

**RIVERSIDE COUNTY  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1

**HEARING DATE:** December 16, 2021

**CASE NUMBER:** ZAP1493MA21 – Phelan Development Company  
(Representative: EPD Solutions)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** CZ2100120 (Change of Zone) PP210133 (Plot Plan)

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use  
Compatibility Plan

**Airport Influence Area:** March Air Reserve Base

**Land Use Policy:** Zone C2

**Noise Levels:** Below 60 CNEL contour

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the proposed Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and also find the proposed Plot Plan CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** A proposal to construct a 350,481 square foot industrial building with mezzanines on 17.50 acres. The applicant also proposes to change the site's zoning from Light Agriculture 1-acre lot minimum (A-1-1), Rural Residential 1-acre lot minimum (R-R-1), and Rural Agricultural 1-acre lot minimum (R-A-1) to Manufacturing-Service Commercial (M-SC). The applicant also proposes rooftop solar panels on the building.

**PROJECT LOCATION:** The site is located on the southeast corner of Cajalco Expressway and Seaton Avenue, approximately 10,100 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**BACKGROUND:**

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, which

limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and the Additional Compatibility Policies included in the March ALUCP, the following rates were used to calculate the occupancy for the proposed project:

- Manufacturing – 1 person per 200 square feet, and
- Office – 1 person per 200 square feet.

The project proposes to construct one industrial manufacturing buildings totaling 350,481 square feet, which includes 335,481 square feet of manufacturing area, 10,000 square feet of office area, and 5,000 square feet of second floor office mezzanine area, accommodating a total occupancy of 1,752 people, resulting in an average intensity of 100 people per acre, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 for every truck trailer). Based on the number of parking spaces provided (244 standard vehicles and 66 truck trailer) the total occupancy would be estimated at 432 people for an average intensity of 25 people per acre, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

Non-Residential Single-Acre Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 38,560 square feet of manufacturing area, 5,000 square feet of office area, and 2,500 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 230 people which is consistent with the Compatibility Zone C2 single acre criterion of 500.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C2 westerly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposed rooftop solar panels and sent a solar glare hazard analysis study for their review. The Air Force reviewed the glare study and had no comments.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project proposes building an approximately 335,469 square feet warehouse, 10,000 square feet of associated office space on the ground floor, and 5,000 square feet of associated office space located within the mezzanine.

#### *Glint and Glare/Reflectivity*

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System



Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image (“green” level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image (“yellow” level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 350,481 square feet of solar panels on the proposed building rooftop with a fixed tilt of 10 degrees with no rotation, and an orientation of 160 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 5.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concluded that some form of glare would occur on the 2 mile approach to runways 14 and 32, as well as some form of glare within the Air Force traffic pattern. Evaluation of the traffic patterns indicates that the panels would result in low potential for temporary after-image (“green” level glare). All times are in standard time.

Runway 14/32 General Aviation traffic pattern (total 17,785 minutes of ‘green’ level glare):

- Runway 14 Crosswind, totaling 3,470 minutes of “green” level glare, lasting up to 25 minutes a day, between March to June and July to October, from 4:00 p.m. to 5:30 p.m.
- Runway 14 Downwind, totaling 7,112 minutes of “green” level glare, lasting up to 40 minutes a day, between April to October, from 3:00 p.m. to 5:00 p.m.
- Runway 32 Base, totaling 5,613 minutes of ‘green’ level glare, lasting up to 30 minutes a day, between April to October, from 4:00 p.m. to 5:00 p.m.
- Runway 32, Final, totaling 1,590 minutes of ‘green’ level glare, lasting up to 20 minutes a day, between March to May and August to October, from 4:00 p.m. to 5:30 p.m.

Runway 14/32 C-17/KC-135 traffic pattern (totaling 4,214 minutes of ‘green’ level glare):

- Runway 32, Final, totaling 4,214 minutes of “green” level glare, lasting up to 20 minutes a day, between March to October from 4:30 p.m. to 5:30 p.m.

Runway 14//32 Overhead traffic patterns (totaling 4,344 minutes of ‘green’ level glare):

- Runway 32, Final, totaling 4,344 minutes of “green” level glare, lasting up to 25 minutes a day, between March to October from 4:00 p.m. to 5:30 p.m.

The total of 26,343 minutes of “green” level glare represents less than 10 percent of total day light time.

#### *Electrical and Communication Interference*

The applicant has indicated that they do not plan to utilize equipment that would interfere with

aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Prohibited and Discouraged Uses: Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would result in a low potential for temporary after-image (“green” level) which has been determined by the Federal Aviation Administration (FAA) to be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. Staff has included conditions to remedy unanticipated situations.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 10,100 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,589 feet AMSL. The site elevation is 1,552 feet AMSL. With a maximum building height of 44 feet, the top point elevation would be 1,596 feet AMSL. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2021-AWP-13538-OE to this project. The applicant submitted Form 7460-1 for FAA OES review. A Determination of No Hazard to Air Navigation letter was issued (Aeronautical Study No. 2021-AWP-13538-OE), as the FAA OES determined that the project would not result in an impact to air navigation. The FAA OES conditions have been incorporated into ALUC’s conditions listed below.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

Change of Zone: The applicant also proposes to change the site’s zoning from Light Agriculture 1-acre lot minimum (A-1-1), Rural Residential 1-acre lot minimum (R-R-1), and Rural Agricultural 1-acre lot minimum (R-A-1) to Manufacturing-Service Commercial (M-SC). The proposed amendments would be consistent with the Compatibility Plan as long as the underlying development’s intensity is consistent with the compatibility criteria.

#### **CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited

at this site:

- (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.
  - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise sensitive outdoor nonresidential uses.
  - (f) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.
4. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard

biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated for 350,481 square feet of manufacturing/office area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
7. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 160 degrees. Solar panels shall be limited to a total of 350,481 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
8. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
10. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2021-AWP-13538-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.
11. The proposed structures shall not exceed a height of 44 feet above ground level and a maximum elevation at top point of 1,596 feet above mean sea level.
12. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission. The specific coordinates, frequencies, and power shall not be amended without further review by the Federal Aviation Administration
13. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 44 feet in height and a maximum elevation of 1,596 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
14. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2021-AWP-13538-OE

Issued Date: 09/17/2021

Phelan Development Co.  
 Katrina DeArme  
 450 Newport Center Drive  
 Newport, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Seaton & Cajalco Industrial  
 Location: Perris, CA  
 Latitude: 33-50-09.00N NAD 83  
 Longitude: 117-15-35.00W  
 Heights: 1552 feet site elevation (SE)  
 44 feet above ground level (AGL)  
 1596 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 03/17/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

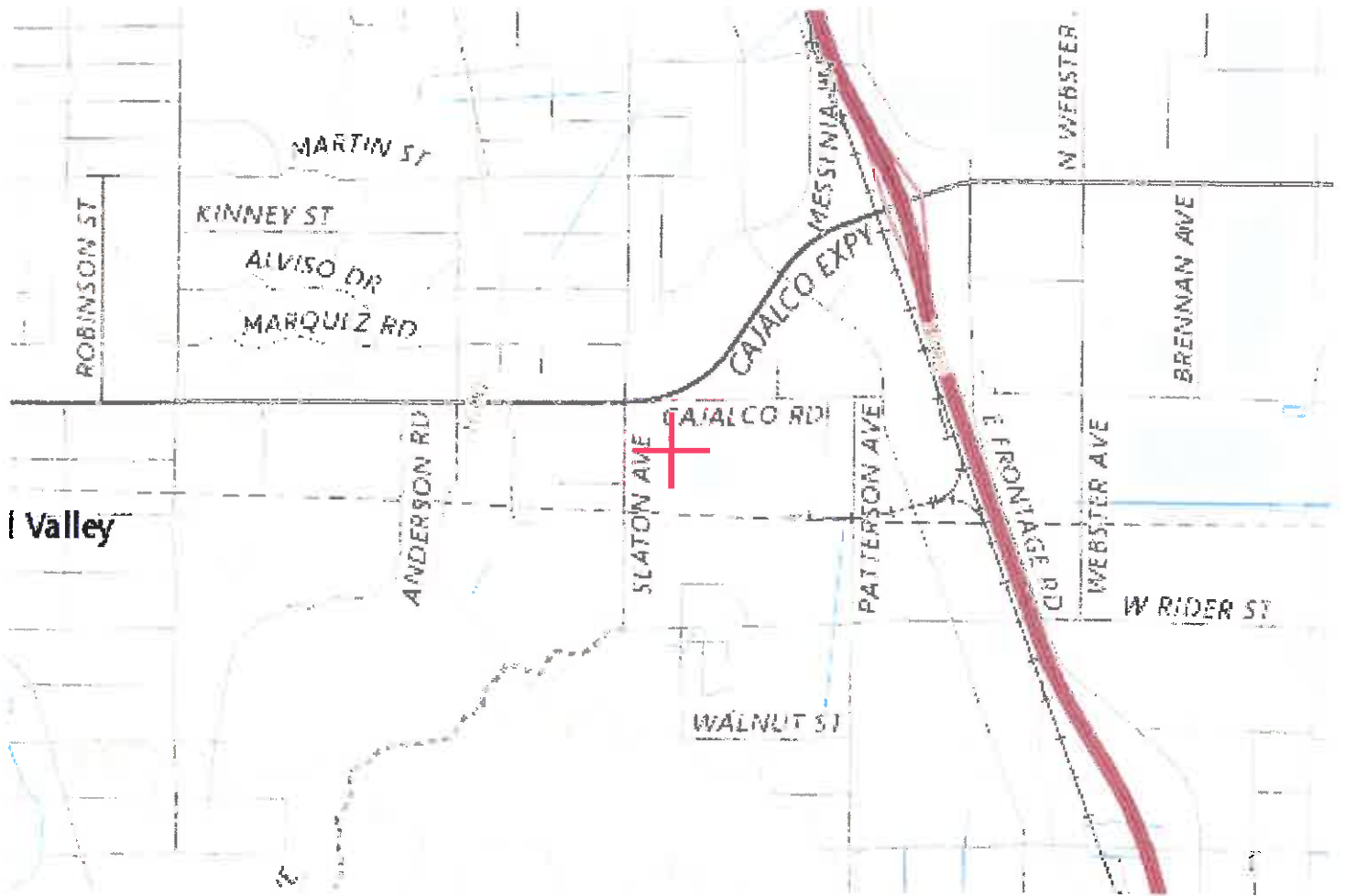
If we can be of further assistance, please contact our office at (206) 231-2877, or [Nicholas.Sanders@faa.gov](mailto:Nicholas.Sanders@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-13538-OE.

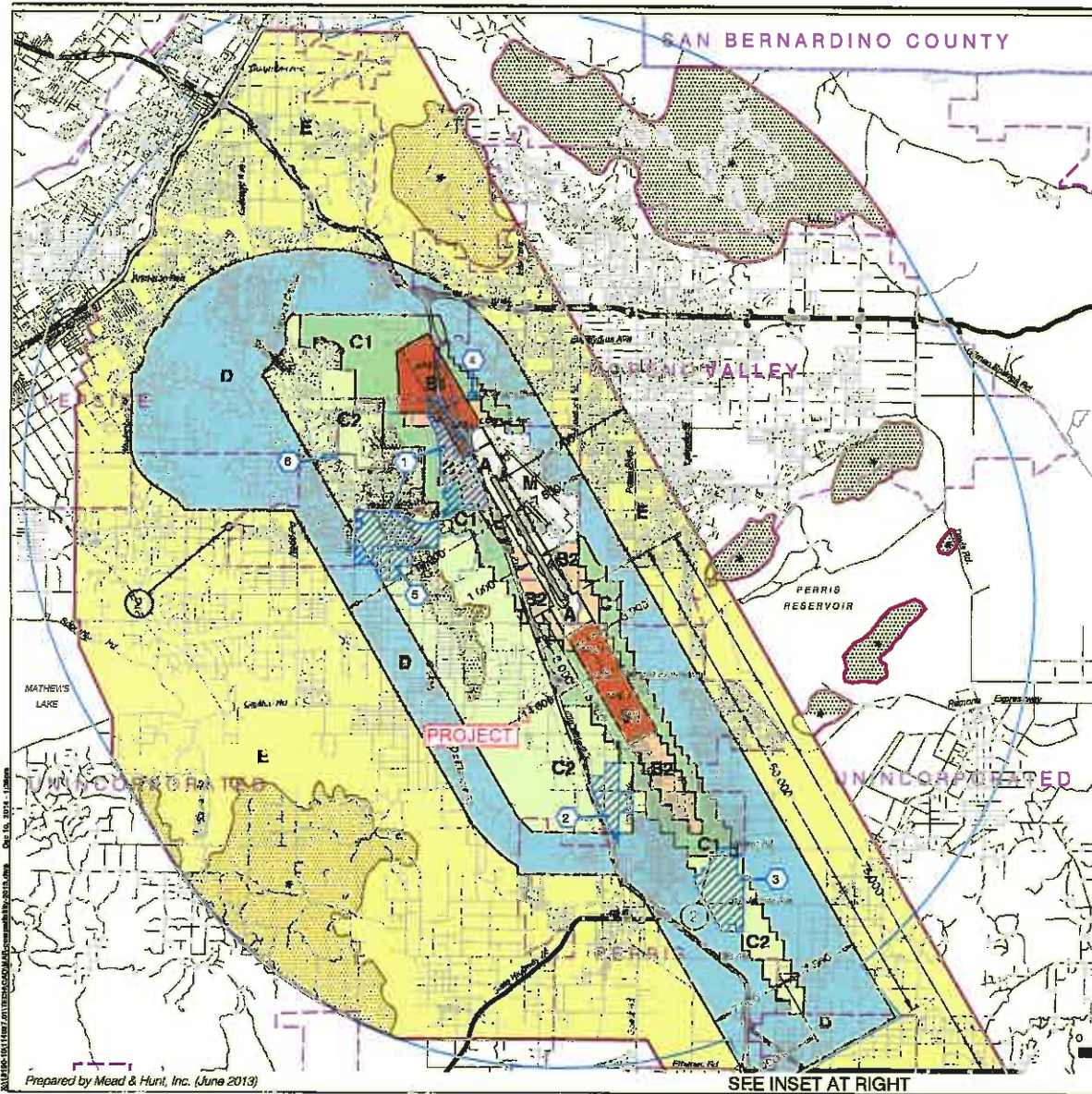
**Signature Control No: 493541174-494864678**

( DNE )

Nicholas Sanders  
Technician

Attachment(s)  
Map(s)





**LEGEND**

**Compatibility Zones**

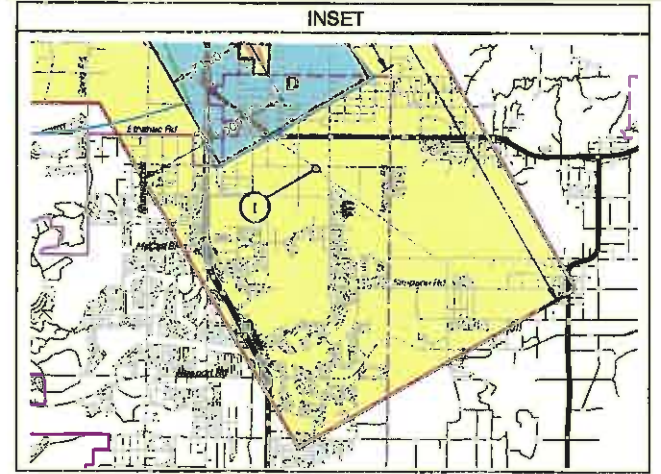
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

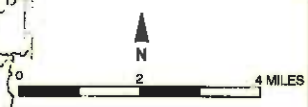
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,635 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



Note:  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

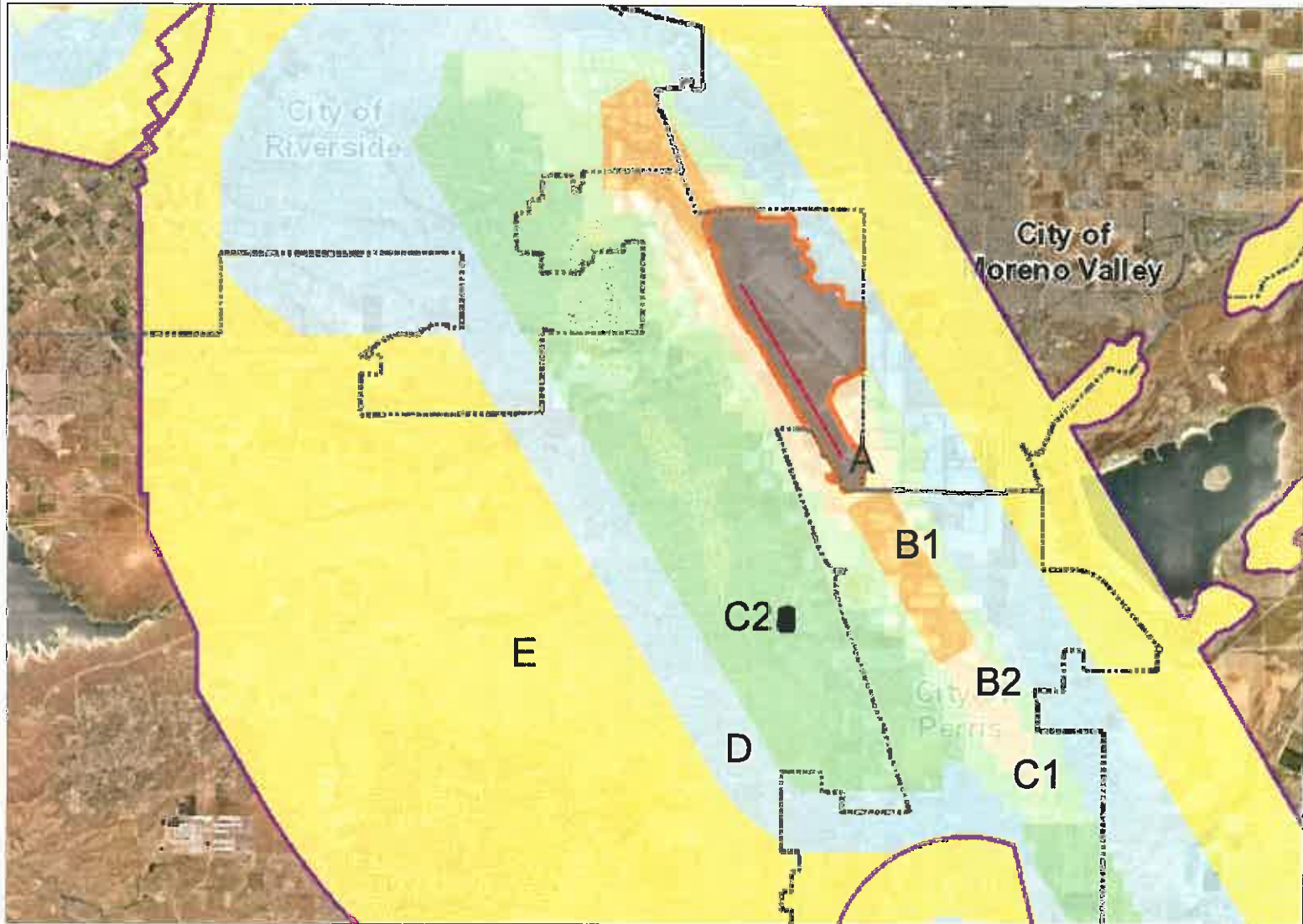
Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**

Prepared by Mead & Hunt, Inc. (June 2013)



# Map My County Map



**Legend**

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- R1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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**Notes**



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# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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## Notes

0 770 1,539 Feet

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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes

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# Map My County Map



## Legend

-  City Areas
-  World Street Map

## Notes



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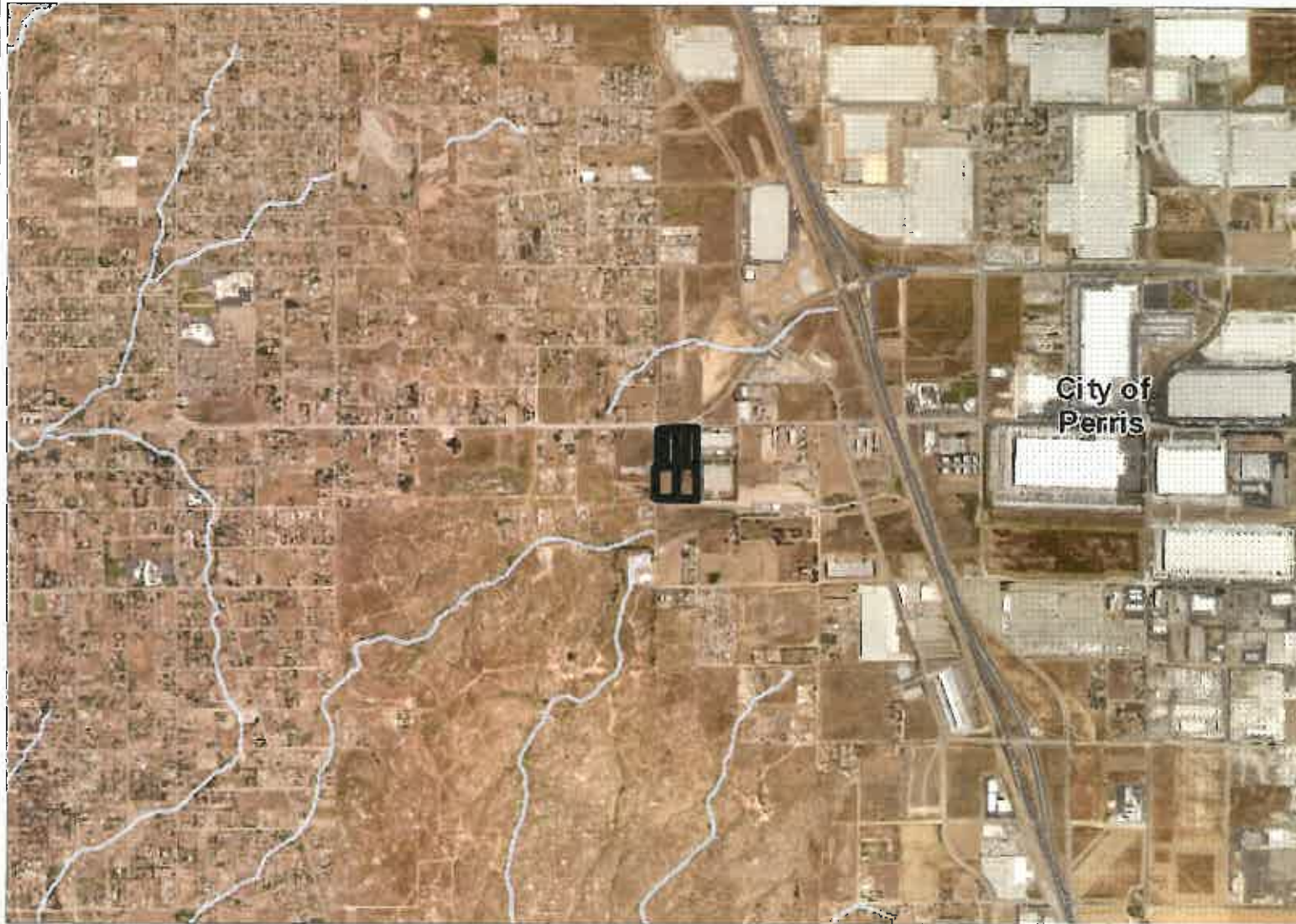


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# Map My County Map



- Legend**
- Blueline Streams
  - City Areas
  - World Street Map



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**Notes**

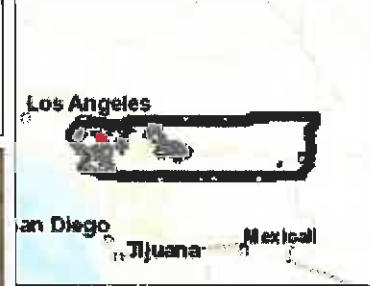


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# Map My County Map



- Legend**
- Blueline Streams
  - City Areas
  - World Street Map



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**Notes**

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## FORGESOLAR GLARE ANALYSIS

**Project:**

Proposed rooftop solar

**Site configuration: 1-temp-9**

Analysis conducted by Norah Jaffan (jaffan.norah@gmail.com) at 15:03 on 14 Sep, 2021.

### U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

# SITE CONFIGURATION

## Analysis Parameters

DNI: peaks at 1,000.0 W/m<sup>2</sup>  
Time interval: 1 min  
Ocular transmission coefficient: 0.5  
Pupil diameter: 0.002 m  
Eye focal length: 0.017 m  
Sun subtended angle: 9.3 mrad  
Site Config ID: 58650.10240



## PV Array(s)

**Name:** PV array 1  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 160.0°  
**Rated power:** -  
**Panel material:** Smooth glass without AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.836738	-117.259788	1583.57	48.00	1631.57
2	33.836763	-117.261206	1563.72	48.00	1611.72
3	33.834701	-117.261207	1564.01	48.00	1612.01
4	33.834684	-117.259765	1583.27	48.00	1631.27



## Flight Path Receptor(s)

**Name:** GA Rwy 12 Base

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910303	-117.264976	2800.14	50.00	2850.14
Two-mile	33.889930	-117.240227	2800.14	973.93	3774.07

**Name:** GA Rwy 12 Crosswind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.876117	-117.235282	2800.14	50.00	2850.14
Two-mile	33.855744	-117.210543	2800.14	973.93	3774.07

**Name:** GA Rwy 12 Downwind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.887950	-117.229543	2800.14	50.00	2850.14
Two-mile	33.867577	-117.204800	2800.14	973.93	3774.07

**Name:** GA Rwy 12 Final  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.898411	-117.270650	2800.14	50.00	2850.14
Two-mile	33.878038	-117.245904	1500.07	2273.99	3774.07

**Name:** GA Rwy 12 Upwind  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884335	-117.253541	1500.07	50.00	1550.08
Two-mile	33.863963	-117.228799	2800.14	-326.13	2474.00

**Name:** GA Rwy 30 Base  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.880883	-117.229524	2800.14	50.00	2850.14
Two-mile	33.860510	-117.204783	2800.14	973.93	3774.07

**Name:** GA Rwy 30 Crosswind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.905624	-117.270674	2800.14	50.00	2850.14
Two-mile	33.885251	-117.245926	2800.14	973.93	3774.07

**Name:** GA Rwy 30 Downwind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910327	-117.256497	2800.14	50.00	2850.14
Two-mile	33.889955	-117.231748	2800.14	973.93	3774.07

**Name:** GA Rwy 30 Final

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.876095	-117.243594	2800.14	50.00	2850.14
Two-mile	33.855722	-117.218855	1500.07	2273.99	3774.07

**Name:** GA Rwy 30 Upwind  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Gilde slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890274	-117.260724	1500.07	50.00	1550.08
Two-mile	33.869901	-117.235981	2800.14	-326.13	2474.00

### Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891570	-117.251200	1509.01	15.00

Map image of 1-ATCT



## GLARE ANALYSIS RESULTS

### Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	160.0	0	0	0

*Total annual glare received by each receptor*

<b>Receptor</b>	<b>Annual Green Glare (min)</b>	<b>Annual Yellow Glare (min)</b>
GA Rwy 12 Base	0	0
GA Rwy 12 Crosswind	0	0
GA Rwy 12 Downwind	0	0
GA Rwy 12 Final	0	0
GA Rwy 12 Upwind	0	0
GA Rwy 30 Base	0	0
GA Rwy 30 Crosswind	0	0
GA Rwy 30 Downwind	0	0
GA Rwy 30 Final	0	0
GA Rwy 30 Upwind	0	0
1-ATCT	0	0

## **Results for: PV array 1**

<b>Receptor</b>	<b>Green Glare (min)</b>	<b>Yellow Glare (min)</b>
GA Rwy 12 Base	0	0
GA Rwy 12 Crosswind	0	0
GA Rwy 12 Downwind	0	0
GA Rwy 12 Final	0	0
GA Rwy 12 Upwind	0	0
GA Rwy 30 Base	0	0
GA Rwy 30 Crosswind	0	0
GA Rwy 30 Downwind	0	0
GA Rwy 30 Final	0	0
GA Rwy 30 Upwind	0	0
1-ATCT	0	0

### **Flight Path: GA Rwy 12 Base**

0 minutes of yellow glare  
0 minutes of green glare

### **Flight Path: GA Rwy 12 Crosswind**

0 minutes of yellow glare  
0 minutes of green glare

### **Flight Path: GA Rwy 12 Downwind**

0 minutes of yellow glare



0 minutes of green glare

**Flight Path: GA Rwy 12 Final**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA Rwy 12 Upwind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA Rwy 30 Base**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA Rwy 30 Crosswind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA Rwy 30 Downwind**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA Rwy 30 Final**

0 minutes of yellow glare

0 minutes of green glare

**Flight Path: GA Rwy 30 Upwind**

0 minutes of yellow glare

0 minutes of green glare

**Point Receptor: 1-ATCT**

0 minutes of yellow glare

0 minutes of green glare

# Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size.

Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.



# FORGESOLAR GLARE ANALYSIS

## Project:

Proposed rooftop solar

## Site configuration: 2-temp-6

Analysis conducted by Norah Jaffan (jaffan.norah@gmail.com) at 14:53 on 14 Sep, 2021.

## U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

# SITE CONFIGURATION

## Analysis Parameters

DNI: peaks at 1,000.0 W/m<sup>2</sup>  
 Time Interval: 1 min  
 Ocular transmission coefficient: 0.5  
 Pupil diameter: 0.002 m  
 Eye focal length: 0.017 m  
 Sun subtended angle: 9.3 mrad  
 Site Config ID: 58647.10240



## PV Array(s)

**Name:** PV array 1  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 160.0°  
**Rated power:** -  
**Panel material:** Smooth glass without AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.836738	-117.259788	1555.50	48.00	1603.50
2	33.836763	-117.261206	1566.95	48.00	1614.95
3	33.834701	-117.261207	1557.91	48.00	1605.91
4	33.834684	-117.259765	1551.49	48.00	1599.49

## Flight Path Receptor(s)

**Name:** GA Rwy 14 Base

**Description:**

**Threshold height:** 50 ft

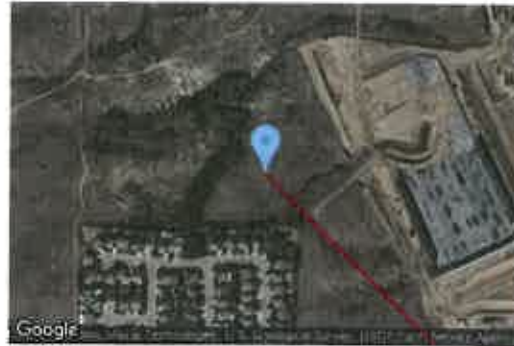
**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.904873	-117.292774	3000.15	50.00	3050.15
Two-mile	33.884500	-117.268026	3000.15	973.93	3974.08

**Name:** GA Rwy 14 Crosswind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.848111	-117.243250	3000.15	50.00	3050.15
Two-mile	33.827738	-117.218519	3000.15	973.93	3974.08

**Name:** GA Rwy 14 Downwind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

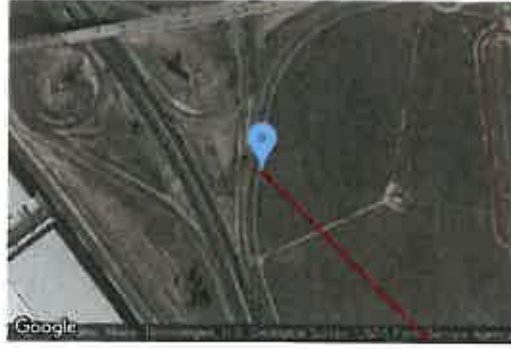
**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.846517	-117.258371	3000.15	50.00	3050.15
Two-mile	33.826144	-117.233641	3000.15	973.93	3974.08

**Name:** GA Rwy 14 Final  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



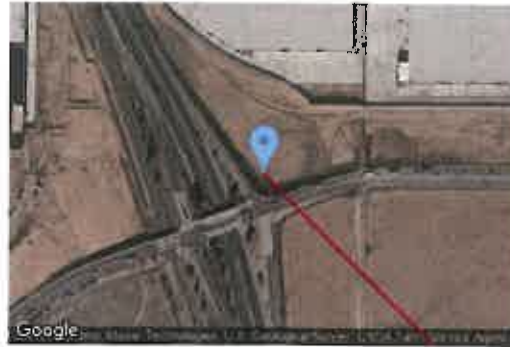
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.906915	-117.277706	3000.15	50.00	3050.15
Two-mile	33.886542	-117.252958	1500.07	2474.00	3974.08

**Name:** GA Rwy 14 Upwind  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864999	-117.248289	1500.07	50.00	1550.08
Two-mile	33.844626	-117.223553	3000.15	-526.14	2474.00

**Name:** GA Rwy 32 Base  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844600	-117.250109	3000.15	50.00	3050.15
Two-mile	33.824228	-117.225379	3000.15	973.93	3974.08



**Name:** GA Rwy 32 Crosswind

**Description:**

**Threshold height:** 50 ft

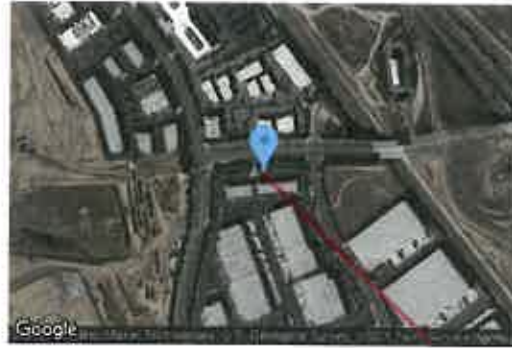
**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908248	-117.286017	3000.15	50.00	3050.15
Two-mile	33.887876	-117.261268	3000.15	973.93	3974.08

**Name:** GA Rwy 32 Downwind

**Description:**

**Threshold height:** 50 ft

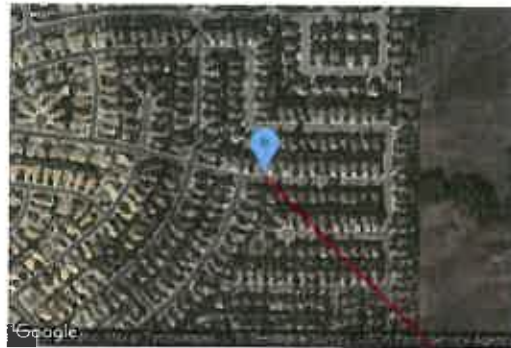
**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.897908	-117.295031	3000.15	50.00	3050.15
Two-mile	33.877535	-117.270286	3000.15	973.93	3974.08

**Name:** GA Rwy 32 Final

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.854240	-117.240343	3000.15	50.00	3050.15
Two-mile	33.833868	-117.215610	1500.07	2474.00	3974.08

**Name:** GA Rwy 32 Upwind  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896434	-117.270657	1500.07	50.00	1550.08
Two-mile	33.876062	-117.245912	3000.15	-526.14	2474.00

### Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891570	-117.251200	1509.01	15.00

Map image of 1-ATCT



## GLARE ANALYSIS RESULTS

### Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	160.0	17,785	0	-

*Total annual glare received by each receptor*

<b>Receptor</b>	<b>Annual Green Glare (min)</b>	<b>Annual Yellow Glare (min)</b>
GA Rwy 14 Base	0	0
GA Rwy 14 Crosswind	3470	0
GA Rwy 14 Downwind	7112	0
GA Rwy 14 Final	0	0
GA Rwy 14 Upwind	0	0
GA Rwy 32 Base	5613	0
GA Rwy 32 Crosswind	0	0
GA Rwy 32 Downwind	0	0
GA Rwy 32 Final	1590	0
GA Rwy 32 Upwind	0	0
1-ATCT	0	0

## **Results for: PV array 1**

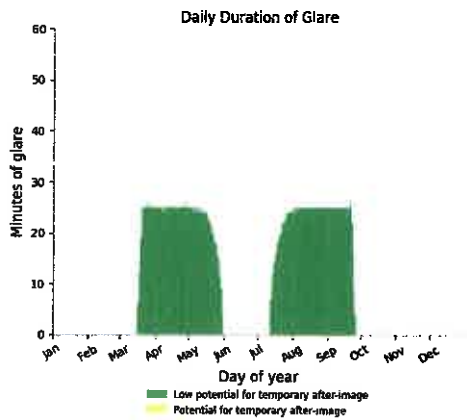
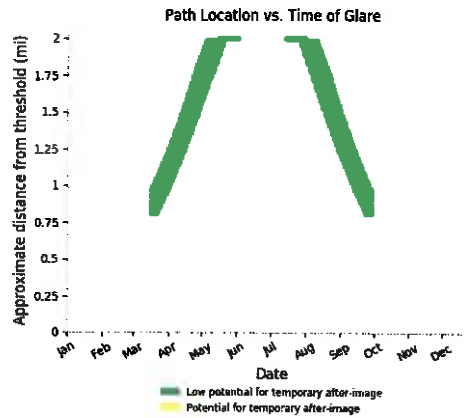
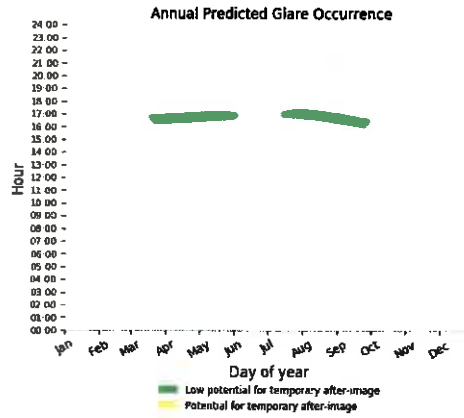
<b>Receptor</b>	<b>Green Glare (min)</b>	<b>Yellow Glare (min)</b>
GA Rwy 14 Base	0	0
GA Rwy 14 Crosswind	3470	0
GA Rwy 14 Downwind	7112	0
GA Rwy 14 Final	0	0
GA Rwy 14 Upwind	0	0
GA Rwy 32 Base	5613	0
GA Rwy 32 Crosswind	0	0
GA Rwy 32 Downwind	0	0
GA Rwy 32 Final	1590	0
GA Rwy 32 Upwind	0	0
1-ATCT	0	0

### **Flight Path: GA Rwy 14 Base**

0 minutes of yellow glare  
0 minutes of green glare

### **Flight Path: GA Rwy 14 Crosswind**

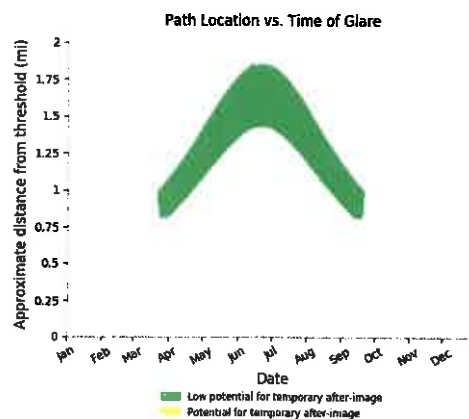
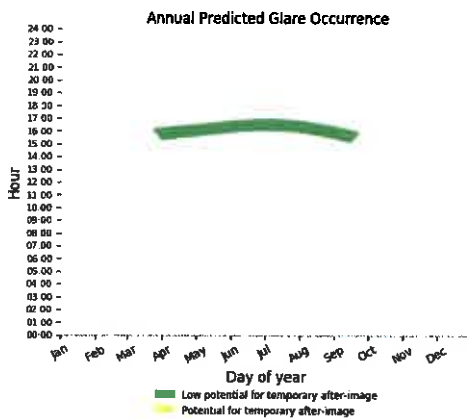
0 minutes of yellow glare  
3470 minutes of green glare



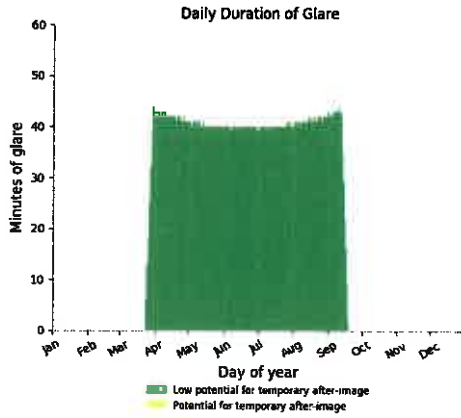
## Flight Path: GA Rwy 14 Downwind

0 minutes of yellow glare

7112 minutes of green glare







### Flight Path: GA Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

### Flight Path: GA Rwy 14 Upwind

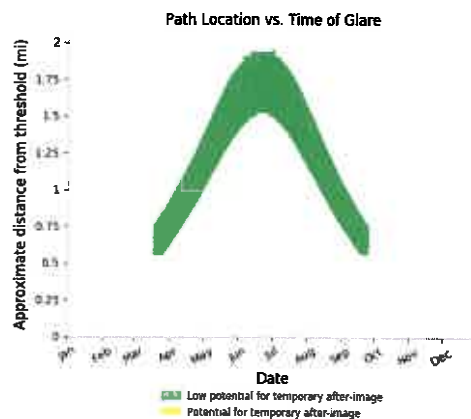
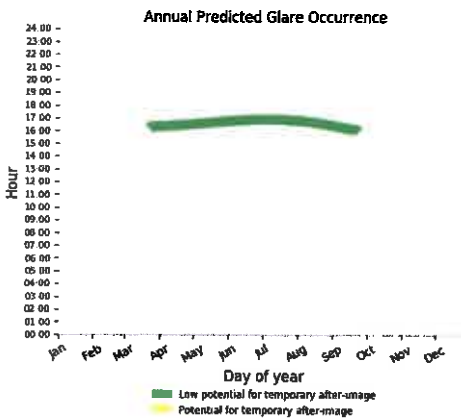
0 minutes of yellow glare

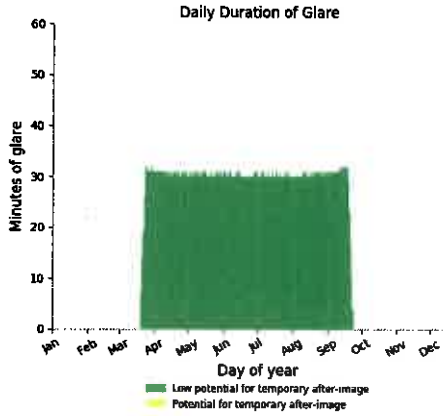
0 minutes of green glare

### Flight Path: GA Rwy 32 Base

0 minutes of yellow glare

5613 minutes of green glare





### Flight Path: GA Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

### Flight Path: GA Rwy 32 Downwind

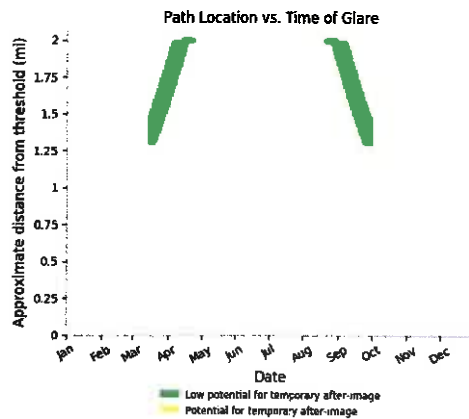
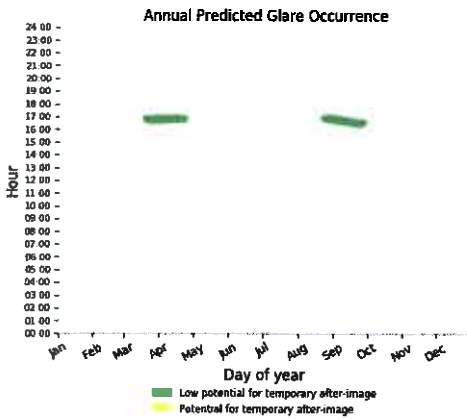
0 minutes of yellow glare

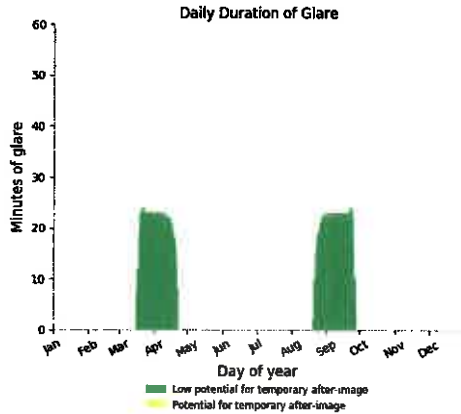
0 minutes of green glare

### Flight Path: GA Rwy 32 Final

0 minutes of yellow glare

1590 minutes of green glare





### Flight Path: GA Rwy 32 Upwind

0 minutes of yellow glare  
 0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
 0 minutes of green glare

## Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size.

Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.



# FORGESOLAR GLARE ANALYSIS

**Project:**

Proposed rooftop solar

**Site configuration: 3-temp-7**

Analysis conducted by Norah Jaffan (jaffan.norah@gmail.com) at 14:58 on 14 Sep, 2021.

## U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>



# SITE CONFIGURATION

## Analysis Parameters

DN!: peaks at 1,000.0 W/m<sup>2</sup>  
Time Interval: 1 min  
Ocular transmission coefficient: 0.5  
Pupil diameter: 0.002 m  
Eye focal length: 0.017 m  
Sun subtended angle: 9.3 mrad  
Site Config ID: 58648.10240



## PV Array(s)

**Name:** PV array 1  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 160.0°  
**Rated power:** -  
**Panel material:** Smooth glass without AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.836738	-117.259788	1583.57	48.00	1631.57
2	33.836763	-117.261206	1563.72	48.00	1611.72
3	33.834701	-117.261207	1564.01	48.00	1612.01
4	33.834684	-117.259765	1583.27	48.00	1631.27

## Flight Path Receptor(s)

**Name:** CKC Rwy 14 Base

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.922418	-117.325059	3000.15	50.00	3050.15
Two-mile	33.902045	-117.300306	3000.15	973.93	3974.08

**Name:** CKC Rwy 14 Crosswind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.821973	-117.228365	3000.15	50.00	3050.15
Two-mile	33.801600	-117.203642	3000.15	973.93	3974.08

**Name:** CKC Rwy 14 Downwind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.818523	-117.262214	3000.15	50.00	3050.15
Two-mile	33.798135	-117.237509	3000.15	973.93	3974.08

**Name:** CKC Rwy 14 Final  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



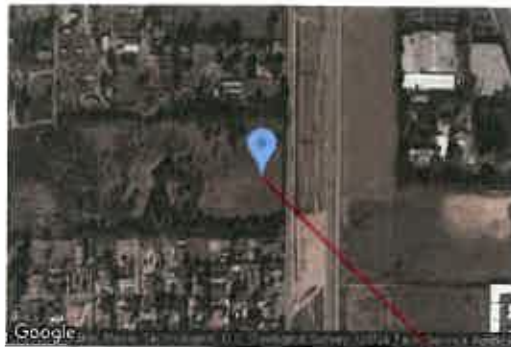
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925182	-117.291093	3000.15	50.00	3050.15
Two-mile	33.904809	-117.266340	1500.07	2474.00	3974.08

**Name:** CKC Rwy 14 Upwind  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864998	-117.248297	1500.07	50.00	1550.08
Two-mile	33.844625	-117.223561	3000.15	-526.14	2474.00

**Name:** CKC Rwy 32 Base  
**Description:**  
**Threshold height:** 50 ft  
**Direction:** 314.8°  
**Glide slope:** 5.0°  
**Pilot view restricted?** Yes  
**Vertical view:** 30.0°  
**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.813030	-117.244381	3000.15	50.00	3050.15
Two-mile	33.792657	-117.219660	3000.15	973.93	3974.08

**Name:** CKC Rwy 32 Crosswind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.931234	-117.309058	3000.15	50.00	3050.15
Two-mile	33.910861	-117.284302	3000.15	973.93	3974.08

**Name:** CKC Rwy 32 Downwind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908147	-117.325543	3000.15	50.00	3050.15
Two-mile	33.887774	-117.300795	3000.15	973.93	3974.08

**Name:** CKC Rwy 32 Final

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.836269	-117.227845	3000.15	50.00	3050.15
Two-mile	33.815896	-117.203117	1500.07	2474.00	3974.08



**Name:** CKC Rwy 32 Upwind

**Description:**

**Threshold height:** 50 ft

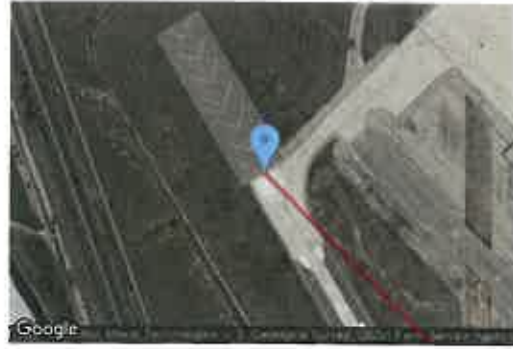
**Direction:** 314.8°

**Gilde slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896440	-117.270637	1500.07	50.00	1550.08
Two-mile	33.876067	-117.245892	3000.15	-526.14	2474.00

## Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.94	15.00

Map image of 1-ATCT



## GLARE ANALYSIS RESULTS

### Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	160.0	4,214	0	0

*Total annual glare received by each receptor*

<b>Receptor</b>	<b>Annual Green Glare (min)</b>	<b>Annual Yellow Glare (min)</b>
CKC Rwy 14 Base	0	0
CKC Rwy 14 Crosswind	0	0
CKC Rwy 14 Downwind	0	0
CKC Rwy 14 Final	0	0
CKC Rwy 14 Upwind	0	0
CKC Rwy 32 Base	0	0
CKC Rwy 32 Crosswind	0	0
CKC Rwy 32 Downwind	0	0
CKC Rwy 32 Final	4214	0
CKC Rwy 32 Upwind	0	0
1-ATCT	0	0

## **Results for: PV array 1**

<b>Receptor</b>	<b>Green Glare (min)</b>	<b>Yellow Glare (min)</b>
CKC Rwy 14 Base	0	0
CKC Rwy 14 Crosswind	0	0
CKC Rwy 14 Downwind	0	0
CKC Rwy 14 Final	0	0
CKC Rwy 14 Upwind	0	0
CKC Rwy 32 Base	0	0
CKC Rwy 32 Crosswind	0	0
CKC Rwy 32 Downwind	0	0
CKC Rwy 32 Final	4214	0
CKC Rwy 32 Upwind	0	0
1-ATCT	0	0

### **Flight Path: CKC Rwy 14 Base**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: CKC Rwy 14 Crosswind**

0 minutes of yellow glare

0 minutes of green glare

### **Flight Path: CKC Rwy 14 Downwind**

0 minutes of yellow glare

0 minutes of green glare

### Flight Path: CKC Rwy 14 Final

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: CKC Rwy 14 Upwind

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: CKC Rwy 32 Base

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: CKC Rwy 32 Crosswind

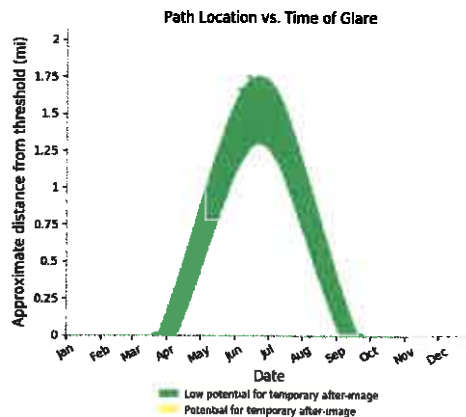
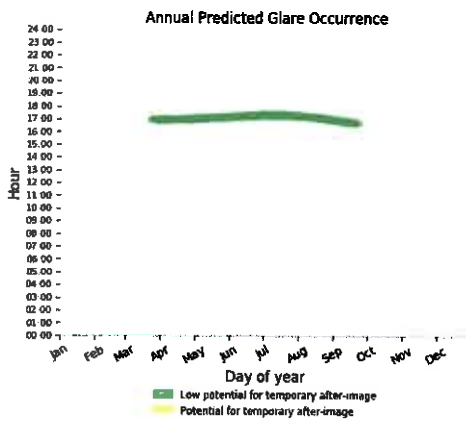
0 minutes of yellow glare  
0 minutes of green glare

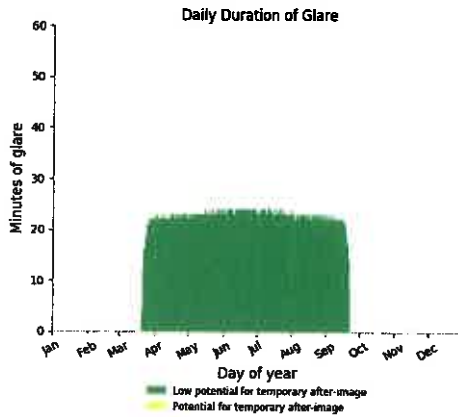
### Flight Path: CKC Rwy 32 Downwind

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: CKC Rwy 32 Final

0 minutes of yellow glare  
4214 minutes of green glare





### Flight Path: CKC Rwy 32 Upwind

0 minutes of yellow glare  
 0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
 0 minutes of green glare

## Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size.

Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.



# FORGESOLAR GLARE ANALYSIS

**Project:**

Proposed rooftop solar

Site configuration: **4-temp-8**

Analysis conducted by Norah Jaffan (jaffan.norah@gmail.com) at 15:01 on 14 Sep, 2021.

## U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>



# SITE CONFIGURATION

## Analysis Parameters

DNI: peaks at 1,000.0 W/m<sup>2</sup>  
Time interval: 1 min  
Ocular transmission coefficient: 0.5  
Pupil diameter: 0.002 m  
Eye focal length: 0.017 m  
Sun subtended angle: 9.3 mrad  
Site Config ID: 58649.10240



## PV Array(s)

**Name:** PV array 1  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 10.0°  
**Orientation:** 160.0°  
**Rated power:** -  
**Panel material:** Smooth glass without AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.836738	-117.259788	1583.57	48.00	1631.57
2	33.836763	-117.261206	1563.72	48.00	1611.72
3	33.834701	-117.261207	1564.01	48.00	1612.01
4	33.834684	-117.259765	1583.27	48.00	1631.27

## Flight Path Receptor(s)

**Name:** OHead Rwy 14 Downwind

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.863558	-117.293759	3500.17	50.00	3550.17
Two-mile	33.843185	-117.269023	3500.17	973.93	4474.10

**Name:** OHead Rwy 14 Final

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925115	-117.291046	3500.17	50.00	3550.17
Two-mile	33.904742	-117.266292	1500.07	2974.03	4474.10

**Name:** OHead Rwy 14 Initial

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.968058	-117.322114	3500.17	50.00	3550.17
Two-mile	33.947685	-117.297348	3500.17	973.93	4474.10

**Name:** OHead Rwy 32 Final

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.836250	-117.227876	3500.17	50.00	3550.17
Two-mile	33.815878	-117.203149	1500.07	2974.03	4474.10

**Name:** OHead Rwy 32 Initial

**Description:**

**Threshold height:** 50 ft

**Direction:** 314.8°

**Glide slope:** 5.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.793332	-117.197161	3500.17	50.00	3550.17
Two-mile	33.772959	-117.172446	3500.17	973.93	4474.10

## Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.87	15.00

Map image of 1-ATCT



## GLARE ANALYSIS RESULTS

### Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	160.0	4,344	0	124

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
OHead Rwy 14 Downwind	0	0
OHead Rwy 14 Final	0	0
OHead Rwy 14 Initial	0	0
OHead Rwy 32 Final	4344	0
OHead Rwy 32 Initial	0	0
1-ATCT	0	0

### Results for: PV array 1

OHead Rwy 14 Downwind	0	0
-----------------------	---	---

Receptor	Green Glare (min)	Yellow Glare (min)
OHead Rwy 14 Final	0	0
OHead Rwy 14 Initial	0	0
OHead Rwy 32 Final	4344	0
OHead Rwy 32 Initial	0	0
1-ATCT	0	0

### Flight Path: OHead Rwy 14 Downwind

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: OHead Rwy 14 Final

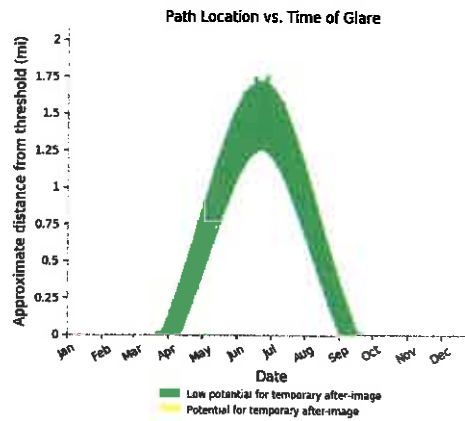
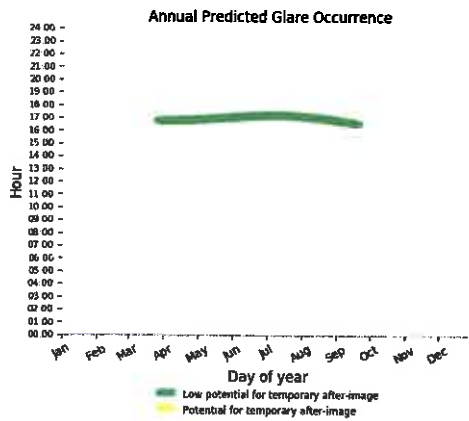
0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: OHead Rwy 14 Initial

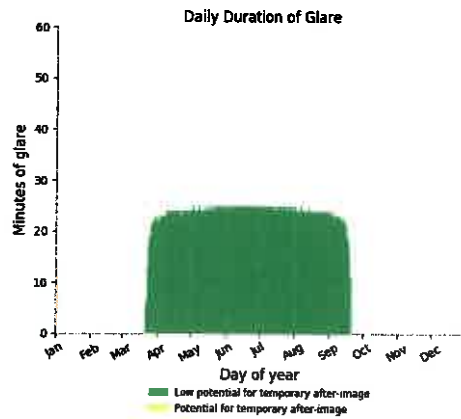
0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: OHead Rwy 32 Final

0 minutes of yellow glare  
4344 minutes of green glare







### Flight Path: OHead Rwy 32 Initial

0 minutes of yellow glare  
 0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
 0 minutes of green glare

## Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

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Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

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Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

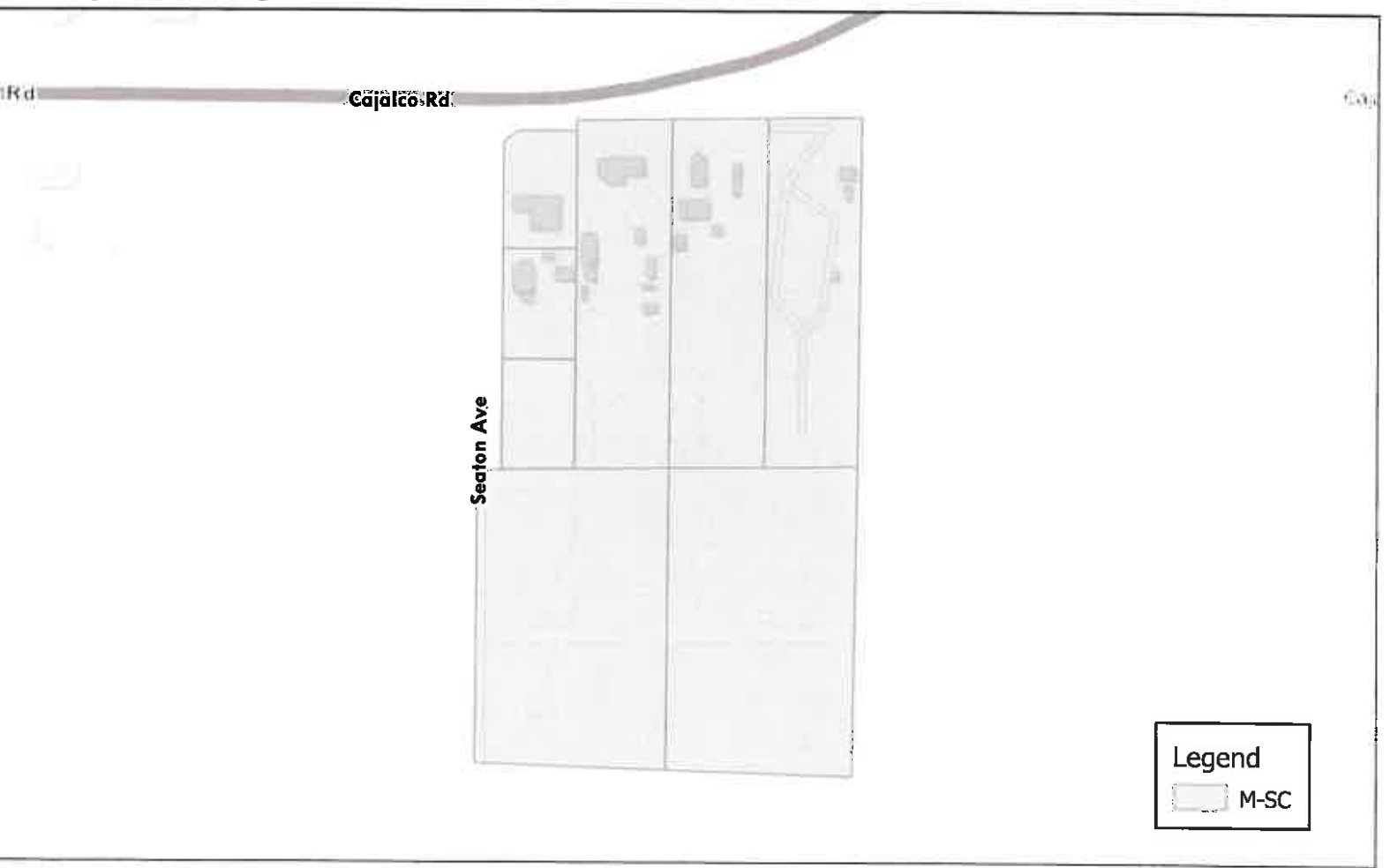
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

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# EXISTING Zoning



# Proposed Zoning



# Seaton Avenue & Caljaco Road Riverside County, California

Plot Plan Review  
PLOT PLAN NO. - TBD

9 July 2021

#### ARCHITECTURAL

- A-1 COVER SHEET
- A-2 PRELIMINARY SITE PLAN
- A-3 FLOOR PLAN
- A-4 EXTERIOR ELEVATIONS

#### LANDSCAPE

- L-1 PRELIMINARY LANDSCAPE PLAN

#### ELECTRICAL

- ESL1 SITE LIGHTING PLAN
- ESL2 EXTERIOR LIGHTING ELEVATIONS

#### CIVIL

- 1 OF 3 TITLE SHEET
- 2 OF 3 PRELIMINARY GRADING PLAN
- 3 OF 3 PRELIMINARY GRADING PLAN

ALL CONSTRUCTION SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES, REGULATION AND LAWS, INCLUDING, BUT NOT LIMITED TO:

- BUILDING 2018 CALIFORNIA BUILDING CODE
- MECHANICAL 2018 CALIFORNIA MECHANICAL CODE
- PLUMBING 2018 CALIFORNIA PLUMBING CODE
- ELECTRICAL 2018 CALIFORNIA ELECTRICAL CODE
- FIRE 2018 CALIFORNIA FIRE CODE
- ACCESSIBILITY 2018 CALIFORNIA BUILDING CODE, CH. 11B

**ACCESSOR'S PARCELS:** 317-140-044, 317-140-045, 317-140-046, 317-140-028, 317-140-024, 317-140-006, 317-140-019 & 317-140-020

**SPECIFIC PLAN:** NOT IN SPECIFIC PLAN

**EXISTING ZONING USE:** A-1-1, RA-1

**EXISTING LAND USE:** LI

**OCCUPANCY GROUP:** S-1, B

**CONSTRUCTION TYPE:** V-B

#### DESCRIPTION OF WORK:

THIS DEVELOPMENT CONSISTS OF A 368,046 S.F. WAREHOUSE BUILDING, INCLUDING 18,000 S.F. OF ACCESSORY OFFICE, TRASH AND RECYCLING BINS WILL BE CONTAINED WITHIN A TRASH ENCLOSURE CONSTRUCTED OF CONCRETE WITH STEEL GATES TO SCREEN BINS FROM VIEW.

AUTOMOBILE PARKING IS PROVIDED AT THE WEST SIDE OF THE SITE, NEAREST TO SEATON AVENUE, NORTH SIDE OF SITE NEAREST TO CALJACO ROAD, AND AT THE SOUTH SIDE OF THE SITE.

A FIRE APPARATUS ACCESS LANE AROUND THE BUILDING WILL BE MAINTAINED AT ALL TIMES. GATES WILL INCLUDE KNOX PADLOCK TO PROVIDE FIRE DEPARTMENT ACCESS.

#### ADDITIONAL INFORMATION:

- THIS PROPERTY DOES NOT CONTAIN:
  - MAPPED FLOODPLAINS OR FLOODWAYS
  - FLAMMABLE OR COMBUSTIBLE LIQUIDS OR WASTE OIL
  - LOW/MODERATE LIQUEFACTION POTENTIAL
  - SUSCEPTIBLE TO SUBSIDENCE
  - HIGH SENSITIVITY (SEISM 9) TO PALAEONTOLOGICAL RESOURCES
  - VERY HIGH FIRE HAZARD AREA - LOCAL RESPONSIBILITY AREA (LRA)
- PROPOSED IMPROVEMENT SCHEDULE PER COUNTY ORDINANCE 460.

GROSS LOT AREA	762,270 sf	17.80 acres
NET LOT AREA:	705,339 sf	-A 16.18 acres
BUILDING AREA:	350,401 sf	
WAREHOUSE:	335,481 sf	
OFFICE:	10,000 sf	
MEZZANINE:	5,000 sf	
SITE COVERAGE: (on net area)	60.0 %	
PARKING REQUIRED:	228 spaces	
WAREHOUSE 335,481 sf: (1/2000 sf)	168 spaces	
OFFICE 10,000 sf: (1/250 sf)	60 spaces	
PARKING PROVIDED:	244 spaces	
STANDARD:	237 spaces	
HANDICAP ACCESSIBLE:	7 spaces	
DOCK DOORS:	43 spaces	
TRAILER:	65 spaces	
LANDSCAPE REQUIRED: (15% of net area)	108,449 sf	
LANDSCAPE PROVIDED:	109,601 sf	

#### OWNER/APPLICANT

PHELAN DEVELOPMENT COMPANY  
450 NEWPORT CENTER DRIVE, SUITE 405  
NEWPORT BEACH, CA 92660  
PHONE: (949) 724-0020  
dphelan@phelandevelopment.com

#### ARCHITECT

CARLIE COATS BORTH ARCHITECTS, INC.  
18900 MACARTHUR BOULEVARD, SUITE 300  
PINE CA 92612  
PHONE: (949) 833-1820  
jcarlop@coatsborth.com

#### LANDSCAPE ARCHITECT

SCOTT PETERSON LANDSCAPE ARCHITECT, INC.  
2383 VIA RANCHEROS WAY  
FALLBROOK, CA 92028  
PHONE: (760) 542-8863  
scott@spalano.com

#### CIVIL ENGINEER

SCH & ASSOCIATES  
14080 MERCIAN PKWY  
RIVERSIDE, CA 92518  
PHONE: (951) 680-5801  
stov@schinc.net



#### SHEET INDEX

#### APPLICABLE CODES

#### PROJECT SUMMARY

#### PROJECT TEAM

#### VICINITY MAP

SCALE: NOT TO SCALE



Carlie Coatsworth Architects, Inc.  
1800 Newport Center Drive, Suite 405, Newport Beach, CA 92660

Pre-Application Number: 180075  
Seaton Avenue & Caljaco Road  
Perris, California (Riverside County)

**PHELAN**  
DEVELOPMENT  
450 Newport Center Drive, Suite 405  
Newport Beach, CA 92660

A-1

PROJ. LOT AREA:	762,270 sf 17.50 acres
NET LOT AREA:	705,380 sf 16.12 acres
TOTAL BUILDING AREA:	370,481 sf
OFFICE:	75,000 sf
OFFICE MEZZ:	5,000 sf
WAREHOUSE:	290,481 sf
F.F.T.C. (on net area):	42.9% %
PARKING REQUIRED:	220 spaces
OFFICE (15,000 sf (100) @ 40 sq ft @ space)	175 spaces
WAREHOUSE (290,481 sf (100) @ 40 sq ft @ space)	725 spaces
PARKING PROVIDED:	244 spaces
STANDARD:	237 spaces
HANDICAP ACCESSIBLE:	7 spaces
DOCK DOOR:	43 spaces
TRUCK PARKING:	40 spaces
LANDSCAPE REQUIRED: (1.5% of net area)	10,580 sf
LANDSCAPE PROVIDED:	10,580 sf

- ACCESSIBLE PATH OF TRAVEL
- DRIVE-IN OVERHEAD DOOR AT GRADE LEVEL RAMP
- OVERHEAD DOOR AT LOADING DOCK

**LEGEND**

- CONDITIONS OF APPROVAL**
- ALL UTILITIES, EXCEPT ELECTRICAL LINES 33 KV OR GREATER, SHALL BE INSTALLED UNDERGROUND, IF THE PERMITTEE PROVIDES TO THE DEPARTMENT OF BUILDING AND SAFETY AND THE PLANNING DEPARTMENT A COMMITTEE RESOLUTION FROM THE UTILITY PROVIDER REFUSING TO ALLOW UNDERGROUND INSTALLATION OF THE UTILITIES, THIS CONDITION WOULD NOT APPLY.
  - ALL LIGHTING SHALL BE IN COMPLIANCE WITH ORDINANCE NO. 895.
  - NO OUTSIDE STORAGE SHALL BE ALLOWED ON THE PROJECT SITE.
  - DOCK SIGNS SHALL BE PROVIDED PRIOR TO BUILDING OCCUPANCY.

**SITE PLAN NOTES**

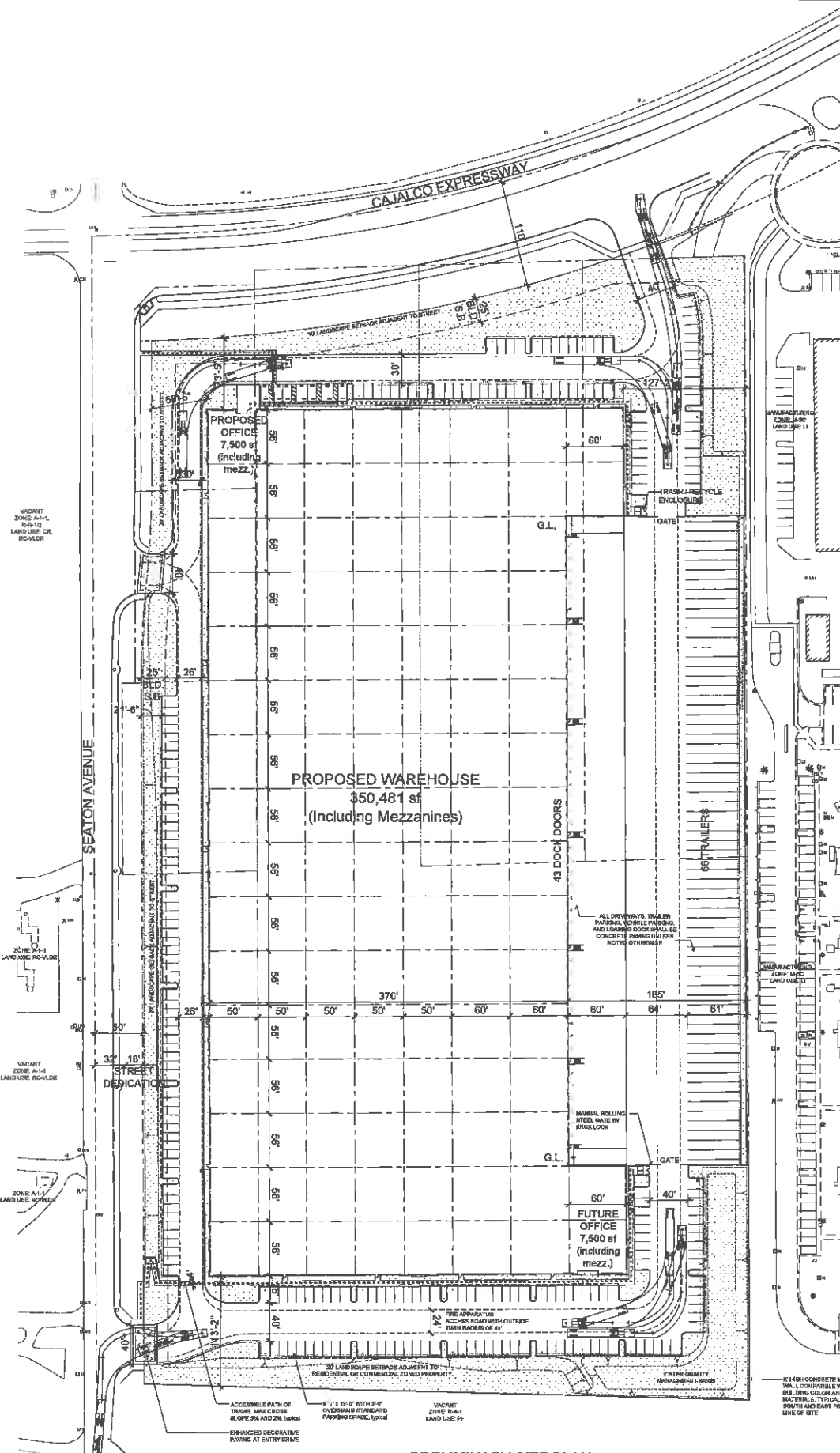
- LOW/MODERATE LIQUEFACTION POTENTIAL
- SUBJECT TO SUBSIDIENCE
- HIGH SEISMICITY (HIGH B) TO PALEONTOLOGICAL RESOURCES
- VERY HIGH FIRE HAZARD AREA - LOCAL RESPONSIBILITY AREA (LRA)
- LOCATED IN SPECIFIC PLAN NO. 100 STREET "A"



**VICINITY MAP**

SCALE: NOT TO SCALE

- OWNER/APPLICANT:** PHELAN DEVELOPMENT COMPANY  
400 NEWPORT CENTER DRIVE  
SUITE 405  
NEWPORT BEACH, CA 92660  
PHONE: (949) 725-3663
- ARCHITECT:** CARLIE COATSWORTH ARCHITECTS, INC.  
1900 MACARTHUR BOULEVARD  
SUITE 300  
IRVINE, CA 92612  
PHONE: (949) 522-1033  
carlie@carliecoatsworth.com
- LANDSCAPE ARCHITECT:** SCOTT PETERSON LANDSCAPE ARCHITECT, INC.  
383 VIA RANCHAR DEL MAR  
FALLBROOK, CA 92523  
PHONE: (760) 852-3823  
sp@scottpeterson.com
- CIVIL ENGINEER:** SDH & ASSOCIATES  
1460 MORGAN FREEWAY  
IRVINE, CA 92618  
PHONE: (951) 463-3811  
sdh@sdhinc.com
- UTILITY SURVEYORS:**  
WATER: EASTERN MUNICIPAL WATER DISTRICT  
GAS: SOUTHERN CALIFORNIA GAS COMPANY  
ELECTRICAL: SOUTHERN CALIFORNIA Edison  
TELEPHONE: VERIZON  
SEWER: EASTERN MUNICIPAL WATER DISTRICT



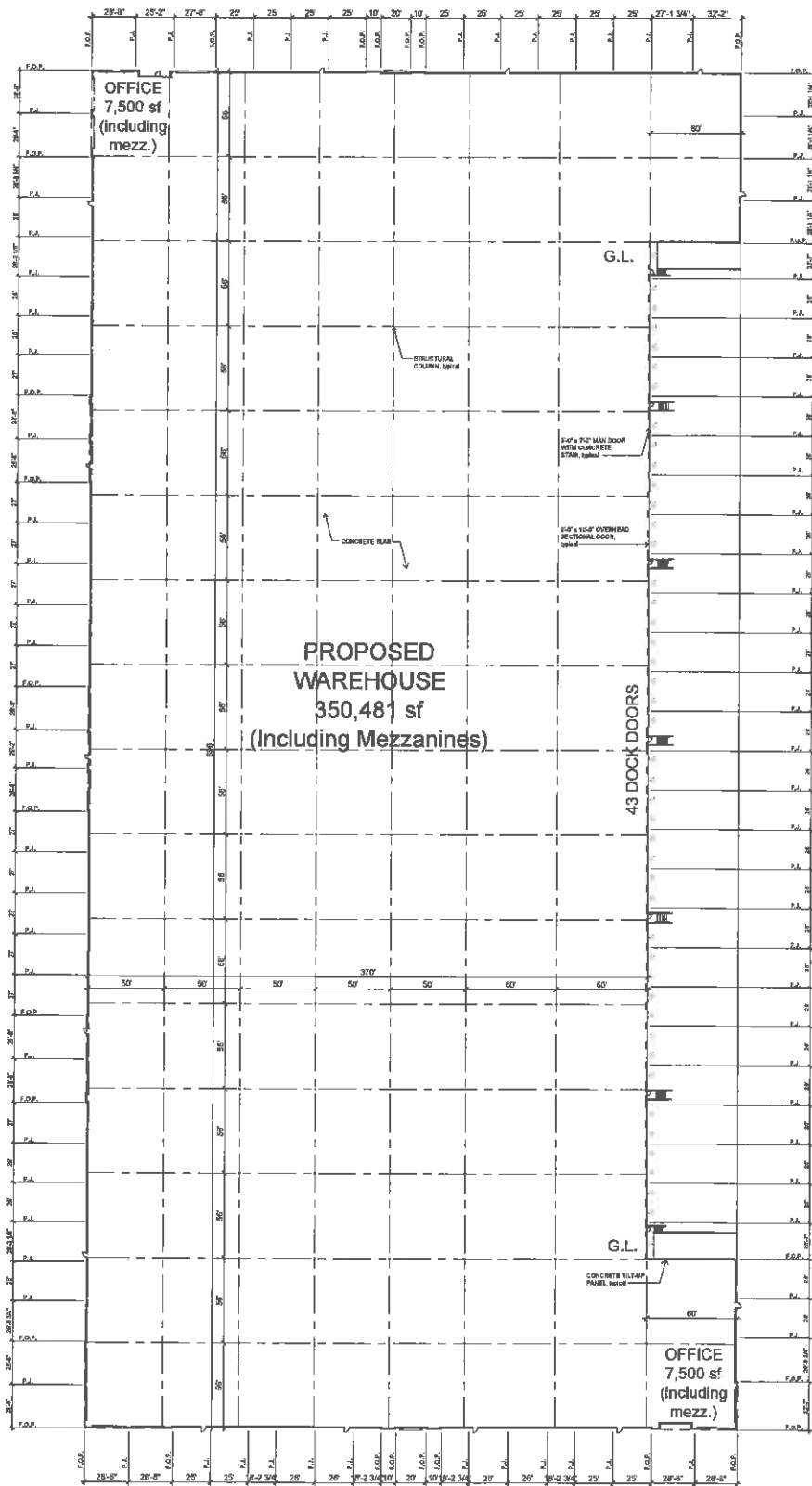
**PRELIMINARY SITE PLAN  
SCHEME 18r1**  
9 July 2021

Seaton Avenue & Cajalco Road  
Perris, California (Riverside County)

Carlie Coatsworth Architects, Inc.  
2333 Maplewood - 3620 - 4th St - 92618 - Perris - CA 92570

**PHELAN**  
DEVELOPMENT  
400 Newport Center Drive, Suite 405  
Newport Beach, CA 92660





**FLOOR PLAN  
SCHEME 18r1**  
8 July 2021

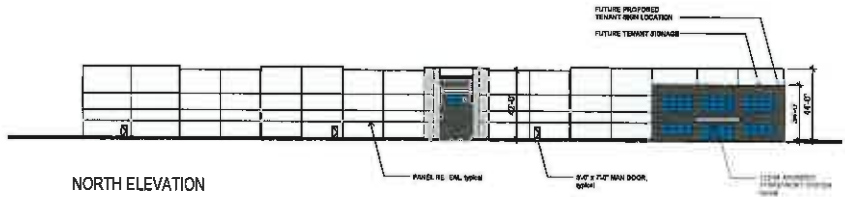
Pre-Application Number 190075  
**Seaton Avenue & Cajalco Road**  
 Perris, California (Riverside County)



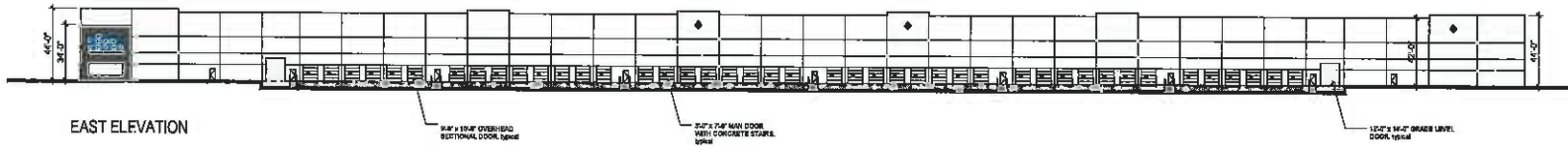


[Symbol]	1" x 4" STUD WALL PANEL
[Symbol]	1" x 4" STUD WALL PANEL WITH 1/2" GYPSUM BOARD
[Symbol]	1" x 4" STUD WALL PANEL WITH 1/2" GYPSUM BOARD AND 1/2" SHEET ROCK
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**LEGEND**



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

**EXTERIOR ELEVATIONS**  
**SCHEME 18r1**  
 8 July 2021

Pre-Application Number: 190075  
 Seaton Avenue & Cajalco Road  
 Perris, California (Riverside County)



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org).** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Ms. Deborah Bradford at (951) 955-6646.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org). Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to [prull@rivco.org](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

**PLACE OF HEARING:** Riverside County Administration Center  
4080 Lemon Street, 1<sup>st</sup> Floor Board Chambers  
Riverside California

**DATE OF HEARING:** December 16, 2021

**TIME OF HEARING:** 9:30 A.M.

**CASE DESCRIPTION:**

ZAP1493MA21 – Phelan Development Company (Representative: EPD Solutions) – County of Riverside Case Nos. CZ2100120 (Change of Zone), PP210133 (Plot Plan). A proposal to construct a 350,481 square foot industrial building with mezzanines on 17.50 acres located on the southeast corner of Cajalco Expressway and Seaton Avenue. The applicant also proposes to change the site's zoning from Light Agriculture 1-acre lot minimum (A-1-1), Rural Residential 1-acre lot minimum (R-R-1), and Rural Agricultural 1-acre lot minimum (R-A-1) to Manufacturing-Service Commercial (M-SC). The applicant also proposes rooftop solar panels on the building (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY

## AIRPORT LAND USE COMMISSION

### APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1493MA21 DATE SUBMITTED: 9.1.21

#### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Katrina DeArney c/o Phelan Development Company Phone Number 949-531-6634  
Mailing Address 450 Newport Center Drive, Suite 405 Email kdearmy@phelandevco.com  
Newport CA, 92660

Representative Dane Palanjian c/o EPD Solutions Inc. Phone Number 949-749-1188  
Mailing Address 2 Park Plaza, Suite 1120 Email dane@epdsolutions.com  
Irvine CA, 92614

Property Owner Multiple - Please reference the attached documents Phone Number \_\_\_\_\_  
Mailing Address \_\_\_\_\_ Email \_\_\_\_\_

#### LOCAL JURISDICTION AGENCY

Local Agency Name Riverside County Phone Number \_\_\_\_\_  
Staff Contact Deborah Bradford Email DBradfor@RIVCO.ORG  
Mailing Address \_\_\_\_\_ Case Type \_\_\_\_\_  
 General Plan / Specific Plan Amendment  
 Zoning Ordinance Amendment  
 Subdivision Parcel Map / Tentative Tract  
 Use Permit  
 Site Plan Review/Plot Plan  
 Other

Local Agency Project No C22100120, PP210133

#### PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address Seaton & Cajalco

Assessor's Parcel No. 317-140-045, -046, -044, -028, -004, -005, -019, -020 Gross Parcel Size 17.50 acres

Subdivision Name \_\_\_\_\_ Nearest Airport and distance from Air- port \_\_\_\_\_

Lot Number \_\_\_\_\_

#### PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) General Plan Land Use - Light Industrial (LI)  
Zoning: Residential Agricultural (R-A-1), Light Agricultural (A-1-1), and Rural Residential (R-R-1)  
Lot is currently Vacant

**SCHEDULE OF DEVELOPMENT REVIEW FEES (effective 3/1/19)**

CASE TYPE	ALL OTHERS		MARCH ZONE E	
	INITIAL REVIEW FEE	AMENDED REVIEW FEE	INITIAL REVIEW FEE	AMENDED REVIEW FEE
General Plan or General Plan Element (County or City)	\$3,696	\$2,458	\$2,310	\$1,537
Community Plan or Area Plan (County or City)	\$3,696	\$2,402	\$2,310	\$1,502
(New) Specific Plan or Master Plan	\$3,261	N/A	\$2,038	N/A
Specific Plan Amendment	N/A	\$2,181	N/A	\$1,363
General Plan Amendment	\$1,331	N/A	\$832	N/A
Change of Zone or Ordinance Amendment	\$1,331	\$887	\$832	\$554
Non-Impact Legislative Project (as determined by staff)	\$420	N/A	\$375	N/A
Tract Map	\$1,515	\$1,017	\$947	\$636
Conditional Use Permit or Public Use Permit	\$1,331	\$887	\$832	\$554
Plot Plan, Development Review Plan or Design Review	\$1,331	\$887	\$832	\$554
Parcel Map	\$1,331	\$887	\$832	\$554
Environmental Impact Report*	\$3,050	\$2,033	\$1,906	\$1,271
Other Environmental Assessments*	\$1,671	\$1,109	\$1,044	\$693
Building Permit or Tenant Improvement	\$573	\$389	\$359	\$243

Effective March 1, 2019, an additional fee of \$190.00 will be charged to projects requiring ALUC public hearings (no additional fee for staff review cases).

ADDITIONAL PROJECT SPECIFIC FEES (in addition to the above fees)				
Location in APZ I or II of March	\$2,500	\$2,500	N/A	N/A
AIA Large Commercial Solar Project (Energy Generation Facility)	\$3,000	\$3,000	\$3,000	\$3,000
Heliports/Helicopter Landing Sites	\$1,000	\$1,000	\$1,000	\$1,000
Speculative Nonresidential Multiple Buildings (4 or more)	\$8,210	\$8,210	N/A	N/A

NOTE: \* THIS FEE IS COLLECTED ONLY FOR PROJECTS THAT ARE NOT CLASSIFIED UNDER ONE OF THE ABOVE CATEGORIES.

**Checks should be made payable to: Riverside County Airport Land Use Commission**



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.2

**HEARING DATE:** December 16, 2021

**CASE NUMBER:** ZAP1499MA21 – Clean Energy (Representative: Pamela Pullen)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** CUP3370R2 (Conditional Use Permit)

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

**Airport Influence Area:** March Air Reserve Base

**Land Use Policy:** Zone C2

**Noise Levels:** Below 60 CNEL contour

**RECOMMENDATION:** Staff recommends that the Commission find the proposed Conditional Use Permit CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein.

**PROJECT DESCRIPTION:** A proposal to establish a 183 space clean energy fleet vehicle parking facility including natural gas fueling stations on 5.37 acres.

**PROJECT LOCATION:** The site is located southerly of Cajalco Expressway, northerly of Cajalco Road, and westerly of Harvill Avenue, approximately 9,087 feet westerly of the southerly end of Runway 14-32 at March Air Reserve Base.

### **BACKGROUND:**

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, which limits average intensity to 200 people per acre. The project does not propose any buildings, therefore no intensity would be generated (as calculated using the building code method).

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 for per truck trailer parking). Based on the number of parking spaces

provided (93 truck) and (90 standard) provided, the total occupancy would be estimated at 228 for an average intensity of 43 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds. Since there are no buildings proposed, there would be no intensity as calculated by the single acre criterion.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 9,087 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,579 feet AMSL. The site elevation is 1,522 feet AMSL. With a maximum structure height of 20 feet, the top point elevation would be 1,542 feet AMSL. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 9,087 feet from the runway, and therefore would be subject to the above requirement.

The project would utilize bioretention basins, which are to be avoided in Zone C2 due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: the basin is used in conjunction with appropriate landscaping for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes; and vegetation is

carefully selected so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low (“green”) level.
  - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise sensitive outdoor nonresidential uses.
  - (f) Other Hazards to flight.
3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.
4. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or

cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated for 183 parking space facility. Any change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



**LEGEND**

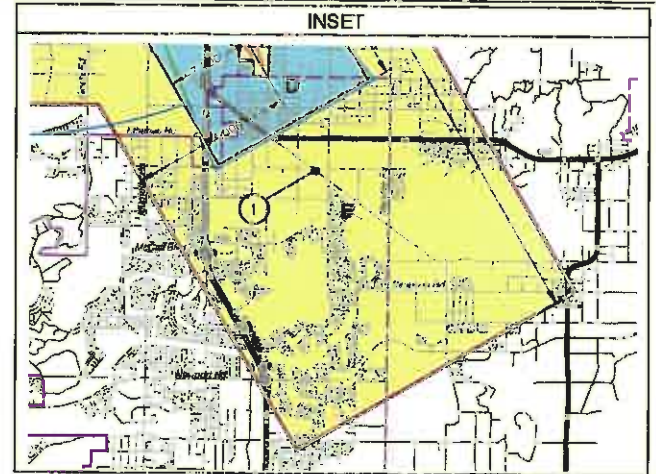
**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)
  - March JPA: March Business Center/Meridian
  - Perris: Harvest Landing
  - Perris: Park West
  - Moreno Valley: Affordable Housing
  - March JPA: Ben Clark Training Center
  - Riverside: Ridge Crest Subdivision

- Point at which aircraft on Runway 32 ILS approach descend below 5,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- Point at which departing aircraft typically reach 3,000 feet above runway end.



Riverside County  
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-1

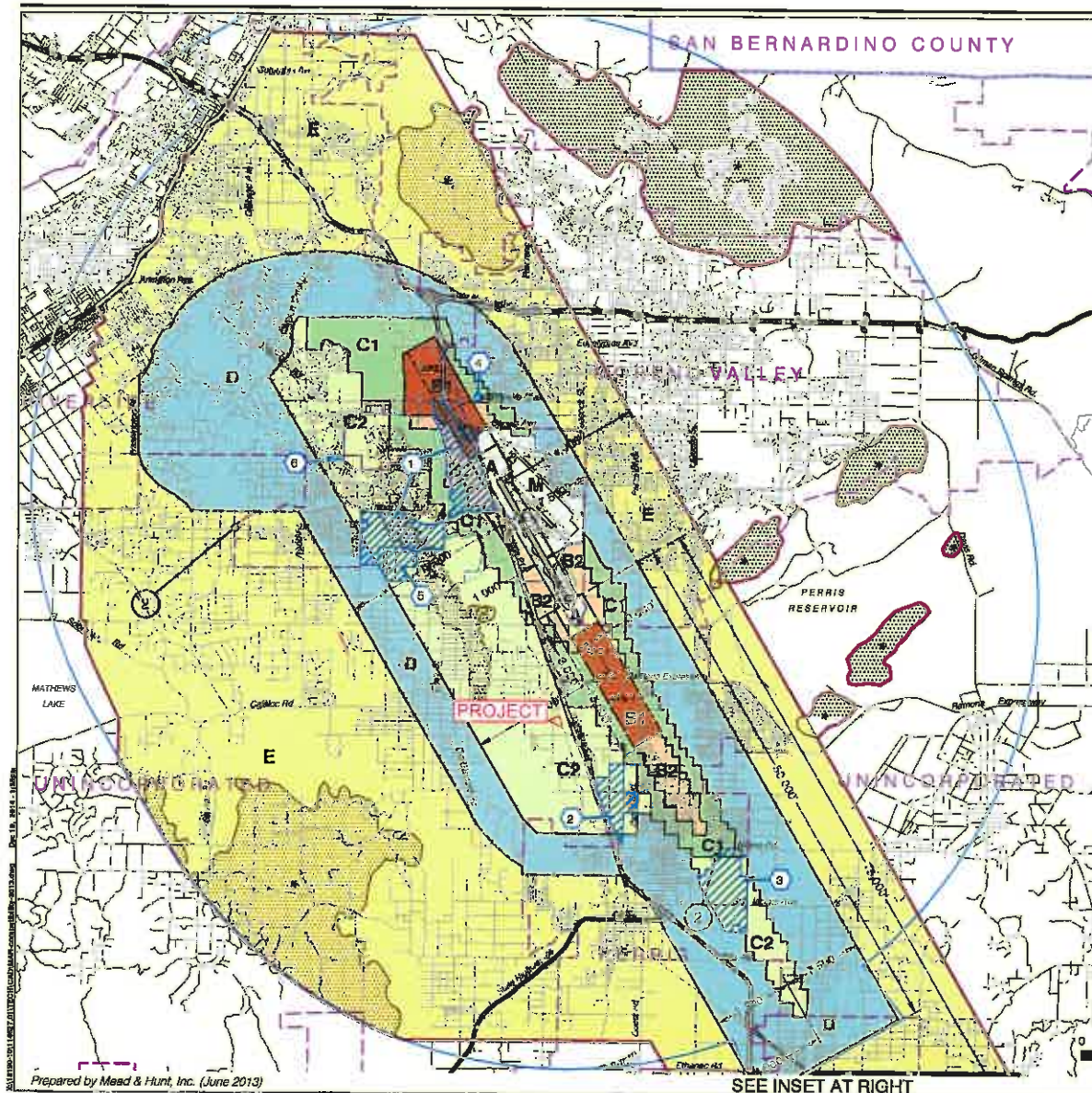
**Compatibility Map**

March Air Reserve Base / Inland Port Airport

Note:  
All dimensions are measured from  
runway ends and centerlines.



Base map source: County of Riverside 2013

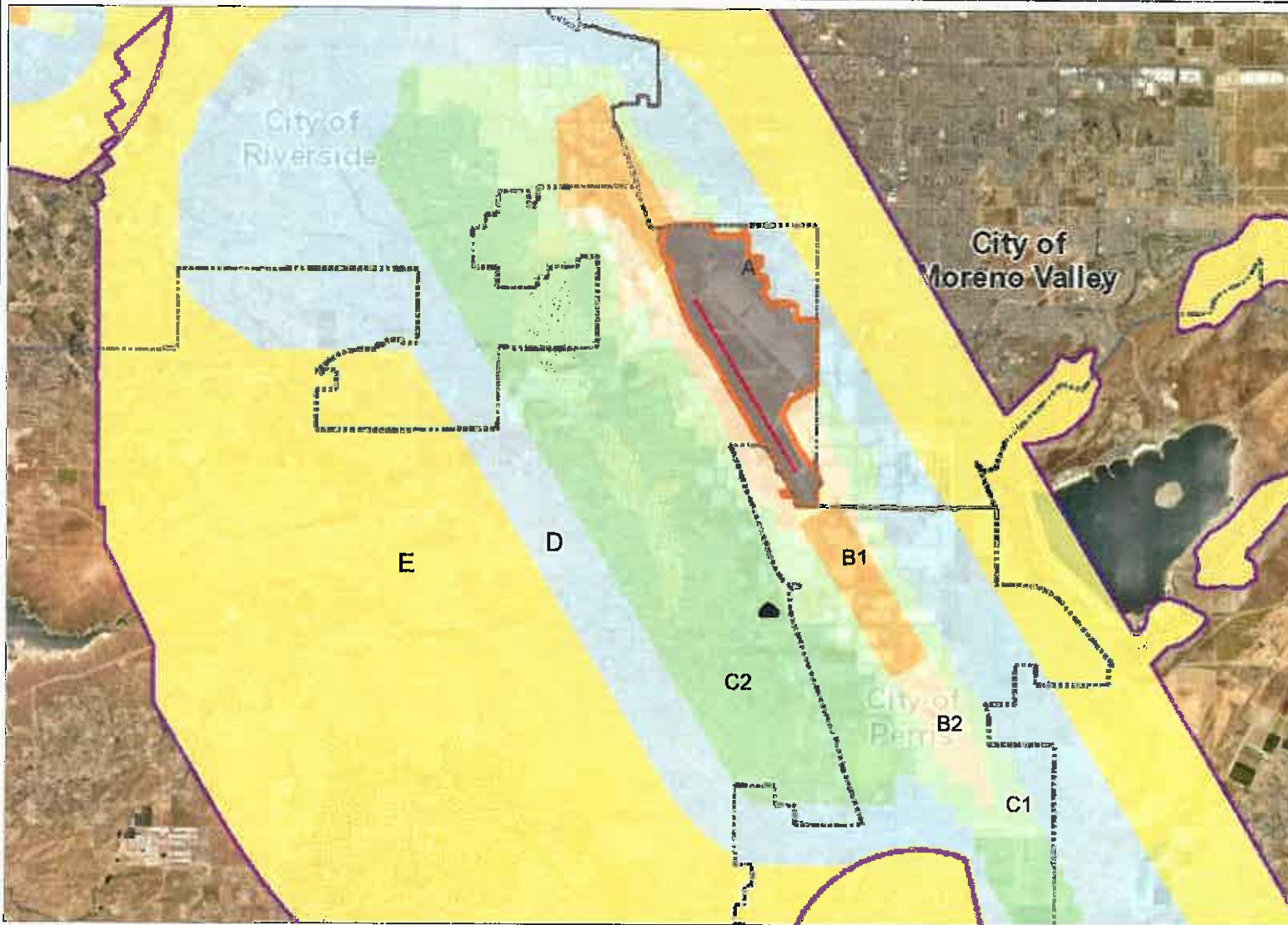


Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT



# Map My County Map



**Legend**

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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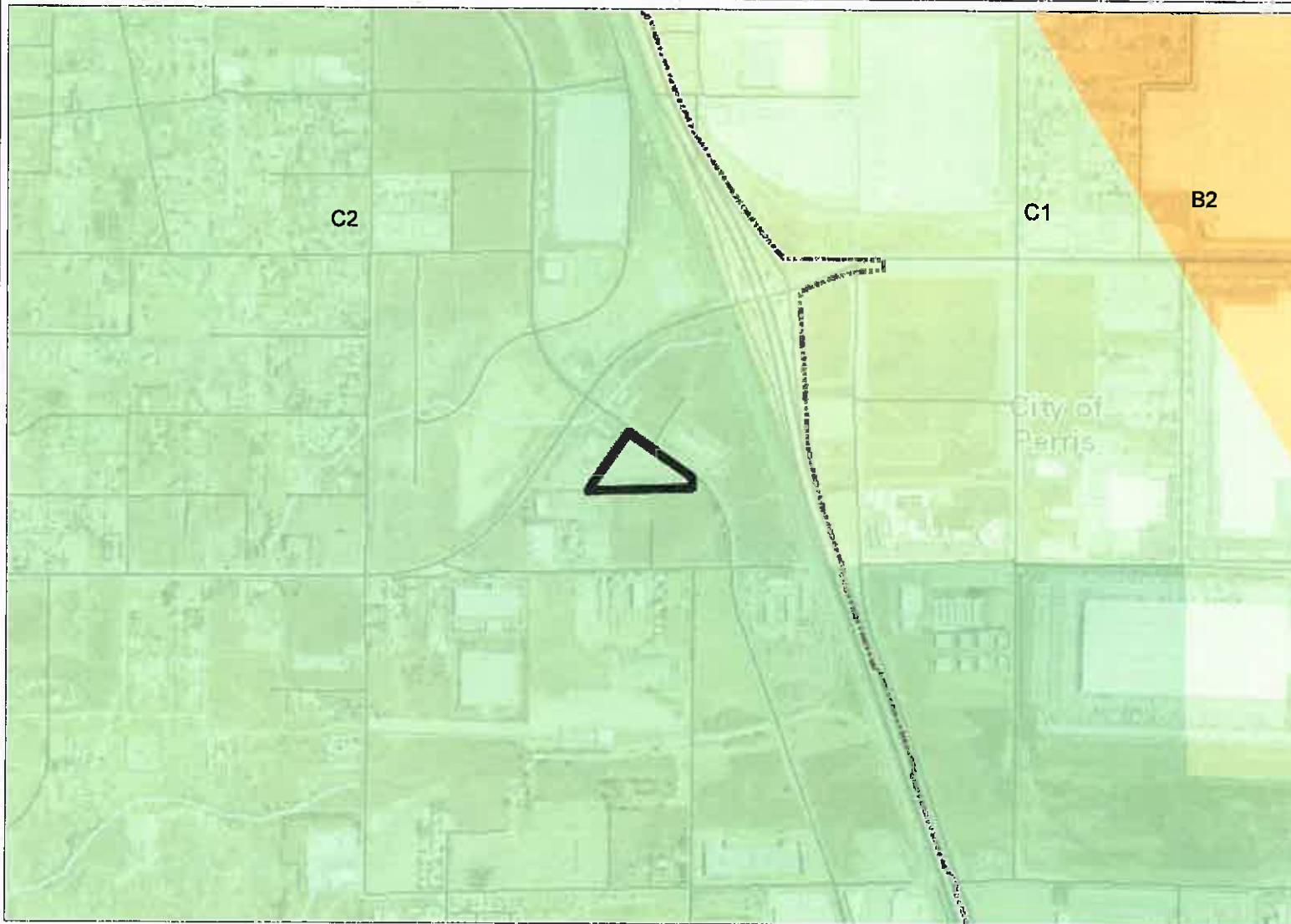
**Notes**



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# Map My County Map



### Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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**Notes**





# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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## Notes

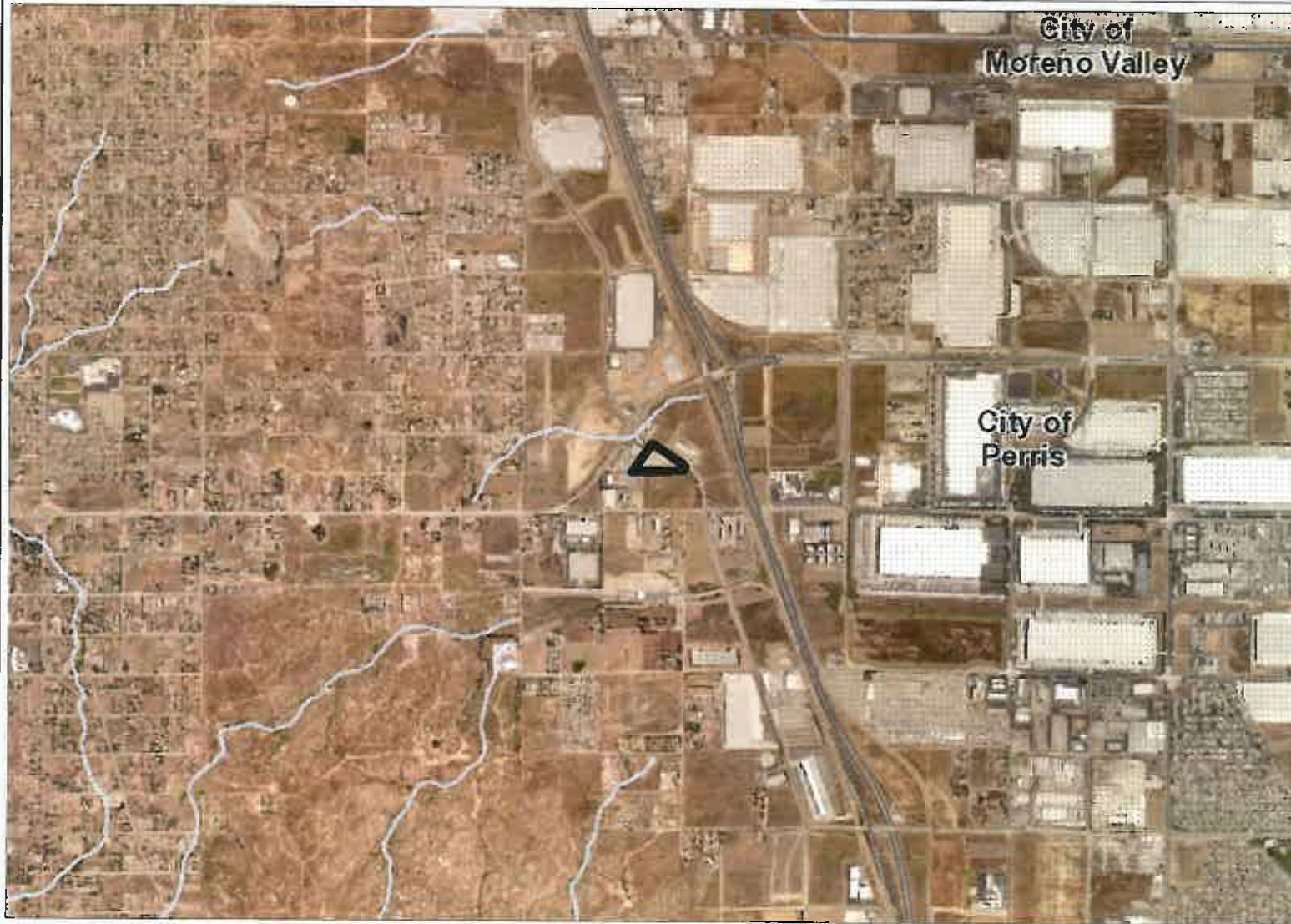


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# Map My County Map



## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes



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# Map My County Map



### Legend

- County Centerline Names
- County Centerlines
- Blue Line Streams
- City Areas
- World Street Map



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### Notes



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# Map My County Map



### Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



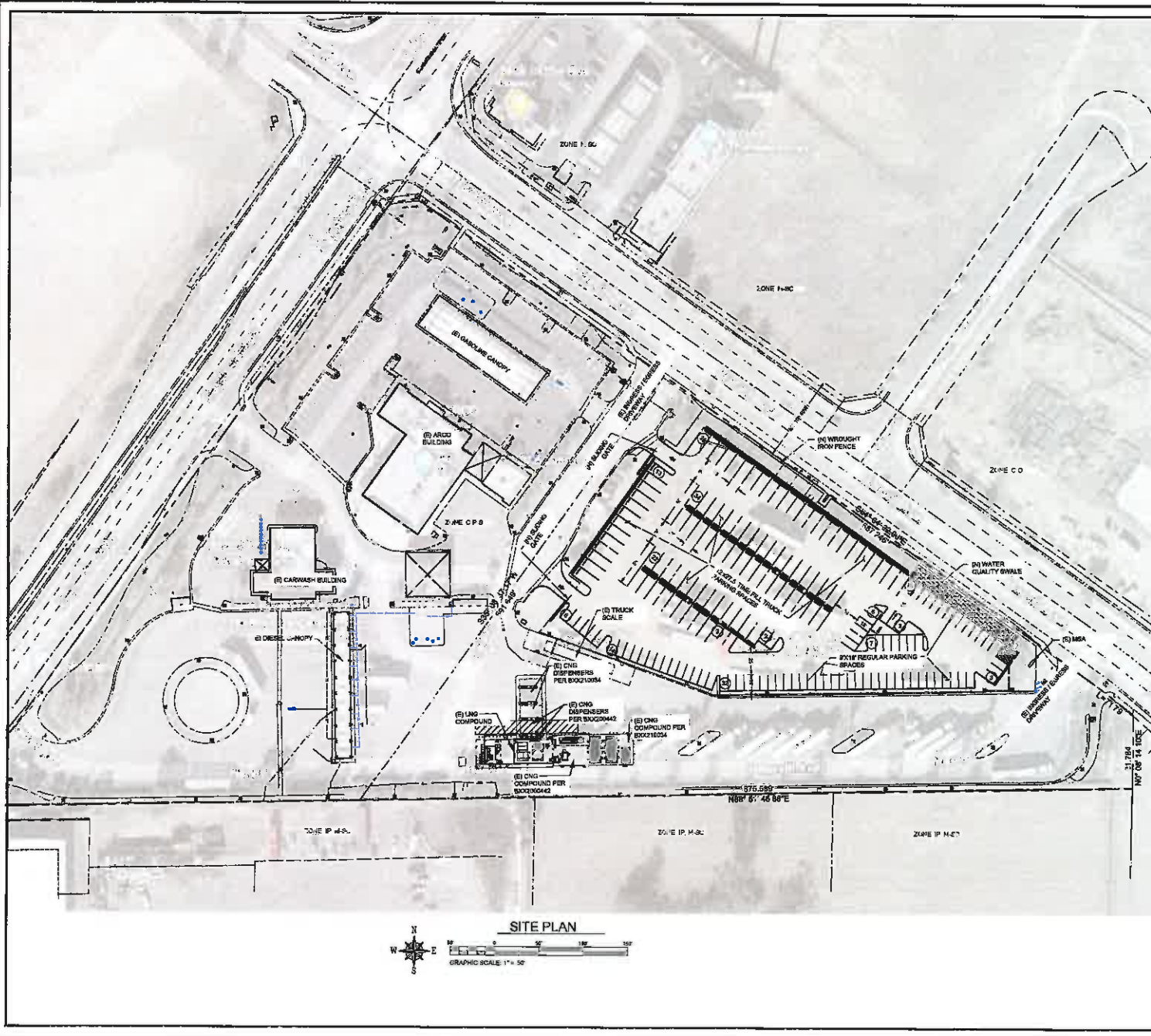
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

### Notes

0 385 770 Feet

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**PROJECT INFORMATION**  
 PROJECT NAME: CNG FUELING STATION ADDITION - TIME FILL  
 PROJECT ADDRESS: 18295 HARVILL AVE, PERRIS, CA 92570

**PROJECT DESCRIPTION**  
 CONSTRUCTION OF A PAVED PARKING LOT CONSISTING OF 96 CNG TIME FILL SPACES AND 91 REGULAR PARKING SPACES. THE PARKING LOT WILL CONTAIN PERMETER CHAIN LINK FENCE AND LANDSCAPING WITH TWO GATED DRIVEWAYS.

**LEGAL DESCRIPTION**  
 BEING A DIVISION OF A PORTION OF THE NORTHWEST ONE-QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 4 WEST, S.35.M. AS SHOWN BY MAP ON FILE IN PM 185 PG. 11, SUBDIVISION PM 54110 LOT 36, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, IN SECTION 12, T.4 S., R.4 W., S.35.M.

**ZONING INFORMATION**  
 ZONING CLASSIFICATION: C-P-8 (SCENIC HIGHWAY COMMERCIAL)  
 GENERAL PLAN: MEAD VALLEY AREA PLAN - NORTH PERRIS PLANNING AREA

**SITE DATA:**  
 APR: 317-110-034  
 GROSS PARCEL AREA: 5.37 AC  
 NET PARCEL AREA: 5.37 AC

TOTAL PAVED AREA:  
 PROPOSED = 92,200 SF  
 TOTAL LANDSCAPED AREA:  
 PROPOSED = 15,650 SF

**PARKING AND SITE REQUIREMENTS**  
 PARKING: PROVIDED  
 STANDARD 8'X12': 93  
 TRACTOR 12'X25': 93  
 PARKING AREA = 108,000 SF

**OCCUPANCY CLASSIFICATION:**  
 GROUP M - MERCANTILE

**TYPE OF CONSTRUCTION**  
 IIA

**COMPRESSOR INFORMATION**  
 93 TRUCKS AT 36 DGE/ TRUCK PER 8 HOUR WINDOW = 970 SCFM  
 (4) 300 HP TIME FILL MODULE AT 1200 SCFM EACH



NO. 1	DATE	BY	REVISION

CNG FUELING STATION  
 ARCO TRAVEL ZONE CENTER  
 18295 HARVILL AVENUE  
 PERRIS, CA 92570  
 SITE PLAN

SHEET: C1.0

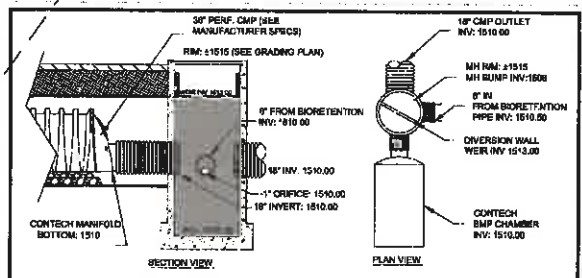




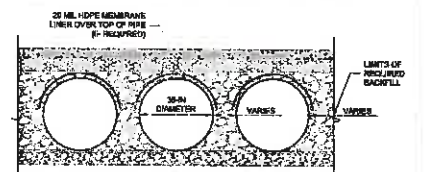




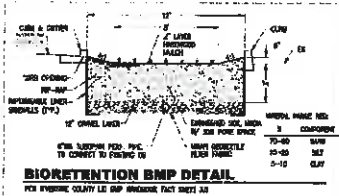
**DRAINAGE PLAN**



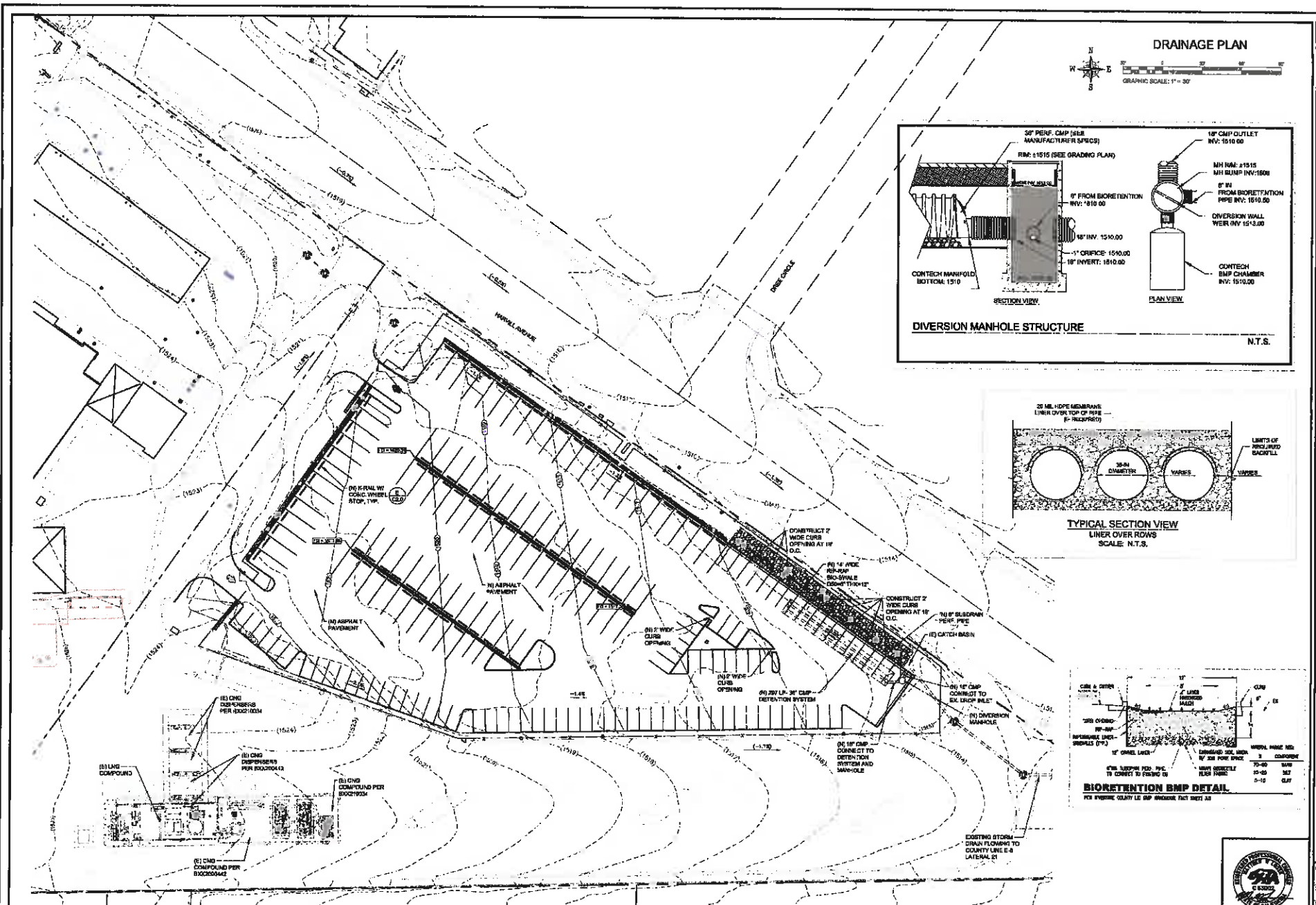
**DIVERSION MANHOLE STRUCTURE**  
N.T.S.



**TYPICAL SECTION VIEW  
LINER OVER ROWS**  
SCALE: N.T.S.



**BIORETENTION BMP DETAIL**  
PER SWPC COUNTY LE BMP SPECIFICATION FACT SHEET 33



NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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**Clean Energy**

CNG FUELING STATION  
ARCO TRAVEL ZONE CENTER  
19285 HARVILL AVENUE  
PERRIS, CA 92570  
DRAINAGE PLAN



DATE	DRAWN BY	CP
11/11/2010	CS300	ML
SCALE	CHECKED BY	NO.
AS NOTED		
SHEET		

**C3.0**



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org).** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Tim Wheeler at (951) 955-3200.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org). Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to [prull@rivco.org](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

**PLACE OF HEARING:** Riverside County Administration Center  
4080 Lemon Street, 1<sup>st</sup> Floor Board Chambers  
Riverside California

**DATE OF HEARING:** December 16, 2021

**TIME OF HEARING:** 9:30 A.M.

**CASE DESCRIPTION:**

ZAP1499MA21- Clean Energy (Representative: Pamela Pullen) – County of Riverside Case No. CUP3370R2 (Conditional Use Permit). A proposal to establish a 183 space clean energy fleet vehicle parking facility including natural gas fueling stations on 5.37 acres, located southerly of Cajalco Expressway, northerly of Cajalco Road, and westerly of Harvill Avenue. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY

## AIRPORT LAND USE COMMISSION

### APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1499MA21 DATE SUBMITTED: 10-19-21

#### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Pamela Pullen	Phone Number	9494379025
Mailing Address	4675 MacArthur Court, Suite 800 Newport Beach, CA 92660	Email	pamela.pullen@cleanenergyfuels.com

Representative	Pamela Pullen	Phone Number	9494379025
Mailing Address	4675 MacArthur Court, Suite 800 Newport Beach, CA 92660	Email	pamela.pullen@cleanenergyfuels.com

Property Owner	Ali Mazrei	Phone Number	9519439246
Mailing Address	23261 Cajalco Expy Perris, CA 92570	Email	

#### LOCAL JURISDICTION AGENCY

Local Agency Name	Riverside County	Phone Number	9519553200
Staff Contact	Tim Wheeler	Email	twheeler@rivco.org
Mailing Address	4080 Lemon Street, 12th Floor Riverside, CA 92505	Case Type	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	CUP3370R2		

#### PROJECT LOCATION

*Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways*

Street Address	19295 Harvill Avenue Perris, CA 92570	Gross Parcel Size	5.37 Acres
Assessor's Parcel No.	317110034	Nearest Airport and distance from Airport	March Air Reserve Base (4 miles)
Subdivision Name	Perris		
Lot Number	36		

#### PROJECT DESCRIPTION

*If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed*

Existing Land Use (describe)	Existing ARCO Travel Center with gasoline and diesel fueling, convenience store, lube station, car wash and UHaul rental facility.
------------------------------	--

CA  
MARCH



Proposed Land Use (describe)	Upgrade an existing LCNG Fueling Station with green truck launchpad facility. Installation of CNG/RNG time fill parking stations and regular parking spaces with associated controls, interconnecting piping, electrical, safety systems, and other minor site work at the project site.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses (See Appendix C)	Hours of Operation _____		
	Number of People on Site	Maximum Number	_____
	Method of Calculation _____		
Height Data	Site Elevation (above mean sea level)	1502.85	ft.
	Height of buildings or structures (from the ground)	20.75	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe _____ _____ _____		

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. . . . . Completed ALUC Application Form
  1. . . . . ALUC fee payment
  1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
  1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  1. . . . . CD with digital files of the plans (pdf)
  1. . . . . Vicinity Map (8.5x11)
  1. . . . . Detailed project description
  1. . . . . Local jurisdiction project transmittal
  3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.3

**HEARING DATE:** December 16, 2021

**CASE NUMBER:** ZAP1044BA21 – Maria Miramontes (Representative: Elite Planning and Permitting)

**APPROVING JURISDICTION:** City of Banning

**JURISDICTION CASE NO:** CUP21-8016 (Conditional Use Permit), DR21-7012 (Design Review)

**LAND USE PLAN:** 2004 Banning Airport Land Use Compatibility Plan as amended in 2016

**Airport Influence Area:** Banning Municipal Airport

**Land Use Policy:** Compatibility Zones B1 and D

**Noise Levels:** Between 55-65 CNEL from aircraft noise

**RECOMMENDATION:** Staff recommends that the proposed Conditional Use Permit and Design Review be found CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** A proposal to establish a truck terminal facility including a 7,194 square foot truck shop building and a 5,549 square foot office building with mezzanine on 3.57 acres.

**PROJECT LOCATION:** The site is located at 1450 E. Lincoln Street, westerly of Hathaway Street, northerly of Barbour Street, and easterly of Juarez Street, approximately 595 feet southwesterly of the westerly terminus of Runway 8-26 at Banning Municipal Airport.

### BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Banning Municipal Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1 (2.18 acres) and D (1.18 acres). Zone B1 restricts average intensity to 25 people per acre, and Zone D restricts average intensity to 200 people per acre through Banning Municipal Airport Compatibility Plan Policy 2.11. The proposed truck shop building is located within Zone B1 and the office building is located within Zone D.



The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following intensities were utilized for the project:

- Office/manufacturing area – 1 person per 200 square feet,
- Storage area – 1 person per 300 square feet, and
- Waiting area/conference room/break room – 1 person per 15 square feet.

The proposed project consists of a 7,194 square foot truck shop building which includes 5,779 square feet of truck repair area, 1,063 square feet of storage area, and 325 square feet of office area; and a 5,549 square foot office building with mezzanine which includes on the first floor 746 square feet of office area, a 367 square foot conference room, a 206 square foot waiting area, 119 square feet of storage area, and a 391 square foot break room, and on the second floor mezzanine 1,702 square feet of office area and 191 square feet of storage area, accommodating a total occupancy of 115 people, resulting in an average intensity of 32 people per acre for the entire site, which would be inconsistent with Zone B1 average criteria and consistent with Zone D average criteria.

A breakdown of building use by Compatibility Zones indicates the following average acre intensities:

- Zone B1 contains a 7,194 square foot truck shop building which includes 5,779 square feet of truck repair area, 1,063 square feet of storage area, and 325 square feet of office area, accommodating 35 people, resulting in an average intensity of 16 people per average acre, which is consistent with Zone B1 average acre intensity of criterion of 25.
- Zone D contains a 5,549 square foot office building which includes on the first floor 746 square feet of office area, a 367 square foot conference room, a 206 square foot waiting area, 119 square feet of storage area, and a 391 square foot break room, and on the second floor mezzanine 1,702 square feet of office area and 191 square feet of storage area, accommodating 80 people, resulting in an average intensity of 68 people per acre, which is consistent with the Zone D average acre intensity criterion 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle, 1.0 truck trailer space). Based on the number of vehicle parking spaces (26) and truck trailer spaces (38) provided, the total occupancy would be estimated at 77 persons. This results in an average intensity of 22 persons per acre, which is consistent with the Zone B1 average intensity criterion of 25 and Zone D average intensity criterion of 200.

Non-Residential Single-Acre Intensity: Pursuant to the Banning Municipal Airport Land Use Compatibility Plan, the project site is located within Zones B1 and D. Zone B1 restricts single acre intensity to 50 people, and Zone D restricts single acre intensity to 800 people (through Banning Municipal Airport Compatibility Plan Policy 2.1) in the most intensely utilized acre. The proposed truck shop building is located within Zone B1 and the office building is located within Zone D.

Based on the site plan provided and the occupancies as previously noted, the maximum single area located in Zone B1 includes 5,779 square feet of truck repair area, 1,063 square feet of storage area, and 325 square feet of office area, accommodating a single acre occupancy of 35 people, which is consistent with Zone B1 single acre intensity criterion of 50 people.

The maximum single area located in Zone D includes on the first floor 746 square feet of office area, a 367 square foot conference room, a 206 square foot waiting area, 119 square feet of storage area, and a 391 square foot break room, and on the second floor mezzanine 1,702 square feet of office area and 191 square feet of storage area, accommodating a single acre occupancy of 80 people, which is consistent with Zone D single acre intensity criterion of 800 people.

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zones B1 or D (children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with greater than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage or hazardous materials and hazards to flight).

Noise: The site is located between the 55-65 CNEL noise contour range from aircraft noise. As a primary industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the industrial areas of the buildings would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within the office areas of the buildings.

Part 77: The elevation of Runway 8-26 at its westerly terminus is approximately 2,119 feet above mean sea level (AMSL). At a distance of approximately 584.18 feet from the runway, FAA review would be required for any structures exceeding 2,124.85 feet AMSL. The project site elevation is 2,222 feet AMSL, and the proposed maximum structure height is 26 feet, resulting in a maximum height elevation of 2,248 feet AMSL. Therefore, review of structures by the FAA Obstruction Evaluation Service (FAAOES) is required. Submittal to the FAAOES was made and Aeronautical Study Number 2021-AWP-14944-OE was assigned to the project. A Determination of No Hazard to Air Navigation letter was issued (Aeronautical Study No. 2021-AWP-14944-OE), as the FAA OES determined that the project would not result in an impact to air navigation. The FAA OES conditions have been incorporated into ALUC's conditions listed below.

Open Area: The site is located within Compatibility Zones B1 and D of the Banning Municipal Airport Influence Area, which requires projects 10 acres or larger to designate 30% (in Zone B1) and 10% (in Zone D) of project area as ALUC-qualifying open area that could potentially serve as emergency landing areas. The project is 3.57 acres in area, and therefore open area is not required.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA

recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 584 feet from the runway, and therefore would be subject to the above requirement.

The project includes an infiltration basin located in Zone D portion of the site. Infiltration basins are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are to be avoided in Zone D, unless the basin includes the following modifications: provide 48-hour drawdown, and provide assurance that the proposed landscaping is not attractive to potentially hazardous wildlife.

#### **CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical

community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

- (f) Highly noise-sensitive outdoor nonresidential uses.
  - (g) Any use which results in a hazard to flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Banning Municipal Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Banning.
  4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
  5. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. The evaluated project consists of a 7,720 square foot truck shop building which includes 5,779 square feet of truck repair area, 1,063 square feet of storage area, and a 325 square foot waiting room, and a 5,549 square foot office building with mezzanine which includes (on the first floor) 929 square feet of office area, a 367 square foot conference room, a 206 square foot waiting area, 119 square feet of storage area, and a 391 square foot break room and (on the second floor mezzanine) 1,702 square feet of office area, and 191 square feet of storage area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the project's proposed single parcel area will require an

amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

7. Noise attenuation measures shall be incorporated into the design of the office areas of the buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Banning Airport Manager.
9. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2021-AWP-14944-OE) and has determined that neither marking nor lighting of the structures are necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.
10. The proposed structures shall not exceed a height of 26 feet above ground level and a maximum elevation at top point of 2,248 feet above mean sea level.
11. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
12. Temporary construction equipment used during actual construction of the structure shall not exceed 26 feet in height and a maximum elevation of 2,248 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2021-AWP-14944-OE

Issued Date: 10/26/2021

Maria E Miramontes  
 Gold Hawks, Inc.  
 9846 Arbor Ave.  
 Fontana, CA 92235

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Gold Hawks Operating Headquarters  
 Location: Banning, CA  
 Latitude: 33-55-17.31N NAD 83  
 Longitude: 116-51-38.89W  
 Heights: 2222 feet site elevation (SE)  
 26 feet above ground level (AGL)  
 2248 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/26/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

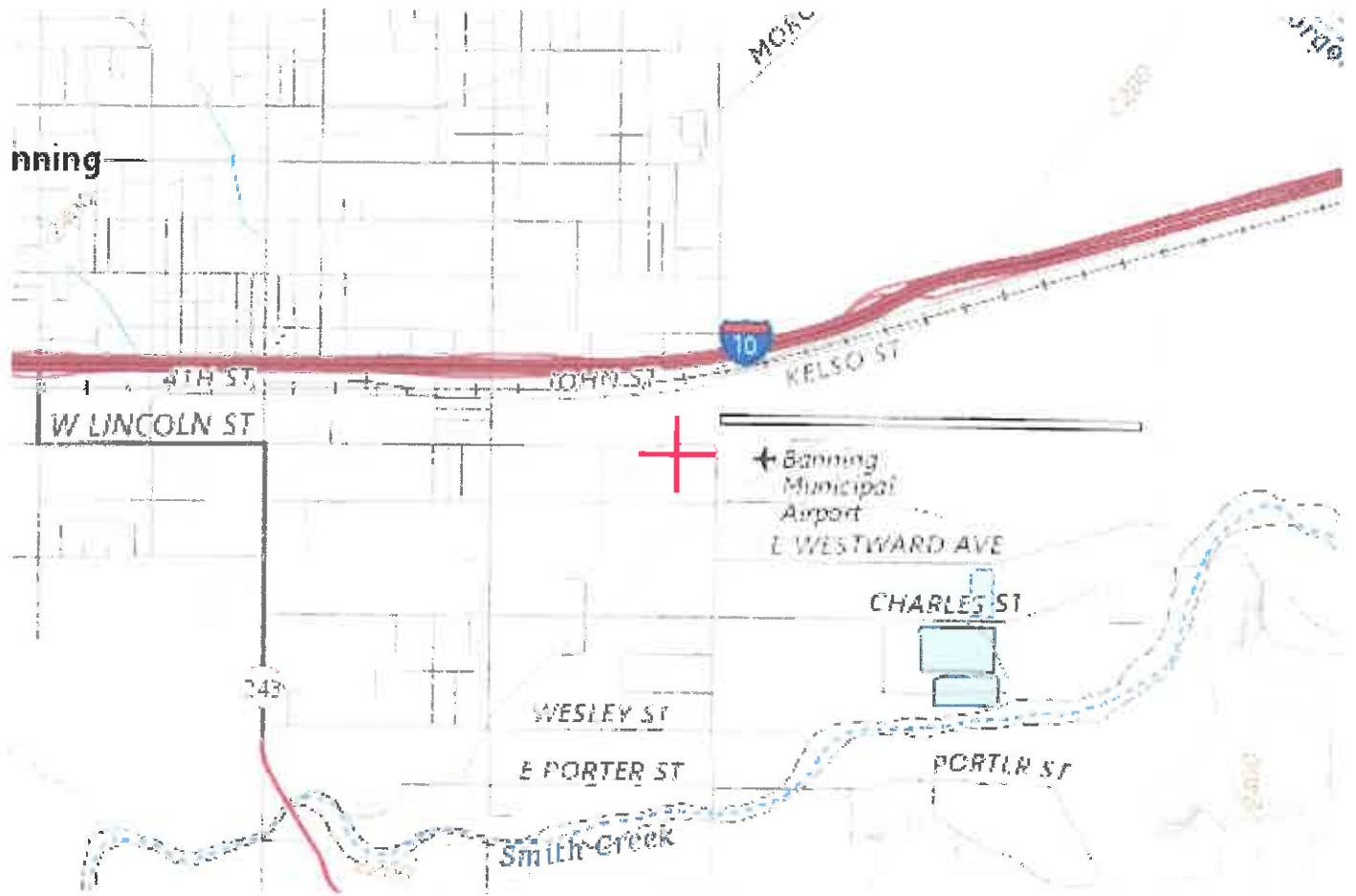
If we can be of further assistance, please contact our office at (206) 231-2877, or [Nicholas.Sanders@faa.gov](mailto:Nicholas.Sanders@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-14944-OE.

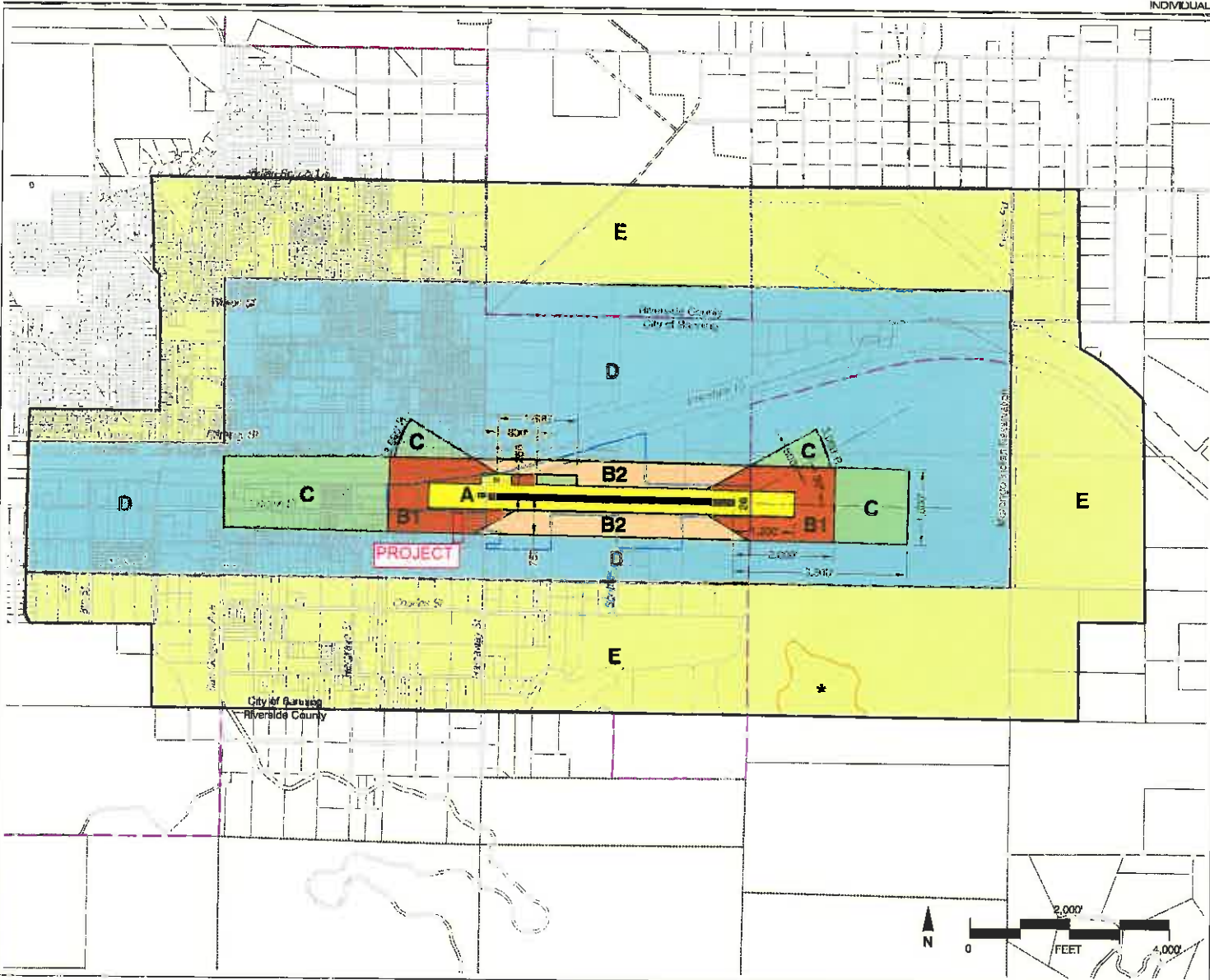
**Signature Control No: 495943171-498823576**  
Nicholas Sanders  
Technician

( DNE )

Attachment(s)  
Map(s)

TOPO Map for ASN 2021-AWP-14944-OE





**Legend**

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

**Boundary Lines**

- Airport Property Line
- City Limits
- Morongo Indian Reservation

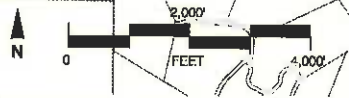
**Note**

Dimensions measured from runway ends and centerlines.  
 See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County  
 Airport Land Use Commission  
**Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document**  
 (Adopted October 2004)

Map BN-1

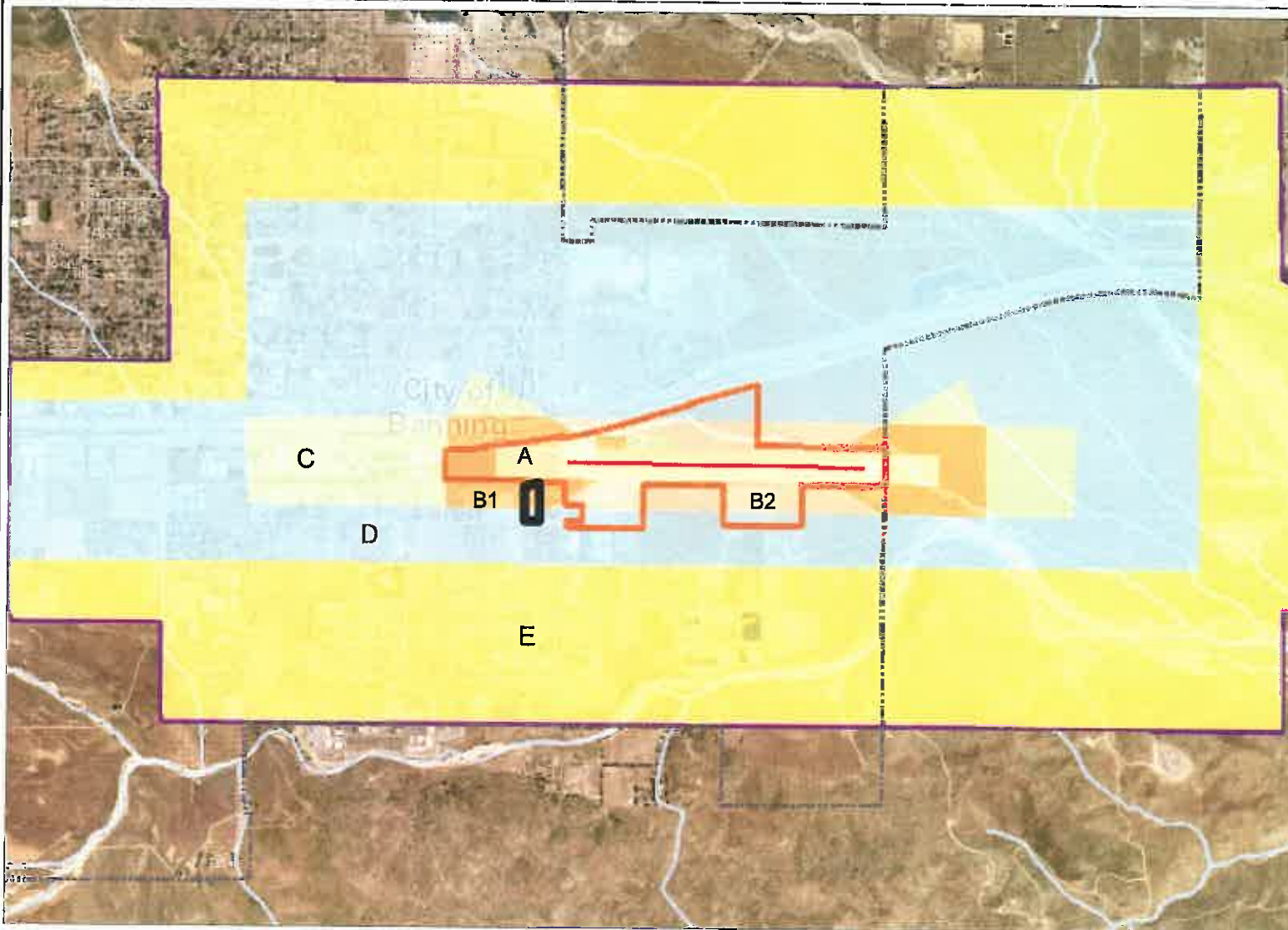
**Compatibility Map**  
 Banning Municipal Airport



RIS-compatibility



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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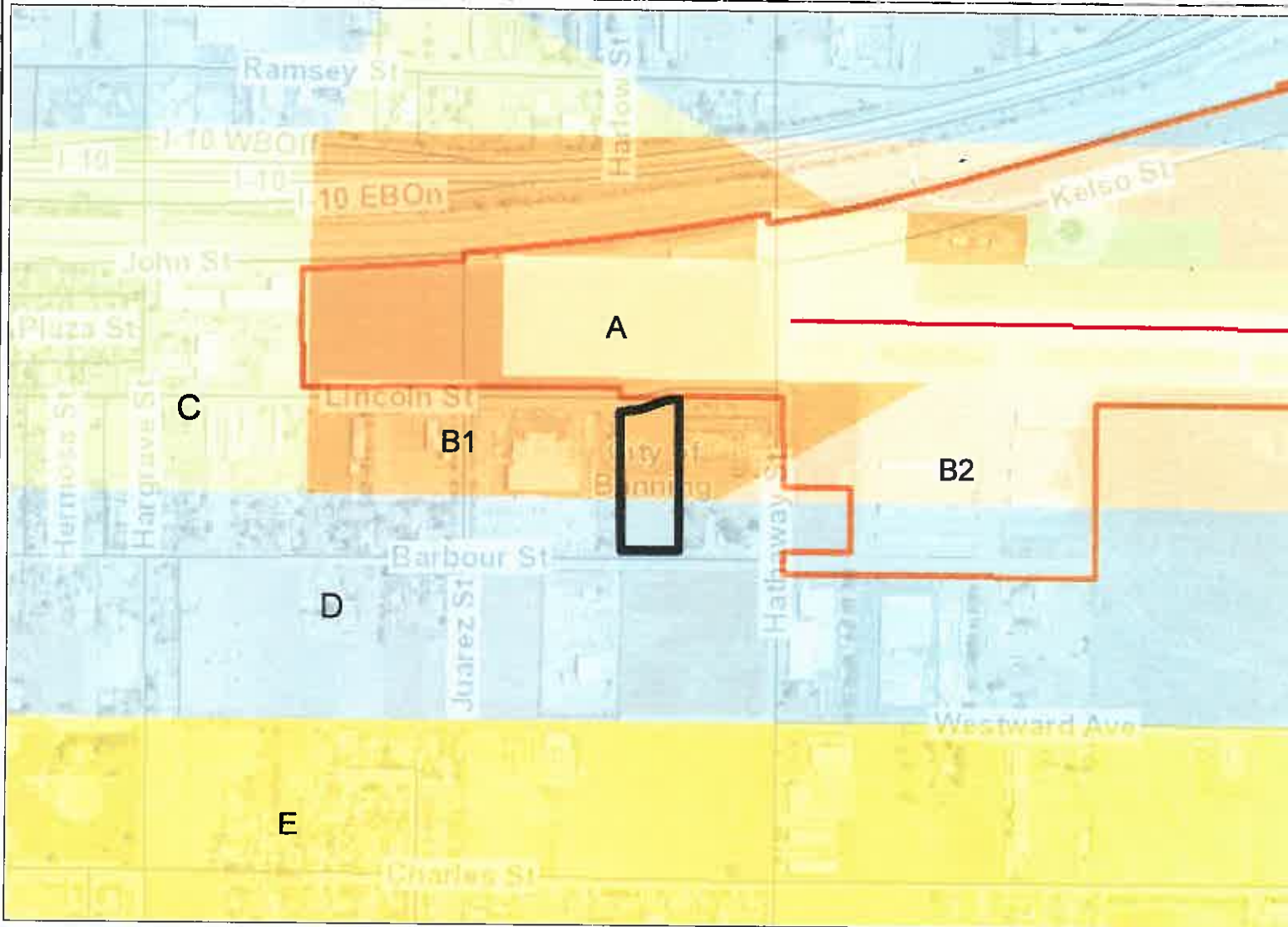
## Notes



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# Map My County Map



**Legend**

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY\_ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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**Notes**

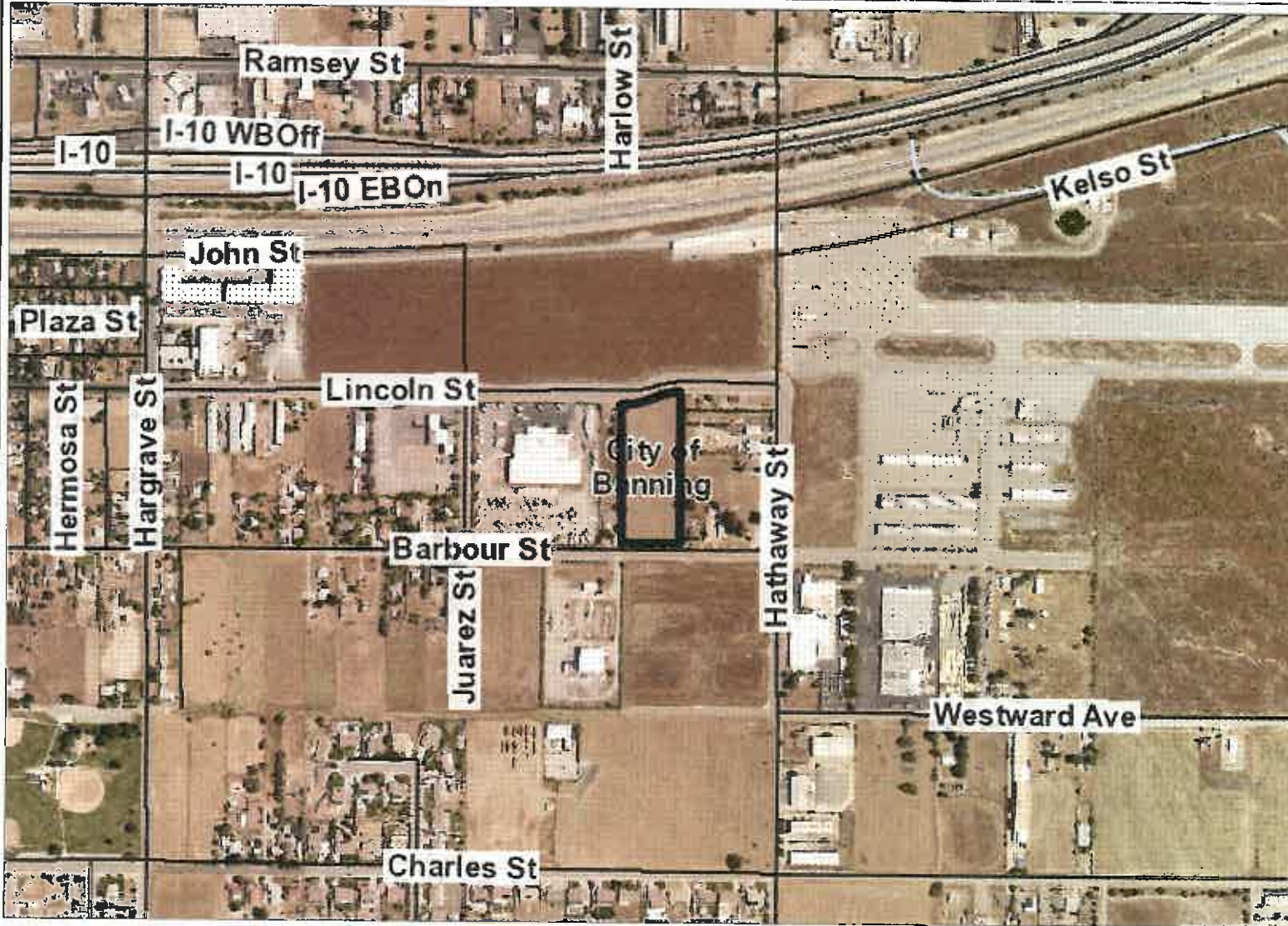


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# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

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## Notes



# Map My County Map



## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes

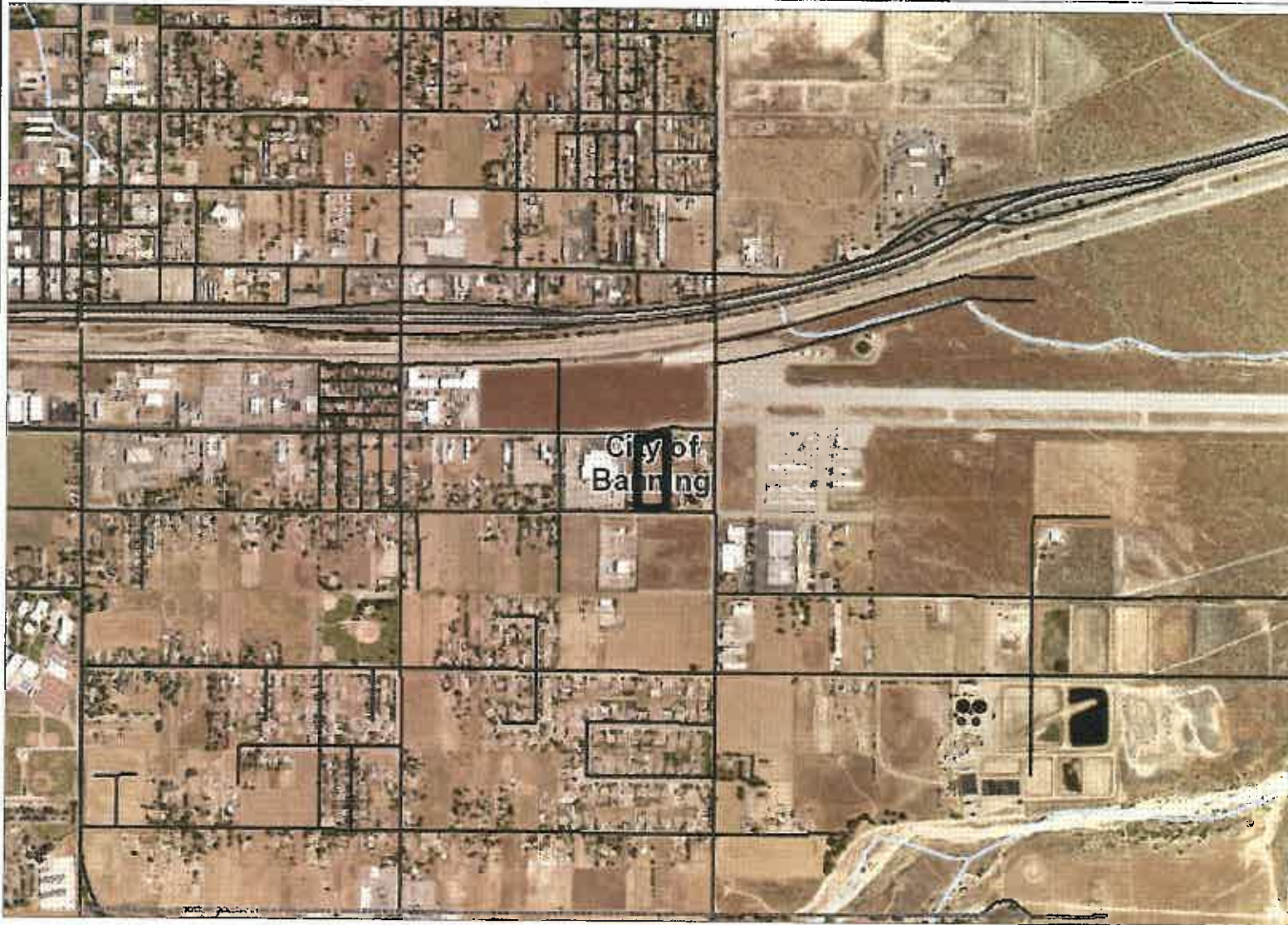


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# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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0 1 3,079 Feet

539

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## Notes



# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes

0 385 770 Feet

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11B-003.3.1 CLEAR WIDTH EXCEPT AS PROVIDED IN SECTIONS 11B-003.3.2 AND 11B-003.3.3 THE CLEAR WIDTH OF WALKING SURFACES SHALL BE 36 INCHES (914 MM) MINIMUM.

11B-003.2.4 A CONTINUOUS UNOBSTRUCTED PATH CONNECTING ACCESSIBLE ELEMENTS AND SPACES OF AN ACCESSIBLE SITE, BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A DISABILITY USING A WHEELCHAIR, AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES. INTERIOR ACCESSIBLE ROUTES MAY INCLUDE CORRIDORS, HALLWAYS, FLOORS, RAMPS, ELEVATORS AND LIFTS. EXTERIOR ACCESSIBLE ROUTES MAY INCLUDE PARKING ACCESSIBLES, CURB RAMPS, CROSSWALKS AT VEHICULAR WAYS, WALKS, RAMPS AND LIFTS.

WITHIN THE ACCESSIBLE PARKING STALL PAINT THE WORDS "NO PARKING" IN 12" HIGH LETTERS MIN. PAINTED IN WHITE INK

11B-002.8.4 PARKING SPACE MARKING

11B-002.3.3 ACCESS ANGLES MARKING

Second 20' min. entrance for Fire Access Only, location is approximate.

LINCOLN ST.

KNOX BOX AND GATE ACCESS

KNOX BOX AND GATE ACCESS

ZONE-B1 (2,18AC)

ZONE-D (1,18AC)

11B-206.4.1 ENTRANCES AND EXTERIOR GROUND-FLOOR EXITS ALL ENTRANCES AND EXTERIOR GROUND-FLOOR EXITS TO BUILDINGS AND FACILITIES SHALL COMPLY WITH SECTION 11B-004.

11B-003.1.1 GENERAL PARKING SPACES COMPLYING WITH SECTION 11B-002 THAT SERVE A PARTICULAR BUILDING OR FACILITY SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE FROM PARKING TO AN ENTRANCE COMPLYING WITH SECTION 11B-206.4. WHERE PARKING SERVES MORE THAN ONE ACCESSIBLE ENTRANCE, PARKING SPACES COMPLYING WITH SECTION 11B-002 SHALL BE DISPERSED AND LOCATED ON THE SHORTEST ACCESSIBLE ROUTE TO THE ACCESSIBLE ENTRANCES. IN PARKING FACILITIES THAT DO NOT SERVE A PARTICULAR BUILDING OR FACILITY, PARKING SPACES COMPLYING WITH SECTION 11B-002 SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE TO AN ACCESSIBLE PEDESTRIAN ENTRANCE OF THE PARKING FACILITY.

NOTES:

1. COMMERCIAL BUILDINGS SHALL DISPLAY STREET NUMBERS IN A PROMINENT LOCATION ON THE ADDRESS SIDE AND ADDITIONAL LOCATIONS AS REQUIRED. REF. CFC-505.1 AND COUNTY OF RIVERSIDE OFFICE OF THE FIRE MARSHAL STANDARD #07-01.
2. ALL ENTRANCES AND EXTERIOR GROUND-FLOOR EXIT DOORS TO BUILDINGS AND FACILITIES SHALL BE MADE ACCESSIBLE TO PERSONS WITH DISABILITIES.

PREPARED BY:



VENETT SMITH DESIGNS  
RIVERSIDE COUNTY, CA  
TEL: 951-523-0187  
Email: venett@venettsmithdesigns.com

The Designer shall be responsible for obtaining all necessary permits and approvals from the appropriate local, state and federal agencies. The Designer shall be responsible for obtaining all necessary permits and approvals from the appropriate local, state and federal agencies.

PROJECT:

LINCOLN TRUCK DEPOT

REVISIONS

No.	Description	Date

PROJECT ADDRESS:

1450 E LINCOLN ST  
BANNING CA 92220

CLIENT NAME:

MIRAMONTES

SITE PLAN

Prepared for: 21-2082  
Date: 11/14/2021 9:02:42 AM  
Drawn by: RM  
Checked by: ES

A001

Scale: 1" = 30'-0"

SITE - SITE PLAN  
SCALE: 1" = 30'-0"

1

PREPARED BY:



PROJECT:

LINCOLN TRUCK DEPOT

REVISOR

No.	Description	Date
1	PLANNING REV. 1	10/21/20
2	REV. 1	10/21/20

PROJECT ADDRESS

1450 E LINCOLN ST  
BANNING CA 92220

CLIENT NAME  
MIRAMONTES

FLOOR PLAN

Project number: 21-2082  
Date: 11/4/2021 9:04:46 AM

Drawn by: RM  
Checked by: ES

**A200**  
Scale: As indicated

- PLAN NOTES**
- 1 STEEL COLUMN
  - 2 EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF APPROACH AND SHALL CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL. NO POINT SHALL BE MORE THAN 100 FEET CENTRAL FROM THE NEAREST VISIBLE SIGN. ALL NEW SIGNS SHALL BE ILLUMINATED AND CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM. SHOW LOCATION OF ALL EXIT SIGNS AND EXIT PATHWAY LIGHTING FROM ALL OCCUPIED AREAS TO THE REQUIRED EXITS.
  - 3 FIRE EXTINGUISHERS CLASSIFICATION: SEE FIRE DEPARTMENT NOTES REGARDING TYPE, LEAD: IFC. SIZE (LUGG APPROVAL NO. 10223M X 102 ACTUAL LOCATIONS TO BE DETERMINED BY THE FIRE DEPARTMENT. PROVIDE RECORDED CABINET.
  - 4 TACTILE EXIT SIGN @ 90" ABOVE THE FINISH FLOOR TO THE CENTERLINE OF THE SIGN
  - 5 EXIT SIGN
  - 6 INTERNATIONAL IFC ACCESSIBILITY SIGN
  - 7 EXIT SIGN
  - 8 THE "MAIN EXIT" DOOR STATING THAT A READILY VISIBLE, DURABLE SIGN WITH VOYAGE THIS DOOR MUST REMAIN UNLOCKED DURING BUSINESS HOURS".
  - 9 1/2" MAX THRESHOLD

- WALL TYPES**
- PROPOSED METAL SHEETS WALL
  - PROPOSED WALL - 3IN PANEL ALUMINO BEAM
  - PROPOSED WALL - 3IN PANEL WALL
  - PROPOSED WALL - 6IN PANEL WALL (REINFORCED)

- FLOOR PLAN**
- (R) WALL TO REMAIN
  - (E) INFILL OF EXISTING WALL
  - (N) NEW WALL TYPE - SEE 1683B
  - (E) 1-HOUR WATER CORRIDOR PARTITION PROVIDE 1-HOUR FIRE PROTECTION FOR ALL PENETRATIONS
  - (R) 2-HOUR RATED PARTITION PROVIDE 2-HOUR FIRE PROTECTION FOR ALL PENETRATIONS
  - (B) SUITE DEMISING PARTITION - BUILD PARTITION TO UNDERSIDE OF FLOOR DECK STRUCTURE ABOVE SIGN AS WALL TYPE 1683B
  - ADA DOOR CLEARANCE
  - DOOR TAG SEE DOOR CHECKLIST 632
  - NEW STORAGE / CABINETS: SEE FINISH INTERIOR ELEVATIONS AND ROOM FINISH SCHEDULE 632
  - FIRE EXTINGUISHER CABINET
  - NEW ELECTRICAL / AUDIO-VISUAL COMPONENT: SEE CONSULTANT PLANS FOR MORE INFORMATION.
  - NEW PLUMBING FIXTURE: SEE CONSULTANT PLANS FOR MORE INFORMATION.

**FLOOR PLAN KEYNOTES**

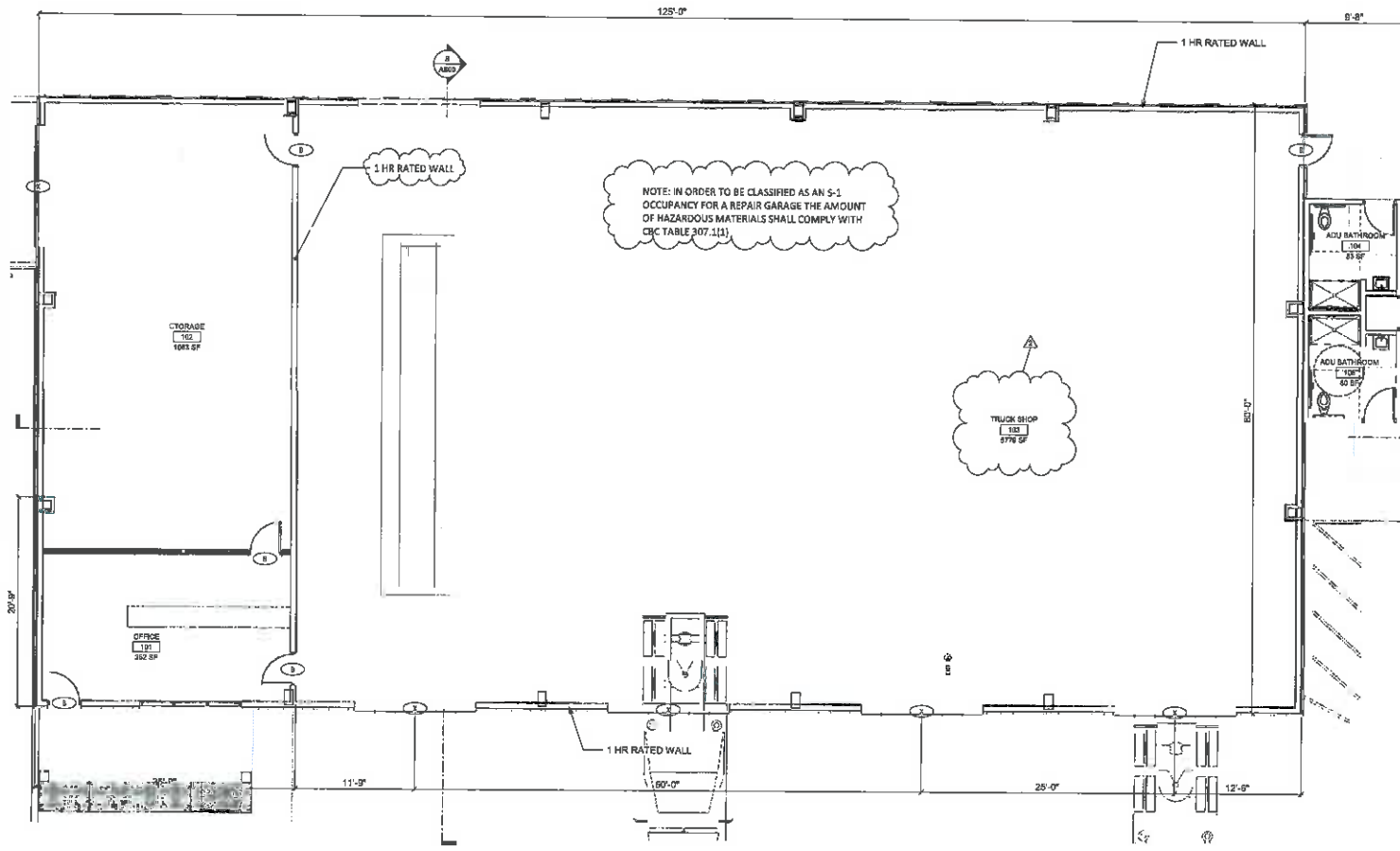
- 36" CLEAR REFRIGERATOR SPACE. PLUMBS FOR WATER SUPPLY. VERIFY WIDTH AND DEPTH IF BUILT-IN REFRIGERATOR.
- KITCHEN SINK & DWP.
- 30" SLIDE IN RANGE-OVEN COMBINATION W/ BUILT-IN HOOD, LIGHT & FAN (VENT TO OUTSIDE AIR. POST PER STRUCTURAL.
- 42" HIGH GUARDRAIL PER C.B.C. 1505.1.
- 36" HIGH HANDRAIL ABOVE NOSING PER C.B.C. 1003.3.
- 4" METAL STUDS
- 6" METAL STUDS

**GENERAL PLAN NOTES**

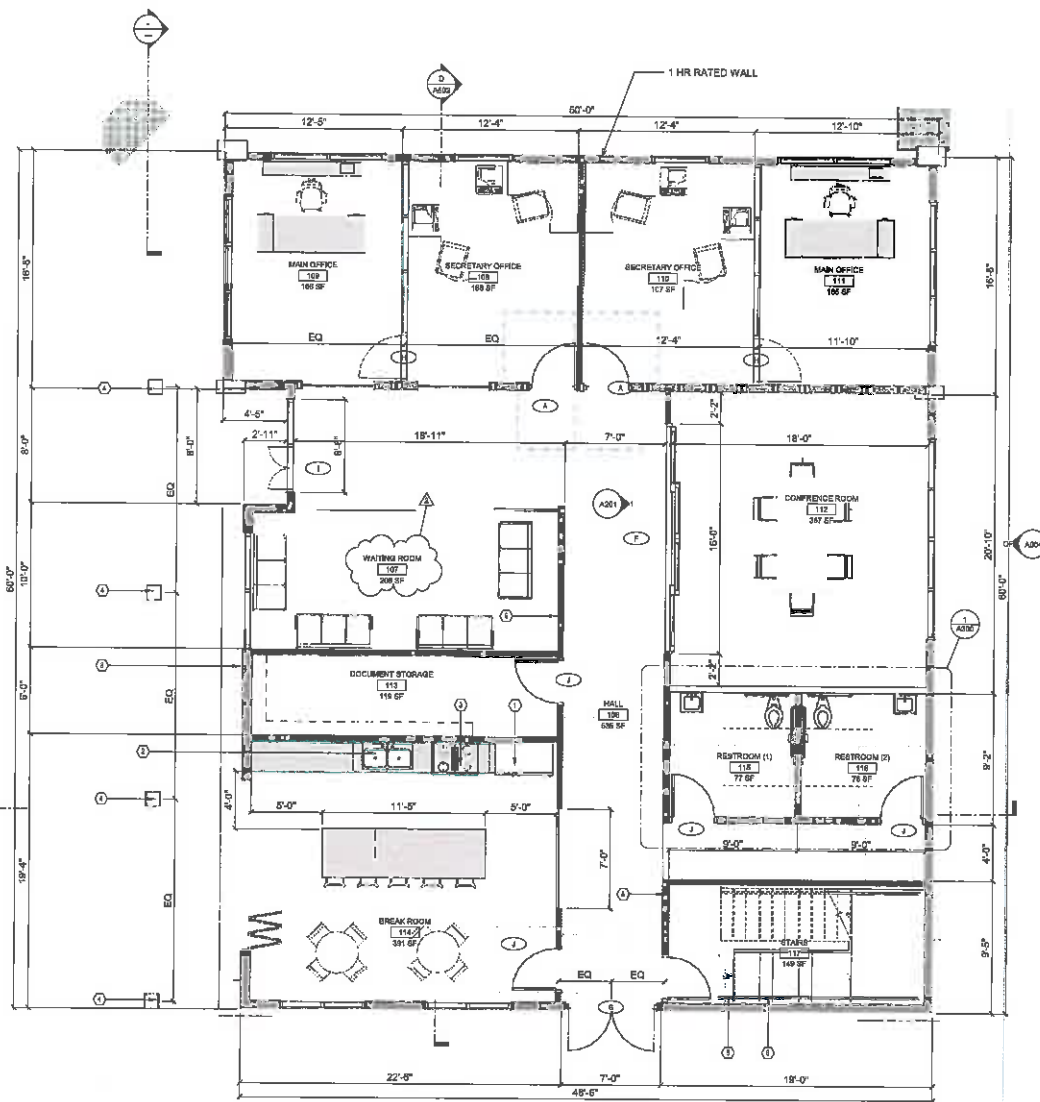
- ALL INTERIOR DOORS TO BE HOLLOW CORE 1 3/8" THK. BLDG. (SEE PLAN FOR SIZE) AT DOUBLE INTERIOR DOOR COMBINATIONS PROVIDE BRACKLE AT TOP OF INACTIVE DOOR.
- ALL GARAGE SERVICE DOORS TO BE HOLLOW CORE 1 3/8" TRUCK BATHROOM BRDR. (SEE PLAN FOR SIZE).
- ALL DOORS TO GARAGE DOORS TO BE HOLLOW CORE 1 3/8" THK. SELF-CLOSING AND TIGHT FITTING OR A SELF-CLOSING, TIGHT-FITTING DOOR HAVING A FIRE PROTECTION RATING OF NOT LESS THAN 20 MINUTES WHEN TESTED. (SEE PLAN FOR SIZE).
- ALL ENTRY DOORS TO BE SOLID CORE 1 3/4" THK. (SEE PLAN FOR SIZE) AT DOUBLE ENTRY DOOR PROVIDE SIGNAL AT TOP AND BOTTOM OF INACTIVE DOOR.
- ALL EXTERIOR SERVICE DOORS TO BE SOLID CORE 1 3/4" THK. (SEE PLAN FOR SIZE) AT DOUBLE SERVICE DOOR PROVIDE BRACKLE AT TOP AND BOTTOM OF INACTIVE DOOR.

NOTE: IN ORDER TO BE CLASSIFIED AS AN S-1 OCCUPANCY FOR A REPAIR GARAGE THE AMOUNT OF HAZARDOUS MATERIALS SHALL COMPLY WITH CBC TABLE 307.1(1).

TRUCK SHOP  
133  
576 SF



**TRUCK BUILDING**  
SCALE: 3/16" = 1'-0" 1



**OFFICE FIRST FLOOR**  
SCALE: 1/4" = 1'-0"

1

**PLAN NOTES**

- 1 STEEL COLUMN
- 2 EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF APPROACH AND SHALL CLEARLY INDICATE THE DIRECTION OF BUSINESS TRAVEL. NO POINT SHALL BE MORE THAN 100 FEET AWAY FROM THE NEAREST VISIBLE SIGN. ALL NEW SIGNS SHALL BE ILLUMINATED AND CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM. SHOW LOCATION OF ALL EXIT SIGNS AND EXIT PATHWAY LIGHTING FROM ALL OCCUPIED AREAS TO THE REQUIRED EXITS.
- 3 FIRE EXTINGUISHER CLASSIFICATION: SEE FIRE DEPARTMENT NOTED MARINE TYPE LOGS. (B) OR (C) SEE LOGS APPROVAL NO. 102. SHOW EXACT LOCATION TO BE FOLLOWED BY THE FIRE DEPARTMENT. PROVIDE RECESSED CABINET.
- 4 TAGS & EXIT SIGN @ 4' ABOVE THE FINISH FLOOR TO THE CENTERLINE OF THE SIGN
- 5 INTERNATIONAL IIC ACCESSIBILITY SIGN
- 6 EXIT SIGN
- 7 THE MAIN EXIT DOOR STATING THAT A READILY VISIBLE DURABLE SIGN WITH VERBAGE "THIS DOOR MUST REMAIN UNLOCKED DURING BUSINESS HOURS"
- 8 1/2" WALL THRESHOLD

- WALL TYPES**
- PROPOSED METAL SHEET WALL
  - PROPOSED WALL - IN PANEL AROUND BEAM
  - PROPOSED WALL - IN PANEL WALL
  - PROPOSED WALL - IN PANEL WALL (REINFORCED)

- FLOOR PLAN**
- (F) WALL TO REMAIN
  - INFILL OF EXISTING WALL
  - NEW WALL TYPE - SEE SCHEDULE
  - (E) 1-HOUR RATED CORRIDOR PARTITION PROVIDE 1-HOUR FIRE PROTECTION FOR ALL PENETRATIONS
  - (N) 5-HOUR RATED PARTITION PROVIDE 5-HOUR FIRE PROTECTION FOR ALL PENETRATIONS
  - (S) SUITE DIVISION PARTITION - BUILD PARTITION TO UNDERSIDE OF FLOOR DECK STRUCTURE ABOVE REAR AS WALL TYPE AS PER SCHEDULE
  - ADA DOOR CLEARANCE
  - DOOR TAG SEE DOOR SCHEDULE AS PER SCHEDULE
  - NEW STORAGE/CABINETS: SEE FINISH INTERIOR ELEVATIONS AND ROOM FINISH SCHEDULE AS PER SCHEDULE
  - FIRE EXTINGUISHER CABINET
  - NEW ELECTRICAL/FLEXIBLE WIRE COMPONENT: SEE CONSULTANT PLANS FOR MORE INFORMATION
  - NEW PLUMBING FEATURE: SEE CONSULTANT PLANS FOR MORE INFORMATION

**FLOOR PLAN KEYNOTES**

1. 36" CLEAR REFRIGERATOR SPACE. PLUMB FOR WATER SUPPLY. VERIFY WIDTH AND DEPTH IF BUILT-IN REFRIGERATOR.
2. KITCHEN SINK & DAW.
3. 30" SLIDE-IN RANGE-OVEN COMBINATION W/ BUILT-IN HOOD, LIGHT & FAN (VENT TO OUTSIDE AIR. POST PER STRUCTURAL.
4. 42" HIGH GUARDRAIL PER C.B.C 1506.1.
5. 36" HIGH HANDRAIL ABOVE NOSING PER D.S.C. 1003.3.
6. 4" METAL STUDS
7. 6" METAL STUDS

**GENERAL PLAN NOTES**

1. ALL INTERIOR DOORS TO BE HOLLOW CORE 1 1/2" THICK. (SEE PLAN FOR SUEL AT DOUBLE INTERIOR DOOR OPERATIONS PROVIDE BRACKETS AT TOP OF INACTIVE DOOR.
2. ALL SERVICE SERVICE DOORS TO BE HOLLOW CORE 1 1/2" THICK EXTENSION BRIDGE. (SEE PLAN FOR SUEL).
3. ALL DOORS TO CHANGE DOORS TO BE SOLID CORE 1 1/2" THICK SELF-CLOSING AND TRIM FITTING OR A SELF-CLOSING TRIM-FITTING DOOR HAVING A FIRE PROTECTION RATING OF NOT LESS THAN 20 MINUTES WORM TESTED. (SEE PLAN FOR SUEL).
4. ALL ENTRY DOORS TO BE SOLID CORE 1 1/2" THICK. (SEE PLAN FOR SUEL AT DOUBLE ENTRY DOOR PROVIDE BRACKETS AT TOP AND BOTTOM OF INACTIVE DOOR.
5. ALL INTERIOR DOOR DOORS TO BE SOLID CORE 1 1/2" THICK (SEE PLAN FOR SUEL AT DOUBLE ENTRY DOOR PROVIDE BRACKETS AT TOP AND BOTTOM OF INACTIVE DOOR.

PREPARED BY:

**KENNETH SMITH  
DESIGNS**  
RIVERSIDE COUNTY, CA  
TEL: 951-425-2187  
www.kennethsmithdesigns.com

**LINCOLN TRUCK DEPOT**

REVISIONS:

No.	Change/Item	Date
1	AIRPORT	2021.10.19

PROJECT ADDRESS:  
**1450 E LINCOLN ST  
BANNING CA 92220**

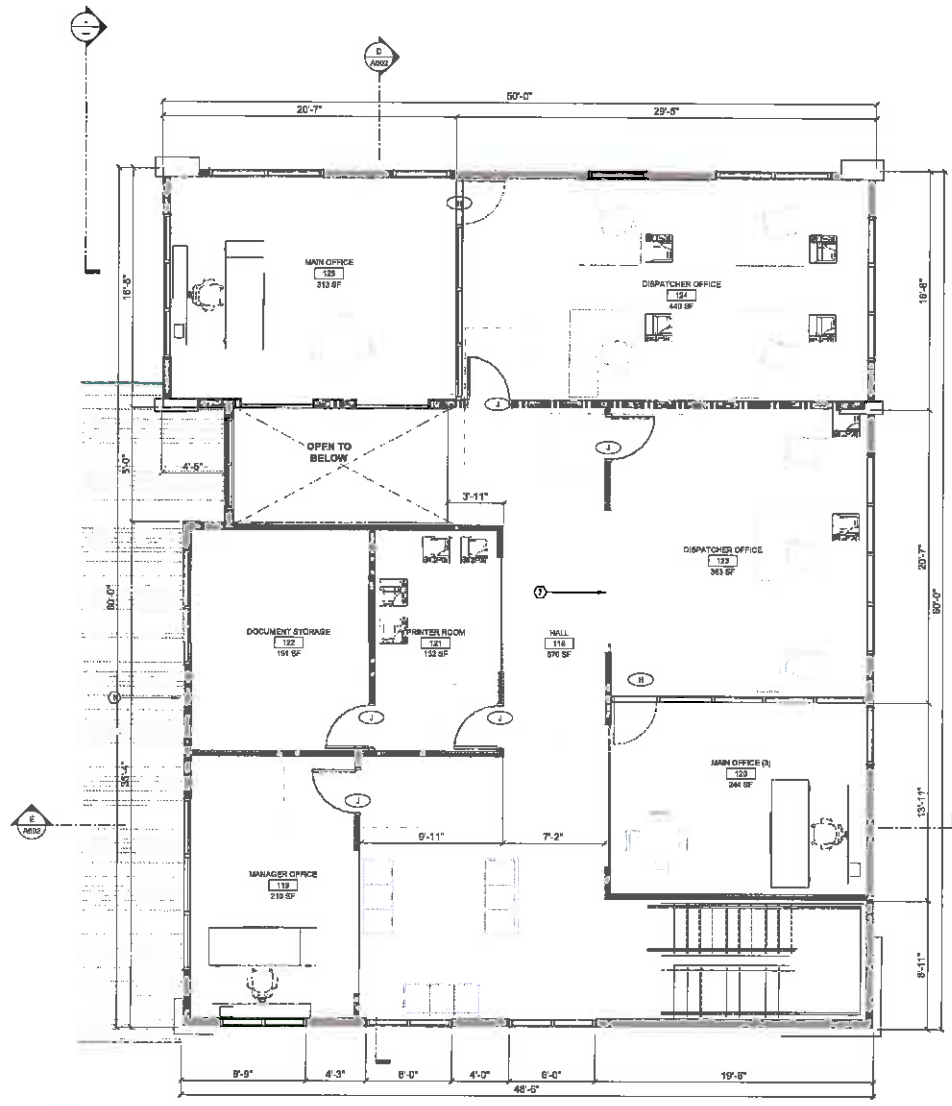
CLIENT NAME:  
**MIRAMONTES**

**OFFICE FIRST FLOOR**

Project number: 21-2082  
Date: 10/19/2021 10:18:25 AM  
Drawn by: Author  
Checked by: Checker

**A200.1**  
Scale: As Indicated





**OFFICE 2ND FLR**  
SCALE: 1/4" = 1'-0" 1

- PLAN NOTES**
- 1 STEEL COLUMN
  - 2 EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF APPROACH AND SHALL CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL. NO POINT SHALL BE MORE THAN 60 FEET (DIAGONAL) FROM THE NEAREST READILY VISIBLE SIGN. ALL NEW SIGNS SHALL BE ILLUMINATED AND CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM. SHOW LOCATION OF ALL EXIT SIGNS AND EXIT PATHWAY LIGHTING FROM ALL OCCUPIED AREAS TO THE REQUIRED EGRESS.
  - 3 FIRE EXTINGUISHER CLASSIFICATION - SEE FIRE DEPARTMENT NOTES REGARDING TYPE (RATED); SEE EGRESS APPROVAL NO. 164006X-2182 ACTUAL LOCATIONS TO BE DETERMINED BY THE FIRE DEPARTMENT. PROVIDE RECESSED CABINET.
  - 4 TACTILE EXIT SIGN IS 8" ABOVE THE FINISH FLOOR TO THE CENTERLINE OF THE SIGN
  - 5 INTERNATIONAL IFC ACCESSIBILITY SIGN
  - 6 EXIT SIGN
  - 7 THE "MAIN EXIT" DOOR STATING THAT A READILY VISIBLE, DURABLE SIGN WITH VERBAGE "THIS DOOR MUST REMAIN UNLOCKED DURING BUSINESS HOURS."
  - 8 1/2" MAUI THRESHOLD

- WALL TYPES**
- PROPOSED METAL SHEETS WALL
  - PROPOSED WALL - 8" PANEL AROUND BEAM
  - PROPOSED WALL - 6" PANEL WALL
  - PROPOSED WALL - 8" PANEL WALL (REINFORCED)

- FLOOR PLAN**
- 1 WALL TO REMAIN
  - 2 INFILL OF EXISTING WALL
  - 3 NEW WALL TYPE - SEE 16688
  - 4 1-HOUR RATED CORRIDOR PARTITION PROVIDE 1/2 HOUR FIRE PROTECTION FOR ALL PENETRATIONS
  - 5 2-HOUR RATED PARTITION PROVIDE 2-HOUR FIRE PROTECTION FOR ALL PENETRATIONS
  - 6 3-HOUR RATED PARTITION - BUILD PARTITION TO UNDERLIES OF FLOOR DECK STRUCTURE ABOVE 8" IN. AS WALL TYPE ALPHA 30888
  - 7 ADA DOOR CLEARANCE
  - 8 DOOR TAG SEE DOOR SCHEDULE 6882
  - 9 NEW STORAGE / CASEWORK: SEE FINISH INTERIOR ELEVATIONS AND ROOM FINISH SCHEDULE 6882
  - 10 FIRE EXTINGUISHER CABINET
  - 11 NEW ELECTRICAL / AUDIO-VISIO COMPONENT: SEE CONDUCTANT PLANS FOR MORE INFORMATION.
  - 12 NEW PLUMBING FIXTURE: SEE CONDUCTANT PLANS FOR MORE INFORMATION.

**FLOOR PLAN KEYNOTES**

1. 36" CLEAR REFRIGERATOR SPACE, PLUMB FOR WATER SUPPLY. VERIFY WIDTH AND DEPTH IF BUILT-IN REFRIGERATOR.
2. KITCHEN SINK & D/W.
3. 30" SLIDE-IN RANGE-OVEN COMBINATION W/ BUILT-IN HOOD, LIGHT & FAN (VENT TO OUTSIDE AIR, POST PER STRUCTURAL).
4. 42" HIGH GUARDRAIL PER C.B.C 1508.1.
5. 36" HIGH HANDRAIL ABOVE NOSING PER C.B.C. 1905.3.
6. 4" METAL STUDS
7. 6" METAL STUDS

**GENERAL PLAN NOTES**

1. ALL INTERIOR DOORS TO BE HOLLOW CORE 1 3/8" THK. S.D. (SEE PLAN FOR SIZE). AT DOUBLE INTERIOR DOOR CONDITIONS PROVIDE SCHEDULE 1 AT TOP OF INACTIVE DOOR.
2. ALL GARAGE SERVICE DOORS TO BE HOLLOW CORE 1 3/8" THK. DOUBLE BRAND, (SEE PLAN FOR SIZE).
3. ALL HOUSE TO GARAGE DOORS TO BE SOLID CORE 1 3/8" THK. SELF-CLOSING AND TIGHT FITTING OR A SELF-CLOSING 1905.3 FITTING DOOR HAVING A RECESSED DOORWAY OF NOT LESS THAN 20 MINUTES WHEN TESTED. (SEE PLAN FOR SIZE)
4. ALL ENTRY DOORS TO BE SOLID CORE 1 3/8" THK. (SEE PLAN FOR SIZE) ALL DOUBLE ENTRY DOORS PROVIDE SCHEDULE 1 AT TOP AND BOTTOM OF INACTIVE DOOR.
5. ALL EXTERIOR FINISH DOORS TO BE SOLID CORE 1 3/8" THK. (SEE PLAN FOR SIZE) AT DOUBLE FINISH DOOR PROVIDE SCHEDULE 1 AT TOP AND BOTTOM OF INACTIVE DOOR.

PREPARED BY:



**EVERETT SMITH  
DESIGNS**  
EVERETT COUNTY, CA  
TEL: 509-222-1177  
Email: [everett@everettsmithdesigns.com](mailto:everett@everettsmithdesigns.com)

**LINCOLN TRUCK DEPOT**

REVISION:

No.	Description	Date

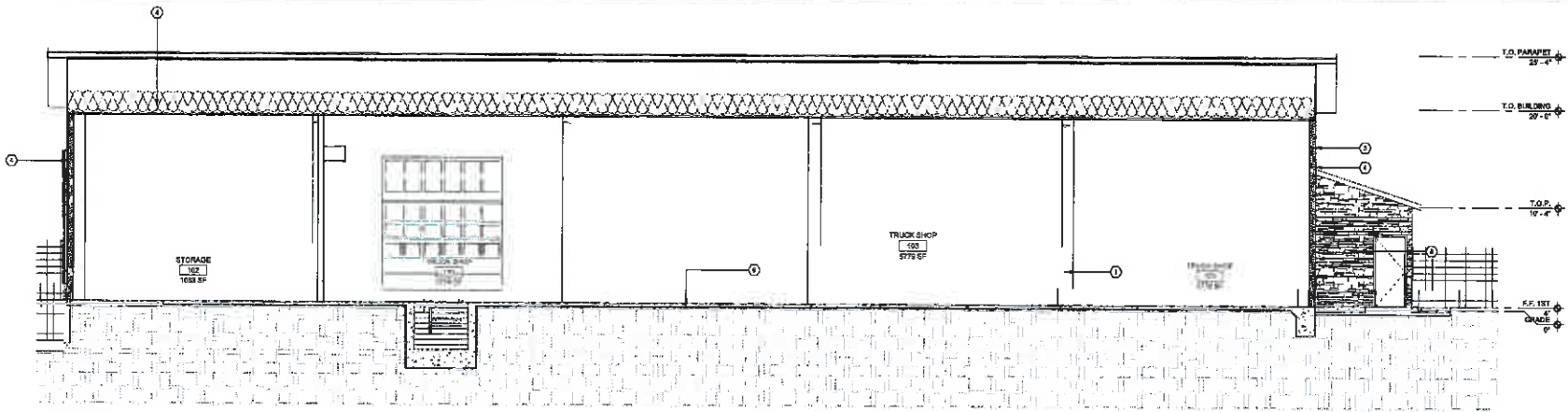
PROJECT ADDRESS:  
1450 E LINCOLN ST  
BANNING CA 92220

CLIENT NAME:  
MIRAMONTES

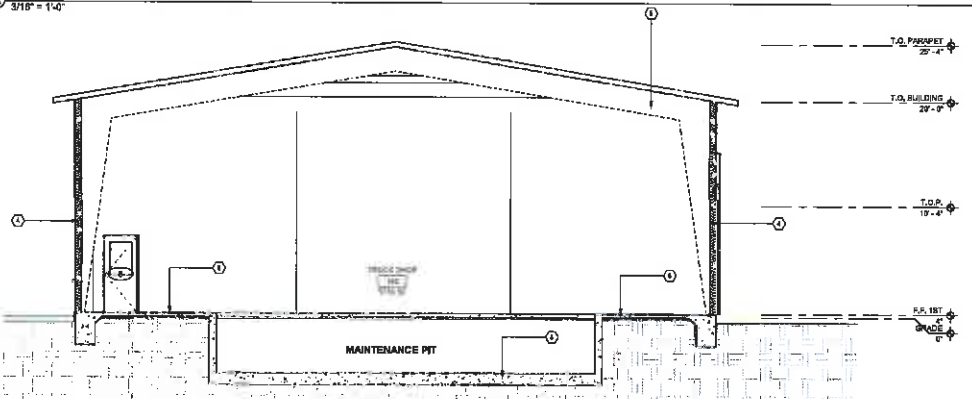
OFFICE SECOND FLOOR

Project Number: 21-2082  
Date: 10/19/2021 10:18:28 AM  
Drawn by: Author  
Checked by: Checker

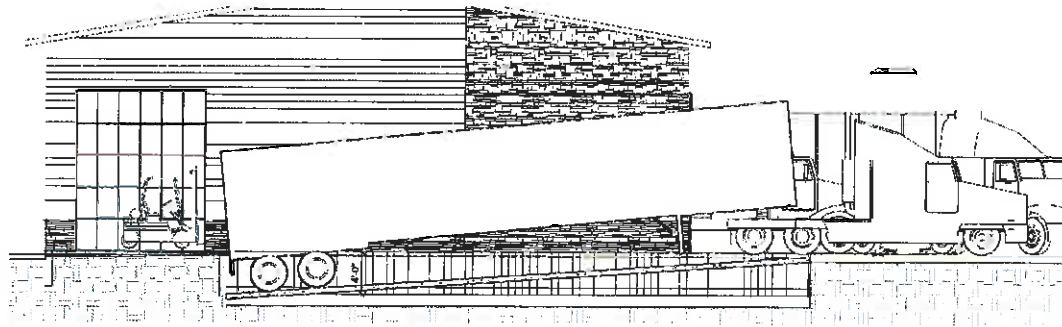
**A200.2**  
Scale: As Indicated



SECTION A  
3/16" = 1'-0"



SECTION B  
3/16" = 1'-0"



SECTION C  
3/16" = 1'-0"

**SECTION KEYNOTE**

1. STRUCTURAL COLUMN AND FRAMING PER STRUCTURAL
2. 4" METAL STUD WALL
3. 6" METAL STUD WALL
4. BATT INSULATION PER T-24 COMPLIANCE
5. ROOF FRAMING PER STRUCTURAL
6. GRADE ON SLAB SEE STRUCTURAL
7. WINDOW AS SCHEDULE
8. DOOR AS SCHEDULE
9. COLUMN PER STRUCTURAL

PROJECT

**LINCOLN TRUCK DEPOT**

NO.	DESCRIPTION	DATE

PROJECT NUMBER  
1450 E. LINCOLN ST  
BANNING, CA 92220

CLIENT  
MIRAMONTES

SECTIONS

Prepared by	ET-2002
Drawn by	10/11/2002 11:00:00 AM
Checked by	REV
Scale	1/2"

**A600**

DATE: Aug 12/2004



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org).** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The City of Banning Planning Department should be contacted on non-ALUC issues. For more information please contact City of Banning Planner Mr. Mark de Manincor at (951) 922-3125.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://www.rcaluc.org). Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to [prull@rivco.org](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

**PLACE OF HEARING:** Riverside County Administration Center  
4080 Lemon Street, 1<sup>st</sup> Floor Board Chambers  
Riverside California

**DATE OF HEARING:** December 16, 2021

**TIME OF HEARING:** 9:30 A.M.

**CASE DESCRIPTION:**

ZAP1044BA21 – Maria Miramontes (Representative: Elite Planning and Permitting) – City of Banning Case Nos. CUP21-8016 (Conditional Use Permit), DR21-7012 (Design Review). A proposal to establish a truck terminal facility including a 7,194 square foot truck shop building and a 5,549 square foot office building with mezzanine on 3.57 acres located at 1450 E. Lincoln Street, westerly of Hathaway Street, northerly of Barbour Street, and easterly of Juarez Street (Airport Compatibility Zones B1 and D of the Banning Municipal Airport Influence Area).





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1044BA21 DATE SUBMITTED: 9/14/21

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Maria E Miramontes Phone Number 951-906-3260  
Mailing Address 9846 Arbor Ave. Fontana, CA 92235 Email ferlmt0@gmail.com

Representative Ana Salazar Phone Number 760-222-4637  
Mailing Address PO Box 68 Mira Loma, CA 91752 Email ana@elitepnp.com

Property Owner Maria E Miramontes Phone Number 951-906-3260  
Mailing Address 9846 Arbor Ave. Fontana, CA 92235 Email ferlmt0@gmail.com

### LOCAL JURISDICTION AGENCY

Local Agency Name City of Banning Phone Number 951-922-3123  
Staff Contact Mark de Manincor Email mdemanincor@banningca.gov  
Mailing Address 99 E. Ramsey Street Case Type CUP, DR, and Env. Ass  
Banning, CA 92220  
Local Agency Project No CUP 21-8016, DR 21-7012 & ENV 21-1516  
 General Plan / Specific Plan Amendment  
 Zoning Ordinance Amendment  
 Subdivision Parcel Map / Tentative Tract  
 Use Permit  
 Site Plan Review/Plot Plan  
 Other

### PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address 1450 E Lincoln St. Banning, CA 92220  
Assessor's Parcel No. 541-290-013 Gross Parcel Size 3.57 Acres  
Subdivision Name AI - Airport Industrial Nearest Airport and distance from Airport ~450 feet  
Lot Number \_\_\_\_\_

### PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) Vacant lot with no improvements other than a front sidewalk.

Banning Municipal

Proposed Land Use (describe)	Trucking business with office, metal shop, and truck parking.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	9am to 10 pm Mondays through Fridays, and 9am to 5pm on Saturdays	
	Number of People on Site	Maximum Number	There are 10 full-time employees and 2 part-timers
	Method of Calculation	We didn't calculate anything. That is just the number of employees	
Height Data	Site Elevation (above mean sea level)	Look at civil plans	ft.
	Height of buildings or structures (from the ground)	25'4"	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe		<input checked="" type="checkbox"/> No

**A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

**B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.

**C. SUBMISSION PACKAGE:**

- 1. . . . . Completed ALUC Application Form
- 1. . . . . ALUC fee payment
- 1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
- 1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
- 1. . . . . CD with digital files of the plans (pdf)
- 1. . . . . Vicinity Map (8.5x11)
- 1. . . . . Detailed project description
- 1. . . . . Local jurisdiction project transmittal
- 3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
- 3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

#### 5.1 Director's Approvals.

- A. During the revised period of September 16, 2021, through November 15, 2021 (due to the month of November being dark), as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Paul Rull reviewed eight non-legislative cases within the March Air Reserve Base/Inland Port Airport, Jacqueline Cochrane Regional Airport, and Blythe Airport Influence Areas.

ZAP1494MA21 (Zone E Perris Valley AIA, Zone E March AIA) pertains to City of Perris Case No. P19-05925 (Conditional Use Permit), a proposal to establish a gas station facility including a 3,960 square foot convenience store and 1,406 square feet of retail area, 16 fueling stations, and a 2,505 square foot automated car wash tunnel on 1.43 acres, located westerly of Highway 74, and southerly of Navajo Road. The site is located within Compatibility Zone E of the Perris Valley Airport Influence Area and also within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where non-residential intensity is not restricted. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 7,656 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any new structures with an elevation at top point of roof exceeding 1,489 feet AMSL. The proposed site elevation is 1,572 feet AMSL, with maximum proposed building heights of 25 feet, for a top point elevation of 1,597 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Number No. 2021-AWP-14941-OE, to this proposal. The aeronautical studies revealed that the proposed buildings would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued "Determination of No Hazard to Air Navigation" letters on October 20, 2021. The FAA OES conditions have been incorporated into ALUC's conditions listed below. Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 7,656 feet from the runway, and therefore would be subject to the above requirement. The project would utilize bioretention basins, which are to be avoided in Zone E due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: the basin provides 48-hour drawdown time, and proposed landscaping shall not attract hazardous wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

ALUC Director Paul Rull issued a determination of consistency for this project on October 21, 2021.

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ZAP1495MA21 (Zone E March AIA) pertains to County of Riverside Case No. TPM38105 (Tentative Parcel Map), a proposal to divide 2.49 acres into 2 parcels located at 23136 Marshall Street, northerly of Lopez Street and southerly of San Jacinto Avenue. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted. Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 17,670 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,589 feet AMSL. The project site elevation is 1,656 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that all future buildings will require FAA OES review before permit issuance.

ALUC Director Paul Rull issued a determination of consistency for this project on October 18, 2021.

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ZAP1496MA21 (Zone E March AIA) pertains to County of Riverside Case No. TPM38104 (Tentative Parcel Map), a proposal to divide 5.03 acres into 3 parcels located at 18885 Alexander Street, on the northwest corner of Alexander Street and Martin Street. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 18,400 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,672 feet AMSL. The project site elevation is 1,640 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that all future buildings (over 32 feet in height) will require FAA OES review before permit issuance.

ALUC Director Paul Rull issued a determination of consistency for this project on October 18, 2021.

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ZAP1497MA21 (Zone E March AIA) pertains to County of Riverside Case No. TPM38226 (Tentative Parcel Map), a proposal to divide 2.51 acres into 2 parcels located at 18590 Una Street, southerly of Markham Street and westerly of Alexander Street. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly



terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 18,770 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,675 feet AMSL. The project site elevation is 1,674 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that all future buildings will require FAA OES review before permit issuance.

ALUC Director Paul Rull issued a determination of consistency for this project on October 18, 2021.

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ZAP1498MA21 (Zone D March AIA) pertains to County of Riverside Case No. TPM38122 (Tentative Parcel Map), a proposal to divide 2.49 acres into 2 parcels located at 21581 Mack Street, easterly of Clark Street, westerly of Old Elsinore Road, and northerly of Church Street. The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 18,530 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,673 feet AMSL. The project site elevation is 1,717 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that all future buildings will require FAA OES review before permit issuance.

ALUC Director Paul Rull issued a determination of consistency for this project on October 18, 2021.

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ZAP1058TH211 (Zone C Jacqueline Cochran Regional AIA) pertains to County of Riverside Building and Safety Case No. BRS2101614 (Building Permit), a proposal to construct a 719.4 square foot rooftop solar panel system on a proposed single family residence located at 60984 Monza Street within the Thermal Motorclub, located northerly of 62<sup>nd</sup> Avenue, westerly of Polk Street, easterly of Monza St. Street, and southerly of Avenue 60. The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to either 0.2 dwelling units per acre, or less than 5 dwelling units per acre. The proposed rooftop solar panels will not generate any density. The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 2,622 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -111.28 feet mean sea level. The site's elevation is -146 feet AMSL and the proposed building height (with rooftop solar panels) is 40 feet, resulting in a top point elevation of -106 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building. Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of

runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image” (“yellow” level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers. The project proposes 719.4 square feet of solar panels on a single family residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 262 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time. The analysis concluded that some potential glare would occur within the 2 mile approach to runway 12. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 12 indicates that the panels would result in low potential for temporary after-image (“green” level glare), totaling annually 455 minutes of “green” level glare, lasting up to 12 minutes a day in February and November from 7:00 a.m. to 8:00 a.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site. Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

ALUC Director Paul Rull issued a determination of consistency for this project on October 19, 2021.

\*\*\*\*\*

ZAP1059TH211 (Zone C Jacqueline Cochran Regional AIA) pertains to County of Riverside Building and Safety Case No. BRS2101836 (Building Permit), a proposal to construct a 450 square foot rooftop solar panel system on a proposed single family residence located at 86684 Rogers Way within the Thermal Motorclub, located northerly of 62<sup>nd</sup> Avenue, westerly of Polk Street, easterly of Tyler Street, and southerly of Avenue 60. The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to a maximum of 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density. The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 5,960 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -78 feet above mean sea level. The site’s elevation is -149 feet AMSL and the proposed building height (with rooftop solar panels) is 39 feet, resulting in a top point elevation of -110 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building. Based on the Federal Aviation Administration’s Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image (“green” level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image” (“yellow” level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers. The project

proposes 450 square feet of solar panels on a single family residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image (“green” level glare), totaling annually 29 minutes of “green” level glare, lasting up to 5 minutes a day in March and September from 5:00 p.m. to 5:30 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site. Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

ALUC Director Paul Rull issued a determination of consistency for this project on October 25, 2021.

\*\*\*\*\*

ZAP1014BL21 (Zone D Blythe AIA) pertains to County of Riverside Case No. TPM37988 (Tentative Parcel Map), a proposal to divide 14.36 acres into 4 commercial parcels located at 13015 Mesa Drive, northerly of Interstate 10. The site is located within Compatibility Zone D of the Blythe Municipal Airport Influence Area, where non-residential intensity is restricted to 100 people per average acre and 300 people per single acre. The project proposes to divide 14.36 acres into 4 commercial parcels. All proposed parcels are vacant except Parcel 1, which contains an existing/operating gas station facility with a 3,894 square foot convenience store and 12 fueling stations on a proposed 1.86 acre parcel. This would accommodate a total occupancy of 83 people, resulting in an average intensity of 45 people per acre, and a single acre intensity of 83 people, both of which are consistent with Zone D average and single acre intensity criterion of 100 and 300 respectively. The elevation of Runway 8-26 at Blythe Airport at its westerly terminus is approximately 396 feet above mean sea level (AMSL). At a distance of approximately 1,639 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 412 feet AMSL. The project site elevation is 394 feet AMSL and the existing building height is 20 feet, resulting in a top point elevation of 414 feet AMSL. The project does not propose any increase to the existing building. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that any future buildings/structures exceeding 412 feet AMSL will require FAA OES review before permit issuance. Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around



detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 1,639 feet), the project is already existing and operating with no proposals of installing a new basin, and therefore would not constitute a hazard to flight.

ALUC Director Paul Rull issued a determination of consistency for this project on November 2, 2021.

- B. Additionally, ALUC Director Paul Rull reviewed four local jurisdiction non-impact legislative cases pursuant to ALUC Resolution No. 2011-02, and issued determinations of consistency.

ZAP1114FV21 (Citywide-Multiple Airport Zones French Valley AIA) pertains to City of Murrieta Case No. DCA2021-2320 (Zoning Ordinance Update), a proposal to amend the City's zoning ordinance, Title 10 and Title 16, including updates to: parking restrictions, SF-2 (Single-Family Residential 2) standards, Manufacturing Homes standards, Deceleration Lane standards, Los Alamos Overlay District, Master Plan Overlay District, Planned Residential Development, Density Bonus, Accessory Dwelling Unit, Cargo Containers Accessory Structure, Special Events, Temporary Residential Moving Containers, Temporary Cargo Containers, and Definitions. (No changes to the city's land use designation or zoning). There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the French Valley Airport Influence Area located within the City of Murrieta.

ALUC Director Paul Rull issued a determination of consistency for this project on September 21, 2021.

\*\*\*\*\*

ZAP1115FV21 (Citywide-Multiple Airport Zones French Valley AIA) pertains to City of Temecula Case No. LR18-1620 (Long Range Planning Project [2021-2029 Housing Element Update and Safety Element Update]), a proposal to update the City's Housing and Safety Elements to be consistent with state law, identifying and analyzing the City's housing needs and developing a work program consisting of City's goals, policies, and objectives to develop housing. (No changes to the City's land use designation or zoning are proposed). In addition, the City's existing General Plan stipulates that any development within the airport influence area shall be consistent with the underlying airport land use compatibility criteria. There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the French Valley Airport Influence Area located within the City of Temecula.

ALUC Director Paul Rull issued a determination of consistency for this project on September 27, 2021.

\*\*\*\*\*

ZAP1023PV21 (Citywide-Multiple Airport Zones March and Perris Valley AIA) pertains to City of Perris Case No. 21-05173 (General Plan Amendment [Housing Element Update, Safety Element Update, Environmental Justice Update]), a proposal to update the City's Housing, Safety and Environmental Justice Elements to be consistent with state law, identifying and analyzing the City's housing needs and developing a work program consisting of City's goals, policies, and objectives to develop housing. There are no changes to the City's general plan land use designation, zoning, or specific plan designations proposed at this time. The project will (in the future) adopt an overlay zoning for 13 Opportunity Sites, which would allow for a



maximum of 30 dwelling units per acre (this zoning ordinance/specific plan amendment would require ALUC review). The sites are located within Compatibility Zones D and E of March Air Reserve Base/Inland Port Airport Influence Area (AIA), where residential density is not restricted, as well as being located within Compatibility Zones D and E of Perris Valley AIA, where Zone D restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre (residential density is not restricted in Zone E). The proposed density of these opportunity sites would be consistent with the airport land use compatibility criteria. There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments (that would exceed ALUCP criteria). Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the March Air Reserve Base/Inland Port Airport and Perris Valley Airport Influence Areas located within the City of Perris.

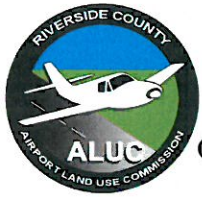
ALUC Director Paul Rull issued a determination of consistency for this project on October 4, 2021.

\*\*\*\*\*

ZAP1024PV21 (Citywide-Multiple Airport Zones March and Perris Valley AIA) pertains to City of Perris Case Nos. 21-05224 (General Plan Amendment), 21-05225 (Specific Plan Amendment), 21-05223 (Ordinance Amendment), a proposal to update the City's General Plan Circulation Element, Perris Valley Commerce Center Specific Plan, and Municipal Code, to establish truck route designations within the city. There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments (that would exceed ALUCP criteria). Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the March Air Reserve Base/Inland Port Airport and Perris Valley Airport Influence Areas located within the City of Perris.

ALUC Director Paul Rull issued a determination of consistency for this project on November 4, 2021.

- 5.2 Update March Air Reserve Base Compatibility Use Study (CUS)  
Presentation by Project Director Simon Housman or his designee.
  
- 5.3 Update to the FAA Interim Glare Policy  
Presentation by ALUC Director Paul Rull or his designee.



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

October 21, 2021

Mr. Alfredo Garcia, Project Planner  
City of Perris Planning Division  
135 N. D Street  
Perris CA 92570-2200

**CHAIR**  
**Steven Stewart**  
Palm Springs

**VICE CHAIR**  
**Steve Manos**  
Lake Elsinore

**COMMISSIONERS**

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Riverside

**John Lyon**  
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**Russell Betts**  
Desert Hot Springs

**Richard Stewart**  
Moreno Valley

**Michael Geller**  
Riverside

**STAFF**

**Director**  
**Paul Rull**

Simon A. Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lennon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1494MA21  
Related File No.: P19-05925 (Conditional Use Permit)  
APN: 326-234-003

Dear Mr. Garcia:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Perris Case No. P19-05925 (Conditional Use Permit), a proposal to establish a gas station facility including a 3,960 square foot convenience store and 1,406 square feet of retail area, 16 fueling stations, and a 2,505 square foot automated car wash tunnel on 1.43 acres, located westerly of Highway 74, and southerly of Navajo Road.

The site is located within Compatibility Zone E of the Perris Valley Airport Influence Area and also within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where non-residential intensity is not restricted.

The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 7,656 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any new structures with an elevation at top point of roof exceeding 1,489 feet AMSL. The proposed site elevation is 1,572 feet AMSL, with maximum proposed building heights of 25 feet, for a top point elevation of 1,597 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Number No. 2021-AWP-14941-OE, to this proposal. The aeronautical studies revealed that the proposed buildings would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued “Determination of No Hazard to Air Navigation” letters on October 20, 2021. The FAA OES conditions have been incorporated into ALUC’s conditions listed below.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins.

## AIRPORT LAND USE COMMISSION

All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 7,656 feet from the runway, and therefore would be subject to the above requirement.

The project would utilize bioretention basins, which are to be avoided in Zone E due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: the basin provides 48-hour drawdown time, and proposed landscaping shall not attract hazardous wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2010/2011 Perris Valley Airport Land Use Compatibility Plan, and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Perris applies the following recommended conditions:

### CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.



## AIRPORT LAND USE COMMISSION

3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants of the property.
4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries. Stormwater basins shall be consistent with the 2018 “Wildlife Hazard Management at Riverside County Airports” policies.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: “There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes”. The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin

5. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study No. 2021-AWP-14941-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
6. The proposed buildings shall not exceed a height of 25 feet above ground level and a maximum elevation at top point of 1,597 feet above mean sea level.
7. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
8. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 25 feet in height and a maximum elevation of 1,597 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.



## AIRPORT LAND USE COMMISSION

9. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

If you have any questions, please contact me at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity  
Aeronautical Study No. 2021-AWP-14941-OE

cc: Speed Line, LLC (applicant/property owner)  
Alex Irshaid (representative)  
Pat Conatser, Airport Manager, Perris Valley Airport  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Major David Shaw, Base Civil Engineer, March Air Reserve Base  
ALUC Case File

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# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2021-AWP-14941-OE

Issued Date: 10/20/2021

Mohammad Kaskas  
 Hi-Speed LLC  
 3401 Long Beach Blvd  
 Long Beach, CA 90807

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building C-Store/Carwash  
 Location: Perris, CA  
 Latitude: 33-46-53.06N NAD 83  
 Longitude: 117-14-39.22W  
 Heights: 1572 feet site elevation (SE)  
 25 feet above ground level (AGL)  
 1597 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/20/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (206) 231-2877, or [Nicholas.Sanders@faa.gov](mailto:Nicholas.Sanders@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-14941-OE.

**Signature Control No: 495939091-498176248**

Nicholas Sanders  
Technician

( DNE )

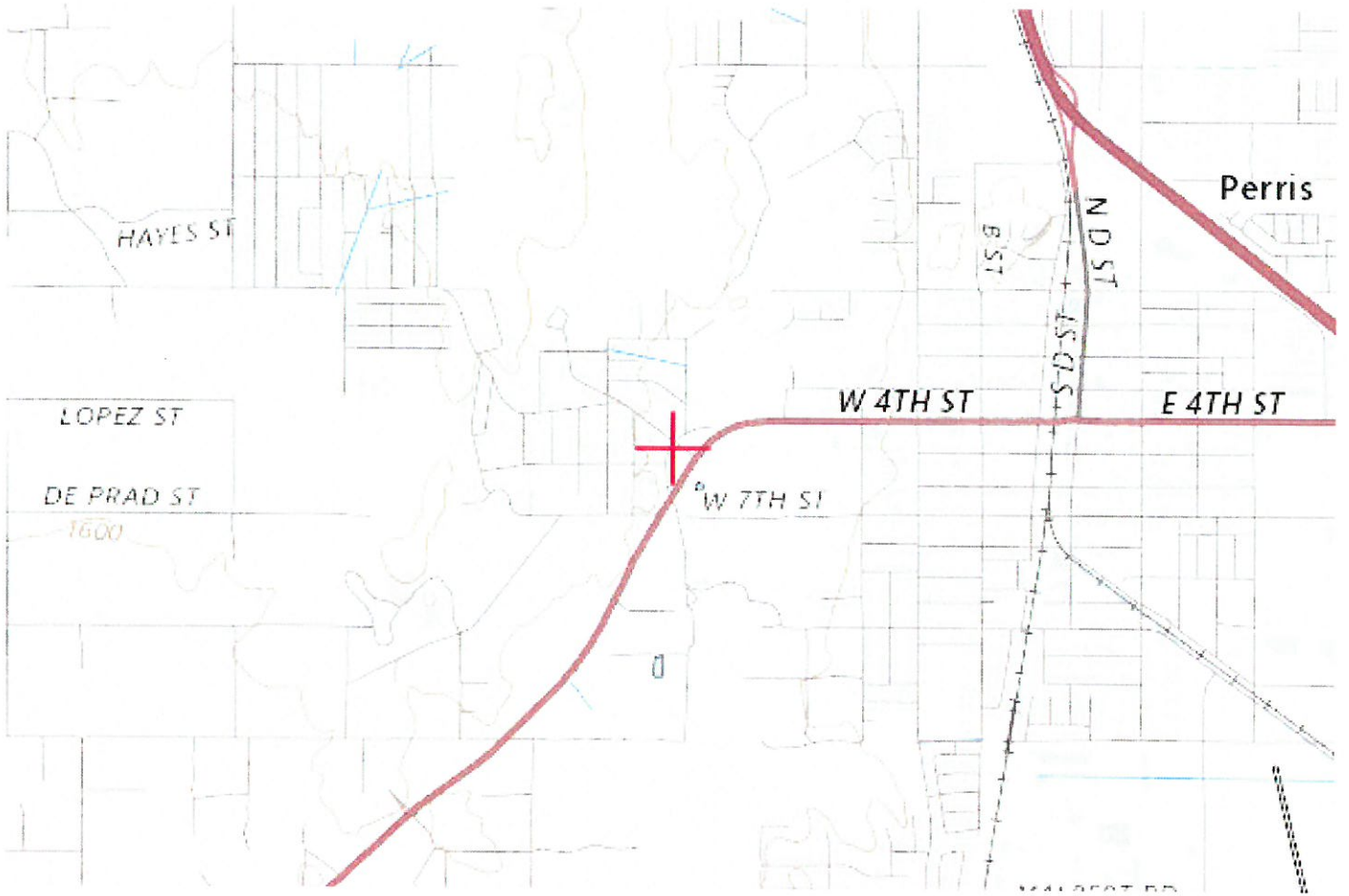
Attachment(s)  
Frequency Data  
Map(s)

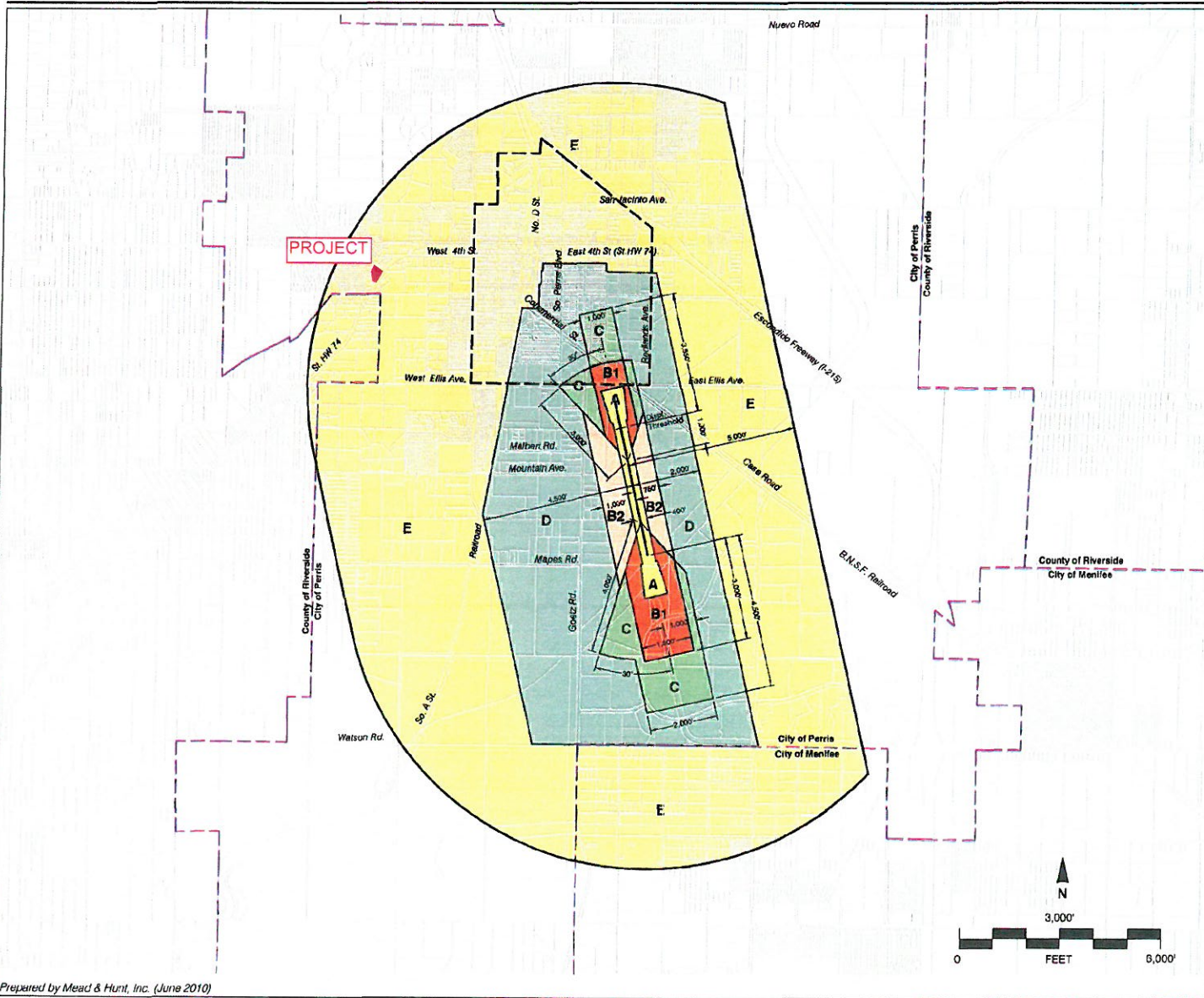
cc: FCC

Frequency Data for ASN 2021-AWP-14941-OE

<b>LOW FREQUENCY</b>	<b>HIGH FREQUENCY</b>	<b>FREQUENCY UNIT</b>	<b>ERP</b>	<b>ERP UNIT</b>
21.2	23.6	GHz	42	dBW

TOPO Map for ASN 2021-AWP-14941-OE





**Legend**

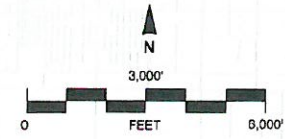
Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits
- Downtown Specific Plan

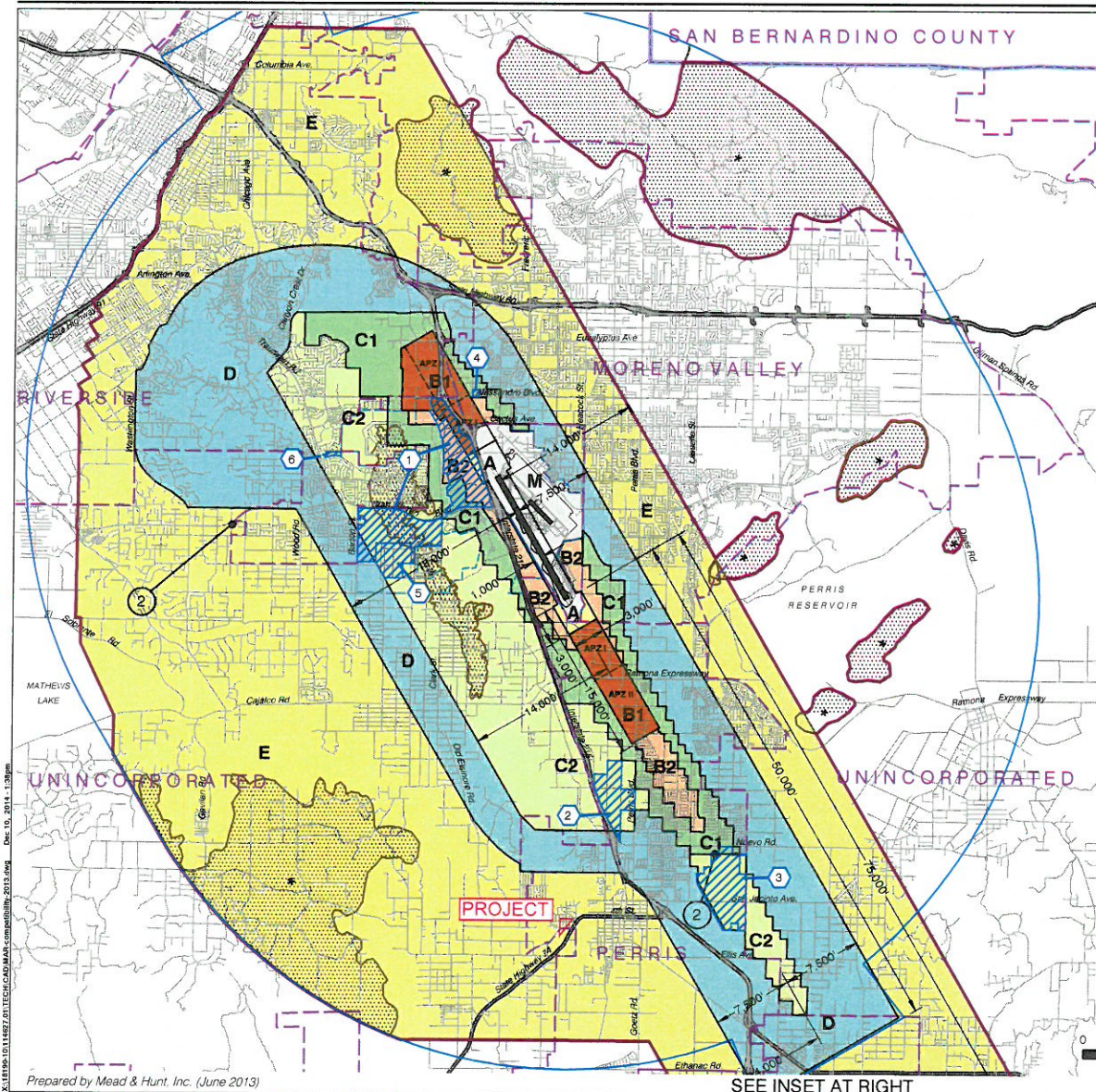
Riverside County  
 Airport Land Use Commission  
**Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document**  
 (July 2010 Draft)



Map PV-1

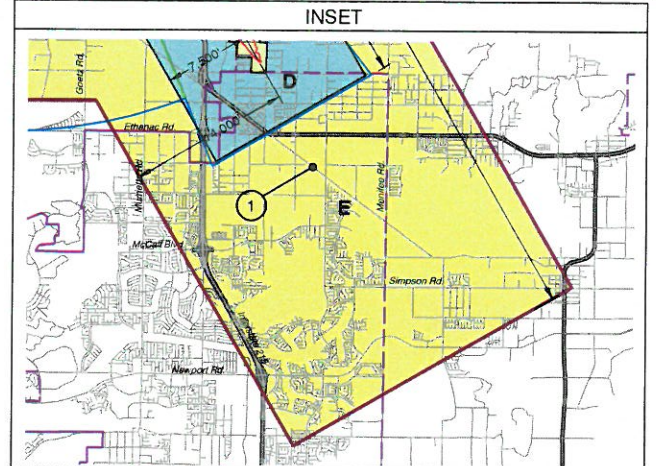
**Compatibility Map**  
 Perris Valley Airport



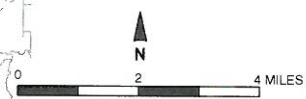


**LEGEND**

- Compatibility Zones**
- Airport Influence Area Boundary
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C1
  - Zone C2
  - Zone D
  - Zone E
  - Zone M
  - High Terrain Zone
  - FAR Part 77 Military Outer Horizontal Surface Limits
  - FAR Part 77 Notification Area
- Boundary Lines**
- March Air Reserve Base / Air Force Property
  - March Joint Powers Authority Property Line
  - County Boundary
  - City Limits
  - Site-Specific Exceptions (existing local agency commitments to development projects)
- 1** Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2** Point at which departing aircraft typically reach 3,000 feet above runway end.
- 1** March JPA: March Business Center/Meridian
- 2** Perris: Harvest Landing
- 3** Perris: Park West
- 4** Moreno Valley: Affordable Housing
- 5** March JPA: Ben Clark Training Center
- 6** Riverside: Ridge Crest Subdivision



Note:  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

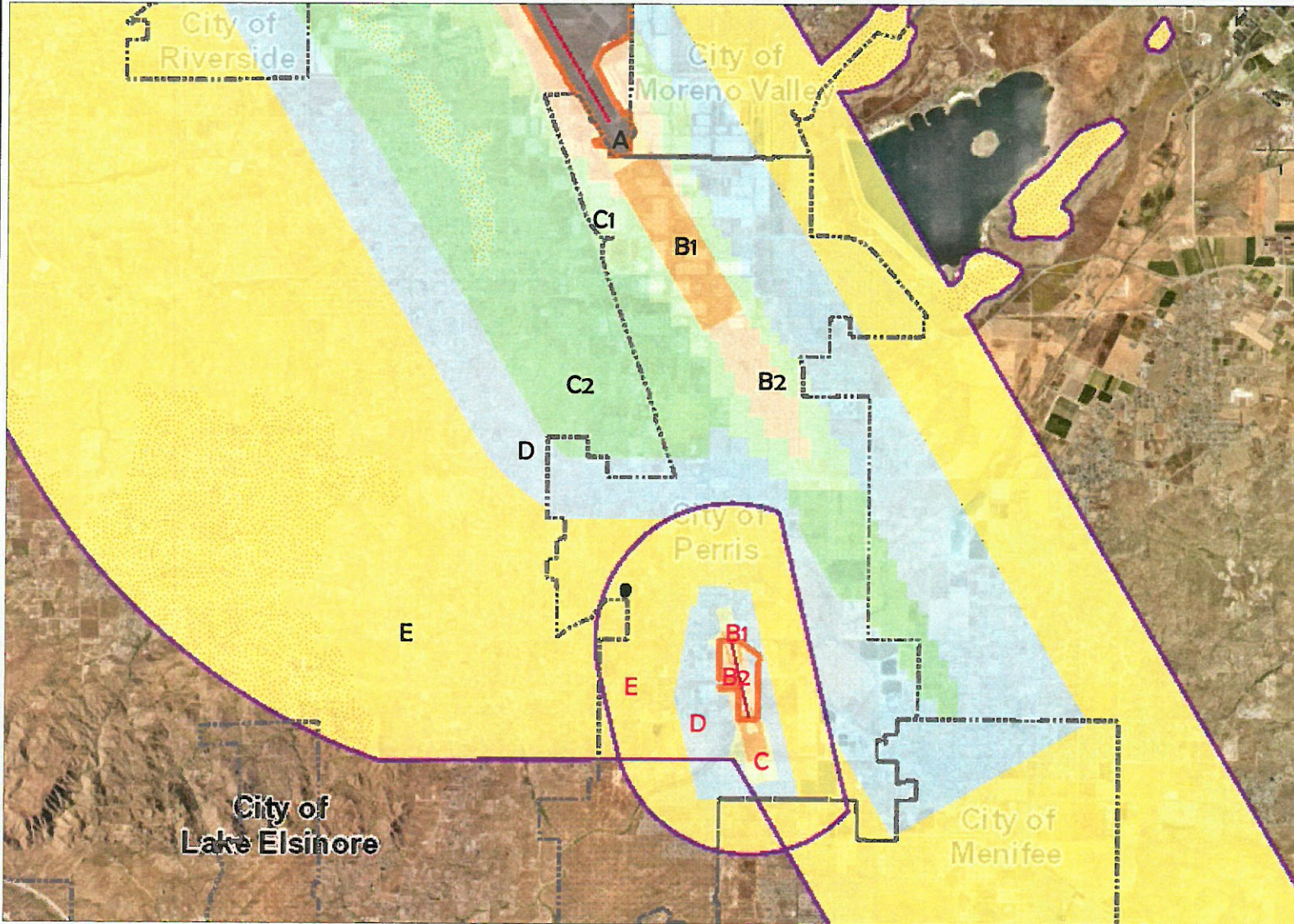
Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**

SEE INSET AT RIGHT



# Map My County Map



### Legend

- Runways
- Airports
- Airport Influence Areas

#### Airport Compatibility Zones

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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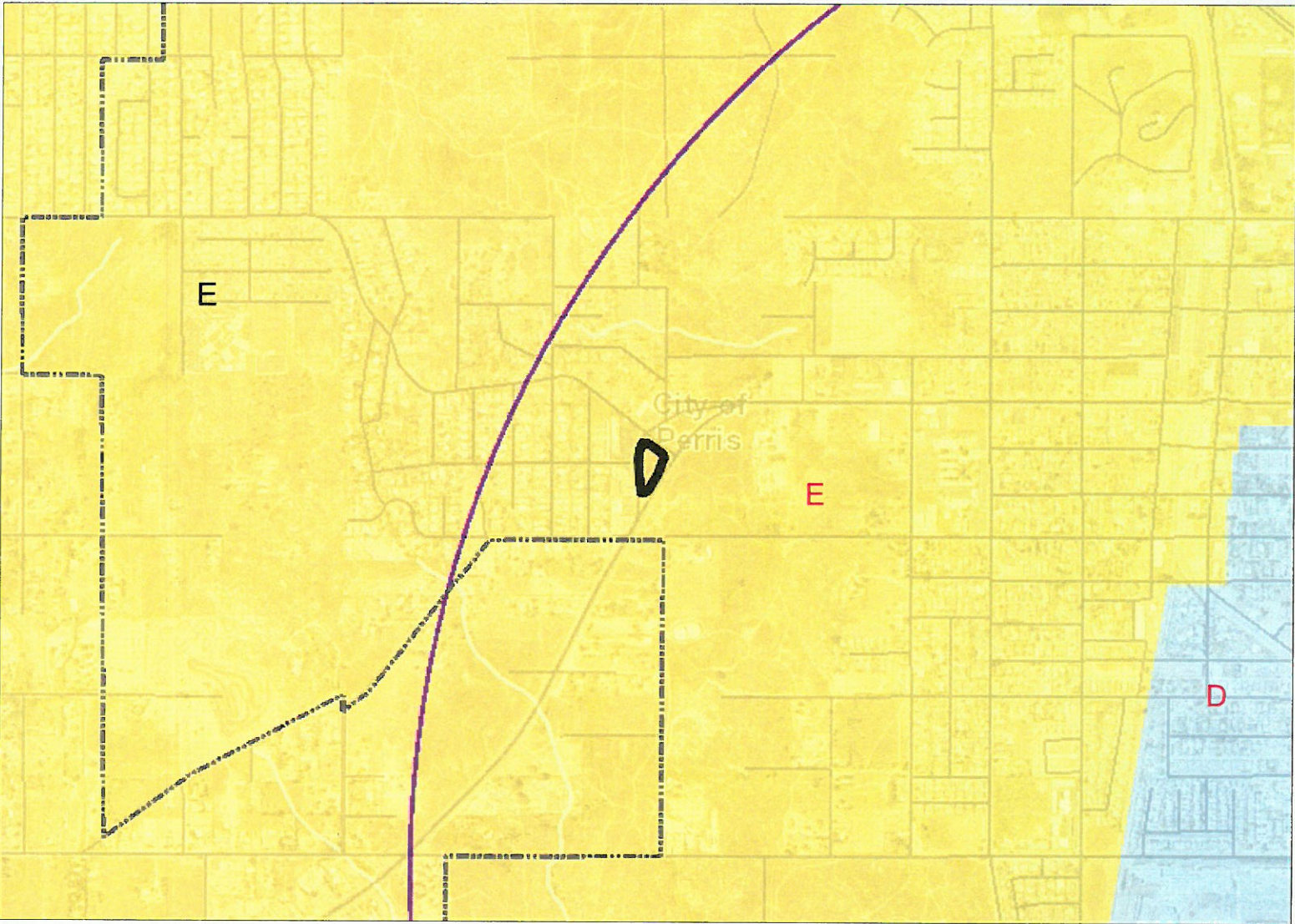
REPORT PRINTED ON... 9/28/2021 8:39:13 AM

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### Notes



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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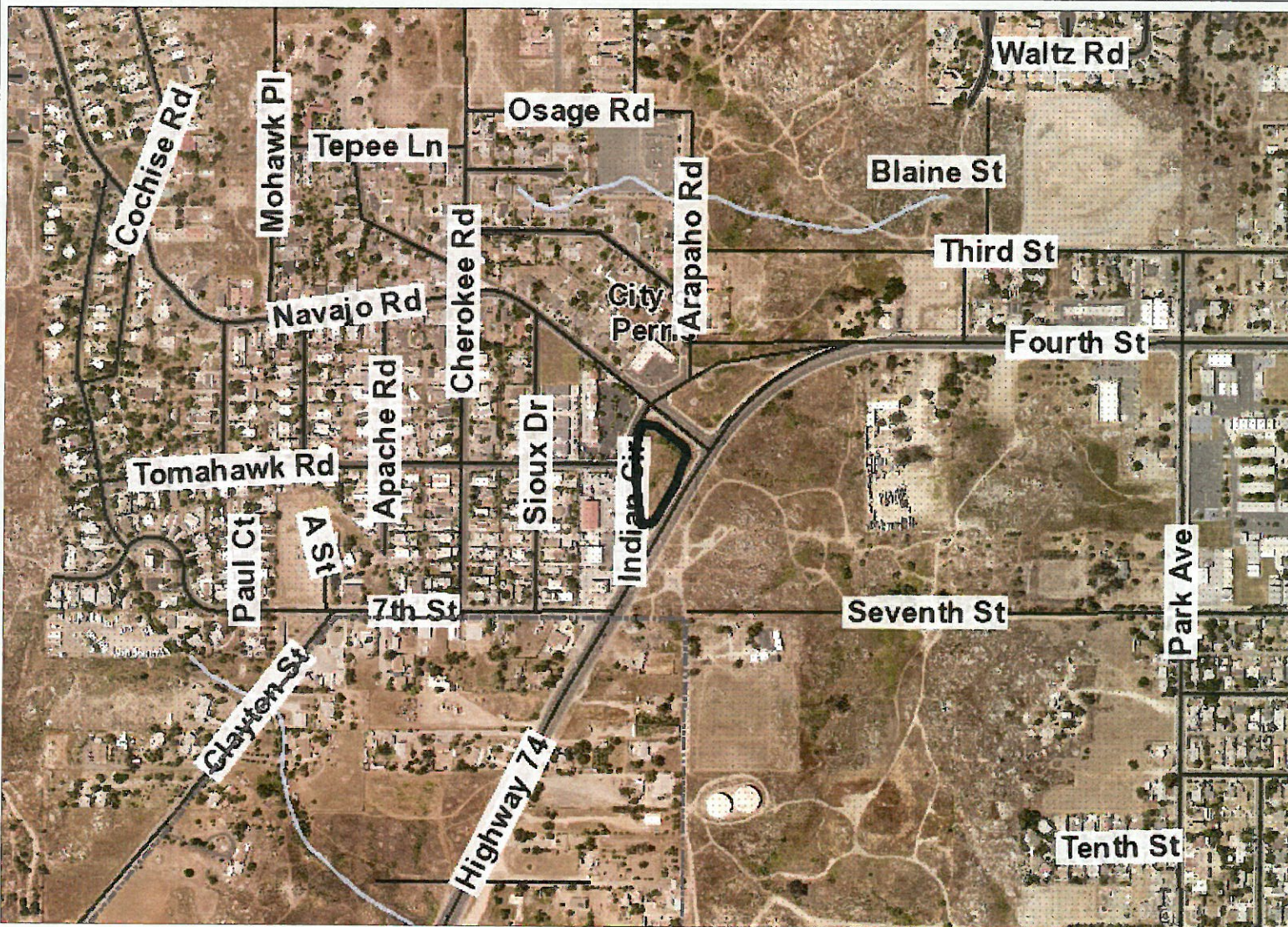
REPORT PRINTED ON... 9/28/2021 8:41:51 AM

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## Notes



# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

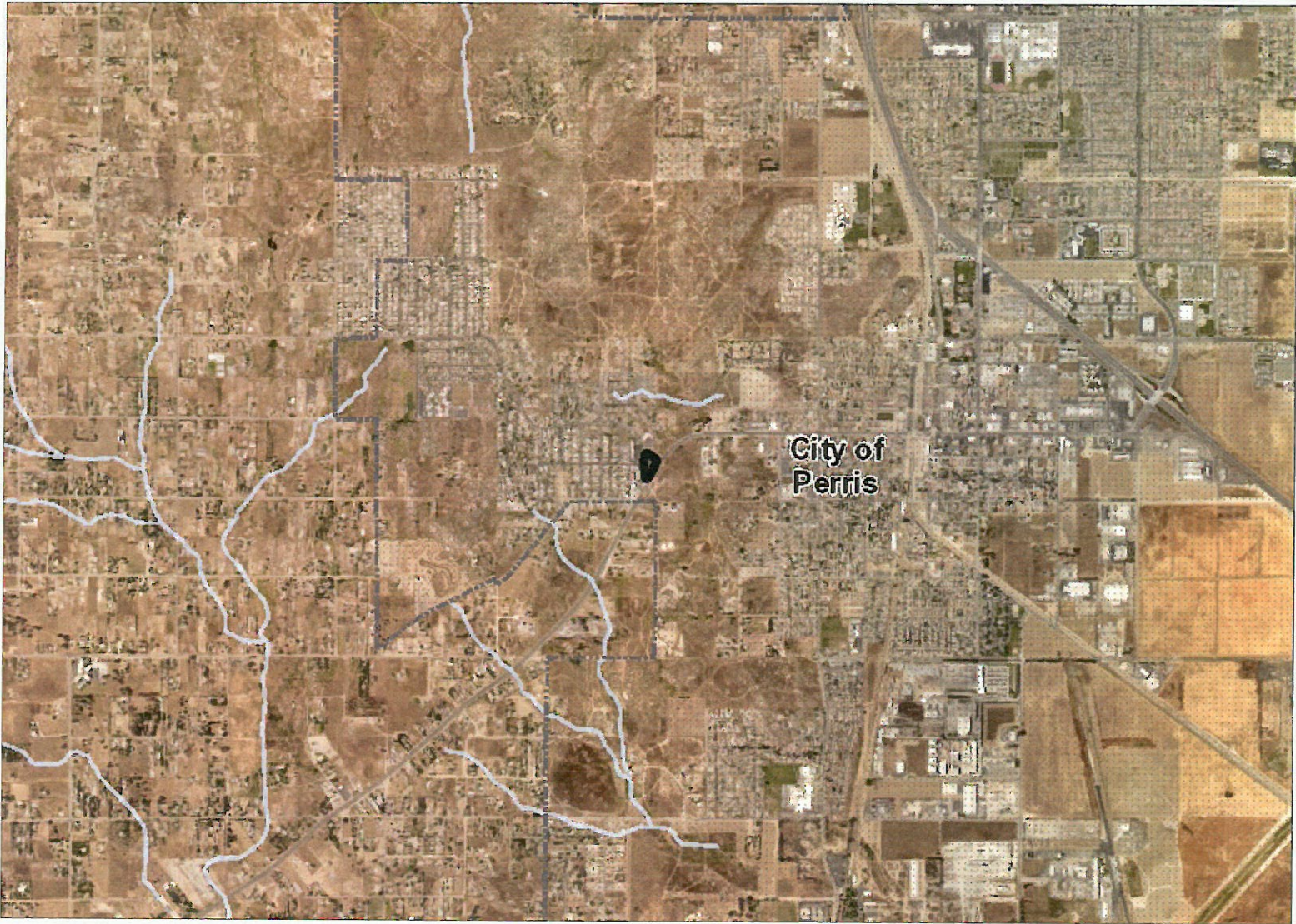
REPORT PRINTED ON... 9/28/2021 8:43:40 AM

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## Notes



# Map My County Map



### Legend

- Blueline Streams
- City Areas
- World Street Map



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REPORT PRINTED ON... 9/28/2021 8:45:33 AM

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### Notes



# Map My County Map



### Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

REPORT PRINTED ON... 9/28/2021 8:46:48 AM

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### Notes



# Map My County Map



### Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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0 192 385 Feet

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### Notes



# GO FRESH GAS STATION CAR WASH & 2 RETAIL

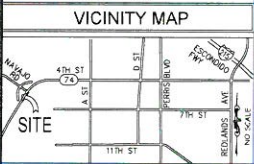
## AREAS

PERRIS, CA

ASSESSOR'S PARCEL NO.

325-234-003-7

### VICINITY MAP



### PROJECT TEAM

**OWNER**  
GO FRESH, LLC  
1835 MOUNT LANGLEY STREET  
FOUNTAIN VALLEY, CA 92708

**PROJECT DESIGNER AND MANAGER:**  
RAMCAM ENGINEERING GROUP, INC.  
670 E. PARKRIDGE AVE., SUITE 101  
CORONA, CA 92709  
PH: (951) 734-4330 EXT 202  
ALEX IRSHAD  
ALEX@RCGROUP.US

APPLICABLE CODES
ALL NEW CONSTRUCTION SHALL MEET OR EXCEED THE MINIMUM REQUIREMENTS OF THE CALIFORNIA BUILDING CODES 2019 EDITIONS THAT INCLUDE THE BUILDING & PERRIS MUNICIPAL CODE, CPC, CMC, CEC, CGSBC, CFC, AND CECC-TITLE 24. IN CASES WHERE THE CODES MAY CONFLICT WITH THE PROVISIONS IN THESE PLANS OR SPECIFICATIONS, THE MORE RESTRICTIVE PROVISIONS SHALL GOVERN.

SCOPE OF WORK	TYPE OF CONSTRUCTION
1. CONSTRUCTION OF A 2505 SQ. FT. CARWASH; A 1,406 SQ. FT. RETAIL SPACE #1 (SHELL ONLY); A 3,960 SQ. FT. RETAIL SPACE #2 (SHELL ONLY) AND A 4,570 SQ. FT. FUEL CANOPY.	CMU WALL, WOOD FRAMING, STUCCO WALLS AND CONCRETE SLAB ON GRADE
2. NEW LANDSCAPE PAVING AND STRIPPING.	

LEGEND	
DECORATIVE COLORED PAVEMENT.	BUILDING SECURITY FENCE.
LANDSCAPE HARDSCAPE.	ADA PATH OF TRAVEL.

TENANT LIST AND PARKING REQUIREMENTS			
TENANTS	CALCULATED AREA	RATIO USED	PROVIDED
CARWASH	2,505 SQ. FT.	10 STALLS	11 STALLS (VAUCUM)
RETAIL	5,406 SQ. FT.	1,750 SQ. FT.	33 STALLS
			(17 PARKING FIELD + 16 UNDER CANOPY)
EC CHARGING STATION			1 STALL
AIR/WATER			1 STALL

### PROJECT SUMMARY

BUILDING USE	CALCULATED AREA	OCCUPANCY	CONST. TYPE
CARWASH	2,505 SQ. FT. (0.95 AC)	8	V.B. NONSPRINKLERED
RETAIL #1	1,406 SQ. FT. (0.51 AC)	0	V.B. SPRINKLERED NFPA 13
RETAIL #2	3,960 SQ. FT. (1.44 AC)	0	V.B. SPRINKLERED NFPA 13
TOTAL BUILDING AREA	7,871 SQ. FT.		
TOTAL LANDSCAPE AREA	16,387 SQ. FT.	26.3%	
TOTAL PAVED AREA	37,737 SQ. FT.	62.6%	
TRASH & VAUCUM ENCLOSURES	337 SQ. FT.	3.5%	

### DRIVE THRU CAR STACKING

LOCATION	LENGTH	DESCRIPTION
EXPRESS CARWASH	256 FT.	9 CAR STACKING MIN.

### FLOOR AREA RATIO (F.A.R.)

BUILDABLE LAND AREA	PROPOSED BUILDINGS & FUEL CANOPY
62,308 SQ. FT.	12,441 SQ. FT. / 92 F.A.R.

### UTILITY PROVIDERS

PHONE	ELECTRICITY
AT&T	SOUTHERN CA EDISON
800.310.2355	800.684.8123
TRASH SERVICE	WATER & SEWER
CR&R WASTE SERVICE	EASTERN MUNICIPAL WATER DISTRICT
1706 GOETZ RD.	2270 TRUMBULE RD.
PERRIS, CA 92570	PERRIS, CA 92570
951.943.1991	800.426.3693

### SCHOOL DISTRICT

PERRIS & PERRIS UNION HIGH  
155 E. FOURTH ST.  
PERRIS, CA 92570  
951.943.6389

### DEFERRED SUBMITTALS

-SIGNAGE  
-SPRINKLER SYSTEM

### ZONING CODE

CC-COMMERCIAL COMMUNITY

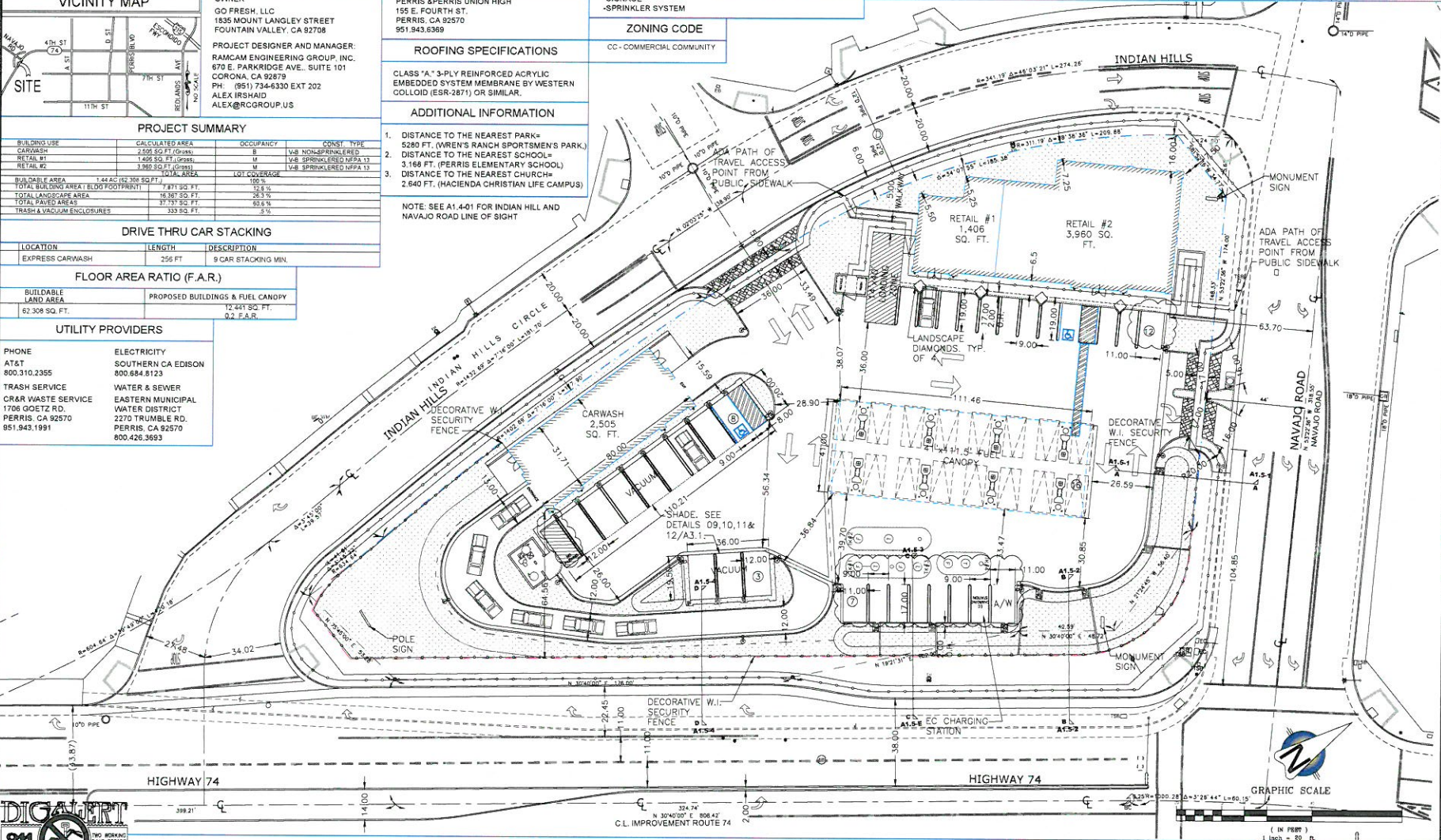
### ROOFING SPECIFICATIONS

CLASS "A" 3-PLY REINFORCED ACRYLIC EMBEDDED SYSTEM MEMBRANE BY WESTERN COLLOID (ESR-2871) OR SIMILAR.

### ADDITIONAL INFORMATION

- DISTANCE TO THE NEAREST PARK= 5280 FT. (WREN'S RANCH SPORTSMEN'S PARK)
- DISTANCE TO THE NEAREST SCHOOL= 3,168 FT. (PERRIS ELEMENTARY SCHOOL)
- DISTANCE TO THE NEAREST CHURCH= 2,640 FT. (HACIENDA CHRISTIAN LIFE CAMPUS)

NOTE: SEE A1.4-01 FOR INDIAN HILL AND NAVAJO ROAD LINE OF SIGHT



**A1.1-01 SITE PLAN**



RAMCAM ENGINEERING GROUP, INC.  
PLANNING ENGINEERS  
870 E. PARKRIDGE AVE., SUITE 101  
CORONA, CALIFORNIA 92709  
951.734.4330

All sheet, design and layout shown on these drawings, including all annotations, are prepared and approved by the professional engineer and architect and are intended to be used in conjunction with the specific project only and shall not be used for any other project without the written consent of the engineer and architect. The professional engineer and architect shall not be responsible for any errors or omissions on these drawings.

**GO FRESH, LLC**  
1835 MOUNT LANGLEY STREET  
FOUNTAIN VALLEY, CA 92708

**GO FRESH GAS**  
SVC SITE BOUNDED BY STATE HWY 74, NAVAJO ROAD AND INDIAN HILL CIRCLE, PERRIS, CALIFORNIA  
APN 125-234-003-7

01.11.2020

**COVER SHEET AND SITE PLAN**

**A1.1**



**LEGAL DESCRIPTION**

THE LAND HEREINAFTER REFERRED TO IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CA, AND IS DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF BLOCK "V" OF PERRIS HEIGHTS' ESTATES, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 72, 73 AND 74 OF MAPS, RIVERSIDE COUNTY RECORDS, LYING NORTH AND WEST OF THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEED FILED FOR RECORD MARCH 15, 1954, AS DOCUMENT NO. 12278, OF OFFICIAL RECORDS, EXCEPT THAT PORTION AS CONVEYED TO THE CITY OF PERRIS DESCRIBED AS FOLLOWS:

A PORTION OF BLOCK 8 OF WISE AND KNIGHTS SUBDIVISION AS SHOWN BY MAP ON FILE IN BOOK 2 OF MAPS, PAGE 49 AND A PORTION OF BLOCK "V" OF PERRIS HEIGHTS' ESTATES AS SHOWN BY MAP ON FILE IN BOOK 14 OF MAPS, PAGES 72, 73 AND 74, ALL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE IMPROVEMENT CENTER LINE OF STATE HIGHWAY 74, SAID POINT BEING ENGINEERS STATION 1+48.97 C, AS SHOWN ON CALTRANS RIGHT-OF-WAY MAP NO. 421011:

THENCE NORTH 59 DEGREES 20' 00" WEST A DISTANCE OF 75.00 FEET TO A POINT ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID STATE HIGHWAY 74, AS SAID STATE HIGHWAY WAS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MARCH 15, 1954, IN BOOK 1585, PAGE 542 OF OFFICIAL RECORDS OF SAID RIVERSIDE COUNTY, SAID POINT BEING ALSO THE BEGINNING OF A NONTANGENT CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1075.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 59 DEGREES 20' 00" WEST, A BEING ALSO THE TRUE POINT OF BEGINNING.

THENCE TANGENT TO SAID CURVE AND ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE SOUTH 30 DEGREES 40' 00" WEST A DISTANCE OF 6.13 FEET.

THENCE NORTH 21 DEGREES 24' 45" WEST A DISTANCE OF 56.40 FEET, THENCE NORTH 53 DEGREES 22' 36" WEST A DISTANCE OF 173.55 FEET TO AN INTERSECTION WITH THE EASTERLY RIGHT-OF-WAY LINE OF INDIAN CIRCLE, 60.00 FEET WIDE (SHOWN AS COUNTY HIGHWAY ON SAID MAP OF PERRIS HEIGHTS' ESTATES), SAID INTERSECTION BEING ALSO A POINT ON A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 311.19 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 52 DEGREES 46' 02" WEST.

THENCE NORTHEASTERLY ALONG SAID CURVE AND EASTERLY RIGHT-OF-WAY LINE THROUGH AN ANGLE OF 16 DEGREES 27' 11" A DISTANCE OF 80.36 FEET.

THENCE SOUTH 53 DEGREES 22' 36" EAST A DISTANCE OF 166.30 FEET, THENCE SOUTH 76 DEGREES 30' 37" EAST A DISTANCE OF 38.18 FEET TO AN INTERSECTION WITH THE AFORESAID NORTHWESTERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY 74, SAID INTERSECTION BEING ALSO A POINT ON A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1075.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 52 DEGREES 33' 58" WEST.

THENCE SOUTHWESTERLY ALONG SAID CURVE AND NORTHWESTERLY RIGHT-OF-WAY LINE THROUGH AN ANGLE OF 6 DEGREES 46' 02" A DISTANCE OF 126.97 FEET TO THE TRUE POINT OF BEGINNING.

BEGINNING AT THE MOST WESTERLY CORNER OF THE ABOVE-DESCRIBED PARCEL NO. 1, SAID CORNER BEING ALSO A POINT ON SAID EASTERLY RIGHT-OF-WAY LINE OF INDIAN CIRCLE.

THENCE SOUTH 53 DEGREES 22' 36" EAST ALONG THE SOUTHERLY LINE OF SAID PARCEL NO. 1 A DISTANCE OF 25.67 FEET;

THENCE SOUTH 81 DEGREES 52' 16" WEST A DISTANCE OF 35.12 FEET TO AN INTERSECTION WITH SAID EASTERLY RIGHT-OF-WAY LINE OF INDIAN CIRCLE, SAID INTERSECTION BEING ALSO A POINT ON A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 311.19 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 57 DEGREES 04' WEST.

THENCE NORTHEASTERLY ALONG SAID CURVE AND EASTERLY RIGHT-OF-WAY LINE THROUGH AN ANGLE OF 4 DEGREES 33' 20" A DISTANCE OF 24.74 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THE FOLLOWING PARCEL, TO W/T:

BEGINNING AT THE MOST NORTHERLY CORNER OF THE ABOVE-DESCRIBED PARCEL NO. 1, SAID CORNER BEING ALSO A POINT ON SAID EASTERLY RIGHT-OF-WAY LINE OF INDIAN CIRCLE.

THENCE SOUTH 53 DEGREES 22' 36" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL NO. 1 A DISTANCE OF 35.11 FEET.

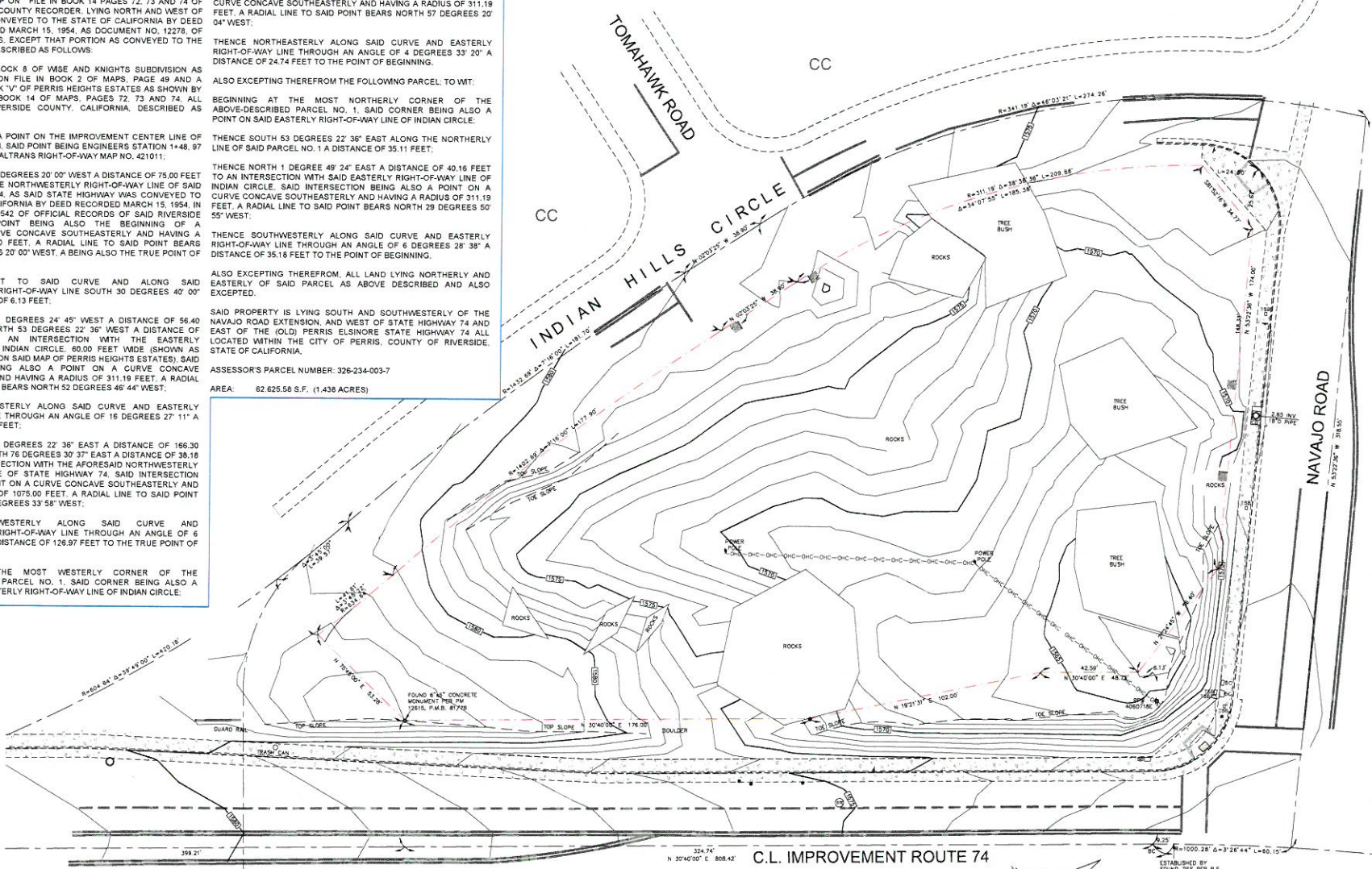
THENCE NORTH 1 DEGREE 49' 24" EAST A DISTANCE OF 40.16 FEET TO AN INTERSECTION WITH SAID EASTERLY RIGHT-OF-WAY LINE OF INDIAN CIRCLE, SAID INTERSECTION BEING ALSO A POINT ON A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 311.19 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 29 DEGREES 50' 55" WEST.

THENCE SOUTHWESTERLY ALONG SAID CURVE AND EASTERLY RIGHT-OF-WAY LINE THROUGH AN ANGLE OF 6 DEGREES 28' 38" A DISTANCE OF 35.18 FEET TO THE POINT OF BEGINNING.

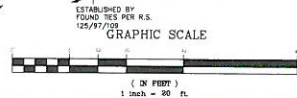
ALSO EXCEPTING THEREFROM, ALL LAND LYING NORTHERLY AND EASTERLY OF SAID PARCEL AS ABOVE DESCRIBED AND ALSO EXCEPTED.

SAID PROPERTY IS LYING SOUTH AND SOUTHWESTERLY OF THE NAVAJO ROAD EXTENSION, AND WEST OF STATE HIGHWAY 74 AND EAST OF THE (OLD) PERRIS ELSINORE STATE HIGHWAY 74 ALL LOCATED WITHIN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

ASSESSOR'S PARCEL NUMBER: 326-234-003-7  
AREA: 62,625.56 S.F. (1.438 ACRES)



**A1.2-01 EXISTING VACANT SITE PLAN**



**RamCam**  
RAMCAM ENGINEERING GROUP, INC.  
PLANNING & ENGINEERING  
670 E. FARMHOUSE AVENUE, SUITE 101  
PERRIS, CA 92504  
951.774.6300

All these designs and reports shown on these drawings, including all measurements, electronic records and the property of engineering and all other information shall be the property of the engineer and shall not be used for any other purpose without the written consent, and shall be the responsibility of user when the rights reserved.

**GO FRESH, LLC**  
1835 MOUNT LANSBY STREET  
FOUNTAIN VALLEY, CA 92708

**GO FRESH GAS**  
SWC SITE BOUNDED BY STATE HWY 74, NAVAJO ROAD AND INDIAN HILL CIRCLE, PERRIS, CALIFORNIA  
APN 326-234-003-7

EXISTING VACANT SITE PLAN  
A1.2





**RAMCAM ENGINEERING GROUP, INC.**  
 PLANNING & ENGINEERING  
 670 E. PAVANOWE AVENUE, SUITE 101  
 COSTA MESA, CALIFORNIA 92626  
 949.724.6300

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NOT VALID FOR CONSTRUCTION. ALL APPROVED BY THE CITY AND COUNTY OF COSTA MESA.

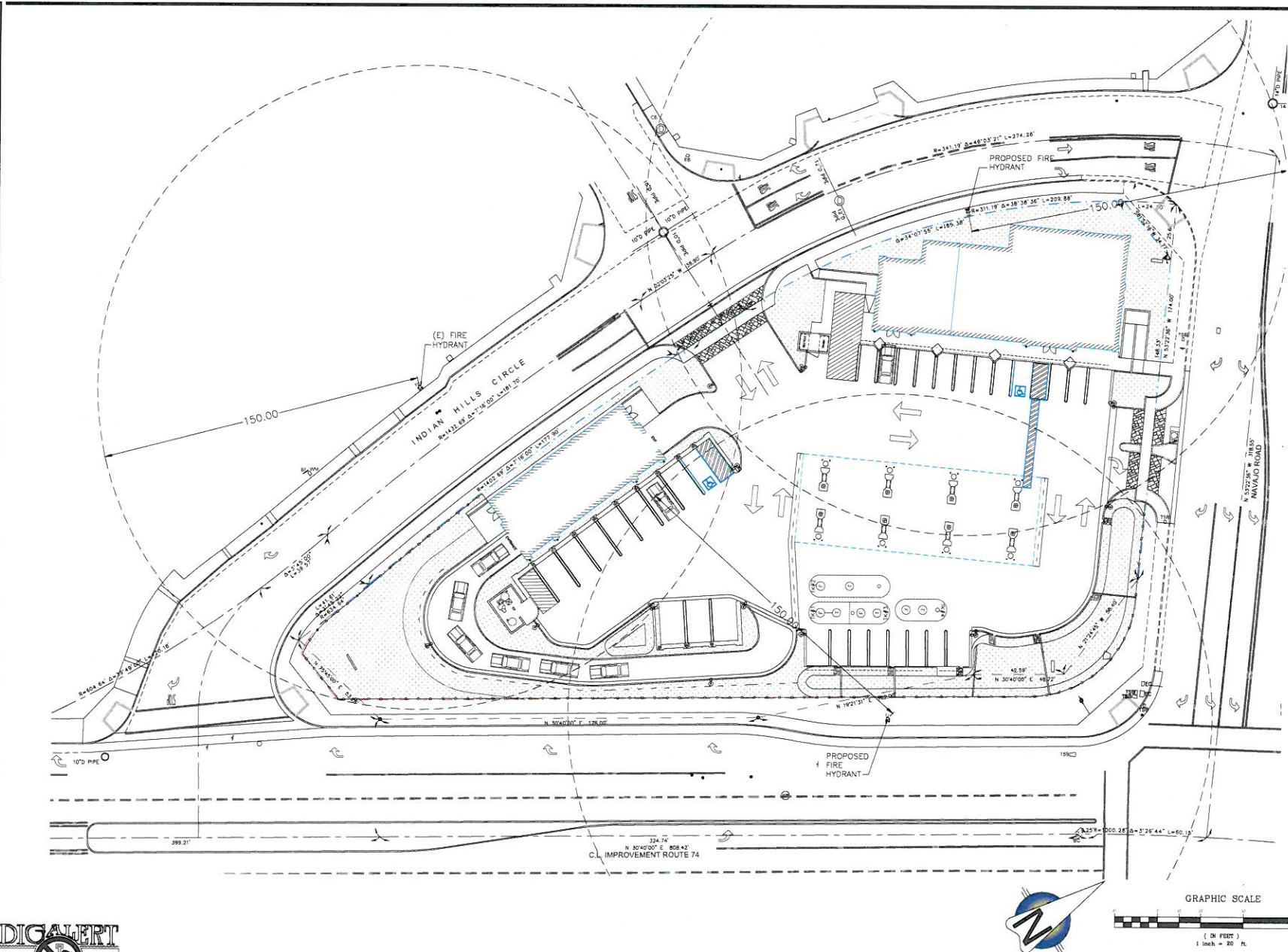
**GO FRESH, LLC**  
 1805 MOUNT LANLEY STREET  
 FOUNTAIN VALLEY, CA 92708

**GO FRESH GAS**  
 SWC SITE BOUNDED BY STATE HWY 74, NAVALO ROAD AND INDIAN HILL CIRCLE, PERKINS, CALIFORNIA  
 APN 126-16-001-7

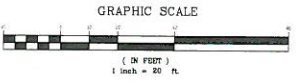
01.11.2023

**FIRE ACCESS PLAN**

**A1.3**



**A1.3-01 FIRE ACCESS PLAN**

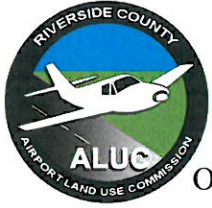


1. THE CITY OF COSTA MESA HAS REVIEWED THIS PLAN AND APPROVED IT FOR THE CITY OF COSTA MESA. THIS PLAN IS NOT VALID FOR CONSTRUCTION UNLESS IT IS APPROVED BY THE CITY OF COSTA MESA. ALL APPROVED BY THE CITY AND COUNTY OF COSTA MESA.

PAGE BREAK







# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

October 18, 2021

Mr. Jason Allin, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
Steven Stewart  
Palm Springs

**VICE CHAIR**  
Steve Manos  
Lake Elsinore

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

**COMMISSIONERS**

File No.: ZAP1495MA21  
Related File No.: TPM38105 (Tentative Parcel Map)  
APN: 325-130-001  
Airport Zone: Compatibility Zone E

**Arthur Butler**  
Riverside

**John Lyon**  
Riverside

**Russell Betts**  
Desert Hot Springs

Dear Mr. Allin:

**Richard Stewart**  
Moreno Valley

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. TPM381052 (Tentative Parcel Map), a proposal to divide 2.49 acres into 2 parcels located at 23136 Marshall Street, northerly of Lopez Street and southerly of San Jacinto Avenue.

**Michael Geller**  
Riverside

**STAFF**

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

**Director**  
Paul Rull

Simon A. Housman  
Jackie Vega  
Barbara Santos

Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 17,670 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,589 feet AMSL. The project site elevation is 1,656 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that all future buildings will require FAA OES review before permit issuance.

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

**CONDITIONS:**

## AIRPORT LAND USE COMMISSION

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This



## AIRPORT LAND USE COMMISSION

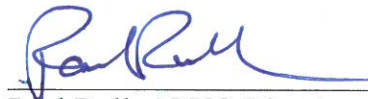
stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. Prior to issuance of building permits for any new buildings, the permittee shall provide to the Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.

If you have any questions, please feel free to contact me at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Rod Arsalan (applicant/representative)  
Wendy Tucker Luke (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
David Shaw, Base Civil Engineer, March Air Reserve Base  
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1495MA21\ZAP1495MA21.LTR.doc



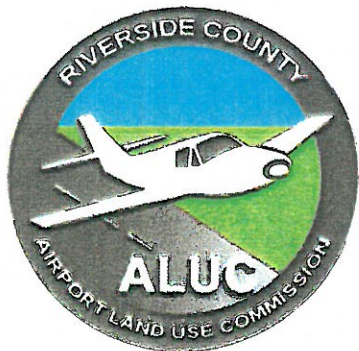
# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: \_\_\_\_\_

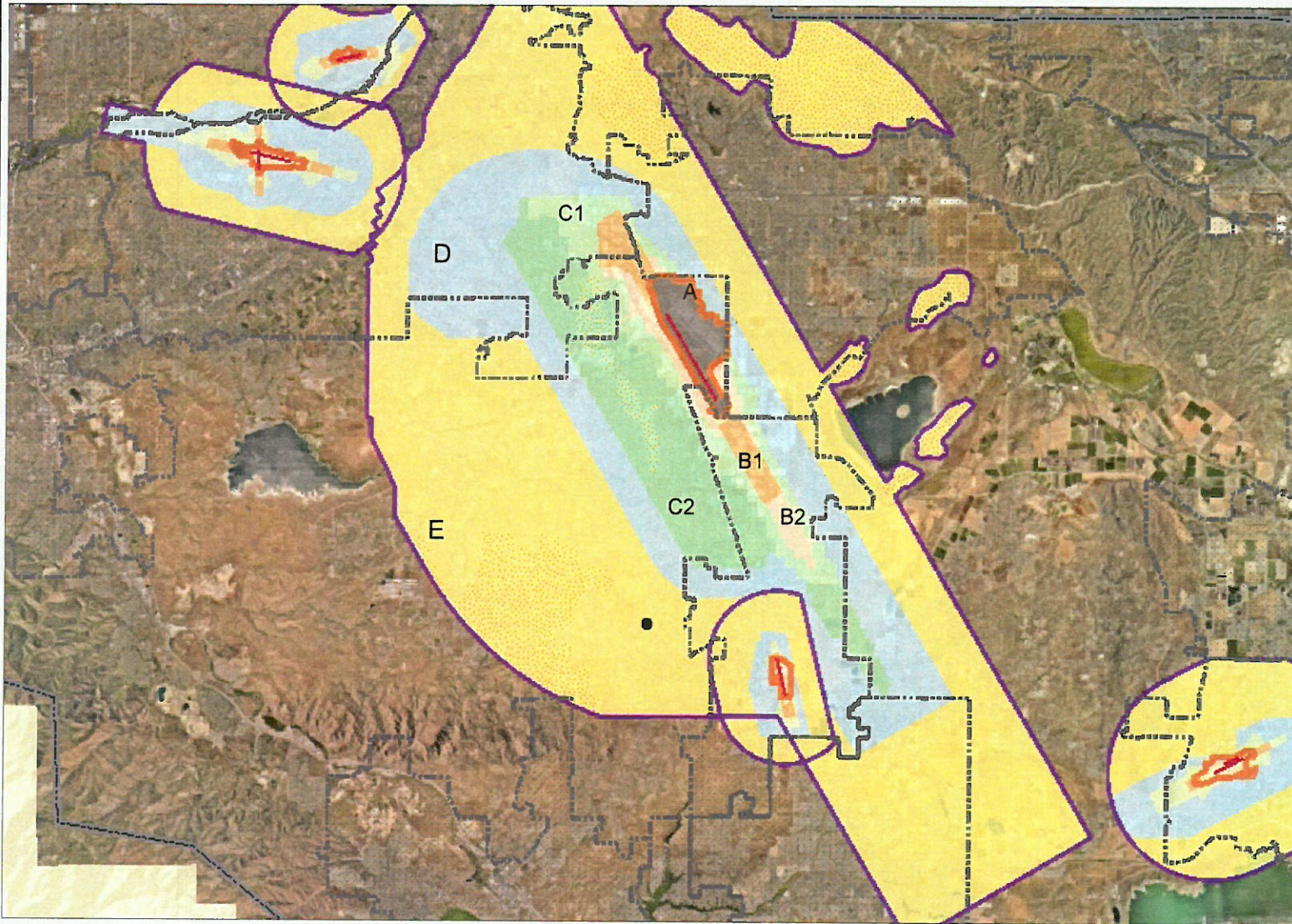
Phone: \_\_\_\_\_







# Map My County Map

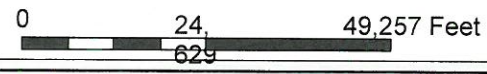


## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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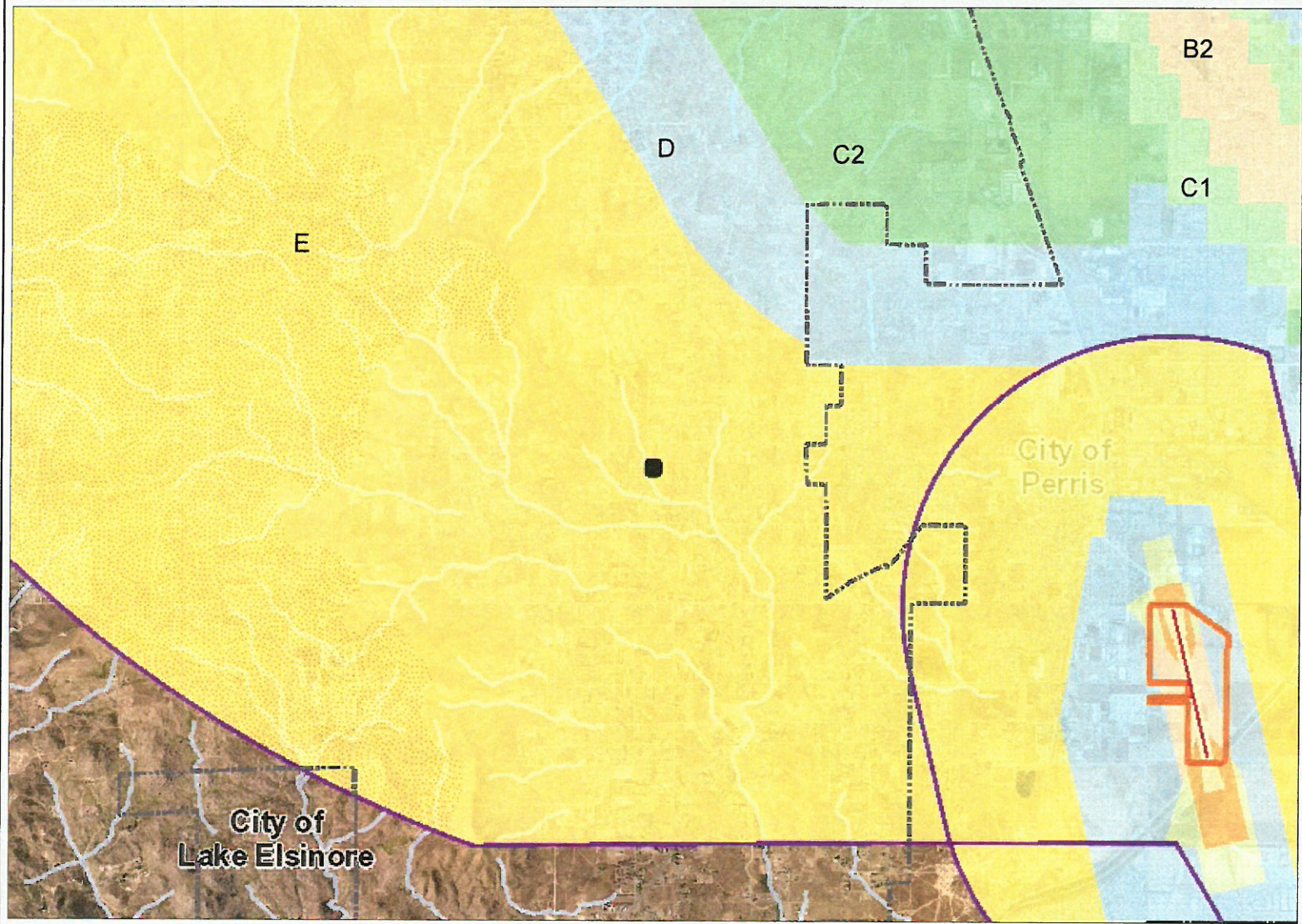
REPORT PRINTED ON... 10/8/2021 1:31:29 PM

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## Notes



# Map My County Map



### Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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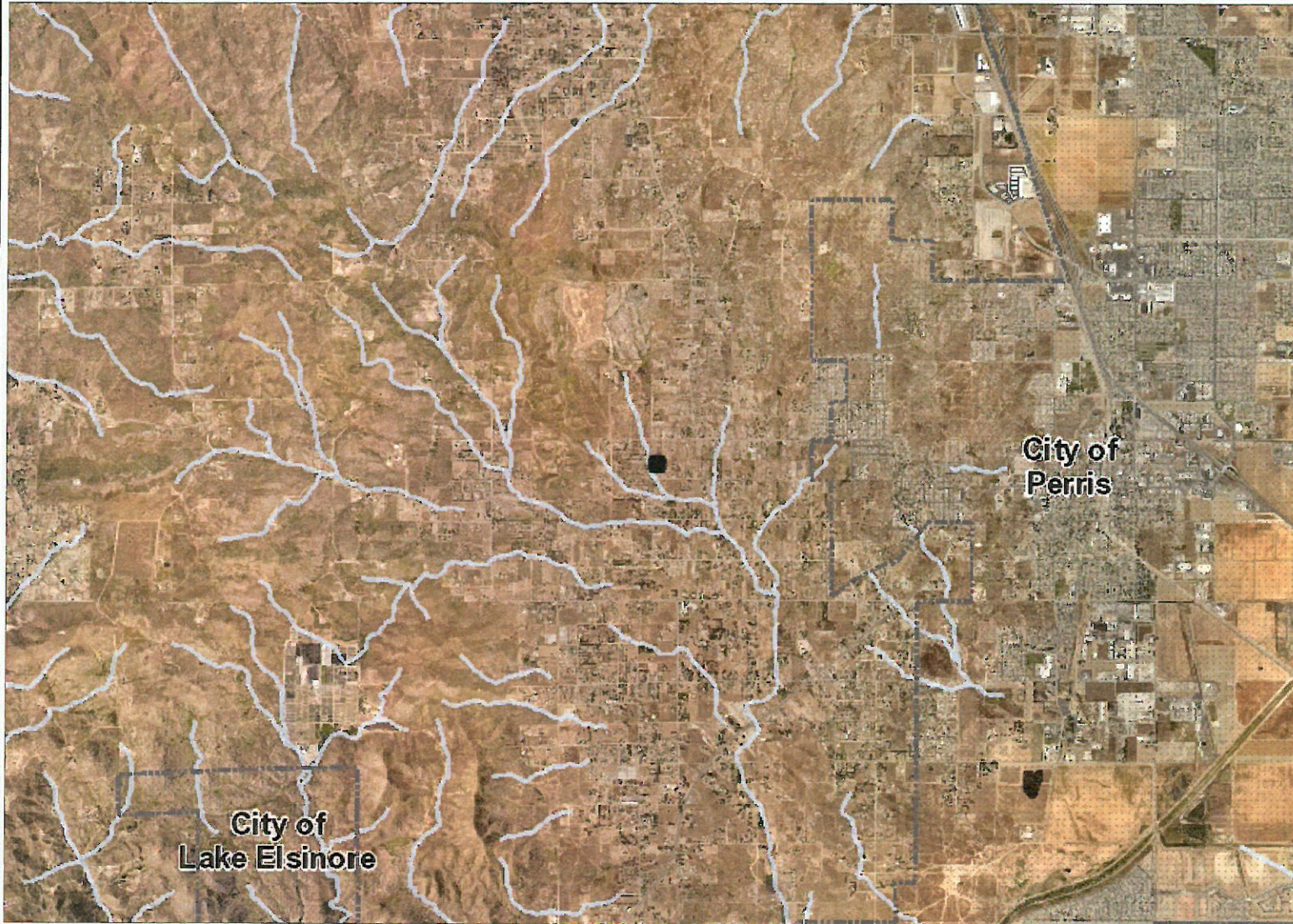
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### Notes



# Map My County Map



## Legend

- Blue line Streams
- City Areas
- World Street Map



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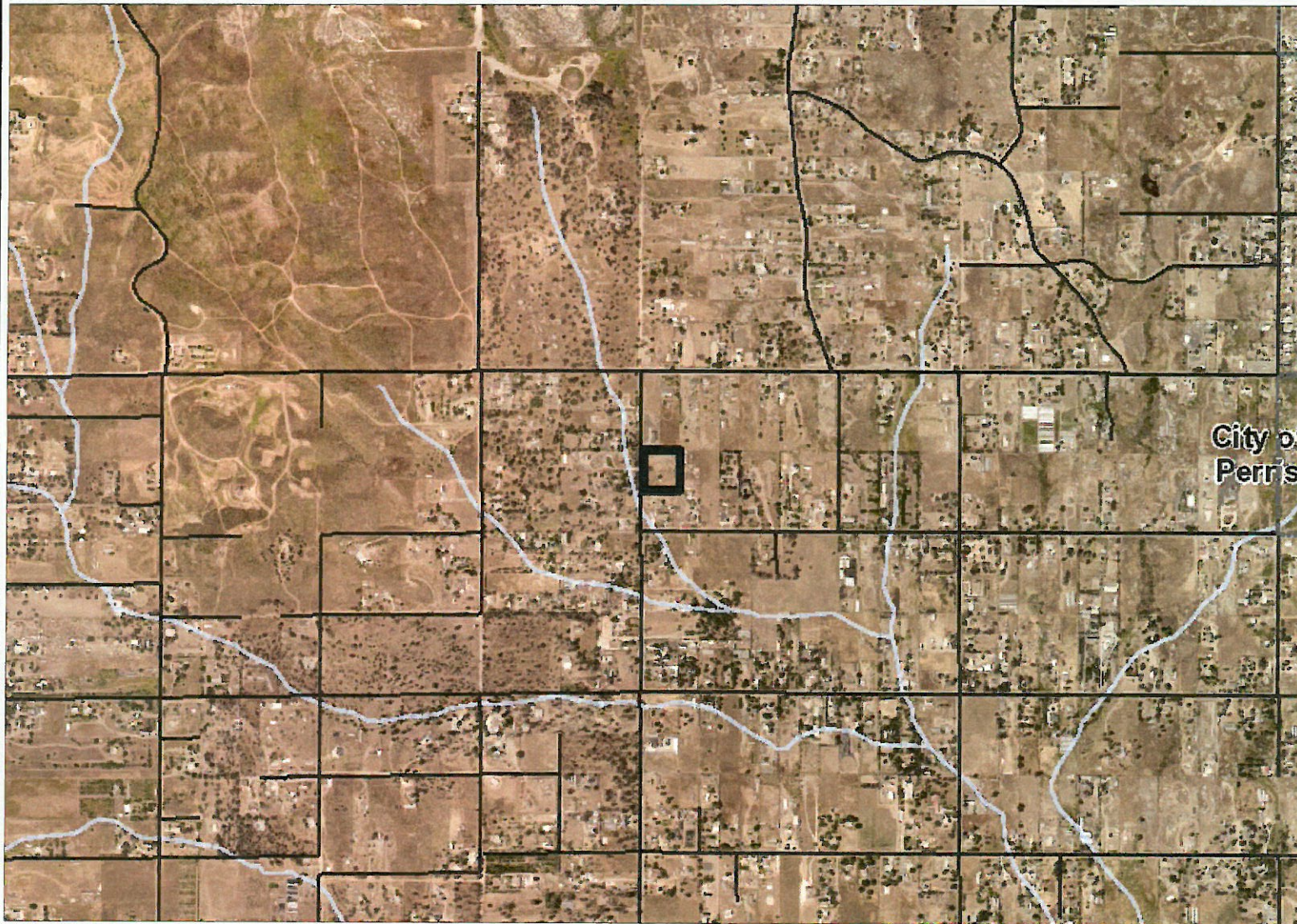
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## Notes



# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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## Notes

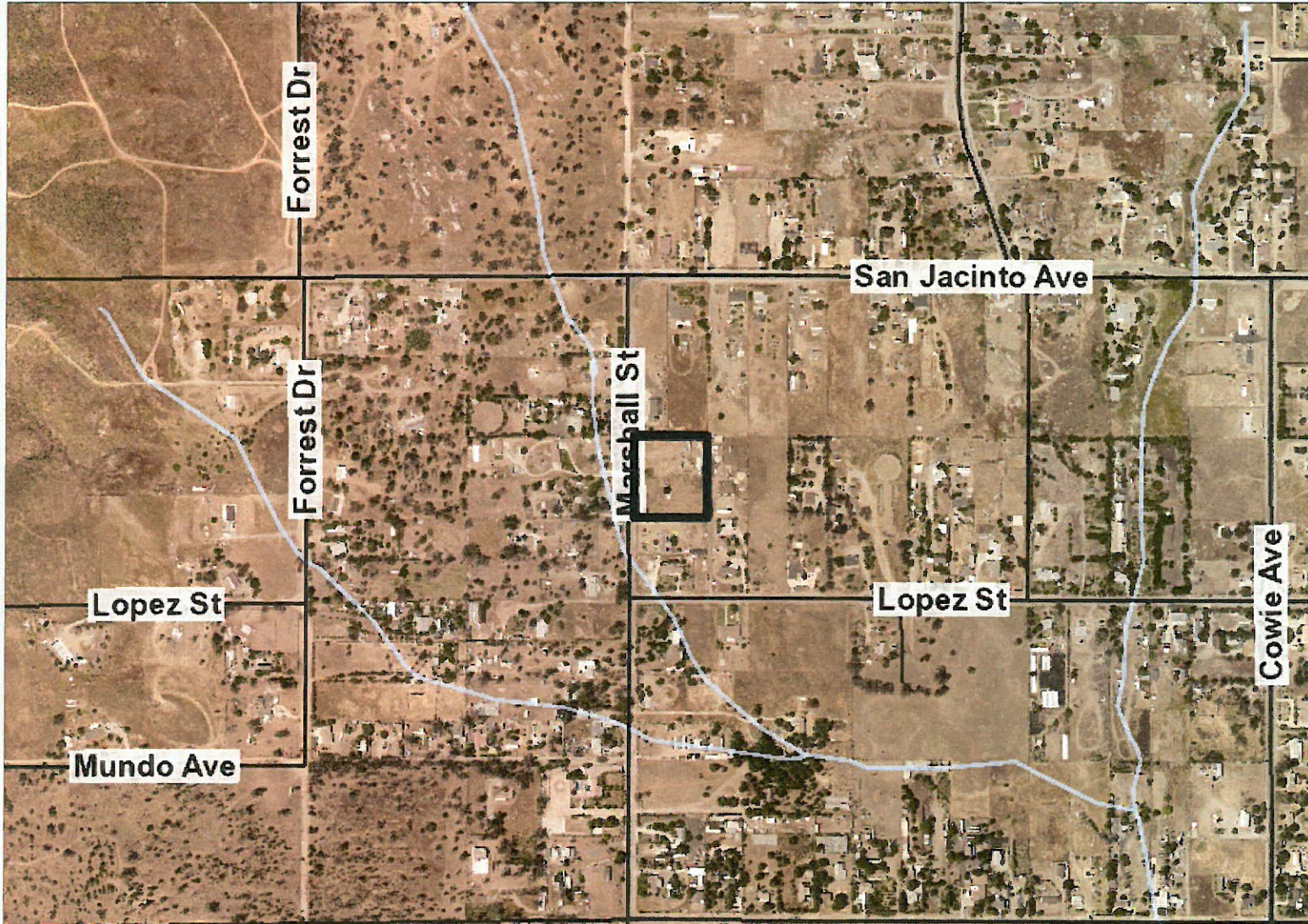
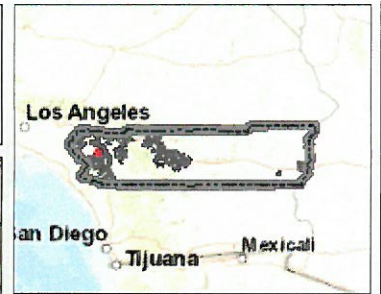
0 1 3,079 Feet  
539

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# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

## Notes



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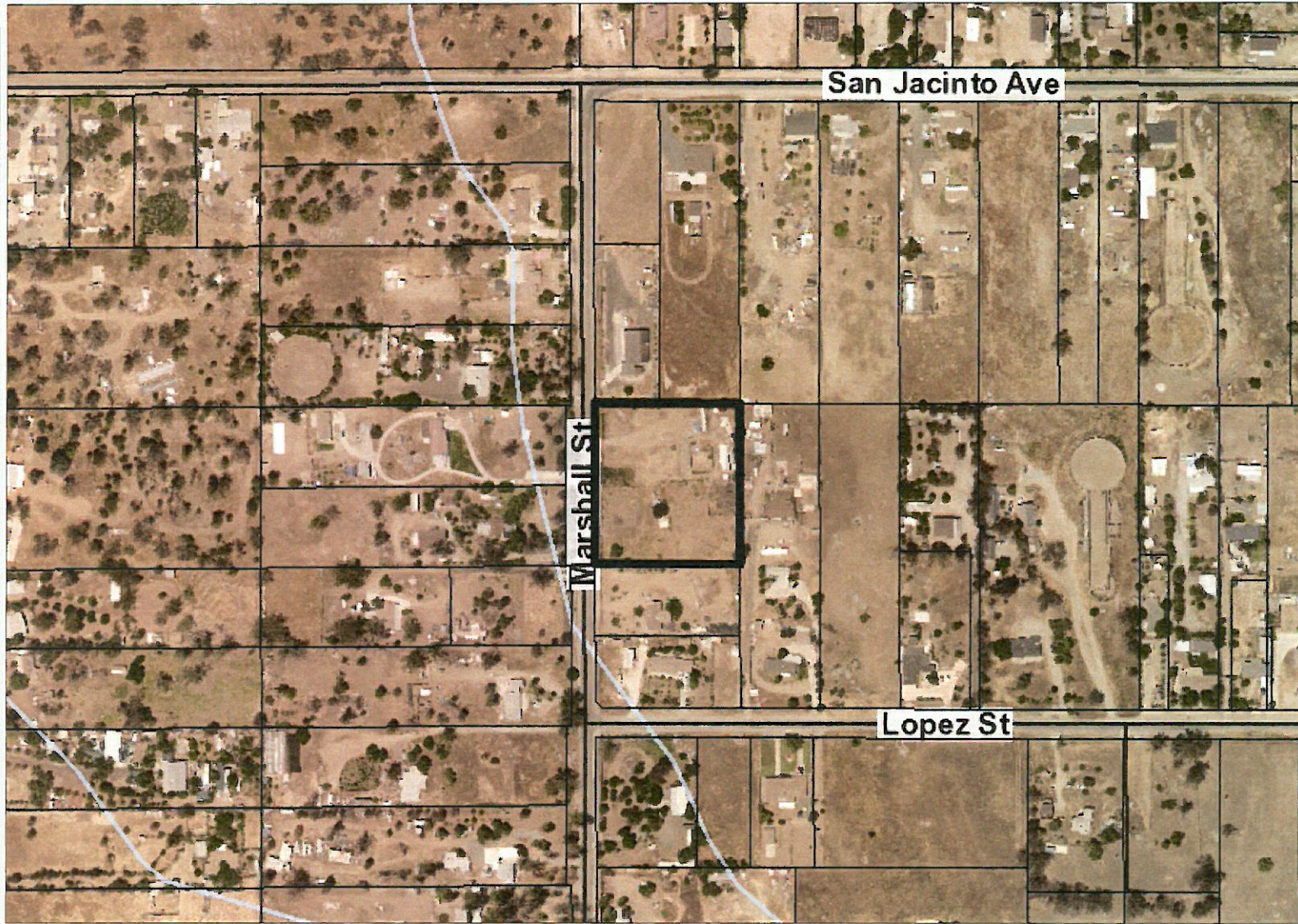
0 770 1,539 Feet

REPORT PRINTED ON... 10/8/2021 1:36:21 PM

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# Map My County Map



## Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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## Notes



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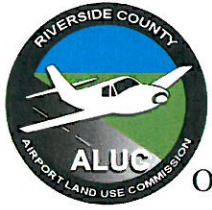
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PAGE BREAK





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

October 18, 2021

Mr. Jason Allin, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
Steven Stewart  
Palm Springs

**VICE CHAIR**  
Steve Manos  
Lake Elsinore

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

**COMMISSIONERS**

File No.: ZAP1496MA21  
Related File No.: TPM38104 (Tentative Parcel Map)  
APN: 315-070-020  
Airport Zone: Compatibility Zone E

**Arthur Butler**  
Riverside

**John Lyon**  
Riverside

**Russell Betts**  
Desert Hot Springs

Dear Mr. Allin:

**Richard Stewart**  
Moreno Valley

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. TPM38104 (Tentative Parcel Map), a proposal to divide 5.03 acres into 3 parcels located at 18885 Alexander Street, on the northwest corner of Alexander Street and Martin Street.

**Michael Geller**  
Riverside

**STAFF**

**Director**  
Paul Rull

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

Simon A. Housman  
Jackie Vega  
Barbara Santos

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 18,400 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,672 feet AMSL. The project site elevation is 1,640 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that all future buildings (over 32 feet in height) will require FAA OES review before permit issuance.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)



## AIRPORT LAND USE COMMISSION

downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Hazards to flight.
3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants of the property.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: “There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes”. The sign will also include the

## AIRPORT LAND USE COMMISSION

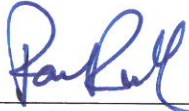
name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. Prior to issuance of building permits for any new buildings exceeding 32 feet in height, the permittee shall provide to the Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.

If you have any questions, please feel free to contact me at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Rod Arsalan (applicant/representative)  
Gilbert Lancaster (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
David Shaw, Base Civil Engineer, March Air Reserve Base  
ALUC Case File

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# NOTICE OF AIRPORT IN VICINITY

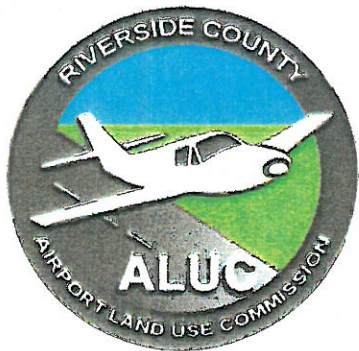
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



# NOTICE

**THERE IS AN AIRPORT NEARBY.  
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**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**

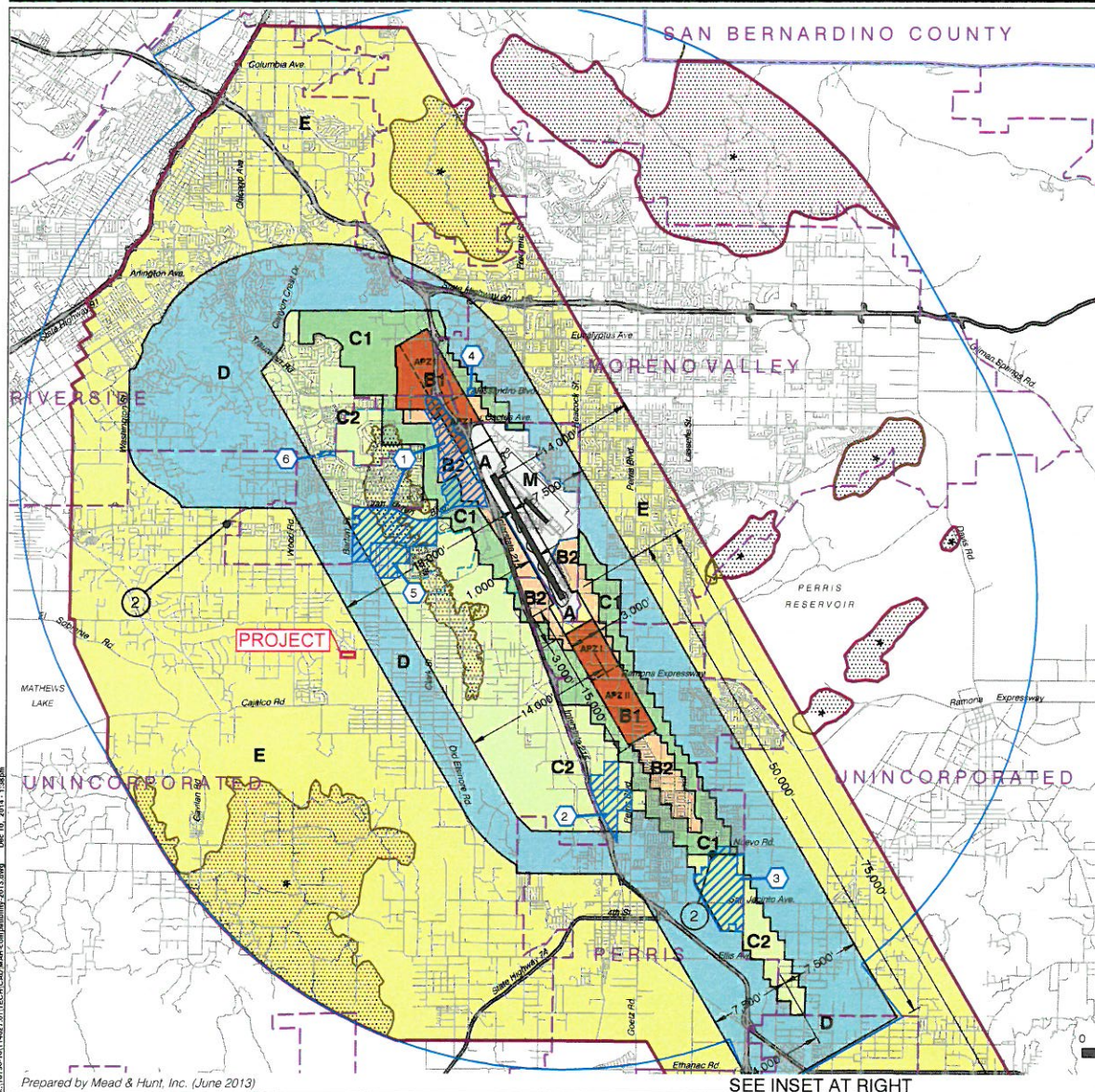


**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_





**LEGEND**

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

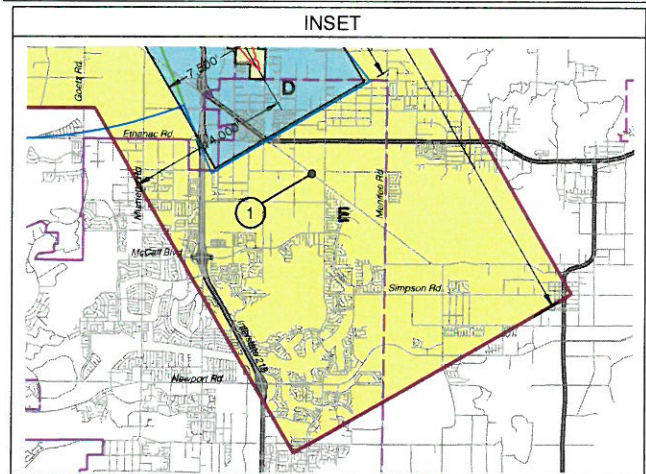
**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

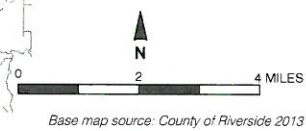
- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision

① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

② Point at which departing aircraft typically reach 3,000 feet above runway end.



Note:  
All dimensions are measured from runway ends and centerlines.



**Riverside County**  
**Airport Land Use Commission**  
**March Air Reserve Base / Inland Port Airport**  
**Land Use Compatibility Plan**  
 (Adopted November 13, 2014)

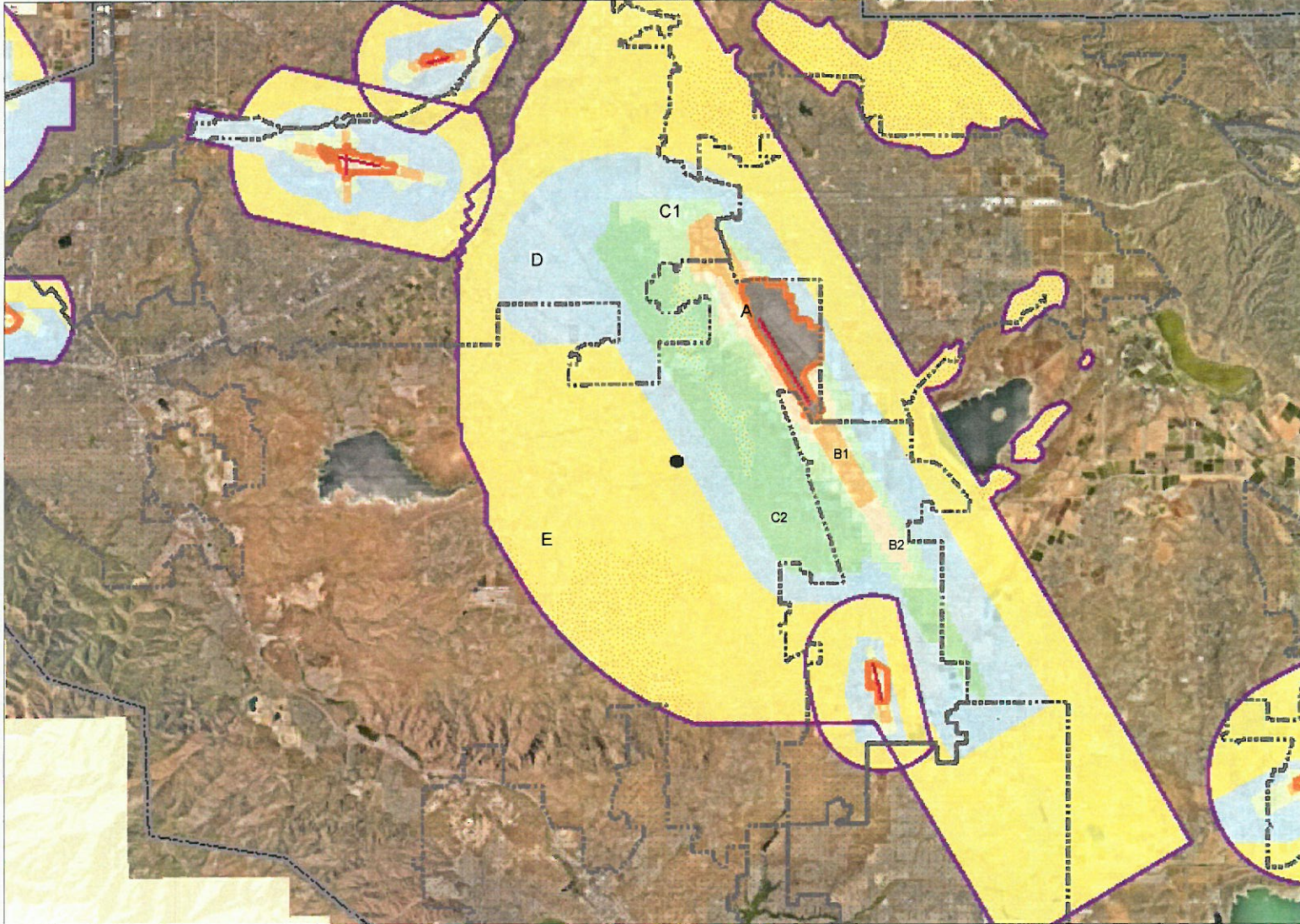
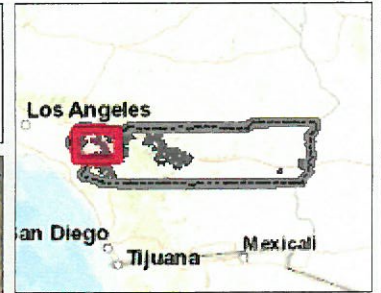
Map MA-1

**Compatibility Map**  
 March Air Reserve Base / Inland Port Airport

X:\14189-10-114627-2\14189-10-114627-2\TECH\CAD\MAPS\compatibility\_2013.dwg    Dec 10, 2014, 11:36:50am  
 Prepared by Mead & Hunt, Inc. (June 2013)



# Map My County Map



**Legend**

- Runways
- Airports
- Airport Influence Areas

**Airport Compatibility Zones**

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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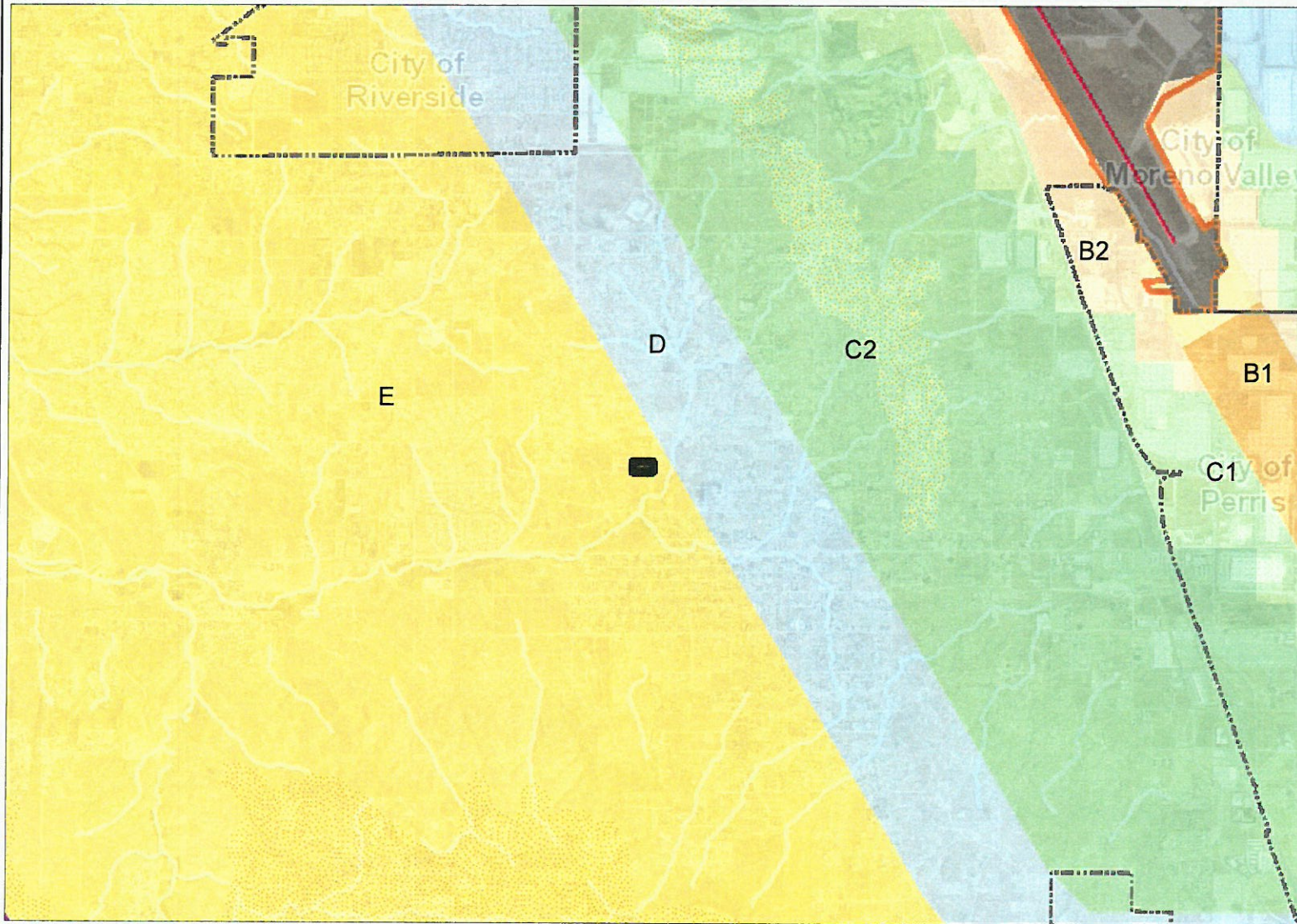
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**Notes**



# Map My County Map



**Legend**

- Runways
- Airports
- Airport Influence Areas

**Airport Compatibility Zones**

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
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- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
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- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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**Notes**

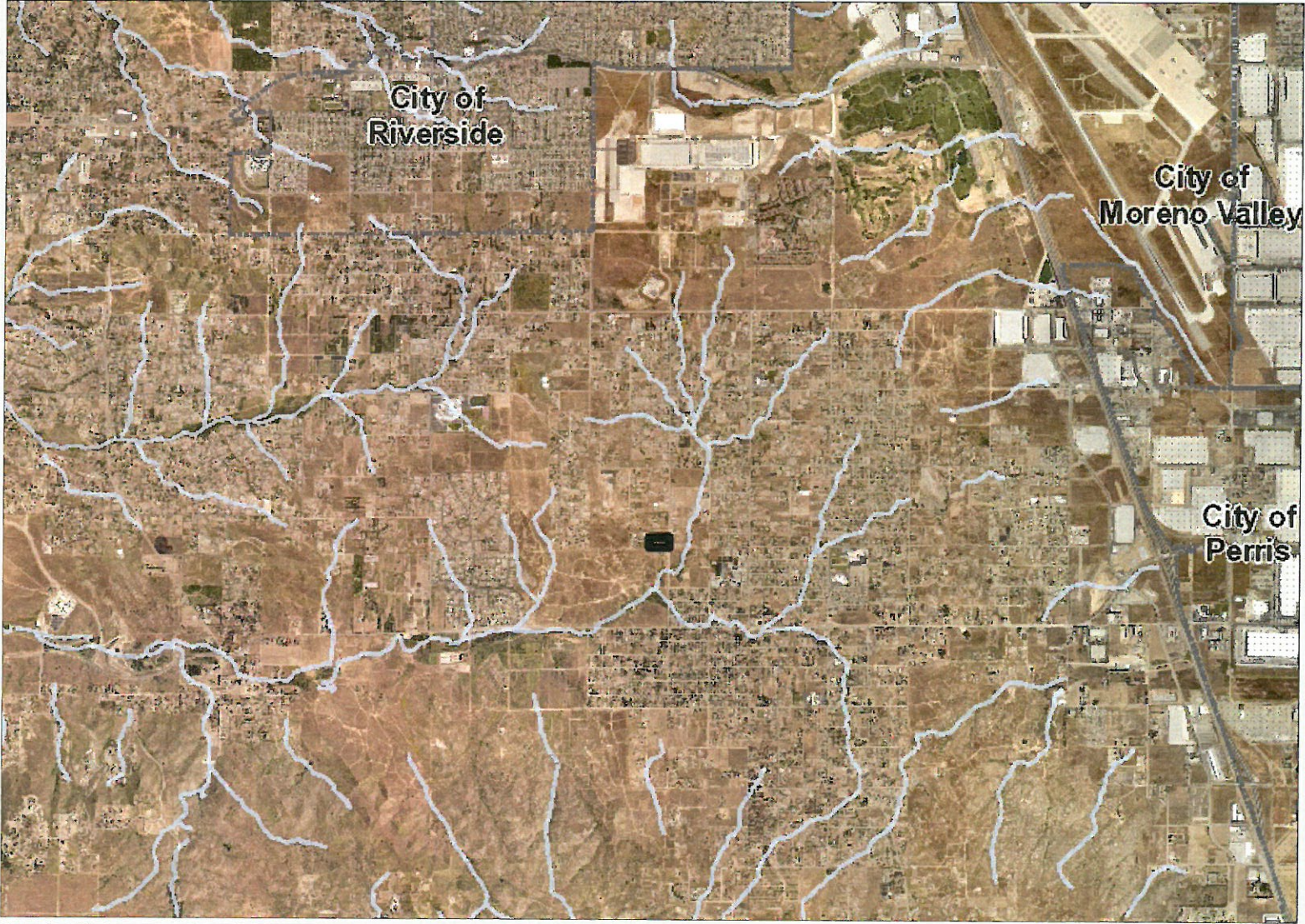


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# Map My County Map



## Legend

- Blueline Streams
- ▨ City Areas
- World Street Map



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## Notes

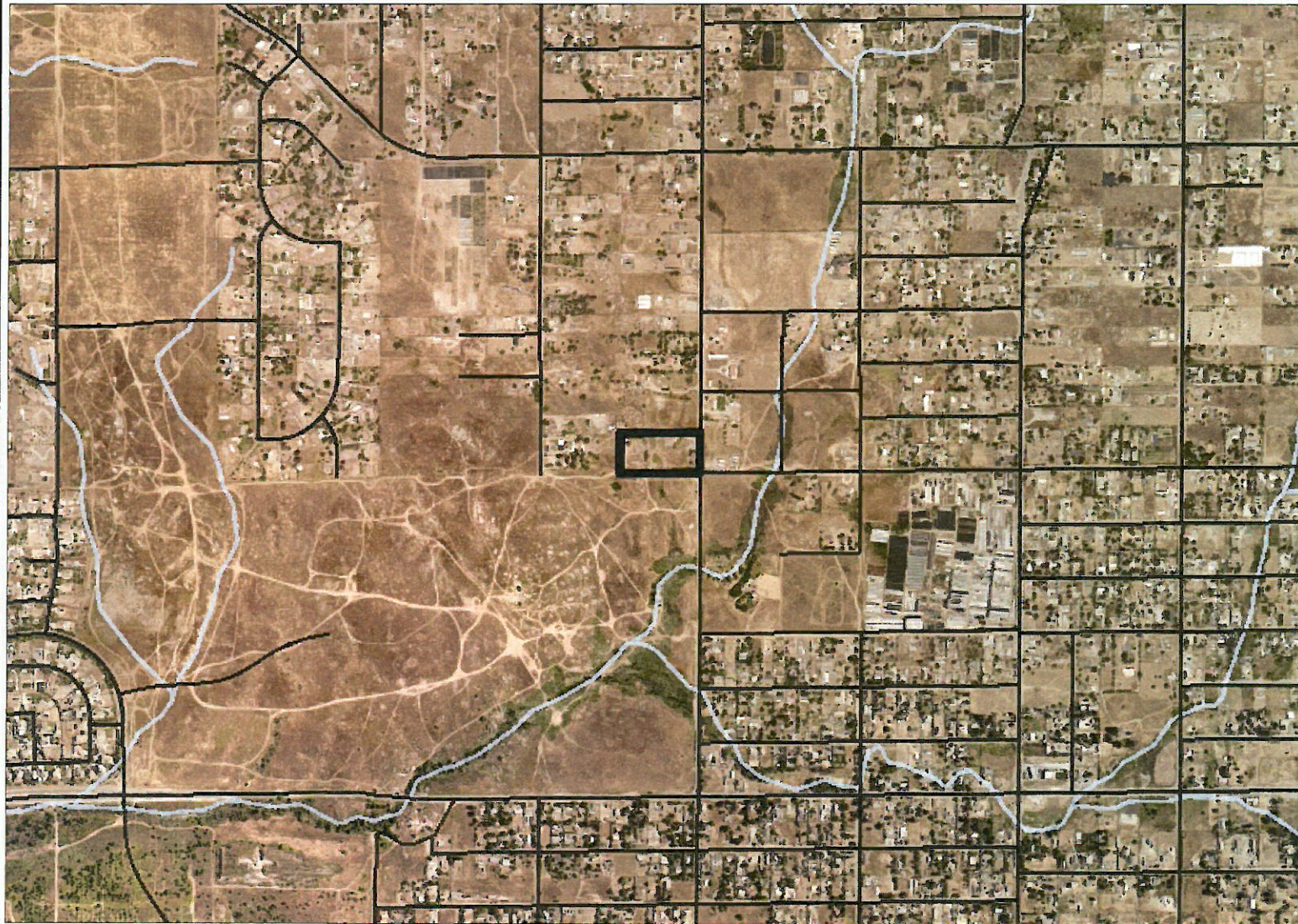


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# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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## Notes



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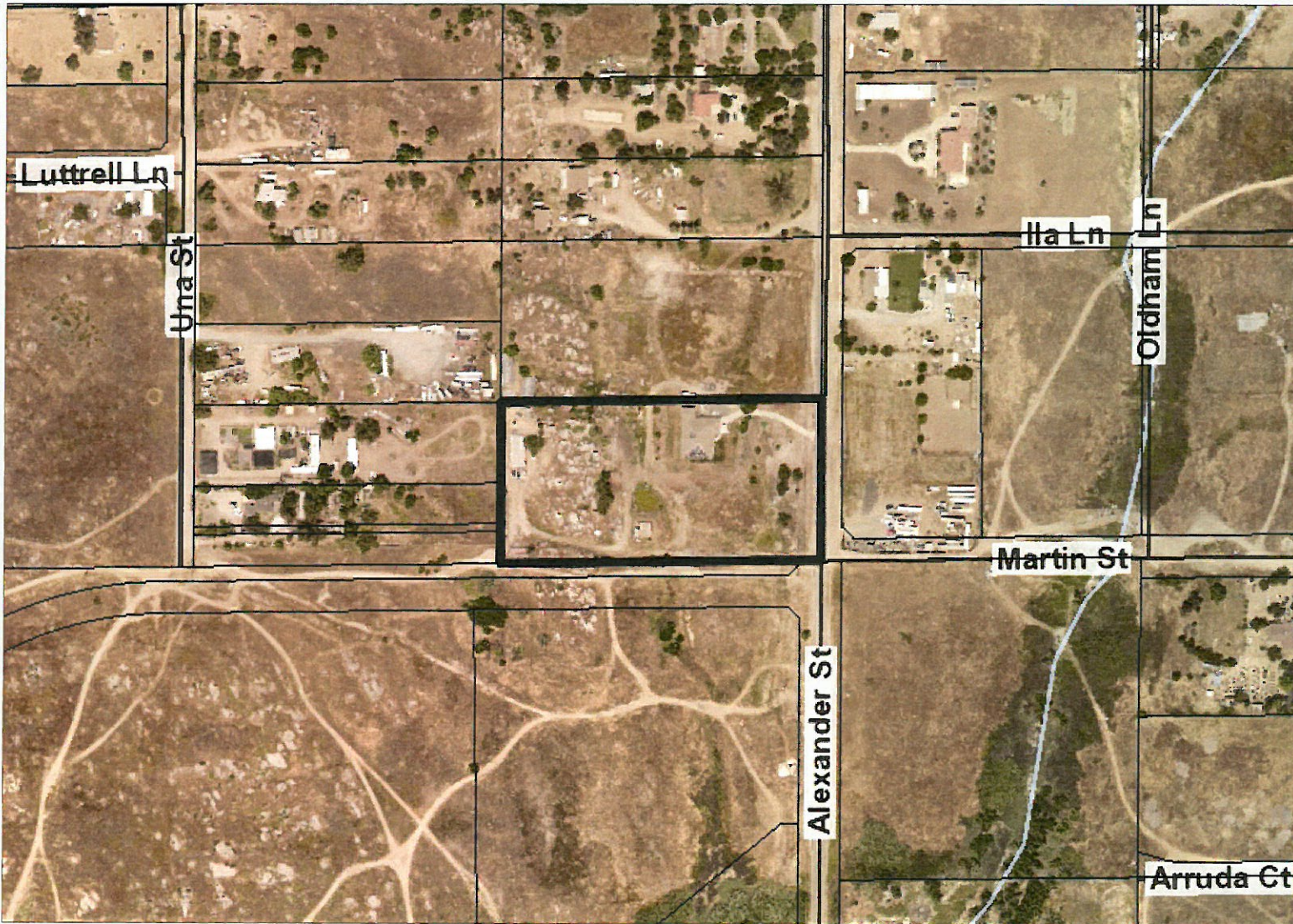


# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes

0 385 770 Feet

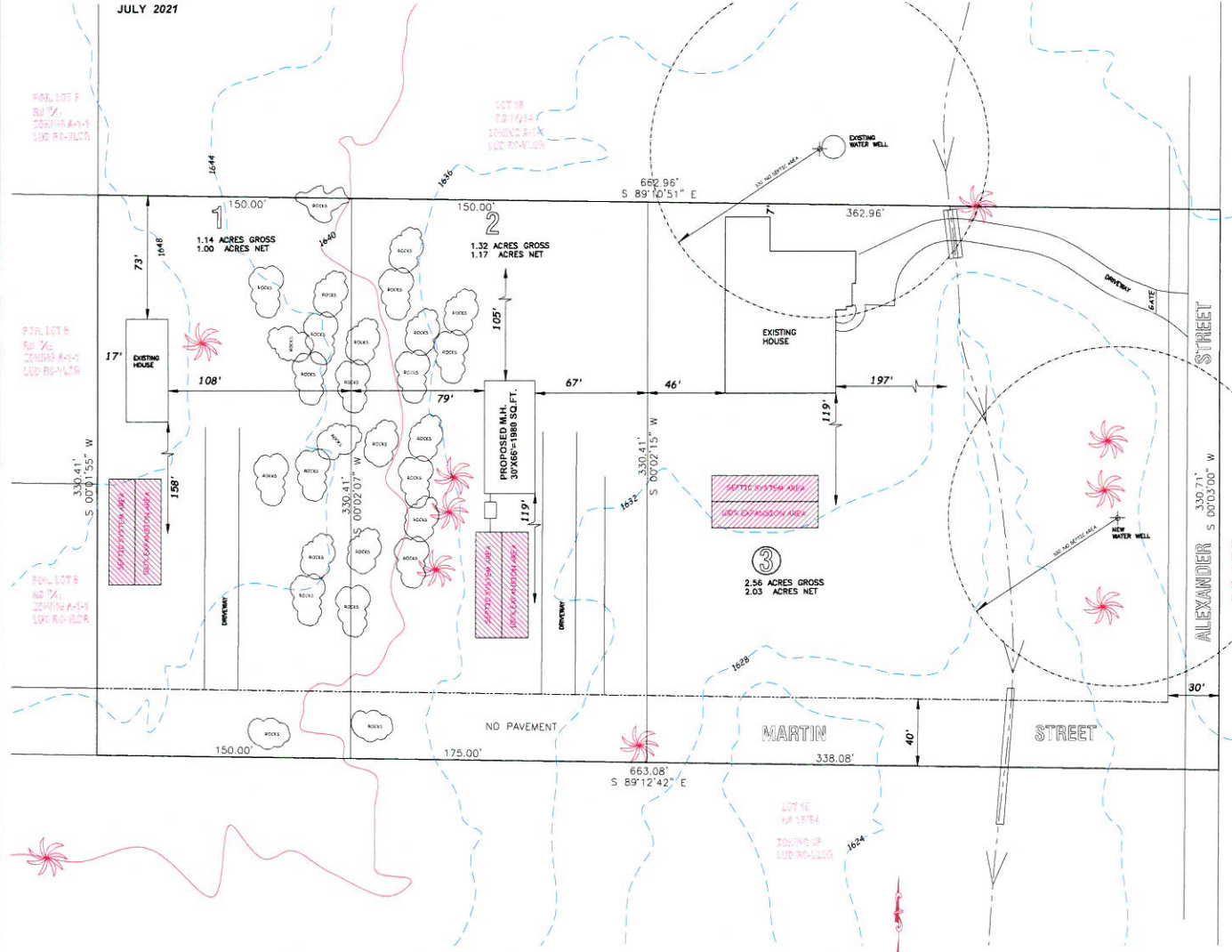
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IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
**TENTATIVE PARCEL MAP NO. 38104**

BEING A DIVISION OF THE EAST HALF OF THE SOUTHWEST 1/4 OF SECTION 4, T4S, R4W, S.B.M.  
 COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.  
 JULY 2021



**VICINITY MAP**

THOMAS TRAGE (A.S.)

**UTILITY SERVICES:**

**THE GAS COMPANY**  
 SOUTHERN CALIFORNIA GAS CO.  
 1-800-437-5200

**ELECTRIC:**  
 SOUTHERN CALIFORNIA Edison  
 1-800-984-8123

**WATER:**  
 EMDW  
**SEWER:**  
 ONSITE SEPTIC SYSTEM

**CABLE COMPANY:**  
 VERIZON

**TRASH:**  
 CRAR  
 1-800-755-8112

**SCHOOL DISTRICT:**  
 ULA WARDLE UNIFIED  
 951-845-6156

**TELEPHONE COMPANY:**  
 VERIZON  
 1-800-483-5000

**PROPERTY DATA:**

PARCEL : 5.03 ACRES GROSS  
 4.23 ACRES NET

LAND USE: R-CV-LDR  
 EXISTING ZONING: A-1-1  
 NEW ZONING: A-1-1

RESIDENTIAL  
 MINIMUM DEPTH: 150 FEET  
 MINIMUM PARCEL WIDTH: 100 FEET  
 MINIMUM SIZE: 20,000 SQ. FT.

SETBACKS:  
 FRONT : 20 FL.  
 SIDE (EACH) : 10 FL.  
 STREET SIDE: 20 FL.  
 REAR : 20 FL.

MAX. PARCEL COVERAGE: 50%  
 MAX. HEIGHT LIMIT: 40 FL.

ASSESSOR PARCEL NO.:  
 315070-020, RIVERSIDE COUNTY

**LEGAL DESCRIPTION:**  
 LOT 18 OF THE RECORDS OF SURVEY,  
 RECORDED IN BOOK 15 OF PARCEL MAPS,  
 PAGES 84 RECORD OFFICE  
 OF RIVERSIDE COUNTY, CALIFORNIA

TOWNSHIP / RANGE:  
 T4S, R4W, SEC. 4

FEMA FLOOD PLAIN:  
 NOT REQUIRED  
 FAULT ZONE:  
 NOT WITHIN A 1/2"

LIQUEFACTION POTENTIAL: NOT IN  
 A LIQUEFACTION AREA

WATERSHED: SANTA ANA RIVER  
 PALEONTOLOGICAL SENSITIVITY:  
 LOW POTENTIAL

FIRE AREA:  
 NOT FIRE HAZARD AREA

BASIS OF TOPPO:  
 CENTER LINE OF ALEXANDER ST.,  
 RS 1584

SURCE OF TOPPO:  
 RIVERSIDE COUNTY FLOOD CONTROL  
 SCALE: 1"=200'

BENCH MARK:  
 Z 1479  
 PD X; IP NO TAG  
 DN: 0.30  
 E: 6.243, 345.42  
 N: 2,252,478.37  
 GPS EL: 1,656.1

**ACE Group, Inc.**  
 750 S. LINCOLN AVE. #104-167  
 CORONA, CA 92882  
 (951) 272-8794 FAX



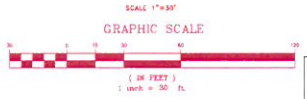
THESE PLANS ARE PREPARED UNDER THE DIRECTION OF:

APP'R	DATE

REVISIONS

**TENTATIVE PARCEL MAP NO. 38104**  
 18885 ALEXANDER ST.  
 PERRIS, CA 92570

DATE: 12/7/20  
 SCALE: N.T.S.  
 SHEET 1 OF 1



24 HOUR POINT OF CONTACT  
**ELBERT LANCASTER**  
 (951) 662-7530

**OWNER:**  
 ELBERT LANCASTER  
 18885 ALEXANDER ST.  
 PERRIS, CA 92570  
 951-662-7530

**ASSESSOR PARCEL NO.:**  
 315070-020, RIVERSIDE COUNTY

**THIS MAP PREPARED BY:**  
 AC ENGINEERING GROUP, INC.  
 UNDER DIRECTION OF:  
 MOKSUDUR RAHMAN - P.E. RCE # 69263 EXP. 8-30-2022  
 750 S. LINCOLN AVE. #104-167  
 CORONA, CA 92882  
 951-272-8191 FAX: 951-272-8794  
 DATE OF PREPARATION: 7-12-2021

PAGE BREAK







# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

October 18, 2021

Ms. Phayvanh Nanthavongdouangsy, Principal Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
Steven Stewart  
Palm Springs

**VICE CHAIR**  
Steve Manos  
Lake Elsinore

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
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Russell Betts  
Desert Hot Springs

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Michael Geller  
Riverside

**STAFF**

Director  
Paul Rull

Simon A. Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1497MA21  
Related File No.: TPM38226 (Tentative Parcel Map)  
APN: 315-070-035  
Airport Zone: Compatibility Zone E

Dear Ms. Nanthavongdouangsy:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. TPM38226 (Tentative Parcel Map), a proposal to divide 2.51 acres into 2 parcels located at 18590 Una Street, southerly of Markham Street and westerly of Alexander Street.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 18,770 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,675 feet AMSL. The project site elevation is 1,674 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that all future buildings will require FAA OES review before permit issuance.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be

## AIRPORT LAND USE COMMISSION

downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Hazards to flight.
3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants of the property.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: “There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes”. The sign will also include the



## AIRPORT LAND USE COMMISSION

name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. Prior to issuance of building permits for any new buildings, the permittee shall provide to the Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.

If you have any questions, please feel free to contact me at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Rod Arsalan (applicant/representative)  
Basilio and Juliana Jorge (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
David Shaw, Base Civil Engineer, March Air Reserve Base  
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1497MA21\ZAP1497MA21.LTR.doc



# NOTICE OF AIRPORT IN VICINITY

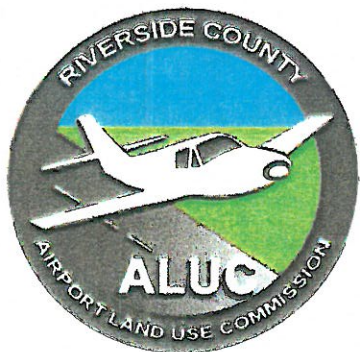
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

# NOTICE

**THERE IS AN AIRPORT NEARBY.**

**THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**

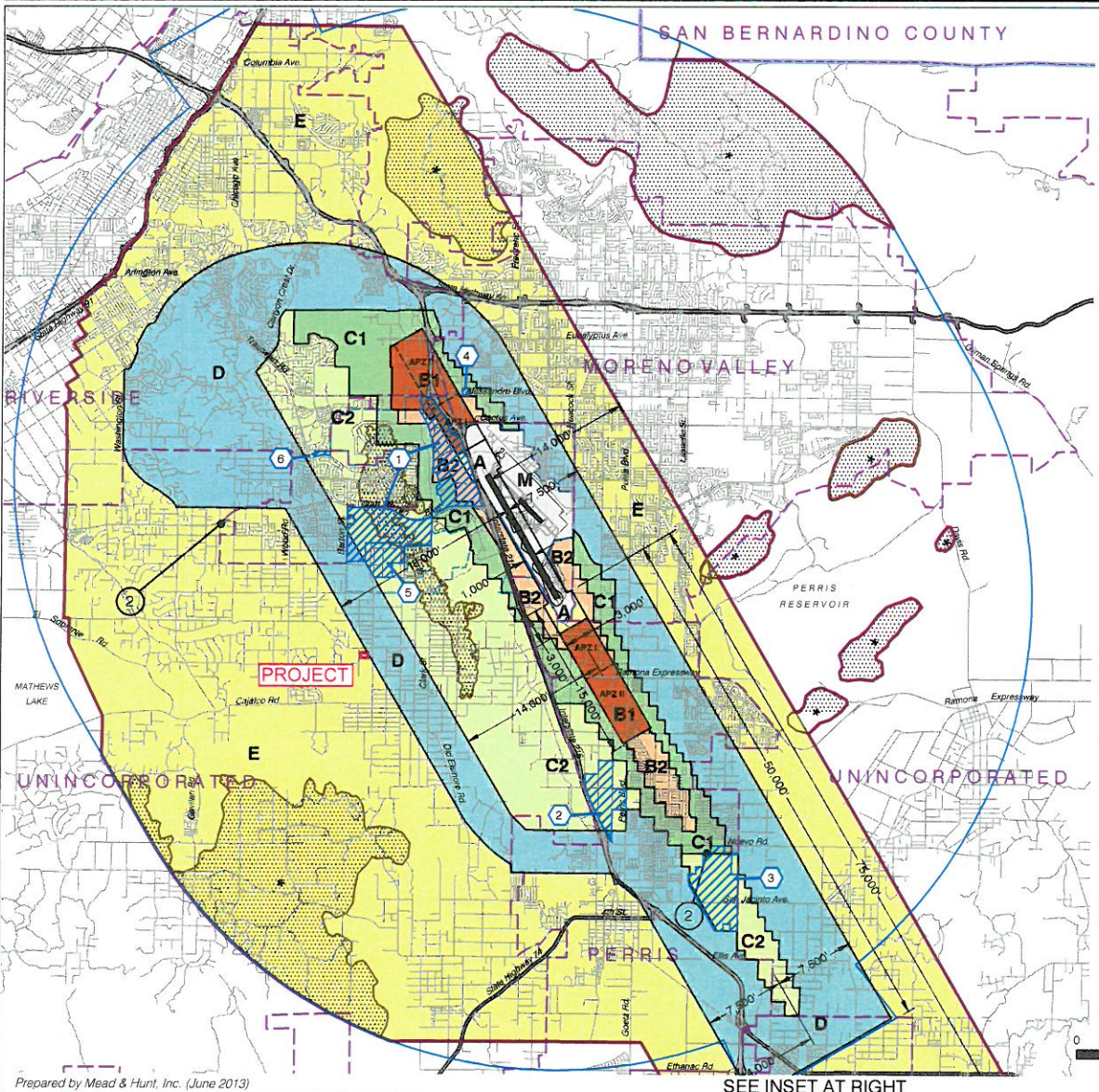


IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: \_\_\_\_\_

Phone: \_\_\_\_\_





**LEGEND**

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M

**Boundary Lines**

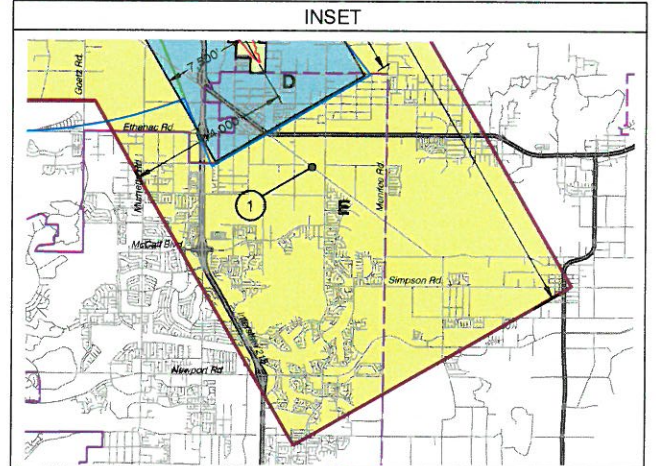
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

**High Terrain Zone**  
 FAR Part 77 Military Outer Horizontal Surface Limits  
 FAR Part 77 Notification Area

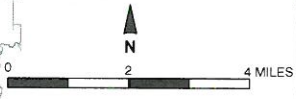
① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

② Point at which departing aircraft typically reach 3,000 feet above runway end.

① March JPA: March Business Center/Meridian  
 ② Perris: Harvest Landing  
 ③ Perris: Park West  
 ④ Moreno Valley: Affordable Housing  
 ⑤ March JPA: Ben Clark Training Center  
 ⑥ Riverside: Ridge Crest Subdivision



Note:  
 All dimensions are measured from runway ends and centerlines.



**Riverside County  
 Airport Land Use Commission  
 March Air Reserve Base / Inland Port Airport  
 Land Use Compatibility Plan  
 (Adopted November 13, 2014)**

**Map MA-1  
 Compatibility Map  
 March Air Reserve Base / Inland Port Airport**

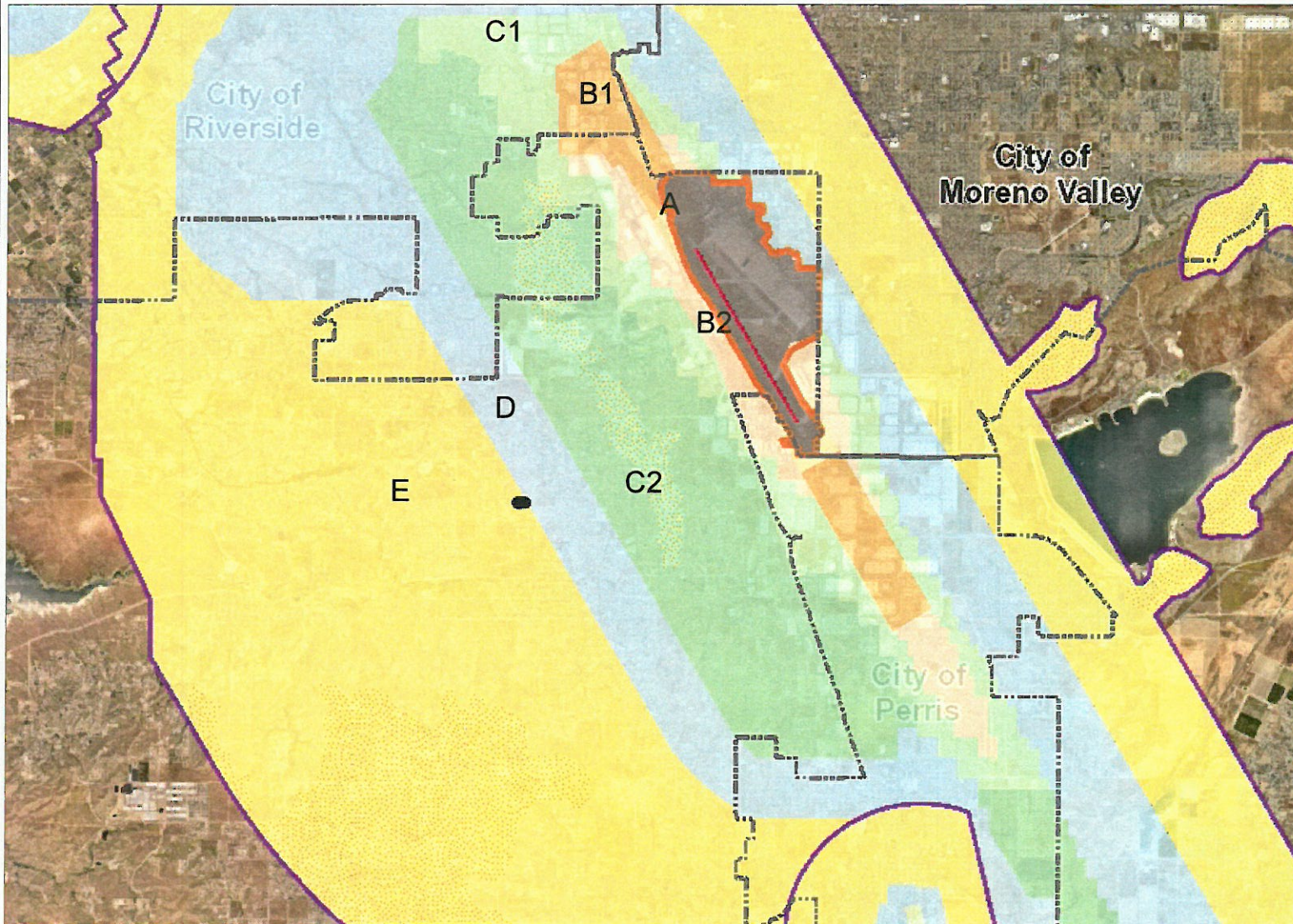
X:\LIB\10114827\2013\CH3\303\COMPATIBILITY\2013.dwg Dec 10, 2014 1:38pm  
 Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Base map source: County of Riverside 2013



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



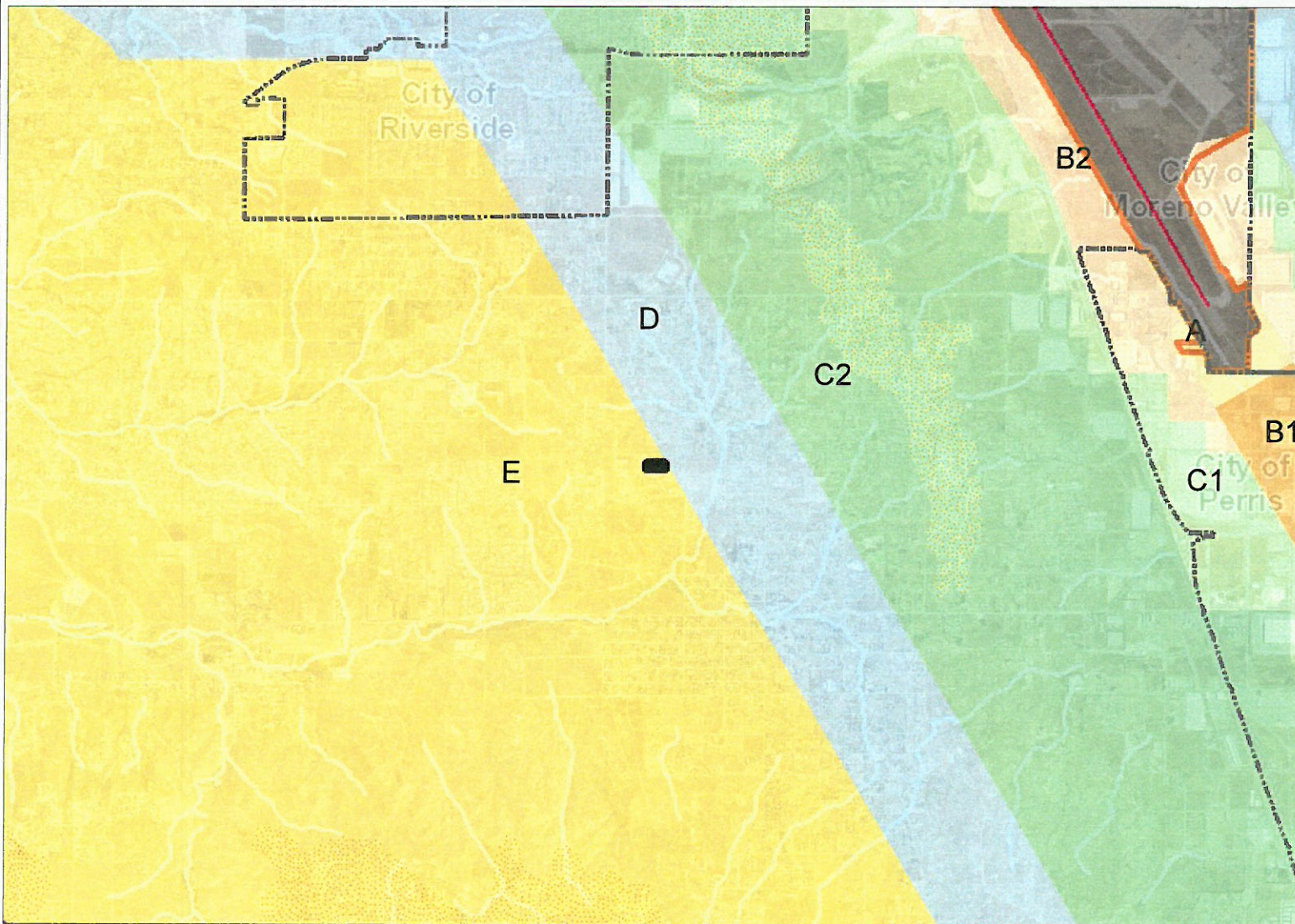
REPORT PRINTED ON... 10/13/2021 12:05:44 PM

© Riverside County GIS

## Notes



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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## Notes



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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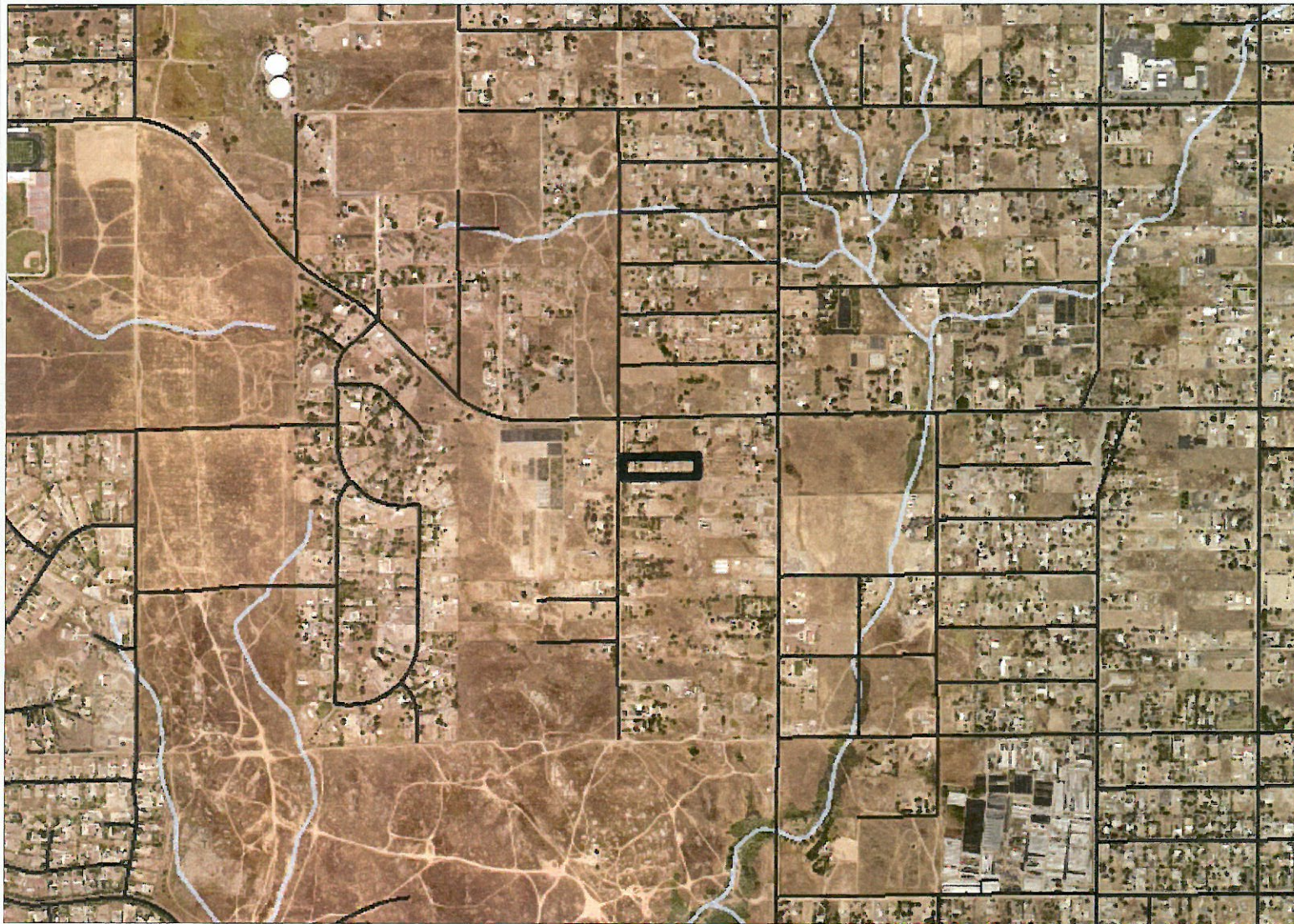
REPORT PRINTED ON... 10/13/2021 12:18:16 PM

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## Notes



# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blue Line Streams
- City Areas
- World Street Map



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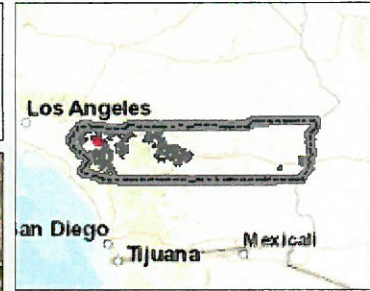
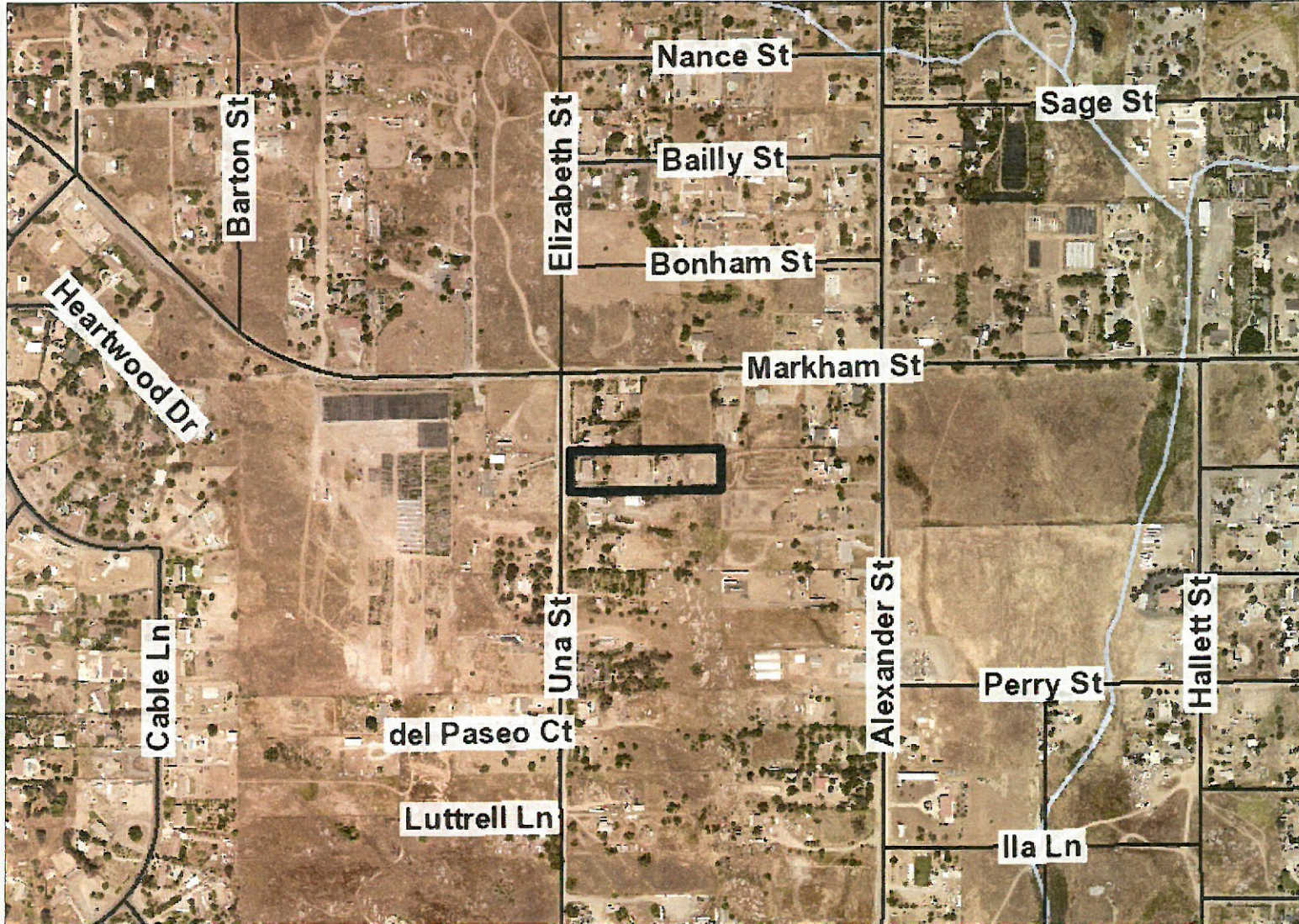
REPORT PRINTED ON... 10/13/2021 12:19:04 PM

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## Notes



# Map My County Map



## Legend

-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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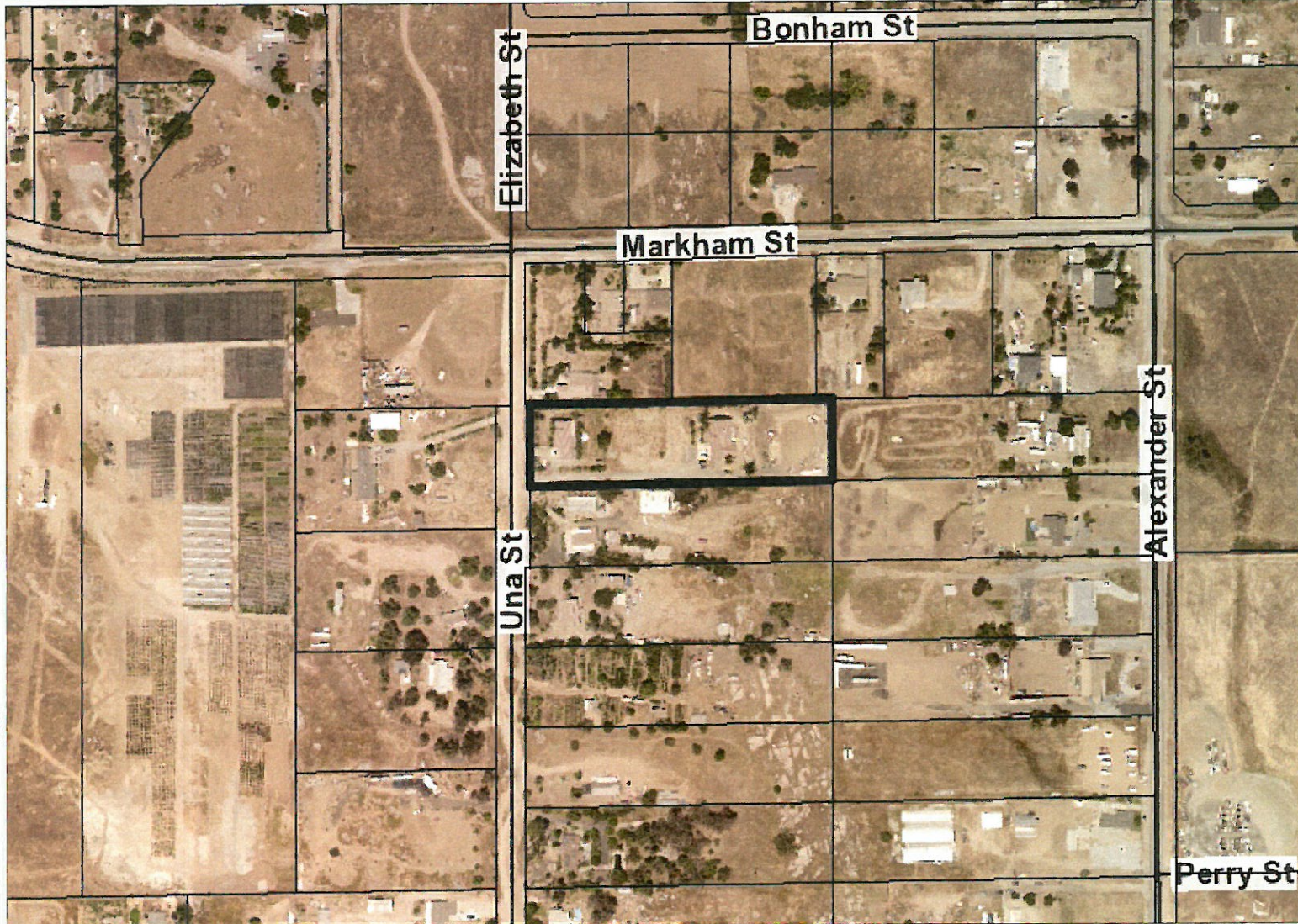
REPORT PRINTED ON... 10/13/2021 12:16:44 PM

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## Notes



# Map My County Map



- Legend**
- Parcels
  - County Centerline Names
  - County Centerlines
  - Blueline Streams
  - City Areas
  - World Street Map



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**Notes**

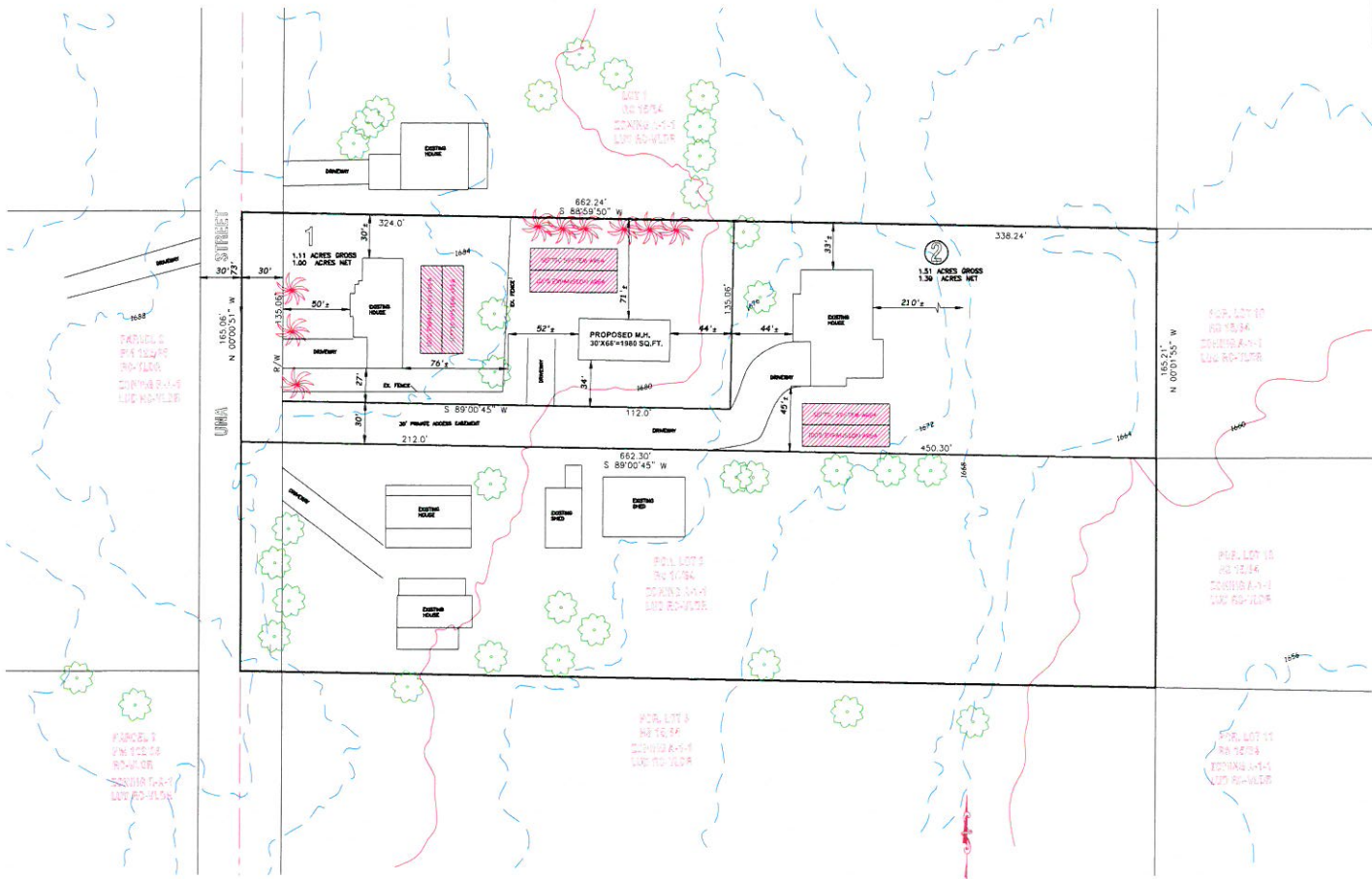




IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
**TENTATIVE PARCEL MAP NO. 38226**

BEING A DIVISION OF THE EAST HALF OF THE SOUTHWEST 1/4 OF SECTION 4, T4S, R4W, S.B.M.  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

SEPTEMBER 2021



VICINITY MAP  
THOMAS 776-01 (N.T.S.)

- UTILITY SERVICES:**  
THE GAS COMPANY: SOUTHERN CALIFORNIA GAS CO. 1-800-427-2200  
ELECTRIC: SOUTHERN CALIFORNIA EDISON 1-800-904-8123  
WATER: ENVIVO  
SEWER: ONSITE SEPTIC SYSTEM  
CABLE COMPANY: VERIZON  
TRASH: CRAR 1-800-755-8112  
SCHOOL DISTRICT: VAL VARDE UNIFIED 951-940-5155  
TELEPHONE COMPANY: VERIZON 1-800-483-0000
- PROPERTY DATA:**  
PARCEL - 2.21 ACRES GROSS, 2.38 ACRES NET  
LAND USE: RC-VLDR  
EXISTING ZONING: A-1-1  
NEW ZONING: A-1-1  
RESIDENTIAL  
MINIMUM DEPTH: 150 FEET  
MINIMUM PARCEL WIDTH: 100 FEET  
MINIMUM SIZE: 20,000 SQ. FT.
- SETBACKS:**  
FRONT: 30 FL.  
SIDE (EACH): 10 FL.  
STREET SIDE: 20 FL.  
REAR: 10 FL.  
MAX. PARCEL COVERAGE: 50%  
MAX. HEIGHT LIMIT: 40 FL.
- ASSESSOR PARCEL NO.:** 315-070-035, RIVERSIDE COUNTY  
**LEGAL DESCRIPTION:** POR. OF LOT 2 OF THE AMENDED SURVEY, WILDERWOOD ACRES TRACT NO. 2, RECORDED IN BOOK 15 OF PARCEL MAPS, PAGES 84 RECORDED OFFICE OF RIVERSIDE COUNTY, CALIFORNIA.  
**TOWNSHIP RANGE:** T4S, R4W, SEC. 4  
**FEMA FLOOD PLAIN:** NOT REQUIRED  
**FAULT ZONE:** NOT WITHIN A '1'  
**LIQUEFACTION POTENTIAL:** NOT IN A LIQUEFACTION AREA  
**WATERSHED:** SANTA ANA RIVER  
**PALEONTOLOGICAL SENSITIVITY:** LOW POTENTIAL  
**FIRE AREA:** NOT FIRE HAZARD AREA  
**BASIS OF BEARINGS:** CENTER LINE OF ALEXANDER ST., RS 15/84  
N.60°53'00\"/>

**ACE Group, Inc.**  
750 S. LINCOLN AVE. #104-167  
CORONA, CA 92882  
(951) 272-8181, (951) 272-8794 FAX



THESE PLANS ARE PREPARED UNDER THE DIRECTION OF:

NO.	NAME	DATE

REVISIONS



24 HOUR POINT OF CONTACT  
LORETTA JORGE  
(951) 483-0005

**OWNER:**  
BASILIO AND LORETTA JORGE  
18550 UNA ST.  
PERRIS, CA 92570  
951-483-0005

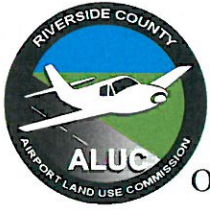
**THIS MAP PREPARED BY:**  
AC ENGINEERING GROUP, INC.  
UNDER DIRECTION OF:  
MOCKSOUR RAHMANY, L.C.E. # 69263 EXP. 6-30-2022  
750 S. LINCOLN AVE. # 104-167  
CORONA, CA 92882  
951-272-8181 FAX: 951-272-8794  
DATE OF PREPARATION: 7-10-2021

TENTATIVE PARCEL MAP NO. 38226  
18550 UNA ST.  
PERRIS, CA 92570

0223-1021-WO  
DATE: 4/8/21  
SCALE: N.T.S.  
SHEET 1 OF 1

PAGE BREAK





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

October 18, 2021

Mr. Jason Allin, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
Steven Stewart  
Palm Springs

**VICE CHAIR**  
Steve Manos  
Lake Elsinore

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Russell Betts  
Desert Hot Springs

Richard Stewart  
Moreno Valley

Michael Geller  
Riverside

**STAFF**

Director  
Paul Rull

Simon A. Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1498MA21  
Related File No.: TPM38122 (Tentative Parcel Map)  
APN: 318-240-070  
Airport Zone: Compatibility Zone D

Dear Mr. Allin:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. TPM38122 (Tentative Parcel Map), a proposal to divide 2.49 acres into 2 parcels located at 21581 Mack Street, easterly of Clark Street, westerly of Old Elsinore Road, and northerly of Church Street.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 18,530 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,673 feet AMSL. The project site elevation is 1,717 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that all future buildings will require FAA OES review before permit issuance.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be



## AIRPORT LAND USE COMMISSION

downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.
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A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the

## AIRPORT LAND USE COMMISSION

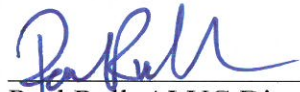
name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. Prior to issuance of building permits for any new buildings, the permittee shall provide to the Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.
6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

If you have any questions, please feel free to contact me at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Rod Arsalan (applicant/representative)  
Antonio and Maria Hernandez (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
David Shaw, Base Civil Engineer, March Air Reserve Base  
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1498MA21\ZAP1498MA21.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

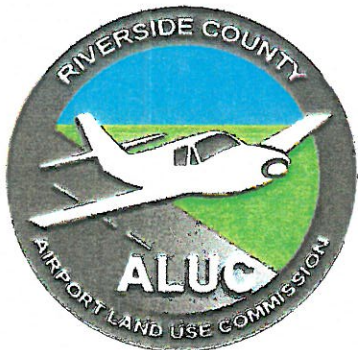


# NOTICE

**THERE IS AN AIRPORT NEARBY.**

**THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**

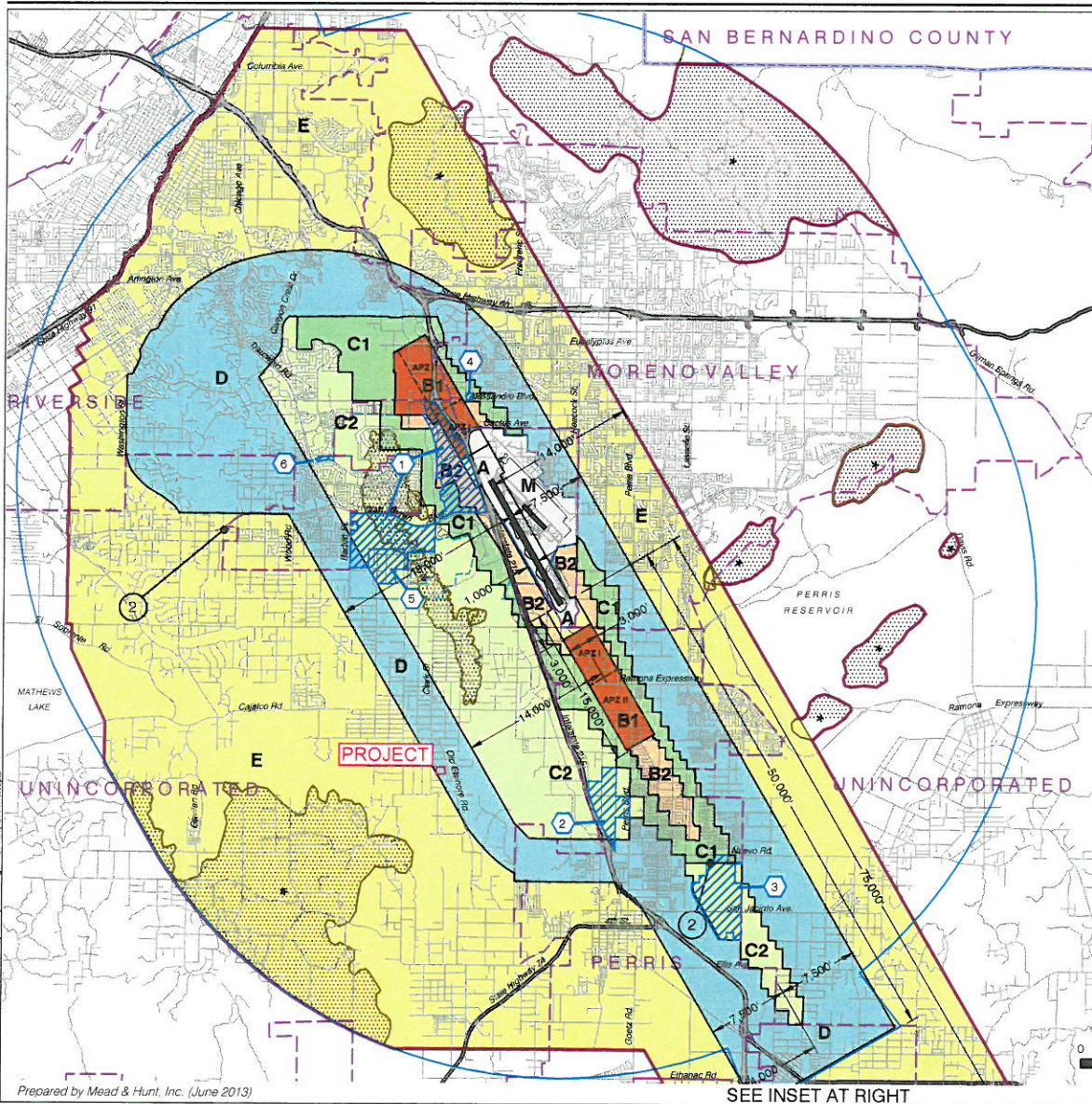


**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_





**LEGEND**

**Compatibility Zones**

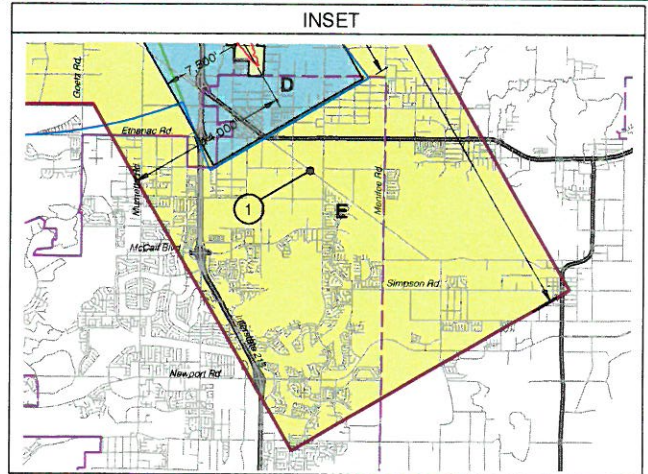
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



Riverside County  
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan

(Adopted November 13, 2014)

Note:  
All dimensions are measured from  
runway ends and centerlines.



Base map source: County of Riverside 2013

Map MA-1

**Compatibility Map**  
March Air Reserve Base / Inland Port Airport

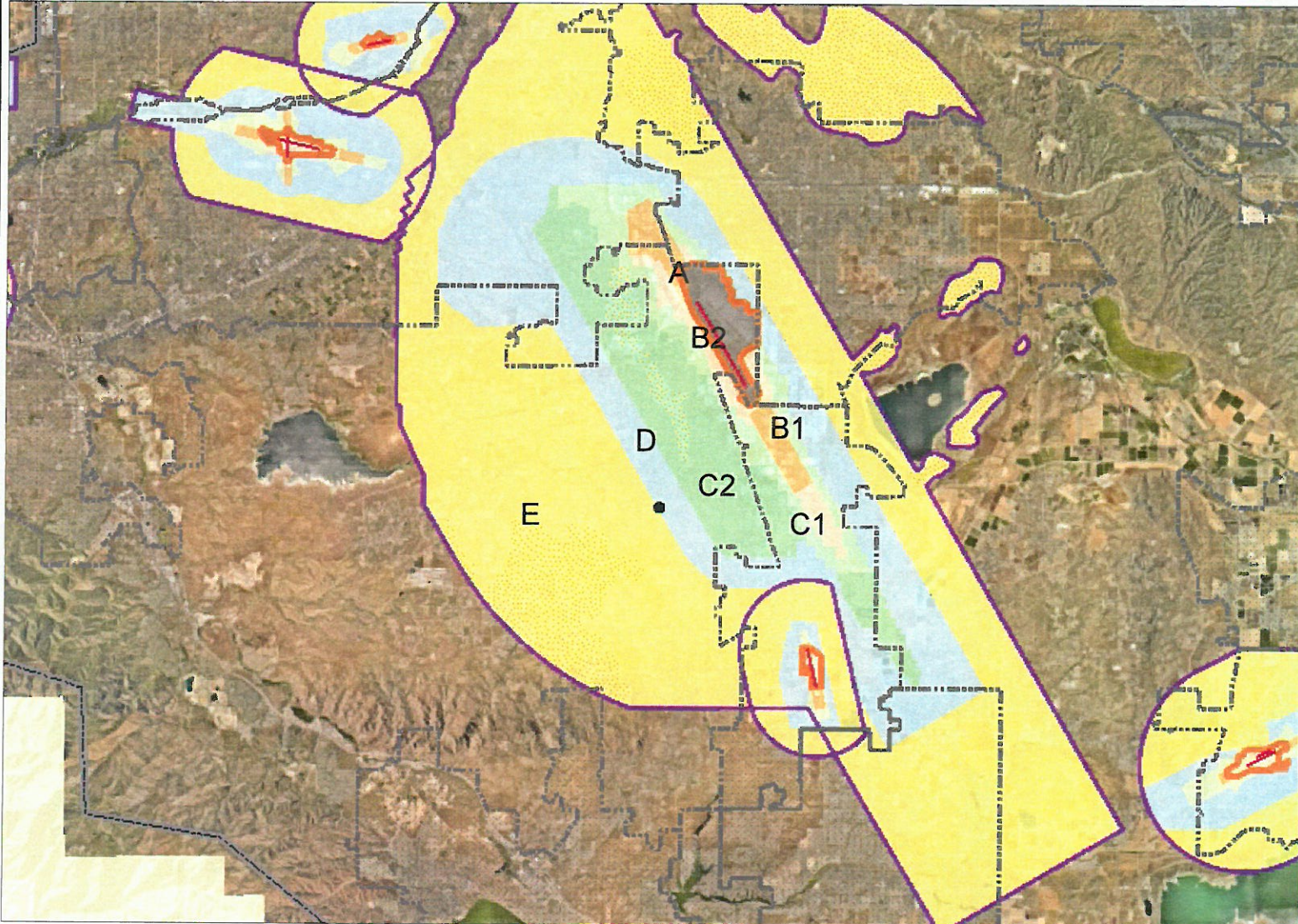
X:\18196-10-11\657.00\TECHCAD\MAR\compatibility-2013.dwg Dec 19, 2014 1:38pm

Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT



# Map My County Map



### Legend

- Runways
- Airports
- Airport Influence Areas

#### Airport Compatibility Zones

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



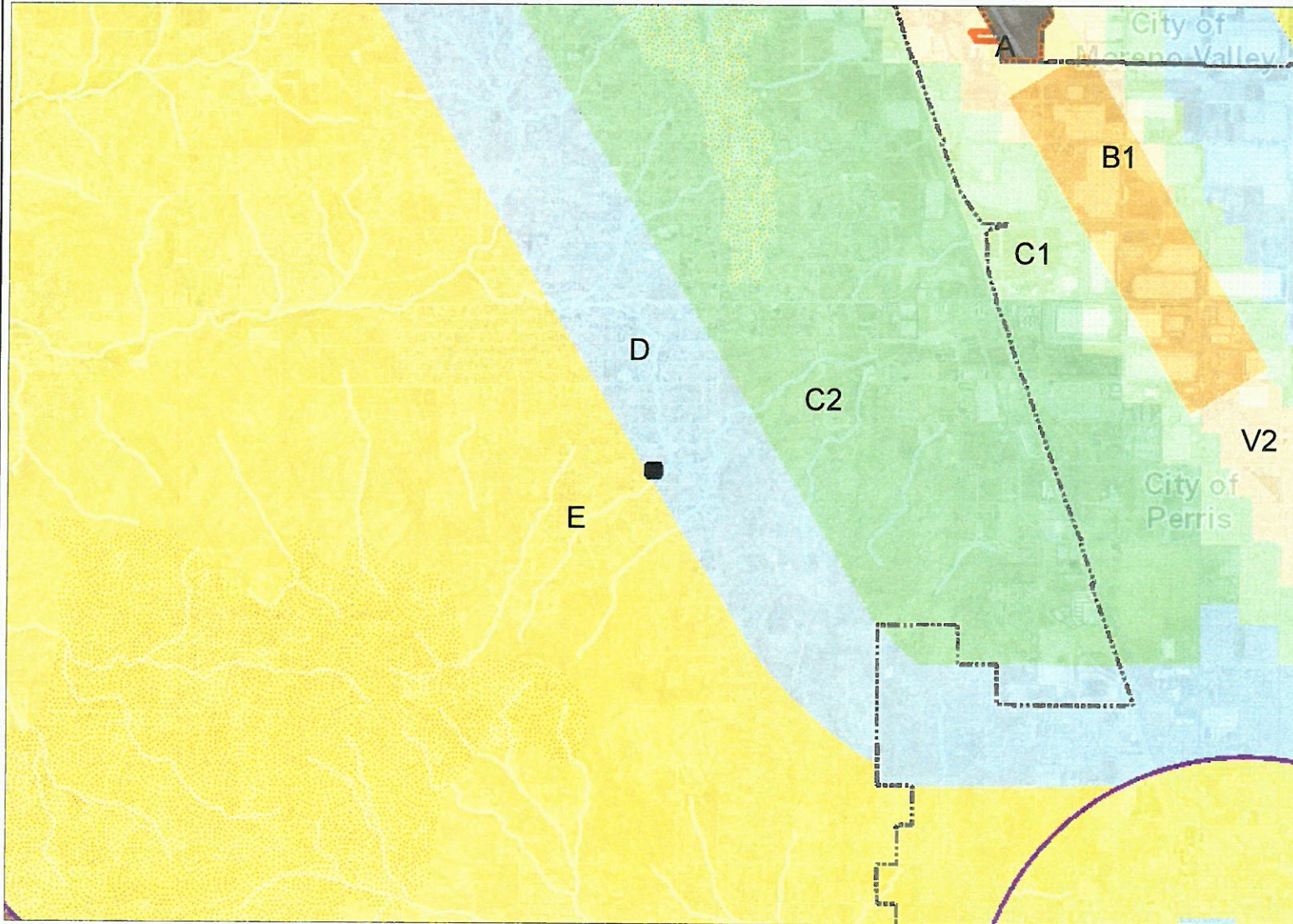
REPORT PRINTED ON... 10/8/2021 10:35:11 AM

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### Notes



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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## Notes



# Map My County Map



## Legend

- Blueline Streams
- ▨ City Areas
- World Street Map



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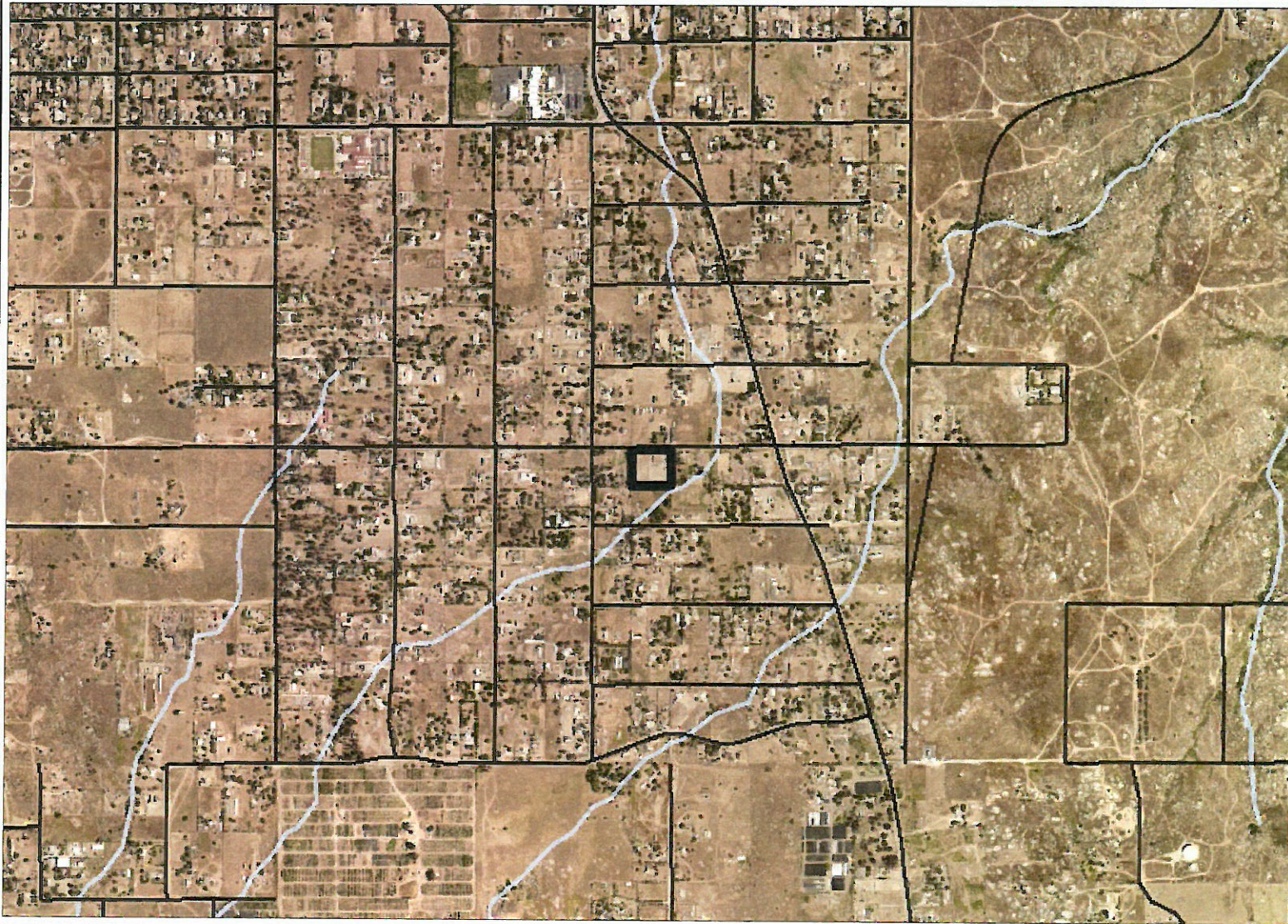
REPORT PRINTED ON... 10/8/2021 10:44:38 AM

© Riverside County GIS

## Notes



# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blue Line Streams
- City Areas
- World Street Map



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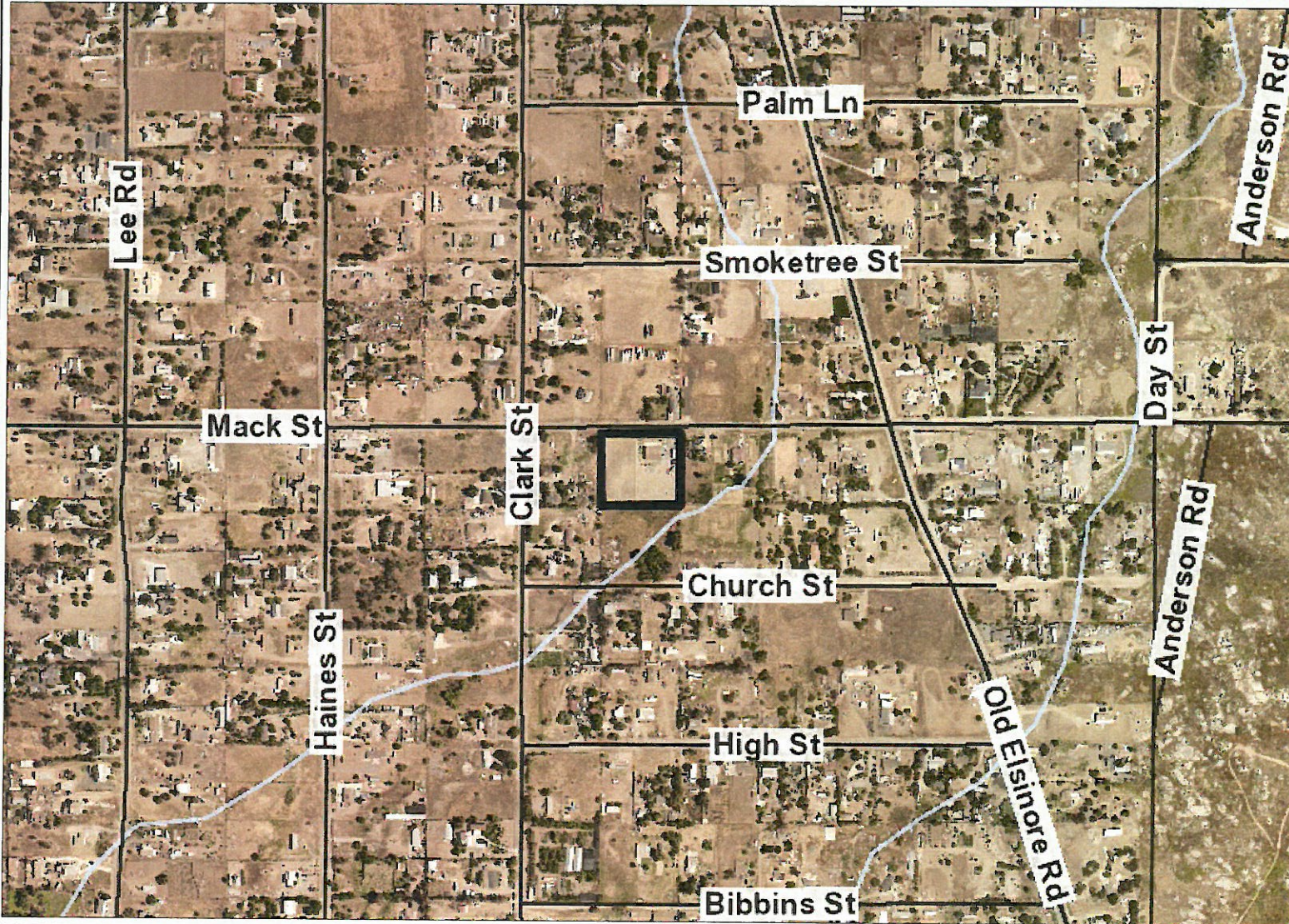
REPORT PRINTED ON... 10/8/2021 10:45:38 AM

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## Notes



# Map My County Map



### Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

### Notes



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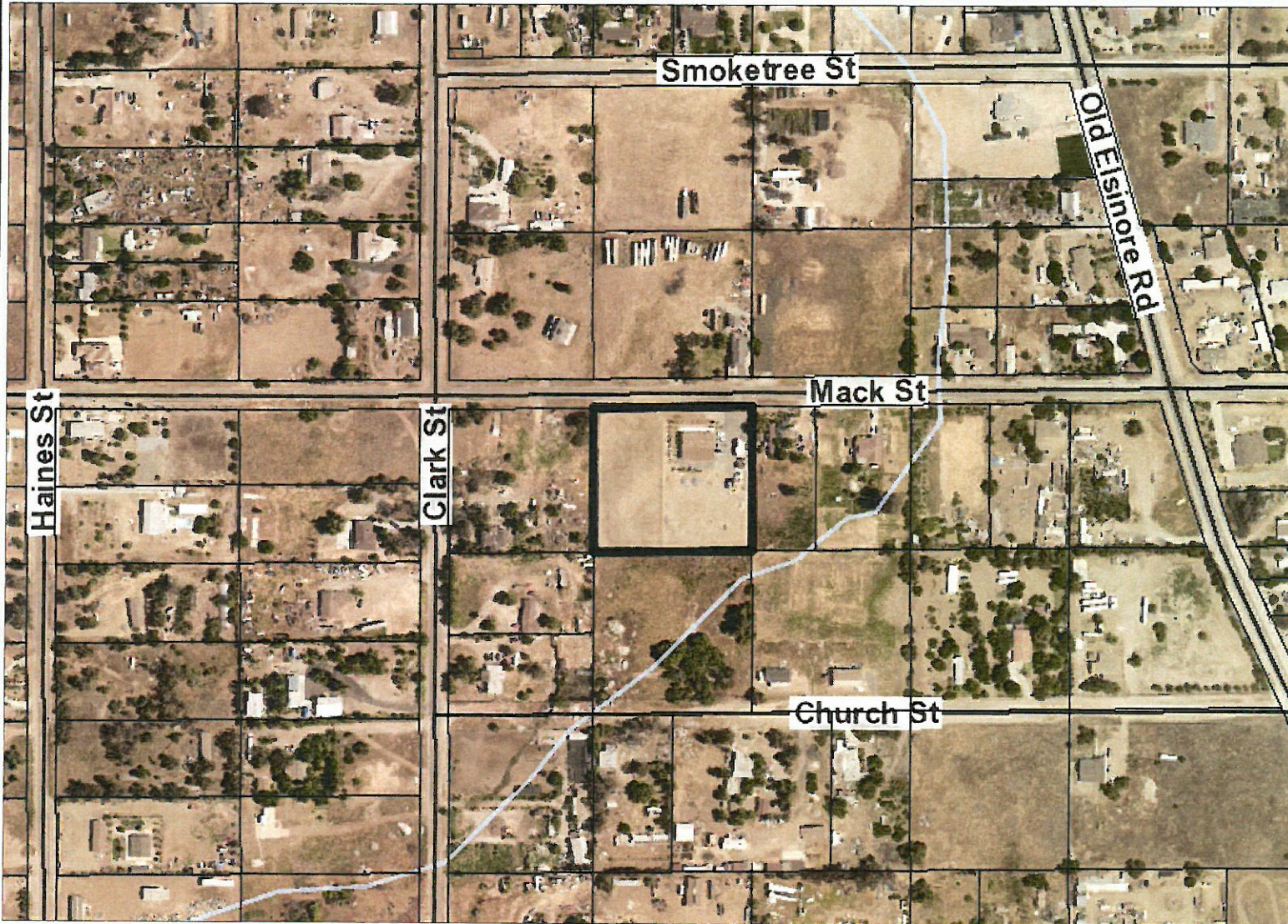
0 770 1,539 Feet

REPORT PRINTED ON... 10/8/2021 10:42:19 AM

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# Map My County Map



- Legend**
- Parcels
  - County Centerline Names
  - County Centerlines
  - Blueline Streams
  - City Areas
  - World Street Map



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**Notes**



IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

# TENTATIVE PARCEL MAP NO. 38122

BEING A DIVISION OF THE SOUTHWEST 1/4, OF SECTION 15, T4S, R4W, S.B.M.  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

SEPTEMBER 2021



VICINITY MAP  
THOMAS 776-J5 (N.T.S.)

**PROPERTY DATA:**  
PARCEL: 2.88 ACRES GROSS  
2.28 ACRES NET

**LAND USE:** RC-VLDR  
**EXISTING ZONING:** A-1-1  
**NEW ZONING:** A-1-1  
**RESIDENTIAL**  
MINIMUM SETBACK: 100 FEET  
MINIMUM PARCEL WIDTH: 100 FEET  
MINIMUM SIZE: 20,000 SQ. FT.

**SETBACKS:**  
FRONT: 20 FT  
SIDE (EACH): 10 FT  
STREET SIDE: 20 FT  
REAR: 20 FT  
MAX. PARCEL COVERAGE: 80%  
MAX. HEIGHT LIMIT: 40 FT

**ASSESSOR PARCEL NO.:**  
318-240-070, RIVERSIDE COUNTY

**LEGAL DESCRIPTION:**  
LOT 2 OF THE WALDEN POOLTRY  
ACRES TRACT NO. 5, RECORDED IN BOOK  
16 OF PARCEL MAPS, PAGES 7, RECORD OFFICE  
OF RIVERSIDE COUNTY, CALIFORNIA

**TOWNSHIP / RANGE:**  
T4S, R4W, SEC. 15

**FEMA FLOOD PLAIN:**  
NOT REQUIRED  
**FAULT ZONE:**  
NOT WITHIN A 1/2"

**LIQUEFACTION POTENTIAL:** LOW

**WATERSHED:** SANTA ANA RIVER

**PALEONTOLOGICAL SENSITIVITY:**  
LOW POTENTIAL

**FIRE AREA:**  
NOT FIRE HAZARD AREA

**BASIS OF BEARINGS:**  
CENTER LINE OF WEBSTER AVE. NEXT TO  
CROSS SECTION OF CENTER LINE OF  
OAKWOOD ST.  
N 89° 15' 07"

**SURGE OF TOPO:**  
RIVERSIDE COUNTY FLOOD CONTROL  
SCALE: 1"=200'

**BENCH MARK:**  
FT 12  
3" IP W/RC 23713  
TAG DN 6 40'  
E 8,240.188  
N 3,244.540  
EL. 1,693.63

**UTILITY SERVICES:**

**THE GAS COMPANY:**  
SOUTHERN CALIFORNIA GAS CO.  
1-800-427-2200

**ELECTRIC:**  
SOUTHERN CALIFORNIA EDISON  
1-800-844-4123

**WATER:**  
EMWD  
**SEWER:**  
ONSITE SEPTIC SYSTEM

**CABLE COMPANY:**  
VERIZON

**TRASH:**  
CRAR  
1-800-755-6112

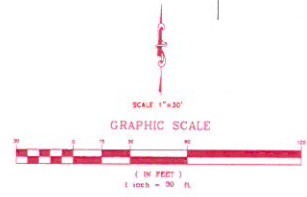
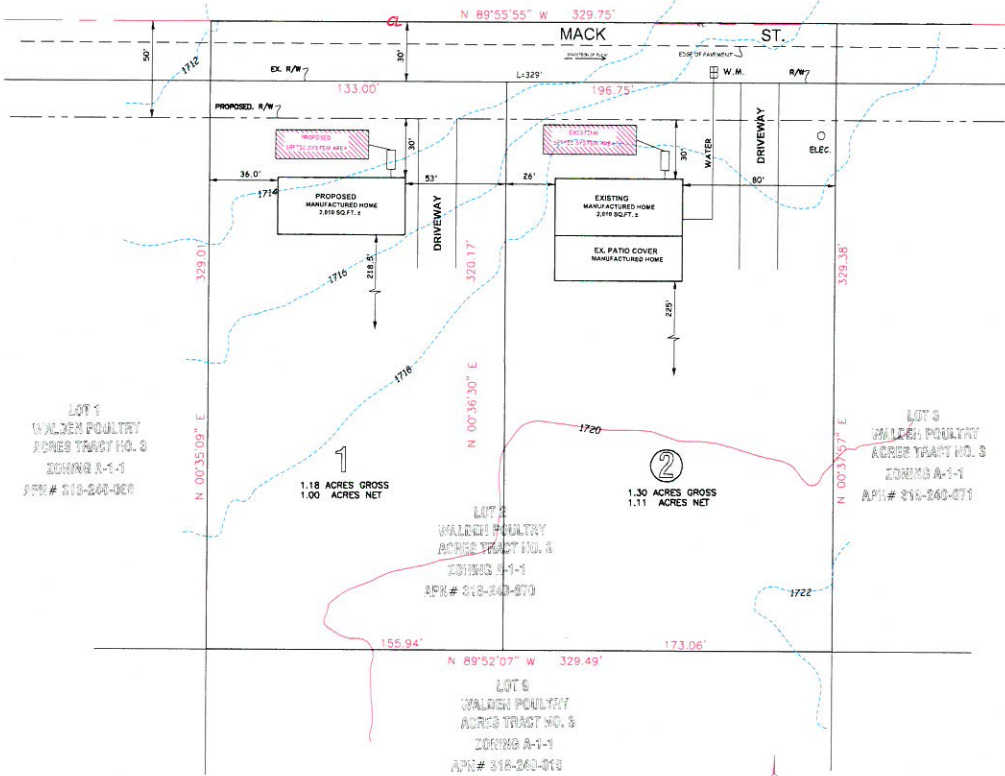
**SCHOOL DISTRICT:**  
VAL VERDE UNIFIED  
951-840-1158

**TELEPHONE COMPANY:**  
VERIZON  
1-800-483-5000

**NOTE:**  
THE AREA SHOWN IN WHERE THE SEPTIC SYSTEM (ZONIC TANK,  
LEACH LINES, AND 100% EXPANSION LINES) WILL ALL BE CONTAINED  
WITHIN THAT SPACE.

**OWNER:**  
ANTONIO HERNANDEZ  
21581 MACK ST.  
PERRIS, CA 92570  
(951) 392-5484  
**ASSESSOR PARCEL NO.:**  
318-240-070, RIVERSIDE COUNTY

**THIS MAP PREPARED BY:**  
AC ENGINEERING GROUP, INC.  
UNDER DIRECTION OF:  
MOUSLIM RAHMAN, RCE # 69263 EXP. 6-30-2022  
750 S. LINCOLN AVE., # 104-167  
CORONA CA 92682  
951-272-8181 FAX: 951-272-8794  
DATE OF PREPARATION: 09-24-2021



**ACE Group, Inc.**  
750 S. LINCOLN AVE. #104-167  
CORONA, CA 92682  
(951) 272-8181, (951) 272-8794 FAX



THESE PLANS ARE PREPARED  
UNDER THE DIRECTION OF:

NO.	REVISIONS	DATE

REVISED TENTATIVE PARCEL MAP NO. 38122  
21581 MACK ST.  
PERRIS, CA 92570

0525-4820-WO

DATE: 09/24/21

SCALE: N.T.S.

SHEET 1 OF 1



24 HOUR POINT OF CONTACT  
ANTONIO HERNANDEZ  
(951) 392-5484



PAGE BREAK





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

October 19, 2021

Mr. Sam Shahrouri, Deputy Director TLMA/Building Official  
County of Riverside Building and Safety Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
Steven Stewart  
Palm Springs

**VICE CHAIR**  
Steve Manos  
Lake Elsinore

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Russell Betts  
Desert Hot Springs

Richard Stewart  
Moreno Valley

Michael Geller  
Riverside

**STAFF**

Director  
Paul Rull

Simon A. Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1058TH21  
Related File No.: BRS2101614 (Building Permit)  
APN: 759-240-012

Dear Mr. Shahrouri:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Building and Safety Case No. BRS2101614 (Building Permit), a proposal to construct a 719.4 square foot rooftop solar panel system on a proposed single family residence located at 60984 Monza Street within the Thermal Motorclub, located northerly of 62<sup>nd</sup> Avenue, westerly of Polk Street, easterly of Monza St. Street, and southerly of Avenue 60.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to either 0.2 dwelling units per acre, or less than 5 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 2,622 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -111.28 feet mean sea level. The site’s elevation is -146 feet AMSL and the proposed building height (with rooftop solar panels) is 40 feet, resulting in a top point elevation of -106 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building.

Based on the Federal Aviation Administration’s Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image (“green” level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image (“yellow”

[www.rcaluc.org](http://www.rcaluc.org)



## AIRPORT LAND USE COMMISSION

level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 719.4 square feet of solar panels on a single family residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 262 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 12. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 12 indicates that the panels would result in low potential for temporary after-image (“green” level glare), totaling annually 455 minutes of “green” level glare, lasting up to 12 minutes a day in February and November from 7:00 a.m. to 8:00 a.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

**Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.**

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:
  - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

## AIRPORT LAND USE COMMISSION

- (d) Any use or activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 5.0 degrees and orientation of 262 degrees. Solar panels shall be limited to a total of 719.4 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any “yellow” or “red” level glare in the flight paths, and shall require review by the Airport Land Use Commission.
  3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An “incidence” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
  4. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An “incidence” includes any situation that results in an accident, incident, “near-miss,” or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Paul Rull, ALUC Director



## **AIRPORT LAND USE COMMISSION**

Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative)  
JTM Land Co. (property owner)  
Angela Jamison, County Airports Manager  
ALUC Case File

X:\AIRPORT CASE FILES\JCRA\ZAP1058TH21\ZAP1058TH21.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



# NOTICE

**THERE IS AN AIRPORT NEARBY.  
THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

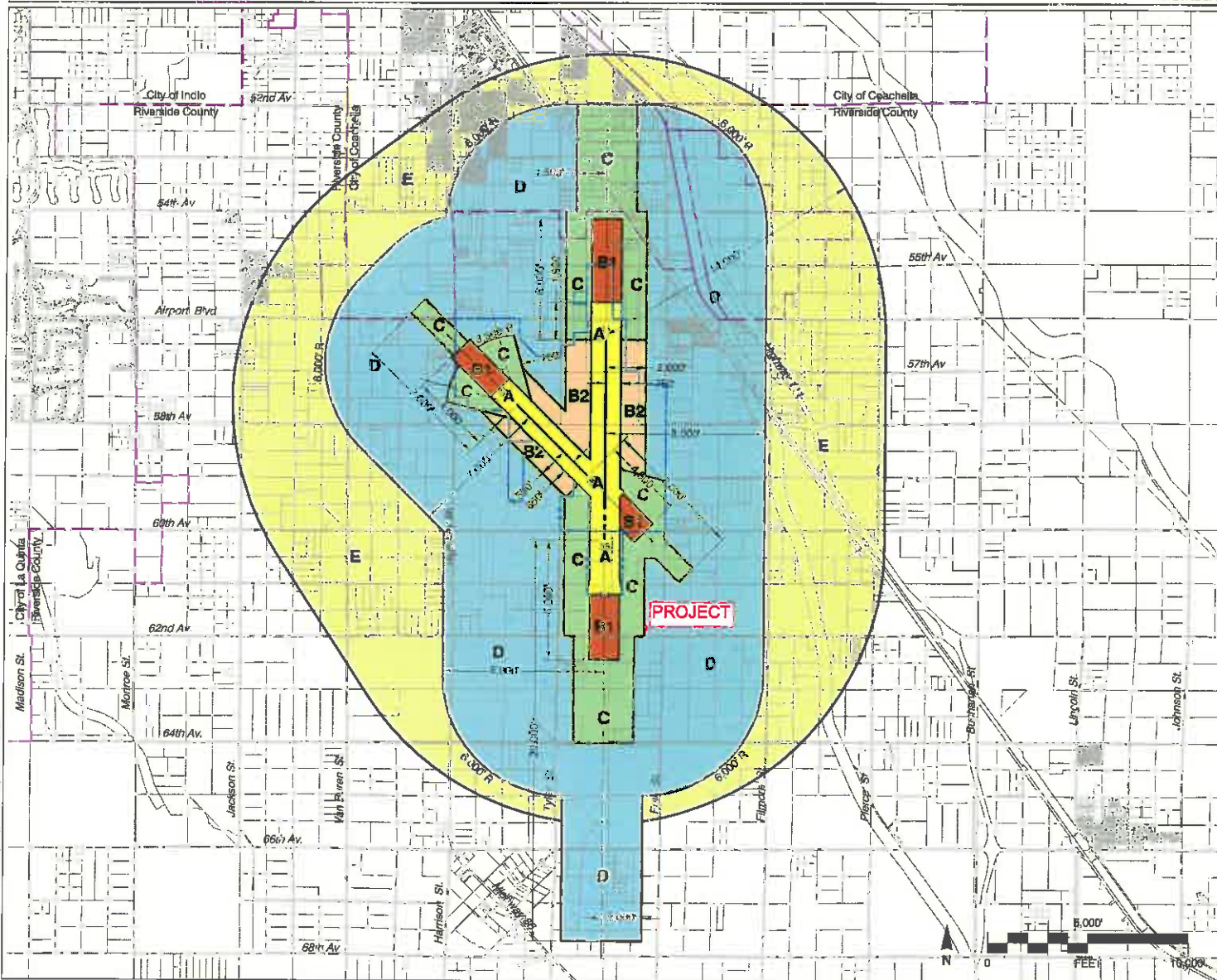
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



**Legend**

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

**Boundary Lines**

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

**Note**

Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

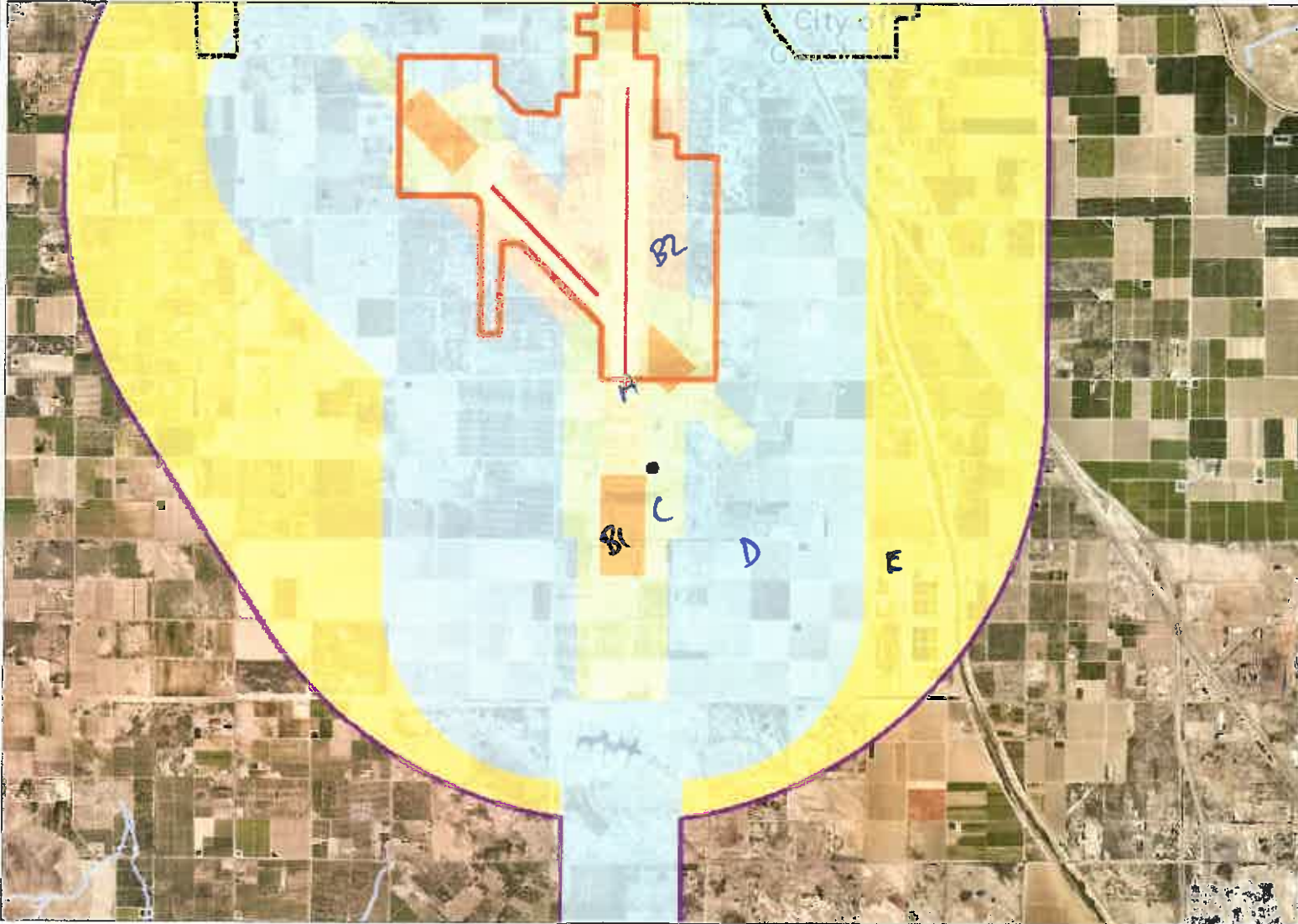
**Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document  
 (Adopted June 2005)**

Map JC-1

**Compatibility Map  
 Jacqueline Cochran Regional Airport**



# Map My County Map



### Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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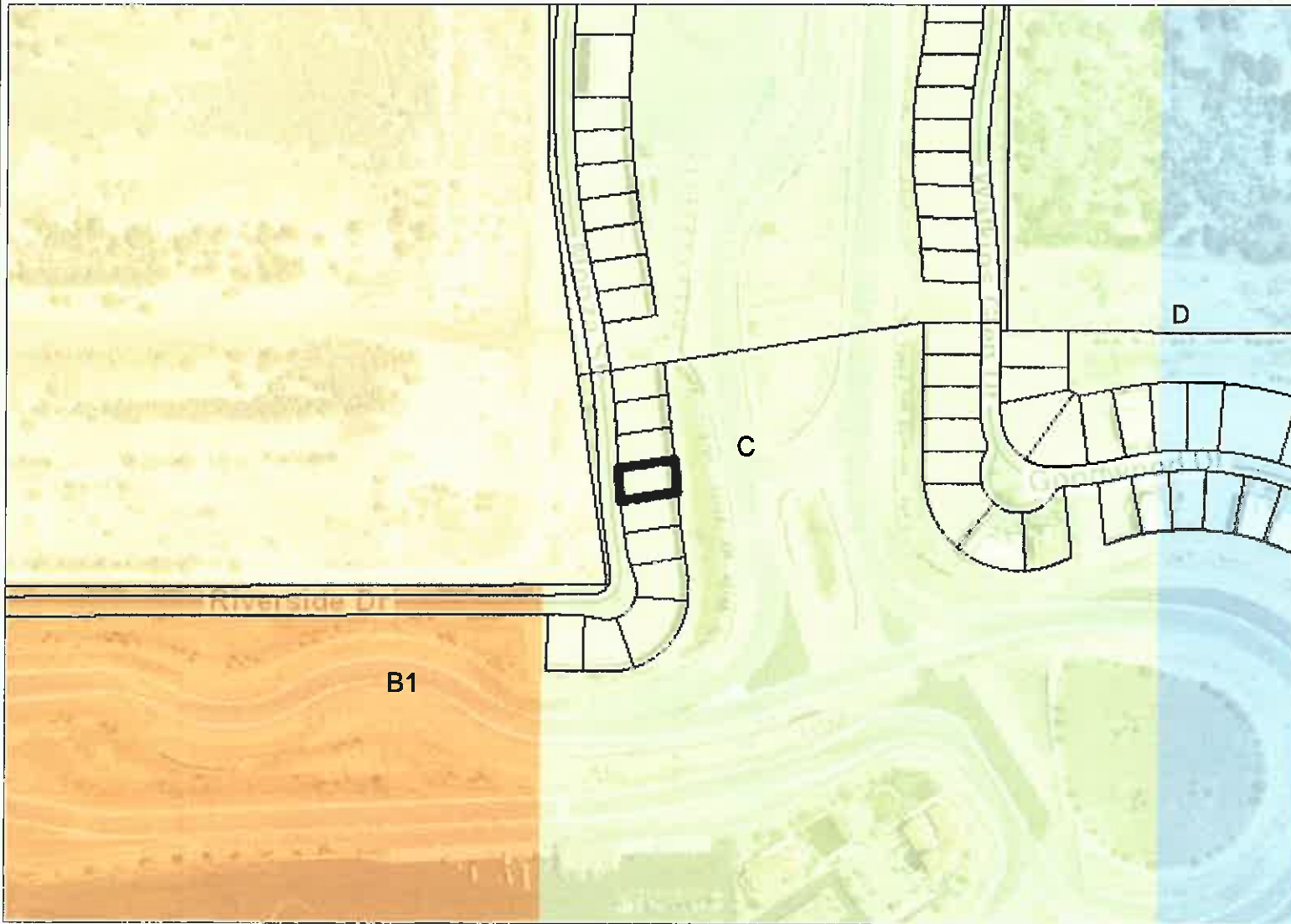


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### Notes

# Map My County Map



## Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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0 376 752 Feet

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## Notes



# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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0 385 770 Feet

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## Notes



# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blue line Streams
- City Areas
- World Street Map



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## Notes



# Map My County Map



**Legend**

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

**Notes**



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# FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co Residential**

rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **9 homes - incl proposed tower**

Analysis conducted by Dave Belote (dave@darestrategies.com) at 11:45 on 27 Sep, 2021.

## U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

**\*\*Analyst's note:** FAA Policy 78 FR 63276 has been revoked; the new policy, published on May 11, 2021, can be read at <https://www.federalregister.gov/documents/2021/05/11/2021-09862/federal-aviation-administration-policy-review-of-solar-energy-system-projects-on-federally-obligated>. The current policy removes all requirements for glint/glare studies on final approach into airports, stating "FAA has subsequently concluded that in most cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass-façade buildings, parking lots, and similar features."

The new policy focuses solely on glint/glare impacts to Air Traffic Control Tower (ATCT) cabs on federally obligated airports; it encourages solar project proponents "to consider ocular impact for proposed systems in proximity to airports with ATCTs. In these cases, solar energy system proponents should coordinate with the local airport sponsor." Because KTRM is considering an ATCT, this analysis includes the proposed ATCT location.

Please note the cumulative impact of all 9 Hot Purple Energy projects passes the old, more restrictive standard for final approach and provides zero glare to the presumptive ATCT. For convenience, the 3 newest proposed arrays (at 60984 Monza St, 86862 Newton Way, and 86684 Rogers Way) are highlighted below.



# SITE CONFIGURATION

## Analysis Parameters

DNI: peaks at 1,000.0 W/m<sup>2</sup>  
 Time interval: 1 min  
 Ocular transmission coefficient: 0.5  
 Pupil diameter: 0.002 m  
 Eye focal length: 0.017 m  
 Sun subtended angle: 9.3 mrad  
 Site Config ID: 59077.8001



## PV Array(s)

**Name:** 60984 Morza St

**Axis tracking:** Fixed (no rotation)

**Tilt:** 5.0°

**Orientation:** 262.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604841	-116.153370	-147.81	36.60	-111.21
2	33.604851	-116.153270	-148.23	38.70	-109.53
3	33.604794	-116.153265	-148.22	38.70	-109.52
4	33.604786	-116.153360	-147.77	36.60	-111.17

**Name:** 61197 Goodwood

**Axis tracking:** Fixed (no rotation)

**Tilt:** 7.0°

**Orientation:** 168.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604671	-116.150223	-146.89	33.98	-112.91
2	33.604697	-116.150088	-145.49	33.98	-111.51
3	33.604640	-116.150073	-144.68	33.98	-110.70
4	33.604617	-116.150217	-146.61	33.98	-112.63

**Name:** 61198 Goodwood

**Axis tracking:** Fixed (no rotation)

**Tilt:** 7.0°

**Orientation:** 186.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605040	-116.149252	-145.53	30.81	-114.72
2	33.605130	-116.149232	-146.16	30.81	-115.35
3	33.605116	-116.149150	-147.62	30.81	-116.81
4	33.605024	-116.149169	-146.80	30.81	-115.98



**Name:** 61341 Goodwood Dr

**Axis tracking:** Fixed (no rotation)

**Tilt:** 6.0°

**Orientation:** 209.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604604	-116.148860	-148.46	35.50	-112.96
2	33.604575	-116.148879	-148.52	35.50	-113.02
3	33.604562	-116.148843	-148.34	35.50	-112.83
4	33.604540	-116.148855	-148.32	35.50	-112.82
5	33.604531	-116.148827	-148.22	35.50	-112.72
6	33.604550	-116.148819	-148.17	35.50	-112.66
7	33.604525	-116.148756	-147.60	35.50	-112.10
8	33.604549	-116.148741	-147.46	35.50	-111.95

**Name:** 61921 Fullerton

**Axis tracking:** Fixed (no rotation)

**Tilt:** 5.0°

**Orientation:** 98.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.600080	-116.147616	-150.00	37.38	-112.62
2	33.600079	-116.147596	-149.77	35.46	-114.31
3	33.600063	-116.147597	-149.65	37.38	-112.27
4	33.600062	-116.147576	-149.34	35.46	-113.88
5	33.600047	-116.147577	-149.29	37.38	-111.91
6	33.600045	-116.147557	-148.91	35.46	-113.45
7	33.599972	-116.147567	-148.83	35.46	-113.37
8	33.599979	-116.147630	-149.21	37.38	-111.83

**Name:** 86684 Rogers Way

**Axis tracking:** Fixed (no rotation)

**Tilt:** 5.0°

**Orientation:** 180.0°

**Rated power:** 9.1 kW

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599045	-116.152212	-147.49	38.80	-108.69
2	33.599046	-116.152187	-147.35	38.80	-108.54
3	33.599032	-116.152187	-147.36	38.60	-108.75
4	33.599031	-116.152139	-147.47	38.60	-108.87
5	33.598970	-116.152139	-147.58	36.60	-110.98
6	33.598972	-116.152210	-147.64	36.60	-111.04

**Name:** 86804 Rogers Way

**Axis tracking:** Fixed (no rotation)

**Tilt:** 7.0°

**Orientation:** 270.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599143	-116.150041	-146.57	36.25	-110.31
2	33.599019	-116.150041	-147.30	36.25	-111.05
3	33.599020	-116.149994	-146.97	36.25	-110.72
4	33.599049	-116.149994	-146.59	36.25	-110.33
5	33.599048	-116.150009	-146.82	36.25	-110.56
6	33.599144	-116.150010	-145.99	36.25	-109.74



**Name:** 86814 Newton Way

**Axis tracking:** Fixed (no rotation)

**Tilt:** 8.0°

**Orientation:** 165.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601662	-116.150929	-148.16	38.65	-109.51
2	33.601700	-116.150146	-148.42	38.65	-109.77
3	33.601666	-116.150136	-149.52	38.65	-110.87
4	33.601627	-116.150317	-149.15	38.65	-110.50

**Name:** 86862 Newton Way

**Axis tracking:** Fixed (no rotation)

**Tilt:** 5.0°

**Orientation:** 165.0°

**Rated power:** 9.1 kW

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601783	-116.149455	-152.03	39.80	-112.23
2	33.601788	-116.149433	-152.01	39.80	-112.21
3	33.601776	-116.149429	-151.97	39.50	-112.47
4	33.601789	-116.149369	-151.80	39.50	-112.29
5	33.601725	-116.149352	-151.15	36.60	-114.54
6	33.601708	-116.149432	-151.55	36.60	-114.95

## Flight Path Receptor(s)

**Name:** Rwy 12

**Description:**

**Threshold height:** 50 ft

**Direction:** 135.0°

**Glide slope:** 3.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.30	485.52

**Name:** Rwy 17

**Description:**

**Threshold height:** 50 ft

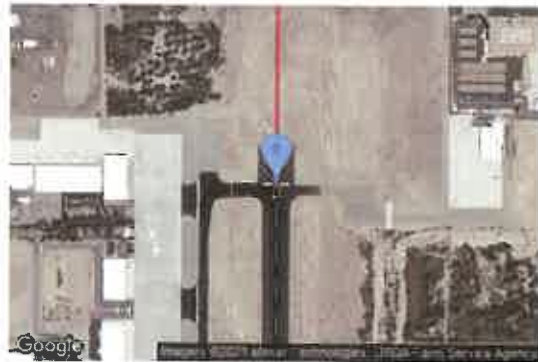
**Direction:** 180.2°

**Glide slope:** 3.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.35	488.12

**Name:** Rwy 30

**Description:**

**Threshold height:** 50 ft

**Direction:** 315.0°

**Glide slope:** 3.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.30	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.39	471.16



**Name:** Rwy 35

**Description:**

**Threshold height:** 50 ft

**Direction:** 0.2°

**Glide slope:** 3.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.07	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.01	620.40	464.39

## Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.627040	-116.153590	-130.00	50.00

*Map image of 1-ATCT*



# GLARE ANALYSIS RESULTS

## Summary of Glare

PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
60984 Monza St	5.0	262.0	455	0	-
61197 Goodwood	7.0	168.0	1,687	0	-
61198 Goodwood	7.0	186.0	1,713	0	-
61341 Goodwood Dr	6.0	209.0	1,467	0	-
61921 Fullerton	5.0	98.0	132	0	-
86684 Rogers Way	5.0	180.0	29	0	19,640.0
86804 Rogers Way	7.0	270.0	0	0	-
86814 Newton Way	8.0	165.0	761	0	-
86862 Newton Way	5.0	165.0	421	0	19,620.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	455	0
Rwy 17	0	0
Rwy 30	6210	0
Rwy 35	0	0
1-ATCT	0	0

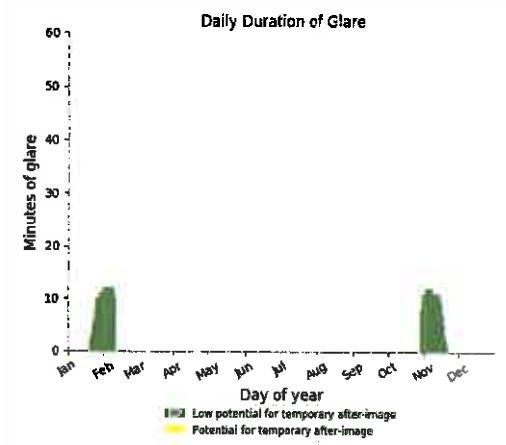
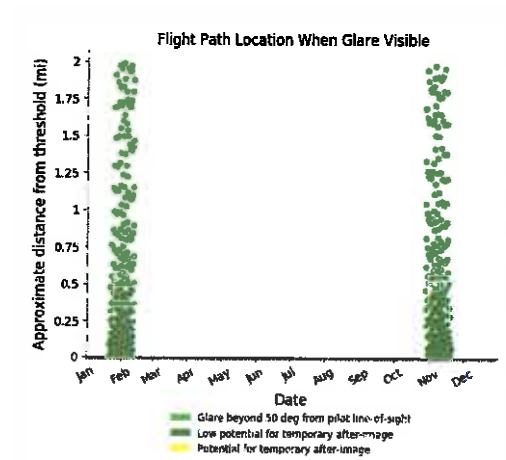
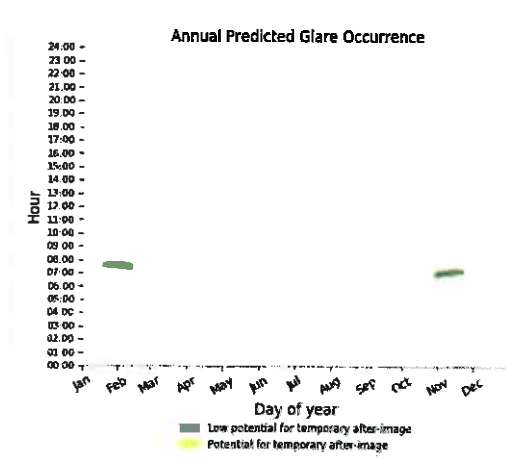
## Results for: 60984 Monza St

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	455	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare  
455 minutes of green glare





**Flight Path: Rwy 17**

0 minutes of yellow glare  
 0 minutes of green glare

**Flight Path: Rwy 30**

0 minutes of yellow glare  
 0 minutes of green glare

**Flight Path: Rwy 35**

0 minutes of yellow glare  
 0 minutes of green glare

**Point Receptor: 1-ATCT**

0 minutes of yellow glare  
 0 minutes of green glare

# Results for: 61197 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1687	0
Rwy 35	0	0
1-ATCT	0	0

## Flight Path: Rwy 12

0 minutes of yellow glare

0 minutes of green glare

## Flight Path: Rwy 17

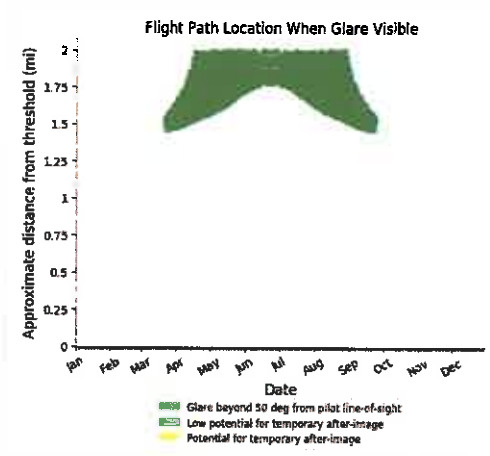
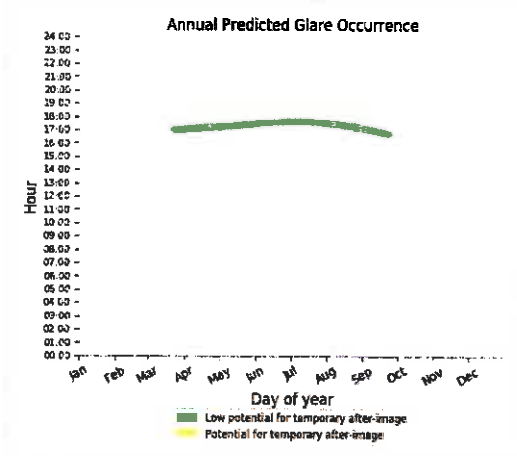
0 minutes of yellow glare

0 minutes of green glare

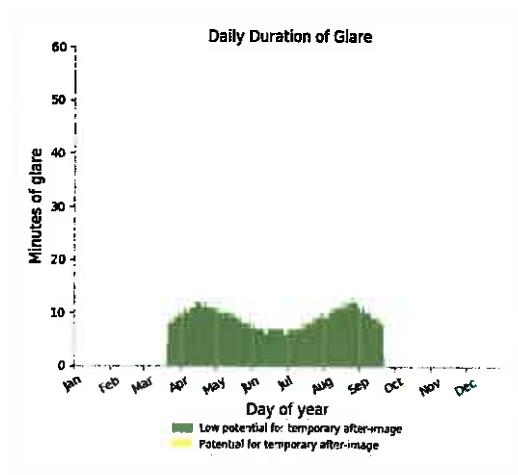
## Flight Path: Rwy 30

0 minutes of yellow glare

1687 minutes of green glare







**Flight Path: Rwy 35**

0 minutes of yellow glare  
 0 minutes of green glare

**Point Receptor: 1-ATCT**

0 minutes of yellow glare  
 0 minutes of green glare

**Results for: 61198 Goodwood**

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1713	0
Rwy 35	0	0
1-ATCT	0	0

**Flight Path: Rwy 12**

0 minutes of yellow glare  
 0 minutes of green glare

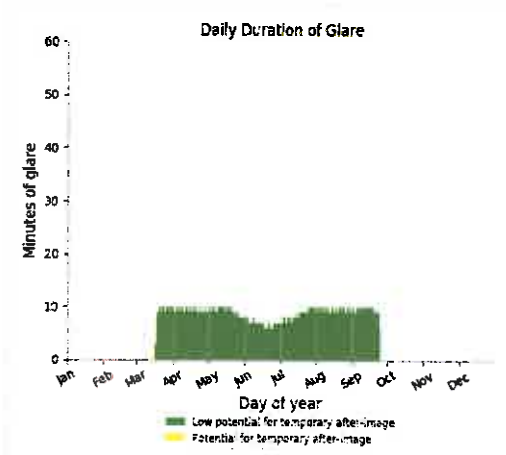
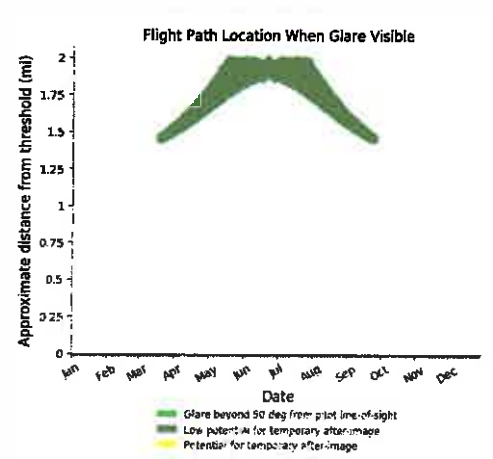
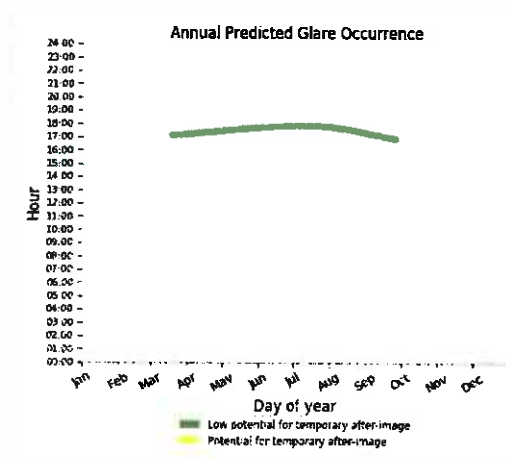
**Flight Path: Rwy 17**

0 minutes of yellow glare  
 0 minutes of green glare

**Flight Path: Rwy 30**

0 minutes of yellow glare

1713 minutes of green glare



### Flight Path: Rwy 35

0 minutes of yellow glare  
0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
0 minutes of green glare

## Results for: 61341 Goodwood Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1467	0
Rwy 35	0	0



Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

### Flight Path: Rwy 12

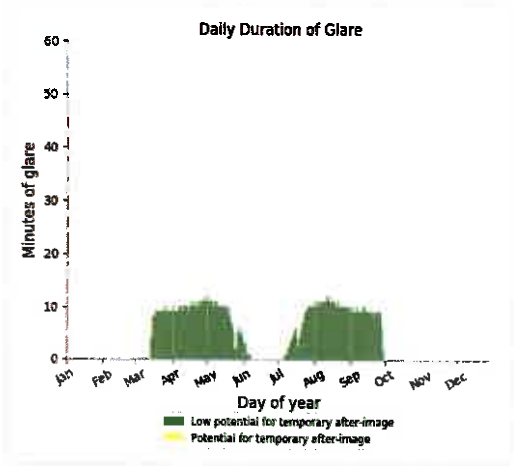
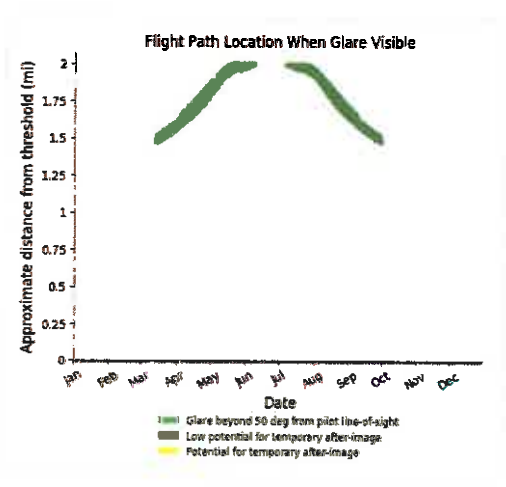
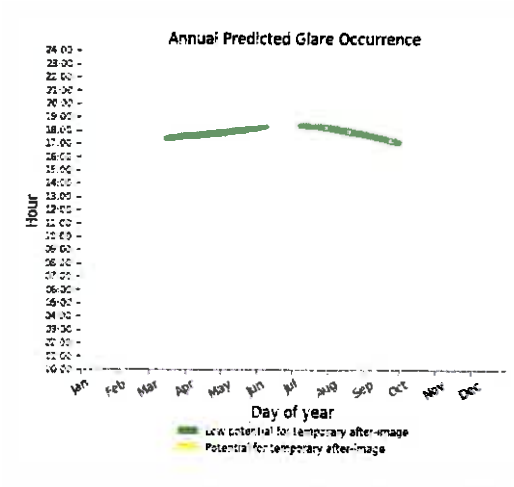
0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 17

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 30

0 minutes of yellow glare  
1467 minutes of green glare



### Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

## Results for: 61921 Fullerton

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	132	0
Rwy 35	0	0
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare

0 minutes of green glare

### Flight Path: Rwy 17

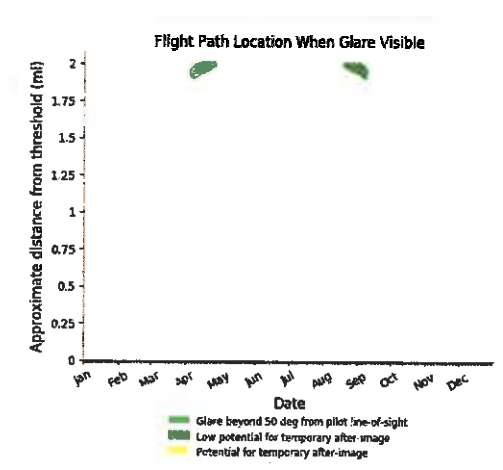
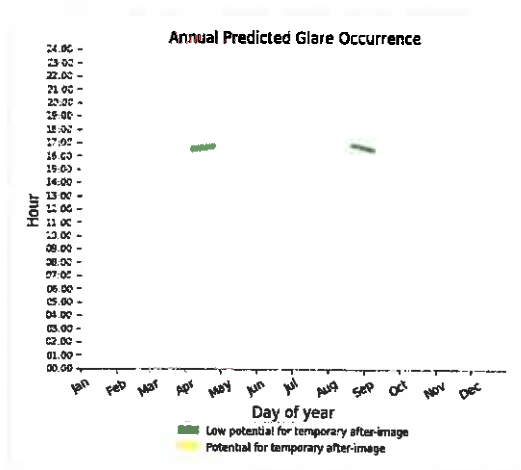
0 minutes of yellow glare

0 minutes of green glare

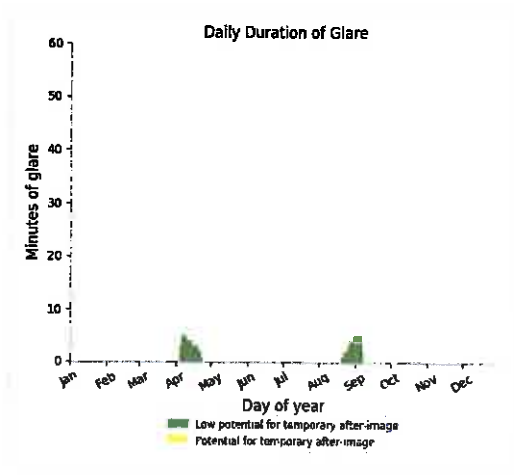
### Flight Path: Rwy 30

0 minutes of yellow glare

132 minutes of green glare







### Flight Path: Rwy 35

0 minutes of yellow glare  
 0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
 0 minutes of green glare

## Results for: 86684 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	29	0
Rwy 35	0	0
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare  
 0 minutes of green glare

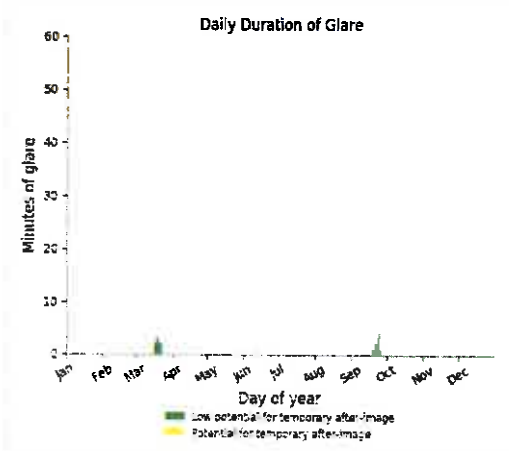
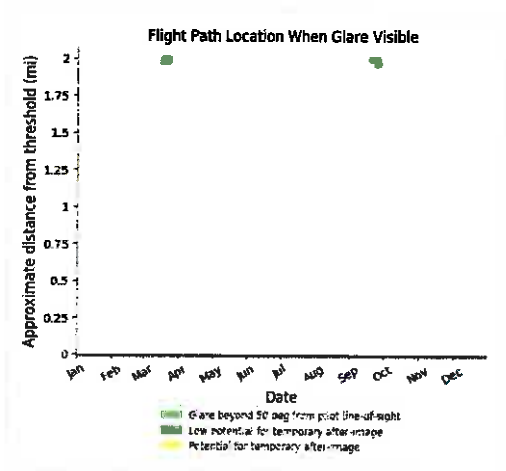
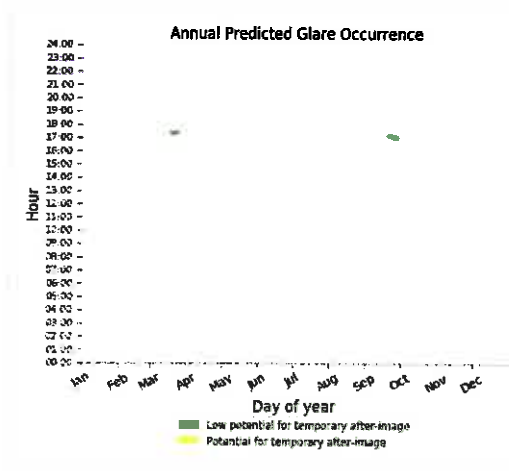
### Flight Path: Rwy 17

0 minutes of yellow glare  
 0 minutes of green glare

### Flight Path: Rwy 30

0 minutes of yellow glare

29 minutes of green glare



### Flight Path: Rwy 35

0 minutes of yellow glare  
0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
0 minutes of green glare

## Results for: 86804 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0



Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 17

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 30

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 35

0 minutes of yellow glare  
0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
0 minutes of green glare

## Results for: 86814 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	761	0
Rwy 35	0	0
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare  
0 minutes of green glare

## Flight Path: Rwy 17

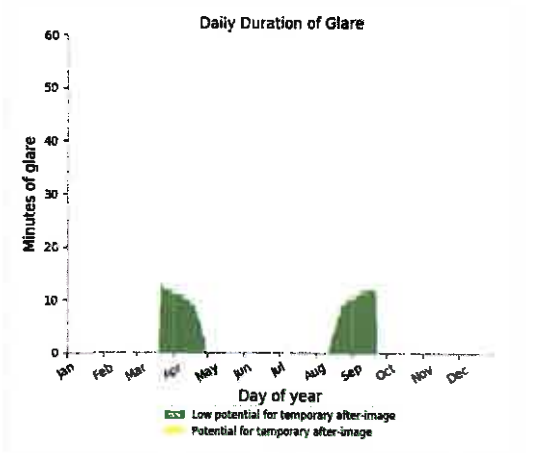
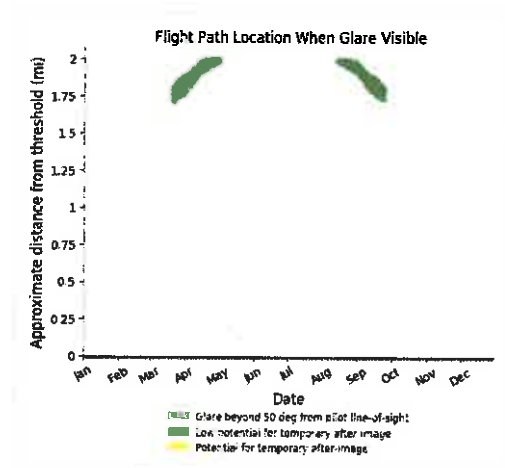
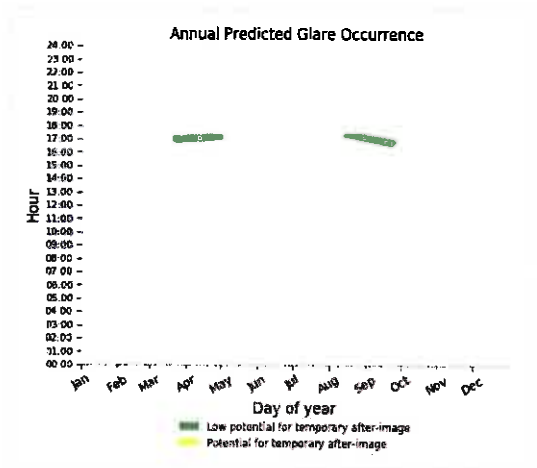
0 minutes of yellow glare

0 minutes of green glare

## Flight Path: Rwy 30

0 minutes of yellow glare

761 minutes of green glare



## Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

## Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

# Results for: 86862 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	421	0
Rwy 35	0	0
1-ATCT	0	0

## Flight Path: Rwy 12

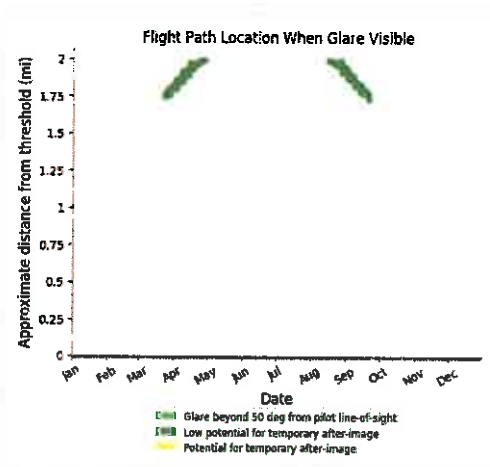
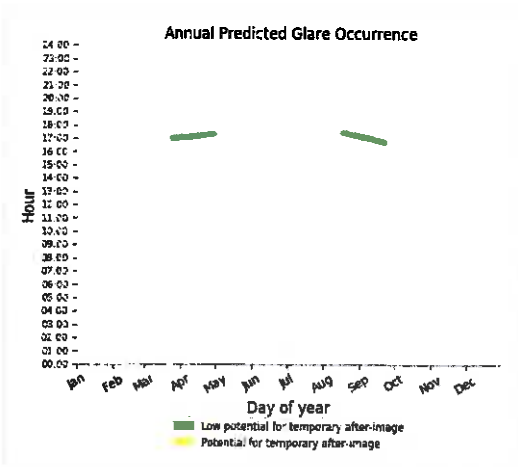
0 minutes of yellow glare  
 0 minutes of green glare

## Flight Path: Rwy 17

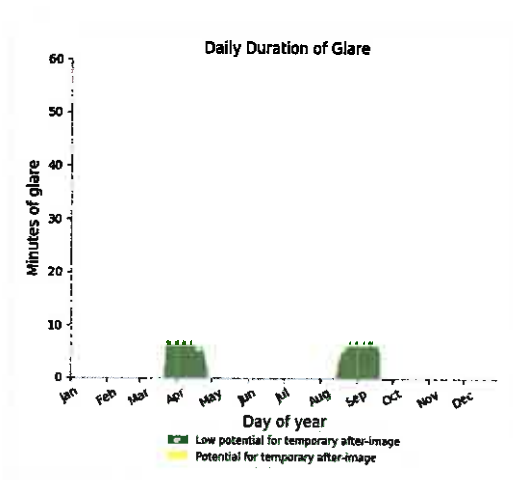
0 minutes of yellow glare  
 0 minutes of green glare

## Flight Path: Rwy 30

0 minutes of yellow glare  
 421 minutes of green glare







## Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

## Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

## Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

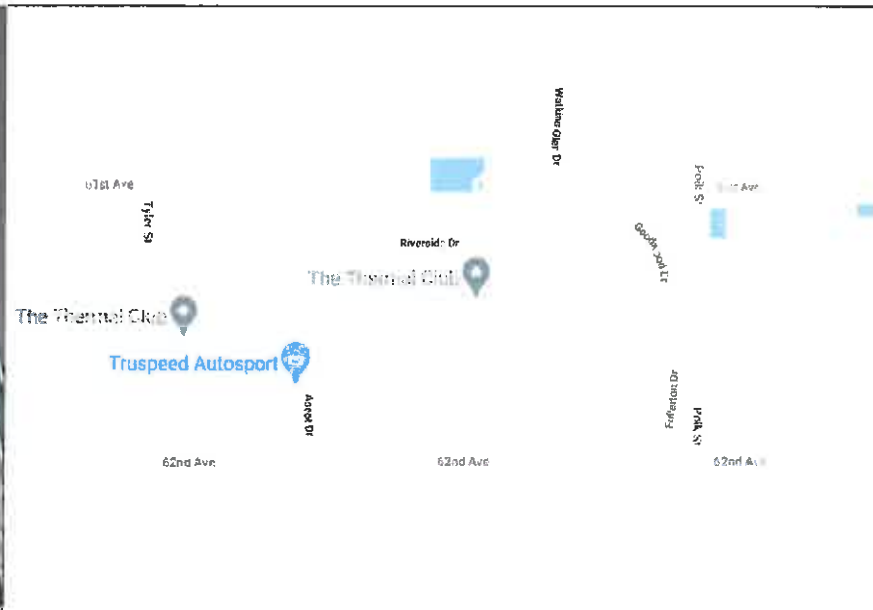
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.



Revisions:	Date:
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**GENERAL NOTES:**

- ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
- ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR IT'S PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
- THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
- PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
- THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
- ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
- ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
- TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

**DESCRIPTION OF WORK:**

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION FLUSH MOUNTED @ 5° FACING AN AZIMUTH OF 262° CONSISTING OF (40) REC325NP 325 WATT MODULES (13.0kw).  
 RACK MOUNTING SYSTEM IS UNIRAC SOLARMOUNT ALUMINUM SUPPORT RAILS AND FAST JACK SOLAR STANCHIONS.

**INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:**

CEC 2019 - ARTICLE 690, 705,706 AND OTHERS  
 CPC 2019  
 CBC 2019  
 CMC 2019  
 CFC 2019

**DRAWING SHEETS:**

COVER SHEET	PV-0.0
SITE PLAN	PV-1.0
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

**SPECIFICATION SHEETS:**

REC325NP MODULE AND ENPHASE MICROINVERTER  
 UNIRAC CERTIFICATION

**INTEGRATOR:**

Hot Purple Energy

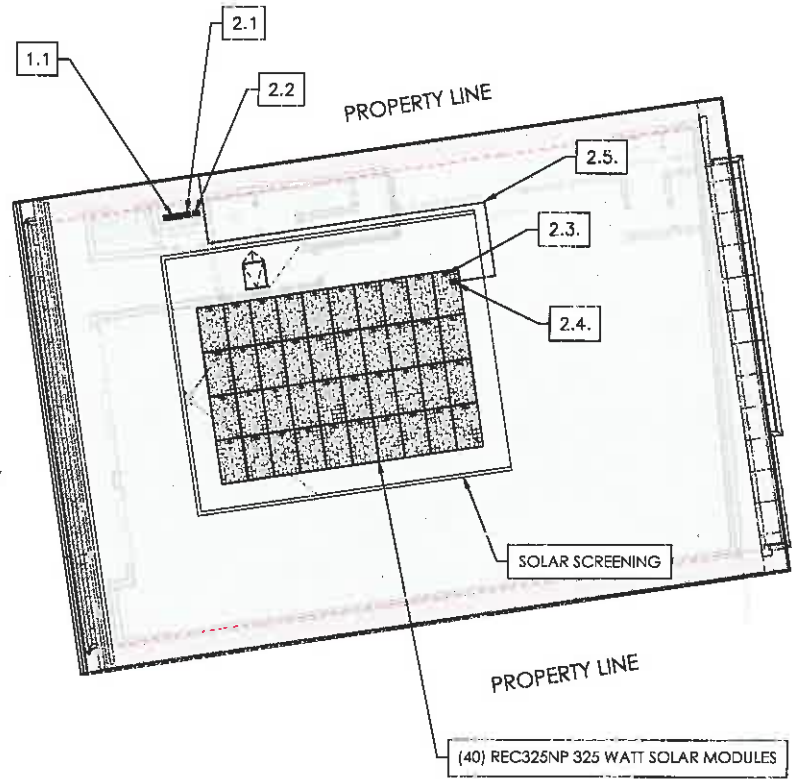
Title: Thermal Club Lot 195  
 COVER SHEET  
 60984 Monza Street  
 Thermal, CA 92274

Drawn by:	MJR
Checked by:	CR
Date:	6/01/21
Scale:	NTS
Job Number:	21117
Sheet Number:	PV-0.0

Sheet

MONZA STREET

DRIVEWAY



**SITE PLAN KEYNOTE:**

**EXISTING ELECTRICAL**

1.1 600A MAIN ELECTRICAL PANEL

**NEW ELECTRICAL (ADJACENT TO MSP)**

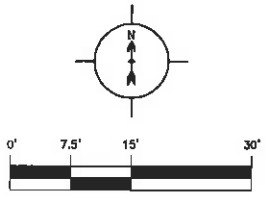
2.1 125A PV COMBINER PANEL  
2.2 60A PV AC DISCONNECT

**NEW ELECTRICAL (ON THE ROOF)**

2.3 (40) ENPHASE MICRO INVERTERS (1 EA. RAIL MOUNTED UNDER EA. MODULE)  
2.4 RAIL MOUNTED ROOF J-BOX  
2.5 3/4" EMT OVER THE ROOF DOWN TO THE ELECTRICAL ROOM TO THE COMBINER (MINIMUM 1" ABOVE THE ROOF TOP)

**SITE LEGEND**

--- FIRE EASEMENT/ACCESS  
--- EAVE SETBACK/WALL



Revisions:	Date:

Michael Rango *Michael Rango*  
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Title: Thermal Club Lot 195  
SITE PLAN  
60984 Monza Street  
Thermal, CA 92274

Drawn by:	MJR
Checked by:	CR
Date:	6/01/21
Scale:	1" = 15'
Job Number:	21117
Sheet Number:	

PV-1.0

Sheet



Revisions: \_\_\_\_\_ Date: \_\_\_\_\_

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Title:  
**Thermal Club Lot 195  
ROOF PLAN**  
60984 Monza Street  
Thermal, CA 92274

Drawn by: **MJR**  
Checked by: **CR**  
Date: **6/01/21**  
Scale: **1" = 5'**  
Job Number: **21117**  
Sheet Number:

**PV-2.0**  
Sheet

1. VERIFY RAFTER SPACING IN THE FIELD BEFORE ATTACHING MOUNTS TO ROOF.
2. ENSURE THAT MOUNTING LAGS PENETRATE CENTER OF RAFTERS AND MAKE STRUCTURAL CONNECTION TO THE RAFTERS.
3. STRUCTURAL CONNECTION TO ENGINEERED TRUSS SHALL BE MADE BY 3-1/2" X 5/16" STAINLESS STEEL LAG SCREWS 2" MIN. EMBEDMENT.
4. PHOTOVOLTAIC MODULES SHALL HAVE 1.8 MOUNTS (LAG SCREWS) PER PANEL.
5. (E) ROOF STRUCTURE IS 5 DEGREE 2X8 ENGINEERED TRUSS 24" O.C TYP.
6. (E) ROOFING MATERIAL IS 1 LAYER OF TPO OVER 1 LAYER OF SOLB. FELT PAPER AND 1/2" OSB PLYWOOD DECKING.
7. MODULE DIMENSIONS 66.94" x 39.25"

**MOUNT PLAN KEYNOTE:**

**RACK MOUNT COMPONENTS**

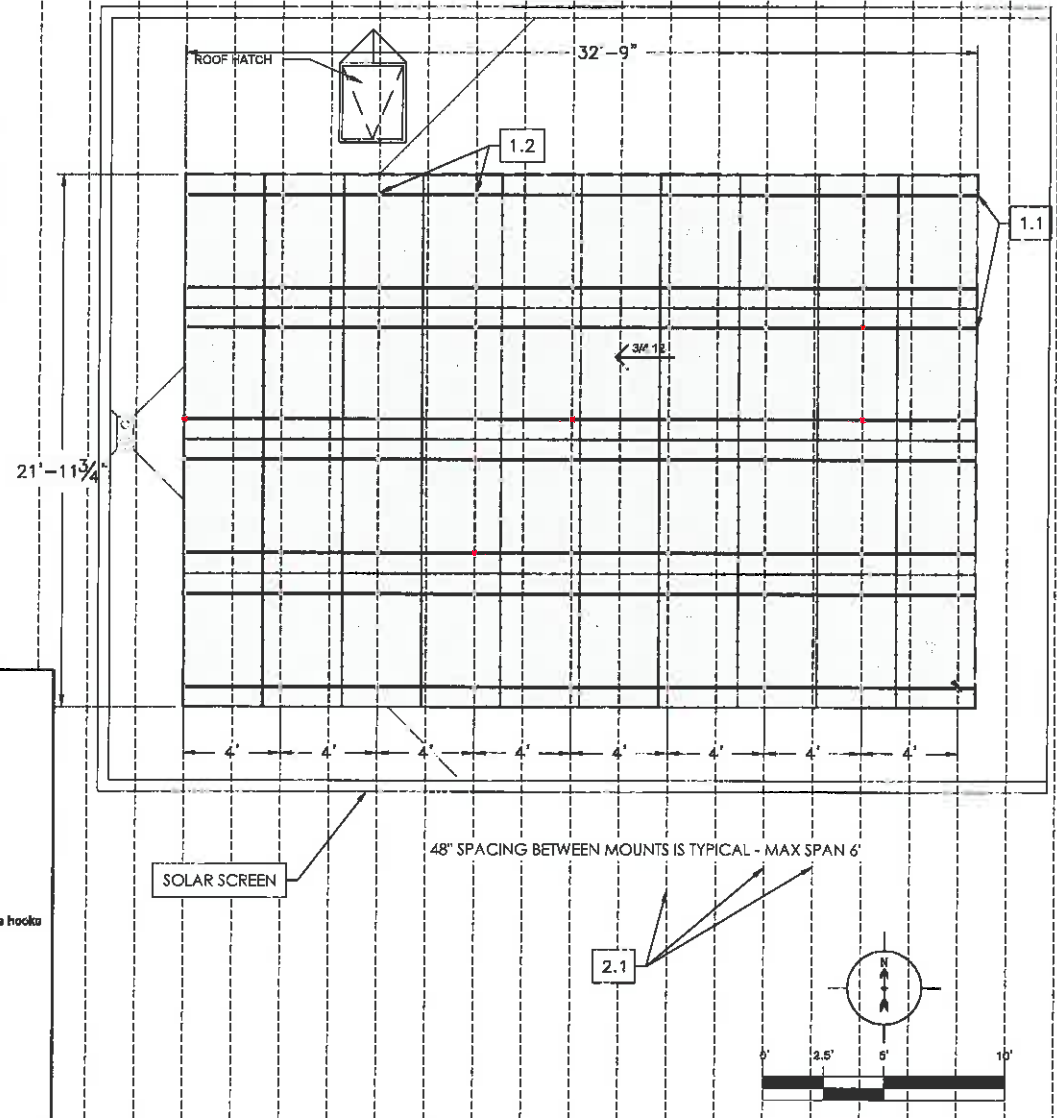
1.1 UNIRAC ALUMINUM SUPPORT RAIL  
1.2 FAST JACK SOLAR STANCHIONS

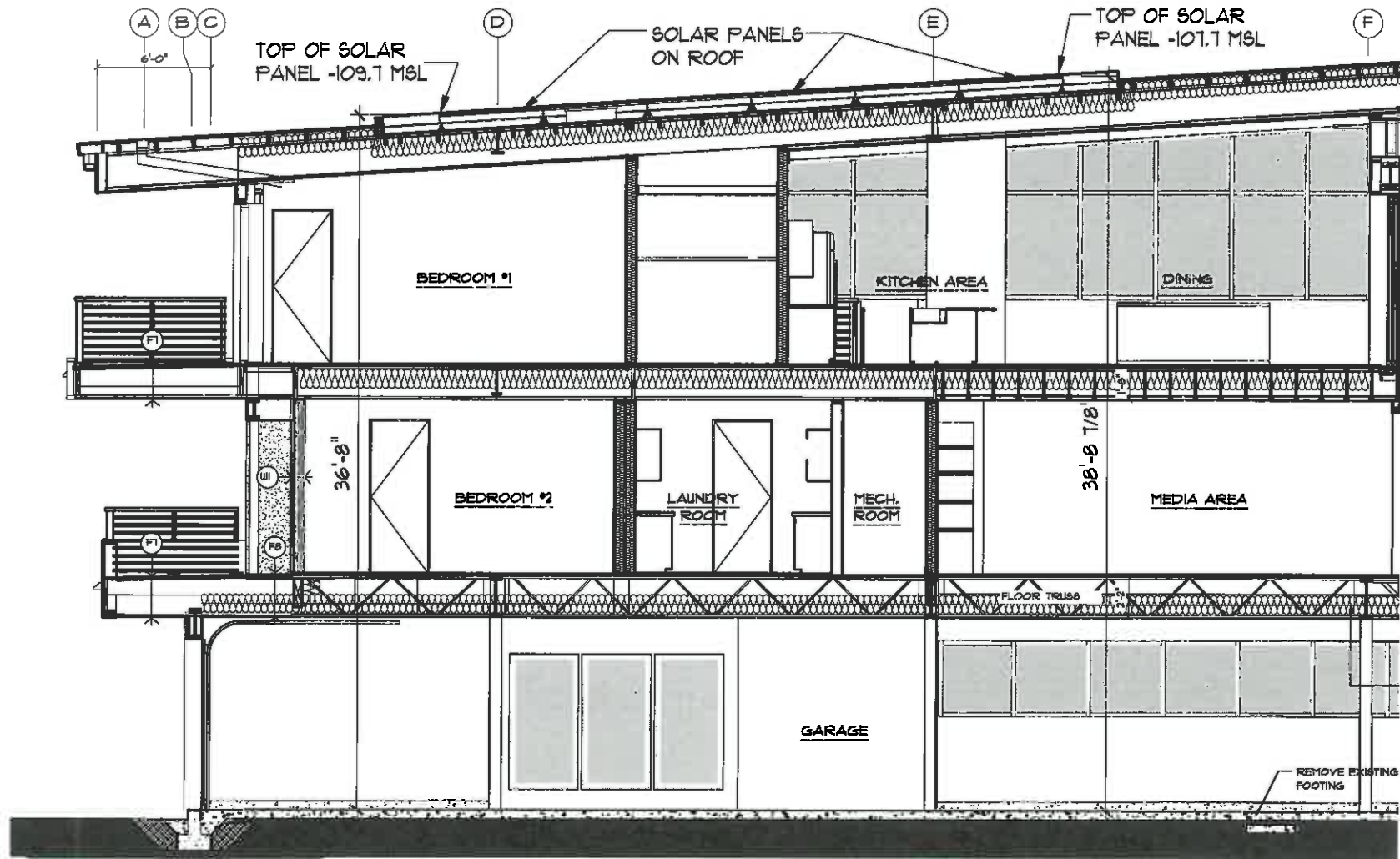
**STRUCTURAL**

2.1 ROOF SUPPORTS 2X8 ENGINEERED TRUSS [24" O.C.]

**Analysis of dead load weight added to roof by installation of solar array**

Array #1	REC325NP	40.81 pounds
No. of solar modules	<b>40</b>	
Total weight of modules	<b>1,632 pounds</b>	
Weight of each Professional Solar Products "Roc"	10 pounds	
No. of rack sets	40.0	
Total weight of rack sets	<b>383 pounds</b>	
Total weight of solar array	<b>2,016 pounds</b>	<b>1.8</b> mounts per module
Height of each module	<b>5.50 feet</b>	<b>3.6</b> lags per module with life hooks
Width of each module	<b>3.27 feet</b>	
Area of one module	18.0 square feet	
Area of entire solar array	719.4 square feet	
Weight of solar array per unit area of roof	<b>2.8</b> pounds/square foot	
No. of stanchions connected to roof joist rafters	<b>72</b>	
Weight loading per stanchion	<b>28.0</b> pounds/connection	





1 PARTIAL BUILDING SECTION  
 SCALE: 3/16" = 1'-0"

THERMAL MOTORSPORTS - LOT 195

PAGE BREAK





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



October 25, 2021

**CHAIR**  
**Steven Stewart**  
Palm Springs

**VICE CHAIR**  
**Steve Manos**  
Lake Elsinore

**COMMISSIONERS**

**Arthur Butler**  
Riverside

**John Lyon**  
Riverside

**Russell Betts**  
Desert Hot Springs

**Richard Stewart**  
Moreno Valley

**Michael Geller**  
Riverside

**STAFF**

**Director**  
**Paul Rull**

Simon A. Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14th Floor  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

Mr. Sam Shahrouri, Deputy Director TLMA/Building Official  
County of Riverside Building and Safety Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1059TH21  
Related File No.: BRS2101836 (Building Permit)  
APN: 759-210-009

Dear Mr. Shahrouri:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Building and Safety Case No. BRS2101836 (Building Permit), a proposal to construct a 450 square foot rooftop solar panel system on a proposed single family residence located at 86684 Rogers Way within the Thermal Motorclub, located northerly of 62<sup>nd</sup> Avenue, westerly of Polk Street, easterly of Tyler Street, and southerly of Avenue 60.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to a maximum of 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 5,960 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -78 feet above mean sea level. The site’s elevation is -149 feet AMSL and the proposed building height (with rooftop solar panels) is 39 feet, resulting in a top point elevation of -110 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building.

Based on the Federal Aviation Administration’s Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image (“green” level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image (“yellow” level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on

## AIRPORT LAND USE COMMISSION

final approach. No glare is permitted at air traffic control towers.

The project proposes 450 square feet of solar panels on a single family residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image (“green” level glare), totaling annually 29 minutes of “green” level glare, lasting up to 5 minutes a day in March and September from 5:00 p.m. to 5:30 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site

**Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.**

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:
  - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use or activity which would generate electrical interference that may be

## AIRPORT LAND USE COMMISSION

detrimental to the operation of aircraft and/or aircraft instrumentation.

2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 5 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 450 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any “yellow” or “red” level glare in the flight paths, and shall require review by the Airport Land Use Commission.
3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An “incidence” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
4. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An “incidence” includes any situation that results in an accident, incident, “near-miss,” or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Paul Rull, ALUC Director



## **AIRPORT LAND USE COMMISSION**

Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative)  
JTM Land Co. (property owner)  
Angela Jamison, County Airports Manager  
ALUC Case File

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# FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co Residential**

rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **9 homes - incl proposed tower**

Analysis conducted by Dave Belote (dave@darestrategies.com) at 11:45 on 27 Sep, 2021.

## U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

**\*\*Analyst's note:** FAA Policy 78 FR 63276 has been revoked; the new policy, published on May 11, 2021, can be read at <https://www.federalregister.gov/documents/2021/05/11/2021-09862/federal-aviation-administration-policy-review-of-solar-energy-system-projects-on-federally-obligated>. The current policy removes all requirements for glint/glare studies on final approach into airports, stating "FAA has subsequently concluded that in most cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass-façade buildings, parking lots, and similar features."

The new policy focuses solely on glint/glare impacts to Air Traffic Control Tower (ATCT) cabs on federally obligated airports; it encourages solar project proponents "to consider ocular impact for proposed systems in proximity to airports with ATCTs. In these cases, solar energy system proponents should coordinate with the local airport sponsor." Because KTRM is considering an ATCT, this analysis includes the proposed ATCT location.

Please note the cumulative impact of all 9 Hot Purple Energy projects passes the old, more restrictive standard for final approach and provides zero glare to the presumptive ATCT. For convenience, the 3 newest proposed arrays (at 60984 Monza St, 86862 Newton Way, and 86684 Rogers Way) are highlighted below.

# SITE CONFIGURATION

## Analysis Parameters

DNI: peaks at 1,000.0 W/m<sup>2</sup>  
 Time interval: 1 min  
 Ocular transmission coefficient: 0.5  
 Pupil diameter: 0.002 m  
 Eye focal length: 0.017 m  
 Sun subtended angle: 9.3 mrad  
 Site Config ID: 59077.8001



## PV Array(s)

**Name:** 60984 Monza St  
**Axis tracking:** Fixed (no rotation)  
**Tilt:** 5.0°  
**Orientation:** 262.0°  
**Rated power:** -  
**Panel material:** Smooth glass with AR coating  
**Reflectivity:** Vary with sun  
**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604841	-116.153370	-147.81	36.60	-111.21
2	33.604851	-116.153270	-148.23	38.70	-109.53
3	33.604794	-116.153265	-148.22	38.70	-109.52
4	33.604786	-116.153360	-147.77	36.60	-111.17



**Name:** 61197 Goodwood

**Axis tracking:** Fixed (no rotation)

**Tilt:** 7.0°

**Orientation:** 168.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604671	-116.150223	-146.89	33.98	-112.91
2	33.604697	-116.150088	-145.49	33.98	-111.51
3	33.604640	-116.150073	-144.68	33.98	-110.70
4	33.604617	-116.150217	-146.61	33.98	-112.63

**Name:** 61198 Goodwood

**Axis tracking:** Fixed (no rotation)

**Tilt:** 7.0°

**Orientation:** 186.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605040	-116.149252	-145.53	30.81	-114.72
2	33.605130	-116.149232	-146.16	30.81	-115.35
3	33.605116	-116.149150	-147.62	30.81	-116.81
4	33.605024	-116.149169	-146.80	30.81	-115.98

**Name:** 61341 Goodwood Dr

**Axis tracking:** Fixed (no rotation)

**Tilt:** 6.0°

**Orientation:** 209.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604604	-116.148860	-148.46	35.50	-112.96
2	33.604575	-116.148879	-148.52	35.50	-113.02
3	33.604562	-116.148843	-148.34	35.50	-112.83
4	33.604540	-116.148855	-148.32	35.50	-112.82
5	33.604531	-116.148827	-148.22	35.50	-112.72
6	33.604550	-116.148819	-148.17	35.50	-112.66
7	33.604525	-116.148756	-147.60	35.50	-112.10
8	33.604549	-116.148741	-147.46	35.50	-111.95

**Name:** 61921 Fullerton

**Axis tracking:** Fixed (no rotation)

**Tilt:** 5.0°

**Orientation:** 98.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.600080	-116.147616	-150.00	37.38	-112.62
2	33.600079	-116.147596	-149.77	35.46	-114.31
3	33.600063	-116.147597	-149.65	37.38	-112.27
4	33.600062	-116.147576	-149.34	35.46	-113.88
5	33.600047	-116.147577	-149.29	37.38	-111.91
6	33.600045	-116.147557	-148.91	35.46	-113.45
7	33.599972	-116.147567	-148.83	35.46	-113.37
8	33.599979	-116.147630	-149.21	37.38	-111.83

**Name:** 86684 Rogers Way

**Axis tracking:** Fixed (no rotation)

**Tilt:** 5.0°

**Orientation:** 180.0°

**Rated power:** 9.1 kW

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599045	-116.152212	-147.49	38.80	-108.69
2	33.599046	-116.152187	-147.35	38.80	-108.54
3	33.599032	-116.152187	-147.36	38.60	-108.75
4	33.599031	-116.152139	-147.47	38.60	-108.87
5	33.598970	-116.152139	-147.58	36.60	-110.98
6	33.598972	-116.152210	-147.64	36.60	-111.04

**Name:** 86804 Rogers Way

**Axis tracking:** Fixed (no rotation)

**Tilt:** 7.0°

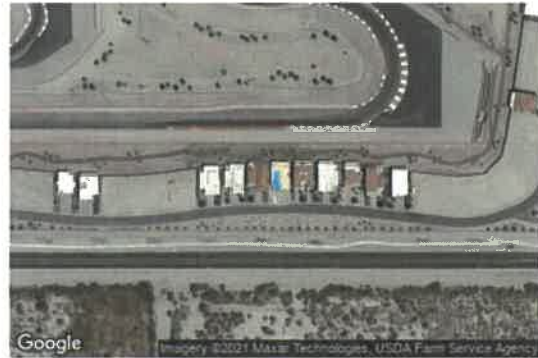
**Orientation:** 270.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599143	-116.150041	-146.57	36.25	-110.31
2	33.599019	-116.150041	-147.30	36.25	-111.05
3	33.599020	-116.149994	-146.97	36.25	-110.72
4	33.599049	-116.149994	-146.59	36.25	-110.33
5	33.599048	-116.150009	-146.82	36.25	-110.56
6	33.599144	-116.150010	-145.99	36.25	-109.74



**Name:** 86814 Newton Way

**Axis tracking:** Fixed (no rotation)

**Tilt:** 8.0°

**Orientation:** 165.0°

**Rated power:** -

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601662	-116.150329	-148.16	38.65	-109.51
2	33.601700	-116.150146	-148.42	38.65	-109.77
3	33.601666	-116.150136	-149.52	38.65	-110.87
4	33.601627	-116.150317	-149.15	38.65	-110.50

**Name:** 86862 Newton Way

**Axis tracking:** Fixed (no rotation)

**Tilt:** 5.0°

**Orientation:** 165.0°

**Rated power:** 9.1 kW

**Panel material:** Smooth glass with AR coating

**Reflectivity:** Vary with sun

**Slope error:** correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601783	-116.149455	-152.03	39.80	-112.23
2	33.601788	-116.149433	-152.01	39.80	-112.21
3	33.601776	-116.149429	-151.97	39.50	-112.47
4	33.601789	-116.149369	-151.80	39.50	-112.29
5	33.601725	-116.149352	-151.15	36.60	-114.54
6	33.601708	-116.149432	-151.55	36.60	-114.95

## Flight Path Receptor(s)

**Name:** Rwy 12

**Description:**

**Threshold height:** 50 ft

**Direction:** 135.0°

**Glide slope:** 3.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.30	485.52

**Name:** Rwy 17

**Description:**

**Threshold height:** 50 ft

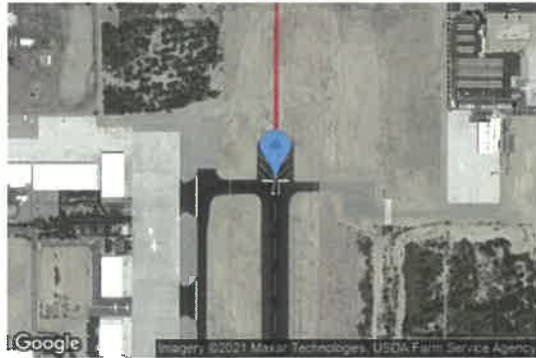
**Direction:** 180.2°

**Glide slope:** 3.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.35	488.12

**Name:** Rwy 30

**Description:**

**Threshold height:** 50 ft

**Direction:** 315.0°

**Glide slope:** 3.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.30	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.39	471.16

**Name:** Rwy 35

**Description:**

**Threshold height:** 50 ft

**Direction:** 0.2°

**Glide slope:** 3.0°

**Pilot view restricted?** Yes

**Vertical view:** 30.0°

**Azimuthal view:** 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.07	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.01	620.40	464.39

## Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.627040	-116.153590	-130.00	50.00

Map image of 1-ATCT





# GLARE ANALYSIS RESULTS

## Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
60984 Monza St	5.0	262.0	455	0	-
61197 Goodwood	7.0	168.0	1,687	0	-
61198 Goodwood	7.0	186.0	1,713	0	-
61341 Goodwood Dr	6.0	209.0	1,467	0	-
61921 Fullerton	5.0	98.0	132	0	-
86684 Rogers Way	5.0	180.0	29	0	19,640.0
86804 Rogers Way	7.0	270.0	0	0	-
86814 Newton Way	8.0	165.0	761	0	-
86862 Newton Way	5.0	165.0	421	0	19,620.0

Total annual glare received by each receptor

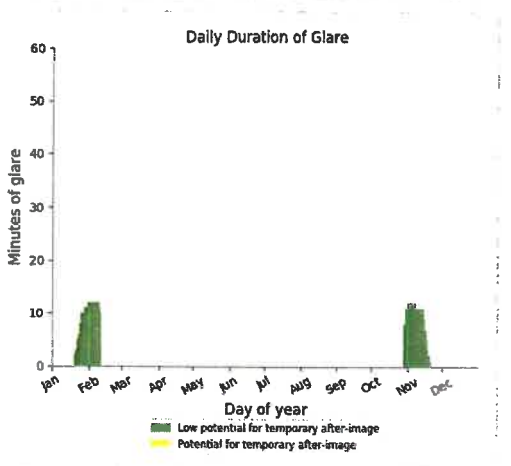
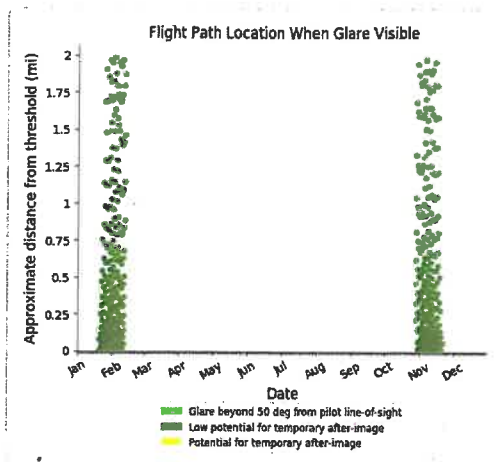
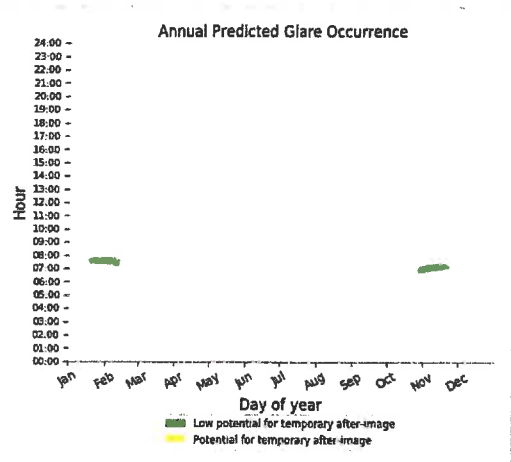
Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	455	0
Rwy 17	0	0
Rwy 30	6210	0
Rwy 35	0	0
1-ATCT	0	0

## Results for: 60984 Monza St

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	455	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare  
455 minutes of green glare



**Flight Path: Rwy 17**

0 minutes of yellow glare  
 0 minutes of green glare

**Flight Path: Rwy 30**

0 minutes of yellow glare  
 0 minutes of green glare

**Flight Path: Rwy 35**

0 minutes of yellow glare  
 0 minutes of green glare

**Point Receptor: 1-ATCT**

0 minutes of yellow glare  
 0 minutes of green glare

# Results for: 61197 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1687	0
Rwy 35	0	0
1-ATCT	0	0

## Flight Path: Rwy 12

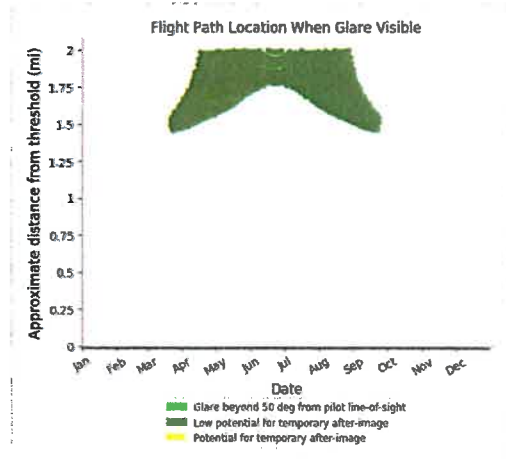
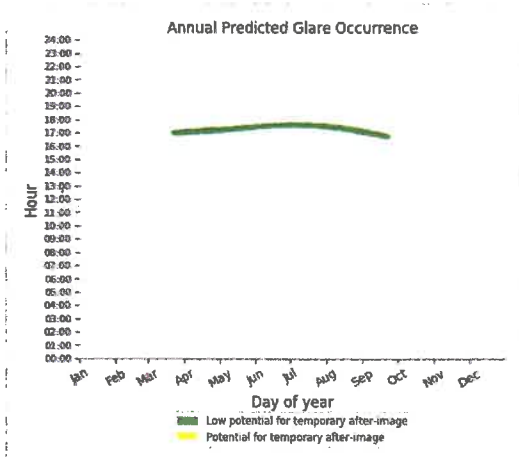
0 minutes of yellow glare  
0 minutes of green glare

## Flight Path: Rwy 17

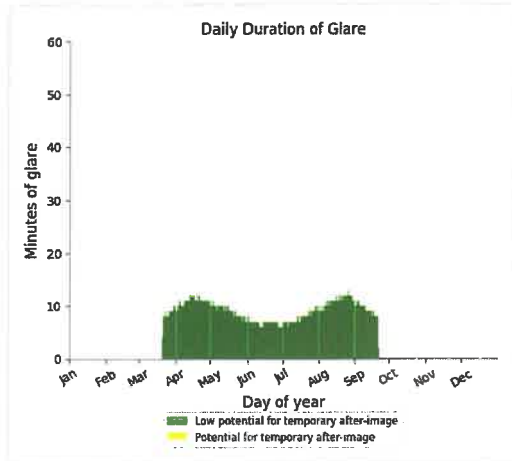
0 minutes of yellow glare  
0 minutes of green glare

## Flight Path: Rwy 30

0 minutes of yellow glare  
1687 minutes of green glare







### Flight Path: Rwy 35

0 minutes of yellow glare  
 0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
 0 minutes of green glare

## Results for: 61198 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1713	0
Rwy 35	0	0
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare  
 0 minutes of green glare

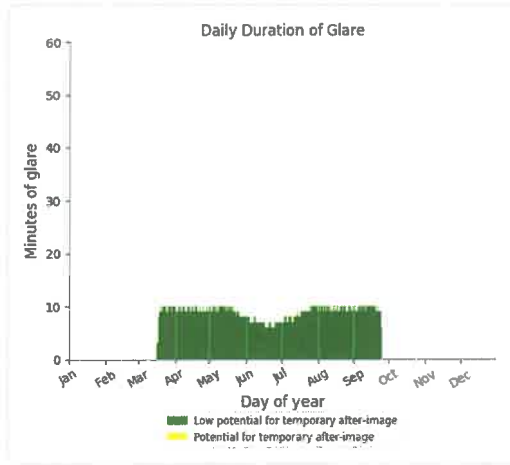
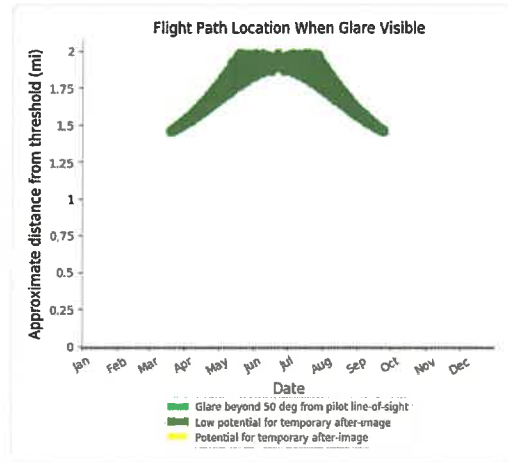
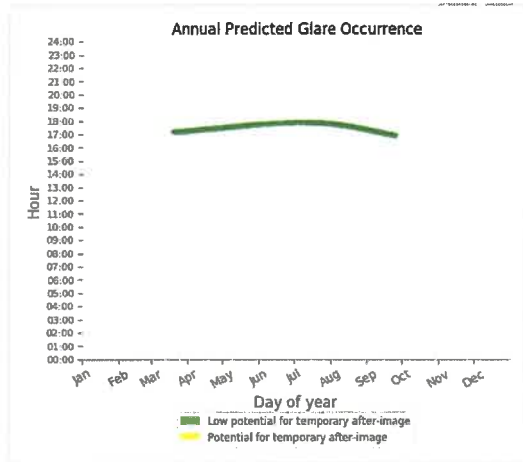
### Flight Path: Rwy 17

0 minutes of yellow glare  
 0 minutes of green glare

### Flight Path: Rwy 30

0 minutes of yellow glare

1713 minutes of green glare



### Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

## Results for: 61341 Goodwood Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1467	0
Rwy 35	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

### Flight Path: Rwy 12

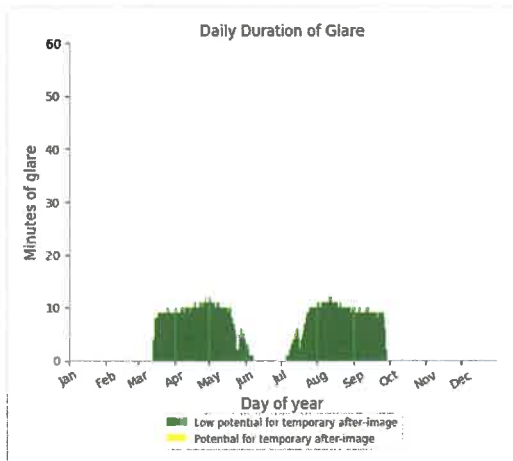
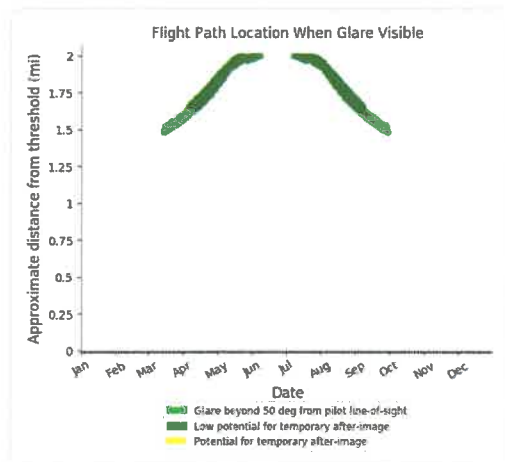
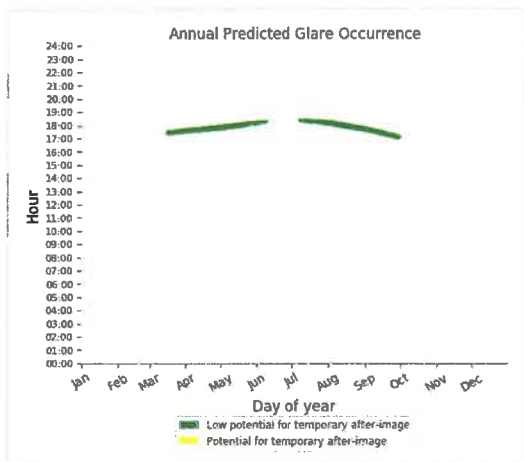
0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 17

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 30

0 minutes of yellow glare  
1467 minutes of green glare



### Flight Path: Rwy 35

0 minutes of yellow glare



0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

## Results for: 61921 Fullerton

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	132	0
Rwy 35	0	0
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare

0 minutes of green glare

### Flight Path: Rwy 17

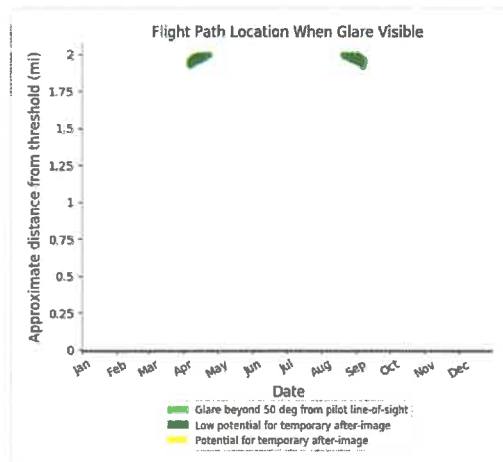
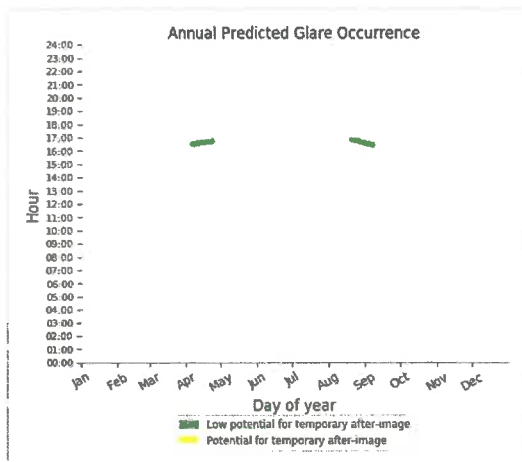
0 minutes of yellow glare

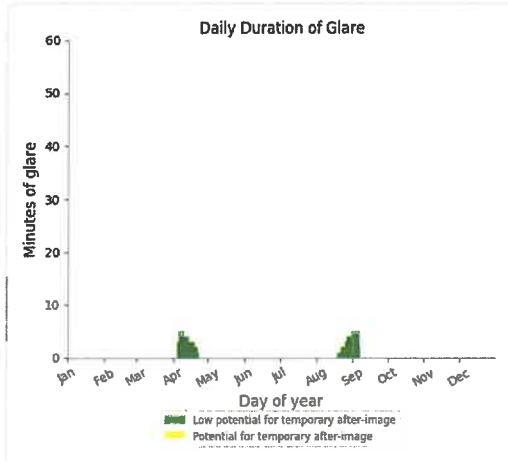
0 minutes of green glare

### Flight Path: Rwy 30

0 minutes of yellow glare

132 minutes of green glare





### Flight Path: Rwy 35

0 minutes of yellow glare  
 0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
 0 minutes of green glare

## Results for: 86684 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	29	0
Rwy 35	0	0
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare  
 0 minutes of green glare

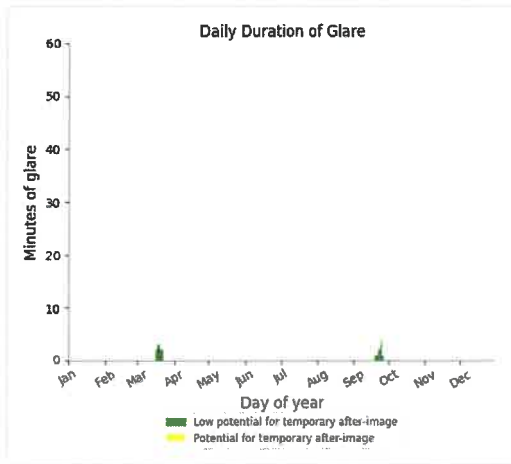
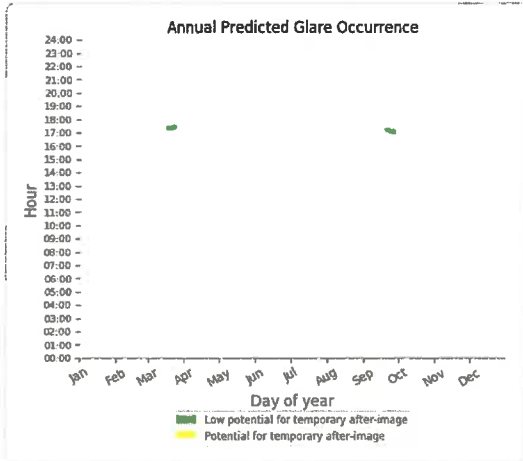
### Flight Path: Rwy 17

0 minutes of yellow glare  
 0 minutes of green glare

### Flight Path: Rwy 30

0 minutes of yellow glare

29 minutes of green glare



### Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

### Results for: 86804 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0



Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 17

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 30

0 minutes of yellow glare  
0 minutes of green glare

### Flight Path: Rwy 35

0 minutes of yellow glare  
0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
0 minutes of green glare

## Results for: 86814 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	761	0
Rwy 35	0	0
1-ATCT	0	0

### Flight Path: Rwy 12

0 minutes of yellow glare  
0 minutes of green glare

## Flight Path: Rwy 17

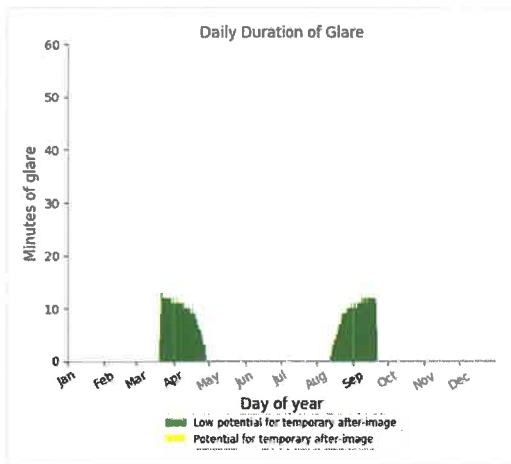
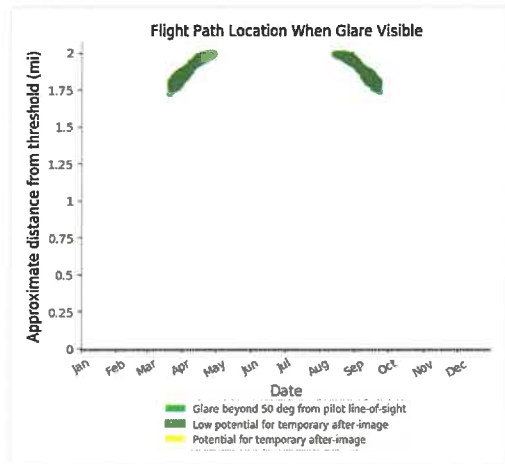
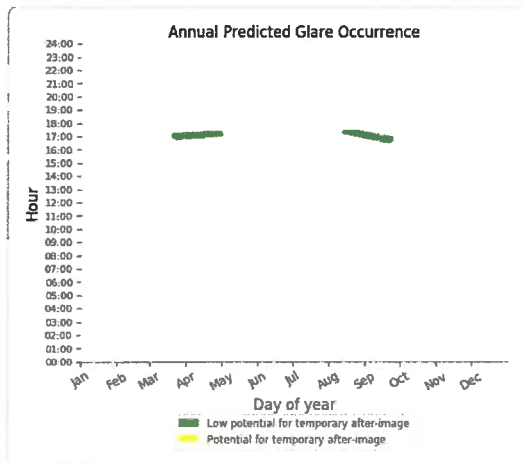
0 minutes of yellow glare

0 minutes of green glare

## Flight Path: Rwy 30

0 minutes of yellow glare

761 minutes of green glare



## Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

## Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

# Results for: 86862 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	421	0
Rwy 35	0	0
1-ATCT	0	0

## Flight Path: Rwy 12

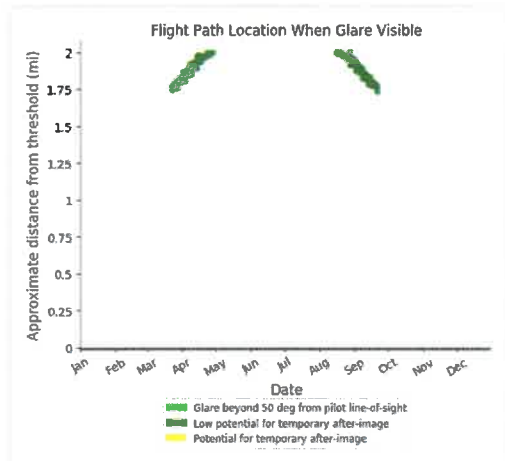
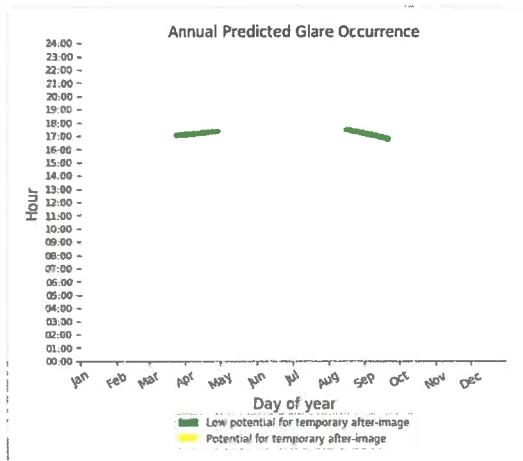
0 minutes of yellow glare  
 0 minutes of green glare

## Flight Path: Rwy 17

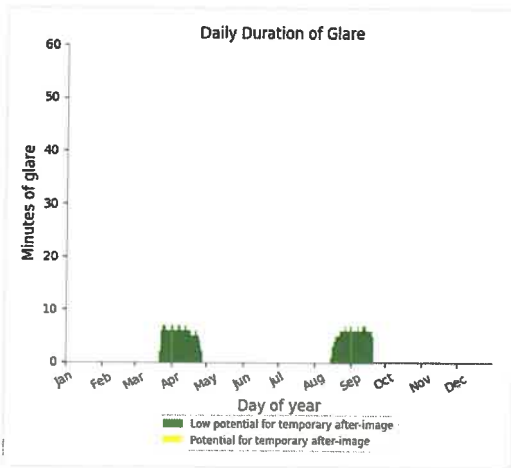
0 minutes of yellow glare  
 0 minutes of green glare

## Flight Path: Rwy 30

0 minutes of yellow glare  
 421 minutes of green glare







### Flight Path: Rwy 35

0 minutes of yellow glare  
 0 minutes of green glare

### Point Receptor: 1-ATCT

0 minutes of yellow glare  
 0 minutes of green glare

## Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

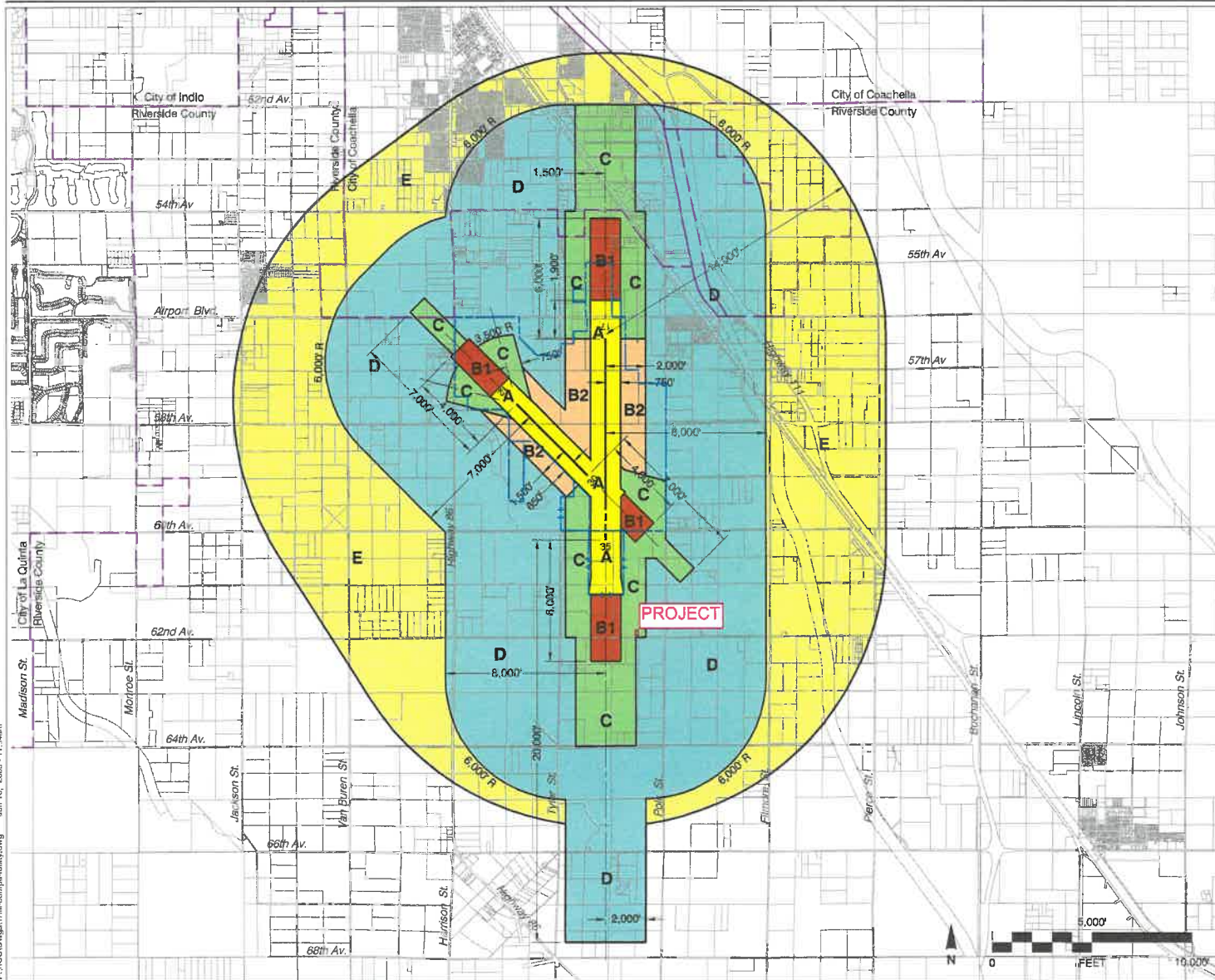
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at [www.forgesolar.com/help/](http://www.forgesolar.com/help/) for assumptions and limitations not listed here.



**Legend**

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

**Boundary Lines**

- Airport Property Line - Existing
- +— Airport Property Line - Planned
- - - City Limits

**Note**

Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

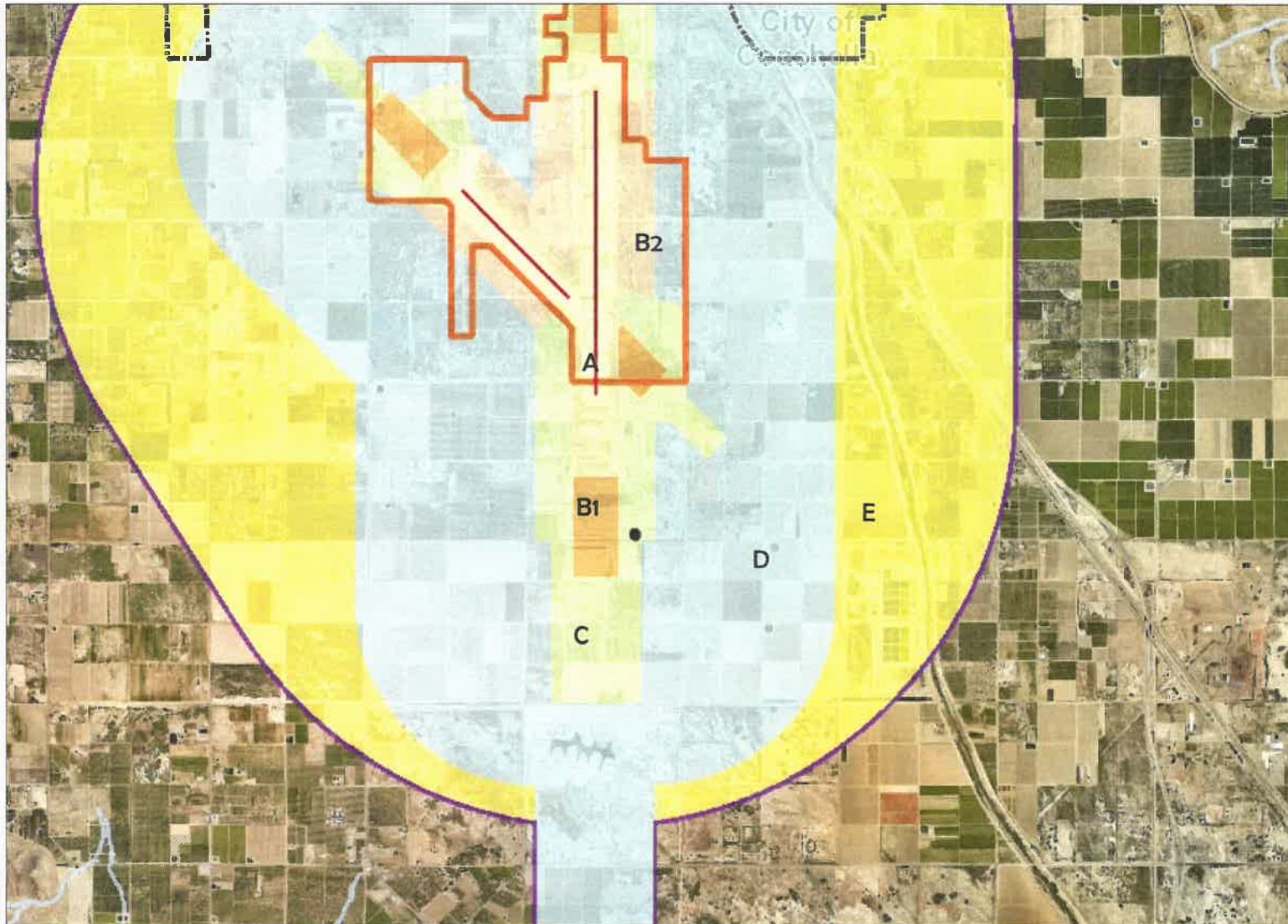
Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document  
 (Adopted June 2005)

Map JC-1

**Compatibility Map**  
 Jacqueline Cochran Regional Airport



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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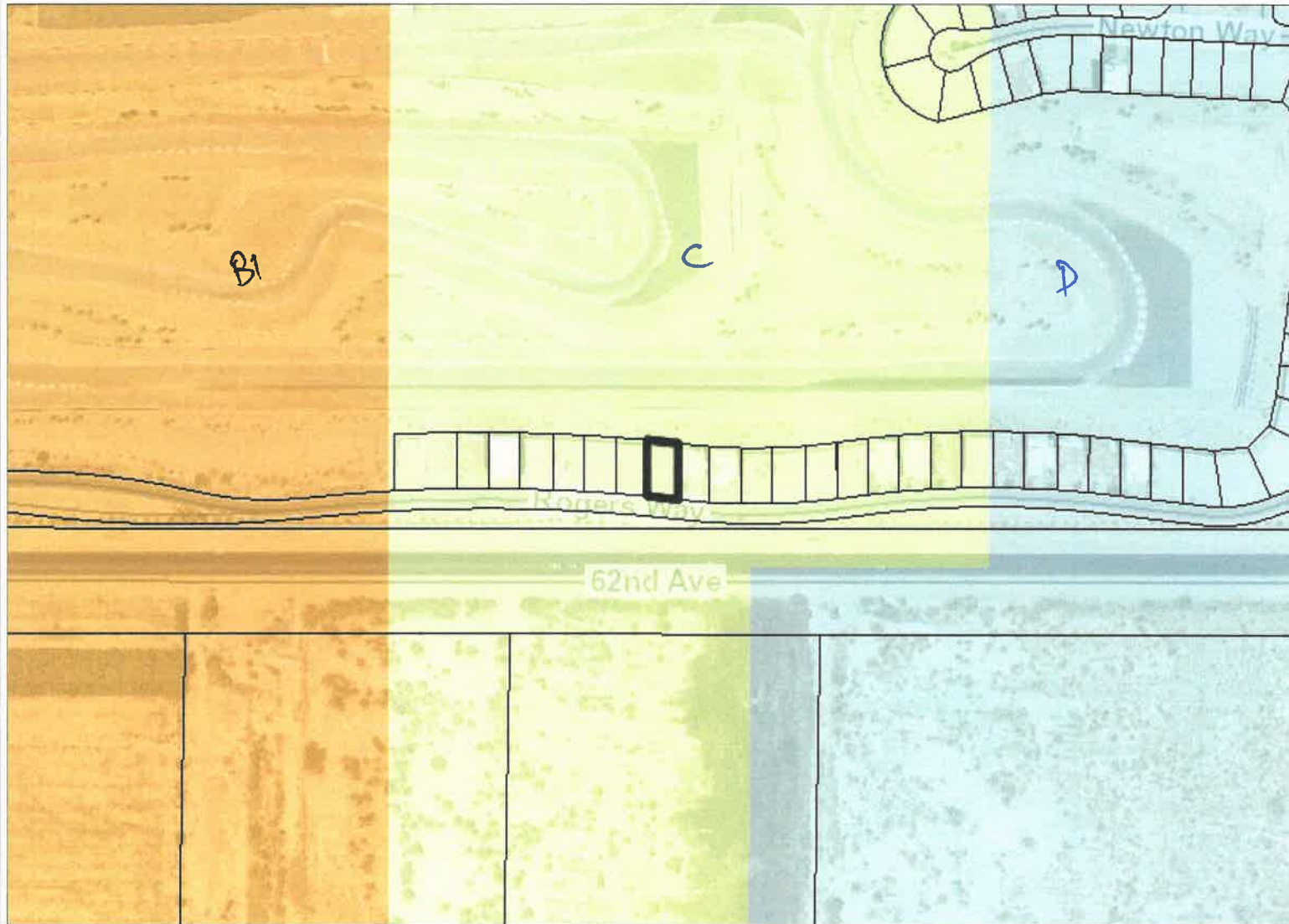
REPORT PRINTED ON... 10/22/2021 10:17:02 AM

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## Notes



# Map My County Map



## Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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0 385 770 Feet

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## Notes

# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blue line Streams
-  City Areas
-  World Street Map

## Notes



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0 385 770 Feet

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# Map My County Map



**Legend**

- Blueline Streams
- City Areas
- World Street Map

**Notes**



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# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

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## Notes



# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



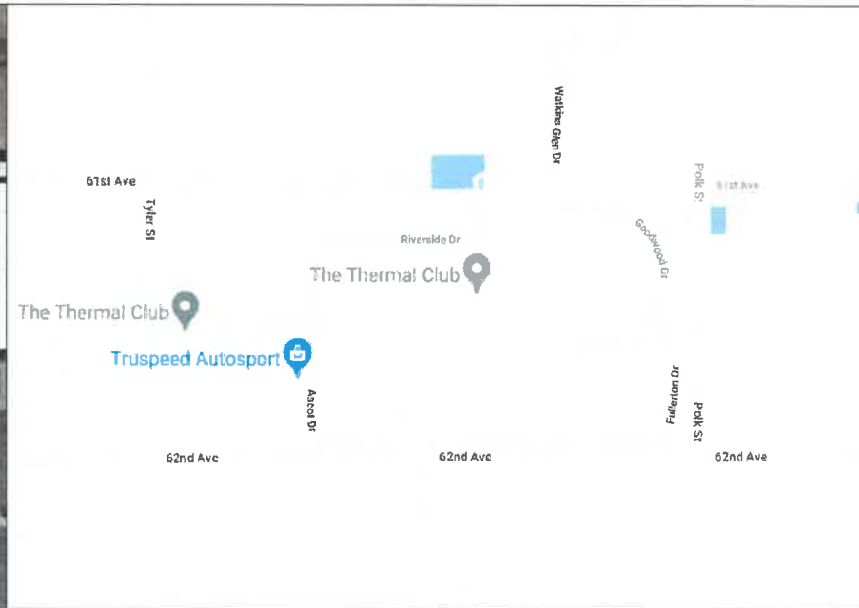
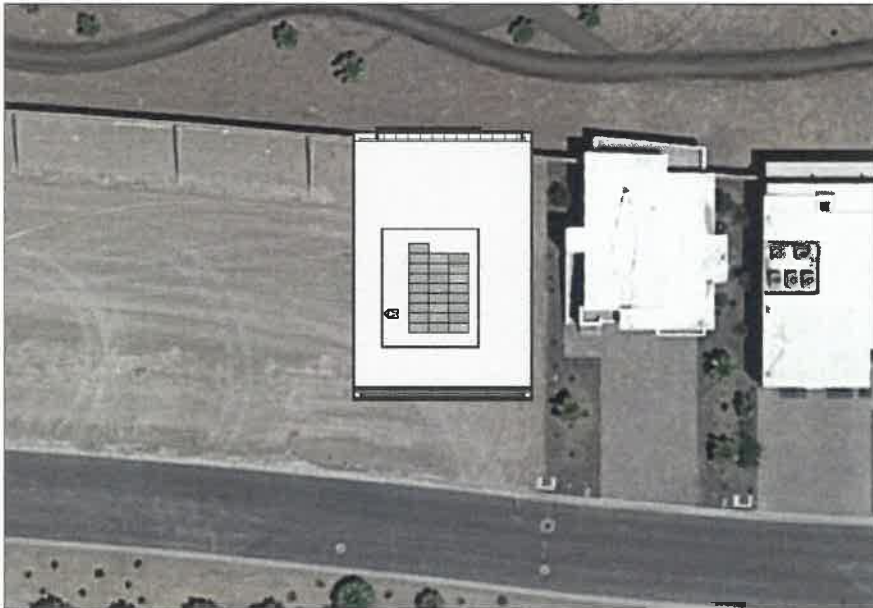
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

0 192 385 Feet

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## Notes



Revisions:	Date:

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**INTEGRATOR:**  
**HP E**  
 Hot Purple Energy

**GENERAL NOTES:**

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR ITS PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

**DESCRIPTION OF WORK:**

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION FLUSH MOUNTED @ 5° FACING AN AZIMUTH OF 180° CONSISTING OF (25) REC365TP25M72 365 WATT MODULES (9.125Kw).

RACK MOUNTING SYSTEM IS UNIRAC SOLARMOUNT ALUMINUM SUPPORT RAILS AND FAST JACK SOLAR STANCHIONS.

**INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:**

CEC 2019 - ARTICLE 690, 705.706 AND OTHERS  
 CPC 2019  
 CBC 2019  
 CMC 2019  
 CFC 2019

**DRAWING SHEETS:**

COVER SHEET	PV-0.0
SITE PLAN	PV-1.0
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

**SPECIFICATION SHEETS:**

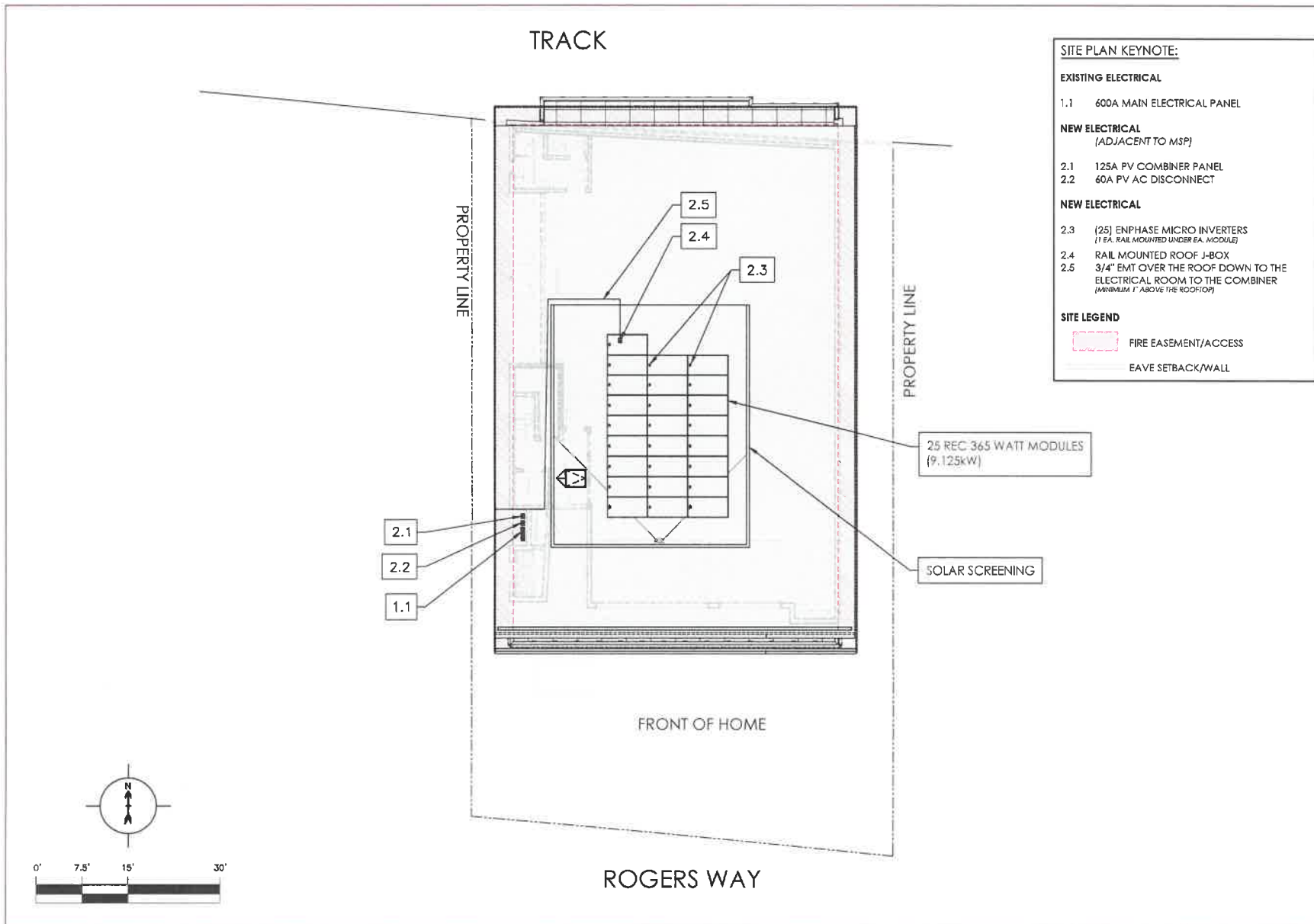
REC325NP MODULE AND ENPHASE IQ7X MICROINVERTER  
 UNIRAC CERTIFICATION

Title: **Thermal Club Lot 9  
 COVER SHEET**  
 86684 Rogers Way  
 Thermal, CA 92274

Drawn by: **MJR**  
 Checked by: **CR**  
 Date: **9/21/21**  
 Scale: **NTS**  
 Job Number: **21217**  
 Sheet Number:

**PV-0.0**  
 Sheet





**SITE PLAN KEYNOTE:**

**EXISTING ELECTRICAL**

1.1 600A MAIN ELECTRICAL PANEL

**NEW ELECTRICAL (ADJACENT TO MSP)**

2.1 125A PV COMBINER PANEL  
 2.2 60A PV AC DISCONNECT

**NEW ELECTRICAL**

2.3 (25) ENPHASE MICRO INVERTERS  
 (1 EA. RAIL MOUNTED UNDER EA. MODULE)

2.4 RAIL MOUNTED ROOF J-BOX  
 3/4" EMT OVER THE ROOF DOWN TO THE ELECTRICAL ROOM TO THE COMBINER  
 (MINIMUM 1" ABOVE THE ROOF TOP)

2.5

**SITE LEGEND**

FIRE EASEMENT/ACCESS

EAVE SETBACK/WALL

25 REC 365 WATT MODULES  
 (9.125kW)

SOLAR SCREENING

Revisions:	Date:

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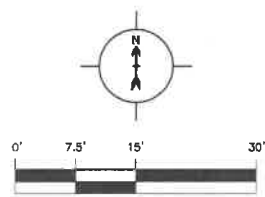
810 N. Farrell Drive  
 Palm Springs, CA 92262  
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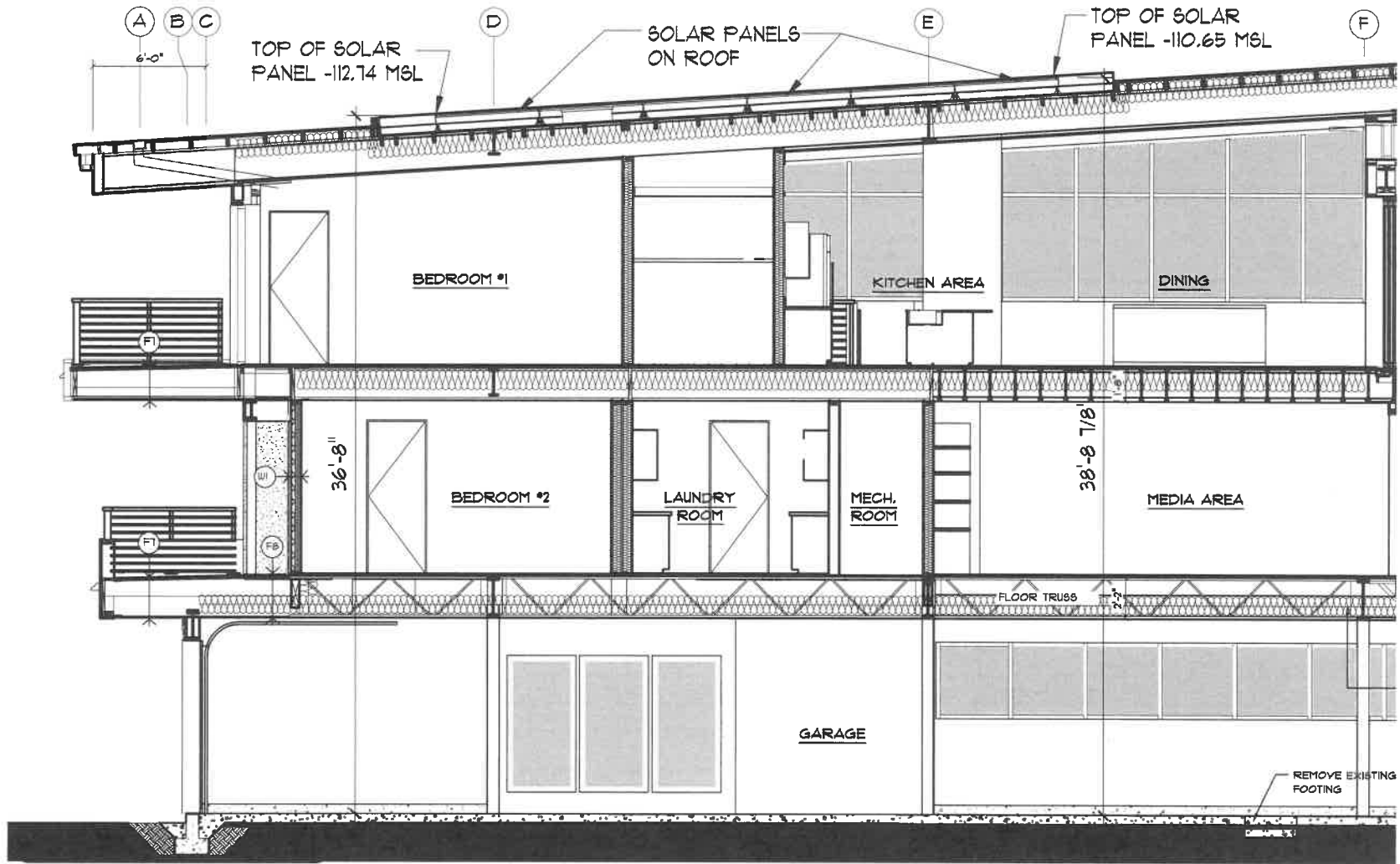


Title: Thermal Club Lot 9  
 SITE PLAN  
 86684 Rogers Way  
 Thermal, CA 92274

Drawn by: MJR  
 Checked by: CR  
 Date: 9/21/21  
 Scale: 1" = 15'  
 Job Number: 21217  
 Sheet Number:

PV-1.0  
 Sheet





**1 PARTIAL BUILDING SECTION**  
 SCALE: 3/16" = 1'-0"

THERMAL MOTORSPORTS - LOT 9

1. VERIFY RAFTER SPACING IN THE FIELD BEFORE ATTACHING MOUNTS TO ROOF.
2. ENSURE THAT MOUNTING LAGS PENETRATE CENTER OF RAFTERS AND MAKE STRUCTURAL CONNECTION TO THE RAFTERS.
3. STRUCTURAL CONNECTION TO ENGINEERED TRUSS SHALL BE MADE BY 3-1/2" X 5/16" STAINLESS STEEL LAG SCREWS 3" MIN. EMBEDMENT.
4. PHOTOVOLTAIC MODULES SHALL HAVE 1.8 MOUNTS (LAG SCREWS) PER PANEL.
5. (E) ROOF STRUCTURE IS 5 DEGREE 2X8 ENGINEERED TRUSS 24" O.C TYP.
6. (E) ROOFING MATERIAL IS 1 LAYER OF IPD OVER 1 LAYER OF 30LB. FELT PAPER AND 1/2" OSB PLYWOOD DECKING.
7. MODULE DIMENSIONS 78.9" x 39.4"

**MOUNT PLAN KEYNOTE:**

**RACK MOUNT COMPONENTS**

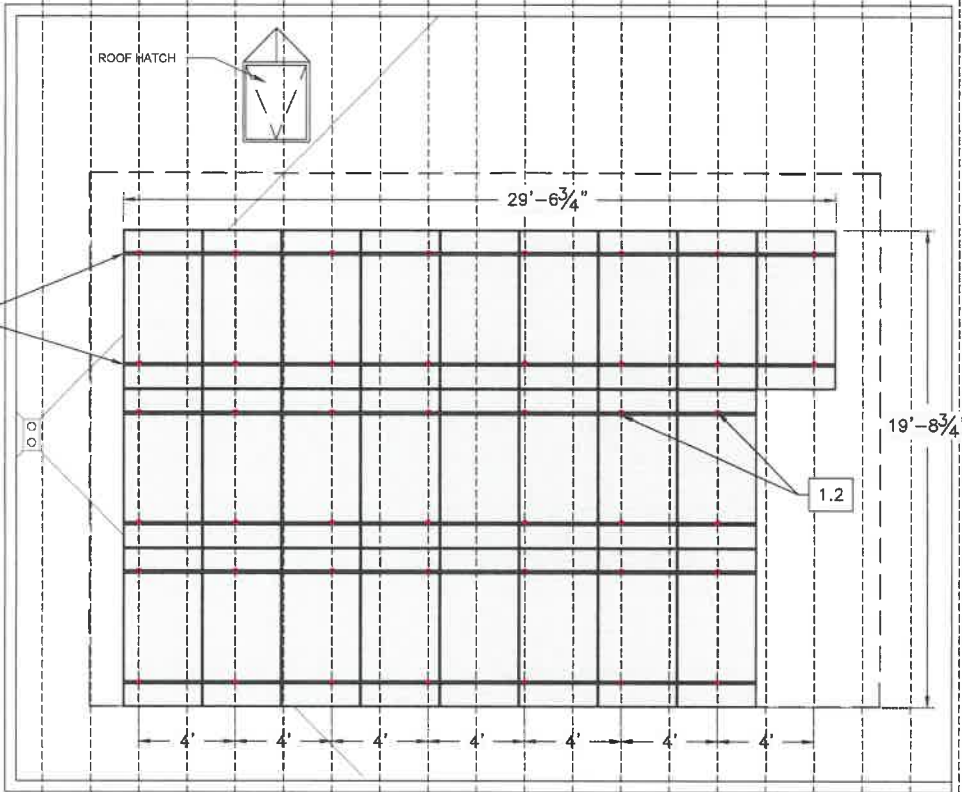
- 1.1 UNIRAC ALUMINUM SUPPORT RAIL
- 1.2 FAST JACK SOLAR STANCHIONS

**STRUCTURAL**

- 2.1 ROOF SUPPORTS 2x8 ENGINEERED TRUSS (24" O.C.)

**Analysis of dead load weight added to roof by installation of solar array**

REC365TP25M72	48.50 pounds	
No. of solar modules	25	
Total weight of modules	1,213 pounds	
Weight of each Professional Solar Products "Rox"	10 pounds	
No. of rack sets	25.0	
Total weight of rack sets	240 pounds	
<b>Total weight of solar array</b>	<b>1,452 pounds</b>	<b>1.8</b> mounts per module
Height of each module	5.50 feet	<b>3.5</b> lags per module with tile hooks
Width of each module	3.27 feet	
Area of one module	18.0 square feet	
Area of entire solar array	449.6 square feet	
<b>Weight of solar array per unit area of roof</b>	<b>3.2</b> pounds/square foot	
No. of stanchions connected to roof joist rafters	44	
<b>Weight loading per stanchion</b>	<b>33.0</b> pounds/connection	



48" SPACING BETWEEN MOUNTS IS TYPICAL - MAX SPAN 6'



Revisions:	Date:

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Title:  
**Thermal Club Lot 9  
ROOF PLAN**  
86684 Rogers Way  
Thermal, CA 92274

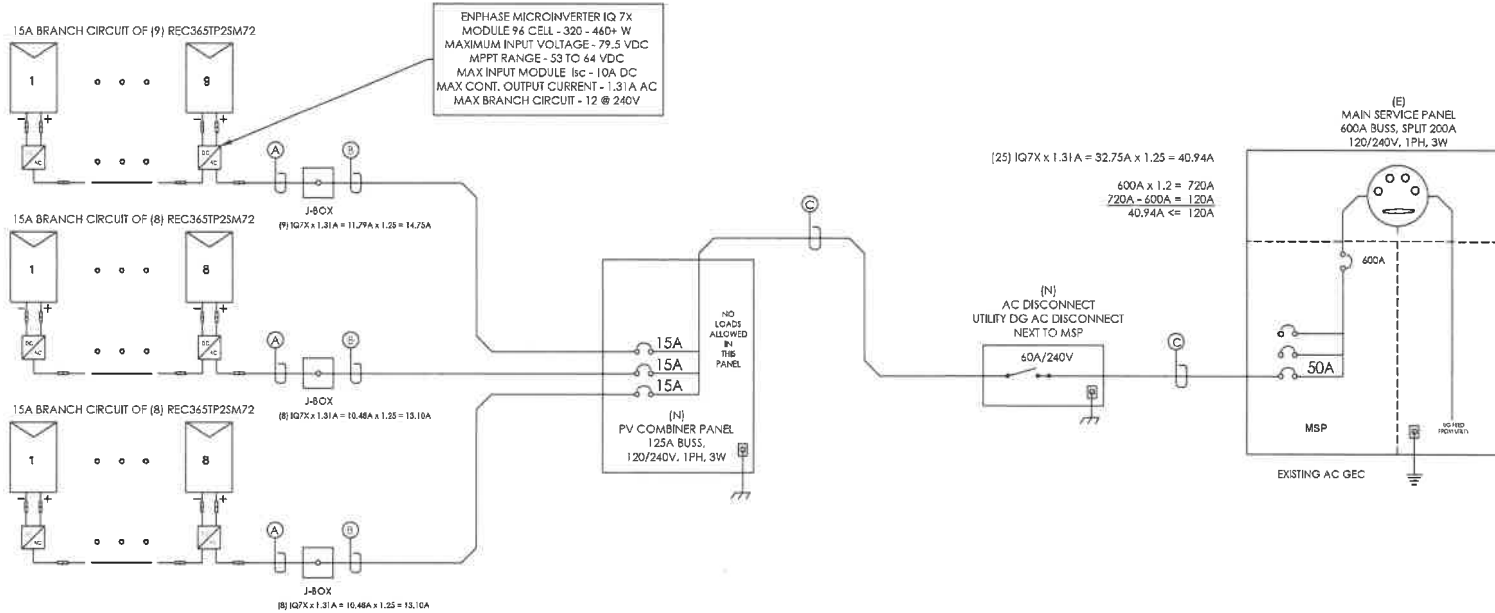
Drawn by: **MJR**  
Checked by: **CR**  
Date: **9/21/21**  
Scale: **1" = 5'**  
Job Number: **21217**  
Sheet Number:

**PV-2.0**



9,125 WATT DC (8,241 WATT AC) INDIVIDUAL MODULE RATING:  
 SOLAR ELECTRIC ARRAY PTC = 338.1 WATTS  
 25 REC. 365 WATT MODULES Voc = 47.6 VDC  
 MODEL NO. REC365TP2SM72 Isc = 9.82 AMPS  
 25 x 338.1 PTC x 97.5% EFF = 8,241 KW AC

USE THIS													ALL CONDUCTORS SHALL BE COPPER UNLESS OTHERWISE SPECIFIED			
ID	WIRE AND CONDUIT SCHEDULE	AMPS	MULTIPLIER	REQ. AMPS	WIRE GAUGE SOC	WIRE AMPS SOC	TEMP DERATE FACTOR	WIRE DERATED AMPS	WIRE COLLUV/N 75C	WIRE AMPS 75C	WIRE TYPE USED	COND. QNTY	CONDUIT FILL FACTOR	CONDUIT SIZE	CONDUIT TYPE	
A	19' 1G7X-US MICRO INVERTER TO J-BOX	11.79	1.25	14.74	10	40	0.71	28.40	10	35	RHW-2	6	1	NA	FREE AIR	
B	J-BOX TO PV COMBINER PANEL	11.79	1.25	14.74	10	40	0.91	36.40	10	35	THWN-2	8	2	1	0.75	METALLIC
C	COMBINED MI OUTPUT TO AC DISCONNECT AND MSP	32.75	1.25	40.94	6	75	0.91	68.25	6	65	THWN-2	8	3	1	0.75	METALLIC



NOTES: EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH NEC 690, 705, 706 AND OTHERS.

- EACH PHOTOVOLTAIC DISCONNECTING MEANS PER NEC 690.14 SHALL BE PARENTALLY MARKED TO IDENTIFY IT AS A PHOTOVOLTAIC DISCONNECT.
- PROVIDE WARNING SIGN PER NEC 690.17 READING "WARNING-ELECTRIC SHOCK HAZARD - DO NOT TOUCH TERMINALS-TERMINALS ON BOTH THE LINE AND THE LOAD SIDES MAY BE ENERGIZED IN THE OFF POSITION"
- PROVIDE WARNING SIGN PER NEC 690.54 AT THE PV AC DISCONNECTING MEANS: 1. INVERTER OUTPUT CURRENT 2. INVERTER OUTPUT VOLTAGE
- LABEL PANEL "PHOTOVOLTAIC POWER SOURCE CONNECTED" PER NEC 705-10, AND IDENTIFY BACKFED BREAKERS PER NEC 690-64(b)7.
- INDIVIDUAL INVERTERS ARE GROUNDED THROUGH THE MANUFACTURES NRTL TESTED AND CERTIFIED AC CABLE.

- ALL EQUIPMENT SHALL BE PROTECTED FROM PHYSICAL DAMAGE.
- ALL LIVE PARTS IN SYSTEM, INCLUDING FUSES ARE NOT ACCESSIBLE TO ANYONE OTHER THAN QUALIFIED PERSONS.
- ALL PV SYSTEM EQUIPMENT SHALL BE LISTED BY A RECOGNIZED TESTING AGENCY.
- ALL EXTERIOR WIRING MATERIAL SHALL BE SUITABLE FOR A SUN EXPOSURE AND WET LOCATIONS.
- REMOVAL OF THE INVERTER SHALL NOT DISCONNECT THE BONDING CONNECTION BETWEEN THE GEC AND/OR OUTPUT CIRCUIT CONDUCTOR.
- CONNECT THE UTILITY WIRES TO THE LINE SIDE OF AC DISCONNECT WHEN INSTALLED.
- ELECTRICAL INSTALLATION IN ACCORDANCE WITH 2019 CALIFORNIA ELECTRIC CODE & NEC 2020 705.13.
- BACKFED BREAKER SHALL BE LOCATED AT THE BOTTOM OF THE SERVICE PANEL OR AT THE END OF THE CIRCUIT.

Revisions:	Date:

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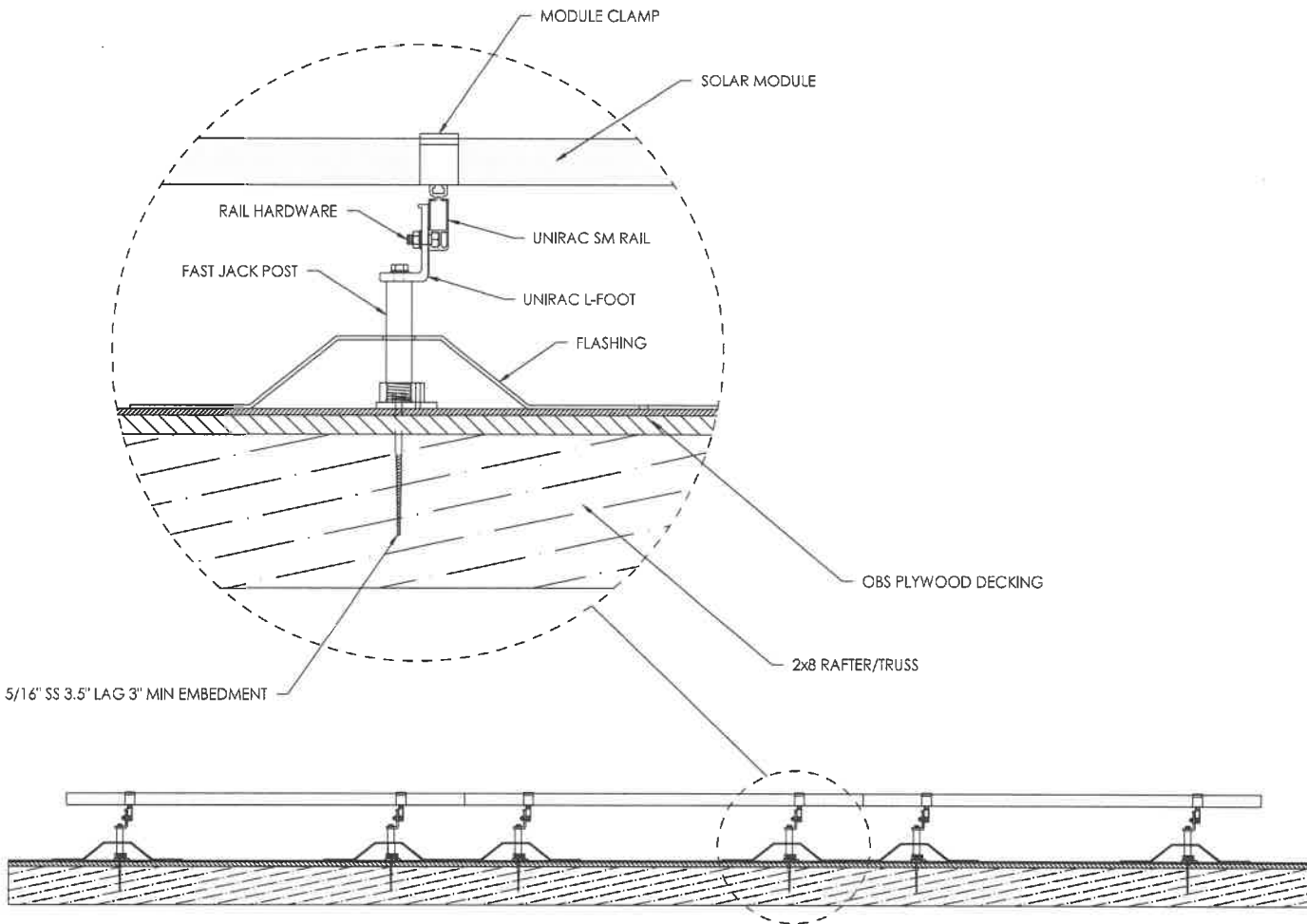
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 License No. 940550  
 info@HotPurpleEnergy.com  
 www.HotPurpleEnergy.com

**INTEGRATOR:**  
**HP E**  
**Hot Purple Energy**

Title: **Thermal Club Lot 9  
 SINGLE LINE DIAGRAM**  
 86684 Rogers Way  
 Thermal, CA 92274

Drawn by: **MJR**  
 Checked by: **CR**  
 Date: **9/21/21**  
 Scale: **NTS**  
 Job Number: **21217**  
 Sheet Number:

**PV-3.0**  
 Sheet



**1** TYPICAL FLAT FAST JACK DETAIL  
Scale: 1" = 18"

Revisions:	Date:

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**INTEGRATOR:**



**Hot Purple Energy**

Title: **Thermal Club Lot 9  
ATTACHMENT DETAIL**  
86684 Rogers Way  
Thermal, CA 92274

Drawn by:	MJR
Checked by:	CR
Date:	9/21/21
Scale:	1" = 18"
Job Number:	21217
Sheet Number:	

**PV-4.0**  
Sheet

CONTRACTOR TO PROVIDE A PERMANENT PLACARD OR DIRECTORY DENOTING ALL ELECTRICAL POWER SOURCES ON THE PREMISES. THE PLACARD SHALL BE INSTALLED IN EACH SERVICE EQUIPMENT LOCATION AND AT LOCATION OF ALL ELECTRIC POWER PRODUCTION SOURCES CAPABLE OF BEING INTERCONNECTED. CEC ARTICLES 690.56(B) AND 705.10.

FORMAT: WHITE LETTERING ON A RED BACKGROUND, MINIMUM 3/8" HEIGHT, ALL LETTERS SHALL BE CAPITALIZED, AERIAL OR SIMILAR FONT, REFLECTIVE WEATHER RESISTANT MATERIAL SUITABLE FOR THE ENVIRONMENT.

NOTE: LABELS AND PLACARDS MAY NOT BE HANDWRITTEN PER CEC 101.21 (B)(2)

# CAUTION

THE SUN IS SUPPLYING ELECTRICITY TO THIS BUILDING THROUGH SOLAR PANELS ON ROOF

86684 ROGERS WAY, THERMAL, CA 92274

LEGEND:

1 SERVICE PANEL (YOU ARE HERE)	3 SYSTEM AC DISCONNECT
2 PV COMBINER PANEL	4 MICRO INVERTERS RAB MOUNTED
3 ROOF MOUNTED SOLAR	

**HOT PURPLE ENERGY**  
760.322.4433

**WARNING**

POWER SOURCE OUTPUT CONNECTION  
DO NOT RELOCATE  
THE OVER CURRENT DEVICE

ADJACENT TO BACK FED BREAKER  
705.12(B)(1)(3)(b)

**RAPID SHUTDOWN SWITCH  
FOR SOLAR PV SYSTEM**

PLACE NEXT TO INVERTER AC DISCONNECTS  
690.56(C)(3)

**WARNING:**  
PHOTOVOLTAIC POWER SOURCE

CONDUITS AND RACEWAYS EVERY 10'  
690.31(G)(3)

**CAUTION:**  
SOLAR ELECTRIC SYSTEM CONNECTED

PLACE ON MSP

**WARNING**

ELECTRIC SHOCK HAZARD  
DO NOT TOUCH TERMINALS  
TERMINALS ON BOTH THE LINE AND LOAD SIDE  
MAY BE ENERGIZED IN THE OPEN POSITION

DC DISCONNECTS AND J-BOXES

**SOLAR PV SYSTEM EQUIPPED  
WITH RAPID SHUTDOWN**

TURN RAPID SHUTDOWN SWITCH TO THE "OFF" POSITION TO SHUT DOWN PV SYSTEM AND REDUCE SHOCK HAZARD IN THE ARRAY

CEC 690.56(C)(1)(A)  
Label for PV Systems that shut down the array and the conductors leaving the array.

The title "SOLAR PV SYSTEMS EQUIPPED WITH RAPID SHUTDOWN" shall utilize capitalized characters with a minimum height of 7.5 mm (3/16 in.) in black on yellow background, and the remaining characters shall be capitalized with a minimum height of 4.8 mm (3/16 in.) in black on white background.

**PV SYSTEM DISCONNECT**

PLACE ON PV SYSTEM DISCONNECT

**PV SYSTEM AC DISCONNECT**

WARNING - DUAL POWER SOURCE  
SECOND SOURCE IS A PHOTOVOLTAIC SYSTEM  
MAX AC CURRENT: 32.75 A  
AC VOLTAGE: 240 V

PLACE ON SYSTEM DISCONNECTS

**PHOTOVOLTAIC COMBINER PANEL**

WARNING - DUAL POWER SOURCE  
AC DISCONNECT - MAIN BREAKER  
SECOND SOURCE IS A PHOTOVOLTAIC SYSTEM  
MAX AC CURRENT: 32.75 A  
AC VOLTAGE: 240 V

PLACE ON PV COMBINER PANEL

Revisions	Date

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**INTEGRATOR:**

**Hot Purple Energy**

Title:

**Thermal Club Lot 9  
WARNING LABELS  
86684 Rogers Way  
Thermal, CA 92274**

Drawn by: **MJR**

Checked by: **CR**

Date: **9/21/21**

Scale: **NTS**

Job Number: **21217**

Sheet Number:

PV-5.0

Sheet



SOLAR'S MOST TRUSTED



# REC TWINPEAK 25 MONO 72 SERIES

## PREMIUM SOLAR PANELS WITH SUPERIOR PERFORMANCE

REC TwinPeak 25 Mono 72 Series solar panels feature an innovative design with the higher panel efficiency of monocrystalline cells, enabling customers to get the most out of the space used for the installation.

Combined with industry-leading product quality and the reliability of a strong and established European brand, REC TwinPeak 25 Mono 72 Series panels are ideal for all types of commercial rooftop and utility installations worldwide.

**NOW WITH NEW WARRANTY!**



**REDUCES BALANCE OF SYSTEM COSTS**



**IMPROVED PERFORMANCE IN SHADED CONDITIONS**

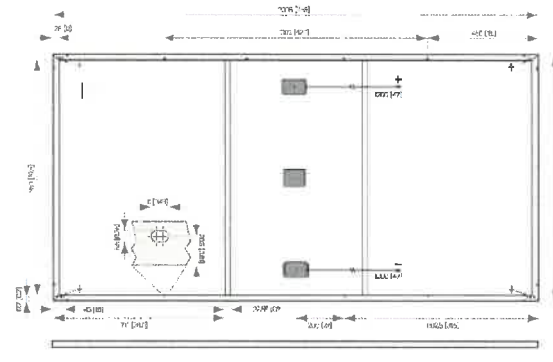


**INDUSTRY-LEADING LIGHTWEIGHT 72-CELL PANEL**



**100% PID FREE**

# REC TWINPEAK 25 MONO 72 SERIES



Measurements in mm [in]

ELECTRICAL DATA @ STC	Product code: RECxxTP25M 72				
Nominal Power - $P_{mp}$ (Wp)	360	365	370	375	380
Watt Class Sorting - (W)	-0/+5	-0/+5	-0/+5	-0/+5	-0/+5
Nominal Power Voltage - $V_{mp}$ (V)	39.4	39.6	39.8	40.1	40.3
Nominal Power Current - $I_{mp}$ (A)	9.14	9.22	9.30	9.36	9.43
Open Circuit Voltage - $V_{oc}$ (V)	47.4	47.6	47.8	48.0	48.2
Short Circuit Current - $I_{sc}$ (A)	9.74	9.82	9.85	9.96	10.05
Panel Efficiency (%)	17.9	18.2	18.4	18.7	18.9

Values at standard test conditions (STC, air mass AM1.5, irradiance 1000 W/m<sup>2</sup>, temperature 25°C), based on a production spread with a tolerance of  $V_{oc}$  &  $I_{sc}$  ±3% within one watt class. At low irradiance of 200 W/m<sup>2</sup> at least 95% of the STC module efficiency will be achieved. \*Where xxx indicates the nominal power class ( $P_{mp}$ ) at STC indicated above, and can be followed by the suffix XY for 1500 V rated modules.

ELECTRICAL DATA @ NMOT	Product code: RECxxTP25M 72				
Nominal Power - $P_{mp}$ (Wp)	271	274	278	282	286
Nominal Power Voltage - $V_{mp}$ (V)	36.6	36.8	37.0	37.3	37.5
Nominal Power Current - $I_{mp}$ (A)	7.39	7.45	7.51	7.56	7.62
Open Circuit Voltage - $V_{oc}$ (V)	44.1	44.3	44.4	44.6	44.8
Short Circuit Current - $I_{sc}$ (A)	7.87	7.93	7.96	8.05	8.12

Nominal module operating temperature (NMOT, air mass AM1.5, irradiance 800 W/m<sup>2</sup>, temperature 23°C, wind speed 1m/s). \*Where xxx indicates the nominal power class ( $P_{mp}$ ) at STC indicated above, and can be followed by the suffix XY for 1500 V rated modules.

### CERTIFICATIONS



IEC 61215, IEC 61730 & UL 1703, IEC 62884 (PVC)  
IEC 62716 (Annex A) Resistance, IEC 61701 (Salt Mist level 6),  
ISO 9001:2015, ISO 14001:2004, OHSAS 18001:2007

### WARRANTY

20 year product warranty  
25 year linear power output warranty  
Max. performance degradation of 0.5% p.a. from 97.5% in year 1  
See warranty conditions for further details.

takeaway take-a-way WEEE-compliant recycling scheme

Founded in Norway in 1996, REC is a leading vertically integrated solar energy company. Through integrated manufacturing from silicon to wafers, cells, high-quality panels and extending to solar solutions, REC provides the world with a reliable source of clean energy. REC's renowned product quality is supported by the lowest warranty claims rate in the industry. REC is a Buzestar Elkem company with headquarters in Norway and operational headquarters in Singapore. REC employs more than 2,000 people worldwide, producing 1.5 GW of solar panels annually.

**18.9% EFFICIENCY**

**20 YEAR PRODUCT WARRANTY**

**25 YEAR LINEAR POWER OUTPUT WARRANTY**

### GENERAL DATA

Cell type:	144 half-cut monocrystalline PERC cells 6 strings of 24 cells in series
Glass:	3.2 mm solar glass with anti-reflection surface treatment
Backsheet:	Highly resistant polymeric construction
Frame:	Anodized aluminum
Support bars:	Anodized aluminum
Junction box:	3-part 3 bypass diodes, IP67 rated in accordance with IEC 62730
Cable:	4 mm <sup>2</sup> solar cable, 1.2 m ± 1.2 m in accordance with IEC 60332-1-2
Connectors:	Tongjin TL-Cable015-F (4 mm <sup>2</sup> ) in accordance with IEC 62852, P68 only when connected
Origin:	Made in Singapore

### MAXIMUM RATINGS

Operational temperature:	-40 ... +65°C
Maximum system voltage:	1000 V / 1500 V
Design load (+), snow:	367 kg/m <sup>2</sup> (3600 Pa)*
Maximum test load (+):	550 kg/m <sup>2</sup> (5400 Pa)
Design load (-), wind:	163 kg/m <sup>2</sup> (1600 Pa)*
Maximum test load (-):	244 kg/m <sup>2</sup> (2400 Pa)
Max series fuse rating:	25 A
Max reverse current:	25 A

\*Safety factor 1.5

### TEMPERATURE RATINGS\*

Nominal Module Operating Temperature:	44.9°C (±2°C)
Temperature coefficient of $P_{mp}$ :	-0.37%/°C
Temperature coefficient of $V_{oc}$ :	-0.28%/°C
Temperature coefficient of $I_{sc}$ :	0.04%/°C

\*The temperature coefficients stated are linear values

### MECHANICAL DATA

Dimensions:	2005 x 1001 x 30 mm
Area:	±0.1 m <sup>2</sup>
Weight:	22 kg

REC: REC-02-19 Rev. A, 11/8 Specifications subject to change without notice.



www.recgroup.com

## Enphase IQ 7X Microinverter

The high-powered smart grid-ready **Enphase IQ 7X Micro™** dramatically simplifies the installation process while achieving the highest system efficiency for systems with 96-cell modules.

Part of the Enphase IQ System, the IQ 7X Micro integrates with the Enphase IQ Envoy™, Enphase IQ Battery™, and the Enphase Enlighten™ monitoring and analysis software.

The IQ Series Microinverters extend the reliability standards set forth by previous generations and undergo over a million hours of power-on testing, enabling Enphase to provide an industry-leading warranty of up to 25 years.



### Easy to Install

- Lightweight and simple
- Faster installation with improved, lighter two-wire cabling
- Built-in rapid shutdown compliant (NEC 2014 & 2017)

### Efficient and Reliable

- Optimized for high powered 96-cell\* modules
- Highest CEC efficiency of 97.5%
- More than a million hours of testing
- Class II double-insulated enclosure
- UL listed

### Smart Grid Ready

- Complies with advanced grid support, voltage and frequency ride-through requirements
- Remotely updates to respond to changing grid requirements
- Configurable for varying grid profiles
- Meets CA Rule 21 (UL 1741-SA)

\* The IQ 7X is required to support 96-cell modules.



To learn more about Enphase offerings, visit [enphase.com](http://enphase.com)

## Enphase IQ 7X Microinverter

INPUT DATA (DC)	IQ7X-96-2-US	
Commonly used module pairings <sup>1</sup>	320 W - 460 W +	
Module compatibility	96-cell PV modules	
Maximum input DC voltage	79.5 V	
Peak power tracking voltage	53 V - 64 V	
Operating range	25 V - 79.5 V	
Min/Max start voltage	33 V / 79.5 V	
Max DC short circuit current (module Isc)	10 A	
Overvoltage class DC port	II	
DC port backfeed current	0 A	
PV array configuration	1 x 1 ungrounded array; No additional DC side protection required; AC side protection requires max 20A per branch circuit	
OUTPUT DATA (AC)	@ 240 VAC	@ 208 VAC
Peak output power	320 VA	
Maximum continuous output power	315 VA	
Nominal (L-L) voltage/range <sup>2</sup>	240 V / 211-264 V	208 V / 183-229 V
Maximum continuous output current	1.31 A (240 VAC)	1.51 A (208 VAC)
Nominal frequency	60 Hz	
Extended frequency range	47 - 68 Hz	
AC short circuit fault current over 3 cycles	5.8 Arms	
Maximum units per 20 A (L-L) branch circuit <sup>3</sup>	12 (240 VAC)	10 (208 VAC)
Overvoltage class AC port	III	
AC port backfeed current	18 mA	
Power factor setting	1.0	
Power factor (adjustable)	0.85 leading ... 0.85 lagging	
EFFICIENCY	@240 VAC	@208 VAC
CEC weighted efficiency	97.5%	97.0%
MECHANICAL DATA		
Ambient temperature range	-40°C to +60°C	
Relative humidity range	4% to 100% (condensing)	
Connector type (IQ7X-96-2-US)	MC4 (or Amphenol H4 UTX with optional Q-DCC-5 adapter)	
Dimensions (WxHxD)	212 mm x 175 mm x 30.2 mm (without bracket)	
Weight	1.08 kg (2.38 lbs)	
Cooling	Natural convection - No fans	
Approved for wet locations	Yes	
Pollution degree	PD3	
Enclosure	Class II double-insulated, corrosion resistant polymeric enclosure	
Environmental category / UV exposure rating	NEMA Type 6 / outdoor	
FEATURES		
Communication	Power Line Communication (PLC)	
Monitoring	Enlighten Manager and MyEnlighten monitoring options Compatible with Enphase IQ Envoy	
Disconnecting means	The AC and DC connectors have been evaluated and approved by UL for use as the load-break disconnect required by NEC 690	
Compliance	CA Rule 21 (UL 1741-SA) UL 62109-1, UL1741/IEEE1547, FCC Part 15 Class B, ICES-0003 Class B, CAN/CSA-C22.2 NO. 107.1-01 This product is UL Listed as PV Rapid Shut Down Equipment and conforms with NEC-2014 and NEC-2017 section 690.12 and C22.1-2015 Rule 64-218 Rapid Shutdown of PV Systems, for AC and DC conductors, when installed according manufacturer's instructions.	

1. No enforced DC/AC ratio. See the compatibility calculator at <https://enphase.com/en-us/support/module-compatibility>.  
2. Nominal voltage range can be extended beyond nominal if required by the utility.  
3. Limits may vary. Refer to local requirements to define the number of microinverters per branch in your area.

To learn more about Enphase offerings, visit [enphase.com](http://enphase.com)

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# SOLARMOUNT



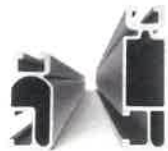
**SOLARMOUNT** defined the standard in solar racking. Features are designed to get installers off the roof faster. Our grounding & bonding process eliminates copper wire and grounding straps to reduce costs. Systems can be configured with standard or light rail to meet your design requirements at the lowest cost possible. The superior aesthetics package provides a streamlined clean edge for enhanced curb appeal, with no special brackets required for installation.



Now Featuring:  
**THE NEW FACE OF SOLAR RACKING**  
Superior Aesthetics Package



**LOSE ALL OF THE COPPER & LUGS**  
System grounding through Enphase microinverters and trunk cables



**SMALL IS THE NEXT NEW BIG THING**  
Light Rail is Fully Compatible with all SM Components



**ENHANCED DESIGN & LAYOUT TOOLS**  
Featuring Google Map Capabilities within U-Builder

## FAST INSTALLATION. SUPERIOR AESTHETICS

OPTIMIZED COMPONENTS • VERSATILITY • DESIGN TOOLS • QUALITY PROVIDER

# SOLARMOUNT



## OPTIMIZED COMPONENTS

### INTEGRATED BONDING & PRE-ASSEMBLED PARTS

Components are pre-assembled and optimized to reduce installation stress and save Labor Time. Our new grounding & bonding process eliminates copper wire and grounding straps or bonding jumpers to reduce costs. Utilize the microinverter mount with a wire management clip for an easier installation.

## VERSATILITY

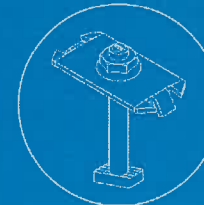
### ONE PRODUCT - MANY APPLICATIONS

Quickly set modules flush to the roof or at a desired tilt angle. Choose module orientation to portrait or landscape while retaining a large variety of panel modules on flat, low slope or steep pitched roofs. Available in mill, clear and dark anodized finishes to outperform your project's financial and aesthetic aspirations.

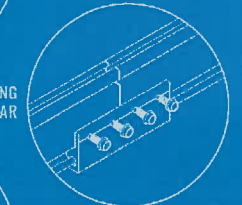
## AUTOMATED DESIGN TOOL

### DESIGN PLATFORM AT YOUR SERVICE

Creating a bill of materials is not a low check away with U-Builder, a powerful online tool that streamlines the process of designing a code compliant solar mounting system. Save time by creating a user profile and recall preferences, and projects automatically when you log in. You will enjoy the ability to share projects with customers. There is no need to print, re-mail, and send to a distributor, just click and share.



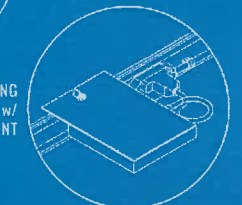
INTEGRATED BONDING MIDCLAMP



INTEGRATED BONDING SPLICE BAR



INTEGRATED BONDING L-FOOT w/ T-BOLT



INTEGRATED BONDING MICROINVERTER MOUNT w/ WIRE MANAGEMENT



## UNIRAC CUSTOMER SERVICE MEANS THE HIGHEST LEVEL OF PRODUCT SUPPORT



UNMATCHED EXPERIENCE



CERTIFIED QUALITY



ENGINEERING EXCELLENCE



BANKABLE WARRANTY



DESIGN TOOLS



PERMIT DOCUMENTATION

### TECHNICAL SUPPORT

Unirac's technical support team is dedicated to answering questions & addressing issues in real time. An online library of documents including engineering reports, stamped letters and technical data sheets greatly facilitates your permitting and project planning process.

### CERTIFIED QUALITY PROVIDER

Unirac is the only PV mounting vendor with ISO certifications for ISO9001:2008, ISO14001:2004 and OHSAS 18001:2007 which means we adhere the highest standards for full-time and full-time. These certifications demonstrate our excellence and commitment to best class business practices.

### BANKABLE WARRANTY

Don't leave your project to chance. Unirac has the financial strength to back our products and reduce your risk. Our piece of mind knowing you are receiving products of exceptional quality. SOLARMOUNT is covered by a 10 year limited product warranty and a 5 year limited finish warranty.

PROTECT YOUR REPUTATION WITH QUALITY RACKING SOLUTIONS BACKED BY ENGINEERING EXCELLENCE AND A SUPERIOR SUPPLY CHAIN

unirac.com | 800.451.1111





March 31, 2020

Unirac  
1411 Broadway Blvd. NE  
Albuquerque, NM 87102

Attn.: Unirac - Engineering Department

Re: Engineering Certification for the Unirac U-Builder 2.0 SOLARMOUNT Flush Rail Version

PZSE, Inc. - Structural Engineers has reviewed the Unirac SOLARMOUNT rails, proprietary mounting system constructed from modular parts which is intended for rooftop installation of solar photovoltaic (PV) panels; and has reviewed the U-builder Online tool. This U-Builder software includes analysis for the SOLARMOUNT LIGHT rail, SOLARMOUNT STANDARD rail, and SOLARMOUNT HEAVY DUTY rail with Standard and Pro Series hardware. All information, data and analysis contained within are based on, and comply with the following codes and typical specifications:

1. Minimum Design Loads for Buildings and other Structures, ASCE/SEI 7-05, ASCE/SEI 7-10, ASCE/SEI 7-16
2. 2019 California Building Code, by California Building Standards Commission.
3. 2006-2018 International Building Code, by International Code Council, Inc. w/ Provisions from SEAOC PV-2 2017.
4. 2006-2018 International Residential Code, by International Code Council, Inc. w/ Provisions from SEAOC PV-2 2017.
5. AC428, Acceptance Criteria for Modular Framing Systems Used to Support Photovoltaic (PV) Panels, November 1, 2012 by ICC-ES.
6. 2015 Aluminum Design Manual, by The Aluminum Association, 2015

Following are typical specifications to meet the above code requirements:

**Design Criteria:** Ground Snow Load = 0 - 100 (psf)  
Basic Wind Speed = 85 - 190 (mph)  
Roof Mean Height = 0 - 60 (ft)  
Roof Pitch = 0 - 45 (degrees)  
Exposure Category = B, C & D

**Attachment Spacing:** Per U-builder Engineering report.

**Cantilever:** Maximum cantilever length is L/3, where "L" is the span noted in the U-Builder online tool.

**Clearance:** 2" to 10" clear from top of roof to top of PV panel.

**Tolerance(s):** 1.0" tolerance for any specified dimension in this report is allowed for installation.

**Installation Orientation:** See SOLARMOUNT Rail Flush Installation Guide.  
Landscape - PV Panel long dimension is parallel to ridge/eave line of roof and the PV panel is mounted on the long side.  
Portrait - PV Panel short dimension is parallel to ridge/eave line of roof and the PV panel is mounted on the short side.

1478 Stone Point Drive, Suite 190, Roseville, CA 95661  
916.961.3960 916.961.3965 www.pzse.com

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1 of 2



**Components and Cladding Roof Zones:**

The Components and Cladding Roof Zones shall be determined based on ASCE 7-05, ASCE 7-10 & 7-16 Component and Cladding design.

- Notes:
- 1) U-builder Online tool analysis is only for Unirac SM SOLARMOUNT Rail Flush systems only and do not include roof capacity check.
  - 2) Risk Category II per ASCE 7-16.
  - 3) Topographic factor,  $k_{zt}$  is 1.0.
  - 4) Array Edge Factor  $\gamma_e = 1.5$
  - 5) Average parapet height is 0.0 ft.
  - 6) Wind speeds are LRFD values.
  - 7) Attachment spacing(s) apply to a seismic design category E or less.

**Design Responsibility:**

The U-Builder design software is intended to be used under the responsible charge of a registered design professional where required by the authority having jurisdiction. In all cases, this U-builder software should be used under the direction of a design professional with sufficient structural engineering knowledge and experience to be able to:

- Evaluate whether the U-Builder Software is applicable to the project, and
- Understand and determine the appropriate values for all input parameters of the U-Builder software.

This letter certifies that the Unirac SM SOLARMOUNT Rails Flush, when installed according to the U-Builder engineering report and the manufacture specifications, is in compliance with the above codes and loading criteria.

This certification excludes evaluation of the following components:

- 1) The structure to support the loads imposed on the building by the array; including, but not limited to: strength and deflection of structural framing members, fastening and/or strength of roofing materials, and/or the effects of snow accumulation on the structure.
- 2) The attachment of the SM SOLARMOUNT Rails to the existing structure.
- 3) The capacity of the solar module frame to resist the loads.

This requires additional knowledge of the building and is outside the scope of the certification of this racking system.

If you have any questions on the above, do not hesitate to call.

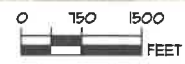
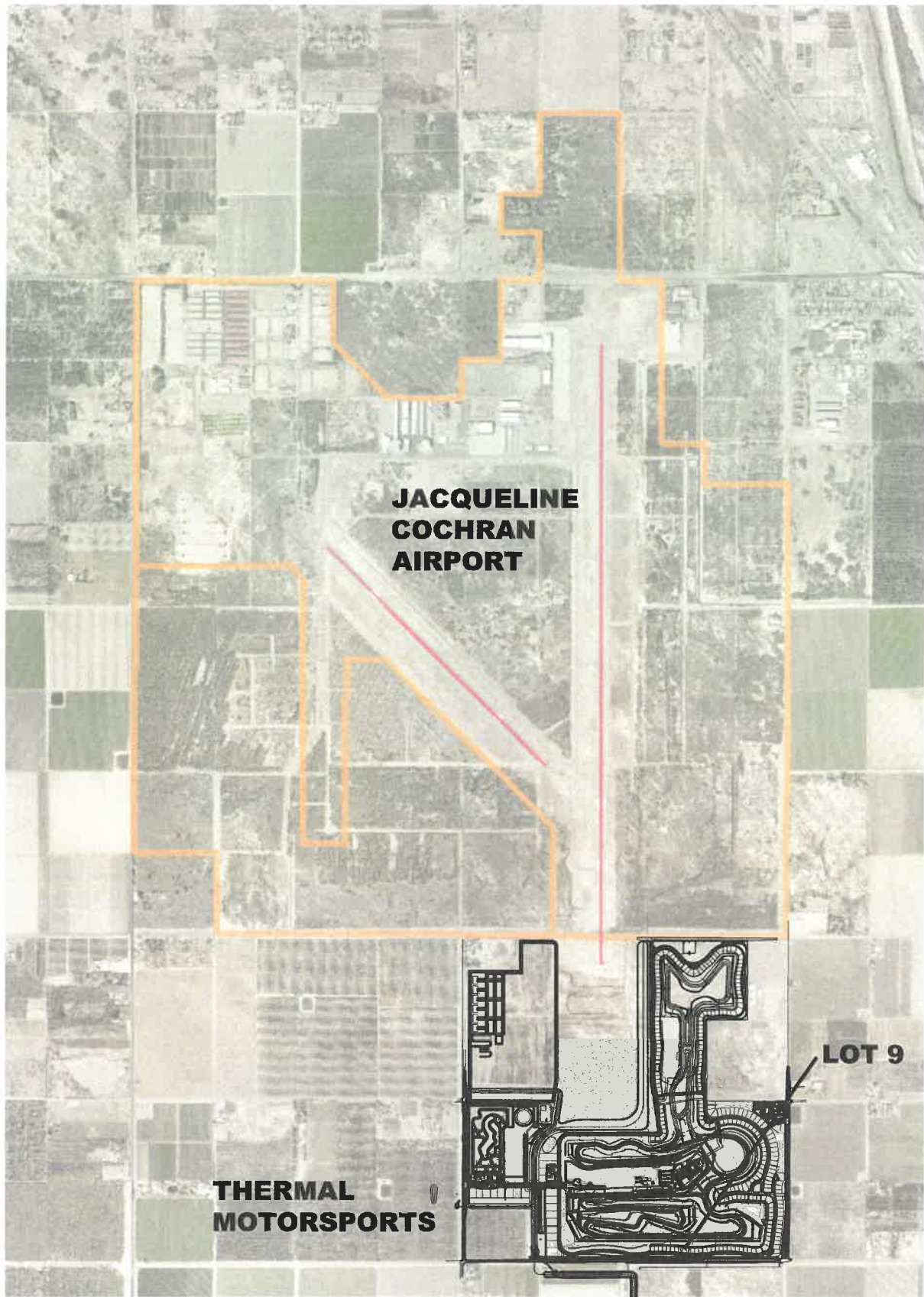
Prepared by:  
PZSE, Inc. - Structural Engineers  
Roseville, CA



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2 of 2



PLAN NORTH



1 SITE PLAN  
SCALE: 1" = 1,500'

PAGE BREAK







# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

November 2, 2021

Mr. Jay Olivas, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
**Steven Stewart**  
Palm Springs

**VICE CHAIR**  
**Steve Manos**  
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**COMMISSIONERS**

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**STAFF**

**Director**  
**Paul Rull**

Simon A. Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

## RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1014BL21  
Related File No.: TPM37988 (Tentative Parcel Map)  
APNs: 818-260-004, 818-260-006, 824-020-006

Dear Mr. Olivas:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. TPM37988 (Tentative Parcel Map), a proposal to divide 14.36 acres into 4 commercial parcels located at 13015 Mesa Drive, northerly of Interstate 10.

The site is located within Compatibility Zone D of the Blythe Municipal Airport Influence Area, where non-residential intensity is restricted to 100 people per average acre and 300 people per single acre. The project proposes to divide 14.36 acres into 4 commercial parcels. All proposed parcels are vacant except Parcel 1, which contains an existing/operating gas station facility with a 3,894 square foot convenience store and 12 fueling stations on a proposed 1.86 acre parcel. This would accommodate a total occupancy of 83 people, resulting in an average intensity of 45 people per acre, and a single acre intensity of 83 people, both of which are consistent with Zone D average and single acre intensity criterion of 100 and 300 respectively.

The elevation of Runway 8-26 at Blythe Airport at its westerly terminus is approximately 396 feet above mean sea level (AMSL). At a distance of approximately 1,639 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 412 feet AMSL. The project site elevation is 394 feet AMSL and the existing building height is 20 feet, resulting in a top point elevation of 414 feet AMSL. The project does not propose any increase to the existing building. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that any future buildings/structures exceeding 412 feet AMSL will require FAA OES review before permit issuance.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to

## AIRPORT LAND USE COMMISSION

create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins.

All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 1,639 feet), the project is already existing and operating with no proposals of installing a new basin, and therefore would not constitute a hazard to flight.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Blythe Municipal Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

### CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
  - (f) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice. In the event

## AIRPORT LAND USE COMMISSION

that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. Prior to issuance of building permits for any new buildings/structures exceeding 412 feet above mean sea level, the permittee shall provide to the Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



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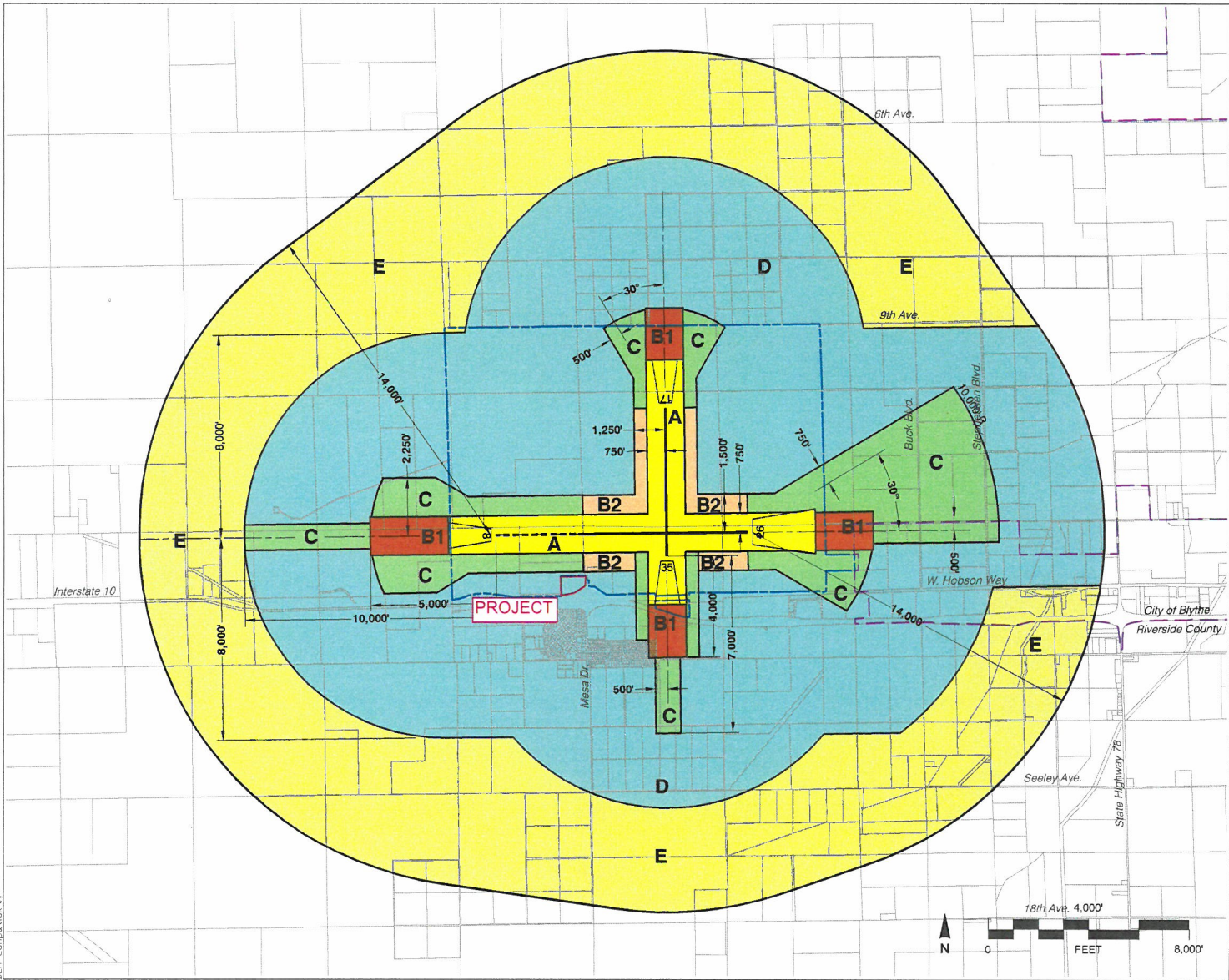
Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Kirpal Singh Dhaliwal (applicant/property owner)  
Scott Sturm, Black Gold Engineering, Inc. (representative)  
Angela Jamison, County Airports Manager  
ALUC Case File

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**Legend**

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

**Boundary Lines**

- Airport Property Line
- City Limits

**Note**

Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County  
 Airport Land Use Commission  
**Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document**  
 (Adopted October 2004)

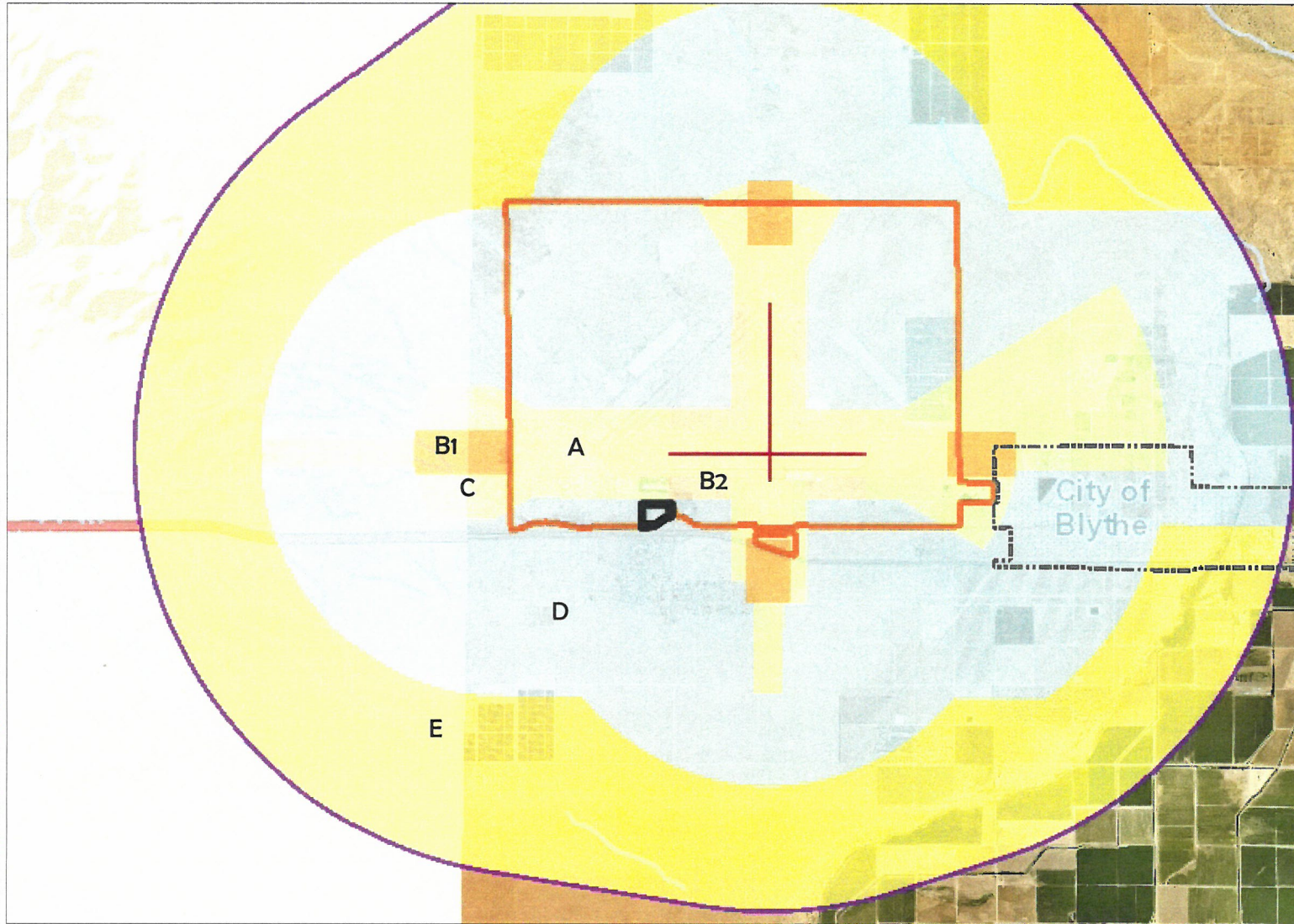
Map BL-1

**Compatibility Map**  
 Blythe Airport

BL-1-Compatibility



# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



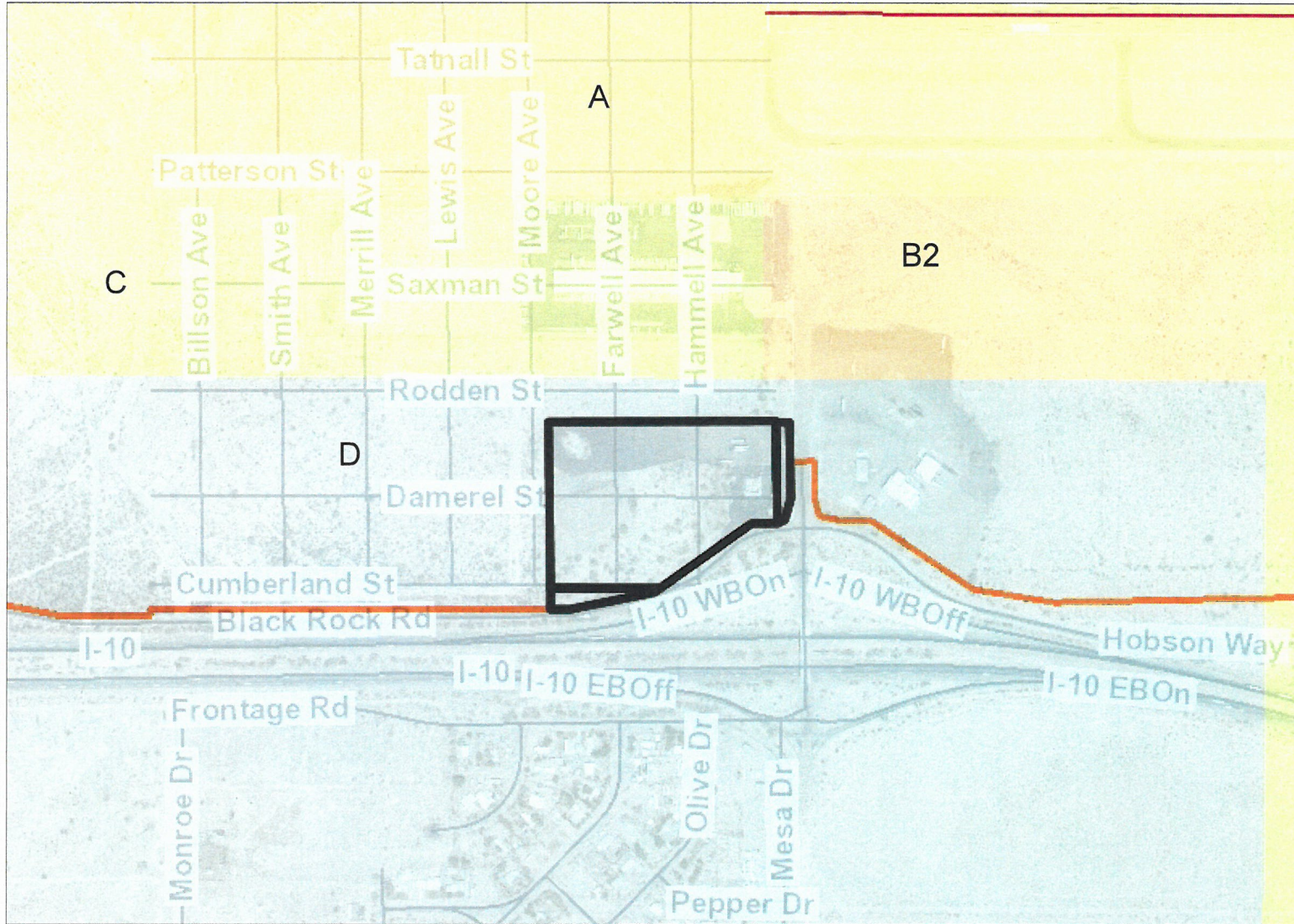
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## Notes



# Map My County Map



### Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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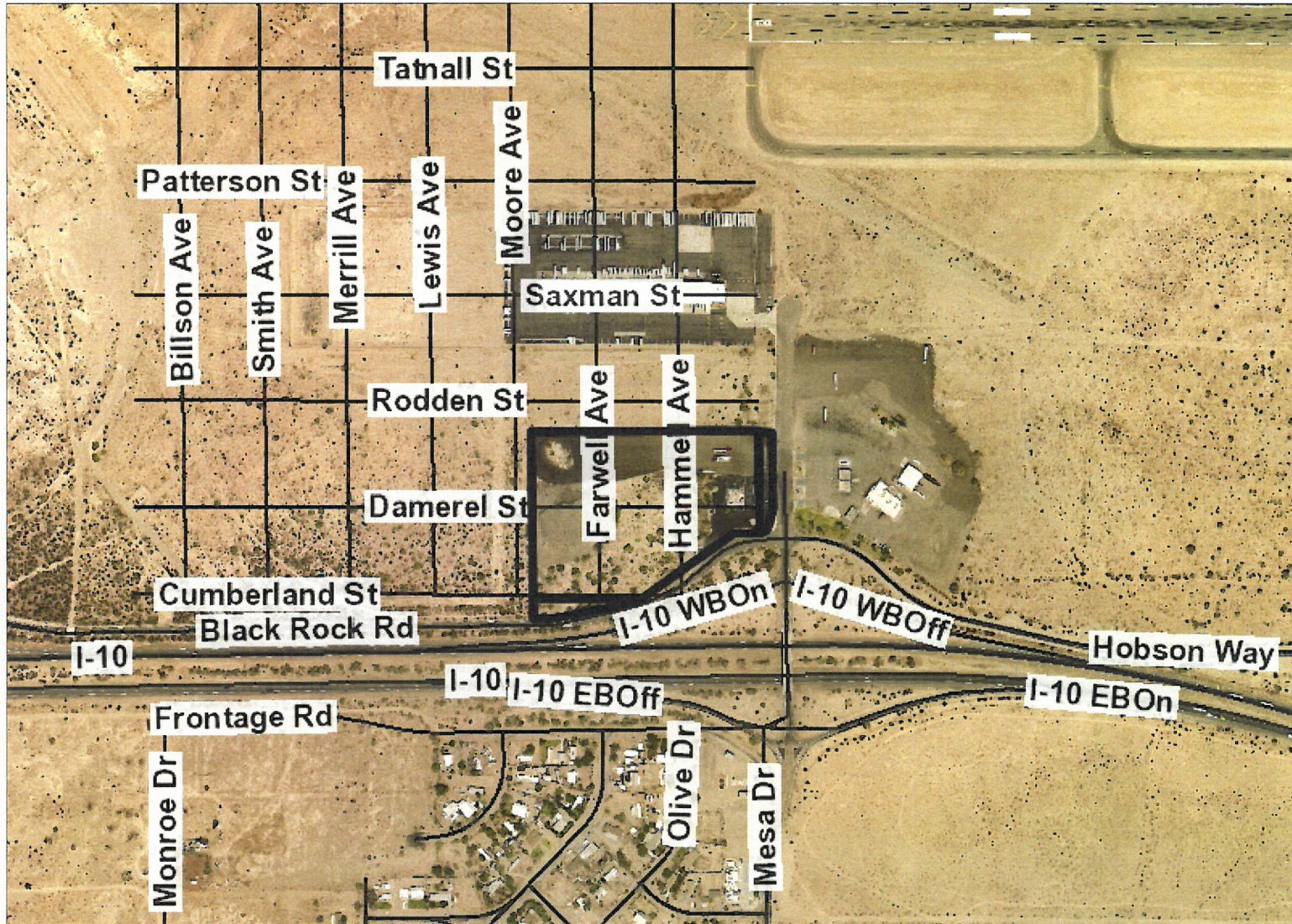
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### Notes



# Map My County Map



## Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

0 770 1,539 Feet

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## Notes



# Map My County Map

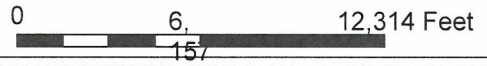


## Legend

- Blueline Streams
- ▨ City Areas
- World Street Map



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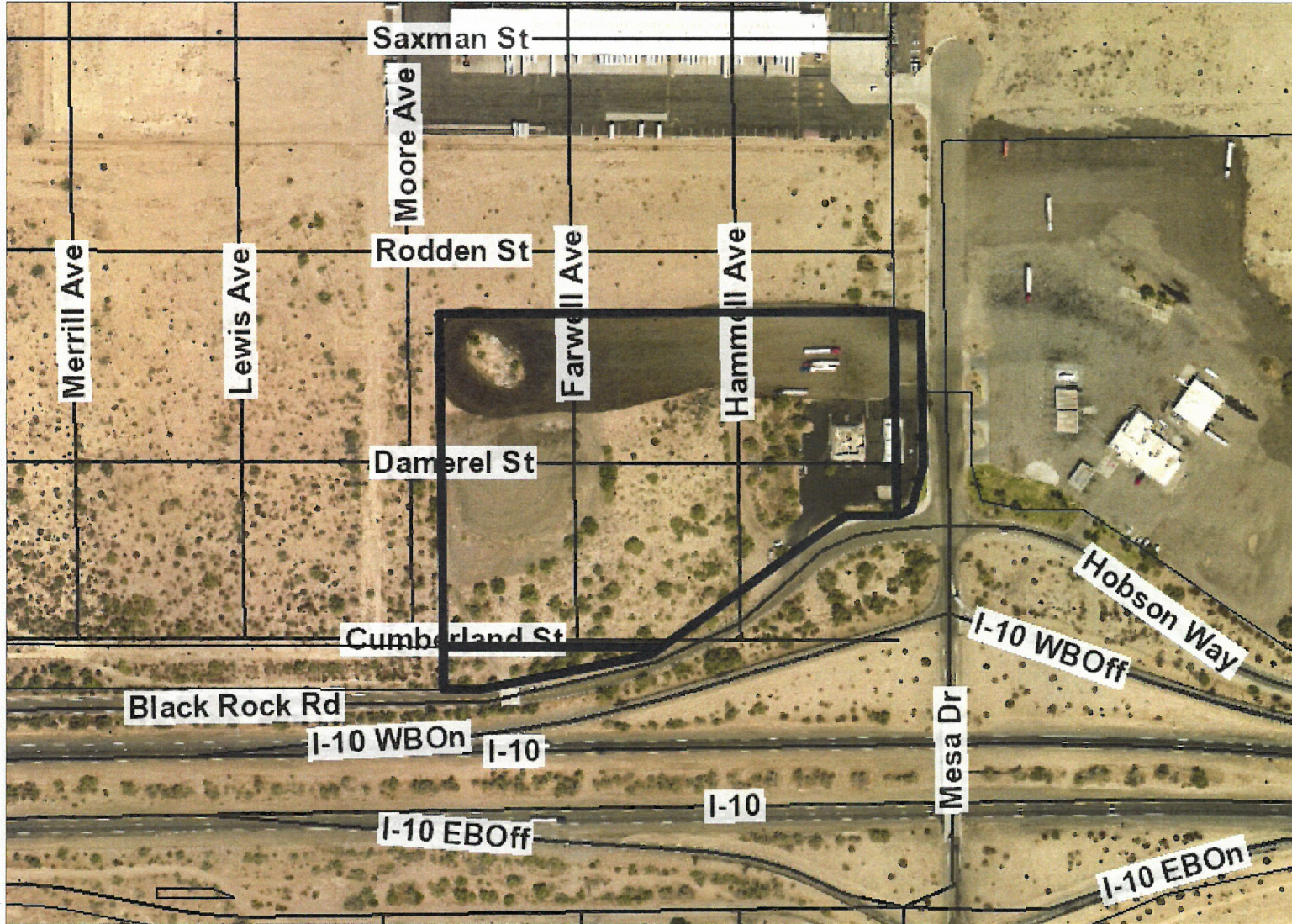
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## Notes



# Map My County Map



- Legend**
- Parcels
  - County Centerline Names
  - County Centerlines
  - Blueline Streams
  - City Areas
  - World Street Map



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**Notes**



IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
**TENTATIVE PARCEL MAP 37988**

BEING A SUBDIVISION OF A PORTION OF THE NORTHEAST 1/4 OF SECTION 36, T6S., R.21E, AND THE NORTHWEST 1/4 OF SECTION 31, T.6S, R.22E, SBM  
 BLACK GOLD ENGINEERING, INC., AUGUST 2020



VICINITY MAP  
 SCALE: N.T.S.



**APPLICANT:**  
 8190 LINDSEY  
 13013 MESA DRIVE, BLUHE CA 92235  
 PHONE: (951) 932-7742

**PROPERTY OWNER:**  
 KVA AMERICAN, INC.  
 13013 MESA DRIVE, BLUHE CA 92235  
 PHONE: 932-7742

**ENGINEER:**  
 BLACK GOLD ENGINEERING INC.  
 42270 SPECTRUM STREET, INDO, CA 92203  
 PHONE: (760) 464-5501

**ASSessor'S PARCEL NUMBER:**  
 818-260-000, 818-260-000 AND 824-020-000

**SITE ADDRESS:**  
 13013 MESA DRIVE, BLUHE CA 92235

**GENERAL PLAN:**  
 EXISTING GENERAL PLAN: GENERAL COMMERCIAL  
 PROPOSED GENERAL PLAN: GENERAL COMMERCIAL

**ZONING:**  
 EXISTING ZONING: GENERAL COMMERCIAL (C-3)  
 PROPOSED ZONING: GENERAL COMMERCIAL (C-2)

**NATURAL GAS:**  
 SC 045  
 (909)355-7955

**WATER & SEWER:**  
 CITY OF BLUHE  
 (760)922-6611

**ELECTRIC:**  
 SOUTHERN CALIFORNIA Edison  
 (800) 455-4555

**TELEPHONE:**  
 SPRINT  
 (800)459-9698 / 413-7727

**LEGAL DESCRIPTION:**

Subdivided by the undersigned pursuant to the laws of the State of California, Chapter 49, Section 49.01.

THESE ARE THE PARCELS AND ARE BEING A SUBDIVISION OF THE FOLLOWING:

THOSE PORTIONS OF BLOCK 26, 26.40 AC. (41.41 AC. OF PARCELS 4, 4A, 4B, 4C, 4D, 4E, 4F, 4G, 4H, 4I, 4J, 4K, 4L, 4M, 4N, 4O, 4P, 4Q, 4R, 4S, 4T, 4U, 4V, 4W, 4X, 4Y, 4Z), SECTION 36, T6S., R.21E., COUNTY OF RIVERSIDE, CALIFORNIA, AND THOSE PORTIONS OF LINDSEY AND STREET CORNER, STREET 17 AND 18, PARCELS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 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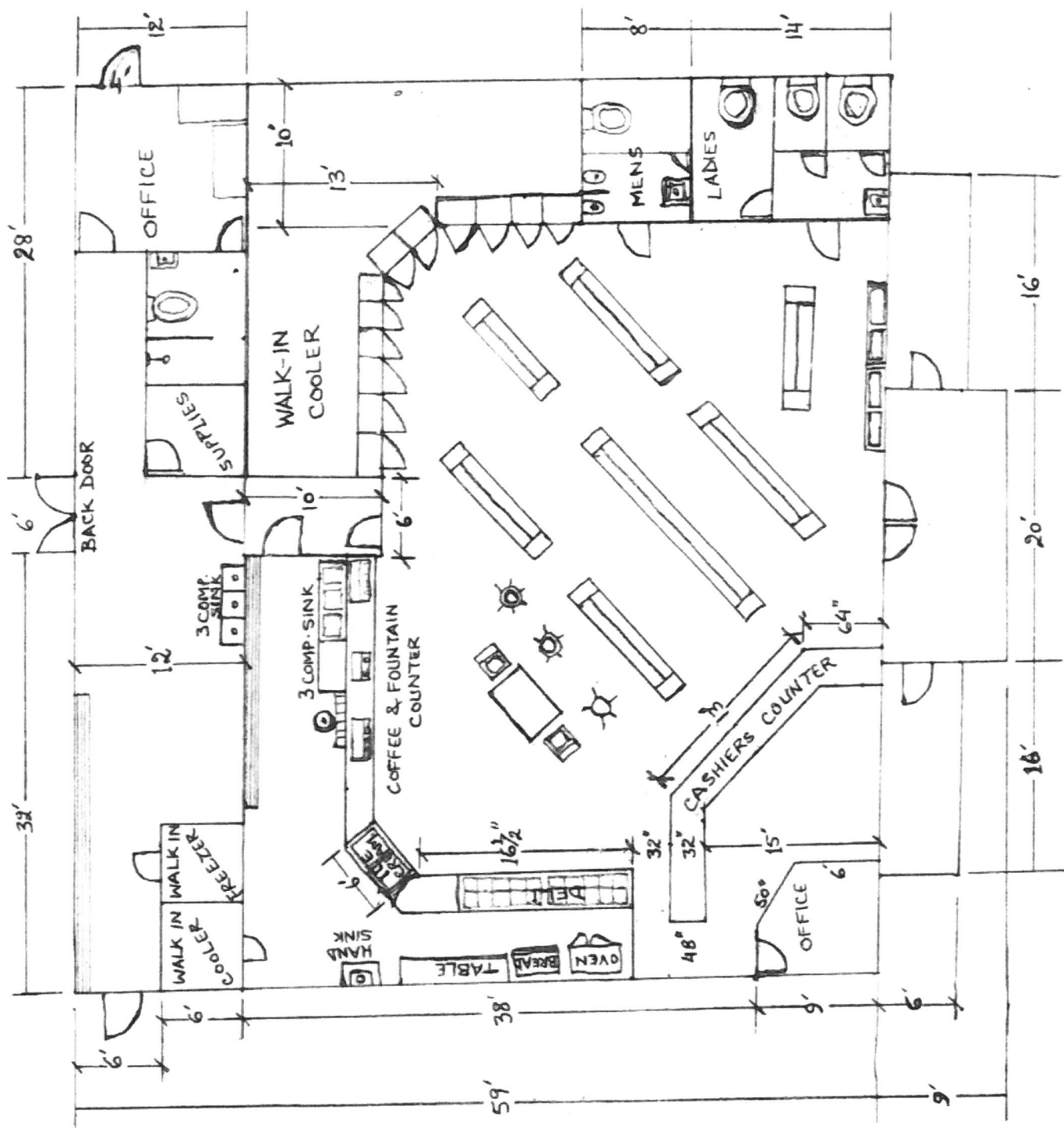
N89° 30' 24"E 2786.61'

I-10 FREEWAY



PREPARED BY:  
**BLACK GOLD ENGINEERING**  
 Civil Engineers • Land Surveyors • Designers  
 Corporate Headquarters  
 42270 Spectrum Street, InDO, CA 92203  
 Phone: 760-396-8200  
 Fax: 760-396-5245

# FLOOR PLAN - 13015 MESA DR, BLYTHE, CA

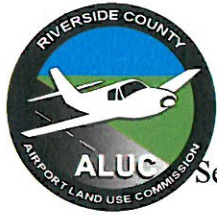


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RIVERSIDE COUNTY  
AIRPORT LAND USE COMMISSION



September 21, 2021

Mr. Chris Tracy, Project Planner  
City of Murrieta Planning Department  
1 Town Square  
Murrieta CA 92562

**CHAIR**  
Steven Stewart  
Palm Springs

**VICE CHAIR**  
Steve Manos  
Lake Elsinore

**COMMISSIONERS**

**Arthur Butler**  
Riverside

**John Lyon**  
Riverside

**Russell Betts**  
Desert Hot Springs

**Richard Stewart**  
Moreno Valley

**Michael Geller**  
Riverside

**STAFF**

**Director**  
Paul Rull

Simon A. Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION**

File No.: ZAP1114FV21  
Related File No.: DCA 2021-2320  
APN: Citywide

Dear Mr. Tracy:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Murrieta Case No. 2021-2320, a proposal to amend the City’s zoning ordinance, Title 10 and Title 16, including updates to: parking restrictions, SF-2 (Single-Family Residential 2) standards, Manufacturing Homes standards, Deceleration Lane standards, Los Alamos Overlay District, Master Plan Overlay District, Planned Residential Development, Density Bonus, Accessory Dwelling Unit, Cargo Containers Accessory Structure, Special Events, Temporary Residential Moving Containers, Temporary Cargo Containers, and Definitions. (No changes to the city’s land use designation or zoning).

There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the French Valley Airport Influence Area located within the City of Murrieta.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

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**Exhibit "A"**

**STRIKEOUT/UNDERLINE VERSION**

**Municipal Code Regulations**

...

**10.44            Parking Restrictions for Commercial, Recreational, and Certain Other Vehicles**

...

**Section 10.44 of the Murrieta Municipal Code is hereby amended as follows:**

**10.44.020 Parking prohibitions for certain vehicles.**

It is unlawful for any person to park or leave standing on any private or public property within residential or commercial zoning districts of the city, the following types of vehicles: any commercial vehicle, oversized vehicle, recreational vehicle, vessel, or non-self-propelled vehicle, as defined in Chapter [10.08](#) and [10.32](#) of this code, and similar such vehicles, unless as specifically allowed and described herein:

A. It is unlawful to park, keep, or store any oversized vehicle, recreational vehicle, non-self-propelled vehicle, vessel, or similar such vehicles, within any portion of the front yard setback, as defined by this code. Except that, if such vehicles are kept, parked, and stored permanently on private property, other than the front yard setback, they shall be screened from view to the required fence height allowed by this code. Wrought iron fencing, landscape material, and lattice shall be considered as acceptable screening materials. Recreational vehicles shall be allowed for a total of forty-eight (48) hours before and after a recreational trip only, and not in combination with any other public right-of-way parking exemption. This provision shall not apply to commercial vehicles weighing ten thousand (10,000) pounds or less, and/or having a width of ninety-two (92) inches or less, and/or having a length of twenty-one (21) feet or less, and/or having a height of eight (8) feet or less, if such vehicle is parked on an approved surface in the front yard setback and is limited to two such vehicles per residence.

B. It is unlawful to park, keep, store or leave standing, any trailer or semitrailer having a gross vehicle weight of ten thousand (10,000) pounds or more on public or private property within a residential zoning district of the city; unless, specifically in the performance of duties related to the picking up or delivering of merchandise, goods, wares; or, providing service to such building or structure for which an actual and bona fide repair, alteration, remodel, or construction has been allowed by a building permit.

C. It is unlawful to park or leave standing any truck, tractor, trailer or semitrailer as defined in the California Vehicle Code, or other commercial vehicle having a manufacturer's gross weight bearing of ten thousand (10,000) pounds or more, as defined in the California Vehicle Code, on private or public property within a residential zoning district; unless, specifically in the performance of duties related to the picking up

or delivering of merchandise, goods, wares; or, providing service to such building or structure for which an actual and bona fide repair, alteration, remodel or construction has been allowed by a building permit, as defined in Section 35703 CVC.

D. It is unlawful to park, keep, store, or leave standing (i.e., park), any passenger vehicle or vehicles as described in Chapter 10.08, on private or public property within the City as described in Chapter 10.32. Parking of vehicles, and in the manner described in Chapter 10.32, shall occur on pre-engineered load-bearing surfaces. Parking on unimproved or non-paved lots is prohibited. This last provision shall not be applicable at Rural Residential (RR) and Estate Residential (ER-1) and (ER-2) zoned parcels.

E. It is unlawful to park, keep, store or leave standing on any public or private property within residentially zoned districts, any vehicle which contains any hazardous material as defined in Section 353 of the California Vehicle Code. Vehicles which emit noxious, objectionable odors, or are left in a condition which harbors vermin, or provides for the conditions for pestilence to occur shall also be prohibited in residential districts. Vehicles used to transport animals shall comply with Subsection A of this Chapter.

F. It is unlawful to park or leave standing any vehicle on a residential lot, or on any portion of the front yard setback such that the vehicle(s) obstructs the vision of an adjoining property occupant in obtaining access to or from a public right-of-way. Upon determination that the obstruction creates a potential safety hazard, such vehicles may be required to be relocated or removed from the neighboring site.

G. It is unlawful to park, store, or leave standing an inoperative, abandoned, wrecked, or dismantled vehicle, or any part thereof, on any portion of a front yard setback; except during the first seventy-two (72) hours during which a vehicle is mechanically disabled. Car covers shall not be an exception to an inoperative vehicle. It is unlawful to park, or store a vehicle in an elevated position, on blocks, stands, jacks or any other lifting device, in any portion of the front yard setback, or in a location visible from any public right-of-way or street, except as allowed by Section 8.20.030(P)(5)(d) of this Code.



**Exhibit “B-1”**

**STRIKEOUT/UNDERLINE VERSION**

**Development Code Regulations**

**Article II – Zoning Districts and Allowable Land Uses**

...

**16.08 Residential Districts**

...

**16.16 Combining and Overlay Districts**

...

**Section 16.08 (Residential Districts) of the Murrieta Municipal Code is hereby amended as follows:**

**F. SF-2 (Single-Family Residential 2) District.** The SF-2 zoning district is applied to parcels appropriate for single-family subdivisions which may include detached and attached single-family dwelling units with common walls. For attached units configured within two to three unit configurations, a Planned Residential Development application is required. The allowable density range is from 5.1 to 10.0 units per acre. The minimum parcel size for detached single-family units is ~~five~~ four thousand three hundred fifty ~~(5,000)~~4,350 square feet, although a smaller lot size can be considered for the clustering of units. This can be accomplished through a Planned Residential Development application process and associated findings. See Section 16.16.020 “Planned Residential Development General Standards” for additional details and requirements. The clustering of units through the Planned Residential Development review process is to encourage ~~provide an~~ aggregate of open space ~~is encouraged,~~ with units on individual parcels with commonly maintained open space, and on-site recreational facilities required. The SF-2 zoning district is consistent with the ~~single-family~~ residential land use designation of the general plan;

**Section 16.08 (Residential Districts) of the Murrieta Municipal Code is hereby amended as follows:**

TABLE 16.08-1 USE TABLE FOR RESIDENTIAL (SINGLE-FAMILY) ZONING DISTRICTS Permit Requirement by District		
Symbol	Applicable Process	See Chapter

<b>P</b>	<b>Permitted Land Use - Compliance with development standards and zoning clearance required</b>						<b>16.74</b>
<b>C</b>	<b>Conditional Use - Conditional use permit required</b>						<b>16.52</b>
<b>"Blank"</b>	<b>Land use not permitted</b>						
<b>Land Use</b> (1) (2)	<b>RR</b>	<b>ER-1</b>	<b>ER-2</b>	<b>ER-3</b>	<b>SF-1</b>	<b>SF-2</b>	<b>See Standards in Section</b>
<p>Notes:</p> <p>(1) See Section 16.04.020 regarding uses not listed.</p> <p>(2) See Article VI for definitions of the land uses listed.</p> <p>(3) Kennels existing as of January 1, 2014 within the RR zone are a legal-conforming land use and are permitted to continue in operation subject to no changes in the existing operation and/or compliance with the development standards contained in Section 16.44.040.E.2.</p> <p>(4) Minimum five (5) acre property.</p> <p>(5) Zoning clearance not required.</p> <p>(6) Any development standards imposed shall be limited to those specified in State law. <a href="#">See California Code of Regulations, Title 25 (Housing and Community Development), Division 1 for additional details and requirements.</a> <del>No Manufactured Housing shall be installed on a lot in a permitted residential zone if more than 10 years has elapsed between the date of manufacture of the manufactured home and the date of the application for the issuance of a permit to install the manufactured home in the affected zone. This exclusion shall not apply to legally permitted Manufactured Homes converting from a pier foundation system to a permanent foundation system.</del></p> <p>(7) For EVCS - Subject to the Minor Conditional Use Permit appeal provisions for identified Public Health and Safety issues as described in Section 15.63.</p> <p>(8) For STVRs - Subject to the Citywide maximum, locational, and operational criteria, as described in Sections 5.27 and 16.44.260 of this Municipal Code.</p> <p>(9) Limited to a <i>Massage Accessory Use</i> in conjunction with establishment of the following primary uses: Assisted Living/Skilled Nursing. No other Personal Service are permitted. Refer to Section 16.44.270.B.3 (<i>Massage Accessory Use</i>) and Chapter 5.18 (<i>Massage Businesses and Massage Therapists</i>) for additional details.</p> <p>(10) Refer to Section 5.18.150 (Exemptions) for the types of "Professions and Services" which shall not be classified as a <i>Massage Establishment</i>.</p>							

...

<b>TABLE 16.08-3 RESIDENTIAL (SINGLE-FAMILY) ZONES GENERAL DEVELOPMENT STANDARDS</b>						
<b>Development Feature</b>	<b>RR</b>	<b>ER-1</b>	<b>ER-2</b>	<b>ER-3</b>	<b>SF-1</b>	<b>SF-2<sup>(3)</sup></b>
Minimum Parcel Size	2.5 acres <sup>(2)</sup>	1.0 acres	0.5 acres <sup>(1)</sup>	10,000 sq. ft.	7,200 sq. ft.	<del>5,000</del> <u>4,350</u> sq. ft.
Density Range	0.1 - 0.4 dus/acre	0.4 - 1.0 dus/acre	1.0 - 2.0 dus/acre	2.0 - 3.0 dus/acre	2.1 - 5.0 dus/acre	5.1 - 10.0 dus/acre
Minimum Parcel Width	100 feet	100 feet	100 feet	70 feet	70 feet	55 feet, <u>45 feet for parcels less than 5,000 square feet. This parcel width shall be increased to a 50 foot width for every fifth</u>

						<u>lot on a non-cul-de-sac parcel street frontage.</u>
Minimum Livable Area	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
Setbacks						
Front	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Interior	20 feet	20 feet	20 feet	10 feet	10 feet	<u>7.5 feet per side. For parcels less than 5,000 sq. ft. = A minimum of an average of 12 feet overall for the combination of both interior sides with no side setback of less than 5 feet.</u>
Street Side	20 feet	20 feet	20 feet	20 feet	20 feet	10 feet
Rear	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Accessory Structures	Consistent with Section <a href="#">16.44.150</a>					
Maximum Parcel Coverage	25%	25%	35%	35%	35% for two-story; 45% for single story	50%
Maximum Building Height	40 feet	40 feet	40 feet	35 feet	35 feet	35 feet



Minimum On-site Landscaping	25% of front yard area
<a href="#">Small Attached Unit Configuration</a>	<a href="#">Refer to Section 16.16.020 "Planned Residential Development General Standards" for development standards and project review and 16.16.030 "Planned Residential Development Design Standards and Parameters."</a>
<p>Notes:</p> <p>(1) A forty (40) foot wide buffer shall be provided along Washington Avenue (from Guava to Elm Street) in the public right-of-way. Landscaping to include six-foot high block wall, pedestrian trails and/or sidewalk, and landscaping berms to act as natural buffers. New residential projects will be allowed to access from Washington Avenue with residential lots abutting Washington Avenue are prohibited from taking direct access from Washington Avenue.</p> <p>(2) The minimum parcel area for properties zoned RR can include adjacent area to the centerline of the public street right-of-way.</p> <p>(3) <a href="#">For projects proposing a clustering configuration with detached single-family homes or within small attached unit configurations, please see 16.16.020 "Planned Residential Development General Standards" and 16.16.030 "Planned Residential Development Design Standards and Parameters" for requirements.</a></p>	

...

<b>TABLE 16.08-4 RESIDENTIAL (MULTI-FAMILY) ZONES GENERAL DEVELOPMENT STANDARDS</b>			
<b>Development Feature</b>	<b>MF-1<sup>(5)</sup></b>	<b>MF-2/MU-3<sup>(2)</sup></b>	<b>MF-3</b>
Minimum Parcel Size	5 acres	5 acres	5 acres
Minimum Parcel Width	100 feet	100 feet	100 feet
Density Range	10.1 - 15 du/acre	15.1 - 18.0 du/acre	Min. 30 du/acre
Minimum Livable Area	500 sq. ft.	500 sq. ft.	500 sq. ft.
Setbacks			
Street	10 feet	10 feet	Varying 10 - 20 feet
Interior	10 feet	10 feet	Minimum 10 feet <sup>(1)</sup>
Maximum Parcel Coverage	35%	35%	None
Maximum Height Limit	50 feet	50 feet	100 feet
Open Space (per dwelling unit)			
Private Open Space	60 sq. ft./upper floor 100 sq. ft./ground floor	60 sq. ft./upper floor 100 sq. ft./ground floor	All units 50 sq. ft. <sup>(2)</sup>
Common Open Space	200 sq. ft.	200 sq. ft.	150 sq. ft. <sup>(3)</sup>
Recreational Amenities			For projects containing 25 or more dwelling units, provide one recreational amenity for each 30 dwelling units or fraction thereof <sup>(4)</sup>

Minimum On-site Landscaping	10% of the site area
<p>Notes:</p> <p>(1) When adjacent to existing single-family residential use or zone, the building setback from the nearest property line shall be 10 feet for the first 25 feet in height, above 25 feet in height the setback shall be 20 feet, and above 50 feet, the setback shall be 30 feet.</p> <p>(2) For stand-alone multi-family residential projects or as part of a mixed-use development, each residential unit shall be provided with at least one area of private open space accessible directly from the living area of the unit, in the form of fenced yard or patio, a deck or balcony at a minimum area of 50 square feet. The minimum dimension, width or depth of a balcony shall be 5 feet.</p> <p>(3) All common open space shall be conveniently located and accessible to all dwelling units on the site. Common open space may include landscaping, pedestrian paths and recreational amenities. In projects containing fewer than 10 units, the common open space shall have a minimum width and depth of 10 feet. In projects containing 10 or more units, the minimum width and depth shall be 20 feet.</p> <p>(4) One common recreational amenity shall be provided for each 30 units or fraction thereof. The following listed amenities satisfy the above recreational facilities requirements. Recognizing that certain facilities serve more people than others, have a wider interest or appeal, and/or occupy more area, specified items may be counted as two amenities, as noted. In all cases, each square foot of land area devoted to a recreational amenity shall be credited as common open space on a 1:1 basis.</p> <ul style="list-style-type: none"> <li>a. Clubhouse (two)</li> <li>b. Swimming Pool (two)</li> <li>c. Tennis, Basketball or Racquetball court</li> <li>d. Weightlifting facility</li> <li>e. Children's playground equipment</li> <li>f. Sauna or Jacuzzi</li> <li>g. Day Care Facility (two)</li> <li>h. Other recreational amenities deemed adequate by the director.</li> </ul> <p><u>(5) For projects proposing a clustering configuration with detached single-family homes or within small attached unit configurations, please see 16.16.020 "Planned Residential Development General Standards" and 16.16.030 "Planned Residential Development Design Standards and Parameters" for requirements.</u></p>	

(Ord. 538, Exhibit A (part), 2018; Ord. 492 Exhibit 4, 2014; Ord. 482-13 § 2, 2013; Ord. 377 § 3, 2006; Ord. 367 § 3, 2006; Ord. 297 § 2, 2004; Ord. 293 § 1 (part), 2004; Ord. 280 § 2, 2003; Ord. 253 § 2 (part), 2002; Ord. 182 § 2 (part), 1997)

## 16.08.040 Multi-family Residential Design Standards.

### 2. Access Drives.

**a. Standard:** Access drives shall be located at least two hundred (200) feet apart and at least one hundred (100) feet from property lines and street intersections unless an approved shared drive is provided, or the driveway location does not create a traffic hazard to adjacent property.

**b. Standard:** Access drives shall be located off of side streets and alleys whenever possible.

**c. Standard:** Access drives on larger residential projects (more than fifty (50) units) shall include a minimum five-foot-wide landscaped median including curbs,

color/textured paving, and other "gateway" elements (e.g.. lights, bollards. entry walls, etc.).

d. Standard: Housing developments with more than two hundred (200) parking stalls (inclusive of the spaces located within carports and enclosed garages), that are located on an arterial or a larger street shall provide deceleration lanes adjacent to each major entry per City standards.

**Section 16.16 (Combining and Overlay Districts) of the Murrieta Municipal Code is hereby amended as follows:**

**16.16.010 Purpose.**

**A. Purpose.** ~~This~~The purpose of this chapter is to provide~~01s~~ guidance for development and new land uses in addition to the standards and regulations of the primary zoning district, where important area, neighborhood or site characteristics~~re-~~quire require particular attention in project planning.

**B. Applicability.** The applicability of any overlay zoning district to specific sites is shown by the overlay zoning map symbol established by Section 16.06.010 (Zoning Districts Established). The provisions of this chapter apply to development and new uses in addition to all other applicable requirements of this development code. In the event of any perceived conflict between the provisions of this chapter and any other provision of this development code, this chapter shall control.

**C. The Combining and Overlay Districts Include the Following:**

~~1. LAD (Los Alamos District) Overlay District. The LAD overlay is applied to the historic district east of 1-215 and south of Los Alamos Road, including the right-of-way, to preserve the historic rural character of the neighborhood, in terms of architectural, landscape, and roadway design. Bicycle, equestrian, pedestrian access, and shuttle van services and infill development are encouraged, subject to guidelines that protect the historic character of the district. The LAD overlay is consistent with the historic overlay designation of the general plan;~~

**12. MPO (Master Plan) Overlay District.** The MPO designation is applied to appropriate parcels with unique characteristics or circumstances that require additional development review. The district is subject to the density of the base zoning district and provides for clustering of residential dwelling units within projects in compliance with the master development plan process.

**a. Master Development Plan Required.** For any project with a master plan overlay designation, a master development plan shall be prepared pursuant to Chapter 16.64 of the development code, except that a specific plan shall be required for commercial or industrial zoned property with a master plan overlay, for the mixing of



residential and non-residential land uses, or as required by the city pursuant subsection (C)(21)(c) of this section.

**b. Applicable Residential Zones.** A master plan overlay is restricted to the following residential zones:

Rural Residential (RR);

Estate Residential 1 (ER-1);

Estate Residential 2 (ER-2);

Single-Family 1 (SF-1).

**c. Specific Plan May be Required for Certain Projects.** Projects in a master plan overlay may re-quire the preparation of a specific plan if required by the city, in accordance with state law, when the following occur:

The project site is of sufficient size to effectively utilize density transfers to protect and preserve significant open space areas; and/or

The project site contains environmentally sensitive habitat or species or has significant geographic constraints or requires extensive public utility extensions that necessitate detailed long-range planning to ensure adequate protection of resources and the efficient provision of public services, infra-structures, and/or utilities. Specific plans shall comply with the density provisions of the underlying land use designation.

**d. Development Standards.** The following standards [\(Table 16.16-1\)](#) shall apply. Modifications to these standards, except for minimum lot size, may be considered as part of the review and approval of a master development plan provided in subsection (C)(21)(g) of this section:

**Table 16.16-1**  
**MASTER PLAN OVERLAY APPLICABLE STANDARDS**

<b>Land Use Designation/Zone</b>	<b>Min. Lot Size</b>	<b>Applicable Standards (1)</b>
Rural Residential (RR)	20,000 sq. ft.	ER-2
Estate Residential 1 (ER-1)	10,000 sq. ft.	ER-3
Estate Residential 2 (ER-2)	7,200 sq. ft.	SF-1
Single-Family 1 (SF-1)	5,000—6,000 sq. ft. (2)	SF-2

**Notes:**

(1) See ~~Table 16.08-1 "Use Table For Residential (Single-Family) Zoning Districts"; Table 2-2 "Allowable Uses and Permit Requirements for Residential Zoning Districts"; Table 2-3 Residential Zones General Development Standards Requirements by Individual Zoning District"~~ Table 16.08-3 "Residential (Single-Family) Zones General Development Standards"; and Section 16.08.030 "Single-family Residential Design Standards and Parameters" for additional standards. In addition to the above-described standards, all applicable standards pertaining to single-family residential development, including but not limited to landscaping, parking etc. shall apply.

(2) Five thousand (5,000) square foot lots may be allowed for up to ten (10) percent of the project and six thousand (6,000) square foot lots may be allowed for up to twenty (20) percent of the project.

**e. Modifications to Development Standards.** Modifications to development standards may be approved in order to allow greater flexibility in dealing with site-specific issues, such as preservation of environmentally sensitive areas, efficient use of infrastructure, and allow for the inclusion of on-site amenities such as open spaces, enhanced landscaping and recreational opportunities. As the number and extent of any proposed development standard modifications increase, it is expected that the number and extent of the public amenities would expand accordingly.

**f. Project Amenities.** The development project shall provide public benefit beyond that normally required of a similar development outside of an MPO by the provision of such things as equestrian facilities, public open space, on and/or off site infrastructure improvements, public playgrounds, trails and other recreational facilities, or other ~~exceptional~~ beneficial public use facilities to the satisfaction of the city council as part of the master development plan review process.

**g. Modifications to Standards for Public Benefit.** Modifications to the standards specified herein may be approved in order to allow greater flexibility in reaching the objectives of the master plan and to meet the needs of a particular site. Any modifications must demonstrate that the public benefit is being provided.

**3. SHO (Scenic Highway) Overlay District.** The SHO designation is applied to the 1-15 and 1-215 corridors, as defined in the Master Plan of State Highways Eligible for Official Scenic Highway Designation, to provide protection for scenic qualities of historic significance with appropriate conservation plans. The SHO designation is consistent with the scenic highway/special corridor designation in the conservation and open space element of the general plan.

(Ord. 293 § 1 (part), 2004; Ord. 182 § 2 (part), 1997)

#### **16.16.020 Planned Residential Development General Standards.**

**1. PRD (Planned Residential Development).** The PRD standards can be utilized on all land zoned SF-2 (single-family residential), MF-1 (multi-family residential). The

standards allow for the development of single-family detached and attached units on residential lots which are smaller than four thousand three hundred fifty five thousand (5,0004,350) square feet, by requiring the use of common usable open space within the development in either a neo-traditional, courtyard cluster or alley access site design. Per Chapter 16.56, a development plan must be filed concurrent with the request for a planned residential permit, and the proposed project must meet all requirements set forth in Table 16.16-2 and Section 16.16.020.

**TABLE 2-X  
PRD GENERAL DEVELOPMENT STANDARDS**

Development Feature	Neo-Traditional (1)	Courtyard Cluster(1)/ Alley Access
Minimum Parcel Size	4,000 sq. ft.	2,750 sq. ft.
Minimum Parcel Width	45 ft.	35 ft.
Maximum Livable Area	2,100 sq. ft.(6)	1,800 sq. ft.j6'
Minimum Livable Area	1,100 sq. ft	1,000 sq. ft.
Setbacks Required (5)		
Front	10 ft (1)	10 ft.
Side (each)	0—10 ft.(4)'	0—10 ft.(4)
Street side	10 ft.	10 ft.
Rear	15 ft.	See 16.16.030(A)(5)
Accessory Structures	See Section <u>16.44.150</u> (Residential Accessory Uses and Structures)	
Maximum Parcel Coverage	50%	60%
Maximum Height Limit	35 ft.	35 ft.
Common Open Space	425 sq. ft./unit	750 sq. ft./unit

**Notes:**

- (1)— ~~The standards below are for single-family detached units.~~
- (2)— ~~The number of dwelling units in a planned development shall not exceed the density permitted by the underlying zone. The density regulations of the underlying zone may be applied to the total developable area of the planned development rather than separately to individual lots. In no case shall the density of the project be inconsistent with the general plan.~~
- (3)— ~~The front yard setback must be a minimum of ten feet to an architectural feature (ex: front porch or bay window). The setback for the garage door must be at least eighteen (18) feet from the back of the side walk, or the back of curb if there is no sidewalk. Projects incorporating side-loaded garages may use a ten-foot minimum setback to the garage. See Section 16.16.030(A)(5)(a) below.~~
- (4)— ~~The total distance between structures must be at least ten feet. If any side yard setback is less than three feet, easements may be required on the adjacent property to allow for proper fire and emergency access.~~
- (5)— ~~See Section 16.16.030(A)(5) for additional design criteria.~~



~~—(6) Any combination of bedrooms, libraries, dens, studios or other stand-alone rooms that could easily be converted to bedrooms cannot exceed four. (Ord. 538, Exhibit A (part), 2018; Ord. 252 (part), 2002)~~

**Table 16.16-2  
PRD GENERAL DEVELOPMENT STANDARDS**

<u>Development Feature<sup>(6)</sup></u>	<u>Neo-Traditional – Type A<sup>(1)(2)(5)(6)</sup></u>	<u>Neo-Traditional – Type B<sup>(1)(2)(5)(6)</sup></u>	<u>Courtyard Cluster/ Alley Access<sup>(1)(2)(5)(6)</sup></u>
<u>Detached Single-Family Unit</u>	<u>1 Unit Configuration</u>	<u>1 Unit Configuration</u>	<u>1 Unit Configuration</u>
<u>Attached Single-Family Units</u>	<u>2-3 Unit Configuration</u>	<u>2-3 Unit Configuration</u>	<u>2-3 Unit Configuration</u>
<u>Minimum Parcel Size</u>	<u>4,000 sq. ft.</u>	<u>3,500 sq. ft.</u>	<u>2,750 sq. ft.</u>
<u>Minimum Site Area Equivalent Per Dwelling Unit for an Attached Single-Family Unit</u>	<u>4,000 sq. ft.</u>	<u>3,500 sq. ft.</u>	<u>2,750 sq. ft.</u>
<u>Minimum Parcel Width</u>	<u>45 ft.</u>	<u>40 ft.</u>	<u>35 ft.</u>
<u>Maximum Livable Area</u>	<u>2,100 sq. ft.</u>	<u>2,100 sq. ft.</u>	<u>1,800 sq. ft.</u>
<u>Minimum Livable Area</u>	<u>1,000 sq. ft.</u>	<u>1,000 sq. ft.</u>	<u>1,000 sq. ft.</u>
<u>Setbacks Required<sup>(5)</sup></u>			
<u>Front</u>	<u>10 ft.<sup>(3)</sup></u>	<u>10 ft.<sup>(3)</sup></u>	<u>10 ft.</u>
<u>Side (each)</u>	<u>0 - 10 ft.<sup>(4)</sup></u>	<u>0 - 10 ft.<sup>(4)</sup></u>	<u>0 - 10 ft.<sup>(4)</sup></u>
<u>Street side</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>
<u>Rear</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>See 16.16.030(A)(5)</u>
<u>Accessory Structures</u>	<u>See Section 16.44.150 (Residential Accessory Uses and Structures)</u>		
<u>Maximum Parcel Coverage</u>	<u>50%</u>	<u>50%</u>	<u>60%</u>
<u>Maximum Height Limit</u>	<u>35 ft.</u>	<u>35 ft.</u>	<u>35 ft.</u>
<u>Common Open Space</u>	<u>425 sq. ft./unit</u>	<u>500 sq. ft./unit</u>	<u>750 sq. ft./unit</u>
<u>Private Open Space</u>	<u>675 sq. ft./unit</u>	<u>600 sq. ft./unit</u>	<u>350 sq. ft./unit</u>

**Notes:**

- (1) The standards below are for attached and detached single-family units.
- (2) The number of dwelling units in a planned development shall not exceed the density permitted by the underlying zone. The density regulations of the underlying zone may be applied to the total developable area of the planned development rather than

separately to individual lots. In no case shall the density of the project be inconsistent with the general plan.

(3) The front yard setback must be a minimum of ten feet to an architectural feature (ex: front porch or bay window). The setback for the garage door must be at least twenty (20) feet from the back of the sidewalk, or the back of curb if there is no sidewalk. Projects incorporating side-loaded garages may use a ten (10) foot minimum setback to the garage. See Section 16.16.030(A)(5)(a) below.

(4) The total distance between structures must be at least ten feet per California Building and Fire Code standards. If any side yard setback is less than three feet, easements may be required on the adjacent property to allow for proper fire and emergency access.

(5) See Section 16.16.030(A)(5) for additional design criteria.

(6) Exception to Development Standards - See Section 16.44.160 (Accessory Dwelling Units) for lot coverage, setbacks, and square footage provisions as required per State law.

### **16.16.030 Planned Residential Development Design Standards and Parameters.**

The following standards and parameters are provided to ensure a level of quality that must be complied with or satisfied in all planned residential developments (PRD). In addition to the general provisions of the underlying zone and [Chapter 16.16](#) (Combining and Overlay Districts), a PRD shall comply with the following standards. Parameters are provided to allow flexibility by providing options for implementing specific standards. In order to meet a certain standard, one or a combination of parameters shall be incorporated in the project's design. In some instances, there will be no parameter(s) identified for a particular standard and this will be noted.

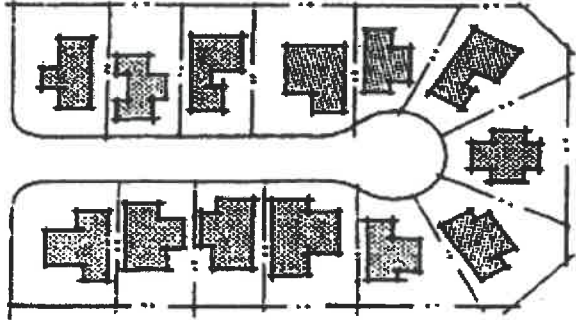
**A. Site Planning.** The following standards and parameters deal with the internal organization of planned residential developments. The intent of the standards and parameters is to ensure that the relationships of units to each other and to other on-site uses are functional, attractive, and create a visual variety along the project's streets.

#### **1. Lot Layout.**

**a. Standard:** A project may be designed using one, two or all three of the ~~permitted~~ lot designs within the project. Attached single-family units with up three units within a building may be option as well for any of the three lot designs with implementation of a modified typical interior setback(s) (See Table 16.16-2 "PRD General Development Standards" for additional details). All other PRD standards would apply for this type of attached configuration. The standards that apply to any given lot will depend upon where access to the garage is obtained. A neo-traditional lot ([Refer to Diagram 16.16-1](#)) will have garage access from the front of the house to the project local street. Cluster courtyards and alley access lots will have garage access to the side of the house from either a courtyard or an alley.

#### **Parameters:**

1) The neo-traditional development consists of detached single-family dwellings on individual lots. Lots are of approximately equal size, and are placed adjacent to one another throughout the entire project area. Common open space areas are dispersed throughout the project. A two-car garage shall be provided for each unit.

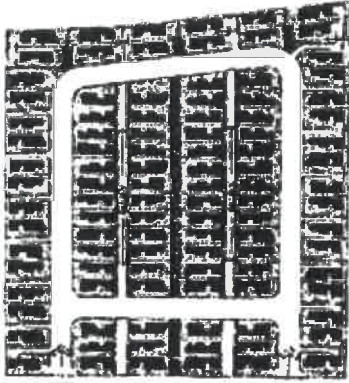


**Neo-Traditional Development** Diagram 16.16-1 - Neo-Traditional Development Lot Configuration – Single Family Home Typical Layout

2) The courtyard cluster or alley access development layout (Refer to Diagram 16.16-2) permits a reduction in lot area, resulting in an increase in the overall density of the project. Single-family homes are clustered around an access courtyard or provided with rear alley access. Garages have access from the courtyard or from the alley. Common usable open space areas are provided throughout the project. Private fenced patio area is provided for each unit. A two-car garage shall be provided for each unit.



**Courtyard Cluster**



**Alley Access**

Diagram 16.16-2 – Courtyard Cluster and Alley Access Development Lot Configuration – Single Family Home Typical Layout

**2. Parking.**



a. **Standard:** All units shall have at least two full-size enclosed residential parking spaces. A three-car garage is not permitted, unless the third space is located within in a tandem configuration.

**Parameters:** None.

b. **Standard:** Driveways infor a neo-traditional lot design shall be large enough to provide for additional off-street parking. Driveway length is measured from back of sidewalk, or back of curb where there is no sidewalk.

**Parameters:**

1) Driveways for neo-traditional lots shall have~~will be~~ a minimum of twenty~~eighteen~~ (20)~~(18)~~ feet in length ~~if a roll-up garage door is used~~.

~~2) Driveway for neo-traditional lots will be a minimum of twenty (20) feet in length if a swing-up garage door is used.~~

c. **Standard:** Visitor parking shall be provided. Standards set forth in Section 16.34.040 regarding the number of spaces to be provided shall be followed.

**Parameters:**

1) On-street parallel parking on project streets may satisfy this requirement. On-street parallel parking on at least one side of the street is strongly encouraged. If the project lacks adequate on-street parking, additional parking bays dispersed throughout the project ~~may be necessary~~ shall be provided.

d. **Standard:** Additional parking spaces, in excess of the required visitor parking, at a ratio of one space per ten units included in the entire project, shall be provided at the primary recreation facility.

**Parameters:** None.

### 3. Common Recreational Space.

a. **Standard:** Open space areas designed for common recreation use shall be provided for all residential developments at a ratio of four hundred twenty-five (425) square feet per unit for neo-traditional units and seven hundred fifty (750) square feet per unit for courtyard cluster or alley access units. ~~Parameters: None.~~

Parameters: None.

b. **Standard:** Specifically excluded from meeting the common usable open recreational space requirement are driveways, parking areas, fenced areas, which are inaccessible to residents, areas with slopes of fifteen (15) percent or greater, and any

other areas deemed not to be primarily used for open recreational purposes by the planning commission or city council.

**Parameters:** None.

**c. Standard:** For all projects, common usable space areas shall be designed so that a horizontal rectangle inscribed within it has no dimension less than ten feet.

**Parameters:** None.

**d. Standard:** Residential projects with twenty-five (25) to seventy-four (74) units shall provide at least one common, active recreation area with a minimum size of four thousand (4,000) square feet, to meet a portion of these requirements. Residential projects with seventy-five (75) units or more shall provide at least two common, active recreation areas with a minimum size of four thousand (4,000) square feet or one area with a minimum size of eight thousand square feet to meet a portion of these requirements.

**Parameters:** None.

**e. Standard:** Each recreation area ~~shall~~**must** provide ~~adequate~~ amenities to commensurate with the project's unit count size and expected residents.

**Parameters:** Examples include swimming pool, jungle gym, sand pit, basketball court, sand volleyball court, swing set, barbeques and picnic tables.

#### **4. Streets.**

**a. Standard:** Private streets are required within a planned residential development, provided their width and geometric design must be related to the function, topography and needs of the development, and their structural design, pavement and construction must comply with the requirement of the city's street improvement standards.

**Parameters:** None.

**b. Standard:** Private streets may incorporate one of the following parameters:

**Parameters:**

1) Streets with two lanes and parking on both sides, shall have a minimum width of thirty-six (36) feet.

2) Streets with two lanes and parking on one side, shall have a minimum width of thirty-two (32) feet.

3) Streets with two lanes and no parking shall have a minimum width of twenty-eight (28) feet.

4) Alleys which are not considered fire lanes by the fire official ~~marshall~~, may have a minimum width of twenty-four (24) feet.

c. **Standard:** No parking shall be permitted on private alleys.

**Parameters:** None.

d. **Standard:** Streets with curves or jogs at intervals of no more than three hundred (300) feet are strongly encouraged in all PRDs to enhance the visual quality of the streetscape.

**Parameters:** None.

## 5. Setbacks.

a. **Front Yards on Streets:** Front yard setbacks along private streets shall be varied throughout the project. Alternative placement of homes and garages closer to and farther back from the street create different patterns of open space along the street edge and break up an otherwise monotonous view of houses built along the same setback. The project may achieve this by incorporating one of the following parameters:

**Parameters:**

1) Varying architectural features, such as bay windows, porches, and side-loaded garages.

2) No more than two adjacent residences shall incorporate the same setback.

b. **Yards Abutting Common Open Space:** Courtyard clusters and alley access units may have entries that face common open space. In this case, a minimum five-foot setback shall be provided to the lot line. When the private patio area abuts common open space, no setback is required to the patio wall or fence.

c. **Garage Setbacks:** Garages taking access from a courtyard or alley must have garage doors set back between two to five feet, or at least twenty (20)~~eighteen (18)~~ feet. Setbacks between five and twenty (20)~~eighteen (18)~~ feet are specifically prohibited to preclude parking in front of garage doors without adequate depth to accommodate the car.

## 6. Private Open Space.

a. **Standard:** Each lot shall contain a private outdoor yard and/ or patio area enclosed by a wall or fence ~~sufficient in size to accommodate outdoor dining, toddler~~



~~play areas, or a private spa or hot tub.~~ This area shall be usable for the exclusive use of the residents of the lot.

**Parameters:**

1) For neo-traditional lots the required rear yard area, shall include if level and usable, is deemed sufficient to meet this requirement. If the required yard is not completely level, then an equivalent area of a level private outdoor area of at least six hundred ~~seventy-five (675)~~(600) square feet in area with a minimum dimension of fifteen (15) feet ~~must be provided on the lot.~~ (See "Table 16.16-2 PRD General Development Standards" for the two neo-traditional types and additional criteria).

2) For cluster courtyards or alley access lots, a level private outdoor area of an area of three hundred fifty (350) square feet, with a minimum dimension of ten feet, ~~must~~shall be provided on each lot. This area may be located in the front of the unit, between the unit and a detached garage, or within the side yard setback.

3) The private exterior area where proposed mechanical equipment (i.e. air conditioning condensing units, etc.) is proposed shall not count towards the required square footage.

**7. Recreational Vehicle Storage.**

**a. Standard:** All projects containing twenty-five (25) units or more shall provide space to store campers, trailers, boats, etc. The storage space shall be located in specifically designated areas, and be made available for the exclusive use of the residents of the planned development. Parameters:

1) The area provided for recreational vehicle storage shall be equal to at least twenty (20) square feet for each unit.

**b. Standard:** One space per ten dwelling units at a size of two hundred (200) square feet for each required space.

**Parameters:** None.

**c. Standard:** The required storage space shall be adequately screened from all residences and adjoining properties.

**Parameters:**

1) A view-obscuring wall may be constructed between the open parking area and the adjacent residences.

2) Landscaping techniques may be used to screen the open parking area from the adjacent residences.

**B. Parkland Dedication.**

a. **Standard:** Each project will be required to fulfill one hundred (100) percent of Quimby Act requirements. No credits will be provided for private open space.

**Parameters:** None.

**C. Lighting.**

a. **Standard:** Lighting shall be provided on-site consistent with City standards ~~adequate~~ for pedestrian safety, ~~and~~ vehicular safety, and for security purposes ~~sufficient to minimize security problems shall be provided.~~

**Parameters:** None.

**D. Utilities.**

a. **Standard:** There shall be separate utility systems for each unit.

**Parameters:** None.

**E. Landscaping.**

**1. Walls and Fences.**

a. **Standard:** The project shall follow wall and fence guidelines found in Chapter 16.08 of the Murrieta development code.

**Parameters:** None.

**2. Project Entry.**

a. **Standard:** All projects ~~must create a unique and innovative~~ shall provide a project entry. The ~~following~~ minimum parameters are ~~suggested~~ required:

**Parameters:**

- 1) The use of landscaping to create themes which will continue throughout the project.
- 2) The use of decorative paving in order to enhance the entry to the residential project.
- 3) Wall signs which identify the project.

~~4) Incorporation of water features such as fountains and/or small pools~~

**b. Standard:** At least one of the following “Sense of Place” components:

**Parameters:**

1) Incorporation of water features such as fountains and/or small pools pursuant to State requirements regulating water usage.

2) The use of a thematic vertical elements at the main entrance.

3) The use of decorative benches and other types of exterior seating which are thematic to the project.

**F. Homeowner’s Association.**

**a. Standard:** All projects shall create a homeowner’s association in order to address maintenance of the common open space. The CC&Rs for the project will be subject to review and approval of the city attorney.

**Parameters:** None.

**G. Home Types and Styles.**

**a. Standard:** A minimum of fifteen (15) percent of the residences within a PRD may be required by the city to be one-story, with a height not exceeding twenty (20) feet.

**Parameters:** None.

**b. Standard:** Additional front and/or side yard setbacks may be required by the city for two-story homes within a PRD.

**Parameters:** None.

**c. Standard:** Varied architectural styles and/or exterior materials may be required by the city for the homes within a PRD.

**Parameters:** None.

(Ord. 538, Exhibit A (part), 2018; Ord. 293 § 1 (part), 2004; Ord. 252 (part), 2002)



**Article III – Site Planning and General Development Standards**

...

**16.20 Density Bonus Regulations**

...

**16.34 Off-Street Parking and Loading Standards**

...

**16.44 Standards for Specific Land Uses**

...

**16.70 Temporary Use Permits**

...

**Section 16.20 (Density Bonus Regulations) of the Murrieta Municipal Code is hereby amended as follows:**

**16.20.040 Application Requirements.**

A. Any applicant requesting a density bonus and any *incentive(s)*, waiver(s), parking reductions, or *commercial development bonus* provided by State Density Bonus Law shall submit a density bonus report as described below concurrently with the filing of the planning application for the first discretionary permit required for the *housing development, commercial development, or mixed-use development*. The requests contained in the density bonus report shall be processed concurrently with the planning application. The applicant shall be informed whether the application is complete consistent with Government Code § 65943.

B. The density bonus report shall include the following minimum information:

1. Requested Density Bonus.

a. Summary table showing the maximum number of dwelling units permitted by the zoning and general plan excluding any density bonus units, proposed affordable units by income level, proposed bonus percentage, number of density bonus units proposed, total number of dwelling units proposed on the site, and resulting density in units per acre.

b. Summary table identifying the proposed on-site parking and how it is allocated within the scope of the project. The applicant shall consult with the provisions of Government Code Section § 65915.

~~c.b.~~ A tentative map and/or preliminary site plan, drawn to scale, showing the number and location of all proposed units, designating the location of proposed

affordable units and density bonus units, and if applicable, the location of all major transit stop(s) as defined under Government Code Section § 65915, and/or fixed bus route(s) as described under Government Code Section § 65915 for a rental project for those 62 or older, or a for a special needs housing development, or combination thereof.

~~d.e.~~ The zoning and general plan designations and assessor's parcel number(s) of the housing development site.

~~e.d.~~ A description of all dwelling units existing on the site in the five-year period preceding the date of submittal of the application and identification of any units rented in the five-year period. If dwelling units on the site are currently rented, income and household size of all residents of currently occupied units, if known. If any dwelling units on the site were rented in the five-year period but are not currently rented, the income and household size of residents occupying dwelling units when the site contained the maximum number of dwelling units, if known.

~~f.e.~~ Description of any recorded covenant, ordinance, or law applicable to the site that restricted rents to levels affordable to very low or lower income households in the five-year period preceding the date of submittal of the application.

~~g.f.~~ If a density bonus is requested for a land donation, the location of the land to be dedicated, proof of site control, and reasonable documentation that each of the requirements included in Government Code § 65915(g) can be met.

**Section 16.34 (Off-Street Parking and Loading Standards) of the Murrieta Municipal Code is hereby amended as follows:**

**TABLE 3-7  
PARKING REQUIREMENTS BY LAND USE**

<b>Residential Uses</b>	<b>Vehicle Spaces Required</b>
<u>Density Bonus</u>	<u>On-site parking for a density bonus project shall be consistent with the requirements as described under Government Code § 65915(p). See Section 16.20.040.B.4 for additional details.</u>

**Section 16.44 (Standards for Specific Land Uses) of the Murrieta Municipal Code is hereby amended as follows:**

**16.44.150 Residential Accessory Uses and Structures.**

This section provides standards for specific residential accessory uses and structures allowed in the zoning district applicable to a parcel. Residential accessory uses include any use that is customarily related to a residence, including, but not limited to, garages, greenhouses, storage sheds, studios, above ground swimming pools/spas and workshops. Accessory structures must obtain development plan approval pursuant to [Chapter 16.56](#) (Development Plan Permits) of this title if a new accessory structure or addition results in an increase of more than one thousand (1,000) square feet, unless otherwise identified in this Section. [Accessory Dwelling Units \(ADUs\) are separately defined by State Law from Residential Accessory Uses and Structures. Please see Section 16.44.160 \(Accessory Dwelling Units\) for definitions, criteria, and processing requirements.](#)

**A. General Requirements.** Accessory uses and structures are subject to the following standards, except where more restrictive requirements are established by other provisions of this section for specific uses.

**1. Relationship of Accessory Use to the Main Use.** Accessory uses and structures shall be incidental to and not alter the residential character of the site.

**2. Attached Structures.** An accessory structure that is attached to a main structure shall be architecturally compatible with, and made structurally a part of the main structure (e.g., share a common wall with the main structure). It shall also comply with the requirements of this development code applicable to the main structure, including but not limited to setbacks, heights, and lot coverage, unless a minor variance is approved. [For accessory structures that propose an ADU component, please refer to Section 16.44.160 and Government Code 65852.2 for criteria with respect to the ADU components of the structure.](#)

**3. Detached Structures:**

**a. Coverage.** The floor area of a single detached accessory structure shall not exceed one thousand (1,000) square feet, nor shall the sum of the floor area(s) of the total number of detached accessory structures exceed 40 percent, of the required rear yard of the parcel. A covered patio or barbecue area shall not be construed as an accessory structure for purpose of calculating floor area.

**b. Design.** Detached accessory structures shall be compatible with the materials and architecture of the main dwelling(s) on the property whenever feasible. [For accessory structures that propose an ADU component, please refer to Section 16.44.160.F.2 for the exterior design criteria.](#)

**c. Setback Requirements.** Setbacks shall be as provided by [Table 3-14](#) (Required Setbacks—Accessory Uses and Structures). [For accessory structures that propose an ADU component, please refer to Section 16.44.160.F.1 for the setback criteria with respect to the ADU component of the structure.](#)



**d. Height.** The maximum height of an accessory structure shall be in compliance with the height restriction for the zone, and shall not be greater than the height of the primary residence on the lot. An accessory structure proposing an ADU component shall be permitted to exceed the height of the primary residence for the portion of accessory structure containing and for accessing the ADU.

**B. Antennas.** Antennas are subject to the provisions of Section 16.44.170 (Telecommunications Facilities).

**C. Garages.** A detached accessory garage shall not be greater than one thousand (1,000) square feet or fifty (50) percent of the square footage of the main dwelling unit, whichever is less, or two thousand (2,000) square feet or fifty (50) percent of the square footage of the main dwelling unit in rural residential zones, whichever is greater. Size deviation may be authorized pursuant to section 16.56.020 (A).

**D. Greenhouses.** An accessory greenhouse may occupy up to five hundred (500) square feet for each dwelling unit or ten percent of the parcel, whichever is less.

**E. Guest Living Quarters.** Guest living quarters, which are sometimes referred to as a Granny Flat or Guest House, can be attached or detached for temporary use by guests or family members of the primary residence. Guest living quarters do not include a kitchen or wet-bar and may occupy up to 500 square feet. Guest living quarters may not be rented.

**F. Swimming Pools/Spas/Hot Tubs.** Private swimming pools, spas and hot tubs are allowed accessory to approved residential uses on the same parcel, subject to the following provisions:

**1. Limitation on Use.** The pool is to be used solely by occupants of the dwelling(s) on the same parcel and their guests; and

**2. Fencing.** The swimming pool shall be secured by fencing and/or walls to prevent uncontrolled access by children, in compliance with the building code.

**3. Setbacks.** Swimming pool/spa shall maintain the required setback which is measured from water edge to property line for in-ground pool/spa and from the outside edge of the structure to property line for above ground pool/spa.

**G. Tennis and Other Recreational Courts.** Noncommercial outdoor tennis courts and courts for other sports (e.g., racquetball, etc.) accessory to a residential use are subject to the following provisions:

**1. Fencing:** Shall be subject to the height limits of Chapter 16.22 (Fences, Hedges and Walls); and

**2. Lighting.** Court lighting shall not exceed a maximum height of twenty (20) feet, measured from the court surface. The lighting shall be directed downward, shall only illuminate the court, and shall not illuminate adjacent property, in compliance with Section [16.18.100](#) (Lighting).

**H. Workshops and Studios.** Accessory structures intended for engaging in artwork, crafts, light hand manufacturing, mechanical work, etc. are subject to the following standards when located in a residential zoning district:

**1. Limitation on Use:** An accessory structure may be constructed or used as a studio or workshop in any residential zoning district for the following noncommercial activities:

- a. Amusements or hobbies;
- b. Artistic endeavors (e.g., painting, photography or sculpture);
- c. Maintenance of the main structure or yards;
- d. Maintenance or mechanical work on vehicles owned or operated by the occupants; or
- e. Other similar purposes.

Use of an accessory workshop for commercial activity shall be subject to the standards for home occupations, in compliance with [Chapter 16.60](#); and

**2. Floor Area.** A workshop shall not occupy an area larger than one thousand (1,000) square feet, except where a workshop is combined with a garage. In this case subsection C (Garages), above, shall apply.

**I. Rooming and Boarding House.** A rooming and boarding house (including sober living homes), as defined in [Chapter 16.110](#) of this title, may be established only upon approval of a conditional use permit for six (6) or fewer occupants, and shall be prohibited for more than six (6) occupants subject to the following standards (Short-Term Vacation Rentals that are regulated separately fall outside of this criteria. See, [Chapter 5.27](#) (Short-Term Vacation Rentals) of the Murrieta Municipal Code for further criteria on these uses):

**1. Filing Requirements.** In addition to the regular application information, the application for a conditional use permit for a rooming and boarding house or sober living home shall include the following information:

- a. Any proposed restrictions or limitations on the resident profile, such as men only, women only, families with children, elderly or special needs;

- b. The number of rooms to be used for sleeping purposes, and the maximum number of residents including on-site management staff, if any; and
- c. Any proposed limitations on the maximum stay for each resident.

**2. Site Location Criteria.** In evaluating a proposed rooming and boarding house or sober living home the following criteria shall be considered:

- a. Compatibility of the proposed use with neighboring uses;
- b. Whether the use will result in harm to the health, safety or general welfare of the surrounding neighborhood, and substantial adverse impacts on adjoining properties or land uses will not result;
- c. The proximity of the use to shopping and services, and access to public transportation; and
- d. To avoid an over-concentration of rooming and boarding houses and sober living homes, there shall be a minimum separation requirement of five hundred (500) feet, measured from the nearest outside building walls, between the subject use and any other rooming and boarding home or other group housing as defined in this title or in state law.

**3. Development Standards.** Any rooming and boarding house or sober living home shall comply with the following:

- a. Structures and landscaping shall be compatible with the character of the surrounding neighborhood;
- b. Sufficient on-site parking shall be provided (the precise number of parking spaces required will be determined by the approving authority based on the operating characteristics of the specific proposal);
- c. Both indoor and outdoor open areas shall be provided on site;
- d. All setback standards of the underlying zone shall be met; and
- e. Signs as permitted in [Chapter 16.38](#).

**4. Notification.** Notification of the conditional use permit public hearing shall be done in accordance with [Chapter 16.52](#) of this title.

**5. Existing Facilities.** Upon the expiration of any conditional use permit, an existing rooming and boarding house or sober living home must comply with the requirements of this Section [16.44.150](#).

**6. Changes to Operation.** Any change in operating conditions from what was originally approved and imposed by the city, including, but not limited to, the number of occupants or residents, or any modifications to the conditions of approval pursuant to the required conditional use permit, shall require the immediate submittal of a request for revision of the required conditional use permit.

**J. Parolee-Probationer Home.** A parolee-probationer home, as defined in [Chapter 16.110](#) of this title, may be established only upon approval of a conditional use permit



for six (6) or fewer occupants, and shall be prohibited for more than six (6) occupants subject to the following standards.

**1. Filing Requirements.** In addition to the regular application information, the application for a conditional use permit for a parolee-probationer home shall include the following information:

- a. Client profile (the subgroup of the population the facility is intended to serve);
- b. Maximum number of occupants, including support staff;
- c. Proposed maximum stay for each parolee-probationer;
- d. A description of support services to be provided on-site and projected staffing level, if any;
- e. Site plan and floor plans; and
- f. Rules of conduct and business management plan.

**2. Site Location Criteria.** In evaluating a proposed parolee-probationer home, the following criteria shall be considered:

- a. Compatibility of the proposed use with neighboring uses;
- b. Whether establishment of the facility will not result in harm to the health, safety or general welfare of the surrounding neighborhood, and substantial adverse impacts on adjoining properties or land uses will not result;
- c. Facility shall be located along or near a collector or arterial street with reasonable access to public transportation;
- d. Facility shall be accessible to necessary support services;
- e. To avoid an over-concentration of parolee-probationer homes, there shall be a one thousand (1,000) foot separation requirement as measured from the nearest outside building walls between the subject use and any other parolee-probationer home or other group housing as defined in this title or in state law;
- f. To avoid an over-concentration of group housing facilities, there shall be a one thousand (1,000) foot separation requirement as measured from the nearest outside building walls between the subject use and any other group housing as defined in this title or state law; and
- g. That parolee-probationer homes shall not be located within one thousand (1,000) feet of a public or private school (pre-school through twelfth (12th) grade),

student housing, senior housing, child care facilities, public parks and trails, or businesses licensed for on- or off-site sales of alcoholic beverages, as measured from any point on the outside walls of the parolee-probationer home to the nearest property line of the noted use.

**3. Development Standards.** Any parolee-probationer home shall comply with the following:

- a. Facility shall be compatible with the character of the surrounding neighborhood;
- b. Sufficient on-site parking shall be provided (the precise number of parking spaces required will be determined by the approving authority based on the operating characteristics of the specific proposal);
- c. Both indoor and outdoor open areas shall be provided on site;
- d. All setback standards of the underlying zone shall be met;
- e. Signs as permitted in [Chapter 16.38](#);
- f. On-site staff supervision shall be required for parolee-probationer homes during all hours of operation;
- g. Individual client stays at parolee-probationer homes shall not exceed one hundred eighty (180) days; and
- h. The facility's management shall participate in any formal residential crime prevention program (i.e., Crime Free Multi-Housing Program) provided by the city and as required under the conditional use permit and, if the program offers certification, then that certification shall be obtained and maintained in current status.

**4. Notification.** Notification of the conditional use permit public hearing shall be done in accordance with [Chapter 16.52](#) of this title.

**5. Existing Facilities.**

- a. Upon the expiration of any conditional use permit, an existing parolee-probationer home must comply with the requirements of this Section [16.44.150J](#).
- b. An existing parolee-probationer home established pursuant to any conditional use permit discontinued for any period of time, excluding a maximum thirty- (30-) day closure required to perform necessary repair or restoration which does not increase the square footage of the residence, is deemed abandoned and any subsequent establishment of a parolee-probationer home on the premises shall be required to first obtain a new conditional use permit.

**6. Changes to Operation.** Any change in operating conditions from what was originally approved and imposed by the city, including, but not limited to, the number of occupants, residents or parolees- probationers, or modifications to the conditions of approval pursuant to the required conditional use permit shall require the immediate submittal of a request for revision of the required conditional use permit.

**K. Cargo Containers As An Accessory Structure.** The purpose of this section is to allow cargo containers to be placed on private property in a permanent manner that is safe and secure, will not create adverse impacts to either the property on which they are located or to the immediate residential neighborhood and will not become a nuisance to the community.

**1. Permanent use.**

- a. It shall be limited to one (1) cargo container for parcels between one (1) and two (2) acres. One (1) additional container may be proposed for parcels greater than two (2) acres.
- b. The permanent placement of a cargo container shall be limited to the Rural Residential (RR) and Estate Residential 1 (ER-1) zones that are greater than one (1) acre or more.
- c. The approval shall be specific to a location and shall not be transferable to other locations or property.
- d. It shall meet all requirements as set forth in the California Building and Fire Code(s).
- e. It shall be limited to a "storage occupancy" as categorized under the California Building and Fire Code(s).
- f. It shall be accessory to the primary use of the property for the storage of nonflammable, noncombustible, nonhazardous materials and supplies.
- g. The cargo container shall be modified in such a manner to match the main residential structure in terms of exterior colors, trim, and roofing style. On larger parcels, over two (2) acres or more, the modifications shall be limited to the paint color of the exterior in terms of matching the main residential structure.
- h. Structure setbacks shall be provided as noted in Table 3-14.
- i. It shall comply with and height and lot coverage thresholds as defined within Rural Residential (RR) and the Estate Residential 1 (ER-1) zones.
- j. Landscape screening methods shall be provided on-site to the satisfaction of the Planning Director or their designee.



- k. Existing cargo containers can remain in place as of the effect date of the adoption of Ordinance \_\_\_\_\_.

**TABLE 3-14  
REQUIRED SETBACKS—ACCESSORY USES AND STRUCTURES**

<u>Single-family Homes</u>		
<u>Accessory Structure</u>	<u>Type of Setback<sup>1</sup></u>	<u>Required Setback<sup>2</sup></u>
<u>Garage, gazebo, greenhouse, patio cover, storage shed, workshop (more than one hundred twenty (120) square feet)</u>	<u>Sides and rear</u>	<u>Five feet; unless adjacent to a public street when the setback shall be 10 feet</u>
<u>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></u>	<u>Sides and rear</u>	<u>Three feet</u>
<u>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></u>	<u>Sides and rear</u>	<u>Five feet</u>
<u>Stationary barbecue, fire pit, propane tank</u>	<u>Front, Sides and rear</u>	<u>Ten feet Three feet</u>
<u>Air conditioning equipment, pool and spa equipment, ground-based antennas</u>	<u>Sides and rear</u>	<u>Four feet</u>
<u>Cargo Containers As An Accessory Structure<sup>(7)</sup></u>	<u>Front, Side, min. distance from another structure, rear</u>	<u>Twenty-five feet Eight feet</u>
<u>Multi-family Homes</u>		
<u>Garage, gazebo, greenhouse, patio cover, storage shed, workshop</u>	<u>All sides</u>	<u>As required for main structure</u>
<u>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></u>	<u>All sides</u>	<u>Three feet</u>
<u>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></u>	<u>Front Sides and rear</u>	<u>Ten feet</u>
<u>Stationary barbecue, fire pit, propane tank</u>	<u>Front Sides and rear</u>	<u>Ten feet Three feet</u>

<u>Air conditioning equipment, pool and spa equipment, ground-based antennas</u>	<u>Sides and rear</u>	<u>Four feet</u>
<p><u>Notes: (1) Where a parcel is situated so that the front, side, or rear property lines are not readily determinable, required setbacks shall be established by the director.</u></p> <p><u>(2) A structure, projection or equipment shall not be placed or occur beyond the property lines of the subject parcel.</u></p> <p><u>(3) Building permits are not required for accessory structures one hundred twenty (120) square feet or less in area and twelve (12) feet or less in height.</u></p> <p><u>(4) Pools and/or spas may be allowed no closer than three feet as determined by the director. A minor variance may be required if at the discretion of the director, it is determined that the reduced setback could cause adverse impacts to adjacent properties (see Section 16.72.020).</u></p> <p><u>(5) Existing single family detached lots with lot widths less than required by the zone may utilize a reduced setback equal to ten percent (10%) of the lot width but in no case closer than three feet.</u></p> <p><u>(6) Small structures that are less than six feet in height and do not extend above an adjoining solid fence or wall is exempt from setback requirements.</u></p> <p><u>(7) Limited to Rural Residential (RR) and Estate Residential (ER-1) Zones with a minimum of a one (1) acre parcel area.</u></p>		

**TABLE 3-14  
REQUIRED SETBACKS—ACCESSORY USES AND STRUCTURES**

<b>—Single-family Homes</b>		
<b>Accessory Structure</b>	<b>Type of Setback<sup>1</sup></b>	<b>Required Setback<sup>2</sup></b>
<del>Air conditioning equipment, pool and spa equipment, ground-based antennas</del>	<del>Sides and rear</del>	<del>Four feet</del>
<b>—Multi-family Homes</b>		
<del>Garage, gazebo, greenhouse, patio cover, storage shed, workshop</del>	<del>All sides</del>	<del>As required for main structure</del>
<del>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></del>	<del>All sides</del>	<del>Three feet</del>
<del>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></del>	<del>Front Sides and rear</del>	<del>Ten feet</del>
<b>—Single-family Homes</b>		
<del>Stationary barbecue, fire pit, propane tank</del>	<del>Front Sides and rear</del>	<del>Ten feet Three feet</del>
<del>Air conditioning equipment, pool and spa equipment, ground-based antennas</del>	<del>Sides and rear</del>	<del>Four feet</del>

~~Notes: (1) Where a parcel is situated so that the front, side, or rear property lines are not readily determinable, required setbacks shall be established by the director.  
(2) A structure, projection or equipment shall not be placed or occur beyond the property lines of the subject parcel.  
(3) Building permits are not required for accessory structures one hundred twenty (120) square feet or less in area and twelve (12) feet or less in height.  
(4) Pools and/or spas may be allowed no closer than three feet as determined by the director. A minor variance may be required if at the discretion of the director, it is determined that the reduced setback could cause adverse impacts to adjacent properties (see Section 16.72.020).  
(5) Existing single family detached lots with lot widths less than required by the zone may utilize a reduced setback equal to ten percent (10%) of the lot width but in no case closer than three feet.  
(6) Small structures that are less than six feet in height and do not extend above an adjoining solid fence or wall is exempt from setback requirements.~~

**Section 16.70 (Temporary Use Permits) of the Murrieta Municipal Code is hereby amended as follows:**

**16.70.030 Allowed Temporary Uses.**

An application for a temporary use permit shall be required for the following activities and shall be subject to conditions identified in Section [16.70.060](#), below and other additional conditions as may be imposed by the director. \_\_\_\_\_

**A. Commercial Coaches.** Commercial coaches (as defined by state law (Health and Safety Code Section 18001.8)) or mobile homes on active construction sites, for use as a construction office, temporary living quarters for security personnel, or temporary residence of the subject property owner. The following restrictions shall apply:

1. The director may approve a temporary trailer coach for the duration of the construction project or for a specified period, but in no event for more than two years. If exceptional circumstances exist, a one-year extension may be granted, in compliance with Section [16.80.060](#) (Time Extensions);
2. Installation of trailer coaches may occur only after a valid building permit has been issued by the building department;
3. Trailer coaches allowed in compliance with this chapter shall not exceed a maximum gross square foot-age of six hundred fifty (650) square feet in size (tongue not included);
4. The trailer coach shall have a valid California vehicle license and the applicant for the trailer coach shall provide evidence of state division of housing approval, in compliance with state law (Health and Safety Code);



5. The temporary trailer coach installation shall meet all requirements and regulations of the county department of environmental health services and the city's building department; and

6. A permit issued in compliance with this chapter, in conjunction with a construction project, shall become invalid upon cancellation or certificate of occupancy for which this use has been approved, or the expiration of the time for which the approval has been granted.

**B. Outdoor Arts and Crafts Shows.** Outdoor arts and crafts shows and exhibits provided the uses are limited to two days of operation or exhibition in any one hundred eighty- (180-) day period;

**C. Parking Lot Sales.** Parking lot and sidewalk sales for businesses located within a commercially designated property shall be subject to the following development standards:

1. Outdoor display and sales items shall be identical and accessory to items sold indoors.

2. The business shall have a valid business license with the city and own/lease space on the subject property.

3. The display and sale of merchandise is permitted only by the tenant of an existing commercial development on the same site.

4. Private sidewalks, courtyards or entry areas may be utilized for display provided a minimum four foot wide pedestrian area remains clear and unobstructed and all fire, building and handicapped access requirements are met.

5. All displays shall be located within hardscape areas. No merchandise may be displayed in any landscaped area, or be situated in such a manner as to be detrimental to any existing landscaping on the site.

6. The uses shall be subject to the sign regulations contained in [Chapter 16.38](#).

**D. Real Estate Office Trailers.** Temporary real estate sales office trailers, to be used solely for the first sales of homes or the first rental of apartments within the same development, may be established within the areas of an approved tentative tract or an approved development plan permit, subject to the following:

1. The approved land use permit shall include those conditions and requirements deemed necessary or advisable to protect the public safety and the general welfare and adequate guarantees that the structures and facilities will be removed or made consistent with applicable zoning regulations within ninety (90) days after the expiration of the permit. In addition to those findings required for the approval of the land use

application, the temporary use permit for a temporary real estate sales office trailer(s) shall also include the following findings:

a. The access, parking, and circulation facilities would not result in excess traffic congestion or traffic safety hazards; and

b. The operation of the real estate sales office trailer(s) and associated activities would not conflict with adjacent and nearby residential uses.

2. A temporary use permit application for a temporary sales office trailer(s) may be approved for a maximum time period of two years from the date of approval. At the end of the two year period, the use shall either be terminated or the applicant may file for an extension, in compliance with Section 16.80.060 (Time Extensions).

**E. Sales of Agricultural Products.** Seasonal sales of agricultural products, provided parking and access are provided to the satisfaction of the director;

**F. Seasonal Product Sales.** Christmas tree, pumpkin, or other seasonal product sales lots subject to the following guidelines and conditions:

1. All uses shall be limited to no more than one hundred eighty (180) days of operation in any calendar year, subject to the discretion of the director;

2. The applicant shall secure an electrical permit from the city if the facility is to be energized;

3. All lighting shall be directed away from and shielded from adjacent residential areas and streets, in compliance with Section 16.18.100 (Lighting); and

4. Adequate provisions for traffic circulation, off-street parking, and pedestrian safety shall be provided to the satisfaction of the director.

**G. Special Outdoor Events.** Special outdoor events including carnivals, circuses, fairs, parades, rodeos, and large athletic, religious, or entertainment events. The uses shall be subject to the following guidelines and conditions:

1. All uses shall be limited to not more than fifteen (15) days, or more than three weekends, of operation in any one hundred eighty- (180-) day period. To exceed this time limitation shall require the approval of a conditional use permit, in compliance with Chapter 16.52;

2. Activities conducted on property owned by or leased to the city and public rights-of-way may also require the approval of an encroachment permit issued by the engineering department;

3. The director may require a cash bond or other guarantee for removal of the temporary use, cleanup and restoration of the activity site within seven days of the conclusion of the approved activity;

4. Related issues including fire protection, food and water supply, medical services, noise, police/security, sanitation facilities, signs, traffic control, and use of tents and canopies shall be addressed to the satisfaction of the director, director of public works, police department, fire protection district, or health officer in their administration of other city codes. Other city codes may require the applicant to obtain additional permits (e.g., building, electrical, health, and tent permits); and

5. The director or any other responsible city department head may impose other conditions on the temporary use to ensure that the use is operated in a manner which would be compatible with the surrounding uses and neighborhoods. ~~;~~ **and**

**H. Parking lot vehicle sales.** Vehicle sales shall be allowed in commercial zones, subject to the following guidelines and conditions.

1. The use is limited to licensed new car dealerships located in the city.

2. All uses shall be limited to four (4) consecutive days, which must include Saturday and Sunday.

3. The applicant shall obtain clearances from the Public Works, Fire, and Police Departments.

4. Permit applications that involve other city codes may require additional permits (e.g., building, electrical and health).

5. The Planning Director may impose additional conditions to ensure the permit is used in a manner compatible with the surrounding uses and zoning.

**I. Temporary Business Structures.** Temporary structures to serve as substitute business space may be proposed when an existing commercial or industrial business structure is damaged or destroyed by means beyond the control or influence of the owner or tenant, subject to the following limitations, as well as additional requirements deemed appropriate by the Director:

1. The temporary structure shall not be greater in size than that which was damaged or destroyed;

2. The temporary structure shall be located so as to have a minimal effect on available parking;

3. The temporary structure shall comply with Fire Department and Building Department standards for public occupancy;



4. The temporary structure shall be housed in a structure designed for short-term use;

5. Use of the temporary structure shall have a time limit of twelve (12) months from the date that the business was damaged or destroyed, or nine (9) months from the date that a substantial plan check application for repair of the permanent structure is submitted to the city, whichever is the soonest;

6. A one-time extension of between one (1) and six (6) months may be approved by the Planning Director provided substantial progress toward completion of the construction on the permanent structure is made; and

7. The temporary structure shall be removed within the earlier of thirty (30) days after completion of the replacement permanent structure, or expiration of the time allowed for the temporary structure pursuant to this section.

**J. Temporary Storage.** Temporary storage may be allowed by the director for activities of a limited duration that are commonly associated with an approved use, provided the following findings can be made:

1. That the temporary storage, as proposed, will not adversely impact adjoining properties; and

2. That the temporary storage, as proposed, will not be contrary to the public health, safety and general welfare.

**K. Commercial Filming.** Temporary commercial motion picture production, television production (including commercials), still photography and related activities on public or private property (excluding public roads rights-of-way), for occasional commercial filming on location, subject to the following:

1. All commercial filming activities shall be conducted under the auspices of the City Manager. A certificate of Insurance indemnifying the City of Murrieta as an additional insured shall be provided.

2. Prohibited activities:

a. Any filming activity that creates a substantial risk of injury to persons, damage to property or a significant degradation of the environment or that is contrary to the public health, safety or welfare, including but not limited to, disruption of emergency access to surrounding properties.

b. Any filming activities that violate any applicable City codes including but not limited to, the Grading and Noise Ordinances.

3. Limitations. On properties where commercial filming activities are the principal use of the property or structures, the use shall not be considered temporary and shall be subject to all applicable provision of the Development Code.

4. Street Closures or Filming in Public Right of Way. Any commercial filming activities taking place within public rights of way or requiring street closures are subject to approval of an encroachment permit and traffic control plan from the engineering department.

5. Exempted activities. The filming, videotaping or production of current news which includes reporters, photographers or cameramen employed by a newspaper, news service, broadcasting station or similar entity engaged in on-the-spot broadcasting of news events, or the filming or videotaping of motion pictures solely for private family use, shall be exempt from these provisions.

L. Special Events on Land Owned by or Leased to the City. Special Events that occur on land, outside of the public right-of-way, owned by or leased to the City are subject to the approval of a Special Events Permit Application for temporary events in lieu of a Temporary Use Permit application. The application, associated requirements and conditions are subject to review and issuance by the Parks and Recreation Director or their designee.

M. Temporary Residential Moving Containers. Temporary residential moving containers shall be subject to following criteria:

1. That the temporary residential moving storage, as proposed, will not adversely impact adjoining properties;

2. That the temporary residential moving storage, as proposed, will not be contrary to the public health, safety and general welfare;

3. Temporary residential moving containers shall not be placed in the public right-of-way.

4. The temporary residential moving container delivered to a residence's subject property, shall be limited to two occasions within a twelve-month (12) period and one container per occasion;

5. Temporary residential moving containers delivered to a residence shall be placed on a hardscape surface (i.e. driveway) and shall be limited to a maximum of a two-week period on the subject private property. These provisions would not be subject to issuance of Temporary Use Permit. For containers which are proposed to be placed for longer than a two-week period, a Temporary Use Permit application with fees, and a description of the extraordinary hardship on why the additional timeframe is necessary, shall be submitted to the Planning Director or their designee for their review;

**N. Temporary Cargo Containers** The purpose of this section is to allow cargo containers to be placed on private property in a temporary manner that is safe and secure, will not create adverse impacts to either the property on which they are located or to the immediate neighborhood and will not become a nuisance to the community.

1. A temporary use permit shall be required for when the *temporary cargo container* is used during construction activities at residential, commercial, office, business park, mixed-use or industrial locations.

2. It shall be placed in such a manner that it does not encroach into a landscaped area, onto sidewalks, or into public rights-of-way, and provides adequate access for ingress and egress in case of an emergency.

3. At a residential location it shall provide sufficient room to open the garage door to allow access and egress in case of an emergency.

3. It shall be limited to storage activities solely.

4. It shall be located in such a manner that it is to have a minimal effect on available parking.

5. The *temporary cargo container* shall comply with all City Engineering, Fire Department and Building Division standards for a storage occupancy and placement.

6. Use of the *temporary cargo container* shall have an initial time limit of six (6) months from the date of application approval.

7. A one-time extension of the temporary use permit may be approved for a period as determined necessary by the Planning Director or their designee provided there is substantial progress toward completion of the construction phase of the project.

8. The *temporary cargo container* shall be removed immediately upon completion of the temporary term or upon expiration or finalization of the building permit, whichever occurs first.

9. The Planning Director or their designee may impose additional conditions of approval with respect to the Temporary Use Permit for the *temporary cargo container*.

10. For cargo containers that proposed to be placed in a permanent manner, please refer to Section 16.44.150.K (Cargo Containers As An Accessory Structure)

(Ord. 544 § 32, 2019; Ord. 430-10 § 10, 2010; Ord. 412 § 2, 2008; Ord. 367 § 5, 2006; Ord. 269 § 2 (part), 2002; Ord. 182 § 2 (part), 1997)



## Article VI – Development Code Definitions

### Chapter 16.110 – Definitions

#### **Section 16.110.020 (Definitions of Specialized Terms and Phrases) of the Murrieta Municipal Code is hereby amended as follows:**

C. **Definitions, "C"**. The following definitions are in alphabetical order.

**Cargo Containers.** It is a pre-manufactured metal shipping container or standardized, reusable vessel, designed without axle or wheels, that was originally designed and fabricated for, or used in, the packing, shipping, movement or transport of freight, articles, goods, or commodities from one location to another and that is delivered to a site as a fully assembled unit. The utilization of these units is limited for the conversion of an existing unit for permanent storage activities. See Section 16.44.150.K (Cargo Containers As An Accessory Structure) for additional details.

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T. **Definitions, "T"**. The following definitions are in alphabetical order.

**Temporary Cargo Containers.** It is a pre-manufactured metal shipping container or standardized, reusable vessel, designed without axle or wheels, that was originally designed and fabricated for, or used in, the packing, shipping, movement or transport of freight, articles, goods, or commodities from one location to another and that is delivered to a site as a fully assembled unit. The utilization of these units is limited for temporary construction activities. See Section 16.70.030.N (Temporary Cargo Containers) for additional details.

**Temporary Residential Moving Containers.** A storage container associated with moving activities at a residence. See Section 16.70.030.M (Temporary Residential Moving Containers) for additional details and parameters.

**Exhibit “B-2”**

**STRIKEOUT/UNDERLINE VERSION**

**Development Code Regulations**

**Article II – Zoning Districts and Allowable Land Uses**

...

**16.08 Residential Districts**

...

**16.16 Combining and Overlay Districts**

...

**Section 16.08 (Residential Districts) of the Murrieta Municipal Code is hereby amended as follows:**

**F. SF-2 (Single-Family Residential 2) District.** The SF-2 zoning district is applied to parcels appropriate for single-family subdivisions which may include detached and attached single-family dwelling units with common walls. For attached units configured within two to three unit configurations, a Planned Residential Development application is required. The allowable density range is from 5.1 to 10.0 units per acre. The minimum parcel size for detached single-family units is ~~five~~ four thousand three hundred fifty (5,0004,350) square feet, although a smaller lot size can be considered for the clustering of units. This can be accomplished through a Planned Residential Development application process and associated findings. See Section 16.16.020 “Planned Residential Development General Standards” for additional details and requirements. The cClustering of units through the Planned Residential Development review process is to encourage ~~provide an~~ aggregate of open space ~~is encouraged,~~ with units on individual parcels with commonly maintained open space, and on-site recreational facilities required. The SF-2 zoning district is consistent with the ~~single-family~~ residential land use designation of the general plan;

**Section 16.08 (Residential Districts) of the Murrieta Municipal Code is hereby amended as follows:**

TABLE 16.08-1 USE TABLE FOR RESIDENTIAL (SINGLE-FAMILY) ZONING DISTRICTS Permit Requirement by District		
Symbol	Applicable Process	See Chapter

<b>P</b>	<b>Permitted Land Use - Compliance with development standards and zoning clearance required</b>						<b>16.74</b>
<b>C</b>	<b>Conditional Use - Conditional use permit required</b>						<b>16.52</b>
<b>"Blank"</b>	<b>Land use not permitted</b>						
<b>Land Use</b> (1) (2)	<b>RR</b>	<b>ER-1</b>	<b>ER-2</b>	<b>ER-3</b>	<b>SF-1</b>	<b>SF-2</b>	<b>See Standards in Section</b>
<p>Notes:</p> <p>(1) See Section 16.04.020 regarding uses not listed.</p> <p>(2) See Article VI for definitions of the land uses listed.</p> <p>(3) Kennels existing as of January 1, 2014 within the RR zone are a legal-conforming land use and are permitted to continue in operation subject to no changes in the existing operation and/or compliance with the development standards contained in Section 16.44.040.E.2.</p> <p>(4) Minimum five (5) acre property.</p> <p>(5) Zoning clearance not required.</p> <p>(6) Any development standards imposed shall be limited to those specified in <a href="#">State law. See California Code of Regulations, Title 25 (Housing and Community Development), Division 1 for additional details and requirements.</a> <del>No Manufactured Housing shall be installed on a lot in a permitted residential zone if more than 10 years has elapsed between the date of manufacture of the manufactured home and the date of the application for the issuance of a permit to install the manufactured home in the affected zone. This exclusion shall not apply to legally permitted Manufactured Homes converting from a pier foundation system to a permanent foundation system.</del></p> <p>(7) For EVCS - Subject to the Minor Conditional Use Permit appeal provisions for identified Public Health and Safety issues as described in Section 15.63.</p> <p>(8) For STVRs - Subject to the Citywide maximum, locational, and operational criteria, as described in Sections 5.27 and 16.44.260 of this Municipal Code.</p> <p>(9) Limited to a <i>Massage Accessory Use</i> in conjunction with establishment of the following primary uses: Assisted Living/Skilled Nursing. No other Personal Service are permitted. Refer to Section 16.44.270.B.3 (<i>Massage Accessory Use</i>) and Chapter 5.18 (<i>Massage Businesses and Massage Therapists</i>) for additional details.</p> <p>(10) Refer to Section 5.18.150 (Exemptions) for the types of "Professions and Services" which shall not be classified as a <i>Massage Establishment</i>.</p>							

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<b>TABLE 16.08-3 RESIDENTIAL (SINGLE-FAMILY) ZONES GENERAL DEVELOPMENT STANDARDS</b>						
<b>Development Feature</b>	<b>RR</b>	<b>ER-1</b>	<b>ER-2</b>	<b>ER-3</b>	<b>SF-1</b>	<b>SF-2<sup>(3)</sup></b>
Minimum Parcel Size	2.5 acres <sup>(2)</sup>	1.0 acres	0.5 acres <sup>(1)</sup>	10,000 sq. ft.	7,200 sq. ft.	<del>5,000</del> <u>4,350</u> sq. ft.
Density Range	0.1 - 0.4 dus/acre	0.4 - 1.0 dus/acre	1.0 - 2.0 dus/acre	2.0 - 3.0 dus/acre	2.1 - 5.0 dus/acre	5.1 - 10.0 dus/acre
Minimum Parcel Width	100 feet	100 feet	100 feet	70 feet	70 feet	55 feet, <u>45 feet for parcels less than 5,000 square feet. This parcel width shall be increased to a 50 foot width for every fifth</u>



						<a href="#">lot on a non-cul-de-sac parcel street frontage.</a>
Minimum Livable Area	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
Setbacks						
Front	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Interior	20 feet	20 feet	20 feet	10 feet	10 feet	7.5 feet per side. <a href="#">For parcels less than 5,000 sq. ft.</a> ≡ <a href="#">A minimum of an average of 12 feet overall for the combination of both interior sides with no side setback of less than 5 feet.</a>
Street Side	20 feet	20 feet	20 feet	20 feet	20 feet	10 feet
Rear	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Accessory Structures	Consistent with Section <a href="#">16.44.150</a>					
Maximum Parcel Coverage	25%	25%	35%	35%	35% for two-story; 45% for single story	50%
Maximum Building Height	40 feet	40 feet	40 feet	35 feet	35 feet	35 feet

Minimum On-site Landscaping	25% of front yard area
<u>Small Attached Unit Configuration</u>	<u>Refer to Section 16.16.020 "Planned Residential Development General Standards" for development standards and project review and 16.16.030 "Planned Residential Development Design Standards and Parameters."</u>
<p>Notes:</p> <p>(1) A forty (40) foot wide buffer shall be provided along Washington Avenue (from Guava to Elm Street) in the public right-of-way. Landscaping to include six-foot high block wall, pedestrian trails and/or sidewalk, and landscaping berms to act as natural buffers. New residential projects will be allowed to access from Washington Avenue with residential lots abutting Washington Avenue are prohibited from taking direct access from Washington Avenue.</p> <p>(2) The minimum parcel area for properties zoned RR can include adjacent area to the centerline of the public street right-of-way.</p> <p><u>(3) For projects proposing a clustering configuration with detached single-family homes or within small attached unit configurations, please see 16.16.020 "Planned Residential Development General Standards" and 16.16.030 "Planned Residential Development Design Standards and Parameters" for requirements.</u></p>	

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<b>TABLE 16.08-4 RESIDENTIAL (MULTI-FAMILY) ZONES GENERAL DEVELOPMENT STANDARDS</b>			
<b>Development Feature</b>	<b>MF-1<sup>(5)</sup></b>	<b>MF-2/MU-3<sup>(2)</sup></b>	<b>MF-3</b>
Minimum Parcel Size	5 acres	5 acres	5 acres
Minimum Parcel Width	100 feet	100 feet	100 feet
Density Range	10.1 - 15 du/acre	15.1 - 18.0 du/acre	Min. 30 du/acre
Minimum Livable Area	500 sq. ft.	500 sq. ft.	500 sq. ft.
Setbacks			
Street	10 feet	10 feet	Varying 10 - 20 feet
Interior	10 feet	10 feet	Minimum 10 feet <sup>(1)</sup>
Maximum Parcel Coverage	35%	35%	None
Maximum Height Limit	50 feet	50 feet	100 feet
Open Space (per dwelling unit)			
Private Open Space	60 sq. ft./upper floor 100 sq. ft./ground floor	60 sq. ft./upper floor 100 sq. ft./ground floor	All units 50 sq. ft. <sup>(2)</sup>
Common Open Space	200 sq. ft.	200 sq. ft.	150 sq. ft. <sup>(3)</sup>
Recreational Amenities			For projects containing 25 or more dwelling units, provide one recreational amenity for each 30 dwelling units or fraction thereof <sup>(4)</sup>

Minimum On-site Landscaping	10% of the site area
<p>Notes:</p> <p>(1) When adjacent to existing single-family residential use or zone, the building setback from the nearest property line shall be 10 feet for the first 25 feet in height, above 25 feet in height the setback shall be 20 feet, and above 50 feet, the setback shall be 30 feet.</p> <p>(2) For stand-alone multi-family residential projects or as part of a mixed-use development, each residential unit shall be provided with at least one area of private open space accessible directly from the living area of the unit, in the form of fenced yard or patio, a deck or balcony at a minimum area of 50 square feet. The minimum dimension, width or depth of a balcony shall be 5 feet.</p> <p>(3) All common open space shall be conveniently located and accessible to all dwelling units on the site. Common open space may include landscaping, pedestrian paths and recreational amenities. In projects containing fewer than 10 units, the common open space shall have a minimum width and depth of 10 feet. In projects containing 10 or more units, the minimum width and depth shall be 20 feet.</p> <p>(4) One common recreational amenity shall be provided for each 30 units or fraction thereof. The following listed amenities satisfy the above recreational facilities requirements. Recognizing that certain facilities serve more people than others, have a wider interest or appeal, and/or occupy more area, specified items may be counted as two amenities, as noted. In all cases, each square foot of land area devoted to a recreational amenity shall be credited as common open space on a 1:1 basis.</p> <ul style="list-style-type: none"> <li>a. Clubhouse (two)</li> <li>b. Swimming Pool (two)</li> <li>c. Tennis, Basketball or Racquetball court</li> <li>d. Weightlifting facility</li> <li>e. Children's playground equipment</li> <li>f. Sauna or Jacuzzi</li> <li>g. Day Care Facility (two)</li> <li>h. Other recreational amenities deemed adequate by the director.</li> </ul> <p><u>(5) For projects proposing a clustering configuration with detached single-family homes or within small attached unit configurations, please see 16.16.020 "Planned Residential Development General Standards" and 16.16.030 "Planned Residential Development Design Standards and Parameters" for requirements.</u></p>	

(Ord. 538, Exhibit A (part), 2018; Ord. 492 Exhibit 4, 2014; Ord. 482-13 § 2, 2013; Ord. 377 § 3, 2006; Ord. 367 § 3, 2006; Ord. 297 § 2, 2004; Ord. 293 § 1 (part), 2004; Ord. 280 § 2, 2003; Ord. 253 § 2 (part), 2002; Ord. 182 § 2 (part), 1997)

**16.08.040 Multi-family Residential Design Standards.**

**2. Access Drives.**

**a. Standard:** Access drives shall be located at least two hundred (200) feet apart and at least one hundred (100) feet from property lines and street intersections unless an approved shared drive is provided, or the driveway location does not create a traffic hazard to adjacent property.

**b. Standard:** Access drives shall be located off of side streets and alleys whenever possible.

**c. Standard:** Access drives on larger residential projects (more than fifty (50) units) shall include a minimum five-foot-wide landscaped median including curbs,



color/textured paving, and other "gateway" elements (e.g., lights, bollards, entry walls, etc.).

d. Standard: Housing developments with more than two hundred (200) parking stalls (inclusive of the spaces located within carports and enclosed garages), that are located on an arterial or a larger street shall provide deceleration lanes adjacent to each major entry per City standards.

**Section 16.16 (Combining and Overlay Districts) of the Murrieta Municipal Code is hereby amended as follows:**

**16.16.010 Purpose.**

**A. Purpose.** ~~This~~ The purpose of this chapter is to provide ~~01s~~ guidance for development and new land uses in addition to the standards and regulations of the primary zoning district, where important area, neighborhood or site characteristics ~~require~~ require particular attention in project planning.

**B. Applicability.** The applicability of any overlay zoning district to specific sites is shown by the overlay zoning map symbol established by Section 16.06.010 (Zoning Districts Established). The provisions of this chapter apply to development and new uses in addition to all other applicable requirements of this development code. In the event of any perceived conflict between the provisions of this chapter and any other provision of this development code, this chapter shall control.

**C. The Combining and Overlay Districts Include the Following:**

~~1. LAD (Los Alamos District) Overlay District. The LAD overlay is applied to the historic district east of 1-215 and south of Los Alamos Road, including the right-of-way, to preserve the historic rural character of the neighborhood, in terms of architectural, landscape, and roadway design. Bicycle, equestrian, pedestrian access, and shuttle van services and infill development are encouraged, subject to guidelines that protect the historic character of the district. The LAD overlay is consistent with the historic overlay designation of the general plan;~~

**12. MPO (Master Plan) Overlay District.** The MPO designation is applied to appropriate parcels with unique characteristics or circumstances that require additional development review. The district is subject to the density of the base zoning district and provides for clustering of residential dwelling units within projects in compliance with the master development plan process.

**a. Master Development Plan Required.** For any project with a master plan overlay designation, a master development plan shall be prepared pursuant to Chapter 16.64 of the development code, except that a specific plan shall be required for commercial or industrial zoned property with a master plan overlay, for the mixing of

residential and non-residential land uses, or as required by the city pursuant subsection (C)(21)(c) of this section.

**b. Applicable Residential Zones.** A master plan overlay is restricted to the following residential zones:

Rural Residential (RR);

Estate Residential 1 (ER-1);

Estate Residential 2 (ER-2);

Single-Family 1 (SF-1).

**c. Specific Plan May be Required for Certain Projects.** Projects in a master plan overlay may re-quire the preparation of a specific plan if required by the city, in accordance with state law, when the following occur:

The project site is of sufficient size to effectively utilize density transfers to protect and preserve significant open space areas; and/or

The project site contains environmentally sensitive habitat or species or has significant geographic constraints or requires extensive public utility extensions that necessitate detailed long-range planning to ensure adequate protection of resources and the efficient provision of public services, infra-structures, and/or utilities.

Specific plans shall comply with the density provisions of the underlying land use designation.

**d. Development Standards.** The following standards ([Table 16.16-1](#)) shall apply. Modifications to these standards, except for minimum lot size, may be considered as part of the review and approval of a master development plan provided in subsection (C)(21)(g) of this section:

**Table 16.16-1**  
**MASTER PLAN OVERLAY APPLICABLE STANDARDS**

<b>Land Use Designation/Zone</b>	<b>Min. Lot Size</b>	<b>Applicable Standards (1)</b>
Rural Residential (RR)	20,000 sq. ft.	ER-2
Estate Residential 1 (ER-1)	10,000 sq. ft.	ER-3
Estate Residential 2 (ER-2)	7,200 sq. ft.	SF-1
Single-Family 1 (SF-1)	5,000—6,000 sq. ft. (2)	SF-2

**Notes:**

(1) See [Table 16.08-1 "Use Table For Residential \(Single-Family\) Zoning Districts": 2-2 "Allowable Uses and Permit Requirements for Residential Zoning Districts"; Table 2-3 Residential Zones General Development Standards Requirements by Individual Zoning District" Table](#) [Table 16.08-3 "Residential \(Single-Family\) Zones General Development Standards"](#); and Section [16.08.030 "Single-family Residential Design Standards and Parameters"](#) for additional standards. In addition to the above-described standards, all applicable standards pertaining to single-family residential development, including but not limited to landscaping, parking etc. shall apply.

(2) Five thousand (5,000) square foot lots may be allowed for up to ten (10) percent of the project and six thousand (6,000) square foot lots may be allowed for up to twenty (20) percent of the project.

**e. Modifications to Development Standards.** Modifications to development standards may be approved in order to allow greater flexibility in dealing with site-specific issues, such as preservation of environmentally sensitive areas, efficient use of infrastructure, and allow for the inclusion of on-site amenities such as open spaces, enhanced landscaping and recreational opportunities. As the number and extent of any proposed development standard modifications increase, it is expected that the number and extent of the public amenities would expand accordingly.

**f. Project Amenities.** The development project shall provide public benefit beyond that normally required of a similar development outside of an MPO by the provision of such things as equestrian facilities, public open space, on and/or off site infrastructure improvements, public playgrounds, trails and other recreational facilities, or other ~~exceptional~~ [beneficial](#) public [use](#) facilities to the satisfaction of the city council as part of the master development plan review process.

**g. Modifications to Standards for Public Benefit.** Modifications to the standards specified herein may be approved in order to allow greater flexibility in reaching the objectives of the master plan and to meet the needs of a particular site. Any modifications must demonstrate that the public benefit is being provided.

**3. SHO (Scenic Highway) Overlay District.** The SHO designation is applied to the 1-15 and 1-215 corridors, as defined in the Master Plan of State Highways Eligible for Official Scenic Highway Designation, to provide protection for scenic qualities of historic significance with appropriate conservation plans. The SHO designation is consistent with the scenic highway/special corridor designation in the conservation and open space element of the general plan.

(Ord. 293 § 1 (part), 2004; Ord. 182 § 2 (part), 1997)

### **16.16.020 Planned Residential Development General Standards.**

**1. PRD (Planned Residential Development).** The PRD standards can be utilized on all land zoned SF-2 (single-family residential), MF-1 (multi-family residential). The



standards allow for the development of single-family detached and attached units on residential lots which are smaller than four thousand three hundred fifty five thousand (5,0004,350) square feet, by requiring the use of common usable open space within the development in either a neo-traditional, courtyard cluster or alley access site design. Per Chapter 16.56, a development plan must be filed concurrent with the request for a planned residential permit, and the proposed project must meet all requirements set forth in Table 16.16-2 and Section 16.16.020.

**TABLE 2-X  
PRD GENERAL DEVELOPMENT STANDARDS**

Development Feature	Neo-Traditional (1)	Courtyard Cluster(1)/ Alley Access
Minimum Parcel Size	4,000 sq. ft.	2,750 sq. ft.
Minimum Parcel Width	45 ft.	35 ft.
Maximum Livable Area	2,100 sq. ft.(6)	1,800 sq. ft.j6'
Minimum Livable Area	1,100 sq. ft	1,000 sq. ft.
Setbacks Required (5)		
Front	10 ft (1)	10 ft.
Side (each)	0— 10 ft.(4)'	0— 10 ft.(4)
Street-side	10 ft.	10 ft.
Rear	15 ft.	See 16.16.030(A)(5)
Accessory Structures	See Section <u>16.44.150</u> (Residential Accessory Uses and Structures)	
Maximum Parcel Coverage	50%	60%
Maximum Height Limit	35 ft.	35 ft.
Common Open Space	425 sq. ft./unit	750 sq. ft./unit

**Notes:**

- (1)— The standards below are for single-family detached units.
- (2)— The number of dwelling units in a planned development shall not exceed the density permitted by the underlying zone. The density regulations of the underlying zone may be applied to the total developable area of the planned development rather than separately to individual lots. In no case shall the density of the project be inconsistent with the general plan.
- (3)— The front yard setback must be a minimum of ten feet to an architectural feature (ex: front porch or bay window). The setback for the garage door must be at least eighteen (18) feet from the back of the side walk, or the back of curb if there is no sidewalk. Projects incorporating side-loaded garages may use a ten-foot minimum setback to the garage. See Section 16.16.030(A)(5)(a) below.
- (4)— The total distance between structures must be at least ten feet. If any side yard setback is less than three feet, easements may be required on the adjacent property to allow for proper fire and emergency access.
- (5)— See Section 16.16.030(A)(5) for additional design criteria.

~~(6) Any combination of bedrooms, libraries, dens, studios or other stand-alone rooms that could easily be converted to bedrooms cannot exceed four. (Ord. 538, Exhibit A (part), 2018; Ord. 252 (part), 2002)~~

**Table 16.16-2  
PRD GENERAL DEVELOPMENT STANDARDS**

<u>Development Feature<sup>(6)</sup></u>	<u>Neo-Traditional – Type A<sup>(1)(2)(5)(6)</sup></u>	<u>Neo-Traditional – Type B<sup>(1)(2)(5)(6)</sup></u>	<u>Courtyard Cluster/ Alley Access<sup>(1)(2)(5)(6)</sup></u>
<u>Detached Single-Family Unit</u>	<u>1 Unit Configuration</u>	<u>1 Unit Configuration</u>	<u>1 Unit Configuration</u>
<u>Attached Single-Family Units</u>	<u>2-3 Unit Configuration</u>	<u>2-3 Unit Configuration</u>	<u>2-3 Unit Configuration</u>
<u>Minimum Parcel Size</u>	<u>4,000 sq. ft.</u>	<u>3,500 sq. ft.</u>	<u>2,750 sq. ft.</u>
<u>Minimum Site Area Equivalent Per Dwelling Unit for an Attached Single-Family Unit</u>	<u>4,000 sq. ft.</u>	<u>3,500 sq. ft.</u>	<u>2,750 sq. ft.</u>
<u>Minimum Parcel Width</u>	<u>45 ft.</u>	<u>40 ft.</u>	<u>35 ft.</u>
<u>Maximum Livable Area</u>	<u>2,100 sq. ft.</u>	<u>2,100 sq. ft.</u>	<u>1,800 sq. ft.</u>
<u>Minimum Livable Area</u>	<u>1,000 sq. ft.</u>	<u>1,000 sq. ft.</u>	<u>1,000 sq. ft.</u>
<u>Setbacks Required<sup>(5)</sup></u>			
<u>Front</u>	<u>10 ft.<sup>(3)</sup></u>	<u>10 ft.<sup>(3)</sup></u>	<u>10 ft.</u>
<u>Side (each)</u>	<u>0 - 10 ft.<sup>(4)</sup></u>	<u>0 - 10 ft.<sup>(4)</sup></u>	<u>0 - 10 ft.<sup>(4)</sup></u>
<u>Street side</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>
<u>Rear</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>See 16.16.030(A)(5)</u>
<u>Accessory Structures</u>	<u>See Section 16.44.150 (Residential Accessory Uses and Structures)</u>		
<u>Maximum Parcel Coverage</u>	<u>50%</u>	<u>50%</u>	<u>60%</u>
<u>Maximum Height Limit</u>	<u>35 ft.</u>	<u>35 ft.</u>	<u>35 ft.</u>
<u>Common Open Space</u>	<u>425 sq. ft./unit</u>	<u>500 sq. ft./unit</u>	<u>750 sq. ft./unit</u>
<u>Private Open Space</u>	<u>675 sq. ft./unit</u>	<u>600 sq. ft./unit</u>	<u>350 sq. ft./unit</u>

**Notes:**

- (1) The standards below are for attached and detached single-family units.
- (2) The number of dwelling units in a planned development shall not exceed the density permitted by the underlying zone. The density regulations of the underlying zone may be applied to the total developable area of the planned development rather than

separately to individual lots. In no case shall the density of the project be inconsistent with the general plan.

(3) The front yard setback must be a minimum of ten feet to an architectural feature (ex: front porch or bay window). The setback for the garage door must be at least twenty (20) feet from the back of the sidewalk, or the back of curb if there is no sidewalk. Projects incorporating side-loaded garages may use a ten (10) foot minimum setback to the garage. See Section 16.16.030(A)(5)(a) below.

(4) The total distance between structures must be at least ten feet per California Building and Fire Code standards. If any side yard setback is less than three feet, easements may be required on the adjacent property to allow for proper fire and emergency access.

(5) See Section 16.16.030(A)(5) for additional design criteria.

(6) Exception to Development Standards - See Section 16.44.160 (Accessory Dwelling Units) for lot coverage, setbacks, and square footage provisions as required per State law.

### **16.16.030 Planned Residential Development Design Standards and Parameters.**

The following standards and parameters are provided to ensure a level of quality that must be complied with or satisfied in all planned residential developments (PRD). In addition to the general provisions of the underlying zone and [Chapter 16.16](#) (Combining and Overlay Districts), a PRD shall comply with the following standards. Parameters are provided to allow flexibility by providing options for implementing specific standards. In order to meet a certain standard, one or a combination of parameters shall be incorporated in the project's design. In some instances, there will be no parameter(s) identified for a particular standard and this will be noted.

**A. Site Planning.** The following standards and parameters deal with the internal organization of planned residential developments. The intent of the standards and parameters is to ensure that the relationships of units to each other and to other on-site uses are functional, attractive, and create a visual variety along the project's streets.

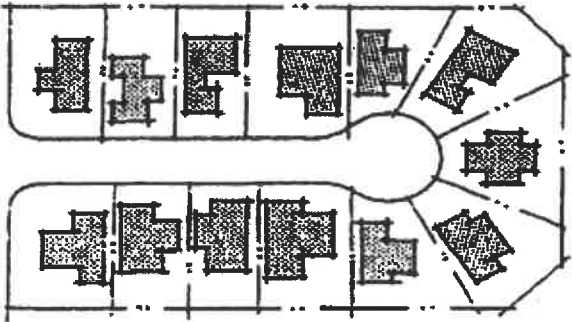
#### **1. Lot Layout.**

**a. Standard:** A project may be designed using one, two or all three of the ~~permitted~~ lot designs within the project. Attached single-family units with up three units within a building may be option as well for any of the three lot designs with implementation of a modified typical interior setback(s) (See Table 16.16-2 "PRD General Development Standards" for additional details). All other PRD standards would apply for this type of attached configuration. The standards that apply to any given lot will depend upon where access to the garage is obtained. A neo-traditional lot ([Refer to Diagram 16.16-1](#)) will have garage access from the front of the house to the project local street. Cluster courtyards and alley access lots will have garage access to the side of the house from either a courtyard or an alley.

**Parameters:**

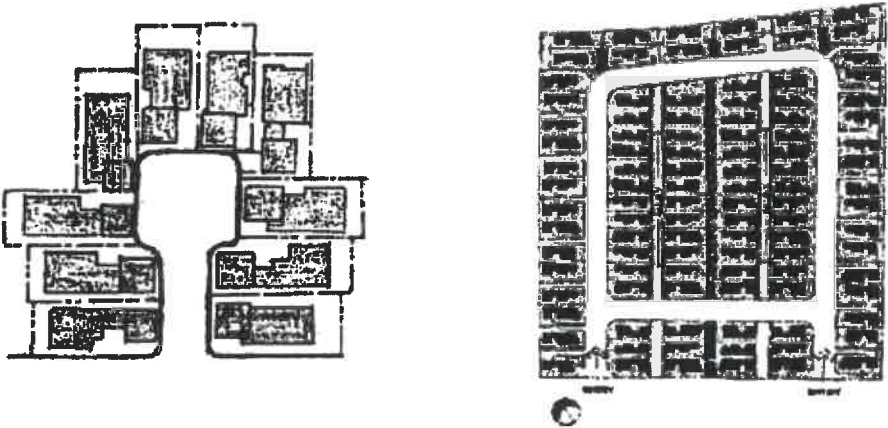


1) The neo-traditional development consists of detached single-family dwellings on individual lots. Lots are of approximately equal size, and are placed adjacent to one another throughout the entire project area. Common open space areas are dispersed throughout the project. A two-car garage shall be provided for each unit.



**Neo-Traditional Development** Diagram 16.16-1 - Neo-Traditional Development Lot Configuration – Single Family Home Typical Layout

2) The courtyard cluster or alley access development layout (Refer to Diagram 16.16-2) permits a reduction in lot area, resulting in an increase in the overall density of the project. Single-family homes are clustered around an access courtyard or provided with rear alley access. Garages have access from the courtyard or from the alley. Common usable open space areas are provided throughout the project. Private fenced patio area is provided for each unit. A two-car garage shall be provided for each unit.



**Courtyard Cluster**

**Alley Access**

Diagram 16.16-2 – Courtyard Cluster and Alley Access Development Lot Configuration – Single Family Home Typical Layout

**2. Parking.**

a. **Standard:** All units shall have at least two full-size enclosed residential parking spaces. A three-car garage is not permitted, unless the third space is located within ~~in~~ a tandem configuration.

**Parameters:** None.

b. **Standard:** Driveways ~~in~~ for a neo-traditional lot design shall be large enough to provide for additional off-street parking. Driveway length is measured from back of sidewalk, or back of curb where there is no sidewalk.

**Parameters:**

1) Driveways for neo-traditional lots ~~shall have~~ will be a minimum of twenty ~~eighteen (20)(18)~~ feet in length ~~if a roll-up garage door is used~~.

~~2) Driveway for neo-traditional lots will be a minimum of twenty (20) feet in length if a swing-up garage door is used.~~

c. **Standard:** Visitor parking shall be provided. Standards set forth in Section 16.34.040 regarding the number of spaces to be provided shall be followed.

**Parameters:**

1) On-street parallel parking on project streets may satisfy this requirement. On-street parallel parking on at least one side of the street is strongly encouraged. If the project lacks adequate on-street parking, additional parking bays dispersed throughout the project ~~may be necessary~~ shall be provided.

d. **Standard:** Additional parking spaces, in excess of the required visitor parking, at a ratio of one space per ten units included in the entire project, shall be provided at the primary recreation facility.

**Parameters:** None.

### 3. Common Recreational Space.

a. **Standard:** Open space areas designed for common recreation use shall be provided for all residential developments at a ratio of four hundred twenty-five (425) square feet per unit for neo-traditional units and seven hundred fifty (750) square feet per unit for courtyard cluster or alley access units. ~~Parameters: None.~~

Parameters: None.

b. **Standard:** Specifically excluded from meeting the common usable open recreational space requirement are driveways, parking areas, fenced areas, which are inaccessible to residents, areas with slopes of fifteen (15) percent or greater, and any

other areas deemed not to be primarily used for open recreational purposes by the planning commission or city council.

**Parameters:** None.

**c. Standard:** For all projects, common usable space areas shall be designed so that a horizontal rectangle inscribed within it has no dimension less than ten feet.

**Parameters:** None.

**d. Standard:** Residential projects with twenty-five (25) to seventy-four (74) units shall provide at least one common, active recreation area with a minimum size of four thousand (4,000) square feet, to meet a portion of these requirements. Residential projects with seventy-five (75) units or more shall provide at least two common, active recreation areas with a minimum size of four thousand (4,000) square feet or one area with a minimum size of eight thousand square feet to meet a portion of these requirements.

**Parameters:** None.

**e. Standard:** Each recreation area ~~shall~~**must** provide ~~adequate~~ amenities to commensurate with the project's unit count ~~size~~ and expected residents.

**Parameters:** Examples include swimming pool, jungle gym, sand pit, basketball court, sand volleyball court, swing set, barbeques and picnic tables.

#### **4. Streets.**

**a. Standard:** Private streets are required within a planned residential development, provided their width and geometric design must be related to the function, topography and needs of the development, and their structural design, pavement and construction must comply with the requirement of the city's street improvement standards.

**Parameters:** None.

**b. Standard:** Private streets may incorporate one of the following parameters:

**Parameters:**

1) Streets with two lanes and parking on both sides, shall have a minimum width of thirty-six (36) feet.

2) Streets with two lanes and parking on one side, shall have a minimum width of thirty-two (32) feet.



3) Streets with two lanes and no parking shall have a minimum width of twenty-eight (28) feet.

4) Alleys which are not considered fire lanes by the fire official ~~marshall~~, may have a minimum width of twenty-four (24) feet.

c. **Standard:** No parking shall be permitted on private alleys.

**Parameters:** None.

d. **Standard:** Streets with curves or jogs at intervals of no more than three hundred (300) feet are strongly encouraged in all PRDs to enhance the visual quality of the streetscape.

**Parameters:** None.

## 5. Setbacks.

a. **Front Yards on Streets:** Front yard setbacks along private streets shall be varied throughout the project. Alternative placement of homes and garages closer to and farther back from the street create different patterns of open space along the street edge and break up an otherwise monotonous view of houses built along the same setback. The project may achieve this by incorporating one of the following parameters:

**Parameters:**

1) Varying architectural features, such as bay windows, porches, and side-loaded garages.

2) No more than two adjacent residences shall incorporate the same setback.

b. **Yards Abutting Common Open Space:** Courtyard clusters and alley access units may have entries that face common open space. In this case, a minimum five-foot setback shall be provided to the lot line. When the private patio area abuts common open space, no setback is required to the patio wall or fence.

c. **Garage Setbacks:** Garages taking access from a courtyard or alley must have garage doors set back between two to five feet, or at least twenty (20)~~eighteen (18)~~ feet. Setbacks between five and twenty (20)~~eighteen (18)~~ feet are specifically prohibited to preclude parking in front of garage doors without adequate depth to accommodate the car.

## 6. Private Open Space.

a. **Standard:** Each lot shall contain a ~~private~~ private outdoor yard and/ or patio area enclosed by a wall or fence ~~sufficient in size to accommodate outdoor dining, toddler~~

~~play areas, or a private spa or hot tub.~~ This area shall be usable for the exclusive use of the residents of the lot.

**Parameters:**

1) For neo-traditional lots the required rear yard area, shall include if level and usable, is deemed sufficient to meet this requirement. If the required yard is not completely level, then an equivalent area of a level private outdoor area of at least six hundred ~~seventy-five (675)~~(600) square feet in area with a minimum dimension of fifteen (15) feet ~~must be provided on the lot~~ (See "Table 16.16-2 PRD General Development Standards" for the two neo-traditional types and additional criteria).

2) For cluster courtyards or alley access lots, a level private outdoor area of an area of three hundred fifty (350) square feet, with a minimum dimension of ten feet, ~~must~~shall be provided on each lot. This area may be located in the front of the unit, between the unit and a detached garage, or within the side yard setback.

3) The private exterior area where proposed mechanical equipment (i.e. air conditioning condensing units, etc.) is proposed shall not count towards the required square footage.

**7. Recreational Vehicle Storage.**

**a. Standard:** All projects containing twenty-five (25) units or more shall provide space to store campers, trailers, boats, etc. The storage space shall be located in specifically designated areas, and be made available for the exclusive use of the residents of the planned development. Parameters:

1) The area provided for recreational vehicle storage shall be equal to at least twenty (20) square feet for each unit.

**b. Standard:** One space per ten dwelling units at a size of two hundred (200) square feet for each required space.

**Parameters:** None.

**c. Standard:** The required storage space shall be adequately screened from all residences and adjoining properties.

**Parameters:**

1) A view-obscuring wall may be constructed between the open parking area and the adjacent residences.

2) Landscaping techniques may be used to screen the open parking area from the adjacent residences.

**B. Parkland Dedication.**

a. **Standard:** Each project will be required to fulfill one hundred (100) percent of Quimby Act requirements. No credits will be provided for private open space.

**Parameters:** None.

**C. Lighting.**

a. **Standard:** Lighting shall be provided on-site consistent with City standards ~~adequate~~ for pedestrian safety, ~~and~~ vehicular safety, and for security purposes ~~sufficient to minimize security problems shall be provided~~.

**Parameters:** None.

**D. Utilities.**

a. **Standard:** There shall be separate utility systems for each unit.

**Parameters:** None.

**E. Landscaping.**

**1. Walls and Fences.**

a. **Standard:** The project shall follow wall and fence guidelines found in Chapter 16.08 of the Murrieta development code.

**Parameters:** None.

**2. Project Entry.**

a. **Standard:** All projects ~~must create a unique and innovative~~ shall provide a project entry. The ~~following~~ minimum parameters are ~~suggested~~ required:

**Parameters:**

- 1) The use of landscaping to create themes which will continue throughout the project.
- 2) The use of decorative paving in order to enhance the entry to the residential project.
- 3) Wall signs which identify the project.



~~4) Incorporation of water features such as fountains and/or small pools~~

**b. Standard:** At least one of the following “Sense of Place” components:

Parameters:

1) Incorporation of water features such as fountains and/or small pools pursuant to State requirements regulating water usage.

2) The use of a thematic vertical elements at the main entrance.

3) The use of decorative benches and other types of exterior seating which are thematic to the project.

**F. Homeowner's Association.**

**a. Standard:** All projects shall create a homeowner's association in order to address maintenance of the common open space. The CC&Rs for the project will be subject to review and approval of the city attorney.

**Parameters:** None.

**G. Home Types and Styles.**

**a. Standard:** A minimum of fifteen (15) percent of the residences within a PRD may be required by the city to be one-story, with a height not exceeding twenty (20) feet.

**Parameters:** None.

**b. Standard:** Additional front and/or side yard setbacks may be required by the city for two-story homes within a PRD.

**Parameters:** None.

**c. Standard:** Varied architectural styles and/or exterior materials may be required by the city for the homes within a PRD.

**Parameters:** None.

(Ord. 538, Exhibit A (part), 2018; Ord. 293 § 1 (part), 2004; Ord. 252 (part), 2002)

**Article III – Site Planning and General Development Standards**

...

**16.20 Density Bonus Regulations**

...

**16.34 Off-Street Parking and Loading Standards**

...

**16.44 Standards for Specific Land Uses**

...

**16.70 Temporary Use Permits**

...

**Section 16.20 (Density Bonus Regulations) of the Murrieta Municipal Code is hereby amended as follows:**

**16.20.040 Application Requirements.**

A. Any applicant requesting a density bonus and any *incentive(s)*, waiver(s), parking reductions, or *commercial development bonus* provided by State Density Bonus Law shall submit a density bonus report as described below concurrently with the filing of the planning application for the first discretionary permit required for the *housing development, commercial development,* or mixed-use development. The requests contained in the density bonus report shall be processed concurrently with the planning application. The applicant shall be informed whether the application is complete consistent with Government Code § 65943.

B. The density bonus report shall include the following minimum information:

1. Requested Density Bonus.

a. Summary table showing the maximum number of dwelling units permitted by the zoning and general plan excluding any density bonus units, proposed affordable units by income level, proposed bonus percentage, number of density bonus units proposed, total number of dwelling units proposed on the site, and resulting density in units per acre.

b. Summary table identifying the proposed on-site parking and how it is allocated within the scope of the project. The applicant shall consult with the provisions of Government Code Section § 65915.

~~c.b-~~ A tentative map and/or preliminary site plan, drawn to scale, showing the number and location of all proposed units, designating the location of proposed

affordable units and density bonus units, and if applicable, the location of all major transit stop(s) as defined under Government Code Section § 65915, and/or fixed bus route(s) as described under Government Code Section § 65915 for a rental project for those 62 or older, or a for a special needs housing development, or combination thereof.

~~d.e.~~ The zoning and general plan designations and assessor's parcel number(s) of the housing development site.

~~e.d.~~ A description of all dwelling units existing on the site in the five-year period preceding the date of submittal of the application and identification of any units rented in the five-year period. If dwelling units on the site are currently rented, income and household size of all residents of currently occupied units, if known. If any dwelling units on the site were rented in the five-year period but are not currently rented, the income and household size of residents occupying dwelling units when the site contained the maximum number of dwelling units, if known.

~~f.e.~~ Description of any recorded covenant, ordinance, or law applicable to the site that restricted rents to levels affordable to very low or lower income households in the five-year period preceding the date of submittal of the application.

~~g.f.~~ If a density bonus is requested for a land donation, the location of the land to be dedicated, proof of site control, and reasonable documentation that each of the requirements included in Government Code § 65915(g) can be met.

**Section 16.34 (Off-Street Parking and Loading Standards) of the Murrieta Municipal Code is hereby amended as follows:**

**TABLE 3-7  
PARKING REQUIREMENTS BY LAND USE**

<b>Residential Uses</b>	<b>Vehicle Spaces Required</b>
<u>Density Bonus</u>	<u>On-site parking for a density bonus project shall be consistent with the requirements as described under Government Code § 65915(p). See Section 16.20.040.B.4 for additional details.</u>

**Section 16.44 (Standards for Specific Land Uses) of the Murrieta Municipal Code is hereby amended as follows:**

**16.44.150 Residential Accessory Uses and Structures.**



This section provides standards for specific residential accessory uses and structures allowed in the zoning district applicable to a parcel. Residential accessory uses include any use that is customarily related to a residence, including, but not limited to, garages, greenhouses, storage sheds, studios, above ground swimming pools/spas and workshops. Accessory structures must obtain development plan approval pursuant to [Chapter 16.56](#) (Development Plan Permits) of this title if a new accessory structure or addition results in an increase of more than one thousand (1,000) square feet, unless otherwise identified in this Section. [Accessory Dwelling Units \(ADUs\) are separately defined by State Law from Residential Accessory Uses and Structures. Please see Section 16.44.160 \(Accessory Dwelling Units\) for definitions, criteria, and processing requirements.](#)

**A. General Requirements.** Accessory uses and structures are subject to the following standards, except where more restrictive requirements are established by other provisions of this section for specific uses.

**1. Relationship of Accessory Use to the Main Use.** Accessory uses and structures shall be incidental to and not alter the residential character of the site.

**2. Attached Structures.** An accessory structure that is attached to a main structure shall be architecturally compatible with, and made structurally a part of the main structure (e.g., share a common wall with the main structure). It shall also comply with the requirements of this development code applicable to the main structure, including but not limited to setbacks, heights, and lot coverage, unless a minor variance is approved. [For accessory structures that propose an ADU component, please refer to Section 16.44.160 and Government Code 65852.2 for criteria with respect to the ADU components of the structure.](#)

**3. Detached Structures:**

**a. Coverage.** The floor area of a single detached accessory structure shall not exceed one thousand (1,000) square feet, nor shall the sum of the floor area(s) of the total number of detached accessory structures exceed 40 percent, of the required rear yard of the parcel. A covered patio or barbecue area shall not be construed as an accessory structure for purpose of calculating floor area.

**b. Design.** Detached accessory structures shall be compatible with the materials and architecture of the main dwelling(s) on the property whenever feasible. [For accessory structures that propose an ADU component, please refer to Section 16.44.160.F.2 for the exterior design criteria.](#)

**c. Setback Requirements.** Setbacks shall be as provided by [Table 3-14](#) (Required Setbacks—Accessory Uses and Structures). [For accessory structures that propose an ADU component, please refer to Section 16.44.160.F.1 for the setback criteria with respect to the ADU component of the structure.](#)

**d. Height.** The maximum height of an accessory structure shall be in compliance with the height restriction for the zone, and shall not be greater than the height of the primary residence on the lot. An accessory structure proposing an ADU component shall be permitted to exceed the height of the primary residence for the portion of accessory structure containing and for accessing the ADU.

**B. Antennas.** Antennas are subject to the provisions of Section 16.44.170 (Telecommunications Facilities).

**C. Garages.** A detached accessory garage shall not be greater than one thousand (1,000) square feet or fifty (50) percent of the square footage of the main dwelling unit, whichever is less, or two thousand (2,000) square feet or fifty (50) percent of the square footage of the main dwelling unit in rural residential zones, whichever is greater. Size deviation may be authorized pursuant to section 16.56.020 (A).

**D. Greenhouses.** An accessory greenhouse may occupy up to five hundred (500) square feet for each dwelling unit or ten percent of the parcel, whichever is less.

**E. Guest Living Quarters.** Guest living quarters, which are sometimes referred to as a Granny Flat or Guest House, can be attached or detached for temporary use by guests or family members of the primary residence. Guest living quarters do not include a kitchen or wet-bar and may occupy up to 500 square feet. Guest living quarters may not be rented.

**F. Swimming Pools/Spas/Hot Tubs.** Private swimming pools, spas and hot tubs are allowed accessory to approved residential uses on the same parcel, subject to the following provisions:

**1. Limitation on Use.** The pool is to be used solely by occupants of the dwelling(s) on the same parcel and their guests; and

**2. Fencing.** The swimming pool shall be secured by fencing and/or walls to prevent uncontrolled access by children, in compliance with the building code.

**3. Setbacks.** Swimming pool/spa shall maintain the required setback which is measured from water edge to property line for in-ground pool/spa and from the outside edge of the structure to property line for above ground pool/spa.

**G. Tennis and Other Recreational Courts.** Noncommercial outdoor tennis courts and courts for other sports (e.g., racquetball, etc.) accessory to a residential use are subject to the following provisions:

**1. Fencing:** Shall be subject to the height limits of Chapter 16.22 (Fences, Hedges and Walls); and

**2. Lighting.** Court lighting shall not exceed a maximum height of twenty (20) feet, measured from the court surface. The lighting shall be directed downward, shall only illuminate the court, and shall not illuminate adjacent property, in compliance with Section [16.18.100](#) (Lighting).

**H. Workshops and Studios.** Accessory structures intended for engaging in artwork, crafts, light hand manufacturing, mechanical work, etc. are subject to the following standards when located in a residential zoning district:

**1. Limitation on Use:** An accessory structure may be constructed or used as a studio or workshop in any residential zoning district for the following noncommercial activities:

- a. Amusements or hobbies;
- b. Artistic endeavors (e.g., painting, photography or sculpture);
- c. Maintenance of the main structure or yards;
- d. Maintenance or mechanical work on vehicles owned or operated by the occupants; or
- e. Other similar purposes.

Use of an accessory workshop for commercial activity shall be subject to the standards for home occupations, in compliance with [Chapter 16.60](#); and

**2. Floor Area.** A workshop shall not occupy an area larger than one thousand (1,000) square feet, except where a workshop is combined with a garage. In this case subsection C (Garages), above, shall apply.

**I. Rooming and Boarding House.** A rooming and boarding house (including sober living homes), as defined in [Chapter 16.110](#) of this title, may be established only upon approval of a conditional use permit for six (6) or fewer occupants, and shall be prohibited for more than six (6) occupants subject to the following standards (Short-Term Vacation Rentals that are regulated separately fall outside of this criteria. See, [Chapter 5.27](#) (Short-Term Vacation Rentals) of the Murrieta Municipal Code for further criteria on these uses):

**1. Filing Requirements.** In addition to the regular application information, the application for a conditional use permit for a rooming and boarding house or sober living home shall include the following information:

- a. Any proposed restrictions or limitations on the resident profile, such as men only, women only, families with children, elderly or special needs;



- b. The number of rooms to be used for sleeping purposes, and the maximum number of residents including on-site management staff, if any; and
- c. Any proposed limitations on the maximum stay for each resident.

**2. Site Location Criteria.** In evaluating a proposed rooming and boarding house or sober living home the following criteria shall be considered:

- a. Compatibility of the proposed use with neighboring uses;
- b. Whether the use will result in harm to the health, safety or general welfare of the surrounding neighborhood, and substantial adverse impacts on adjoining properties or land uses will not result;
- c. The proximity of the use to shopping and services, and access to public transportation; and
- d. To avoid an over-concentration of rooming and boarding houses and sober living homes, there shall be a minimum separation requirement of five hundred (500) feet, measured from the nearest outside building walls, between the subject use and any other rooming and boarding home or other group housing as defined in this title or in state law.

**3. Development Standards.** Any rooming and boarding house or sober living home shall comply with the following:

- a. Structures and landscaping shall be compatible with the character of the surrounding neighborhood;
- b. Sufficient on-site parking shall be provided (the precise number of parking spaces required will be determined by the approving authority based on the operating characteristics of the specific proposal);
- c. Both indoor and outdoor open areas shall be provided on site;
- d. All setback standards of the underlying zone shall be met; and
- e. Signs as permitted in [Chapter 16.38](#).

**4. Notification.** Notification of the conditional use permit public hearing shall be done in accordance with [Chapter 16.52](#) of this title.

**5. Existing Facilities.** Upon the expiration of any conditional use permit, an existing rooming and boarding house or sober living home must comply with the requirements of this Section [16.44.150](#).

**6. Changes to Operation.** Any change in operating conditions from what was originally approved and imposed by the city, including, but not limited to, the number of occupants or residents, or any modifications to the conditions of approval pursuant to the required conditional use permit, shall require the immediate submittal of a request for revision of the required conditional use permit.

**J. Parolee-Probationer Home.** A parolee-probationer home, as defined in [Chapter 16.110](#) of this title, may be established only upon approval of a conditional use permit

for six (6) or fewer occupants, and shall be prohibited for more than six (6) occupants subject to the following standards.

**1. Filing Requirements.** In addition to the regular application information, the application for a conditional use permit for a parolee-probationer home shall include the following information:

- a. Client profile (the subgroup of the population the facility is intended to serve);
- b. Maximum number of occupants, including support staff;
- c. Proposed maximum stay for each parolee-probationer;
- d. A description of support services to be provided on-site and projected staffing level, if any;
- e. Site plan and floor plans; and
- f. Rules of conduct and business management plan.

**2. Site Location Criteria.** In evaluating a proposed parolee-probationer home, the following criteria shall be considered:

- a. Compatibility of the proposed use with neighboring uses;
- b. Whether establishment of the facility will not result in harm to the health, safety or general welfare of the surrounding neighborhood, and substantial adverse impacts on adjoining properties or land uses will not result;
- c. Facility shall be located along or near a collector or arterial street with reasonable access to public transportation;
- d. Facility shall be accessible to necessary support services;
- e. To avoid an over-concentration of parolee-probationer homes, there shall be a one thousand (1,000) foot separation requirement as measured from the nearest outside building walls between the subject use and any other parolee-probationer home or other group housing as defined in this title or in state law;
- f. To avoid an over-concentration of group housing facilities, there shall be a one thousand (1,000) foot separation requirement as measured from the nearest outside building walls between the subject use and any other group housing as defined in this title or state law; and
- g. That parolee-probationer homes shall not be located within one thousand (1,000) feet of a public or private school (pre-school through twelfth (12th) grade),

student housing, senior housing, child care facilities, public parks and trails, or businesses licensed for on- or off-site sales of alcoholic beverages, as measured from any point on the outside walls of the parolee-probationer home to the nearest property line of the noted use.

**3. Development Standards.** Any parolee-probationer home shall comply with the following:

- a. Facility shall be compatible with the character of the surrounding neighborhood;
- b. Sufficient on-site parking shall be provided (the precise number of parking spaces required will be determined by the approving authority based on the operating characteristics of the specific proposal);
- c. Both indoor and outdoor open areas shall be provided on site;
- d. All setback standards of the underlying zone shall be met;
- e. Signs as permitted in [Chapter 16.38](#);
- f. On-site staff supervision shall be required for parolee-probationer homes during all hours of operation;
- g. Individual client stays at parolee-probationer homes shall not exceed one hundred eighty (180) days; and
- h. The facility's management shall participate in any formal residential crime prevention program (i.e., Crime Free Multi-Housing Program) provided by the city and as required under the conditional use permit and, if the program offers certification, then that certification shall be obtained and maintained in current status.

**4. Notification.** Notification of the conditional use permit public hearing shall be done in accordance with [Chapter 16.52](#) of this title.

**5. Existing Facilities.**

- a. Upon the expiration of any conditional use permit, an existing parolee-probationer home must comply with the requirements of this Section [16.44.150J](#).
- b. An existing parolee-probationer home established pursuant to any conditional use permit discontinued for any period of time, excluding a maximum thirty- (30-) day closure required to perform necessary repair or restoration which does not increase the square footage of the residence, is deemed abandoned and any subsequent establishment of a parolee-probationer home on the premises shall be required to first obtain a new conditional use permit.



**6. Changes to Operation.** Any change in operating conditions from what was originally approved and imposed by the city, including, but not limited to, the number of occupants, residents or parolees- probationers, or modifications to the conditions of approval pursuant to the required conditional use permit shall require the immediate submittal of a request for revision of the required conditional use permit.

**K. Cargo Containers As An Accessory Structure.** The purpose of this section is to allow cargo containers to be placed on private property in a permanent manner that is safe and secure, will not create adverse impacts to either the property on which they are located or to the immediate residential neighborhood and will not become a nuisance to the community.

**1. Permanent use.**

- a. It shall be limited to one (1) cargo container per parcel.
- b. The permanent placement of a cargo container shall be limited to the Rural Residential (RR) and Estate Residential 1 (ER-1) zones that are greater than one (1) acre or more.
- c. The approval shall be specific to a location and shall not be transferable to other locations or property.
- d. It shall meet all requirements as set forth in the California Building and Fire Code(s).
- e. It shall be limited to a "storage occupancy" as categorized under the California Building and Fire Code(s).
- f. It shall be accessory to the primary use of the property for the storage of nonflammable, noncombustible, nonhazardous materials and supplies.
- g. The cargo container shall be modified in such a manner to match the main residential structure in terms of exterior colors, trim, and roofing style. On larger parcels, over two (2) acres or more, the modifications shall be limited to the paint color of the exterior in terms of matching the main residential structure.
- h. Structure setbacks shall be provided as noted in Table 3-14.
- i. It shall comply with and height and lot coverage thresholds as defined within Rural Residential (RR) and the Estate Residential 1 (ER-1) zones.
- j. Landscape screening methods shall be provided on-site to the satisfaction of the Planning Director or their designee.

- k. Existing cargo containers can remain in place as of the effect date of the adoption of Ordinance \_\_\_\_\_.

**TABLE 3-14  
REQUIRED SETBACKS—ACCESSORY USES AND STRUCTURES**

<u>Single-family Homes</u>		
<u>Accessory Structure</u>	<u>Type of Setback<sup>1</sup></u>	<u>Required Setback<sup>2</sup></u>
<u>Garage, gazebo, greenhouse, patio cover, storage shed, workshop (more than one hundred twenty (120) square feet)</u>	<u>Sides and rear</u>	<u>Five feet; unless adjacent to a public street when the setback shall be 10 feet</u>
<u>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></u>	<u>Sides and rear</u>	<u>Three feet</u>
<u>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></u>	<u>Sides and rear</u>	<u>Five feet</u>
<u>Stationary barbecue, fire pit, propane tank</u>	<u>Front, Sides and rear</u>	<u>Ten feet Three feet</u>
<u>Air conditioning equipment, pool and spa equipment, ground-based antennas</u>	<u>Sides and rear</u>	<u>Four feet</u>
<u>Cargo Containers As An Accessory Structure<sup>(7)</sup></u>	<u>Front, Side, min. distance from another structure, rear</u>	<u>Twenty-five feet Eight feet</u>
<u>Multi-family Homes</u>		
<u>Garage, gazebo, greenhouse, patio cover, storage shed, workshop</u>	<u>All sides</u>	<u>As required for main structure</u>
<u>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></u>	<u>All sides</u>	<u>Three feet</u>
<u>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></u>	<u>Front Sides and rear</u>	<u>Ten feet</u>
<u>Stationary barbecue, fire pit, propane tank</u>	<u>Front Sides and rear</u>	<u>Ten feet Three feet</u>

<u>Air conditioning equipment, pool and spa equipment, ground-based antennas</u>	<u>Sides and rear</u>	<u>Four feet</u>
<p><u>Notes: (1) Where a parcel is situated so that the front, side, or rear property lines are not readily determinable, required setbacks shall be established by the director.</u></p> <p><u>(2) A structure, projection or equipment shall not be placed or occur beyond the property lines of the subject parcel.</u></p> <p><u>(3) Building permits are not required for accessory structures one hundred twenty (120) square feet or less in area and twelve (12) feet or less in height.</u></p> <p><u>(4) Pools and/or spas may be allowed no closer than three feet as determined by the director. A minor variance may be required if at the discretion of the director, it is determined that the reduced setback could cause adverse impacts to adjacent properties (see Section 16.72.020).</u></p> <p><u>(5) Existing single family detached lots with lot widths less than required by the zone may utilize a reduced setback equal to ten percent (10%) of the lot width but in no case closer than three feet.</u></p> <p><u>(6) Small structures that are less than six feet in height and do not extend above an adjoining solid fence or wall is exempt from setback requirements.</u></p> <p><u>(7) Limited to Rural Residential (RR) and Estate Residential (ER-1) Zones with a minimum of a one (1) acre parcel area.</u></p>		

**TABLE 3-14  
REQUIRED SETBACKS—ACCESSORY USES AND STRUCTURES**

<b>—Single-family Homes</b>		
<b>Accessory Structure</b>	<b>Type of Setback<sup>1</sup></b>	<b>Required Setback<sup>2</sup></b>
<b>Air-conditioning equipment, pool and spa equipment, ground-based antennas</b>	<b>Sides and rear</b>	<b>Four feet</b>
<b>—Multi-family Homes</b>		
<b>Garage, gazebo, greenhouse, patio cover, storage shed, workshop</b>	<b>All sides</b>	<b>As required for main structure</b>
<b>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></b>	<b>All sides</b>	<b>Three feet</b>
<b>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></b>	<b>Front Sides and rear</b>	<b>Ten feet</b>
<b>—Single-family Homes</b>		
<b>Stationary barbecue, fire pit, propane tank</b>	<b>Front Sides and rear</b>	<b>Ten feet Three feet</b>
<b>Air-conditioning equipment, pool and spa equipment, ground-based antennas</b>	<b>Sides and rear</b>	<b>Four feet</b>



~~Notes: (1) Where a parcel is situated so that the front, side, or rear property lines are not readily determinable, required setbacks shall be established by the director.  
(2) A structure, projection or equipment shall not be placed or occur beyond the property lines of the subject parcel.  
(3) Building permits are not required for accessory structures one hundred twenty (120) square feet or less in area and twelve (12) feet or less in height.  
(4) Pools and/or spas may be allowed no closer than three feet as determined by the director. A minor variance may be required if at the discretion of the director, it is determined that the reduced setback could cause adverse impacts to adjacent properties (see Section 16.72.020).  
(5) Existing single family detached lots with lot widths less than required by the zone may utilize a reduced setback equal to ten percent (10%) of the lot width but in no case closer than three feet.  
(6) Small structures that are less than six feet in height and do not extend above an adjoining solid fence or wall is exempt from setback requirements.~~

**Section 16.70 (Temporary Use Permits) of the Murrieta Municipal Code is hereby amended as follows:**

**16.70.030 Allowed Temporary Uses.**

An application for a temporary use permit shall be required for the following activities and shall be subject to conditions identified in Section [16.70.060](#), below and other additional conditions as may be imposed by the director. \_\_\_\_\_

**A. Commercial Coaches.** Commercial coaches (as defined by state law (Health and Safety Code Section 18001.8)) or mobile homes on active construction sites, for use as a construction office, temporary living quarters for security personnel, or temporary residence of the subject property owner. The following restrictions shall apply:

1. The director may approve a temporary trailer coach for the duration of the construction project or for a specified period, but in no event for more than two years. If exceptional circumstances exist, a one-year extension may be granted, in compliance with Section [16.80.060](#) (Time Extensions);
2. Installation of trailer coaches may occur only after a valid building permit has been issued by the building department;
3. Trailer coaches allowed in compliance with this chapter shall not exceed a maximum gross square foot-age of six hundred fifty (650) square feet in size (tongue not included);
4. The trailer coach shall have a valid California vehicle license and the applicant for the trailer coach shall provide evidence of state division of housing approval, in compliance with state law (Health and Safety Code);

5. The temporary trailer coach installation shall meet all requirements and regulations of the county department of environmental health services and the city's building department; and

6. A permit issued in compliance with this chapter, in conjunction with a construction project, shall become invalid upon cancellation or certificate of occupancy for which this use has been approved, or the expiration of the time for which the approval has been granted.

**B. Outdoor Arts and Crafts Shows.** Outdoor arts and crafts shows and exhibits provided the uses are limited to two days of operation or exhibition in any one hundred eighty- (180-) day period;

**C. Parking Lot Sales.** Parking lot and sidewalk sales for businesses located within a commercially designated property shall be subject to the following development standards:

1. Outdoor display and sales items shall be identical and accessory to items sold indoors.

2. The business shall have a valid business license with the city and own/lease space on the subject property.

3. The display and sale of merchandise is permitted only by the tenant of an existing commercial development on the same site.

4. Private sidewalks, courtyards or entry areas may be utilized for display provided a minimum four foot wide pedestrian area remains clear and unobstructed and all fire, building and handicapped access requirements are met.

5. All displays shall be located within hardscape areas. No merchandise may be displayed in any landscaped area, or be situated in such a manner as to be detrimental to any existing landscaping on the site.

6. The uses shall be subject to the sign regulations contained in [Chapter 16.38](#).

**D. Real Estate Office Trailers.** Temporary real estate sales office trailers, to be used solely for the first sales of homes or the first rental of apartments within the same development, may be established within the areas of an approved tentative tract or an approved development plan permit, subject to the following:

1. The approved land use permit shall include those conditions and requirements deemed necessary or advisable to protect the public safety and the general welfare and adequate guarantees that the structures and facilities will be removed or made consistent with applicable zoning regulations within ninety (90) days after the expiration of the permit. In addition to those findings required for the approval of the land use

application, the temporary use permit for a temporary real estate sales office trailer(s) shall also include the following findings:

- a. The access, parking, and circulation facilities would not result in excess traffic congestion or traffic safety hazards; and
- b. The operation of the real estate sales office trailer(s) and associated activities would not conflict with adjacent and nearby residential uses.

2. A temporary use permit application for a temporary sales office trailer(s) may be approved for a maximum time period of two years from the date of approval. At the end of the two year period, the use shall either be terminated or the applicant may file for an extension, in compliance with Section [16.80.060](#) (Time Extensions).

**E. Sales of Agricultural Products.** Seasonal sales of agricultural products, provided parking and access are provided to the satisfaction of the director;

**F. Seasonal Product Sales.** Christmas tree, pumpkin, or other seasonal product sales lots subject to the following guidelines and conditions:

1. All uses shall be limited to no more than one hundred eighty (180) days of operation in any calendar year, subject to the discretion of the director;
2. The applicant shall secure an electrical permit from the city if the facility is to be energized;
3. All lighting shall be directed away from and shielded from adjacent residential areas and streets, in compliance with Section [16.18.100](#) (Lighting); and
4. Adequate provisions for traffic circulation, off-street parking, and pedestrian safety shall be provided to the satisfaction of the director.

**G. Special Outdoor Events.** Special outdoor events including carnivals, circuses, fairs, parades, rodeos, and large athletic, religious, or entertainment events. The uses shall be subject to the following guidelines and conditions:

1. All uses shall be limited to not more than fifteen (15) days, or more than three weekends, of operation in any one hundred eighty- (180-) day period. To exceed this time limitation shall require the approval of a conditional use permit, in compliance with [Chapter 16.52](#);
2. Activities conducted on property owned by or leased to the city and public rights-of-way may also require the approval of an encroachment permit issued by the engineering department;



3. The director may require a cash bond or other guarantee for removal of the temporary use, cleanup and restoration of the activity site within seven days of the conclusion of the approved activity;

4. Related issues including fire protection, food and water supply, medical services, noise, police/security, sanitation facilities, signs, traffic control, and use of tents and canopies shall be addressed to the satisfaction of the director, director of public works, police department, fire protection district, or health officer in their administration of other city codes. Other city codes may require the applicant to obtain additional permits (e.g., building, electrical, health, and tent permits); and

5. The director or any other responsible city department head may impose other conditions on the temporary use to ensure that the use is operated in a manner which would be compatible with the surrounding uses and neighborhoods. ~~and~~

**H. Parking lot vehicle sales.** Vehicle sales shall be allowed in commercial zones, subject to the following guidelines and conditions.

1. The use is limited to licensed new car dealerships located in the city.

2. All uses shall be limited to four (4) consecutive days, which must include Saturday and Sunday.

3. The applicant shall obtain clearances from the Public Works, Fire, and Police Departments.

4. Permit applications that involve other city codes may require additional permits (e.g., building, electrical and health).

5. The Planning Director may impose additional conditions to ensure the permit is used in a manner compatible with the surrounding uses and zoning.

**I. Temporary Business Structures.** Temporary structures to serve as substitute business space may be proposed when an existing commercial or industrial business structure is damaged or destroyed by means beyond the control or influence of the owner or tenant, subject to the following limitations, as well as additional requirements deemed appropriate by the Director:

1. The temporary structure shall not be greater in size than that which was damaged or destroyed;

2. The temporary structure shall be located so as to have a minimal effect on available parking;

3. The temporary structure shall comply with Fire Department and Building Department standards for public occupancy;

4. The temporary structure shall be housed in a structure designed for short-term use;

5. Use of the temporary structure shall have a time limit of twelve (12) months from the date that the business was damaged or destroyed, or nine (9) months from the date that a substantial plan check application for repair of the permanent structure is submitted to the city, whichever is the soonest;

6. A one-time extension of between one (1) and six (6) months may be approved by the Planning Director provided substantial progress toward completion of the construction on the permanent structure is made; and

7. The temporary structure shall be removed within the earlier of thirty (30) days after completion of the replacement permanent structure, or expiration of the time allowed for the temporary structure pursuant to this section.

**J. Temporary Storage.** Temporary storage may be allowed by the director for activities of a limited duration that are commonly associated with an approved use, provided the following findings can be made:

1. That the temporary storage, as proposed, will not adversely impact adjoining properties; and

2. That the temporary storage, as proposed, will not be contrary to the public health, safety and general welfare.

**K. Commercial Filming.** Temporary commercial motion picture production, television production (including commercials), still photography and related activities on public or private property (excluding public roads rights-of-way), for occasional commercial filming on location, subject to the following:

1. All commercial filming activities shall be conducted under the auspices of the City Manager. A certificate of Insurance indemnifying the City of Murrieta as an additional insured shall be provided.

2. Prohibited activities:

a. Any filming activity that creates a substantial risk of injury to persons, damage to property or a significant degradation of the environment or that is contrary to the public health, safety or welfare, including but not limited to, disruption of emergency access to surrounding properties.

b. Any filming activities that violate any applicable City codes including but not limited to, the Grading and Noise Ordinances.

3. Limitations. On properties where commercial filming activities are the principal use of the property or structures, the use shall not be considered temporary and shall be subject to all applicable provision of the Development Code.

4. Street Closures or Filming in Public Right of Way. Any commercial filming activities taking place within public rights of way or requiring street closures are subject to approval of an encroachment permit and traffic control plan from the engineering department.

5. Exempted activities. The filming, videotaping or production of current news which includes reporters, photographers or cameramen employed by a newspaper, news service, broadcasting station or similar entity engaged in on-the-spot broadcasting of news events, or the filming or videotaping of motion pictures solely for private family use, shall be exempt from these provisions.

**L. Special Events on Land Owned by or Leased to the City.** Special Events that occur on land, outside of the public right-of-way, owned by or leased to the City are subject to the approval of a Special Events Permit Application for temporary events in lieu of a Temporary Use Permit application. The application, associated requirements and conditions are subject to review and issuance by the Parks and Recreation Director or their designee.

**M. Temporary Residential Moving Containers.** Temporary residential moving containers shall be subject to following criteria:

1. That the temporary residential moving storage, as proposed, will not adversely impact adjoining properties;

2. That the temporary residential moving storage, as proposed, will not be contrary to the public health, safety and general welfare;

3. Temporary residential moving containers shall not be placed in the public right-of-way.

4. The temporary residential moving container delivered to a residence's subject property, shall be limited to two occasions within a twelve-month (12) period and one container per occasion;

5. Temporary residential moving containers delivered to a residence shall be placed on a hardscape surface (i.e. driveway) and shall be limited to a maximum of a two-week period on the subject private property. These provisions would not be subject to issuance of Temporary Use Permit. For containers which are proposed to be placed for longer than a two-week period, a Temporary Use Permit application with fees, and a description of the extraordinary hardship on why the additional timeframe is necessary, shall be submitted to the Planning Director or their designee for their review;



**N. Temporary Cargo Containers** The purpose of this section is to allow cargo containers to be placed on private property in a temporary manner that is safe and secure, will not create adverse impacts to either the property on which they are located or to the immediate neighborhood and will not become a nuisance to the community.

1. A temporary use permit shall be required for when the *temporary cargo container* is used during construction activities at residential, commercial, office, business park, mixed-use or industrial locations.

2. It shall be placed in such a manner that it does not encroach into a landscaped area, onto sidewalks, or into public rights-of-way, and provides adequate access for ingress and egress in case of an emergency.

3. At a residential location it shall provide sufficient room to open the garage door to allow access and egress in case of an emergency.

3. It shall be limited to storage activities solely.

4. It shall be located in such a manner that it is to have a minimal effect on available parking.

5. The *temporary cargo container* shall comply with all City Engineering, Fire Department and Building Division standards for a storage occupancy and placement.

6. Use of the *temporary cargo container* shall have an initial time limit of six (6) months from the date of application approval.

7. A one-time extension of the temporary use permit may be approved for a period as determined necessary by the Planning Director or their designee provided there is substantial progress toward completion of the construction phase of the project.

8. The *temporary cargo container* shall be removed immediately upon completion of the temporary term or upon expiration or finalization of the building permit, whichever occurs first.

9. The Planning Director or their designee may impose additional conditions of approval with respect to the Temporary Use Permit for the *temporary cargo container*.

10. For cargo containers that proposed to be placed in a permanent manner, please refer to Section 16.44.150.K (Cargo Containers As An Accessory Structure)

(Ord. 544 § 32, 2019; Ord. 430-10 § 10, 2010; Ord. 412 § 2, 2008; Ord. 367 § 5, 2006; Ord. 269 § 2 (part), 2002; Ord. 182 § 2 (part), 1997)

## Article VI – Development Code Definitions

### Chapter 16.110 – Definitions

#### **Section 16.110.020 (Definitions of Specialized Terms and Phrases) of the Murrieta Municipal Code is hereby amended as follows:**

**C. Definitions, "C".** The following definitions are in alphabetical order.

**Cargo Containers.** It is a pre-manufactured metal shipping container or standardized, reusable vessel, designed without axle or wheels, that was originally designed and fabricated for, or used in, the packing, shipping, movement or transport of freight, articles, goods, or commodities from one location to another and that is delivered to a site as a fully assembled unit. The utilization of these units is limited for the conversion of an existing unit for permanent storage activities. See Section 16.44.150.K (Cargo Containers As An Accessory Structure) for additional details.

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**T. Definitions, "T".** The following definitions are in alphabetical order.

**Temporary Cargo Containers.** It is a pre-manufactured metal shipping container or standardized, reusable vessel, designed without axle or wheels, that was originally designed and fabricated for, or used in, the packing, shipping, movement or transport of freight, articles, goods, or commodities from one location to another and that is delivered to a site as a fully assembled unit. The utilization of these units is limited for temporary construction activities. See Section 16.70.030.N (Temporary Cargo Containers) for additional details.

**Temporary Residential Moving Containers.** A storage container associated with moving activities at a residence. See Section 16.70.030.M (Temporary Residential Moving Containers) for additional details and parameters.

Exhibit "B-3"

STRIKEOUT/UNDERLINE VERSION

Development Code Regulations

**Article II – Zoning Districts and Allowable Land Uses**

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**16.08 Residential Districts**

...

**16.16 Combining and Overlay Districts**

...

**Section 16.08 (Residential Districts) of the Murrieta Municipal Code is hereby amended as follows:**

F. **SF-2 (Single-Family Residential 2) District.** The SF-2 zoning district is applied to parcels appropriate for single-family subdivisions which may include detached and attached single-family dwelling units with common walls. For attached units configured within two to three unit configurations, a Planned Residential Development application is required. The allowable density range is from 5.1 to 10.0 units per acre. The minimum parcel size for detached single-family units is ~~five~~ four thousand three hundred fifty (~~5,000~~4,350) square feet, although a smaller lot size can be considered for the clustering of units. This can be accomplished through a Planned Residential Development application process and associated findings. See Section 16.16.020 "Planned Residential Development General Standards" for additional details and requirements. The clustering of units through the Planned Residential Development review process is to encourage provide an aggregate of open space is encouraged, with units on individual parcels with commonly maintained open space, and on-site recreational facilities required. The SF-2 zoning district is consistent with the ~~single-family~~-residential land use designation of the general plan;

**Section 16.08 (Residential Districts) of the Murrieta Municipal Code is hereby amended as follows:**

TABLE 16.08-1 USE TABLE FOR RESIDENTIAL (SINGLE-FAMILY) ZONING DISTRICTS Permit Requirement by District		
Symbol	Applicable Process	See Chapter



<b>P</b>	<b>Permitted Land Use - Compliance with development standards and zoning clearance required</b>						<b>16.74</b>
<b>C</b>	<b>Conditional Use - Conditional use permit required</b>						<b>16.52</b>
<b>"Blank"</b>	<b>Land use not permitted</b>						
<b>Land Use</b> (1) (2)	<b>RR</b>	<b>ER-1</b>	<b>ER-2</b>	<b>ER-3</b>	<b>SF-1</b>	<b>SF-2</b>	<b>See Standards in Section</b>
<b>Notes:</b> (1) See Section 16.04.020 regarding uses not listed. (2) See Article VI for definitions of the land uses listed. (3) Kennels existing as of January 1, 2014 within the RR zone are a legal-conforming land use and are permitted to continue in operation subject to no changes in the existing operation and/or compliance with the development standards contained in Section 16.44.040.E.2. (4) Minimum five (5) acre property. (5) Zoning clearance not required. (6) Any development standards imposed shall be limited to those specified in State law. <a href="#">See California Code of Regulations, Title 25 (Housing and Community Development), Division 1 for additional details and requirements.</a> <del>No Manufactured Housing shall be installed on a lot in a permitted residential zone if more than 10 years has elapsed between the date of manufacture of the manufactured home and the date of the application for the issuance of a permit to install the manufactured home in the affected zone. This exclusion shall not apply to legally permitted Manufactured Homes converting from a pier foundation system to a permanent foundation system.</del> (7) For EVCS - Subject to the Minor Conditional Use Permit appeal provisions for identified Public Health and Safety issues as described in Section 15.63. (8) For STVRs - Subject to the Citywide maximum, locational, and operational criteria, as described in Sections 5.27 and 16.44.260 of this Municipal Code. (9) Limited to a <i>Massage Accessory Use</i> in conjunction with establishment of the following primary uses: Assisted Living/Skilled Nursing. No other Personal Service are permitted. Refer to Section 16.44.270.B.3 ( <i>Massage Accessory Use</i> ) and Chapter 5.18 ( <i>Massage Businesses and Massage Therapists</i> ) for additional details. (10) Refer to Section 5.18.150 (Exemptions) for the types of "Professions and Services" which shall not be classified as a <i>Massage Establishment</i> .							

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<b>TABLE 16.08-3 RESIDENTIAL (SINGLE-FAMILY) ZONES GENERAL DEVELOPMENT STANDARDS</b>						
<b>Development Feature</b>	<b>RR</b>	<b>ER-1</b>	<b>ER-2</b>	<b>ER-3</b>	<b>SF-1</b>	<b>SF-2<sup>(3)</sup></b>
Minimum Parcel Size	2.5 acres <sup>(2)</sup>	1.0 acres	0.5 acres <sup>(1)</sup>	10,000 sq. ft.	7,200 sq. ft.	<del>5,000</del> <u>4,350</u> sq. ft.
Density Range	0.1 - 0.4 dus/acre	0.4 - 1.0 dus/acre	1.0 - 2.0 dus/acre	2.0 - 3.0 dus/acre	2.1 - 5.0 dus/acre	5.1 - 10.0 dus/acre
Minimum Parcel Width	100 feet	100 feet	100 feet	70 feet	70 feet	55 feet, <u>45 feet for parcels less than 5,000 square feet. This parcel width shall be increased to a 50 foot width for every fifth</u>

						<a href="#">lot on a non-cul-de-sac parcel street frontage.</a>
Minimum Livable Area	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
Setbacks						
Front	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Interior	20 feet	20 feet	20 feet	10 feet	10 feet	7.5 feet per side. <a href="#">For parcels less than 5,000 sq. ft. = A minimum of an average of 12 feet overall for the combination of both interior sides with no side setback of less than 5 feet.</a>
Street Side	20 feet	20 feet	20 feet	20 feet	20 feet	10 feet
Rear	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Accessory Structures	Consistent with Section <a href="#">16.44.150</a>					
Maximum Parcel Coverage	25%	25%	35%	35%	35% for two-story; 45% for single story	50%
Maximum Building Height	40 feet	40 feet	40 feet	35 feet	35 feet	35 feet

Minimum On-site Landscaping	25% of front yard area
Small Attached Unit Configuration	<a href="#">Refer to Section 16.16.020 "Planned Residential Development General Standards" for development standards and project review and 16.16.030 "Planned Residential Development Design Standards and Parameters."</a>
<p>Notes:</p> <p>(1) A forty (40) foot wide buffer shall be provided along Washington Avenue (from Guava to Elm Street) in the public right-of-way. Landscaping to include six-foot high block wall, pedestrian trails and/or sidewalk, and landscaping berms to act as natural buffers. New residential projects will be allowed to access from Washington Avenue with residential lots abutting Washington Avenue are prohibited from taking direct access from Washington Avenue.</p> <p>(2) The minimum parcel area for properties zoned RR can include adjacent area to the centerline of the public street right-of-way.</p> <p><a href="#">(3) For projects proposing a clustering configuration with detached single-family homes or within small attached unit configurations, please see 16.16.020 "Planned Residential Development General Standards" and 16.16.030 "Planned Residential Development Design Standards and Parameters" for requirements.</a></p>	

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<b>TABLE 16.08-4 RESIDENTIAL (MULTI-FAMILY) ZONES GENERAL DEVELOPMENT STANDARDS</b>			
Development Feature	MF-1 <sup>(5)</sup>	MF-2/MU-3 <sup>(2)</sup>	MF-3
Minimum Parcel Size	5 acres	5 acres	5 acres
Minimum Parcel Width	100 feet	100 feet	100 feet
Density Range	10.1 - 15 du/acre	15.1 - 18.0 du/acre	Min. 30 du/acre
Minimum Livable Area	500 sq. ft.	500 sq. ft.	500 sq. ft.
Setbacks			
Street	10 feet	10 feet	Varying 10 - 20 feet
Interior	10 feet	10 feet	Minimum 10 feet <sup>(1)</sup>
Maximum Parcel Coverage	35%	35%	None
Maximum Height Limit	50 feet	50 feet	100 feet
Open Space (per dwelling unit)			
Private Open Space	60 sq. ft./upper floor 100 sq. ft./ground floor	60 sq. ft./upper floor 100 sq. ft./ground floor	All units 50 sq. ft. <sup>(2)</sup>
Common Open Space	200 sq. ft.	200 sq. ft.	150 sq. ft. <sup>(3)</sup>
Recreational Amenities			For projects containing 25 or more dwelling units, provide one recreational amenity for each 30 dwelling units or fraction thereof <sup>(4)</sup>



Minimum On-site Landscaping	10% of the site area
<p>Notes:</p> <p>(1) When adjacent to existing single-family residential use or zone, the building setback from the nearest property line shall be 10 feet for the first 25 feet in height, above 25 feet in height the setback shall be 20 feet, and above 50 feet, the setback shall be 30 feet.</p> <p>(2) For stand-alone multi-family residential projects or as part of a mixed-use development, each residential unit shall be provided with at least one area of private open space accessible directly from the living area of the unit, in the form of fenced yard or patio, a deck or balcony at a minimum area of 50 square feet. The minimum dimension, width or depth of a balcony shall be 5 feet.</p> <p>(3) All common open space shall be conveniently located and accessible to all dwelling units on the site. Common open space may include landscaping, pedestrian paths and recreational amenities. In projects containing fewer than 10 units, the common open space shall have a minimum width and depth of 10 feet. In projects containing 10 or more units, the minimum width and depth shall be 20 feet.</p> <p>(4) One common recreational amenity shall be provided for each 30 units or fraction thereof. The following listed amenities satisfy the above recreational facilities requirements. Recognizing that certain facilities serve more people than others, have a wider interest or appeal, and/or occupy more area, specified items may be counted as two amenities, as noted. In all cases, each square foot of land area devoted to a recreational amenity shall be credited as common open space on a 1:1 basis.</p> <ul style="list-style-type: none"> <li>a. Clubhouse (two)</li> <li>b. Swimming Pool (two)</li> <li>c. Tennis, Basketball or Racquetball court</li> <li>d. Weightlifting facility</li> <li>e. Children's playground equipment</li> <li>f. Sauna or Jacuzzi</li> <li>g. Day Care Facility (two)</li> <li>h. Other recreational amenities deemed adequate by the director.</li> </ul> <p><u>(5) For projects proposing a clustering configuration with detached single-family homes or within small attached unit configurations, please see 16.16.020 "Planned Residential Development General Standards" and 16.16.030 "Planned Residential Development Design Standards and Parameters" for requirements.</u></p>	

(Ord. 538, Exhibit A (part), 2018; Ord. 492 Exhibit 4, 2014; Ord. 482-13 § 2, 2013; Ord. 377 § 3, 2006; Ord. 367 § 3, 2006; Ord. 297 § 2, 2004; Ord. 293 § 1 (part), 2004; Ord. 280 § 2, 2003; Ord. 253 § 2 (part), 2002; Ord. 182 § 2 (part), 1997)

**16.08.040 Multi-family Residential Design Standards.**

**2. Access Drives.**

**a. Standard:** Access drives shall be located at least two hundred (200) feet apart and at least one hundred (100) feet from property lines and street intersections unless an approved shared drive is provided, or the driveway location does not create a traffic hazard to adjacent property.

**b. Standard:** Access drives shall be located off of side streets and alleys whenever possible.

**c. Standard:** Access drives on larger residential projects (more than fifty (50) units) shall include a minimum five-foot-wide landscaped median including curbs,

color/textured paving, and other "gateway" elements (e.g., lights, bollards, entry walls, etc.).

d. Standard: Housing developments with more than two hundred (200) parking stalls (inclusive of the spaces located within carports and enclosed garages), that are located on an arterial or a larger street shall provide deceleration lanes adjacent to each major entry per City standards.

**Section 16.16 (Combining and Overlay Districts) of the Murrieta Municipal Code is hereby amended as follows:**

**16.16.010 Purpose.**

**A. Purpose.** ~~This~~ The purpose of this chapter is to provide ~~.01s~~ guidance for development and new land uses in addition to the standards and regulations of the primary zoning district, where important area, neighborhood or site characteristics ~~re-quire~~ require particular attention in project planning.

**B. Applicability.** The applicability of any overlay zoning district to specific sites is shown by the overlay zoning map symbol established by Section 16.06.010 (Zoning Districts Established). The provisions of this chapter apply to development and new uses in addition to all other applicable requirements of this development code. In the event of any perceived conflict between the provisions of this chapter and any other provision of this development code, this chapter shall control.

**C. The Combining and Overlay Districts Include the Following:**

~~—1. LAD (Los Alamos District) Overlay District. The LAD overlay is applied to the historic district east of 1-215 and south of Los Alamos Road, including the right-of-way, to preserve the historic rural character of the neighborhood, in terms of architectural, landscape, and roadway design. Bicycle, equestrian, pedestrian access, and shuttle van services and infill development are encouraged, subject to guidelines that protect the historic character of the district. The LAD overlay is consistent with the historic overlay designation of the general plan;~~

**12. MPO (Master Plan) Overlay District.** The MPO designation is applied to appropriate parcels with unique characteristics or circumstances that require additional development review. The district is subject to the density of the base zoning district and provides for clustering of residential dwelling units within projects in compliance with the master development plan process.

**a. Master Development Plan Required.** For any project with a master plan overlay designation, a master development plan shall be prepared pursuant to Chapter 16.64 of the development code, except that a specific plan shall be required for commercial or industrial zoned property with a master plan overlay, for the mixing of

residential and non-residential land uses, or as required by the city pursuant subsection (C)(21)(c) of this section.

**b. Applicable Residential Zones.** A master plan overlay is restricted to the following residential zones:

Rural Residential (RR);

Estate Residential 1 (ER-1);

Estate Residential 2 (ER-2);

Single-Family 1 (SF-1).

**c. Specific Plan May be Required for Certain Projects.** Projects in a master plan overlay may re-quire the preparation of a specific plan if required by the city, in accordance with state law, when the following occur:

The project site is of sufficient size to effectively utilize density transfers to protect and preserve significant open space areas; and/or

The project site contains environmentally sensitive habitat or species or has significant geographic constraints or requires extensive public utility extensions that necessitate detailed long-range planning to ensure adequate protection of resources and the efficient provision of public services, infra-structures, and/or utilities.

Specific plans shall comply with the density provisions of the underlying land use designation.

**d. Development Standards.** The following standards ([Table 16.16-1](#)) shall apply. Modifications to these standards, except for minimum lot size, may be considered as part of the review and approval of a master development plan provided in subsection (C)(21)(g) of this section:

**Table 16.16-1**  
**MASTER PLAN OVERLAY APPLICABLE STANDARDS**

<b>Land Use Designation/Zone</b>	<b>Min. Lot Size</b>	<b>Applicable Standards (1)</b>
Rural Residential (RR)	20,000 sq. ft.	ER-2
Estate Residential 1 (ER-1)	10,000 sq. ft.	ER-3
Estate Residential 2 (ER-2)	7,200 sq. ft.	SF-1
Single-Family 1 (SF-1)	5,000—6,000 sq. ft. (2)	SF-2

**Notes:**



(1) See [Table 16.08-1 "Use Table For Residential \(Single-Family\) Zoning Districts": 2-2 "Allowable Uses and Permit Requirements for Residential Zoning Districts"; Table 2-3 Residential Zones General Development Standards Requirements by Individual Zoning District" Table](#) [Table 16.08-3 "Residential \(Single-Family\) Zones General Development Standards"](#); and Section [16.08.030 "Single-family Residential Design Standards and Parameters"](#) for additional standards. In addition to the above-described standards, all applicable standards pertaining to single-family residential development, including but not limited to landscaping, parking etc. shall apply.

(2) Five thousand (5,000) square foot lots may be allowed for up to ten (10) percent of the project and six thousand (6,000) square foot lots may be allowed for up to twenty (20) percent of the project.

**e. Modifications to Development Standards.** Modifications to development standards may be approved in order to allow greater flexibility in dealing with site-specific issues, such as preservation of environmentally sensitive areas, efficient use of infrastructure, and allow for the inclusion of on-site amenities such as open spaces, enhanced landscaping and recreational opportunities. As the number and extent of any proposed development standard modifications increase, it is expected that the number and extent of the public amenities would expand accordingly.

**f. Project Amenities.** The development project shall provide public benefit beyond that normally required of a similar development outside of an MPO by the provision of such things as equestrian facilities, public open space, on and/or off site infrastructure improvements, public playgrounds, trails and other recreational facilities, or other **exceptional-beneficial** public **use** facilities to the satisfaction of the city council as part of the master development plan review process.

**g. Modifications to Standards for Public Benefit.** Modifications to the standards specified herein may be approved in order to allow greater flexibility in reaching the objectives of the master plan and to meet the needs of a particular site. Any modifications must demonstrate that the public benefit is being provided.

**3. SHO (Scenic Highway) Overlay District.** The SHO designation is applied to the 1-15 and 1-215 corridors, as defined in the Master Plan of State Highways Eligible for Official Scenic Highway Designation, to provide protection for scenic qualities of historic significance with appropriate conservation plans. The SHO designation is consistent with the scenic highway/special corridor designation in the conservation and open space element of the general plan.

(Ord. 293 § 1 (part), 2004; Ord. 182 § 2 (part), 1997)

### **16.16.020 Planned Residential Development General Standards.**

**1. PRD (Planned Residential Development).** The PRD standards can be utilized on all land zoned SF-2 (single-family residential), MF-1 (multi-family residential). The

standards allow for the development of single-family detached and attached units on residential lots which are smaller than four thousand three hundred fifty five thousand (5,0004,350) square feet, by requiring the use of common usable open space within the development in either a neo-traditional, courtyard cluster or alley access site design. Per Chapter 16.56, a development plan must be filed concurrent with the request for a planned residential permit, and the proposed project must meet all requirements set forth in Table 16.16-2 and Section 16.16.020.

**TABLE 2-X  
PRD GENERAL DEVELOPMENT STANDARDS**

Development Feature	Neo-Traditional (1)	Courtyard Cluster(1)/ Alley Access
Minimum Parcel Size	4,000 sq. ft.	2,750 sq. ft.
Minimum Parcel Width	45 ft.	35 ft.
Maximum Livable Area	2,100 sq. ft.(6)	1,800 sq. ft.j6'
Minimum Livable Area	1,100 sq. ft	1,000 sq. ft.
Setbacks Required (5)		
Front	10 ft (1)	10 ft.
Side (each)	0— 10 ft.(4)'	0— 10 ft.(4)
Street side	10 ft.	10 ft.
Rear	15 ft.	See 16.16.030(A)(5)
Accessory Structures	See Section <u>16.44.150</u> (Residential Accessory Uses and Structures)	
Maximum Parcel Coverage	50%	60%
Maximum Height Limit	35 ft.	35 ft.
Common Open Space	425 sq. ft./unit	750 sq. ft./unit

**Notes:**

- (1) The standards below are for single-family detached units.
- (2) The number of dwelling units in a planned development shall not exceed the density permitted by the underlying zone. The density regulations of the underlying zone may be applied to the total developable area of the planned development rather than separately to individual lots. In no case shall the density of the project be inconsistent with the general plan.
- (3) The front yard setback must be a minimum of ten feet to an architectural feature (ex: front porch or bay window). The setback for the garage door must be at least eighteen (18) feet from the back of the side walk, or the back of curb if there is no sidewalk. Projects incorporating side-loaded garages may use a ten-foot minimum setback to the garage. See Section 16.16.030(A)(5)(a) below.
- (4) The total distance between structures must be at least ten feet. If any side yard setback is less than three feet, easements may be required on the adjacent property to allow for proper fire and emergency access.
- (5) See Section 16.16.030(A)(5) for additional design criteria.

~~(6) Any combination of bedrooms, libraries, dens, studios or other stand alone rooms that could easily be converted to bedrooms cannot exceed four. (Ord. 538, Exhibit A (part), 2018; Ord. 252 (part), 2002)~~

**Table 16.16-2  
PRD GENERAL DEVELOPMENT STANDARDS**

<u>Development Feature<sup>(6)</sup></u>	<u>Neo-Traditional – Type A<sup>(1)(2)(5)(6)</sup></u>	<u>Neo-Traditional – Type B<sup>(1)(2)(5)(6)</sup></u>	<u>Courtyard Cluster/ Alley Access<sup>(1)(2)(5)(6)</sup></u>
<u>Detached Single-Family Unit</u>	<u>1 Unit Configuration</u>	<u>1 Unit Configuration</u>	<u>1 Unit Configuration</u>
<u>Attached Single-Family Units</u>	<u>2-3 Unit Configuration</u>	<u>2-3 Unit Configuration</u>	<u>2-3 Unit Configuration</u>
<u>Minimum Parcel Size</u>	<u>4,000 sq. ft.</u>	<u>3,500 sq. ft.</u>	<u>2,750 sq. ft.</u>
<u>Minimum Site Area Equivalent Per Dwelling Unit for an Attached Single-Family Unit</u>	<u>4,000 sq. ft.</u>	<u>3,500 sq. ft.</u>	<u>2,750 sq. ft.</u>
<u>Minimum Parcel Width</u>	<u>45 ft.</u>	<u>40 ft.</u>	<u>35 ft.</u>
<u>Maximum Livable Area</u>	<u>2,100 sq. ft.</u>	<u>2,100 sq. ft.</u>	<u>1,800 sq. ft.</u>
<u>Minimum Livable Area</u>	<u>1,000 sq. ft.</u>	<u>1,000 sq. ft.</u>	<u>1,000 sq. ft.</u>
<u>Setbacks Required<sup>(5)</sup></u>			
<u>Front</u>	<u>10 ft.<sup>(3)</sup></u>	<u>10 ft.<sup>(3)</sup></u>	<u>10 ft.</u>
<u>Side (each)</u>	<u>0 - 10 ft.<sup>(4)</sup></u>	<u>0 - 10 ft.<sup>(4)</sup></u>	<u>0 - 10 ft.<sup>(4)</sup></u>
<u>Street side</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>
<u>Rear</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>See 16.16.030(A)(5)</u>
<u>Accessory Structures</u>	<u>See Section 16.44.150 (Residential Accessory Uses and Structures)</u>		
<u>Maximum Parcel Coverage</u>	<u>50%</u>	<u>50%</u>	<u>60%</u>
<u>Maximum Height Limit</u>	<u>35 ft.</u>	<u>35 ft.</u>	<u>35 ft.</u>
<u>Common Open Space</u>	<u>425 sq. ft./unit</u>	<u>500 sq. ft./unit</u>	<u>750 sq. ft./unit</u>
<u>Private Open Space</u>	<u>675 sq. ft./unit</u>	<u>600 sq. ft./unit</u>	<u>350 sq. ft./unit</u>

**Notes:**

- (1) The standards below are for attached and detached single-family units.
- (2) The number of dwelling units in a planned development shall not exceed the density permitted by the underlying zone. The density regulations of the underlying zone may be applied to the total developable area of the planned development rather than



separately to individual lots. In no case shall the density of the project be inconsistent with the general plan.

(3) The front yard setback must be a minimum of ten feet to an architectural feature (ex: front porch or bay window). The setback for the garage door must be at least twenty (20) feet from the back of the sidewalk, or the back of curb if there is no sidewalk. Projects incorporating side-loaded garages may use a ten (10) foot minimum setback to the garage. See Section 16.16.030(A)(5)(a) below.

(4) The total distance between structures must be at least ten feet per California Building and Fire Code standards. If any side yard setback is less than three feet, easements may be required on the adjacent property to allow for proper fire and emergency access.

(5) See Section 16.16.030(A)(5) for additional design criteria.

(6) Exception to Development Standards - See Section 16.44.160 (Accessory Dwelling Units) for lot coverage, setbacks, and square footage provisions as required per State law.

### **16.16.030 Planned Residential Development Design Standards and Parameters.**

The following standards and parameters are provided to ensure a level of quality that must be complied with or satisfied in all planned residential developments (PRD). In addition to the general provisions of the underlying zone and [Chapter 16.16](#) (Combining and Overlay Districts), a PRD shall comply with the following standards. Parameters are provided to allow flexibility by providing options for implementing specific standards. In order to meet a certain standard, one or a combination of parameters shall be incorporated in the project's design. In some instances, there will be no parameter(s) identified for a particular standard and this will be noted.

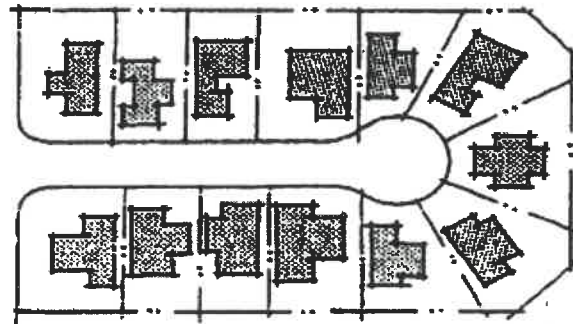
**A. Site Planning.** The following standards and parameters deal with the internal organization of planned residential developments. The intent of the standards and parameters is to ensure that the relationships of units to each other and to other on-site uses are functional, attractive, and create a visual variety along the project's streets.

#### **1. Lot Layout.**

**a. Standard:** A project may be designed using one, two or all three of the ~~permitted~~ lot designs within the project. Attached single-family units with up three units within a building may be option as well for any of the three lot designs with implementation of a modified typical interior setback(s) (See Table 16.16-2 "PRD General Development Standards" for additional details). All other PRD standards would apply for this type of attached configuration. The standards that apply to any given lot will depend upon where access to the garage is obtained. A neo-traditional lot ([Refer to Diagram 16.16-1](#)) will have garage access from the front of the house to the project local street. Cluster courtyards and alley access lots will have garage access to the side of the house from either a courtyard or an alley.

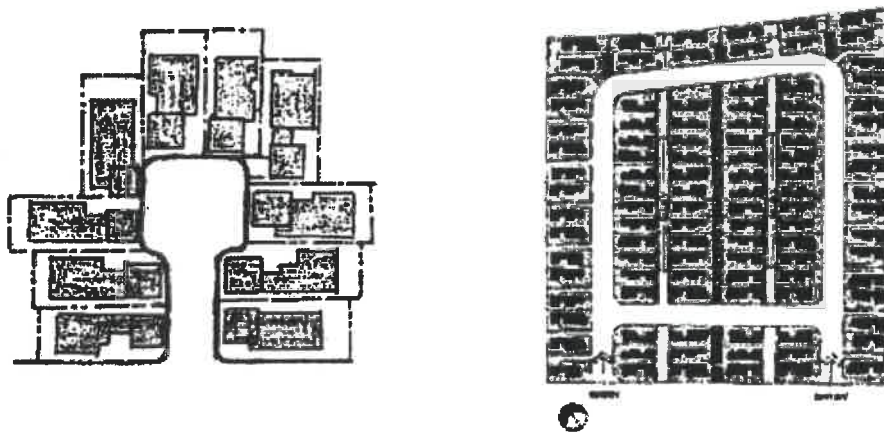
#### **Parameters:**

1) The neo-traditional development consists of detached single-family dwellings on individual lots. Lots are of approximately equal size, and are placed adjacent to one another throughout the entire project area. Common open space areas are dispersed throughout the project. A two-car garage shall be provided for each unit.



**Neo-Traditional Development** Diagram 16.16-1 - Neo-Traditional Development Lot Configuration – Single Family Home Typical Layout

2) The courtyard cluster or alley access development [layout \(Refer to Diagram 16.16-2\)](#) permits a reduction in lot area, resulting in an increase in the overall density of the project. Single-family homes are clustered around an access courtyard or provided with rear alley access. Garages have access from the courtyard or from the alley. Common usable open space areas are provided throughout the project. Private fenced patio area is provided for each unit. A two-car garage shall be provided for each unit.



**Courtyard Cluster**

**Alley Access**

Diagram 16.16-2 – Courtyard Cluster and Alley Access Development Lot Configuration – Single Family Home Typical Layout

**2. Parking.**

a. **Standard:** All units shall have at least two full-size enclosed residential parking spaces. A three-car garage is not permitted, unless the third space is located within in a tandem configuration.

**Parameters:** None.

b. **Standard:** Driveways in for a neo-traditional lot design shall be large enough to provide for additional off-street parking. Driveway length is measured from back of sidewalk, or back of curb where there is no sidewalk.

**Parameters:**

1) Driveways for neo-traditional lots shall have will be a minimum of twenty eighteen (20)(18) feet in length if a roll-up garage door is used.

~~2) Driveway for neo-traditional lots will be a minimum of twenty (20) feet in length if a swing-up garage door is used.~~

c. **Standard:** Visitor parking shall be provided. Standards set forth in Section 16.34.040 regarding the number of spaces to be provided shall be followed.

**Parameters:**

1) On-street parallel parking on project streets may satisfy this requirement. On-street parallel parking on at least one side of the street is strongly encouraged. If the project lacks adequate on-street parking, additional parking bays dispersed throughout the project ~~may be necessary~~ shall be provided.

d. **Standard:** Additional parking spaces, in excess of the required visitor parking, at a ratio of one space per ten units included in the entire project, shall be provided at the primary recreation facility.

**Parameters:** None.

### 3. Common Recreational Space.

a. **Standard:** Open space areas designed for common recreation use shall be provided for all residential developments at a ratio of four hundred twenty-five (425) square feet per unit for neo-traditional units and seven hundred fifty (750) square feet per unit for courtyard cluster or alley access units. ~~Parameters: None.~~

Parameters: None.

b. **Standard:** Specifically excluded from meeting the common usable open recreational space requirement are driveways, parking areas, fenced areas, which are inaccessible to residents, areas with slopes of fifteen (15) percent or greater, and any



other areas deemed not to be primarily used for open recreational purposes by the planning commission or city council.

**Parameters:** None.

**c. Standard:** For all projects, common usable space areas shall be designed so that a horizontal rectangle inscribed within it has no dimension less than ten feet.

**Parameters:** None.

**d. Standard:** Residential projects with twenty-five (25) to seventy-four (74) units shall provide at least one common, active recreation area with a minimum size of four thousand (4,000) square feet, to meet a portion of these requirements. Residential projects with seventy-five (75) units or more shall provide at least two common, active recreation areas with a minimum size of four thousand (4,000) square feet or one area with a minimum size of eight thousand square feet to meet a portion of these requirements.

**Parameters:** None.

**e. Standard:** Each recreation area ~~shall~~**must** provide ~~adequate~~ amenities **to** commensurate with the project's **unit count** ~~size~~ and expected residents.

**Parameters:** Examples include swimming pool, jungle gym, sand pit, basketball court, sand volleyball court, swing set, barbeques and picnic tables.

#### **4. Streets.**

**a. Standard:** Private streets are required within a planned residential development, provided their width and geometric design must be related to the function, topography and needs of the development, and their structural design, pavement and construction must comply with the requirement of the city's street improvement standards.

**Parameters:** None.

**b. Standard:** Private streets may incorporate one of the following parameters:

**Parameters:**

1) Streets with two lanes and parking on both sides, shall have a minimum width of thirty-six (36) feet.

2) Streets with two lanes and parking on one side, shall have a minimum width of thirty-two (32) feet.

3) Streets with two lanes and no parking shall have a minimum width of twenty-eight (28) feet.

4) Alleys which are not considered fire lanes by the fire official ~~marshal~~, may have a minimum width of twenty-four (24) feet.

c. **Standard:** No parking shall be permitted on private alleys.

**Parameters:** None.

d. **Standard:** Streets with curves or jogs at intervals of no more than three hundred (300) feet are strongly encouraged in all PRDs to enhance the visual quality of the streetscape.

**Parameters:** None.

## 5. Setbacks.

a. **Front Yards on Streets:** Front yard setbacks along private streets shall be varied throughout the project. Alternative placement of homes and garages closer to and farther back from the street create different patterns of open space along the street edge and break up an otherwise monotonous view of houses built along the same setback. The project may achieve this by incorporating one of the following parameters:

**Parameters:**

1) Varying architectural features, such as bay windows, porches, and side-loaded garages.

2) No more than two adjacent residences shall incorporate the same setback.

b. **Yards Abutting Common Open Space:** Courtyard clusters and alley access units may have entries that face common open space. In this case, a minimum five-foot setback shall be provided to the lot line. When the private patio area abuts common open space, no setback is required to the patio wall or fence.

c. **Garage Setbacks:** Garages taking access from a courtyard or alley must have garage doors set back between two to five feet, or at least twenty (20) ~~eighteen (18)~~ feet. Setbacks between five and twenty (20) ~~eighteen (18)~~ feet are specifically prohibited to preclude parking in front of garage doors without adequate depth to accommodate the car.

## 6. Private Open Space.

a. **Standard:** Each lot shall contain a private outdoor yard and/ or patio area enclosed by a wall or fence ~~sufficient in size to accommodate outdoor dining, toddler~~

~~play areas, or a private spa or hot tub.~~ This area shall be usable for the exclusive use of the residents of the lot.

**Parameters:**

1) For neo-traditional lots the required rear yard area, ~~shall include if level and usable, is deemed sufficient to meet this requirement. If the required yard is not completely level, then an equivalent area of a level private outdoor area of~~ at least six hundred ~~seventy-five (675)~~(600) square feet in area with a minimum dimension of fifteen (15) feet ~~must be provided on the lot~~ (See "Table 16.16-2 PRD General Development Standards" for the two neo-traditional types and additional criteria).

2) For cluster courtyards or alley access lots, a level private outdoor area of an area of three hundred fifty (350) square feet, with a minimum dimension of ten feet, ~~must~~shall be provided on each lot. This area may be located in the front of the unit, between the unit and a detached garage, or within the side yard setback.

3) The private exterior area where proposed mechanical equipment (i.e. air conditioning condensing units, etc.) is proposed shall not count towards the required square footage.

## **7. Recreational Vehicle Storage.**

**a. Standard:** All projects containing twenty-five (25) units or more shall provide space to store campers, trailers, boats, etc. The storage space shall be located in specifically designated areas, and be made available for the exclusive use of the residents of the planned development. Parameters:

1) The area provided for recreational vehicle storage shall be equal to at least twenty (20) square feet for each unit.

**b. Standard:** One space per ten dwelling units at a size of two hundred (200) square feet for each required space.

**Parameters:** None.

**c. Standard:** The required storage space shall be adequately screened from all residences and adjoining properties.

**Parameters:**

1) A view-obscuring wall may be constructed between the open parking area and the adjacent residences.

2) Landscaping techniques may be used to screen the open parking area from the adjacent residences.



**B. Parkland Dedication.**

a. **Standard:** Each project will be required to fulfill one hundred (100) percent of Quimby Act requirements. No credits will be provided for private open space.

**Parameters:** None.

**C. Lighting.**

a. **Standard:** Lighting shall be provided on-site consistent with City standards ~~adequate~~ for pedestrian safety, ~~and~~ vehicular safety, and for security purposes ~~sufficient to minimize security problems shall be provided.~~

**Parameters:** None.

**D. Utilities.**

a. **Standard:** There shall be separate utility systems for each unit.

**Parameters:** None.

**E. Landscaping.**

**1. Walls and Fences.**

a. **Standard:** The project shall follow wall and fence guidelines found in Chapter 16.08 of the Murrieta development code.

**Parameters:** None.

**2. Project Entry.**

a. **Standard:** All projects ~~must create a unique and innovative~~ shall provide a project entry. The ~~following~~ minimum parameters are ~~suggested~~ required:

**Parameters:**

- 1) The use of landscaping to create themes which will continue throughout the project.
- 2) The use of decorative paving in order to enhance the entry to the residential project.
- 3) Wall signs which identify the project.

~~4) Incorporation of water features such as fountains and/or small pools~~

**b. Standard:** At least one of the following "Sense of Place" components:

Parameters:

1) Incorporation of water features such as fountains and/or small pools pursuant to State requirements regulating water usage.

2) The use of a thematic vertical elements at the main entrance.

3) The use of decorative benches and other types of exterior seating which are thematic to the project.

#### **F. Homeowner's Association.**

**a. Standard:** All projects shall create a homeowner's association in order to address maintenance of the common open space. The CC&Rs for the project will be subject to review and approval of the city attorney.

**Parameters:** None.

#### **G. Home Types and Styles.**

**a. Standard:** A minimum of fifteen (15) percent of the residences within a PRD may be required by the city to be one-story, with a height not exceeding twenty (20) feet.

**Parameters:** None.

**b. Standard:** Additional front and/or side yard setbacks may be required by the city for two-story homes within a PRD.

**Parameters:** None.

**c. Standard:** Varied architectural styles and/or exterior materials may be required by the city for the homes within a PRD.

**Parameters:** None.

(Ord. 538, Exhibit A (part), 2018; Ord. 293 § 1 (part), 2004; Ord. 252 (part), 2002)

**Article III – Site Planning and General Development Standards**

...

**16.20 Density Bonus Regulations**

...

**16.34 Off-Street Parking and Loading Standards**

...

**16.44 Standards for Specific Land Uses**

...

**16.70 Temporary Use Permits**

...

**Section 16.20 (Density Bonus Regulations) of the Murrieta Municipal Code is hereby amended as follows:**

**16.20.040 Application Requirements.**

A. Any applicant requesting a density bonus and any *incentive(s)*, waiver(s), parking reductions, or *commercial development bonus* provided by State Density Bonus Law shall submit a density bonus report as described below concurrently with the filing of the planning application for the first discretionary permit required for the *housing development, commercial development, or mixed-use development*. The requests contained in the density bonus report shall be processed concurrently with the planning application. The applicant shall be informed whether the application is complete consistent with Government Code § 65943.

B. The density bonus report shall include the following minimum information:

1. Requested Density Bonus.

a. Summary table showing the maximum number of dwelling units permitted by the zoning and general plan excluding any density bonus units, proposed affordable units by income level, proposed bonus percentage, number of density bonus units proposed, total number of dwelling units proposed on the site, and resulting density in units per acre.

b. Summary table identifying the proposed on-site parking and how it is allocated within the scope of the project. The applicant shall consult with the provisions of Government Code Section § 65915.

~~c.b.~~ A tentative map and/or preliminary site plan, drawn to scale, showing the number and location of all proposed units, designating the location of proposed



affordable units and density bonus units, and if applicable, the location of all major transit stop(s) as defined under Government Code Section § 65915, and/or fixed bus route(s) as described under Government Code Section § 65915 for a rental project for those 62 or older, or a for a special needs housing development, or combination thereof.

~~d.e.~~ The zoning and general plan designations and assessor's parcel number(s) of the housing development site.

~~e.d.~~ A description of all dwelling units existing on the site in the five-year period preceding the date of submittal of the application and identification of any units rented in the five-year period. If dwelling units on the site are currently rented, income and household size of all residents of currently occupied units, if known. If any dwelling units on the site were rented in the five-year period but are not currently rented, the income and household size of residents occupying dwelling units when the site contained the maximum number of dwelling units, if known.

~~f.e.~~ Description of any recorded covenant, ordinance, or law applicable to the site that restricted rents to levels affordable to very low or lower income households in the five-year period preceding the date of submittal of the application.

~~g.f.~~ If a density bonus is requested for a land donation, the location of the land to be dedicated, proof of site control, and reasonable documentation that each of the requirements included in Government Code § 65915(g) can be met.

**Section 16.34 (Off-Street Parking and Loading Standards) of the Murrieta Municipal Code is hereby amended as follows:**

**TABLE 3-7  
PARKING REQUIREMENTS BY LAND USE**

<b>Residential Uses</b>	<b>Vehicle Spaces Required</b>
<u>Density Bonus</u>	<u>On-site parking for a density bonus project shall be consistent with the requirements as described under Government Code § 65915(p). See Section 16.20.040.B.4 for additional details.</u>

**Section 16.44 (Standards for Specific Land Uses) of the Murrieta Municipal Code is hereby amended as follows:**

**16.44.150 Residential Accessory Uses and Structures.**

This section provides standards for specific residential accessory uses and structures allowed in the zoning district applicable to a parcel. Residential accessory uses include any use that is customarily related to a residence, including, but not limited to, garages, greenhouses, storage sheds, studios, above ground swimming pools/spas and workshops. Accessory structures must obtain development plan approval pursuant to [Chapter 16.56 \(Development Plan Permits\)](#) of this title if a new accessory structure or addition results in an increase of more than one thousand (1,000) square feet, unless otherwise identified in this Section. [Accessory Dwelling Units \(ADUs\) are separately defined by State Law from Residential Accessory Uses and Structures. Please see Section 16.44.160 \(Accessory Dwelling Units\) for definitions, criteria, and processing requirements.](#)

**A. General Requirements.** Accessory uses and structures are subject to the following standards, except where more restrictive requirements are established by other provisions of this section for specific uses.

**1. Relationship of Accessory Use to the Main Use.** Accessory uses and structures shall be incidental to and not alter the residential character of the site.

**2. Attached Structures.** An accessory structure that is attached to a main structure shall be architecturally compatible with, and made structurally a part of the main structure (e.g., share a common wall with the main structure). It shall also comply with the requirements of this development code applicable to the main structure, including but not limited to setbacks, heights, and lot coverage, unless a minor variance is approved. [For accessory structures that propose an ADU component, please refer to Section 16.44.160 and Government Code 65852.2 for criteria with respect to the ADU components of the structure.](#)

**3. Detached Structures:**

**a. Coverage.** The floor area of a single detached accessory structure shall not exceed one thousand (1,000) square feet, nor shall the sum of the floor area(s) of the total number of detached accessory structures exceed 40 percent, of the required rear yard of the parcel. A covered patio or barbecue area shall not be construed as an accessory structure for purpose of calculating floor area.

**b. Design.** Detached accessory structures shall be compatible with the materials and architecture of the main dwelling(s) on the property whenever feasible. [For accessory structures that propose an ADU component, please refer to Section 16.44.160.F.2 for the exterior design criteria.](#)

**c. Setback Requirements.** Setbacks shall be as provided by [Table 3-14 \(Required Setbacks—Accessory Uses and Structures\)](#). [For accessory structures that propose an ADU component, please refer to Section 16.44.160.F.1 for the setback criteria with respect to the ADU component of the structure.](#)

**d. Height.** The maximum height of an accessory structure shall be in compliance with the height restriction for the zone, and shall not be greater than the height of the primary residence on the lot. An accessory structure proposing an ADU component shall be permitted to exceed the height of the primary residence for the portion of accessory structure containing and for accessing the ADU.

**B. Antennas.** Antennas are subject to the provisions of Section 16.44.170 (Telecommunications Facilities).

**C. Garages.** A detached accessory garage shall not be greater than one thousand (1,000) square feet or fifty (50) percent of the square footage of the main dwelling unit, whichever is less, or two thousand (2,000) square feet or fifty (50) percent of the square footage of the main dwelling unit in rural residential zones, whichever is greater. Size deviation may be authorized pursuant to section 16.56.020 (A).

**D. Greenhouses.** An accessory greenhouse may occupy up to five hundred (500) square feet for each dwelling unit or ten percent of the parcel, whichever is less.

**E. Guest Living Quarters.** Guest living quarters, which are sometimes referred to as a Granny Flat or Guest House, can be attached or detached for temporary use by guests or family members of the primary residence. Guest living quarters do not include a kitchen or wet-bar and may occupy up to 500 square feet. Guest living quarters may not be rented.

**F. Swimming Pools/Spas/Hot Tubs.** Private swimming pools, spas and hot tubs are allowed accessory to approved residential uses on the same parcel, subject to the following provisions:

1. **Limitation on Use.** The pool is to be used solely by occupants of the dwelling(s) on the same parcel and their guests; and

2. **Fencing.** The swimming pool shall be secured by fencing and/or walls to prevent uncontrolled access by children, in compliance with the building code.

3. **Setbacks.** Swimming pool/spa shall maintain the required setback which is measured from water edge to property line for in-ground pool/spa and from the outside edge of the structure to property line for above ground pool/spa.

**G. Tennis and Other Recreational Courts.** Noncommercial outdoor tennis courts and courts for other sports (e.g., racquetball, etc.) accessory to a residential use are subject to the following provisions:

1. **Fencing:** Shall be subject to the height limits of Chapter 16.22 (Fences, Hedges and Walls); and



**2. Lighting.** Court lighting shall not exceed a maximum height of twenty (20) feet, measured from the court surface. The lighting shall be directed downward, shall only illuminate the court, and shall not illuminate adjacent property, in compliance with Section [16.18.100](#) (Lighting).

**H. Workshops and Studios.** Accessory structures intended for engaging in artwork, crafts, light hand manufacturing, mechanical work, etc. are subject to the following standards when located in a residential zoning district:

**1. Limitation on Use:** An accessory structure may be constructed or used as a studio or workshop in any residential zoning district for the following noncommercial activities:

- a. Amusements or hobbies;
- b. Artistic endeavors (e.g., painting, photography or sculpture);
- c. Maintenance of the main structure or yards;
- d. Maintenance or mechanical work on vehicles owned or operated by the occupants; or
- e. Other similar purposes.

Use of an accessory workshop for commercial activity shall be subject to the standards for home occupations, in compliance with [Chapter 16.60](#); and

**2. Floor Area.** A workshop shall not occupy an area larger than one thousand (1,000) square feet, except where a workshop is combined with a garage. In this case subsection C (Garages), above, shall apply.

**I. Rooming and Boarding House.** A rooming and boarding house (including sober living homes), as defined in [Chapter 16.110](#) of this title, may be established only upon approval of a conditional use permit for six (6) or fewer occupants, and shall be prohibited for more than six (6) occupants subject to the following standards (Short-Term Vacation Rentals that are regulated separately fall outside of this criteria. See, [Chapter 5.27](#) (Short-Term Vacation Rentals) of the Murrieta Municipal Code for further criteria on these uses):

**1. Filing Requirements.** In addition to the regular application information, the application for a conditional use permit for a rooming and boarding house or sober living home shall include the following information:

- a. Any proposed restrictions or limitations on the resident profile, such as men only, women only, families with children, elderly or special needs;

- b. The number of rooms to be used for sleeping purposes, and the maximum number of residents including on-site management staff, if any; and
- c. Any proposed limitations on the maximum stay for each resident.

**2. Site Location Criteria.** In evaluating a proposed rooming and boarding house or sober living home the following criteria shall be considered:

- a. Compatibility of the proposed use with neighboring uses;
- b. Whether the use will result in harm to the health, safety or general welfare of the surrounding neighborhood, and substantial adverse impacts on adjoining properties or land uses will not result;
- c. The proximity of the use to shopping and services, and access to public transportation; and
- d. To avoid an over-concentration of rooming and boarding houses and sober living homes, there shall be a minimum separation requirement of five hundred (500) feet, measured from the nearest outside building walls, between the subject use and any other rooming and boarding home or other group housing as defined in this title or in state law.

**3. Development Standards.** Any rooming and boarding house or sober living home shall comply with the following:

- a. Structures and landscaping shall be compatible with the character of the surrounding neighborhood;
- b. Sufficient on-site parking shall be provided (the precise number of parking spaces required will be determined by the approving authority based on the operating characteristics of the specific proposal);
- c. Both indoor and outdoor open areas shall be provided on site;
- d. All setback standards of the underlying zone shall be met; and
- e. Signs as permitted in [Chapter 16.38](#).

**4. Notification.** Notification of the conditional use permit public hearing shall be done in accordance with [Chapter 16.52](#) of this title.

**5. Existing Facilities.** Upon the expiration of any conditional use permit, an existing rooming and boarding house or sober living home must comply with the requirements of this Section [16.44.150](#).

**6. Changes to Operation.** Any change in operating conditions from what was originally approved and imposed by the city, including, but not limited to, the number of occupants or residents, or any modifications to the conditions of approval pursuant to the required conditional use permit, shall require the immediate submittal of a request for revision of the required conditional use permit.

**J. Parolee-Probationer Home.** A parolee-probationer home, as defined in [Chapter 16.110](#) of this title, may be established only upon approval of a conditional use permit

for six (6) or fewer occupants, and shall be prohibited for more than six (6) occupants subject to the following standards.

**1. Filing Requirements.** In addition to the regular application information, the application for a conditional use permit for a parolee-probationer home shall include the following information:

- a. Client profile (the subgroup of the population the facility is intended to serve);
- b. Maximum number of occupants, including support staff;
- c. Proposed maximum stay for each parolee-probationer;
- d. A description of support services to be provided on-site and projected staffing level, if any;
- e. Site plan and floor plans; and
- f. Rules of conduct and business management plan.

**2. Site Location Criteria.** In evaluating a proposed parolee-probationer home, the following criteria shall be considered:

- a. Compatibility of the proposed use with neighboring uses;
- b. Whether establishment of the facility will not result in harm to the health, safety or general welfare of the surrounding neighborhood, and substantial adverse impacts on adjoining properties or land uses will not result;
- c. Facility shall be located along or near a collector or arterial street with reasonable access to public transportation;
- d. Facility shall be accessible to necessary support services;
- e. To avoid an over-concentration of parolee-probationer homes, there shall be a one thousand (1,000) foot separation requirement as measured from the nearest outside building walls between the subject use and any other parolee-probationer home or other group housing as defined in this title or in state law;
- f. To avoid an over-concentration of group housing facilities, there shall be a one thousand (1,000) foot separation requirement as measured from the nearest outside building walls between the subject use and any other group housing as defined in this title or state law; and
- g. That parolee-probationer homes shall not be located within one thousand (1,000) feet of a public or private school (pre-school through twelfth (12th) grade),



student housing, senior housing, child care facilities, public parks and trails, or businesses licensed for on- or off-site sales of alcoholic beverages, as measured from any point on the outside walls of the parolee-probationer home to the nearest property line of the noted use.

**3. Development Standards.** Any parolee-probationer home shall comply with the following:

- a. Facility shall be compatible with the character of the surrounding neighborhood;
- b. Sufficient on-site parking shall be provided (the precise number of parking spaces required will be determined by the approving authority based on the operating characteristics of the specific proposal);
- c. Both indoor and outdoor open areas shall be provided on site;
- d. All setback standards of the underlying zone shall be met;
- e. Signs as permitted in [Chapter 16.38](#);
- f. On-site staff supervision shall be required for parolee-probationer homes during all hours of operation;
- g. Individual client stays at parolee-probationer homes shall not exceed one hundred eighty (180) days; and
- h. The facility's management shall participate in any formal residential crime prevention program (i.e., Crime Free Multi-Housing Program) provided by the city and as required under the conditional use permit and, if the program offers certification, then that certification shall be obtained and maintained in current status.

**4. Notification.** Notification of the conditional use permit public hearing shall be done in accordance with [Chapter 16.52](#) of this title.

**5. Existing Facilities.**

- a. Upon the expiration of any conditional use permit, an existing parolee-probationer home must comply with the requirements of this Section [16.44.150J](#).
- b. An existing parolee-probationer home established pursuant to any conditional use permit discontinued for any period of time, excluding a maximum thirty- (30-) day closure required to perform necessary repair or restoration which does not increase the square footage of the residence, is deemed abandoned and any subsequent establishment of a parolee-probationer home on the premises shall be required to first obtain a new conditional use permit.

**6. Changes to Operation.** Any change in operating conditions from what was originally approved and imposed by the city, including, but not limited to, the number of occupants, residents or parolees- probationers, or modifications to the conditions of approval pursuant to the required conditional use permit shall require the immediate submittal of a request for revision of the required conditional use permit.

**K. Cargo Containers As An Accessory Structure.** The purpose of this section is to allow cargo containers to be placed on private property in a permanent manner that is safe and secure, will not create adverse impacts to either the property on which they are located or to the immediate residential neighborhood and will not become a nuisance to the community.

**1. Permanent use.**

- a. It shall be limited to one (1) cargo container for parcels between one (1) and two (2) acres. One (1) additional container may be proposed for parcels greater than two (2) acres.
- b. The permanent placement of a cargo container shall be limited to the Rural Residential (RR) and Estate Residential 1 (ER-1) zones that are greater than one (1) acre or more.
- c. The approval shall be specific to a location and shall not be transferable to other locations or property.
- d. It shall meet all requirements as set forth in the California Building and Fire Code(s).
- e. It shall be limited to a "storage occupancy" as categorized under the California Building and Fire Code(s).
- f. It shall be accessory to the primary use of the property for the storage of nonflammable, noncombustible, nonhazardous materials and supplies.
- g. The cargo container shall be modified in such a manner to match the main residential structure in terms of exterior colors, trim, and roofing style. On larger parcels, over two (2) acres or more, the modifications shall be limited to the paint color of the exterior in terms of matching the main residential structure.
- h. Structure setbacks shall be provided as noted in Table 3-14.
- i. It shall comply with and height and lot coverage thresholds as defined within Rural Residential (RR) and the Estate Residential 1 (ER-1) zones.
- j. Landscape screening methods shall be provided on-site to the satisfaction of the Planning Director or their designee.

- k. Existing cargo containers at existing residential properties can remain in place five (5) years from the effective date of Ordinance \_\_\_\_\_.

**TABLE 3-14  
REQUIRED SETBACKS—ACCESSORY USES AND STRUCTURES**

<u>Single-family Homes</u>		
<u>Accessory Structure</u>	<u>Type of Setback<sup>1</sup></u>	<u>Required Setback<sup>2</sup></u>
<u>Garage, gazebo, greenhouse, patio cover, storage shed, workshop (more than one hundred twenty (120) square feet)</u>	<u>Sides and rear</u>	<u>Five feet; unless adjacent to a public street when the setback shall be 10 feet</u>
<u>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></u>	<u>Sides and rear</u>	<u>Three feet</u>
<u>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></u>	<u>Sides and rear</u>	<u>Five feet</u>
<u>Stationary barbecue, fire pit, propane tank</u>	<u>Front, Sides and rear</u>	<u>Ten feet Three feet</u>
<u>Air conditioning equipment, pool and spa equipment, ground-based antennas</u>	<u>Sides and rear</u>	<u>Four feet</u>
<u>Cargo Containers As An Accessory Structure<sup>(7)</sup></u>	<u>Front, Side, min. distance from another structure, rear</u>	<u>Twenty-five feet Eight feet</u>
<u>Multi-family Homes</u>		
<u>Garage, gazebo, greenhouse, patio cover, storage shed, workshop</u>	<u>All sides</u>	<u>As required for main structure</u>
<u>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></u>	<u>All sides</u>	<u>Three feet</u>
<u>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></u>	<u>Front Sides and rear</u>	<u>Ten feet</u>
<u>Stationary barbecue, fire pit, propane tank</u>	<u>Front Sides and rear</u>	<u>Ten feet Three feet</u>



<u>Air conditioning equipment, pool and spa equipment, ground-based antennas</u>	<u>Sides and rear</u>	<u>Four feet</u>
<p><u>Notes: (1) Where a parcel is situated so that the front, side, or rear property lines are not readily determinable, required setbacks shall be established by the director.</u></p> <p><u>(2) A structure, projection or equipment shall not be placed or occur beyond the property lines of the subject parcel.</u></p> <p><u>(3) Building permits are not required for accessory structures one hundred twenty (120) square feet or less in area and twelve (12) feet or less in height.</u></p> <p><u>(4) Pools and/or spas may be allowed no closer than three feet as determined by the director. A minor variance may be required if at the discretion of the director, it is determined that the reduced setback could cause adverse impacts to adjacent properties (see Section 16.72.020).</u></p> <p><u>(5) Existing single family detached lots with lot widths less than required by the zone may utilize a reduced setback equal to ten percent (10%) of the lot width but in no case closer than three feet.</u></p> <p><u>(6) Small structures that are less than six feet in height and do not extend above an adjoining solid fence or wall is exempt from setback requirements.</u></p> <p><u>(7) Limited to Rural Residential (RR) and Estate Residential (ER-1) Zones with a minimum of a one (1) acre parcel area.</u></p>		

**TABLE 3-14**  
**REQUIRED SETBACKS—ACCESSORY USES AND STRUCTURES**

<b><del>—Single-family Homes</del></b>		
<b><del>Accessory Structure</del></b>	<b><del>Type of Setback<sup>4</sup></del></b>	<b><del>Required Setback<sup>2</sup></del></b>
<del>Air conditioning equipment, pool and spa equipment, ground-based antennas</del>	<del>Sides and rear</del>	<del>Four feet</del>
<b><del>—Multi-family Homes</del></b>		
<del>Garage, gazebo, greenhouse, patio cover, storage shed, workshop</del>	<del>All sides</del>	<del>As required for main structure</del>
<del>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></del>	<del>All sides</del>	<del>Three feet</del>
<del>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></del>	<del>Front Sides and rear</del>	<del>Ten feet</del>
<b><del>—Single-family Homes</del></b>		
<del>Stationary barbecue, fire pit, propane tank</del>	<del>Front Sides and rear</del>	<del>Ten feet Three feet</del>
<del>Air conditioning equipment, pool and spa equipment, ground-based antennas</del>	<del>Sides and rear</del>	<del>Four feet</del>

~~Notes: (1) Where a parcel is situated so that the front, side, or rear property lines are not readily determinable, required setbacks shall be established by the director.~~  
~~(2) A structure, projection or equipment shall not be placed or occur beyond the property lines of the subject parcel.~~  
~~(3) Building permits are not required for accessory structures one hundred twenty (120) square feet or less in area and twelve (12) feet or less in height.~~  
~~(4) Pools and/or spas may be allowed no closer than three feet as determined by the director. A minor variance may be required if at the discretion of the director, it is determined that the reduced setback could cause adverse impacts to adjacent properties (see Section 16.72.020).~~  
~~(5) Existing single family detached lots with lot widths less than required by the zone may utilize a reduced setback equal to ten percent (10%) of the lot width but in no case closer than three feet.~~  
~~(6) Small structures that are less than six feet in height and do not extend above an adjoining solid fence or wall is exempt from setback requirements.~~

**Section 16.70 (Temporary Use Permits) of the Murrieta Municipal Code is hereby amended as follows:**

**16.70.030 Allowed Temporary Uses.**

An application for a temporary use permit shall be required for the following activities and shall be subject to conditions identified in Section [16.70.060](#), below and other additional conditions as may be imposed by the director. \_\_\_\_\_

**A. Commercial Coaches.** Commercial coaches (as defined by state law (Health and Safety Code Section 18001.8)) or mobile homes on active construction sites, for use as a construction office, temporary living quarters for security personnel, or temporary residence of the subject property owner. The following restrictions shall apply:

1. The director may approve a temporary trailer coach for the duration of the construction project or for a specified period, but in no event for more than two years. If exceptional circumstances exist, a one-year extension may be granted, in compliance with Section [16.80.060](#) (Time Extensions);
2. Installation of trailer coaches may occur only after a valid building permit has been issued by the building department;
3. Trailer coaches allowed in compliance with this chapter shall not exceed a maximum gross square foot-age of six hundred fifty (650) square feet in size (tongue not included);
4. The trailer coach shall have a valid California vehicle license and the applicant for the trailer coach shall provide evidence of state division of housing approval, in compliance with state law (Health and Safety Code);

5. The temporary trailer coach installation shall meet all requirements and regulations of the county department of environmental health services and the city's building department; and

6. A permit issued in compliance with this chapter, in conjunction with a construction project, shall become invalid upon cancellation or certificate of occupancy for which this use has been approved, or the expiration of the time for which the approval has been granted.

**B. Outdoor Arts and Crafts Shows.** Outdoor arts and crafts shows and exhibits provided the uses are limited to two days of operation or exhibition in any one hundred eighty- (180-) day period;

**C. Parking Lot Sales.** Parking lot and sidewalk sales for businesses located within a commercially designated property shall be subject to the following development standards:

1. Outdoor display and sales items shall be identical and accessory to items sold indoors.

2. The business shall have a valid business license with the city and own/lease space on the subject property.

3. The display and sale of merchandise is permitted only by the tenant of an existing commercial development on the same site.

4. Private sidewalks, courtyards or entry areas may be utilized for display provided a minimum four foot wide pedestrian area remains clear and unobstructed and all fire, building and handicapped access requirements are met.

5. All displays shall be located within hardscape areas. No merchandise may be displayed in any landscaped area, or be situated in such a manner as to be detrimental to any existing landscaping on the site.

6. The uses shall be subject to the sign regulations contained in [Chapter 16.38](#).

**D. Real Estate Office Trailers.** Temporary real estate sales office trailers, to be used solely for the first sales of homes or the first rental of apartments within the same development, may be established within the areas of an approved tentative tract or an approved development plan permit, subject to the following:

1. The approved land use permit shall include those conditions and requirements deemed necessary or advisable to protect the public safety and the general welfare and adequate guarantees that the structures and facilities will be removed or made consistent with applicable zoning regulations within ninety (90) days after the expiration of the permit. In addition to those findings required for the approval of the land use



application, the temporary use permit for a temporary real estate sales office trailer(s) shall also include the following findings:

- a. The access, parking, and circulation facilities would not result in excess traffic congestion or traffic safety hazards; and
- b. The operation of the real estate sales office trailer(s) and associated activities would not conflict with adjacent and nearby residential uses.

2. A temporary use permit application for a temporary sales office trailer(s) may be approved for a maximum time period of two years from the date of approval. At the end of the two year period, the use shall either be terminated or the applicant may file for an extension, in compliance with Section [16.80.060](#) (Time Extensions).

**E. Sales of Agricultural Products.** Seasonal sales of agricultural products, provided parking and access are provided to the satisfaction of the director;

**F. Seasonal Product Sales.** Christmas tree, pumpkin, or other seasonal product sales lots subject to the following guidelines and conditions:

1. All uses shall be limited to no more than one hundred eighty (180) days of operation in any calendar year, subject to the discretion of the director;
2. The applicant shall secure an electrical permit from the city if the facility is to be energized;
3. All lighting shall be directed away from and shielded from adjacent residential areas and streets, in compliance with Section [16.18.100](#) (Lighting); and
4. Adequate provisions for traffic circulation, off-street parking, and pedestrian safety shall be provided to the satisfaction of the director.

**G. Special Outdoor Events.** Special outdoor events including carnivals, circuses, fairs, parades, rodeos, and large athletic, religious, or entertainment events. The uses shall be subject to the following guidelines and conditions:

1. All uses shall be limited to not more than fifteen (15) days, or more than three weekends, of operation in any one hundred eighty- (180-) day period. To exceed this time limitation shall require the approval of a conditional use permit, in compliance with [Chapter 16.52](#);
2. Activities conducted on property owned by or leased to the city and public rights-of-way may also require the approval of an encroachment permit issued by the engineering department;

3. The director may require a cash bond or other guarantee for removal of the temporary use, cleanup and restoration of the activity site within seven days of the conclusion of the approved activity;

4. Related issues including fire protection, food and water supply, medical services, noise, police/security, sanitation facilities, signs, traffic control, and use of tents and canopies shall be addressed to the satisfaction of the director, director of public works, police department, fire protection district, or health officer in their administration of other city codes. Other city codes may require the applicant to obtain additional permits (e.g., building, electrical, health, and tent permits); and

5. The director or any other responsible city department head may impose other conditions on the temporary use to ensure that the use is operated in a manner which would be compatible with the surrounding uses and neighborhoods. ~~;~~ and

**H. Parking lot vehicle sales.** Vehicle sales shall be allowed in commercial zones, subject to the following guidelines and conditions.

1. The use is limited to licensed new car dealerships located in the city.

2. All uses shall be limited to four (4) consecutive days, which must include Saturday and Sunday.

3. The applicant shall obtain clearances from the Public Works, Fire, and Police Departments.

4. Permit applications that involve other city codes may require additional permits (e.g., building, electrical and health).

5. The Planning Director may impose additional conditions to ensure the permit is used in a manner compatible with the surrounding uses and zoning.

**I. Temporary Business Structures.** Temporary structures to serve as substitute business space may be proposed when an existing commercial or industrial business structure is damaged or destroyed by means beyond the control or influence of the owner or tenant, subject to the following limitations, as well as additional requirements deemed appropriate by the Director:

1. The temporary structure shall not be greater in size than that which was damaged or destroyed;

2. The temporary structure shall be located so as to have a minimal effect on available parking;

3. The temporary structure shall comply with Fire Department and Building Department standards for public occupancy;

4. The temporary structure shall be housed in a structure designed for short-term use;

5. Use of the temporary structure shall have a time limit of twelve (12) months from the date that the business was damaged or destroyed, or nine (9) months from the date that a substantial plan check application for repair of the permanent structure is submitted to the city, whichever is the soonest;

6. A one-time extension of between one (1) and six (6) months may be approved by the Planning Director provided substantial progress toward completion of the construction on the permanent structure is made; and

7. The temporary structure shall be removed within the earlier of thirty (30) days after completion of the replacement permanent structure, or expiration of the time allowed for the temporary structure pursuant to this section.

**J. Temporary Storage.** Temporary storage may be allowed by the director for activities of a limited duration that are commonly associated with an approved use, provided the following findings can be made:

1. That the temporary storage, as proposed, will not adversely impact adjoining properties; and

2. That the temporary storage, as proposed, will not be contrary to the public health, safety and general welfare.

**K. Commercial Filming.** Temporary commercial motion picture production, television production (including commercials), still photography and related activities on public or private property (excluding public roads rights-of-way), for occasional commercial filming on location, subject to the following:

1. All commercial filming activities shall be conducted under the auspices of the City Manager. A certificate of Insurance indemnifying the City of Murrieta as an additional insured shall be provided.

2. Prohibited activities:

a. Any filming activity that creates a substantial risk of injury to persons, damage to property or a significant degradation of the environment or that is contrary to the public health, safety or welfare, including but not limited to, disruption of emergency access to surrounding properties.

b. Any filming activities that violate any applicable City codes including but not limited to, the Grading and Noise Ordinances.



3. Limitations. On properties where commercial filming activities are the principal use of the property or structures, the use shall not be considered temporary and shall be subject to all applicable provision of the Development Code.

4. Street Closures or Filming in Public Right of Way. Any commercial filming activities taking place within public rights of way or requiring street closures are subject to approval of an encroachment permit and traffic control plan from the engineering department.

5. Exempted activities. The filming, videotaping or production of current news which includes reporters, photographers or cameramen employed by a newspaper, news service, broadcasting station or similar entity engaged in on-the-spot broadcasting of news events, or the filming or videotaping of motion pictures solely for private family use, shall be exempt from these provisions.

**L. Special Events on Land Owned by or Leased to the City.** Special Events that occur on land, outside of the public right-of-way, owned by or leased to the City are subject to the approval of a Special Events Permit Application for temporary events in lieu of a Temporary Use Permit application. The application, associated requirements and conditions are subject to review and issuance by the Parks and Recreation Director or their designee.

**M. Temporary Residential Moving Containers.** Temporary residential moving containers shall be subject to following criteria:

1. That the temporary residential moving storage, as proposed, will not adversely impact adjoining properties;

2. That the temporary residential moving storage, as proposed, will not be contrary to the public health, safety and general welfare;

3. Temporary residential moving containers shall not be placed in the public right-of-way.

4. The temporary residential moving container delivered to a residence's subject property, shall be limited to two occasions within a twelve-month (12) period and one container per occasion;

5. Temporary residential moving containers delivered to a residence shall be placed on a hardscape surface (i.e. driveway) and shall be limited to a maximum of a two-week period on the subject private property. These provisions would not be subject to issuance of Temporary Use Permit. For containers which are proposed to be placed for longer than a two-week period, a Temporary Use Permit application with fees, and a description of the extraordinary hardship on why the additional timeframe is necessary, shall be submitted to the Planning Director or their designee for their review;

**N. Temporary Cargo Containers** The purpose of this section is to allow cargo containers to be placed on private property in a temporary manner that is safe and secure, will not create adverse impacts to either the property on which they are located or to the immediate neighborhood and will not become a nuisance to the community.

1. A temporary use permit shall be required for when the *temporary cargo container* is used during construction activities at residential, commercial, office, business park, mixed-use or industrial locations.

2. It shall be placed in such a manner that it does not encroach into a landscaped area, onto sidewalks, or into public rights-of-way, and provides adequate access for ingress and egress in case of an emergency.

3. At a residential location it shall provide sufficient room to open the garage door to allow access and egress in case of an emergency.

3. It shall be limited to storage activities solely.

4. It shall be located in such a manner that it is to have a minimal effect on available parking.

5. The *temporary cargo container* shall comply with all City Engineering, Fire Department and Building Division standards for a storage occupancy and placement.

6. Use of the *temporary cargo container* shall have an initial time limit of six (6) months from the date of application approval.

7. A one-time extension of the temporary use permit may be approved for a period as determined necessary by the Planning Director or their designee provided there is substantial progress toward completion of the construction phase of the project.

8. The *temporary cargo container* shall be removed immediately upon completion of the temporary term or upon expiration or finalization of the building permit, whichever occurs first.

9. The Planning Director or their designee may impose additional conditions of approval with respect to the Temporary Use Permit for the *temporary cargo container*.

10. For cargo containers that proposed to be placed in a permanent manner, please refer to Section 16.44.150.K (Cargo Containers As An Accessory Structure)

(Ord. 544 § 32, 2019; Ord. 430-10 § 10, 2010; Ord. 412 § 2, 2008; Ord. 367 § 5, 2006; Ord. 269 § 2 (part), 2002; Ord. 182 § 2 (part), 1997)

## Article VI – Development Code Definitions

### Chapter 16.110 – Definitions

#### **Section 16.110.020 (Definitions of Specialized Terms and Phrases) of the Murrieta Municipal Code is hereby amended as follows:**

**C. Definitions, "C".** The following definitions are in alphabetical order.

**Cargo Containers.** It is a pre-manufactured metal shipping container or standardized, reusable vessel, designed without axle or wheels, that was originally designed and fabricated for, or used in, the packing, shipping, movement or transport of freight, articles, goods, or commodities from one location to another and that is delivered to a site as a fully assembled unit. The utilization of these units is limited for the conversion of an existing unit for permanent storage activities. See Section 16.44.150.K (Cargo Containers As An Accessory Structure) for additional details.

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**T. Definitions, "T".** The following definitions are in alphabetical order.

**Temporary Cargo Containers.** It is a pre-manufactured metal shipping container or standardized, reusable vessel, designed without axle or wheels, that was originally designed and fabricated for, or used in, the packing, shipping, movement or transport of freight, articles, goods, or commodities from one location to another and that is delivered to a site as a fully assembled unit. The utilization of these units is limited for temporary construction activities. See Section 16.70.030.N (Temporary Cargo Containers) for additional details.

**Temporary Residential Moving Containers.** A storage container associated with moving activities at a residence. See Section 16.70.030.M (Temporary Residential Moving Containers) for additional details and parameters.



Exhibit “B-4”

STRIKEOUT/UNDERLINE VERSION

Development Code Regulations

**Article II – Zoning Districts and Allowable Land Uses**

...

**16.08 Residential Districts**

...

**16.16 Combining and Overlay Districts**

...

**Section 16.08 (Residential Districts) of the Murrieta Municipal Code is hereby amended as follows:**

**F. SF-2 (Single-Family Residential 2) District.** The SF-2 zoning district is applied to parcels appropriate for single-family subdivisions which may include detached and attached single-family dwelling units with common walls. For attached units configured within two to three unit configurations, a Planned Residential Development application is required. The allowable density range is from 5.1 to 10.0 units per acre. The minimum parcel size for detached single-family units is ~~five~~ four thousand three hundred fifty (~~5,000~~4,350) square feet, although a smaller lot size can be considered for the clustering of units. This can be accomplished through a Planned Residential Development application process and associated findings. See Section 16.16.020 “Planned Residential Development General Standards” for additional details and requirements. The ~~c~~Clustering of units through the Planned Residential Development review process is to encourage ~~provide an~~ aggregate of open space ~~is encouraged,~~ with units on individual parcels with commonly maintained open space, and on-site recreational facilities required. The SF-2 zoning district is consistent with the ~~single-family~~ residential land use designation of the general plan;

**Section 16.08 (Residential Districts) of the Murrieta Municipal Code is hereby amended as follows:**

TABLE 16.08-1 USE TABLE FOR RESIDENTIAL (SINGLE-FAMILY) ZONING DISTRICTS Permit Requirement by District		
Symbol	Applicable Process	See Chapter

<b>P</b>	<b>Permitted Land Use - Compliance with development standards and zoning clearance required</b>						<b>16.74</b>
<b>C</b>	<b>Conditional Use - Conditional use permit required</b>						<b>16.52</b>
<b>"Blank"</b>	<b>Land use not permitted</b>						
<b>Land Use</b> (1) (2)	<b>RR</b>	<b>ER-1</b>	<b>ER-2</b>	<b>ER-3</b>	<b>SF-1</b>	<b>SF-2</b>	<b>See Standards in Section</b>
<p>Notes:</p> <p>(1) See Section 16.04.020 regarding uses not listed.</p> <p>(2) See Article VI for definitions of the land uses listed.</p> <p>(3) Kennels existing as of January 1, 2014 within the RR zone are a legal-conforming land use and are permitted to continue in operation subject to no changes in the existing operation and/or compliance with the development standards contained in Section 16.44.040.E.2.</p> <p>(4) Minimum five (5) acre property.</p> <p>(5) Zoning clearance not required.</p> <p>(6) Any development standards imposed shall be limited to those specified in <u>State law. See California Code of Regulations, Title 25 (Housing and Community Development), Division 1 for additional details and requirements.</u> <del>No Manufactured Housing shall be installed on a lot in a permitted residential zone if more than 10 years has elapsed between the date of manufacture of the manufactured home and the date of the application for the issuance of a permit to install the manufactured home in the affected zone. This exclusion shall not apply to legally permitted Manufactured Homes converting from a pier foundation system to a permanent foundation system.</del></p> <p>(7) For EVCS - Subject to the Minor Conditional Use Permit appeal provisions for identified Public Health and Safety issues as described in Section 15.63.</p> <p>(8) For STVRs - Subject to the Citywide maximum, locational, and operational criteria, as described in Sections 5.27 and 16.44.260 of this Municipal Code.</p> <p>(9) Limited to a <i>Massage Accessory Use</i> in conjunction with establishment of the following primary uses: Assisted Living/Skilled Nursing. No other Personal Service are permitted. Refer to Section 16.44.270.B.3 (<i>Massage Accessory Use</i>) and Chapter 5.18 (<i>Massage Businesses and Massage Therapists</i>) for additional details.</p> <p>(10) Refer to Section 5.18.150 (Exemptions) for the types of "Professions and Services" which shall not be classified as a <i>Massage Establishment</i>.</p>							

...

<b>TABLE 16.08-3 RESIDENTIAL (SINGLE-FAMILY) ZONES GENERAL DEVELOPMENT STANDARDS</b>						
<b>Development Feature</b>	<b>RR</b>	<b>ER-1</b>	<b>ER-2</b>	<b>ER-3</b>	<b>SF-1</b>	<b>SF-2<sup>(3)</sup></b>
Minimum Parcel Size	2.5 acres <sup>(2)</sup>	1.0 acres	0.5 acres <sup>(1)</sup>	10,000 sq. ft.	7,200 sq. ft.	<del>5,000</del> <u>4,350</u> sq. ft.
Density Range	0.1 - 0.4 dus/acre	0.4 - 1.0 dus/acre	1.0 - 2.0 dus/acre	2.0 - 3.0 dus/acre	2.1 - 5.0 dus/acre	5.1 - 10.0 dus/acre
Minimum Parcel Width	100 feet	100 feet	100 feet	70 feet	70 feet	55 feet, <u>45 feet for parcels less than 5,000 square feet. This parcel width shall be increased to a 50 foot width for every fifth</u>

						<a href="#">lot on a non-cul-de-sac parcel street frontage.</a>
Minimum Livable Area	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
Setbacks						
Front	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Interior	20 feet	20 feet	20 feet	10 feet	10 feet	7.5 feet per side. <a href="#">For parcels less than 5,000 sq. ft. = A minimum of an average of 12 feet overall for the combination of both interior sides with no side setback of less than 5 feet.</a>
Street Side	20 feet	20 feet	20 feet	20 feet	20 feet	10 feet
Rear	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Accessory Structures	Consistent with Section <a href="#">16.44.150</a>					
Maximum Parcel Coverage	25%	25%	35%	35%	35% for two-story; 45% for single story	50%
Maximum Building Height	40 feet	40 feet	40 feet	35 feet	35 feet	35 feet



Minimum On-site Landscaping	25% of front yard area
<a href="#">Small Attached Unit Configuration</a>	<a href="#">Refer to Section 16.16.020 "Planned Residential Development General Standards" for development standards and project review and 16.16.030 "Planned Residential Development Design Standards and Parameters."</a>
<p>Notes:</p> <p>(1) A forty (40) foot wide buffer shall be provided along Washington Avenue (from Guava to Elm Street) in the public right-of-way. Landscaping to include six-foot high block wall, pedestrian trails and/or sidewalk, and landscaping berms to act as natural buffers. New residential projects will be allowed to access from Washington Avenue with residential lots abutting Washington Avenue are prohibited from taking direct access from Washington Avenue.</p> <p>(2) The minimum parcel area for properties zoned RR can include adjacent area to the centerline of the public street right-of-way.</p> <p><a href="#">(3) For projects proposing a clustering configuration with detached single-family homes or within small attached unit configurations, please see 16.16.020 "Planned Residential Development General Standards" and 16.16.030 "Planned Residential Development Design Standards and Parameters" for requirements.</a></p>	

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<b>TABLE 16.08-4 RESIDENTIAL (MULTI-FAMILY) ZONES GENERAL DEVELOPMENT STANDARDS</b>			
<b>Development Feature</b>	<b>MF-1<sup>(5)</sup></b>	<b>MF-2/MU-3<sup>(2)</sup></b>	<b>MF-3</b>
Minimum Parcel Size	5 acres	5 acres	5 acres
Minimum Parcel Width	100 feet	100 feet	100 feet
Density Range	10.1 - 15 du/acre	15.1 - 18.0 du/acre	Min. 30 du/acre
Minimum Livable Area	500 sq. ft.	500 sq. ft.	500 sq. ft.
Setbacks			
Street	10 feet	10 feet	Varying 10 - 20 feet
Interior	10 feet	10 feet	Minimum 10 feet <sup>(1)</sup>
Maximum Parcel Coverage	35%	35%	None
Maximum Height Limit	50 feet	50 feet	100 feet
Open Space (per dwelling unit)			
Private Open Space	60 sq. ft./upper floor 100 sq. ft./ground floor	60 sq. ft./upper floor 100 sq. ft./ground floor	All units 50 sq. ft. <sup>(2)</sup>
Common Open Space	200 sq. ft.	200 sq. ft.	150 sq. ft. <sup>(3)</sup>
Recreational Amenities			For projects containing 25 or more dwelling units, provide one recreational amenity for each 30 dwelling units or fraction thereof <sup>(4)</sup>

Minimum On-site Landscaping	10% of the site area
<p>Notes:</p> <p>(1) When adjacent to existing single-family residential use or zone, the building setback from the nearest property line shall be 10 feet for the first 25 feet in height, above 25 feet in height the setback shall be 20 feet, and above 50 feet, the setback shall be 30 feet.</p> <p>(2) For stand-alone multi-family residential projects or as part of a mixed-use development, each residential unit shall be provided with at least one area of private open space accessible directly from the living area of the unit, in the form of fenced yard or patio, a deck or balcony at a minimum area of 50 square feet. The minimum dimension, width or depth of a balcony shall be 5 feet.</p> <p>(3) All common open space shall be conveniently located and accessible to all dwelling units on the site. Common open space may include landscaping, pedestrian paths and recreational amenities. In projects containing fewer than 10 units, the common open space shall have a minimum width and depth of 10 feet. In projects containing 10 or more units, the minimum width and depth shall be 20 feet.</p> <p>(4) One common recreational amenity shall be provided for each 30 units or fraction thereof. The following listed amenities satisfy the above recreational facilities requirements. Recognizing that certain facilities serve more people than others, have a wider interest or appeal, and/or occupy more area, specified items may be counted as two amenities, as noted. In all cases, each square foot of land area devoted to a recreational amenity shall be credited as common open space on a 1:1 basis.</p> <ul style="list-style-type: none"> <li>a. Clubhouse (two)</li> <li>b. Swimming Pool (two)</li> <li>c. Tennis, Basketball or Racquetball court</li> <li>d. Weightlifting facility</li> <li>e. Children's playground equipment</li> <li>f. Sauna or Jacuzzi</li> <li>g. Day Care Facility (two)</li> <li>h. Other recreational amenities deemed adequate by the director.</li> </ul> <p><u>(5) For projects proposing a clustering configuration with detached single-family homes or within small attached unit configurations, please see 16.16.020 "Planned Residential Development General Standards" and 16.16.030 "Planned Residential Development Design Standards and Parameters" for requirements.</u></p>	

(Ord. 538, Exhibit A (part), 2018; Ord. 492 Exhibit 4, 2014; Ord. 482-13 § 2, 2013; Ord. 377 § 3, 2006; Ord. 367 § 3, 2006; Ord. 297 § 2, 2004; Ord. 293 § 1 (part), 2004; Ord. 280 § 2, 2003; Ord. 253 § 2 (part), 2002; Ord. 182 § 2 (part), 1997)

**16.08.040 Multi-family Residential Design Standards.**

**2. Access Drives.**

**a. Standard:** Access drives shall be located at least two hundred (200) feet apart and at least one hundred (100) feet from property lines and street intersections unless an approved shared drive is provided, or the driveway location does not create a traffic hazard to adjacent property.

**b. Standard:** Access drives shall be located off of side streets and alleys whenever possible.

**c. Standard:** Access drives on larger residential projects (more than fifty (50) units) shall include a minimum five-foot-wide landscaped median including curbs,

color/textured paving, and other "gateway" elements (e.g.. lights, bollards. entry walls, etc.).

d. Standard: Housing developments with more than two hundred (200) parking stalls (inclusive of the spaces located within carports and enclosed garages), that are located on an arterial or a larger street shall provide deceleration lanes adjacent to each major entry per City standards.

**Section 16.16 (Combining and Overlay Districts) of the Murrieta Municipal Code is hereby amended as follows:**

**16.16.010 Purpose.**

**A. Purpose.** ~~This~~The purpose of this chapter is to provide ~~01s~~ guidance for development and new land uses in addition to the standards and regulations of the primary zoning district, where important area, neighborhood or site characteristics ~~re-quire~~ require particular attention in project planning.

**B. Applicability.** The applicability of any overlay zoning district to specific sites is shown by the overlay zoning map symbol established by Section 16.06.010 (Zoning Districts Established). The provisions of this chapter apply to development and new uses in addition to all other applicable requirements of this development code. In the event of any perceived conflict between the provisions of this chapter and any other provision of this development code, this chapter shall control.

**C. The Combining and Overlay Districts Include the Following:**

~~1. LAD (Los Alamos District) Overlay District. The LAD overlay is applied to the historic district east of 1-215 and south of Los Alamos Road, including the right-of-way, to preserve the historic rural character of the neighborhood, in terms of architectural, landscape, and roadway design. Bicycle, equestrian, pedestrian access, and shuttle van services and infill development are encouraged, subject to guidelines that protect the historic character of the district. The LAD overlay is consistent with the historic overlay designation of the general plan;~~

**12. MPO (Master Plan) Overlay District.** The MPO designation is applied to appropriate parcels with unique characteristics or circumstances that require additional development review. The district is subject to the density of the base zoning district and provides for clustering of residential dwelling units within projects in compliance with the master development plan process.

**a. Master Development Plan Required.** For any project with a master plan overlay designation, a master development plan shall be prepared pursuant to Chapter 16.64 of the development code, except that a specific plan shall be required for commercial or industrial zoned property with a master plan overlay, for the mixing of



residential and non-residential land uses, or as required by the city pursuant subsection (C)(21)(c) of this section.

**b. Applicable Residential Zones.** A master plan overlay is restricted to the following residential zones:

Rural Residential (RR);

Estate Residential 1 (ER-1);

Estate Residential 2 (ER-2);

Single-Family 1 (SF-1).

**c. Specific Plan May be Required for Certain Projects.** Projects in a master plan overlay may re-quire the preparation of a specific plan if required by the city, in accordance with state law, when the following occur:

The project site is of sufficient size to effectively utilize density transfers to protect and preserve significant open space areas; and/or

The project site contains environmentally sensitive habitat or species or has significant geographic constraints or requires extensive public utility extensions that necessitate detailed long-range planning to ensure adequate protection of resources and the efficient provision of public services, infra-structures, and/or utilities.

Specific plans shall comply with the density provisions of the underlying land use designation.

**d. Development Standards.** The following standards (Table 16.16-1) shall apply. Modifications to these standards, except for minimum lot size, may be considered as part of the review and approval of a master development plan provided in subsection (C)(21)(g) of this section:

**Table 16.16-1**  
**MASTER PLAN OVERLAY APPLICABLE STANDARDS**

Land Use Designation/Zone	Min. Lot Size	Applicable Standards (1)
Rural Residential (RR)	20,000 sq. ft.	ER-2
Estate Residential 1 (ER-1)	10,000 sq. ft.	ER-3
Estate Residential 2 (ER-2)	7,200 sq. ft.	SF-1
Single-Family 1 (SF-1)	5,000—6,000 sq. ft. (2)	SF-2

**Notes:**

(1) See [Table 16.08-1 "Use Table For Residential \(Single-Family\) Zoning Districts": 2-2 "Allowable Uses and Permit Requirements for Residential Zoning Districts"; Table 2-3 Residential Zones General Development Standards Requirements by Individual Zoning District" Table](#) [Table 16.08-3 "Residential \(Single-Family\) Zones General Development Standards"](#); and Section [16.08.030 "Single-family Residential Design Standards and Parameters"](#) for additional standards. In addition to the above-described standards, all applicable standards pertaining to single-family residential development, including but not limited to landscaping, parking etc. shall apply.

(2) Five thousand (5,000) square foot lots may be allowed for up to ten (10) percent of the project and six thousand (6,000) square foot lots may be allowed for up to twenty (20) percent of the project.

**e. Modifications to Development Standards.** Modifications to development standards may be approved in order to allow greater flexibility in dealing with site-specific issues, such as preservation of environmentally sensitive areas, efficient use of infrastructure, and allow for the inclusion of on-site amenities such as open spaces, enhanced landscaping and recreational opportunities. As the number and extent of any proposed development standard modifications increase, it is expected that the number and extent of the public amenities would expand accordingly.

**f. Project Amenities.** The development project shall provide public benefit beyond that normally required of a similar development outside of an MPO by the provision of such things as equestrian facilities, public open space, on and/or off site infrastructure improvements, public playgrounds, trails and other recreational facilities, or other ~~exceptional~~ beneficial public use facilities to the satisfaction of the city council as part of the master development plan review process.

**g. Modifications to Standards for Public Benefit.** Modifications to the standards specified herein may be approved in order to allow greater flexibility in reaching the objectives of the master plan and to meet the needs of a particular site. Any modifications must demonstrate that the public benefit is being provided.

**3. SHO (Scenic Highway) Overlay District.** The SHO designation is applied to the 1-15 and 1-215 corridors, as defined in the Master Plan of State Highways Eligible for Official Scenic Highway Designation, to provide protection for scenic qualities of historic significance with appropriate conservation plans. The SHO designation is consistent with the scenic highway/special corridor designation in the conservation and open space element of the general plan.

(Ord. 293 § 1 (part), 2004; Ord. 182 § 2 (part), 1997)

### **16.16.020 Planned Residential Development General Standards.**

**1. PRD (Planned Residential Development).** The PRD standards can be utilized on all land zoned SF-2 (single-family residential), MF-1 (multi-family residential). The

standards allow for the development of single-family detached and attached units on residential lots which are smaller than four thousand three hundred fifty five thousand (5,0004,350) square feet, by requiring the use of common usable open space within the development in either a neo-traditional, courtyard cluster or alley access site design. Per Chapter 16.56, a development plan must be filed concurrent with the request for a planned residential permit, and the proposed project must meet all requirements set forth in Table 16.16-2 and Section 16.16.020.

**TABLE 2-X  
PRD GENERAL DEVELOPMENT STANDARDS**

<b>Development Feature</b>	<b>Neo-Traditional (1)</b>	<b>Courtyard Cluster(1)/ Alley Access</b>
Minimum Parcel Size	4,000 sq. ft.	2,750 sq. ft.
Minimum Parcel Width	45 ft.	35 ft.
Maximum Livable Area	2,100 sq. ft.(6)	1,800 sq. ft.(6)
Minimum Livable Area	1,100 sq. ft.	1,000 sq. ft.
Setbacks Required (5)		
Front	10 ft (1)	10 ft.
Side (each)	0–10 ft.(4)	0–10 ft.(4)
Street side	10 ft.	10 ft.
Rear	15 ft.	See 16.16.030(A)(5)
Accessory Structures	See Section <u>16.44.150</u> (Residential Accessory Uses and Structures)	
Maximum Parcel Coverage	50%	60%
Maximum Height Limit	35 ft.	35 ft.
Common Open Space	425 sq. ft./unit	750 sq. ft./unit

**Notes:**

- (1) The standards below are for single-family detached units.
- (2) The number of dwelling units in a planned development shall not exceed the density permitted by the underlying zone. The density regulations of the underlying zone may be applied to the total developable area of the planned development rather than separately to individual lots. In no case shall the density of the project be inconsistent with the general plan.
- (3) The front yard setback must be a minimum of ten feet to an architectural feature (ex: front porch or bay window). The setback for the garage door must be at least eighteen (18) feet from the back of the side walk, or the back of curb if there is no sidewalk. Projects incorporating side-loaded garages may use a ten-foot minimum setback to the garage. See Section 16.16.030(A)(5)(a) below.
- (4) The total distance between structures must be at least ten feet. If any side yard setback is less than three feet, easements may be required on the adjacent property to allow for proper fire and emergency access.
- (5) See Section 16.16.030(A)(5) for additional design criteria.



~~—(6) Any combination of bedrooms, libraries, dens, studios or other stand-alone rooms that could easily be converted to bedrooms cannot exceed four. (Ord. 538, Exhibit A (part), 2018; Ord. 252 (part), 2002)~~

**Table 16.16-2  
PRD GENERAL DEVELOPMENT STANDARDS**

<u>Development Feature<sup>(6)</sup></u>	<u>Neo-Traditional – Type A<sup>(1)(2)(5)(6)</sup></u>	<u>Neo-Traditional – Type B<sup>(1)(2)(5)(6)</sup></u>	<u>Courtyard Cluster/ Alley Access<sup>(1)(2)(5)(6)</sup></u>
<u>Detached Single-Family Unit</u>	<u>1 Unit Configuration</u>	<u>1 Unit Configuration</u>	<u>1 Unit Configuration</u>
<u>Attached Single-Family Units</u>	<u>2-3 Unit Configuration</u>	<u>2-3 Unit Configuration</u>	<u>2-3 Unit Configuration</u>
<u>Minimum Parcel Size</u>	<u>4,000 sq. ft.</u>	<u>3,500 sq. ft.</u>	<u>2,750 sq. ft.</u>
<u>Minimum Site Area Equivalent Per Dwelling Unit for an Attached Single-Family Unit</u>	<u>4,000 sq. ft.</u>	<u>3,500 sq. ft.</u>	<u>2,750 sq. ft.</u>
<u>Minimum Parcel Width</u>	<u>45 ft.</u>	<u>40 ft.</u>	<u>35 ft.</u>
<u>Maximum Livable Area</u>	<u>2,100 sq. ft.</u>	<u>2,100 sq. ft.</u>	<u>1,800 sq. ft.</u>
<u>Minimum Livable Area</u>	<u>1,000 sq. ft.</u>	<u>1,000 sq. ft.</u>	<u>1,000 sq. ft.</u>
<u>Setbacks Required<sup>(5)</sup></u>			
<u>Front</u>	<u>10 ft.<sup>(3)</sup></u>	<u>10 ft.<sup>(3)</sup></u>	<u>10 ft.</u>
<u>Side (each)</u>	<u>0 - 10 ft.<sup>(4)</sup></u>	<u>0 - 10 ft.<sup>(4)</sup></u>	<u>0 - 10 ft.<sup>(4)</sup></u>
<u>Street side</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>
<u>Rear</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>See 16.16.030(A)(5)</u>
<u>Accessory Structures</u>	<u>See Section 16.44.150 (Residential Accessory Uses and Structures)</u>		
<u>Maximum Parcel Coverage</u>	<u>50%</u>	<u>50%</u>	<u>60%</u>
<u>Maximum Height Limit</u>	<u>35 ft.</u>	<u>35 ft.</u>	<u>35 ft.</u>
<u>Common Open Space</u>	<u>425 sq. ft./unit</u>	<u>500 sq. ft./unit</u>	<u>750 sq. ft./unit</u>
<u>Private Open Space</u>	<u>675 sq. ft./unit</u>	<u>600 sq. ft./unit</u>	<u>350 sq. ft./unit</u>

**Notes:**

- (1) The standards below are for attached and detached single-family units.
- (2) The number of dwelling units in a planned development shall not exceed the density permitted by the underlying zone. The density regulations of the underlying zone may be applied to the total developable area of the planned development rather than

separately to individual lots. In no case shall the density of the project be inconsistent with the general plan.

(3) The front yard setback must be a minimum of ten feet to an architectural feature (ex: front porch or bay window). The setback for the garage door must be at least twenty (20) feet from the back of the sidewalk, or the back of curb if there is no sidewalk. Projects incorporating side-loaded garages may use a ten (10) foot minimum setback to the garage. See Section 16.16.030(A)(5)(a) below.

(4) The total distance between structures must be at least ten feet per California Building and Fire Code standards. If any side yard setback is less than three feet, easements may be required on the adjacent property to allow for proper fire and emergency access.

(5) See Section 16.16.030(A)(5) for additional design criteria.

(6) Exception to Development Standards - See Section 16.44.160 (Accessory Dwelling Units) for lot coverage, setbacks, and square footage provisions as required per State law.

### **16.16.030 Planned Residential Development Design Standards and Parameters.**

The following standards and parameters are provided to ensure a level of quality that must be complied with or satisfied in all planned residential developments (PRD). In addition to the general provisions of the underlying zone and [Chapter 16.16](#) (Combining and Overlay Districts), a PRD shall comply with the following standards. Parameters are provided to allow flexibility by providing options for implementing specific standards. In order to meet a certain standard, one or a combination of parameters shall be incorporated in the project's design. In some instances, there will be no parameter(s) identified for a particular standard and this will be noted.

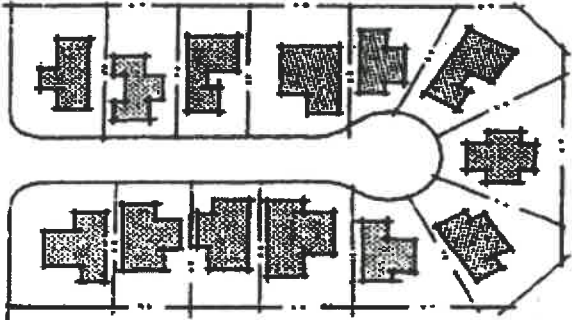
**A. Site Planning.** The following standards and parameters deal with the internal organization of planned residential developments. The intent of the standards and parameters is to ensure that the relationships of units to each other and to other on-site uses are functional, attractive, and create a visual variety along the project's streets.

#### **1. Lot Layout.**

**a. Standard:** A project may be designed using one, two or all three of the ~~permitted~~ lot designs within the project. Attached single-family units with up three units within a building may be option as well for any of the three lot designs with implementation of a modified typical interior setback(s) (See Table 16.16-2 "PRD General Development Standards" for additional details). All other PRD standards would apply for this type of attached configuration. The standards that apply to any given lot will depend upon where access to the garage is obtained. A neo-traditional lot ([Refer to Diagram 16.16-1](#)) will have garage access from the front of the house to the project local street. Cluster courtyards and alley access lots will have garage access to the side of the house from either a courtyard or an alley.

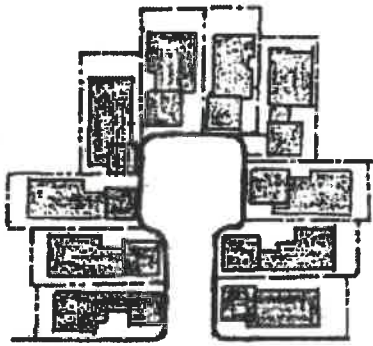
#### **Parameters:**

1) The neo-traditional development consists of detached single-family dwellings on individual lots. Lots are of approximately equal size, and are placed adjacent to one another throughout the entire project area. Common open space areas are dispersed throughout the project. A two-car garage shall be provided for each unit.

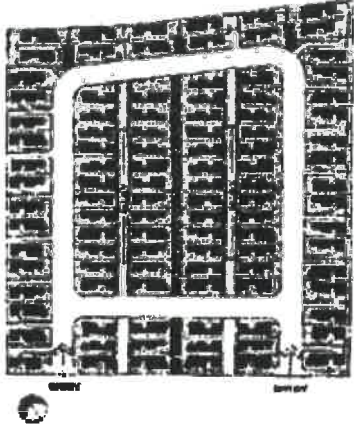


**Neo-Traditional Development** Diagram 16.16-1 - Neo-Traditional Development Lot Configuration – Single Family Home Typical Layout

2) The courtyard cluster or alley access development layout (Refer to Diagram 16.16-2) permits a reduction in lot area, resulting in an increase in the overall density of the project. Single-family homes are clustered around an access courtyard or provided with rear alley access. Garages have access from the courtyard or from the alley. Common usable open space areas are provided throughout the project. Private fenced patio area is provided for each unit. A two-car garage shall be provided for each unit.



**Courtyard Cluster**



**Alley Access**

Diagram 16.16-2 – Courtyard Cluster and Alley Access Development Lot Configuration – Single Family Home Typical Layout

**2. Parking.**



a. **Standard:** All units shall have at least two full-size enclosed residential parking spaces. A three-car garage is not permitted, unless the third space is located within ~~in~~ a tandem configuration.

**Parameters:** None.

b. **Standard:** Driveways ~~in~~for a neo-traditional lot design shall be large enough to provide for additional off-street parking. Driveway length is measured from back of sidewalk, or back of curb where there is no sidewalk.

**Parameters:**

1) Driveways for neo-traditional lots ~~shall have~~will be a minimum of twenty ~~eighteen (20)(18)~~ feet in length ~~if a roll-up garage door is used~~.

~~2) Driveway for neo-traditional lots will be a minimum of twenty (20) feet in length if a swing-up garage door is used.~~

c. **Standard:** Visitor parking shall be provided. Standards set forth in Section 16.34.040 regarding the number of spaces to be provided shall be followed.

**Parameters:**

1) On-street parallel parking on project streets may satisfy this requirement. On-street parallel parking on at least one side of the street is strongly encouraged. If the project lacks adequate on-street parking, additional parking bays dispersed throughout the project ~~may be necessary~~ shall be provided.

d. **Standard:** Additional parking spaces, in excess of the required visitor parking, at a ratio of one space per ten units included in the entire project, shall be provided at the primary recreation facility.

**Parameters:** None.

### 3. Common Recreational Space.

a. **Standard:** Open space areas designed for common recreation use shall be provided for all residential developments at a ratio of four hundred twenty-five (425) square feet per unit for neo-traditional units and seven hundred fifty (750) square feet per unit for courtyard cluster or alley access units. **Parameters: None.**

Parameters: None.

b. **Standard:** Specifically excluded from meeting the common usable open recreational space requirement are driveways, parking areas, fenced areas, which are inaccessible to residents, areas with slopes of fifteen (15) percent or greater, and any

other areas deemed not to be primarily used for open recreational purposes by the planning commission or city council.

**Parameters:** None.

**c. Standard:** For all projects, common usable space areas shall be designed so that a horizontal rectangle inscribed within it has no dimension less than ten feet.

**Parameters:** None.

**d. Standard:** Residential projects with twenty-five (25) to seventy-four (74) units shall provide at least one common, active recreation area with a minimum size of four thousand (4,000) square feet, to meet a portion of these requirements. Residential projects with seventy-five (75) units or more shall provide at least two common, active recreation areas with a minimum size of four thousand (4,000) square feet or one area with a minimum size of eight thousand square feet to meet a portion of these requirements.

**Parameters:** None.

**e. Standard:** Each recreation area ~~shall~~**must** provide ~~adequate~~ amenities to commensurate with the project's unit count ~~size~~ and expected residents.

**Parameters:** Examples include swimming pool, jungle gym, sand pit, basketball court, sand volleyball court, swing set, barbeques and picnic tables.

#### **4. Streets.**

**a. Standard:** Private streets are required within a planned residential development, provided their width and geometric design must be related to the function, topography and needs of the development, and their structural design, pavement and construction must comply with the requirement of the city's street improvement standards.

**Parameters:** None.

**b. Standard:** Private streets may incorporate one of the following parameters:

**Parameters:**

1) Streets with two lanes and parking on both sides, shall have a minimum width of thirty-six (36) feet.

2) Streets with two lanes and parking on one side, shall have a minimum width of thirty-two (32) feet.

3) Streets with two lanes and no parking shall have a minimum width of twenty-eight (28) feet.

4) Alleys which are not considered fire lanes by the fire official ~~marshall~~, may have a minimum width of twenty-four (24) feet.

c. **Standard:** No parking shall be permitted on private alleys.

**Parameters:** None.

d. **Standard:** Streets with curves or jogs at intervals of no more than three hundred (300) feet are strongly encouraged in all PRDs to enhance the visual quality of the streetscape.

**Parameters:** None.

## 5. Setbacks.

a. **Front Yards on Streets:** Front yard setbacks along private streets shall be varied throughout the project. Alternative placement of homes and garages closer to and farther back from the street create different patterns of open space along the street edge and break up an otherwise monotonous view of houses built along the same setback. The project may achieve this by incorporating one of the following parameters:

**Parameters:**

1) Varying architectural features, such as bay windows, porches, and side-loaded garages.

2) No more than two adjacent residences shall incorporate the same setback.

b. **Yards Abutting Common Open Space:** Courtyard clusters and alley access units may have entries that face common open space. In this case, a minimum five-foot setback shall be provided to the lot line. When the private patio area abuts common open space, no setback is required to the patio wall or fence.

c. **Garage Setbacks:** Garages taking access from a courtyard or alley must have garage doors set back between two to five feet, or at least twenty (20)~~eighteen (18)~~ feet. Setbacks between five and twenty (20)~~eighteen (18)~~ feet are specifically prohibited to preclude parking in front of garage doors without adequate depth to accommodate the car.

## 6. Private Open Space.

a. **Standard:** Each lot shall contain a private outdoor yard and/ or patio area enclosed by a wall or fence ~~sufficient in size to accommodate outdoor dining, toddler~~



~~play areas, or a private spa or hot tub.~~ This area shall be usable for the exclusive use of the residents of the lot.

**Parameters:**

1) For neo-traditional lots the required rear yard area, shall include if level and usable, is deemed sufficient to meet this requirement. If the required yard is not completely level, then an equivalent area of a level private outdoor area of at least six hundred ~~seventy-five (675)~~(600) square feet in area with a minimum dimension of fifteen (15) feet ~~must be provided on the lot.~~ (See "Table 16.16-2 PRD General Development Standards" for the two neo-traditional types and additional criteria).

2) For cluster courtyards or alley access lots, a level private outdoor area of an area of three hundred fifty (350) square feet, with a minimum dimension of ten feet, ~~must~~shall be provided on each lot. This area may be located in the front of the unit, between the unit and a detached garage, or within the side yard setback.

3) The private exterior area where proposed mechanical equipment (i.e. air conditioning condensing units, etc.) is proposed shall not count towards the required square footage.

**7. Recreational Vehicle Storage.**

**a. Standard:** All projects containing twenty-five (25) units or more shall provide space to store campers, trailers, boats, etc. The storage space shall be located in specifically designated areas, and be made available for the exclusive use of the residents of the planned development. Parameters:

1) The area provided for recreational vehicle storage shall be equal to at least twenty (20) square feet for each unit.

**b. Standard:** One space per ten dwelling units at a size of two hundred (200) square feet for each required space.

**Parameters:** None.

**c. Standard:** The required storage space shall be adequately screened from all residences and adjoining properties.

**Parameters:**

1) A view-obscuring wall may be constructed between the open parking area and the adjacent residences.

2) Landscaping techniques may be used to screen the open parking area from the adjacent residences.

**B. Parkland Dedication.**

a. **Standard:** Each project will be required to fulfill one hundred (100) percent of Quimby Act requirements. No credits will be provided for private open space.

**Parameters:** None.

**C. Lighting.**

a. **Standard:** Lighting shall be provided on-site consistent with City standards adequate for pedestrian safety, ~~and~~ vehicular safety, and for security purposes sufficient to minimize security problems shall be provided.

**Parameters:** None.

**D. Utilities.**

a. **Standard:** There shall be separate utility systems for each unit.

**Parameters:** None.

**E. Landscaping.**

**1. Walls and Fences.**

a. **Standard:** The project shall follow wall and fence guidelines found in Chapter 16.08 of the Murrieta development code.

**Parameters:** None.

**2. Project Entry.**

a. **Standard:** All projects ~~must create a unique and innovative~~ shall provide a project entry. The ~~following~~ minimum parameters are ~~suggested~~ required:

**Parameters:**

- 1) The use of landscaping to create themes which will continue throughout the project.
- 2) The use of decorative paving in order to enhance the entry to the residential project.
- 3) Wall signs which identify the project.

~~4) Incorporation of water features such as fountains and/or small pools~~

**b. Standard:** At least one of the following “Sense of Place” components:

**Parameters:**

1) Incorporation of water features such as fountains and/or small pools pursuant to State requirements regulating water usage.

2) The use of a thematic vertical elements at the main entrance.

3) The use of decorative benches and other types of exterior seating which are thematic to the project.

**F. Homeowner's Association.**

**a. Standard:** All projects shall create a homeowner's association in order to address maintenance of the common open space. The CC&Rs for the project will be subject to review and approval of the city attorney.

**Parameters:** None.

**G. Home Types and Styles.**

**a. Standard:** A minimum of fifteen (15) percent of the residences within a PRD may be required by the city to be one-story, with a height not exceeding twenty (20) feet.

**Parameters:** None.

**b. Standard:** Additional front and/or side yard setbacks may be required by the city for two-story homes within a PRD.

**Parameters:** None.

**c. Standard:** Varied architectural styles and/or exterior materials may be required by the city for the homes within a PRD.

**Parameters:** None.

(Ord. 538, Exhibit A (part), 2018; Ord. 293 § 1 (part), 2004; Ord. 252 (part), 2002)



**Article III – Site Planning and General Development Standards**

...

**16.20 Density Bonus Regulations**

...

**16.34 Off-Street Parking and Loading Standards**

...

**16.44 Standards for Specific Land Uses**

...

**16.70 Temporary Use Permits**

...

**Section 16.20 (Density Bonus Regulations) of the Murrieta Municipal Code is hereby amended as follows:**

**16.20.040 Application Requirements.**

A. Any applicant requesting a density bonus and any *incentive(s)*, waiver(s), parking reductions, or *commercial development bonus* provided by State Density Bonus Law shall submit a density bonus report as described below concurrently with the filing of the planning application for the first discretionary permit required for the *housing development, commercial development, or mixed-use development*. The requests contained in the density bonus report shall be processed concurrently with the planning application. The applicant shall be informed whether the application is complete consistent with Government Code § 65943.

B. The density bonus report shall include the following minimum information:

1. Requested Density Bonus.

a. Summary table showing the maximum number of dwelling units permitted by the zoning and general plan excluding any density bonus units, proposed affordable units by income level, proposed bonus percentage, number of density bonus units proposed, total number of dwelling units proposed on the site, and resulting density in units per acre.

b. Summary table identifying the proposed on-site parking and how it is allocated within the scope of the project. The applicant shall consult with the provisions of Government Code Section § 65915.

~~c.b.~~ A tentative map and/or preliminary site plan, drawn to scale, showing the number and location of all proposed units, designating the location of proposed

affordable units and density bonus units, and if applicable, the location of all major transit stop(s) as defined under Government Code Section § 65915, and/or fixed bus route(s) as described under Government Code Section § 65915 for a rental project for those 62 or older, or a for a special needs housing development, or combination thereof.

~~d.e.~~ The zoning and general plan designations and assessor's parcel number(s) of the housing development site.

~~e.d.~~ A description of all dwelling units existing on the site in the five-year period preceding the date of submittal of the application and identification of any units rented in the five-year period. If dwelling units on the site are currently rented, income and household size of all residents of currently occupied units, if known. If any dwelling units on the site were rented in the five-year period but are not currently rented, the income and household size of residents occupying dwelling units when the site contained the maximum number of dwelling units, if known.

~~f.e.~~ Description of any recorded covenant, ordinance, or law applicable to the site that restricted rents to levels affordable to very low or lower income households in the five-year period preceding the date of submittal of the application.

~~g.f.~~ If a density bonus is requested for a land donation, the location of the land to be dedicated, proof of site control, and reasonable documentation that each of the requirements included in Government Code § 65915(g) can be met.

**Section 16.34 (Off-Street Parking and Loading Standards) of the Murrieta Municipal Code is hereby amended as follows:**

**TABLE 3-7  
PARKING REQUIREMENTS BY LAND USE**

<b>Residential Uses</b>	<b>Vehicle Spaces Required</b>
<u>Density Bonus</u>	<u>On-site parking for a density bonus project shall be consistent with the requirements as described under Government Code § 65915(p). See Section 16.20.040.B.4 for additional details.</u>

**Section 16.44 (Standards for Specific Land Uses) of the Murrieta Municipal Code is hereby amended as follows:**

**16.44.150 Residential Accessory Uses and Structures.**

This section provides standards for specific residential accessory uses and structures allowed in the zoning district applicable to a parcel. Residential accessory uses include any use that is customarily related to a residence, including, but not limited to, garages, greenhouses, storage sheds, studios, above ground swimming pools/spas and workshops. Accessory structures must obtain development plan approval pursuant to [Chapter 16.56 \(Development Plan Permits\)](#) of this title if a new accessory structure or addition results in an increase of more than one thousand (1,000) square feet, unless otherwise identified in this Section. [Accessory Dwelling Units \(ADUs\) are separately defined by State Law from Residential Accessory Uses and Structures. Please see Section 16.44.160 \(Accessory Dwelling Units\) for definitions, criteria, and processing requirements.](#)

**A. General Requirements.** Accessory uses and structures are subject to the following standards, except where more restrictive requirements are established by other provisions of this section for specific uses.

**1. Relationship of Accessory Use to the Main Use.** Accessory uses and structures shall be incidental to and not alter the residential character of the site.

**2. Attached Structures.** An accessory structure that is attached to a main structure shall be architecturally compatible with, and made structurally a part of the main structure (e.g., share a common wall with the main structure). It shall also comply with the requirements of this development code applicable to the main structure, including but not limited to setbacks, heights, and lot coverage, unless a minor variance is approved. [For accessory structures that propose an ADU component, please refer to Section 16.44.160 and Government Code 65852.2 for criteria with respect to the ADU components of the structure.](#)

**3. Detached Structures:**

**a. Coverage.** The floor area of a single detached accessory structure shall not exceed one thousand (1,000) square feet, nor shall the sum of the floor area(s) of the total number of detached accessory structures exceed 40 percent, of the required rear yard of the parcel. A covered patio or barbecue area shall not be construed as an accessory structure for purpose of calculating floor area.

**b. Design.** Detached accessory structures shall be compatible with the materials and architecture of the main dwelling(s) on the property whenever feasible. [For accessory structures that propose an ADU component, please refer to Section 16.44.160.F.2 for the exterior design criteria.](#)

**c. Setback Requirements.** Setbacks shall be as provided by [Table 3-14 \(Required Setbacks—Accessory Uses and Structures\)](#). [For accessory structures that propose an ADU component, please refer to Section 16.44.160.F.1 for the setback criteria with respect to the ADU component of the structure.](#)



**d. Height.** The maximum height of an accessory structure shall be in compliance with the height restriction for the zone, and shall not be greater than the height of the primary residence on the lot. An accessory structure proposing an ADU component shall be permitted to exceed the height of the primary residence for the portion of accessory structure containing and for accessing the ADU.

**B. Antennas.** Antennas are subject to the provisions of Section 16.44.170 (Telecommunications Facilities).

**C. Garages.** A detached accessory garage shall not be greater than one thousand (1,000) square feet or fifty (50) percent of the square footage of the main dwelling unit, whichever is less, or two thousand (2,000) square feet or fifty (50) percent of the square footage of the main dwelling unit in rural residential zones, whichever is greater. Size deviation may be authorized pursuant to section 16.56.020 (A).

**D. Greenhouses.** An accessory greenhouse may occupy up to five hundred (500) square feet for each dwelling unit or ten percent of the parcel, whichever is less.

**E. Guest Living Quarters.** Guest living quarters, which are sometimes referred to as a Granny Flat or Guest House, can be attached or detached for temporary use by guests or family members of the primary residence. Guest living quarters do not include a kitchen or wet-bar and may occupy up to 500 square feet. Guest living quarters may not be rented.

**F. Swimming Pools/Spas/Hot Tubs.** Private swimming pools, spas and hot tubs are allowed accessory to approved residential uses on the same parcel, subject to the following provisions:

**1. Limitation on Use.** The pool is to be used solely by occupants of the dwelling(s) on the same parcel and their guests; and

**2. Fencing.** The swimming pool shall be secured by fencing and/or walls to prevent uncontrolled access by children, in compliance with the building code.

**3. Setbacks.** Swimming pool/spa shall maintain the required setback which is measured from water edge to property line for in-ground pool/spa and from the outside edge of the structure to property line for above ground pool/spa.

**G. Tennis and Other Recreational Courts.** Noncommercial outdoor tennis courts and courts for other sports (e.g., racquetball, etc.) accessory to a residential use are subject to the following provisions:

**1. Fencing:** Shall be subject to the height limits of Chapter 16.22 (Fences, Hedges and Walls); and

**2. Lighting.** Court lighting shall not exceed a maximum height of twenty (20) feet, measured from the court surface. The lighting shall be directed downward, shall only illuminate the court, and shall not illuminate adjacent property, in compliance with Section [16.18.100](#) (Lighting).

**H. Workshops and Studios.** Accessory structures intended for engaging in artwork, crafts, light hand manufacturing, mechanical work, etc. are subject to the following standards when located in a residential zoning district:

**1. Limitation on Use:** An accessory structure may be constructed or used as a studio or workshop in any residential zoning district for the following noncommercial activities:

- a. Amusements or hobbies;
- b. Artistic endeavors (e.g., painting, photography or sculpture);
- c. Maintenance of the main structure or yards;
- d. Maintenance or mechanical work on vehicles owned or operated by the occupants; or
- e. Other similar purposes.

Use of an accessory workshop for commercial activity shall be subject to the standards for home occupations, in compliance with [Chapter 16.60](#); and

**2. Floor Area.** A workshop shall not occupy an area larger than one thousand (1,000) square feet, except where a workshop is combined with a garage. In this case subsection C (Garages), above, shall apply.

**I. Rooming and Boarding House.** A rooming and boarding house (including sober living homes), as defined in [Chapter 16.110](#) of this title, may be established only upon approval of a conditional use permit for six (6) or fewer occupants, and shall be prohibited for more than six (6) occupants subject to the following standards (Short-Term Vacation Rentals that are regulated separately fall outside of this criteria. See, [Chapter 5.27](#) (Short-Term Vacation Rentals) of the Murrieta Municipal Code for further criteria on these uses):

**1. Filing Requirements.** In addition to the regular application information, the application for a conditional use permit for a rooming and boarding house or sober living home shall include the following information:

- a. Any proposed restrictions or limitations on the resident profile, such as men only, women only, families with children, elderly or special needs;

- b. The number of rooms to be used for sleeping purposes, and the maximum number of residents including on-site management staff, if any; and
- c. Any proposed limitations on the maximum stay for each resident.

**2. Site Location Criteria.** In evaluating a proposed rooming and boarding house or sober living home the following criteria shall be considered:

- a. Compatibility of the proposed use with neighboring uses;
- b. Whether the use will result in harm to the health, safety or general welfare of the surrounding neighborhood, and substantial adverse impacts on adjoining properties or land uses will not result;
- c. The proximity of the use to shopping and services, and access to public transportation; and
- d. To avoid an over-concentration of rooming and boarding houses and sober living homes, there shall be a minimum separation requirement of five hundred (500) feet, measured from the nearest outside building walls, between the subject use and any other rooming and boarding home or other group housing as defined in this title or in state law.

**3. Development Standards.** Any rooming and boarding house or sober living home shall comply with the following:

- a. Structures and landscaping shall be compatible with the character of the surrounding neighborhood;
- b. Sufficient on-site parking shall be provided (the precise number of parking spaces required will be determined by the approving authority based on the operating characteristics of the specific proposal);
- c. Both indoor and outdoor open areas shall be provided on site;
- d. All setback standards of the underlying zone shall be met; and
- e. Signs as permitted in [Chapter 16.38](#).

**4. Notification.** Notification of the conditional use permit public hearing shall be done in accordance with [Chapter 16.52](#) of this title.

**5. Existing Facilities.** Upon the expiration of any conditional use permit, an existing rooming and boarding house or sober living home must comply with the requirements of this Section [16.44.150](#).

**6. Changes to Operation.** Any change in operating conditions from what was originally approved and imposed by the city, including, but not limited to, the number of occupants or residents, or any modifications to the conditions of approval pursuant to the required conditional use permit, shall require the immediate submittal of a request for revision of the required conditional use permit.

**J. Parolee-Probationer Home.** A parolee-probationer home, as defined in [Chapter 16.110](#) of this title, may be established only upon approval of a conditional use permit



for six (6) or fewer occupants, and shall be prohibited for more than six (6) occupants subject to the following standards.

**1. Filing Requirements.** In addition to the regular application information, the application for a conditional use permit for a parolee-probationer home shall include the following information:

- a. Client profile (the subgroup of the population the facility is intended to serve);
- b. Maximum number of occupants, including support staff;
- c. Proposed maximum stay for each parolee-probationer;
- d. A description of support services to be provided on-site and projected staffing level, if any;
- e. Site plan and floor plans; and
- f. Rules of conduct and business management plan.

**2. Site Location Criteria.** In evaluating a proposed parolee-probationer home, the following criteria shall be considered:

- a. Compatibility of the proposed use with neighboring uses;
- b. Whether establishment of the facility will not result in harm to the health, safety or general welfare of the surrounding neighborhood, and substantial adverse impacts on adjoining properties or land uses will not result;
- c. Facility shall be located along or near a collector or arterial street with reasonable access to public transportation;
- d. Facility shall be accessible to necessary support services;
- e. To avoid an over-concentration of parolee-probationer homes, there shall be a one thousand (1,000) foot separation requirement as measured from the nearest outside building walls between the subject use and any other parolee-probationer home or other group housing as defined in this title or in state law;
- f. To avoid an over-concentration of group housing facilities, there shall be a one thousand (1,000) foot separation requirement as measured from the nearest outside building walls between the subject use and any other group housing as defined in this title or state law; and
- g. That parolee-probationer homes shall not be located within one thousand (1,000) feet of a public or private school (pre-school through twelfth (12th) grade),

student housing, senior housing, child care facilities, public parks and trails, or businesses licensed for on- or off-site sales of alcoholic beverages, as measured from any point on the outside walls of the parolee-probationer home to the nearest property line of the noted use.

**3. Development Standards.** Any parolee-probationer home shall comply with the following:

- a. Facility shall be compatible with the character of the surrounding neighborhood;
- b. Sufficient on-site parking shall be provided (the precise number of parking spaces required will be determined by the approving authority based on the operating characteristics of the specific proposal);
- c. Both indoor and outdoor open areas shall be provided on site;
- d. All setback standards of the underlying zone shall be met;
- e. Signs as permitted in [Chapter 16.38](#);
- f. On-site staff supervision shall be required for parolee-probationer homes during all hours of operation;
- g. Individual client stays at parolee-probationer homes shall not exceed one hundred eighty (180) days; and
- h. The facility's management shall participate in any formal residential crime prevention program (i.e., Crime Free Multi-Housing Program) provided by the city and as required under the conditional use permit and, if the program offers certification, then that certification shall be obtained and maintained in current status.

**4. Notification.** Notification of the conditional use permit public hearing shall be done in accordance with [Chapter 16.52](#) of this title.

**5. Existing Facilities.**

- a. Upon the expiration of any conditional use permit, an existing parolee-probationer home must comply with the requirements of this Section [16.44.150J](#).
- b. An existing parolee-probationer home established pursuant to any conditional use permit discontinued for any period of time, excluding a maximum thirty- (30-) day closure required to perform necessary repair or restoration which does not increase the square footage of the residence, is deemed abandoned and any subsequent establishment of a parolee-probationer home on the premises shall be required to first obtain a new conditional use permit.

**6. Changes to Operation.** Any change in operating conditions from what was originally approved and imposed by the city, including, but not limited to, the number of occupants, residents or parolees- probationers, or modifications to the conditions of approval pursuant to the required conditional use permit shall require the immediate submittal of a request for revision of the required conditional use permit.

**K. Cargo Containers As An Accessory Structure.** The purpose of this section is to allow cargo containers to be placed on private property in a permanent manner that is safe and secure, will not create adverse impacts to either the property on which they are located or to the immediate residential neighborhood and will not become a nuisance to the community.

**1. Permanent use.**

- a. It shall be limited to one (1) cargo container per parcel.
- b. The permanent placement of a cargo container shall be limited to the Rural Residential (RR) and Estate Residential 1 (ER-1) zones that are greater than one (1) acre or more.
- c. The approval shall be specific to a location and shall not be transferable to other locations or property.
- d. It shall meet all requirements as set forth in the California Building and Fire Code(s).
- e. It shall be limited to a "storage occupancy" as categorized under the California Building and Fire Code(s).
- f. It shall be accessory to the primary use of the property for the storage of nonflammable, noncombustible, nonhazardous materials and supplies.
- g. The cargo container shall be modified in such a manner to match the main residential structure in terms of exterior colors, trim, and roofing style. On larger parcels, over two (2) acres or more, the modifications shall be limited to the paint color of the exterior in terms of matching the main residential structure.
- h. Structure setbacks shall be provided as noted in Table 3-14.
- i. It shall comply with and height and lot coverage thresholds as defined within Rural Residential (RR) and the Estate Residential 1 (ER-1) zones.
- j. Landscape screening methods shall be provided on-site to the satisfaction of the Planning Director or their designee.



- k. Existing cargo containers at existing residential properties can remain in place five (5) years from the effective date of Ordinance.

**TABLE 3-14  
REQUIRED SETBACKS—ACCESSORY USES AND STRUCTURES**

<u>Single-family Homes</u>		
<u>Accessory Structure</u>	<u>Type of Setback<sup>1</sup></u>	<u>Required Setback<sup>2</sup></u>
<u>Garage, gazebo, greenhouse, patio cover, storage shed, workshop (more than one hundred twenty (120) square feet)</u>	<u>Sides and rear</u>	<u>Five feet; unless adjacent to a public street when the setback shall be 10 feet</u>
<u>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></u>	<u>Sides and rear</u>	<u>Three feet</u>
<u>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></u>	<u>Sides and rear</u>	<u>Five feet</u>
<u>Stationary barbecue, fire pit, propane tank</u>	<u>Front, Sides and rear</u>	<u>Ten feet Three feet</u>
<u>Air conditioning equipment, pool and spa equipment, ground-based antennas</u>	<u>Sides and rear</u>	<u>Four feet</u>
<u>Cargo Containers As An Accessory Structure<sup>(7)</sup></u>	<u>Front, Side, min. distance from another structure, rear</u>	<u>Twenty-five feet Eight feet</u>
<u>Multi-family Homes</u>		
<u>Garage, gazebo, greenhouse, patio cover, storage shed, workshop</u>	<u>All sides</u>	<u>As required for main structure</u>
<u>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></u>	<u>All sides</u>	<u>Three feet</u>
<u>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></u>	<u>Front Sides and rear</u>	<u>Ten feet</u>
<u>Stationary barbecue, fire pit, propane tank</u>	<u>Front Sides and rear</u>	<u>Ten feet Three feet</u>

<u>Air conditioning equipment, pool and spa equipment, ground-based antennas</u>	<u>Sides and rear</u>	<u>Four feet</u>
<p><u>Notes: (1) Where a parcel is situated so that the front, side, or rear property lines are not readily determinable, required setbacks shall be established by the director.</u></p> <p><u>(2) A structure, projection or equipment shall not be placed or occur beyond the property lines of the subject parcel.</u></p> <p><u>(3) Building permits are not required for accessory structures one hundred twenty (120) square feet or less in area and twelve (12) feet or less in height.</u></p> <p><u>(4) Pools and/or spas may be allowed no closer than three feet as determined by the director. A minor variance may be required if at the discretion of the director, it is determined that the reduced setback could cause adverse impacts to adjacent properties (see Section 16.72.020).</u></p> <p><u>(5) Existing single family detached lots with lot widths less than required by the zone may utilize a reduced setback equal to ten percent (10%) of the lot width but in no case closer than three feet.</u></p> <p><u>(6) Small structures that are less than six feet in height and do not extend above an adjoining solid fence or wall is exempt from setback requirements.</u></p> <p><u>(7) Limited to Rural Residential (RR) and Estate Residential (ER-1) Zones with a minimum of a one (1) acre parcel area.</u></p>		

**TABLE 3-14  
REQUIRED SETBACKS—ACCESSORY USES AND STRUCTURES**

<b>—Single-family Homes</b>		
<b>Accessory Structure</b>	<b>Type of Setback<sup>1</sup></b>	<b>Required Setback<sup>2</sup></b>
<del>Air conditioning equipment, pool and spa equipment, ground-based antennas</del>	<del>Sides and rear</del>	<del>Four feet</del>
<b>—Multi-family Homes</b>		
<del>Garage, gazebo, greenhouse, patio cover, storage shed, workshop</del>	<del>All sides</del>	<del>As required for main structure</del>
<del>Gazebo, greenhouse, patio cover, storage shed, (less than one hundred twenty (120) square feet)<sup>3</sup></del>	<del>All sides</del>	<del>Three feet</del>
<del>Swimming pool, spa, fish pond, outdoor play equipment<sup>4</sup></del>	<del>Front Sides and rear</del>	<del>Ten feet</del>
<b>—Single-family Homes</b>		
<del>Stationary barbecue, fire pit, propane tank</del>	<del>Front Sides and rear</del>	<del>Ten feet Three feet</del>
<del>Air conditioning equipment, pool and spa equipment, ground-based antennas</del>	<del>Sides and rear</del>	<del>Four feet</del>

~~Notes: (1) Where a parcel is situated so that the front, side, or rear property lines are not readily determinable, required setbacks shall be established by the director.~~  
~~(2) A structure, projection or equipment shall not be placed or occur beyond the property lines of the subject parcel.~~  
~~(3) Building permits are not required for accessory structures one hundred twenty (120) square feet or less in area and twelve (12) feet or less in height.~~  
~~(4) Pools and/or spas may be allowed no closer than three feet as determined by the director. A minor variance may be required if at the discretion of the director, it is determined that the reduced setback could cause adverse impacts to adjacent properties (see Section 16.72.020).~~  
~~(5) Existing single family detached lots with lot widths less than required by the zone may utilize a reduced setback equal to ten percent (10%) of the lot width but in no case closer than three feet.~~  
~~(6) Small structures that are less than six feet in height and do not extend above an adjoining solid fence or wall is exempt from setback requirements.~~

**Section 16.70 (Temporary Use Permits) of the Murrieta Municipal Code is hereby amended as follows:**

**16.70.030 Allowed Temporary Uses.**

An application for a temporary use permit shall be required for the following activities and shall be subject to conditions identified in Section [16.70.060](#), below and other additional conditions as may be imposed by the director. \_\_\_\_\_

**A. Commercial Coaches.** Commercial coaches (as defined by state law (Health and Safety Code Section 18001.8)) or mobile homes on active construction sites, for use as a construction office, temporary living quarters for security personnel, or temporary residence of the subject property owner. The following restrictions shall apply:

1. The director may approve a temporary trailer coach for the duration of the construction project or for a specified period, but in no event for more than two years. If exceptional circumstances exist, a one-year extension may be granted, in compliance with Section [16.80.060](#) (Time Extensions);
2. Installation of trailer coaches may occur only after a valid building permit has been issued by the building department;
3. Trailer coaches allowed in compliance with this chapter shall not exceed a maximum gross square foot-age of six hundred fifty (650) square feet in size (tongue not included);
4. The trailer coach shall have a valid California vehicle license and the applicant for the trailer coach shall provide evidence of state division of housing approval, in compliance with state law (Health and Safety Code);



5. The temporary trailer coach installation shall meet all requirements and regulations of the county department of environmental health services and the city's building department; and

6. A permit issued in compliance with this chapter, in conjunction with a construction project, shall become invalid upon cancellation or certificate of occupancy for which this use has been approved, or the expiration of the time for which the approval has been granted.

**B. Outdoor Arts and Crafts Shows.** Outdoor arts and crafts shows and exhibits provided the uses are limited to two days of operation or exhibition in any one hundred eighty- (180-) day period;

**C. Parking Lot Sales.** Parking lot and sidewalk sales for businesses located within a commercially designated property shall be subject to the following development standards:

1. Outdoor display and sales items shall be identical and accessory to items sold indoors.

2. The business shall have a valid business license with the city and own/lease space on the subject property.

3. The display and sale of merchandise is permitted only by the tenant of an existing commercial development on the same site.

4. Private sidewalks, courtyards or entry areas may be utilized for display provided a minimum four foot wide pedestrian area remains clear and unobstructed and all fire, building and handicapped access requirements are met.

5. All displays shall be located within hardscape areas. No merchandise may be displayed in any landscaped area, or be situated in such a manner as to be detrimental to any existing landscaping on the site.

6. The uses shall be subject to the sign regulations contained in [Chapter 16.38](#).

**D. Real Estate Office Trailers.** Temporary real estate sales office trailers, to be used solely for the first sales of homes or the first rental of apartments within the same development, may be established within the areas of an approved tentative tract or an approved development plan permit, subject to the following:

1. The approved land use permit shall include those conditions and requirements deemed necessary or advisable to protect the public safety and the general welfare and adequate guarantees that the structures and facilities will be removed or made consistent with applicable zoning regulations within ninety (90) days after the expiration of the permit. In addition to those findings required for the approval of the land use

application, the temporary use permit for a temporary real estate sales office trailer(s) shall also include the following findings:

- a. The access, parking, and circulation facilities would not result in excess traffic congestion or traffic safety hazards; and
- b. The operation of the real estate sales office trailer(s) and associated activities would not conflict with adjacent and nearby residential uses.

2. A temporary use permit application for a temporary sales office trailer(s) may be approved for a maximum time period of two years from the date of approval. At the end of the two year period, the use shall either be terminated or the applicant may file for an extension, in compliance with Section [16.80.060](#) (Time Extensions).

**E. Sales of Agricultural Products.** Seasonal sales of agricultural products, provided parking and access are provided to the satisfaction of the director;

**F. Seasonal Product Sales.** Christmas tree, pumpkin, or other seasonal product sales lots subject to the following guidelines and conditions:

1. All uses shall be limited to no more than one hundred eighty (180) days of operation in any calendar year, subject to the discretion of the director;
2. The applicant shall secure an electrical permit from the city if the facility is to be energized;
3. All lighting shall be directed away from and shielded from adjacent residential areas and streets, in compliance with Section [16.18.100](#) (Lighting); and
4. Adequate provisions for traffic circulation, off-street parking, and pedestrian safety shall be provided to the satisfaction of the director.

**G. Special Outdoor Events.** Special outdoor events including carnivals, circuses, fairs, parades, rodeos, and large athletic, religious, or entertainment events. The uses shall be subject to the following guidelines and conditions:

1. All uses shall be limited to not more than fifteen (15) days, or more than three weekends, of operation in any one hundred eighty- (180-) day period. To exceed this time limitation shall require the approval of a conditional use permit, in compliance with [Chapter 16.52](#);
2. Activities conducted on property owned by or leased to the city and public rights-of-way may also require the approval of an encroachment permit issued by the engineering department;

3. The director may require a cash bond or other guarantee for removal of the temporary use, cleanup and restoration of the activity site within seven days of the conclusion of the approved activity;

4. Related issues including fire protection, food and water supply, medical services, noise, police/security, sanitation facilities, signs, traffic control, and use of tents and canopies shall be addressed to the satisfaction of the director, director of public works, police department, fire protection district, or health officer in their administration of other city codes. Other city codes may require the applicant to obtain additional permits (e.g., building, electrical, health, and tent permits); and

5. The director or any other responsible city department head may impose other conditions on the temporary use to ensure that the use is operated in a manner which would be compatible with the surrounding uses and neighborhoods. ~~;~~ **and**

**H. Parking lot vehicle sales.** Vehicle sales shall be allowed in commercial zones, subject to the following guidelines and conditions.

1. The use is limited to licensed new car dealerships located in the city.

2. All uses shall be limited to four (4) consecutive days, which must include Saturday and Sunday.

3. The applicant shall obtain clearances from the Public Works, Fire, and Police Departments.

4. Permit applications that involve other city codes may require additional permits (e.g., building, electrical and health).

5. The Planning Director may impose additional conditions to ensure the permit is used in a manner compatible with the surrounding uses and zoning.

**I. Temporary Business Structures.** Temporary structures to serve as substitute business space may be proposed when an existing commercial or industrial business structure is damaged or destroyed by means beyond the control or influence of the owner or tenant, subject to the following limitations, as well as additional requirements deemed appropriate by the Director:

1. The temporary structure shall not be greater in size than that which was damaged or destroyed;

2. The temporary structure shall be located so as to have a minimal effect on available parking;

3. The temporary structure shall comply with Fire Department and Building Department standards for public occupancy;



4. The temporary structure shall be housed in a structure designed for short-term use;

5. Use of the temporary structure shall have a time limit of twelve (12) months from the date that the business was damaged or destroyed, or nine (9) months from the date that a substantial plan check application for repair of the permanent structure is submitted to the city, whichever is the soonest;

6. A one-time extension of between one (1) and six (6) months may be approved by the Planning Director provided substantial progress toward completion of the construction on the permanent structure is made; and

7. The temporary structure shall be removed within the earlier of thirty (30) days after completion of the replacement permanent structure, or expiration of the time allowed for the temporary structure pursuant to this section.

**J. Temporary Storage.** Temporary storage may be allowed by the director for activities of a limited duration that are commonly associated with an approved use, provided the following findings can be made:

1. That the temporary storage, as proposed, will not adversely impact adjoining properties; and

2. That the temporary storage, as proposed, will not be contrary to the public health, safety and general welfare.

**K. Commercial Filming.** Temporary commercial motion picture production, television production (including commercials), still photography and related activities on public or private property (excluding public roads rights-of-way), for occasional commercial filming on location, subject to the following:

1. All commercial filming activities shall be conducted under the auspices of the City Manager. A certificate of Insurance indemnifying the City of Murrieta as an additional insured shall be provided.

2. Prohibited activities:

a. Any filming activity that creates a substantial risk of injury to persons, damage to property or a significant degradation of the environment or that is contrary to the public health, safety or welfare, including but not limited to, disruption of emergency access to surrounding properties.

b. Any filming activities that violate any applicable City codes including but not limited to, the Grading and Noise Ordinances.

3. Limitations. On properties where commercial filming activities are the principal use of the property or structures, the use shall not be considered temporary and shall be subject to all applicable provision of the Development Code.

4. Street Closures or Filming in Public Right of Way. Any commercial filming activities taking place within public rights of way or requiring street closures are subject to approval of an encroachment permit and traffic control plan from the engineering department.

5. Exempted activities. The filming, videotaping or production of current news which includes reporters, photographers or cameramen employed by a newspaper, news service, broadcasting station or similar entity engaged in on-the-spot broadcasting of news events, or the filming or videotaping of motion pictures solely for private family use, shall be exempt from these provisions.

**L. Special Events on Land Owned by or Leased to the City. Special Events that occur on land, outside of the public right-of-way, owned by or leased to the City are subject to the approval of a Special Events Permit Application for temporary events in lieu of a Temporary Use Permit application. The application, associated requirements and conditions are subject to review and issuance by the Parks and Recreation Director or their designee.**

**M. Temporary Residential Moving Containers. Temporary residential moving containers shall be subject to following criteria:**

1. That the temporary residential moving storage, as proposed, will not adversely impact adjoining properties;

2. That the temporary residential moving storage, as proposed, will not be contrary to the public health, safety and general welfare;

3. Temporary residential moving containers shall not be placed in the public right-of-way.

4. The temporary residential moving container delivered to a residence's subject property, shall be limited to two occasions within a twelve-month (12) period and one container per occasion;

5. Temporary residential moving containers delivered to a residence shall be placed on a hardscape surface (i.e. driveway) and shall be limited to a maximum of a two-week period on the subject private property. These provisions would not be subject to issuance of Temporary Use Permit. For containers which are proposed to be placed for longer than a two-week period, a Temporary Use Permit application with fees, and a description of the extraordinary hardship on why the additional timeframe is necessary, shall be submitted to the Planning Director or their designee for their review;

**N. Temporary Cargo Containers** The purpose of this section is to allow cargo containers to be placed on private property in a temporary manner that is safe and secure, will not create adverse impacts to either the property on which they are located or to the immediate neighborhood and will not become a nuisance to the community.

1. A temporary use permit shall be required for when the *temporary cargo container* is used during construction activities at residential, commercial, office, business park, mixed-use or industrial locations.

2. It shall be placed in such a manner that it does not encroach into a landscaped area, onto sidewalks, or into public rights-of-way, and provides adequate access for ingress and egress in case of an emergency.

3. At a residential location it shall provide sufficient room to open the garage door to allow access and egress in case of an emergency.

3. It shall be limited to storage activities solely.

4. It shall be located in such a manner that it is to have a minimal effect on available parking.

5. The *temporary cargo container* shall comply with all City Engineering, Fire Department and Building Division standards for a storage occupancy and placement.

6. Use of the *temporary cargo container* shall have an initial time limit of six (6) months from the date of application approval.

7. A one-time extension of the temporary use permit may be approved for a period as determined necessary by the Planning Director or their designee provided there is substantial progress toward completion of the construction phase of the project.

8. The *temporary cargo container* shall be removed immediately upon completion of the temporary term or upon expiration or finalization of the building permit, whichever occurs first.

9. The Planning Director or their designee may impose additional conditions of approval with respect to the Temporary Use Permit for the *temporary cargo container*.

10. For cargo containers that proposed to be placed in a permanent manner, please refer to Section 16.44.150.K (Cargo Containers As An Accessory Structure)

(Ord. 544 § 32, 2019; Ord. 430-10 § 10, 2010; Ord. 412 § 2, 2008; Ord. 367 § 5, 2006; Ord. 269 § 2 (part), 2002; Ord. 182 § 2 (part), 1997)



## Article VI – Development Code Definitions

### Chapter 16.110 – Definitions

#### **Section 16.110.020 (Definitions of Specialized Terms and Phrases) of the Murrieta Municipal Code is hereby amended as follows:**

C. **Definitions, "C"**. The following definitions are in alphabetical order.

**Cargo Containers.** It is a pre-manufactured metal shipping container or standardized, reusable vessel, designed without axle or wheels, that was originally designed and fabricated for, or used in, the packing, shipping, movement or transport of freight, articles, goods, or commodities from one location to another and that is delivered to a site as a fully assembled unit. The utilization of these units is limited for the conversion of an existing unit for permanent storage activities. See Section 16.44.150.K (Cargo Containers As An Accessory Structure) for additional details.

..

T. **Definitions, "T"**. The following definitions are in alphabetical order.

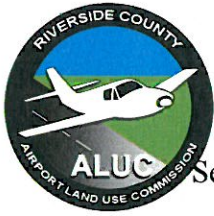
**Temporary Cargo Containers.** It is a pre-manufactured metal shipping container or standardized, reusable vessel, designed without axle or wheels, that was originally designed and fabricated for, or used in, the packing, shipping, movement or transport of freight, articles, goods, or commodities from one location to another and that is delivered to a site as a fully assembled unit. The utilization of these units is limited for temporary construction activities. See Section 16.70.030.N (Temporary Cargo Containers) for additional details.

**Temporary Residential Moving Containers.** A storage container associated with moving activities at a residence. See Section 16.70.030.M (Temporary Residential Moving Containers) for additional details and parameters.

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RIVERSIDE COUNTY  
AIRPORT LAND USE COMMISSION



September 27, 2021

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Palm Springs

**VICE CHAIR**  
Steve Manos  
Lake Elsinore

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Brandon Rabidou, Senior Management Analyst  
City of Temecula Community Development Department  
41000 Main Street  
Temecula CA92590

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1115FV21  
Related File No.: LR18-1620 (Long Range Planning Project [2021-2029 Housing  
Element Update and Safety Element Update])  
APN: Citywide

Dear Mr. Rabidou:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Temecula Case No. LR18-1620 (Long Range Planning Project [2021-2029 Housing Element Update and Safety Element Update]), proposal to update the City's Housing and Safety Elements to be consistent with state law, identifying and analyzing the City's housing needs and developing a work program consisting of City's goals, policies, and objectives to develop housing. (No changes to the City's land use designation or zoning are proposed). In addition, the City's existing General Plan stipulates that any development within the airport influence area shall be consistent with the underlying airport land use compatibility criteria.

There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the French Valley Airport Influence Area located within the City of Temecula.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

If you have any questions, please contact me at (951) 955-6893.

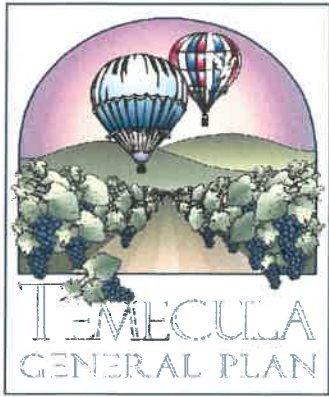
Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

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# PUBLIC SAFETY ELEMENT

## INTRODUCTION

Quality of life in Temecula is influenced in part by the sense of security that exists among City residents and businesses. The community must be prepared to address issues such as uncontrollable natural hazards, crime and violence, and other human caused hazards. The Public Safety Element establishes goals, policies, and a plan to identify potential hazards and to ensure adequate, coordinated, and timely response to public safety concerns. The provision of public services which would respond to these hazards are addressed in the Growth Management/Public Facilities Element.

### PURPOSE OF THE PUBLIC SAFETY ELEMENT

The purpose of the Public Safety Element is to identify and address features or characteristics in or near Temecula that represent a potential hazard to community residents, structures, public facilities, and infrastructure. The Public Safety Element establishes policies to minimize potential danger to residents, workers, and visitors, and identifies actions needed to manage crisis situations, such as earthquakes, fires, and floods. The Element also focuses on preventing criminal activity before it occurs. In addition specific policies and programs are provided to regulate development in hazard-prone areas. Continuing education for City officials and residents about emergency preparedness is also addressed.

### SCOPE AND CONTENT OF THE PUBLIC SAFETY ELEMENT

The Public Safety Element satisfies the requirements of State planning law and is a mandated component of the City's General Plan. Government Code section 65302(g) sets forth a list of hazards that the Element must cover, if they pertain to conditions in the City. These hazards include:

- Seismically induced conditions including ground shaking, surface rupture, ground failure, tsunami, seiche, and dam failure
- Slope instability leading to mudslides and landslides
- Subsidence, liquefaction, and other geologic hazards



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- Flooding
- Wild land and urban fires
- Evacuation routes

State law also allows communities to address additional safety issues. The following additional issues are addressed in the Element:

- Criminal activities
- Hazardous materials
- Nuclear hazards from the San Onofre Nuclear Generating Station

The Public Safety Element must be consistent with the other General Plan elements, and most closely relates to the Land Use and Circulation Elements. Potential hazards are identified and action programs established in the Public Safety Element to avoid or mitigate public safety hazards associated with planned development. The Land Use Element contains policies to ensure that environmental conditions, including hazards, are considered in all land use decisions. The distribution of residential and other sensitive land uses on the Land Use Policy Map is designed to avoid areas where hazardous conditions have been identified.

Evacuation routes utilizing the City circulation system are also described in the Public Safety Element. The provision of viable evacuation routes within the City is inextricably linked to the planned circulation system described in the Circulation Element.

RELATED PLANS  
AND PROGRAMS

There is a complex body of State and federal legislation relating to the protection of public health and safety and environmental resources. The following section briefly summarizes related legislation that guides City decision-making with regard to land use and physical development.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for a thorough environmental analysis of projects that might adversely affect the environment. Provisions of the law, required procedures, and any subsequent analysis are described in the CEQA Statutes and Guidelines. Safety hazards are recognized as environmental impacts under CEQA.



Continued implementation of CEQA will ensure that City officials and the general public have information describing assessment and mitigation of potentially significant safety impacts associated with private and public development projects.

#### ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties that contain such zones must inform the public regarding the location of these zones, which are usually one-quarter mile or less in width. Proposed development plans within these earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture.

#### SEISMIC HAZARDS MAPPING ACT

The purpose of the Seismic Hazards Mapping Act (Public Resources Code Section 2690, et. seq.) is to reduce the threat to public safety and minimize the loss of life and property by identifying and mitigating seismic hazards. The Act directs the State Geologist to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking, and requires site-specific geotechnical investigations to be conducted identifying the hazard and formulating mitigation measures prior to permitting most developments designed for human occupancy within Zones of Required Investigation.

#### COBEY-ALQUIST FLOODPLAIN MANAGEMENT ACT

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

#### NATIONAL FLOOD INSURANCE PROGRAM (NFIP)

Temecula participates in the National Flood Insurance Program (NFIP), which is administered by the Federal Emergency Management Agency (FEMA). NFIP provides federal flood insurance and federally financed loans for property owners in flood prone areas. To qualify for federal flood insurance, the City must





identify flood hazard areas and implement a system of protective controls.

#### RIVERSIDE COUNTY HAZARDOUS WASTE MANAGEMENT PLAN

Developed pursuant to the Tanner Act (AB 2948), the Riverside County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs throughout the County. The HWMP provides a framework for the development of facilities to manage hazardous wastes, i.e. facility siting criteria. The HWMP also includes a Households Hazardous Waste Element that is designed to divert household hazardous wastes from the County's landfills.

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

- Adopt a City hazardous waste management plan
- Incorporate by reference all applicable portions of the County Plan into its General Plan
- Enact an ordinance requiring all applicable land use permitting and decisions to be consistent with the siting criteria set forth in the County HWMP

The City has adopted by reference the applicable portions of the County HWMP.

#### SAN ONOFRE NUCLEAR GENERATING STATION (SONGS)

The San Onofre Nuclear Generating Station (SONGS) is located near the southern boundary of Orange County, approximately 25 miles west of Temecula. SONGS is a jointly owned enterprise among Southern California Edison, San Diego Gas and Electric, and the cities of Riverside and Anaheim. For hazard mitigation purposes, the federal and State governments have created three levels of emergency zones surrounding nuclear facilities:

- Emergency Planning Zone (EPZ): The federal government requires that communities within approximately 10 miles of a nuclear power plant be included in an EPZ. Within this zone, specific emergency protective plans have been developed.



- Public Education Zone (PEZ): The State of California has defined a broader area between 10 to 20 miles from a plant as a PEZ. Within this zone, the public is informed on preparedness plans. The distance from the plant, however, would make evacuation highly unlikely.
- Ingestion Pathway Zone (IPZ): Temecula is located within this zone which covers the areas within 50 miles of SONGS. The purpose of this zone is to prevent the accidental ingestion of deposited radioactive materials by humans and livestock. Southern California Edison, who operates SONGS, will provide notification to all affected jurisdictions within 15 minutes of declaration of any emergency.

### COUNTY OF RIVERSIDE MULTI-JURISDICTIONAL LOCAL HAZARD MITIGATION PLAN (MJLHMP) AND TEMECULA LOCAL HAZARD MITIGATION PLAN (LHMP)

The County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) was adopted in 2018. The purpose of the MJLHMP is to identify the County’s hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards.

While the County is responsible for preparing and adopting the MJLHMP, the City of Temecula is responsible for preparing and adopting the annex to the County’s plan – more specifically, the 2017 City of Temecula Local Hazard Mitigation Plan Annex (LHMP). The planning process evaluated the potential impact of each identified hazard on the county, cities, special districts, and tribes. All participating jurisdictions helped establish a list of potential mitigation efforts (via their LHMP Annex) and prioritized those efforts based on the needs of their jurisdiction. In addition, each participating jurisdiction developed a specific hazard mitigation strategy based on information from 2012 through 2017.

### CITY OF TEMECULA CODES

The City has adopted the California Building Code, California Mechanical Code, Uniform Fire Code, the National Electrical Code and other related codes that contain structural requirements for existing and new buildings. The codes are designed to ensure structure integrity during seismic and other hazardous events and to prevent personal injury, loss of life and substantial property damage. To protect the public, planned development in Temecula is subject to these structural codes.



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RIVERSIDE COUNTY CLIMATE ACTION PLAN (CAP)

The County of Riverside approved an update to their CAP in 2019. The 2019 CAP Update builds upon the GHG reduction strategies in the 2015 Climate Action Plan and refines the County's efforts to meet greenhouse gas (GHG) reduction strategies, specifically for the years 2035 and 2050. It also includes measures to prepare for potential climate-related impacts and to comply with state and federal legislation, including Gov. Code § 65302(g)(4)(C). Climate-related impacts are not stand-alone hazards but may change the frequency and intensity of the other hazards. The CAP provides resources, information, and strategies to reduce these impacts, resulting in overall risk reduction.

**PUBLIC SAFETY PLAN**

As in all communities, human activities and natural conditions occurring in Temecula have an effect on residents' quality of life. Providing an environment where businesses and residents can prosper and feel safe, and being prepared for emergency situations are essential. The City can minimize hazards and protect public health and private property through emergency preparedness planning.

**NATURAL HAZARDS**

Natural hazards addressed in the Public Safety Element include seismic, geologic, flood, dam failure and wild land fire hazards.

**SEISMIC HAZARDS**

The Elsinore fault traverses the City, which has historically experienced earthquakes of moderate magnitude (See Figure PS-1). The Elsinore fault zone is one of the largest in southern California, and in historical times, has been one of the quietest. The southeastern extension of the Elsinore fault zone, the Laguna Salada fault, ruptured in 1892 in a magnitude 7.0 earthquake, but the main trace of the Elsinore fault zone has only seen one historical event greater than magnitude 5.2--the magnitude 6.0 earthquake of 1910 near Temescal Valley, which produced no known surface rupture and did little damage. Other faults surrounding Temecula include the San Andreas, San Jacinto, San Gabriel, Newport-Inglewood, Sierra Madre-Santa Susana-Cucamonga, Rose Canyon, Coronado Banks, San Diego Trough and San Clemente Island faults.





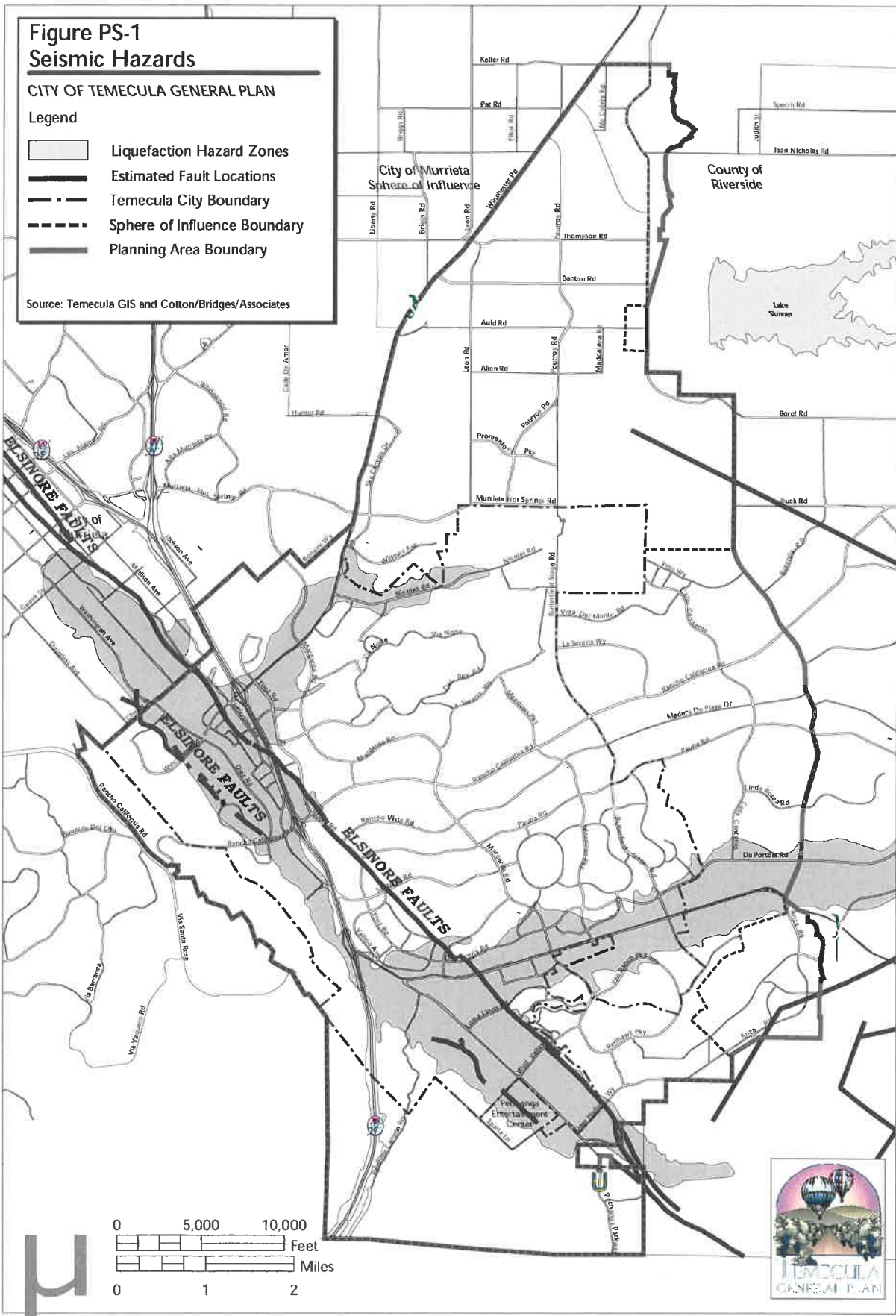
**Figure PS-1  
Seismic Hazards**

**CITY OF TEMECULA GENERAL PLAN**

**Legend**

- Liquefaction Hazard Zones
- Estimated Fault Locations
- Temecula City Boundary
- Sphere of Influence Boundary
- Planning Area Boundary

Source: Temecula GIS and Cotton/Bridges/Associates





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PLANS IN ACTION

*Proposed development projects in the Elsinore fault zone require evaluation and a written report specific to the site, prepared by a licensed geologist. Structures for human occupancy cannot be placed over the fault and must be set back from the fault (generally 50 feet).*



**Fault Rupture.** The Elsinore fault zone is an Alquist-Priolo Earthquake Fault Zone, governed by specific State development criteria designed to prevent damage associated with ground surface rupture. Structures intended for human occupancy are not permitted on an active fault. Before a project can be permitted, the City requires a geologic investigation to demonstrate that proposed buildings will not be constructed across the fault.

**Ground Shaking.** Severe ground shaking is possible in Temecula due to the presence of loosely consolidated alluvial soils. Ground shaking causes structural damage, and is the major cause of soil instability hazards, such as liquefaction, subsidence, or slope failure. Riverside County has established Ground Shaking Zones indicating the relative level of risk based on distance from faults and geologic characteristics of an area. Development proposals are evaluated using guidelines, which indicate the suitability of locating land uses in various ground shaking zones. The Temecula Planning Area is located in Ground Shaking Zone II, where shaking is expected to vary from moderate to intense levels in the event of an earthquake, depending on the composition of underlying geologic formations, the earthquake's epicenter, and the order of magnitude of the seismic event.

PLANS IN ACTION

*The only remaining URM structure in Old Town, the Temecula Merchantile Building (1902), has been retrofitted to meet current seismic safety standards.*

Unreinforced masonry (URM) structures and adobe block construction are particularly susceptible to failure and/or collapse during an earthquake. New structures conforming to California Building Code standards can withstand ground shaking with little or no structural damage. Older buildings can also be retrofitted to improve structural integrity. To identify structures most prone to failure, the City conducted a seismic inventory of structures in Old Town, where buildings are least likely to be able to withstand moderate ground shaking.

**GEOLOGIC HAZARDS**

Ground shaking following an earthquake leads to other potential geologic hazards such as liquefaction, landslides, and subsidence. The potential for these hazards depends upon the severity of ground shaking and underlying geologic conditions. Temecula is subject to the following potential geologic hazards.



**Liquefaction.** The potential for liquefaction in an area is a function of soil type and depth of groundwater. Poorly consolidated soils combine with groundwater during an earthquake, losing their shear strength and taking on the properties of a heavy liquid. This process, termed liquefaction, can result in the loss of foundation support, ground failure due to lateral spreading, and settlement of affected soils. Three general conditions must be met for liquefaction to occur: (1) strong ground shaking of relatively long duration; (2) loose, or unconsolidated, recently deposited sediments consisting primarily of silty sand and sand; and (3) water saturated sediments within about 50 feet of the surface.

As shown in Figure PS-1, there is a possibility that liquefaction could occur in the Temecula area, particularly along Santa Gertrudis and Temecula Creeks. California law requires identification of Liquefaction Zones where the stability of foundation soils must be investigated, and countermeasures undertaken in the design and construction of buildings for human occupancy.

PLANS IN ACTION

*California law requires disclosure of Liquefaction, Landslide, and Alquist-Priolo Earthquake Fault zones as a part of all real estate transactions within identified areas.*

**Landslides.** Slope stability is related to a variety of factors including steepness; strength of geologic materials to resist the downward pull of gravity; characteristics of bedding planes, joints and faults; surface and ground water conditions; and other factors. Landslides are most likely to occur on hillside locations where rock strata parallels surface slopes, high clay content absorbs excess water, displacement has fractured a fault zone, or the base of a slope has been removed.

Although no recent landslides have occurred in the area, potential landslide conditions exist in hillside areas in southwest Temecula where existing slopes are greater than 15 percent (see Figure PS-1). California law requires identification of Landslide Zones where the stability of hill slopes must be evaluated, and countermeasures undertaken in the design and construction of buildings for human occupancy.

**Subsidence.** Subsidence occurs when earth material shrinks due to natural or artificial removal of underlying support. This process occurs in poor, unconsolidated soils and poorly compacted fill areas. The potential for subsidence exists along Santa Gertrudis and Temecula Creeks.





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PLANS IN ACTION

*The City enforces State seismic design guidelines and building codes, works with property owners to rehabilitate hazardous buildings, and will prepare new hillside development standards.*

PLANS IN ACTION

*Specific building standards, described in the flood damage prevention and floodplain management regulations within the City Development Code, apply to flood prone areas, including anchoring, use of flood resistant building materials, use of adequate drainage paths, and elevating the structure to or above the base flood elevation.*

**Erosion.** The underlying surficial geology in Temecula is predominantly composed of well-drained fine sandy loams, sandy loams and gravelly silt loams. Soils characterized by low permeability or high runoff are susceptible to erosion. Additionally, the well-drained alluvium surfaces are susceptible to wind erosion.

The City will enact programs to reduce geologic hazards and protect public safety. To minimize hazards resulting from earthquakes, the most recent State seismic guidelines will be implemented for structural design. During the review of development proposals involving steep slopes, grading, unstable soils and other hazardous conditions, surveys of soil and geologic conditions by a state-licensed engineering geologist will be required. Based on the results of the survey, mitigation measures will be incorporated into projects to minimize geologic hazards. The City will take actions to make seismic and geologic hazard mitigation a part of land use planning efforts, such as working with property owners to remediate hazardous buildings, requiring disclosure of hazard zone status as part of real estate transactions, working with County and State agencies to monitor and compile information on seismic hazards, and adopting hillside development standards.

**FLOOD HAZARDS**

Flood hazards in Temecula can be divided into three categories: natural flooding, dam failure, and mud debris flows.

**Natural Flooding.** Figure PS-2 identifies areas of potential flood hazards within the Planning Area. Temecula contains several FEMA Special Flood Hazard Areas (SFHAs). These areas, corresponding to the 100-year floodplain, have the potential to become flooded when major rainstorms cause stream overflows. Murrieta Creek is the most flood-prone of the Temecula creeks. However, Temecula Creek, Pechanga Creek, Tualota Creek, Long Valley Wash, and Santa Gertrudis Creek could also be subjected to flooding.










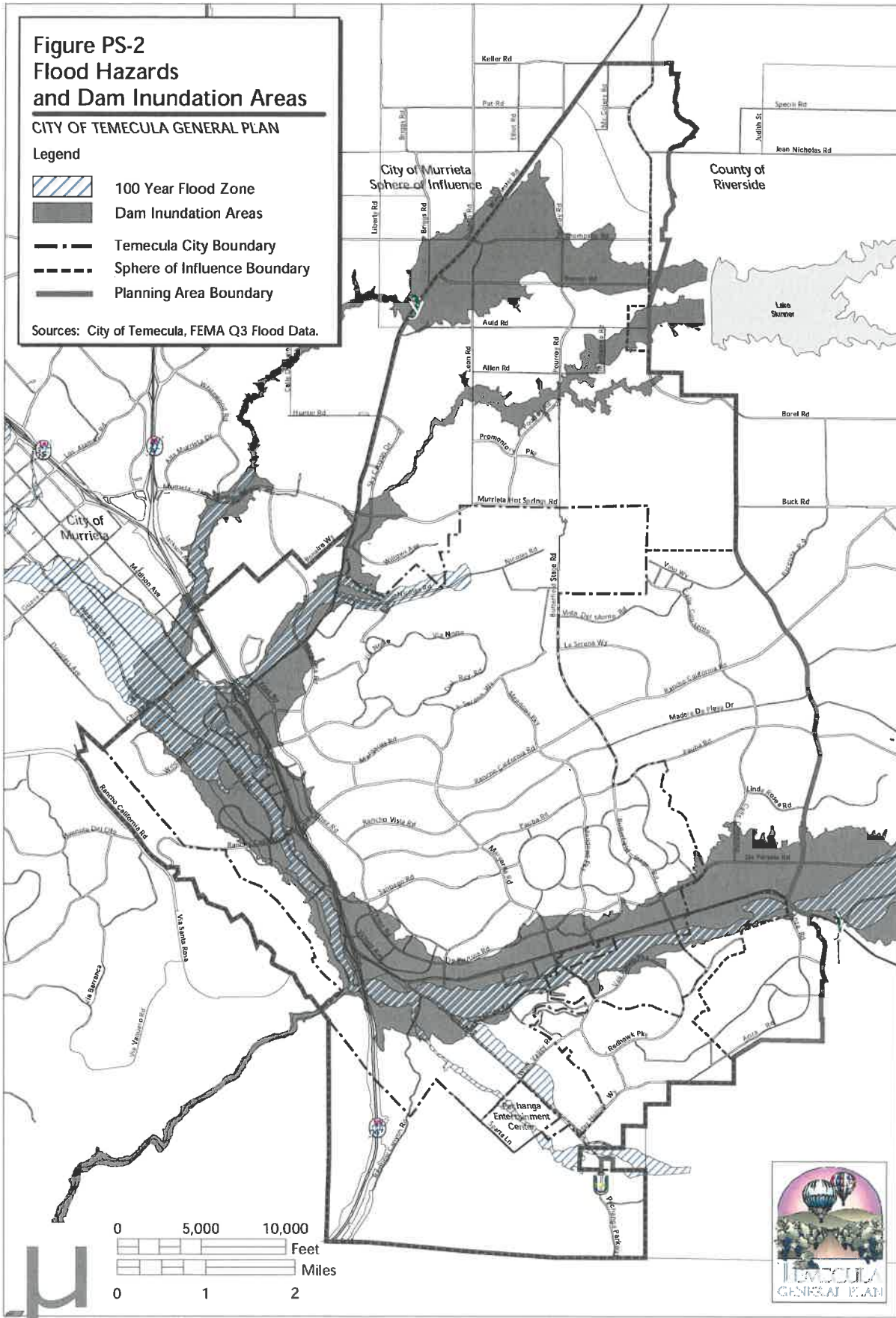
Figure PS-2  
Flood Hazards  
and Dam Inundation Areas

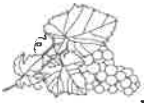
CITY OF TEMECULA GENERAL PLAN

Legend

-  100 Year Flood Zone
-  Dam Inundation Areas
-  Temecula City Boundary
-  Sphere of Influence Boundary
-  Planning Area Boundary

Sources: City of Temecula, FEMA Q3 Flood Data.





**PLANS IN ACTION**

*Temecula participates in the NFIP, enforces Development Code regulations regarding development in the floodplain and floodway, and maintains a dam inundation evacuation plan.*

**Dam Failure.** Flooding from dam failure can result from natural and human causes including earthquakes, erosion, improper siting and/or design and rapidly rising floodwater during heavy storms. The type of failure, ranging from instantaneous to gradual, is dependent on the building material of the dam. Dam failure can potentially cause loss of life and property damage. Other effects include displacement of persons residing in the inundation path and damage to infrastructure.

Three dams are located in areas surrounding Temecula:

- Lake Skinner is a 43,800-acre feet earthen dam located northeast of Temecula. Failure of the Lake Skinner Dam would result in flooding along Tualota Creek and Benton Road.
- Vail Lake is located to the east of Temecula. Dam failure of this 51,000-acre foot facility would cause flooding in the Pauba and Temecula Valleys. Interstate 15 and an adjacent 3-mile area would also flood.
- Diamond Valley Lake, impounded by two earthen dams, is the largest reservoir in Southern California and is located north of Temecula. Failure of the western dam would result in flooding in the northern parts of the Planning Area.

The failure of Lake Skinner or Diamond Valley Lake could also result in substantial flooding along parts of Santa Gertrudis and Warm Springs Creeks. Areas along I-15 and Murrieta Creek could also be substantially affected.

**Mud and Debris Flows.** Mud and debris flows originate in hillside areas characterized by deep topsoil and/or poor drainage. The potential for mud and debris flows exists in the hilly southern and western portions of Temecula.

The City will continue to participate in the National Flood Insurance Program (NFIP), which makes flood insurance available to affected property owners within the 100-year floodplain. The City will also review development plans for projects within the floodplain, to ensure compliance with City and FEMA floodplain development requirements. No development of any kind will be allowed in the floodway portion of the 100-year floodplain. The City will maintain a Dam Inundation Evacuation Plan, will update the Multi-Hazard Functional Plan as needed to address flood hazards, and will coordinate with the State Office of Emergency Services to ensure that dam safety plans reflect the level of development within the community.





**PLANS IN ACTION**

*The Temecula General Plan identifies the general location and distribution of existing and planned land uses throughout the community, including in very high fire hazard severity zones and in state responsibility areas. Residential and nonresidential development, including roads and utilities, are planned for development in these areas. All new development is required to comply with the standards of the Temecula Municipal Code, which meet or exceed title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 (commencing with section 1270) (SRA Fire Safe Regulations) and title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01).*

*The goals, policies, and implementation actions contained in this Public Safety Element are designed to protect existing and new development located in hazardous fire areas and any new critical facilities should be located outside of VHFHSZs, if possible.*

**FIRE HAZARDS**

Temecula is subject to both natural and urban fires. The Planning Area is surrounded by rolling foothills and mountains subject to potential natural wild land fires. The Riverside County Fire Department (RCFD), through a cooperative agreement, provides fire protection, fire prevention, and emergency medical rescue services in the City of Temecula. Five fire stations are located within the City limits, and the Temecula Division encompasses three Riverside County Fire Department stations for a total of eight stations within the Temecula Division. Mutual Aid agreements with county, state, and federal government agencies further allow the City, and any other participating agency, to request additional resources depending on the complexity and needs of a given incident, such as wildfires.



**Fire Hazard Severity Zones.**

The State has charged CAL FIRE with the identification of Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas. In addition, CAL FIRE must recommend draft Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas. The FHSZ maps are used by the State Fire Marshal as a basis for the adoption of applicable building code standards. The Planning Area includes both Local Responsibility Areas and State Responsibility Areas (within the Sphere of Influence), with portions of both Local and State Responsibility Areas being designated as Very High Fire Hazard Severity Zones. Figure PS-3 shows Fire Hazard Severity Zones in Temecula.

**Major Wildland Fires in Temecula.** Due to the dry weather in Temecula, brush fires are more common on hot days. In August 2012, Aguanga fires invaded a community nearby Temecula and the City became the evacuation center for many of the individuals that had to evacuate. Emergency response personnel and local residents were frightened at the possibility that the fire may reach the City of Temecula. The fire burned 3,000 acres within 10 hours. This fire was difficult to contain. August, one of the hottest months for Southern California, assisted the fire expansion. Incidents such as this have been common throughout the years.



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Smaller fires also caused a big disruption in the City as well. The City has endured many small brush fires that start on the hillsides that run parallel to the freeway that cause traffic jams. Many of these fires are controlled in a timely manner because of Cal Fire.

**Wild Land Fires.** Fire in undeveloped areas results from the ignition of accumulated brush and vegetation. The most critical times of year for wildland fires are late summer and fall when Santa Ana winds bring hot, dry desert air into the region. The air temperature quickly dries vegetation, thereby increasing the amount of natural fuel. Development pressures increase the threat of wildland fire on human populations and property as development pushes to the fringes of major forests and brush areas. Increased human presence in wildland areas likewise increases the potential for human-induced wildland fires.

**Urban Fires.** The predominant land use in the Temecula area is low density residential development. The area has experienced rapid development in past decades, and this trend is expected to continue. As the number of structures increases, so does the incidence of fire. Building conditions that affect fire control include: type and use of structure; area of building; number of stories; roof covering materials; and adjacent uses.

Certain development patterns pose more difficult fire problems. These include: multi-story, wood frame, high density apartment development; large continuous developed areas with combustible roofing materials; and facilities that use and/or store hazardous materials. Several older residential tracts in the City feature wood shake roofs, which increase the potential for both ignition and spread of fire.

**Local Ordinance Requirements.** The City of Temecula Municipal Code meets or exceeds title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 (commencing with section 1270) (SRA Fire Safe Regulations) and title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and/or VHFHSZs.

## Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE

Figure PS-3



**Fire Hazard Severity Zones**

Legend: VHHSZ, Non-VHHSZ

City Boundary, Parcels, County Boundary

Disclaimer: CAL FIRE does not warrant the accuracy of the data or the map. The user assumes all responsibility for the use of the data and the map. The user assumes all responsibility for the use of the data and the map. The user assumes all responsibility for the use of the data and the map.

This map was developed using data products such as parcel and city boundaries provided by local government agencies. In certain cases, this includes copyrighted geographic information. The maps are for display purposes only - questions and requests related to parcel or city boundary data should be directed to the appropriate local government entity.



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Obtain FRAP maps, data, metadata and publications on the Internet at <http://rap.cdf.ca.gov>  
For more information, contact CAL FIRE-FRAP, PO Box 944245, Sacramento, CA 94244-2460, (916) 327-3939

Arnold Schwarzenegger, Governor,  
State of California  
Steve Cisarian, Secretary for Natural Resources,  
The Natural Resources Agency  
Del Walters, Director,  
Department of Forestry and Fire Protection

MAP ID: FHSZL\_c33\_Temecula  
DATA SOURCES:  
CAL FIRE Fire Hazard Severity Zones (FHSZ05\_3)





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**PLANS IN ACTION**

*The Fire Department reviews development plans to be sure new structures are safe, and conducts public education and outreach activities. The City also works closely with local water districts to ensure water pressure is adequate for fire fighting purposes.*

**HUMAN ACTIVITY HAZARDS**

Areas posing a significant risk to the City are subject to the California Public Resources Code, Sections 4291-4299, which require property owners to conduct periodic maintenance to reduce the fire danger. The City will continue to reduce the potential for dangerous fires by coordinating with the RCFD to conduct fire hazard education, and administer fire protection and fuel modification programs. The current Uniform Fire Code will be used to prevent structural fire hazards.

Human activity hazards addressed in the Safety Plan include hazardous materials and nuclear power production.

**HAZARDOUS MATERIALS**

**PLANS IN ACTION**

*The City participates in the Riverside County Household Hazardous Waste (HHW) collection program in accordance with the California Integrated Solid Waste Management Act of 1989. County Environmental Health (EH) personnel, in conjunction with the Fire Department, respond to hazardous materials incidents, and assist County District Attorney to investigate environmental crimes and respond to illegal hazardous waste disposal complaints.*

Hazardous materials are used in Temecula for a variety of purposes, including service industries, small businesses, schools and households. Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered hazardous. Accidents can also occur in the production, use, transport and disposal of hazardous waste.

In order to effectively manage hazardous materials and wastes, the City implements applicable portions of the Riverside County Hazardous Waste Management Plan (HWMP). Both the federal and State governments require all businesses that handle more than a specified amount of hazardous materials to submit an annual business plan to the local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City of Temecula is the Riverside County Environmental Health Department.

The City will work to minimize accidents and health risks from hazardous materials using the following approaches:



- Cooperate with federal, State, and County agencies to effectively regulate the management of hazardous materials and waste.
- Amend project applications to include requirements for submittal of hazardous waste information.
- Establish roadway transportation routes for conveyance of hazardous materials.
- Cooperate with the Certified United Program Agency (CUPA) for Temecula (the Riverside County Environmental Health Department) and the Riverside County Fire Department to administer risk management plans for businesses within the City.
- Implement the Multi-Hazard Functional Plan for accidents involving hazardous materials.

## **NUCLEAR POWER PRODUCTION**

The San Onofre Nuclear Generating System (SONGS) is located on the Camp Pendleton U.S. Marine Corps Base in San Diego County, approximately 25 miles west of Temecula. SONGS operations are regulated by FEMA and the California Office of Emergency Services (OES). An Interjurisdictional Planning Committee (IPC), comprised of several local jurisdictions, was established to coordinate emergency response plans.

SONGS byproducts are radioactive, with the exception of small quantities of radioactive gas released into the air and liquids into the Pacific Ocean. The releases are monitored by SONGS personnel. According to SONGS, radiation exposure due to material releases is less than the typical exposure from natural background radiation. The two most likely sources of radiation contamination are incidents involving transport of radioactive materials, and uncontrolled releases at the plant site.





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PLANS IN ACTION

*Temecula's Multi-Hazard Functional Plan provides strategies to deal with potential emergencies related to SONGS.*

**SAFETY AND SECURITY**

PLANS IN ACTION

*When property owners present development proposals, the City encourages the use of crime preventive defensible space and lighting concepts to deter crime.*

**EMERGENCY PREPAREDNESS AND HAZARD MITIGATION**

The U.S. Nuclear Regulatory Commission has identified the area surrounding every nuclear generating station as an Emergency Planning Zone (EPZ). The State of California has defined the area outside, and adjacent to the EPZ as a Public Education Zone (PEZ). The federal government establishes the area with a 50-mile radius around every nuclear generating station as an Ingestion Pathway Zone (IPZ).

The Temecula planning area is located within the IPZ of the San Onofre Station. Education programs coordinated by the State and Southern California Edison are administered in this zone to ensure that residents are prepared for any potential problems associated with the facility.

Criminal activity in Temecula is lower than in some other parts of Riverside County. Protecting residents and businesses from criminal activity is a priority in Temecula. Police protection is provided by the Riverside County Sheriff's Department (RCSD). Temecula has three store-front office locations (Old Town Temecula, Promenade Mall, and Temecula Town Center). The City will ensure that contracted staffing levels are compatible with the City population and needs. Crime prevention programs include police services for residents and businesses, and citizen-based volunteer programs and patrols.



Many natural and man-made events and processes carry the risk of hazard to life and property. Natural hazards arise from a community's many physical relationships to the natural environment. Hazard risk also results from human-caused intentional acts and disruption or failure of technology. A resilient community has the capacity to maintain critical functions during hazard events as well as adapt to and reduce future hazard risks.

Hazard mitigation is any sustained action taken to reduce or eliminate the long-term risk to life and property from hazard events. An effective response to natural and human-caused disasters requires planning, education, coordination and training by multiple government agencies and the public.





## **CLIMATE ADAPTATION**

Riverside County’s 2019 Climate Action Plan (CAP) provides an updated greenhouse gas (GHG) inventory, as well as measures to reduce GHG emissions, prepare for potential climate-related impacts, and to comply with state and federal legislation, including Gov. Code § 65302(g)(4)(C).. Some degree of climate change will occur regardless of the City’s effort to reduce and mitigate greenhouse gas emissions. The City will need to adapt to these changes within the context of the community’s environmental and socioeconomic system.

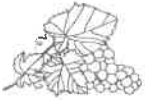
Forecasted effects to Riverside County from climate change include increased temperatures and precipitation extremes (i.e., more severe periods of drought and flooding). Exposure to these events can leave a community vulnerable to an increased rate of wildland fires, flooding, reduced air quality, availability of fresh water, and negative impacts on wildlife. All of these effects can potentially generate multiple concomitant effects on public health and safety.

The State requires local jurisdictions to integrate climate adaption into the general plan to support the State’s overall climate adaption strategy. The City will develop climate resiliency and adaptation strategies and work with stakeholders on amendments to relevant planning documents to address this issue.

## **HAZARD MITIGATION PLANNING**

Local Emergency Preparedness Plans serve as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The City has an adopted LHMP as part of the County’s MJLHMP to ensure the effective management of City personnel and resources in responding to emergency situations stemming from natural disasters, technological incidents, and nuclear defense emergencies.

The plan includes a responsibility matrix that delineates specific responsibilities to City departments or personnel in the event of an emergency. The plan also includes a comprehensive hazard analysis that addresses the following potential hazards: earthquake, hazardous material incident, flooding, dam failure, major fire/wildfire, nuclear incident, and transportation incident.



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PLANS IN ACTION

*The Fire and Police Departments educate residents and businesses about appropriate actions to safeguard life and property during and after emergencies through distribution of brochures, presentations to civic groups, and instruction in local schools.*

**EMERGENCY PREPAREDNESS**

The LHMP and MJHMP provide general guidelines for evacuation routes in the event of a natural or human-caused disaster. Due to the unpredictability of the impact of a disaster on streets and highways, appropriate evacuation routes cannot be pre-determined. In general, all traffic will be channeled to the nearby freeways, state highways, and other major arterials. I-15 will serve as the primary north-south evacuation channel. Winchester and Rancho California Roads will be used for east-west evacuation.

The City prepared an analysis consistent with Senate Bill 99 to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. The analysis identified six residential areas of concern in high hazard zones that warrant further study and coordination with the Riverside County Fire Department. While all residential developments meet City standards, the City will continue to coordinate with RCFD and RCSD to provide ongoing education to residents about how to safely evacuate in the event of an emergency. A White Paper describing the methodology used to map the evacuation routes is included as an Appendix to the Public Safety Element.

Once the decision to evacuate is made, the public will be alerted and given evacuation instructions by various means, including school alert/monitor receivers, radio and television announcements, sirens, mobile loud speakers, and personal contact.

Educating residents and businesses about potential disasters, the LHMP, and the MJLHMP can increase the effectiveness of response efforts. An educated public will know how to prevent injury and property damage during and after emergencies and also know how to find help.

One important way that residents participate in the City's emergency preparedness program is through the Temecula Citizen's Corps. Created in 2002, the Corps is a community-based volunteer organization whose goal is to prepare for natural disasters or terrorist activity through coordinated response at the neighborhood level. In the event of an emergency, the Corps will assist the City government by providing assistance in cases where the scale of the incident has overwhelmed conventional emergency services.



TERRORISM  
READINESS AND  
RESPONSE

In the aftermath of the terrorist attacks on September 11, 2001, the City of Temecula’s emergency preparedness and response services have become an even more critical function to address terrorism issues that confront the nation and local communities. Since the events of 9/11, a considerable amount of information has been generated on potential vulnerabilities, protective measures, and anti-terrorism/security technologies. The Riverside County Sheriff’s and Fire Departments, which currently provide police and fire services to Temecula, recognizes the need not only to learn from the lessons from 9/11, but also to collectively address the terrorism planning and policy issues that most affect Temecula residents. The goals, policies and implementation programs associated with emergency preparedness also apply to terrorism readiness and response.

ESSENTIAL  
FACILITIES

The City of Temecula is home to a number of critical facilities and infrastructures; this list is maintained as part of the City’s LHMP and includes:

- Public Safety Dispatch: 2
- Emergency Operations Center: 3
- City Hall: 1
- Fire Stations: 5
- Water Reservoirs: 39
- Water Treatment Plans: 0
- Waste Water Treatment Plans: 1
- Hospitals: 1
- Police Facilities: 2
- Maintenance Yards: 1
- Senior Community Centers: 1
- Schools: 29
- Radio Repeaters: 1

No areas of Temecula lack emergency service. New essential facilities should be located outside of hazardous areas, especially VHFHSZs (see Policy 4.5). The City’s Growth Management and Public Facilities Element further describes the role of essential facilities and maps these facilities on Figure GM-1, Community Safety Facilities.





## GOALS AND POLICIES

Certain natural conditions and human activities in Temecula create risks to individuals and properties within the community. Excessive risk from such hazards can be reduced or avoided through implementation of policies in the Public Safety Element.

The Public Safety Element addresses four major issues, including: 1) reducing risk from natural hazardous conditions; 2) reducing risks from hazards associated with human activities; 3) community safety and security; and 4) preparing for emergency situations.

### NATURAL HAZARDS

Due to location within a seismically active region and the presence of floodplains and hillsides, Temecula is potentially subject to several types of natural hazards, including earthquakes, liquefaction, flooding, wild land fires, landslides, and erosion. Potential damage can be reduced through appropriate land use planning, development engineering, and building construction practices.

The Planning Area contains Alquist-Priolo fault zones and County Fault Hazard Zones. These zones identify areas potentially impacted by groundshaking and surface-rupture. Seismic events occurring within and outside of the Planning Area also have the potential to trigger such secondary impacts as liquefaction and subsidence. Other natural hazards impacting the Planning Area include flooding and dam inundation.

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**Goal 1      Protection from natural hazards associated with geologic instability, seismic events, wild land fires, flooding, and dam failures.**

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Policy 1.1      Identify and mitigate potential adverse impacts of ground surface rupture, liquefaction, and landslides at the project level.

Policy 1.2      Apply and enforce seismic design standards and building construction codes for new development.

Policy 1.3      Work with property owners to remediate hazardous buildings throughout the City.

Policy 1.4      Monitor the potential for seismic events and other geologic activity with the County of Riverside and California Geological Survey.



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- Policy 1.5 Establish development management techniques to lessen the potential for erosion and landslides.
- Policy 1.6 Provide and maintain adequate flood control facilities and limit development within the 100-year floodplain and potential dam inundation areas.
- Policy 1.7 Prohibit development of any kind within the floodway portion of the 100-year floodplain.
- Policy 1.8 Require new development in SRAs or VHFHSZs to be located, designed, and constructed to minimize the risk of loss resulting from fires through:
- minimizing development in SRAs or VHFHSZs when feasible;
  - imposition of site-specific development standards during project review, including fire safe design, fire protection plans, sufficient ingress/egress, evacuation routes, emergency vehicle access, defensible space, visible home addressing and signage, and fuel modification zones;
  - coordination with the City Fire Department and other organizations; and
  - evaluating re-development after a large fire.
- Policy 1.9 Reduce the risk of wildfire hazards by working with Homeowner Associations, Business Park Associations, and other property owners and RCFD to maintain fire retardant landscaping and buffer zones, community fire breaks, and private road and public road clearance in areas of high wildfire risk.
- Policy 1.10 Continue to meet or exceeds title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 (commencing with section 1270) (SRA Fire Safe Regulations) and title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and/or VHFHSZs.



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HUMAN-  
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HAZARDS

The transport, storage, and disposal of hazardous materials and the education and planning regarding nuclear power production are important environmental planning issues in Temecula. Modern technology and society's high standard of living has led to dependence on these products and necessitates adequate management of materials and waste and education regarding hazards within the City. The intent is to avoid damage to people, property and environmental resources.

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**Goal 2      Protection of the public and environmental resources from hazards related to hazardous materials and waste, and nuclear power production.**

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- Policy 2.1      Minimize the risks associated with hazardous materials through careful land use planning and coordination with responsible federal, State, and County agencies.
- Policy 2.2      Participate in local and regional programs that facilitate the proper disposal of household hazardous waste.
- Policy 2.3      The policies and programs of the current Riverside County Hazardous Waste Management Plan (HWMP) are hereby adopted by reference.
- Policy 2.4      Coordinate with local, State and federal agencies to reduce the risks related to nuclear power production.
- Policy 2.5      Reduce potential hazards associated with airplane accidents by ensuring compliance of proposed development projects with the risk contours contained in the Airport Land Use Compatibility Plan (ALUCP) for French Valley Airport.





SAFETY AND  
SECURITY

The perception of personal safety and the security of property are central to the quality of life in a community. Realizing these objectives requires both proactive and reactive involvement by citizens, as well as fire and law enforcement personnel. The risk of exposure to criminal activity or fire can be reduced through planning, education and regulation of human activity, and by providing paved road access throughout the City. In addition, the design and effective use of the built environment can lead to a reduction in fear and the incidence of both crime and fire, improving the quality of life, and helping create a secure sense of community.

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**Goal 3      A safe and secure community free from the threat of personal injury and loss of property.**

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Policy 3.1      Ensure adequate facilities and police and fire service personnel are provided in the City.

Policy 3.2      Continue to work with the community in operating citizen involved programs and patrols that promote mutual assistance and crime prevention activities among residents.

Policy 3.3      Incorporate crime prevention and defensible space into site plans and building designs for new development.

Policy 3.4      Ensure that all-weather and appropriate secondary access is provided to ensure timely emergency response. Require all residential development with 35 or more dwelling units to provide all-weather secondary access that meets City standards.



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EMERGENCY  
PREPAREDNESS  
AND HAZARD  
MITIGATION

Major emergencies occur periodically in all communities. Timely and coordinated action by agencies charged with responsibilities in the event of a disaster is necessary to mitigate the effect of a disaster on the human population and environment. Preventive measures and preparatory responses before an emergency occurs will hasten recovery.

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**Goal 4      An effective response of emergency services.**

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- Policy 4.1      Provide for and maintain a coordinated emergency services response to reduce community risks and property damage in the event of a disaster.
- Policy 4.2      Support the development and implementation of local preparedness plans and multi-jurisdictional cooperation for emergency situations consistent with the Standardized Emergency Management System (SEMS).
- Policy 4.3      Coordinate emergency response planning with Riverside County and the Federal Emergency Management Agency (FEMA).
- Policy 4.4      Encourage community-wide emergency preparedness among City residents and the business community.
- Policy 4.5      Regulate the location of critical facilities to ensure they continue to function after a disaster. Locate, when feasible, new essential public facilities outside of very high fire hazard severity zones, including but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communication facilities, or identify construction methods or other methods to minimize damage if these facilities are located in very high fire hazard severity zones.
- Policy 4.6      Discourage the closure of streets that limit or delay access for emergency services.
- Policy 4.7      Coordinate with local, state, and federal agencies to evaluate the capacity, safety, and viability of evacuation routes under a range of emergency scenarios, and update plans as necessary.



<b>Goal 5</b>	<b>A resilient, sustainable, and equitable community where risks to life, property, the economy, and the environment resulting from climate change, including extreme weather events, are minimized.</b>
Policy 5.1	Collaborate with local, regional, state and/or federal jurisdictions and agencies on climate resiliency and adaptation strategies.
Policy 5.2	Monitor climate change-related effects with local, regional, state, and/or federal partners to provide information of effectiveness of existing infrastructure and programs.

## IMPLEMENTATION PROGRAMS

The following Implementation Programs provide actions to implement Public Safety Element goals and policies.

### PS-1 NATURAL HAZARDS RISK REDUCTION

Reduce the risk to the community from hazards related to geologic conditions, seismic activity, wild land fires, and flooding by requiring feasible mitigation of such impacts on existing development, new development, and reuse projects. Assess development proposals for potential hazards pursuant to the California Environmental Quality Act (CEQA). Require measures to mitigate all identified significant public safety hazards. Address the following issues in the assessment:

- Steep slopes, unstable geologic materials and faulting;
- Flooding;
- Wild land and structural fires and adequacy of water pressure for fire fighting;
- Hazardous materials use, transport, storage or disposal; and
- Mitigate existing non-conforming development to contemporary fire safe standards, in terms of road standards and vegetative hazard.

Agency/Department: Planning, Building & Safety, Public Works  
Related Policies: 1.1, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9





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PS-2  
STRUCTURAL  
DESIGN

To minimize damage from earthquakes and other geologic activity, implement most recent and most stringent California and Uniform Building Code seismic requirements for structural design for new development and reuse projects.

Agency/Department: Planning, Building & Safety  
Related Policy: 1.2

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PS-3  
SOIL AND  
GEOLOGIC  
SURVEYS

During review of development and reuse proposals, require surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers where appropriate. Examples of when these surveys are required are:

- Prior to the development of any area with slopes more than 10 feet high at a gradient equal to or steeper than 2:1;
- Projects located within a State-delineated Seismic Hazard Zone for liquefaction or seismically-induced landsliding, in accordance with the California Geological Survey; or,
- Projects located within an Earthquake Fault Zone or within 150 feet of an active or potentially active fault.

If potential for fault displacement or liquefaction exists on the site, structures for human occupancy may not be placed there unless the seismic hazard is mitigated to an acceptable level.

Agency/Department: Public Works, Planning, Building & Safety  
Related Policy: 1.1

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PS-4  
LAND USE  
PLANNING AND  
NOTIFICATION

Implement the following actions to ensure that the land use planning and real estate processes fully account for the presence of seismic hazards in Temecula.

- Require that any person selling property within a delineated Earthquake Fault Zone, Liquefaction Zone, or Landslide Zone disclose this fact to any prospective purchaser.
- Work with the County of Riverside and California Geological Survey to monitor and compile information on faults within the Temecula Planning Area.
- Update the City's listing of hazardous unreinforced masonry buildings periodically. Provide technical assistance and funding to remediate these structures, as available.
- Develop a Land Use Suitability Matrix for Special Studies and County Fault Hazards Zones. The Matrix will categorize land uses according to risk and develop restrictions for these uses in zones.

Agency/Department: Planning, Building & Safety, Public Works  
Related Policies: 1.1, 1.3, 1.4

***Required by General Plan EIR***

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PS-5  
HILLSIDE  
DEVELOPMENT  
STANDARDS

Prepare and adopt hillside development standards for site development and drainage that work to control runoff for erosion control and water quality purposes. Require geotechnical investigations for areas of known or suspected geologic hazards.

Agency/Department: Planning, Public Works  
Related Policy: 1.5

***Required by General Plan EIR***

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PS-6  
FLOOD  
INSURANCE

Continue to participate in the National Flood Insurance Program (NFIP) administered through the Federal Emergency Management Agency (FEMA). The NFIP program provides federal flood insurance subsidies and federally financed loans for property owners in flood-prone areas.

Agency/Department: Public Works, Planning, Building & Safety  
Related Policies: 1.6, 1.7

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PS-7  
MITIGATE FLOOD  
HAZARDS

Mitigate flood hazards in Temecula by:

- Reviewing development proposals for projects within FEMA Special Flood Hazard Areas for consistency with City flood damage prevention and floodplain management regulations and FEMA requirements.
- Prohibiting development of any kind within the floodway portion of the 100-year floodplain.
- Maintaining a Dam Inundation Evacuation Plan as part of the Multi-Hazard Functional Plan.
- Coordinating planning projections with the Office of Emergency Services to ensure that dam safety plans reflect development in the community.

Agency/Department: Public Works, Planning, Building & Safety  
 Related Policies: 1.6, 1.7

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PS-8  
PROMOTE FIRE  
PREVENTION

Promote fire prevention in Temecula in the following ways:

- Work closely with the Fire Department to implement fire hazard education and fire prevention programs, including information about defensible space or evacuation routes.
- Work with the Fire Department to provide adequate infrastructure for water supply and fire flow in new and existing developments and establish fire prevention and mitigation measures in wild land fire hazard areas.
- Expand and improve vegetation management efforts in wild land fire hazard areas.
- Coordinate with the local water districts and Fire Department to ensure that water pressure for urban areas and sites to be developed is adequate for fire fighting purposes.
- Adopt and implement California Fire Code provisions and appropriate amendments to reflect Temecula’s topography, vegetation, and urban form.
- Support public education, information, fire prevention and fire law enforcement programs conducted by the Fire Department, with an emphasis on reaching at-risk populations.
- Support programs and plans, such as Strategic Fire Plans, consistent with state law that require fuel management/modification within established defensible space boundaries and when strategic fuel modification is necessary outside of defensible space, balance fuel management needs to protect structures with the preservation of native vegetation and sensitive habitats.



Agency/Department: Fire, Planning  
Related Policy: 1.8

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**PS-9  
REDUCE RISKS  
FROM  
HAZARDOUS  
MATERIALS**

Minimize public health and environmental risks from the use, transport, storage and disposal of hazardous materials through the following actions:

- Cooperate with federal, State, and local agencies to effectively regulate the management of hazardous materials and waste.
- Amend project applications to include requirements for submittal of information involving the proposed use, storage, handling, transport and/or disposal of hazardous materials/wastes and any previous use, storage, handling and/or disposal of such materials/wastes.
- Cooperate with the County of Riverside to implement applicable portions of the County Hazardous Waste Management Plan (HWMP) and the Hazardous Materials Area Plan (HMAP), as well as to maintain an inventory of facilities that store, handle, or transport hazardous materials.
- Establish transportation routes for the conveyance of hazardous materials. Transportation of hazardous materials shall be restricted through residential areas and arterials during peak hours.
- Implement the Multi-Hazard Functional Plan for accidents involving hazardous materials.

Agency/Department: Planning, Public Works, Building & Safety, Fire  
Related Policies: 2.1, 2.3

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**PS-10  
HOUSEHOLD  
HAZARDOUS  
WASTE PROGRAM**

Support efforts by the County Household Hazardous Waste Program to protect residents from dangers resulting from the use, transport and disposal of hazardous materials used in the home. The program includes public education about health and environmental hazards of household hazardous materials and periodic collection campaigns at established sites.

Agency/Department: Community Services, County Environmental Health Department  
Related Policy: 2.2

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PS-11  
NUCLEAR POWER  
PRODUCTION  
RISKS  
REDUCTION

Reduce nuclear power production risks in the following ways.

- Participate in programs and emergency response exercises with federal and State agencies and Southern California Edison to minimize the risks related to nuclear power production.
- Implement measures related to the San Onofre Nuclear Generating Station (SONGS) in the City’s Multi-Hazard Functional Plan to ensure that residents are prepared for any problems associated with the facility.

Agency/Department: Planning, Public Works, Building & Safety  
Related Policy: 2.6

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PS-12  
MINIMIZE  
CRIMINAL  
ACTIVITY

Protect residents and businesses from criminal activity by providing substantive levels of police protection and educating the public about methods to reduce criminal activity. The specific actions to implement these goals are identified below:

- When renewing the service contracts with the Riverside County Sheriff’s Department, ensure that contracted staffing levels are consistent with the population and geography of Temecula, and that sufficient emphasis is placed on staff and programs for crime prevention.
- Ensure the mutual aid agreements between the City and surrounding jurisdictions are in place for emergency situations.
- Use defensible space and lighting concepts in development projects designed to enhance public safety.
- Increase public awareness about criminal activity and crime prevention activities. Maximize the use of after school programs, volunteer and citizen programs, and other community oriented policing programs with the Police Department.

Agency/Department: City Manager’s Office, Police, Planning  
Related Policies: 3.1, 3.2, 3.3

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PS-13  
SECONDARY  
ACCESS

Require all residential development with 35 or more dwelling units to provide secondary access that meets full City standards to ensure timely emergency service response.

Agency/Department: Planning, Fire  
Related Policy: 3.4

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PS-14  
LOCAL HAZARD  
MITIGATION PLAN

Maintain the Local Hazard Mitigation Plan under provisions of the State Emergency Management System format to maximize the efforts of emergency service providers (e.g. fire, medical and law enforcement) and minimize human suffering and property damage associated with disasters. The Plan should identify resources available for emergency response and establish coordinated action plans for specific emergency situations and disasters including earthquakes, hazardous materials incidents, flooding, dam failure, wild land fire, incidents at the San Onofre Nuclear Generating Station, transportation incidents, and national security emergencies.

Agency/Department: City Manager's Office, Public Works,  
Police, Fire, Planning  
Related Policies: 4.1, 4.2, 4.3, 5.1, 5.2

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PS-15  
EMERGENCY  
PREPAREDNESS  
EDUCATION

Encourage resident participation in citizen-based programs and educate residents to take appropriate actions to safeguard life and property during and immediately after emergencies. Education about emergency preparedness can occur through the distribution of brochures, presentations to civic groups and homeowners associations and instruction to local schools.

Agency/Department: Planning, Police, Fire  
Related Policy: 4.1

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PS-16  
GRADING  
ORDINANCE

Prepare, adopt and implement a grading ordinance to ensure that grading associated with new development projects is conducted in accordance with appropriate geotechnical engineering standards

Agency/Department: Planning, Public Works  
Related Policy: 1.5  
***Required by General Plan EIR***

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**PLANNING COMMISSION  
PUBLIC REVIEW DRAFT**

**2021–2029**

**September 2021**

City of Temecula  
41000 Main Street  
Temecula, CA 92590  
<https://temeculaca.gov/>

# PLANNING COMMISSION PUBLIC REVIEW DRAFT 2021–2029 HOUSING ELEMENT

**PREPARED FOR: CITY OF TEMECULA**

41000 Main Street  
Temecula, CA 92590

**PREPARED BY: DE NOVO PLANNING GROUP**

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## **2021-2029 HOUSING ELEMENT ORGANIZATION**

### **Part 1: Housing Plan**

Part 1 of the 2021-2029 Housing Element is the City's "Housing Plan", which includes the goals, policies, and programs the City will implement to address constraints and needs. The City's overarching objective is to ensure that decent, safe housing is available to all current and future residents at a cost that is within the reach of the diverse economic segments which comprise Temecula.

### **Part 2: Background Report**

Part 2 of the 2021-2029 Housing Element is the "Background Report" which identifies the nature and extent of Temecula's housing needs, including those of special populations, potential housing resources (land and funds), potential constraints to housing production, and energy conservation opportunities. By examining the City's housings, resources, and constraints, the City can then determine a plan of action for providing adequate housing, as presented in Part 1: Housing Plan. In addition to identifying housing needs, the Background Report also presents information regarding the setting in which these needs occur. This information is instrumental in providing a better understanding of the community, which in turn is essential for the planning of future housing needs.

### **Appendix A: Housing Sites Inventory**

The Housing Element must include an inventory of land suitable and available for residential development to meet the City's regional housing need by income level.

### **Appendix B: Glossary**

The Housing Element includes, as Appendix B, a glossary of key terms and phrases.

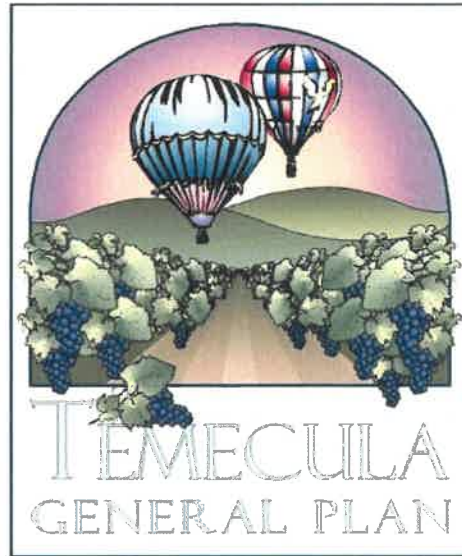
### **Appendix C: Public Engagement Summary**

As part of the Housing Element Update process, the City hosted numerous opportunities for the community and key stakeholders to provide feedback on existing housing conditions, housing priorities, priority areas for new residential growth, and topics related to fair housing. Public engagement was facilitated in both English and Spanish to further engage the Temecula community. Public participation played an important role in the refinement of the City's housing goals and policies and in the development of new housing programs, as included in Part 1: Housing Plan. The public's input also helped to validate and expand upon the contextual information included in Part 2: Background Report. The City's efforts to engage the community in a meaningful and comprehensive way are summarized in Appendix C.

### **Appendix D: 2017 Assessment of Fair Housing**

In 2017 the City of Temecula prepared an Assessment of Fair Housing. This Assessment provides the foundation and context for the City's Assessment of Affirmatively Furthering Fair Housing, as included in Part 2 of the Housing Element.

CITY OF TEMECULA  
GENERAL PLAN HOUSING ELEMENT  
PART 1: HOUSING PLAN



CYCLE 6 HOUSING ELEMENT UPDATE

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PC PUBLIC DRAFT



# I. INTRODUCTION

The eight-year plan is the centerpiece of the 2021-2029 Housing Element for Temecula. The Housing Plan sets forth the City's goals, policies, and programs to address the identified housing needs. Housing programs included in this plan define the specific actions the City will take to achieve specific goals and policies. The City's overall strategy for addressing its housing needs has been defined according to the six goals:

1. Providing adequate housing sites;
2. Assisting in development of affordable and special needs housing;
3. Removing constraints to housing production;
4. Conserving and improving existing housing stock;
5. Affirmatively furthering fair housing; and
6. Promoting public participation.

## A. Goals and Policies

### Provide Adequate Housing Sites

**Goal 1** Provide a diversity of housing opportunities that satisfy the physical, social, and economic needs of existing and future residents of Temecula.

**Discussion** The City provides for a mix of new housing opportunities by designating a range of residential densities and promoting creative design and development of vacant land and reuse of developed land. By providing for the construction of a range of housing, the needs of all sectors of the community can be met.

**Policy 1.1** Provide an inventory of land at varying densities sufficient to accommodate the existing and projected housing needs in the City.

**Policy 1.2** Encourage residential development that provides a range of housing types in terms of cost, density, unit size, configuration, and type, and presents the opportunity for local residents to live and work in the same community by balancing jobs and housing types.

- Policy 1.3** Require a mixture of diverse housing types and densities in new developments around the village centers to enhance their pedestrian orientation and diversity.
- Policy 1.4** Support the use of innovative site planning and architectural design in residential development.
- Policy 1.5** Encourage the use of clustered development to preserve and enhance important environmental resources and open space, consistent with sustainability principles.
- Policy 1.6** Encourage the development of compatible mixed-use projects that promote and enhance the village concept, facilitate the efficient use of public facilities, support alternative transit options, and provide affordable housing alternatives by establishing a program of incentives for mixed-use projects.
- Policy 1.7** Where feasible, use City-owned or City-controlled land for affordable housing projects.
- Policy 1.8** To the extent feasible, make use of the tools available to the City to assemble land or sell land at a write-down for affordable housing.
- Policy 1.9** Maintain adequate capacity to accommodate the City's unmet Regional Housing Needs Allocation (RHNA) for all income categories throughout the planning period.
- Policy 1.10** Allow by-right approval for housing developments proposed for non-vacant sites included in one previous housing element inventory and vacant sites included in two previous housing elements, provided that the proposed housing development consists of at least 20 percent lower income and affordable housing units.

### **Assist in Development of Affordable and Special Needs Housing**

**Goal 2 Provide housing for people of different economic segments and with special needs.**

**Discussion** The City of Temecula works to provide a variety of affordable housing opportunities for all economic segments of the community. By coordinating with other government agencies and nonprofit organizations to access funding sources for affordable housing and to partner in the creative provision of affordable housing, the City

helps provide safe and affordable housing for all residents in the community. The City is also committed to ensuring that adequate housing opportunities are available for persons with special needs, such as the elderly, persons with disabilities, including persons with developmental disabilities, large families, single-parent households, and the homeless.

**Policy 2.1** Promote a variety of housing opportunities that accommodate the needs of all income levels of the population, and provide opportunities to meet Temecula's fair share of extremely low-, very low-, low- and moderate- income housing by promoting the City's program of density bonuses and incentives.

**Policy 2.2** Support innovative public, private, and nonprofit efforts in the development of affordable housing, particularly for special needs groups.

**Policy 2.3** Encourage the use of nontraditional housing models, including single-room occupancy (SRO) or Efficiency Unit Housing structures and manufactured housing, to meet the needs of special groups for affordable housing, temporary shelter, and/or transitional housing.

**Policy 2.4** Pursue all available forms of private, local, state, and federal assistance to support development and implementation of the City's housing programs.

**Policy 2.5** Require that all new affordable housing developments incorporate energy- and water-efficient appliances, amenities, and building materials to reduce overall housing-related costs for future low- and moderate-income households and families.

**Policy 2.6** Establish and maintain a City database to monitor trends in the economy and Temecula's demographics to be able to anticipate shifts in trends, while continuing to provide relevant affordable housing.

**Policy 2.7** Develop and coordinate multi-agency, regional, and cross-jurisdictional approaches to homelessness and special needs housing, including transitional housing.

## **Remove Constraints to Housing Production**

**Goal 3 Reduce and/or remove governmental and non-governmental constraints in the maintenance, improvement, and development of housing, where appropriate and legally possible.**



**Discussion** The City’s goal is to reduce or remove constraints to the maintenance, improvement, and development of housing to ensure the provision of housing affordable to all members of the community. Governmental requirements for the development and rehabilitation of housing often add to the cost of the provision of affordable housing and may result in fewer opportunities for housing affordable to lower-income households. Although nongovernmental constraints like the cost of land, construction costs, and the availability of financing are primarily market-driven and generally outside direct government control, Temecula can influence and offset the negative impact of nongovernmental constraints through responsive programs and policies.

**Policy 3.1** Expedite processing procedures and fees for new construction or rehabilitation of housing.

**Policy 3.2** Consider mitigating development fees for projects that provide affordable senior housing, and special needs.

**Policy 3.3** Periodically review City development standards to ensure consistency with the General Plan and to ensure high-quality affordable housing.

**Policy 3.4** Monitor State and federal housing-related legislation, and update City plans, ordinances, and processes as appropriate to remove or reduce governmental constraints.

**Policy 3.5** Regularly identify and evaluate the impact of nongovernmental constraints on housing development and implement programs to reduce negative impacts.

## **Conserve and Improve Existing Housing Stock**

**Goal 4** Conserve the existing housing stock with an emphasis on affordable housing.

**Discussion** Along with providing for new affordable housing opportunities, the City also has a goal to preserve existing affordable housing opportunities for residents. By providing incentives and programs to maintain both the affordability and the structural integrity of existing units, the City ensures that affordable housing opportunities are preserved as the housing stock ages.

**Policy 4.1** Monitor the number of affordable units eligible for conversion to market-rate units and continue the means to minimize the loss of these units.

**Policy 4.2** Develop programs directed at rehabilitating and preserving the integrity of existing housing stock for all income levels.

**Policy 4.3** Support the efforts of private and public entities in maintaining the affordability of units through implementation of energy conservation and weatherization programs.

### **Affirmatively Further Fair Housing**

**Goal 5 Affirmatively further fair housing, providing equal housing opportunity for all residents in Temecula.**

**Discussion** In order to make provisions for the housing needs of all segments of the community, the City must affirmatively further fair housing and ensure that equal and fair housing opportunities are available to all residents.

**Policy 5.1** Encourage and support the enforcement of laws and regulations prohibiting discrimination in lending practices and insurance practices to purchase, sell, rent, and lease property.

**Policy 5.2** Support fair housing efforts to ensure that all income segments of the community have unrestricted access to appropriate housing.

**Policy 5.3** Encourage housing design standards that promote the accessibility of housing for persons with special needs, such as the elderly, persons with disabilities, including persons with developmental disabilities, large families, single-parent households, and the homeless.

**Policy 5.4** Encourage and consider supporting local private nonprofit groups that address the housing needs of the homeless and other disadvantaged groups.

**Policy 5.5** Prohibit discrimination in the sale or rental of housing based on age, familial status, race, ethnicity, gender, sexual orientation, or other protected characteristics for all housing projects approved by the City.

**Policy 5.6** Encourage the equitable spatial distribution of affordable housing throughout the City, particularly where adequate support facilities exist (i.e. alternative transportation, jobs, etc.).

**Policy 5.7** Educate the public on lower-income and special needs housing through existing annual reports or other forms of media.

**Policy 5.8** Assist in affirmatively furthering and enforcing fair housing laws by providing support to organizations that provide outreach and education regarding fair housing rights, receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.

**Policy 5.9** Accommodate persons with disabilities who seek reasonable waiver or modification of land use controls and/or development standards pursuant to procedures and criteria set forth in the Zoning Ordinance.

### **Promote Public Participation**

**Goal 6 Encourage collaboration between housing developers and neighborhood organizations on affordable housing projects and addressing neighborhood concerns.**

**Discussion** The promotion of public participation in the planning process is an important responsibility for local agencies. Residents and other stakeholders like the development community and neighborhood organizations are all influenced by the City's housing plans and programs and their input must be considered and reflected in the City's decision-making process.

**Policy 6.1** Use the public participation process to educate the public on lower-income and special needs housing through existing annual reports or other forms of media.

**Policy 6.2** Strengthen opportunities for participation in the approval process for all housing projects, including affordable housing.

## **B. Housing Programs**

The goals and policies contained in the Housing Plan address Temecula's identified housing needs and are implemented through a series of housing programs. Housing programs include both programs currently in operation in the city and new programs that have been introduced to address the unmet housing needs, affirmatively further fair housing, and ensure that Temecula's housing goals, policies, and programs are aligned with federal and state requirements. This section provides a description of each housing program and future program goals, along with identifying the program funding sources, responsible agency, and time frame for implementation.



## **Provide Adequate Housing Sites (Goal 1)**

A key element in satisfying the housing needs of all segments of the community is the provision of adequate sites for housing of all types, sizes, and prices. This is an important function in both zoning and General Plan designations.

### **1. Land Use Policy and Development Capacity**

The Land Use Element of the Temecula General Plan and the City's Development Code designates land within the city for a range of residential densities that support residential development suitable for all income levels. The City of Temecula received a RHNA of 4,193 units for the 2021-2029 RHNA period. After credits for constructed units (27) and approved units (132) are taken into consideration, the City of Temecula has a remaining 2021-2029 RHNA of 4,034 units, including 1,327 extremely/very low-income, 702 low-income, 757 moderate-income and 1,249 above moderate-income units.

The residential sites inventory consists of accessory dwelling units, vacant residential land exclusive of Specific Plan areas, and vacant residential land inside Specific Plan areas. Together, these resources have the capacity to accommodate at least 9,347 new units at all income levels. These sites can accommodate the remaining RHNA for all income levels through year 2029. The City will continue to maintain an inventory of available sites for residential development and will continue to make it available on the City's website; it will also be provided to prospective residential developers upon request.

#### ***Eight-Year Objectives***

- The City will regularly monitor the availability of sites zoned for residential uses to ensure sufficient capacity exists to accommodate Temecula's Regional Housing Need Allocation at all income levels for the duration of the planning period.
- The City will continue to maintain an inventory of sites suitable for residential development and provide that information online and to interested developers.
- The City will encourage the reservation of land that is currently designated for multiple-family development by providing the multi-family sites inventory to multi-family housing developers to solicit development interest. The City will update the multi-family sites inventory at least once a year.

- The City will continue to allow residential mixed use to be permitted at a density of at least 30 units per acre to encourage the construction of multi-family housing by right. In addition, the City will continue to provide appropriate flexible development standards such as increased building height and shared parking opportunities for developments with minimum densities of 20 dwelling units per acre in the Zoning Ordinance.
- The City will continue to promote its Affordable Housing Overlay (AHO) Zoning District, which is applicable to over 100 acres in the City and has resulted in the approval of multiple affordable housing projects during the prior planning period. Information related to the AHO will continue to be provided online and proactively to affordable housing developers working in and around the City of Temecula. As part of preapplication meetings (which are provided at no charge), the City will continue to educate the development community on the AHO and highlight the opportunities to develop affordable housing in the City of Temecula.

***Responsible Agencies***

- Planning Department

***Funding Sources***

- Departmental Budget

***Timeframe***

- Ongoing implementation and annual reporting throughout the planning period

**2. Maintain Adequate Sites Throughout the Planning Period**

The City will monitor the consumption of residential acreage, including review of proposed General Plan amendments, Zoning map amendments, and development projects, to ensure an adequate inventory is available to meet the City’s 2021-2029 RHNA obligations. The City will develop and implement a monitoring procedure pursuant to Government Code Section 65863 and will make the findings required by that code section if a site is proposed for development with fewer units or at a different income level than shown in the Housing Element. Should an approval of development result in a reduction of capacity below the residential capacity needed to accommodate the remaining need for lower income, moderate, or above

moderate income households, the City will identify and, if necessary, rezone sufficient sites within 180 days to accommodate the shortfall and ensure “no net loss” in capacity to accommodate the RHNA, consistent with State law. Any site rezoned will satisfy the adequate site requirements of Section 65583.2 and will be consistent with the City’s obligation to affirmatively further fair housing.

#### ***Eight-Year Objectives***

- Review each housing approval on sites listed in the Housing Element and make findings required by Government Code Section 65863 if a site is proposed with fewer units or a different income level than shown in the Housing Element.
- If insufficient suitable sites remain at each income level, identify and, if necessary, rezone sufficient sites within 180 days.
- Identify additional sites that may be required to be upzoned to meet “no net loss” requirements for Housing Element adoption in 2025 (a mid-cycle review). Any site identified to be upzoned will satisfy the adequate site requirements of Section 65583.2 and will be consistent with the City’s obligation to affirmatively further fair housing.
- Report as required through the HCD annual reporting process.

#### ***Responsible Agencies***

- Planning Department

#### ***Funding Sources***

- Departmental Budget

#### ***Timeframe***

- Ongoing implementation, at time of approval of a project on a site listed in the Housing Element, and annual reporting throughout the planning period

### **3. Public Property Conversion to Housing Program**

The City will maintain a list of surplus City-owned lands, including identification of address, APN, General Plan land use designation, zoning, current use, parcel size, and status of surplus land or exempt surplus land. The City will work with non-profits and other public agencies to evaluate



the feasibility of transferring surplus City-owned lands identified to be feasible for conversion to affordable housing and not committed to other City purposes for use in the development of affordable housing by the private sector. The inventory will be updated annually in conjunction with the APR (Program 1). Any disposition of surplus lands shall be conducted consistently with the requirements of Government Code Section 54220 et. seq.

#### ***Eight-Year Objectives***

- Maintain an accurate list of surplus City-owned lands for the duration of the planning period
- Collaborate with developers of affordable housing to explore opportunities to develop affordable housing at City-owned lands

#### ***Responsible Agencies***

- Planning Department

#### ***Funding Sources***

- Departmental Budget and federal and State technical assistance grants

#### ***Timeframe***

- Annually

### **4. Replacement of Affordable Units**

Consistent with the requirements of Government Code Section 65583.2(g), development projects on sites in the housing inventory (Appendix A) that have, or have had within the past five years, residential uses restricted to rents affordable to low or very low income households or residential uses occupied by low or very low income households, shall be conditioned to replace all such units at the same or lower income level as a condition of any development on the site and such replacement requirements shall be consistent with Section 65915(c)(3).

#### ***Eight-Year Objectives***

- Identify need for replacement for all project applications and ensure replacement, if required, is carried out

### *Responsible Agencies*

- Planning Department

### *Funding Sources*

- Departmental Budget; replacement costs to be borne by development of any such site

### *Timeframe*

- Ongoing

## **5. Accessory Dwelling Units**

Accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs) help meet the City's housing needs for all income levels and also provide a housing resource for seniors and low- and moderate-income households throughout the entire community, not just in any single geographic area. The City will continue to apply Development Code regulations that allow accessory units (also known as second units or granny flats) by right in all residential zones, in accordance with State law. The City of Temecula will continue to amend the ordinance based on future changes to State law and work with HCD to ensure continued compliance with State law. The City will also continue to monitor the extent of ADU production to ensure that the ordinance modifications are successful and that the Housing Element goals can be met.

### *Eight-Year Objectives*

- Survey and evaluate potential methods to encourage ADU development throughout the community and adopt appropriate procedures, policies, and regulatory provisions.
- Monitor State law for future updates to ADU regulations and update the City's Development Code to be consistent with future updates as needed.
- Continue educating the community on the opportunity to develop ADUs and promote the development of ADUs affordable to lower-income households.
- Prepare and adopt "permit ready" ADU plans to promote the development of ADUs in all geographic areas of the City.

### ***Responsible Agencies***

- Planning Department

### ***Funding Sources***

- Departmental Budget

### ***Timeframe***

- Adopt “permit ready” ADU plans by December 31, 2022; ongoing education of ADU development options and distribution of material online and at City Hall

## **Assist in the Development of Affordable and Special Needs Housing (Goal 2)**

New construction is a major source of housing for prospective homeowners and renters. However, the cost of new construction is substantially greater than other program options. Incentive programs, such as density bonuses, offer a cost-effective means of providing affordable housing. Other programs, such as the County’s First Time Home Buyer Program, increase the affordability of new and existing housing. Additionally, the programs to work with the development community to promote the production of housing suitable for persons with special needs can help ensure that equal opportunities are available for persons of different economic backgrounds and housing needs.

## **6. Density Bonus Ordinance**

The City will provide for density bonuses consistent with State law, including provisions for density bonuses and incentives for projects that contain 100% very low and low income units. The City will monitor State law updates which impact density bonuses and will update local plans and programs as necessary.

### ***Eight-Year Objectives***

- Continue to encourage density bonus opportunities which increase the total allowable density for senior and affordable housing projects.
- Monitor State law for updates to density bonus regulations and update the City’s Development Code as needed.



### *Responsible Agencies*

- Planning Department

### *Funding Sources*

- Departmental Budget

### *Timeframe*

- Ongoing implementation

## **7. Land Assemblage and Affordable Housing Development**

The City can utilize CDBG funds to purchase land for the development of lower- and moderate-income housing.

### *Eight-Year Objectives*

- The City will continue to acquire land for use in the provision of affordable housing.
- The City will facilitate the development of housing units affordable to lower-income households by publicizing its density bonus program and its incentives, and by making this information available to developers and nonprofit housing agencies through the development application process.

### *Responsible Agencies*

- Planning Department

### *Funding Sources*

- CDBG Funds

### *Timeframe*

- Ongoing, as projects are processed through the Planning Department. The City will publicize program incentives on the City's website on an on-going basis. The City will acquire land if, and when, the City has available funds to do so. The City will begin a project if and when funds are secured to do so.

## 8. Housing for Extremely Low-Income Households

Under state law, the City shall identify zoning to encourage and facilitate housing suitable for extremely low-income households, such as supportive housing and efficiency unit housing. The City allows Efficiency Unit Housing in the Medium and High Density Residential zoning districts and conditionally permits them in the Community Commercial and Professional Office zones.

### *Eight-Year Objectives*

- The City will encourage the development of housing for extremely low-income households through a variety of activities, such as conducting outreach to housing developers on an annual basis, providing financial assistance (when feasible) or in-kind technical assistance or land write-downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus.

### *Responsible Agencies*

- Planning Department

### *Funding Sources*

- Departmental Budget

### *Timeframe*

- Ongoing, as projects are processed through Planning Department and annual outreach with local developers

## 9. Special Needs Housing Construction

Special needs housing developers work to ensure housing opportunities are available that are accessible to and supportive of persons and households with special needs, such as persons with developmental disabilities. The City will continue to encourage qualified housing developers to pursue development of housing that addresses populations with special housing needs in the City. The City will continue to collaborate with housing developers, specifically special needs housing developers, to identify potential sites, write letters of support to help secure governmental and private-sector

funding, and offer technical assistance related to the application of City incentive programs (e.g., density bonus).

***Eight-Year Objectives***

- The City will advise developers regarding the community’s special needs populations and work with developers to promote the inclusion of product types and units that meet the needs of the City’s special needs groups.

***Responsible Agencies***

- Planning Department

***Funding Sources***

- Departmental Budget

***Timeframe***

- Contact with developers at least annually and on an ongoing basis to implement the above objectives

**10. Mortgage Credit Certificate Program**

The Mortgage Credit Certificate (MCC) program is administered countywide by the County of Riverside Economic and Development Agency (EDA) and is a way for the City to further leverage homeownership assistance. MCCs are certificates issued to income-qualified first time home buyers authorizing the household to take a credit against federal income taxes of up to 20% of the annual mortgage interest paid. This tax credit allows the buyer to qualify more easily for home loans as it increases the effective income of the buyer.

***Eight-Year Objectives***

- The City will continue to promote the regional Mortgage Credit Certificate program to assist an average of ten households annually by publicizing the program and making the program known to developers and nonprofit housing agencies.

***Responsible Agencies***

- Planning Department

### *Funding Sources*

- Departmental Budget

### *Timeframe*

- Ongoing

## **11. Energy Conservation and Energy Efficiency**

The City will encourage the use of energy conservation features in residential construction and remodeling.

### *Eight-Year Objectives*

- The City will partner with Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) to promote energy-saving programs such as the Residential Multifamily Energy Efficiency Rebate program, the Heating and Cooling Rebate program, and incentives of up to \$4,000 available to SCE and SoCalGas residential customers.
- The City will annually ensure that local building codes are consistent with state-mandated green building standards.
- The City will be responsible for implementing the state's energy conservation standards (e.g., Title 24 Energy Standards). This includes checking building plans and other written documentation showing compliance and inspecting construction to ensure that the dwelling units are constructed according to those plans. Applicants for building permits must show compliance with the state's energy conservation requirements at the time building plans are submitted.
- The City will review the General Plan to determine if updates are needed to support and encourage energy efficiency in existing and new housing, especially in areas of the City with lower CalEnviroScreen scores which may suffer from elevated levels of environmental burdens.

### *Responsible Agencies*

- Planning Department

### *Funding Sources*

- Departmental Budget



### *Timeframe*

- Ongoing, as programs are available. Annually review local building codes, as projects are processed through Planning Department and annual outreach with local developers

## **Remove Constraints to Housing Production(Goal 3)**

Under state law, the Temecula Housing Element must address, and where appropriate and legally possible remove, governmental constraints to the maintenance, improvement, and development of housing. The City must also consider the role of nongovernmental constraints to housing development and, to the extent feasible, develop programs to reduce the impacts of nongovernmental constraints. The following programs are designed to lessen constraints to housing development.

## **12. Development Fees**

Developers of affordable/senior housing may qualify to receive from the City of Temecula a deferral of development fees or a reimbursement of development fees paid by the developer. Typically, developers of affordable/senior housing pay the City the required development fees. If the development qualifies for a deferral of development fees or a reimbursement of development fees, the developer enters into a contract with the City or other agency, which then sets the terms of the deferral or reimburses the developer for the fees paid.

### *Eight-Year Objectives*

- The City of Temecula will continue to enter into development agreements with qualifying senior/affordable housing projects on a case-by-case basis to provide deferral and/or reimbursement of development fees.

### *Responsible Agencies*

- Planning Department

### *Funding Sources*

- Departmental Budget

### *Timeframe*

- Ongoing, as projects are processed through the Planning Department

### **13. Expedite Processing of Affordable Housing Projects**

Under state housing law, residential projects with an affordable component have priority processing when it comes to the provision of water service from water purveyors. Similarly, the City of Temecula will continue to expedite processing of affordable housing projects.

#### ***Eight-Year Objectives***

- The City will continue to implement expedited review to all projects with an affordable housing component.
- The City will need to develop objective criteria to evaluate affordable housing projects to qualify them for expedited processing.
- The City will continue to prioritize projects based on the level of affordability being proposed in order to meet its regional housing need.

#### ***Responsible Agencies***

- Planning Department

#### ***Funding Sources***

- Departmental Budget

#### ***Timeframe***

- Ongoing, as projects are processed through the Planning Department. The City already prioritizes affordable housing project processing. The City will advertise via the City's website.

### **14. Emergency Shelters and Transitional/Supportive Housing**

The Temecula Development Code provides for the provision of emergency shelters and transitional/supportive housing within the City consistent with State law.

#### ***Eight-Year Objectives***

- The City will continue to permit emergency shelters and transitional/supportive housing as identified in the Development Code consistent with Government Code requirements.

- The City will continue to work with public agencies and private entities to provide adequate resources for the community's homeless population. The City will also, to the extent feasible, participate in efforts to unite organizations and entities that provide services to the homeless.

***Responsible Agencies***

- Planning Department

***Funding Sources***

- Departmental Budget

***Timeframe***

- Ongoing implementation and annual reporting throughout the planning period

**15. Periodic Consistency Review of General Plan, Municipal Code, and State Law**

To minimize governmental constraints due to inconsistencies between the City's General Plan, Municipal Code, California codes, state law, or regulatory requirements, the City will conduct a biannual review of the Municipal Code and General Plan to ensure internal consistency and to ensure consistency with legislative and regulatory amendments, adoption of new state laws, and policy changes resulting from case law.

***Eight-Year Objectives***

- City staff will track and stay abreast of changes in state housing law and work with the City Attorney to incorporate changes into the General Plan and Municipal Code in order to reduce or remove housing constraints.
- The City Attorney will advise staff on significant case law interpretations that may cause the need to amend the General Plan or Municipal Code.

***Responsible Agencies***

- Planning Department

### *Funding Sources*

- Departmental Budget

### *Timeframe*

- Biannually review for consistency

## **16. Zoning Code Amendments – Housing Constraints**

The City shall update the Zoning Code to remove constraints to a variety of housing types and ensure the City's standards and permitting requirements are consistent with State law. The update shall address the following:

- A. **Low barrier navigation centers:** The Zoning Code shall be updated to define and permit low barrier navigation centers consistent with the requirements of Government Code Sections 65660 through 65668, including treating low barrier navigation centers as a use by right in areas zoned for mixed use and nonresidential zones permitting multifamily uses.
- B. **Agricultural worker housing:** The Zoning Code will be updated to define agricultural worker housing and to identify that any agricultural worker housing consisting of no more than 36 beds in a group quarters or 12 units or spaces shall be deemed an agricultural land use and permitted in the same manner as agricultural uses consistent with Health and Safety Code Section 17021.6. The Zoning Code will also be updated to provide for streamlined, ministerial approval of agricultural worker housing that meets the requirements of Health and Safety Code Section 17021.8.
- C. **Employee housing:** The Zoning Code will be updated to define employee housing separately from agricultural worker housing and to clarify that employee housing serving six or fewer employees shall be deemed a single family structure and shall be subject to the same standards for a single family residence in the same zone.
- D. **Streamlined and ministerial review for eligible affordable housing projects:** The Zoning Code will be updated to ensure that eligible multifamily projects with an affordable component are provided streamlined review and are only subject to objective design standards consistent with relevant provisions of SB 35 and SB 330 as provided by applicable sections of the Government Code, including but not limited to Sections 65905.5, 65913.4, 65940, 65941.1, 65950, and 66300. State law defines objective design standards as those that



“involve no personal or subjective judgement by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and public official prior to submittal.”

- E. **Emergency shelter parking:** The Zoning Code will be updated to require sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone, in compliance with AB 139.
- F. **Accessory Dwelling Units in PDO Zones:** The City will amend Planning Development Ordinance Zones 2 and 7 to specifically allow for Accessory Dwelling Units consistent with State law.

#### *Eight-Year Objectives*

- Ensure that the City’s Zoning Code is consistent with State law and update the Zoning Code as needed to comply with future changes.

#### *Responsible Agencies*

- Planning Department

#### *Funding Sources*

- Departmental Budget

#### *Timeframe*

- Zoning Code Amendments adopted by February 2023

### **Conserve and Improve Existing Housing Stock (Goal 4)**

A community’s existing affordable housing stock is a valuable resource that should be conserved and, if necessary, improved to meet habitability requirements.

### **17. Preserve At-Risk Housing Units**

The City of Temecula will implement the following programs on an ongoing basis to conserve the community’s affordable housing stock.

- a. **Monitor Units At Risk:** Monitor projects at risk of converting to market rate within the planning period.

- b. *Work with Potential Purchasers:*** Establish contact with public and nonprofit agencies interested in purchasing and/or managing units at risk.
- c. *Tenant Education:*** The California Legislature passed AB 1701 in 1998, requiring that property owners give a nine-month notice of their intent to opt out of low-income restrictions. The City will work with tenants of at-risk units and provide them with information regarding tenant rights and conversion procedures. The City will also provide tenants with information regarding Section 8 rent subsidies through the Riverside County Housing Authority and other affordable housing opportunities.
- d. *Assist Tenants of Existing Rent-Restricted Units to Obtain Priority Status on Section 8 Waiting List:*** Work with the Riverside Housing Authority to place tenants displaced from at-risk units on a priority list for Section 8 rental assistance.

#### ***Eight-Year Objectives***

- The City will monitor the status of affordable projects at risk of converting to market rate.
- The City will identify nonprofit organizations as potential purchasers/managers of at-risk housing units.
- The City will explore funding sources available to preserve the affordability of projects at risk of converting to market rate or to provide replacement units.
- The City will assist qualified tenants to apply for priority status on the Section 8 voucher/certificate program immediately should the owners of the at-risk project choose not to enter into additional restrictions.

#### ***Responsible Agencies***

- Planning Department and Riverside Housing Authority

#### ***Funding Sources***

- CDBG Funds, and Section 8 Vouchers/ Certificates

#### ***Timeframe***

- Annually monitor

## **18. Code Enforcement**

While the majority of the existing housing stock in Temecula is less than 30 years old, there is a need to enforce housing maintenance for some of the older housing units. The City implements a code enforcement program to correct housing and building code violations. The City has adopted and enforces the Uniform Building Code (UBC).

### ***Eight-Year Objectives***

- The City will continue to seek voluntary compliance for code-related issues and violations to enforce the UBC and offer information regarding the City's housing rehabilitation programs to low- and moderate-income households cited for code violations.

### ***Responsible Agencies***

- Planning Department

### ***Funding Sources***

- Departmental Budget

### ***Timeframe***

- Ongoing

## **19. Residential Improvement Program**

The City adopted a Five-Year Consolidated Plan and became a CDBG Entitlement City as of July 2012. The Five-Year Consolidated Plan includes funding a new Residential Improvement Program with CDBG funds.

### ***Eight-Year Objectives***

- The City will utilize CDBG funds or other funds, as available, to provide financial assistance for minor repairs of homes owned and occupied by lower-income homeowners. Eligible repairs include plumbing, electrical, painting, carpentry, roof repairs, and masonry work.

### ***Responsible Agencies***

- Planning Department

### *Funding Sources*

- CDBG Funds

### *Timeframe*

- Ongoing, as funding is available

## **20. Section 8 Rental Assistance Program**

The Section 8 rental assistance program extends rental subsidies to very low-income families and the elderly that spend more than 30% of their income on rent. The Section 8 certificate subsidy represents the difference between the excess of 30% of the monthly income and the actual rent (up to the federally determined Fair Market Rent (FMR)). Most Section 8 assistance is issued to recipients as vouchers, which permit tenants to locate their own housing and rent units beyond the FMR, provided the tenants pay the extra rent increment.

The City contracts with the Riverside County Housing Authority to administer the Section 8 Certificate/Voucher Program.

### *Eight-Year Objectives*

- The City will continue to contract with the County of Riverside to administer the Section 8 Rental Assistance Program and provide rental assistance to at least 105 very low-income Temecula households.
- The City will support the County of Riverside's applications for additional Section 8 allocation.
- The City will promote the Section 8 program to second unit owners by publicizing this program and making the information known to City and County agencies and to housing nonprofits.

### *Responsible Agencies*

- Planning Department

### *Funding Sources*

- HCD Section 8 allocations

### *Timeframe*

- Ongoing



## **21. Mobile Home Assistance Program (MPAP)**

To preserve affordable housing opportunities found within mobile home parks, the California Department of Housing and Community Development (HCD) provides financial and technical assistance to low-income mobile home park residents through the Mobile Home Assistance Program (MPAP). The MPAP provides loans of up to 50% of the purchase price plus the conversion costs of the mobile home park so that low-income residents or organizations formed by low-income residents can own and/or operate the mobile home park.

Heritage Mobile Home Park is the only mobile home park in Temecula. The owners have indicated that they intend to operate the park indefinitely. In the event that the owners decide to close the park, the City will work with the tenants to acquire funding through the MPAP program.

### ***Eight-Year Objectives***

- The City will provide technical assistance to Heritage Mobile Home Park residents in pursuing MPAP funds in the event that the owners propose to close the mobile home park.

### ***Responsible Agencies***

- Planning Department

### ***Funding Sources***

- Departmental Budget

### ***Timeframe***

- Ongoing, as funding is available

## **Affirmatively Further Fair Housing (Goal 5)**

The City of Temecula is committed to implementing programs that affirmatively further fair housing.

## **22. Equal Housing Opportunity**

In order to make adequate provision for the housing needs of all economic segments of the community, the housing program must include actions that affirmatively further fair housing and promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, disability, or other protected characteristics.

The Riverside County Consortium, of which the City is a member, has adopted an Analysis of Impediments (AI) to Fair Housing Choice and has conducted fair housing planning to implement the recommendations identified in the AI.

The Fair Housing Program of Riverside County maintains a comprehensive approach to affirmatively further and ensure equal access to housing for all persons. The three major components of this approach are education, training/technical/consultant assistance, and fair housing rights assistance.

The Fair Housing Program of Riverside County is also an advocate for affordable housing, legislative reform, local compliance, and research projects relative to fair housing and human rights issues. The agency works with the California Department of Fair Employment and Housing and HUD in the referral, enforcement, and resolution of housing discrimination cases.

In 2017, the City prepared an Assessment of Fair Housing which included a thorough analysis of fair housing issues and goals and programs related to affirmatively furthering fair housing. This Assessment is included as Appendix D to the Housing Element and provides a detailed roadmap for addressing fair housing issues. The Housing Plan includes the City's 2017 Assessment of Fair Housing by reference and directs the City to implement the programs identified therein in accordance with the Assessment's direction.

### ***Eight-Year Objectives***

- Temecula will continue to participate in the Riverside County Consortium in implementing the fair housing plan.
- The City will place fair housing brochures at City counters, public libraries, the Temecula Community Center, and the Temecula Community Recreation Center. Material will be provided in English and Spanish. Copies will also be made available for other venues as requested or identified at later dates.
- The City will continue to post information regarding fair housing services on the City website. Information will be provided in English and Spanish. Future fair housing workshops can also be advertised on the City website.
- The City will continue to provide referral services to the Fair Housing Program of Riverside County for residents inquiring about fair housing issues.

- The City will continue to update its fair housing brochures to conform to state law.
- The City will undertake ongoing efforts to educate the public about affordable housing.
- The City will work with the Fair Housing Program of Riverside County to identify any specific geographic areas in the City which have higher levels of discrimination claims and will target outreach and education to these areas.
- The City will continue to utilize CDBG funds to affirmatively further fair housing choice through the provision of fair housing education, counseling, anti-discrimination and landlord-tenant mediation services and to provide equal housing opportunities for protected classes.
- Implement the programs identified in the City of Temecula 2017 Assessment of Fair Housing

***Responsible Agencies***

- Planning Department

***Funding Sources***

- CDBG

***Timeframe***

- Ongoing

**23. Housing Referral Directory**

The City provides housing referral services through its Housing Referral Directory. People contacting the City are provided information on housing projects offering housing specific to a person’s needs.

***Eight-Year Objectives***

- The City will continue to offer housing referral services through its Housing Referral Directory.

***Responsible Agencies***

- Planning Department

### *Funding Sources*

- Departmental Budget

### *Timeframe*

- Ongoing, as funding is available

## **24. Economic Displacement Risk Analysis**

The City of Temecula can reduce the impact of displacement when it occurs by preventing practices that increase or enable displacement. To determine if market force economic displacement is occurring due to development of new housing, increased housing costs, or other factors, the City will conduct a study to determine if individuals and families are being displaced and to evaluate local conditions that may contribute to displacement. The study will analyze gentrification locally and will assess how new development and community investments may potentially influence displacement. If this study shows that displacement is occurring, the City will develop an action program based on the identified causes of displacement, including specific actions to monitor and mitigate displacement. Annual review of the action program may result in modifications to further reduce displacement risk. This program addresses the fair housing issue of disproportionate housing needs, including displacement risk.

### *Eight-Year Objectives*

- Conduct a Displacement Risk Analysis Study to identify the local conditions that lead to displacement and develop and implement an action program based on the results. Identify potential partners to participate in the study that specialize in eviction-related topics related to displacement. Annually monitor program effectiveness.

### *Responsible Agencies*

- Planning Department

### *Funding Sources*

- Departmental Budget



### *Timeframe*

- Conduct study by December 31, 2023 and begin to establish resulting programs by June 1, 2024. Ongoing implementation and annual reporting throughout the planning period.

### **Promote Public Participation (Goal 6)**

The City of Temecula values the role the public plays in planning for fair and equitable housing options for current and future residents.

### **25. Housing Element Monitoring and Reporting**

To ensure that the housing programs identified in this Housing Element are implemented and achieve their goals, an accurate monitoring and reporting system is required.

Service agencies receiving CDBG funding from the City are required to report on their program accomplishments at least annually. Records from service agencies help the City assess the extent of housing and supportive service needs, particularly regarding special needs populations.

The City is also required to submit annual reports to the state addressing its success in implementing the General Plan and Housing Element. These reports provide decision-makers with useful information regarding how successful the housing programs are in meeting the needs of the community.

### *Eight-Year Objectives*

- The City will continue to require that service agencies report their accomplishments annually. This information will be used by the City to assess the community's housing needs and how well these needs are being met by the existing programs.
- The City will continue to submit annual reports to the state assessing the implementation of the General Plan and Housing Element.

### *Responsible Agencies*

- Planning Department

### *Funding Sources*

- Departmental Budget and CDBG Funds

*Timeframe*

- Annually

## II. QUANTIFIED OBJECTIVES

State law requires the Housing Element to include quantified objectives for the maximum number of units that can be constructed, rehabilitated or conserved. Policies and programs establish the strategies to achieve these objectives. The City’s quantified objectives are described under each program, and represent the City’s best effort in implementing each of the programs. Assumptions are based on past program performance and funding availability, construction trends, land availability, and future programs that will enhance program effectiveness and achieve full implementation of the City’s housing goals.

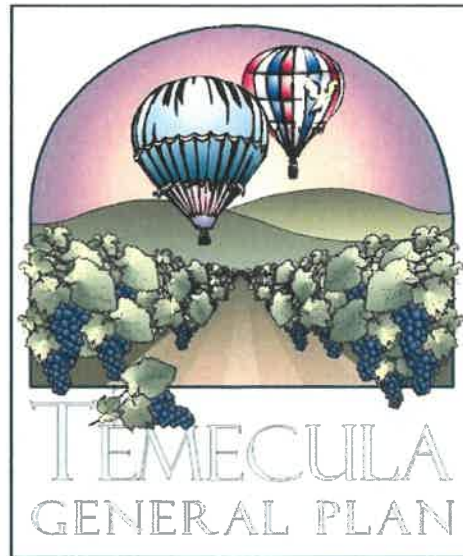
The new construction objectives shown in the table are based on the City’s RHNA for the 2021-2029 planning period for very low-, low and moderate-income housing, historic trends, and expectations for new second units. Rehabilitation and conservation objectives are based on specific program targets, including such programs as use of Section 8 rental housing vouchers.

The table below summarizes the City’s quantified objectives for housing during the 2021-2029 planning period.

*Table 1: Quantified Objectives 2021-2029*

<b>Income Category</b>	<b>New Construction</b>	<b>Rehabilitation</b>	<b>Conservation/ Preservation</b>
Extremely Low	136	0	180
Very Low	136	35	
Low	240	0	
Moderate	622	0	0
Above Moderate	1,004	0	0
<b>Totals</b>	<b>2,138</b>	<b>35</b>	<b>180</b>

CITY OF TEMECULA  
GENERAL PLAN HOUSING ELEMENT  
PART 2: BACKGROUND REPORT



CYCLE 6 HOUSING ELEMENT UPDATE

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# TABLE OF CONTENTS

Cycle 6 Housing Element Update .....	1
I. Introduction .....	1
A. Community Context .....	1
B. State Policy and Authorization .....	2
C. Organization of the Housing Element Background Report and Policy Document .....	3
D. Relationship to Other General Plan Elements .....	4
E. Data Sources and Glossary .....	4
F. Public Participation .....	5
II. Accomplishments Under the 5th Cycle Housing Element .....	11
A. Review of 5 <sup>th</sup> Cycle Housing Element .....	11
B. Housing Production During 5th Cycle RHNA Period .....	11
C. Appropriateness and Effectiveness of 5th Cycle Housing Element .....	12
III. Housing Needs Assessment .....	25
1. Introduction and Background .....	25
2. Population Trends and Characteristics .....	26
C. Household Characteristics .....	31
D. Income .....	33
E. Housing Characteristics .....	37
F. Housing Costs .....	42
G. Future Housing Needs .....	51
H. Special Needs Groups .....	52
I. Units at Risk of Conversion .....	66
J. Estimates of Housing Need .....	69
IV. Constraints on Housing Production .....	71
A. Potential Non-Governmental Constraints .....	71
B. Governmental Constraints .....	74
C. State Tax Policies and Regulations .....	109
D. Infrastructure Constraints .....	110
E. Environmental Constraints .....	111
V. Housing Resources .....	116
A. Regional Housing Need .....	116
B. Progress Towards the RHNA .....	117
C. Sites for Housing Development .....	120
C. Housing, Financial, and Services Resources .....	130
D. Administrative Resources .....	135
E. Environmental Constraints .....	137
F. Energy Conservation and Climate Change .....	137
G. Consistency with the General Plan .....	138
H. Relationship to Other City Plans and Policies .....	139
I. Priority for Water and Sewer .....	140
VI. Affirmatively Furthering Fair Housing (AFFH) Analysis .....	141
A. Fair Housing Needs Assessment .....	142
B. Analysis of Available Federal, State, and Local Data and Local Knowledge .....	144
C. Disproportionate Housing Need .....	154
D. Displacement Risk .....	156
E. Assessment of Contributing Factors to Fair Housing Issues in Temecula .....	157
F. Analysis of Sites Pursuant to AB 686 .....	159
G. Analysis of Contributing Factors and Fair Housing Priorities and Goals .....	161

## LIST OF TABLES

<b>Table 1: Regional Housing Needs Allocation – 5th Cycle Progress</b> .....	<b>12</b>
<b>Table 2: 5th Cycle Program Evaluation</b> .....	<b>14</b>
<b>Table 3: Population Trends – Neighboring Jurisdictions</b> .....	<b>26</b>
<b>Table 4: Population by Age (2018)</b> .....	<b>27</b>
<b>Table 5: Race and Ethnicity (2018)</b> .....	<b>27</b>
<b>Table 6: Job Growth and Employment Status</b> .....	<b>28</b>
<b>Table 7: Jobs by Industry</b> .....	<b>29</b>
<b>Table 8: Jobs by Occupation</b> .....	<b>29</b>
<b>Table 9: Travel Time to Work (2018)</b> .....	<b>30</b>
<b>Table 10: Commute Method (2018)</b> .....	<b>30</b>
<b>Table 11: Households by Tenure and Age (2018)</b> .....	<b>32</b>
<b>Table 12: Household Size by Tenure (2018)</b> .....	<b>33</b>
<b>Table 13: Median Household and Per Capita Income</b> .....	<b>33</b>
<b>Table 14: Household Income for All Households and by Tenure (2018)</b> .....	<b>34</b>
<b>Table 15: Households by Income Group (2017)</b> .....	<b>35</b>
<b>Table 16: Occupations with Wages for Extremely Low to very Low-Income Households (2020)</b> .....	<b>36</b>
<b>Table 17: Housing Stock by Type and Vacancy (2020)</b> .....	<b>37</b>
<b>Table 18: Vacancy by Type (2018)</b> .....	<b>38</b>
<b>Table 19: Housing Stock Conditions (2018)</b> .....	<b>39</b>
<b>Table 20: Overcrowding by Tenure (2018)</b> .....	<b>41</b>
<b>Table 21: Household Size by Tenure (2018)</b> .....	<b>41</b>
<b>Table 22: Number of Bedrooms by Tenure (2018)</b> .....	<b>42</b>
<b>Table 23: Homes for Sale (May 2021)</b> .....	<b>43</b>
<b>Table 24: Median Home Value by Community</b> .....	<b>44</b>
<b>Table 25: Rental Costs (2018)</b> .....	<b>44</b>
<b>Table 26: Rental Rates by Number of Bedrooms</b> .....	<b>45</b>
<b>Table 27: State Income Limits – Riverside County (2021)</b> .....	<b>46</b>
<b>Table 28: Housing Affordability by Income Group</b> .....	<b>47</b>
<b>Table 29: Households by Income Level and Overpayment (2017)</b> .....	<b>49</b>
<b>Table 30: Deed Restricted Affordable Housing Units</b> .....	<b>50</b>
<b>Table 31: Mobile Home Parks in Temecula</b> .....	<b>51</b>
<b>Table 32: Regional Housing Needs Allocation – 6th Cycle</b> .....	<b>52</b>
<b>Table 33: Senior Population and Households (2010 and 2018)</b> .....	<b>53</b>
<b>Table 34: Householder Age by Tenure (2018)</b> .....	<b>54</b>
<b>Table 35: Disabilities by Disability Type (2018)</b> .....	<b>56</b>
<b>Table 36: Disabled Persons by Employment Status (2018)</b> .....	<b>57</b>
<b>Table 37: Developmentally Disabled Persons by Residence Type (2018)</b> .....	<b>58</b>
<b>Table 38: Facilities and Services for Disabled Persons</b> .....	<b>59</b>
<b>Table 40: Household Size versus Bedroom Size by Tenure (2018)</b> .....	<b>61</b>
<b>Table 41: Families and Female Householder with Children Under 18 (2018)</b> .....	<b>62</b>
<b>Table 42: Homeless Facilities (2020)*</b> .....	<b>65</b>
<b>Table 43: Facilities and Services for the Homeless</b> .....	<b>66</b>
<b>Table 44: Summary of at-Risk Subsidized Housing Units</b> .....	<b>67</b>
<b>Table 45: Summary of Needs</b> .....	<b>70</b>
<b>Table 46: Residential Development Standards</b> .....	<b>77</b>
<b>Table 47: Residential Development Standards – Old Town Specific Plan</b> .....	<b>79</b>
<b>Table 48: Residential Development Standards – Planning Development Overlays</b> .....	<b>80</b>
<b>Table 49: Parking Space Requirements</b> .....	<b>81</b>
<b>Table 50: Permitted Housing By Zoning District</b> .....	<b>88</b>
<b>Table 51: Permitted Housing By Zoning District</b> .....	<b>90</b>
<b>Table 52: Housing Qualifying for Density Bonus</b> .....	<b>93</b>
<b>Table 53: Density Bonuses Allowed</b> .....	<b>93</b>
<b>Table 54: Planning Fee Schedule*</b> .....	<b>99</b>
<b>Table 55: Development Impact Fees For The City of Temecula</b> .....	<b>101</b>
<b>Table 56: Total Processing and Fees for Typical Single- and Multi-Family Units</b> .....	<b>102</b>
<b>Table 57: Typical Processing Times for Single- and Multi-Family Units</b> .....	<b>106</b>
<b>Table 58: Regional Housing Need Allocation, 2021-2029</b> .....	<b>116</b>
<b>Table 59: Progress Towards Meeting the 2021-2029 RHNA</b> .....	<b>117</b>
<b>Table 60: Remaining RHNA</b> .....	<b>119</b>
<b>Table 61: Vacant Residential Sites (Exclusive of Specific Plans)</b> .....	<b>124</b>

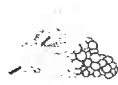
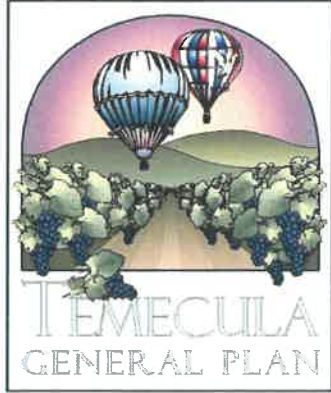
<b>Table 62: Vacant Residential Land within Specific Plan Areas .....</b>	<b>125</b>
<b>Table 63: Large Lot Inventory.....</b>	<b>129</b>
<b>Table 64: Comparison of RHNA Candidate Sites Realistic Capacity and RHNA.....</b>	<b>130</b>
<b>Table 65: Overview of ROI Data Point Indicators.....</b>	<b>147</b>
<b>Table 66: People-Based Regional Opportunity Index (ROI) Low and Lowest Opportunity Census Tracts, Temecula.....</b>	<b>150</b>
<b>Table 67: Place-Based Regional Opportunity Index (ROI) Low Opportunity Census Tract, Temecula.....</b>	<b>150</b>

## LIST OF FIGURES

<b>Figure 1: Median Home Sales Price for Existing Homes.....</b>	<b>43</b>
<b>Figure 2 Vacant Developable Parcels in the City of Temecula .....</b>	<b>127</b>
<b>Figure 3: Regional Opportunity Index, People, 2014, Temecula.....</b>	<b>148</b>
<b>Figure 4: Regional Opportunity Index, Place, 2014, Temecula.....</b>	<b>149</b>

## APPENDICES

- Appendix A – Housing Site Inventory
- Appendix B – Glossary
- Appendix C – Public Engagement Summary
- Appendix D – 2017 Assessment of Fair Housing, Temecula



# HOUSING ELEMENT

## I. INTRODUCTION

### A. Community Context

Nestled in Temecula Valley in southwestern Riverside County, just north of the San Diego County line, sits the City of Temecula, which was incorporated in 1989. Having grown from a modest initial incorporated population of 27,099, the City of Temecula is currently home to approximately 112,000 residents in an area of roughly 30 square miles. The City is bounded by the City of Murrieta to the north, unincorporated areas within the County of Riverside to the east, west, and south, and unincorporated areas within the County of San Diego to the south. Regional access to the City is provided by Interstate 15, a north/south freeway that connects the Inland Empire region of Riverside and San Bernardino counties to San Diego County, and State Route 79, a primarily east/west highway (although it runs concurrent with I-15 through the City of Temecula) that links Interstate 10 with Interstate 15, and links Temecula to communities further east in unincorporated Riverside and San Diego counties.

Since its early beginning, the Temecula Valley has always been a place where the combination of mild climate and beautiful rolling hills have attracted human settlement. The hillsides were the home of the Temecula Indians, the first residents of the area. Ancestors of the Temecula Indians were in this area as early as 900 A.D. The native people from here to the coast who shared the same language and culture became commonly known as the Luiseños, because many of their villages were once under the influence of Mission San Luis Rey.

Temecula's modern European history began in the 1800s, when Old Town Temecula played an important role as a stop along the Butterfield Overland stagecoach line, which was to run between St. Louis and San Francisco. Old Town Temecula is the historic core of the City and is located in its western portion. Change from a small agricultural community to an urbanized City began in earnest in 1964 when Kaiser Aluminum and Chemical purchased the 87,500-acre Vail Ranch. Development of the ranch occurred under the design of a master plan that continues to influence the land use pattern and circulation system of Temecula today. While much of the City's development pattern has been guided by master plans over the past 50 years, as the City looks to



accommodate a new generation of residents, future development will occur in line with new master plans (including “Specific Plans”) which set the framework for more diverse communities which offer a broader range of housing and lifestyle choices. Moreover, while there continues to be vacant land left to develop in Temecula, the majority of it is currently entitled, under construction, or undevelopable; looking forward, the City is excited to plan for and implement strategic programs which reflect this new development pattern.

## **B. State Policy and Authorization**

State Housing Law (Government Code Section 65583) requires that a “housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.” This report is an update of the Housing Element adopted by the City in 2013.

The assessment and inventory must include all of the following:

- Analysis of population and employment trends, documentation of projections, and a quantification of the locality's existing and projected housing needs for all income levels. Such existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584 of the Government Code.
- Analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.
- An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship between zoning, public facilities, and city services to these sites.
- Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, local processing and permit procedures, and any locally adopted ordinances that directly impact the cost and supply of residential development.

- Analysis of potential and actual non-governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, the cost of construction, requests to develop housing at densities below the minimum densities in the inventory of sites, and the length of time between receiving approval for a housing development and submittal of an application for building permits that hinder the construction of a locality's share of the regional housing need.
- Analysis of any special housing needs, such as those of the elderly, disabled, including developmentally disabled, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter.
- Analysis of opportunities for energy conservation with respect to residential development.
- Analysis of existing assisted multifamily rental housing developments that are eligible to change from low-income housing to market-rate during the next 10 years.

### **C. Organization of the Housing Element Background Report and Policy Document**

The City faces important housing issues such as preserving the historic traditions of the community, ensuring that new development is compatible with the existing character, providing a range of housing that meets the needs of all residents, ensuring that affordable housing is available to all segments of the community, and balancing employment with housing opportunities.

The Background Report of this housing element identifies the nature and extent of Temecula's housing needs, including those of special populations, potential housing resources (land and funds), potential constraints to housing production, and energy conservation opportunities. By examining the City's housing, resources, and constraints, the City can then determine a plan of action for providing adequate housing. This plan is presented in the Housing Plan, which is the policy component of the Housing Element. In addition to identifying housing needs, the Background Report also presents information regarding the setting in which these needs occur. This information is instrumental in providing a better understanding of the community, which in turn is essential for the planning of future housing needs.

Since the update of the City's last Housing Element in 2013, statutory changes have occurred that must be included in the 2021-2029

Temecula Housing Element. These laws have been incorporated in the appropriate sections throughout this Background Report (Part 2 of the Housing Element) as well as in its accompanying Housing Plan (Part 1).

## **D. Relationship to Other General Plan Elements**

The Temecula General Plan comprises the following 10 elements: (1) Land Use; (2) Circulation; (3) Housing; (4) Open Space/Conservation; (5) Growth Management/Public Facilities; (6) Public Safety; (7) Noise; (8) Air Quality; (9) Community Design; and (10) Economic Development. Background information and policy direction presented in one element is also reflected in other General Plan elements. For example, residential development capacities established in the Land Use Element are incorporated within the Housing Element. The General Plan goals and policies were reviewed for consistency with proposals recommended in this Housing Element update. This Housing Element builds upon other General Plan elements and is consistent with the goals and policies set forth by the General Plan. City staff maintains a conscious effort to ensure that revisions to any element of the General Plan achieve internal consistency among all General Plan elements.

The City also recognizes that recent changes to State laws require the updating of various elements of the General Plan, upon update of the Housing Element, to address the following issues:

- Required amendment to address flood hazards and flood management, fire hazards, sea level rises, and other climate change-related issues.

## **E. Data Sources and Glossary**

The data used for the completion of this Housing Element comes from a variety of sources, including the United States Census, the American Community Survey, Comprehensive Housing Affordability Strategy (CHAS) data, various studies produced by the City of Temecula, the Southern California Association of Governments (SCAG) approved data set, the California Department of Finance, the California Department of Employment Development, local newspapers, and local real estate agents. These data sources represent the best data available at the time this Housing Element was prepared.

This Housing Element Background Report, along with the state-mandated requirements, includes a glossary of terms used in the element. This glossary has been included to allow readers to better

understand the terminology used in the Housing Element discussion; it can be found in Appendix B of this element.

## **F. Public Participation**

State law requires that “the local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element . . .” (Government Code Section 65583).

Residents of Temecula and other key community stakeholders have had, and will continue to have, several opportunities to provide input during the development of the Housing Element. In February 2020, the City launched its Housing Element Update website ([TemeculaCA.gov/housing](http://TemeculaCA.gov/housing)) to provide the community with an overview of the project, answer key questions, explain the Regional Housing Needs Allocation, and host links for community surveys and workshops.

### **Housing Survey**

- On March 26, 2020, the City released a robust Housing Survey to assess current conditions and better understand community priorities regarding housing in Temecula. By the time the survey was closed at the end of August 2020, the City had received over 850 responses. From March through August 2020, the City undertook the following activities to promote the Housing Element Update, educate the community regarding housing opportunities and challenges, and encourage participation in the Survey: Newsletter sent to every resident (approximately 33,000 addresses) which included an article about the Housing Element
- Numerous social media posts using the hashtag #HouseThis? resulting in 52,000 social media impressions/views and 729 social media impressions generated
- Emails sent to over 10,000 stakeholders
- Targeted advertisements shared with the Temecula Chamber and Southwest Riverside County Association of Realtors
- Advertisements and educational material shared on Channel 3 (local broadcast) and the City’s YouTube channel
- Paper copies of the Housing Survey were made available at City Hall, the Senior Center, area laundromats, and through the City’s Homeless Liaisons



The results of the Housing Survey were summarized in a Community Survey Report which was finalized in October 2020 and posted to the City's website for public review and consideration; the Community Survey Report is included as Appendix C.

### **Virtual Community Workshop**

In an effort to further educate the community regarding the Housing Element Update, the City hosted a live bilingual (English and Spanish) Virtual Community Workshop on September 23, 2020 using Zoom due to social distancing requirements related to the COVID-19 pandemic. The Virtual Community Workshop consisted of a recorded presentation providing an overview of the project, local housing conditions and socioeconomic information, and key issues and opportunities which will be addressed in the City's updated Housing Element. Videos of the English- and Spanish-language presentations (which included translated PowerPoint presentations) were made available on the City's website following the live presentation. As of June 1, 2021, the presentation has been viewed 131 times. Through this process, the City received the following general types of feedback:

- More affordable housing options should be available to meet the needs of all household incomes
- The historic character of Temecula should be preserved
- New residential growth should be balanced with new infrastructure improvements
- People who grow up in Temecula should be able to afford to continue to live here

### **Draft Housing Element Public Review**

The Draft Housing Element was circulated for a 30-day Public Review on August 17, 2021 (set to conclude on September 15, 2021). As part of this review period, the City hosted a community open house on August 17, 2021 to introduce the Draft Housing Element and solicit public feedback on the Housing Plan. The community open house was advertised on social media in English and Spanish and flyers were posted throughout the community in both languages. Through this process, the City received the following feedback, which is also detailed in Appendix C:

- To be summarized upon conclusion of Public Review

## Stakeholder Engagement

The City mailed or emailed meeting notification letters to numerous stakeholders and interested parties, including:

- Affirmed Housing
- Amcal Housing
- Assistance League of Temecula Valley
- Atria Senior Living
- Autism Society Inland Empire
- Birth Choice
- Boys and Girls Club of Southwest County
- Bridge Housing
- Building Industry Association
- California Apartment Association Inland Empire
- California State University San Marcos, Temecula
- Canine Support Teams
- Catholic Charities
- Chemo Buddies 4 Life
- Circle of Care Ministries
- City of Murrieta
- City of Temecula
- CityNet
- Coachella Valley Housing Coalition
- Community Access Center
- Community Mission of Hope
- Comprehensive Autism Center
- County of Riverside Department of Social Services
- County of Riverside Economic Development Agency
- County of Riverside Health Department
- Court Appointed Special Advocate of Riverside County
- Desert AIDS
- Economic Development of Southwest California
- Fair Housing Counsel of Riverside County, Inc.
- Foothill AIDS
- Go Banana
- GRID Alternatives
- Habitat for Humanity Inland Valley
- Health to Hope
- Hitzke Consulting
- Homeowners Associations
- Hospice of the Valleys
- Housing Authority of the County of Riverside
- Inland Regional Center
- John Stewart Company
- Ken Follis
- League of Women Voters

- Love of Christ Fellowship Church
- Michelle's Place
- Mission Village Apartments
- OC YMCA
- Our Nicholas Foundation
- Path of Life Ministries
- Pechanga Casino
- Project Touch
- Rancho Community Church
- Rancho Damacitas
- Rancho en Espanol
- Riverbank Village Apartments
- Riverside City and County CoC
- Riverside County Office on Aging
- Riverside County Sheriff
- Riverside Transit Agency
- Riverside County Veterans Services
- Rose Again Foundation
- SAFE Alternatives for Everyone
- Safety Research Associates, Inc
- Smart Moms
- Solari Enterprises
- Southern California Council of Governments
- Southwest Riverside County Association of Realtors
- Southwest Workforce Development Center
- St. Catherine's Catholic Church
- State Council on Developmental Disabilities
- State of California Department of Housing and Community Development
- Temecula Homeless Coalition
- Temecula Murrieta Rescue Mission
- Temecula Valley Chamber of Commerce
- Temecula Valley Historical Society
- Temecula Valley Unified School District
- Temecula Valley Union School District Adult Transition Program
- Temecula Valley Winegrowers Association
- The Center for Life Change
- U.S. Vets Initiative
- VA Loma Linda Healthcare
- Various religious institutions
- Voice of Children
- Wells Fargo
- Western Riverside Council of Governments

## **Final Housing Element**

Also prior to adoption the Draft Housing Element a Notice of Public Hearing will be published in the local newspaper and a direct mailing sent to organizations representing the interests of low and moderate income households and persons with special needs.

## **Other Comments Received**

The City has not yet received any other public comments on the Housing Element Update separate from those collected through the above mentioned engagement efforts.



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## II. ACCOMPLISHMENTS UNDER THE 5TH CYCLE HOUSING ELEMENT

The following sections reviews and evaluates the City's progress in implementing the 5th Cycle (2014-2021) Housing Element. This section also analyzes the difference between projected housing need and actual housing production.

### A. Review of 5<sup>th</sup> Cycle Housing Element

The 5th Cycle Housing Element program strategy focused on the accomplishment of policies and implementation of programs to provide adequate housing sites; assist in development of affordable housing; remove governmental constraints; conserve and improve existing affordable housing; and promote equal housing opportunity. The 5th Cycle Housing Element identified the following goals:

#### GOAL 1: Provide Adequate Housing Sites

Provide a diversity of housing opportunities that satisfy the physical, social, and economic needs of existing and future residents.

#### GOAL 2: Assist in Development of Affordable Housing

Provide affordable housing for all economic segments of Temecula.

#### GOAL 3: Remove Governmental Constraints

Remove governmental constraints in the maintenance, improvement, and development of housing, where appropriate and legally possible.

#### GOAL 4: Conserve and Improve Existing Affordable Housing

Conserve the existing affordable housing stock.

#### GOAL 5: Promote Equal Housing Opportunities

Provide equal housing opportunities for all residents in Temecula.

### B. Housing Production During 5th Cycle RHNA Period

The City's 5th Cycle Housing Element specifically addressed housing needs for the City from 2014 through 2021 and will continue to be implemented through October 2021, when the City's 6th Cycle Housing Element will be adopted.

**Table 1** below shows the total number of housing units built in the City during the 5th RHNA cycle to date and compares these units with the units required to be accommodated under the Regional Housing Needs Allocation (RHNA) provided by the Southern California Association of Governments (SCAG). During the 2014-2021 RHNA period, 1,604 units were constructed in the City and another 291 are under construction and will be delivered on or before June 30, 2021, as shown in **Table 1**. Between units built and under construction, the City will have delivered 1,895 housing units, 127% of its 5<sup>th</sup> Cycle RHNA.

**Table 1: Regional Housing Needs Allocation – 5th Cycle Progress**

Status	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
RHNA Allocation	187	188	251	271	596	1,493
Built	7	8	0	15	1,574	1,604
Under Construction/ Permitted	0	0	0	85	206	291
Remaining Allocation	180	180	251	171	0 (Surplus of 1,184 units)	0

Source: City of Temecula, 2021

### C. Appropriateness and Effectiveness of 5th Cycle Housing Element

The overarching goals and policies of the 5th Cycle Housing Element continue to be appropriate to encourage the City’s housing goals. While most goals, policies, and programs included in the 5th Cycle Housing Element continue to be appropriate to address the City’s housing needs, the Housing Plan will be updated to provide clearer guidance, to remove redundancies, and to provide more specific direction to encourage affordable and special needs housing at viable sites and affirmatively further fair housing. The Housing Plan will also be updated to streamline programs so that they are easier for staff to implement and to include a matrix of programs that includes mid-cycle timing priorities to make it easier to identify the applicability and timing of programs during the planning period. To improve the ease of use of the Housing Plan, the housing programs will be presented as a user-friendly table.

As discussed in **Table 2**, most housing programs have been effective or are necessary. The intent of these programs will be kept in the Housing Plan, with revisions to address identified specific housing needs, constraints, affirmatively furthering fair housing, or other concerns identified as part of this update. The City implemented many of the housing programs in the last several years and anticipates that these changes will further encourage workforce, affordable, and special needs housing.

The City of Temecula has a variety of affordable housing opportunities for all economic segments of the community. By partnering with government agencies, non-profit organizations, and private property owners, it works to create safe and affordable housing for all residents of our community. All the affordable housing units located within the City of Temecula are owned and managed by private property managers. The City maintains a robust “Affordable Housing Brochure” which is available online and at City Hall which catalogs all the City’s affordable multi-family rental units and provides the address, unit count, and contact information for each property.

The Housing Plan, included as Part 1 to this 2021-2029 Housing Element includes modifications to make programs more effective, clarify objectives, and ensure that the programs are implementable. See the Housing Plan provided for the goals, policies, and programs of this Housing Element.

While the City took a number of significant steps to promote housing during the prior planning period, including adopting General Plan Amendments that added over 3,000 additional residential units to the City’s housing stock, the experience of Temecula and other small communities throughout the State demonstrates that it is very difficult for local governments to meet their fair share housing goals for lower and moderate income housing when working alone. All cities, including Temecula, have limited financial and staffing resources and require substantial state and/or federal assistance, which is not always available at the levels necessary to support the City’s housing needs, as well as the technical assistance of area non-profit housing developers and agencies. Additionally, Temecula is also facing infrastructure constraints outside of its control, including an immediate need for I-15 improvements and other transportation improvements. As discussed below, the City has modified some of its existing programs to better reflect community priorities and meet state housing objectives, and has introduced a number of new programs to further address short- and long-term housing needs.

In order to develop an effective housing plan for the 2021–2029 period, the City must assess the effectiveness of its existing housing programs and determine the continued appropriateness of such programs in



addressing housing adequacy, affordability, and availability issues. This section evaluates the accomplishments of each program against the objectives established in the 5th Cycle Housing Element, explains any discrepancy in program achievements, and recommends programmatic changes to the 2021–2029 Housing Element.

**Table 2: 5th Cycle Program Evaluation**

Program	Eight-Year Objective	Progress/Effectiveness	Continue/Modify/Delete
<b>Provide Adequate Housing Sites</b>			
1. Land Use Element and Development Code	<ul style="list-style-type: none"> <li>● The City will monitor the availability of sites zoned for residential uses to ensure sufficient capacity exists to accommodate Temecula’s Regional Housing Need Allocation.</li> <li>● The City will maintain an inventory of sites suitable for residential development (including underutilized commercial sites) and provide that information to interested developers.</li> <li>● The City will encourage the reservation of land that is currently designated for multiple-family development by providing the multi-family sites inventory to multi-family housing developers to solicit development interest. The City will update the multi-family sites inventory at least once a year.</li> <li>● The City will continue to allow residential mixed use to be permitted at a density of 30 units per acre to encourage the construction of multi-family housing by right. In addition, the City will continue to provide appropriate flexible development standards such as increased building height and shared parking opportunities for developments with minimum densities of 20 dwelling units per acre in the Zoning Ordinance.</li> <li>● The City will address Zoning and General Plan Land Use Designation inconsistencies.</li> <li>● To accommodate Temecula’s regional housing need for units affordable to lower-</li> </ul>	<p>The City continues to monitor the availability of sites suitable for residential development and has maintained adequate capacity for the duration of the current planning period.</p> <p>The City maintains an inventory of suitable housing sites, including whether the site is developed or vacant, and provides this inventory to the development community via the City’s online GIS dataset, which includes identification of vacant land. This includes multi-family sites that are updated at least once a year.</p> <p>The City continues to allow residential mixed use projects to be developed at densities of at least 30 units per acre.</p> <p>In 2018 the City adopted its Affordable Housing Overlay (AHO) Zoning District (Chapter 17.21 of the Temecula Municipal Code). The purpose of the AHO is to facilitate the development of affordable multifamily housing, enable the city to meet its housing goals, and ensure that affordable housing developments will be compatible with surrounding land uses by establishing an affordable housing overlay zoning district. A property designated within the affordable housing overlay may be developed either in the manner provided by the AHO or in the manner provided in the underlying zoning district. Projects that comply with the requirements of the AHO are permitted by right. Two projects have been entitled in the AHO Zoning District and are moving forward with construction.</p> <p>The City will continue to provide appropriate flexible development standards such as increased building height and shared parking</p>	Continue

	<p>income households totaling 2,007 (1381 4th cycle unaccommodated plus 626 for the 5th planning period), the City will establish an Affordable Housing Overlay (AHO) on the sites identified in Appendix B, applicable to at least 100 acres. After establishment of the AHO, sites identified in Appendix B will require the following:</p> <ul style="list-style-type: none"> <li>o Minimum densities of 20 units per acre with a maximum allowable density of 30 units per acre under the AHO</li> <li>o 50 percent of the remaining need (1,003 units) will be accommodated on sites allowing exclusively residential uses where no commercial or mixed used development is allowed.</li> <li>o Multifamily uses at the densities established under the AHO will be allowed by right, without a CUP, planned development permit or other discretionary action pursuant to GC Section 65583.2 (h) and (i)</li> <li>o If needed, the City will amend existing development standards to accommodate the increased allowable densities within the overlay areas.</li> </ul>	<p>opportunities for developments with minimum densities of 20 dwelling units per acre in the Zoning Ordinance.</p>	
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<p>2. Sites for Emergency Shelters</p>	<ul style="list-style-type: none"> <li>• The City will continue to permit emergency shelters as identified in the Development Code.</li> <li>• The City will continue to work with public agencies and private entities to provide adequate resources for the community's homeless population. The City will also, to the extent feasible, participate in efforts to unite organizations and entities that provide services to the homeless.</li> <li>• The City will develop standards for emergency shelters consistent with Government Code Section 65583.</li> </ul>	<p>The City continued to work with the Riverside County Continuum of Care and other nonprofit organizations to provide resources for homeless persons seeking shelter. Several nonprofit agencies continue to provide referrals to housing facilities for the homeless in the Temecula Valley area.</p> <p>The City has utilized CDBG funds to Support a continuum of services in Riverside County to prevent and eliminate homelessness including, but not limited to, homelessness prevention programs, emergency shelter programs and transitional housing. Since July 1, 2017, the City has funded \$71,647 of CDBG funds towards the program administered through the Temecula Help Center and collaborative efforts to local Community Based Organization (CMOH – Community Mission of Hope). During the City's Consolidated Plan Cycle, which the City is in its 4th year of its 5-year plan the Program has assisted 453 persons on a projected goal of 350 persons for the 5-year cycle. The City has continued to focus on this need and continues to place the high importance on addressing the City's residents facing homelessness and those at risk of being homeless.</p> <p>Additionally, the City provides funding to help support Project TOUCH, a winter shelter operated out of the Roadway Inn in Temecula. For the 2020-2021 season, the City of Temecula provided financial assistance in the amount of \$10,000 and the facility provided shelter for 10-12 individuals per night.</p> <p>The City will continue to permit emergency shelters in accordance with State law and is in the process of development standards for these shelters.</p>	<p>Continue</p>
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3. Sites for Transitional/Supportive Housing	<ul style="list-style-type: none"> <li>The City will amend the Temecula Municipal Code to ensure that supportive and transitional housing are treated as residential uses subject only to the same restrictions that apply to other residential dwellings of the same type in the same zone.</li> </ul>	<p>In April 2013 City amended the Municipal Code to require transitional/supportive housing to be subject to the same permit processing procedures as other housing in the same zone and to require SROs to be permitted by right within residential zones. In April 2013, the City Council adopted an Ordinance permitting transitional and supportive housing, as well as efficiency unit housing in residential zones.</p>	<p>Modify: The City has amended its Municipal Code as specified. The City will identify new objectives to ensure that sites continue to be available for transitional/supportive housing.</p>
Assist in Development of Affordable Housing			
4. Density Bonus Ordinance	<ul style="list-style-type: none"> <li>The City will establish a density bonus program consistent with State Density Bonus Law (Government Code Section 65915).</li> <li>The City will inform residential development applicants through the pre-application process and/or through the Development Review Committee meeting of opportunities for density increases.</li> </ul>	<p>In 2018 and 2020, the City adopted a density bonus program consistent with State Density Bonus Law (Ordinance 18-10 and Ordinance No. 2020-05).</p> <p>The City continued to encourage density bonus opportunities which increase the total allowable density for senior and affordable housing projects.</p>	<p>Continue</p>
5. Land Assemblage and Affordable Housing Development	<ul style="list-style-type: none"> <li>The City will continue to acquire land for use in the provision of affordable housing.</li> <li>The City will facilitate the development of housing units affordable to lower-income households by publicizing its density bonus program and its incentives, and by making this information available to developers and nonprofit housing agencies through the development application process.</li> </ul>	<p>The City approved one deed-restricted affordable housing developments during the 2017 calendar year. The project resulted in the construction of 15 new very low-income units. The City approved two deed-restricted affordable housing developments during the 2020 calendar year. Together, they will result in the construction of 131 affordable units.</p> <p>The City issued a Request for Proposals to develop various city-owned sites. One land purchase is underway (Uptown Sports District) for affordable housing development.</p> <p>The City actively participates in events and seminars with the development community in order to advertise and communicate our incentives. The City also promotes its Pre-application development process in which incentive information is provided in the initial planning of a future project.</p>	<p>Continue</p>
6. ADUs	<ul style="list-style-type: none"> <li>The City will continue to allow and promote the construction of affordable second units to result in the construction of ten new second units. The City will</li> </ul>	<p>The City continued to allow and promote the construction of affordable second units. The City has developed a comprehensive website dedicated to sharing information about the opportunity</p>	<p>Continue</p>



	also promote the program by publicizing the program and notifying owners of underutilized residential property.	to develop second units and is currently working on preparing permit-ready ADU plans (not yet complete).	
7. Mortgage Credit Certificate Program	<ul style="list-style-type: none"> <li>The City will continue to promote the regional Mortgage Credit Certificate program to assist an average of ten households annually by publicizing the program and making the program known to developers and nonprofit housing agencies.</li> </ul>	<p>The City continued to promote the MCC Program administered by the Riverside County Economic Development Agency (EDA). Two households were assisted under this program between 2014 and 2020.</p> <p>The City actively provides information about the MCC Program to the general public when inquiries about homebuyer assistance programs are received. Participation in the County's MCC Program is approved by the City Council on an annual basis. Last year, an article about the program was published in a local newspaper.</p>	Continue
8. First Time Home Buyer (FTHB) Program	<ul style="list-style-type: none"> <li>The City will work with Riverside County to establish a consortium to participate in the County's FTHB program. The City will also review state Notices of Funding Availability (NOFAs) as they are released in an effort to participate in the state FTHB program.</li> </ul>	The City studied the opportunity to participate in the County's FTHB program but ultimately participation was not feasible.	Delete
9. Housing for Extremely Low-Income Households	<ul style="list-style-type: none"> <li>The City will encourage the development of housing for extremely low-income households through a variety of activities, such as conducting outreach to housing developers on an annual basis, providing financial assistance (when feasible) or in-kind technical assistance or land write-downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus.</li> </ul>	<p>The City conducts regular inspections of affordable housing units, and provides them with any resources they may request. The City has also syndicated Mission Village Apartments with a 55-year covenant, rehabilitation, and project wide solar equipment to reduce climate impacts. Additionally, Rancho California Apartments re-upped their covenant for 55 years, rehabbed the project, and made energy improvements.</p> <p>The City hosts an annual Temecula Trekkers program to educate real estate agents on the City's zoning process, permitting process, and available support and services.</p> <p>The City offers a free pre-application to all developers to assist with due diligence.</p> <p>The City conducted an affordable housing RFP. Two projects are in the pipeline (Rancho Highlands and Las Haciendas). Both projects used streamlining, (AHOZ and Uptown Temecula Specific Plan). One additional affordable project, Vine Creek has also been entitled.</p>	Continue

<p>10. Energy Conservation</p>	<ul style="list-style-type: none"> <li>• The City will partner with Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) to promote energy-saving programs such as the Residential Multifamily Energy Efficiency Rebate program, the Heating and Cooling Rebate program, and incentives of up to \$4,000 available to SCE and SoCalGas residential customers.</li> <li>• The City will annually ensure that local building codes are consistent with state-mandated green building standards.</li> <li>• The City will be responsible for implementing the state's energy conservation standards (e.g., Title 24 Energy Standards). This includes checking building plans and other written documentation showing compliance and inspecting construction to ensure that the dwelling units are constructed according to those plans. Applicants for building permits must show compliance with the state's energy conservation requirements at the time building plans are submitted.</li> </ul>	<p>The City has promoted energy conservation in a variety of ways, including:</p> <ul style="list-style-type: none"> <li>• 2014 newsletter mailer that included energy efficiency tips</li> <li>• Nov. 7 2012 Energy Upgrade California Workshop held at library</li> <li>• Flex Alerts on August 18, 2020</li> <li>• Oct. 24, 2019 Wildfire Safety Energy Alert</li> <li>• July 8, 2018 Wildfire Safety Alert</li> <li>• November 9, 2020 Recycling Day</li> </ul> <p>The City continues to review local building codes to ensure they are consistent with state-mandated green building standards. The City also continues to implement the state's energy conservation standards and requires applicants for building permits to demonstrate compliance at the time building plans are submitted.</p>	<p>Continue</p>
<p>Remove Governmental Constraints</p>			
<p>11. Development Fees Reimbursement</p>	<ul style="list-style-type: none"> <li>• The City of Temecula will continue to enter into development agreements with qualifying senior/affordable housing projects on a case-by-case basis to provide development fee reimbursement.</li> </ul>	<p>The City continues to approve Owner Participation Agreements to assist with the development of affordable housing and reimbursement of City fees as appropriate.</p>	<p>Continue</p>
<p>12. Expedite Processing of Affordable Housing Projects</p>	<ul style="list-style-type: none"> <li>• The City will continue to implement expedited review to all projects with an affordable housing component.</li> <li>• The City will need to develop objective criteria to evaluate affordable housing projects to qualify them for expedited processing.</li> <li>• The City will continue to prioritize projects based on the level of affordability being proposed in order to</li> </ul>	<p>The City continued to implement shorter processing times for affordable housing projects. Three affordable housing projects received expedited review and processing during the 2014-2021 planning period.</p> <p>The City continues to implement expedited review to all projects with an affordable housing component. The City also establishes priority based on the level of affordability being proposed in order to further meet the RNHA.</p>	<p>Continue</p>

	meet its regional housing need.	As part of the City's new Affordable Housing Overlay (AHO) Zoning District (adopted in 2018), the City established Regulations and Development Standards applicable to projects developed pursuant to the AHO. The City is currently undertaking an update to its Zoning Code to identify potential issues related to objective/subjective design standards and will update the Code to create consistent objective design standards in accordance with State law.	
13. Periodic Consistency Review of General Plan, Municipal Code and State Law	<ul style="list-style-type: none"> <li>City staff will track and stay abreast of changes in state housing law and work with the City Attorney to incorporate changes into the General Plan and Municipal Code.</li> <li>The City Attorney will advise staff on significant case law interpretations that may cause the need to amend the General Plan or Municipal Code.</li> </ul>	The City continued to track and stay abreast of changes in state housing law which would require amendments to the General Plan and Municipal Code. There were several housing-related amendments made to the code during the 2014-2021 planning period, including amendments related to accessory dwelling units, short-term rentals, and density bonus. The City also facilitates weekly meetings with the City Attorney, Staff receives training from the City Attorney, and the City Attorney prepares opinion letters.	Continue
Conserve and Improve Existing Affordable Housing			
14. Preserve At-Risk Housing Units	<ul style="list-style-type: none"> <li>The City will monitor the status of affordable projects at risk of converting to market rate.</li> <li>The City will identify nonprofit organizations as potential purchasers/managers of at-risk housing units.</li> <li>The City will explore funding sources available to preserve the affordability of projects at risk of converting to market rate or to provide replacement units.</li> <li>The City will assist qualified tenants to apply for priority status on the Section 8 voucher/certificate program immediately should the owners of the at-risk project choose not to enter into additional restrictions.</li> </ul>	<p>The City continued to work with interested parties to renew the covenants on any expiring affordable restrictions. Specifically, the Rancho California Apartments have been rehabilitated and upgraded and the property's Section 8 contract, which was set to expire in 2013, has been renewed for 55 years (through 2068). The City has also worked closely with Mission Village as well.</p> <p>City staff continues to assist the general public and tenants with Section 8 rental information. The City continues to work with the Riverside County Housing Authority regarding displaced tenants.</p> <p>The City will continue to explore funding sources available to preserve the affordability of projects at risk of converting to market rate or to provide replacement units.</p> <p>The City will continue to assist qualified tenants to apply for for priority status on the Section 8 voucher/certificate program</p>	Continue

		immediately should the owners of the at-risk project choose not to enter into additional restrictions	
15. Code Enforcement	<ul style="list-style-type: none"> <li>The City will continue to seek voluntary compliance for code-related issues and violations to enforce the UBC and offer information regarding the City's housing rehabilitation programs to low- and moderate-income households cited for code violations.</li> </ul>	The City continued implementation of Weed Abatement and Abandoned Vehicle Abatement programs. Annually during the 2014-2021 planning period, the City generally conducted 20,444 complaint-driven code case inspections, 22,015 proactive code case inspections, [6,488 weed abatement cases, and 328 abandoned vehicle cases].	Continue
16. Residential Improvement Program	<ul style="list-style-type: none"> <li>The City will utilize CDBG funds or other funds, as available, to provide financial assistance for minor repairs of homes owned and occupied by lower-income homeowners. Eligible repairs include plumbing, electrical, painting, carpentry, roof repairs, and masonry work.</li> </ul>	<p>Thirty-four households received CDBG funds through the Habitat for Humanity Critical Home maintenance repair program and an additional five households were supported through the CRID Alternatives Solar Improvements.</p> <p>During the 2014-2021 planning period, the City has worked with Habitat for Humanity on rehabilitation programs. Additionally, CDBG-CV2 funds will be used for mortgage assistance. Since July 1, 2017, the City has funded \$151,127.00 of CDBG funds towards the program administered through Habitat for Humanity Inland Valley. During the City's Consolidated Plan Cycle, which the City is in its 4th year of its 5-year plan the Program has assisted 18 households on a projected goal of 15 for the 5-year cycle. The City has continued to focus on this need and continues to place the high importance on assisting low-income residents with maintaining an affordable housing stock and ensuring that owners are able to address critical repairs needed to their homes through these grants. Eligible residents are eligible for \$10,000 grants in address the critical needs necessary to their household.</p>	Continue
17. Section 8 Rental Assistance Program	<ul style="list-style-type: none"> <li>The City will continue to contract with the County of Riverside to administer the Section 8 Rental Assistance Program and provide rental assistance to at least 105 very low-income Temecula households.</li> <li>The City will support the County of Riverside's</li> </ul>	The Section 8 Rental Assistance Program is administered by the Riverside County Housing Authority. The City assists qualified tenants to apply for the Section 8 voucher/certificate program and provides information about the Section 8 rental assistance voucher/certificate program.	Continue



	<p>applications for additional Section 8 allocation.</p> <ul style="list-style-type: none"> <li>The City will promote the Section 8 program to second unit owners by publicizing this program and making the information known to City and County agencies and to housing nonprofits.</li> </ul>	<p>Since 2014, 758 units have been assisted.</p> <p>City staff provides information on handouts and on the City website regarding affordable housing and contact information for the Riverside County Housing Authority regarding Section 8.</p>	
18. Mobile Home Assistance Program (MPAP)	<ul style="list-style-type: none"> <li>The City will provide technical assistance to Heritage Mobile Home Park residents in pursuing MPAP funds in the event that the owners propose to close the mobile home park.</li> </ul>	<p>The City will provide technical assistance to Heritage Mobile Home Park residents in pursuing MPAP funds in the event that the owners propose to close the mobile home park. There are been no requests for this assistance during the 2014-2021 planning period.</p>	Continue
Promote Equal Housing Opportunities			
19. Equal Housing Opportunity	<ul style="list-style-type: none"> <li>Temecula will continue to participate in the Riverside County Consortium in implementing the fair housing plan.</li> <li>The City will place fair housing brochures at City counters, public libraries, the Temecula Community Center, and the Temecula Community Recreation Center.</li> <li>The City will continue to post information regarding fair housing services on the City website. Future fair housing workshops can also be advertised on the City website.</li> <li>The City will continue to provide referral services to the Fair Housing Program of Riverside County for residents inquiring about fair housing issues.</li> <li>The City will continue to update its fair housing brochures to conform to state law.</li> <li>The City will undertake ongoing efforts to educate the public about affordable housing.</li> </ul>	<p>The City continued to participate in the Riverside County Consortium in implementing the fair housing plan, post information regarding fair housing services on the City website, and provide referral services to the Fair Housing Program of Riverside County.</p> <p>City staff placed posters at all affordable housing locations, City Hall, public libraries, the Community Center, and the Community Recreation Center. All brochures updated and provided to the City by the Fair Housing Council are placed at these locations for the public to access.</p> <p>The City actively maintains a website identifying affordable housing complexes in Temecula.</p> <p>To support and ensure equal access to housing opportunities, the City has utilizes CDBG funds to affirmatively further fair housing choice through the provision of fair housing education, counseling, anti-discrimination and landlord-tenant mediation services, and to provide equal housing opportunities for protected classes. Since July 1, 2017, the City has funded \$76,838 of CDBG funds towards the program administered through Fair Housing Council of Riverside County. During the City's Consolidated Plan Cycle, which the City is in its 4th year of its 5-year plan the Program has assisted 1,205 households on a projected goal of 1,750 households for the 5-year cycle. The City has continued to focus on this need and continues to place the high</p>	Continue

		<p>importance on assisting low-income residents with fair housing services for both residents and landlords.</p> <p>The City of Temecula is an entitlement City through the Community Development Block Grant (CDBG) program. The CDBG program requires 5 year consolidated plans that include specific programming for Fair Housing. Additionally, the CDBG program requires annual reporting on annual accomplishments. The City also contracts with Fair Housing Council of Riverside County to provide services to residents. Fair Housing Council of Riverside County provides quarterly updates on Fair Housing trends, education, and other resources.</p>	
20. Housing Referral Directory	<ul style="list-style-type: none"> <li>The City will continue to offer housing referral services through its Housing Referral Directory.</li> </ul>	The City continued to offer housing referral services through its Housing Referral Directory.	Continue
21. Housing for Persons with Disabilities	<ul style="list-style-type: none"> <li>The City will continue to treat licensed residential care facilities and State-licensed group homes serving six or fewer persons no differently than other by right single-family housing uses. In addition, the City will continue to allow residential care facilities with seven or more persons, by right in the High Residential zone district and conditionally in all other residential zones.</li> <li>The City will continue to provide a formalized accommodation process for individual homeowners requesting exceptions to zoning and development standards to accommodate a disability.</li> </ul>	<p>The City continues to implement the Temecula Municipal Code which treats licensed residential care facilities and State-licensed group homes serving six or fewer persons no differently than other by right single-family housing uses. Implementation of the Municipal Code also allows residential care facilities with seven or more persons by right in the High Residential zone district and conditionally in all other residential zones.</p> <p>The City continues to support and provide resources for individual homeowners requesting exemptions to zoning and development standards in order to accommodate a disability.</p> <p>The City has updated Pala Park to be more accessible. Separately the City has invested in Eagle Soar Splash Pad, an accessible splash pad. The City also makes significant investments in specific programming for people with special needs and hybrid programming (helping people with disabilities interface with those people without disabilities).</p>	Continue
22. Employee Housing	<ul style="list-style-type: none"> <li>The City will amend the Temecula Municipal Code to define and permit employee housing providing accommodations for six or fewer employees. Employee</li> </ul>	The City has undertaken a number of updates to its Municipal Code during the past planning period to address State law. The City will continue to implement amendments	Continue

	<p>housing shall be deemed a single-family structure with a residential land use designation.</p> <ul style="list-style-type: none"> <li>• The City will review, and if necessary amend the Temecula Municipal Code to comply with the other requirements of the Employee Housing Act detailed above.</li> </ul>	to its Municipal Code to meet all State law requirements.	
23. Housing Element Monitoring and Reporting	<ul style="list-style-type: none"> <li>• The City will continue to require that service agencies report their accomplishments annually. This information will be used by the City to assess the community's housing needs and how well these needs are being met by the existing programs.</li> <li>• The City will continue to submit annual reports to the state assessing the implementation of the General Plan and Housing Element.</li> </ul>	The City continues to submit annual reports to the state assessing the implementation of the General Plan and Housing Element.	Continue

PC PUBLIC DRAFT

# III. HOUSING NEEDS ASSESSMENT

## 1. Introduction and Background

The purpose of the Housing Needs Assessment is to describe housing, economic, and demographic conditions in Temecula, assess the demand for housing for households at all income levels, and document the demand for housing to serve various special needs populations. The Housing Needs Assessment also addresses whether assisted housing projects are at risk of converting to market rate projects. The Housing Needs Assessment is intended to assist Temecula in developing housing goals and formulating policies and programs that address local housing needs.

Several sources of data were used to describe existing demographic and housing conditions, including the following:

- Pre-Certified Local Housing Data package for the City of Temecula developed by the Southern California Association of Governments (SCAG) and pre-certified by the California Department of Housing and Community Development (HCD) for use in 6th cycle housing elements.
- Data from the 2010 U.S. Census, 2014-2018 U.S. Census American Community Survey (ACS), California Department of Finance (DOF), California Employee Development Department (EDD), and U.S. Department of Housing and Urban Development (HUD) is included to provide information on population, household, housing, income, employment, and other demographic characteristics.
- Regional information from the Fair Housing Council of Riverside County.
- Other sources of economic data such as information from the websites Zillow.com and Apartments.com, and other published data are used where current Census, ACS, DOF, HUD, and other standard data sources do not provide relevant data.
- Interviews with key agencies and organizations were conducted to obtain information on housing needs and, in particular, needs of populations with special housing needs.
- Research and data related to fair housing, including Census Scope, Social Science Data Analysis Network, the UC Davis Center for Regional Change and Rabobank, N.A., and the California Fair Housing Task Force.



Due to the use of multiple data sources (with some varying dates), there are slight variations in some of the information, such as total population and total household numbers, presented in this document. However, these variations do not significantly affect the discussion of overall housing trends and changes.

## 2. Population Trends and Characteristics

### Population Growth

**Table 3** shows population growth for Temecula and other jurisdictions in the region from 2000 through 2020. According to data prepared by the California DOF, the population of Temecula in 2020 was 111,970 persons, an increase of approximately 11.9% since 2010. During the previous decade (2000 to 2010), the City’s population increased by 73.4%. Temecula’s growth rate has been higher than the countywide growth rate, with Riverside County experiencing significantly lower population growth rates than Temecula during the 2000 to 2010 period, and slightly lower population growth rates than Temecula during the 2010 to 2020 period, as shown in **Table 3**. Factors for growth include its affordable housing (compared to Los Angeles, Orange County and San Diego County) desirable climate, high quality education system, and geographical features. The rapid growth in Temecula during the 2000 to 2010 period can be partially attributed to the annexation of Vail Ranch in 2001, and Redhawk in 2005. A neighboring jurisdiction, the City of Murrieta, had both the greatest numeric change in population (71,279 persons) and the largest percentage change in population (161%).

**Table 3: Population Trends – Neighboring Jurisdictions**

Jurisdiction	2000	2010	2020	Change 2000-20	% Change 2000-20
Temecula	57,716	100,097	111,970	54,254	94.0%
Lake Elsinore	28,928	51,821	63,453	34,525	119.4%
Hemet	58,812	78,657	85,175	26,363	44.8%
Perris	36,189	68,386	80,201	44,012	121.6%
Murrieta	44,282	103,466	115,561	71,279	161.0%
Riverside County	1,545,387	2,189,641	2,442,304	896,917	58.0%

Sources: US Census, 2000; DOF, 2020

### Age

Changes in the age groups can indicate future housing needs. **Table 4** compares age cohort sizes in 2018 for Temecula and Riverside County. In Temecula, children under 15 comprise 22.9% of the City’s population, teens and young adults (15 – 24) represent 14.3%, and

adults in family-forming age groups (25 – 44) comprise 26.5%. Adults aged 45 to 64 represent 26.1% of the population and seniors (65 and over) comprise 10.3%. In 2018, the median age in Temecula (34.8 years) was half a year lower than that of Riverside County (35.3 years) and a year and a half lower than the statewide median age (36.3 years). The median age of City residents increased, up from 32.8 years in 2010.

**Table 4: Population by Age (2018)**

Age	Temecula		Riverside County	
	Number	Percent	Number	Percent
Under 5 Years	7,165	6.4%	158,008	6.6%
5 to 9	8,474	7.6%	169,403	7.1%
10 to 14	10,027	8.9%	177,796	7.5%
15 to 19	8,768	7.8%	177,697	7.5%
20 to 24	7,232	6.4%	170,153	7.1%
25 to 34	14,834	13.3%	328,917	13.8%
35 to 44	14,957	13.3%	303,627	12.7%
45 to 54	17,390	15.5%	303,884	12.8%
55 to 64	11,849	10.6%	265,192	11.1%
65 to 74	7,363	6.6%	186,772	7.8%
75 to 84	3,039	2.7%	101,900	4.3%
85 and Over	1,132	1.0%	39,937	1.7%
TOTAL	112,230	100%	2,383,286	100%

Source: US Census, 2014-2018 ACS

## Race and Ethnicity

**Table 5** shows the ethnic composition of Temecula’s population. More than two-thirds (69.2%) of the City’s population identify as White. The next largest racial group is “other race” (9.3%), followed by Asian (8.6%), “two or more races” (6.7%), Black or African American (5.1%), American Indian or Alaska Native (0.6%), and Native Hawaiian and Pacific Islander (0.6%). More than one quarter of the population (29.6%) is of Hispanic or Latino origin. Temecula is a less ethnically diverse community than the County as a whole, which can influence buying preferences and the demand for special needs housing (e.g., multigenerational housing).

**Table 5: Race and Ethnicity (2018)**

Race/Ethnicity	Temecula		Riverside County	
	Number	Percent	Number	Percent
White	77,689	69.2%	1,450,134	60.8%
Black or African American	5,675	5.1%	153,545	6.4%

American Indian or Alaska Native	639	0.6%	19,281	0.8%
Asian	9,656	8.6%	152,130	6.4%
Native Hawaiian and Pacific Islander	624	0.6%	6,843	0.3%
Some Other Race	10,440	9.3%	495,241	20.8%
Two or More Races	7,507	6.7%	106,112	4.5%
TOTAL	112,230	100%	2,383,286	100%
Hispanic or Latino (of any race)	33,194	29.6%	1,154,517	48.40%

Source: US Census, 2014-2018 ACS

## Employment

One of the factors that can contribute to an increase in demand for housing is expansion of the employment base. **Table 6** shows the employment and unemployment rates for persons 16 years and older that were in the labor force in 2010 and 2018. In 2018, ACS data indicated that there were 56,371 employed persons in the Temecula labor force and that the unemployment rate was approximately 6.7%, a decrease from 8.6% in 2010 as the City (and country) emerged from the Great Recession. According to the labor report data compiled by the California EDD, the Riverside-San Bernardino-Ontario Metropolitan Area’s average annual unemployment rate in 2018 was estimated at 4.3%, Riverside County’s rate was 4.5%, while California’s was 4.1%.

**Table 6: Job Growth and Employment Status**

	2010		2018	
	Number	Percent	Number	Percent
Total Persons in Labor Force	49,321	100%	56,371	100%
Employed	45,094	91.4%	52,619	93.3%
Unemployed	4,227	8.6%	3,752	6.7%

Sources: US Census, 2006-2010 ACS and 2014-2018 ACS

## Industry and Occupations

Of Temecula’s employed residents, the “Educational services, health care and social assistance” industry employed the most people at 20.7%. The second largest employment sector was the “Arts, entertainment, recreation, accommodation, food services” industry, which had 16.1% of the total employed persons in Temecula. The top two employment categories in Riverside County were the “Educational services, health care and social assistance” industry at 20.7% and the “Retail trade” industry at 12.9%.

**Table 7: Jobs by Industry**

Industry	Number	Percent
Agriculture, forestry, fishing and hunting, mining	228	0.4%
Construction	3,348	6.5%
Manufacturing	4,564	8.8%
Wholesale trade	1,326	2.6%
Retail trade	6,067	11.8%
Transportation, warehousing, utilities	2,872	5.6%
Information	1,131	2.2%
Finance and insurance, real estate and rental and leasing	3,013	5.8%
Professional, scientific, management, administrative, waste mgmt.	5,356	10.4%
Educational services, health care and social assistance	10,691	20.7%
Arts, entertainment, recreation, accommodation, food services	7,300	14.2%
Other services	2,470	4.8%
Public administration	3,210	6.2%
TOTAL (Civilian Labor Force)	51,576	100%
Armed Forces	1,043	100%

Source: US Census, 2014-2018 ACS

The City's workforce holds a variety of types of jobs as shown in **Table 8**, with the largest sector (38.8%) working in management, business, science, and arts occupations, followed by 24.1% in sales and office occupations. Employment and occupation trends play an important role in defining housing needs. This relationship extends beyond the impact of employment growth on housing demand in the City and includes how wage levels and median earnings affect the type of housing affordable to workers and households in Temecula. There is a significant gap, for example, between the median earnings of a resident employed in management and a resident employed in a service occupation, and this translates into the type of housing that is needed in the City.

**Table 8: Jobs by Occupation**

Occupation	Number	Percent	Median Earnings*
Management, business, science, and arts occupations	20,013	38.8%	\$72,450
Service occupations	10,783	20.9%	\$22,418
Sales and office occupations	12,429	24.1%	\$32,454
Natural resources, construction, and maintenance occupations	3,622	7.0%	\$47,230
Production, transportation, and material moving	4,729	9.2%	\$35,390

\*Median earnings in previous 12 months prior to survey

Sources: SCAG 6th Cycle Data Package; US Census, 2014-2018 ACS



## Travel to Work

Approximately 53% of Temecula workers 16 years and over travelled less than 30 minutes to work. Comparatively, more than a quarter (25.5%) of workers drive more than 60 minutes to work, which reflects the fact that many individuals working in Los Angeles, Orange, and San Diego counties live in Temecula due to its relatively more affordable home prices. Most Temecula workers, 78.0%, drive alone to work and 11.4% carpool. **Table 9** identifies travel time to work and **Table 10** identifies commute methods for Temecula workers in 2018.

**Table 9: Travel Time to Work (2018)**

	Number	Percent
Less than 10 minutes	5,726	12.1%
10-19 minutes	13,544	28.6%
20-29 minutes	5,702	12.0%
30-44 minutes	5,710	12.0%
45-59 minutes	4,625	9.8%
60 + minutes	12,092	25.5%

Source: US Census, 2014-2018 ACS

**Table 10: Commute Method (2018)**

	Number	Percent
Drive Alone	39,867	78.0%
Carpooled	5,827	11.4%
Public Transportation	50	0.1%
Walk	611	1.2%
Other	1,044	2.0%
Work at Home	3,716	7.3%

Source: US Census, 2014-2018 ACS

## C. Household Characteristics

According to the Census, a **household** is defined as all persons living in a housing unit. This definition includes families (related individuals living together), unrelated individuals living together, and individuals living alone.

A **housing unit** is defined by the Census as a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

People living in retirement homes or other group living situations are not considered “households” for the purpose of the U.S. Census count. The household characteristics in a community, including household size, income, and the presence of special needs households, are important factors in determining the size and type of housing needed in the City.

**Table 11** below identifies the ages of householders in Temecula and Riverside County in 2018 based on ACS data from 2014-2018. Homeowner households are generally headed by residents early middle-aged to middle-aged, with 56.4% of homeowner households headed by a resident 35-59 years of age; however, 13.5% of homeowner households are headed by someone 65-74 years. Households who rent their homes trend slightly younger; about 74% of renter households are headed by a person aged 25-54.

**Table 11: Households by Tenure and Age (2018)**

	Temecula		Riverside County	
	Number	%	Number	%
<b>Total:</b>	33,889	-	718,349	-
<b>Owner Occupied:</b>	22,127	65.3%	472,401	65.8%
Householder 15 to 24 years	172	0.5%	2,850	0.4%
Householder 25 to 34 years	2,425	7.2%	43,381	6.0%
Householder 35 to 44 years	3,843	11.3%	77,261	10.8%
Householder 45 to 54 years	5,896	17.4%	101,801	14.2%
Householder 55 to 59 years	2,742	8.1%	54,048	7.5%
Householder 60 to 64 years	2,214	6.5%	49,348	6.9%
Householder 65 to 74 years	2,977	8.8%	80,773	11.2%
Householder 75 to 84 years	1,384	4.1%	46,189	6.4%
Householder 85 years and older	474	1.4%	16,750	2.3%
<b>Renter Occupied:</b>	11,762	34.7%	245,948	34.2%
Householder 15 to 24 years	565	1.7%	12,648	1.8%
Householder 25 to 34 years	2,604	7.7%	56,200	7.8%
Householder 35 to 44 years	3,037	9.0%	60,241	8.4%
Householder 45 to 54 years	3,039	9.0%	47,171	6.6%
Householder 55 to 59 years	966	2.9%	18,293	2.5%
Householder 60 to 64 years	403	1.2%	14,055	2.0%
Householder 65 to 74 years	809	2.4%	21,041	2.9%
Householder 75 to 84 years	239	0.7%	10,839	1.5%
Householder 85 years and older	100	0.3%	5,460	0.8%

Source: US Census, 2014-2018 ACS 5-Year Data Profile (Table B25007)

**Table 12** identifies the household sizes by housing tenure. In 2018, the majority of households consisted of 2 to 4 persons, which is consistent with the County’s profile although Temecula’s percentage was higher (70.5% vs. 60.3%). Large households of 5 or more persons made up 15.6% of the total households in Temecula. The average household size was 3.31 persons in Temecula, compared to 3.27 persons for the County. Additionally, the average household size in 2018 for an owner-occupied unit was 3.34 persons per household and 3.25 persons per household for a renter-occupied unit.

**Table 12: Household Size by Tenure (2018)**

	Temecula		Riverside County	
	Number	%	Number	%
<b>Owner Households</b>	22,127	100.0%	472,401	100.0%
Householder living alone	2,659	12.0%	94,214	19.9%
Households 2–4 persons	16,040	72.5%	297,075	62.9%
Large households 5+ persons	3,428	15.5%	81,112	17.2%
Average Household Size	3.34 persons		3.25 persons	
<b>Renter Households</b>	11,762	100.0%	245,948	100.0%
Householder living alone	2,065	17.6%	61,899	25.2%
Households 2–4 persons	7,852	66.8%	135,765	55.2%
Large households 5+ persons	1,845	15.7%	48,284	19.6%
Average Household Size	3.25 persons		3.3 persons	
<b>Total Households</b>	33,889	100.0%	718,349	100.0%
Householder living alone	4,724	13.9%	156,113	21.7%
Households 2–4 persons	23,892	70.5%	432,840	60.3%
Large households 5+ persons	5,273	15.6%	129,396	18.0%
Average Household Size	3.31 persons		3.27 persons	

Sources: SCAG 6th Cycle Data Package; U.S. Census Bureau, 2014-2018 ACS; 2014-2018 ACS 5-Year Data Profile (Table B25009)

## D. Income

### Household Income

From 2000 to 2018, the median household income increased by 52.8% to \$90,964 and the per capita income increased by 58.3% to \$34,135. From 2010 to 2018, there was an increase in both per capita and median household incomes. **Table 13** identifies the per capita and median household incomes.

**Table 13: Median Household and Per Capita Income**

	2000	2010	2018
Median Household Income	\$59,516	\$77,850	\$90,964
Per Capita Income	\$21,557	\$29,089	\$34,135

Sources: US Census, 2000; US Census, 2014-2018 ACS

In 2018, the majority (76.9%) of Temecula’s households earned in excess of \$50,000 per year. The incidence of households earning less than \$35,000 per year was significantly higher among renter households (25.5%) than owner households (9.7%). **Table 14** identifies household income by tenure. As shown in **Table 14**, the median income of owner households is approximately \$43,000 more than renter households. Compared to the County, median household incomes are higher for both owner and renter households – by 37.6% and 50.9%, respectively.



**Table 14: Household Income for All Households and by Tenure (2018)**

Income	All Households		Owner Households		Renter Households	
	Number	Percent	Number	Percent	Number	Percent
Less than \$5,000	485	1.4%	195	0.9%	290	2.5%
\$5,000 to \$9,999	328	1.0%	65	0.3%	263	2.2%
\$10,000 to \$14,999	706	2.1%	327	1.5%	379	3.2%
\$15,000 to \$19,999	707	2.1%	256	1.2%	451	3.8%
\$20,000 to \$24,999	901	2.7%	268	1.2%	633	5.4%
\$25,000 to \$34,999	2,008	5.9%	1,026	4.6%	982	8.3%
\$35,000 to \$49,999	2,706	8.0%	1,391	6.3%	1,315	11.2%
\$50,000 to \$74,999	5,585	16.5%	3,250	14.7%	2,335	19.9%
\$75,000 to \$99,999	5,173	15.3%	3,331	15.1%	1,842	15.7%
\$100,000 to \$149,999	7,904	23.3%	5,770	26.1%	2,134	18.1%
\$150,000 or more	7,386	21.8%	6,248	28.2%	1,138	9.7%
Median Household Income – Temecula	\$90,964		\$107,349		\$64,060	
Median Household Income – Riverside County	\$63,948		\$77,991		\$42,445	

Source: US Census, 2014-2018 ACS

## Households by Income Group

A special aggregation of 2013-2017 ACS data performed by HUD – titled the Comprehensive Housing Affordability Strategy (CHAS) data – provides a breakdown of households by income group by tenure. The number of households in extremely low, very low, low, and moderate/above moderate-income groups is shown in **Table 15**. Nearly 80% of all households are at or above moderate income. The HUD CHAS data indicates the extremely low-income group represents 5.6% of households, and a higher proportion are renters (1,315) than owners (565). The very low-income group represents 6.6% of households and the low-income group represents 10.4% of households. The City’s RHNA (see **Table 32**) identifies the City’s share of regional housing needs for extremely low, very low, and low-income households, as well as for moderate and above moderate-income households. As shown in **Table 15**, there is a larger proportion of renters in the extremely low, very low, and low-income groups, while there is a larger proportion of moderate and above moderate-income groups in owner households.

**Table 15: Households by Income Group (2017)**

Income Group	Total		Owner		Renter	
	Households	Percent	Households	Percent	Households	Percent
Extremely Low (<30% AMI)	1,880	5.6%	565	2.6%	1,315	10.9%
Very Low (31–50% AMI)	2,210	6.6%	705	3.3%	1,505	12.5%
Low (51–80% AMI)	3,510	10.4%	1,900	8.8%	1,610	13.4%
Moderate and Above Moderate (>80% AMI)	26,050	77.4%	18,430	85.3%	7,620	63.3%
<b>TOTAL</b>	<b>33,645</b>	<b>100%</b>	<b>21,600</b>	<b>100%</b>	<b>12,045</b>	<b>100%</b>

Source: HUD Comprehensive Housing Affordability Strategy (CHAS), 2013-2017  
 Available: <https://www.huduser.gov/portal/datasets/cp.html>

## Poverty Levels

The 2014-2018 ACS data indicates that 1,632 (5.9%) of all Temecula families and 7,678 individuals (6.9%) had incomes at or below the poverty level. According to the ACS data, poverty rates are disparate between races and economic indicators are greatest for those identified as Black or African American. In 2018, those identified as Black or African American had a poverty rate of 11.8% compared to 9.2% for American Indian and Alaska Natives, 8.7% for “some other race alone,” 7.8% for Hispanics/Latinos, 7.0% for Asians, and 6.4% for Whites.

The level of poverty in a jurisdiction often influences the need for housing to accommodate those persons and families in the very low and low-income categories. The U.S. Census Bureau measures poverty by using a set of money income thresholds that vary by family size and composition of who is in poverty. If a family’s total income is less than the family’s threshold, then that family and every individual in it is considered in poverty. For example, the poverty threshold for a family of two with no children would be \$17,120, a household of two with a householder aged 65 or older and no children has a poverty threshold of \$15,453, and the poverty threshold of a family of four with two children under the age of 18 would be \$25,926. (U.S. Census Bureau, 2019).

## Extremely Low-Income Households

Extremely low-income (ELI) households are defined as those earning up to 30% of the area median household income. For Riverside County, the median household income in 2020 was \$75,300. For ELI households in Temecula (and the rest of Riverside County), this results in an income of \$26,200 or less for a four-person household or \$15,850 for a one-person household. ELI households have a variety of housing situations and needs. For example, most families and individuals

receiving only public assistance, such as social security disability insurance or disability insurance, qualify as ELI households.

**Table 16** provides representative occupations with hourly wages that are close to, but not within, the ELI income range as reported by the Employment Development Department. Note that all occupations indicated median annual wages above the ELI income threshold for a one-person household, perhaps suggesting that any employment in Temecula could lift a household out of the extremely low-income group. As shown in **Table 15**, ELI households make up 5.6% of all households in Temecula. Based on **Table 29**, 86.4% of ELI households in Temecula pay more than 30% of their incomes for housing.

**Table 16: Occupations with Wages for Extremely Low to very Low-Income Households (2020)**

Occupation Title	Median Hourly Wage
Cleaners of Vehicles and Equipment	\$12.67
Bartenders	\$12.64
Gaming Change Persons and Booth Cashiers	\$12.63
Hosts and Hostesses, Restaurant, Lounge, and Coffee Shop	\$12.59
Cooks, Fast Food	\$12.58
Pressers, Textile, Garment, and Related Materials	\$12.57
Amusement and Recreation Attendants	\$12.56
Waiters and Waitresses	\$12.56
Dishwashers	\$12.40
Farming, Fishing, and Forestry Occupations	\$12.36
Graders and Sorters, Agricultural Products	\$12.33
Ushers, Lobby Attendants, and Ticket Takers	\$12.32
Gaming Dealers	\$12.23
Door-to-Door Sales Workers, News and Street Vendors, and Related Workers	\$12.20
Farmworkers and Laborers, Crop, Nursery, and Greenhouse	\$12.20
Dining Room and Cafeteria Attendants and Bartender Helpers	\$12.15

*Source: Employment Development Department, Long-Term Occupational Projections 2018-2028 (accessed May 2021)*

Pursuant to Government Code Section 65583(a)(1), 50% of Temecula’s very low-income regional housing needs assigned by HCD are projected to be extremely low-income households. As a result, from the very low-income need of 1,359 units (see **Table 32**), the City has a projected need of 679 units for extremely low-income households (i.e., households earning 30% or less of the area median income). Based on current figures, extremely low-income households will most likely be

facing an overpayment, overcrowding, or substandard housing conditions. Some extremely low-income households could include individuals with mental or other disabilities and special needs. To address the range of needs of ELI households, the City will implement several programs including the following programs (refer to the Housing Element Policy Document for more detailed descriptions of these programs):

- Program 4: Replacement of Affordable Units
- Program 7: Land Assemblage and Affordable Housing Development
- Program 8: Housing for Extremely Low-Income Households
- Program 8: Special Needs Housing Construction
- Program 14: Emergency Shelters and Transitional/Supportive Housing
- Program 17: Preserve At-Risk Housing Units
- Program 20: Section 8 Rental Assistance Program
- Program 22: Equal Housing Opportunity
- Program 23: Housing Referral Directory
- Program 24: Economic Displacement Risk Analysis

## E. Housing Characteristics

### Housing Type

**Table 17** identifies the types of housing units in Temecula in 2020. The table summarizes total housing stock according to the type of structure. As shown in the table, the majority of housing in Temecula is single-family detached housing, which accounted for 78.5% of units in 2020. Mobile homes represent 0.4% of the housing stock. Multifamily units represent 17.5% of the housing stock, with duplex through fourplex units accounting for 2.3% and multifamily developments with five or more units accounting for 15.2%. Single-family attached homes represent 7.2% of housing units.

**Table 17: Housing Stock by Type and Vacancy (2020)**

	Total	Single Family		Multifamily		Mobile Homes	Occupied	Vacant
		Detached	Attached	2 - 4	5 + Units			
Units	36,550	28,701	1,300	847	5,540	162	34,511	2,039
Percent	100%	78.5%	7.2%	2.3%	15.2%	0.4%	94.4%	5.6%

Sources: SCAG 6th Cycle Data Package; DOF E-5 Report 2020

### Vacancy Rate

**Table 18** also shows the number and percentage of occupied units and the percentage of vacant units. It is important to note that these counts



include all vacant units, including those units that are newly constructed but not yet occupied. In order for the housing market to function properly in a city there should always be some level of housing vacancy, otherwise rents or housing prices could skyrocket. The 5.6% vacancy in Temecula is in line with the historical equilibrium in California (5.5% for rental vacancy and 1.2% for homeownership vacancy).<sup>1</sup>

The 2014-2018 ACS data indicates that there were 2,047 vacant units in 2018. As shown in **Table 18**, of the total vacant units in 2018, 717 were for rent, 169 were for sale, 180 were rented or sold but not yet occupied, and 503 were for seasonal, recreational, or occasional use. The overall vacancy rate in Temecula in 2018 was 6.0%, a rate which has fluctuated since 2010.

**Table 18: Vacancy by Type (2018)**

Vacancy Type	Number	Percent
For rent	717	35.0%
Rented, not occupied	117	5.7%
For sale only	169	8.3%
Sold, not occupied	63	3.1%
For seasonal, recreational, or occasional use	503	24.6%
For migrant workers	0	0.0%
Other vacant	478	23.4%
<b>TOTAL</b>	<b>2,047</b>	<b>100%</b>

Source: US Census, 2014-2018 ACS

## Housing Conditions

The U.S. Census provides only limited data that can be used to infer the condition of Temecula’s housing stock. In most cases, the age of a community’s housing stock is a good indicator of the condition of the housing stock. Moreover, many federal and state programs also use the age of housing as one factor in determining housing rehabilitation needs. Typically, housing over 30 years of age is more likely to have rehabilitation needs that may include plumbing, roof repairs, electrical repairs, foundation rehabilitation, or other significant improvements.

The 2014-2018 ACS data indicates that only a small percentage (1.9%) of the housing in the City is greater than 50 years old (i.e., built before 1970). Another 5.3% of units were built between 1970 and 1979. The majority of housing in the city (92.8%) was built after 1980. The age of the housing stock indicates that while the need for maintenance and rehabilitation assistance may grow during the planning period, it will likely be attributable to only a small proportion of total housing. Units built prior to 1970 may require aesthetic and maintenance repairs

<sup>1</sup> “California’s low residential vacancy rates signal more construction,” *First Tuesday Journal* (February 15, 2021).

including roof, window, and paint improvements and some units in this age range may also require significant upgrades to structural, foundation, electrical, plumbing, and other systems.

When examining a housing stock to determine what condition it is in, there are certain factors that the Census considers. For example, older units may not have plumbing that is fully functional or the plumbing might be substandard. **Table 19** indicates that a small percentage of occupied dwelling units (0.2%) lacked complete plumbing facilities in 2018.

**Table 19: Housing Stock Conditions (2018)**

Year Structure Built	Owner-Occupied		Renter-Occupied		Total	
	Number	Percent	Number	Percent	Number	Percent
2014 or later	539	2.4%	108	0.9%	647	1.9%
2010 to 2013	879	4.0%	390	3.3%	1,269	3.7%
2000 to 2009	7,136	32.3%	4,406	37.5%	11,542	34.1%
1990 to 1999	7,643	34.5%	3,470	29.5%	11,113	32.8%
1980 to 1989	4,516	20.4%	2,356	20.0%	6,872	20.3%
1970 to 1979	1,004	4.5%	808	6.9%	1,812	5.3%
1960 to 1969	226	1.0%	71	0.6%	297	0.9%
1950 to 1959	93	0.4%	50	0.4%	143	0.4%
1940 to 1949	27	0.1%	44	0.4%	71	0.2%
1939 or earlier	64	0.3%	59	0.5%	123	0.4%
<b>TOTAL</b>	<b>22,127</b>	<b>100%</b>	<b>11,762</b>	<b>100%</b>	<b>33,889</b>	<b>100%</b>
<b>Plumbing Facilities (Occupied Units)</b>						
Units with Complete Plumbing Facilities	22,095	99.9%	11,727	99.7%	33,822	99.8%
Units Lacking Complete Plumbing Facilities	32	0.1%	35	0.3%	67	0.2%

Source: US Census, 2014-2018 ACS (Table B25036)

As noted, the City’s housing stock is relatively new with only 7.2% of dwelling units in Temecula having been constructed prior to 1980. As such, while structural deterioration and maintenance problems may exist, only a small portion is likely to require rehabilitation.

To supplement the Census information regarding housing conditions, the City of Temecula included specific questions pertaining to the quality of the City’s housing stock in its Housing Element Update community survey, which was available on the City’s website from March 26 through September 30, 2020 (this is further detailed in Appendix B). When asked to rate the physical condition of the residence they lived in, the majority (46.4%) responded that their home shows signs of minor deferred maintenance such as peeling paint or chipped stucco, while 33.2% indicated that their home was in excellent condition. Another 12.6% of respondents indicated that their home

was in need of a modest repair (like a new roof or new siding) and only 5.0% reported that their home needed a major repair (such as new foundation, complete new plumbing, or complete new electrical). Homeowners were more likely than renters to respond that their residence was in excellent condition (40% to 16%).

Community members were also asked to report the type of home improvements they have considered making to their homes. The most popular answers that applied were improvements for painting, “does not apply” (meaning they are not considering any improvements at this time), solar, and new heating and air conditioning (HVAC).

Additionally, the City’s Planning Division has identified homes built prior to 1990 as potentially in need of rehabilitation and multifamily homes built prior to 2000 may be in need of energy efficiency retrofits and other rehabilitation. The City will continue to implement its Residential Improvement Program using CDBG funds to help lower-income homeowners to rehabilitate substandard housing.

## Overcrowding

Typically, a housing unit is considered overcrowded if there is more than one person per room and severely overcrowded if there are more than 1.5 persons per room. **Table 20** summarizes overcrowding data for Temecula. It should be noted that kitchenettes, strip or Pullman kitchens, bathrooms, porches, balconies, foyers, halls, half-rooms, utility rooms, unfinished attics, basements, or other space for storage are not defined as rooms for Census purposes.

Overcrowded households are usually a reflection of the lack of affordable housing available. Households that cannot afford housing units suitably sized for their families are often forced to live in housing that is too small for their needs, which may result in poor physical condition of the dwelling unit. In 2018, 994 housing units (2.9% of the total occupied units) were overcrowded, which represented 2% of owner units and 4.7% of renter units.

**Table 20: Overcrowding by Tenure (2018)**

Persons per Room	Owner		Renter		Total	
	Number	Percent	Number	Percent	Number	Percent
1.00 or less	21,682	98.0%	11,213	95.3%	32,895	97.1%
1.01 to 1.50	378	1.7%	396	3.4%	774	2.3%
1.51 or more	67	0.3%	153	1.3%	220	0.6%
<b>TOTAL</b>	<b>22,127</b>	<b>100%</b>	<b>11,762</b>	<b>100%</b>	<b>33,889</b>	<b>100%</b>
Overcrowded	445	2.0%	549	4.7%	994	2.9%

Source: US Census, 2014-2018 ACS

As shown in **Table 21**, the average household size in Temecula was 3.31 persons in 2018, which was slightly higher than the City’s average household size in 2010 (3.15). **Table 21** shows Temecula’s household sizes for owner, renter, and all households. The average household size was higher for owners (3.34 persons). Renter households had an average size of 3.25 persons. The majority (72.5%) of owner households had two to four persons, compared to 66.8% of renter households that were two to four persons in size. **Table 22** identifies bedrooms by tenure. Although large owner households and large renter households are proportionally equivalent (15.5% vs. 15.7%), the proportion of larger homes (4 or more bedrooms) is significantly higher for owner households.

**Table 21: Household Size by Tenure (2018)**

Household Size	Owner		Renter		Total	
	Number	Percent	Number	Percent	Number	Percent
1-person	2,659	12.0%	2,065	17.6%	4,724	13.9%
2-person	6,974	31.5%	3,182	27.1%	10,156	30.0%
3-person	4,326	19.6%	2,137	18.2%	6,463	19.1%
4-person	4,740	21.4%	2,533	21.5%	7,273	21.5%
5-person	2,300	10.4%	1,334	11.3%	3,634	10.7%
6-person	749	3.4%	325	2.8%	1,074	3.2%
7-or-more-person	379	1.7%	186	1.6%	565	1.7%
<b>TOTAL</b>	<b>22,127</b>	<b>100% (65.3% of total)</b>	<b>11,762</b>	<b>100% (34.7% of total)</b>	<b>33,889</b>	<b>100%</b>
Average Household Size	3.34		3.25		3.31	

Source: SCAG 6th Cycle Data Package



**Table 22: Number of Bedrooms by Tenure (2018)**

Bedroom Type	Owner		Renter		Total	
	Number	Percent	Number	Percent	Number	Percent
No bedroom	65	0.3%	172	1.5%	237	0.7%
1-bedroom	6	0.0%	1,396	11.9%	1,402	4.1%
2-bedroom	1,375	6.2%	3,941	33.5%	5,316	15.7%
3-bedroom	8,416	38.0%	3,177	27.0%	11,593	34.2%
4-bedroom	9,090	41.1%	2,348	20.0%	11,438	33.8%
5 or more bedroom	3,175	14.3%	728	6.2%	3,903	11.5%
<b>TOTAL</b>	<b>22,127</b>	<b>100%</b>	<b>11,762</b>	<b>100%</b>	<b>33,889</b>	<b>100%</b>

Source: US Census, 2014-2018 ACS

## F. Housing Costs

As shown in Figure 1, between 2000 and 2018, median home sales prices in Temecula increased 134% while prices in the SCAG region increased 151%. The 2018 median home sales price in Temecula was \$460,000, down from a high of \$491,500 experienced in 2006. Prices in the City have ranged from a low of 76.5% of the SCAG region median in 2008 to a high of 97.4% in 2004.

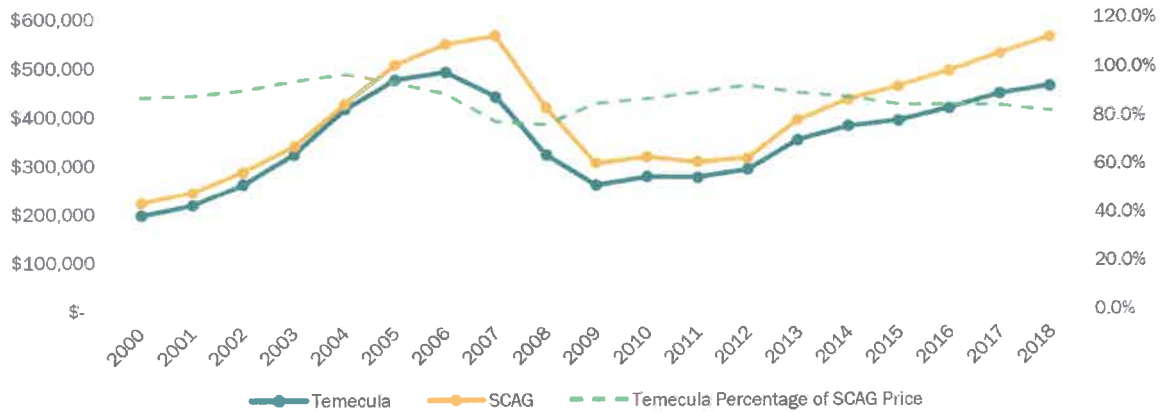
In May 2021, there were 172 homes listed for sale on Zillow.com with prices ranging from \$79,000 (manufactured home) to \$6,900,000 for a 9 bed/10 bath home. Of these homes, there were 149 detached single-family homes with sales prices beginning at \$429,999. As shown in **Table 23**, most homes for sale are in the \$700,000+ price range (55.2%), with 32.6% of homes in the \$500,000 to \$699,999 range and 12.2% of homes priced under \$500,000. Zillow identified the April 2021 median sales price as \$586,159. While the median sales price is not affordable to lower and moderate-income households (see **Table 28**), the City’s home sales prices, which are more than \$100,000 higher compared to Riverside County (Zillow reported a median home sales price of \$475,454 for the County in April 2021), could result in demand from the above-moderate income group who seek higher priced units that may offer more space or amenities than other homes in the southern California region, including Los Angeles, Orange, and San Diego counties. Additionally, the long-term home cost impacts related to the COVID-19 pandemic remain to be seen. While it is possible that some price impacts are temporary (i.e., higher than average rental rates), it is possible that the pandemic will leave a permanent impact on the housing market; the City will continue to monitor these changes and work proactively to address issues related to home availability and cost as defined in the Housing Plan.

**Table 23: Homes for Sale (May 2021)**

Price	Homes	Percent
\$700,000 and more	95	55.2%
\$600,000 - \$699,999	27	15.7%
\$500,000 - \$599,999	29	16.9%
\$400,000 - \$499,999	20	11.6%
\$300,000 - \$399,999	0	0%
\$200,000 - \$299,999	0	0%
\$100,000 - \$199,999	0	0%
\$0 - \$99,999	1	0.6%

Source: Zillow.com, 2021

**Figure 1: Median Home Sales Price for Existing Homes**



Source: SCAG 6th Cycle Data Package

Housing costs are affected by supply and demand and can affect the affordability of the housing in the City of Temecula. **Table 24** shows the median home value in Temecula was \$426,400 in 2018. Home values in Temecula are some of the highest in the region, highlighting the importance of Temecula’s commitment to continue to provide additional opportunities for more affordable and attainable housing options.

**Table 24: Median Home Value by Community**

Jurisdiction	Median Home Value
Perris	\$261,000
Menifee	\$329,800
Murrieta	\$400,300
Temecula	\$426,400
Lake Elsinore	\$333,600
Riverside County	\$347,600

Source: American Community Survey, 5-Year Estimates, 2018.

## Rental Housing

**Table 25** summarizes rents paid in Temecula in 2018 by rental range. The range with the highest percentage of units rented was between \$1,500 and \$1,999 at 33.4% (3,809 units). Only 8.7% of rentals were under \$1,000 per month. Almost one-third (35.7%) of all rentals were over \$2,000 per month.

Based on a review of rental ads on Zillow.com, Hotpads.com, and Apartments.com, the median rent in Temecula is \$2,435 per month. There were 120 rentals available in May 2021. Rents ranged from \$1,460 to \$3,000 for 2 bed/2 bath homes to \$2,400 and more for a four-bedroom home. It should be noted that this data was collected during the COVID-19 pandemic, when rental rates are at an all-time high due to limited supply, public health concerns, and renters’ inability to secure other safe and affordable housing options. **Table 25** below reflects rental costs as of 2018, which may be more indicative of long-term rental rates than the units specifically listed for rent during the COVID-19 pandemic.

**Table 25: Rental Costs (2018)**

Rent Range	Number	Percent
Less than \$500	215	1.9%
\$500 to \$999	774	6.8%
\$1,000 to \$1,499	2,520	22.1%
\$1,500 to \$1,999	3,809	33.4%
\$2,000 to \$2,499	2,575	22.6%
\$2,500 to \$2,999	1,137	10.0%
\$3,000 or more	358	3.1%
Median (dollars)	\$ 1,787	

Source: US Census, 2014-2018 ACS

**Table 26: Rental Rates by Number of Bedrooms**

Bedroom Type	Rental Survey		
	Units Available	Range	Average Rent
Studio	0	N/A	N/A
1 bed	7	\$1,345 - \$2,850	\$1,632
2 bed	80	\$1,460 - \$3,000	\$1,816
3 bed	20	\$2,000 - \$3,600	\$2,290
4 bed or more	13	\$2,400+	N/A

Sources: Zillow.com and Apartments.com, May 2021

## Income Groups

The California Department of Housing and Community Development (HCD) publishes household income data annually for areas in California. **Table 27** shows the maximum annual income level for each income group adjusted for household size for Riverside County. The maximum annual income data is then utilized to calculate the maximum affordable housing payments for different households (varying by income level) and their eligibility for housing assistance programs.

- Extremely Low-Income Households have a combined income at or lower than 30% of area median income (AMI), as established by the Department of Housing and Community Development (HCD).
- Very Low-Income Households have a combined income between 30 and 50% of AMI, as established by HCD.
- Low-Income Households have a combined income between 50 and 80% of AMI, as established by HCD.
- Moderate-Income Households have a combined income between 80 and 120% of AMI, as established by HCD.
- Above Moderate-Income Households have a combined income greater than 120% of AMI, as established by HCD.



**Table 27: State Income Limits – Riverside County (2021)**

Income Group	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
Extremely Low	\$16,600	\$19,000	\$21,960	\$26,500	\$31,040	\$35,580	\$40,120	\$44,660
Very Low	\$27,650	\$31,600	\$35,550	\$39,500	\$42,700	\$45,850	\$49,000	\$52,150
Low	\$44,250	\$50,600	\$56,900	\$63,200	\$68,300	\$73,350	\$78,400	\$83,450
Moderate	\$65,100	\$74,400	\$83,700	\$93,000	\$100,450	\$107,900	\$115,300	\$122,750
Above Moderate	\$65,100+	\$74,400+	\$83,700+	\$93,000+	\$100,450+	\$107,900+	\$115,300+	\$122,750+

Source: HCD 2021 Riverside County Income Limits

## Housing Affordability

**Table 28** shows the estimated maximum rents and sales prices, respectively, that are affordable to very low, low, moderate, and above moderate-income households. Affordability is based on a household spending 30% or less of their total household income for shelter. Affordability is based on the maximum household income levels established by HCD (**Table 27**). The annual income limits established by HCD are similar to those used by the U.S. Department of Housing and Urban Development (HUD) for administering various affordable housing programs. Maximum affordable sales price is based generally on the following assumptions: 4% interest rate, 30-year fixed loan, and down payments that vary with income level, as described in Table 3-25.

Comparing the maximum affordable housing costs in **Table 28** to the rental rates in **Table 25** and **Table 26**, rental rates in Temecula as of mid-2021, during the COVID-19 pandemic which has increased housing costs across the board, are generally affordable to moderate-income and above moderate-income households. While there may be some units affordable to lower-income households, units are generally scarce. However, due to the COVID-19 pandemic, Temecula, like cities all over the country, has seen limited supply and increased demand for safe and affordable housing. It can be expected that as the City recovers from the impacts related to COVID-19, housing options will increase to pre-pandemic levels and home costs may become more affordable. In May 2021, there were no rental units available under \$1,345 a month – meaning available units are not affordable for extremely low or very low-income groups. Moderate and above moderate-income households can afford a broad range of available housing.

Although there are homes for sale in Temecula available to very low, low, moderate, and above moderate income groups based on a comparison of **Table 24** and **Table 28**, the majority of homes (i.e. in

the \$700,000+ range) are affordable to only above moderate-income households.

**Table 28: Housing Affordability by Income Group**

Income Group	One Person		Two Person		Four Person		Six Person	
	Home Sale Price*	Monthly Rent or Housing Cost	Home Sale Price*	Monthly Rent or Housing Cost	Home Sale Price*	Monthly Rent or Housing Cost	Home Sale Price*	Monthly Rent or Housing Cost
Extremely Low	\$55,163	\$396	\$63,941	\$453	\$92,887	\$655	\$126,874	\$879
Very Low	\$100,051	\$660	\$114,682	\$754	\$143,945	\$941	\$167,550	\$1,093
Low	\$165,423	\$1,055	\$188,833	\$1,205	\$235,848	\$1,506	\$270,347	\$1,748
Moderate	\$255,004	\$1,581	\$290,315	\$1,808	\$360,740	\$2,259	\$417,119	\$2,620
Above Moderate	\$255,004+	\$1,581+	\$290,315+	\$1,808+	\$360,740+	\$2,259+	\$417,119+	\$2,620+

\*Maximum affordable sales price is based on the following assumptions: 4.0% interest rate, 30-year fixed loan; down payment: \$5,000 – extremely low, \$10,000 – very low; \$15,000 – low, \$25,000 – moderate; property tax, utilities, and homeowners insurance as 30% of monthly housing cost (extremely low/very low), 28% of monthly housing cost (low), and 25% of monthly housing cost (moderate/above moderate). Homes sales prices are rounded to nearest \$100.  
Source: De Novo Planning Group, 2021

### ***Extremely Low-income Households***

As previously described, extremely low-income households earn less than 30% of the County Area Median Income (AMI). Depending on the household size, these households can afford rents between \$396 and \$879 per month and homes priced at \$55,163 to \$126,874. As of May 2021, there were no rental homes listed on Zillow or Apartments.com that would be affordable to extremely low-income households. However, based on US Census data, approximately 8% of renters pay monthly rents affordable to extremely low-income households. Extremely low-income households may be able to afford to purchase a mobile home in Temecula; however, real estate listings for these homes indicate that homes affordable at this price point may have age restrictions and are in very limited supply.

### ***Very Low-income Households***

Very low-income households earn between 31% and 50% of the County Area Median Income (AMI). Depending on the household size, these households can afford rents between \$660 to \$1,093 per month and homes priced at \$100,051 and \$167,550. As of May 2021, there were no rental homes listed on Zillow or Apartments.com that could be affordable to very low-income households. However, based on US Census data, approximately 9% of renters pay monthly rents affordable to very low-income households (inclusive of units also affordable to extremely low-income). Very low-income households may be able afford to purchase a mobile home in Temecula; however, even those affordable to very low-income households may have age restrictions and there continues to be a very limited supply.

### ***Low-income Households***

Low-income households earn between 51% and 80% of the County Area Median Income (AMI). Depending on the household size, these households can afford rents between \$1,055 to \$1,748 per month and homes priced at \$165,423 to \$270,347. As of May 2021, some rentals listed on Zillow or Apartments.com would be affordable to low-income households; these units include one- and two-bedroom options. Based on US Census data, about one-third (30.8%) of renters pay monthly rents affordable to larger low-income households, meaning the rent is less than \$1,748 per month. However, it should be noted that most renters are not six-person households, so the actual affordability by household size may be significantly more limited. Low-income households may be able to afford to purchase a mobile home in Temecula; however, even those affordable to low-income households may have age restrictions and there continues to be a very limited supply.

### ***Moderate-income Households***

Moderate-income households earn between 80% and 120% of the County Area Median Income (AMI). Depending on the household size, these households can afford rents between \$1,581 to \$2,620 per month and homes priced at \$255,004 to \$417,119. As of May 2021, most rental units available were affordable to moderate-income households; these units included multifamily homes as well as single-family homes listed for rent by the homeowner. As of mid-2021, moderate-income households still cannot afford the vast majority of homes listed for sale as of May 2021 (which are primarily single-family detached homes), but may be able to afford other housing choices such as mobile homes and multifamily homes. This is further confirmed by US Census data.

## Overpayment

As with most communities, the location of the home is one of the biggest factors with regard to price. Relative to Riverside County, housing in Temecula is more expensive. Furthermore, housing is generally not affordable to extremely low, very low, and low-income households of smaller sizes.

As shown in **Table 29**, 49.9% of renters in Temecula and 29.7% of homeowners overpay for housing. The majority of renters that overpay are in the lower income groups, with 79.8% in the extremely low-income group and 73.1% in the very low-income group severely overpaying for housing (over 50% of their monthly income). Comparatively, 77.9% of extremely low-income owners and 66% of very low-income owners are severely overpaying. Therefore, while overpayment is more predominate among lower income renter households, overpayment is an issue for both renter and owner households. More than one-third (37%) of all households in Temecula overpay for housing.

**Table 29: Households by Income Level and Overpayment (2017)**

Household Overpayment	Renters	Owners	Total	% of Income Category
<b>Extremely Low-Income Households</b>	<b>1,315</b>	<b>565</b>	<b>1,880</b>	<b>100%</b>
With Cost Burden >30%	1,115 / 84.8%	505 / 89.4%	1,625	86.4%
With Cost Burden >50%	1,050 / 79.8%	440 / 77.9%	1,495	79.5%
<b>Very Low-Income Households</b>	<b>1,505</b>	<b>705</b>	<b>2,210</b>	<b>100%</b>
With Cost Burden >30%	1,300 / 86.4%	560 / 79.4%	1,855	83.9%
With Cost Burden >50%	1,100 / 73.1%	465 / 66%	1,565	70.8%
<b>Low-Income Households</b>	<b>1,610</b>	<b>1,900</b>	<b>3,510</b>	<b>100%</b>
With Cost Burden >30%	1,375 / 85.4%	1,200 / 63.2%	2,580	73.5%
With Cost Burden >50%	810 / 50.3%	770 / 40.5%	1,585	45.2%
<b>Total Extremely Low, Very Low, and Low-income Households Paying &gt;30%</b>	<b>3,760 / 85.6%</b>	<b>2,265 / 71.5%</b>	<b>6,025</b>	<b>80% of lower income households</b>
<b>Moderate and Above Moderate-Income Households</b>	<b>7,620</b>	<b>18,430</b>	<b>26,050</b>	<b>100%</b>
With Cost Burden >30%	2,225 / 29.2%	4,160 / 22.6%	6,385	24.5%
With Cost Burden >50%	210 / 2.8%	520 / 2.8%	735	2.8%
<b>Total Households</b>	<b>12,045</b>	<b>21,800</b>	<b>33,845</b>	<b>100%</b>
With Cost Burden >30%	6,015 / 49.9%	6,425 / 29.7%	12,445	37.0%
With Cost Burden >50%	3,170 / 26.3%	2,195 / 10.2%	5,365	15.9%

Note: Data is rounded to the nearest 5.

Source: HUD Comprehensive Housing Affordability Strategy (CHAS), 2013-2017



## Affordable Housing Inventory

The City uses various funding sources to preserve and increase the supply of affordable housing through new construction and the acquisition and/or rehabilitation of renter-occupied units. Affordability covenants in Temecula include developments that hold federal subsidy contracts, received tax credits or mortgage revenue bonds, and/or were financed by redevelopment funds or non-profit developers.

**Table 30** shows assisted units with covenants that require rents to be maintained at affordable levels for various agreed upon periods of time. In 2020, Temecula had 759 total deed-restricted affordable units. A recorded deed restriction serves as an affordability covenant that restricts the income level of a person who occupies the property, and ensures the property will remain available for low to moderate-income persons through the foreseeable future.

**Table 30: Deed Restricted Affordable Housing Units**

Project Name	Address	Type	No. of Restricted Units	No. of Total Units
Cameron Historical Building	41925 5th St., Temecula CA 92590	Equal Opportunity Housing	24	24
Cottages of Old Town	Varies		17	17
Creekside Apts.	28955 Pujol St., Temecula CA 92590		49	49
Front Street Plaza	28693 Old Town Front St., Temecula CA 92590	Family/Seniors	23	23
Habitat I	Varies		2	2
Habitat II	Varies		7	7
Madera Vista Apts.	44155 Margarita Rd., Temecula CA 92592	Family/Seniors	110	110
Mission Village Apts.	28497 Pujol St., Temecula CA 92590	Family	75	76
Oaktree Apts.	42176 Lyndie Ln., Temecula CA 92591	Family	44	45
Palomar Heritage Apartments	41955 5th St., Temecula CA 92590	Family	22	22
Portola Terrace Apts.	28701 Pujol St., Temecula CA 92590	Family/Seniors	44	45
Rancho California Apts.	29210 Stonewood Rd., Temecula CA 92591	Family	54	55
Rancho Creek Apts.	28464 Felix Valdez Rd., Temecula CA 92590	Family	30	30
Rancho West Apts.	42200 Main St., Temecula CA 92590	Family	150	150
Riverbank Apts.	28500 Pujol St., Temecula CA 92590	Senior	65	66

Temecula Reflections Townhomes	31111 Black Maple Dr., Temecula CA 92592	Family	11	11
Warehouse at Creekside Apts.	42081 Third St., Temecula CA 92590	Family	32	32
Total			759	764

Sources: California Housing Partnership, 2021; National Housing Preservation Database, 2021; US Department of Housing and Urban Development, 2021

## Mobile Homes

Mobile homes offer a more affordable option for those interested in homeownership. The median value of a mobile home in Riverside County in 2018 was \$60,200 (2018 ACS 5-Year Estimates Data Profile). Overall, 161 mobile homes are located in Temecula (DOF, Table 2: E-5, 1/1/2019). As shown by **Table 31**, there is one mobile home park in the City with a total of 196 permitted spaces.

In addition to the cost of a mobile home, owners must either purchase a residential site or rent a mobile home space. And although they present a more affordable alternative, mobile home rents have risen steadily throughout southern California since 2009.<sup>2</sup>

**Table 31: Mobile Home Parks in Temecula**

Park Name/Address	Operator	MH Spaces
HERITAGE MH COMMUNITY (33-0386-MP) 31130 S. GENERAL KEARNY RD, TEMECULA, CA 92591	CAREFREE COMMUNITIES CA, LLC	196
<i>Total Mobile Home Spaces</i>		<b>196</b>

Source: HCD 2019 Mobile Home Park Listings

## G. Future Housing Needs

A Regional Housing Needs Plan (RHNP) is mandated by the State of California (Government Code Section 65584) for regions to address housing issues and needs based on future growth projections for the area. The RHNP for Temecula is developed by the Southern California Association of Governments (SCAG), and allocates a “fair share” of regional housing needs to individual cities. The intent of the RHNP is to ensure that local jurisdictions address not only the needs of their immediate areas but also that needs for the entire region are fairly distributed to all communities. A major goal of the RHNP is to ensure that every community provides an opportunity for a mix of affordable housing to all economic segments of its population.

<sup>2</sup> Jeff Collins, “Soaring rents jolt senior tenants at mobile home park,” *OC Registrar* (July 20, 2018).

As the regional planning agency, SCAG determines the City’s fair share of housing through the Regional Housing Needs Allocation (RHNA) process. This Housing Element addresses SCAG’s RHNA schedule for the 6th Cycle, from 2021 through 2029. The City will need to plan to accommodate 4,193 new units, which includes 679 extremely low-income units, 680 very low, 801 low, 778 moderate, and 1,255 above moderate-income units. Pursuant to Government Code Section 65583(a)(1), 50% of Temecula’s very low-income regional housing needs assigned by HCD are extremely low-income households, and hence the 679 ELI units. **Table 32** summarizes Temecula’s fair share, progress to date, and remaining units.

**Table 32: Regional Housing Needs Allocation – 6th Cycle**

Status	Extremely Low	Very Low	Low	Moderate	Above Moderate	TOTAL
RHNA Allocation	679	680	801	778	1,255	4,193
Constructed/ Under Construction/ Permits Issued (Since 6/30/2021)	0	0	0	21	6	27
Approved/Entitled/ In Process	24	8	99	0	0	132
<i>Remaining Allocation</i>	656	671	702	757	1,249	4,034

Source: Southern California Association of Governments, 2020; City of Temecula, 2021

## H. Special Needs Groups

Government Code Section 65583(a)(7) requires a housing element to address special housing needs, such as those of the elderly; persons with disabilities, including a developmental disability, as defined in Section 4512 of the Welfare and Institutions Code; large families; farmworkers; families with female heads of households; and families and persons in need of emergency shelter. The needs of these groups often call for targeted program responses, such as temporary housing, preservation of residential hotels, housing with features to make it more accessible, and the development of four-bedroom apartments. Special needs groups have been identified and, to the degree possible, responsive programs are provided. A principal emphasis in addressing the needs of these groups is to continue to seek state technical assistance grants to identify the extent and location of those with special needs and identify ways and means to assist them. Local government budget limitations may act to limit effectiveness in implementing programs for these groups. Please refer to Section 6E of this Element for a discussion of agencies and programs that serve special needs populations in Temecula.

## Seniors

Seniors are considered persons age 65 or older in this Housing Element. However, it must be noted that some funding programs have lower age limits for persons to be eligible for their senior housing projects. Seniors have special housing needs primarily resulting from physical disabilities and limitations, fixed or limited income, and health care costs. Additionally, senior households also have other needs to preserve their independence including supportive services to maintain their health and safety, in-home support services to perform activities of daily living, conservators to assist with personal care and financial affairs, public administration assistance to manage and resolve estate issues, and networks of care to provide a wide variety of services and daily assistance.

Various portions of the Housing Element describe characteristics of the senior population, the extent of their needs for affordable housing, housing designated for seniors, and City provisions to accommodate their need. Senior household growth in Temecula from 2010 to 2018 is shown in **Table 33**.

**Table 33: Senior Population and Households (2010 and 2018)**

Population	2010	2018
Number	7,009	11,534
Percent Change	-	64.6%
Annual Percent Change	-	8.1%
Households	2010	2018
Number	3,694	5,983
Percent Change	-	62.0%
Annual Percent Change	-	7.7%

Source: HCD 2019 Mobile Home Park Listings

The large increase in elderly persons is likely due to the residential growth experienced in Temecula as well as aging in place of Temecula's residents. Senior households increased by 62% from 2010 to 2018. While seniors represent approximately 10% of the City's population, senior households represent approximately 18% of total households, which is primarily due to the smaller senior household size.

**Table 34** summarizes senior households by age and tenure. The majority of senior households are owners, 4,835 or approximately 81%, whereas approximately 19% of senior households, 1,148, are renters. Temecula has a lower percentage of both owner-occupied elderly households than in Riverside County (14.3% vs. 20%) and renter-occupied elderly households (3.4% vs. 5.2%). Elderly renters tend to prefer affordable units in smaller single-story structures or multi-story



structures with an elevator, close to health facilities, services, transportation, and entertainment.

During the planning period, senior households are anticipated to increase at a rate commensurate with overall population and household growth. Senior housing types can include market rate homes, senior single-family housing communities, senior apartments, and mobile homes.

**Table 34: Householder Age by Tenure (2018)**

Age Group	Owners		Renters	
	Number	Percent	Number	Percent
65-74 years	2,977	61.6%	809	70.5%
75-84 years	1,384	28.6%	239	20.8%
85 plus years	474	9.8%	100	8.7%
TOTAL	4,835	80.8% (of total)	1,148	19.2% (of total)

*Source: US Census, 2014-2018 ACS (Table B25007)*

The median income of households with a head of household that is 65 years and over is \$64,955, significantly less (36.4%) than the median household income of \$90,964.

### **Senior Housing**

There is increasing variety in the types of housing available to the senior population. This section focuses on three basic types.

**Independent Living** – Housing for healthy seniors who are self-sufficient and want the freedom and privacy of their own separate apartment or house. Many seniors remain in their original homes, and others move to special residential communities which provide a greater level of security and social activities of a senior community.

**Group Living** – Shared living arrangements in which seniors live in close proximity to their peers and have access to activities and special services.

**Assisted Living** – Provides the greatest level of support, including meal preparation and assistance with other activities of daily living.

Temecula permits residential care facilities serving six or fewer persons by right in all residential zones, and those serving more than six persons by conditional use permit in residential and commercial zones. The California Department of Social Services Community Care Licensing Division reports that as of May 2021, 18 residential care facilities serve the elderly in Temecula. Seniors and their caregivers also utilize larger

scale residential care facilities for the elderly. There are four commercially operating assisted living residential care facilities for the elderly in the City:

- Highgate Senior Living-Temecula, 42301 Moraga Rd. – assisted living facility offering memory care and couples care
- Temecula Memory Care, 44280 Campanula Way – memory care facility
- Vineyard Ranch at Temecula, 27350 Nicolas Rd. – assisted living community offering memory care services
- The Chateau at Harveston, 40024 Harveston Dr. – senior independent living with additional third party services

Several programs address the non-housing needs of seniors in Temecula. Additional support for senior residents is provided by the city-operated Mary Phillips Senior Center (MPSC), which serves as the primary site for senior services programs offered by the City and non-profits. Some of the programs and services provided at the MPSC include nutrition/meal programs, health screening and general medical exams, transportation programs, library and computers with internet access, and recreational activities. The City also partners with RTA to provide senior transportation services, including Dial-A-Ride, throughout Temecula.

### **Disabled Persons**

A “disability” includes, but is not limited to, any physical or mental disability as defined in California Government Code Section 12926. A “mental disability” involves having any mental or psychological disorder or condition that limits a major life activity. A “physical disability” involves having any physiological disease, disorder, condition, cosmetic disfigurement, or anatomical loss that affects body systems. In addition, a mental or physical disability limits a major life activity by making the achievement of major life activities difficult including physical, mental, and social activities and working.

Physical, mental, and/or developmental disabilities could prevent a person from working, restrict a person’s mobility, or make caring for oneself difficult. Therefore, disabled persons often require special housing needs related to potential limited earning capacity, the lack of accessible and affordable housing, and higher health costs associated with disabilities. Additionally, people with disabilities require a wide range of different housing, depending on the type and severity of their disability. Housing needs can range from institutional care facilities to facilities that support partial or full independence (i.e., group care

homes). Supportive services such as daily living skills and employment assistance need to be integrated in the housing situation.

- Individuals with a mobility, visual, or hearing limitation may require housing that is physically accessible. Examples of accessibility in housing include widened doorways and hallways, ramps, bathroom modifications (e.g., lowered countertops, grab bars, adjustable shower heads, etc.) and special sensory devices including smoke alarms and flashing lights.
- Individuals with self-care limitations (which can include persons with mobility difficulties) may require residential environments that include in-home or on-site support services ranging from congregate to convalescent care. Support services can include medical therapy, daily living assistance, congregate dining, and related services.
- Individuals with developmental disabilities and other physical and mental conditions that prevent them from functioning independently may require assisted care or group home environments.
- Individuals with disabilities may require financial assistance to meet their housing needs because a higher percentage than the population at large are low-income and their special housing needs are often costlier than conventional housing.

According to the 2014-2018 ACS, there were 9,442 persons with one or more disabilities in Temecula. Of the disabled population, 62.8% were aged 5 to 64, 36.1% were aged 65 and over, and 1.2% were aged 5 and under. **Table 35** identifies disabilities by type of disability.

**Table 35: Disabilities by Disability Type (2018)**

Type of Disability	Persons Ages 5-64		Persons Ages 65+		Total	
	Number	Percent	Number	Percent	Number	Percent
Hearing Difficulty	1,393	23.5%	1,552	45.59%	2,991	31.7%
Vision Difficulty	821	13.9%	591	17.36%	1,479	15.7%
Cognitive Difficulty	2,796	47.2%	648	19.04%	3,444	36.5%
Ambulatory Difficulty	1,835	31.0%	1,937	56.90%	3,772	39.9%
Self-Care Difficulty	953	16.1%	741	21.77%	1,694	17.9%
Independent Living Difficulty	1,628	27.5%	1,645	48.33%	3,273	34.7%
Total Persons with One or More Disabilities <sup>1</sup>	5,925	100% / 62.8% of disabled	3,404	100% / 36.1% of disabled	9,442	100%

<sup>1</sup>A person may have more than one disability, so the total disabilities may exceed the total persons with a disability  
Source: US Census, 2014-2018 ACS

As shown in **Table 36**, the 2014-2018 ACS indicates that for individuals between the ages of 16 and 64, approximately 2,562 persons had some form or type of disability and were not in the labor force. This indicates that their disability may impede their ability to earn an adequate income, which in turn could affect their ability to afford suitable housing accommodations to meet their special needs. Therefore, many in this group may be in need of housing assistance.

**Table 36: Disabled Persons by Employment Status (2018)**

	<b>Ages 16 to 64</b>	<b>Percent</b>
Employed with Disability	2,190	42.8%
Unemployed with Disability	369	7.2%
Not in Labor Force with Disability	2,562	50%
Total	5,121	100%

Source: US Census, 2014-2018 ACS

While recent Census data does not provide income levels or overpayment data for persons with a disability, the 2014-2018 ACS survey does report on indicators that relate to a disabled person’s or household’s income. The 2014-2018 ACS data indicates that 733 persons with a disability are below the poverty level. It is likely that a portion of these disabled persons are in households that overpay for housing due to their limited income. The 2014-2018 ACS data indicates that 24.8% of households receiving food stamps or similar assistance have a disabled member. Of the 6,932 households with a disabled member, 447 households receive food stamps or similar assistance. The 2014-2018 ACS data indicates that the median earnings for males 16 years and over with a disability were \$49,500 compared with \$52,107 for males with no disability. Median earnings for females 16 years and over with a disability were \$31,993 compared to \$29,632 for females with no disability (which may be the result of disabled females receiving disability and SSI benefits).

The persons in the “with a disability” category in **Table 35** and **Table 36** include persons with developmental disabilities. “Developmental disability” means “a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual.” This term includes an intellectual disability, cerebral palsy, epilepsy, autism, and disabling conditions found to be closely related to intellectual disabilities or to require treatment similar to that required for individuals with an intellectual disability, but does not include other handicapping conditions that are solely physical in nature.

While the U.S. Census reports on a broad range of disabilities, the Census does not identify the subpopulation that has a developmental disability. The California Department of Developmental Services



(DDS) maintains data regarding people with developmental disabilities, defined as those with severe, life-long disabilities attributable to mental and/or physical impairments. The DDS data is reported by zip code, so the data reflects a larger area than the City of Temecula; however, the data was joined at the jurisdiction level by SCAG to approximate the counts for Temecula. The DDS/SCAG data indicates that 272 developmentally disabled persons reside in zip codes 92592, 92591, and 92590. **Table 37** breaks down the developmentally disabled population by residence type. Of these persons, the majority (262) live at home with a parent or guardian and only 5 live independently.

**Table 37: Developmentally Disabled Persons by Residence Type (2018)**

	Home of Parent/ Guardian	Independent/ Supported Living	Community Care Facility	Intermediate Care Facility	Foster/ Family Home	Other	TOTAL
Temecula*	262	5	0	0	5	0	272

\*Data is for the Temecula portion of zip codes 92592, 92591, and 92590  
Sources: CA DDS, 2019; SCAG 6th Cycle Data Package

### *Housing for Disabled Persons*

Households with a disabled member will require a mixture of housing units with accessibility features, in-home care, or group care housing facilities. Some of these households will have a member with a developmental disability and are expected to have special housing needs. Developmentally disabled persons may live with a family in a typical single-family or multifamily home, but some developmentally disabled persons with more severe disabilities may have special housing needs that may include extended family homes, group homes, small and large residential care facilities, intermediate care, and skilled nursing facilities and affordable housing such as extremely low/very low/low-income housing (both rental and ownership), Section 8/Housing Choice Vouchers, and single room occupancy-type units.

Although there are no assisted living residential care facilities for adults with special needs, including physical, mental, and developmental disabilities in Temecula, there are a number of resources available throughout the County to serve the disabled residents of Temecula. **Table 38** identifies some of the organizations in or near Temecula that specialize in providing services for the disabled and developmentally disabled population.

**Table 38: Facilities and Services for Disabled Persons**

Organization Name	Type of Service Provided	Homeless Population Served
Towards Maximum Independence (TMI)	Employment and family support services	Disabled adults
California Department of Rehabilitation	Vocational rehabilitation, independent living	Developmentally disabled adults
Coyne & Assoc.	Early start, behavioral services for children	12 months to 12 years
Goodwill Industries of the Inland Counties	Vocational evaluation, training, and employment opportunities	Adults with physical, psychiatric, and developmental disabilities
Inland Respite, Inc.	Caregivers and companion care	Developmentally disabled adults
Maxim Homecare Services	Home healthcare, autism services	Mentally disabled persons
Project T.O.U.C.H. (Together Our Unity Conquers Homelessness)	Shelter and homeless services	Disabled adults
CARE Learning Center and Counseling Services	Educational and counseling services	Disabled children and adults
A.C.C.E.S.S.	Therapeutic services	Developmentally disabled children and adolescents
Community Access Center (CAC)	Advocacy, assistive technology	Disabled adults

The 2014-2018 ACS data indicates that for individuals between the ages of 5 and 64, approximately 1.6% of the total population of Temecula have an ambulatory difficulty, 0.7% have a vision difficulty, 1.2% have a hearing difficulty, and 1.5% have an independent living difficulty. These types of disabilities may impede their ability to find suitable housing accommodations to meet their special needs. Therefore, many in these groups may be in need of housing assistance. Households containing physically handicapped persons may also need housing with universal design measures or special features to allow better physical mobility for occupants.

The 2014-18 ACS data also indicates that 6,932 households (20.5%) in Temecula had one or more disabled persons, including developmentally disabled persons. It is anticipated that this rate will remain the same during the planning period. Housing needed for persons with a disability during the planning period is anticipated to include community care facilities or at-home supportive services for persons with an independent living difficulty or self-care difficulty (approximately 4.9% of the population), as well as housing that is equipped to serve persons with ambulatory and sensory disabilities. Approximately 20.5% of the RHNA, 860 units, may be needed to have universal design measures or be accessible to persons with a disability.

The City of Temecula is committed to improving the housing options for persons with special needs by proactively working with the development community. In 2015, a developer requesting a General

Plan change was required to offer construction options on the development in order to provide better for-sale options for those who may need unique construction requirements (in the special needs community), but cannot afford expensive retrofits of existing units. These options included:

- Sound absorbent ceilings and walls
- Tempered glass windows and mirrors
- Natural light with sky lights or sun tubes
- Clerestory lighting
- Bathrooms with 4' tiled walls and flooring with floor drains
- Bathroom plumbing with scaled prevention
- Fiberglass and Dutch doors
- Automatic swinging door operations
- Pre-wiring for security systems
- Wider doors

## Large Family Households

Large family households are defined as households of five or more persons. Large family households are considered a special needs group because there is often a limited supply of adequately sized housing to accommodate their needs. The more persons in a household, the more rooms are needed to accommodate that household. Specifically, a five-person household would require three or four bedrooms, a six-person household would require four bedrooms, and a seven-person household would require four to six bedrooms.

In Temecula, 5,273 households, 15.6% of all households, have five or more persons as described in **Table 21**. Of the large households, 65% own their home and 35% rent. Typically, there are more owner-occupied large households that are cost burdened when compared to renter households and the population as a whole. However, the 2014-2018 ACS survey does not provide data regarding overpayment for large households. **Table 39** compares the median income for households with five or more persons to the citywide median income for 2018. For each large family category, the median household income was higher versus the citywide median of \$90,964.

**Table 39: Median Income By Household Size (2018)**

Size	Median Income
5-Person Households	\$109,958
6-Person Households	\$115,667
7 or More Person Households	\$113,556
<i>Median Household Income (All Households)</i>	<i>\$90,964</i>

*Source: US Census, 2014-2018 ACS*

Large families can have a difficult time finding housing units large enough to meet their needs. In Temecula, there appears to be a significant amount of both ownership housing and rental housing available to provide units with enough bedrooms for larger households. **Table 40** identifies the number of large households by household size versus the number of large owner and rental units. While there are adequate units in Temecula to accommodate large owner and renter households, it does not mean that there is a match between housing units that exist and large families. As described in **Table 20**, 2% of owner-occupied homes and 4.7% of renter-occupied homes are overcrowded.

**Table 40: Household Size versus Bedroom Size by Tenure (2018)**

Tenure	3 BR Units	5 Person Households		4+ BR Units	6 Person and Larger Households	
		Households	Shortfall/ Excess		Households	Shortfall/ Excess
Owner	8,416	2,300	6,116	12,265	1,128	11,137
Renter	3,177	1,334	1,843	3,076	511	2,565

Source: US Census, 2014-2018 ACS

Large households require housing units with more bedrooms than housing units needed by smaller households. In general, housing for these households should provide safe outdoor play areas for children and should be located to provide convenient access to schools and child care facilities. These types of needs can pose problems particularly for large families that cannot afford to buy or rent single-family houses. Based on the proportion of the City’s households that are at least five persons, it is anticipated that approximately 16% of the regional housing needs allocation units will be needed to accommodate large households and an emphasis should be placed on ensuring rental units are available to large households.

### Single Parent and Female Headed Households

Single parent households are households with children under the age of 18 at home and include both male- and female-headed households. These households generally have a higher ratio between their income and their living expenses (that is, living expenses take up a larger share of income than is generally the case in two-parent households). Therefore, finding affordable, decent, and safe housing is often more difficult for single parent and female-headed households. Additionally, single parent and female-headed households have special needs involving access to daycare or childcare, health care, and other supportive services.

While the majority of households in Temecula are either two-spouse couples or single person households, 20.5% of family households are



headed by a single male or single female. There are 1,393 male heads of household with no wife present and 581 of these households have children under 18. There is a larger number of female householders with no husband present – 4,296 households or 15.5% of family households – and 2,488 of these female-headed households have children under 18. **Table 41** identifies single parent households by gender of the householder and presence of children.

The median income of female-headed households (no husband present) is \$53,651, 23.8% less than the median income of a male-headed, no wife present family (\$70,432) and 41% less than the median income of all households in the City (\$90,964). Approximately 4.8% of all households are under the poverty level; 26.4% of female-headed households with related children under 18 are under the poverty level.

**Table 41: Families and Female Householder with Children Under 18 (2018)**

Category	Number	Percent
Total Families	27,657	100%
Male householder, no wife present	1,393	5%
With children under 18	581	2%
Female householder, no husband present	4,296	15.5%
With children under 18	2,488	9%

Source: US Census, 2014-2018 ACS

As Temecula’s population and households grow, there will be a continued need for supportive services for single parent households with children present. To address both the housing and supportive services needs of single parent households, additional multifamily housing should be developed that includes childcare facilities (allowing single parents to actively seek employment).

In addition, the creation of innovative housing for female-headed households could include co-housing developments where childcare and meal preparation responsibilities can be shared. The economies of scale available in this type of housing would be advantageous to this special needs group as well as all other low-income household groups. Limited equity cooperatives sponsored by non-profit housing developers are another financing structure that could be considered for the benefit of all special needs groups.

## Farmworkers

Farmworkers are traditionally defined as persons whose primary incomes are earned through permanent or seasonal agricultural labor. Agricultural lands have historically been one of Riverside County’s most important land uses and agriculture continues to play a large role in the local economy. While Riverside County has recently experienced

an unprecedented level of population growth leading to a more diverse economic base that includes manufacturing, technology, and service-oriented sectors, it remains strongly tied to an agricultural base. Nonetheless, there are only two very minor agricultural operations in the City and no agricultural zoning district exists although agricultural uses are permitted in the residential districts.

Despite this fact, the 2014-2018 ACS data estimates that only 228 (0.4% of the working population) of Temecula's residents were employed in agriculture (or related industries – forestry, fishing and hunting, mining) in 2018. It is possible (although statistics are not available) that the number of residents employed in agriculture as opposed to those employed in forestry, fishing and hunting, or mining is smaller than 228. In addition, it is possible (although statistics are not available) that a number of active farmworkers are not full-time residents of Temecula, and migrate into the area depending on seasonal crop harvest. Such farmworkers may find temporary housing by living with relatives, or short-term rental of a single unit for several families, resulting in overcrowded conditions.

### **Homeless Persons**

Government Code Section 65583(a)(7) requires that the Housing Element include an analysis of the needs of homeless persons and families. Homeless persons are defined as those who lack a fixed and adequate residence. People who are homeless may be chronically homeless (perhaps due to substance abuse or mental health issues) or situationally homeless (perhaps resulting from job loss or family strife). Homeless people face critical housing challenges due to their very low incomes and lack of appropriate housing. Thus, State law requires jurisdictions to plan to help meet the needs of their homeless populations.

The law also requires that each jurisdiction address community needs and available resources for special housing opportunities known as transitional and supportive housing. These housing types provide the opportunity for families and individuals to “transition” from a homeless condition to permanent housing, often with the assistance of supportive services to assist individuals in gaining necessary life skills in support of independent living.

### ***Homeless Estimates***

Counting the homeless population is problematic due to their transient nature; however, through the efforts of the Riverside County Continuum of Care (CoC) estimates have been developed. The Riverside County CoC is a consortium of individuals and organizations with the common purpose of developing and implementing a strategy

to address homelessness in Riverside County. The Riverside County CoC is responsible for managing U.S. Department of Housing and Urban Development (HUD) funds for homelessness, and is uniquely positioned to identify system needs and take steps to address them with the collaboration and partnership of community stakeholders.

As the primary coordinating body for homeless issues and assistance for the entire County, the Riverside County CoC accomplishes a host of activities and programs vital to the County, including an annual point-in-time “snapshot” survey to identify and assess the needs of both the sheltered and unsheltered homeless. Riverside County’s 2020 Point-in-Time (PIT) Count was conducted on January 29, 2020 and was planned, coordinated, and carried out by County agencies, city municipalities, non-profit service providers, and volunteers, including those experiencing homelessness.

The 2020 PIT Count identified 59 people in the City of Temecula experiencing homelessness, representing 2.0% of Riverside County’s total homeless count (2,884 individuals). For Riverside County, an estimated 729 (25.3%) of the 2,884 homeless individuals were sheltered and an estimated 2,155 (75%) were unsheltered. The 59 people identified in Temecula were unsheltered.

### *Housing Accommodations*

The Temecula Zoning Code allows emergency shelters by right in the Medium Density Residential and High Density Residential zones, subject to compliance with objective standards consistent with the requirements identified in Government Code Section 65583(a)(4). Emergency shelters are also permitted by way of conditional use permit in all other residential zones and in all commercial, office, and industrial districts. Likewise, transitional and supportive housing are allowed by right in the Medium Density Residential and High Density Residential zones and subject only to the same requirements for residential uses of the same type (e.g., single-family or multifamily) in the same zone. Transitional and supportive housing are also permitted by way of conditional use permit in all other residential zones and in all commercial, office, and industrial districts. Housing Program 16 will amend the Zoning Code to ensure that the Code complies with SB 745 and allows transitional and supportive housing by right in all zones allowing residential uses and are not subject to any restrictions (e.g., occupancy limit) not imposed on similar dwellings in the same zone. The Housing Plan includes policies and programs directed to encourage the provision of housing and services for the homeless population as well as persons and households at risk of homelessness.

There are two emergency shelters operating in the City – Project T.O.U.C.H. (130 beds) and Temecula Murrieta Rescue Mission.

Furthermore, Temecula supports a regional effort to provide emergency shelters and transitional and supportive housing among the various local agencies making up the Riverside County CoC.

The most recent inventory of resources available within Riverside County for emergency shelters, transitional housing, and permanent supportive housing units comes from the 2020 Housing Inventory reported to HUD by the Riverside County CoC. **Table 42** shows the total beds offered by homeless facilities in the Riverside County CoC area.

**Table 42: Homeless Facilities (2020)\***

Facility Type	Riverside City & County CoC			
	Family Units	Family Beds	Adult-Only Beds	Total Year-Round Beds
Emergency Shelter	80	310	505	839
Transitional Housing	11	42	50	92
Permanent Supportive Housing	112	414	1,330	1,744
Rapid Re-Housing	69	238	80	318
<b>TOTAL UNITS/BEDS</b>	<b>272</b>	<b>1,004</b>	<b>1,965</b>	<b>2,993</b>

*\*Numbers are for the total Riverside County Continuum of Care region for which Temecula is a participating member  
Source: HUD 2020 Continuum of Care Homeless Assistance Programs, Housing Inventory Count Report*

- **Emergency Shelters** – An emergency shelter is defined as housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less. Furthermore, no individual or household may be denied emergency shelter because of an inability to pay.
- **Transitional Housing** – Sometimes referred to as “bridge” housing, provides housing accommodations and support services for persons and families, but restricts occupancy to no more than 24 months. In the Riverside County CoC region, a total of 92 transitional housing beds are provided.
- **Permanent Supportive Housing** – Supportive housing has no limit on length of stay and is linked to onsite or offsite services that assist residents in retaining the housing, improving their health status, and maximizing their ability to live and, when possible, work in the community. A total of 1,744 permanent housing beds are provided in the Riverside County CoC region.
- **Rapid Re-Housing** – Rapid re-housing provides short-term rental assistance and services. The goals are to help people obtain housing quickly, increase self-sufficiency, and stay housed.



A network of local and regional service providers operates a number of programs to serve the needs of varied homeless subpopulations. **Table 43** provides a list of emergency and transitional shelters and available services for the homeless population in and around Temecula.

**Table 43: Facilities and Services for the Homeless**

Organization Name	Type of Service Provided	Homeless Population Served	Number of Beds
Project TOUCH - Temecula	Transitional housing, emergency shelter	All	215
Temecula Murrieta Rescue Mission - Temecula	Emergency shelter	All	N.A.
Set Free Ranch - Lake Elsinore	Transitional housing, substance abuse counseling	People with substance abuse problems, people with mental illness, domestic-violence survivors	80 men; 30 women
Salvation Army Emergency Shelter - Hemet	Transitional housing, emergency shelter	All	N.A.
Valley Restart Shelter - Hemet	Emergency shelter,	All	35
Interfaith Community Services Coastal Service Center - Oceanside	Transitional and permanent housing, emergency shelter, employment development	All, Veterans	49+
Operation HOPE - Vista	Emergency shelter	Women and families	N.A.
Jericho House	Transitional housing	Men with substance abuse problems	N.A.
Social Work Action Group (SWAG)	90-day stabilization program	Substance Problems	20

### *Assessment of Need*

Based on the available information, there is a countywide homeless population of 2,884 persons and 2,993 beds, indicating sufficient supply for homeless persons. It is noted that the 2020 point-in-time survey identified 729 sheltered homeless persons and 2,155 unsheltered homeless persons. The discrepancy between sheltered homeless persons and the county’s total capacity to house homeless persons indicates a need for additional community services resources to assist and match the homeless population with the countywide shelter and housing resources.

## **I. Units at Risk of Conversion**

### **Assisted Housing at Risk of Conversion**

California housing element law requires jurisdictions to provide an analysis of low-income, assisted multifamily housing units that are eligible to change from low-income housing uses during the next 10 years (2021-2031) due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use (Government Code

65583). These units risk the termination of various subsidy groups which could convert certain multifamily housing from affordable to market rate. State law requires housing elements to assess at-risk housing in order to project any potential loss of affordable housing.

The California Housing Partnership (CHP) provides data on assisted housing units, including those in Temecula. **Table 44** indicates the extent of subsidized multifamily rental housing in the City, the subsidy programs that are in place for each project, and the likelihood of current housing assisted projects to convert to market rate projects that would not provide assistance to lower income residents.

**Table 44: Summary of at-Risk Subsidized Housing Units**

Project/Address	No. & Type of Units	Type of Subsidy	Current Owner	Earliest Date of Conversion	Risk
Cameron Historical Building 41925 5th St. Temecula CA 92590	24 Family	RDA Loan	WINCHESTER 12 PARTNERS LP	2062	Low
Cottages of Old Town Address Varies	17	RDA Loan	Individual Property Owners	2047	Low
Creekside Apts. 28955 Pujol St. Temecula CA 92590	48	LIHTC Section 515, Section 538, Section 521	RC Investment Group A – California LP	2040	Low
Front Street Plaza 28693 Old Town Front St. Temecula CA 92590	23 Family & Seniors	RDA Loan	FRONT STREET PLAZA PARTNERS	2069	Low
FT-02-029 32504 Strigel Court Temecula CA 92592	1	LIHTC	Individual Property Owner	2027	Moderate
Habitat I & II	9	Land/Cash Contribution	Individual Property Owners	2047	Low
Madera Vista Apts. 44155 Margarita Rd. Temecula CA 92592	110 Family & Seniors	LIHTC	Summerhouse Housing Associates LP	2068	Low
Mission Village Apts. 28497 Pujol St. Temecula CA 92590	75 Family	LIHTC	Affirmed Housing Group	2029	Moderate
Oaktree Apts. 42176 Lyndie Ln. Temecula CA 92591	39 Family	LIHTC Section 515, Section 538, Section 521	Highland Property Development	2040	Low
Palomar Building 41955 5th St. Temecula CA 92590	22 Family	RDA Loan	CROSSROADS AT WINCHESTER	2062	Low
Portola Terrace Apts. 28701 Pujol St. Temecula CA 92590	44 Family & Seniors	LIHTC	AMCAL Pujol Fund LP	2067	Low

Rancho California Apts. 29210 Stonewood Rd. Temecula CA 92591	54 Family	LIHTC	Rancho California LP	2067	Low
Rancho West Apts. 42200 Main St. Temecula CA 92590	150 Family	RDA Loan	WESTMINSTER 2708 HOLDING	2026	High
Rancho Creek Apts. 28464 Felix Valdez Rd. Temecula CA 92590	30 Family	RDA Loan	1717 SUNSET PLAZA DR	2026	High
Riverbank Apts./Pujol Street Senior Apartments 28500 Pujol St. Temecula CA 92590	65 Senior	LIHTC	Corp for Better Housing	2058	Low
Temecula Reflections (Temecula Lane) 31111 Black Maple Dr. Temecula CA 92592	11 Family	Builder Financed/Develo pment Rights	Individual Property Owners	2065	Low
Warehouse at Creekside Apts. 42081 3rd St. Temecula CA 92590	32 Family	RDA Loan	WAREHOUSE AT CREEKSIDE	2065	Low

Sources: California Housing Partnership, May 2021; National Housing Partnership Database, 2021

## Preservation Options

Depending on the circumstances of the at-risk projects, different options may be used to preserve or replace the units. The following discussion highlights ways that the City's at-risk units could be preserved as affordable housing. All of the presented alternatives are costly and beyond the ability of the City of Temecula to manage without large amounts of subsidy from federal and/or state resources.

### *Replacement Through New Construction*

The construction of new lower income housing units is a means of replacing the at-risk units should they be converted to market rate. The cost of developing new housing depends on a variety of factors such as density, size of units, location and related land costs, and type of construction. Assuming an average development cost of \$143,000 per unit for multifamily rental housing (1,200 square foot unit), replacement of the 180 high at-risk units would require approximately \$25.7 million dollars, excluding land costs, which vary depending upon location.

### *Purchase of Replacement Units*

One preservation option is for a non-profit organization to purchase similar units. By purchasing similar units, a non-profit organization can secure lower-income restrictions and potentially enable the project to become eligible for a greater range of governmental assistance. The

cost of purchasing similar units depends on a number of factors, including the market conditions at the time, occupancy rate, and physical conditions of the units to be acquired.

Current market value for the at-risk units is estimated on the basis of the units' potential annual income, and operating and maintenance expenses. The actual market value at time of sale would depend on market and property conditions, lease-out/turnover rates, among other factors.

### ***Purchase of Affordability Covenants***

Another option to preserve the affordability of at-risk projects is to provide an incentive package to the owners to maintain the projects as affordable housing. Incentives could include writing down the interest rate on the remaining loan balance, and/or supplementing the subsidy amount received to market levels.

To purchase the affordability covenant on these projects, an incentive package should include interest subsidies at or below what the property owners can obtain in the open market. To enhance the attractiveness of the incentive package, the interest subsidies may need to be combined with rent subsidies that supplement the HUD fair market rent levels.

### ***Rental Assistance***

Tenant-based rent subsidies could be used to preserve the affordability of housing. Similar to Housing Choice Vouchers, the City, through a variety of potential funding sources, could provide rent subsidies to very low-income households. The level of the subsidy required to preserve the at-risk units is estimated to equal the Fair Market Rent (FMR) for a unit minus the housing cost affordable by a very low-income household.

## **J. Estimates of Housing Need**

Several factors influence the degree of demand, or "need," for housing in Temecula. The major needs categories considered in this Element include:

- Housing needs resulting from the overcrowding of units
- Housing needs that result when households pay more than they can afford for housing



- Housing needs of “special needs groups” such as elderly, large families, female-headed households, households with a disabled person, farmworkers, and the homeless

State law requires that cities quantify existing housing need in their Housing Element. **Table 45** summarizes the findings.

**Table 45: Summary of Needs**

Summary of Households/Persons with Identified Housing Need	Percent of Total Population/Households
Households Overpaying for Housing:	
Renter Households Overpaying	11.3% of households
Owner Households Overpaying	6.7% of households
Extremely Low-income Households (0-30% AMI) Overpaying	4.8% of households
Very Low-income Households (0-30% AMI) Overpaying	5.5% of households
Low-income Households (0-30% AMI) Overpaying	7.7% of households
Overcrowded Households:	
Overcrowded Renter Households	1.6% of households
Overcrowded Owner Households	1.3% of households
All Overcrowded Households	2.9% of households
Special Needs Groups:	
Elderly Households	17.7% of households
Disabled Persons	8.5% of pop.
Developmentally Disabled Persons	0.2% of pop.
Large Households	15.6% of households
Female Headed Households	12.7% of households
Female Headed Households with Children	7.3% of households
Farmworkers	0.2% of pop.
Homeless	0.05% of pop.
Affordable Housing Units At Risk of Conversion to Market Rate Costs	180 units

Sources: US Census, 2014-2018 ACS; Riverside County Regional Analysis of Impediments to Fair Housing Choice

## IV. CONSTRAINTS ON HOUSING PRODUCTION

Constraints to housing development are defined as government measures or non-government conditions that limit the amount or timing of residential development.

Government regulations can potentially constrain the supply of housing available in a community if the regulations limit the opportunities to develop housing, impose requirements that unnecessarily increase the cost to develop housing, or make the development process so arduous as to discourage housing developers. State law requires housing elements to contain an analysis of the governmental constraints on housing maintenance, improvement, and development (Government Code, Section 65583(a) (4)).

Non-governmental constraints (required to be analyzed under Government Code, Section 65583(a) (5)) cover land prices, construction costs, and financing. While local governments cannot control prices or costs, identification of these constraints can be helpful to Temecula in formulating housing programs.

### A. Potential Non-Governmental Constraints

The City of Temecula takes a number of proactive steps to address non-governmental constraints. This includes implementing the City's Affordable Housing Overlay, providing a fee deferral/reimbursement program, and streamlining processes. Temecula provides a free pre-application process where a developer can receive no cost feedback from all City departments during conceptual, due diligence, and pre-submittal timeframes. Many cities charge thousands of dollars for this process, which adds to development costs and potentially discourages developers from evaluating projects. The City's digital review is another developer friendly process that is minimizing time and reducing costs for the development community. Prior to COVID-19, the City undertook extensive information system upgrades to enable digital reviews. The cost savings add up quickly, with printing cost and permit running costs reaching well over \$10,000 just for printing. Temecula hosts Temecula Trekkers (annually), a multi-day educational session, that educates real estate agents on the Planning Department and provides a direct liaison for future projects.

## 1. Land and Construction Costs

A major cost associated with developing new housing is the cost of land. Most vacant residential parcels in Temecula have been subdivided, while others are contained within planned communities. The cost of to develop housing is influenced by the cost of the raw land, the cost of holding the land during the development process, and the cost of providing services to meet City standards for development. The cost of raw land is influenced by variables such as scarcity, location, availability of public utilities, zoning, general plan designation, and unique features like trees, water frontage, views, and adjoining uses. A review of lots for sale and recently sold indicates that land prices range from approximately \$20,000 to \$80,000 per acre for land approved for residential development based on a review of Zillow and Loopnet listings.

Construction cost is determined primarily by the cost of labor and materials. The relative importance of each is a function of the complexity of the construction job and the desired quality of the finished product. As a result, builders are under constant pressure to complete a job for as low a price as possible while still providing a quality product. This pressure has led (and is still leading) to an emphasis on labor-saving materials and construction techniques.

The International Code Council (ICC) provides estimates for the average cost of labor and materials for typical Type VA protected wood-frame housing. Estimates are based on “good-quality” construction, providing for materials and fixtures well above the minimum required by state and local building codes. In the 2020 edition of the Building Safety Journal, the ICC estimated that the average per square-foot cost for good-quality housing in the region was approximately \$118 for multi-family housing, \$131 for single-family homes, and \$148 for residential care/assisted living facilities. Although construction costs are a substantial portion of the overall development cost, they are consistent throughout the region and therefore are not considered a major constraint to housing production. The 2020 COVID-19 pandemic social distancing guidelines may increase constructions costs for an unknown period.

Construction cost increases, like land cost increases, affect the ability of consumers to pay for housing. Construction cost increases occur due to the cost of materials, labor, and higher government imposed standards (e.g., energy conservation requirements). The development community is currently producing market rate for-sale housing that is affordable to moderate and above moderate income households.

## 2. Availability of Financing

Financing is critical to the housing market. Developers require construction financing, and buyers require permanent financing. The two principal ways in which financing can serve as a constraint to new residential development are the availability and cost of construction financing and the availability and cost of permanent financing.

- If financing is not easily available, then more equity may be required for developing new projects and fewer homebuyers can purchase homes, since higher down payments are required.
- Higher construction period interest rates for developers result in higher development costs. For homebuyers, higher interest rates translate into higher mortgage payments (for the same loan amount), and therefore reduces the purchasing power of homebuyers.

On February 25, 2021, the reported average rate for a 30-year mortgage was 2.97% with 0.6 points (FreddieMac, 2019). From 2005 through 2021, average monthly mortgage rates have ranged from a high of 6.76% in July 2006 to today's record lows. For homebuyers, it is necessary to pay a higher down payment than in the immediate past, and demonstrate credit worthiness and adequate incomes, so that loan applications meet standard underwriting criteria. While adherence to strict underwriting criteria was not required during the early and mid-2000s, the return to stricter standards is consistent with loan standards prior to 2001.

## 3. Affordable Housing Development Constraints

In addition to the constraints to market rate housing development discussed above, affordable housing projects face additional constraints. While there is a range of sites available for potential affordable housing projects, as well as projects that focus on special needs populations, financial assistance for the development of affordable housing is limited and highly competitive.

Multiple funding sources are needed to construct an affordable housing project, since substantial subsidies are required to make the units affordable to extremely low, very low, and low income households. It is not unusual to see five or more financing sources required to make a project financially feasible. Each of these sources may have different requirements and application deadlines, and some sources may require that the project has already successfully secured financing commitments. Since financing is so critical and is also generally competitive, organizations and agencies that provide funding often can effectively dictate the type and sizes of projects. Thus, in some years senior housing may be favored by financing programs, while in other



years family housing may be preferred. Target income levels can also vary from year to year.

This situation has worsened in recent years. Federal and state funding has decreased and limited amounts of housing funds are available and the process to obtain funds is extremely competitive. Tax credits, often a fundamental source of funds for affordable housing, are no longer selling on a one for one basis. In other words, once a project has received authorization to sell a specified amount of tax credits to equity investors, the investors are no longer purchasing the credits at face value, but are purchasing them at a discount. (Tax credits are not worth as much to investors if their incomes have dropped.)

#### **4. Building Permit Timing**

Typically, single family home developers apply for the first building permits for a subdivision upon receipt of a grading permit. For simple projects or projects that must remain static in their design, building permits may be processed concurrently with grading plan reviews. Building permits typically take 60-90 days, assuming two to three plan checks. Building permits can be issued in as few as 30 days if there are no corrections, but this is rarely the case for residential subdivisions or multifamily projects. Typically, it takes approximately 6-18 months between approval of a project and request for/issuance of building permits. This varies widely depending on the complexity of the project and required permits or environmental review.

### **B. Governmental Constraints**

Housing affordability is affected by factors in both the private and public sectors. Actions by the City can have an impact on the price and availability of housing in Temecula. Land use controls, site improvement requirements, building codes, fees, and other local programs intended to improve the overall quality of housing may serve as a constraint to housing development. These governmental constraints can limit the operations of the public, private, and nonprofit sectors, making it difficult to meet the demand for affordable housing and limiting supply in a region. All City zoning, development standards, specific plans, and fees are posted online and available to the public, consistent with the requirements of AB 1483.

#### **1. Land Use Controls**

The Land Use Element of the Temecula General Plan and corresponding Development Code provide for a range of residential types and densities dispersed throughout the City. Maximum residential densities, in terms of dwelling units per acre (DU/Ac), in Temecula cover a wide spectrum, including the following categories:

- Hillside Residential (HR) (0.1 DU/Ac)
- Rural (RR) (0.2 DU/Ac)
- Very Low Density Residential (VL) (0.4 DU/Ac)
- Low Density Residential-1 (L-1) (2 DU/Ac)
- Low Medium Density Residential (LM) (6 DU/Ac)
- Medium Density Residential (M) (12 DU/Ac)
- High Density Residential (H) (20 DU/Ac)

These residential categories provide for a range of housing types to be developed in Temecula. The City has also set target density levels for the following residential uses:

- Very Low Density Residential (VL) (0.3 DU/Ac)
- Low Density Residential-1 (L-1) (1.5 DU/Ac)
- Low Medium Density Residential (LM) (4.5 DU/Ac)

Target density levels are used in projecting future development. The target density establishes a ceiling within the range which cannot be exceeded without Planning Commission/City Council approval. Targets of 10 DU/Ac for Medium Density Residential and 16.5 DU/Ac for High Density Residential are shown in Table LU-1 of the Land Use Element. These numbers are for analysis and are used when calculating maximum allowable density bonuses. However, projects that provide amenities or public benefits will be allowed to exceed the target level. For example, affordable housing is considered a public benefit and is therefore not subject to the established target density level of 10 DU/Ac for Medium Density Residential and 16.5 DU/Ac for High Density Residential. Other types of amenities or public benefits may include providing road connections, parks, or a fire station. These amenities typically apply to large-scale planned development projects.

In addition, the Land Use Element includes a Mixed-Use Overlay that adds residential uses to permitted uses and increases the maximum density and target floor-to-area ratio (FAR). As stated in the General Plan Land Use Element, for each area, a daily trip cap is defined, based on the maximum number of daily trips permitted. Within the daily trip cap for each area, flexible, high-quality design and creative mixes of adjacent uses are encouraged. Development project proposals that exceed the specified trip caps will not be approved. Residential densities would *average* approximately 28 units per net acre. According to the Land Use Element, the total number of units possible in Mixed-Use Overlay areas ranges from approximately 1,173 to 2,348 units. The trip caps for each Mixed Use Overlay area are as follows: Area 1 – 15,000 trips; Area 2 – 30,000 trips; Area 3 – 6,000 trips. The total number of trips, 51,000, is equivalent to 8,500 residential dwelling units (at 6 trips per unit for high-density residential development), or 102

acres of commercial development (at 500 trips per acre), or a combination of the two.

### **Approved and Built Densities**

While the City's regulations identify minimum and maximum densities that may be developed in the City (exclusive of most Specific Plans, including Old Town, Altair, and Harveston), individual developers may opt to build at the lower, mid-range, or higher end of allowed densities. Recent projects in Temecula that are built or are under construction are consistent with the densities anticipated by the City's General Plan, Specific Plans, and Zoning Code and typically built within 5% of the maximum allowable density. The City has received feedback from the development community that the maximum density levels are realistic and achievable, and the City expects to continue to see projects built at or around the maximum allowable density.

### **Requests to Build at Lower Densities**

As discussed above, the vast majority of projects in Temecula develop at or within 5% of their maximum density. However, there have been a limited number of instances where projects have developed at lower densities, largely due to unanticipated site constraints or unusual market conditions (i.e., the Great Recession, COVID-19, etc.). Rancho Highlands (Arrive) had the opportunity to develop at 30 units per acre, but the market and site topography determined that they could support 21.92 dwelling units per acre. The project of Roripaugh also initially anticipated developing at the lower end of the density range, but with recent modifications to the land use plan the project is expected to develop at within 5% of the maximum units allowed. The City of Temecula has no reason to expect that developers will request to develop at densities significantly below the allowable density.

## **2. Residential Development Standards**

Temecula's residential development and parking standards are summarized in **Tables 46 and 47**. Residential standards have been adopted by the City to protect the safety and welfare of Temecula residents. The Development Code and General Plan allow for modification and flexibility in the development standards through the provision of a Mixed-Use Overlay, Village Center Overlay, Affordable Housing Overlay, and Planned Development Overlay. Flexibility in planning for overlay areas is allowed to promote a greater range of housing opportunities within the City, promote development of affordable housing options, and affirmatively further fair housing. Diversity of housing, including affordable housing, is one of the performance standards for the Village Center Overlay and is a central component of the City's Affordable Housing Overlay. The Planned Development Overlay zoning district also encourages the provision of additional housing opportunities for the community.

**Table 46: Residential Development Standards**

	HR	RR	VL	L-1	L-2	LM	M	NC	CC	HT	PO	SP	PDO	H <sup>4</sup>	HR-SM
Minimum Net Lot Area (square feet)	-	-	-	-	-	7,200	7,200	30,000	30,000	20,000	40,000	For SP-5, see Table H-26A. For all others, refer to individual specific plans.	-	-	-
Minimum Average Net Lot Area per Dwelling Unit	10 acres	5 acres	2.5 acres	1.0 acre	0.5 acres	-	-	-	-	-	-	See Table H-26B	-	10 acres	
Density Range (Dwelling Units per Net Acre) <sup>1</sup>	<0.1	0.1-0.2	0.2-0.4	0.5-2.9	0.5-2.9	3.0-6.9	7.0-12.9	20.0 <sup>5</sup>	30.0 <sup>5</sup>	30.0 <sup>5</sup>	30.0 <sup>5</sup>	See Table H-26B	13.0-20.0	<0.1	
<b>Lot Dimensions</b>															
Minimum Lot Frontage at Front Property Line	50 ft.	50 ft.	40 ft.	40 ft.	30 ft.	30 ft.	30 ft.	-	-	-	-			30 ft.	50 ft.
Minimum Lot Frontage for a Flag Lot at Front Property Line	40 ft.	40 ft.	30 ft.	30 ft.	25 ft.	20 ft.	20 ft.	-	-	-	-	For SP-5, see Table H-26A. For all others, refer to individual specific plans.	See Table H-26B	20 ft.	40 ft.
Minimum Width at Required Front Setback Area	100 ft.	100 ft.	100 ft.	70 ft.	50 ft.	50 ft.	40 ft.	50 ft.	50 ft.	80 ft.	80 ft.			30 ft.	100 ft.
Minimum Average Width	100 ft.	100 ft.	80 ft.	70 ft.	60 ft.	50 ft.	50 ft.	-	-	-	-			50 ft.	100 ft.
Minimum Lot Depth	150 ft.	150 ft.	120 ft.	100 ft.	90 ft.	80 ft.	80 ft.	100 ft.	100 ft.	100 ft.	120 ft.			100 ft.	150 ft.
<b>Setbacks</b>															
Minimum Front Yard <sup>2</sup>	40 ft.	40 ft.	25 ft.	25 ft.	15 ft. <sup>2</sup>	10 ft. <sup>2</sup>	10 ft. <sup>2</sup>	-	-	-	-	For SP-5, see Table H-26A. For all others, refer to individual specific plans.	See Table H-26B	20 ft. <sup>2</sup>	40 ft.
Minimum Corner Side Yard	40 ft.	40 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	-	-	-	-			15 ft.	40 ft.
Minimum Interior Side Yard <sup>3</sup>	25 ft.	25 ft.	10 ft.	10 ft.	10 ft.	Variable <sup>3</sup>	Variable <sup>3</sup>	0	0	0	0			Variable <sup>3</sup>	25 ft.
Minimum Rear Yard	25 ft.	25 ft.	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	15 ft.	10 ft.	10 ft.	10 ft.			20 ft.	25 ft.
<b>Other Requirements</b>															



	HR	RR	VL	L-1	L-2	LM	M	NC	CC	HT	PO	SP	PDO	H <sup>4</sup>	HR-SM
Maximum Height	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	40 ft.	35 ft.	50 ft.	75 ft.	75 ft.	For SP-5, see Table H-26A. For all others, refer to individual specific plans.		50 ft.	2 floors, 30–40 ft. from foundation
Maximum % of Lot Coverage	10%	15%	20%	25%	25%	35%	35%	25%	30%	30%	50%		See Table H-26B	30%	2 floors, 30–40 ft. from foundation
Open Space Required	90 %	75%	70 %	60%	40%	25%	25%	25%	20%	20%	25%	For SP-5, see Table H-26A. For all others, refer to individual specific plans.		30%	2 floors, 30–40 ft. from foundation
Private Open Space Per Unit	NA	NA	NA	NA	NA	NA	200	NA	NA	NA	NA	For all others, refer to individual specific plans.		150	2 floors, 30–40 ft. from foundation

SOURCE: The City of Temecula Municipal Code, Sections 17.06.040 and 17.06.080. Accessed June 2021.

Notes:

1. Affordable housing and congregate care facilities may exceed the stated densities pursuant to the provisions of Section 17.10.020M.
2. In the H residential zoning district, dwelling units with entrances that have direct access to the street, such that the predominant features of the home fronting the street are the windows and the front door, may have a minimum setback of 15 feet.
3. In order to allow for more flexible site planning, variable interior yard setback for both sides must equal at least LM zoning district: The combined interior side yard setback for both sides must equal at least 15 feet. One side shall have at least 5 feet and the other side shall have at least 10 feet and shall be located on the same side as the driveway to provide for potential vehicular access to the rear of the property. M and H zoning districts: The combined interior side yard setbacks shall not be less than 10 feet. This is intended to permit a zero lot line arrangement with a zero setback on one side yard and 10 feet on the opposite side yard.
4. Except as otherwise stated in the Temecula Municipal Code, the objective standards and regulations applicable to multifamily projects in the high density residential zoning district, as outlined in Chapter 17.06, shall apply to all projects developed pursuant to the Affordable Housing Overlay.
5. As allowed by the Affordable Housing Overlay.

**Table 47: Residential Development Standards – Old Town Specific Plan**

District	DTC	R/LMU	NR
Minimum Net Lot Area (square feet)	3,500	3,125	3,750
Minimum Average Net Lot Area per Dwelling Unit	-	-	-
Maximum Dwelling Units Per Acre <sup>1</sup>	70	70	35
<b>Lot Dimensions</b>			
Minimum Lot Frontage at Front Property Line	25	25	50
Minimum Lot Frontage for a Flag Lot at Front Property Line	-	-	-
Minimum Width at Required Front Setback Area	10	10	-
Minimum Average Width	-	-	-
Minimum Lot Depth	140	125	75
<b>Setbacks</b>			
Minimum Front Yard	20	20	20
Minimum Corner Side Yard	-	-	5
Minimum Interior Side Yard	-	-	5
Minimum Rear Yard	5	5	10
<b>Other Requirements</b>			
Maximum Height	50	50	50
Maximum % of Lot Coverage	-	-	-
Open Space Required	-	-	-
Private Open Space Per Unit	75-100	50-75	100

SOURCE: City Of Temecula, Old Town Specific Plan

Notes:

Rear yard setback is 0 feet where an alley occurs, or 5 feet in NR District.

**Table 48: Residential Development Standards – Planning Development Overlays**

	PDO-2	PDO-5	PDO-6	PDO-7	PDO-10	PDO-11	PDO-12
Minimum Net Lot Area (square feet)	2,700	–	40,000	7,200	7,000	2,400	4,500
Minimum Average Net Lot Area per Dwelling Unit	2,400	–	–	–	-	-	-
Maximum Dwelling Units Per Acre	20	–	–	12	-	10	2
<b>Lot Dimensions</b>							
Minimum Lot Frontage at Front Property Line	30 ft.	–	60 ft.	30 ft.	-	-	-
Minimum Lot Frontage for a Flag Lot at Front Property Line	12 ft.	–	–	20 ft.	-	-	-
Minimum Width at Required Front Setback Area	40 ft.	–	80 ft.	40 ft.	-	-	-
Minimum Average Width	40 ft.	–	–	50 ft.	50 ft.	40 ft.	45 ft.
Minimum Lot Depth	55 ft.	–	120 ft.	80 ft.	100 ft.	60 ft.	100 ft.
<b>Setbacks</b>							
Minimum Front Yard	8 ft.	45 ft. <sup>1</sup>	20 ft. <sup>5</sup>	10 ft.	-	5 ft.	15 ft.
Minimum Corner Side Yard	0 ft.	45 ft. <sup>1</sup>	-	15 ft.	-	10 ft.	10 ft.
Minimum Interior Side Yard	0 ft.	45 ft. <sup>1</sup>	10 ft.	-	-	5 ft.	5 ft.
Minimum Rear Yard	5 ft.	45 ft. <sup>1</sup>	10 ft.	20 ft.	-	10 ft.	20 ft.
Landscape Setback <sup>2</sup>	-	25 ft.	–	-	-	-	-
<b>Other Requirements</b>							
Maximum Height	35 ft.	28 ft./40 ft. <sup>3</sup>	40 ft.	40 ft.	50 ft.	25 ft.	35 ft.
Maximum % of Lot Coverage	50%	–	50%	35%	50%	-	-
Floor Area Ratio	–	1.00 <sup>4</sup>	–	–	–	–	–
Open Space Required	30%	–	25%	25%	-	20%	-
Private Open Space Per Unit	120 sf	–	–	200 sf	-	200 sf	-

SOURCE: City of Temecula Municipal Code, Sections 17.22. Accessed June 2021.

Notes: For Sub Area C along the eastern and southerly property line.

A minimum 25-foot landscape buffer setback from the property line shall be provided in Sub Areas A and B along Rancho California Road and between Sub Area A and existing residential development to the east.

28 feet and 1 story in Sub Area A; 40 feet and 3 stories in Sub Area C.

Maximum floor area ratio (with bonuses). Target floor area ratio is .50

10 feet on service and access roads and 25 feet adjacent to residentially zoned property.

**Table 49: Parking Space Requirements**

Land Use	Required Parking Spaces
Single-Family Unit	2 enclosed spaces
Duplex, Triplex	2 covered spaces/units, plus 1 guest space/4 units
Multi-Family Units (12 units or less) – 3 or fewer bedrooms	2-5 units: 2 covered spaces/units, plus 2 guest spaces per project 6-12 units: 2 covered spaces/unit, plus 3 guest spaces
Multi-Family Units (13 or more units)	1 covered parking space plus 0.5 uncovered parking space for 1 bedroom units. In addition, 1 guest space for every 6 units 1 covered parking space plus 1 uncovered parking space for 2 bedroom units. In addition, 1 guest space for every 6 units 2 covered parking spaces and 0.5 uncovered parking space for three bedroom (or more) units. In addition, 1 guest space for every 6 units A minimum of 4 guest spaces is required for all multifamily residential with 13 or more units
Mobile Home Park	1 covered space/trailer site, plus 1 guest space/2 trailer sites
Accessory Dwelling Units	1 parking space per newly constructed detached ADU except as otherwise provided in Chapter 17.23. The parking space may be provided as tandem parking on the driveway
Senior Citizens Housing Complex/Congregate Care	½ covered space/unit, plus 1 uncovered guest space per 5 units
Congregate Care Housing	½ covered space/unit, plus 1 uncovered guest space per 5 units

SOURCE: City of Temecula Development Code, 2021.

Additional flexibility in development standards is also provided in the Development Code through the use of variable setbacks. This flexibility allows for creative site planning, especially for irregular sites. For example, the City adopted a Planned Development Overlay district for the Temecula Creek Village project to provide for mixed-use commercial/residential development. Residential uses for the Planned Development Overlay district include medium- and high-density multi-family uses.

***Affordable Housing Opportunities***

To provide additional opportunities for affordable housing, the Development Code and General Plan also allow senior housing, congregate care facilities, and affordable housing in some nonresidential zoning districts. Senior housing is also permitted in the



Neighborhood Commercial (NC), Community Commercial (CC), Service Commercial (SC), Highway/Tourist Commercial (HT), and Professional Office (PO) zoning districts. Congregate care facilities are allowed in the Neighborhood Commercial, Community Commercial, Highway/Tourist Commercial, Service Commercial, and Professional Office zoning districts. Residential, multiple-family housing shall be allowed in the PO zone only if the affordable housing overlay (AHO) applies to the property and the proposed development complies with all requirements of Chapter 17.21.

Affordable housing and affordable senior housing projects are entitled to receive various incentives, provided the project meets the requirements of Section 65915 of the California Government Code. Affordable housing projects are entitled to receive qualifying density incentives through Section 17.10.020(M)(3)(a) of the Temecula Municipal Code and may also receive qualifying concessions through Section 17.10.020(M)(3)(b) of the Temecula Municipal Code. The types of concessions that may be offered for specific housing projects are discussed in detail in the Density Bonus and Incentive Law section of this Housing Element.

### ***Specific Plans***

A specific plan is a comprehensive planning document that guides the development of a defined geographic area in a mix of uses including residential, commercial, industrial, schools, and parks and open space. Specific plans typically include more detailed information than the General Plan about land use, traffic circulation, affordable housing programs, resource management strategies, development standards, and a comprehensive infrastructure plan. Specific plans are also used as a means of achieving superior design by providing flexibility in development standards beyond those contained in the Zoning Ordinance.

The City Council has adopted more than a dozen specific plans. Each one contains detailed regulations, conditions, programs, and design criteria unique to a defined geographic area within Temecula and is intended to implement the General Plan. The adopted specific plans are consistent with the General Plan. Future specific plans, specific plan amendments, and development projects must be consistent with policies contained in the General Plan, including the General Plan Land Use and Community Design Elements. The following discussion summarizes three specific plans that will accommodate a significant portion of the Regional Housing Needs Assessment (RHNA) through the planning period.

### **Old Town Specific Plan**

The Old Town Specific Plan was originally adopted in 1994 and subsequently comprehensively amended in 2010 to plan comprehensively for the revitalization of Old Town Temecula. The intent of the Old Town Specific Plan is to create a dynamic, walkable and pedestrian friendly mixed-use core in Old Town that consistent of attractive, high quality development, respectful of its existing historic buildings, while maintaining a unified design theme and unique architectural character. The Old Town Specific Plan is a form-based code and does not include minimum or maximum development standards. Although the Old Town Specific Plan allows for mixed-use development in horizontal and vertical formats, projects are allowed to be 100% residential. As included in the Regulating Plan for the Specific Plan, the Downtown Core area is expected to see development at densities between 40-70 du/ac, the Residential/Limited Mixed Use area is expected to see densities of 20-70 du/ac, and the Neighborhood Residential area is expected to see densities between 20-35 du/ac. Residential development in the Old Town Specific Plan area can occur at densities of at least 30 du/ac.

During the past planning period, the City has seen significant development interest in the Old Town area. In particular, the Old Town area has been particularly attractive for affordable housing development, and the City recently approved two affordable housing projects in Old Town under the City's Affordable Housing Overlay, which applies to several properties within the Old Town Specific Plan.

### **Harveston Specific Plan**

The Harveston Specific Plan is an approximately 550-acre planned community that was initially approved by the City of Temecula City Council in 2001. The Specific Plan was divided into 12 planning areas in an effort to create a distinct cluster of future uses/activities and to identify potential time frames for individual project development to occur in a timely manner within the overall Specific Plan concept. The Specific Plan proposed a maximum 1,921 dwelling units (1,621 single-family residences and 300 multi-family residences); a 110.4-acre service commercial area; a 17.3-acre lake/lake park facility; a 19.5-acre community park; a 13.9-acre arroyo park; a 2-acre paseo park; three mini parks totaling 1.5 acres; a 1.8-acre village green, trails, paseos, and bike lanes; a 12-acre elementary school on a 550-acre site; and 63.9 acres of major streets. The Specific Plan also allowed for an approximately 13-acre mixed-use district overlay intended to function as the Village Center. This area allowed up to 20,000 square feet of retail, restaurant and office uses; a daycare facility; a congregate care facility; a worship site; an approximately 15,000 square-foot private club house with fitness center; and residential, educational, recreation, and park uses.

The Harveston Specific Plan area has been mostly developed. However, in 2020, the City Council approved a General Plan Amendment and Specific Plan Amendment to change the General Plan land use designation from Service Commercial to Specific Plan Implementation and add a residential overlay to approximately 87.54-acres of Planning Area 12, allowing for the future development of up to 1,000 additional residential units. At this time, the unit mix of single-family residences and multi-family residences is unknown as there are no specific detailed project plans or proposed project designs.

For the purposes of this analysis, the residential overlay assumes 1,000 small lot detached single family homes that would be developed, the majority of which would be market-rate. However, the 1,000 units allowed for under the Residential Overlay may be distributed over any of the Residential Overlay parcels so that the net density of one parcel could be significantly greater than another parcel. The expected density range for parcels in the Residential Overlay varies from 7-20 du/ac, but the Specific Plan expressly states that densities may exceed this range, with no maximum density identified, so long as the total number of units allowed under the Residential Overlay does not exceed 1,000 units.

This area, which has been identified as a key location to accommodate a portion of the City's RHNA, includes the lot south of the Audi Temecula car dealership, and the lot east of the Mercedes Benz of Temecula, which are currently vacant. The remaining planning areas of the Harveston Specific Plan are developed with single family and multi-family residences; the Ysabel Barnett Elementary School; the ABC Child Care Village; the Harveston Lake and Harveston Lake Park; the Harveston Community Park; and open space areas.

Implementation of the additional residential development would require the construction of public facilities and services to serve the future development of up to 1,000 residential units. Services include: water, wastewater, storm drainage, electricity, natural gas, telecommunications, and solid waste disposal. The adequacy of these services were evaluated in the environmental document prepared to support the General Plan and Specific Plan Amendment and specific programs and improvements have been identified in order to support development of these new housing units.

#### **Altair Specific Plan**

The Altair Specific Plan applies to development of a 270-acre land parcel west of the Old Town planning area. Previously, the General Plan and Zoning Map had designated the majority of the project area as Specific Plan-8, Westside Specific Plan. However, this was a previously adopted document that never developed as a built project. In 2017, the City Council approved Specific Plan-15, Altair, to

reimagine the site and plan for a new vibrant development area just outside of Old Town Temecula.

Altair is envisioned as the complementary residential component to the Old Town Specific Plan area of the City of Temecula. The two plan areas are integral to a successful urban mixed-use environment. Altair is located directly adjacent to Old Town Temecula and its added residential population base will support the commercial uses of Old Town. There are few housing opportunities in Old Town currently, limiting the clientele of Old Town's shops and restaurants to visitors who arrive primarily by car. Old Town businesses are therefore very dependent on tourism, which can fluctuate dramatically. The downtown area must also satisfy the intense parking demand of all of those visitors. Altair will provide up to 1,750 new homes for a range of household sizes, income and demographics. The homes of Altair will be a pedestrian-oriented community within walking or cycling distance of Old Town. The dense design will attract residents looking for an urban lifestyle, a demographic that tends to patronize the type of restaurants and shops already in Old Town. These residents will broaden and stabilize the consumer base for Old Town businesses.

Altair also provides public amenities close to Old Town. A central park, plazas, play field and an elementary school are proposed. A new Western Bypass links Temecula Parkway with Rancho California Road, an important public benefit to alleviate traffic congestion in Old Town. Altair's attractive trails, vistas and parks will add to and diversify the tourism market of the vicinity.

The Altair project area is comprised of two portions: the majority 215 acres (which will be developed) and a non-contiguous 55-acre site to the south that is designated for a use benefitting the public, predominantly through conservation. The site slopes dramatically, offering striking views from vantage points on the site as well as providing a visual backdrop to Old Town. A substantial portion of the site will be added to the wildlife corridor established under the Multiple Species Habitat Conservation Plan (MSHCP) and will, therefore, be maintained in a natural state.

The Altair Specific Plan lays out a vision to provide a range of housing types at different densities and intensities. In particular, the Specific Plan identifies the following allowable building types, at densities and intensities allowing for at least 30 du/ac:

- Detached housing
- Multiplex
- Rowhouses
- Live/Work



- Micro Units
- Multifamily Walk-up
- Multifamily Podium

The Altair Specific Plan does not set minimum or maximum density requirements. The Specific Plan identifies a range of appropriate densities for residential development by sub-planning area, which anticipates development to occur at densities ranging from 4 du/ac (in very limited areas adjacent to natural open space) to 33 du/ac (closer to Old Town). The density ranges identified for each sub-planning area may be increased by the transfer of unused development intensity from one village to another administratively, so long as the total number of dwelling units in the Altair Specific Plan is not exceeded. This approach allows for significant flexibility to respond to market trends and demands, accommodate affordable housing, provide a variety of housing types, and create connections to Old Town Temecula. Additionally, the City has seen significant development interest in building affordable housing in the Old Town area, and anticipating development of additional affordable housing in the Altair community reflects the City's vision to accommodate more affordable development near Old Town and adjacent to goods and services in a walkable, mixed-use environment.

#### **Uptown Specific Plan**

The Uptown Specific Plan, adopted in 2014, is intended to bring new life to the Jefferson Avenue corridor by encouraging residential, commercial and retail uses, and reducing development obstacles, such as environmental review, parking, and permit processing. The Uptown Specific Plan is a form based code, expecting residential densities of at least 30 du/ac. The recommended minimum density for all zoning districts within the Uptown Specific Plan area is 25 du/ac, and building heights range from 4- to 8-stories, for areas designated for residential development (as included in Appendix A). The Uptown Specific Plan does not include a maximum density or intensity for new development. The City has seen significant development interest in the Uptown Specific Plan area, with a special focus on affordable housing. These projects are attracted to the form based environment in Uptown and find that the proximity to goods and services coupled with the flexible development plan allow for more affordable housing options to be developed in Temecula. As the City continues to promote Uptown as a desirable location for new affordable residential development, the City expects to continue to see development at densities of at least 30 du/ac (or higher), and finds that Uptown is a logical location to accommodate a portion of the City's lower income RHNA.

### 3. Provisions for a Variety of Housing

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of a variety of types of housing for all income levels, including multi-family rental housing, agricultural employee housing, manufactured homes, senior and affordable housing, congregate care facilities, emergency shelters, transitional housing, supportive housing, efficiency unit housing, second dwelling units, and housing for persons with disabilities. **Table H-50** summarizes Temecula's permitted residential housing by zoning district and the following paragraphs describe the City's provision for these types of housing.

Table 50: Permitted Housing By Zoning District

HOUSING TYPE	ZONE														HR-SM <sup>1</sup>	
	HR	RR	VL	L-1	L-2	LM	M	CC	HT	NC	SC	PO	PDO	SP		H
Single-family detached	P	P	P	P	P	P	P	C	C	C	C	C	C		-	P
Duplex (two-family dwellings)	-	-	-	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>	P	-	-	-	-	-	-		P	-
Single-family attached (greater than two units)	-	-	-	-	-	P	P	-	-	-	-	-	See Table H-28B	Refer to individual specific plans.	P	-
Multiple-family	-	-	-	-	-	-	P	C	-	-	-	-			P	-
Manufactured homes	P	P	P	P	P	P	P	-	-	-	-	-			P	P
Mobile home park	-	-	C <sup>3</sup>	C	C	C	C	-	-	-	-	-			C	-
Facilities for the mentally disordered, disabled, or dependent or neglected children (six or fewer)	P	P	P	P	P	P	P	-	-	-	-	-			P	P
Facilities for the mentally disordered, disabled, or dependent or neglected children (seven to twelve)	C	C	C	C	C	C	P	-	-	-	-	-	See Table H-28B	Refer to individual specific plans.	P	C
Alcoholism or drug abuse recovery or treatment facility (six or fewer)	P	P	P	P	P	P	P	-	-	-	-	-			P	P
Alcoholism or drug abuse recovery or treatment facility (seven or more)	C	C	C <sup>3</sup>	C	C	C	P	-	-	-	-	-			P	C
Residential care facilities for the elderly (six or fewer)	P	P	P	P	P	P	P	P	P	P	P	P			P	P
Residential care facilities for the elderly (seven or more)	C	C	C	C	C	C	P	P	P	P	P	P			P	C
Residential care facilities (six or fewer)	P	P	P	P	P	P	P	-	-	-	-	-	See Table H-28B	Refer to individual specific plans.	P	P
Residential care facilities (seven or more)	C	C	C	C	C	C	C	-	-	-	-	-			P	C
Congregate care residential facilities for the elderly <sup>4</sup>	-	-	-	-	P	P	P	-	-	-	-	-			P	-

HOUSING TYPE	ZONE															
	HR	RR	VL	L-1	L-2	LM	M	CC	HT	NC	SC	PO	PDO	SP	H	HR-SM <sup>1</sup>
Boarding, rooming and lodging facilities	-	-	-	-	-	-	C	-	-	-	-	-	-	-	C	-
Accessory dwelling units	P	P	P	P	P	P	P	-	-	-	-	-	See Table H-28B	Refer to individual specific plans.	P	P
Guest house	P	P	P	P	P	P	P <sup>6</sup>	-	-	-	-	-	-	-	P <sup>4</sup>	P
Family day care homes—small	P	P	P	P	P	P	P	-	-	-	-	-	-	-	P	P
Family day care homes—large <sup>7</sup>	P	P	P	P	P	P	P	-	-	-	-	-	-	-	P	P
Day care centers	C	C	C	C	C	C	C	-	-	-	-	-	-	-	C	C
Bed and breakfast establishments <sup>8</sup>	C	C	C	C	C	C	C	-	-	-	-	-	-	-	C	C
Emergency shelters	C	C	C <sup>3</sup>	C	C	C	C	-	-	-	-	-	See Table H-28B	Refer to individual specific plans.	P	C
Transitional housing	C	C	C <sup>3</sup>	C	C	C	C	-	-	-	-	-	-	-	P	C
Supportive housing	C	C	C <sup>3</sup>	C	C	C	C	-	-	-	-	-	-	-	P	C
Efficiency Unit housing	-	-	-	-	-	-	P	-	-	-	-	-	-	-	P	-

Source: City of Temecula 2021.  
Notes:

- General Note - A Conditional Use Permit for new construction requires Director's Review and Hearing which includes consideration at a noticed public hearing, for matters that are considered to have special significance or impact, the Director of Planning may refer such items to the Planning Commission for consideration.
- Conditional Use Permits without Development Plans are approvable by the Director of Planning. Conditional Use Permits with Development Plans are approvable by hearing body required for the Development Plan. Major Modifications of projects requiring Development Plans which were approved by the Planning Commission or City Council shall be considered by the original approval body. Increases in building square footage that result in a building larger than 10,000 square feet shall be considered by the Planning Commission.
1. Development within the HR-SM zoning district is subject to Section 17.06.080, Hillside development standards.
  2. A duplex or two-family dwelling may be permitted on corner lots with a Planned Development Overlay pursuant to the provisions of Chapter 17.22 of this title.
  3. These uses are not permitted within the Nicolas Valley rural preservation area, as identified in Figure LU-5 of the land use element of the general plan.
  4. Subject to the supplemental development standards contained in Chapter 17.10 of this title.
  5. Reserved
  6. Allowed only with a single-family residence.
  7. Subject to the provisions of Section 17.06.050(i).



**Table 51: Permitted Housing By Zoning District**

HOUSING TYPE	ZONE				
	PDO-1	PDO-2	PDO-7 Area 1A, 1B	PDO-7 Area 2	PDO-7 Area 3
Single-family detached		P <sup>1</sup>	P	P	P
Duplex (two-family dwellings)		P <sup>1</sup>	-	P	-
Single-family attached (greater than two units)		P	-	P	-
Multiple-family		P	-	P	-
Manufactured homes		P	-	-	-
Mobile home park		-	-	-	-
Facilities for the mentally disordered, disabled, or dependent or neglected children (six or fewer)		P	-	-	-
Facilities for the mentally disordered, disabled, or dependent or neglected children (seven to twelve)		P	-	-	-
Alcoholism or drug abuse recovery or treatment facility (six or fewer)		P	-	-	-
Alcoholism or drug abuse recovery or treatment facility (seven or more)		P	-	-	-
Residential care facilities for the elderly (six or fewer)		P	-	C	C
Residential care facilities for the elderly (seven or more)		P	-	C	C
Residential care facilities (six or fewer)		P	-	-	-
Residential care facilities (seven or more)		P	-	-	-
Congregate care residential facilities for the elderly		P	-	-	-
Boarding, rooming and lodging facilities		C	-	-	-
Accessory dwelling unit		-	-	-	-
Guest house		p <sup>2</sup>	-	-	-
Family day care homes—small		P	-	-	-
Family day care homes—large <sup>1</sup>		P	-	-	-
Day care centers		C	-	-	-
Bed and breakfast establishments		-	-	-	-
Emergency shelters		P	-	-	-
Transitional housing		P	-	-	-
Supportive Housing		-	-	-	-
Efficiency Unit Housing		-	-	-	-

SOURCE: City of Temecula 2021.

Notes:

1. Detached residential or zero lot-line units, duplexes and two-family dwellings are permitted only with the approval of the Planning Commission.
2. Allowed only with a single-family residence.

**Permanent and Seasonal Housing for Agricultural Employees:**

Agriculture is a predominant industry in Riverside County, but there is very little farmland that is considered prime, unique, or of local importance within the City limits (General Plan, Figure OS-3). While there are no agricultural operations in the City of Temecula, nearby wineries represent an employee base for agricultural workers. Agricultural workers face various housing issues due to their typically lower incomes and the seasonal nature of their work. However, since there is an insignificant amount of existing agricultural land, the City does not provide agricultural employee housing and does not anticipate a need for permanent and seasonal agricultural employee housing. Other opportunities for agricultural worker housing are discussed earlier in this Housing Element. Additionally, Program 16 is proposed to address compliance with the Employee Housing Act which includes employee housing requirements for agricultural employees.

**Factory-Built Housing/Modular and Mobile Homes:** Temecula allows for the provision of manufactured housing in all of its residential zoning districts, but requires a permanent foundation. Mobile home parks are allowed with a conditional use permit in all of the residential zoning districts, except Hillside Residential (HR) and Rural Residential (RR), where they are not permitted. Manufactured housing must be certified according to the National Mobile Home Construction and Safety Standards Act of 1974 and must conform to all other development and use requirements applicable to the primary units in the zoning district. The units must stand on a permanent foundation, and the materials used for the siding must be approved by the Planning Director. Additionally, the City recognizes the potential for additional affordable factory-built housing as second dwelling units.

**Senior Housing/Affordable Housing:** There are a total of 17 affordable housing developments throughout the City of Temecula. Affordable housing is permitted in High, Medium, and Low Density Residential zoning districts and in the City's Affordable Housing Overlay areas. In addition to development on vacant land within the permitted zones and overlay areas, the City recognizes the potential for additional affordable housing in future mixed-use areas and Specific Plan areas, including Old Town, Harveston and Altair. Affordable housing can also be achieved in the form of accessory dwelling units (ADUs). The Municipal Code allows for ADUs in all residential and mixed-use zoning districts where single-family residences are permitted, in accordance with State law. For additional information on affordable housing within the City, please reference the Housing Element sections on housing stock and housing resources.

Senior and affordable housing are permitted by-right in the High, Medium, and Low Medium Density Residential zoning districts, with approval of a development plan.

Senior housing is also allowed in the Neighborhood Commercial, Community Commercial, Service Commercial, Highway/Tourist Commercial, and Professional Office zoning districts. Senior housing constructed in the Neighborhood Commercial zone will be developed to be consistent with the development and performance standards allowed in the Medium Density Residential zoning district. For the Community Commercial, Service Commercial, Highway/Tourist Commercial, and Professional Office zoning districts, senior housing will be developed consistent with the development and performance standards allowed for the High Density Residential zoning district.

### **Affordable Housing**

Affordable housing is permitted by-right where the parcel is identified with the Affordable Housing Overlay. There are various types of income levels when defining affordable housing:

***Moderate-Income Household:*** Persons or families whose income does not exceed 120% of area median income (AMI), adjusted annually for family size.

***Low-Income Household:*** Persons or families whose income does not exceed 80% of AMI, adjusted annually for family size.

***Very Low-Income Household:*** Persons or families whose income does not exceed 50% of AMI, adjusted annually for family size.

***Extremely Low-Income Household:*** Persons or families whose income does not exceed 30% of AMI, adjusted annually for family size.

### **Affordable Housing Project Incentives**

Currently, there are two basic sources of law governing affordable housing project incentives within the City: (1) density bonus law; and (2) Temecula Municipal Code Section 17.21, which defines the City's Affordable Housing Overlay Zoning District.

#### **► *Density Bonus and Incentive Law***

The state density bonus statutes require the City to grant a density bonus and incentives or concessions to a developer who agrees to construct or donate land for affordable housing. Density bonuses are allowed as per regulations in Temecula Municipal Code Section 17.06.050. **Table 52** below lists the thresholds in which the State decides if a project can be deemed all or partly affordable housing.

**Table 52: Housing Qualifying for Density Bonus**

Type of Qualifying Housing	Required Percentage of Unit
Lower Income	10% of proposed units
Very Low Income	5% of proposed units
Senior Citizen Housing Development	Any senior housing development
Moderate-Income Condominium or Planned Development	10% of proposed units

Once the Project has been deemed a partly or fully affordable housing project, the applicant may be allowed to develop additional density. The City must calculate the extra density to which an applicant is entitled. The density bonus law not only uses a base percentage of the project (listed below), but a sliding scale allows for greater density bonuses when an applicant includes more than the minimum qualifying percentage of affordable units. To qualify for a density bonus through donation of land, the applicant must propose a tentative tract map, parcel map, or other residential development project. The donor of land meeting the specified criteria is entitled to a base 15% density bonus, with a sliding scale increase of 1% and an additional increase of 1% for each unit in the total number of affordable units entitled on the donated land in excess of the 10% qualifying percentage. Listed below are the base and sliding scale bonuses (see **Table 53**).

**Table 53: Density Bonuses Allowed**

Type of Qualifying Housing	Base Density Bonus	Sliding Scale Density Bonus
Lower Income	20% increase in the number of units, unless a lesser percentage is requested by the applicant	1.5% increase in density bonus for each 1% increase in lower-income affordable units to a maximum density bonus of 35% of proposed units
Very Low Income	20% increase in the number of units, unless a lesser percentage is requested by the applicant	2.5% increase in density bonus for each 1% increase in very low-income affordable units up to a maximum density bonus of 35% of proposed units
Senior Citizen Housing Development	20% increase in the number of units, unless a lesser percentage is requested by the applicant	No sliding scale increase
Moderate-Income Condominium or Planned Development	5% increase in the number of units, unless a lesser percentage is requested by the applicant	1% increase in density bonus for each 1% increase in moderate income affordable units up to a maximum density bonus of 35% of proposed units.



	Percentage of Affordable Units	Number of Incentives or Concessions
10% Lower Income or 5% Very Low Income or 10% Moderate Income (condo/planned development)		1
20% Lower Income or 10% Very Low Income or 20% Moderate Income (condo/planned development)		2
30% Lower Income or 15% Very Low Income or 30% Moderate Income (condo/planned development)		3

In addition to the density bonuses described above, the applicant may request specific incentives or concessions. Provided that the City cannot make findings sufficient to deny requested incentives or concessions, as provided by Government Code Section 65915(d), incentives or concessions must be granted if requested by the applicant. The potential concessions include:

- An increase in the amount of required lot coverage;
- A modification to the setback or required yard provisions;
- An increase in the maximum allowable building height;
- A reduction in the amount of required on-site parking;
- A reduction in the amount of on-site landscaping, except that no reduction in on-site recreational amenities may be approved unless the affordable housing is in close proximity with easy access to a public park with recreational amenities; or
- A reduction in the minimum lot area.

An applicant who receives a density bonus and/or other concessions or incentives must agree to ensure the continued affordability of all low- and very low-income density bonus units for at least 55 years, unless a longer period of time is required. The minimum length of the affordability covenant will depend upon whether the City grants any additional concessions or incentives on top of the density bonus as well as whether any City Housing Fund moneys were also used for the project.

**Efficiency Unit Housing:** Efficiency unit housing offers one opportunity for low-cost housing that is specifically designed to meet some of the varying needs of several special needs groups.

Efficiency unit housing provides viable housing alternatives for individuals in these special needs groups. The Temecula Municipal

Code allows efficiency unit housing in the Medium (M) and High (H) density residential zoning districts and conditionally permits them in the Community Commercial and Professional Office zones.

**Congregate Care:** Congregate care facilities are not limited specifically to density requirements as long as all of the development standards for the zoning district are met. Congregate care facilities are allowed in the Low-Density Residential, Low Medium Density Residential, Medium Density Residential, High Density Residential, Neighborhood Commercial, Community Commercial, Highway/ Tourist Commercial, Service Commercial, and Professional Office zoning districts.

In Temecula, congregate care facilities include facilities for seniors and the disabled in accordance with Health and Safety Code Section 50062.5, which requires facilities that are “planned, designed, and managed to include facilities and common space that allow for direct services and support services that maximize the residents’ potential for independent living and which is occupied by elderly or handicapped persons or households, as defined in Sections 50067 and 50072. Direct services and support services which are provided or made available shall relate to the nutritional, social, recreational, housekeeping, and personal needs of the residents and shall be provided or made available at a level necessary to assist the residents to function independently.”

**Accessory Dwelling Units:** The City of Temecula allows accessory dwelling units (ADUs) in all residential and mixed-use districts where a detached single-family unit is permitted. In 2020, the City updated its Zoning Code to implement the requirements of Government Code Sections 65852.2 and 65852.22 to allow accessory dwelling units and junior accessory dwelling units in a manner that encourages their development but simultaneously minimizes impacts on traffic, parking, density, and other areas where the city is still permitted to exercise local control. ADUs cannot be sold but may be rented for a period of at least 31 days. See the Housing Element section on housing resources for additional information on second dwelling units.

As specified in Program 16, the City will amend its Zoning Code as it relates to Planned Development Overlays 2 and 7 to allow for accessory dwelling units in accordance with State law.

**Transitional and Supportive Housing:** Transitional and supportive housing is provided to socially support individuals and provide basic life skills and is coupled with social services such as job training, alcohol and drug abuse programs, and case management.

The Temecula Municipal Code allows transitional and supportive housing in all residential areas within the City. Transitional and supportive housing are permitted by right in Medium and High Density

Residential and require a conditional use permit in all other residential zones. Transitional and supportive housing are also allowed in the Community Commercial and Professional Office zoning districts with a conditional use permit.

**Emergency Shelters/Homeless Housing:** The City facilitates the development of emergency shelters by permitting the development of such facilities in the Medium and High Density Residential districts by right without a conditional use permit or other discretionary action. These uses are also permitted in other residential districts with a conditional use permit. Emergency shelters are also permitted with a conditional use permit in the Neighborhood Commercial, Community Commercial, Highway/Tourist Commercial, Service Commercial, Professional office, Business Park, and Light Industrial zoning districts.

**Housing for Persons with Disabilities:** The City provides housing opportunities for disabled persons through the provision of affordable, barrier-free housing. The requirements for accessibility in the California Building Code and the Temecula Municipal Code ensure reasonable accommodation and compliance with accessibility requirements and are provided in all projects within Temecula. Residential care facilities (group homes) for six or fewer residents are permitted in all residential zoning districts. The development of residential care facilities for seven or more residents is permitted in the High Density Residential zoning district by right, without a conditional permit, or other discretionary action. Facilities for seven or more residents are also permitted in all other residential zoning districts with a conditional use permit

The maximum densities for residential care facilities are not limited specifically to density requirements so long as the project complies with all development standards of Title 24 of the California Code of Regulations and the Temecula Municipal Code. The City does not restrict occupancy of unrelated individuals in group homes, and Section 17.34.010 of the Zoning Code defines “family” as one or more persons living together as a single housekeeping unit in a single dwelling unit. Family also means the persons living together in a licensed residential facility, as that term is defined in California Health and Safety Code Section 1502(a)(1) serving six or fewer persons, excluding the licensee, the members of the licensee’s family, and persons employed as facility staff who reside at the facility.

The City permits housing for special needs groups, including for individuals with disabilities, without regard to distances between such uses or the number of uses in any part of the City. The City allows some variation from the application of its parking standards. Section 17.24.040 of the Zoning Ordinance would allow, for example, the

reduction of parking spaces for a unique use such as a senior housing project or other special needs.

Currently, Temecula has two group homes for teenagers with a total capacity of 18 persons. In addition, two residential facilities in the City offer housing for up to approximately 14 developmentally disabled persons. Although, cities retain land use jurisdiction regarding these homes, the State Fire Marshal ensures the safety of group homes with seven or more residents. The City of Temecula contracts with the State Fire Marshal through the California Department of Forestry and Fire Protection (Cal Fire) in conjunction with the Riverside County Fire Department. The Building and Safety Division has developed a positive working relationship with the County Fire Department that ensures that any improvements and/or maintenance for group homes are handled through the City's normal concurrent review process.

It has been a departmental philosophy to provide complete direction for applicants, as well as looking for solutions when problems or barriers present themselves on a project. Because of this, in the past the City has had success finding reasonable solutions to noncompliant code issues with successful end results.

The City's site planning requirements and assistance programs reduce housing constraints for persons with disabilities by providing necessary regulations for a variety of disabilities and housing conditions. The City does not impose special permit procedures or requirements that could impede the retrofitting of homes for accessibility.

Compliance with these development standards ensures reasonable accommodation is provided for all new projects. The City will continue to implement the existing requirements as well as continue to implement its formalized reasonable accommodation processes for individual homeowners requesting exceptions to development standards to accommodate a specific disability. In addition, retrofit assistance for persons with disabilities may be available through a future Residential Rehabilitation Program for lower income families as listed in the City's Five-Year Consolidated Plan.

#### **4. Development and Planning Fees**

The cost of development is a constraint to the implementation of affordable housing projects. Typically, the cost of developing raw land is significantly increased by the various regulations and fees local governments impose on developers.

The City of Temecula charges various fees and assessments to cover the cost of processing permits and providing certain services and utilities. **Table 54** summarizes that City's planning fee requirements for residential development, while **Table 55** depicts the City's



development impact fees for residential development. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) mitigation fee was established in order to implement the goals and objectives of the MSHCP and to mitigate the impacts caused by new developments in western Riverside County. The fee is part of the mitigation fees for species protection required under the MSHCP. The collection of the fees supplements the financing for the acquisition of lands supporting species covered by the MSHCP and to cover new development's share of this cost. Developments where the MSHCP fee applies have the same fee structure throughout the MSHCP plan area.

Nearly all of the vacant developable parcels located west of I-15 in western Temecula are within the MSHCP criteria cell and core linkage areas, as are all parcels located in the southwestern corner of the City. Additional vacant developable parcels in the northeast corner of the City are also located in the MSHCP criteria cell and core linkage areas. Few underutilized residential properties are located in the MSHCP criteria cell and core linkage areas. If a site is located in a criteria cell, a HANS application must be completed and submitted to the City along with a \$1,500 check made payable to Western Riverside Conservation Authority (RCA). The check and one copy of the application are mailed to the County for review and determination of any site inclusion for the MSHCP conservation area.

It is estimated that the total development fees are \$13,375 for a single-family unit and \$10,920 for a multi-family unit. These fees are similar to other fees in the region. Comparing the cost of one jurisdiction's development and planning fees to another is difficult since each jurisdiction calculates and applies its fee schedule in its own unique way. While no recent studies available to the general public have been completed in Riverside County to compare the fees charged by various jurisdictions, a recent trend used by other jurisdictions is to assess a deposit that varies per application type, and then charge an hourly "fully burdened" rate to recover costs. The City of Temecula assesses a fixed rate for each application type, based on the average hours of staff time required to process each application. This fee schedule is adjusted annually based on the consumer price index for the greater Los Angeles Metropolitan area. **Table H-31** reflects the fee schedule for the 2012–2013 fiscal year.

**Table 54: Planning Fee Schedule\***

<b>Project Type</b>	<b>City of Temecula Fee</b>	<b>Department of Environmental Health Fee</b>
<b>Planning and Zoning</b>		
Conditional Use Permit – No Site Changes <sup>1,2,3,4</sup>	\$4,089	\$234
Conditional Use Permit – with a Development Plan <sup>1,2,3,4</sup>	\$1,303	N/A
Development Agreement	\$65,820	N/A
Development Agreement – Major Modification <sup>1,2,3,4</sup>	\$15,078	N/A
Development Agreement – Minor Modification <sup>1,2,3,4</sup>	\$4,309	N/A
DIF Credit or Reduction	\$1,100	N/A
Development Plan – Less than 10,000 sf <sup>1,2,3,4</sup>	\$9,839	\$136
Development Plan – 10,000 sf to 100,000 sf <sup>1,2,3,4</sup>	\$13,366	\$136
Development Plan – Over 100,000 sf <sup>1,2,3,4</sup>	\$16,078	\$136
General Plan Amendment/Zoning Map Amendment – Text or Exhibit <sup>1,2,3,4</sup>	\$9,287	\$59
General Plan Amendment/Zoning Map Amendment – Official Zoning Map and Land Map <sup>1,2,3,4</sup>	\$7,278	\$59
General Plan Amendment/Zoning Map Amendment – Official Zoning Map or Land Map <sup>1,2,3,4</sup>	\$5,009	\$59
Accessory Dwelling Unit Permit	\$934	N/A
Variance <sup>1,2,3,4</sup>	\$4,721	\$120
Minor Exception <sup>1,2,3,4</sup>	\$634	N/A
Minor Exception (individual homeowner)	\$158	N/A
Municipal Code Amendment <sup>1</sup>	\$7,279	
Specific Plan – New <sup>1,2,3,4</sup>	\$104,279	\$197
Specific Plan Amendment – Major	\$41,388	\$61
Specific Plan Amendment – Minor	\$14,441	\$61
Planned Development Overlay <sup>1,2,3,4</sup>	\$38,367	N/A
<b>Subdivisions</b>		
Certificate of Land Division Compliance (fee per parcel) <sup>1,2,3,4</sup>	\$1,594	\$138
Common Interest Development Conversion <sup>1,2,3,4</sup>	\$5,524	N/A
Lot Line Adjustment	\$1,612	N/A
Merger of Contiguous Parcels	\$2,419	N/A
Minor Change (to approved Tentative Map)	\$2,442	N/A
Parcel Map – Tentative (Residential) w/Waiver of Final Map <sup>1,2,3</sup>	\$3,927	\$389
Parcel Map – Tentative (Residential) Standard <sup>1,2,3</sup>	\$4,904	\$675
Parcel Map – Tentative (Vesting) <sup>1,2,3</sup>	\$4,298	\$424
Parcel Map – Tentative (Revised) <sup>1,2,3</sup>	\$4,273	\$203
Condominium Map <sup>1,2,3</sup>	\$14,326	\$538
Tract Map – Standard 5-34 lots/units <sup>1,2,3</sup>	\$12,874	\$203
Tract Map – Standard 35-75 lots/units <sup>1,2,3</sup>	\$14,563	\$203
Tract Map – Standard 76-165 lots/units <sup>1,2,3</sup>	\$16,688	\$203
Tract Map – Standard 166+ lots/units <sup>1,2,3</sup>	\$18,661	\$203
Tract Map – Standard - Revised Map <sup>1,2,3</sup>	\$7,292	\$203
Tract Map – Vesting 5-34 lots/units <sup>1,2,3</sup>	\$16,520	\$424
Tract Map – Vesting 35-75 lots/units <sup>1,2,3</sup>	\$18,347	\$424
Tract Map – Vesting 76-165 lots/units <sup>1,2,3</sup>	\$20,570	\$424
Tract Map – Vesting 166 lots/units <sup>1,2,3</sup>	\$22,319	\$424

Project Type	City of Temecula Fee	Department of Environmental Health Fee
Tract Map – Vesting – Revised Map <sup>1,2,3</sup>	\$10,262	\$424
Phasing Plan for Tentative Map – Sewered	\$4,366	\$57
Phasing Plan for Tentative Map – Subsurface Disposal	\$4,366	\$138
Residential Tract Product Review <sup>1,4</sup>	\$12,631	N/A
Reversion to Acreage	\$930	\$72
<b>Miscellaneous Charges</b>		
Certificate of Historic Appropriateness <sup>1,2,3,4</sup>	\$562	N/A
Substantial Conformance	\$7,706	\$61
Extension of Time with Public Hearing <sup>1,2,3,4</sup>	\$3,429	\$63
Extension of Time without Public Hearing <sup>1,2,3,4</sup>	\$1,739	\$63
Extension of Time – Subdivision Ordinance <sup>1,2,3,4</sup>	\$4,301	\$63

\*SOURCE: Temecula User Fee Schedule (2021-2022); updated annually each July 1.

1. Add CEQA Fee of \$325 for environmental determination. If environmental determination is not exempt from CEQA, add \$5,552 for Negative Declaration without Mitigation, or \$7,590 for Negative Declaration with Mitigation. If EIR is required, add \$59,811 for City-managed EIR or \$88,192 for applicant-managed EIR.
2. Add UC Regents Fee of \$60 (if required) – not applicable to duplicate applications
3. Add Traffic Study Fee (if required) of \$3,008 (major) or \$752 (minor)
4. Add DRC Landscape Fee of \$250 (if new/modified landscaping is proposed) and DRC Architectural Review Fee of \$.05 per building square foot (if new/modified architecture is proposed)
5. \$528 to Environmental Health if Sewered; \$424 to Environmental Health if Subsurface Disposal

**Table 55: Development Impact Fees For The City of Temecula**

Development Fee	Land Use (Fee/Unit)	
	Residential Attached	Residential Detached
Street System Improvements	\$1,717.58	\$2,453.64
Traffic Signals and Traffic Control Systems	\$243.11	\$347.33
Corporate Facilities	\$356.92	\$665.69
Police Facilities	\$627.33	\$354.58
Fire Protection Facilities	\$390.77	\$842.15
Parks and Recreational Improvements	\$2,901.20	\$4,049.59
Open Space & Trails Development	\$845.65	\$1,180.35
Libraries	\$772.74	\$1,078.60
<b>Total</b>	<b>\$7,866.30</b>	<b>\$10,971.93</b>
Transportation Uniform Mitigation Fee		
Single Family	\$9,810	
Multi-Family	\$6,389	
Stephen' Kangaroo Rat Plan Fee (K-RAT)		
Lot greater than ½ gross acre – per dwelling unit	\$250-\$500	
All other Residential – per gross acre		
Multispecies Habitat Conservation Plan Fee (MSHCP)		
Residential Less than 8.0 DU	\$2,935	
Residential Between 8.1 and 14.0 DU	\$1,473	
Residential Greater than 14.1 DU	\$670	
Art in Public Places		
Residential – Single/Multi – Family	1/10 of 1% of project cost in excess of \$100,000	
Quimby – In-Lieu Fee \$310,000 per acre		
Single Family residential (Detached Garage)	3.12 Avg. Density/DU	
Single family Attached (Attached Garage)	2.85 Avg. Density/DU	
Multi-Family Attached (2-4 Units)	2.48 Avg. Density/DU	
Multi-Family Attached (5 or More Units)	2.43 Avg. Density/DU	
Mobile Homes	2.00 Avg. Density/DU	
School Developer Fees		
Single Family and Multifamily Residential	\$3.20/Sq. Ft	
Restricted Senior Communities	\$0.66/Sq. Ft.	

SOURCE: City of Temecula 2021.



**Table 56** provides the ratio of typical development cost to fees per unit for single and multi-family developments in Temecula that do not require preparation of a Negative Declaration or Environmental Impact Report. The exact fees associated with an individual project will vary greatly based on the exact project parameters. However, the City reviews its fees annually to confirm that its fees are in line with those charged by other agencies in the region and that they do not present a constraint to development.

**Table 56: Total Processing and Fees for Typical Single- and Multi-Family Units**

Housing Type	Total Fees	Estimated Development Cost per Unit	Estimated Proportion of Fees to Development Costs per Unit
Single Family Unit	\$13,375	\$350,000	3.8 %
Multi-Family Unit	\$10,920	\$200,000	5.5 %

SOURCE: City of Temecula, 2021.

## 5. Building Codes and Enforcement

### Staffing and Process

As Building and Safety and Code Enforcement are under the same department supervision, the exchange of information between Building and Code Enforcement staff members is excellent. Enforcement items are a regularly occurring weekly meeting topic during Building and Safety weekly staff meetings.

The Code Enforcement Division consists of three permanent officers. Each officer has an assigned geographic area of the City and is very familiar with problematic properties. Each officer regularly patrols their area to ensure that any prior complaints have been resolved and that they have responded to any new complaints.

The department is complaint-driven, which means that officers respond to complaints as they come in to the City. In addition, the officers make every effort to be proactive in their assigned geographic areas. Several of the code enforcement officers have received training in dealing with housing issues and are able to respond with building inspectors to calls on substandard housing.

### Building Codes

The City of Temecula has adopted the California Building Code, 2019 Edition, Volumes 1 and 2 (Part 2 of Title 24 of the California Code of Regulations), including Appendix C-Agricultural Buildings, and Appendix F-Rodent Proofing. This includes the Historical Building Code, Existing Building code, Electrical Code, Mechanical Code, Plumbing Code, Administrative Code, Energy Code, Green Building

Standards Code, Reference Standards Code, and Residential Code. A copy of each code is maintained in the office of the City Clerk and is made available for public inspection.

This collection of codes is considered to be the minimum necessary to protect the public health, safety, and welfare. The City is responsible for enforcement of all the model codes. Further, the requirements for accessibility in the California Building Code will ensure that reasonable accommodation and compliance with accessibility requirements are provided in all projects within Temecula.

Overall, the housing stock is in excellent condition. The City's Code Enforcement program is complaint-based and will not constrain the development or preservation of housing. When housing code violations are cited for units occupied by low- and moderate-income households, the Code Enforcement staff may offer information regarding rehabilitation programs.

### **Reasonable Accommodations**

The City's process for providing reasonable accommodations allows individuals, or their representatives, to make requests for reasonable accommodations for persons with disabilities as part of the permit process. No additional permits are required or additional fees charged by the City. Requests for reasonable accommodations to meet the needs of persons with disabilities are generally approved administratively, and a use permit is not required. An exception would be a use (in contrast to an accessory structure or appurtenance) that requires a discretionary (use) permit, such as a residential care facility of seven or more persons. City staff is available to provide assistance regarding the processing of requests for the construction of accessory structures. Information regarding the approval of these structures is included within all public notices and agendas, as applicable.

## **6. Local Processing and Permit Procedures**

The time and cost of permit processing and review can be a constraint to housing development if significant development review is required. Project review and permit processing are necessary steps to ensure that residential construction proceeds in an orderly manner. The time required for project approval is often not so much a factor of the approval body (Director versus Planning Commission), but the complexity of the project and associated environmental issues. However, small infill projects that can be approved administratively are generally less complex and take a shorter time to obtain appropriate approvals. Large, residential subdivision maps, subject to the California Environmental Quality Act (CEQA compliance) require a public hearing before the Planning Commission.

The evaluation and review process required by City procedures contributes to the cost of housing in that the holding costs incurred by developers during the review period are ultimately manifested in the unit's selling price. All discretionary development projects that involve new construction but are less than 10,000 square feet are subject to a Planning Director's hearing. The hearing is a publicly noticed hearing that permits the Planning Director to be the decision-maker on relatively minor applications. The Temecula Municipal Code contains findings that must be made for project approval. If the project meets the required findings, the project cannot be denied by the Planning Director.

Development applications for projects greater than 10,000 square feet are subject to a Planning Commission hearing. The Planning Commission hearing is a publicly noticed hearing and the Commission may be the decision-maker for such applications provided there is no legislative action associated with the development application, such as a zone change or a General Plan amendment. The Planning Commission may also serve as an appeal board for the Director's hearing decisions. The Temecula Municipal Code contains findings that must be made for project approval. If the project meets the required findings, the project cannot be denied by the Planning Commission.

Required findings for approval of a **conditional use permit** are as follows:

1. The proposed conditional use is consistent with the General Plan and the development code.
2. The proposed conditional use is compatible with the nature, condition, and development of adjacent uses, buildings, and structures and the proposed conditional use will not adversely affect the adjacent uses, buildings, or structures.
3. The site for a proposed conditional use is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, buffer areas, landscaping, and other development features prescribed in this development code and required by the Planning Commission or Council in order to integrate the use with other uses in the neighborhood.
4. The nature of the proposed conditional use is not detrimental to the health, safety, and general welfare of the community.
5. That the decision to approve, conditionally approve, or deny the application for a conditional use permit be based on substantial

evidence in view of the record as a whole before the Planning Commission or City Council on appeal.

Required findings for approval of a **development plan** are as follows:

1. The proposed use is in conformance with the General Plan for Temecula and with all applicable requirements of state law and other ordinances of the City.
2. The overall development of the land is designed for the protection of the public health, safety, and general welfare.

The City Council hearing is a noticed public hearing for development applications that require a legislative action. The City Council may also serve as an appeal board for decisions made by the Planning Commission. The Temecula Municipal Code contains findings that must be made for project approval. If the project meets the required findings, the project cannot be denied. The City Council is the final decision-maker on all appeal actions.

Mixed-use projects may be subject to any of the above types of public hearings, but are unlikely to be heard at the Planning Director's hearing because of the size of the project. The processing and permit procedures for mixed-use projects are no different than the processing of any other development application. The General Plan Land Use Element and Housing Element discuss concessions that can be made to accommodate the scale, density, or intensity of such projects. As a result, findings can be made to support consistency with the General Plan.

Some minor development applications, such as a Minor Modification of an approved Development Plan, may be approved at the staff level. The average time for such administrative approvals is two to three weeks (see **Table 57**). The average time for projects to get to a Planning Director's hearing is eight to 14 weeks. Once approval is given, the property owner must submit a grading plan to the Public Works Department and a building plan to the Building and Safety Department. Once approval is given, the property owner must submit the approved plans to the Community Development and Public Works departments to obtain the required permits.

The average period for a project to get to the Planning Commission is four to six months. If the project needs to be heard by the City Council, the average time to get to this hearing is 12 to 18 months.



**Table 57: Typical Processing Times for Single- and Multi-Family Units**

	Single Family Unit	Multi-Family Unit
Typical Approval Requirements	Grading plan	Development plan 6-9 months
	Building plans	Submit for grading/ plan prior to PC approval
	Building permit	Receive approval 3-6 months
	Home Product Review	Building plans review 4-6 weeks
	Development Plan	Condo Map
Est. Total Processing Time	Ministerial 4-6 weeks	Building Permit 1 to 1.5 years*

SOURCE: City of Temecula, 2013

\*Please note: total processing time has increased from the previous planning period due to volume of development.

The City has not adopted any special design or environmental review processes that would add additional time to the processing period. However, the City must comply with the California Environmental Quality Act (CEQA) and Riverside County regulations. In 2009, the City produced an environmental review procedures handbook for private development projects. The goal of this handbook is to help guide developers, City staff, and consultants through the environmental and City review process. This handbook is publicly available on the City's website.

CEQA applies to all projects that require discretionary approval unless the project is determined to be exempt. A discretionary project is one that requires the exercise of judgment or deliberation by a public agency in determining whether the project will be approved or if a permit will be issued. For example, if a property owner wants to construct a new building or subdivide a property, it would be considered a discretionary project because the City must review the proposal before issuing an approval or permit. CEQA also applies to decisions that could lead to indirect impacts, such as making changes to local codes, policies, and general and specific plans.

Usually CEQA does not apply to projects that are only subject to ministerial approval. A ministerial project is one that requires a public official to determine only that the project conforms to applicable zoning and building code requirements and that applicable fees have been paid. Some examples of projects that are generally ministerial include sign permits, roof replacements, interior alterations to residences, and landscaping changes.

In addition to the CEQA process, Riverside County has completed a comprehensive planning effort called the Riverside County Integrated

Project (RCIP). RCIP integrates three regional planning efforts: the County General Plan, a Community and Environmental Transportation Acceptability Process to determine present and future roadway infrastructure, and the MSHCP to conserve listed and sensitive species and their habitats. The final MSHCP was approved by the County Board of Supervisors on June 17, 2003, and went into effect in March 2004.

The MSHCP is a comprehensive, multi-jurisdictional effort that includes the County and 16 cities. Rather than deal with endangered species on a one-by-one basis, this plan focuses on the conservation of 146 species. The MSHCP supports a reserve system of approximately 500,000 acres, of which approximately 347,000 acres are currently in public ownership and 153,000 acres are currently in private ownership. The approved MSHCP contributes to the economic viability of the region by providing landowners, developers, and those who build public infrastructure with more certainty, a streamlined regulatory process, and identified project mitigation. The MSHCP is administered by the Regional Conservation Authority which represents the County and 16 cities which are participants in the plan.

## **7. Streamlining Approvals**

### **Lower Income Sites Included in Previous Elements**

While the site plan review process is not considered a constraint to housing, Program 16 has been provided to comply with Government Code 65583.2. This program will provide for ministerial approval (e.g., Planning Division Director's approval of site plan review and entitlements other than a subdivision map) of housing projects with a minimum of 20 percent of units affordable to lower income households and will increase certainty for affordable and multifamily developers related to residential sites throughout the community, as identified in Appendix A.

### **SB 35**

SB 35 provides provisions for streamlining projects based on a jurisdiction's progress towards its RHNA and timely submittal of the Housing Element Annual Progress Report. When jurisdictions have insufficient progress toward their above moderate income RHNA and/or have not submitted the latest Housing Element Annual Progress Report, these jurisdictions are subject to the streamlined ministerial approval process (SB 35 (Chapter 366, Statutes of 2017) streamlining) for proposed developments with at least 10% affordability.

HCD reviews the annual progress report deadlines and RHNA progress on an annual basis. Temecula is currently subject to SB 35

streamlining provisions when proposed developments include 50% affordability. Program 16 has been provided to incorporate the mandatory streamlining provisions into the City's Zoning Code. These streamlining provisions will reduce approval requirements for projects that include a minimum of 50 percent of units affordable to lower income households and that meet the criteria specified by State law.

## 8. On- and Off-Site Improvements

The Circulation Element of the Temecula General Plan identifies eight different roadway classifications (Table C-2) and cross-sections (Figure C-1) that include minimum dimensions for right-of-way accounting for lane width, center median, bike lane and/or multipurpose trails, curb, gutter, landscaping, and sidewalks. Figure C-2 of the Circulation Element identifies the locations and alignments of each road in Temecula by classification. Applicants for new development applications should consult the Circulation Element to determine the roadway classification fronting the project site and to determine the type of improvements that may be required for the proposed project.

The City makes available standard drawings for on- and off-site improvements that establish infrastructure or site requirements that support new residential development. Typical site improvements for high density development include half-width street improvements for all frontage streets, built to General Plan standards. A typical local street width is 60 feet with 40 feet of pavement (two lanes). In addition, the appropriate level of R-O-W landscaping, 6-inch curb and gutter, and sidewalk improvements (either curb or parkway adjacent) are required for property frontage. Water, sewer, and drainage facilities are traditionally not under the direct control of the City.

The City of Temecula coordinates with several water and sewer districts that directly administer the construction of water and sewer improvements. These improvements, for a high density/affordable housing project, typically require both potable and reclaimed water systems. With respect to flood control and drainage facilities, these on-site improvements are under the direct control of the Riverside County Flood Control. While these improvements are necessary to ensure that new housing meets the City's development goals, the cost of these requirements can represent a significant share of the cost of producing new housing. Site improvement costs include the cost of providing access to the site, clearing the site, and grading the pad area. In the case of a subdivision, such costs may also include major improvements such as building roads and installing sewer, water, and other utilities. As with land costs, several variables affect costs, including site topography and proximity to established roads, sewers, and water lines. Engineering and other technical assistance costs are usually included with site improvements as these services are required to ensure that

development is constructed according to established codes and standards. Title 16 (Subdivisions) of the Municipal Code outlines site improvement requirements (Chapter 16.30) for a variety of parcel map division and subdivision scenarios and includes specific requirements for streets, domestic water, fire protection, sewage disposal. These and other site improvement costs are typical of all cities in California and do not impose a significant constraint on the development of housing in Temecula. The City does not impose any unusual requirements as conditions of approval for new development.

The City of Temecula requires full-frontage improvements for all approved development projects. The City typically does not make exceptions for frontage improvements because of the need to make connections for existing bike lanes and trails, and to correctly align roadways to avoid bottlenecks at narrower sections. The City may permit the possibility of deferring some improvements on a project-by-project basis. The deferral of improvements may be permitted when the costs of the improvements greatly outweighs the contractor's ability to enter into a reimbursement agreement or when timing of the needed improvements is beyond the control of the applicant, such as improvements to be made by the California Department of Transportation (Caltrans).

The City of Temecula recognizes that such requirements can potentially be considered regulatory barriers to affordable housing if the jurisdiction-determined requirements are greater (and hence, more costly) than those necessary to achieve health and safety requirements in the community. However, the cost to design such improvements is dramatically decreased when utilizing the City's standard drawings.

## **C. State Tax Policies and Regulations**

### **1. Article 34 of the California Constitution**

Article 34 was enacted in 1950. It requires that low rent housing projects developed, constructed, or acquired in any manner by any state or public agency, including cities, receive voter approval through the referendum process. The residents of Temecula have not passed a referendum to allow the City to develop, construct, or acquire affordable housing.

While California Health and Safety Code further clarifies the scope and applicability of Article 34 to exclude housing projects that have deed-restrictions on less than 49% of the units or rehabilitation/reconstruction of housing projects that are currently deed-restricted or occupied by lower-income persons, Article 34 still constitutes an obstacle for local governments to be directly involved in the production of long-term affordable housing.



## **2. Environmental Protection**

State regulations require environmental review of proposed discretionary projects (e.g., subdivision maps, use permits). Costs resulting from fees charged by local government and private consultants needed to complete the environmental analysis, and from delays caused by the mandated public review periods, are also added to the cost of housing and passed on to the consumer. However, the presence of these regulations helps preserve the environment and ensure environmental safety to Temecula's residents. In addition, much of the remaining vacant residential land is located within approved specific plan areas for which the required environmental review has already been completed.

### **D. Infrastructure Constraints**

Another factor adding to the cost of new construction is the cost of providing adequate infrastructure (major and local streets; curbs, gutters, and sidewalks; water and sewer lines; and street lighting), which is required to be built or installed in new development. In most cases, these improvements are dedicated to the City, which is then responsible for their maintenance. The cost of these facilities is covered by developers and is added to the cost of new housing units, which is eventually passed on to the homebuyer or property owner.

In addition, two areas of the City, which are designated for residential uses, are partially developed and do not have sewer service. Development of this land is limited to Very Low Density Residential uses. The majority of the remainder of future residential development within the City will occur in master planned communities or on sites adjacent to existing infrastructure. As a result, future residential development will not be constrained by the lack of sufficient infrastructure in the remainder of the City.

The Rancho California Water District (RCWD) is the retail supplier of potable water to Temecula. According to the Growth Management/Public Facilities Element of the General Plan, the RCWD has adequate water supply to meet current demand and is investigating a number of sources to meet long-range demands. Upgrading existing wells, adding new wells, implementing a water recharge program, and increasing the use of reclaimed water are among the major strategies devised by the RCWD.

Wastewater facilities in Temecula are provided by the Eastern Municipal Water District (EMWD), which has adequate capacity to meet current treatment demand. By closely working with the RCWD and the EMWD in developing supply options, conservation techniques, including the use of reclaimed water; and development

monitoring systems, the City can ensure that development does not outpace the long-term availability of water and the adequacy of wastewater treatment capacity.

With the City of Temecula and its infrastructure providers coordinating planning and construction consistent with General Plan land use policy, future needs, including the 2021-2029 RHNA, can be met.

To comply with Senate Bill 1087, upon adoption the City will immediately forward its adopted Housing Element to its water and wastewater providers so they can grant priority for service allocations to proposed developments that include units affordable to lower-income households.

## **E. Environmental Constraints**

Temecula is impacted by various environmental hazards that include active fault traces, liquefaction and subsidence, steep slopes, and flooding. These natural hazards constrain residential development by threatening public safety and infrastructure. To protect the health, safety, and welfare of residents in Temecula, the City has adopted regulations that limit development within areas of high risk and/or require design standards that can withstand natural hazards. Other environmental constraints include infrastructure constraints. In preparing the City's inventory of vacant sites designated for residential development, the City considered the extent to which sites were constrained by hazards, and potential hazards are accounted for as part of the capacity study. Parties interested in obtaining more information for specific parcel listings in Appendix A may do so by contacting the City of Temecula Planning Department or by visiting the City's website at [TemeculaCA.gov](http://TemeculaCA.gov). The City's Information Systems department maintains an online GIS parcel search that can be used to identify any parcel within Temecula, including known environmental and other on-site constraints.

**Flood Plain (FP) Overlay District:** The City has applied a Flood Plain Overlay District to portions of the City that are threatened by flooding hazards. The overlay district includes design requirements that must be met for new construction and substantial improvement of structures within the district. These design standards have been adopted to reduce the flood hazards threatening people and structures within the overlay district. Development on this property must comply with specific structural design standards that raise the cost of construction. However, this property represents only a fraction of the City's vacant land with Medium Density Residential zoning.

The environmental constraints and the associated cost factor impacting this property will not compromise the City's ability to provide adequate

sites to accommodate its RHNA at all income levels for the duration of the planning period. Pursuant to the default density assigned to the City of Temecula through Section 65583.2, affordable housing is expected to be accommodated within areas where density is 30 units per acre by right or more through density bonus provisions. The City's Medium Density Residential zone allows a density of up to 12 units per acre by right and up to 18 units per acre with a density bonus. Medium Density Residential zoned property therefore is not considered suitable for affordable housing.

**Dam Inundation:** Portions of Temecula face inundation if any of the three dams located in areas surrounding Temecula should fail. Lake Skinner Dam is an earthen dam at Skinner Reservoir (also known as Lake Skinner and located approximately 4.5 miles northeast of Temecula). Failure of the Lake Skinner Dam would result in flooding along Tocalota Creek and Benton Road, which is located near the south side of the reservoir, as well as flooding along parts of Santa Gertrudis Creek and Warm Springs Creek. Vail Lake is located over 6.0 miles southeast of Temecula; dam failure would inundate portions of the Pauba and Temecula valleys, including I-15 and an adjacent 3-mile area. Diamond Valley Lake is the largest reservoir in Southern California and is located north of Skinner Reservoir, nearly 6.0 miles northeast of Temecula. Its water is detained by two earthen dams. Failure of the western dam would result in flooding in the northern parts of the City.

Several vacant developable parcels located near the western and southern perimeters of the City are at risk of inundation if dams north of the project site were breached. Far fewer vacant underutilized residential properties would be at risk of inundation.

**100-Year and 500-Year Floodplains:** A 100-year flood has an annual 1% probability of occurring, and a 500-year flood has an annual 0.2% probability of occurring. The 100-year floodplain in the City of Temecula forms a "U" along the alignment of the northern, western (west of and adjacent to I-15), and southern perimeters of the City. The 500-year floodplain is noncontiguous and is generally located in the western and southern areas of the City, adjacent to 100-year floodplains. The 100-year floodplain includes several vacant developable parcels near the northern and western perimeters of the City, and the 500-year floodplain is generally outside of or adjacent to vacant developable parcels in the same area. In general, no underutilized residential parcels are located in the 100-year floodplain or the 500-year floodplain.

**Alquist-Priolo:** Temecula is located within a highly active seismic region. Three Alquist-Priolo Special Studies Zones are located in Temecula: Wildomar, Willard, and Wolf Valley. These zones have been delineated by the State Geologist and encompass the area on either side

of potentially or recently active fault traces where the potential for surface rupture exists. The Wildomar fault is the predominant fault in the City. This fault trends in a northwest direction and transects the length of the City. The Willard fault is located southwest of the Wildomar fault zone. South of the Willard fault is the Wolf Valley fault zone.

Within an Alquist-Priolo earthquake fault zone, habitable structures must maintain a minimum 50-foot setback distance from the fault trace per state law. The existence of Alquist-Priolo zones in Temecula effectively limits the amount of land and the intensity of development of residential uses adjacent to these zones. However, only a few vacant residential sites designated for Very Low Density Residential use are impacted by these Alquist-Priolo zones.

**Faults and Fault Zones:** The Elsinore and Wildomar faults and their associated fault zones extend through the western side of the City on a northwest-southeast alignment across I-15. Although the Elsinore fault zone is one of the largest in Southern California, it has been one of the quietest. The southeastern extension of the Elsinore fault zone, the Laguna Salada fault, ruptured in 1892 in a magnitude 7.0 earthquake, but, as noted in the City's General Plan Public Safety Element, the main trace of the Elsinore fault zone has only seen one historical event greater than magnitude 5.2. In 1920, a magnitude 6.0 earthquake near Temescal Valley produced no known surface rupture. Other faults that surround Temecula include the San Andreas, San Jacinto, San Gabriel, Newport-Inglewood, and San Clemente Island faults.

The Elsinore fault and fault zones extend through several vacant developable land parcels, as well as through a large underutilized residential parcel.

**Liquefaction:** Liquefaction can occur as a secondary effect of seismic shaking during an earthquake or another event significant enough to cause equivalent pressure on the susceptible soils, like a dam failure and inundation. Liquefaction is unlikely to occur unless the earthquake is large with multiple shaking cycles. Liquefaction occurs in areas of saturated, loose, fine- to medium-grained soils where the water table is 50 feet or less below the ground surface. Seismic shaking temporarily eliminates the grain-to-grain support normally provided by the sediment grains. The waters between the grains assume the weight of the overlying material and the sudden increase in pore water pressure results in the soil losing its friction properties. The saturated material (with the frictionless properties of a liquid) will fail to support overlying structures. Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and slumping.



In Temecula, liquefaction zones generally align with areas in the City subject to 100-year and 500-year floods and the areas subject to inundation if a nearby dam is breached. The liquefaction zones are, however, more far-reaching. Although only a few underutilized residential properties are located in areas subject to liquefaction, many vacant and developed properties are located within or immediately adjacent to areas subject to liquefaction.

Liquefaction and other seismic-related issues are addressed by the state Universal Building Code (UBC). The UBC requirements for construction in liquefaction zones are not significantly more costly than standard California construction standards and will not compromise the City's ability to provide adequate sites to accommodate its RHNA. In addition, the City analyzes and mitigates for liquefaction constraints when applicable.

**Very High Fire Hazard Severity Zone (VHFHSZ) in Local Responsibility Area (LRA):** Very High Fire Hazard Severity Zones in Local Responsibility Areas encroach at the City's western and southern boundaries, encompassing or partially encompassing several large vacant developable parcels, including the Altair Specific Plan. As included in the Altair Specific Plan, the project's Western Bypass will serve as a fire break between wildland areas and new development. In addition, a Fuel Modification Plan was prepared as part of the project and incorporated into the Altair Specific Plan to identify appropriate structure setbacks and landscape requirements for the interior of the project to address this hazard. Also, the project is required to adhere to all fire suppression requirements in accordance with the most recent Uniform Fire Code, which provides minimum fire safety measures that would be incorporated into all building designs. With these mitigation measures, residential development is permitted to occur throughout the Altair project area and is not considered a constraint to development.

**Hazardous Waste Sites:** Small hazardous waste sites are located along and near the west side of I-15. These sites encompass small portions of vacant developable land and are near several vacant developable parcels. None of underutilized residential properties are located on or near hazardous waste sites.

**Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP):** Encompassing the western one-third of Riverside County and approximately 1.26 million acres, the Western Riverside County MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan (HCP) designed to conserve species and their habitats. The goal is to maintain biological and ecological diversity within an increasingly urbanized area. The MSHCP includes areas in northern, western, and southern Temecula. Nearly all of the vacant

developable parcels located west of I-15 in western Temecula are within the MSHCP criteria cell and core linkage areas, as are all parcels located in the southwestern corner of the City. Additional vacant developable parcels in the northeast corner of the City are also located in the MSHCP criteria cell and core linkage areas. Few underutilized residential properties are located in the MSHCP criteria cell and core linkage areas.

**Riparian Areas:** Riparian areas are locales that relate to the bank of a stream, river, or lake. In Temecula, riparian areas encompass southern cottonwood-willow riparian and riparian scrub communities. These communities are limited to an area west of I-15 and an area in the southeast corner of the City. No vacant developable land or underutilized parcels are located in riparian areas. Although a few vacant developable parcels are located immediately adjacent to a riparian area, no underutilized parcels are located in or near a riparian area.

**Archaeological, Historic, and Native American Cultural Resources:** Temecula has a rich history with many Native American Traditional Cultural Properties, villages and resources, places where significant events occurred, both historically and pre-historically, and historic buildings and locales identified within and surrounding its boundaries. While a large majority of these historic and pre-historic and resources have been formally recorded, there are still properties that contain buried cultural and archaeological resources and unrecorded structures. Because of the confidentiality of these resources, especially archaeological and Native American sites, the city will follow State law requirements with regards to analysis of these resources and consultation with local tribes.

# V. HOUSING RESOURCES

## A. Regional Housing Need

### 1. Temecula's Regional Housing Need

The City of Temecula falls under the jurisdiction of the Southern California Association of Governments (SCAG). SCAG is responsible for developing a Regional Housing Needs Plan (RHNP) allocating the region's share of the statewide housing needs to lower-level councils of governments, which then allocate the needs to cities and counties in the region. The Regional Housing Need Allocation (RHNA) is a minimum projection of additional housing units needed to accommodate projected household growth of all income levels by the end of the Housing Element's statutory planning period.

This RHNA covers an 8-year planning period (2021 through 2029) and is divided into four income categories: very low, low, moderate, and above moderate. Pursuant to AB 2634, local jurisdictions are also required to project the housing needs of extremely low income households (0-30% AMI). In estimating the number of extremely low income households, a jurisdiction can use 50% of the very low income allocation; therefore, the City's very low income RHNA of 1,359 units can be split into 680 extremely low income and 678 very low income units.

**Table 58** shows the breakdown of the 4,193 units in Temecula's RHNA into the required income categories.

**Table 58: Regional Housing Need Allocation, 2021-2029**

Income Category	Allocation	Percentage
Extremely Low	680	16%
Very Low	679	16%
Low	801	19%
Moderate	778	19%
Above Moderate	1,255	30%
<b>Total</b>	<b>4,193</b>	<b>100%</b>

SOURCE: SCAG RHNP, 2020

## B. Progress Towards the RHNA

Since the RHNA uses June 30, 2021 as the baseline for growth projections for the 2021-2029 planning period, jurisdictions may count toward the RHNA housing units that have been developed, are under construction, and/or have received their building permits after June 30, 2021. Since this time, 27 housing units have been developed, are under construction, or have received their building permits in Temecula.

Jurisdictions may also count projects that are approved/entitled but not yet built or under construction. While the City of Temecula is actively reviewing a number of project proposals, for the purposes of identifying progress towards meeting the City's RHNA, the City has included two approved affordable projects (Las Haciendas and Rancho Highlands) that are expected to begin construction by the end of 2021. These two projects represent 132 affordable housing units, including 24 units affordable to extremely low income households, 8 units affordable to very low income households, and 99 units affordable to low income households. All affordable units are deed restricted. These credits towards meeting the City's RHNA are specified in **Table 59**, and the relative affordability of each unit type/project is described below.

**Table 59: Progress Towards Meeting the 2021-2029 RHNA**

	<b>Extremely Low income (0-30% AMI)</b>	<b>Very Low income (30-50% AMI)</b>	<b>Low income (51-80% AMI)</b>	<b>Moderate income (81-120% AMI)</b>	<b>Above Moderate income (121%+ AMI)</b>	<b>Total</b>
<b>Units Constructed/Under Construction/Building Permits Issued since June 30, 2021</b>						
Various Single-Family Units	0	0	0	0	6	6
Various Condos/Duplex/Townhomes	0	0	0	21*	0	21
Subtotal	0	0	0	21*	6	27
<b>Approved/Entitled Units Not Yet Under Construction</b>						
Las Haciendas	24	8	44	0	1	77
Rancho Highlands	0	0	55	0	0	55
Subtotal	24	8	99	0	0	132
<b>Total</b>	<b>24**</b>	<b>8**</b>	<b>99**</b>	<b>21</b>	<b>7</b>	<b>159</b>

Source: City of Temecula, 2021.

\*Note: These units do not have affordability restrictions. Market rate rents and sale prices for apartments and condominiums fall within levels affordable to the households earning moderate incomes (81-120% AMI) and are allocated as such.

\*\*Note: Units identified as affordable to extremely and very low and low income households are all deed restricted.



## 1. Affordability of Units Credited Towards the RHNA

Units credited towards the RHNA are distributed among the four affordability groups (extremely/very low, low, moderate, and above moderate) based on affordability restrictions (as is the case with affordable housing projects) or housing cost for those specific types of units based on real home rental/sale rates and established affordability levels. For example, the market rate rents and sale prices for apartments and condominiums in Temecula fall within levels affordable to households earning moderate incomes (81-120% AMI) and are allocated as such, as discussed in the above Housing Affordability by Income Level discussion.

Based on rental data information from Zillow.com and Apartments.com, the average rents reported for Temecula are \$1,632 for 1-bedroom apartments, \$1,816 for 2-bedroom apartments, and \$2,290 for apartments with three or more bedrooms. Based on this data and the housing affordability thresholds shown in the Needs Assessment, these apartment unit sizes are affordable to 4-person moderate income (81-120% AMI) households (where the affordable monthly rent is \$2,259), and the smaller apartment units (1-bedroom and 2-bedroom units) are affordable to 2-person moderate income (51-80% AMI) households (where the affordable monthly rent is \$1,808). Actual unit affordability will vary greatly based on unit size and household size. However, because the City cannot predict the profile of household size and unit size, all multifamily rental units are credits towards meeting the City's moderate income RHNA, even though some units may ultimately be affordable to lower-income households depending on the household size and unit size.

Condominium units are considered entry-level homes and based on pricing are allocated as affordable to moderate income households. According to Zillow.com, in February 2020 the median price for condominiums sold in the City was \$360,000. While home prices have risen since April 2020 as a direct result of impacts of COVID-19 on the housing market, the average cost identified in April 2020 generally represents the "business-as-usual" model and provides a more realistic understanding of the long-term pricing trends associated with housing in Temecula, outside of the COVID-19 pandemic.

This price is approximately equal to the affordability level for a 4-person, moderate income family and is allocated as such. As the maximum affordable price for a 4-person, moderate income family to purchase a home (as shown in the Needs Assessment) is \$360,740, if condominiums continue to be priced higher than pre-pandemic values, the City may need to update its site inventory to reflect a high proportion of multifamily for-sale units being affordable to above moderate income households, versus moderate income households.

However, as demonstrated later in this chapter, the City has identified a surplus of approximately 3,300 moderate income units and could easily accommodate a change in affordability level from moderate to above moderate income levels. The market rate cost of single-family units is considered affordable to above moderate income households.

## 2. Units Constructed or Under Construction

According to City building permit records, since June 30, 2021, 27 new units have been constructed, are under construction, or have building permits pulled in Temecula, of which 21 are affordable to moderate income households based on market rate rents, and the remaining 6 units are affordable to above-moderate income households.

## 3. Units Approved/Entitled

Based on City records, 159 units have recently been approved in Temecula; these units are not currently under construction but are expected to come online during the planning period. Of these 159 units, 32 will be deed-restricted affordable to extremely low/ very low income households and 99 will be deed-restricted to low income households.

## 4. Remaining RHNA

Even in the short timeframe between the beginning of the planning period (July 1, 2021) and preparation of this Housing Element (August 2021), the City has already demonstrated progress towards meeting its overall RHNA with housing units constructed, under construction, or approved/entitled or under review (159 units).

**Table 60: Remaining RHNA**

	<b>Extremely Low income (0-30% AMI)</b>	<b>Very Low income (30-50% AMI)</b>	<b>Low income (51-80% AMI)</b>	<b>Moderate income (81-120% AMI)</b>	<b>Above Moderate income (121%+ AMI)</b>	<b>Total</b>
RHNA Allocation	680	679	801	778	1,255	4,193
Constructed, Under Construction/Permits Issued (Since 6/30/2021)	0	0	0	21	6	27
Units Approved/Entitled	24	8	99	0	0	132
Remaining Allocation	656	671	702	757	1,249	4,034

Source: City of Temecula, 2021, SCAG, 2020

## C. Sites for Housing Development

Housing element law requires an inventory of land suitable for residential development (Government Code Section 65583(a)(3)). An important purpose of this inventory is to determine whether a jurisdiction has allocated sufficient land for the development of housing to meet the jurisdiction's share of the regional housing need, including housing to accommodate the needs of all household income levels.

This section provides an analysis of the land available within the City for residential development. In addition to assessing the quantity of land available to accommodate the City's total housing needs, this section also considers the availability of sites to accommodate a variety of housing types suitable for households with a range of income levels and housing needs.

This Housing Element identifies vacant sites that would accommodate residential uses within Temecula. It is noted that Temecula also has underutilized sites (sites where a significant portion of the property is vacant and there is a potential for additional residential units) which may be suitable to accommodate future residential development; however, these sites are not necessary to accommodate the City's RHNA and are not included in this inventory.

A citywide parcel database, aerial photos, and General Plan GIS data were used to locate parcels for this update. This update also considered the viability of sites identified in the prior planning period, many of which continue to be suitable sites for future development due to their proximity to transportation facilities, public services, goods, amenities, and activity centers. Parcel acreages by land use designation are based on assessor and GIS data.

### 1. Housing Affordable to Lower-Income Households

The California Government Code states that if a local government has adopted density standards consistent with the population based criteria set by State law (at least 30 units per acre for Temecula), HCD is obligated to accept sites with those density standards (30 units per acre or higher) as appropriate for accommodating the jurisdiction's share of regional housing need for lower-income households. Per Government Code Section 65583.2(c)(3)(B), sites designated with the City's Affordable Housing Overlay (AHO) are consistent with the default density standard (30 units per acre) for metropolitan jurisdictions such as Temecula and therefore considered appropriate to accommodate housing for lower-income households; further, application of the AHO in and of itself requires that at least 20% of the units be deed-restricted/reserved for households earning no greater than 80% of the

area median home (i.e., low, very low, and extremely low income households) and that affordable units must be developed concurrent with market rate units, thereby promoting economic integrating and affirmatively further fair housing. Therefore, the capacity of sites that allow development densities of at least 30 units per acre are credited toward the lower-income RHNA based on State law.

As previously described, the City has also adopted 15 Specific Plans to guide growth and development across the community. Four of these Specific Plans—Old Town, Uptown, Harveston and Altair—include vacant land and together lay the foundation for the development of thousands of new residential units in a variety of formats and densities and provide for densities at levels high enough (more than 30 du/ac) to accommodate a portion of the City’s lower income RHNA. While these Specific Plans use a combination of typical development standards and form-based standards to regulate development, each Specific Plan was adopted to encourage new residential development in creative formats to promote development of a variety of residential types and various income levels. Moreover, since these Specific Plans were adopted, projects have been proposed and approved in Specific Plan areas (i.e., Uptown and Old Town) with product types and densities consistent with providing housing affordable to lower-income households. Additionally, based on the City’s history of producing and supporting the production of affordable housing, Temecula is confident that vacant parcels within Specific Plan areas can be developed at densities of at least 30 du/ac to help satisfy the City’s remaining extremely, very low, and low income RHNA. These Specific Plans and their potential development capacities are described in more detail later in this chapter.

## **2. Sites to Accommodate Remaining RHNA**

The City of Temecula’s 6th Cycle residential sites fall into three categories:

1. Accessory dwelling units
2. Residentially zoned vacant land exclusive of Specific Plan areas, and
3. Residentially zoned sites inside Specific Plans

As described throughout this section, the City has sufficient land appropriately zoned for residential uses throughout community to accommodate its RHNA for the 2021-2029 planning period. Moreover, Temecula has a proven track record of supporting the development of affordable projects, working with affordable housing developers, promoting home types that are affordable to lower-income



households including multifamily projects and mixed-use developments, and addressing needs of the community's vulnerable populations including seniors. These sites are illustrated on **Figure H-1, Housing Sites Inventory**, and detailed in Appendix A.

### **Accessory Dwelling Units**

As of January 2020, newly adopted State of California legislation pertaining to Accessory Dwelling Units (ADUs) went into effect. The legislation changes specifically amended Government Code Sections 65852.2 and 65852.22. In response to these legislative changes, the City of Temecula updated its zoning ordinance to be consistent with State law. The details of the City's Zoning Ordinance relevant to ADUs are included in the Constraints section of this Background Report.

The City of Temecula approved 3 ADUs in 2018 and no ADUs in 2019. However, once the City updated its ADU ordinance in 2020 and began advertising the opportunity to develop ADUs in Temecula, at least 18 ADUs were approved. Now that the City has promoted the production of ADUs as a viable option to add housing stock to the City's existing neighborhoods, prepared public education material to inform the public about the opportunity to develop ADUs, is moving forward with preparing streamlined guidance to support efficient review and approval of ADU applications, and confirmed that ADUs are explicitly allowed within a SPA (Temecula has 15 Specific Plans), it can be reasonably expected that the development of ADUs in Temecula will continue to be produced at the pace of production in 2020 and will likely accelerate. Moreover, the City has taken significant proactive steps to advertise the opportunity for residents to construct ADUs, including preparing a topic area fact sheet (available in English and Spanish), hosting presentations to the Planning Commission and City Council, and answering the public's questions in-person at City Hall and over the phone. The City has assumed production of ADUs at a rate of 18 units per year for the duration of the planning period (based on the number of ADUs approved in 2020), resulting in the assumed production of 144 ADUs. This is a modest assumption and production will likely outpace this target during the planning period. Additionally, the income level of these ADUs has been assumed to be consistent with the findings of SCAG's ADU affordability study, and the income of these units are allocated consistent with SCAG's findings for Riverside/San Bernardino Counties.

## **2. Vacant Residential Sites (Outside of Specific Plans)**

As part of this Housing Element update, the City conducted a parcel-by-parcel analysis of vacant residential sites for land outside of approved specific plans, based on data obtained from the City's geographic information system (GIS). The vacant land inventory for

the City of Temecula, including an estimated development capacity for the vacant parcels, can be found in Appendix A of the Housing Element. **Table 61** summarizes the available housing unit capacity based on vacant residential sites located outside of approved specific plan areas. Residential capacity for each vacant parcel is based on the current zoning for each parcel. Each parcel is assumed to develop at 75% of its maximum capacity, which allows for setbacks, landscaping, right-of-way dedications, and other nonresidential uses. See **Figure H-1** for a map of these sites.

Since the last planning period, the City adopted its Affordable Housing Overlay (AHO), which allows for an increase in density in the High, Medium, and Low Medium Residential zoning designations if the development is affordable housing, and also applies to specific parcels within the Planned Development Overlay areas (PDO-5 and PDO-10), Professional Office zone, and Uptown Specific Plan. The affordable housing overlay provides for a minimum density of at least 20 dwelling units per acre and up to 30 dwelling units per acre, excluding any potential density bonus for qualified projects. Development capacity at parcels designated with the Affordable Housing Overlay will allow for densities consistent with default densities of state housing element law and will therefore be appropriate to accommodate a portion of the City's lower income RHNA. Consistent with sites outside of the Affordable Housing Overlay, these parcels are also assumed to develop at 75% of their maximum capacity.

Several commercial zoning districts throughout the City of Temecula also permit residential uses. The City's vacant land use survey identified all such vacant parcels and the realistic residential development capacity for each parcel if developed with residential uses. **Table H-61** also summarizes the residential development potential within currently vacant commercial parcels. Each parcel is assumed to develop at 75% of its maximum capacity.

The inventory of vacant residential land greater than 0.50 acres in size (exclusive of those in specific plan areas) in Temecula totals 634 acres. It should be noted that the City's inventory does include vacant sites that are larger than 10 acres. The City has a long history of successfully subdividing large parcels into smaller developments resulting in the production of housing units at all income levels. This is discussed later in this chapter. These vacant properties, identified in Table H-X, have the potential to yield 3,430 units, 1,467 of which can accommodate lower-income housing, 1,600 can accommodate moderate-income housing, and 363 can accommodate above moderate-income housing.

**Table 61: Vacant Residential Sites (Exclusive of Specific Plans)**

General Plan	Zoning	Max Density	Acres	Realistic Capacity (units)*	Affordability
Community Commercial	Community Commercial**	20 du/ac	20	301	Moderate
High Residential	High Residential/AHO	20 du/ac	4	79	Ex Low/Very Low/Low
Highway Tourist Commercial	Highway Tourist Commercial**	20 du/ac	7	110	Moderate
Low Medium Residential	Low Medium Residential	6 du/ac	41	184	Above Mod
Low Residential	Low Residential	2 du/ac	55	82	Above Mod
Medium Density Residential	Medium Density Residential/AHO	30 du/ac	11	256	Ex Low/Very Low/Low
Medium Density Residential	Medium Density Residential	12 du/ac	99	708	Moderate
Neighborhood Commercial	Neighborhood Commercial**	12 du/ac	6	57	Moderate
Professional Office	Planned Development Overlay-5/AHO	30 du/ac	7	157	Ex Low/Very Low/Low
Professional Office	Professional Office/AHO	30 du/ac	13	300	Ex Low/Very Low/Low
Public Institutional	Planned Development Overlay-5/AHO	30 du/ac	30	675	Ex Low/Very Low/Low
Service Commercial	Service Commercial**	20 du/ac	28	423	Moderate
Very Low Residential	Very Low Residential	0.40 du/ac	321	96	Above Mod
<b>Total</b>			<b>643</b>	<b>3,430</b>	

Source: City of Temecula, 2021

\* Dwelling unit calculation is based on 75% of potential maximum capacity.

\*\* Senior housing is also allowed in the Neighborhood Commercial, Community Commercial, Service Commercial, and Highway/Tourist Commercial zoning districts. Senior housing constructed in the Neighborhood Commercial zone will be developed to be consistent with the development and performance standards allowed in the Medium Density Residential zoning district. For the Community Commercial, Service Commercial, and Highway/Tourist Commercial zoning districts, senior housing will be developed consistent with the development and performance standards allowed for the High Density Residential zoning district.

## 2. Vacant Residential Sites within Specific Plans

The City conducted a records search and visual survey using aerial photos and site visits to estimate the remaining residential development capacity by number and type of housing within the approved specific plans.

The City has 15 approved Specific Plans; nine have vacant land with residential development capacity remaining. Five of the nine Specific Plans with remaining residential capacity (Old Town, Wolf Creek, Harveston, Uptown, and Altair) allow for development at densities of at least 30 du/ac, which is appropriate to accommodate a portion of the City's lower income RHNA. While the exact affordability levels for

future development within these Specific Plan areas will be based on available funding for affordable development and other market conditions as the sites develop during the planning period, for those Specific Plans which allow for development of at least 30 du/ac, the City has assumed that some percentage of units will be affordable to lower income households, some percentage to moderate income households, and some percentage to above moderate income households. For those Specific Plans the allow for lower densities not suitable to accommodate the City’s lower income RHNA, affordability levels are based on the market rate rents/sale prices of products with similar densities built and rented/sold elsewhere in the City.

The inventory of vacant residential land greater than 0.50 acres in size within approved Specific Plans in Temecula totals 784 acres. It should be noted that some of these sites are larger than 10 acres. The City has a long history of successfully subdividing large parcels into smaller developments resulting in the production of housing units at all income levels. This is discussed later in this chapter. These vacant properties, identified in **Table 62**, have the potential to yield 5,773 units, 1,247 of which can accommodate lower-income housing, 2,787 can accommodate moderate-income housing, and 1,724 can accommodate above moderate-income housing.

In Temecula, Specific Plan areas have historically developed to at least 95% of their total entitlement. However, for purposes of identifying adequate sites to accommodate its RHNA, the City has assumed that Specific Plan areas will develop at 85% of their capacity. Given that Specific Plans inherently include programs to develop sites effectively and efficiently at the densities and intensities identified within the Plan, and given the City’s history of successful Specific Plan development at levels consistent with nearly the maximum allowable development levels, this is a reasonable expectation for the City’s remaining vacant land in Specific Plan areas.

**Table 62: Vacant Residential Land within Specific Plan Areas**

Specific Plan	General Plan Land Use	Allowable Density	Acres	Realistic Capacity (units)*	Affordability
SP-2 - Rancho Highlands	Highway Tourist Commercial	20 du/ac	1	5	Above Mod
SP-4 - Paloma Del Sol	Low Medium Residential	6 du/ac	42	216	Above Mod
SP-5 - Old Town	Specific Plan	30 du/ac	4	109	Ex Low/Very Low/Low/Mod/ Above Mod
SP-9 - Red Hawk	Medium Residential	12 du/ac	7	68	Moderate
SP-11 - Roripaugh	Low Residential,	2-12 du/ac	333	1,928	Moderate/ Above Mod

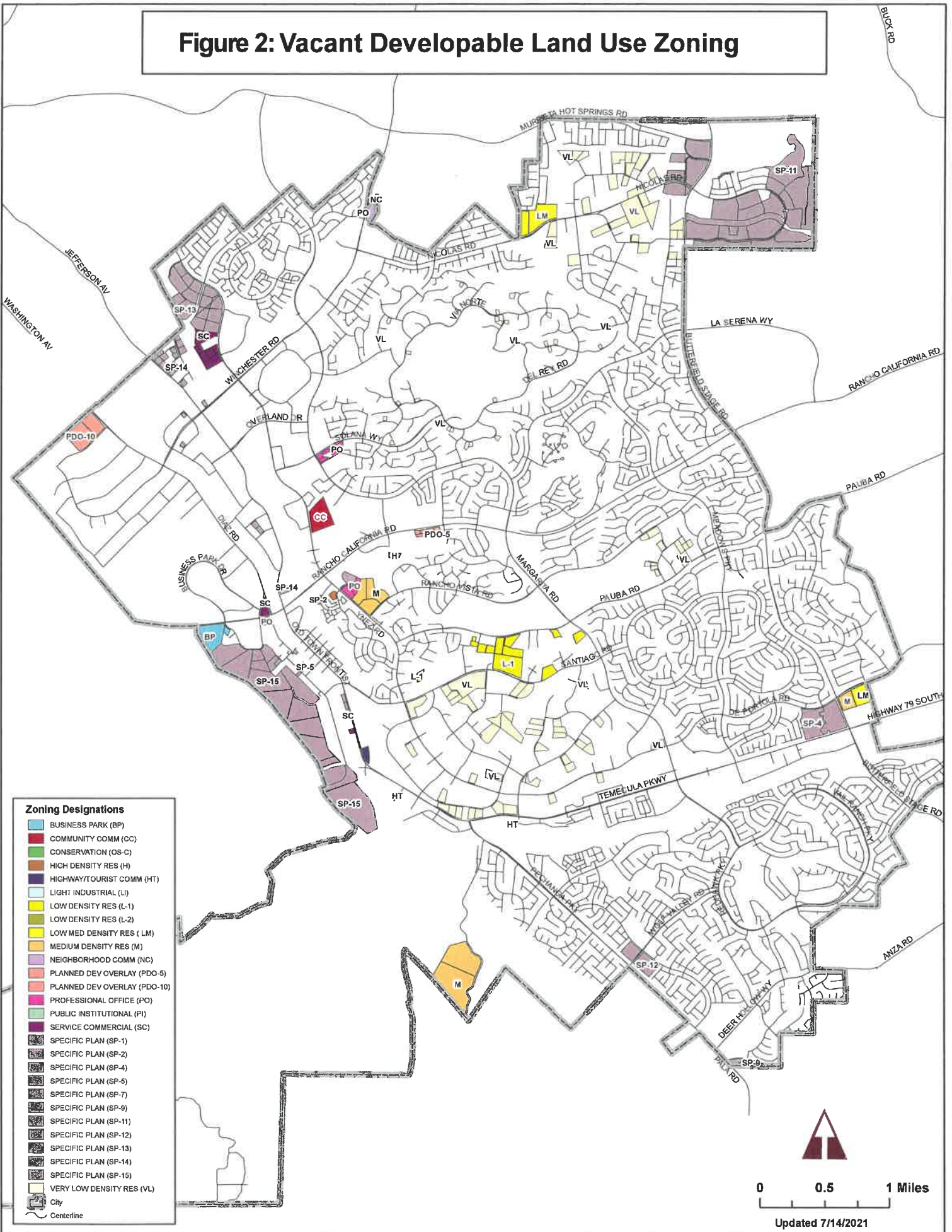


	Low Medium, Medium Residential, Neighborhood Commercial				
SP-12 - Wolf Creek	Community Commercial, Neighborhood Commercial	20-30 du/ac	20	439	Moderate
SP-13 - Harveston	Service Commercial	30 du/ac	80	846	Ex Low/Very Low/Low/Mod/Above Mod
SP-14 - Uptown	Highway Tourist Commercial, Industrial Park, Service Commercial	30 du/ac	25	648	Ex Low/Very Low/Low/Mod/Above Mod
SP-15 – Altair	Medium Residential, High Residential, Specific Plan	30 du/ac	272	1,514	Ex Low/Very Low/Low/Mod/Above Mod
<b>Total</b>			<b>784</b>	<b>5,773</b>	

Source: City of Temecula, 2021

\* Dwelling unit calculation is based on 85% of potential maximum capacity

# Figure 2: Vacant Developable Land Use Zoning



**Zoning Designations**

- BUSINESS PARK (BP)
- COMMUNITY COMM (CC)
- CONSERVATION (OS-C)
- HIGH DENSITY RES (H)
- HIGHWAY/TOURIST COMM (HT)
- LIGHT INDUSTRIAL (LI)
- LOW DENSITY RES (L-1)
- LOW DENSITY RES (L-2)
- LOW MED DENSITY RES (LM)
- MEDIUM DENSITY RES (M)
- NEIGHBORHOOD COMM (NC)
- PLANNED DEV OVERLAY (PDO-5)
- PLANNED DEV OVERLAY (PDO-10)
- PROFESSIONAL OFFICE (PO)
- PUBLIC INSTITUTIONAL (PI)
- SERVICE COMMERCIAL (SC)
- SPECIFIC PLAN (SP-1)
- SPECIFIC PLAN (SP-2)
- SPECIFIC PLAN (SP-4)
- SPECIFIC PLAN (SP-5)
- SPECIFIC PLAN (SP-7)
- SPECIFIC PLAN (SP-9)
- SPECIFIC PLAN (SP-11)
- SPECIFIC PLAN (SP-12)
- SPECIFIC PLAN (SP-13)
- SPECIFIC PLAN (SP-14)
- SPECIFIC PLAN (SP-15)
- VERY LOW DENSITY RES (VL)
- City
- Centerline

0
0.5
1 Miles

Updated 7/14/2021

### 3. Large Sites Analysis

The City's site inventory (Appendix A) includes ten parcels that are over 10 acres in size that allow for a density of at least 30 du/ac and are found to be suitable sites to accommodate a portion of the City's lower income RHNA. Of these ten sites, four are between 10 and 11 acres (10.20, 10.23, 10.26, and 10.84 acres). The remaining six parcels range in size from 11.39 acres to 54.8 acres.

Seven of the ten sites are located within approved Specific Plans which include processes for subdividing parcels into developable lots. The City has a proven track record of developing Specific Plans, including the subdivision of large lots, as evidence by the development of approved Specific Plans including Uptown (where one affordable housing project was recently approved), Harveston (which is largely developed but was recently amended to allow for additional residential development), Old Town Specific Plan (where one affordable housing project was approved), Rancho Highlands Specific Plan (the location of the Arrive affordable housing project), and various other residential Specific Plans. The remaining three sites that are not located within a Specific Plan are all designated with the City's Affordable Housing Overlay, which specifies that residential development at these sites must include the applicable affordable housing component to develop as a residential project, and that the assumed density for these sites is 30 du/ac. Two of these sites are owned by the City of Temecula, and as the parcel owner, the City is in a unique position to ensure that the property will be developed as affordable housing, despite its size. The City also has the ability to subdivide the property into smaller lots, if that process is more likely to result in the production of affordable units.

The largest lots are included in SP-15 (Altair), which is the City's newest Specific Plan. As development moves forward within the Altair project area, it is expected that the existing parcels will be subdivided in compliance with the Specific Plan and its land use pattern, and that this process will replicate similar successful efforts in other Specific Plan areas which have been fully or partially developed throughout Temecula. Additionally, the developer of Altair has expressed interest in promoting and building accessory dwelling units in concert with new construction, further demonstrating the City's ability to accommodate a portion of its RHNA through development of ADUs.

Moreover, only sites identified with the City's Affordable Housing Overlay are anticipated to develop as 100% affordable projects (at 75% of maximum capacity). Larger sites located in Specific Plan areas are expected to provide a range of housing options and a variety of income levels; it is not assumed that large sites in Specific Plan areas will develop as exclusively affordable to lower income households. Rather,

approximately 40% of the capacity is projected to be suitable to accommodate lower income households with the remainder serving the needs of moderate to above moderate income households.

**Table 63: Large Lot Inventory**

Parcel	Owner	Size	General Plan	Zoning	Affordable Housing Overlay	Lower Income RHNA	Total Capacity
909370050	CITY OF TEMECULA	10.84	Public Institutional Facilities	PDO-10	Yes	244	244
909370049	CITY OF TEMECULA	19.14	Public Institutional Facilities	PDO-10	Yes	431	431
916400042	HARVESTON SAB	10.21	Service Commercial	SP-13	No	43	108
916400060	HARVESTON SAB	10.26	Service Commercial	SP-13	No	44	109
922210011	HUB 3	10.23	Medium Residential (7-12 Du/Ac Max)	SP-15	No	50	126
940320002	CITY OF TEMECULA	20.34	Specific Plan Implementation	SP-15	No	100	250
940320007	HUB 3	12.72	Medium Residential (7-12 Du/Ac Max)	SP-15	No	62	156
944290015	KAISERMAN DONALD	11.40	Medium Residential (7-12 Du/Ac Max)	M	Yes	256	256
940320005	TEMECULA WEST VILLAGE	19.61	Specific Plan Implementation	SP-15	No	96	241
922210049	TEMECULA WEST VILLAGE	54.81	Specific Plan Implementation	SP-15	No	270	675

Source: City of Temecula, 2021

## 7. Adequacy of Sites for RHNA

The City’s site inventory demonstrates the availability of adequate sites to address the projected housing growth needs (see Appendix A).

Overall, the vacant site inventory yields an estimated development capacity of 9,203 units. Based on these numbers, along with development of ADUs and the credits identified earlier in this chapter, and as shown in **Table 64**, the City is able to meet its 2021-2029 regional housing need of 4,193 and provide a surplus of sites at all income levels. Additionally, given that the capacities identified for vacant residential parcels outside of Specific Plan is based on a 75% yield from the maximum density and for vacant residential parcels inside of Specific Plans is based on 85% yield from the maximum density, it could be expected that products will actually develop with unit counts higher than those assumed in this inventory.



As is shown in **Table 64**, the City has adequate sites to accommodate the RHNA for all income levels. For lower income units (extremely low income, very low income, and low income), the City has a remaining allocation of 2,029 units and can accommodate 2,798 units via ADUs and on sites that allow densities of at least 30 units per acre, consistent with the assumptions for lower income sites established by Government Code Section 65583.2(c)(3)(B)(iii) and that are further supported by the City’s history of successful affordable projects. The City also has a surplus of sites for moderate and above moderate income units.

**Table 64: Comparison of RHNA Candidate Sites Realistic Capacity and RHNA**

<b>Candidate Sites</b>	<b>Extremely Low income (0-30% AMI)</b>	<b>Very Low income (30-50% AMI)</b>	<b>Low income (51-80% AMI)</b>	<b>Moderate income (81-120% AMI)</b>	<b>Above Moderate income (121%+ AMI)</b>	<b>Total</b>
Remaining 6th Cycle RHNA	656	671	702	757	1,249	4,034
ADUs	22	11	50	50	11	144
Vacant Residential Land Inventory (exclusive of SPAs)	367	440	660	1,600	363	3,430
Vacant Residential Land in Specific Plans	312	312	624	2,787	1,724	5,773
<b>Total</b>	<b>+45 (surplus)</b>	<b>+92 (surplus)</b>	<b>+632 (surplus)</b>	<b>+3,680(surplus)</b>	<b>+849 (surplus)</b>	<b>+5,313 (surplus)</b>

### **C. Housing, Financial, and Services Resources**

Affordable Housing and Sustainable Communities Program (AHSC) funds land use, housing, transportation, and land preservation projects that support infill and compact development and reduce greenhouse gas (GHG) emissions. Funds are available in the form of loans and/or grants in two kinds of project areas: Transit Oriented Development (TOD) Project Areas and Integrated Connectivity (ICP) Project Areas. There is an annual competitive funding cycle.

Community Development Block Grants (CDBG) funds are awarded to the City of Temecula, an entitlement community, on a formula basis for housing, community development, and economic development activities. Activities eligible for CDBG funding include acquisition, rehabilitation, economic development and public services.

HOME Investment Partnership funds are granted by a formula basis from HUD to increase the supply of decent, safe, sanitary, and affordable housing to lower income households. Eligible activities include new construction, acquisition, rental assistance and rehabilitation. The City participates in the San Diego County-administered HOME Program, which administers HOME funds to projects in participating jurisdictions. County-administered HOME funds for first time homebuyer assistance are made available to residents or employees of the local jurisdictions participating in the HOME program. New development projects are typically allocated funding on a competitive basis.

Housing Choice Voucher Program (formerly Section 8) provides monthly rental assistance payments to private landlords on behalf of low income families who have been determined eligible by the San Diego Housing Authority. The program's objective is to assist low income families by providing rental assistance so that families may lease safe, decent, and sanitary housing units in the private rental market. The program is designed to allow families to move without the loss of housing assistance. Moves are permissible if the family notifies the Housing Authority ahead of time, terminates its existing lease within the lease provisions, and finds acceptable alternate housing.

Project Based Housing Voucher program is a component of the former Section 8 Housing Choice Voucher program funded through HUD. The program's objective is to induce property owners to make standard housing available to low income families at rents within the program limits. In return, the Housing Authority or HUD enters a contract with the owner that guarantees a certain level of rents.

Section 811/202 Program (Supportive Housing for Persons with Disabilities/Elderly) – Non-profit and consumer cooperatives can receive no interest capital advances from HUD under the Section 202 program for the construction of Very-Low income rental housing for seniors and persons with disabilities. These funds can be used in conjunction with Section 811, which can be used to develop group homes, independent living facilities and immediate care facilities. Eligible activities include acquisition, rehabilitation, new construction and rental assistance.

California Housing Finance Agency (CalHFA) Multifamily Programs provide permanent financing for the acquisition, rehabilitation, and preservation or new construction of rental housing that includes affordable rents for Low and Moderate income families and individuals. One of the programs is the Preservation Acquisition Finance Program that is designed to facilitate the acquisition of at-risk affordable housing developments and provide lowcost funding to preserve affordability.

CalHOME Program provides grants to local public agencies and non-profit developers to assist households in becoming homeowners. CalHome funds may be used for predevelopment, development, acquisition, and rehabilitation costs as well as downpayment assistance. While CalHOME funding has been limited to disaster assistance in recent years, this would be an appropriate program for the City to pursue to begin to develop a local portfolio of housing assistance programs and funds.

California Housing Finance Agency (CHFA) offers permanent financing for acquisition and rehabilitation to for-profit, non-profit, and public agency developers seeking to preserve "at-risk" housing units. In addition, CHFA offers low interest predevelopment loans to nonprofit sponsors through its acquisition/rehabilitation program.

Emergency Housing and Assistance Program (EHAP) provides funds to local government agencies and non-profit corporations for capital development activities and facility operation for emergency shelters, transitional housing and safe havens that provide shelter and supportive services for homeless individuals and families. No current funding is offered for this program.

Emergency Shelter Grant (ESG) Program provides emergency shelter and related services to the County's homeless populations. Eligible activities include: the rehabilitation and conversion of buildings for use as emergency shelters; the provision of essential services to the homeless; operating support for emergency shelters; and homeless prevention/rapid rehousing activities.

Federal Home Loan Bank System facilitates Affordable Housing Programs (AHP), which subsidize the interest rates for affordable housing. The San Francisco Federal Home Loan Bank District provides local service within California. Interest rate subsidies under the AHP can be used to finance the purchase, construction, and/or rehabilitation of rental housing. very low income households must occupy at least 20% of the units for the useful life of the housing or the mortgage term.

Housing for a Healthy California (HHC) provides funding on a competitive basis to deliver supportive housing opportunities to developers using the federal National Housing Trust Funds (NHTF) allocations for operating reserve grants and capital loans. The Department will also utilize from a portion of moneys collected in calendar year 2018 and deposited into the Building Homes and Jobs Trust Fund to provide funding through grants to counties for capital and operating assistance. Funds will be announced through a Notice of Funding Availability.

Infill Infrastructure Grant Program (IIG) funds infrastructure improvements to facilitate new housing development with an affordable component in residential or mixed use infill projects and

infill areas. If an affordable or special needs housing developer is interested in developing in the City's urban core, this program could be useful to fund infrastructure improvements.

Joe Serna Jr. Farmworker Housing Grant Program finances the new construction, rehabilitation and acquisition of owner- and renter-occupied housing units for agricultural workers, with a priority for lower income households. No current funding is offered for this program.

Low income Housing Tax Credits. The California Tax Credit Allocation Committee (CTCAC) administers the federal and state Low income Housing Tax Credit Programs. Both programs were created to encourage private investment in affordable rental housing for households meeting certain income requirements. Under these programs, housing tax credits are awarded to developers of qualified projects. 20% of federal credits are reserved for rural areas, and 10% for non-profit sponsors. To compete for the credit, rental housing developments must reserve units at affordable rents to households at or below 46% of area median income. The assisted units must be reserved for the target population for 55 years. The federal tax credit provides a subsidy over ten years towards the cost of producing a unit. Developers sell these tax benefits to investors for their present market value to provide up-front capital to build the units. Credits can be used to fund the hard and soft costs (excluding land costs) of the acquisition, rehabilitation, or new construction of rental housing. Projects not receiving other federal subsidy receive a federal credit of 9% per year for ten years and a state credit of 30% over four years (high cost areas and qualified census tracts get increased federal credits). Projects with a federal subsidy receive a 4% federal credit each year for ten years and a 13% state credit over four years. The CTCAC also administers a Farmworker Housing Assistance Program and a Commercial Revitalization Deduction Program.

Low income Housing Preservation and Residential Home Ownership Act (LIHPRHA) requires that all eligible HUD Section 236 and Section 221(d) projects "at-risk" of conversion to market-rate rental housing through the mortgage prepayment option be subject to LIHPRHA Incentives. The incentives to owners include HUD subsidies which guarantee owners an 8% annual return on equity. Owners must file a Plan of Action to obtain incentives or offer the project for sale to a) non-profit organizations, b) tenants, or c) public bodies for a 12 month period followed by an additional three-month sale to other purchasers. Only then are owners eligible to prepay the subsidized mortgages.

Mobilehome Park Rehabilitation and Resident Ownership Program (MPRROP) makes short- and long-term low interest rate loans for the preservation of affordable mobilehome parks for ownership or control by resident organizations, nonprofit housing sponsors, or local public agencies. MPRROP also makes long-term loans to individuals to ensure



continued affordability. Funds are made available through a periodic, competitive process. MPRROP is currently accepting applications on an over-the-counter basis.

Multifamily Housing Program (MHP) provides low interest loans to developers of affordable rental and transitional housing projects. Funds may be used for new construction, rehabilitation, acquisition and rehabilitation, or conversion of non-residential structures.

National Housing Trust Fund is a permanent federal program with dedicated sources of funding not subject to the annual appropriations. The funds can be used to increase and preserve the supply of affordable housing, with an emphasis on rental housing for extremely low income households. California is receiving approximately \$10.1 Million for the program in 2019. Funds will be made available through a competitive process and will be announced through a Notice of Funding Availability.

Preservation Interim Repositioning Program (PIRP) is a short-term loan program designed to preserve housing at risk of conversion to market rates. Only non-profits, dedicated to the provision of affordable housing, may apply. Local matching funds, together with PIRP funds, may not exceed 20% of total costs. No current funding is offered for this program.

SB 2 Planning Grants Program provides one-time funding and technical assistance to all eligible local governments in California to adopt, and implement plans and process improvements that streamline housing approvals and accelerate housing production. Eligible activities include updating a variety of planning documents and processes such as general plans and zoning ordinances, conducting environmental analyses, and process improvements that expedite local planning and permitting. The planning grants program is funded through the Building Homes and Jobs Act Trust Fund (SB 2, Chapter 364, Statutes of 2017). The City is eligible to receive funds through this program and this program should be considered to develop an affordable housing program for the City.

California Community Reinvestment Corporation (CCRC) is a multifamily affordable housing lender whose mission is to increase the availability of affordable housing for Low income families, seniors and residents with special needs by facilitating private capital flow from its investors for debt and equity to developers of affordable housing. Eligible activities include new construction, rehabilitation and acquisition of properties.

Supplement Security Income (SSI) is a federal welfare program for persons 65 and over and for blind or disabled persons of any age. "Disabled" means that you have a physical or mental disability that is expected to keep you from working for 12 months or longer, or will result in death. Medicare is a federal health insurance program for

people who are 65 and over, for some younger people with permanent disabilities, and for people with end-stage kidney disease. SSI may provide total monthly income or it may supplement a low income. In addition to cash payments, SSI recipients are automatically covered by Medi-Cal, the state health insurance plan.

## **D. Administrative Resources**

Agencies with administrative capacity to implement programs contained in the Housing Element include the City of Temecula and local and regional nonprofit private developers. The City of Temecula Planning Department takes the lead in implementing Housing Element programs and policies. The City also works closely with non-profit developers to expand affordable housing opportunities in Temecula.

### **Development Services Department**

The Community Development Department manages the City's affordable housing programs, Building and Safety Division, code enforcement, land development, and planning (among other responsibilities). The department coordinates development activity within the City to ensure the planned orderly growth. The Planning Department administers the General Plan and zoning and environmental regulations, and provides primary staff assistance to the Planning Commission.

### **Non-Profit Developments**

The City collaborates with a number of affordable housing developers and service providers to accommodate the housing needs of Temecula residents. The following are housing developers and service providers active in the City; several are included in the State's list of entities with the legal and managerial capacity to acquire and manage at-risk projects.

The following are housing providers interested in developing and/or preserving affordable housing in the City:

- Coachella Valley Housing Coalition  
45-701 Monroe Street, Suite G  
Indio, CA 92201  
Telephone: (760) 347-3157
- Habitat for Humanity  
41964 Main Street  
Temecula, CA 92591  
Telephone: (909) 693-0460
- Jamboree Housing Corporation  
2081 Business Center Drive, Suite 216  
Irvine, CA 92612  
Telephone: (949) 263-8676

- Affirmed Housing  
13520 Evening Creek Drive North, Suite 360  
San Diego, CA 92128  
Telephone: (858)679-2828
- The Olson Company  
30200 Old Ranch Pkwy, #250  
Seal Beach, CA 90740  
Telephone: (562) 596-4770
- San Diego Community Housing Corporation  
8799 Balboa Avenue, Suite 220  
San Diego, CA 92123  
Telephone: (858) 571-0444
- D'Alto Partners  
41911 5th Street  
Temecula, CA 92590  
Telephone: (951)304-0633
- DR Horton  
2280 Warlow Circle, Suite 100  
Corona, CA 92880  
Telephone: (951)272-9000
- Bridge Housing Corporation  
9191 Towne Center Drive, Suite L101  
San Diego, CA 92122  
Telephone: (858) 535-0552
- Highland Partnerships  
285 Bay Blvd.  
Chula Vista, CA 91910  
Telephone: (619) 498-2900
- National Community Renaissance (National CORE)  
9421 Haven Avenue  
Rancho Cucamonga, CA 91730  
Telephone: (909) 483-2444

## **E. Environmental Constraints**

The majority of the land available for residential development is located adjacent to existing infrastructure facilities or within a specific plan area where infrastructure will be provided as part of the development process. As a result, infrastructure facilities will be able to serve all of the future residential development.

The sites inventory analysis reflects land use designations and densities established in the General Plan and Specific Plans. Thus, any environmental constraints that would lower the potential yield (e.g., steep slopes) have already been accounted for. Any additional constraints that would occur on a more detailed site review basis would be addressed as part of the individual project review process.

The City's capacity to meet its regional share and individual income categories are not constrained by any environmental conditions.

## **F. Energy Conservation and Climate Change**

Energy-related housing costs can directly impact the affordability of housing. While State building code standards contain mandatory energy efficiency requirements for new development, the City and utility providers are also important resources to encourage and facilitate energy conservation and to help residents minimize energy-related expenses. Efficient energy use can be encouraged by changing customer behavior, rewarding use of energy-saving appliances, and employing building design and construction approaches that reduce electric power and natural gas usage. The primary sources of energy in Temecula are electricity from Southern California Edison (SCE) and natural gas from SoCalGas. SCE provides technical assistance and incentives for residents and businesses to increase energy efficiency through energy audits, appliance rebate programs, and smart energy metering. As part of the City's Sustainability Plan, Temecula's mission is to reduce energy use while encouraging clean energy generation.

### **New Development**

The City encourages energy conservation in residential projects. New subdivision and parcel reviews are considered in terms of street layout and lot design. Residential structures must meet the requirements of Title 24 (CalGreen) relating to energy conservation features of the California Building Standards Code.

For example, production home builder, Woodside Homes has constructed hundreds of homes in Roripaugh Ranch (Sommers Bend) which include solar as well as passive and active energy savings techniques.



## **Retrofit**

There are a number of methods available to improve conditions of existing structures and to decrease their energy demand, all of which fall under the general label of “retrofit.” Among the most common techniques for increasing building efficiency are: insulation of ceilings, heating-ventilating air conditioning ducts and hot water heaters; weather stripping and caulking; night setback thermostats; spark ignited pilot lights; low flow shower heads; window treatment to provide shade; and furnace efficiency modifications. The City of Temecula monitors such modifications on substantial rehabilitation projects pursuant to the California Building Standards Code.

Weatherization in existing dwellings can greatly cut down heating and cooling costs. Weatherization is generally done by performing or improving attic insulation, caulking, weather stripping and storm windows, furnace efficiency modifications, and certain mechanical measures to heating and cooling systems. The U.S. Department of Energy allocates money to states for disbursement to community-based organizations.

Other means of energy conservation in residential structures includes proper design and location of windows, window shades, orientation of the dwelling in relation to sun and wind direction, and roof overhang to let the winter sun in and block the summer sun out.

The City encourages maintenance and rehabilitation of housing to maximize energy efficiency. The City’s residential rehabilitation programs provides funding assistance for lower income households to rehabilitate their home and provide weatherization and energy retrofit improvements.

## **G. Consistency with the General Plan**

Government Code Section 65300.5 states: “In construing the provisions of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” Additionally, Government Code Section 65583 (c)(7) requires the identification of “means by which consistency will be achieved with other general plan elements and community goals.”

The Housing Element of a general plan sets out a city's overall long-range planning strategy for providing housing for all segments of the community. The California Government Code requires general plans to contain an integrated, consistent set of goals and policies. The Housing Element is, therefore, affected by policies contained in other elements of a general plan. The housing element is most intricately

related to the land use element. The Land Use Element establishes the framework for development of housing by laying out the land use designations for residential development and indicating the type and density permitted by a city.

Working within this framework, the City of Temecula's Housing Element identifies priority goals, objectives, and program actions for the 2021-2029 planning period that directly address the housing needs of Temecula's existing and future residents. The policies contained in other elements of the City's General Plan affect many aspects of life that residents enjoy such as the amount and variety of open space; the preservation of natural, historic and cultural resources; permitted noise levels in residential areas; and the safety of the residents in the event of a natural or man-made disaster. The Housing Element has been reviewed for consistency with the City's other General Plan Elements and the policies and programs in this Element do not conflict with the policy direction contained in other parts of the General Plan.

As the City moves forward with a General Plan Update and as portions of the General Plan are amended in the future, the Housing Element will be reviewed to ensure that internal consistency is maintained. The General Plan Update will address all requirements of State law related to the scope and content of a General Plan, including updated goals, policies, and programs to address complete streets, environmental justice, climate adaptation and resiliency, and air quality.

## **H. Relationship to Other City Plans and Policies**

The Housing Element identifies priority goals, objectives, policies, and action programs for the next eight years that directly address the housing needs of Temecula. The City's other plans and policies including its Municipal Code, Zoning Code, Master Plan, and Specific Plans must all remain consistent with the Housing Element. As revisions are considered to the City's Code and various plans, each revision will be reviewed to ensure that no conflicts with the Housing Element occur.

## **I. Priority for Water and Sewer**

Per Chapter 727, Statutes of 2004 (SB 1087), upon completion of an amended or adopted housing element, a local government is responsible for immediately distributing a copy of the Element to area water and sewer providers. Water and sewer providers must grant priority for service allocations to proposed developments that include housing units affordable to lower-income households. As the responsible agency, the City of Temecula will supply a copy of the adopted housing element to the Temecula Public Works Department, as well as to all water and sewer providers serving the City.

PC PUBLIC DRAFT

## VI. AFFIRMATIVELY FURTHERING FAIR HOUSING (AFFH) ANALYSIS

All Housing Elements due on or after January 1, 2021 must contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Further Fair Housing Final Rule of July 16, 2015. Under State law, affirmatively further fair housing means “taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics”. These characteristics can include, but are not limited to, race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

In 2017, the City of Temecula prepared a comprehensive and robust assessment of fair housing. This Report is included as Appendix D to the Housing Element and was approved in March 2017. Unless otherwise noted, the Figures and Tables references in this Section (Section VI) refer to those Figures and Tables included as part of the 2017 Assessment, included as Appendix D. As part of this effort, the City undertook a detailed community participation program, assessed past goals and actions, conducted a fair housing analysis including a demographic summary, identification of general issues related to segregation/integration, racially or ethnically concentrated areas of poverty (R/ECAPs), disparities in access to opportunity, and disproportionate housing needs. Additionally, the Report included an analysis of publicly supported housing, disability and access, and fair housing enforcement, outreach capacity, and resource analysis. Finally, it included a series of fair housing goals and priorities, which have been integrated and updated within the Housing Plan, as appropriate. This analysis is a summary of the 2017 Report, the findings of which remain valid, as well as new information related to the City’s 2021-2029 Housing Element, and in particular its sites inventory, and a description of how the City’s housing programs affirmatively further fair housing.

As a recipient of federal funds to administer housing and community development programs, the City of Temecula must affirmatively further fair housing. To accomplish this goal, the City of Temecula has contracted with the Fair Housing Council of Riverside County to provide fair housing services for Temecula residents at no cost. Citizens can get legal support for Fair Housing issues regarding rent payments, termination notices, lease renewal increases, habitability claims, illegal evictions, and any discrimination claim.



## A. Fair Housing Needs Assessment

The City of Temecula is located in the extreme southwest corner of the Riverside-San Bernardino Metropolitan Statistical Area (MSA), which is the largest MSA in area in the continental United States. Because of its location in the corner of the region, one must be cautious to draw too many conclusions in comparing Temecula to the regional data supplied by HUD. The city's 2017 Assessment and the analysis included in this Housing Element compares and contrasts the City with the regional data, but as one would expect, there are some substantial differences in the data profiles and the needs between the City and the region. The City is located in a cluster of cities in Temecula Valley in southwest Riverside County. The other cities include Murrieta, Menifee, Wildomar and Lake Elsinore. All have experienced tremendous growth in the past twenty years, yet they remain separate and some distance from the metropolitan areas to the north and south.

Through its growth, Temecula has remained an integrated and diverse City with racial and ethnic groups spread evenly throughout the City. There are no HUD-identified racially or ethnically concentrated areas of poverty (R/ECAPs) in the City. During the housing crisis of 2007-2008, the City was hit with many foreclosures and, as such, that issue was the greatest concern in the previous Analysis of Impediments, completed in 2010. Now with the housing industry in recovery, the greatest need in the City is affordable housing, as many new homebuyers find themselves priced out of the market.

Like all cities in the State of California, Temecula is challenged by a lack of financial resources to address its affordable housing needs due to the dissolution of all the State's redevelopment agencies. This was the main source of hundreds of affordable housing units constructed in the City since the 1990s. Fair housing issues in Temecula appear to be individualized and not systemic, but preventing systematic issues requires continuous training and education of those persons employed in the housing industry, as well as educating the residents of their fair housing rights.

As included in its 2017 Assessment, the City had developed four fair housing goals to overcome the contributing factors identified in the Assessment of Fair Housing. These goals were prioritized based on feedback from community meetings, surveys, stakeholder interviews, staff, and data analysis. Highest priority was given to those contributing factors that limit or deny fair housing choice of access to opportunity. The goals are listed below, from highest to lowest priority.

*Goal 1: Amend Zoning Code to promote the development of affordable housing*

Fair Housing Issue(s): Disproportionate Housing Needs; Disparities in Access to Opportunity

Contributing Factor 1A: Land use and zoning laws

*Goal 2: Increase and preserve affordable units for renters and homeowners*

Fair Housing Issue(s): Disproportionate Housing Needs; Disparities in Access to Opportunity

Contributing Factor 2A: The availability of affordable units in a range of sizes

Contributing Factor 2B: Location and type of affordable housing

*Goal 3: Provide greater access to public facilities and improvements for persons with disabilities*

Fair Housing Issue(s): Disparities in Access to Opportunity

Contributing Factor 3A: Inaccessible sidewalks, pedestrian crossings, or other infrastructure

Contributing Factor 3B: Inaccessible government facilities or services

*Goal 4: Provide equal housing opportunities for protected classes*

Fair Housing Issue(s): Disparities in Access to Opportunity

Contributing Factor 4A: Lack of resources for fair housing agencies and organizations

Contributing Factor 4B: Private discrimination

Based on the above goals and contributing factors, a number of actions were identified that can be taken over the next five years that will promote fair housing for its residents. These actions, outlined in the 2017 Assessment, have either already been completed (i.e., the adoption of an Affordable Housing Overlay) and assessed as part of the 5<sup>th</sup> Cycle Progress, or included as a Program in this Housing Plan.

## **B. Analysis of Available Federal, State, and Local Data and Local Knowledge**

This section presents an overview of available federal, state, and local data to analyze fair housing issues in Temecula as included in the City's 2017 Assessment; these findings are supplemented with present day resources and local knowledge of existing conditions in the community to present a more realistic picture of fair housing concerns in Temecula and a more informed perspective from which to base goals, policies and programs to affirmatively further fair housing.

### **Integration and Segregation Patterns and Trends**

According to the HUD provided Map 1-Race and Ethnicity, Temecula had no areas of concentrations of racial or ethnic groups. All ethnic groups are spread evenly throughout the City. The City also had no HUD-defined racially or ethnically concentrated areas of poverty (R/ECAP areas). Local knowledge confirmed this observation. Map 2 shows no appreciable difference from 1990.

This is also confirmed with Table 3-Racial and Ethnicity Dissimilarity Trends. According to HUD, if a jurisdiction has an Index value of less than 40, there is high diversity (low segregation) in the City. The City has a score between 18.93 and 26.05 for the various racial and ethnic groups.

Likewise, Map 3-National Origin shows no segregation pattern based on national origin. The top five population groups are spread evenly throughout the City, showing the City's diversity and high integration.

In comparing the City with the region from Table 2-Demographic Trends, the percentage of Blacks and Hispanics is about half that in the region. There are more Whites and Asians in Temecula than the regional average. Twenty-two percent of the City's Hispanics were born in Mexico compared to 27% for the region based on calculation of figures in Table 1. Eighty-nine percent of the Hispanic immigrants are Limited English Proficiency (LEP). This is roughly the same as for the region.

There was a significant increase in the percentage of foreign born over the past twenty years, but the percentage of Limited English Proficiency (LEP) persons remained about the same, even though their population increased. Although only 3% of the population, 40% of Filipinos are LEPs, compared to 27% region-wide. According to Map 4-Persons with LEP, their populations are spread evenly across the City.

According to Table 1, the largest disabled population are those who are ambulatory (3.83%), followed by those with cognitive difficulty (3.54%), independent living difficulty (2.90%) and those with hearing loss (2.67%). There is probably considerable overlap in these populations.

According to Table 1, eight percent of the City's population is seniors compared to 10.4% region-wide. Fifty-six percent of the households are families with children compared to 51% region-wide. While all age groups increased in population, there was a slight decrease in the percentage of children and an increase in those of middle age. That could further be seen in a decrease in the proportion of families with children, even though it remains higher than the regional percentages.

According to Table 2-Demographic Trends, racial and ethnic diversity has increased dramatically in the City over the past twenty years. Except Native Americans, the population of all racial and ethnic groups has grown; however, the Hispanic and Asian populations have increased at a much faster rate than the other population groups. Hispanics have increased from 14.5% to 25% of the population and Asians / Pacific Islanders from 2.40% to 9.71%. Despite an increase in population of over 28,000 in twenty years, the proportion of Whites has decreased from 80.23% in 1990 to 57% in 2010. Blacks have increased at a less dramatic rate from 1.3% to 4% from 1990 to 2010, but showed a slight decline percentage-wise from 4.16% in 2000 to 3.88% in 2010, even though their population increased. While Native Americans constitute only .6% of the population, they were the only ethnic group to show a decrease in population between 2000 and 2010. Through the tremendous growth in populations, Table 3 demonstrates that the Racial/Ethnic Dissimilarity Index range was still between 18.93 and 26.05, well below the HUD threshold of 40, meaning there is minimal segregation and high integration within the City. This compares to a range between 41.29 and 47.66 for the region.

According to Maps 1 through 4 pertaining to racial and ethnic data and dissimilarity indexes, there are no patterns of segregation by race and ethnicity, national origin or LEP groups in the City. The majority of multi-family residential is located in areas with easy access to transit systems and employment centers throughout the City and not unduly constrained by perceived patterns of segregation. Based upon data in Table 2, the trend is that the City is becoming increasingly diverse as it has grown over the last twenty years. This is in line with trends throughout the region. Maps 1 and 2 do not reveal trends of segregation patterns forming within the City as a result of the growth.

Relying on information gathered from community meetings and surveys, community stakeholders did not provide any information that segregation exists in the City affecting other protected characteristics



was provided through stakeholder consultations. Workshop participants also concluded that the City is highly diverse.

The region does have higher scores than the City, indicating a very diverse and integrated population, but as mentioned in the introduction, the region represents the largest MSA in the nation.

### **Racially or Ethnically Concentrated Areas of Poverty (R/ECAP)**

To assist communities in identifying racially/ethnically concentrated areas of poverty (RECAPs), HUD has developed a census tract-based definition of RECAPs. The definition involves a racial/ethnic concentration threshold and a poverty test. The racial/ethnic concentration threshold is straightforward: RECAPs must have a non-white population of 50 percent or more. Regarding the poverty threshold, Wilson (1980) defines neighborhoods of extreme poverty as census tracts with 40 percent or more of individuals living at or below the poverty line. Because overall poverty levels are substantially lower in many parts of the country, HUD supplements this with an alternate criterion. Thus, a neighborhood can be a RECAP if it has a poverty rate that exceeds 40% or is three or more times the average tract poverty rate for the metropolitan/micropolitan area, whichever threshold is lower.

HUD data and mapping does not identify any R/ECAPs within the City.

### **Disparities in Access to Opportunity**

The UC Davis Center for Regional Change and Rabobank, N.A. partnered to develop the Regional Opportunity Index (ROI) intended to help understand social and economic opportunity in California's communities. The goal of the ROI is to help target resources and policies toward people and places with the greatest need to foster thriving communities. The ROI integrates a variety of data topics, including education, economic development, housing, mobility, health/environment, and civic life, and "maps" areas of potential investment by identifying specific areas of urgent need and opportunity. The ROI relies on many of the same data sources analyzed in the Housing Element, including the American Community Survey (ACS), the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) data, the California Department of Education, the California Department of Public Health, among others (data points are from 2014).

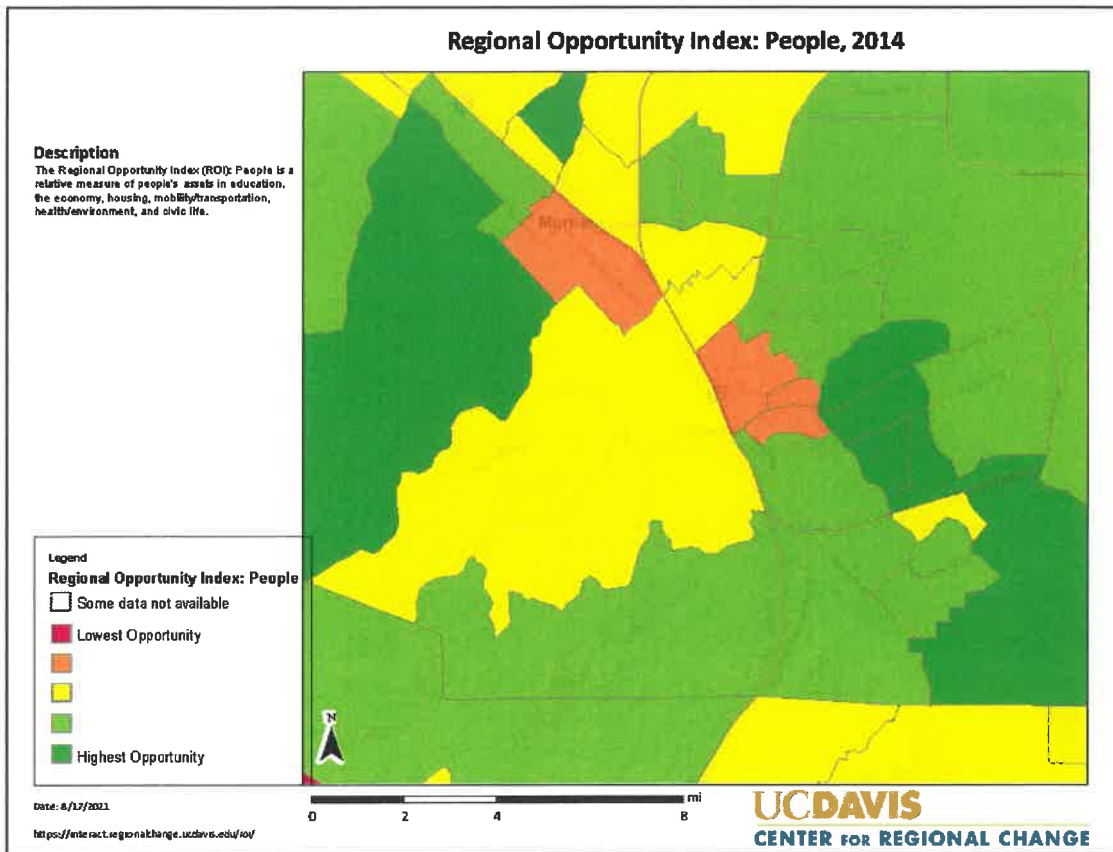
There are two ROI "maps"; the "people" ROI illustrates the relative measure of the people's assets in education, the economy, housing,

mobility/transportation, health/environment, and civic life) while the “place” ROI illustrates the relative measure of a place’s assets in those same categories. The tool analyzes different specific indicators for each of the six data topics, as summarized in **Table 65** on the following page.

**Table 65: Overview of ROI Data Point Indicators**

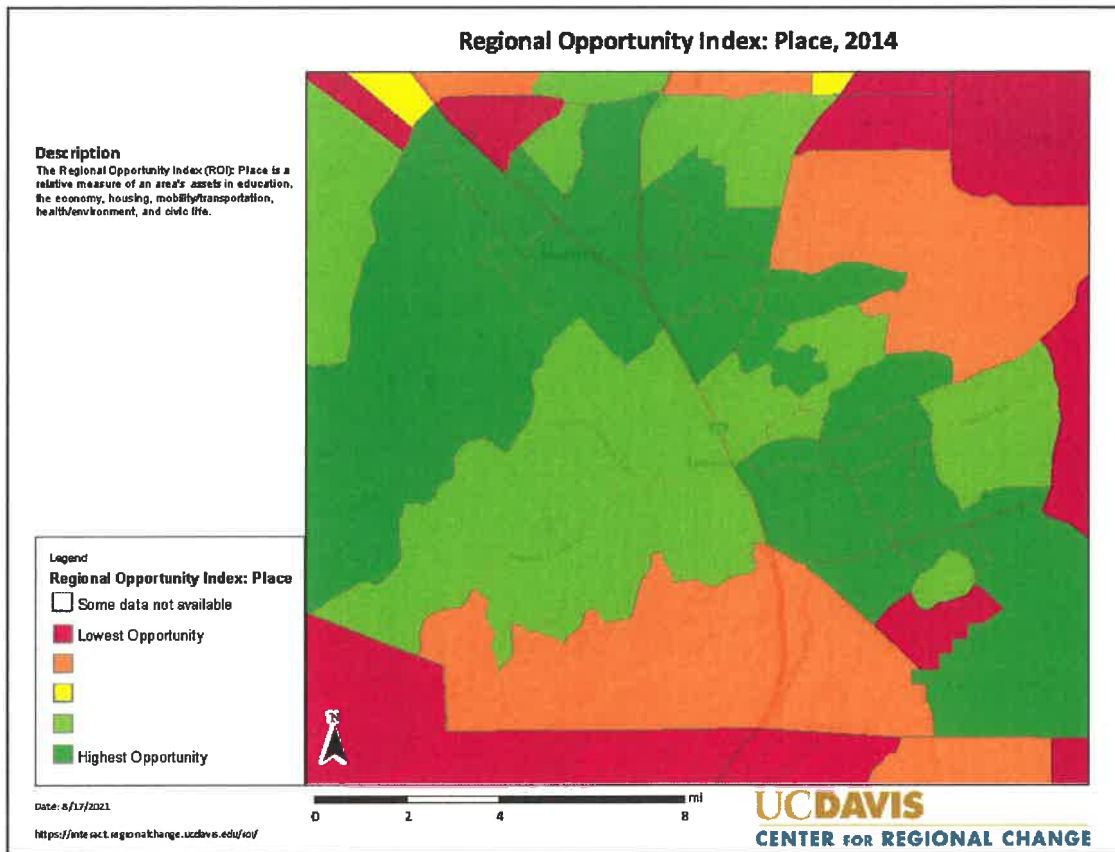
	<b>People-Based Data Points</b>	<b>Place-Based Data Points</b>
Education	<ul style="list-style-type: none"> <li>• Elementary School Truancy</li> <li>• English Proficiency</li> <li>• Math Proficiency</li> <li>• College Educated Adults</li> </ul>	<ul style="list-style-type: none"> <li>• High School Discipline rate</li> <li>• Teacher Experience</li> <li>• UC/CSU Eligible</li> <li>• High School Graduation Rate</li> </ul>
Economic Development	<ul style="list-style-type: none"> <li>• Minimum Basic Income</li> <li>• Employment Rate</li> </ul>	<ul style="list-style-type: none"> <li>• Bank Accessibility</li> <li>• Job Quality</li> <li>• Job Growth</li> <li>• Job Availability</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Housing Cost Burden</li> <li>• Homeownership</li> </ul>	<ul style="list-style-type: none"> <li>• Housing Affordability</li> <li>• Housing Adequacy</li> </ul>
Mobility	<ul style="list-style-type: none"> <li>• Internet Access</li> <li>• Commute Time</li> <li>• Vehicle Availability</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
Health/Environment	<ul style="list-style-type: none"> <li>• Years of Life Lost</li> <li>• Births to Teens</li> <li>• Infant Health</li> </ul>	<ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Health Care Availability</li> <li>• Access to Supermarket</li> <li>• Prenatal Care</li> </ul>
Civic Life	<ul style="list-style-type: none"> <li>• English Speakers</li> <li>• Voting Rates</li> </ul>	<ul style="list-style-type: none"> <li>• Neighborhood Stability</li> <li>• US Citizenship</li> </ul>

As shown in **Figures 3 and 4 on the following pages**, Temecula has a range of opportunity levels throughout the community with slight differences between the relative measure of people-based assets versus place-based assets, with place-based opportunities scoring slightly better than people-based opportunities. In general, most census tracts are shown to have average (yellow) to high (green) levels of opportunity, which indicates positive access to opportunities across the six data topics. However, in terms of people’s assets, there are three census tracts which indicate lower levels of opportunity (shown in orange), and in terms of the place’s assets, there is one census tract (which also includes areas outside of the City boundary) which indicates a lower level of opportunity (shown in orange). The higher and lower levels of opportunity for these three census tracts, by indicator, are summarized in **Table 66 following the maps**.



**Figure 3: Regional Opportunity Index, People, 2014, Temecula**

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**Figure 4: Regional Opportunity Index, Place, 2014, Temecula**



**Table 66: People-Based Regional Opportunity Index (ROI) Low and Lowest Opportunity Census Tracts, Temecula**

Census Tract	Opportunity Level	Average or Higher Opportunities	Lower Opportunities
06065043216	Low Opportunity	<ul style="list-style-type: none"> <li>• Health/Environment</li> <li>• Mobility/Transportation</li> </ul>	<ul style="list-style-type: none"> <li>• Civic Life</li> <li>• Housing</li> <li>• Economy</li> <li>• Education</li> </ul>
06065043266	Low Opportunity	<ul style="list-style-type: none"> <li>• Health/Environment</li> <li>• Mobility/Transportation</li> </ul>	<ul style="list-style-type: none"> <li>• Civic Life</li> <li>• Housing</li> <li>• Economy</li> <li>• Education</li> </ul>
06065043220	Low Opportunity	<ul style="list-style-type: none"> <li>• Health/Environment</li> <li>• Mobility/Transportation</li> </ul>	<ul style="list-style-type: none"> <li>• Civic Life</li> <li>• Housing</li> <li>• Economy</li> <li>• Education</li> </ul>

Source: UC Davis Center for Regional Change, 2021 (using 2014 data points)

**Table 67: Place-Based Regional Opportunity Index (ROI) Low Opportunity Census Tract, Temecula**

Census Tract (Place)	Opportunity Level	Average or Higher Opportunities	Lower Opportunities
06065043254	Low Opportunity	<ul style="list-style-type: none"> <li>• Civic Life</li> <li>• Housing</li> <li>• Economy</li> <li>• Education</li> </ul>	<ul style="list-style-type: none"> <li>• Health/Environment</li> </ul>
06065043252	Lowest Opportunity	<ul style="list-style-type: none"> <li>• Civic Life</li> <li>• Housing</li> <li>• Education</li> </ul>	<ul style="list-style-type: none"> <li>• Health/Environment</li> <li>• Economy</li> </ul>

Source: UC Davis Center for Regional Change, 2020 (using 2014 data points)

The results of this analysis indicate that for those census tracts with lower-levels of people-based opportunities, the most significant issues revolve around civic life (lower levels of English speakers and voting rates), housing (lower levels of homeownership and higher cost burdens), the economy (households making the minimum basic income and low employment rates), and education (math proficiency).

When considering place-based opportunities, which the City arguably has more control over, the City of Temecula fares very well, and only one census tract has a low level of place-based opportunity as described above. For both census tracts with lower levels of opportunity (which are both located along the City’s boundary) there appears to be limited access to supermarkets, and, to a lesser extent, health care.

**2021 TCAC/HCD Opportunity Area Map**

Additionally, the Department of Housing and Community Development together with the California Tax Credit Allocation Committee established the California Fair Housing Task Force to

provide research, evidence-based policy recommendations, and other strategic recommendations to HCD and other related state agencies/departments to further the fair housing goals (as defined by HCD). The Task force developed the 2021 TCAC/HCD Opportunity Area Maps to understand how public and private resources are spatially distributed. The Task force defines opportunities as pathways to better lives, including health, education, and employment. Overall, opportunity maps are intended to display which areas, according to research, offer low income children and adults the best chance at economic advancement, high educational attainment, and good physical and mental health.

According to the Task Force’s methodology, the tool allocates the 20 percent of the tracts in each region with the highest relative index scores to the “Highest Resource” designation and the next 20 percent to the “High Resource” designation. Each region then ends up with 40 percent of its total tracts as “Highest” or “High” resource. These two categories are intended to help State decision-makers identify tracts within each region that the research suggests low income families are most likely to thrive, and where they typically do not have the option to live—but might, if given the choice. The remaining tracts are then evenly divided into “Low Resources” and “Moderate Resource”. As shown in **Figure 5**, the majority of Temecula is classified as the “high” or “highest” resource designation, one census tract (east of I-15 and Old Town) is identified as “moderate”.

### **Other Access to Opportunity Indicators**

As part of its 2017 Assessment, the City also evaluated any disparities in access to proficient schools based on race/ethnicity, national origin, and family status.

The City does not have jurisdiction over the local schools. They are administered by independent public school districts, such as the Temecula Valley Unified School District. Table 12 - Opportunity Indicators by Race/Ethnicity provides an index regarding how well fourth graders of the various racial and ethnic groups are doing on their State exams in comparison with national indices. Higher scores indicate higher proficiencies in the schools. According to Table 12, the school proficiency index is essentially the same for all races and ethnic groups in the City. On a scale of 1 to 100, with 100 being the highest, Hispanics scored 79.00, Blacks at 80.36, Native Americans at 80.86, Asians at 81.58 and Whites at 82.20. In comparison, the region scored between 40.97 for Hispanics on the low end and 58.09 for Whites on the high end.

The City has one Title 1 school (Temecula Elementary School) in the northern end of the City. A school is a Title 1 School if at least 40% of

the children participate in a free or reduced lunch program. The school is located in one of the City's CDBG eligible areas. There are no Title 1 Middle Schools or High Schools in the City.

The school district has a policy that parents can transfer their children from school to school subject to availability. Parents would be responsible for providing transportation to the new school. Public transportation is available, although it may be limited based on the location of the school from their place of residence.

The City also previously evaluated any disparities in access to jobs and labor markets by protected class groups. The Jobs Proximity Index in Table 12-Opportunity Indicators provides an index for the physical distances between place of residence and jobs by race/ethnicity. The Labor Market Index also in Table 12 provides a measure of unemployment rate, labor-force participation rate, and percent of the population ages 25 and above with at least a bachelor's degree, by neighborhood. The higher scores represent greater the access to employment opportunities, and are better prepared to enter the labor market with higher incomes.

According to the Map 10 series for Job Proximities, persons in the lower-income areas live substantially closer to employment opportunities than their counterparts in the higher-income areas, often located farther away from the Interstate. Again, there was little difference between racial and ethnic groups or national origin according to Map 10 and Table 12 for Job Proximity.

The Labor Market Index for the various races and ethnicities range from 46.38 for Native Americans to 49.79 for Whites. These scores, which are based on a scale from 1 to 100, would be in the average range based on HUD's perspective nationwide. There was no difference in the Labor Market Index when considering the City as a whole and those below the poverty line. In fact, all races except Asians who were below the poverty line had slightly higher scores than those above the poverty level. They ranged between 44.15 for Asians and 51.31 for Blacks with Whites at 48.79.

When compared with the region, the City residents scored much higher. The region ranged from 24.20 for Hispanics to 43.02 for Asians and unlike the City, there was a substantial difference for those below the poverty line. They ranged from 16.42 for Hispanics to 30.51 for Asians. Whites were at 25.55. Although some classes are available locally, the lack of a community college in Temecula in 2010 is probably part of the reason for this deficiency.

However, since 2010, several campuses have opened in Temecula, including Cal State San Marcos at Temecula, University of Redlands,

Concordia University, and Mount San Jacinto. More recent data would likely show an improvement in job readiness of the labor market. Other areas in the region have notably higher ratings such as in the vicinity of UC Riverside, Cal State San Bernardino and Redlands College in the north and in Orange County to the west.

The Low Poverty Index rates family poverty by household (based on the federal poverty line) and provides an index regarding the access to poverty by census tract. The higher the scores, the less likely a neighborhood is exposed to poverty. There was little difference between the various ethnic and racial groups. Indices ranged from 65.42 for Hispanics to 71.23 for Whites, which indicates that all racial and ethnic groups have low exposure to poverty in Temecula. Except for Asians, there was little difference between those below the poverty line. They ranged from 54.98 for Blacks to 67.95 for Native Americans. The only anomaly was for Asians at 46.21 who were more exposed to poverty than their counterparts. This could be reflective of recent Filipino immigrants which now constitute over 3% of the City's population and 40% are limited English speaking according to Table 1. Though a small minority group, there are a number living in a low income area. Again, there was a substantial difference between the City residents and those within the region. In the region, the range was between 37.51 for Hispanics to 60.42 for Asians. For those below the poverty line, there was even a larger difference. They ranged from 23.78 for Hispanics to 42.30 for Asians. City residents have less exposure to poverty than the region as a whole.

According to Map 14-Demographics and Poverty, there were three adjoining census tracts in north Temecula that had low scores indicating a higher exposure to poverty. Three of the census tracts are CDBG eligible lower-income areas, but one of the adjoining areas is not, yet affected by its exposure to poverty. Another adjoining area is an eligible CDBG area but did not indicate a high exposure to poverty. The area has a number of market-rate and subsidized apartment complexes in the vicinity of the Temecula Elementary School, which may be affecting this index score. The corridor also contains many of the City's commercial shopping centers.

### **Summary of Access to Opportunity**

The vast majority of Temecula residents enjoy a consistent level of access to opportunities.

Analysis of the HUD-provided maps and data did not reveal any overarching patterns of poor access to opportunity and did not reveal adverse community factors. However, Census Tract 432.16 along the Margarita Corridor, is identified on Map 14 as having high exposure to poverty. Two of the three block groups are in CDBG-eligible areas and



the third is not. Yet the HUD data indicates that the third block group also has a high exposure to poverty. The only Title 1 School in the district is located in this neighborhood. The area is characterized by commercial retail and uses and the presences of a mix of multifamily and single family housing. Two of the multi-family complexes in one of the block groups are subsidized, the 40-unit Oak Tree Apartments on Lyndie Lane and the 55 unit Rancho California Apartments off of Margarita Road. There are a number of subsidized units west of Interstate 15, which is a CDBG eligible area, but that area does not have a high exposure factor. This could be partly because the City has focused its CDBG and local funds in addressing this area.

The City does not show any patterns of segregation, nor does it have any R/ECAPS.

Consultations with residents and stakeholders confirmed the HUD-provided information regarding the lack of disparities in access to opportunity in Temecula affecting groups with other protected characteristics.

The City is involved in a number of efforts aimed at improving air quality of the entire region including the Western Riverside Council of Governments (WRCOG) Clean Cities Coalition, which aims to reduce the consumption of petroleum fuels. The City also participates in WRCOG's Transportation Uniform Mitigation Fee (TUMF) program. The TUMF program makes improvements to the regional transportation system and provides transportation demand management through funds from new development.

## **C. Disproportionate Housing Need**

The analysis of disproportionate housing needs within Temecula evaluated existing housing need, need of the future housing population, and units within the community at-risk of converting to market-rate (which are limited).

### **Future Growth Need**

The City's future growth need is based on the RHNA production of 1,356 very-low and 801 low income units within the 2021-2029 planning period. As discussed throughout this Background Report, both existing and proposed affordable units are well dispersed throughout the community and do not present a geographic barrier to obtaining affordable housing. Appendix A of this Housing Element shows the City's ability to meet its 2021-2029 RHNA need at all income levels. This demonstrates the City's ability to accommodate the anticipated future affordable housing needs of the community.

## Existing Need

As described earlier in this Background Report, the City has a strong history of providing housing for lower-income households in Temecula. Temecula has 759 deed-restricted units, representing approximately 2% of the City's housing stock. The City is proud of meeting the needs of its existing residents but continues to identify and implement meaningful housing programs to expand opportunities for lower-income households throughout Temecula, including by continuing to implement its recently adopted Affordable Housing Overlay and Specific Plans, many of which allow for development of housing projects at densities of at least 30 du/ac.

HUD requires all grantees to compare and assess the burdens for housing for different groups in the community. A disproportionately greater burden exists when the members of a particular group experience a housing problem at a greater rate (90 percent or more) than the group as a whole. Table 10-Demographics of Household with Severe Housing Cost Burden demonstrates the number and percentage of persons by race/ethnicity and family size experiencing severe housing cost burden. There is no substantial difference between racial and ethnic groups. Non-family households demonstrated the highest cost burdens. The City scores are reflective of the region.

According to Table 9, half of the City's households are experiencing one of the four housing problems identified above. There is a disparity in this category with 47.37% of the White households experiencing a housing problem, Asians at 54.31% and Blacks at 55.04%. Hispanics are higher at 62.24% and Native Americans at 80.90%. For severe housing problems, they range from 20.76% for White households to 35.56% for Hispanic households. Native Americans were at 33.71%.

Map 5 - Publicly Supported Housing and Map 6 - Housing Choice Vouchers (HCV) provides the location of the limited number of publicly supported and HCV housing units in the City. Given the housing costs in the City and the region, there is a high demand for affordable rental housing.

While comparable with the region, all households, except Black households, were slightly more burdened in the City than in the region. For those below the poverty level, all groups, except for Native Americans, were less burdened in the City than in the region. Based on our examination of the data in Table 9 and demonstrated in Map 7-Housing Cost Burden and Race/Ethnicity, there were no disproportionate housing problems based on race, ethnicity, national origin, household type and size.

These results are not unexpected with the high costs of housing in Southern California as a whole.

Based on the data in the Table 11, there are a limited number of Project Based Section 8 units for families in the City. There are 54 two- and three-bedroom units and only 36 units are households with children. There are also a limited number of Housing Choice Voucher Program (HCV) units where there are 30 two- and three-bedroom units and only thirteen units are households with children. Additional affordable housing units for families continue to be a high demand in the City.

Through its 2017 Assessment, the City identified the availability of affordable units in a range of sizes as a contributing factor of disproportionate housing needs.

## **D. Displacement Risk**

As previously discussed, there are two deed-restricted affordable projects representing 180 units which can be considered as high risk as converting to market-rate units within the planning period. The City is actively engaged with the property owners of these projects (Rancho Creek Apartments and Rancho West Apartments) to evaluate preservation options. The City also has a number of units which are affordable to lower-income families but are not deed-restricted. As described in Section V of this Background Report, the City plans to accommodate the vast majority of its 2021-2029 RHNA on vacant parcels already zoned for residential development, with a focus on new development in the City's Specific Plan areas (Harveston, Altair, Uptown, and Old Town), which have good access to transit, amenities, and programmed infrastructure improvements. Given that new development is expected to occur on vacant parcels, there is not a significant displacement risk associated with the City's current affordable housing stock. The City has included Program 17 in the Housing Plan to assist in the preservation of at-risk housing units.

The City recognizes that even though it has identified sufficient vacant land to accommodate its RHNA at all income levels, there is still the potential for economic displacement because of new development and investment. This "knock-on" effect can occur at any time, and it can be challenging for the City to predict market changes and development patterns which have the potential to impact rental rates and sales prices for housing units available in the marketplace. To date, the City has no evidence that new development (affordable or market-rate) has resulted in economic displacement. However, the City appreciates the possibility that economic displacement might occur in the future and has developed Program 24 to study and address potential issues related to displacement.

The City has also considered the risk of displacement specifically for protected classes, including persons with disabilities, female-headed households, seniors, and nonwhite residents (as discussed previously throughout Section 3 of this Background Report). The highest levels of persons with disabilities, seniors, and female-headed households are not located in areas where no residential development is planned, and the risk of displacement to these groups (like to the City's lower-income residents) is low. However, some future housing sites are located in areas with high levels of Hispanic and nonwhite residents, and these groups appear to be more vulnerable to potential future displacement. As discussed above, Program 24 has been included in the City's Housing Plan to study and address issues related to future displacement, and the City remains committed to maintaining its existing affordable housing stock, which includes deed-restricted affordable units throughout the City, including in the census tracts with high levels of Hispanic and nonwhite residents.

To the extent that future development occurs in areas where there is existing housing, all housing must be replaced according to SB 330's replacement housing provisions (Government Code Section 66300). SB 330 also provides relocation payments to existing low income tenants. The State has also adopted just cause eviction provisions and statewide rent control to protect tenants from displacement.

The City is committed to making diligent efforts to engage underrepresented and disadvantaged communities in studying displacement. Programs 22 and 24, among others, detail efforts the City will take to engage these communities during the planning period.

## **E. Assessment of Contributing Factors to Fair Housing Issues in Temecula**

In its 2017 Assessment of Fair Housing, the City identified the following contributing factors to fair housing issues in Temecula:

- Increased demand of affordable housing with supportive services to serve special needs populations (Disproportionate Housing Needs)
- High demand for affordable housing, due to the high housing costs in the community and the region (Publicly Supported Housing Location and Occupancy)
- Lack of resources for fair housing agencies and organizations (Fair Housing Enforcement, Outreach Capacity, and Resources)



The analysis above regarding other fair housing issues within Temecula yielded the following results:

- The City does not have any racial or ethnic groups that score higher than 60 on the dissimilarity index, indicating that while there are racial and ethnic groups with higher levels of segregation than others within Temecula, none meet the standard set to identify segregated groups.
- The City does not have any racially or ethnically concentrated census tracts (RECAPs) as identified by HUD. This indicates that there are no census tracts within Temecula with a non-white population of 50 percent or more or any census tracts that have a poverty rate that exceeds 40% or is three or more times the average tract poverty rate for the metropolitan/micropolitan area.
- The UC Davis Regional Opportunity Index shows that the majority of residents within Temecula have average- to high-levels of access to opportunity throughout the majority of the City, with three census tracts showing lower people-based access to opportunity and two census tracts showing lower place-based access to opportunity. Based on the data used to identify opportunity access, the City has varying degrees of ability to influence the trajectory of the indicator (for example, low rates of US citizenship result in a lower opportunity assessment for place-based civic life). The City accommodates a significant portion of its RHNA in areas planned for a mix of uses located in proximity to each other, where new residential development can be supported by easy access to goods and services (like supermarkets and financial institutions), and the introduction of new residential development into areas where these challenges exist can expand opportunities for existing residents.
- Analysis of the TCAC/HCD opportunity Area Maps show that most census tracts in Temecula are classified with either the “High Resource”, or “Highest Resource” designation, and the remaining one tract is classified as “Moderate Resource”. This indicates that the most census tracts designated as “High Resource” or “Highest Resource” are within the top forty percent in the region in terms of areas that lower-income residents may thrive if given the opportunity to live there.
- The City has demonstrated the ability to meet the anticipated future affordable housing needs of the community through the designation of sites to meet the very-low and low income

RHNA need (Section 5 of the Background Report) and Programs 1 and 2 address the City's ability to meet the 6th Cycle RHNA allocation and outline the mechanism to ensure continued compliance for the duration of the planning period. Existing deed-restricted affordable units are located throughout the community and new accessory dwelling unit production throughout the City will result in new development affordable to a variety of income levels. The City plans to accommodate its very low and low income RHNA need in key planned growth areas located near transit facilities and adjacent to major infrastructure projects, to ensure adequate access to goods, facilities and jobs, while jobs and housing to be located closer together, thereby reducing vehicle miles travels, improve air quality, and create a more equitable jobs-housing balance. The relationship between existing affordable units and comprehensively planned growth on vacant parcels in and outside of Specific Plan areas allows the City to minimize displacement and improve access to opportunities for existing and future residents.

- There are 180 existing affordable units at-risk of converting to market-rate within the planning period. Program 17 addresses monitoring and working with partners, as feasible, to preserve at-risk units within the City over the planning period.

## **F. Analysis of Sites Pursuant to AB 686**

AB 686 requires that jurisdictions identify sites throughout the community in a manner that is consistent with its duty to affirmatively further fair housing. The site identification requirement involves not only an analysis of site capacity to accommodate the RHNA (provided in Section 5), but also whether the identified sites serve the purpose of replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity.

### **Segregation/Integration**

Both existing affordable units and proposed very-low and low income RHNA candidate sites are well dispersed throughout the city and do not disproportionately impact areas with larger concentrations of the Hispanic population, although as described previously, the City has no historic patterns of segregation or isolation and there are no trends to indicate that a pattern may emerge in the future.

The City of Temecula is proud to have adopted an Affordable Housing Overlay to promote the development of affordable housing options throughout the community. In addition, the City is proactively taking

steps to plan for, promote, and streamline development of accessory dwelling units as part of the solution to the City's housing needs. Together, the City's plan to accommodate its lower income RHNA at AHO sites and through ADUs will further strengthen the City's reputation as being a well-integrated community without patterns of isolation or segregation.

### **R/ECAPs**

The City does not have any racially or ethnically concentrated areas of poverty and the identification of sites to accommodate the City's RHNA is not expected to alter this finding.

### **Access to Opportunity**

No sites identified to accommodate the City's lower income RHNA are located in areas with low levels of place-based opportunity and only a limited number of sites, all within the City's Affordable Housing Overlay, are located in areas with lower levels of people-based opportunity. The concerns in these limited areas include high housing cost burdens, low levels of homeownership, and low voting rates. The introduction of new affordable housing options in this area, facilitated through the City's new Affordable Housing Overlay, will help to create more housing affordable to households at lower-income levels, introduce new residents to an area which can contribute to higher levels of civic engagement, and expand opportunities for people to live and work in the same area. Additionally, the Specific Plan areas identified to accommodate a portion of the City's lower income RHNA (specifically Harveston, Altair, Uptown, and Old Town) are located in areas with relatively high opportunity and resources. By locating new affordable housing in these areas, the City continues to promote an integration of economic backgrounds and household incomes and ensure that all Temecula residents have access to high levels of opportunity, regardless of income or other characteristics.

### **Displacement Risk**

The City plans to accommodate its RHNA for all income levels at vacant sites throughout the City. Past residential development projects have not caused displacement to existing Temecula residents, and there is no expectation that the City's program to accommodate its RHNA at vacant sites throughout the City would create displacement risk for current or future lower income residents. However, in an abundance of caution, the City has included Program 24 to study the risk of displacement to residents as a result of new residential development at vacant sites in and outside of Specific Plan areas.

## Site Analysis Findings

The City of Temecula has a history of developing affordable housing projects throughout the community, at vacant and infill sites. To accommodate the City's RHNA, the City has undertaken a robust inventory of available vacant residential sites inside and outside of Specific Plan areas, many of which are identified as part of the City's Affordable Housing Overlay. While the City's very-low and low RHNA needs are largely accommodated in its Specific Plan areas, which do not represent extremely concentrated racial or ethnic populations, the City has included programs to encourage additional development of lower-income units throughout the community through its accessory dwelling unit program and through its Affordable Housing Overlay. For these reasons, the City finds that the sites proposed to accommodate its RHNA need do not unduly burden existing areas of concentrated racial or ethnic homogeneity, poverty, or other characteristics. Moreover, the sites contribute to affirmatively further fair housing by helping to stimulate investing in areas where additional people- and place-based opportunity is desired, and where new residential and/or mixed-use development can help to improve some of the opportunity level characteristics discussed earlier in this section.

## G. Analysis of Contributing Factors and Fair Housing Priorities and Goals

The December 2015 Affirmatively Furthering Fair Housing Rule Guidebook identifies examples of contributing factors by each fair housing issue area: outreach, fair housing enforcement and outreach capacity, segregation and integration, racially and ethnically concentrated areas of poverty, disparities in access to opportunity, disparities in access to opportunities for persons with disabilities, disproportionate housing needs, including displacement risks, and sites inventory. Based on the analysis included in this Background Report, the City has identified the following potential contributing factors to fair housing issues in Temecula and, as described later in this section, has developed a series of specific programs to address these contributing factors.

1. **Increased demand of affordable housing with supportive services to serve special needs populations.** The City of Temecula is home to residents with special needs who need additional opportunities for safe and affordable housing. This includes persons with developmental disabilities. Program 9, Special Needs Housing Construction, has been included in the City's Housing Plan to address this contributing factor.



2. **High demand for affordable housing, due to the high housing costs in the community and the region.** Temecula is located in an area easily accessible to San Diego, Riverside, San Bernardino, Orange, and Los Angeles counties. Due to its proximity to a variety of jobs centers, Temecula is a desirable and relatively affordable place to reside, and this pressure has increased demand for affordable housing options within the City. The City has included numerous programs in its Housing Plan to increase the supply of affordable housing, including Programs 1 and 2 to ensure that the City provides sufficient capacity to accommodate its RHNA at all income levels for the duration of the planning period, Program 4 which addresses the replacement of affordable units, and Program 5 which promotes ADUs as an option to expand the City's affordable housing stock.
3. **Lack of resources for fair housing agencies and organizations.** Like agencies throughout the region, Temecula has limited resources available to implement a variety of fair housing plans and programs. Other agencies with which the City regularly partners, including the Riverside County Consortium and Fair Housing Program of Riverside County, also face limited resources. The City has included Program 22, Equal Housing Opportunity, to do its part in promoting fair housing agencies and organizations and working with partner agencies to affirmatively further fair housing in Temecula.

To affirmatively further fair housing in Temecula, the City is committed to implementing its Affordable Housing Overlay, promoting affordable accessory dwelling units, and providing sites suitable for affordable housing in areas near transit, which are not unduly racially or ethnically concentrated, and where new residential development affordable to very-low and low income households can help to expand people- and place-based opportunities. The City of Temecula has a long history of supporting affordable housing development and as described previously in this Background Report. Moving forward, the City remains committed to providing a diversity of housing options for all income levels, and is committed to encouraging their development throughout the community to help overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. The vast majority of the City's Housing Programs designed to address fair housing are required to be implemented on an ongoing basis, with annual progress reports and programs evaluations to ensure they are achieving the City's objectives. The following list summarizes those programs identified in this Housing Element which affirmatively further fair housing and implement the City's 2017 Fair Housing Assessment:

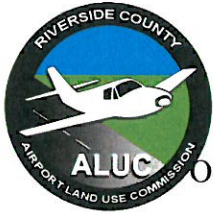
- Program 5, to promote ADUs including ADUs affordable to lower-income households
- Program 6, to ensure that the City's density bonus ordinance continues to be in compliance with state law
- Program 7, to promote land assemblage and affordable housing development
- Program 8, to address the special needs of the City's extremely low income households
- Program 13, to expedite processing of affordable housing projects
- Program 16, to accommodate specialized housing types and update the City's policies and procedures regarding low barrier navigation centers, supportive housing, employee housing, and farmworker housing
- Program 17, to monitor and preserve at-risk housing
- Program 22, to promote equal housing opportunities
- Program 23, to continue offering housing referral services
- Program 24, to study and address economic displacement risks

To the extent that these programs represent ongoing work efforts, these programs are evaluated for effectiveness within Section 2 of this Background Report. The City has already undertaken a series of proactive amendments to its Zoning Ordinance to address new requirements related to density bonus law and accessory dwelling units, and the City will continue to partner with local and regional stakeholders to affirmatively further fair housing in Temecula.

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# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



October 4, 2021

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Lake Elsinore

**COMMISSIONERS**

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Candida Neal, Planning Consultant  
City of Perris Development Services Department – Planning Division  
101 N. D Street  
Perris CA 92570

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1023PV21  
Related File No.: 21-05173 (General Plan Amendment [Housing Element Update,  
Safety Element Update, Environmental Justice Update])  
APN: Citywide

Dear Ms. Neal:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Perris Case No. 21-05173 (General Plan Amendment [Housing Element Update, Safety Element Update, Environmental Justice Update]), a proposal to update the City's Housing, Safety and Environmental Justice Elements to be consistent with state law, identifying and analyzing the City's housing needs and developing a work program consisting of City's goals, policies, and objectives to develop housing.

There are no changes to the City's general plan land use designation, zoning, or specific plan designations proposed at this time. The project will (in the future) adopt an overlay zoning for 13 Opportunity Sites, which would allow for a maximum of 30 dwelling units per acre (this zoning ordinance/specific plan amendment would require ALUC review). The sites are located within Compatibility Zones D and E of March Air Reserve Base/Inland Port Airport Influence Area (AIA), where residential density is not restricted, as well as being located within Compatibility Zones D and E of Perris Valley AIA, where Zone D restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre (residential density is not restricted in Zone E). The proposed density of these opportunity sites would be consistent with the airport land use compatibility criteria.

There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments (that would exceed ALUCP criteria). Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the March Air Reserve Base/Inland Port Airport and Perris Valley Airport Influence Areas located within the City of Perris.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2011 Perris Valley Airport Land Use Compatibility Plan.



If you have any questions, please contact me at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



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Paul Rull, ALUC Director

cc: ALUC Case File

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# City of Perris

## ENVIRONMENTAL JUSTICE ELEMENT

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**Prepared for:**

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# TABLE OF CONTENTS

1. INTRODUCTION TO ENVIRONMENTAL JUSTICE IN PERRIS .....	3
1. Environmental Justice .....	3
2. Historical Context .....	4
3. Civic Engagement in Public Decision-making .....	7
4. Disadvantaged Communities .....	9
2. POPULATION PROFILE .....	13
1. Overall Health Status .....	14
3. PROMOTING A CLEAN ENVIRONMENT .....	17
1. Poor Air Quality Sources .....	17
2. Ozone .....	18
3. Particulate Matter 2.5 .....	19
4. Diesel Particulate Matter .....	21
5. Drinking water .....	22
6. Toxic Waste .....	22
4. PROMOTING A HEALTHY COMMUNITY .....	25
1. Healthy Food Access .....	25
2. Safe And Sanitary Housing .....	26
3. Access to Health Care .....	32
4. Public Facilities .....	32
5. Community Safety .....	33
5. PREPARING FOR CLIMATE HAZARDS AND ADAPTATION .....	35
6. GOALS AND POLICIES .....	38



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# 1. INTRODUCTION TO ENVIRONMENTAL JUSTICE IN PERRIS

Government decisions regarding land use and the design of the built environment have a profound impact on the health of a community. The design of cities, neighborhoods, and even individual buildings impact levels of physical, social, and mental wellbeing. Poor planning decisions can impact how much we walk, ride a bicycle, drive a car, or take public transportation; the quality of the air we breathe; access to health services; and the types of food we eat. The decisions about where to place noxious uses and pollutant sources can also generate negative health impacts, particularly for lower-income and people of color who are more likely to live in or near these places.

The purpose of the Environmental Justice Element is to promote the health of Perris residents, improve the urban environment, and support a high quality of life. Land use strategies aimed at reducing dependency on cars, minimizing energy consumption, improving community air quality, and increasing access to health food are all examples of how the City can promote cleaner air, physical activity, and a healthier lifestyle for all. The City can play an important role in reducing environmental justice impacts, including actions to prevent incompatible land uses, requiring buffers from major roadways, and improving access to safe and affordable housing. Addressing environmental justice issues in a community can also lead to population health improvements, including reduced rates of asthma, heart disease, and cancer, in addition to improved living conditions for all.

## 1. ENVIRONMENTAL JUSTICE

Environmental justice aims to address the impacts of pollutants and hazards in a community, regardless of residents' income, ethnicity, or race. California Government Code (Section 65040.12(e)) defines environmental justice as "the fair treatment and meaningful participation of people of all races, cultures and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Environmental justice also seeks to provide all members of a community an equal opportunity to participate in and influence the local decision-making process around land use and environmental policies.

In 2016, the State of California passed Senate Bill 1000 (SB 1000), which requires all cities and counties that have disadvantaged communities to address environmental justice in their general plans, either in a separate Environmental Justice Element or integrated across various elements. Based on SB 1000, the Environmental Justice Element must:

- Reduce pollution and improve air quality in disadvantaged communities, improve public facilities, increase food access, promote safe and sanitary homes, and encourage physical activity to reduce the unique or compounded health risks associated with living in a disadvantaged or environmental justice area.

- Promote civil engagement in the public decision-making process.
- Prioritize improvements and programs that address the needs of disadvantaged communities.

The City of Perris has elected to create a standalone Environmental Justice Element, which is closely integrated with the Health Element and other chapters of the general plan. In developing the Environmental Justice Element, the City of Perris is not only fulfilling a state requirement, but also documenting a commitment to planning practices that promote engagement in the public participation process and land use decisions that address issues of health equity and environmental justice. The policies and goals established in this Element are intended to serve as a guide for future land use development decisions in the City.

## 2. HISTORICAL CONTEXT

Understanding the emergence of environmental justice issues in present day Perris requires reviewing the City within a broader, historical context. While Perris is one of the fastest growing cities in the region today, the City was historically dominated by rural and agricultural uses. For thousands of years, indigenous populations hunted and gathered across the dry, hot region. The Cahuilla and Luiseño were the two largest population groups, sharing overlapping territories in the Perris Valley. The Luiseño range extended west to the coast, while the Cahuilla extended into the San Jacinto Mountains and Colorado Desert. From the late 18<sup>th</sup> - 19<sup>th</sup> century, encounters with colonial settlers, battles over Mexican land grants and policies, and waves of Gold Rush migrants transformed the traditional territories, cultural identity, and way of life across the region.

In the late 1800s, the legacies of citrus, gold, and railroads shaped a new chapter of development for Perris and the broader region. Unlike neighboring towns experiencing a citrus boom, Perris had limited groundwater, which largely limited its agricultural production to dry grain farming. The completion of the western extension of the Santa Fe Railway in 1882 placed Perris as a railroad town along the route, commemorating the legacy of Fred Perris, an early pioneer. The railroads were built primarily by Chinese men, followed by Japanese and Mexican workers in the wake of the Chinese Exclusion Act in 1882.<sup>1</sup> During this period, the City experienced a wave of growth from settlers in search of agricultural land, and in some cases, even gold. While short-lived, a top producing gold mine opened in Perris around 1889, yielding at least \$2 million dollars over its lifetime.<sup>2</sup> However, flooding issues along the rail lines forced the Perris station to close in the 1890s. Additionally, the failure of the Bear Valley Water System resulted in the exodus of farmers and ranchers to other places in the region.<sup>3</sup>

In 1892, California's first off-reservation boarding school, the Sherman Indian School, was founded in the City of Perris. Students were separated from their parents and tribal lands with the purpose of forcing indigenous youth to assimilate an early age. Students also provided a pool of forced labor

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<sup>1</sup> Patterson, T. (2015). *From Acorns to Warehouses*. Left Coast Press.

<sup>2</sup> Ammenheuser, M. (2012). *PERRIS: City once had the top gold mine in Southern California*. *The Press Enterprise*. <https://www.pe.com/2012/06/15/perris-city-once-had-the-top-gold-mine-in-southern-california/>

<sup>3</sup> Lech, S. (2004). *Along the old roads: a history of the portion of Southern California that became Riverside County, 1772-1893*. CreateSpace Independent Publishing Platform.

and were subjected long work hours, dangerous work conditions, and in some cases, corporal punishment.<sup>4</sup> Students ranged in age from 5 to 20, grades elementary through high school, and included children and youth from across California, the Pacific Northwest, southwest, and the Plains. In 1902, the school was moved to Riverside due to the lack of water in the City.<sup>5</sup>

The City of Perris was incorporated in 1911. In the 1920s, the Perris Valley was predicted to become a center for onion growing.<sup>6</sup> By 1926, the railroad town boasted a population of 700 people, with most of the City's development centered between San Jacinto Avenue to 8<sup>th</sup> and D Street to Perris Boulevard (east of the rail line).<sup>7</sup> The 1930s brought Dust Bowl refugees, migrating West on the heels of the Great Depression, in the pursuit of cheap and fertile agricultural land across Riverside County. Privacy and tranquility also drew many Black families to the less desirable neighboring Mead Valley, as early as the 1930s.<sup>8</sup>

In the 1950s, the Eastern Municipal Water district developed the infrastructure to bring water to the Perris Valley, making way for larger scale production of alfalfa, the King potato, sugar beets, and housing. The Bracero program also brought an additional source of cheap Mexican agricultural labor, but many of these workers were not welcomed in communities across the region. In 1958, Harry H. Ward, a Perris realtor and farmer, expressed opposition to low-cost housing in Riverside County, terming the housing 'temporary dwelling for transient labor' and raising concerns about its transformation into slum areas.<sup>9</sup>

Perris had a pattern of sleepy growth until the mid-20<sup>th</sup> century. In the late 1950s, Black families continued to buy vacant land in neighboring Mead Valley, while Perris experienced a population boom of largely White residents. While demand for housing in the 1940-1970s was high across the Inland Empire region, few housing projects were built until the postwar boom.<sup>10</sup> The City's population growth was small, but stable through each decade up to 1980. However, racism and segregation unequivocally shaped the development of cities across the Inland Empire. Many people left Los Angeles and Orange Counties in search of lower property taxes and the prospect of homeownership, resettling in areas that enabled access to homeownership for diverse groups,<sup>11</sup> yet perpetuating other patterns of segregation across the region.

In the 1970s, the Pomona-Riverside-San Bernardino region was already experiencing some of the highest levels of air pollution in the entire United States. The expansion of March Air Force Base in Riverside, Kaiser Steel in Fontana, and Norton Air Force Base in San Bernardino during World War II had come to a screeching halt, along with the collapse of the Citrus industry in the postwar

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<sup>4</sup> Nelson, J. (2021). *Federal probe of American Indian boarding schools reflects dark chapter in U.S. history*. *The Press Enterprise*. <https://www.pe.com/2021/07/04/federal-probe-of-american-indian-boarding-schools-reflects-dark-chapter-in-u-s-history/>

<sup>5</sup> *Sherman Indian Museum*. (n.d.). *Sherman Indian High School Beginning to the Present*. [http://www.shermanindianmuseum.org/sherman\\_hist.htm](http://www.shermanindianmuseum.org/sherman_hist.htm)

<sup>6</sup> *California News Items in Brief*. (1920, January 9). *Del Norte Triplicate*. Vol IX (2). *California Digital Newspaper Collection*.

<sup>7</sup> *Sanborn Fire Insurance Map from Perris, Riverside County, California*. *Sanborn Map Company*, Jun, 1926. Map. Retrieved from the Library of Congress, <[www.loc.gov/item/sanborn00754\\_006/](http://www.loc.gov/item/sanborn00754_006/)>.

<sup>8</sup> *Blacks migrating from LA to Riverside County*. (1987, October 9). *Black Voice News*. Vol 15 (39).

<sup>9</sup> *Low Rent Housing Issues Fail to Get on June 3 Ballot*. (1958, March 27). *The Desert Sun*.

<sup>10</sup> Patterson, T. (2015). *From Acorns to Warehouses*. Left Coast Press.

<sup>11</sup> Carpio, G. (2019). *Collisions at the Crossroads*. University of California Press.



period.<sup>12</sup> A recession resulted in the decline of economic growth and widespread and enduring unemployment.<sup>13</sup>

Perris experienced major suburban growth during the 1980s, when the total population grew more than three-fold, from 6,800 to 21,500 residents.<sup>14</sup> For comparison, in the period between 1980 and 1990, the non-Latino population grew 185 percent, while the Latino population grew 284 percent.<sup>15</sup> In 1990, Whites represented the largest racial/ethnic group in the City (nearly 48 percent), and Hispanics represented the next largest at approximately 36 percent. By 2010, the proportion of Hispanic residents had doubled to 72 percent of the population, making them the predominant racial/ethnic group in Perris.<sup>16</sup> Distant suburbs, like Perris, were favored by Black and Latino communities that could afford the price of housing, occupying homes left by Whites moving out from the City.

A similar demographic shift took place among Black families that moved to the Inland Empire from the 1980s to 2000s. These families moved due to existing family in the Inland Empire, perceptions of getting more for less money, and a concern with growing Latino congestion in urban areas.<sup>17,18</sup> Concerns with safety, and particularly gang violence, were a primary reason for moving away from Los Angeles.<sup>19</sup>

The region would experience yet another wave of economic decline in the 2000s with the Great Recession of 2007. The subprime crisis resulted in a dramatic rise in foreclosures, disproportionately impacting places like Perris, with 1,870 foreclosed homes, or 10.36 percent of total housing.<sup>20</sup> Black and Latino households were disproportionately affected by subprime mortgage and foreclosures across the region, a trend that negatively impacted both poverty and housing tenure (e.g., loss in homeownership, increased number of renters).<sup>21</sup>

Most recently, the City has focused on attracting local businesses and jobs, as well as providing new food establishments for residents.<sup>22</sup> The commercial and industrial sectors introduced a new Home Depot and, Wayfair expanded existing operations to include additional warehouse space and TechStyle (JustFab.com). The addition of numerous sales tax producing businesses in the

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<sup>12</sup> Carpio, G. (2019). *Collisions at the Crossroads*. University of California Press.

<sup>13</sup> Patterson, T. (2015). *From Acorns to Warehouses*. Left Coast Press.

<sup>14</sup> City of Perris. (2019). *Analysis of Impediments to Fair Housing Choice*.

<sup>15</sup> Allenworth, E. and et. al. (1996). *White Exodus, Latino Repopulation, and Community Well-Being: Trends in California's Rural Communities*. Research Report. No. 13. Michigan State University.

<sup>16</sup> City of Perris. (2019). *Analysis of Impediments to Fair Housing Choice*.

<sup>17</sup> Pfeiffer, D. (2012). African americans' search for "more for less" and "peace of mind" on the exurban frontier. *Urban Geography*, 2012, 33, 1, pp. 64–90.

<sup>18</sup> Allen, J. and et. Al. (2002). *Changing faces, changing places: mapping Southern Californians*. California State University, Northridge. Center for Geographical Studies.

<sup>19</sup> Pfeiffer, D. (2012). *Moving to Opportunity: African Americans' Safety Outcomes in the Los Angeles Exurbs*. *Journal of Planning Education and Research* 33(1) 49–65

<sup>20</sup> Lefeobre, H. (2015). *In the blind spot: the federal government's intervention in the housing crisis in suburban California*. *UC Berkeley Journal of Politics and Policy*. <https://escholarship.org/content/qt6262b3wd/qt6262b3wd.pdf>

<sup>21</sup> Mendiola Ross, A. (2020). *Governing Inequities Through Police in the Inland Empire*. UC Berkeley Previously Published Works. <https://escholarship.org/content/qt0dz2w4g2/qt0dz2w4g2.pdf>

<sup>22</sup> City of Perris. (2021). *Adopted Bi-Annual Operating and Capital Improvement Project Budget Fiscal Years 2021-2022 & 2022-2023*. <https://www.cityofperris.org/home/showpublisheddocument/14376/637637706545970000>

City, has resulted in the exponential increase of sales tax revenues. In fiscal year 2019-20, receipts of sales tax revenues increased from \$21.8M in fiscal year 18-19 to \$25.7M, an increase of 18%. Additionally, local retail sales, the primary source of sales tax revenues, continued to experience strong growth. However, the City's most recent economic recovery has manifested in rising inequality, pollution, and increasing number of low-wage jobs, primarily in the food and warehouse industries.

The City sits within a broader region known as a "Warehouse Empire," housing more than one-fifth of the largest warehouses across the country, alongside a predominantly blue-collar labor pool.<sup>23,24</sup> The region's strategic location, intersected by several major highways, relatively close proximity to the ports, and existing infrastructure make it a prime market for logistics and warehouse uses, which tends to rely on temporary workers and low-wage labor.<sup>25</sup> In Perris, fulfillment centers also provide important sales tax revenues that fund local services. The City's top employer is the Ross Distribution Center, followed by both school districts, the Lowe's Distribution Center and NFI Industries. The warehouse industry is an important source of jobs across the region, but concerns about pollution and environmental justice raise questions about the geographic concentration of toxic emissions in predominantly low-income communities like Perris.<sup>26</sup>

### 3. CIVIC ENGAGEMENT IN PUBLIC DECISION-MAKING

California Government Code requires that local governments promote community engagement and public decision-making in developing the Environmental Justice Element. Residents in disadvantaged communities often face cultural and language barriers, lack of information, and even mistrust of local decisionmakers, in making their voice heard on issues that impact both the environment and their health. In some cases, City officials may not be aware or well informed on issues impacting the wellbeing of community members.

To ensure broad representation of environmental justice issues in Perris decision-making, a number of organizations and groups that work directly with low-income and people of color in the City were identified as critical stakeholders to understanding the specific issues, needs and barriers faced by these community members. Given the COVID-19 pandemic, community meetings were largely limited to virtual events. A summary of all engagement is provided in Table 1.

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<sup>23</sup> Katzanek, J. (2020). *Inland Empire leads nation in major warehouse deals — by a lot*. *The Press Enterprise*. <https://www.pe.com/2020/01/30/ie-leads-the-nation-in-major-warehouse-deals-by-a-lot/>

<sup>24</sup> Patterson, T. (2015). *From Acorns to Warehouses*. Left Coast Press.

<sup>25</sup> Ghori, I. (2015). *UCR: Study calls warehouse jobs low-paying*. *The Press Enterprise*. <https://www.pe.com/2015/07/31/ucr-study-calls-warehouse-jobs-low-paying/>

<sup>26</sup> Levin, S. (2021). *Amazon's warehouse boom linked to health hazards in America's most polluted region*. *The Guardian*. <https://www.theguardian.com/technology/2021/apr/15/amazon-warehouse-boom-inland-empire-pollution>

*Table 1 - Summary of Community Engagement*

Group	Date	Key Findings
<i>Housing – Stakeholder Group</i>	2/2/2021	Representatives from Habitat for Humanity Inland Valley, SoCal Gas, Perris Communist Coalition, and the City Housing, Planning and Economic Development divisions. Environmental issues identified include: air pollution from the highway and traffic, low educational attainment, mobile home repair (repair and replacement, in some cases), need to streamline affordable housing development (e.g., cost of land, increase affordable housing spending, approval of projects), and public safety.
<i>Inland Valley Habitat for Humanity</i>	2/5/2021	Meeting focused on issues related to safe and healthy housing: need to remove barriers to housing production in the City, including streamlining the planning and permitting process to provide swift application reviews; potential for in-lie or inclusionary housing ordinance; creating a funding source for affordable housing within City. The biggest impediments to building entry-level housing remain land availability and funding opportunities for entry-level and/or subsidized homes.
<i>City of Perris Youth Advisory Council (YAC)</i>	3/16/2021	Youth documented concerns with air quality pollutants in communities near freeways or regional highways, warehouses, and industrial commercial businesses; need for street calming measures, street and sidewalk repairs, improvements to pedestrian safety.
<i>Perris Valley Chamber of Commerce</i>	4/7/2021	An online interactive poll was launched during the meeting with questions pulled from the City's survey to gauge feedback related to environmental quality in Perris. Some of the responses received indicated that vehicle traffic, street repairs, and access to healthy fresh produce were areas of concern for respondents.
<i>Paragon Park</i>	6/24/2021-6/26/2021	A comment card was distributed to people at Paragon Park with questions on key issues and recommendations for improving the City. Many of the respondents identified safety issues in and around Paragon Park, including street races, drugs, and loiterers, and the need for quality spaces to walk and play. Housing resources and affordability were also an important issue. In general, responses aligned with the broader community survey that was submitted online. The majority of respondents to the comment card were Latino.
<i>TODEC, El Sol Neighborhood Educational Center</i>	N/A	Various attempts were made to connect with TODEC via phone, email, and in person. TODEC did not provide any potential dates to connect with a group of community-based leaders on environmental justice issues. El Neighborhood Educational Center was also contacted, but given limited capacity and prioritization of COVID-related work, they were not able to participate as stakeholders in the community engagement process.

Participants included people that live and/or work in Perris. In addition to stakeholder meetings, the community survey was distributed across various outlets (e.g, City website, City Social Media accounts, Riverside University Health System listserv), specifically targeting wider representation from the community. The survey was open for 9 weeks and received a total of 116 responses. Participants identified housing affordability, proximity of parks and amenities, and the diversity as positive attributes of the City, along with several issues that impact environmental justice and health:

#### Housing

- Need for affordable rental and housing ownership options
- More homeownership opportunities
- First time homebuyer programs (e.g., down payment assistance, buyer guide)
- Greater diversity of housing opportunities
- Shelters + programs to support the homeless
- Updates and repairs to housing that result in unhealthy conditions

#### Community Infrastructure

- Improvements in streets (e.g., lighting, sidewalks, bicycle lanes)
- Enforcement of building and community standards
- Community maintenance, including landscaping
- Community safety, including parks, pedestrian and bicycle safety
- Bus routes to shopping and employment centers + more frequent buses
- Dumping of trash (e.g., vacant lots, side of road, creeks and canyons)
- Beautification of both homes and rental apartments

#### Land Uses

- Less warehouses and industrial uses
- Related pollution and congestion
- Road repair costs due to truck traffic
- Air pollution (e.g., trucks, industrial uses, traffic)
- Fumes, noise, and/or chemics from industrial uses

#### Engagement

- Concerns around how the City engages with residents and makes decisions that impact health
- More accessible public meetings (e.g., alternative languages, times of day, and options to participate via phone, video, or in person)
- Increased communication via social media

#### 4. DISADVANTAGED COMMUNITIES

Based on state criteria, communities with high rates of pollution, specifically those that rank in the top 25 percentile of the CalEnviroScreen 3.0 tool, are considered disadvantaged communities. The factors or "indicators" that define the CalEnviroScreen 3.0 cumulative score are listed in Table 2. These indicators are important to understanding what factors shape the built environment, health of a community, and potential for disproportionate impacts to disadvantaged communities.

*Table 2 – CalEnviroScreen 3.0 Indicators*

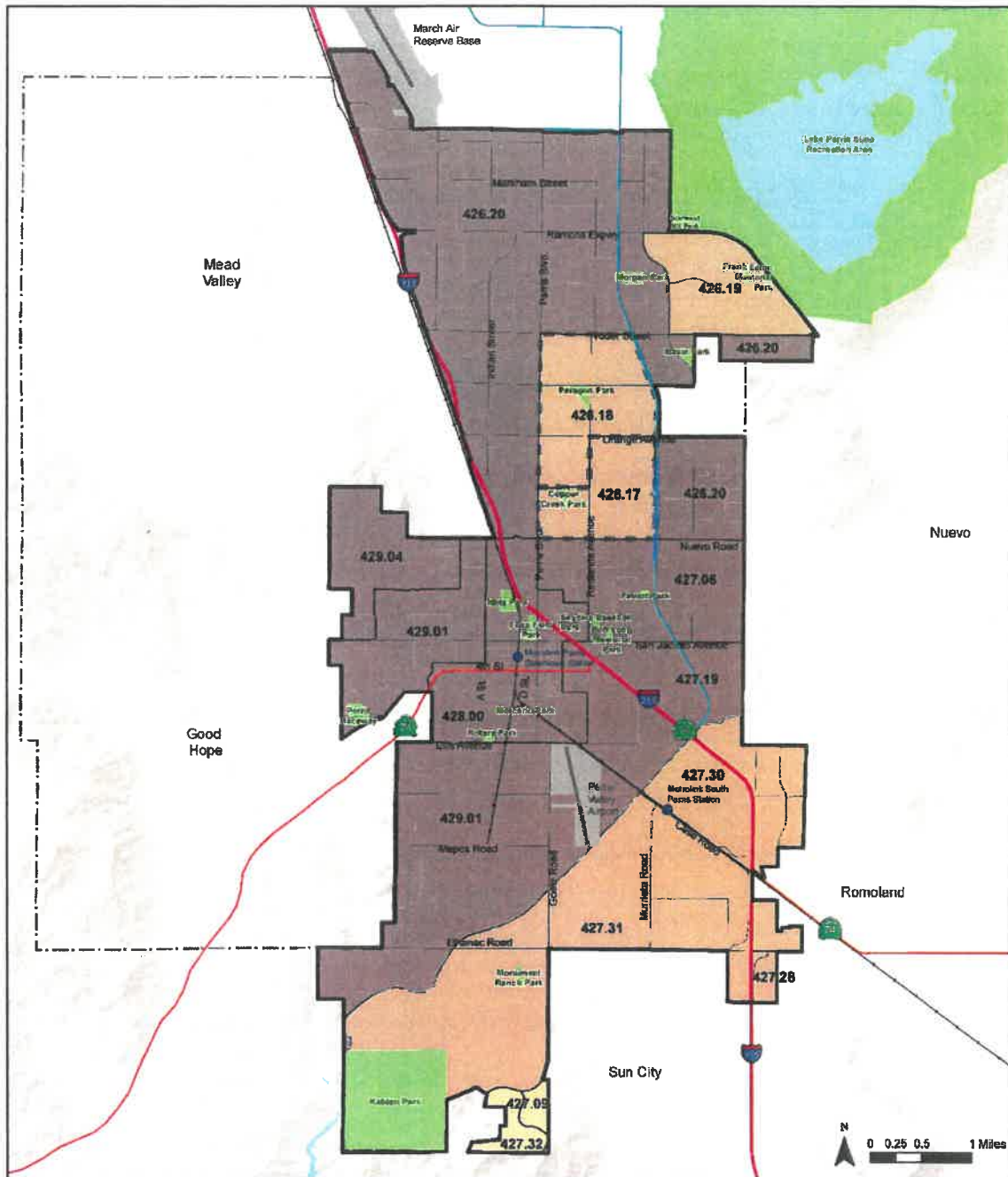
Type	Indicator		Applicability
Pollution Burden	Exposure	Environmental Effect	Measure pollution to determine heavily affected areas.
	<ul style="list-style-type: none"> <li>- Ozone</li> <li>- Particulate Matter 2.5</li> <li>- Lead Risk from Housing</li> <li>- Diesel Particulate Matter</li> <li>- Drinking Water Contaminants</li> <li>- Pesticide Use</li> <li>- Toxic Releases from Facilities</li> <li>- Traffic Density</li> </ul>	<ul style="list-style-type: none"> <li>- Cleanup Sites</li> <li>- Groundwater Threats</li> <li>- Hazardous Waste Generators and Facilities</li> <li>- Impaired Water Bodies</li> <li>- Solid Waste Sites and Facilities</li> </ul>	
Population Characteristics	Sensitive Populations	Socioeconomic Factors	Evaluate a community's vulnerability towards pollution and ability to participate in civic matters.
	<ul style="list-style-type: none"> <li>- Asthma</li> <li>- Cardiovascular Disease</li> <li>- Low Birth Weight in Infants</li> </ul>	<ul style="list-style-type: none"> <li>- Educational Attainment</li> <li>- Housing Burden</li> <li>- Linguistic Isolation</li> <li>- Poverty</li> <li>- Unemployment</li> </ul>	

Source: CalEnviroScreen 3.0, 2020

As shown in Figure 1, areas in red represent the 25 percent highest scoring census tracts in CalEnviroScreen 3.0, based on high levels of pollution and low-income populations. The City of Perris has various census tracts designated as disadvantaged communities. The value of identifying both pollution and population-based indicators is establishing a screening-level proxy for potential health risks. These are high-level indicators and are not intended to be used as precise data. Instead, the goal is understanding key trends in the City that can inform general plan policies and objectives that improve quality of life, public health, and economic opportunity in the most burdened communities.



Figure 1: Disadvantaged Communities in Perris



**Legend**

- City Limits
- Sphere of Influence
- Water
- Metrolink Stations
- Railroads
- Parks
- CA State Hwy. 74
- Interstate 215
- Additional Disadvantaged Communities

**Disadvantaged Communities (CalEnviroScreen 3.0)**

- 75% - 100% (Highest Scores)
- 50% - 74%
- 25% - 30%
- 0% - 25%

Base Map Source: Esri, HERE, Garmin, USGS, NOAA, Riverside County. Map Produced by Richard M. Kos, AICP (July 2021)

Source: CalEnviroScreen 3.0, 2020

Based on data collected during the environmental justice analysis, in addition to insight from community members, two additional census tracts (426.18 and 426.17), north of downtown, were identified as disadvantaged communities. While both of these census tracts have a lower composite CalEnviroScreen 3.0 percentile score, they share similar population trends (e.g., severe overcrowding, low levels of educational attainment) as other disadvantaged communities. A summary of the confluence of issues impacting each disadvantaged community is noted in Table 3. Additional data on each issue is documented in the sections that follow in this report.

*Table 3 - Issues in Disadvantaged Communities*

Census Tract	Issues
426.17	Lower than average median household income; heightened pollution exposure (e.g., ozone, PM <sub>2.5</sub> )
426.18	Higher-than-average household size; concentration of general industrial zoning; heightened pollution exposure (e.g., ozone, PM <sub>2.5</sub> )
426.20	Concentration of light and general industrial zoning; adjacent to March Reserve base; concentration of severe cost burden for renters; heightened pollution exposure (e.g., ozone, PM <sub>2.5</sub> )
427.06	Concentration of children under 5 living in poverty; higher-than-average household size; lower average median household income; concentration of severe cost burden for renters; heightened pollution exposure (e.g., ozone, PM <sub>2.5</sub> )
427.19	Lower than average median household income; concentration of light industrial zoning; airport; concentration of severe cost burden for renters; heightened pollution exposure (e.g., ozone, PM <sub>2.5</sub> )
428	Concentration of children under 5 living in poverty; lowest median income in the City; concentration of severe cost burden for renters; concentration of housing stock built before 1980; heightened pollution exposure (e.g., ozone, PM <sub>2.5</sub> )
429.01	Concentration of children under 5 living in poverty; lower than average median household income; concentration of general industrial zoning; proximity to clean up, hazardous waste, and solid waste sites; concentration of manufactured homes; concentration of severe cost burden for renters; concentration of housing stock built before 1980; very high fire hazard severity; heightened pollution exposure (e.g., ozone, PM <sub>2.5</sub> )
429.04	Concentration of children under 5 living in poverty; higher-than-average household size; lower than average median household income; proximity to hazardous waste sites; highest concentration of severe cost burden for renters; concentration of housing stock built before 1980; health professional shortage area for medical care to low-income populations; very high fire hazard severity; heightened pollution exposure (e.g., ozone, PM <sub>2.5</sub> )

## 2. POPULATION PROFILE

Residents of disadvantaged communities are often disproportionately burdened by the cumulative impacts of environmental health risks. According to the American Community Survey (2015-2019), the median household income in the City of Perris is \$63,829, lower than in Riverside County (\$67,005).<sup>27</sup> Census tract 428 has the lowest median income in the City (\$40,923). Table 4 identifies all census tracts identified as disadvantaged communities in Perris, compared to the City of Perris and County of Riverside. A high-level summary of trends identified in disadvantaged communities in Perris includes:

- More than a third of **children under 5 living in poverty** in census tracts 427.06 (35.3 percent), 428 (39.4 percent), 429.01 (39.4 percent), 429.04 (43 percent), compared to the City (24 percent) and the County (19.3 percent).
- A higher-than-average **household size** exists in census tracts 426.18 (4.87), 427.06 (4.52), and 429.04 (4.74), compared to the City (4.49) and County (3.28).
- The **median household income** in disadvantaged communities is lower than the median household income in Perris (\$63,829), except for census tracts 426.18 and 426.20,
- More than a third (33.9 percent) of all households in census tract 428 are facing either **overcrowding** (26.8 percent) or **severe overcrowding** (7.1 percent).
- At the City level, 66.5 percent of adults are **high school graduates**, compared to 82 percent in the County; followed by 9.20 percent who had a **bachelor's degree or higher**, compared to 22.3 percent in the County. Educational attainment is generally lower across all disadvantaged communities, except for census tracts 426.20 and 427.19.

Poverty, neighborhood environment, and education are important determinants of health that not only shape socioeconomic and political inequalities, but are also strongly associated with life expectancy, economic opportunity, and health outcomes. One of the goals of environmental justice is to correct these types of inequities by reducing the impacts of environmental pollution and health risks experienced by these communities, while ensuring their participation in planning processes and decision making that directly impacts their quality of life in the City.

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<sup>27</sup> U.S. Census Bureau. (2019). *Income in the Past 12 months, 2015-2019 American Community Survey 5 year estimates*. Retrieved from: <https://data.census.gov/cedsci/table?q=S1901&tid=ACSSST5Y2019.S1901>

Table 4 - Population Profile

	426.17	426.18	426.2	427.06	427.19	428	429.01	429.04	City of Perris	Riverside County
<b>POVERTY STATUS</b>										
Under 5 years	23.50%	5.20%	17.40%	35.30%	22.90%	36.60%	39.40%	43.00%	24.00%	19.30%
5-17 years	29.40%	17.40%	27.10%	26.90%	27.10%	27.10%	24.90%	38.60%	25.20%	17.90%
18-64	16.00%	13.10%	8.80%	9.20%	17.90%	16.10%	17.40%	23.10%	13.00%	12.60%
65+	6.10%	25.20%	5.30%	7.00%	19.40%	19.50%	15.60%	12.70%	13.50%	10.50%
<b>HOUSEHOLD</b>										
Median Income	61,298	64,682	75,853	59,683	59,500	40,923	48,047	50,568	63,829	67,005
Average Household Size	4.48	4.87	4.46	4.52	3.71	4.18	4.16	4.74	4.49	3.28
Speaks English Less than very well	24.30%	26.00%	22.40%	20.70%	19.10%	24.20%	25.50%	30.00%	22.30%	15.10%
65 + (living alone)	0.60%	4.80%	1.60%	1.30%	6.90%	5.60%	9%	4%	2.90%	10.00%
Disability (all ages)	9.10%	8.20%	8.00%	8.70%	10.90%	7.20%	11.40%	15.00%	8.60%	11.60%
<b>HOUSING CHARACTERISTICS</b>										
Crowding (1.01-1.50)	17.6%	19.6%	8.9%	12.8%	5.8%	26.8%	12.8%	16.8%	12.9%	5.10%
Severe Crowding (1.51 or more)	3.8%	6.0%	1.4%	5.3%	4.5%	7.1%	4.6%	5.9%	3.9%	1.8%
Housing Tenure - Owner Occupied	63.3%	64.3%	79.5%	54.0%	63.8%	49.5%	62.8%	71.3%	63.2%	66.3%
Housing Tenure - Renter Occupied	36.7%	35.7%	20.5%	46.0%	36.2%	50.5%	37.2%	28.7%	36.8%	33.7%
Mobile Homes	8.1%	10.2%	10.1%	0.0%	24.2%	6.0%	31.9%	45.9%	7.1%	8.8%
<b>EDUCATIONAL ATTAINMENT</b>										
High School Graduate	61.30%	57%	74.20%	69.20%	73.60%	55.90%	63.90%	55.50%	66.50%	82%
Bachelor's Degree or Higher	5.10%	6.70%	14.50%	8.20%	13%	4%	4.40%	3.30%	9.20%	22.30%
<b>HEALTH INSURANCE</b>										
Uninsured	15.30%	13.70%	5.40%	10.60%	11.00%	13.50%	8.80%	15.40%	10.20%	8.80%

Source: American Community Survey 2019 (5-year estimates)

## I. OVERALL HEALTH STATUS

Understanding health indicators can help communities define and prioritize preventive measures that improve quality of life and help people live longer and healthier lives. In the United States, heart disease and cancer have been the two leading causes of death across the country for over two decades. In Riverside County, heart disease and cancer accounted for nearly 40 percent of all deaths in 2019.<sup>28</sup> Age-adjusted mortality rates can provide a general sense of a community's health in comparison to other communities. Based on all deaths, the age-adjusted death rate is higher in Perris (783.3), compared to the County (681.48).<sup>29</sup> Additional data on the impacts of COVID-19 on mortality are documented in the section that follows below.

<sup>28</sup> California Department of Public Health. (2019). Riverside County's Health Status Profile. Retrieved from: [https://www.cdph.ca.gov/Programs/CHSI/CDPH%20Document%20Library/ICS\\_RIVERSIDE2019.pdf](https://www.cdph.ca.gov/Programs/CHSI/CDPH%20Document%20Library/ICS_RIVERSIDE2019.pdf)

<sup>29</sup> Riverside University Health System. (2018). SHAPE Riverside County Data Portal. Age-Adjusted Death Rate. Available at: <https://www.shaperivco.org/>

*Table 5 - Leading Causes of Death in Riverside County*

	2015-2017 Deaths (Average)
Cancer (All Types)	3,676.0
Coronary Heart Disease	2,795.7
Chronic Lower Respiratory Disease	1,052.7
All Causes <sup>30</sup>	16,402.7

Another important indicator of health is premature death, which refers to deaths that occur before the age of 75 and are often considered preventable. Years of potential life lost (YPLL) is used to measure premature death. Cancer, unintentional injury and heart disease are the leading causes for YPLL for all race/ethnicities. However, Native Americans and Blacks in Riverside County are disproportionately impacted by YPLL and are dying at a younger age compared to other racial/ethnic groups.<sup>31</sup>

In the coming years, Perris and the broader region may experience an increase in the number of premature deaths due to environmental challenges, including extreme heat, food and water-borne illnesses, and natural disasters. Additionally, the combination of pollution burdens and extreme climate events can pose the greatest risk to health due to their adverse effects at even low exposures and long-term impacts across the entire population. The COVID-19 pandemic is one example of the types of public emergencies that can threaten the health of communities across the globe. The toll of COVID-19 in years of potential life lost, total deaths, and wide disparities between Whites and People of Color has magnified social and economic challenges across the country, even with "social distancing" measures in place. The pandemic resulted in the closure of businesses, loss of jobs, and missed housing payments, forcing a severe economic downturn.<sup>32</sup>

In 2020, Riverside County saw a pattern of excess mortality, compared to previous years, in part due to COVID-19. Overall, death rates were higher, even for heart disease and cancer, the two leading causes of death. Health disparities are also evident across race/ethnic groups – in 2020, the mortality rate was greater among the Latinx (28 percent) and Black/African American population (21 percent), compared to the 2015-2019 average rate across the County. There were no patterns of excess mortality observed among the White population.<sup>33</sup> These types of disparities are not new – the pandemic only magnified the social and economic inequalities that place many low-income and communities of color at a greater risk of dying.

<sup>30</sup> While COVID-19 was the third leading cause of death in Riverside County in 2020, Table 4 identifies the leading causes of death based on a two-year average to better understand long term trends.

<sup>31</sup> Riverside University Health System. (2017). *Premature Death Report. Epidemiology and Program Evaluation*. Retrieved from [https://www.shaperivco.org/content/sites/riverside/reports/Deaths/Premature\\_Death\\_Report\\_112817.pdf](https://www.shaperivco.org/content/sites/riverside/reports/Deaths/Premature_Death_Report_112817.pdf)

<sup>32</sup> Bauer, L. and et. al. (2020). *Ten facts about COVID-19 and the U.S. economy*. Brookings Institute. Retrieved from: <https://www.brookings.edu/research/ten-facts-about-covid-19-and-the-u-s-economy/>

<sup>33</sup> Gardner, A. (2020). *Excess mortality in Riverside County during the COVID-19 pandemic*. Riverside University Health System Technical Report. Retrieved from: [https://www.researchgate.net/publication/344521268\\_Excess\\_mortality\\_in\\_Riverside\\_County\\_during\\_the\\_COVID-19\\_pandemic](https://www.researchgate.net/publication/344521268_Excess_mortality_in_Riverside_County_during_the_COVID-19_pandemic)



## Obesity + Overweight

Obesity is a leading cause of death across the country and impacts the cost of health care, economic development, and mortality. The prevalence of being overweight and obesity can increase a person's risk for many health issues – both are shared risk factors for the top four chronic diseases in Riverside County: heart disease, cancer, chronic respiratory disease, and diabetes. In Riverside County, the rate of overweight or obese adults increased 7 percent from 2011 to 2015; the Riverside University Health System estimates that 1 in 5 children are overweight and that 2 of 3 adults are overweight or obese.<sup>34</sup> Promoting physical activity is an important component of active living aimed at curbing the staggering rates of obesity and related chronic diseases across the United States.

In Perris, 32.8 percent of adults are obese, which is higher than the County (28.8 percent). Adults should exercise at least 150 minutes per week; however, more than half of adults (62.3 percent) in the City walk less than 150 minutes a week.<sup>35</sup> Adults who are sedentary are at an increased risk for chronic diseases (e.g., heart disease, diabetes, cancer) and poor mental health.<sup>36</sup> More than a quarter of adults (27.4 percent) in the City identify not participating in any physical activity outside of work.

These trends signal opportunities for the City to promote physical activity, including active mobility. Ensuring safe and easy access to quality community resources, including parks, schools, health services and retail, can make active mobility an attractive option for all residents. In April 2013, the City of Perris adopted the Healthy Eating Active Living (HEAL) Campaign Resolution, which kicked off various efforts promoting physical fitness, healthy diet and nutrition, and planning principles that support healthy neighborhoods. The program also kicked off a variety of programming across the City, including free workout sessions, sports clinics for children, Health Fairs, Walk to School Day, sponsored hikes, and an Annual Health Fair. The City also adopted a Master Trail Plan to integrate active living and design principles in the built environment. A community's-built environment can play a key role in improving wellbeing and encouraging an active lifestyle.

The City has taken important steps in promoting physical activity but given the rate of obesity and sedentarism in Perris, increasing physical activity is still a priority. Based on insight from the community, there is a need for additional investments in street infrastructure to improve access to parks and recreation opportunities in the City. Additionally, community members identify the need to improve road and park safety. Communities without the infrastructure to access community facilities, whether walking, biking, and using transit, can further decrease an areas quality of life and health outcomes.

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<sup>34</sup> Napier, R. and E. Curlee. (2018). *Community Health Profile Presentation*. Riverside University Health System. Retrieved from: [https://www.rivcohealthdata.org/Portals/14/Documents/PUBLICATIONS/COMMUNITY\\_HEALTH\\_PROFILE/CommunityHealthProfile\\_3\\_13\\_19.pdf](https://www.rivcohealthdata.org/Portals/14/Documents/PUBLICATIONS/COMMUNITY_HEALTH_PROFILE/CommunityHealthProfile_3_13_19.pdf)

<sup>35</sup> *California Health Interview Survey, Neighborhood Edition*. (2016). *Walked at least 150 minutes (18+)*. Available at: <http://askchisne.ucla.edu/>

<sup>36</sup> *Riverside University Health System*. (2018). *SHAPE Riverside County Data Portal*. *Adults who are sedentary*. Available at: <https://www.shaperivco.org/>

### 3. PROMOTING A CLEAN ENVIRONMENT

Environmental pollution can have many negative impacts on human health. Generally, toxic pollutants include any type of waste materials that contaminate fragile ecosystems, whether these are on land, air, and/or water. Air pollution, for instance, can cause respiratory problems in humans, and animals, and damage food crops and trees. Human exposure to pollutants, such as ozone and particulate matter (PM), can trigger allergies, asthma, eye and nose irritation, and in some cases, exacerbate lung infections, heart disease, and other health problems. The problem of pollution is especially concerning among vulnerable populations (e.g., children, elderly, and low-income residents) that live in areas with high levels of environmental pollution and that may be most susceptible to cumulative health impacts.

#### 1. POOR AIR QUALITY SOURCES

Concentrated air pollution in a particular area impacts community health and the wellness of residents. Automobiles, trucks, and buses, factories, power plants, and consumer products (e.g., spray paint, cleaning products, insecticides) when used, also emit volatile organic compounds (VOC) and nitrogen oxides (NOx), which react in the atmosphere on hot summer days to create smog. At the ground level, ozone is harmful to humans and can trigger asthma, reduced lung function, and increased use of health care services.

Research has consistently found a connection between living near busy roadways, railways, or heavy industrial warehousing/processing facilities and the prevalence of respiratory disease symptoms, such as asthma and chronic obstructive pulmonary disease.<sup>37,38</sup> The City of Perris is intersected by sixteen (16) designated truck routes,<sup>39</sup> including the Ramona Expressway and State Highway 74 as noted below:

- (1) Ramona Expressway, from its westerly city limits to its easterly city limits.
- (2) State Highway 74 (Fourth Street), from its westerly city limits to its easterly city limits.
- (3) Ellis Avenue, from its westerly city limits to its easterly city limits.
- (4) Perris Boulevard, from its northerly city limits to its southerly terminus at Eleventh Street.
- (5) Goetz Road, from its southerly city limits to its northerly terminus at Case Road.
- (6) Evans Road, from Ramona Expressway to its southerly terminus at San Jacinto Avenue.
- (7) Interstate 215, from its northerly city limits to its southerly city limits.
- (8) Case Road, from Goetz Road to Perris Boulevard.

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<sup>37</sup> Kim, JJ and et. al. (2008). *Residential traffic and children's respiratory health*. *Environmental Health Perspectives* 116:1274–9.

<sup>38</sup> Boehmer, T. and et. al. (2013). *Residential Proximity to Major Highways*. Centers for Disease Control. Retrieved from: <https://www.cdc.gov/mmwr/preview/mmwrhtml/su6203a8.htm>

<sup>39</sup> Truck route list includes most recent information (as of 9/20/2021) from the zoning code, which can be found on the City's website, and the Perris Valley Commerce Center Specific Plan.

- (9) Ethanac Road, from its westerly city limits to its easterly city limits.
- (10) Western Way from Harley Knox Boulevard to the northern City limits.
- (11) Harley Knox Boulevard from Interstate 215 to Redlands Avenue.
- (11) Indian Avenue from Harley Knox Boulevard to Placentia Avenue.
- (12) Redlands Avenue from Harley Knox Boulevard to Rider Street.
- (13) Morgan Street from Frontage Road to Redlands Avenue.
- (14) Rider Street from Frontage Road to Perris Boulevard.
- (15) Placentia Avenue from Interstate 215 to Perris Boulevard.
- (16) San Jacinto Avenue from Interstate 215 to the eastern City limits.

The City's industrial zoned land and several truck routes (e.g., Ramona Expressway, Evans Road, Perris Boulevard, and Ethanac Road) are along disadvantaged communities, areas with the concentration of housing in Perris. The City of Perris is in the process of evaluating where truck routes alongside residential uses can be removed, particularly along the northern end of the City, with completion of the Placentia Interchange estimated to complete construction in the summer of 2023.

Overall, 14.6 percent of Perris youth (ages 1-17) reported ever having asthma, compared to 13.6% of adults (18+).<sup>40,41</sup> In general, respiratory diseases may be under-diagnosed and under-reported due to lack of information on asthma prevention, exposure to triggers at work or in the home, and lack of access to preventative care in the City, especially among adults without health insurance. While air quality has improved in Southern California, the risk of contracting cancer due to air pollutants – including diesel, benzene, and others – remains high. Of all air quality pollutants, ozone and PM<sub>2.5</sub> have been shown to pose the greatest risk to health due to their adverse effects at even low exposures and long-term impacts across the population, regardless of their age, gender, or pre-existing conditions.

## 2. OZONE

Reducing ozone pollution is an important step toward improving air quality. In Perris, ozone pollution is made worse by idling truck traffic, operation of auxiliary engines to power refrigerated trailers and units, and travel through the City. Air quality in Perris is regulated by the South Coast Air Quality Management District (SCAQMD). The District monitors air quality in the City at one permanent location: Perris Valley, located at 237 1/2 N. D St. Perris, CA 92570. The station assesses PM<sub>2.5</sub>, PM<sub>10</sub>, ozone (O<sub>3</sub>), carbon monoxide (CO), and nitrogen dioxide (NO<sub>2</sub>) levels. Based on historical data from the South Coast Air Quality

<sup>40</sup> *California Health Interview Survey, Neighborhood Edition. (2018). Ever diagnosed with asthma (18+). Available at: <http://askchisne.ucla.edu/>*

<sup>41</sup> *California Health Interview Survey, Neighborhood Edition. (2018). Ever diagnosed with asthma (1-17). Available at: <http://askchisne.ucla.edu/>*

Management District, the Perris Valley Station exceeded the state and federal standard of 70 ppb 8-hour zone concentration during 64 days in 2019.<sup>42</sup> Inhaling ozone, even in small amounts, can irritate the lungs, increase the risk for respiratory infections, and trigger an asthma attack.

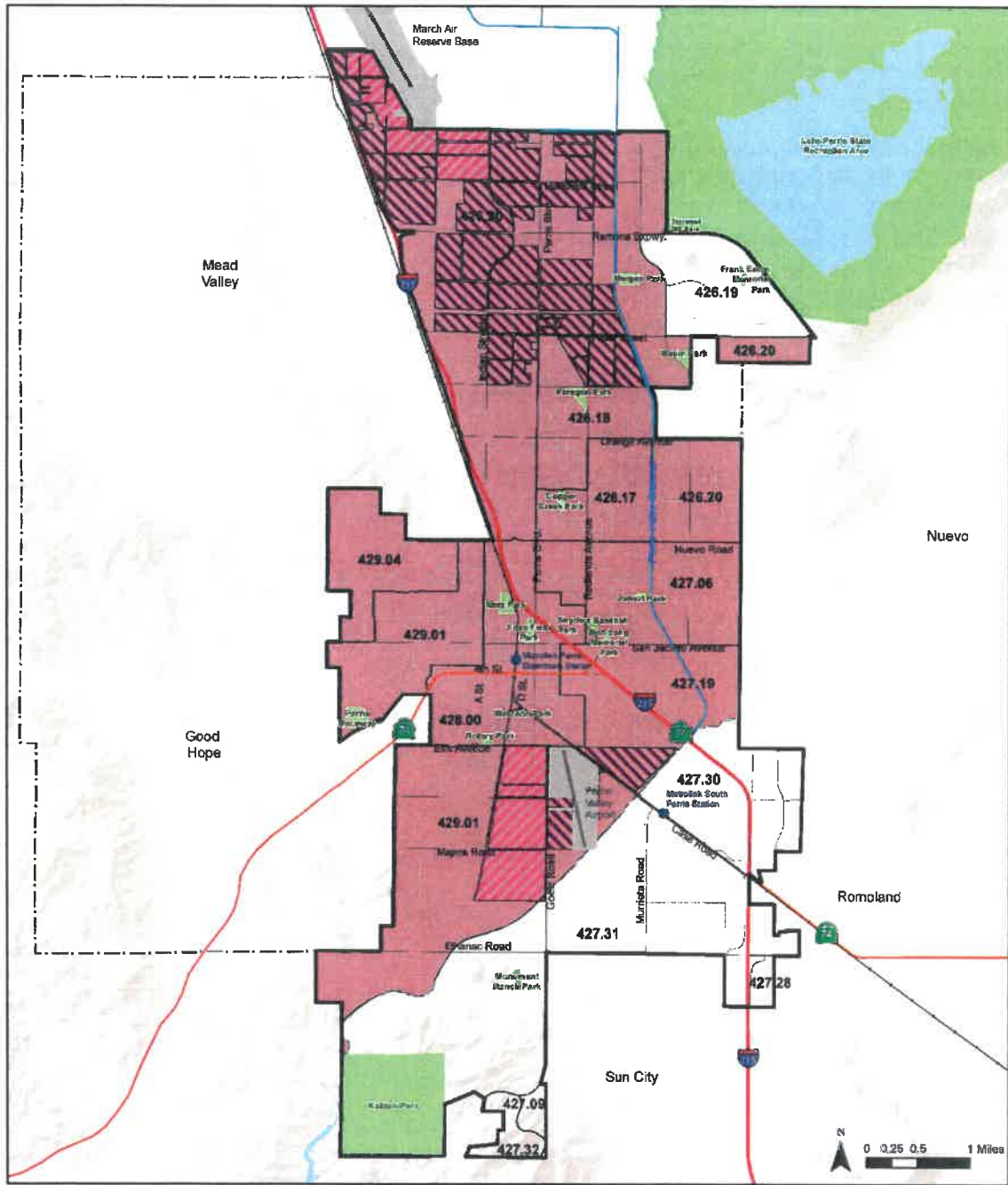
### 3. PARTICULATE MATTER 2.5

Particulate matter is also a significant environmental justice concern, as it poses an increased threat to low income and minority communities, where residents often experience greater exposure through proximity to major highways, factories and other industrial facilities. Particulate matter (PM<sub>2.5</sub>) can be a mixture of solid or liquid particles in the air. While some particles such as dust, dirt, soot, or smoke can be seen with the naked eye, particulate matter often refers to finer inhalable particles that are 2.5 micrometers and smaller, which make them invisible to the naked eye. PM<sub>2.5</sub> particles can be made up of a host of microparticles. Some can be emitted directly from a source such as construction sites, unpaved roads, fields, or fires. Particulate matter contains solid or liquid droplets that are so small that when inhaled can result in serious health problems.

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<sup>42</sup> South Coast Air Quality Management District. (2019). 2019 Air Quality. <http://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/2019-air-quality-data-tables.pdf?sfvrsn=8>

Figure 2: Industrial Zoning



Base Map Source: Esri, HERE, Garmin, USGS, NOAA, Riverside County. Other Sources: Perris Zoning Code. Map Produced by Richard M. Koo, AICP (July 2021)



Various communities in Perris are impacted by elevated levels of fine PM<sub>2.5</sub>. Areas in northern Perris appear to have greater PM<sub>2.5</sub> exposure, likely due to existing industrial and neighboring airfield uses. For instance, census tracts 426.17 and 426.18 are comprised of mostly residential single-family uses, just south of commercial area land uses, and have a 93 percentile for PM<sub>2.5</sub>.<sup>43</sup> Census tract 429.04 is only partially within the City boundaries and also has a 93 percentile for PM<sub>2.5</sub>; this means that the community scores higher than 93 percent of census tracts in California for this substance. Residents living in this census tract or in northern areas of the City, where industrial uses are concentrated, are the most impacted by environmental pollutants generated by existing industries, contaminants, and heavy truck traffic. High concentrations of PM<sub>2.5</sub> pose a health risk to residents with pre-existing respiratory and/or cardiovascular diseases, especially children and seniors.

#### 4. DIESEL PARTICULATE MATTER

Roadways, highways, railways, and heavy industrial/processing facilities produce high levels of diesel particulate matter (DPM), a toxic air contaminant. Diesel engines emit a mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is what is known as DPM. This is most easily identified as the black smoke that diesel engines emit. According to the Office of Environmental Health Hazard Assessment (OEHHA), long-term exposure to DPM poses the highest cancer risk of any toxic air contaminant evaluated by OEHHA.

High-volume roads, including interstates and truck routes, increase noise, DPM, and PM<sub>2.5</sub>, particularly in disadvantaged communities in Perris. According to the Multiple Air Toxics Exposure Study (MATES IV) released by SCAQMD, Riverside County has the lowest toxic risk (223 per million) in the Southern Coast Air Basin, compared to Orange County at 315 per billion and Los Angeles at 339 per billion.<sup>44</sup> However, these results vary widely across the region. An area that extends just north of the Perris Valley Airport has an air toxic cancer risk of 501 to 800 per million and much of the City has an air toxic cancer risk of 401 to 500 per million. According to MATES IV, diesel particulate matter accounts for 68 percent of risk across the entire basin. In general, areas near ports and transportation corridors, including freeways and major arterials, show the highest toxic risk.

Diesel exhaust can irritate the eyes, nose, throat, and lungs, and cause coughs, headaches, nausea, and lightheadedness. Additionally, diesel exhaust particles can heighten allergies, including dust and pollen, aggravate chronic respiratory symptoms, and increase the frequency or intensity of asthma attacks. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated

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<sup>43</sup> California Office of Environmental Health Hazard Assessment. (2012-2014). *CalEnviroScreen 3.0 PM 2.5 Map*. <https://oehha.ca.gov/calenviroscreen/indicator/air-quality-pm25>

<sup>44</sup> South Coast Air Quality Management District. (2015). *Multiple Air Toxics Exposure Study in the South Coast Air Basin, Final Report*. <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf?sfvrsn=7>

particulate levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.<sup>45,46</sup>

## 5. DRINKING WATER

Drinking water in the City of Perris comes from both ground and surface water supplied by the Eastern Municipal Water District. Water supplied by the North Perris Water System to the Villages of Avalon comes from four ground water wells located within the community.

Perris's water service is provided by the City of Perris Public Works, the Eastern Municipal Water District (EMWD), and the Western Municipal Water District (WMWD). Perris Public Works supplies water and sewer utilities within the area south of Nuevo Road, north of Mountain Avenue, west of Ruby Drive and east of Park Avenue. Water and sewer services outside of this area are provided by Eastern Municipal Water District. Water distributed by the City of Perris Public Works is purchased from the EMWD. The EMWD provides water, wastewater, and recycled water service to almost 800,000 people from Moreno Valley to Temecula and east to the San Jacinto Valley. It is one of 26 member agencies of The Metropolitan Water District of Southern California. EMWD's water supply sources include local groundwater (potable and desalinated), imported water from the Colorado River and State Water Project systems, and recycled water. EMWD also wholesales to seven water agencies within or adjacent to its service area boundaries.<sup>1</sup> Close coordination between the City and EMWD remains a priority to ensure adequate water supplies for daily water demands and fire suppression needs.

Based on Consumer Confidence Reports submitted by the City of Perris and Eastern Municipal District in 2019, tap water provided by these water utilities were in compliance with federal health-based drinking water standards. While drinking water (including bottled water) can be expected to include trace amounts of contaminants, the best way to ensure clean drinking water is identifying the contaminants that most seriously threaten human health, developing technology to remediate hazardous materials, and keeping pollution out of source water in the first place.

## 6. TOXIC WASTE

### Cleanup Sites

Cleanup sites are places polluted with toxic substances that may be undergoing cleanup by local government agencies or property owners. The extent of contamination can depend on the number of cleanup sites, types of hazardous substances, site status, and proximity to where people live. Attaining certification of these sites as clean can take years due to costs, litigation, and liability concerns. Additionally, contaminated sites can pose a risk to people who live in proximity or directly interact with the toxic substances, in addition to nearby wildlife habitats.

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<sup>45</sup> Susan C. Anenberg, Daven K. Henze, Veronica Tinney, Patrick L. Kinney, William Raich, Neal Fann, Chris S. Malley, Henry Roman, Lok Lamsal, Bryan Duncan, Randall V. Martin, Aaron van Donkelaar, Michael Brauer, Ruth Doherty, Jan Eiof Jonson, Yanko Davila, Kengo Sudo, Johan C.I. Kuylenstierna. *Estimates of the Global Burden of Ambient PM2.5, Ozone, and NO2 on Asthma Incidence and Emergency Room Visits. Environmental Health Perspectives*, 2018; 126 (10): 107004

<sup>46</sup> Anderson, J.O. and et. al. (2012). *Clearing the Air: A Review of the Effects of Particulate Matter Air Pollution on Human Health. Journal of Medical Toxicology* 8:166–175.

As shown in Figure 3, communities in census tracts 428 and 429.01 are near (less than  $\frac{1}{4}$  mile) various cleanup sites, including an illegal dump site, the Perris Transfer Station, and Perris Maintenance Yard. Both census tracts are identified as disadvantaged communities by CalEnviroScreen 3.0.

While the illegal dump site is now closed, it was never permitted. The site is unlined and contains a mix of unknown substances, which can pose serious threats to the surrounding environment. In addition to a severe illegal dumping problem, the site has developed erosion channels that can pose risks to nearby pedestrian traffic. The site has been monitored annually by Riverside County since 2006. As of the last inspection (January 2021), no site enforcement actions were documented.<sup>47</sup>

### Hazardous Waste

Hazardous waste generators and facilities are sites that produce and/or transport hazardous waste. The potential impacts of these sites on human populations and the environment depends on the number of permitted waste facilities and hazardous waste generators in each census tract, and the distance from those sites to where people live. In Perris, there are two active hazardous waste sites that impact disadvantaged communities (Figure 3):<sup>48</sup>

- AOC LLC, 19991 Seaton Avenue – Generator, Transporter and TSD (census tract: 429.04)
- Central Wire Inc, 2500 South A Street – Generator and TSD (census tract: 429.01)

There are many types of hazardous wastes, including liquids, solids, and gases, that can negatively impact human health, wildlife habitat, and the environment. One of the main concerns with hazardous waste is the potential threat of a hazardous substance release. The severity of cases can range from minor ailments (e.g., eye or skin irritation, headaches, and nausea), property damage, environmental degradation, and severe health consequences (e.g., cancer, birth defects, death).

### Solid Waste

Solid waste sites collect, process, and/or store household garbage and other types of waste from industry or commercial sources, including landfills, recycling facilities, and composting facilities. Regulated solid waste facilities incorporate a variety of strategies to mitigate the negative impacts on nearby communities, including bad odors, increased pests, and increased truck traffic. Any site operating out of compliance (e.g., regulated or illegal) can negatively impact neighboring communities, habitat, and wildlife. Additionally, active and inactive sites can have negative impacts, including the release of toxic gases in the air, contaminated plumes in the water, and hazardous waste in the soil.

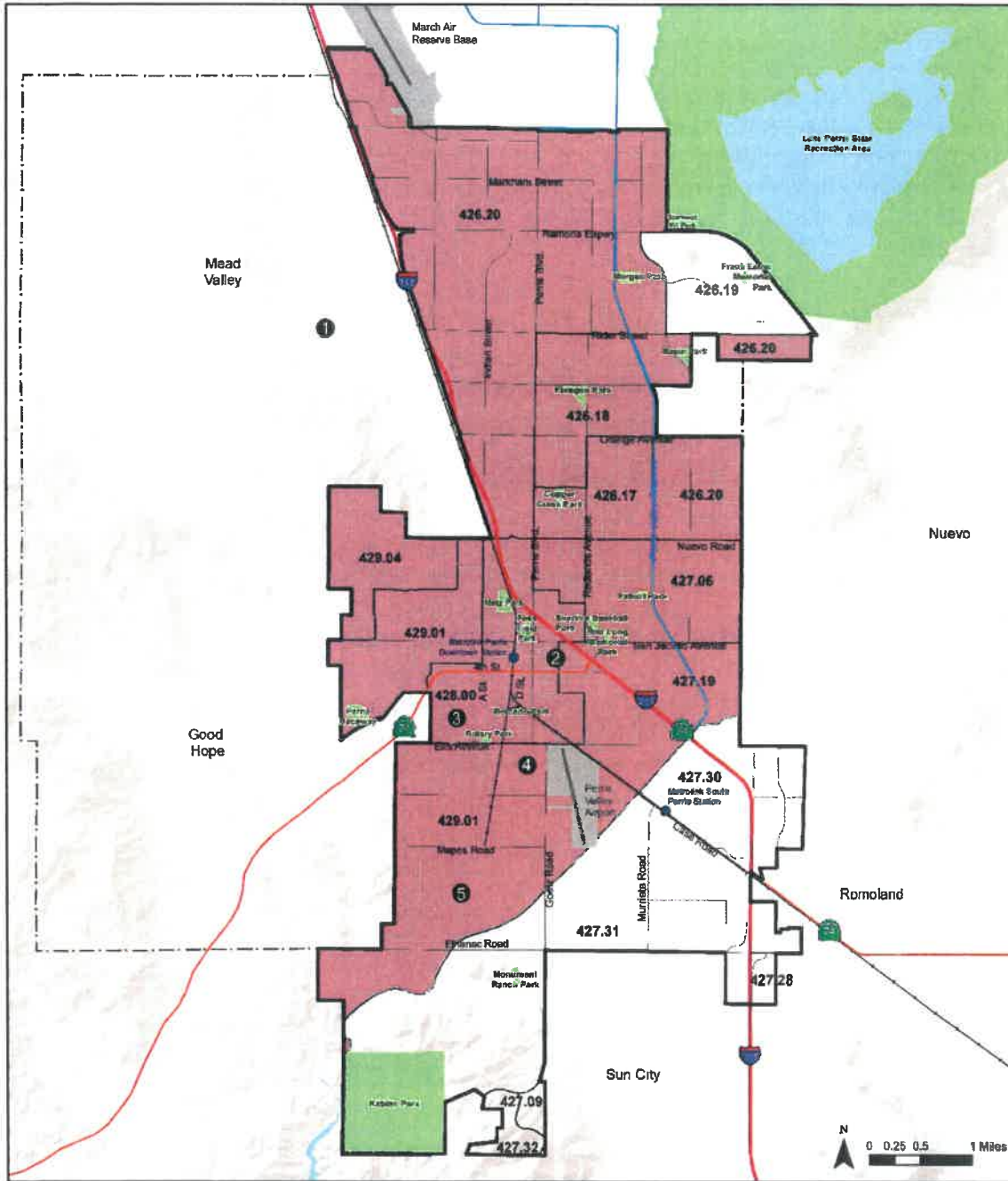
Based on CalEnviroScreen 3.0, there are two disadvantaged communities (census tracts: 428, 429.01) impacted by three public solid waste sites Perris Transfer Station, Perris Maintenance Yard, and the City of Perris illegal dump (Figure 3). Additionally, Global Plastics (PET reclaimer business) operates just north of the Perris Valley airport.

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<sup>47</sup> CalRecycle. (2019). *SWIS Facility/Site Documents*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>

<sup>48</sup> Department of Toxic Substances Control. (2021). *Hazardous Waste Tracking System*. Available at: <https://hwts.dtsc.ca.gov/>

Figure 3: Toxic Waste Sites



**Legend**

- City Limits
- Sphere of Influence
- Water
- Parks
- Disadvantaged Communities
- CA State Hwy. 74
- Interstate 215
- Railroads
- Toxic Waste Sites
- Metrolink Stations

1. AOC LLC
2. Perris Maintenance Yard
3. Illegal Dump
4. Perris Transfer Station
5. Central Wire, Inc.

Base Map Source: Esri, HERE, Garmin, USGS, NOAA, Riverside County. Map Produced by Richard M. Kos, AICP (July 2021)

## 4. PROMOTING A HEALTHY COMMUNITY

A built environment that promotes health and safety improves quality of life for the entire community. The built environment refers to the physical components of a community, including homes, roads, sidewalks, parks, and buildings, in addition to the resources and services community members may access, from education and transportation to food and health care. The design of the built environment impacts how much people walk in a community, the types of pollutants they may be exposed to, and in some cases, contribute to premature death. Not all neighborhoods are designed to promote the health of the community. Engaging meaningfully with residents and supporting the community's vision for the future is an important step in ensuring access to a healthy neighborhood environment that cultivates a sense of neighborhood identity and ownership of the community.

### 1. HEALTHY FOOD ACCESS

To ensure the health and well-being of a community, it is essential that everyone has access to healthy food. This means having food sources that offer affordable, nutritionally adequate, and culturally appropriate food. In Perris, many of the City's grocery stores are in close proximity to North Perris Boulevard, north of Interstate 215. Based on insights from the community engagement process, participants generally felt that healthy and affordable food was easily accessible in the City. This may be due in part to the City's extensive efforts to promote access to healthy food, including the CalFresh Healthy Living Program. Over three-quarters of households (80.5 percent) participate in the Supplemental Nutrition Assistance Program (SNAP), which provides benefits to purchase healthy food, compared to 66.6 percent across Riverside County.<sup>49</sup>

In April 2013, the City of Perris adopted the Healthy Eating Active Living (HEAL) Campaign Resolution, which kicked off the Live Well campaign, an effort to promote physical fitness, healthy diet and nutrition, and planning principles that support healthy neighborhoods. The program has expanded and now includes the following initiatives:

- **CalFresh Healthy Living:** worked with three local school districts to promote healthy eating and active living, including bilingual nutrition classes, development of gardens and promotion of physical activities, beginning in 2013. Currently, the work is focused on working with local food pantries and parks to implement policy, system and environmental changes to encourage individual choices of healthy foods, beverages, and physical activity.
- **Grow Perris:** collaborative partnership with public and private partners, including local school districts, faith-based organizations, and community based organizations, that has established and adopted 20+ gardens, in addition to creating a Farm to School Framework that cultivates fresh fruits and vegetables for district cafeterias.
- **Perris Green City Farm:** an urban community demonstration garden located on City Hall Campus, including environmentally friendly and water-wise landscaping elements. Free programming is offered at the garden that promotes nutrition education, horticultural

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<sup>49</sup> Riverside University Health System. (2018). *SHAPE Riverside County Data Portal. Households Receiving SNAP with Children.* Available at: <https://www.shaperivoco.org/>



workshops, field trip opportunities to local schools, workforce development, and free produce to the community.

- **GEAR (Getting Everyone to Actively Ride):** educational campaign to reduce the carbon footprint of employees and residents in the City, in addition to the completion of class III bike lanes in downtown.
- **Empowering Your Mind:** programming and public awareness campaign to reduce mental health stigma.
- **Clearing the Air:** focused educational campaigns and policy change to increase awareness of the risks associated with tobacco usage through educational campaigns and introducing environmental policies that improve resident's access to clean air and protection from the risks of second-hand smoke exposure.
- **Children's Health Beverage Ordinance:** passed in 2017 and requires a healthy beverage (e.g., milk, water, or 100% juice) be offered as the default beverage with children's restaurant meals.

## 2. SAFE AND SANITARY HOUSING

A major principle of environmental justice is ensuring that people have a healthy home environment. Housing-related environmental hazards include exposure to indoor air pollution, lead-based paint, asbestos, mold and mildew. These toxins can cause developmental delays, asthma, allergies, and other health risks. Ensuring that all residents have access to healthy homes is an important step towards environmental justice.

### Housing Cost Burden

Housing cost burden generally refers to renters and homeowners that spend more than 30 percent of their income on housing costs; those that spend 50 percent or more on housing costs are considered severely cost-burdened.<sup>50</sup> As shown in Figures 4 and 5, severe cost burden is more prevalent among renters than homeowners. Severely cost-burdened renter households are located throughout the City of Perris, with the highest concentration among owners in census tracts 429.04, which is only partially within the City, east of Interstate 215 and north of State Route 74.

Families struggling with housing costs are often faced with difficult decisions between paying for housing and reducing spending on other basic needs, including food, health care, car repair, and air conditioning/heat. For renters, there is also the threat of eviction, unexpected expenses, and limited funds to save towards homeownership. In 2019, the average cost of rent in the City of Perris was \$1,353, an 8.6 percent increase from the previous year.<sup>51</sup> Demand for housing is high across the Inland Empire for both renters and homeowners. Despite the relatively lower cost of homeownership in the region, compared to neighboring Los Angeles or Orange counties, the rental market provides a valuable option to securing housing for many households. However, for lower income households, cost-burden can trap families in the rental market over the long term.

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<sup>50</sup> For renters, housing cost is gross rent (contract rent plus utilities). For owners, housing cost includes mortgage payment, utilities, association fees, insurance, and real estate taxes.

<sup>51</sup> UCR Center for Economic Forecasting and Development. (2019). *The House That Wasn't Built*. School of Business. Available at: [https://ucreconomicforecast.org/wp-content/uploads/2019/11/2019\\_IE\\_Economic\\_Forecast\\_Book\\_Digital.pdf](https://ucreconomicforecast.org/wp-content/uploads/2019/11/2019_IE_Economic_Forecast_Book_Digital.pdf)

### *Manufactured Homes*

Mobile homes, or manufactured housing, are an affordable homeownership option for many low-income households in the City. Approximately 7.1 percent of all housing in Perris consists of mobile homes. In census tract 429.01, mobile homes make up more than a third (31.9 percent) of the housing stock. During the community engagement process, some participants identified the need for both mobile home repair and replacement, given that some mobile homes are in severe disrepair. Additionally, quality manufactured homes, which are less expensive to produce than single family homes, could help alleviate housing supply shortages.<sup>52</sup>

### Homelessness

There are numerous factors that contribute to homelessness in Perris and Riverside County. Difficulties in obtaining employment, lack of education, mental illness, and substance abuse are a few of the more traditional factors. During the past 15-20 years, a growing shortage of affordable housing has also contributed to a rise in homelessness. Rising housing costs are also linked to housing instability and homelessness. Lower-income households with housing cost burden are more likely to become homeless.

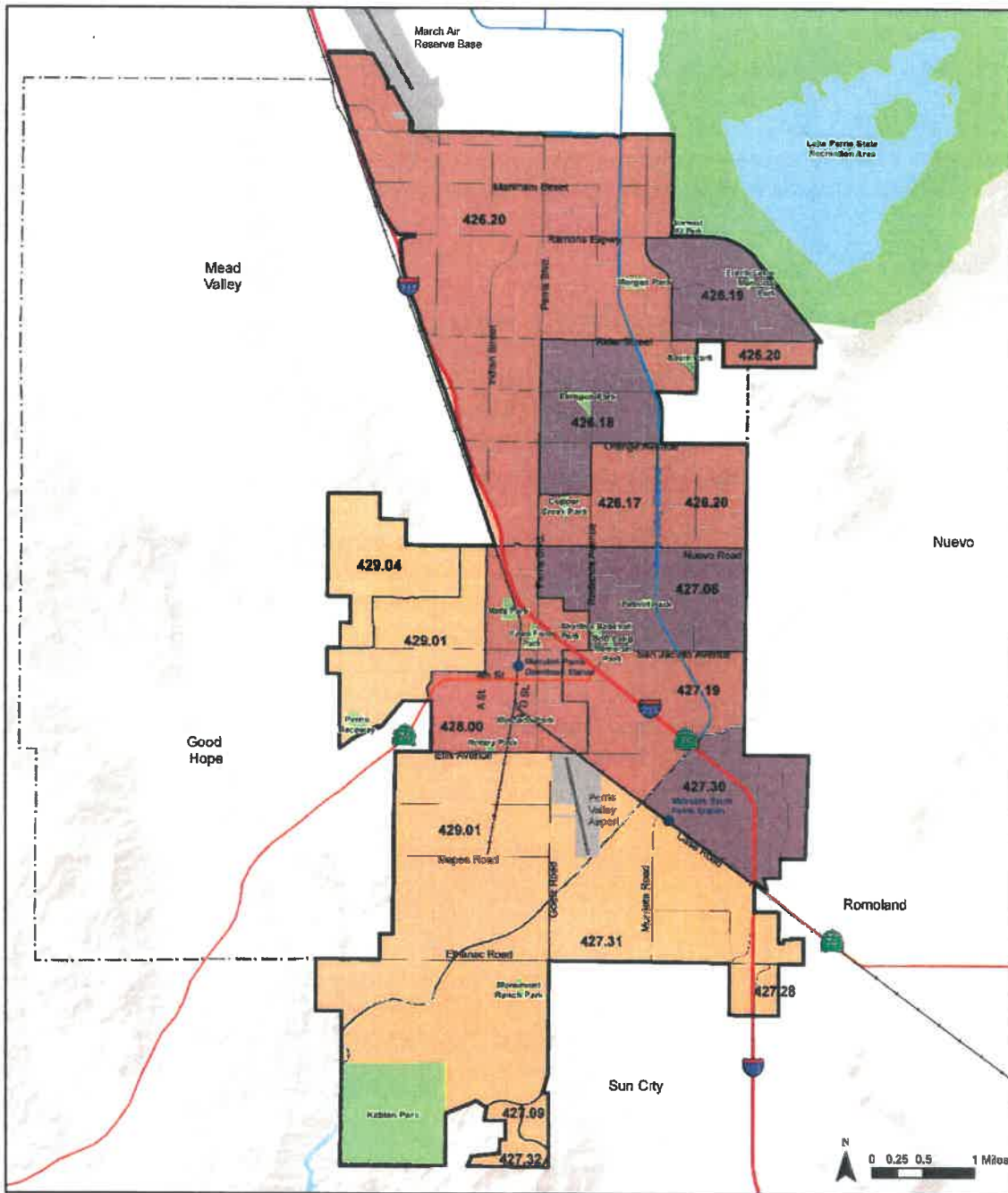
In 2020, the Riverside County Homeless Point-in-Time County and Survey reported a total of 2,884 sheltered and unsheltered adults and children. Of the total unsheltered population (2,155) in the County, 52 people were in the City of Perris. While there are limitations to point in time surveys, including the potential for undercount, these estimates shed light on key trends in the region that are critical to policymaking. The City's Housing Authority has established a Homeless Sub-Committee and launched a Homeless Awareness Campaign called Perris Cares designed to reduce homelessness. The Perris Cares Campaign is a coordinated effort between the City, SWAG, code enforcement, and the Riverside County Sheriff's Department to help solve Perris' homelessness crisis.

The City of Perris also partners with nonprofit organizations to provide case management, housing navigation services, and counseling to individuals experiencing homelessness. The City has an established referral system in place with the Social Work Action Group (SWAG) and the Riverside County Continuum of Care. Additionally, an emergency shelter in Hemet accommodates homeless persons from the Perris area. Providing affordable housing to people experiencing homelessness is a critical solution to homelessness. By connecting homeless populations to both housing and critical services, these members of the community have an opportunity to access resources that can improve their lives, including jobs, health care, and mental health prevention programs.

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<sup>52</sup> Goodman, L. and et. al. (2018). *Manufactured homes could ease the affordable housing crisis. So why are so few being made.* Urban Institute. Available at: <https://www.urban.org/urban-wire/manufactured-homes-could-ease-affordable-housing-crisis-so-why-are-so-few-being-made>

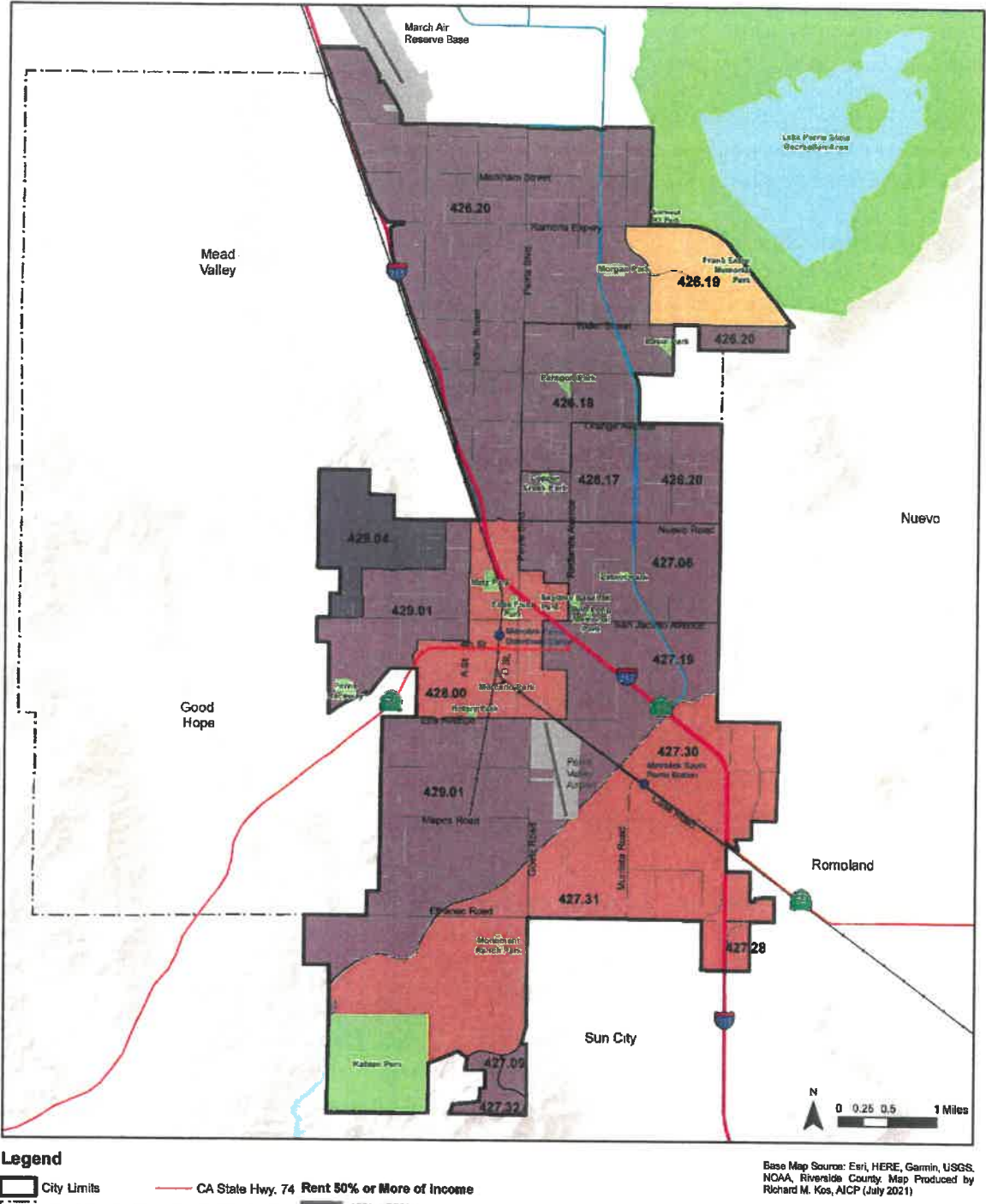
Figure 4: Severe Housing Cost Burden – Homeowners



- Legend**
- City Limits
  - Sphere of influence
  - Water
  - Parks
  - Metrolink Stations
  - CA State Hwy. 74
  - Interstates 215
  - Railroads
  - Mortgage 50% or More of Income
  - 25% - 30%
  - 20% - 25%
  - 15% - 20%
  - 10% - 15%

Base Map Source: Esri, HERE, Garmin, USGS, NOAA, Riverside County. Map Produced by Richard M. Koe, AICP (July 2021)

Figure 5: Severe Housing Cost Burden – Renters



## Substandard Housing Conditions

The ability to access safe and quality housing impacts the health of individuals and families. Physical hazards and harmful exposures can impact and contribute to the onset of infectious and chronic diseases, injuries, and poor childhood development. The U.S. Department of Housing and Urban Development (HUD) uses four housing measures to identify substandard housing conditions: incomplete kitchen facilities, incomplete plumbing facilities, more than 1 person per room, and cost burden greater than 30 percent. Housing measures can be considered proxy indicators for other socioeconomic circumstances.

Based on US Census data, 0.9% of housing units in Perris lack complete plumbing facilities, more than double the County rate (0.3%). Additionally, 1.4% percent of housing in the City lacks complete kitchen facilities, compared to 0.7% in the County. The high cost of housing, combined with poor housing conditions, particularly in disadvantaged communities, is a quality of life issue that can impact community safety. Overcrowding can also compound the detrimental impacts of poor housing quality.

Overcrowding is defined as more than one person per room in a dwelling unit. Severe overcrowding is defined as more than 1.5 persons per room in a dwelling unit. <sup>53</sup> The rate of overcrowded households in Perris (16.8 percent) more than doubles that of the County (6.9 percent). Severe overcrowding is highest in the following census tracts: 428 (7.1 percent), 426.18 (6 percent), and 427.06 (5.3 percent). These type of housing problems can impact parking, noise, and crime in a neighborhood, alongside the physical and mental health of individuals, particularly for disadvantaged communities.

## Lead

The U.S. Environmental Protection Agency estimates that more than 80 percent of homes built before 1978 contain lead-based paint. In homes built before 1950, the risk of lead exposure is greater due to paint that may contain higher concentrations of lead and other health-harming that can lead to a range of acute and chronic conditions, including asthma, lead poisoning, respiratory infections, and others. In some cases, the age of the housing can constrain potential repairs and maintenance. Approximately 13.2 percent of housing in Perris was built in 1979 or before (Housing Element 2021-2029). As shown in Figure 6, older residential neighborhoods are concentrated in disadvantaged communities south of Nuevo Road and west of Interstate I-215. In many of these communities, children under age five make up more than a third of the population (Table 3). Children are particularly vulnerable to adverse environmental health outcomes, generating inequities that lead to disparities in adult health and well-being.<sup>54</sup>

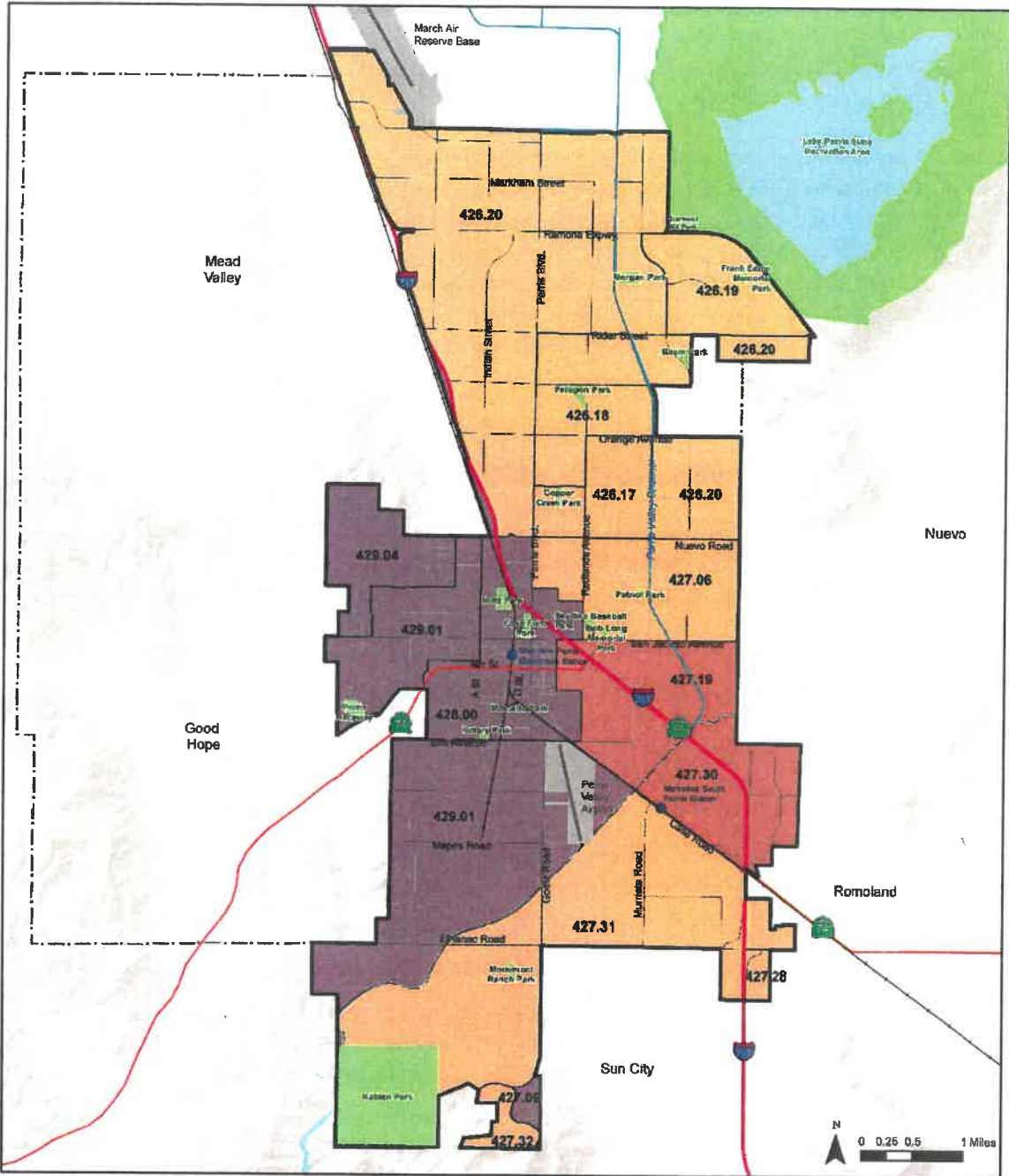
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<sup>53</sup> For the purpose of this report, overcrowding is defined as more than one person per room in a dwelling unit. Severe overcrowding is defined as more than 1.5 persons per room in a dwelling unit.

<sup>54</sup> American Public Health Association. (2019). *Addressing Environmental Justice to Achieve Health Equity. Policy Statement.* Available at: <https://www.apha.org/policies-and-advocacy/public-health-policy-statements/policy-database/2020/01/14/addressing-environmental-justice-to-achieve-health-equity>



Figure 6: Housing Stock Built Before 1980



**Legend**

- City Limits
- Sphere of Influence
- Water
- Metrolink Stations
- CA State Hwy. 74
- Interstate 215
- Railroads
- Parks
- Housing Stock Built Before 1980
- 80% - 100%
- 60% - 80%
- 40% - 60%
- 20% - 40%
- 0% - 20%

Base Map Source: Esri, HERE, Garmin, USGS, NOAA, Riverside County. Map Produced by Richard M. Kos, AICP (July 2021)

### 3. ACCESS TO HEALTH CARE

Residents can face various challenges to accessing health care, including insurance, provider availability, and distance. In Perris, 19.1 percent of adults (18-64) are uninsured, compared to 14.9 percent in the County.<sup>55</sup> Additionally, 1 in 5 adults (21.6 percent) experienced a delay in accessing prescriptions or medical services.

Most of the City is designated as a Health Professional Shortage Area (HPSA) for primary medical care to the Medicaid eligible population. There is a small area of census tract 429.04, located within city limits, that is also designated as an HPSA for primary care, but for low-income populations. To achieve the population to practitioner target ratio for the Medicaid population, the HPSA would need to add 14.81 full-time primary care providers. A shortage of medical practitioners, particularly in low-income communities, creates additional challenges for residents to access proper medical care in a timely manner, and can worsen existing health issues.

### 4. PUBLIC FACILITIES

State law defines "public facilities" as public improvements, services and community amenities that benefit a neighborhood. These may include streets and roads, government buildings, schools, and public open space. Public improvements and programs can also benefit the community, including new development projects, recreation programs and amenities, and streetscape improvements. SB 1000 calls for cities and counties to develop policies and programs that prioritize facilities that benefit disadvantaged communities. In evaluating a new public facility, the jurisdiction should ensure it has a measurable benefit to the community and address whether it is particularly advantageous to disadvantaged communities.

During the community engagement process, the lack of city infrastructure and facilities to support physical activity (e.g., sidewalks, bicycle lanes, parks, and recreation centers) was identified as one of the top issues that could be addressed to promote health in the community. Ensuring connectivity to parks, including safe routes for walking and biking, is also an important component of city infrastructure to support physical activity. While several parks are concentrated near downtown (Figure 7), community members indicated there are not enough community centers and active recreation centers. Residents also identified a need for better programming, including improved youth programs, affordable daycare and mentorship opportunities.

#### Active Mobility

Active mobility, including walking and cycling as single trips or in combination with public transport, can positively impact health outcomes. In Perris, most residents rely on vehicles to get to work. Nearly 1/3 of workers carpool to work, compared to 12.5 percent in the County; only 1.9 percent of workers (16 years and older) commute to work by transit or walking, lower than 2.8 percent in the County. There are no residents commuting to work by bike in Perris, compared to 0.3% of residents in the County.

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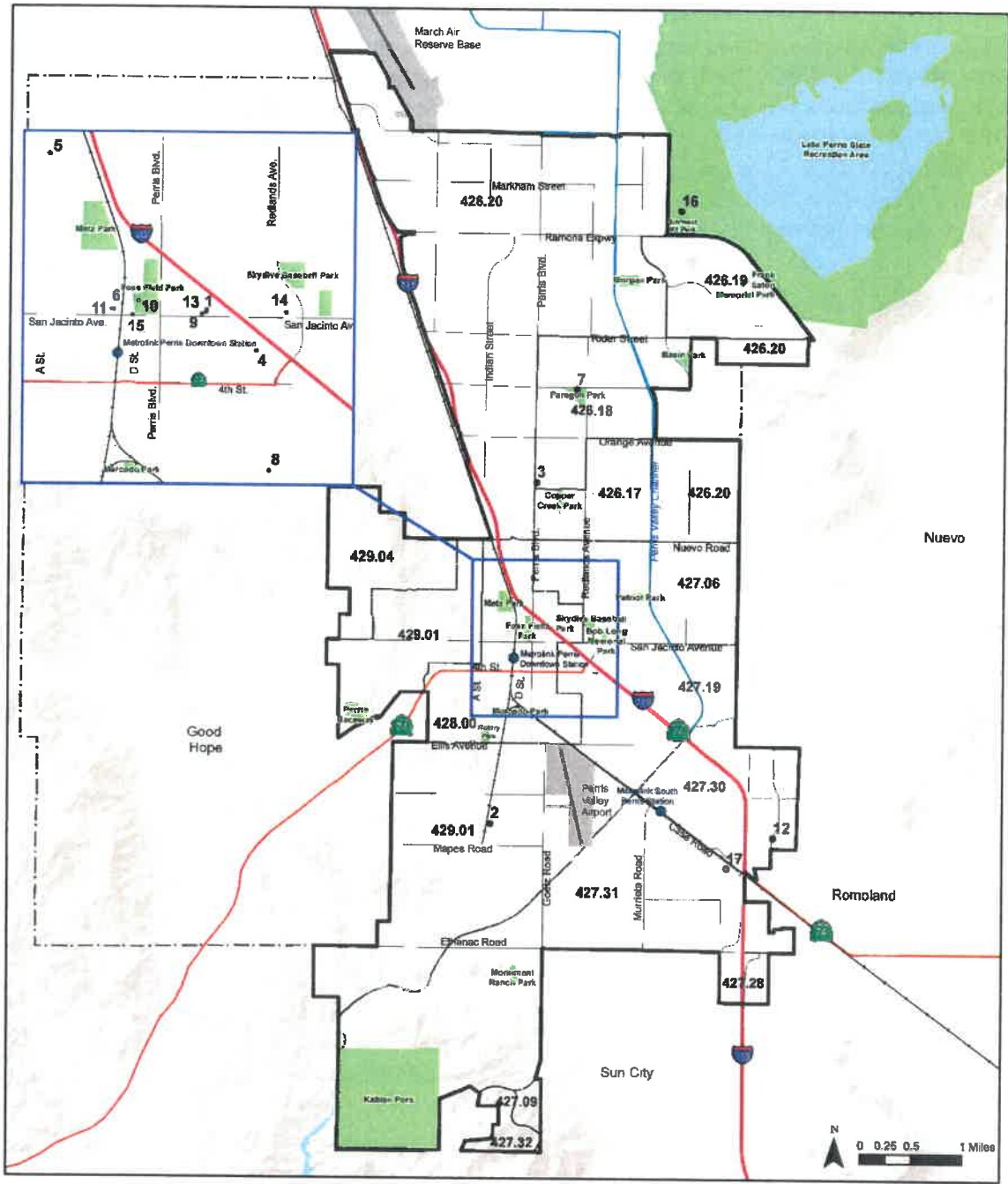
<sup>55</sup> *California Health Interview Survey, Neighborhood Edition. (2018). Currently Uninsured. Available at: <http://askchisne.ucla.edu/>*

Vehicular traffic is the greatest contributor to greenhouse gases and poor air quality, which can negatively impact health. Average commute times in Perris are slightly longer for residents living in the City (36.7 minutes), compared to the County (33.3 minutes). Replacing driving trips with biking or walking trips reduces emissions associated with mobility, translating into less carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air. Additionally, an active lifestyle that includes physical activity, including walking and cycling to school or work, can improve health outcomes, reduce stress, and help control weight. Implementation of the City's Active Transportation Plan can provide a powerful framework for reducing greenhouse gas emissions, while also increasing mobility options for vulnerable populations, enabling safe, affordable access to economic and social opportunities.

## 5. COMMUNITY SAFETY

Safety is a critical issue for community members that live and work in Perris. During the engagement process, residents expressed concerns related to pedestrian and bicycle safety, lack of infrastructure to support physical activity, crime, street lighting, and lax COVID-19 enforcement. Additionally, safety concerns and crime were identified in parks, specific neighborhoods, and other public spaces. Real and perceived crime can have health, economic, and emotional impacts on victims and their families. For example, someone afraid to walk through their neighborhood may choose to drive instead of walk to run errands or they might prefer their children to play inside instead of visiting the neighborhood park. Community design is one piece of improving the quality of the physical environment and a key component of building a healthy community.

Figure 7: Public Facilities



**Legend**

- City Limits
- Sphere of Influence
- Water
- Parks
- Metrolink Stations
- CA State Hwy. 74
- Interstate 215
- Railroads

<ul style="list-style-type: none"> <li>1. Perris Family Care Center</li> <li>2. Rob Reiner Children and Families Center</li> <li>3. DPSS - Assistance Programs</li> <li>4. DPSS - CALworks/Gain</li> <li>5. DPSS - Child Protective Services</li> <li>6. Riverside County Fire Department Headquarters</li> <li>7. North Perris Fire Station</li> <li>8. Coroner/Public Administrator</li> </ul>	<ul style="list-style-type: none"> <li>9. Perris Library</li> <li>10. Perris City Hall</li> <li>11. Perris Fire Station</li> <li>12. Drop Zone Water Park</li> <li>13. Perris WIC Clinic</li> <li>14. Perris Valley Community Health Center</li> <li>15. Perris Senior Center</li> <li>16. Perris Fairgrounds</li> <li>17. Perris Valley Regional Water Reclamation Facility</li> </ul>
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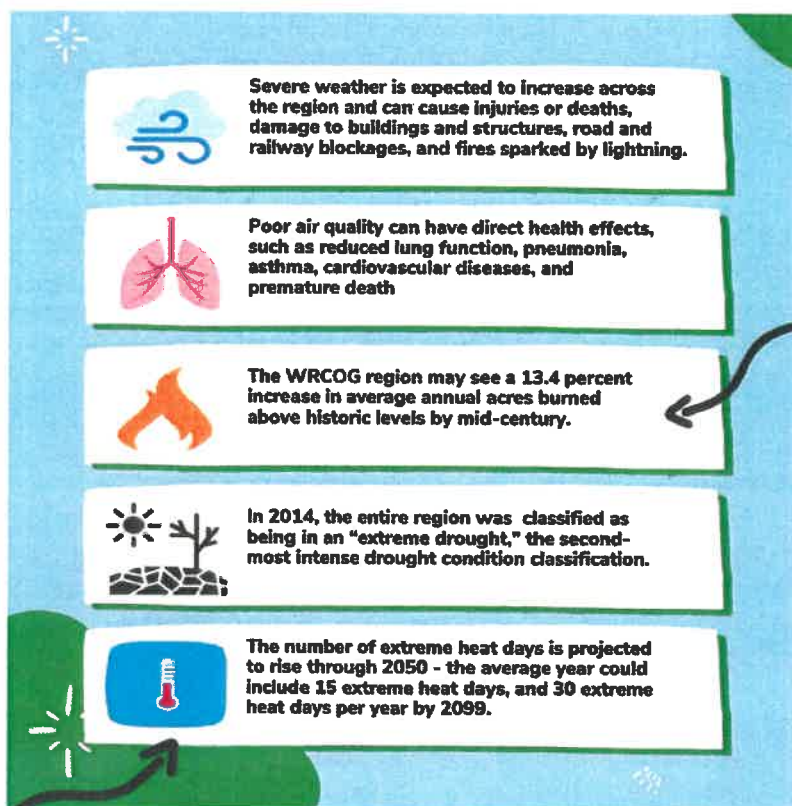
Base Map Source: Esri, HERE, Garmin, USGS, NOAA, Riverside County. Map Produced by Richard M. Koe, AICP (July 2021)

## 5. PREPARING FOR CLIMATE HAZARDS AND ADAPTATION

Climate change adaptation aims to enact practical actions to protect communities from the impacts of climate hazards. Ongoing changes to the Earth's climate create what is called the greenhouse effect. This is created by greenhouse gases (GHG), like carbon dioxide, methane and nitrous oxides, in the atmosphere that trap heat around the earth's surface, increasing temperatures globally and resulting in warming oceanic temperature, shrinking ice caps, breaking glaciers, reductions in snowpack, sea level rise, and intensified weather events.

Communities across the world have been impacted by climate change. Climatic impacts can vary by geographic area and can include wildfires in areas not previously prone to wildfires, sea level rise across coastal areas, and flooding near waterways. In the greater Western Riverside Council of Governments (WRCOG) subregion, this has resulted in hotter days throughout the year and increased occurrences of wildfires, in addition to other detrimental climate hazards.<sup>56</sup>

Figure 8: Climate Hazard Risks



<sup>56</sup> Western Riverside County Council of Governments. (2020). *Western Riverside Adaptation and Resiliency Strategy: Part 1, Vulnerability Assessment*. Available at: [https://wrcog.us/DocumentCenter/View/7478/Western-Riverside-Adaptation-and-Resiliency-Strategy\\_Vulnerability-Assessment](https://wrcog.us/DocumentCenter/View/7478/Western-Riverside-Adaptation-and-Resiliency-Strategy_Vulnerability-Assessment)



Even if global concentrations of GHGs stopped increasing today, climate change would continue to impact the subregion for the foreseeable future. If GHG levels continue to rise, climate change effects will likely become more severe.<sup>57</sup> In the City of Perris, predicted climate-related hazards include:<sup>58</sup>

- **Agricultural Pests and Diseases** – Farms and ranches within the City of Perris face risks to pests and diseases that can cause plants and animals to grow slower, damage them so that their products are less appealing and harder to sell, or even die.
- **Air Quality** – The City of Perris may experience more frequent days of unsafe levels of atmospheric ozone by 2050, creating or exacerbating, health risks for some individuals.
- **Drought** – Water sources will likely experience more frequent and intense droughts, which can cause water shortages.
- **Extreme Heat** – Extreme heat incidents can strain the City's power delivery networks, and can increase rates of heat-related illnesses, particularly in at-risk populations.
- **Flooding** – More intense 100-year and 500-year flooding is expected to occur along the San Jacinto River and the Perris Valley Storm Drain.
- **Human Health Hazards** – More frequent and severe wildfires near the City of Perris could worsen air quality, causing health impacts.
- **Landslides** – More frequent and intense rainfall could increase the chance that a landslide will likely occur in the City of Perris. Deep-seated landslides could occur on land in the southwestern portion of the City.
- **Severe Weather** – Strong winds and heavy rains are expected to become more intense around the City of Perris.

The environmental impacts of climate change affect everyone in a community, but disproportionately affect already burdened low-income communities and people of color. Very high fire hazard severity, for instance, impacts residential areas in two disadvantaged communities in the City (census tracts 429.01 and 429.04), south of the I-215 and north of SR-74.. Additionally, the threat of flooding impacts a large area of disadvantaged communities on the eastern side of the City, as noted in Figure S-3 of the Safety Element. Given that most census tracts in the City are identified as disadvantaged communities and that many of these areas are higher density residential, the likelihood of being impacted by more than one climate hazard is high.

In addition to physical vulnerability, some demographic groups tend to be more vulnerable to hazards than others, otherwise known as "social vulnerability." Social vulnerability is the susceptibility of different populations to be harmed from exposures to a hazard based on their ability to prepare for, respond to, and recover from that hazard.<sup>59</sup> Types of factors that impact

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<sup>57</sup> IPCC. (2013). *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* [Stocker, T.F., D. Qin, G.-K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press.

<sup>58</sup> Climate related hazards are included from the community profiles included in the Resilient IE Toolkit. Each profile is organized with short descriptions of each hazard facing the community; identifying critical assets that could be threatened by certain hazards; listing vulnerable assets and populations by hazard type; and defining infrastructure vulnerabilities in the city's evacuation network.

<sup>59</sup> Cooley, H. (2012). *Social Vulnerability to Climate Change in California*. Pacific Institute. Available at: <https://pacinst.org/wp-content/uploads/2012/07/social-vulnerability-climate-change-ca.pdf>

social vulnerability include: age, education, English proficiency, poverty status, vehicular access, disability, type of work environment, age and overcrowding. The interaction of these variables identifies populations that would be more or less vulnerable to climate change effects (i.e., low-income elderly populations may be more vulnerable than high-income elderly populations). Table 6 shows which hazards may pose the greatest harm to vulnerable groups or assets in Perris.<sup>60</sup>

*Table 6 - Key Vulnerability by Hazard*

Vulnerability	Hazards								
	Agricultural Pests and Diseases	Air Quality	Drought	Extreme Heat	Flooding	Human Health Hazards	Landslides and Mudslides	Severe Weather	Wildfire
Households in poverty		✓	✓	✓	✓	✓		✓	✓
Chronically ill individuals		✓		✓		✓		✓	✓
Outdoor or seasonal/migrant workers		✓	✓	✓					✓
Persons experiencing homelessness		✓		✓	✓	✓		✓	✓
Residential structures					✓		✓		✓
Airports					✓				
Energy delivery systems				✓				✓	✓
Water delivery systems			✓						✓
Railways				✓			✓		✓
Agricultural Land	✓		✓	✓					

Climate change will add further uncertainty or multiply the effect of a wide variety of shocks and stresses. Taking actions to prioritize climate adaptation and resilience in making planning decisions in the City can benefit vulnerable communities and the community at large. For instance, prioritizing green infrastructure and preservation of the natural environment can support a healthy, resilient environment. Taking actions to protect the City's diverse communities and existing infrastructure can help everyone be protected against climate risks.

<sup>60</sup> A full list of potential vulnerabilities is included in the Western Riverside County Vulnerability Assessment.

## 6. GOALS AND POLICIES

Environmental justice encompasses several interrelated topics. Issues addressed in this section are categorized under the broad headings of Community Engagement and Capacity Building; Land Use and the Environment; Healthy Food Access; Active Living and Mobility; Affordable Housing; and Public Infrastructure and Facilities. Goals and policies follow each section to direct and inform the City's long-term decision-making process regarding environmental justice.

### 1. TRANSPARENT GOVERNANCE

**Goal 1.1 A high degree of transparency and inclusion in the decision-making process.**

#### *Policies*

- Promote transparent governance by creating an open data portal that includes city budgets, engagement demographics, and tracking of equity metrics.
- Through the City budgeting process, discuss and set priorities at the City Council and management level to prioritize work programs and staffing needs.
- Continue to include general plan review as a capital improvement program to ensure funding allocations are consistent with the priorities set by the community and City Council.
- Encourage City staff and Boards and Commission members to participate in leadership and governance training programs.
- Prioritize decisions that provide long-term community benefit and discourage decisions that provide short-term community benefit but reduce long-term opportunities.
- Support training programs that teach community members about local government functions and encourages community participation in civic processes..
- Maintain record systems and utilize technology that promotes public access, including a modernized website.
- Maintain a full-service online citizens platform for permit issuance, electronic plan review, and payment process.

### 2. COMMUNITY ENGAGEMENT + CAPACITY BUILDING

**Goal 2.1: Culturally competent approaches to community engagement across all City departments.**

#### *Policies:*

- Provide the opportunity for multilingual interpretation and translation at all public meetings, including at least Spanish and additional languages, should a need be identified.
- Promote City meetings and activities through various channels to increase public awareness, including PerrisTV, email blasts, Channel 3 (local public channel), and social media announcements and posts.
- Ensure a variety of channels are provided for people to participate in public meetings, including live streaming and opportunities for online input and in person.

- Ensure all City circulated materials are culturally relevant and available in multiple languages, including Spanish.
- Ensure all City leaders and staff are trained on issues of environmental justice, equity, and culturally competent principles of public engagement as part of the City's regularly scheduled Ethics Training Program, approximately every two years.
- Continue to partner with community-based organizations (e.g., El Sol Neighborhood Educational Center, TODEC), to promote community capacity-building and community engagement among Spanish-speaking residents.
- Continue to affirmatively market CDBG and HOME funded programs, as outlined in the City's 2019 Analysis of Impediments and Fair Housing Action Plan, including advertising housing programs in local publications and ensuring outreach to all potential eligible households, especially those least likely to apply for housing assistance.
- Require that all new plans and programs related to resilience examine the potential effects of stresses, shocks, and recovery plans to minimize impacts on the most vulnerable community members, such as seniors, low income, children, the disabled, and homeless.

### 3. LAND USE AND THE ENVIRONMENT

**Goal 3.1: A community that reduces the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities.**

*Policies:*

- Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.
- Partner with local community-based organizations to implement a tree planting program.
- Continue to ensure developers provide plantings of native, non-invasive, drought tolerant landscaping and trees for new affordable housing development.
- Support identification, clean-up and remediation of local toxic sites through the development review process.
- Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.
- As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."

**Goal 3.2: A community that actively works to reduce the impacts of poor air quality.**

*Policies:*

- Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.

- Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process.
- Transition the City's existing car fleet to clean air vehicles.
- Discourage development of sensitive land uses, including schools, hospitals, homes, and elder and childcare facilities, in close proximity to air pollution sources that pose health risks (e.g., freeways, airports, flood zones, and pollutant industrial sites).
- Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state's 5-minute maximum idling limitation for stationary diesel trucks.

#### 4. HEALTHY FOOD ACCESS

**Goal 4.1: Universal access to healthy food for food insecure populations.**

*Policies:*

- Support efforts to promote pop-up farmer's market at rotating neighborhoods in the City. Coordinate these events in partnership with community garden programming.
- Prioritize investments to expand the downtown bike network and promote safe access to parks, schools, and grocery stores.
- Partner with the City's Public Health Division to promote events that support healthy food access, including food pantries, pop-up farmer's markets, etc.
- Encourage cross-department participation in the health partnership committee to define health agendas in the City, including opportunities to educate, provide programming, host events, develop policies, and make infrastructure improvements.
- Assess and advance the development of new community garden sites, including schools, community-based organizations, and parks.

#### 5. ACTIVE MOBILITY

**Goal 5.1: Neighborhoods designed to promote safe and accessible connectivity to neighborhood amenities for all residents.**

*Policies:*

- Implement the prioritization framework provided in the City's Active Transportation Plan to evaluate all proposed bicycle and pedestrian projects.
- Prioritize future infrastructure investments for disadvantaged communities based on community priorities identified in the City's Active Transportation Plan. Annually assess milestones based on metrics provided to measure progress.
- Partner with transit providers to promote increase active mobility among vulnerable community members, including low-income, children, and senior populations.



- Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.
- Prioritize investments that increase safety for bicycle users and pedestrians in areas with high rates of traffic collisions (such as Perris Boulevard and West 4th Street), including traffic calming measures and signage.
- Partner with regional and state agencies, including WRCOG, Riverside County, SCAG, and Caltrans, to fund and implement active transportation projects outlined in the City's Active Transportation Plan.

## 6. AFFORDABLE HOUSING

**Goal 6.1: A diverse housing stock that preserves and enhances housing affordability in the community.**

*Policies:*

- Facilitate the development and provision of affordable housing through regulatory incentives, density bonuses, and other financial assistance (as funding permits).
- Prioritize net-zero energy affordable housing developments that do not adversely impact disadvantaged communities.
- Update the City's zoning code, development standards and procedures, subdivision regulations, and fire and building codes to identify potential constraints to the production, maintenance, and development of mixed use and affordable housing.
- Require that all developers of affordable housing partner with local community organizations to lead public engagement and prioritize potential community benefits.
- Position affordable housing near or within amenity-rich areas with shopping, transit, schools, parks and open space.
- Partner with nonprofit housing developers to acquire and maintain property as affordable housing, actively pursuing local, State, and federal funding programs or mechanisms for affordable housing.
- Evaluate the feasibility of launching an inclusionary zoning ordinance to increase funding for affordable housing, home improvements, and other housing programs.
- Promote the development of accessory dwelling units in existing single-family neighborhoods.
- Participate in the WRCOG housing trust, if it is created.

**Goal 6.2: Neighborhoods that enhance the safety and welfare of people of all ages, income levels, and cultural backgrounds.**

*Policies:*

- Provide a variety of housing types, sizes, and prices throughout the City to increase housing choice and ensure that households of all types and income levels have the opportunity to find suitable ownership or rental housing.

- Discourage development in proximity to sensitive land uses (e.g., schools, hospitals, homes, and long-term care facilities) near source point pollution sources that impact health, including freeways and hazardous waste sites.
- Promote the repair, improvement, and rehabilitation of the City's housing stock, including mobile homes, through grant and low-interest loan programs.
- Partner with the Fair Housing Council of Riverside County and local banks to provide workshops on financial literacy, credit counseling, and first-time homeownership. Collaborate with local community-based organizations to increase participation of low-income and people of color.
- Continue to provide a free community training program every other year to City staff, landlords, and tenants on crime-free housing, landlord tenant law, and fair housing regulations.
- Following adoption of the 2021 Housing, Safety and Environmental Justice Elements, review city zoning ordinance and map for compliance, and update as necessary.
- Integrate land use and transportation infrastructure to support higher-density development, promoting a balanced mix of residential and commercial uses and connected system of sidewalks, bikeways, and active transit.
- Support development of senior housing, assisted living facilities, and housing for persons with disabilities that have access to supportive services, community facilities, and public transportation.

## 7. PUBLIC INFRASTRUCTURE AND FACILITIES

**Goal 7.1: Quality community infrastructure and facilities that meet the needs of disadvantaged communities.**

*Policies:*

- Ensure the equal distribution, regular maintenance, and safety of public facilities and infrastructure that serve disadvantaged communities (e.g., youth, seniors, low-income)
- Encourage youth to participate in planning and programming efforts at community facilities, including libraries, schools, art galleries, parks, and other public spaces.
- Encourage the use of public art and support public art partnerships among City departments, private developers, arts and cultural organizations, schools and community members, including public murals.
- Support the use of public facilities by local artists, students, and cultural groups, including shared space and financial and program support for local organizations.
- Partner with community-based organizations to identify community-level priorities for public infrastructure and facilities projects.
- Continue to include in the capital improvement program a ranking of capital improvement projects to guide the City's applications for regional, state, federal, or other funds.
- Partner with school districts in the City to support afterschool programs and coordinate across agencies on other extra-curricular activities, resources, and programming offered to low-income communities.
- Consider creating a multi-disciplinary "Quality of Life" team to work jointly with Riverside County Sheriff staff, parks personnel, public works, housing and planning staff and respond to all calls

related to homeless clean-ups, cannabis enforcement, abandoned properties, and requests for "illegal casinos" sweeps.

## 8. COMMUNITY SAFETY

**Goal 8.1: A City with access to safe and improved pedestrian, bicycle and vehicular safety and reduced community crime.**

*Policies:*

- Collaborate with the County Department of Public Health, Western Riverside Council of Governments, and other partners to align City and County resources supporting Safe Routes to School.
- Develop programs to ensure that all multi-family properties meet City standards for lighting and landscaping.
- Partner with local schools to promote bicycle safety and active transportation education under the Getting Everyone to Actively Ride (GEAR) Program.
- Enhance pedestrian and bicycle crossings and pathways at key locations parks, and schools, to create safe access to the surrounding community
- Promote physical improvements that ensure safe access for aging adults, particularly routes to transit and shopping centers.
- Improve lighting and nighttime security across all City neighborhoods.
- Promote Business and Neighborhood Watch programs to support a sense of civic pride and maintain a clean and safe environment.
- Partner with the Southern California Railway Museum and other community organizations to sponsor bi-annual community cleanup days, where residents can take advantage of a free opportunity to discard household trash, large/bulk items, and personal document shredding.
- Promote regional law enforcement partnerships that support the coordination of public safety awareness and crime prevention in the community.
- Continue to support the City's graffiti prevention program to remove graffiti from public property or property adjacent to the public right-of-way.



**CITY OF PERRIS**

**GENERAL PLAN**  
**SAFETY ELEMENT**



CITY OF PERRIS

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# SAFETY ELEMENT

ADOPTED BY CITY COUNCIL ON

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# CITY OF PERRIS

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## SAFETY ELEMENT

REVISED 2021

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David Starr Rabb, Mayor Pro-tem  
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# TABLE OF CONTENTS

- I. EXECUTIVE SUMMARY ..... 1
  - A. Conditions in Perris and Focus of the Safety Element ..... 1
  - B. Purpose of safety element ..... 1
  - C. Moving Forward ..... 2
- II. INTRODUCTION ..... 3
  - A. Purpose ..... 3
  - B. Scope ..... 3
  - C. Element Organization ..... 3
  - D. Consistency with Other Elements ..... 4
  - E. Consistency with Local Hazard Mitigation Plan ..... 5
  - F. Regulatory Environment ..... 5
- III. POTENTIAL HAZARDS / TRENDS ..... 9
  - A. Disaster and emergency preparedness, including evacuation ..... 9
  - B. Flood Hazards ..... 14
  - C. Fire Hazards ..... 18
  - D. Aircraft Hazards ..... 22
  - E. Seismic Hazards and Geologic Hazards ..... 25
  - F. Hazardous Materials and Wastes ..... 32
  - G. Climate Adaptation ..... 33
- IV. IMPLEMENTATION PROGRAMS / ACTIONS ..... 36
  - A. DISASTER AND EMERGENCY PREPAREDNESS, INCLUDING EVACUATION ..... 36
  - B. Flood Hazards ..... 36
  - C. Fire Hazards ..... 36
  - D. Aircraft Hazards ..... 37
  - E. Seismic Hazards ..... 37



# I. EXECUTIVE SUMMARY

## A. CONDITIONS IN PERRIS AND FOCUS OF THE SAFETY ELEMENT

Perris has several factors that could detrimentally impact overall community safety. The City experiences various hazard conditions as it is located near seismically active areas, flood plains, and high fire hazard severity zones. To compound matters, the impact of a changing climate is likely to intensify many of these risks. Drier and hotter weather will likely increase fire risk and potentially impact water supplies. Wetter and more intense winter storms could inundate parts of Perris that have never experienced flooding or exacerbate slope instability causing landslides within the City's hillsides. This Safety Element focuses on identifying these safety risks and identifying policies, goals, and implementation actions to address and prepare for them. The Safety Element also strives to align with other general plan elements, as required by state law, including (1) Housing, (2)



*Perris City Hall*

Land Use, (3) Mobility, and (4) Open Space and Conservation. Perris has also developed and adopted a Local Hazard Mitigation Plan (LHMP), which allows for federal grant funding eligibility to mitigate many of the natural hazards identified in the City.

## B. PURPOSE OF SAFETY ELEMENT

The Safety Element is one of seven mandatory elements of the General Plan. Its primary purpose is to identify potential risks that could endanger the community's public health, safety, and welfare. Periodic updates of the Safety Element ensure that goals and policies are relevant and responsive to community needs. California Government Code Section 65302(g)(1) identifies the following list of safety risks that, at a minimum, be examined in each Safety Element:

- seismically induced surface rupture\*
- ground shaking\*
- ground failure\*
- flooding\*
- tsunami
- seiche
- dam failure\*



- slope instability leading to mudslides and landslides\*
- subsidence
- liquefaction areas\*
- other seismic hazards
- wildland and urban fires\*
- climate change\*

Items denoted by an \* are potential hazards relevant to the City of Perris

The Safety Element must also geographically identify each safety risk by location, evaluate the potential consequences and establish goals, policies, and objectives to protect the community.

## C. MOVING FORWARD

The City of Perris is committed to protecting the community from potential natural hazard risks. The City's location and history with hazards make it likely that Perris will experience risks from seismic, flooding, and wildfire events in the future. Perris can also expect that some of these risks will worsen as climate change accelerates. With this in mind, the Safety Element, in conjunction with the LHMP, is the best avenue to understand and address natural hazard risks within the community.



## II. INTRODUCTION

### A. PURPOSE

To safeguard the well-being of Perris community members, this element provides the necessary context to understand the hazards that threaten the community and outlines policies and practices that take tangible steps toward ensuring the community's continued prosperity.

### B. SCOPE

The Perris Safety Element addresses the relevant planning hazards mandated by California Government Code Section 65302(g) as well as local conditions. This element identifies and discusses the following hazards as they relate to the City:

- Disaster and emergency preparedness, including evacuation
- Flood Hazards
- Fire Hazards
- Aircraft Hazards
- Seismic and geologic hazards
- Hazardous Materials and waste
- Climate adaptation and resiliency strategies

### C. ELEMENT ORGANIZATION

This element is organized to be consistent with the other General Plan Elements. The goals, policies, and implementation programs provide declarative statements setting forth the City's approach to safety-related issues. A definition of these key terms is provided below.

**Goal:** A general statement of the desired community outcome. It is denoted as Goal S-X in this element.

**Policy:** Policies are actions that a community will undertake to meet the goals. They are denoted as Policy S-X.X in this element.





**Implementation/Action Programs:** A list of recommended programs and future actions necessary to achieve element goals and policies; implementing actions are discussed in Section IV.

## D. CONSISTENCY WITH OTHER ELEMENTS

The Perris Safety Element is an essential component of the General Plan and works in tandem with other elements to integrate safety consideration into decisions affecting future growth. The following discussion describes the relationship between the Safety Element and other mandatory elements.

### Land Use

The Land Use Element is particularly responsive to natural hazards. Understanding the natural and human-made hazards that threaten a community can help reduce the possibility of disaster by avoiding the designation of sensitive land uses in hazard-prone areas. Several goals within the Land Use Element focus on protecting and enhancing the community as part of the development and entitlement process. This element also provides guidance regarding land uses and developments in close proximity to March Air Reserve Base and Perris Valley Airport.

### Circulation

Coordination between the Circulation Element, and the Safety Element is an important component of comprehensive planning. The Circulation Element can influence public health and safety by addressing traffic congestion on roads designated as evacuation routes during emergencies and redefining truck routes to avoid residential and other heavily populated areas.

### Housing

The Housing Element is more closely associated with land use and incorporates many safety considerations into its goals and objectives. Building practices and codes addressed in the Housing Element contribute to community safety by improving the built environment's resiliency to natural and human-caused hazards. Additionally, the Housing Element can help identify vulnerable populations and inform the Safety Element to ensure proper protections.



## Open Space and Conservation

The Open Space and Conservation Elements focus on open space protection and ecosystem services for flood risk reduction and habitat preservation. Progressive open space management techniques can help mitigate wildfire and landslide hazards, reducing the need for additional city services.

## E. CONSISTENCY WITH LOCAL HAZARD MITIGATION PLAN

The Local Hazard Mitigation Plan (LHMP) serves three primary purposes: it provides a comprehensive analysis of the natural and human-caused hazards that threaten the City, with a focus on mitigation; it keeps the City of Perris eligible to receive additional federal and state funding to assist with emergency response and recovery, as permitted by the Federal Disaster Mitigation Act of 2000 and California Government Code Sections 8685.9 and 65302.6; and it complements the efforts undertaken by the Safety Element. The LHMP complies with all requirements set forth under the federal Disaster Mitigation Act of 2000 and received approval from the Federal Emergency Management Agency (FEMA) in 2018. Sections of the Safety Element are supplemented by the LHMP, incorporated by reference in this element, as allowed by California Government Code Section 65302(g).

## F. REGULATORY ENVIRONMENT

### California Government Code 65302(g)(1) - (8)

California Government Code Section 65302(g)(1) - (8) establishes the legislative framework for California's safety elements. This framework consolidates the requirements from relevant federal and state agencies, ensuring that all cities are compliant with the numerous statutory mandates. These mandates include:

- Protecting against significant risks related to earthquakes, tsunamis, seiches, dam failure, landslides, subsidence, flooding, and fires as applicable.
- Including maps of known seismic and other geologic hazards.



- Addressing evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures as related to fire and geologic hazards, where applicable.
- Identifying areas subject to flooding and wildfires.
- Avoiding locating critical facilities within areas of high risk.
- Assessing the community's vulnerability to climate change.
- Including adaptation and resilience goals, policies, objectives, and implementation measures.

### **California Government Code Sections 8685.9 and 65302.6**

California Government Code Section 8685.9 (also known as Assembly Bill 2140 or AB 2140) limits California's share of disaster relief funds paid out to local governments to 75 percent of the funds not paid for by federal disaster relief efforts. However, if the jurisdiction has adopted a valid hazard mitigation plan consistent with Disaster Mitigation Act of 2000 and has incorporated the hazard mitigation plan into the jurisdiction's General Plan, the State may cover more than 75 percent of the remaining disaster relief costs. All cities and counties in California must prepare a General Plan, including a Safety Element that addresses various hazard conditions and other public safety issues. The Safety Element may be a standalone chapter or incorporated into another section as the community wishes. California Government Code Section 65302.6 indicates that a community may adopt an LHMP into its Safety Element if the LHMP meets applicable state requirements. This allows communities to use the LHMP to satisfy state requirements for Safety Elements. As the General Plan is an overarching long-term plan for community growth and development, incorporating the LHMP creates a stronger mechanism for implementing the LHMP.

### **California Government Code 65302 (g) 3 adopted through SB 1241 (2012)**

California Government Code Section 65302 (g) 3 requires the Safety Element to identify and update mapping, information, and goals and policies to address wildfire hazards. As part of this requirement, any jurisdiction that includes State Responsibility Areas or Very High Fire Hazard Severity Zones (VHFHSZ), as defined by the California Board of Forestry and Fire Protection



(Board), is required to transmit the updated element to the Board for review and approval. The City has VHFHSZs located within its boundary triggering this requirement.

### **California Government Code 65302 (g) 4 adopted through SB 379 (2015)**

California Government Code Section 65302 (g) 4 requires the Safety Element to address potential impacts of climate change and develop potential strategies to adapt/mitigate these hazards. Analysis of these potential effects should rely on a jurisdiction's Local Hazard Mitigation Plan or an analysis that includes data and analysis from the State of California's Cal-Adapt website.

### **California Government Code 65302 (g) 5 adopted through SB 99 (2019)**

California Government Code Section 65302 (g) 5 requires the Safety Element to identify evacuation constraints associated with residential developments, specifically focused on areas served by a single roadway.

### **National Flood Insurance Program**

The National Flood Insurance Program (NFIP) was created in 1968 to help communities adopt more effective floodplain management programs and regulations. The Federal Emergency Management Agency is responsible for implementing the NFIP and approves the floodplain management plans for participating cities and counties. Perris participates in the NFIP and uses Title 15, Chapter 4 of the Perris Municipal Code to administer flood management regulations throughout the City.

### **Alquist-Priolo Earthquake Fault Zoning Act**

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code [PRC], Chapter 7.5, Section 2621-2699.6) was intended to reduce the risks associated with surface faults and requires that the designated State Geologist to identify and map "Earthquake Fault Zones" around known active faults. Per PRC Section 2623 a, cities and counties shall require a geologic report defining and delineating any hazard of surface fault rupture before the approval of a project. If the jurisdiction finds no undue hazard of that kind exists, the geologic report on the hazard may be waived, with the State Geologist's approval. For a list of project types, please refer to PRC



Section 2621.6. No Alquist-Priolo Earthquake Fault Zones run through Perris; therefore, it is not a topic of concern addressed in this document.

### **Seismic Hazards Mapping Act**

The Seismic Hazards Mapping Act (California Public Resources Code, Chapter 7.8, Section 2690-2699.6) created a statewide seismic hazard mapping and technical advisory program in 1990 to help cities and counties more effectively address the effects of geologic and seismic hazards caused by earthquakes. Under PRC 2697, cities and counties shall require a geotechnical report defining and delineating any seismic hazard before approving a project located in a seismic hazard zone. If the jurisdiction finds that no undue hazard of this kind exists based on information resulting from studies conducted on sites near the project and of similar soil composition to the project site, the geotechnical report may be waived. After a report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geologic datum, or data, warranting further investigation is not recorded. Each jurisdiction shall submit one copy of each approved geotechnical report, including the mitigation measures to be taken, if any, to the State Geologist within 30 days of its approval of the report. For a list of project types, please refer to PRC Section 2693.

### **Cortese List**

Government Code Section 65962.5 (typically referred to as the "Cortese List") identifies sites that require additional oversight during the local permitting process as well as compliance with the California Environmental Quality Act (CEQA). The list is generally a compilation of properties and businesses that generate, store, and/or have been impacted by the presence of hazardous materials/wastes. Many properties identified on this list may be undergoing corrective action, cleanup, or abandoned and in need of these activities. Sites within the City may contain hazardous materials requiring oversight from the Department of Toxic Substances Control and Regional Water Quality Control Board.





## III. POTENTIAL HAZARDS / TRENDS

### A. DISASTER AND EMERGENCY PREPAREDNESS INCLUDING EVACUATION

The ability to anticipate and evaluate potential risks posed by natural and human-caused hazards is paramount to a city's longevity. Although this element specifically addresses natural and human-caused hazards, disaster and emergency preparedness involves many more considerations beyond identifying the hazards themselves. This discussion consolidates and briefly describes the City of Perris's hazard prevention and response strategies, including evacuation.

#### **Emergency Operations Plan**

The Emergency Operations Plan (EOP) is primarily responsible for informing the City of Perris's emergency management strategies. These strategies are typically organized under four categories: mitigation, preparedness, response, and recovery.

##### *Mitigation*

The EOP, in conjunction with the LHMP, identifies and assesses the natural and human-caused hazards that threaten the City and recommends proactive policy and procedural actions that reduce the risks associated with these hazards. This preemptive planning is intended to decrease the probability of emergency situations and minimize the effects should one occur. Examples of hazard mitigation and prevention can be found in many city policies, but they are most prominently displayed in the numerous codes regulating construction and development.



*Example of overhead powerlines*

##### *Preparedness*

Emergency preparedness focuses on activities that prepare a community for a disaster. These activities typically involve preparing plans addressing life safety, emergency response, and evacuation; purchasing and storing emergency supplies; and training and exercises to practice



response activities. To better understand preparedness issues surrounding evacuation, the City has identified the potential evacuation routes within the City that connect to other parts of Western Riverside County. **Figure S-1** illustrates the primary evacuation routes used for planning purposes, training, and exercises. These activities occur periodically in coordination with the Riverside County Operational Area. In addition, to comply with Government Code Section 65302 (g) 5 [Senate Bill 99], the City has identified residential neighborhoods with more than 30 parcels that have a single means of ingress/egress. **Figure S-2** depicts the two neighborhoods within the west Perris and south Perris that have these conditions. Future developments in these areas may prioritize improved access and mobility to reduce constraints to evacuation and emergency response.

#### Response

Emergency response activities typically focus on actions necessary to save lives and prevent further property damage during an emergency/disaster. Many of these activities are conducted in tandem with the Riverside County Sheriff's Department (currently providing police services to the City) and the Riverside County Fire Department (currently providing fire services to the City)







Figure S-2 – Single Ingress/Egress Parcels



### Perris Safety Element Update

 City of Perris SB99 Parcels



standard emergency response procedures. To guide response activities, the City will rely on implementing the Emergency Operations Plan and work closely with volunteer organizations such as the Community Emergency Response Team (CERT), which helps orchestrate internal and external communications, logistics, and assistance during large-scale emergencies.

#### Recovery

After an emergency/disaster event, initial recovery activities focus on reestablishing basic services. Once utilities, access and emergency services are available in the impacted areas, recovery services will assist with the repair and/or reconstruction of damaged buildings and infrastructure. This may include helping residents and businesses attain the required approvals for reconstruction. Depending on the scale and type of incident, recovery could occur in specific community locations and/or require specialized expertise to address the issues created.

### **GOAL S-1: A COMMUNITY WHERE DAMAGE TO PROPERTY AND LOSS OF LIFE DUE TO NATURAL OR HUMAN-CAUSED HAZARDS IS REDUCED.**

#### **Policies**

<b>S-1.1</b>	<b>Periodically participate and update the City's Local Hazard Mitigation Plan.</b>
<b>S-1.2</b>	<b>Periodically participate in Operational Area training and exercises and include city staff and stakeholders when appropriate.</b>

### **GOAL S-2: A COMMUNITY DESIGNED TO EFFECTIVELY RESPOND TO EMERGENCIES AND ENSURE THE SAFETY OF RESIDENTS AND BUSINESSES.**

#### **Policies**

<b>S-2.1</b>	<b>Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.</b>
<b>S-2.2</b>	<b>Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.</b>
<b>S-2.3</b>	<b>Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.</b>
<b>S-2.4</b>	<b>Provide adequate emergency facilities to serve existing and future residents.</b>





<b>S-2.5</b>	Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.
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**GOAL S-3: A COMMUNITY WHERE RESIDENTS AND BUSINESSES ARE WELL-INFORMED ABOUT DISASTER PREPAREDNESS AND RESPONSE.**

<b>S-3.1</b>	Develop an all-hazards-oriented public awareness effort that identifies relevant information for residents and businesses regarding emergency preparedness, hazard mitigation, and tips and tools for homeowners and businesses within the City.
<b>S-3.2</b>	Develop and maintain a disaster response and evacuation program and share the relevant information with City residents and businesses.
<b>S-3.3</b>	Ensure businesses in Perris are prepared for emergency and disaster situations.
<b>S-3.4</b>	Develop an all-hazards map identifying areas of increased risk within the City.

## B FLOOD HAZARDS

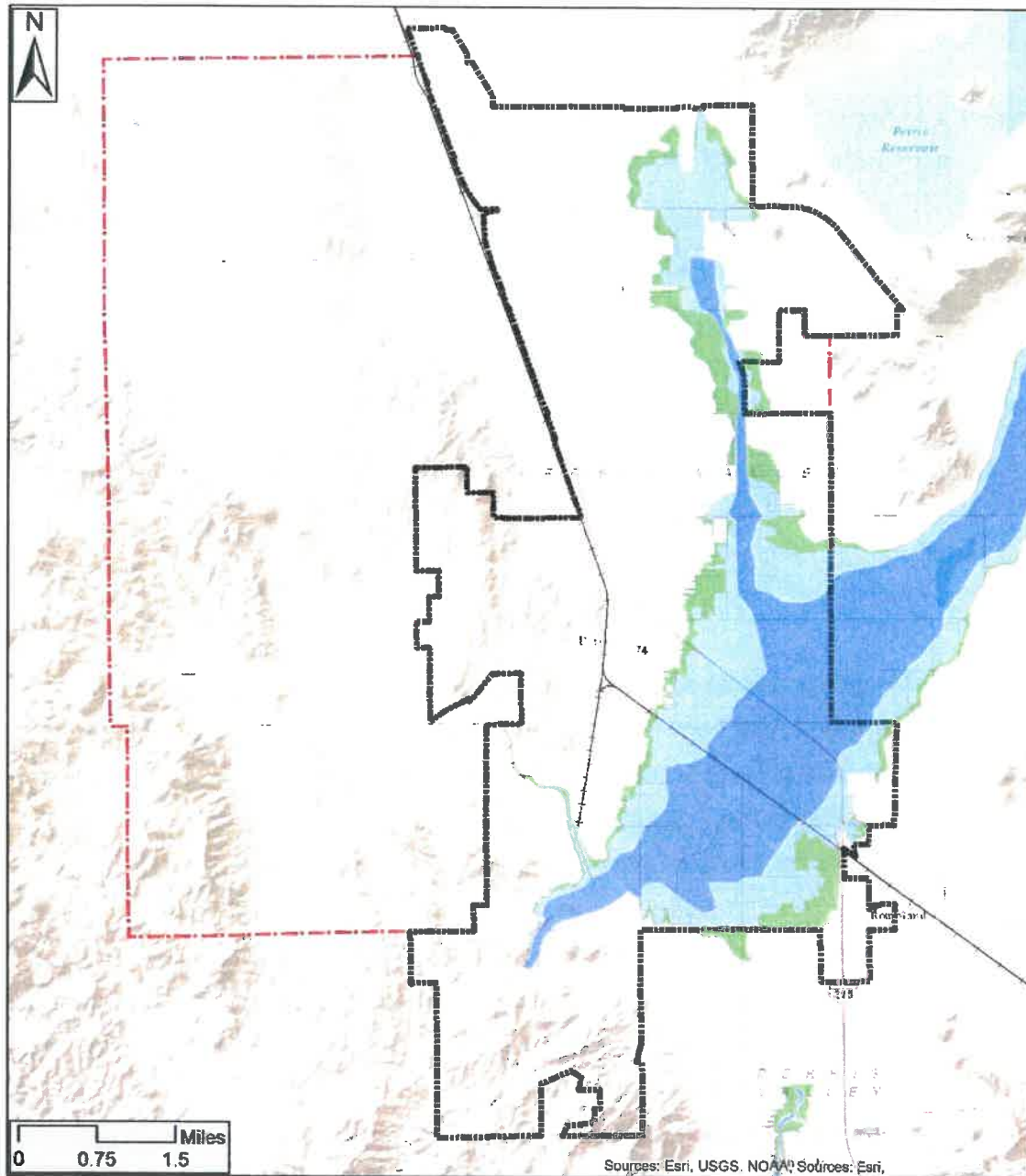
### Flooding

Flooding is caused by the accumulation of water on the ground surface. This typically occurs after heavy rainfall but can also result from water delivery infrastructure failures such as pipes and storage containers. Worsening drought conditions caused by climate change may exacerbate the effects of flooding, as surfaces that typically absorb water can quickly dry out and become less permeable. Flooding presents multiple dangers to people and structures alike. Standing water may be deep enough to cause drowning, and even shallow water can easily damage buildings and property. Fast-moving water is more hazardous, as it may sweep people downstream or cause extensive damage to structures. More intense 100-year and 500-year flooding is expected to occur along the San Jacinto River and the Perris Valley Storm Drain. **Figure S-3** identifies the FEMA Flood Zones located within the City and vicinity.

When properly maintained and cleaned regularly flood control channels and drainage systems help reduce flooding, however existing flood control infrastructure cannot always meet the community's needs. While normal rainfall events don't typically cause significant flooding, major storms can cause flooding if stormwater cannot be absorbed or transported by existing storm



Figure S-3 – FEMA Flood Hazard Zones



**FEMA Flood Hazard Zones** Perris Safety Element Update

- Floodway
- 100 Year Flood Zone
- 500 Year Flood Zone (Protected By Levee)
- 500 Year Flood Zone
- Perris City Limits
- Perris Sphere of Influence
- Railroads



drain infrastructure. During these conditions, excessive stormflow can cause ponding, overwhelm storm drains, and erode natural drainage channels, generating mudslides. Depending on the location of flooding, roadways can become inundated and/or damaged, affecting transportation access to parts of the City.

The Perris Reservoir (Lake Perris) is an artificial lake located between Moreno Valley and Perris. According to the California Department of Water Resources, the Perris Reservoir has an extremely high downstream hazard potential. In 2005, Perris City Council had a work session that identified two hazard scenarios involving the Perris Reservoir.

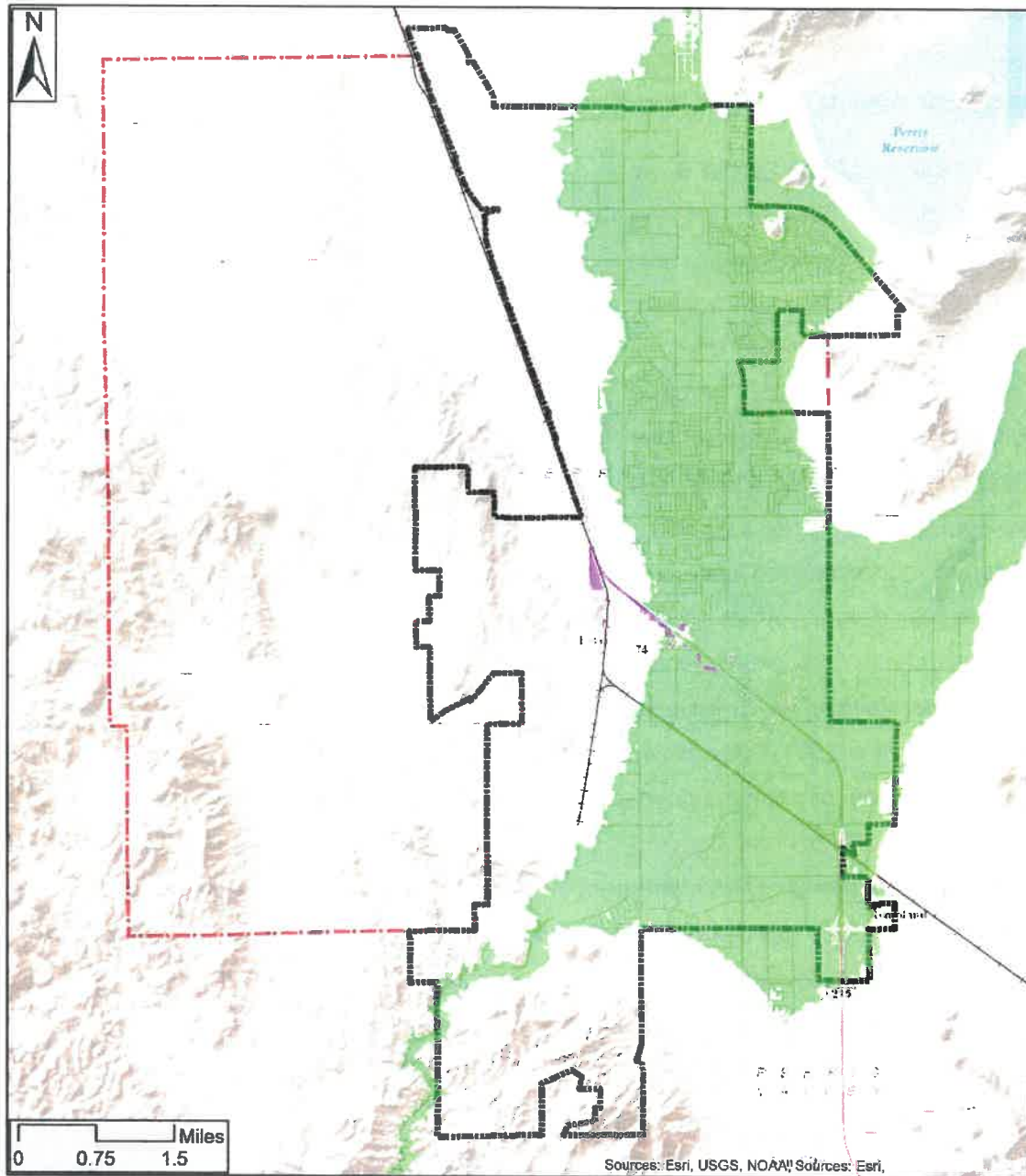


*An aerial view of Lake Perris and Perris Dam. Source: DWR*

The first scenario addressed the release of water from the dam due to a 7.0 or greater earthquake, and the second scenario addressed the release of water due to dam failure. Since that time, the State of California has placed a greater emphasis on understanding the downstream effects of dam inundation events in response to the Oroville Dam incident in 2017. From that incident, the owners and operators of dams throughout the State have prepared dam inundation mapping and Emergency Action Plans (EAPs) that assist downstream communities in understanding the potential risks and actions that may be necessary in the event of a dam breach. The Department of Water Resources (DWR) has developed The Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. This final phase of the project is scheduled to begin construction in 2022. **Figure S-4** shows the approximate areas of potential inundation from the Perris Dam and Metz Road Basin.



Figure S-4 – Dam Inundation Zones



**Dam Inundation Zones** Perris Safety Element Update

- Perris Dam
- Metz Road Basin
- Perris City Limits
- Perris Sphere of Influence
- Railroads





**GOAL S-4: A COMMUNITY WHERE THE POTENTIAL IMPACTS ASSOCIATED WITH FLOOD-RELATED HAZARDS ARE MINIMIZED.**

**Policies**

<b>S-4.1</b>	<b>Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.</b>
<b>S-4.2</b>	<b>Coordinate with surrounding jurisdictions on flood management maintenance and improvements.</b>
<b>S-4.3</b>	<b>Require new development projects and major remodels to control stormwater run-off on site.</b>
<b>S-4.4</b>	<b>Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).</b>
<b>S-4.5</b>	<b>Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.</b>

## C FIRE HAZARDS

### **Wildfires**

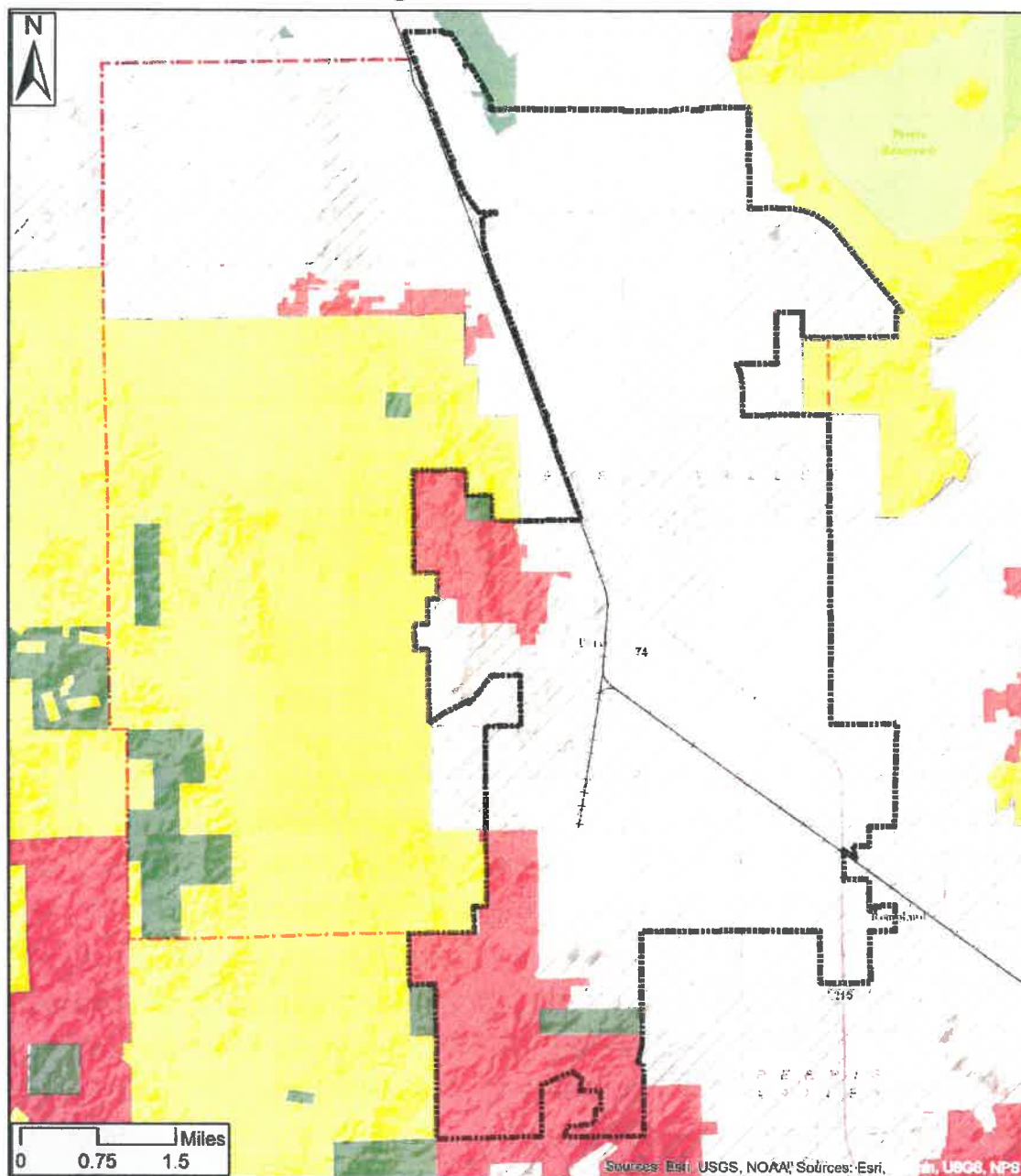
The most common type of natural hazard in California are wildfires, which can burn large areas of undeveloped or natural land in a short amount of time. They often begin as smaller fires caused by lightning strikes, downed power lines, or unattended campfires but may rapidly expand in size if conditions are dry and/or windy. The recent trend toward more prolonged periods of drought increases the likelihood of a wildfire occurring. Typically, wildfires pose minimal threat to people and buildings in urban areas but increasing human encroachment into natural areas increases the likelihood of bodily harm or structural damage. This encroachment occurs in areas called the wildland-urban interface (WUI), which is considered an area within the high and very high fire hazard severity zone, as defined by Cal FIRE.

Wildfires have occurred in Perris in the past and pose a significant threat to people and property. Natural, undeveloped hillsides border the community. Perris's northwest and southwest portions are classified within the Very High Fire Hazard Severity Zones (VHFHSZ). **Figure S-5** identifies





Figure S-5 – Wildfire Hazards



**Wildfire Hazard Zones**

- Federal Responsibility Area
- State Responsibility Area
- Local Responsibility Area
- Very High Fire Hazard Severity Zones

**Perris Safety Element Update**

- Railroads
- Perris City Limits
- Perris Sphere of Influence



both the VHFHSZs mapped throughout Perris and the Local, State, and Federal Responsibility Areas, which indicate which agency responds to an incident in these areas. The City of Perris has been identified as a Community at Risk by the California Fire Alliance and was assigned the highest category for wildfire risk. The rating is based on available vegetative fuel sources, terrain, and ease of access by firefighting equipment. Additionally, severe wind events (Santa Ana Winds) can increase the wildfire threat as winds can transport embers far distances, igniting structures within the City. Areas of greatest concern regarding wildfire primarily include portions of the Sphere of Influence to the west of the City, the southernmost portion of the City, and a small area in the City's northeast portion.

### **Urban Fires**

The possibility of an urban fire confronts every city. Many urban fires begin as isolated incidents caused by a faulty electrical appliance, absentminded cooking mishap, or industrial malfunction but can spread to other buildings if conditions permit. Many factors contribute to an urban fire's severity and extent, but modern building codes and practices have helped reduce their effects. Despite these improvements, it is important to acknowledge the risks associated with fires in urban areas. No matter its size, any fire can cause people severe harm and can damage buildings and other structures.

### **Water Supply**

Perris's water service is provided by the City of Perris Public Works, the Eastern Municipal Water District (EMWD), and the Western Municipal Water District (WMWD). Water distributed by the City of Perris Public Works is purchased from the EMWD. The EMWD provides water, wastewater, and recycled water service to almost 800,000 people from Moreno Valley to Temecula and east to the San Jacinto Valley. It is one of 26 member agencies of The Metropolitan Water District of Southern California. EMWD's water supply sources include local groundwater (potable and desalinated), imported water from the Colorado River and State Water Project systems, and recycled water. EMWD also wholesales to seven water agencies within or adjacent



to its service area boundaries.<sup>1</sup> Close coordination between the City and EMWD remains a priority to ensure adequate water supplies for daily water demands and fire suppression needs.

**GOAL S-5: A COMMUNITY PRIORITIZING FIRE HAZARD REDUCTION AND MITIGATION FOR RESIDENTS, BUSINESSES, AND VISITORS.**

**Policies**

<b>S-5.1</b>	<b>Require all new development and major remodels within the wildland urban interface (high and very high fire hazard severity zones) to incorporate fuel modification, fire-resistive construction and/or defensible space management strategies consistent with State requirements, and the City's fuel modification program.</b>
<b>S-5.2</b>	<b>All development projects within the VHFHSZ are required to prepare a Fire Protection Plan (FPP) to reduce or eliminate fire threats. FPPs shall be consistent with the following guidance:</b>  A Fire Protection Plan (FPP) approved by the fire code official is required for all new development within the Very High Fire Severity Zones (VHFHSZ). FPPs are required to include mitigation strategies that consider location, topography, geology, flammable vegetation, sensitive habitats/species, and climate of the proposed site. FPPs must address water supply, access, building ignition and fire resistance, fire protection systems and equipment, proper street signage, defensible space, vegetation management, and long-term maintenance. All required FPPs must be consistent with the requirements of the California Building and Residential Codes, the California Fire Code as adopted by the City of Perris, and the City of Perris Municipal Code.
<b>S-5.3</b>	<b>Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.</b>
<b>S-5.4</b>	<b>Coordinate with Caltrans, Riverside County Transportation Commission, and neighboring communities on vegetation management, brush clearance, and the long-term maintenance of community fire breaks along roadways in the High and Very High Fire Hazard Severity Zones.</b>
<b>S-5.5</b>	<b>All developments in the High and Very High Fire Hazard Severity Zones are required to have highly visible street signs/addressing to aid effective emergency response.</b>
<b>S-5.6</b>	<b>All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.</b>
<b>S-5.7</b>	<b>Residential developments in the High and Very High Fire Hazard Severity Zones shall be limited to less than 20 building sites when a single means of ingress and egress or a cul-de-sac is proposed and require two means of ingress/egress where emergency equipment deployment and evacuation traffic are more than the design capacity of a single ingress/egress route, consistent with the Fire Code.</b>

<sup>1</sup>Riverside Operational Area 2018 LHMP



<b>S-5.8</b>	<b>Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.</b>
<b>S-5.9</b>	<b>Ensure that the City maintains adequate facilities and fire service personnel in conformance with the City's Fire Services Strategic Plan.</b>
<b>S-5.10</b>	<b>Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.</b>
<b>S-5.11</b>	<b>Ensure fuels reduction and fire risk reduction activities occur along key roadways and evacuation routes throughout the City.</b>
<b>S-5.12</b>	<b>Coordinate with Southern California Edison on electrical infrastructure that may be impacted by wildfires and/or Public Safety Power Shutoff events.</b>
<b>S-5.13</b>	<b>Require that any new street providing access to a residential development meet the minimum standard of two contiguous, unobstructed, 10-foot-wide paved travel lanes.</b>

## D AIRCRAFT HAZARDS

Airplane and helicopter emergencies are few and far between, but their occurrence can substantially impact the urban environment. Crash landings in populated areas such as Perris can harm bystanders and structures alike. Aircraft-related emergencies are most often caused by mechanical or electrical failure but do not always result in a crash. On occasion, a plane or helicopter may be forced to make an emergency landing on a stretch of roadway or unoccupied piece of land. The City of Perris shares a border with March Air Reserve Base (with runways located approximately 5 miles north of the City, used for both military and commercial purposes) and Perris Valley Airport (located within the City limits) means that preparing for both scenarios is important to preserving the well-being of community members and the built environment.

### March Air Reserve Base

In 2018, the Department of the Air Force conducted an update of the 2005 March Air Reserve Base (ARB) Air Installations Compatible Use Zones (AICUZ) Study. The objective of the AICUZ is to achieve compatible uses of public and private lands in the vicinity of military airfields. The study completed three important tasks:

- ❖ Identification of Accident Potential Zones (APZ) and the Clear Zone (CZ);
- ❖ Identification of Noise Impact Zones;
- ❖ Identification of compatible uses within the above-mentioned zones.





In addition to the AICUZ, Airport Influence Area boundaries around March AFB were adopted by the County of Riverside Airport Land Use Commission (ALUC) in May 1986 and became part of the County's Airport Land Use Plan (ALUP). The ALUP has not been updated since the base realignment process in the mid-1990s and does not reflect changes in aircraft operations or aircraft types.

In 2016, the City of Perris adopted Airport Overlay Zones (AOZ) (Zoning Code Chapter 19.51) to comply with the 2014 March ARB/IP ALUCP boundaries and policies. Presented within the City of Perris Land Use Element, an AOZ ensures that the policies in the March ARB/IP ALUCP are adhered to when new development projects are brought before the City of Perris.

The CZs and APZs associated with the southern end of Runway 14/32 extend into the City. The City of Perris Specific Plan encourages complimentary uses associated with these conditions however some existing residences remain. Approximately 11.4 acres within the CZ would be considered Not Compatible, 38.1 acres within APZ I would be considered Not Compatible (including 37 residences, and 6.6 acres within APZ II have been determined Not Compatible (including 38 residences). Approximately 20 acres and 18 residences within the 65-69 dB CNEL noise zone are considered Not Compatible with Exemptions, and .8 acres and 3 residences within the 70-74 dB CNEL noise zone are considered Not Compatible with Exceptions.<sup>2</sup>

**Table S-1: Perris Land Use Acreage within High Noise Zones, Clear Zones, and Accident Potential Zones (Acres)**

Land Use	CNEL (dB)				CZ	APZ I	APZ II
	65-69	70-74	75-79	80+			
Commercial							2
PVCC SP	332	76			28	344*	475
Residential	20	1					7

Source: Air Force Reserve Command. 2018. Air Installations Compatible Use Zones Study - March Air Reserve Base Riverside, California. [https://www.marchjpa.com/documents/docs\\_forms/AICUZ\\_2018.pdf](https://www.marchjpa.com/documents/docs_forms/AICUZ_2018.pdf)

According to the AICUZ Study, "the City of Perris is situated directly along the southern end of

<sup>2</sup> Air Force Reserve Command. 2018. Air Installations Compatible Use Zones Study - March Air Reserve Base Riverside, California. [https://www.marchjpa.com/documents/docs\\_forms/AICUZ\\_2018.pdf](https://www.marchjpa.com/documents/docs_forms/AICUZ_2018.pdf)





March ARB Runway 14/32 where most aircraft arrivals and closed patterns occur, thus Perris has the largest amount of acreage exposed to noise levels above 60 dB CNEL when compared to the neighboring municipalities. The 60 dB, 65 dB, and 70 dB CNEL noise zones all extend inside the city of Perris boundary, with the largest anticipated cumulative noise level being 73 dB CNEL."<sup>3</sup>

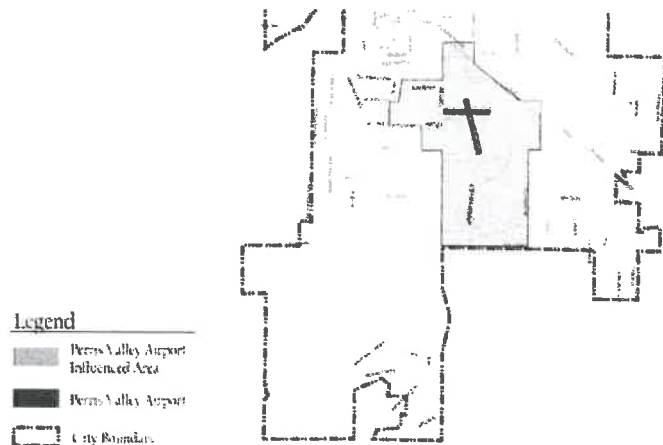
Influence Area 1 (identified in **Land Use Element Figure LU-18**) outlines the area of heaviest air traffic volumes. Noise levels are highest in these zones. High-risk and sensitive land uses are prohibited in Influence Area 1, where residential uses are limited to areas not in the actual flight path and areas where aircraft have gained sufficient altitude so that they no longer pose a relative safety threat. At March ARB, Influence Area 1 is contiguous with the AICUZ Accident Potential Zones 1 and 2 and the Clear Zone.

An Influence Area 2 (**Land Use Element Figure LU-18**) encompasses larger land areas, limits residential development to one dwelling unit per two and one-half acres, and allows agricultural, industrial, and commercial uses. The boundaries follow general flight paths and coincide with areas where aircraft turn and apply or reduce power.

Influence Area 3 (**Land Use Element Figure LU-18**) is larger than Influence Area 2 and requires aviation easements for all land uses. These aviation easements are designed to offer "constructive notice" to future buyers warning about noise and other real or potential effects caused by airport operations.

### Perris Valley Airport

Perris Valley Airport is privately owned and located in the southern end of the City, a premier location for skydiving and ballooning enthusiasts. Perris Airport has only an Influence Area 1 depicted in Exhibit 1.



*Exhibit 1 – Perris Valley Airport Influence Area*

<sup>3</sup> Air Force Reserve Command. 2018. Air Installations Compatible Use Zones Study - March Air Reserve Base Riverside, California. [https://www.marchipa.com/documents/docs\\_forms/AICUZ\\_2018.pdf](https://www.marchipa.com/documents/docs_forms/AICUZ_2018.pdf)



## GOAL S-6: ENSURE AN EFFECTIVE RESPONSE TO AIRCRAFT HAZARDS.

### Policies

<b>S-6.1</b>	<b>Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.</b>
<b>S-6.2</b>	<b>Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.</b>
<b>S-6.3</b>	<b>Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.</b>

## E SEISMIC HAZARDS AND GEOLOGIC HAZARDS

Seismic and geologic hazards are traditionally addressed together because they both involve the movement of the earth's surface. Although some geologic events (landslide, subsidence, erosion, etc.) can and do happen independently, the primary catalyst for their occurrence is often a seismic event, commonly referred to as an earthquake. This section identifies four common seismic and geologic hazards that threaten Perris and establishes policies and procedures meant to protect the community when an event occurs.

### Seismic Hazards

Southern California is no stranger to earthquakes, and their frequent occurrence is widely accepted as a fact of life. Perris is prone to seismic hazards due to its location in a seismically active region. These hazards can be divided into three categories, each with unique characteristics and implications for planning. Perris Valley lies between the San Jacinto Fault and the Elsinore Fault, within the Perris Block, a 20 by 50-mile mass of crystalline rocks generated in the Cretaceous time period. The Perris Block is bounded by the San Jacinto Fault to the east, the Elsinore Fault to the west, and the Cucamonga Fault to the north. This block has historically experienced vertical land movements of several thousand feet due to shifts in the Elsinore and San Jacinto faults.

### Surface Rupture:

The earth is covered in tectonic plates, which are large sections of the earth's crust that constantly shift and move closer together, further apart, or past one another. The movement of two plates



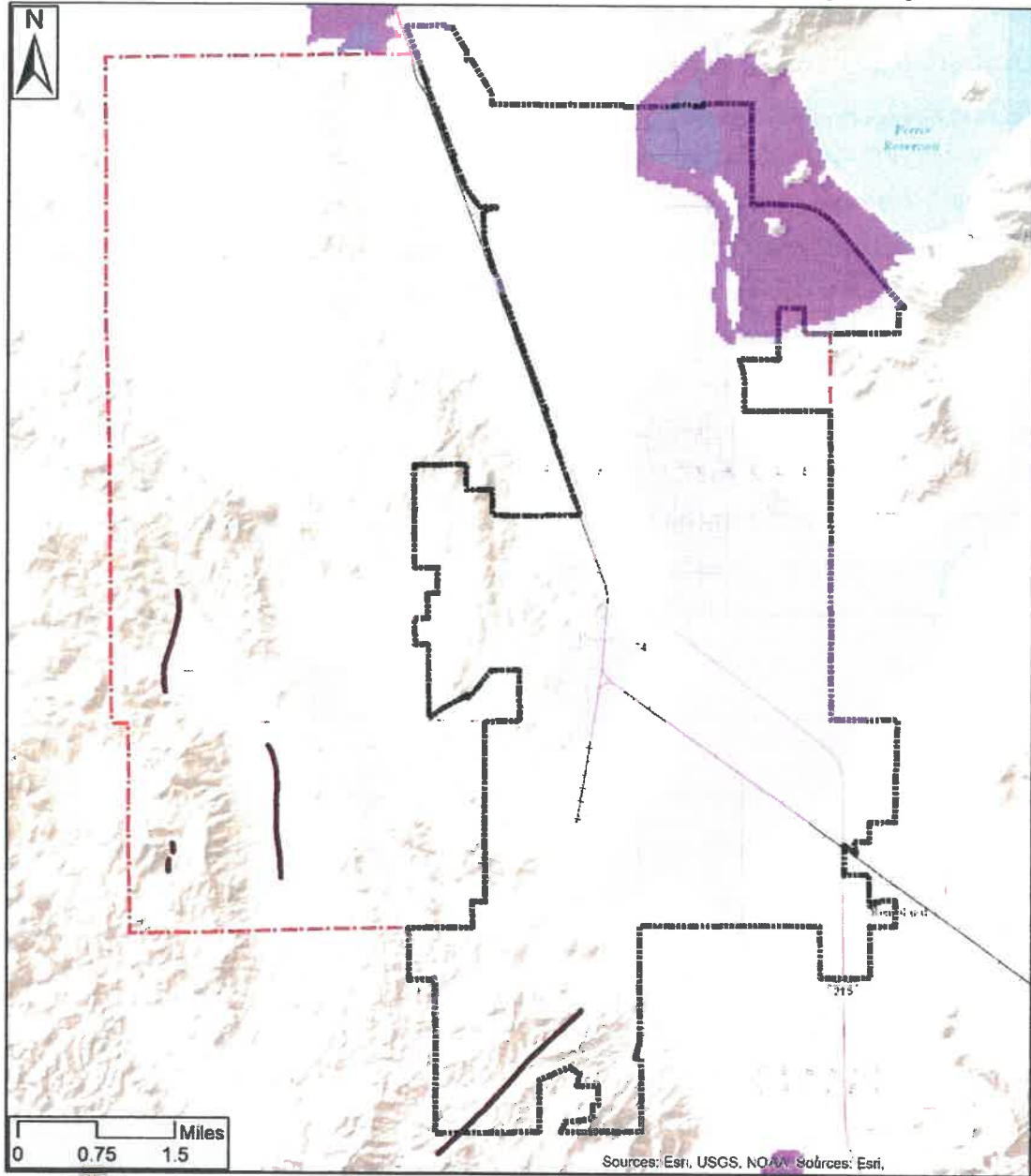
past one another frequently causes friction resulting in plates that "stick." When this occurs, the same forces that push the plates past each other are now concentrated in certain areas. In time, friction can no longer hold the plates together, and the plates suddenly shift, releasing the massive build-up of energy (i.e., earthquake). This rapid movement and release of energy can cause the earth to fracture and displace the land around it, resulting in an earthquake fault. Some faults are buried beneath the surface, and others are at the surface of the earth. Surface rupture of a fault is especially dangerous because if structures are built on top of the fault or infrastructure crosses the fault, these facilities could be damaged by fault movement. If a surface rupture occurs, the movement could break pipelines and damaged roads and bridges, rendering them useless after the event. Areas of known surface rupture hazard in California are identified in Alquist-Priolo Special Study Zones. Western Riverside County has been mapped for Alquist-Priolo zones; however, no zones exist within the City of Perris. In addition, the County of Riverside has applied additional special studies zone criteria for additional fault systems, and these identified faults have not been mapped within the City of Perris. **Figure S-6** identifies the mapped faults located within the City and vicinity, however none of these faults are considered active by the State of California requiring special study at this time.





### Seismic Shaking




Seismic shaking is the recognizable movement caused by the energy released from an earthquake. The same mechanism that creates a surface rupture is also responsible for seismic shaking and can produce an equally devastating effect. Buildings and other structures may be destroyed because of violent shaking. Infrastructure such as roads, pipelines, and power lines are also susceptible to damage and pose additional safety concerns. Unlike surface rupture, seismic shaking consequences are not restricted to the area immediately surrounding the fault. Energy resonating through the ground can travel hundreds of miles and cause damage in many locations simultaneously. The closer to the earthquake's source (epicenter), the stronger the shaking will be. Seismic shaking is of particular concern for the City of Perris due to the proximity to active faults that can generate significant earthquakes. According to the U.S. Geological Survey, there is a 60% probability of an earthquake measuring 6.7 magnitude striking Southern



Figure S-6 – Earthquake Faults and Liquefaction Susceptibility



-  Perris City Limits
-  Perris Sphere of Influence
-  Railroads
-  Riverside County Faults

**Perris Safety Element Update**  
**Liquefaction Susceptibility**  
Moderate  High  Very High 



California during a 30-year period.<sup>4</sup> The highest probability (approximately 20%) is projected for the San Andreas fault, located approximately 25 miles from the City. The closest fault (San Jacinto) is approximately 12 miles from the City and is estimated to have a 6% probability of generating a 6.7M earthquake or greater.

### Liquefaction

Liquefaction is a phenomenon that occurs when intense vibrations from an earthquake cause saturated soil to lose stability and act more like a liquid than a solid. This poses significant problems for buildings and other structures in areas where liquefaction can occur, as the ground may give way under the weight of the structure and its foundation. In addition, underground structures are vulnerable to liquefaction. Multiple Perris areas are at risk of liquefaction. The Perris Valley is comprised of extensive alluvial deposits resulting from erosion of sediments from the San Jacinto Mountain Range. Although depths to groundwater generally exceed 100 feet, the central and northeastern parts of the City are comprised of materials considered susceptible to moderate to very high liquefaction potential. **Figure S-6** depicts the areas of the City susceptible to liquefaction.

## Geologic Hazards

Although seismic events, such as earthquakes, often trigger geologic hazards, this is not always the case. Therefore, understanding and preparing for these hazards as standalone events is equally important.

### Settlement

Settlement is defined as areas prone to different rates of surface settling and densification (differential compaction), with or without seismic shaking, and are underlain by sediments that differ laterally in composition or degree of existing compaction. Differential settlement can cause damage to structures, pipelines, and other subsurface entities. Development in areas subjected to seismic settlement should include geotechnical investigations that address the potential for seismically induced settlement on a site-specific basis. Settlement can be mitigated with proper

<sup>4</sup> U.S. Geological Survey. March 2015. Uniform California Earthquake Rupture Forecast (Version 3). <https://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf>





site preparation that involves the densification of the subsurface soils and with proper foundation design that can accommodate a limited degree of differential settlement due to seismic shaking. Areas prone to differential compaction are difficult to identify; however, it is known that alluvial soils are more susceptible to settlement than other soil types.

Settlement and fissuring have been well documented in Riverside County. Most of the early documented cases affected only agricultural land or open space. As urban areas have expanded, so too have the impacts of settlement on structures for human occupancy. Instances of settlement have been recorded in the San Jacinto Valley but not within the Perris Valley.

#### *Slope-related Instability*

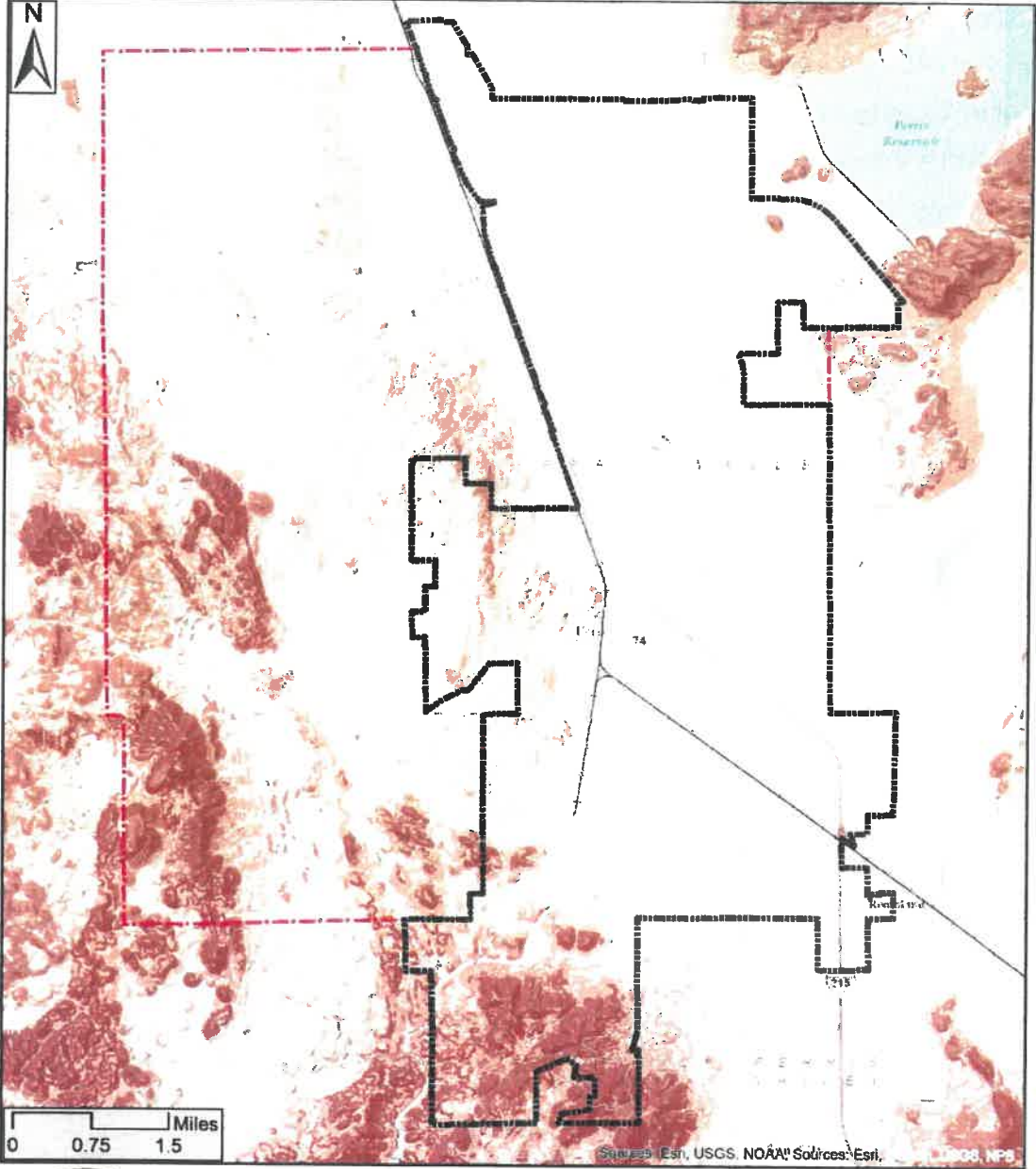
The most significant factors contributing to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. Human-made slope modifications and the down-cutting forces associated with stream erosion can also cause a slope to become unstable and fail. Steep slopes (i.e., 30% or higher gradient) occur in Perris's western and southern portions. As shown in **Figure S-7**, these areas could be susceptible to landslides and rockfalls.

A combination of geologic conditions leads to landslide vulnerability. These include high seismic potential, rapid uplift and erosion resulting in steep slopes and deeply incised canyons, highly fractured and folded rock, and rock with inherently weak components such as silt or clay layers. Landslides are often triggered by seismic activity; however, slope failure does not need to be triggered by an earthquake. Strong ground motions can worsen existing unstable slope conditions, particularly if coupled with saturated ground conditions.

Debris flows can cause extensive damage to structures in their path. They are comprised of a mixture of rock and/or mantle rock with water or air. Whether debris will flow downhill depends on numerous factors, including soil depth and composition, the kind of vegetation, subtle variations in slope shape, the existence of road cuts or drainage pipes, incongruities in underlying bedrock, and even the presence of animal burrows. Fine-grained sedimentary rocks are the most



Figure S-7 – Landslide Susceptibility



- Landslide Susceptibility Perris Safety Element Update**
- Low
  - Medium
  - High
  - Perris City Limits
  - Perris Sphere of Influence
  - Railroads



susceptible to debris flow. Typically, debris flows occur when a long saturation period is followed by intense bursts of rain, concentrated in just a few hours or days.

Water, often traveling beneath the surface from miles away, fills the pores in the surface material but not in bedrock or clay, which are less permeable. This creates a saturated zone in the surface material. An increase in pore pressure, in turn, decreases the friction that holds material to a slope. At some point, gravity causes the mass to break loose and slide along the less permeable surface below. Damaging debris flows also can and often do occur on slopes that recently endured fire damage because few roots are holding down the soil and the surface typically cannot absorb water easily covered with ash and other debris.

Destructive debris flows typically occur within western Riverside County each decade, with the most recent debris flow events taking place in 1969, 1978, and most recently in 2018 after the Holy Fire in the Lake Elsinore area. There is debris flow potential within the Perris Valley, particularly within canyon bottoms, stream channels, and areas near the outlets of canyons or channels.

**GOAL S-7: A BUILT ENVIRONMENT THAT IS RESILIENT TO THE EFFECTS OF SEISMIC GROUND SHAKING AND OTHER GEOLOGIC HAZARDS AND BETTER ABLE TO RECOVER FROM THESE EVENTS.**

**Policies**

<b>S-7.1</b>	<b>Require all development to provide adequate protection from damage associated with seismic incidents.</b>
<b>S-7.2</b>	<b>Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.</b>
<b>S-7.3</b>	<b>Ensure slope stability issues are effectively addressed in both developed and developing areas within the City.</b>
<b>S-7.4</b>	<b>Periodically update the Liquefaction Susceptibility Map to incorporate new data and information under the supervision of a professional geologist.</b>
<b>S-7.5</b>	<b>Monitor groundwater elevations beneath the City to identify areas of heightened sensitivity to liquefaction hazards.</b>



## F HAZARDOUS MATERIALS AND WASTES

Natural hazards are not the only threat to a community's safety. Human-caused dangers, such as various hazardous materials and wastes, are often found throughout a community and can pose significant risks. Generally speaking, hazardous materials are identified as being toxic, flammable, explosive, corrosive, infectious, radioactive, or a combination of these characteristics. Hazardous wastes are categorized similarly but are identified separately from materials because they no longer serve a meaningful use.

### **In the Community**

Although common household chemicals pose little threat to the community at large, hazardous materials and wastes used by business and industry present a greater risk. Mechanical dealerships, repair shops, gasoline, diesel fuel stations, and dry cleaners are examples of businesses that regularly use and store chemicals or other hazardous materials. Pipelines and tanks within the City also transport and store chemicals that could pose a risk if exposure to the contents within occurs. These releases are anticipated to be isolated to properties where storage occurs. Releases also tend to involve transporting raw materials and their byproducts either by pipeline or vehicle. Regulation of the use, storage, and transport of hazardous materials and wastes rests on state and federal agencies; however, cities play a large role in minimizing the risks and impacts of exposure through careful planning and preparation. The City's main truck routes include Interstate 215 and State Route 74, which allow for transporting chemicals and materials into and out of the City.

### **In the Home**

Exposure to hazardous materials is not uncommon, as many household cleaning products contain chemicals that can harm both humans and the environment. Through proper use, however, the health risks associated with these hazardous materials can largely be avoided. The proper storage of household cleaning products and other common hazardous materials, such as those used in automotive and home repair, is also an important component of responsible management. Following the manufacturer's instructions on the packaging and keeping products out of the reach of children are two simple steps that can help reduce the risk of exposure.





## GOAL S-8: BUILT AND NATURAL ENVIRONMENTS PROTECTED FROM EXPOSURE TO HAZARDOUS MATERIALS.

### Policies

<b>S-8.1</b>	<b>Coordinate with the Riverside County Fire Department to ensure commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials waste.</b>
<b>S-8.2</b>	<b>Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.</b>
<b>S-8.3</b>	<b>Facilitate coordinated, effective responses to hazardous materials emergencies in the City to minimize health and environmental risks.</b>
<b>S-8.4</b>	<b>Educate residents and businesses about proper disposal methods of household hazardous waste and the availability of less toxic materials that can be used in place of more toxic household materials.</b>

## G CLIMATE ADAPTATION

Although climate change is not itself a hazard, variations in environmental conditions can impact some of the natural hazards affecting Perris. Projections of future conditions include increased temperatures, increased extreme heat days, changes in precipitation, more prolonged droughts, and changes in the size and frequency of wildfire incidents. **Table S-2** identifies the current/historical conditions and projected future conditions within Perris associated with climate change.

**Table S-2 – Potential Climate Change Effects for Perris**

	<b>Historic (1961-1990)</b>	<b>Future (2070-2099)</b>
<b>Annual Mean Temperature</b>	79.0° F	85.2 to 87.9° F
<b>Extreme Heat Days</b>	4 days per year	34 to 52 days per year
<b>Annual Mean Precipitation</b>	10.6 inches	10.6 to 11.5 inches
<b>Annual Average Area Burned</b>	36.8 acres	0.0 to 32.1 acres

*Source: <https://cal-adapt.org/>*

Increasing temperatures associated with climate change can act as a hazard multiplier. By the end of the century, annual mean temperatures are projected to increase between six and nine





degrees, impacting city residents and businesses. These increases are also anticipated to increase the number of extreme heat days from 4 days per year to between 34 and 52 days. These potential temperature increases may impact residents living in poorly insulated structures or structures that do not meet current code requirements.

While temperatures are anticipated to increase in the coming decades, climate change projections also suggest that annual mean precipitation may stay the same or slightly increase. While a minimal increase is projected, it is anticipated that future rain events may be more intense than what is currently experienced within the City, increasing flooding within the City. With changes in future precipitation, it is expected that changes to local vegetation may occur, which could impact drainage and increase the need for wildfire management activities.

Increased rainfall could increase the amount of flooding within the community or introduce flooding into areas that haven't experienced flooding before. With greater and more intense precipitation, the City could also experience an increase in landslides/mudslides. Extreme precipitation events could de-stabilize hillsides and drainages, resulting in more landslides/mudslides and/or erosion along stream courses, impacting neighboring properties/structures.

With future temperature increases coupled with relatively similar precipitation amounts experienced today, future wildfire impact is projected to decrease by the end of the century. This projection is based on the overall reduction in small and moderate precipitation events in place of large or extreme events, suggesting that vegetation growth will experience an overall reduction. A reduction in vegetation could reduce future wildfire vulnerability due to reduced fuels. The City currently experiences an annual average of 36.8 acres burned, projected to decrease to between 0.0 and 32.1 acres by the end of the century.

**GOAL S-9: A BUILT ENVIRONMENT ADAPTED TO CHANGING HAZARD CONDITIONS EXACERBATED BY CLIMATE CHANGE**

**Policies**

<b>S-9.1</b>	Coordinate with regional, state, and federal agencies to monitor the indicators and impacts of climate change.
<b>S-9.2</b>	Periodically review and update the City's Local Hazard Mitigation Plan to incorporate new information related to climate change, as necessary.



<b>S-9.3</b>	<b>Monitor flooding conditions that occur outside of the 100-year floodplain to identify new areas of risk as future conditions change.</b>
<b>S-9.4</b>	<b>Monitor wildfire mapping and hazard conditions for changing future conditions as a result of climate change.</b>
<b>S-9.5</b>	<b>Improve city staff understanding of how climate change may disproportionately affect vulnerable community members, including senior citizens, low-income persons, and persons with disabilities.</b>
<b>S-9.6</b>	<b>Develop incentive programs to encourage property owners to retrofit their homes/businesses against climate-related hazards such as extreme weather, flooding, wildfire, etc.</b>
<b>S-9.7</b>	<b>Prepare and periodically update a Climate Action Plan that integrates climate adaptation and hazard mitigation information and analysis.</b>



## IV. IMPLEMENTATION PROGRAMS / ACTIONS

### A DISASTER AND EMERGENCY PREPAREDNESS INCLUDING EVACUATION

**S-1.1a** – As part of the Hazard Mitigation Plan update, evaluate the location of critical facilities in relation to hazard exposure.

**S-1.1b** – Prepare evacuation routes and disaster response plans for known hazards within the City.

**S-1.1c** – Participate in ongoing disaster preparedness training programs in conjunction with other jurisdictions.

**S-2.1a** – Identify and implement traffic calming strategies that will not interfere with emergency response activities.

**S-2.4a** – Periodically update the Public Safety Facilities Development Impact Fees to fund improvements in public safety facilities and equipment.

**S-2.4b** – Revise the development impact fee program to fully fund all infrastructure construction and improvements identified as attributable to new development.

**S-2.4c** – Identify sources of funding for additional infrastructure to serve existing development.

**S-3.2a** – Work with local school districts to distribute emergency information at the schools.

**S-3.2b** – Work with City service providers (water, wastewater, etc.) to distribute materials to Perris customers.

**S-3.3a** – Work with the local Chamber of Commerce to distribute evacuation plans for all business owner/operators, employees, and patrons.

### B FLOOD HAZARDS

**S-4.2a** – Provide leadership in efforts to improve the Perris Valley Storm Channel and San Jacinto River Channel.

**S-4.2b** – Periodically update the Master Drainage Plan Fees to fund drainage improvements.

### C FIRE HAZARDS

**S-5.1a** – Ensure the City's fuel modification requirements meet or exceed state requirements and best practices.

**S-5.1b** – Adopt landscaping standards to include a fire-resistant plant palette, where appropriate.



**S-5.1c** – Enforce current California Building Code standards to exclude the use of materials that pose a fire risk, such as untreated wood roofing materials, and retrofit existing structures with these elements.

**S-5.1d** – Maintain weed abatement efforts through code enforcement.

## D AIRCRAFT HAZARDS

**S-6.2a** – Participate in March Operations Assurance Task Force to resolve inconsistencies between local land use regulations and AICUZ and ALUP policies.

**S-6.2b** – Continue to notify March Air Reserve Base, and March Inland Port Airport Authority of new development project applications and consider their input before making land-use decisions.

**S-6.2c** – Development on property within the Perris Valley Airport Interim Influence Area 1 shall be subject to prior determination, in consultation with ALUC, and subsequent adoption of appropriate use and development restrictions necessary to minimize the potential for loss of life.

## E SEISMIC HAZARDS

**S-7.2a** – Require implementation of mitigation measures identified in the studies outlined in Policy S-7.2, prior to issuing grading and building permits.

**S-7.2b** – Require engineered slopes to be designed to resist seismically induced failure, in accordance with state-of-the-art engineering parameters and analytical methods.

**S-7.2c** – Require cut and fill transition lots to be over-excavated and require complete maximum variation of fill depths beneath structures to mitigate the potential of seismically induced differential settlement.

**S-7.2d** – Adopt and enforce the most current version of the California Building Code (CBC).

**S-7.3a** – Reconstruction of structures intended for human occupancy that have been damaged or destroyed by failed slopes will be prohibited unless a geological report prepared by a State-licensed geologist shows that remedial measures will improve the unstable slope conditions sufficiently to make the site suitable for redevelopment.

**S-7.3b** – Geotechnical studies will be required for all projects to determine the potential for damage from expansive soils and define appropriate mitigation measures to address the identified damage potential.

**S-7.4** - Implement dam inundation notification protocols, consistent with the Perris Dam Emergency Action Plan, after a seismic event.







CITY OF PERRIS

GENERAL PLAN  
SAFETY ELEMENT



CITY OF PERRIS

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# SAFETY ELEMENT

ADOPTED BY CITY COUNCIL ON

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# CITY OF PERRIS

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## **SAFETY ELEMENT**

REVISED 2021

### **CITY COUNCIL**

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Malcolm Corona  
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Marshal

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Atlas Planning Solutions

# TABLE OF CONTENTS

- I. EXECUTIVE SUMMARY ..... 1
  - A. Conditions in Perris and Focus of the Safety Element ..... 1
  - B. Purpose of safety element ..... 1
  - C. Moving Forward ..... 2
- II. INTRODUCTION ..... 3
  - A. Purpose ..... 3
  - B. Scope ..... 3
  - C. Element Organization ..... 3
  - D. Consistency with Other Elements ..... 4
  - E. Consistency with Local Hazard Mitigation Plan ..... 5
  - F. Regulatory Environment ..... 5
- III. POTENTIAL HAZARDS / TRENDS ..... 9
  - A. Disaster and emergency preparedness, including evacuation ..... 9
  - B. Flood Hazards ..... 14
  - C. Fire Hazards ..... 18
  - D. Aircraft Hazards ..... 22
  - E. Seismic Hazards and Geologic Hazards ..... 25
  - F. Hazardous Materials and Wastes ..... 32
  - G. Climate Adaptation ..... 33
- IV. IMPLEMENTATION PROGRAMS / ACTIONS ..... 36
  - A. DISASTER AND EMERGENCY PREPAREDNESS, INCLUDING EVACUATION ..... 36
  - B. Flood Hazards ..... 36
  - C. FirE Hazards ..... 36
  - D. Aircraft Hazards ..... 37
  - E. Seismic Hazards ..... 37



## I. EXECUTIVE SUMMARY

### A. CONDITIONS IN PERRIS AND FOCUS OF THE SAFETY ELEMENT

Perris has several factors that could detrimentally impact overall community safety. The City experiences various hazard conditions as it is located near seismically active areas, flood plains, and high fire hazard severity zones. To compound matters, the impact of a changing climate is likely to intensify many of these risks. Drier and hotter weather will likely increase fire risk and potentially impact water supplies. Wetter and more intense winter storms could inundate parts of Perris that have never experienced flooding or exacerbate slope instability causing landslides within the City's hillsides. This Safety Element focuses on identifying these safety risks and identifying policies, goals, and implementation actions to address and prepare for them. The Safety Element also strives to align with other general plan elements, as required by state law, including (1) Housing, (2) Land Use, (3) Mobility, and (4) Open Space and Conservation. Perris has also developed and adopted a Local Hazard Mitigation Plan (LHMP), which allows for federal grant funding eligibility to mitigate many of the natural hazards identified in the City.



*Perris City Hall*

### B. PURPOSE OF SAFETY ELEMENT

The Safety Element is one of seven mandatory elements of the General Plan. Its primary purpose is to identify potential risks that could endanger the community's public health, safety, and welfare. Periodic updates of the Safety Element ensure that goals and policies are relevant and responsive to community needs. California Government Code Section 65302(g)(1) identifies the following list of safety risks that, at a minimum, be examined in each Safety Element:

- seismically induced surface rupture\*
- ground shaking\*
- ground failure\*
- flooding\*
- tsunami
- seiche
- dam failure\*





- slope instability leading to mudslides and landslides\*
- subsidence
- liquefaction areas\*
- other seismic hazards
- wildland and urban fires\*
- climate change\*

Items denoted by an \* are potential hazards relevant to the City of Perris

The Safety Element must also geographically identify each safety risk by location, evaluate the potential consequences and establish goals, policies, and objectives to protect the community.

### C. MOVING FORWARD

The City of Perris is committed to protecting the community from potential natural hazard risks. The City's location and history with hazards make it likely that Perris will experience risks from seismic, flooding, and wildfire events in the future. Perris can also expect that some of these risks will worsen as climate change accelerates. With this in mind, the Safety Element, in conjunction with the LHMP, is the best avenue to understand and address natural hazard risks within the community.



## II. INTRODUCTION

### A. PURPOSE

To safeguard the well-being of Perris community members, this element provides the necessary context to understand the hazards that threaten the community and outlines policies and practices that take tangible steps toward ensuring the community's continued prosperity.

### B. SCOPE

The Perris Safety Element addresses the relevant planning hazards mandated by California Government Code Section 65302(g) as well as local conditions. This element identifies and discusses the following hazards as they relate to the City:

- Disaster and emergency preparedness, including evacuation
- Flood Hazards
- Fire Hazards
- Aircraft Hazards
- Seismic and geologic hazards
- Hazardous Materials and waste
- Climate adaptation and resiliency strategies

### C. ELEMENT ORGANIZATION

This element is organized to be consistent with the other General Plan Elements. The goals, policies, and implementation programs provide declarative statements setting forth the City's approach to safety-related issues. A definition of these key terms is provided below.

**Goal:** A general statement of the desired community outcome. It is denoted as Goal S-X in this element.

**Policy:** Policies are actions that a community will undertake to meet the goals. They are denoted as Policy S-X.X in this element.



**Implementation/Action Programs:** A list of recommended programs and future actions necessary to achieve element goals and policies; implementing actions are discussed in Section IV.

## D. CONSISTENCY WITH OTHER ELEMENTS

The Perris Safety Element is an essential component of the General Plan and works in tandem with other elements to integrate safety consideration into decisions affecting future growth. The following discussion describes the relationship between the Safety Element and other mandatory elements.

### Land Use

The Land Use Element is particularly responsive to natural hazards. Understanding the natural and human-made hazards that threaten a community can help reduce the possibility of disaster by avoiding the designation of sensitive land uses in hazard-prone areas. Several goals within the Land Use Element focus on protecting and enhancing the community as part of the development and entitlement process. This element also provides guidance regarding land uses and developments in close proximity to March Air Reserve Base and Perris Valley Airport.

### Circulation

Coordination between the Circulation Element, and the Safety Element is an important component of comprehensive planning. The Circulation Element can influence public health and safety by addressing traffic congestion on roads designated as evacuation routes during emergencies and redefining truck routes to avoid residential and other heavily populated areas.

### Housing

The Housing Element is more closely associated with land use and incorporates many safety considerations into its goals and objectives. Building practices and codes addressed in the Housing Element contribute to community safety by improving the built environment's resiliency to natural and human-caused hazards. Additionally, the Housing Element can help identify vulnerable populations and inform the Safety Element to ensure proper protections.



## Open Space and Conservation

The Open Space and Conservation Elements focus on open space protection and ecosystem services for flood risk reduction and habitat preservation. Progressive open space management techniques can help mitigate wildfire and landslide hazards, reducing the need for additional city services.

## E CONSISTENCY WITH LOCAL HAZARD MITIGATION PLAN

The Local Hazard Mitigation Plan (LHMP) serves three primary purposes: it provides a comprehensive analysis of the natural and human-caused hazards that threaten the City, with a focus on mitigation; it keeps the City of Perris eligible to receive additional federal and state funding to assist with emergency response and recovery, as permitted by the Federal Disaster Mitigation Act of 2000 and California Government Code Sections 8685.9 and 65302.6; and it complements the efforts undertaken by the Safety Element. The LHMP complies with all requirements set forth under the federal Disaster Mitigation Act of 2000 and received approval from the Federal Emergency Management Agency (FEMA) in 2018. Sections of the Safety Element are supplemented by the LHMP, incorporated by reference in this element, as allowed by California Government Code Section 65302(g).

## F REGULATORY ENVIRONMENT

### California Government Code 65302(g)(1) - (8)

California Government Code Section 65302(g)(1) - (8) establishes the legislative framework for California's safety elements. This framework consolidates the requirements from relevant federal and state agencies, ensuring that all cities are compliant with the numerous statutory mandates. These mandates include:

- Protecting against significant risks related to earthquakes, tsunamis, seiches, dam failure, landslides, subsidence, flooding, and fires as applicable.
- Including maps of known seismic and other geologic hazards.



- Addressing evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures as related to fire and geologic hazards, where applicable.
- Identifying areas subject to flooding and wildfires.
- Avoiding locating critical facilities within areas of high risk.
- Assessing the community's vulnerability to climate change.
- Including adaptation and resilience goals, policies, objectives, and implementation measures.

### **California Government Code Sections 8685.9 and 65302.6**

California Government Code Section 8685.9 (also known as Assembly Bill 2140 or AB 2140) limits California's share of disaster relief funds paid out to local governments to 75 percent of the funds not paid for by federal disaster relief efforts. However, if the jurisdiction has adopted a valid hazard mitigation plan consistent with Disaster Mitigation Act of 2000 and has incorporated the hazard mitigation plan into the jurisdiction's General Plan, the State may cover more than 75 percent of the remaining disaster relief costs. All cities and counties in California must prepare a General Plan, including a Safety Element that addresses various hazard conditions and other public safety issues. The Safety Element may be a standalone chapter or incorporated into another section as the community wishes. California Government Code Section 65302.6 indicates that a community may adopt an LHMP into its Safety Element if the LHMP meets applicable state requirements. This allows communities to use the LHMP to satisfy state requirements for Safety Elements. As the General Plan is an overarching long-term plan for community growth and development, incorporating the LHMP creates a stronger mechanism for implementing the LHMP.

### **California Government Code 65302 (g) 3 adopted through SB 1241 (2012)**

California Government Code Section 65302 (g) 3 requires the Safety Element to identify and update mapping, information, and goals and policies to address wildfire hazards. As part of this requirement, any jurisdiction that includes State Responsibility Areas or Very High Fire Hazard Severity Zones (VHFHSZ), as defined by the California Board of Forestry and Fire Protection





(Board), is required to transmit the updated element to the Board for review and approval. The City has VHFHSZs located within its boundary triggering this requirement.

#### **California Government Code 65302 (g) 4 adopted through SB 379 (2015)**

California Government Code Section 65302 (g) 4 requires the Safety Element to address potential impacts of climate change and develop potential strategies to adapt/mitigate these hazards. Analysis of these potential effects should rely on a jurisdiction's Local Hazard Mitigation Plan or an analysis that includes data and analysis from the State of California's Cal-Adapt website.

#### **California Government Code 65302 (g) 5 adopted through SB 99 (2019)**

California Government Code Section 65302 (g) 5 requires the Safety Element to identify evacuation constraints associated with residential developments, specifically focused on areas served by a single roadway.

#### **National Flood Insurance Program**

The National Flood Insurance Program (NFIP) was created in 1968 to help communities adopt more effective floodplain management programs and regulations. The Federal Emergency Management Agency is responsible for implementing the NFIP and approves the floodplain management plans for participating cities and counties. Perris participates in the NFIP and uses Title 15, Chapter 4 of the Perris Municipal Code to administer flood management regulations throughout the City.

#### **Alquist-Priolo Earthquake Fault Zoning Act**

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code [PRC], Chapter 7.5, Section 2621-2699.6) was intended to reduce the risks associated with surface faults and requires that the designated State Geologist to identify and map "Earthquake Fault Zones" around known active faults. Per PRC Section 2623 a, cities and counties shall require a geologic report defining and delineating any hazard of surface fault rupture before the approval of a project. If the jurisdiction finds no undue hazard of that kind exists, the geologic report on the hazard may be waived, with the State Geologist's approval. For a list of project types, please refer to PRC



Section 2621.6. No Alquist-Priolo Earthquake Fault Zones run through Perris; therefore, it is not a topic of concern addressed in this document.

### **Seismic Hazards Mapping Act**

The Seismic Hazards Mapping Act (California Public Resources Code, Chapter 7.8, Section 2690-2699.6) created a statewide seismic hazard mapping and technical advisory program in 1990 to help cities and counties more effectively address the effects of geologic and seismic hazards caused by earthquakes. Under PRC 2697, cities and counties shall require a geotechnical report defining and delineating any seismic hazard before approving a project located in a seismic hazard zone. If the jurisdiction finds that no undue hazard of this kind exists based on information resulting from studies conducted on sites near the project and of similar soil composition to the project site, the geotechnical report may be waived. After a report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geologic datum, or data, warranting further investigation is not recorded. Each jurisdiction shall submit one copy of each approved geotechnical report, including the mitigation measures to be taken, if any, to the State Geologist within 30 days of its approval of the report. For a list of project types, please refer to PRC Section 2693.

### **Cortese List**

Government Code Section 65962.5 (typically referred to as the "Cortese List") identifies sites that require additional oversight during the local permitting process as well as compliance with the California Environmental Quality Act (CEQA). The list is generally a compilation of properties and businesses that generate, store, and/or have been impacted by the presence of hazardous materials/wastes. Many properties identified on this list may be undergoing corrective action, cleanup, or abandoned and in need of these activities. Sites within the City may contain hazardous materials requiring oversight from the Department of Toxic Substances Control and Regional Water Quality Control Board.



## III. POTENTIAL HAZARDS / TRENDS

### A DISASTER AND EMERGENCY PREPAREDNESS INCLUDING EVACUATION

The ability to anticipate and evaluate potential risks posed by natural and human-caused hazards is paramount to a city's longevity. Although this element specifically addresses natural and human-caused hazards, disaster and emergency preparedness involves many more considerations beyond identifying the hazards themselves. This discussion consolidates and briefly describes the City of Perris's hazard prevention and response strategies, including evacuation.

#### Emergency Operations Plan

The Emergency Operations Plan (EOP) is primarily responsible for informing the City of Perris's emergency management strategies. These strategies are typically organized under four categories: mitigation, preparedness, response, and recovery.

##### Mitigation

The EOP, in conjunction with the LHMP, identifies and assesses the natural and human-caused hazards that threaten the City and recommends proactive policy and procedural actions that reduce the risks associated with these hazards. This preemptive planning is intended to decrease the probability of emergency situations and minimize the effects should one occur. Examples of hazard mitigation and prevention can be found in many city policies, but they are most prominently displayed in the numerous codes regulating construction and development.



*Example of overhead powerlines*

##### Preparedness

Emergency preparedness focuses on activities that prepare a community for a disaster. These activities typically involve preparing plans addressing life safety, emergency response, and evacuation; purchasing and storing emergency supplies; and training and exercises to practice



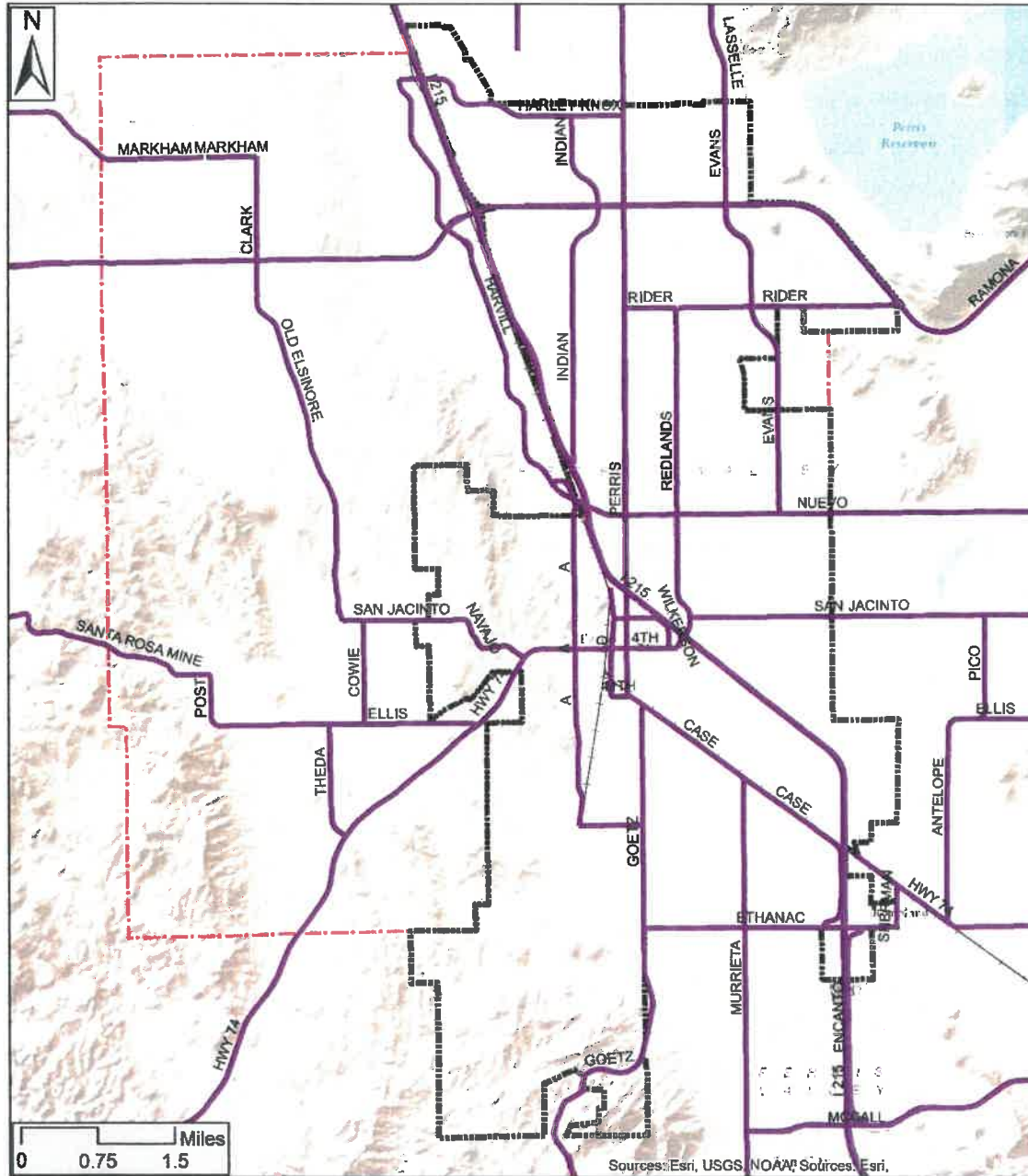
response activities. To better understand preparedness issues surrounding evacuation, the City has identified the potential evacuation routes within the City that connect to other parts of Western Riverside County. **Figure S-1** illustrates the primary evacuation routes used for planning purposes, training, and exercises. These activities occur periodically in coordination with the Riverside County Operational Area. In addition, to comply with Government Code Section 65302 (g) 5 [Senate Bill 99], the City has identified residential neighborhoods with more than 30 parcels that have a single means of ingress/egress. **Figure S-2** depicts the two neighborhoods within the west Perris and south Perris that have these conditions. Future developments in these areas may prioritize improved access and mobility to reduce constraints to evacuation and emergency response.





#### Response

Emergency response activities typically focus on actions necessary to save lives and prevent further property damage during an emergency/disaster. Many of these activities are conducted in tandem with the Riverside County Sheriff's Department (currently providing police services to the City) and the Riverside County Fire Department (currently providing fire services to the City)



Figure S-1 – Potential Evacuation Routes



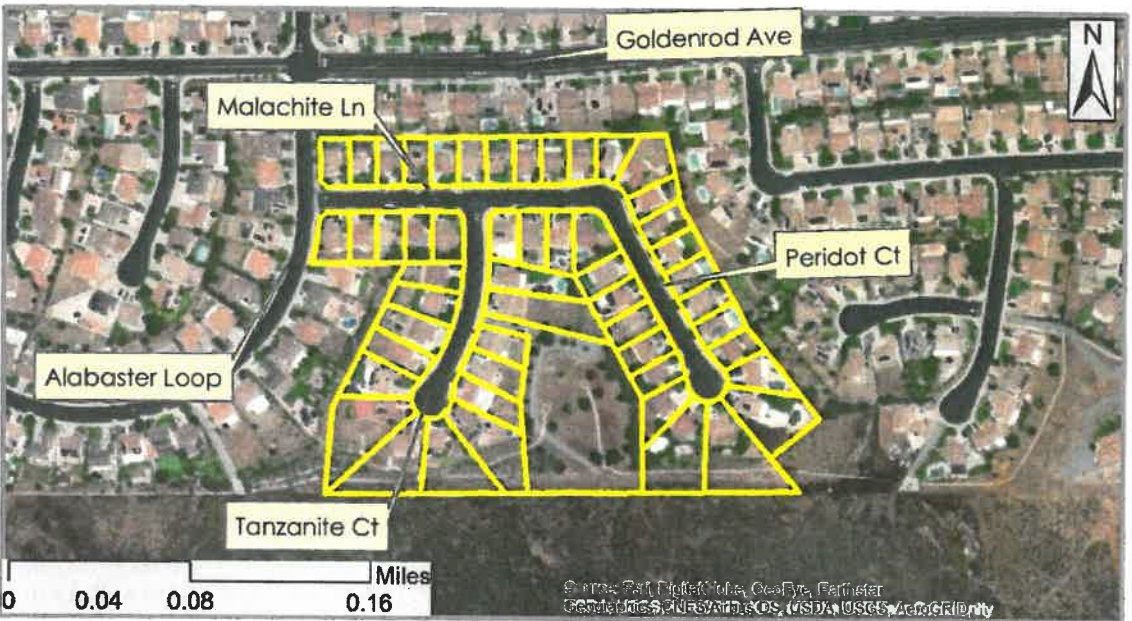
-  Perris City Limits
-  Perris Sphere of Influence
-  Railroads
-  Resilient IE - Evacuation Routes

Perris Safety Element Update





Figure S-2 – Single Ingress/Egress Parcels



### Perris Safety Element Update

 City of Perris SB99 Parcels



standard emergency response procedures. To guide response activities, the City will rely on implementing the Emergency Operations Plan and work closely with volunteer organizations such as the Community Emergency Response Team (CERT), which helps orchestrate internal and external communications, logistics, and assistance during large-scale emergencies.

### Recovery

After an emergency/disaster event, initial recovery activities focus on reestablishing basic services. Once utilities, access and emergency services are available in the impacted areas, recovery services will assist with the repair and/or reconstruction of damaged buildings and infrastructure. This may include helping residents and businesses attain the required approvals for reconstruction. Depending on the scale and type of incident, recovery could occur in specific community locations and/or require specialized expertise to address the issues created.

## **GOAL S-1: A COMMUNITY WHERE DAMAGE TO PROPERTY AND LOSS OF LIFE DUE TO NATURAL OR HUMAN-CAUSED HAZARDS IS REDUCED.**

### Policies

<b>S-1.1</b>	<b>Periodically participate and update the City's Local Hazard Mitigation Plan.</b>
<b>S-1.2</b>	<b>Periodically participate in Operational Area training and exercises and include city staff and stakeholders when appropriate.</b>

## **GOAL S-2: A COMMUNITY DESIGNED TO EFFECTIVELY RESPOND TO EMERGENCIES AND ENSURE THE SAFETY OF RESIDENTS AND BUSINESSES.**

### Policies

<b>S-2.1</b>	<b>Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.</b>
<b>S-2.2</b>	<b>Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.</b>
<b>S-2.3</b>	<b>Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.</b>
<b>S-2.4</b>	<b>Provide adequate emergency facilities to serve existing and future residents.</b>



<b>S-2.5</b>	Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.
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**GOAL S-3: A COMMUNITY WHERE RESIDENTS AND BUSINESSES ARE WELL-INFORMED ABOUT DISASTER PREPAREDNESS AND RESPONSE.**

<b>S-3.1</b>	Develop an all-hazards-oriented public awareness effort that identifies relevant information for residents and businesses regarding emergency preparedness, hazard mitigation, and tips and tools for homeowners and businesses within the City.
<b>S-3.2</b>	Develop and maintain a disaster response and evacuation program and share the relevant information with City residents and businesses.
<b>S-3.3</b>	Ensure businesses in Perris are prepared for emergency and disaster situations.
<b>S-3.4</b>	Develop an all-hazards map identifying areas of increased risk within the City.

## B FLOOD HAZARDS

### Flooding

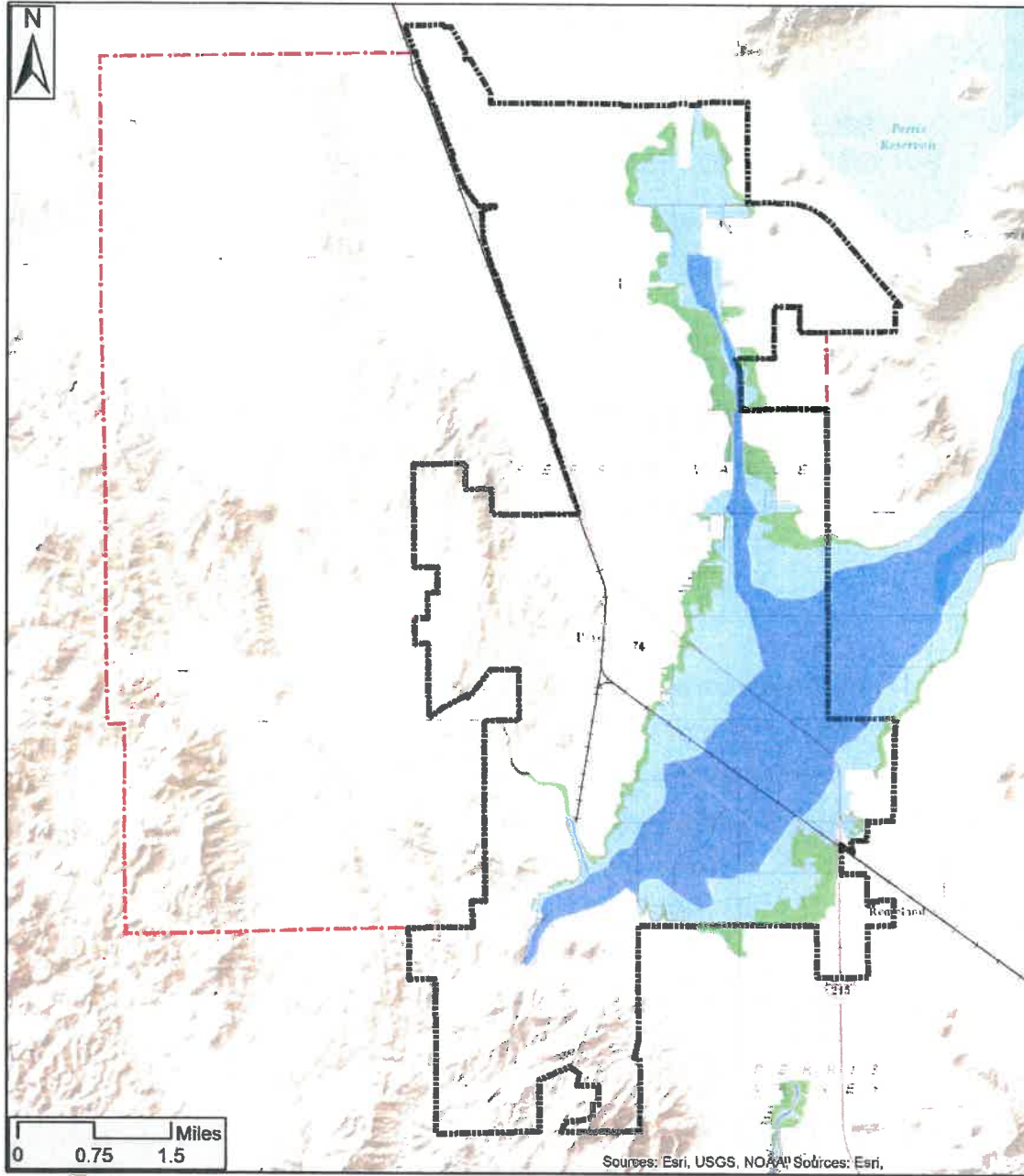
Flooding is caused by the accumulation of water on the ground surface. This typically occurs after heavy rainfall but can also result from water delivery infrastructure failures such as pipes and storage containers. Worsening drought conditions caused by climate change may exacerbate the effects of flooding, as surfaces that typically absorb water can quickly dry out and become less permeable. Flooding presents multiple dangers to people and structures alike. Standing water may be deep enough to cause drowning, and even shallow water can easily damage buildings and property. Fast-moving water is more hazardous, as it may sweep people downstream or cause extensive damage to structures. More intense 100-year and 500-year flooding is expected to occur along the San Jacinto River and the Perris Valley Storm Drain. **Figure S-3** identifies the FEMA Flood Zones located within the City and vicinity.

When properly maintained and cleaned regularly flood control channels and drainage systems help reduce flooding, however existing flood control infrastructure cannot always meet the community's needs. While normal rainfall events don't typically cause significant flooding, major storms can cause flooding if stormwater cannot be absorbed or transported by existing storm












Figure S-3 – FEMA Flood Hazard Zones



**FEMA Flood Hazard Zones**

-  Floodway
-  100 Year Flood Zone
-  500 Year Flood Zone (Protected By Levee)
-  500 Year Flood Zone

**Perris Safety Element Update**

-  Perris City Limits
-  Perris Sphere of Influence
-  Railroads



drain infrastructure. During these conditions, excessive stormflow can cause ponding, overwhelm storm drains, and erode natural drainage channels, generating mudslides. Depending on the location of flooding, roadways can become inundated and/or damaged, affecting transportation access to parts of the City.

The Perris Reservoir (Lake Perris) is an artificial lake located between Moreno Valley and Perris. According to the California Department of Water Resources, the Perris Reservoir has an extremely high downstream hazard potential. In 2005, Perris City Council had a work session that identified two hazard scenarios involving the Perris Reservoir.



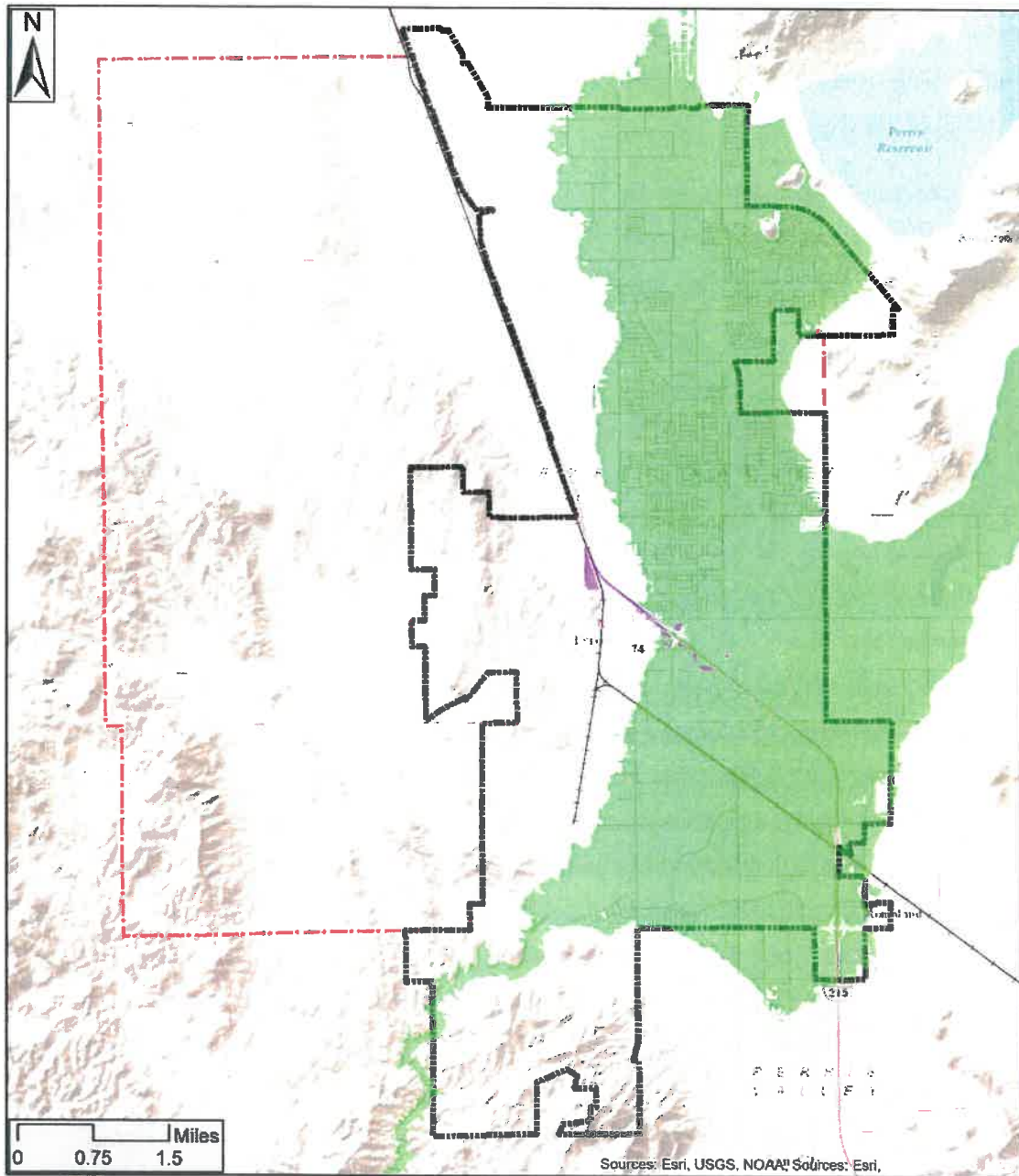
*An aerial view of Lake Perris and Perris Dam. Source: DWR*

The first scenario addressed the release of water from the dam due to a 7.0 or greater earthquake, and the second scenario addressed the release of water due to dam failure. Since that time, the State of California has placed a greater emphasis on understanding the downstream effects of dam inundation events in response to the Oroville Dam incident in 2017. From that incident, the owners and operators of dams throughout the State have prepared dam inundation mapping and Emergency Action Plans (EAPs) that assist downstream communities in understanding the potential risks and actions that may be necessary in the event of a dam breach. The Department of Water Resources (DWR) has developed The Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. This final phase of the project is scheduled to begin construction in 2022. **Figure S-4** shows the approximate areas of potential inundation from the Perris Dam and Metz Road Basin.





Figure S-4 – Dam Inundation Zones



**Dam Inundation Zones**

- Perris Dam
- Metz Road Basin

**Perris Safety Element Update**

- Perris City Limits
- Perris Sphere of Influence
- Railroads



**GOAL S-4: A COMMUNITY WHERE THE POTENTIAL IMPACTS ASSOCIATED WITH FLOOD-RELATED HAZARDS ARE MINIMIZED.**

**Policies**

<b>S-4.1</b>	<b>Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.</b>
<b>S-4.2</b>	<b>Coordinate with surrounding jurisdictions on flood management maintenance and improvements.</b>
<b>S-4.3</b>	<b>Require new development projects and major remodels to control stormwater run-off on site.</b>
<b>S-4.4</b>	<b>Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).</b>
<b>S-4.5</b>	<b>Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.</b>

## C FIRE HAZARDS

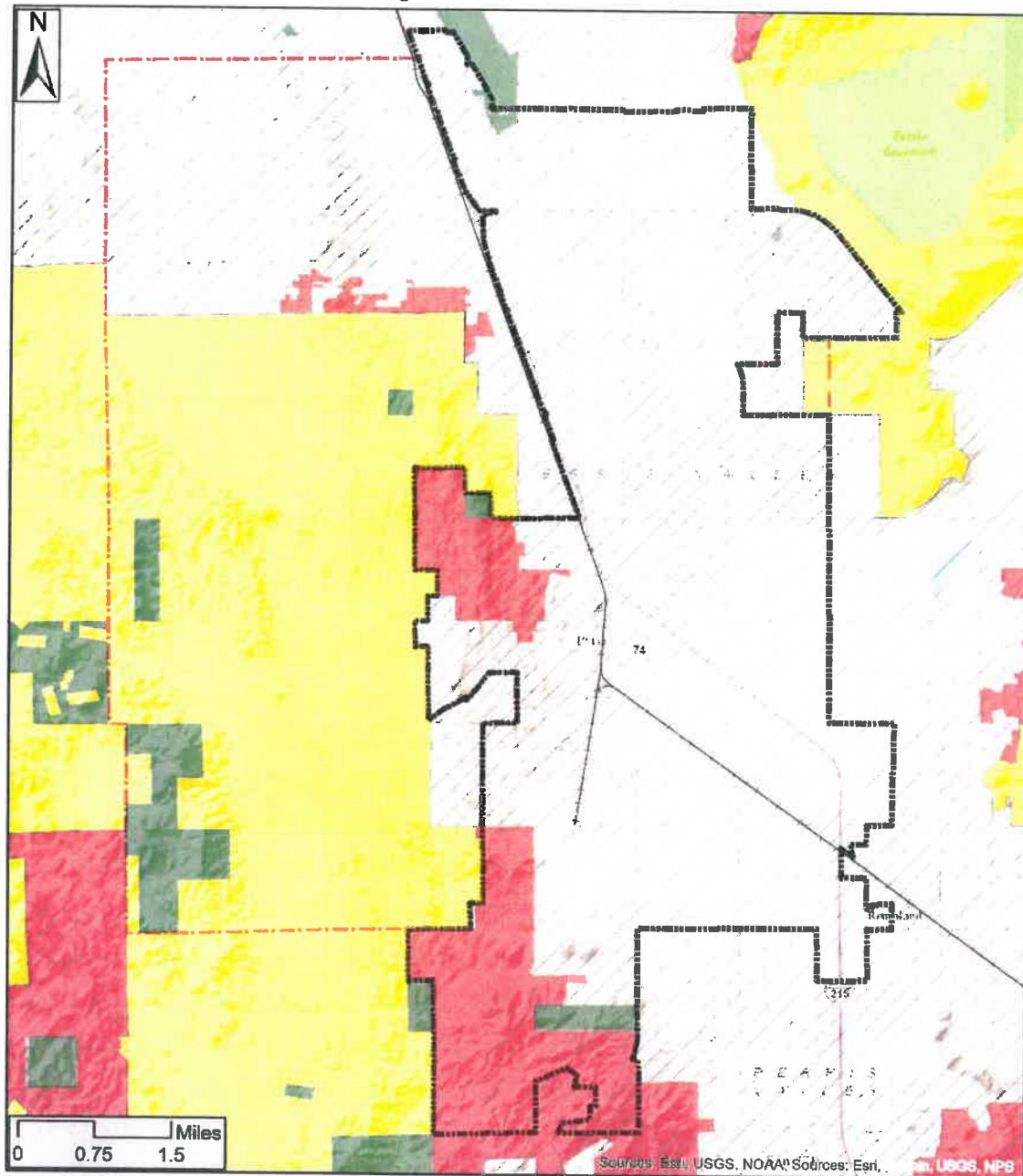
### Wildfires

The most common type of natural hazard in California are wildfires, which can burn large areas of undeveloped or natural land in a short amount of time. They often begin as smaller fires caused by lightning strikes, downed power lines, or unattended campfires but may rapidly expand in size if conditions are dry and/or windy. The recent trend toward more prolonged periods of drought increases the likelihood of a wildfire occurring. Typically, wildfires pose minimal threat to people and buildings in urban areas but increasing human encroachment into natural areas increases the likelihood of bodily harm or structural damage. This encroachment occurs in areas called the wildland-urban interface (WUI), which is considered an area within the high and very high fire hazard severity zone, as defined by Cal FIRE.

Wildfires have occurred in Perris in the past and pose a significant threat to people and property. Natural, undeveloped hillsides border the community. Perris's northwest and southwest portions are classified within the Very High Fire Hazard Severity Zones (VHFHSZ). **Figure S-5** identifies



Figure S-5 – Wildfire Hazards



- Wildfire Hazard Zones**
- Federal Responsibility Area
  - State Responsibility Area
  - Local Responsibility Area
  - Very High Fire Hazard Severity Zones

**Perris Safety Element Update**

- Railroads
- Perris City Limits
- Perris Sphere of Influence



both the VHFHSZs mapped throughout Perris and the Local, State, and Federal Responsibility Areas, which indicate which agency responds to an incident in these areas. The City of Perris has been identified as a Community at Risk by the California Fire Alliance and was assigned the highest category for wildfire risk. The rating is based on available vegetative fuel sources, terrain, and ease of access by firefighting equipment. Additionally, severe wind events (Santa Ana Winds) can increase the wildfire threat as winds can transport embers far distances, igniting structures within the City. Areas of greatest concern regarding wildfire primarily include portions of the Sphere of Influence to the west of the City, the southernmost portion of the City, and a small area in the City's northeast portion.

### **Urban Fires**

The possibility of an urban fire confronts every city. Many urban fires begin as isolated incidents caused by a faulty electrical appliance, absentminded cooking mishap, or industrial malfunction but can spread to other buildings if conditions permit. Many factors contribute to an urban fire's severity and extent, but modern building codes and practices have helped reduce their effects. Despite these improvements, it is important to acknowledge the risks associated with fires in urban areas. No matter its size, any fire can cause people severe harm and can damage buildings and other structures.

### **Water Supply**

Perris's water service is provided by the City of Perris Public Works, the Eastern Municipal Water District (EMWD), and the Western Municipal Water District (WMWD). Water distributed by the City of Perris Public Works is purchased from the EMWD. The EMWD provides water, wastewater, and recycled water service to almost 800,000 people from Moreno Valley to Temecula and east to the San Jacinto Valley. It is one of 26 member agencies of The Metropolitan Water District of Southern California. EMWD's water supply sources include local groundwater (potable and desalinated), imported water from the Colorado River and State Water Project systems, and recycled water. EMWD also wholesales to seven water agencies within or adjacent





to its service area boundaries.<sup>1</sup> Close coordination between the City and EMWD remains a priority to ensure adequate water supplies for daily water demands and fire suppression needs.

**GOAL S-5: A COMMUNITY PRIORITIZING FIRE HAZARD REDUCTION AND MITIGATION FOR RESIDENTS, BUSINESSES, AND VISITORS.**

**Policies**

<b>S-5.1</b>	<b>Require all new development and major remodels within the wildland urban interface (high and very high fire hazard severity zones) to incorporate fuel modification, fire-resistant construction and/or defensible space management strategies consistent with State requirements, and the City's fuel modification program.</b>
<b>S-5.2</b>	<p><b>All development projects within the VHFHSZ are required to prepare a Fire Protection Plan (FPP) to reduce or eliminate fire threats. FPPs shall be consistent with the following guidance:</b></p> <p>A Fire Protection Plan (FPP) approved by the fire code official is required for all new development within the Very High Fire Severity Zones (VHFHSZ). FPPs are required to include mitigation strategies that consider location, topography, geology, flammable vegetation, sensitive habitats/species, and climate of the proposed site. FPPs must address water supply, access, building ignition and fire resistance, fire protection systems and equipment, proper street signage, defensible space, vegetation management, and long-term maintenance. All required FPPs must be consistent with the requirements of the California Building and Residential Codes, the California Fire Code as adopted by the City of Perris, and the City of Perris Municipal Code.</p>
<b>S-5.3</b>	<b>Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.</b>
<b>S-5.4</b>	<b>Coordinate with Caltrans, Riverside County Transportation Commission, and neighboring communities on vegetation management, brush clearance, and the long-term maintenance of community fire breaks along roadways in the High and Very High Fire Hazard Severity Zones.</b>
<b>S-5.5</b>	<b>All developments in the High and Very High Fire Hazard Severity Zones are required to have highly visible street signs/addressing to aid effective emergency response.</b>
<b>S-5.6</b>	<b>All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.</b>
<b>S-5.7</b>	<b>Residential developments in the High and Very High Fire Hazard Severity Zones shall be limited to less than 20 building sites when a single means of ingress and egress or a cul-de-sac is proposed and require two means of ingress/egress where emergency equipment deployment and evacuation traffic are more than the design capacity of a single ingress/egress route, consistent with the Fire Code.</b>

<sup>1</sup>[Riverside Operational Area 2018 LHMP](#)





<b>S-5.8</b>	<b>Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.</b>
<b>S-5.9</b>	<b>Ensure that the City maintains adequate facilities and fire service personnel in conformance with the City's Fire Services Strategic Plan.</b>
<b>S-5.10</b>	<b>Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.</b>
<b>S-5.11</b>	<b>Ensure fuels reduction and fire risk reduction activities occur along key roadways and evacuation routes throughout the City.</b>
<b>S-5.12</b>	<b>Coordinate with Southern California Edison on electrical infrastructure that may be impacted by wildfires and/or Public Safety Power Shutoff events.</b>
<b>S-5.13</b>	<b>Require that any new street providing access to a residential development meet the minimum standard of two contiguous, unobstructed, 10-foot-wide paved travel lanes.</b>

## D. AIRCRAFT HAZARDS

Airplane and helicopter emergencies are few and far between, but their occurrence can substantially impact the urban environment. Crash landings in populated areas such as Perris can harm bystanders and structures alike. Aircraft-related emergencies are most often caused by mechanical or electrical failure but do not always result in a crash. On occasion, a plane or helicopter may be forced to make an emergency landing on a stretch of roadway or unoccupied piece of land. The City of Perris shares a border with March Air Reserve Base (with runways located approximately 5 miles north of the City, used for both military and commercial purposes) and Perris Valley Airport (located within the City limits) means that preparing for both scenarios is important to preserving the well-being of community members and the built environment.

### March Air Reserve Base

In 2018, the Department of the Air Force conducted an update of the 2005 March Air Reserve Base (ARB) Air Installations Compatible Use Zones (AICUZ) Study. The objective of the AICUZ is to achieve compatible uses of public and private lands in the vicinity of military airfields. The study completed three important tasks:

- ❖ Identification of Accident Potential Zones (APZ) and the Clear Zone (CZ);
- ❖ Identification of Noise Impact Zones;
- ❖ Identification of compatible uses within the above-mentioned zones.



In addition to the AICUZ, Airport Influence Area boundaries around March AFB were adopted by the County of Riverside Airport Land Use Commission (ALUC) in May 1986 and became part of the County's Airport Land Use Plan (ALUP). The ALUP has not been updated since the base realignment process in the mid-1990s and does not reflect changes in aircraft operations or aircraft types.

In 2016, the City of Perris adopted Airport Overlay Zones (AOZ) (Zoning Code Chapter 19.51) to comply with the 2014 March ARB/IP ALUCP boundaries and policies. Presented within the City of Perris Land Use Element, an AOZ ensures that the policies in the March ARB/IP ALUCP are adhered to when new development projects are brought before the City of Perris.

The CZs and APZs associated with the southern end of Runway 14/32 extend into the City. The City of Perris Specific Plan encourages complimentary uses associated with these conditions however some existing residences remain. Approximately 11.4 acres within the CZ would be considered Not Compatible, 38.1 acres within APZ I would be considered Not Compatible (including 37 residences, and 6.6 acres within APZ II have been determined Not Compatible (including 38 residences). Approximately 20 acres and 18 residences within the 65-69 dB CNEL noise zone are considered Not Compatible with Exemptions, and .8 acres and 3 residences within the 70-74 dB CNEL noise zone are considered Not Compatible with Exceptions.<sup>2</sup>

**Table S-1: Perris Land Use Acreage within High Noise Zones, Clear Zones, and Accident Potential Zones (Acres)**

Land Use	CNEL (dB)				CZ	APZ I	APZ II
	65-69	70-74	75-79	80+			
Commercial							2
PVCC SP	332	76			28	344*	475
Residential	20	1					7

Source: Air Force Reserve Command. 2018. Air Installations Compatible Use Zones Study - March Air Reserve Base Riverside, California. [https://www.marchjpa.com/documents/docs\\_forms/AICUZ\\_2018.pdf](https://www.marchjpa.com/documents/docs_forms/AICUZ_2018.pdf)

According to the AICUZ Study, "the City of Perris is situated directly along the southern end of

<sup>2</sup> Air Force Reserve Command. 2018. Air Installations Compatible Use Zones Study - March Air Reserve Base Riverside, California. [https://www.marchjpa.com/documents/docs\\_forms/AICUZ\\_2018.pdf](https://www.marchjpa.com/documents/docs_forms/AICUZ_2018.pdf)



March ARB Runway 14/32 where most aircraft arrivals and closed patterns occur, thus Perris has the largest amount of acreage exposed to noise levels above 60 dB CNEL when compared to the neighboring municipalities. The 60 dB, 65 dB, and 70 dB CNEL noise zones all extend inside the city of Perris boundary, with the largest anticipated cumulative noise level being 73 dB CNEL."<sup>3</sup>

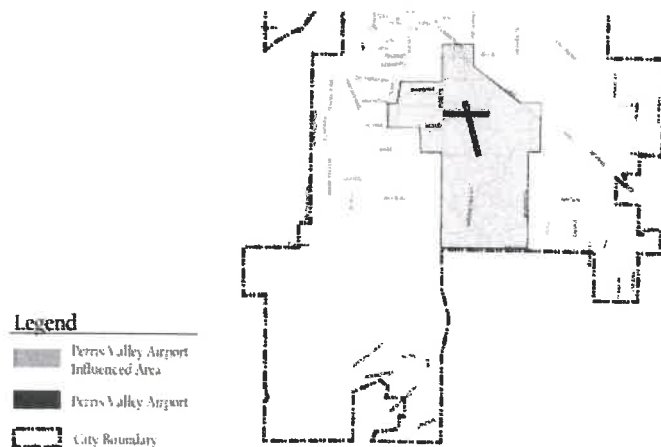
Influence Area 1 (identified in **Land Use Element Figure LU-18**) outlines the area of heaviest air traffic volumes. Noise levels are highest in these zones. High-risk and sensitive land uses are prohibited in Influence Area 1, where residential uses are limited to areas not in the actual flight path and areas where aircraft have gained sufficient altitude so that they no longer pose a relative safety threat. At March ARB, Influence Area 1 is contiguous with the AICUZ Accident Potential Zones 1 and 2 and the Clear Zone.

An Influence Area 2 (**Land Use Element Figure LU-18**) encompasses larger land areas, limits residential development to one dwelling unit per two and one-half acres, and allows agricultural, industrial, and commercial uses. The boundaries follow general flight paths and coincide with areas where aircraft turn and apply or reduce power.

Influence Area 3 (**Land Use Element Figure LU-18**) is larger than Influence Area 2 and requires aviation easements for all land uses. These aviation easements are designed to offer "constructive notice" to future buyers warning about noise and other real or potential effects caused by airport operations.

### Perris Valley Airport

Perris Valley Airport is privately owned and located in the southern end of the City, a premier location for skydiving and ballooning enthusiasts. Perris Airport has only an Influence Area 1 depicted in Exhibit 1.



*Exhibit 1 – Perris Valley Airport Influence Area*

<sup>3</sup> Air Force Reserve Command. 2018. Air Installations Compatible Use Zones Study - March Air Reserve Base Riverside, California. [https://www.marchipa.com/documents/docs\\_forms/AICUZ\\_2018.pdf](https://www.marchipa.com/documents/docs_forms/AICUZ_2018.pdf)



## GOAL S-6: ENSURE AN EFFECTIVE RESPONSE TO AIRCRAFT HAZARDS.

### Policies

<b>S-6.1</b>	<b>Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.</b>
<b>S-6.2</b>	<b>Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.</b>
<b>S-6.3</b>	<b>Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.</b>

## E SEISMIC HAZARDS AND GEOLOGIC HAZARDS

Seismic and geologic hazards are traditionally addressed together because they both involve the movement of the earth's surface. Although some geologic events (landslide, subsidence, erosion, etc.) can and do happen independently, the primary catalyst for their occurrence is often a seismic event, commonly referred to as an earthquake. This section identifies four common seismic and geologic hazards that threaten Perris and establishes policies and procedures meant to protect the community when an event occurs.

### Seismic Hazards

Southern California is no stranger to earthquakes, and their frequent occurrence is widely accepted as a fact of life. Perris is prone to seismic hazards due to its location in a seismically active region. These hazards can be divided into three categories, each with unique characteristics and implications for planning. Perris Valley lies between the San Jacinto Fault and the Elsinore Fault, within the Perris Block, a 20 by 50-mile mass of crystalline rocks generated in the Cretaceous time period. The Perris Block is bounded by the San Jacinto Fault to the east, the Elsinore Fault to the west, and the Cucamonga Fault to the north. This block has historically experienced vertical land movements of several thousand feet due to shifts in the Elsinore and San Jacinto faults.

### Surface Rupture

The earth is covered in tectonic plates, which are large sections of the earth's crust that constantly shift and move closer together, further apart, or past one another. The movement of two plates





past one another frequently causes friction resulting in plates that "stick." When this occurs, the same forces that push the plates past each other are now concentrated in certain areas. In time, friction can no longer hold the plates together, and the plates suddenly shift, releasing the massive build-up of energy (i.e., earthquake). This rapid movement and release of energy can cause the earth to fracture and displace the land around it, resulting in an earthquake fault. Some faults are buried beneath the surface, and others are at the surface of the earth. Surface rupture of a fault is especially dangerous because if structures are built on top of the fault or infrastructure crosses the fault, these facilities could be damaged by fault movement. If a surface rupture occurs, the movement could break pipelines and damaged roads and bridges, rendering them useless after the event. Areas of known surface rupture hazard in California are identified in Alquist-Priolo Special Study Zones. Western Riverside County has been mapped for Alquist-Priolo zones; however, no zones exist within the City of Perris. In addition, the County of Riverside has applied additional special studies zone criteria for additional fault systems, and these identified faults have not been mapped within the City of Perris. **Figure S-6** identifies the mapped faults located within the City and vicinity, however none of these faults are considered active by the State of California requiring special study at this time.

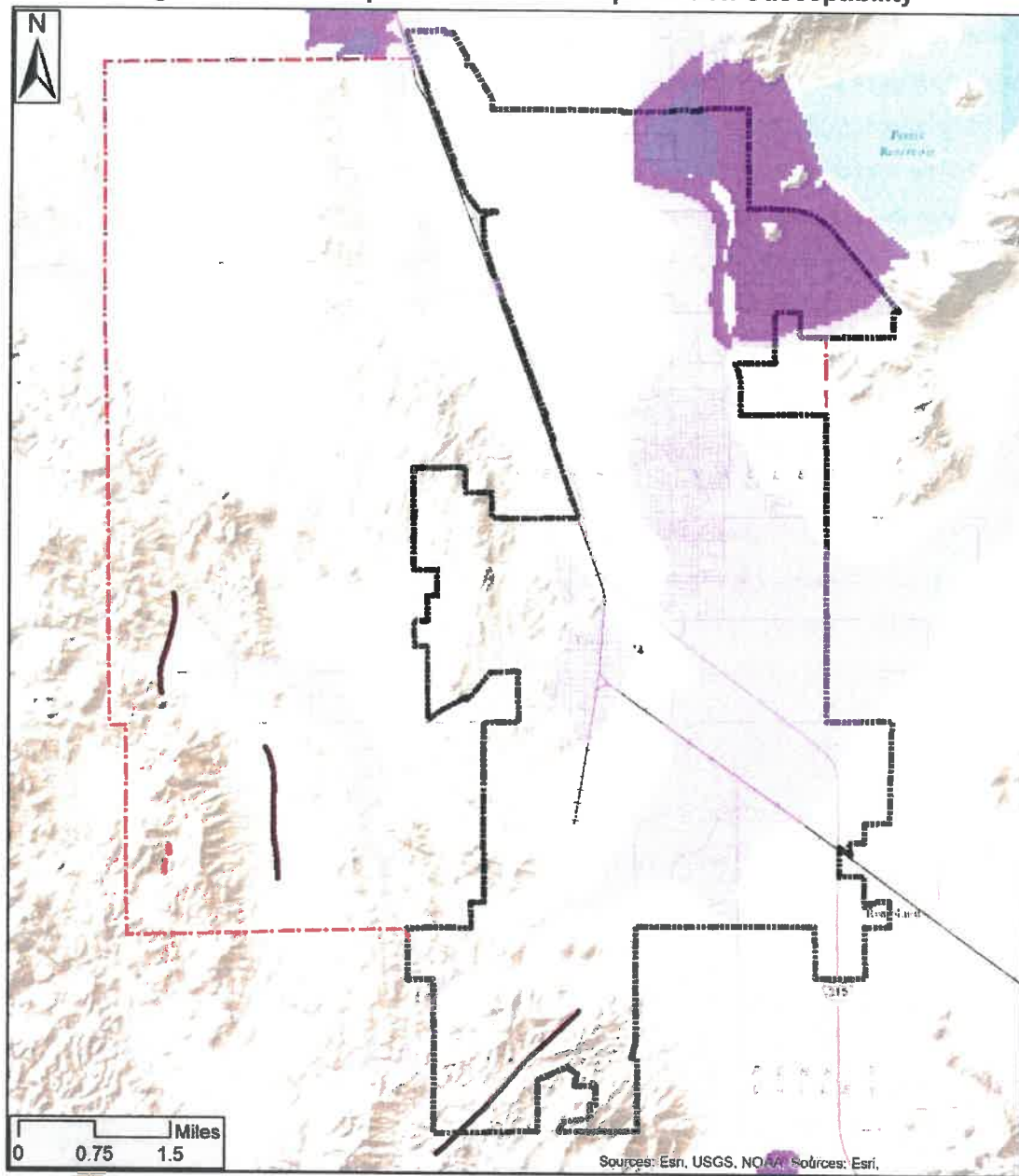
### Seismic Shaking

Seismic shaking is the recognizable movement caused by the energy released from an earthquake. The same mechanism that creates a surface rupture is also responsible for seismic shaking and can produce an equally devastating effect. Buildings and other structures may be destroyed because of violent shaking. Infrastructure such as roads, pipelines, and power lines are also susceptible to damage and pose additional safety concerns. Unlike surface rupture, seismic shaking consequences are not restricted to the area immediately surrounding the fault. Energy resonating through the ground can travel hundreds of miles and cause damage in many locations simultaneously. The closer to the earthquake's source (epicenter), the stronger the shaking will be. Seismic shaking is of particular concern for the City of Perris due to the proximity to active faults that can generate significant earthquakes. According to the U.S. Geological Survey, there is a 60% probability of an earthquake measuring 6.7 magnitude striking Southern





Figure S-6 – Earthquake Faults and Liquefaction Susceptibility



- Perris City Limits
- Perris Sphere of Influence
- Railroads
- Riverside County Faults

### Perris Safety Element Update

#### Liquefaction Susceptibility

- Moderate
- High
- Very High



California during a 30-year period.<sup>4</sup> The highest probability (approximately 20%) is projected for the San Andreas fault, located approximately 25 miles from the City. The closest fault (San Jacinto) is approximately 12 miles from the City and is estimated to have a 6% probability of generating a 6.7M earthquake or greater.

### Liquefaction

Liquefaction is a phenomenon that occurs when intense vibrations from an earthquake cause saturated soil to lose stability and act more like a liquid than a solid. This poses significant problems for buildings and other structures in areas where liquefaction can occur, as the ground may give way under the weight of the structure and its foundation. In addition, underground structures are vulnerable to liquefaction. Multiple Perris areas are at risk of liquefaction. The Perris Valley is comprised of extensive alluvial deposits resulting from erosion of sediments from the San Jacinto Mountain Range. Although depths to groundwater generally exceed 100 feet, the central and northeastern parts of the City are comprised of materials considered susceptible to moderate to very high liquefaction potential. **Figure S-6** depicts the areas of the City susceptible to liquefaction.

## Geologic Hazards

Although seismic events, such as earthquakes, often trigger geologic hazards, this is not always the case. Therefore, understanding and preparing for these hazards as standalone events is equally important.

### Settlement

Settlement is defined as areas prone to different rates of surface settling and densification (differential compaction), with or without seismic shaking, and are underlain by sediments that differ laterally in composition or degree of existing compaction. Differential settlement can cause damage to structures, pipelines, and other subsurface entities. Development in areas subjected to seismic settlement should include geotechnical investigations that address the potential for seismically induced settlement on a site-specific basis. Settlement can be mitigated with proper

<sup>4</sup> U.S. Geological Survey. March 2015. Uniform California Earthquake Rupture Forecast (Version 3). <https://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf>



site preparation that involves the densification of the subsurface soils and with proper foundation design that can accommodate a limited degree of differential settlement due to seismic shaking. Areas prone to differential compaction are difficult to identify; however, it is known that alluvial soils are more susceptible to settlement than other soil types.

Settlement and fissuring have been well documented in Riverside County. Most of the early documented cases affected only agricultural land or open space. As urban areas have expanded, so too have the impacts of settlement on structures for human occupancy. Instances of settlement have been recorded in the San Jacinto Valley but not within the Perris Valley.

#### *Slope-related Instability*

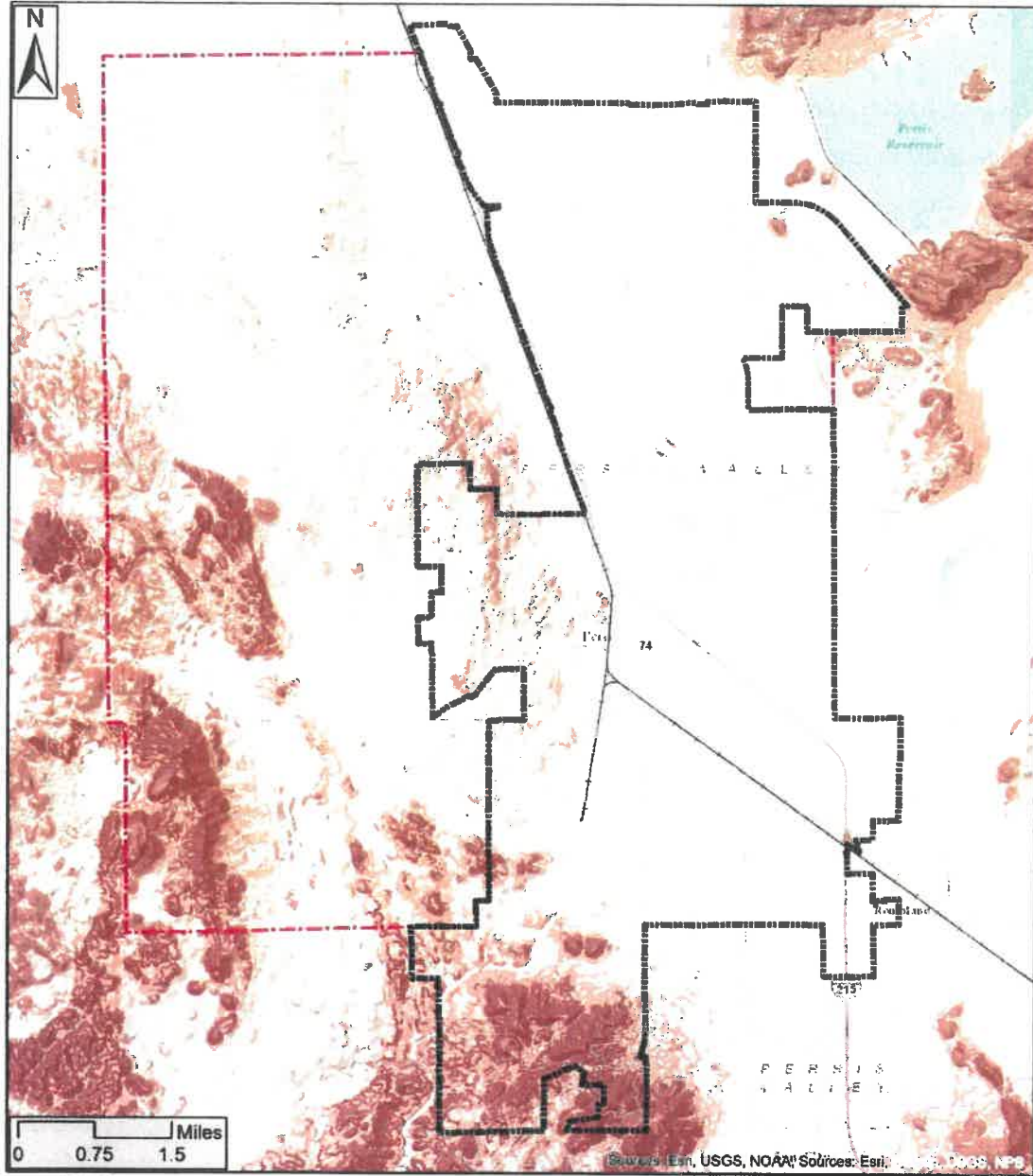
The most significant factors contributing to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. Human-made slope modifications and the down-cutting forces associated with stream erosion can also cause a slope to become unstable and fail. Steep slopes (i.e., 30% or higher gradient) occur in Perris's western and southern portions. As shown in **Figure S-7**, these areas could be susceptible to landslides and rockfalls.

A combination of geologic conditions leads to landslide vulnerability. These include high seismic potential, rapid uplift and erosion resulting in steep slopes and deeply incised canyons, highly fractured and folded rock, and rock with inherently weak components such as silt or clay layers. Landslides are often triggered by seismic activity; however, slope failure does not need to be triggered by an earthquake. Strong ground motions can worsen existing unstable slope conditions, particularly if coupled with saturated ground conditions.

Debris flows can cause extensive damage to structures in their path. They are comprised of a mixture of rock and/or mantle rock with water or air. Whether debris will flow downhill depends on numerous factors, including soil depth and composition, the kind of vegetation, subtle variations in slope shape, the existence of road cuts or drainage pipes, incongruities in underlying bedrock, and even the presence of animal burrows. Fine-grained sedimentary rocks are the most



Figure S-7 – Landslide Susceptibility



**Landslide Susceptibility Perris Safety Element Update**

- Low
- Medium
- High
- Perris City Limits
- Perris Sphere of Influence
- Railroads





susceptible to debris flow. Typically, debris flows occur when a long saturation period is followed by intense bursts of rain, concentrated in just a few hours or days.

Water, often traveling beneath the surface from miles away, fills the pores in the surface material but not in bedrock or clay, which are less permeable. This creates a saturated zone in the surface material. An increase in pore pressure, in turn, decreases the friction that holds material to a slope. At some point, gravity causes the mass to break loose and slide along the less permeable surface below. Damaging debris flows also can and often do occur on slopes that recently endured fire damage because few roots are holding down the soil and the surface typically cannot absorb water easily covered with ash and other debris.

Destructive debris flows typically occur within western Riverside County each decade, with the most recent debris flow events taking place in 1969, 1978, and most recently in 2018 after the Holy Fire in the Lake Elsinore area. There is debris flow potential within the Perris Valley, particularly within canyon bottoms, stream channels, and areas near the outlets of canyons or channels.

**GOAL S-7: A BUILT ENVIRONMENT THAT IS RESILIENT TO THE EFFECTS OF SEISMIC GROUND SHAKING AND OTHER GEOLOGIC HAZARDS AND BETTER ABLE TO RECOVER FROM THESE EVENTS.**

**Policies**

<b>S-7.1</b>	<b>Require all development to provide adequate protection from damage associated with seismic incidents.</b>
<b>S-7.2</b>	<b>Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.</b>
<b>S-7.3</b>	<b>Ensure slope stability issues are effectively addressed in both developed and developing areas within the City.</b>
<b>S-7.4</b>	<b>Periodically update the Liquefaction Susceptibility Map to incorporate new data and information under the supervision of a professional geologist.</b>
<b>S-7.5</b>	<b>Monitor groundwater elevations beneath the City to identify areas of heightened sensitivity to liquefaction hazards.</b>





## F HAZARDOUS MATERIALS AND WASTES

Natural hazards are not the only threat to a community's safety. Human-caused dangers, such as various hazardous materials and wastes, are often found throughout a community and can pose significant risks. Generally speaking, hazardous materials are identified as being toxic, flammable, explosive, corrosive, infectious, radioactive, or a combination of these characteristics. Hazardous wastes are categorized similarly but are identified separately from materials because they no longer serve a meaningful use.

### **In the Community**

Although common household chemicals pose little threat to the community at large, hazardous materials and wastes used by business and industry present a greater risk. Mechanical dealerships, repair shops, gasoline, diesel fuel stations, and dry cleaners are examples of businesses that regularly use and store chemicals or other hazardous materials. Pipelines and tanks within the City also transport and store chemicals that could pose a risk if exposure to the contents within occurs. These releases are anticipated to be isolated to properties where storage occurs. Releases also tend to involve transporting raw materials and their byproducts either by pipeline or vehicle. Regulation of the use, storage, and transport of hazardous materials and wastes rests on state and federal agencies; however, cities play a large role in minimizing the risks and impacts of exposure through careful planning and preparation. The City's main truck routes include Interstate 215 and State Route 74, which allow for transporting chemicals and materials into and out of the City.

### **In the Home**

Exposure to hazardous materials is not uncommon, as many household cleaning products contain chemicals that can harm both humans and the environment. Through proper use, however, the health risks associated with these hazardous materials can largely be avoided. The proper storage of household cleaning products and other common hazardous materials, such as those used in automotive and home repair, is also an important component of responsible management. Following the manufacturer's instructions on the packaging and keeping products out of the reach of children are two simple steps that can help reduce the risk of exposure.



**GOAL S-8: BUILT AND NATURAL ENVIRONMENTS PROTECTED FROM EXPOSURE TO HAZARDOUS MATERIALS.**

**Policies**

<b>S-8.1</b>	<b>Coordinate with the Riverside County Fire Department to ensure commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials waste.</b>
<b>S-8.2</b>	<b>Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.</b>
<b>S-8.3</b>	<b>Facilitate coordinated, effective responses to hazardous materials emergencies in the City to minimize health and environmental risks.</b>
<b>S-8.4</b>	<b>Educate residents and businesses about proper disposal methods of household hazardous waste and the availability of less toxic materials that can be used in place of more toxic household materials.</b>

**G CLIMATE ADAPTATION**

Although climate change is not itself a hazard, variations in environmental conditions can impact some of the natural hazards affecting Perris. Projections of future conditions include increased temperatures, increased extreme heat days, changes in precipitation, more prolonged droughts, and changes in the size and frequency of wildfire incidents. **Table S-2** identifies the current/historical conditions and projected future conditions within Perris associated with climate change.

**Table S-2 – Potential Climate Change Effects for Perris**

	<b>Historic (1961-1990)</b>	<b>Future (2070-2099)</b>
<b>Annual Mean Temperature</b>	79.0° F	85.2 to 87.9° F
<b>Extreme Heat Days</b>	4 days per year	34 to 52 days per year
<b>Annual Mean Precipitation</b>	10.6 inches	10.6 to 11.5 inches
<b>Annual Average Area Burned</b>	36.8 acres	0.0 to 32.1 acres

*Source: <https://cal-adapt.org/>*

Increasing temperatures associated with climate change can act as a hazard multiplier. By the end of the century, annual mean temperatures are projected to increase between six and nine



degrees, impacting city residents and businesses. These increases are also anticipated to increase the number of extreme heat days from 4 days per year to between 34 and 52 days. These potential temperature increases may impact residents living in poorly insulated structures or structures that do not meet current code requirements.

While temperatures are anticipated to increase in the coming decades, climate change projections also suggest that annual mean precipitation may stay the same or slightly increase. While a minimal increase is projected, it is anticipated that future rain events may be more intense than what is currently experienced within the City, increasing flooding within the City. With changes in future precipitation, it is expected that changes to local vegetation may occur, which could impact drainage and increase the need for wildfire management activities.

Increased rainfall could increase the amount of flooding within the community or introduce flooding into areas that haven't experienced flooding before. With greater and more intense precipitation, the City could also experience an increase in landslides/mudslides. Extreme precipitation events could de-stabilize hillsides and drainages, resulting in more landslides/mudslides and/or erosion along stream courses, impacting neighboring properties/structures.

With future temperature increases coupled with relatively similar precipitation amounts experienced today, future wildfire impact is projected to decrease by the end of the century. This projection is based on the overall reduction in small and moderate precipitation events in place of large or extreme events, suggesting that vegetation growth will experience an overall reduction. A reduction in vegetation could reduce future wildfire vulnerability due to reduced fuels. The City currently experiences an annual average of 36.8 acres burned, projected to decrease to between 0.0 and 32.1 acres by the end of the century.

**GOAL S-9: A BUILT ENVIRONMENT ADAPTED TO CHANGING HAZARD CONDITIONS EXACERBATED BY CLIMATE CHANGE**

**Policies**

<b>S-9.1</b>	<b>Coordinate with regional, state, and federal agencies to monitor the indicators and impacts of climate change.</b>
<b>S-9.2</b>	<b>Periodically review and update the City's Local Hazard Mitigation Plan to incorporate new information related to climate change, as necessary.</b>



<b>S-9.3</b>	<b>Monitor flooding conditions that occur outside of the 100-year floodplain to identify new areas of risk as future conditions change.</b>
<b>S-9.4</b>	<b>Monitor wildfire mapping and hazard conditions for changing future conditions as a result of climate change.</b>
<b>S-9.5</b>	<b>Improve city staff understanding of how climate change may disproportionately affect vulnerable community members, including senior citizens, low-income persons, and persons with disabilities.</b>
<b>S-9.6</b>	<b>Develop incentive programs to encourage property owners to retrofit their homes/businesses against climate-related hazards such as extreme weather, flooding, wildfire, etc.</b>
<b>S-9.7</b>	<b>Prepare and periodically update a Climate Action Plan that integrates climate adaptation and hazard mitigation information and analysis.</b>



## IV. IMPLEMENTATION PROGRAMS / ACTIONS

### A. DISASTER AND EMERGENCY PREPAREDNESS INCLUDING EVACUATION

**S-1.1a** – As part of the Hazard Mitigation Plan update, evaluate the location of critical facilities in relation to hazard exposure.

**S-1.1b** – Prepare evacuation routes and disaster response plans for known hazards within the City.

**S-1.1c** – Participate in ongoing disaster preparedness training programs in conjunction with other jurisdictions.

**S-2.1a** – Identify and implement traffic calming strategies that will not interfere with emergency response activities.

**S-2.4a** – Periodically update the Public Safety Facilities Development Impact Fees to fund improvements in public safety facilities and equipment.

**S-2.4b** – Revise the development impact fee program to fully fund all infrastructure construction and improvements identified as attributable to new development.

**S-2.4c** – Identify sources of funding for additional infrastructure to serve existing development.

**S-3.2a** – Work with local school districts to distribute emergency information at the schools.

**S-3.2b** – Work with City service providers (water, wastewater, etc.) to distribute materials to Perris customers.

**S-3.3a** – Work with the local Chamber of Commerce to distribute evacuation plans for all business owner/operators, employees, and patrons.

### B. FLOOD HAZARDS

**S-4.2a** – Provide leadership in efforts to improve the Perris Valley Storm Channel and San Jacinto River Channel.

**S-4.2b** – Periodically update the Master Drainage Plan Fees to fund drainage improvements.

### C. FIRE HAZARDS

**S-5.1a** – Ensure the City's fuel modification requirements meet or exceed state requirements and best practices.

**S-5.1b** – Adopt landscaping standards to include a fire-resistant plant palette, where appropriate.





**S-5.1c** – Enforce current California Building Code standards to exclude the use of materials that pose a fire risk, such as untreated wood roofing materials, and retrofit existing structures with these elements.

**S-5.1d** – Maintain weed abatement efforts through code enforcement.

## D AIRCRAFT HAZARDS

**S-6.2a** – Participate in March Operations Assurance Task Force to resolve inconsistencies between local land use regulations and AICUZ and ALUP policies.

**S-6.2b** – Continue to notify March Air Reserve Base, and March Inland Port Airport Authority of new development project applications and consider their input before making land-use decisions.

**S-6.2c** – Development on property within the Perris Valley Airport Interim Influence Area 1 shall be subject to prior determination, in consultation with ALUC, and subsequent adoption of appropriate use and development restrictions necessary to minimize the potential for loss of life.

## E SEISMIC HAZARDS

**S-7.2a** – Require implementation of mitigation measures identified in the studies outlined in Policy S-7.2, prior to issuing grading and building permits.

**S-7.2b** – Require engineered slopes to be designed to resist seismically induced failure, in accordance with state-of-the-art engineering parameters and analytical methods.

**S-7.2c** – Require cut and fill transition lots to be over-excavated and require complete maximum variation of fill depths beneath structures to mitigate the potential of seismically induced differential settlement.

**S-7.2d** – Adopt and enforce the most current version of the California Building Code (CBC).

**S-7.3a** – Reconstruction of structures intended for human occupancy that have been damaged or destroyed by failed slopes will be prohibited unless a geological report prepared by a State-licensed geologist shows that remedial measures will improve the unstable slope conditions sufficiently to make the site suitable for redevelopment.

**S-7.3b** – Geotechnical studies will be required for all projects to determine the potential for damage from expansive soils and define appropriate mitigation measures to address the identified damage potential.

**S-7.4** - Implement dam inundation notification protocols, consistent with the Perris Dam Emergency Action Plan, after a seismic event.





# City of Perris

## 2021-2029 Housing Element

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**Date:**

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**Prepared for:**

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# Table of Contents

<b>I. INTRODUCTION TO HOUSING IN PERRIS.....</b>	<b>1</b>
1. Housing History .....	1
2. Housing Element Purpose.....	3
3. Consistency with State Planning Law.....	4
4. General Plan Consistency .....	4
5. Housing Element Organization.....	5
6. New State Legislation .....	5
7. Citizen Participation.....	7
<b>2. HOUSING PLAN .....</b>	<b>15</b>
<b>3. QUANTIFIED OBJECTIVES .....</b>	<b>41</b>
<b>4. COMMUNITY PROFILE .....</b>	<b>43</b>
1. Data Sources .....	43
2. Housing Needs Summary .....	43
3. Population Trends and Characteristics .....	44
4. Employment Trends .....	47
5. Household Characteristics.....	49
6. Housing Affordability and Market Conditions .....	51
<b>5. HOUSING NEEDS.....</b>	<b>63</b>
1. Housing Problems.....	63
2. Overcrowding.....	64
3. Overpayment .....	65
4. Special Needs Groups .....	67
5. Assessment of Fair Housing .....	71
6. Assisted Housing At-Risk of Conversion to Market Rate.....	131
<b>6. HOUSING CONSTRAINTS ANALYSIS .....</b>	<b>133</b>
1. Governmental Constraints .....	133
2. Non-Governmental Constraints.....	162
3. Other Constraints .....	174
<b>7. HOUSING RESOURCES .....</b>	<b>179</b>
1. Regional Housing Needs Allocation (RHNA).....	179
2. Income Levels and Ability to Pay .....	180
3. Credits toward the RHNA.....	181
4. Development of Accessory Dwelling Units .....	182



5.	Identifying Adequate Sites.....	183
6.	Realistic Capacity Assumptions.....	190
7.	Accommodation of the 2021-2029 RHNA .....	195
8.	Consistency with Affirmatively Furthering Fair Housing.....	198
9.	Financial Resources.....	204
10.	Opportunities for Energy Conservation .....	211
8.	<b>PROGRESS REPORT .....</b>	<b>213</b>
	<b>APPENDIX A – PUBLIC OUTREACH MATERIALS .....</b>	<b>249</b>
	<b>APPENDIX B – LAND INVENTORY .....</b>	<b>261</b>



# List of Tables

Table 3-1: 2021-2029 Quantified Objectives .....	42
Table 4-1: Housing Assistance Needs Of Income Groups By Tenure .....	44
Table 4-2: Population Estimates, 2019 - Riverside County .....	45
Table 4-3: Population Growth Trends, 1970-2030 .....	45
Table 4-4: Age Distribution, 2018 .....	46
Table 4-5: Racial Composition, 2010 And 2019 .....	47
Table 4-6: Employment By Sector, 2019 .....	48
Table 4-7: Major Employers, 2020 .....	48
Table 4-8: Jobs/Housing Balance .....	49
Table 4-9: Household Size By Tenure, 2019 .....	50
Table 4-10: Household And Family Income Estimates, 2019 .....	50
Table 4-11: Population And Employment Projections .....	52
Table 4-12: Regional Comparison Of Total Housing Stock, 2000-2020 .....	52
Table 4-13: Housing Inventory And Occupancy, 2019 .....	53
Table 4-14: Composition Of Housing Stock By Unit Type, 2010 And 2020 .....	53
Table 4-15: Occupied Housing Units By Tenure, 2019 .....	54
Table 4-16: Age Of Housing Stock, 2019 .....	55
Table 4-17: Bedrooms Per Unit By Tenure, 2019 .....	56
Table 4-18: Housing Values, 2019 .....	57
Table 4-19: Median Home Prices .....	57
Table 4-20: Monthly Housing Costs, 2019 .....	58
Table 4-21: Rent Range For Occupied Units, 2019 .....	58
Table 4-22: Median Gross Rent For Occupied Units, 2019 .....	59
Table 4-23: Apartment Units By Bedroom Size And Price Range, 2021 .....	59
Table 4-24: Housing Affordability By Income Group, 2020 .....	60
Table 5-1: Housing Issues By Income Level And Tenure, 2017 .....	64
Table 5-2: Housing Assistance Needs Of Income Groups By Tenure .....	66
Table 5-3: Housing Costs As A Percentage Of Gross Income, 2019 .....	66
Table 5-4: Households By Tenure And Age .....	67
Table 5-5: Senior Citizen Household Income .....	68
Table 5-6: Disability Characteristics, 2019 .....	68
Table 5-7: Residents With Developmental Disabilities By Age .....	69
Table 5-8: Large Households, 2019 .....	70
Table 5-9: Female-Headed Households In Poverty .....	70
Table 5-10: Discrimination Cases By Protected Classification .....	73
Table 5-11: Compliance With State Fair Housing Laws .....	76
Table 5-12: Opportunity Indicators By Race/Ethnicity .....	78
Table 5-13: Addressing Barriers For Individuals With Disabilities .....	89
Table 5-14: Perris Poverty Rates By Census Tract: 2019 .....	91
Table 5-15: Percent Of Population In Poverty By Race And Ethnicity .....	92
Table 5-16: School Performance, 4th Grade, 2018-2019 .....	98
Table 5-17: Standard Met, 4th Grade, 2018-2019 .....	98
Table 5-18: Race And Ethnicity, By School, 2020 .....	99
Table 5-19: Student Population Groups, By School, 2020 .....	100
Table 5-20: Overpayment And Severe Overpayment .....	116
Table 5-21: Percentage Of Homeless In Perris By Race .....	122
Table 5-22: Fair Housing Issues And Contributing Factors .....	129
Table 5-23: Assisted Rental Housing Inventory .....	131



Table 6-1: Perris General Plan Land Use Designations .....	134
Table 6-2: Summary Of Residential Zoning Regulations .....	137
Table 6-3: Specific Plan Development Standards .....	139
Table 6-4: Residential Parking Requirements .....	143
Table 6-5: Housing Types Permitted By Zoning District .....	150
Table 6-6: Housing Types Permitted By Specific Plan Area .....	150
Table 6-7: Local Development Processing Time Limits .....	156
Table 6-8: City Of Perris Deposit-Based Fee Schedule, 2018 .....	157
Table 6-9: Development Impact Fee Summary – Residential .....	159
Table 6-10: Total Typical Fees For Residential Development .....	162
Table 6-11: March Arb/Ipa Land Use Compatibility Guidelines .....	165
Table 6-12: Land And Lots For Sale In Perris, January 2021 .....	174
Table 6-13: Disposition Of Conventional Home Purchase Loan .....	177
Table 7-1: Regional Housing Needs Allocation, 2021-2029 .....	180
Table 7-2: Income Limits – County Of Riverside, 2021 .....	181
Table 7-3: Credits Toward The 2021-2029 Rhna .....	182
Table 7-4: Recent Development Trends.....	191
Table 7-5: Perris Downtown Specific Plan Build-Out Summary .....	192
Table 7-6: Perris Downtown Specific Plan Maximum Buildout .....	195
Table 7-7: Residential Capacity On Vacant Land .....	196
Table 7-8: Residential Capacity On Underutilized Land.....	196
Table 7-9: Accommodation Of The 2021-2029 Rhna .....	197
Table 7-10: Resources Available For Housing Activities.....	205





# List of Figures

Figure 5-1: Diversity Index by Census Block Group.....	81
Figure 5-2: Neighborhood Segregation.....	81
Figure 5-3: Median Income by Census Block Group.....	84
Figure 5-4: Children in Married-Couple Households.....	87
Figure 5-5: Persons with Disabilities.....	90
Figure 5-6: Poverty Status.....	94
Figure 5-7: Racial Demographics by Block Group.....	95
Figure 5-8: Predominant Population – Hispanic Majority.....	96
Figure 5-9: TCAC/HCD Opportunity Areas – Education Score.....	102
Figure 5-10: Jobs Proximity Index by Block Group.....	104
Figure 5-11: TCAC/HCD Opportunity Areas – Economic Score.....	105
Figure 5-12: TCAC/HCD Opportunity Areas – Environmental Score.....	111
Figure 5-13: TCAC/HCD Opportunity Areas – Composite Score.....	114
Figure 5-14: Owner Household Overpayment.....	117
Figure 5-15: Renter Household Overpayment.....	118
Figure 5-16: Overcrowded Housing.....	119
Figure 5-17: Sensitive Communities.....	125
Figure 5-18: Social Vulnerability Index.....	126
Figure 5-19: Special Flood Hazard Areas.....	127
Figure 6-1: March ARB/IPA Airport Influence Areas And Safety Zones.....	166
Figure 6-2: March ARB/IPA Airport Basic Compatibility Criteria.....	167
Figure 6-3: Perris Valley Airport Influence Areas.....	168
Figure 6-4: Airport Influence Areas And Safety Zones.....	169
Figure 6-5: MSHCP Conservation Plan Areas in Perris.....	171
Figure 6-6: Agricultural Land.....	173
Figure 7-1: Environmental Constraints Limiting Residential Development.....	184
Figure 7-2: Housing Opportunity Areas.....	187
Figure 7-3: HCD/TCAC Opportunity.....	202
Figure 7-4: LIHTC Amenities Scoring.....	203



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# I. INTRODUCTION TO HOUSING IN PERRIS

## I. HOUSING HISTORY

For thousands of years, indigenous populations hunted and gathered across the dry, hot region of where the City of Perris now stands. The Cahuilla and Luiseño were the two largest population groups, sharing overlapping territories in the Perris Valley. The Luiseño range extended west to the coast, while the Cahuilla extended into the San Jacinto Mountains and Colorado Desert. The first pioneering farmers and businessmen came to Perris in the 1880s, drawn by the lure of cheap land and opportunities to make a good living. The settlement, once a stopover on the California Southern and later Santa Fe Railroad, made its reputation as a grain, fruit and vegetable basket in Riverside County and throughout the region. Alfalfa, potatoes, onions, and later grapes would sprout from the soil around Perris.<sup>1</sup> Things changed, however, when Spanish and Mexican miners found gold deposits in the surrounding hills. Prospectors tramped over ridge and ravine and staked off claims in every direction. Sheep continued to roam the valley, but, as the mines expanded to include tin, coal and even clay, more people discovered what Perris Valley had to offer: moderate climate, rich soil and plenty of flat land.

In the 1880s, the arrival of the California Southern Railroad led to the founding of the City around the new depot. The railroad was built through the future town site in 1882 to open a rail connection between the present day cities of Barstow and San Diego. With the completion of the railroad, settlers began flocking to the valley staking out homesteads and buying railroad land at Pinacate. At one point, Pinacate was reported to have a population of 400 people. However, due to a land title dispute at Pinacate, most of its citizens moved two miles north on the railroad and established the town of Perris in 1885. The town was named in honor of Fred T. Perris, chief engineer of the California Southern Railroad.

The town site of Perris was officially named a station on the Transcontinental Route of the Santa Fe on April 1, 1886. By 1887, six passenger trains and two freight trains stopped at Perris daily. During the fall and winter of 1887 and 1888 the town doubled its population. To support the growing number of residents, a drug store, physician's office, post office and several general stores were constructed. Much of the commercial development occurred in the downtown area of the City, where a traditional street grid was established. While there were a number of elite white businessmen proactively developing the town, a majority of the settlers came into the valley because they were poor and could not afford to pay the speculative prices asked for land in better known localities. The fertility of the soil and its adaptability to grain culture enabled low-income settlers to make a living and improve their quality of life.

The City of Perris' history is also shaped by the Sherman Indian School, California's first off-reservation boarding school. The school was found in 1892 with the purpose of assimilating Indian youth from elementary school through high school. Students ranged in age from 5 to 20 and included children and youth from across California, the Pacific Northwest, southwest, and the Plains. Students were forced to work long hours and were subject to corporal punishment. The school was eventually moved to the City of Riverside due to the lack of water in the City.

The railroad may have provided the location on which Perris was built, but it was the need for a water system that prompted the impetus for local government. In early 1911, residents of the then unincorporated community of Perris submitted a petition to Riverside County supervisors seeking incorporation. On April 18, 1911, the community voted on the petition; 101 votes were cast, a majority for

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<sup>1</sup> Ammenheuser, Maura. 2012. PERRIS: City once had the top gold mine in Southern California – Press Enterprise.



cityhood. On May 26, 1911, Perris became an officially incorporated City. The best guess of the City's population at incorporation-about 300.

In 1918, the March Air Force Base was developed directly north of the City. It was one of 32 Air Service training camps established after the United States entry into World War I in April 1917. March Field served as a base for primary flight training with an eight-week course from April until August 1918. With the sudden end of World War I on November 11, 1918, the future operational status of March Field was unknown; however, March Field remained quiet for only a short time. In July 1926, Congress created the Army Air Corps and approved the Army's five-year plan which called for an expansion in pilot training and the activation of tactical units. Accordingly, funds were appropriated for the reopening of March Field in March 1927. The Attack on Pearl Harbor in December 1941 quickly brought March Field back into the business of training aircrews. After the war, the base has remained active, training flight crews for the Korean War in the 1950s and Cold War and Vietnam War in the 1960s.

By the 1920s, the Perris Valley was predicted to become a center for onion growing.<sup>2</sup> By 1926, the railroad town boasted a population of 700 people, with most of the City's development from San Jacinto Avenue to 8<sup>th</sup> and D Street to Perris Boulevard (east of the rail line).<sup>3</sup> Not even a decade later, the southern line of the Transcontinental Route of the Santa Fe railroad was abandoned, and the City transformed from a railroad junction point to a way station.<sup>4</sup> The 1930s also brought Dust Bowl refugees, migrating West on the heels of the Great Depression, in the pursuit of cheap and fertile agricultural land, which was readily available in cities across Riverside County. Privacy and tranquility also drew many Black families to area as early as the 1930s.<sup>5</sup> Black families, however, were more likely to buy vacant land in the less desirable neighboring area of Mead Valley. This is notable, as the local high school in Perris would later bus Black youth from the Mead Valley as part of a federal school integration mandates in the 1970s.

By the 1940s, the United States government had also initiated the Bracero program, providing a source of cheap labor from Mexico to support farmers in the region. Despite their contributions to the community, many of these workers were not welcome in communities throughout the region. In 1958, Harry H. Ward, a Perris realtor and farmer, expressed opposition to low-cost housing in Riverside County, terming the housing 'temporary dwelling for transient labor' and raising concerns about its transformation into slum areas.<sup>6</sup> Throughout the 1950s, Perris continued to grow alfalfa, king potatoes, and sugar beets, which inspired the town's Rods, Rails, and Potato Festival. Perris had a pattern of sleepy growth until the mid-20th century. In 1963, the highway (not an Interstate) that is currently I-215 first opened as part of U.S. Route 395 (US 395). With the construction of Lake Perris in the 1960s and 1970s, water activities made Perris an attractive entertainment location. Since then, Perris has also become known for their air sports such as their sky diving services and their hot air balloon rides.

The City's population growth was small but stable each decade up until 1980. However, Perris experienced its first major growth period from 1980 to 1990, when the total population grew more than three-fold, from 6,800 to 21,500 residents.<sup>7</sup> During that stretch of time, the non-Latino population grew 185 percent, while the Latino population grew 284 percent.<sup>8</sup>

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<sup>2</sup> 1920. California News Items in Brief. Del Norte Triplicate. Vol IX (2). 9 January 1920. California Digital Newspaper Collection.

<sup>3</sup> Sanborn maps

<sup>4</sup> Dodge, Richard. 1959. Perris and it's Railroad. DISPATCHER November 15, 1959, Issue 29. Retrieved from: California Southern Railway History (sdrm.info)

<sup>5</sup> 1987. Blacks migrating from LA to Riverside County. Black Voice News. Vol 15 (39) 9 Oct 1987.

<sup>6</sup> 1958. Low Rent Housing Issues Fail to Get on June 3 Ballot. The Desert Sun. 27 March 1958

<sup>7</sup> 2019-2024 City of Perris Analysis of Impediments.

<sup>8</sup> Allenworth, E. and et. al. 1996. White Exodus, Latino Repopulation, and Community Well-Being: Trends in California's Rural Communities. Research Report. No. 13. Michigan State University.



Perris' population has become increasingly diverse over the last three decades. Most notable among the changes is the increase in Perris' Hispanic population and decrease in White population. In 1990, White residents were the largest racial/ethnic group in the City (nearly 48 percent), with Hispanics representing the next largest group at approximately 36 percent. By 2010, the proportion of Hispanic residents had doubled to 72 percent of the population, making them the predominant racial/ethnic group in Perris.<sup>9</sup>

Black families that moved to the Inland Empire from the 1980s to 2000s were driven by three factors: existing family in the region, the perception of getting more for less money, and a concern with growing Latino congestion in urban areas.<sup>10</sup> Concerns with safety, and particularly gang violence, were a primary motivating factor for moving away from the Los Angeles region.<sup>11</sup> While Riverside County experienced a lower rate of White decline than neighboring Orange County, white flight justified concerns over increased congestion, home prices, along with a fear of crime and growing discomfort with the non-White population.<sup>12</sup> Additionally, the impacts of a recession in the 1990s resulted in an economic downturn and loss of jobs across the region. Distant suburbs, like Perris, were favored by Black and Latino communities that could afford the price of housing and that began occupying homes left behind by Whites.

This history plays an important role in how and why the City of Perris developed and gives information about the types of residents that have inhabited the City over the years. As the City's demographics continue to change, it is critical to look at land use patterns past and present and how they play a role in the development of housing and whether the needs of residents were and are being met.

## 2. HOUSING ELEMENT PURPOSE

The purpose of the Housing Element of the Perris General Plan is to ensure the City establishes policies, procedures and incentives in its land use planning and redevelopment activities that will result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in Perris. It institutes policies that will guide City decision-making and establishes an action program to implement housing goals through 2029.

The Housing Element has been designed to address key housing issues in the City. The foremost issue is providing a mix and balance of housing types and costs to meet the needs of all segments of the population of Perris. As such, the Housing Element makes provisions for affordable and accessible housing for special needs groups in the City and is designed to provide guidance in the maintenance of existing affordable housing. These commitments are an expression of the statewide housing goal of an "early attainment of decent housing and a suitable living environment for every Californian, including farm workers," as well as an expression of the City of Perris' goal for a suitable living environment for every household.

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<sup>9</sup> Analysis of Impediments

<sup>10</sup> Pfeiffre, Deirdre. 2012. African americans' search for "more for less" and "peace of mind" on the exurban frontier. *Urban Geography*, 2012, 33, 1, pp. 64–90.

<sup>11</sup> Pfeiffre, Deirdre. 2012. Moving to Opportunity: African Americans' Safety Outcomes in the Los Angeles Exurbs. *Journal of Planning Education and Research* 33(1) 49–65

<sup>12</sup> Allen, James P. Turner, Eugene J. 2002. Changing faces, changing places: mapping Southern Californians. California State University, Northridge. Center for Geographical Studies.





### 3. CONSISTENCY WITH STATE PLANNING LAW

The Housing Element is one of the seven General Plan elements mandated by the State of California. Sections 65580 to 65590 of the California Government Code contain the legislative mandate for the Housing Element. State law requires that the City's Housing Element consist of "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement and development of housing" (Section 65583). In addition, the Housing Element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.

There is no single approved format for a Housing Element. Instead, State law defines components of issues that must be addressed. A Housing Element should clearly identify and address, at a minimum, each component listed below.

1. Review of existing Housing Element.
2. An assessment of existing and projected housing and employment trends to assess a locality's housing needs for all income levels.
3. An inventory of resources relevant to meeting housing needs.
4. An inventory of constraints relevant to the meeting of these needs.
5. A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.
6. A program that sets forth an eight-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element.

### 4. GENERAL PLAN CONSISTENCY

The Housing Element goals, policies, standards, and policy actions relate directly to, and are consistent with, all other elements of the City's General Plan. The City's Housing Element identifies policy actions and resources required for the preservation, improvement, and development of housing to meet the existing and projected housing needs of its population. Goals, policies and implementation actions contained in the Housing Elements and other General Plan elements directly affect the quality of life for all Perris citizens.

The Housing Element is affected by development policies contained in the Land Use Element, which establishes the location, type, intensity and distribution of land uses throughout the City, and defines the land use build-out potential. In designating residential development, the Land Use Element defines the number and types of housing units constructed in the City. The acreage designated for a range of commercial and office uses creates employment opportunities for various income groups. The presence and potential for jobs affects the current and future demand for housing at the various income levels in the City.

The Circulation Element of the General Plan also affects the implementation of the Housing Element. The Circulation Element establishes policies for a balanced roadway system that accommodates not only cars and trucks, but also, public transit, bicycles and pedestrians. The element also provides policies that ensure that sewer, water, storm drainage facilities, are available to serve new development. Managing



the circulation system ensures that new development, including housing, improves the quality of life in the City.

The Housing Element utilizes the most current data available and includes 2020 California Department of Finance and 2019 American Community Survey data. All figures represented in the Housing Element are consistent with existing and projected population, employment and housing figures presented by county, State, national and non-profit agencies.

The Housing Element has been reviewed for consistency with the City's other General Plan elements, and the policies and programs in this Element are consistent with the policy direction contained in other parts of the General Plan. As portions of the General Plan are amended in the future, the Housing Element will be reviewed to ensure that internal consistency is maintained.

## 5. HOUSING ELEMENT ORGANIZATION

This 2021-2029 Housing Element updates the Housing Element adopted in 2013 and was found by HCD to be in compliance with established criteria. The 2021-2029 Housing Element is designed to meet several key objectives. These include provisions to ensure internal consistency with the recently adopted General Plan elements; meet recently enacted statutory requirements; introduce updated housing, population and needs analysis; and incorporate the suggested staff responses to HCD comments.

The Housing Element sets forth housing goals and policies for Perris to address the City's existing and projected housing needs. Specific housing actions to implement these goals and policies are identified in the Housing Plan section of the document. The updated Perris Housing Element is comprised of the following major components:

- A Housing Plan to address Perris' identified housing needs, including housing goals, policies and programs;
- An analysis of the City's population, household and employment base, and the characteristics of the City's housing stock;
- An updated evaluation of housing need, including the housing needs of very low-income households and the disabled;
- An examination of governmental and non-governmental constraints on the production, maintenance, and affordability of housing;
- An inventory of potential housing sites in the community; and
- An assessment of past housing accomplishments.

## 6. NEW STATE LEGISLATION

The Perris Housing Element was last adopted on August 27, 2013 and is currently being updated for the years 2021 to 2029 as part of the new update cycle for jurisdictions within the SCAG (Southern California Association of Governments) region to allow for synchronization with Connect SoCal, the 2020-2045 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The



Element sets forth an 8-year strategy to address the City's identified housing needs, including specific implementing programs and activities.

Various amendments have been made to Housing Element law since adoption of the City's current Housing Element. These include, but are not limited to:

- **SB 330 - Housing Crisis Act of 2019 and Changes to Permit Streamlining Act & Housing Accountability Act** - is designed to speed up housing construction by slashing the time it takes to obtain building permits, limiting fee increases on housing applications, and requiring that a local agency makes specified written findings based on evidence to deny an affordable housing development.
- **AB 678, AB 1515, AB 3194, SB 330 - Housing Accountability Act** - Expands and strengthens the provisions of the Housing Accountability Act by establishing limitations on a local government's ability to deny, reduce the density of, or make infeasible housing development projects, emergency shelters, or farmworker housing that are consistent with objective local development standards and contribute to meeting housing need.
- **AB 1397, AB 1486, AB 686, SB 6 - Housing Element Sites Inventory** - Modifies the format and level of scrutiny required when evaluating a jurisdiction's inventory of land suitable and available for residential development to meet the regional housing need by income level.
- **AB 686 - Affirmatively Furthering Fair Housing** - All housing elements must now include an analysis and programs that affirmatively furthers fair housing and promotes housing opportunities throughout the community for protected classes.
- **AB 881, AB 68, and SB 13 - Accessory Dwelling Units** - Updates and clarifies requirements and laws regarding the creation of accessory dwelling units (ADU) and junior accessory dwelling units (JADU) to address barriers to development.
- **AB 1763 - Density Bonuses for Affordable Housing** - Provides increased density and incentives for the production of developments that include moderate-income housing and additional incentives for affordable developments within  $\frac{1}{4}$  mile of a transit stop.
- **AB 1505 - Rental Inclusionary Housing Ordinances** - Authorizes the legislative body of any city or county to adopt an inclusionary housing ordinance that requires new residential developments to include residential rental units affordable to lower- and moderate-income households.
- **SBI66 - No Net Loss Law** - Requires jurisdictions to maintain an inventory of sufficient adequate sites that can meet their remaining unmet housing needs based on their Regional Housing Needs Allocation, especially for lower- and moderate- income households.
- **AB 101 and SB 234 - Established "Uses by Right"** - Requires jurisdictions to amend the Zoning Code to allow Low Barrier Navigation Center development to be a use by right, as defined, in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements and allows large family daycare home to be treated as a residential use of property for purposes of all local ordinances.
- **AB 1486, SB 6, and AB 1255 - Expansion of Surplus Land Act and Reporting** - Promotes changes to the Surplus Land Act to turn unused public land into a public good by redeveloping unused public land into sites for affordable housing.



The contents of this updated Housing Element comply with these amendments and all other requirements of Housing Element law.

## 7. CITIZEN PARTICIPATION

California Government Code requires that local governments make diligent effort to achieve public participation from all economic segments of the community in the development of the Housing Element. To engage with residents of protected classes or that may be underrepresented the City generally utilizes the following strategies:

- General posting to City website, department web pages as appropriate, and social media posts (Facebook, Instagram, Twitter)
- Promotion and distribution through faith-based and community-oriented partner organizations – this includes forwarding program information, flyers, surveys, etc., as well as coordinated presentations at regular meetings held by each respective partner organization
  - School districts (Perris Elementary School District, Perris Union High School District, Val Verde Unified School District) through Peach Jar, newsletters and District English Learner Advisory Committee (DELAC)/Parent Teacher Association Meetings
  - Local Community-based organizations and nonprofits, such as the Family Resource Center, and TODEC, Boys and Girls Club.
  - County organizations that promote affordable housing particularly the Riverside County Housing Authority and the Fair Housing Council
  - Business organizations, including the Perris Valley Chamber of Commerce, Hispanic Association of Small Businesses, and the Perris Chapter of the Riverside County Black Chamber of Commerce
- Email blasts to existing applicants and recipients of City Housing Assistance – staff keeps a running email distribution list of all applicants, and we continually send emails to the full list with information on upcoming projects, assistance programs, and community engagement activities, such as the survey link.
- Physical outreach – The City hosts housing assistance pop-up events, where City Staff engage with the community, providing information on programming and asking for residents to participate in available surveys. Staff coordinates these events in parks with high foot traffic, in lower income neighborhoods, and targeted outreach to parks near to affordable housing developments. For instance, pop-up events have been held at Mercado Park, which is adjacent to the Mercado/Verano affordable housing apartment complexes.

During the preparation of the 2021-2029 Housing Element Update, the City engaged with a number of organizations and agencies that directly provide housing or housing-related services to residents. Stakeholder groups that have been identified as influential to the development of housing and the provision of services in the community are:

- Housing Authority of the County of Riverside



- Fair Housing Council of Riverside County
- Perris Senior Citizens Center
- Mead Valley Community Center
- Perris Family Care Center
- Riverside County Office on Aging
- Housing and Homeless Coalition for Riverside County
- Inland Valley Habitat for Humanity
- Volunteers of America
- TODEC Legal Center
- El Sol Neighborhood Educational Center
- Perris Historical Society

Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the City of Perris, utilized a variety of technological platforms to conduct an extensive public participation program prior to the submittal of this Housing Element draft to the California State Department of Housing and Community Development (HCD) for informal review. Prior to June 15, 2021 meetings were held virtually, on Zoom or a comparable platform. After June 15<sup>th</sup>, meetings were held in-person with the option to participate or observe virtually. The following meetings and events occurred during the Housing Element update process.

#### **STAKEHOLDER ROUNDTABLE – FEBRUARY 2, 2021**

On February 2, 2021, the City held a virtual stakeholder roundtable via Zoom from 2-3pm. The event was noticed on the City's website, Facebook page and Instagram account and an invite was sent out a week prior to the event to stakeholder groups, including developers, non-profits, service providers and other organizations that serve residents in the City. The meeting was attended by ten individuals including representatives from Habitat for Humanity Inland Valley, SoCal Gas, the Perris Communist Coalition, and the City Housing, Planning and Economic Development divisions. During the meeting City Staff gave a presentation on the Community Development Block Grant (CDBG) Program priorities and National CORE gave a presentation on the Housing Element update. Questions and comments during the meeting focused on identifying housing activities that can be prioritized, whether the City can use imminent domain and/or funds to increase opportunities for affordable housing, and how environmental justice would be incorporated into the Housing Element.

#### **PLANNING COMMISSION INFORMATIONAL WORKSHOP – FEBRUARY 3, 2021**

The first meeting with the Planning Commission took place on February 3, 2021 and was intended to provide Commissioners and the public with general information regarding the Housing Element (i.e., contents, process, and information on the RHNA). The City's efforts to engage the public included posting the meeting notice on the City's website, Facebook, and Instagram and directly emailing information about the meeting to stakeholder groups. There were approximately 12 participants including City Staff, National CORE, and Planning Commissioners. No formal public comments were made at the first meeting, though many Planning Commissioners provided valuable feedback to staff regarding important housing issues





in the City and questions on the requirements of Housing Element law. Generally, it was expressed that there is a need for additional types of housing in the City to ensure that residents that grow up in the City are able to stay in the area and find affordable housing and that there is an increasing need for multifamily housing to balance the single family homes in the City.

#### **HABITAT FOR HUMANITY INTERVIEW – FEBRUARY 5, 2021**

On February 5, 2021, a one-hour one-on-one meeting with Habitat for Humanity was held with the purpose of identifying progress areas relevant to the 2014-2021 Housing Element progress report and identify future program opportunities. Habitat for Humanity remains an invested ally in home production and community assistance programs particularly for affordable, entry-level housing. The meeting included a discussion of removing barriers to housing production in the City. Ideas discussed included streamlining the planning and permitting process to provide swift application reviews. Another idea was to potentially explore an in-lie or inclusionary housing ordinance to stimulate affordable housing production and/or create a funding source for affordable housing within City. Some of the largest impediments to building entry-level housing remain land availability and funding opportunities for entry-level and/or subsidized homes.

#### **CITY OF PERRIS YOUTH ADVISORY COUNCIL – MARCH 16, 2021**

On March 16, 2021, a presentation was given to the City of Perris Youth Advisory Council (YAC) to inform youth leaders of the focused General Plan update and obtain feedback relating to their respective communities. The YAC is comprised of students living in the City of Perris and they range in age from 13 to 18 years, representing a range of races and ethnicities. After the informational presentation, an online interactive and anonymous survey, using Poll Everywhere, was administered live to solicit input from participants and identify housing needs and opportunities. The questions asked included:

1. Are you a resident of the City?
2. What do you like most about the City of Perris?
3. What issues do you see in your neighborhood?
4. Which of the following would improve your community?

For each question a set of potential answers were provided. Participants were also given the opportunity after the survey to provide additional comments and information. The results of the survey indicated that 86 percent of the respondents lived in the City and 14 percent attended school in the City but lived in another jurisdiction. In responding to the second question, 33 percent of respondents liked that the City indicated is an affordable place to live, 20 percent like that it is diverse, 13 percent liked that they know their neighbors. The remaining responses showed that respondents liked that it feels safe, there are shopping and dining options, and that the neighborhoods are well maintained. For the third question, 25 percent of respondents indicated that noise, fumes or chemicals from nearby industrial uses were an issue in their neighborhood. Other prominent issues were air pollution from freeways (19 percent), housing near factories and warehouses (19 percent), followed by trash in creeks or open spaces (13 percent), vehicle traffic (13 percent), wildfires (6 percent) and lack of grocery stores (6 percent). In response to the fourth question, the factors that students thought would improve their community the most common response was street repairs to fill potholes and fix sidewalks (26 percent), better lighting for pedestrians and bikers (17 percent), community gardens or farmers markets (13 percent) and more parks or community centers (13 percent). The responses from the survey indicate the need to ensure that housing is located in close proximity to parks, schools,



stores and other amenities and that the City focuses on infrastructure improvements in neighborhoods that are impacted by their proximity to industrial uses and high amounts of truck traffic.

#### **VAL VERDE UNIFIED SCHOOL DISTRICT – MARCH 18, 2021**

Continuing efforts to reach a broad range of community stakeholders, a thirty-minute meeting via Zoom was held with the Val Verde Unified School District staff to identify potential partnership opportunities to disseminate information to teachers, parents, staff, and students living in the city, as well as obtaining feedback relating to the Housing Element. Items discussed including marketing the survey through Peach Jar, the district information distribution portal, as well as on the District's social media platforms to encourage an increase in responses. Materials were provided to school district families in English and Spanish. Due to the Covid-19 pandemic, the school district conducted instruction virtually for the 2020-2021 school year, therefore online response and marketing platforms appeared to work best in trying to reach stakeholders.

#### **CITY OF PERRIS PUBLIC HEALTH DEPARTMENT – APRIL 6, 2021**

On April 6, 2021, a meeting with the City's Public Health Department was held on Zoom to identify additional outreach opportunities. Ideas discussed included distributing survey flyers through their email list and at upcoming community events. City Staff also suggested including the survey link at the end of online recreational classes so participants are aware and can participate. Staff also shared informational brochures and information on programs that are available to residents.

#### **PERRIS VALLEY CHAMBER OF COMMERCE – APRIL 7, 2021**

On April 7, 2021, a presentation was given, and survey was administered to the Perris Valley Chamber of Commerce to provide stakeholders with an overview and update of the City's focused General Plan update, including the Housing Element update. Approximately 20 individuals attended the meeting representing a range of businesses in the City. After the informational presentation, an online interactive and anonymous survey was administered to identify housing needs and opportunities. The questions asked were the same as those asked to the YAC. In contrast to the YAC, 50 percent of respondents work in the City of Perris, 38 percent live in the City and 13 percent were a stakeholder or service provider. Similar to the responses of the YAC participants the top two reasons Chamber members like the City is that it is affordable (31 percent) and that it is diverse (31 percent). Another 15 percent of respondents like that there are many local amenities including parks. With regard to the issues, Chamber members experience in the City, 33 percent were concerned that there aren't many local groceries stores, 33 percent expressed that vehicular traffic was an issue, 22 percent were concerned about factories and warehouses being built near homes and 11 percent saw trash piling up in natural and open spaces. In order to improve quality of life for Perris residents, respondents indicated that street and sidewalk repairs (27 percent), increased access to grocery stores (27 percent), more parks and community centers (13 percent), community gardens (13 percent), and better lighting for pedestrians and bikers (13 percent) were needed. These responses were very similar to those from the YAC.

#### **PLANNING COMMISSION WORKSHOP – MAY 5, 2021**

A second workshop with the Planning Commission occurred on May 5, 2021 and was focused on the specific sections included in the draft Housing Element update, i.e., the Housing Plan and Housing Resources sections. The meeting was held virtually due to COVID, but residents were able to participate remotely and provide comments via email or by phone. The Planning



Commission noted the importance of having a variety housing types in the City, that there is an abundance of single family homes, and a need for multifamily housing. Translation services are offered at all public meetings; however, services were not requested. No public comments were submitted during the meeting.

#### **CITY COUNCIL WORKSHOP – JUNE 8, 2021**

On June 8, 2021, a workshop was held with the City Council to discuss the sites inventory. A presentation on the Housing Element process, the City’s Regional Housing Needs Allocation (RHNA) and potential housing sites were presented. No public comments were made during the meeting, however, the Councilmembers expressed interest in creating more opportunities for accessory dwelling units and well as concerns over putting multifamily housing by single family homes. Translation services are offered at public meetings; however, services were not requested. Following the meeting, additional materials, showing the proposed sites were distributed to the Council and a follow up meeting scheduled for July 8<sup>th</sup> to further discuss the housing opportunity sites in more detail.

#### **CITY OF PERRIS HOUSING AUTHORITY POP-UP EVENTS – JUNE 2021**

In June 2021, as COVID restrictions started to ease, the City held multiple pop-up events at Copper Creek and Paragon Park. A comment card was distributed to participants with questions on key issues and recommendations for improving the City. At the June 24<sup>th</sup> event at Paragon Park, City Staff actively approached residents seeking input. Many of the respondents identified safety issues in and around Paragon Park, including street races, drugs, and loiterers, and the need for quality spaces to walk and play. Housing resources and affordability were also an important issue. In general, responses aligned with the broader community survey that was submitted online, although the majority of respondents to the comment card were Latino.

#### **CITY COUNCIL WORKSHOP – JULY 8, 2021**

On July 8, 2021, a second workshop was held with the City Council to discuss the sites inventory in additional detail. A presentation on the City’s Regional Housing Needs Allocation (RHNA) and potential housing sites was given by Planning Staff. One public comment was made during the meeting, suggesting that multifamily housing would be preferred to the development of additional warehouses, particularly near existing single family neighborhoods. There was also discussion amongst the Councilmembers about the sites and suggestions on sites to expand and remove from the inventory. Translation services are offered at public meetings; however, services were not requested. As the Councils request, following the meeting, a revised set of maps showing the revised sites were provided and Housing Element was added to the agenda for the regularly, public noticed City Council meeting on July 27<sup>th</sup> to finalize the opportunity sites.

#### **CITY COUNCIL WORKSHOP – JULY 27, 2021**

On July 27, 2021, a third workshop was held with the City Council to discuss the sites inventory and to finalize the opportunity sites. A presentation was given on the City’s Regional Housing Needs Allocation (RHNA), what approach the City will use to meet the RHNA and a discussion on the specific housing opportunity sites. During the meeting the Council approved the opportunity sites presented by Staff and directed the consultant team to finalize the draft Housing Element for public review. No public comments were made during the Housing Element discussion item, however on previous agenda items, there were discussions about locating warehouses and industrial uses, close to residential neighborhoods. This input was taken into consideration in the sites selection process. Translation services are offered at public meetings; however, services were not requested.



#### INFORMATIONAL MATERIALS AND HOUSING SURVEY – FEBRUARY TO MAY 2021

Following the February outreach events, the City posted additional informational materials on their website and social media platforms. These materials included a Housing Element 101 video, Frequently Asked Questions (FAQ) on the Housing Element update process, a demographic flyer on Perris, and a survey with questions specific to housing and environmental justice. These materials were posted in English and Spanish and were available throughout the update process for residents to access.

In late March 2021, the City of Perris reopened its doors to the public thereby presenting an opportunity to further distribute a flyer advertising the focused General Plan update to reach a broader audience. Printed copies of the flyer were left at the utility payment counter and front desk upon entering City Hall. The City also printed enlarged infographics with QR codes leading to the online survey at their main Covid-19 vaccination site to encourage the public to take the survey while they wait in line for their vaccine. In addition, City staff partnered with the local senior center which distributes meals to seniors every week on Wednesdays. Printed survey flyers were included in bags with the packaged meals to encourage survey participation. To reach its online audiences, the City posted the survey flyer on the landing page and circulated an infographic on its Instagram page. In all instances materials were distributed in English and Spanish and contact information was provided for residents seeking additional information.

Participants included people that live and/or work in Perris. In addition to stakeholder meetings, the community survey was distributed across various outlets (e.g., City website, social media, school district newsletter, at City Hall, at vaccine distribution events, and via stakeholder groups), specifically targeting wider representation from the community. The survey was also discussed at the February Planning Commission meeting and distributed to members of the Planning Commission and City Council.

The survey received a total of 116 responses. While participants identified affordability of housing, proximity of parks and amenities, and the diversity as positive attributes of the City, the following issues were identified as impacting the lives of residents:

- Need for affordable rental and housing ownership options
- More homeownership opportunities
- First time homebuyer programs (e.g., down payment assistance, buyer guide)
- Greater diversity of housing opportunities
- Shelters + programs to support the homeless
- Updates and repairs to housing that result in unhealthy conditions

Prior to sending the Housing Element draft to the State Department of Housing and Community Development (HCD) for review, the Draft Housing Element was made available to the public starting September 20, 2021. A hard copy of the Housing Element was made available at City Hall, and a link to the draft document was provided via email to stakeholder groups and posted on the City's website and on the City's social media pages. The Housing Element website, with the draft document, is still active and the City has been and continues to be open to accepting comments on the draft during HCD's review period. Should additional comments be received



prior to the adoption of the Element, Staff will incorporate comments as appropriate and correspond with the commenter. Any revised versions of the Housing Element will be posted on the City's Housing Element website.

After HCD has reviewed the Draft Element, additional hearings are planned before both the Planning Commission and City Council. Notification for these hearings will be published in the local newspaper, posted at prominent public facilities, posted on social media, and provided on the City's website in advance of each hearing.





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## 2. HOUSING PLAN

The Housing Plan includes goals, policies, and policy actions related to housing and are presented in this section. The policies are established to guide the development, redevelopment, and preservation of a balanced inventory of housing to meet the needs of present and future residents of the City. It is a goal of the City to ensure that all residents have decent, safe, sanitary, and affordable housing regardless of income. This statement guides the City's actions with respect to housing. The specific goals, policies and actions detailed in this section provide the framework for the City's overall housing program. Specific policies and actions included in this element are intended to provide a wide variety of programs and tools to implement the City's General Plan goals. Actual programs will be implemented at the discretion of the City to meet their established objectives. The action plan includes both programs currently in operation and new activities which have been added to address the City's unmet housing needs. It should be noted that the listing of a particular funding source of a particular program and/or action does not denote that it has been allocated or appropriated as a source of funding for such a program and/or action.



**GOAL 1: Enhance the quality of existing residential neighborhoods in Perris, through maintenance and preservation, while minimizing displacement impacts.**

- Policy 1.1:** Promote increased awareness among property owners and residents of the importance of property maintenance to long term housing quality.
- Policy 1.2:** Preserve property values and improve overall housing conditions in Perris by identifying housing deficiencies and requiring that substandard units be brought into compliance with City codes.
- Policy 1.3:** Encourage compatible design of new residential units to minimize the impact of intensified reuse of residential land on existing residential development.
- Policy 1.4:** Create plans and programs to maintain or improve the character and quality of existing housing and neighborhoods.
- Policy 1.5:** Promote development of public policies and regulations that achieve a high level of energy conservation in new and rehabilitated housing units and encourage renovation of existing housing to meet energy conservation policies and regulations.
- Policy 1.6:** Promote the Sustainable Community section in the Conservation Element of the General Plan.

*ACTIONS AND PROGRAMS:*

**ACTION 1.1: CODE ENFORCEMENT**

The enforcement of existing property maintenance codes is a primary means to preserve housing and the quality of neighborhoods. The Code Enforcement Division is responsible for performing field inspections of properties to ensure compliance with applicable building, zoning, safety, nuisance codes and ordinances. Code Enforcement Officers proactively target areas of concentrated rehabilitation needs within the City and will continue to respond to complaints and enforce the zoning ordinance; housing, fire and building codes; and standards for landscaping to maintain safe and decent housing. It is the goal of the Code Enforcement Division through public education to direct attention to any existing code violations, which could have a negative effect on individual properties, a neighborhood, and the City of Perris overall. The Code Enforcement Division employs Staff fluent in English and Spanish and offers translation when requested.

As part of this policy action, Code Enforcement Division Staff will monitor the substandard dwellings which cannot be economically repaired and remove when necessary and feasible. On an annual basis City Staff will also meet with Habitat for Humanity – Inland Valley who are actively monitoring housing units in the region for minor rehabilitation. When appropriate, Code Enforcement Officers



will refer eligible residents to City assistance programs to complete any required repairs. These programs are targeted at low- and moderate-income households in general. Additionally, Housing Division staff conducts targeted outreach and promotion to special needs groups such as seniors, female headed households, and persons with disabilities.

*Responsible Agency:* City of Perris Building Safety Division

*Timeframe:* Annually allocate funding for code enforcement activities from 2021-2029.

*Potential Funding Source:* Community Development Block Grant (CDBG) Funding General Fund

*Objective:* Continue to monitor the existing housing stock to correct violations and provide homeowners with information about available funding to complete home improvements. Aim to assist approximately 5 households annually.

## ACTION 1.2: HOME IMPROVEMENT PROGRAMS

To maintain the existing housing stock, the City conducts proactive and compliant-based code enforcement activities and when appropriate refers residents to the Minor Home Repair Program or Senior Minor Home Maintenance Program. Both programs offer grants to qualified homeowners. To operate these programs the City allocates CDBG funding annually for the Senior Minor Home Maintenance Program and the Minor Home Repair Program. The Housing Authority will continue to apply for funding to support these programs on an annual basis and will generally target areas of the City that has been identified as Low Resource and/or census tracts with concentrations of substandard units or lower-income households. City Staff will prioritize the use of rehabilitation grants to maintain and upgrade existing stock. These programs will be available to eligible households based on U.S. Department of Housing and Urban Development (HUD) income limits and will be marketed to residents of protected classes and in underrepresented neighborhoods via online platforms, partnerships with local service organizations, and via City Staff.

*Responsible Agency:* Perris Housing Authority

*Timeframe:* Review program information annually, 2021-2029.

*Potential Funding Source:* Community Development Block Grant (CDBG) Funding

*Objective:* Assist an estimated 5 households annually through the Minor Home Repair Program and 5 households annually through the Senior Minor Home Maintenance Program.

## ACTION 1.3: RIVERSIDE COUNTY ASSISTANCE PROGRAMS

As a means of further leveraging housing assistance, the City will continue to cooperate with the Riverside County Housing Authority to promote resident awareness and application for County-run housing assistance programs. These programs include: Rental Rehabilitation Program, Department of Community Action (DCA) Utilities, and the Weatherization Program. The County offers a variety of housing assistance programs that can supplement the City's current housing programs. As the City has little control over how the County's programs



are administered the City will be responsible for continuing to provide program information on the City's website, in the City's newsletter, online through social media, and at City Hall. To reach residents in underrepresented neighborhoods the City will partner with local non-profit and service organizations, such as TODEC, El Sol, Cops and Clergy, and other groups to provide information about eligibility.

*Responsible Agency:* Perris Housing Authority and County of Riverside Housing Authority

*Timeframe:* Ongoing, 2021-2029; Review program information annually

*Potential Funding Source:* General Fund

*Objective:* Ensure residents are aware of funding available from the County to assist with home improvements and review and annually update program information on the City's website.

#### **ACTION 1.4: MONITOR EXISTING AFFORDABLE HOUSING UNITS**

The City of Perris will continue to track housing units with deed-restrictions on affordability throughout the planning period. This includes monitoring the method by which units remain affordable to lower-income households (i.e., covenants, deed restrictions, loans, etc.). The City will continue to update their AB 987 table in compliance with State law. The Housing Authority will continue to provide on-going technical assistance and education to tenants, property owners and the community at large on the need to preserve naturally occurring affordable housing (NOAA) that is not deed-restricted but may be at-risk.

*Responsible Agency:* City of Perris Housing Authority

*Timeframe:* Annually review and update the City's AB987 table, 2021-2029

*Potential Funding Source:* General Fund

*Objective:* Monitor existing affordable units in the City and add any new developments to the AB987 table to ensure information is easily and publicly available.

#### **ACTION 1.5: ENERGY EFFICIENT HOUSING**

The City will review ordinances and recommend changes where necessary, to encourage energy efficient housing design and practices that are consistent with State regulations. The City has information on their website and will annually review and update literature regarding energy conservation, annually, including information on accessing solar power, energy efficient insulation, appliance upgrade programs, and subsidies available from utility companies. The City will encourage energy conservation measures, in addition to those required by current building codes to be provided in new construction and major remodels, including, but not limited to lighting, water heater treatments, and solar energy systems, where they can be feasibly provided. As they become available, Staff will encourage the maximum utilization of Federal, State, and local government programs, such as the County of Riverside Home Weatherization Program and





Western Riverside Council of Governments HERO program and assist homeowners in providing energy conservation measures.

***Responsible Agency:** City of Perris Planning Division and Perris Housing Authority*

***Timeframe:** Annually review the information on programs and incentives on the City's website and update information throughout the year as new information becomes available, 2021-2029.*

***Potential Funding Source:** City of Perris Housing Authority budget*

***Objective:** Support property owners and developers to implement energy efficient and sustainably designed housing that will decrease costs for the occupant.*

## **ACTION I.6: CONSERVATION ELEMENT CONSISTENCY**

Facilitate sustainable development in the City by enforcing the goals, policies, and implementation measures established in the Sustainable Community section of the Conservation Element.

***Responsible Agency:** City of Perris Planning Division and Building Division*

***Timeframe:** Ongoing, 2021-2029; Review Elements for consistency annually.*

***Potential Funding Source:** General Fund*

***Objective:** Ensure that the Housing and Conservation Elements are consistent and that the policies and actions are implemented effectively.*



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## **GOAL 2: Assist in the development of housing for all economic segments of the City.**

- Policy 2.1:** Promote development within specific plans that provide a variety of housing types and densities based on the suitability of the land, including the availability of infrastructure, the provision of adequate services and recognition of environmental constraints.
- Policy 2.2:** Avoid concentrating housing constructed expressly for lower-income households in any single portion of the City.
- Policy 2.3:** Locate higher density residential development in close proximity to public transportation, services, and recreation.
- Policy 2.4:** Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).
- Policy 2.5:** Continue to support non-profit and for-profit organizations in their efforts to construct, acquire, improve and maintain housing to accommodate households with lower and moderate-incomes.

### *ACTIONS AND PROGRAMS*

#### **ACTION 2.1: DENSITY BONUS ORDINANCE**

The State of California recently passed several bills that change the State Density Bonus law. These include:

- AB 1763 (Density Bonus for 100 Percent Affordable Housing) – Density bonus and increased incentives for 100 percent affordable housing projects for lower-income households.
- SB 1227 (Density Bonus for Student Housing) - Density bonus for student housing development for students enrolled at a full-time college, and to establish prioritization for students experiencing homelessness.
- AB 2345 (Increase Maximum Allowable Density) - Revised the requirements for receiving concessions and incentives, and the maximum density bonus provided.

The Planning Division will review the Affordable Housing Incentives (Chapter 19.57, PMC) and Zoning Regulations and revise them to update density bonus provisions consistent with State law within two years of adoption of the Housing Element. Information on these financial and regulatory incentives will be made available on the City's website and in public places at City Hall.

*Responsible Agency: City of Perris Planning Division*



*Timeframe:* Complete updates to the Zoning Code within two years of Housing Element adoption.

*Potential Funding Sources:* General Fund

*Objective:* Comply with State law to allow for increased density and development incentives for proposed projects that provide affordable housing units.

## ACTION 2.2: SENIOR HOUSING OVERLAY

To increase opportunities for the development of affordable housing in lower density land use designations the City will continue to promote and evaluate projects that utilize the Senior Housing Overlay (SHO) zone. The SHO may be combined with any of the City's conventional residential or commercial zone districts and allows for residential uses up to 50 dwelling units to the gross acre and a mix of uses including multifamily residential, attached single-family residential, and detached single-family residential. Development incentives for qualified projects in the SHO include: a reduction in number of parking spaces per dwelling unit, and deferral park development fees.

*Responsible Agency:* City of Perris Planning Division

*Timeframe:* Develop materials within two years of Housing Element adoption and post them on the City website. Materials will be available and updated annually throughout the planning period, 2021-2029.

*Potential Funding Source:* General Fund

*Objective:* Encourage the development of 200 units affordable to lower-income seniors through the application of the Senior Housing Overlay.

## ACTION 2.3: SPECIFIC PLAN AREAS

To diversify the City's housing stock, the City will require a mixture of diverse housing types and densities in new developments, guided by specific plans, around the downtown and throughout the City. Within the Perris Downtown Specific Plan area, new development should be focused where suitably zoned underutilized land is near transit, services and amenities and the potential for mixed-use projects exists for the development of affordable housing. Within the City's 2021-2029 sites inventory, roughly 90 acres of vacant and underutilized land, zoned for high-density, mixed use development, has been identified to accommodate the City's Regional Housing Needs Allocation (RHNA). To encourage the development of residential and mixed-use projects within the Perris Downtown Specific Plan area, the City will offer incentives:

- Technical assistance to developers regarding development standards, mixed use zoning and density bonus incentives;
- Fee deferrals for development impact fees and/or permit fast-tracking for projects that include housing affordable to seniors and lower-income households, prioritizing projects that include units affordable to extremely low-income households;



- Higher building intensities, reduced parking requirements, reduced setback and yard requirements, increased building height, and greater floor area ratios to ensure well-planned and designed mixed use development; and
- Staff support with supporting documents for developers proposing to develop a 9% Low-income Housing Tax Credit project for families, which require that at least 25 percent of the units have at least three bedrooms.

The City is committed to informing property owners and developers of the Perris Downtown Specific Plan area incentives for affordable housing and will strive to promote the application to further encourage development. The City is also committed to monitoring the effectiveness of this program by conducting annual reports to determine the level of program participation and committing to discuss potential amendments aimed at removing constraints.

*Responsible Agency:* City of Perris Planning Division and Perris Housing Authority

*Timeframe:* The City will develop materials and post them on the City website within two years of Housing Element adoption. Materials will be available throughout the planning period.

*Potential Funding Source:* General Fund, Perris Housing Authority

*Objective:* Facilitate and support the development of 600 residential units in Specific Plan areas during the planning period.

#### **ACTION 2.4: NO NET LOSS OF RESIDENTIAL CAPACITY TO ACCOMMODATE THE RHNA BY INCOME CATEGORY**

To ensure sufficient residential capacity is maintained to accommodate the RHNA for each income category, within two years of adoption of the Housing Element, develop and implement a formal, ongoing (project-by-project) evaluation procedure pursuant to Government Code section 65863. The evaluation procedure will track the number of extremely low-, very low-, low-, moderate-, and above moderate-income units constructed to calculate the remaining unmet RHNA. The evaluation procedure will also track the number of units built on the identified sites to determine the remaining site capacity by income category and will be updated continuously as developments are approved. No action can be taken to reduce the density or capacity of a site (e.g., downzone, moratorium), unless other additional adequate sites are identified prior to reducing site density or capacity. If a development is being approved on an identified site at a lower density than what was assumed for that site identified in the Housing Element, additional adequate sites must be made available within 180 days of approving the development. A program to identify the replacement sites and take the necessary actions to make the site(s) available and ensure they are adequate sites, will be adopted prior to, or at the time of, the approval of the development.

*Responsible Agency:* City of Perris Planning Department

*Timeframe:* Within two years of Housing Element adoption, develop and implement a formal ongoing evaluation procedure pursuant to Government Code section 65863. Subsequent to



*adopting an evaluation procedure, monitor rezones and development of residential units, and update Housing Element sites inventory. Housing Element sites inventory is posted on the Planning Department's website and will be updated at least once a year*

*Potential Funding Source: General Fund*

*Objective: Create and maintain opportunity for a minimum 3,157 units of owner and rental housing for lower-income households to be developed over the 8-year planning period.*

## **ACTION 2.5: LOT CONSOLIDATION**

Parcels identified as part of the Perris Downtown Specific Plan area are typically smaller in size and in some cases are narrow or shallow, which could be seen as an additional constraint to the development of housing. To encourage the development of residential and mixed-use projects, the City will establish a lot consolidation program, which offers incentives such as reduction in development standards (i.e., lot size, parking, and open space requirements) to merge adjacent lots. The City may also offer to defer a portion of development fees to encourage lot consolidation and to promote more intense residential and mixed-use development on underutilized sites within the Specific Plan area. The City will promote the program at City Hall, on its website and will evaluate requests for funding on a case-by-case basis.

- Reduction in development standards (i.e., lot size, parking, and open space requirements);
- Parking Reduction: Required parking may be reduced subject to finding that adequate parking will be available to serve the subject project;
- Alternative Parking: Tandem, shared, and off-site parking options may be allowed, subject to finding that adequate parking will be available to serve the project; and
- Deferral of development impact fees to promote more intense residential and mixed use developments with deed-restricted units on parcels with underutilized uses.

The City will advertise the lot consolidation provisions and incentives to existing property owners and prospective mixed use and affordable housing developers, by placing information on the City's website within two years of Housing Element adoption. Marketing actions may include preparation and distribution of informational materials about program incentives and an invitation to attend a working session to discuss opportunities for lot consolidation and mixed use residential development, including affordable housing development. The City will monitor the trend of lot consolidation from 2021 to 2024 to ensure incentives are adequate and appropriate to facilitate development of small lots and adjust incentives or utilize other mechanisms as appropriate.

*Responsible Agency: City of Perris Planning Division*

*Timeframe: Establish incentives within 2 years of Housing Element adoption.*

*Potential Funding Source: General Fund*





*Objective:* Encourage lot consolidation of smaller parcels to accommodate viable projects including a minimum of 16 units at a density of at least 30 dwelling units per acre or higher to comply with AB 2348.

## **ACTION 2.6: LARGE SITES PROGRAM**

Most assisted housing developments utilizing State or federal financial resources include 50 to 150 units on parcels ranging from 3 to 7 acres in size. To facilitate the subdivision of larger parcels (greater than 15 acres), the City provides incentives and technical assistance to facilitate and encourage development of a variety of housing types and affordability consistent with typical developments affordable to lower income households. The City offers on a case-by-case basis the following incentives for the development of affordable housing, including, but not limited to: priority processing for subdivision maps that include affordable housing units, expedited review for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan, applicable Specific Plan and master environmental impact report, financial assistance (based on availability of federal, State, local foundations, and private housing funds, and modification of development requirements, such as reduced parking standards for seniors, assisted care and special needs housing. To determine the effectiveness of this program, the City will monitor the number of large sites available to be developed for a variety of income groups. The planning division will monitor this program and assess its effectiveness every two years.

*Responsible Agency:* Perris Housing Authority and Planning Division

*Timeframe:* Ongoing, as projects are submitted to the Planning Division

*Potential Funding Source:* General Fund

*Objectives:* The City will promote the program at City Hall, on its website and will evaluate requests for funding on a case-by-case basis. Monitor the program bi-annually.

## **ACTION 2.7: LEVERAGE FUNDING FOR AFFORDABLE HOUSING**

The City of Perris understands that leveraging local financing is critical to the competitiveness of developments applying for affordable housing funding sources. To help developers create competitive funding applications, the City will utilize resources such as HOME funds, No Place Like Home program funds, California Housing Finance Agency single-family and multifamily programs, and other available funding to stimulate private developer and non-profit entity efforts in the development and financing of housing for lower and moderate-income households. If the Western Riverside Council of Government (WRCOG) establishes a housing trust fund, the City will explore participation. City Staff will also assist with the supporting documentation needed for tax-exempt bonds, tax credit financing, loan underwriting and provide other financial tools to help develop or preserve affordable units. Each year Planning and Housing Staff will attend



workshops and trainings offered by HCD, SCAG and other organizations offering funding for affordable housing development to ensure the City understands and can support developers to submit competitive applications.

*Responsible Agency:* Perris Housing Authority

*Timeframe:* Ongoing, 2021-2029

*Potential Funding Source:* HOME funds, CDBG, CHFA funds, HUD, Local Lenders

*Objective:* Provide local funding for at least one affordable housing development with at least 20 new deed-restricted units, or as required by the funding source.

## **ACTION 2.8: CALIFORNIA COMMUNITY REINVESTMENT ACT**

As financing is often a key barrier to the development of affordable housing, the Perris Housing Authority will facilitate discussions between developers and local banks to meet their obligations pursuant to the California Community Reinvestment Act (CCRA) by providing favorable financing to developers involved in projects that include deed-restricted units for lower and moderate-income households. The City shall facilitate connections and establish relationships with local lenders, developers and other constituencies such as realtors, and non-profit organizations through community outreach workshops that emphasize specific ideas, issues, and expectations for future development in Perris.

*Responsible Agency:* Perris Housing Authority

*Timeframe:* Ongoing, 2021-2029; Conduct an annual workshop/networking event.

*Potential Funding Source:* HOME Funds, CHFA Funds

*Objective:* Connect developers with local banks to promote the development of affordable housing which typically requires a construction loan, permanent loan and/or tax credit financing.

## **ACTION 2.9: INFRASTRUCTURE IMPROVEMENTS**

The Perris Housing Authority will identify and apply for funding, such as Affordable Housing Sustainable Communities program, Infrastructure Infill Grants or Active Transportation grants to support the development of affordable housing by offsetting the cost of required infrastructure. When available, Staff will use CDBG allocations as a potential funding source or funding match for infrastructure projects, which may be applied to new and existing affordable housing developments.

*Responsible Agency:* Perris Housing Authority and City Engineer's Office

*Timeframe:* Ongoing, 2021-2029

*Potential Funding Source:* State/Federal Grant Funds (as available)

*Objective:* Staff will attend trainings and information sessions annually to better understand each funding source and how the City can support and/or apply for such funding.



## **ACTION 2.10: HOUSING ELEMENT ANNUAL REPORTS**

Continue to submit the Housing Element Annual Progress Report (APR) to the State Department of Housing and Community Development and the Governor's Office of Planning and Research on or before April 1<sup>st</sup> of each year for the prior calendar year, pursuant to Government Code Section 65400.

*Responsible Agency:* City of Perris Planning Division and Perris Housing Authority

*Timeframe:* Ongoing 2021-2029; Submit first report in April 2022

*Potential Funding Source:* General Fund

*Objective:* Annually review and provide an update on the City's progress toward the implementation of the 2021-2029 Housing Element.



**GOAL 3: Removal or mitigation of constraints to the maintenance, improvement, and development of affordable housing, where appropriate and legally possible.**

- Policy 3.1: When feasible, consider reducing, subsidizing, or deferring development fees to facilitate the provision of affordable housing.
- Policy 3.2: Promote the City’s Density Bonus Ordinance incentives to potential developers.
- Policy 3.3: Periodically review and revise City development standards to facilitate quality housing that is affordable to lower and moderate-income households.
- Policy 3.4: Monitor all regulations, ordinances, departmental processing procedures and fees related to the rehabilitation and/or construction of dwelling units to assess their impact on housing costs.
- Policy 3.5: Ensure that water and sewer providers are aware of the City’s intentions for residential development throughout the City.

**ACTIONS AND PROGRAMS**

**ACTION 3.1: REMOVE DEVELOPMENT CONSTRAINTS**

Review existing and proposed building, planning, engineering, and fire plans, policies and standards annually to determine whether changes are possible that could assist the production of affordable housing, or that would encourage preservation of housing rather than conversion to non-residential uses, provided such changes would not conflict with other General Plan policies. The City will specifically continue to allow flexible parking regulations for housing development, especially near transit stops, in the Perris Downtown Specific Plan area, and on properties that utilize the Senior Housing Overlay. Consider the flexible use of on-street or city parking facilities by Downtown residents, where appropriate, and reduced parking requirements where appropriate guarantees limit occupancies to persons without motor vehicles or who provide proof of reserved, off-site parking. Such developments may be subject to requirements for parking use fees, use limitations and enforcement provisions.

*Responsible Agency:* City of Perris Planning Division

*Timeframe:* Annually, 2021-2029

*Potential Funding Source:* General Fund

*Objective:* Annually review and update the City’s primary planning documents, fee schedule, and Zoning Code to ensure that they do not constrain the development of residential uses.



### **ACTION 3.2: STREAMLINED PERMIT PROCESSING**

The City shall expedite the development application processing times for new construction or rehabilitation of housing for lower and moderate-income households and seniors. To increase transparency and certainty in the development application process, the City will comply with SB 330, which allows a housing developer to submit a “preliminary application” to the City for a housing development project. Submittal of a pre-application allows a developer to provide a specific subset of information on the proposed housing development ahead of providing the full amount of information required by the City for a housing development application. Upon submittal of an application and a payment of the permit processing fee, a housing developer is allowed to “freeze” the applicable fees and development standards that apply to their project while they assemble the rest of the material necessary for a full application submittal.

Expedited permit processing would allow complete development applications to be reviewed at an accelerated rate by City Staff. Staff will also continue to prioritize procedures that speed up the processing of applications, construction permits, and water and sewer service priorities for affordable housing projects. City Staff and Commissions shall give such projects priority in allocating work assignments, scheduling, conferences, and hearings.

*Responsible Agency:* City of Perris Planning Division

*Timeframe:* Ongoing, 2021-2029

*Potential Funding Source:* General Fund

*Objective:* Streamline the approval of affordable housing by reducing review times, assigning a project manager at the City, and conducting preliminary design review meetings. Comply with SB 330 within two years of Housing Element adoption.

### **ACTION 3.3: AFFORDABLE HOUSING INCENTIVES**

To encourage and facilitate the development of affordable housing in Perris, including housing for extremely low-income households, the City will provide the following incentives to private developers along with information regarding the availability of funding through federal and State housing assistance:

- Provide technical assistance to developers regarding City overlay zones, mixed use zoning and State density bonus incentives;
- Provide permit fast-tracking for projects that include housing affordable to lower-income households, prioritizing projects that include units affordable to extremely low-income households;
- Encourage well-planned and designed mixed use development by allowing higher building intensities, reduced parking requirements, reduced set-back and yard requirements, increased building height, and greater floor area ratios.





*Responsible Agency:* City of Perris Planning Division and Perris Economic Development Department

*Timeframe:* Provide assistance as developments are proposed, 2021-2029.

*Potential Funding Source:* General Fund

*Objective:* The City will outreach to affordable housing developers every two years to explore opportunities for affordable housing. Outreach will include developers with experience in development projects that include units affordable to extremely low-income households and households with special needs. Continue to provide regulatory and technical assistance to affordable housing developers.

### ACTION 3.4: ACCESSORY DWELLING UNITS

Development of accessory dwelling unit (ADU) housing provides lower-income households an affordable housing opportunity within a single-family neighborhood setting. Over the years, ADU law has been revised to improve its effectiveness at creating more housing units. For the 2021-2029 Housing Element planning period the City will review and update their Zoning Ordinance to comply with recent legislation that amended ADU law, including: AB 3182 (2020) and SB 13, AB 68, AB 881, AB 587, AB 670, and AB 671 (2019). Effective January 1, 2021, the California Health and Safety Code (HSC), Section 65583(c)(7), also requires that cities develop a plan that incentivizes and promotes the creation of ADUs that can be offered at affordable rent for very-low to moderate-income households. The City of Perris will review their existing zoning ordinance on ADUs within two years of Housing Element adoption to ensure the requirements are consistent with State law.

*Responsible Agency:* City of Perris Planning Division

*Timeframe:* Ensure the zoning code is compliant within 2 years of Housing Element adoption.

*Potential Funding Source:* General Fund

*Objective:* Ensure property owners are aware of the City's second ordinance procedures and development application.

### ACTION 3.5: MOBILE HOMES AND MANUFACTURED HOUSING

Preserve manufactured housing or mobile home parks and support changes in these forms of tenure only if such changes provide residents with greater long-term security or comparable housing in terms of quality, cost, and livability. The City will also continue to permit manufactured housing on permanent foundations in residential zones if it meets compatibility criteria.

*Responsible Agency:* City of Perris Planning Division

*Timeframe:* Ensure the zoning code is compliant within two years of Housing Element adoption.

*Potential Funding Source:* General Fund

*Objective:* Preserve and encourage mobile homes and manufactured housing as a source of affordable housing.



### ACTION 3.6: ZONING CODE UPDATES TO ADDRESS HOUSING FOR SPECIAL NEEDS HOUSEHOLDS

Recent changes to State law regarding housing for the homeless and persons with special needs also warrant amendments to the Zoning Ordinance. These include:

- Low Barrier Navigation Centers (AB 101): AB 101 requires cities to allow a Low Barrier Navigation Center development by right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. A “Low Barrier Navigation Center” is defined as “a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing.” Low Barrier shelters may include options such as allowing pets, permitting partners to share living space, and providing storage for residents’ possessions.
- Emergency and Transitional Housing (AB 139): Local governments may include parking requirements for emergency shelters specifying that adequate parking must be provided for shelter staff, but overall parking requirements for shelters may not exceed the requirements for residential and commercial uses in the same zone. The City’s Zoning Ordinance does not include specific parking requirements for emergency shelters. Therefore, an amendment is not necessary but may be considered to ensure consistent implementation.
- Supportive Housing (AB 2162): AB 2162 requires supportive housing projects of 50 units or fewer to be permitted by right in zones where multifamily and mixed use developments are permitted, when the development meets certain conditions. The City may choose to allow larger supportive housing projects by right in these zones. The bill also prohibits minimum parking requirements for supportive housing within  $\frac{1}{4}$  mile of a public transit stop. Perris Zoning Ordinance defines transitional and supportive housing in accordance with State law and allows them subject to the restrictions that apply to other residential dwellings of the same type in the same zone.
- Amend the Zoning Ordinance to allow agricultural employee housing for six or fewer persons by right in the A-E and R-1 Zoning Districts, subject to the same regulations as a single-family dwelling.

*Responsible Agency:* City of Perris Planning Division

*Timeframe:* Complete zoning code updates within 2 years of Housing Element adoption.

*Potential Funding Source:* CDBG, General Fund

*Objective:* Remove constraints to the development of housing to accommodate households and individuals experiencing homeless or at-risk of becoming homeless.



### ACTION 3.7: CENTRALIZED FEE DATABASE AND PROCESSING

The City conducts annual reviews of planning and development fees to ensure that the fees are not excessive and are appropriate to cover the cost of services provided. To ensure the City is compliant with SB 330, all fee schedules, development procedures, code updates, and nexus studies will be posted on the City's website in a centralized location, as they become available. The City will study whether developments that include rent-restricted units for seniors or lower-income households could have certain City fees deferred, which can be counted as a leveraged funding source on financing applications for affordable housing.

*Responsible Agency:* City of Perris Planning Division and Building Safety Division

*Timeframe:* Establish the centralized database within 2 years of Housing Element adoption.

*Potential Funding Source:* General Fund

*Objective:* Ensure residential development is supported by adequate infrastructure and that plans to expand services align with the City's housing opportunity sites.

### ACTION 3.8: WATER AND SEWER SERVICE PROVIDERS

In accordance with Government Code Section 65589.7 as revised in 2005, immediately following City Council adoption, the City must deliver a copy of the 2021-2029 Housing Element to all public agencies or private entities that provide water or sewer services to properties within the City of Perris.

*Responsible Agency:* City of Perris Planning Division

*Timeframe:* Following the adoption of the Element and no later than January 1, 2023.

*Potential Funding Source:* General Fund

*Objective:* Ensure residential development is supported by adequate infrastructure and that plans to expand services align with the City's housing opportunity sites.



**GOAL 4: Ensure equal housing opportunity and affirmatively further fair housing for all residents of Perris, including persons with special needs.**

- Policy 4.1: Use public resources, as feasible, to support the provision of housing for lower-income households and special needs groups.
- Policy 4.2: Provide access to emergency shelter with emergency support for City residents, including disadvantaged groups.
- Policy 4.3: Support innovative public, private and non-profit efforts in the development of affordable housing, particularly for the special needs groups.
- Policy 4.4: Encourage the development of rental units with three or more bedrooms to provide affordable housing for large families.
- Policy 4.5: Encourage and support the enforcement of laws and regulations prohibiting discrimination in lending practices and in the sale of housing.
- Policy 4.6: Promote greater awareness of tenant and landlord rights and obligations.
- Policy 4.7: Avoid displacement of low-income households and, where necessary, ensure that it is carried out in an equitable manner.

**ACTIONS AND PROGRAMS:**

**ACTION 4.1: FAIR HOUSING COUNCIL OF RIVERSIDE COUNTY**

The City will continue to contract with the Fair Housing Council of Riverside County (FHCRC) to provide residents with fair housing services using Community Development Block Grant (CDBG) funds. Fair housing services provided by the FHCRC include:

- Counseling education services, and mediation between tenants and landlords;
- Workshops on financial literacy;
- Homebuyer workshops that target minority or lower-income households;
- Maintaining an inquiry response line;
- Training for City staff including Police and Code Enforcement on crime free housing, landlord tenant law, and fair housing regulations;
- Documenting the type, source, and resolution of discrimination complaints and the demographics of the complainant within the City; and



- Representing the City at salient program outreach meetings.

Through these efforts, the City intends to increase efforts to educate residents about potential sources of discrimination and avenues to address fair housing. Weblinks to relevant information will be included on the Housing Authority website in English and Spanish and will address issues such as foreclosures, loan modifications, and short sales. The City will assist in program outreach through placement of fair housing program multilingual brochures on social media, via email, at the public counter, City library, post office, and other community locations. Consistent with the City's FY 2019 – FY 2023 Consolidated Plan, the FHCRC and the City will partner to provide targeted fair housing education and outreach to special needs groups including, but not limited to: the disabled, the elderly, persons living with HIV/AIDS, low- and moderate-income large families, and minorities.

*Responsible Agency:* City of Perris Housing Division

*Timeframe:* Allocate funding annually, 2021-2029.

*Potential Funding Source:* CDBG

*Objective:* Continue to assist roughly 1,200 households annually through the Fair Housing Council through the allocation of CDBG funding annually to ensure residents have access to fair housing services.

## **ACTION 4.2: AFFIRMATIVE MARKETING STRATEGIES**

The City will continue to affirmatively market CDBG and HOME funded programs, as outlined in the City's 2019 Analysis of Impediments and Fair Housing Action Plan. Marketing efforts will include advertising housing programs in local publications and ensuring outreach to all potential eligible households, especially those least likely to apply for housing assistance. Affirmative marketing will consist of providing information and otherwise attracting eligible persons to available housing without regard to race, color, national origin, sex, religion, familial status or disability.

Outreach efforts include, but are not limited to, disbursement of information on the City's website, City Facebook account, and City Twitter account, as well as production and distribution of brochures, newsletters, flyers and notices. In addition, the City will participate in pop-up events and community workshops and will continue to coordinate outreach efforts with neighborhood organizations, faith-based organizations, neighborhood groups, public and private agencies, schools, public service agencies, and community members to serve residents of protected classes and underrepresented neighborhoods to become involved in local government through local organizations and stakeholders. Affirmative marketing will consist of providing information and otherwise attracting eligible persons to available housing without regard to race, color, national origin, sex, religion, familial status or disability. The city will continue to offer translation services and access to official City materials in multiple languages.





*Responsible Agency:* City of Perris Housing Authority

*Timeframe:* Allocate funding annually, 2021-2029.

*Potential Funding Source:* General Fund, CDBG funds

*Objective:* Improve inter-governmental coordination between the Housing Authority, Economic Development and Planning Divisions to address neighborhoods with high need and ensure land use decisions do not negatively impact residents. The City will voluntarily collect and maintain statistical information on race and ethnicity of applicants and assisted households to ensure all segments of the community are served. Establish a one-stop-shop and education for navigating and accessing resources in the City on the City's website and at City Hall.

### **ACTION 4.3: RENTAL ASSISTANCE**

The City of Perris will continue to directly provide annual rental assistance to veterans, disabled, elderly, seniors, and low-income families through the allocation of HOME funds annually for Tenant-based Rental Assistance (TBRA). The City also supports the efforts of the Housing Authority of the County of Riverside to provide information and counseling to new recipients of government rental subsidies, which are intended to assist renters in dealing with reluctant landlords and finding suitable housing and to rental property owners, apartment managers and apartment owners associations, with an emphasis on the potential benefits afforded under the Housing Choice Voucher Program.

In addition to assistance offered by the City, Staff provides residents with information about the Perris Family Resource Center, which offers a variety of support and referral services to residents. The Perris Family Resource center, along with other non-profit partners such as the Social Work Action Group, (SWAG), Riverside County's Special Education Local Plan Areas, RI International, De Novo Full-Service Partnership, and the Basic Occupational Training Center, provides non-residential and housing assistance to persons with disabilities. Such services include, but are not limited to substance abuse assistance, health resources or referrals, job placement and housing assistance.

*Responsible Agency:* Perris Housing Authority

*Timeframe:* Allocate funding annually, 2021-2029.

*Potential Funding Source:* HOME funds

*Objective:* Assist lower-income households with TBRA, as funding allows and work with the County Housing Authority to promote its Section 8 Housing Choice Vouchers to City residents.

### **ACTION 4.4: IMPLEMENTATION OF ANTI-POVERTY STRATEGIES**

The City will continue to pursue and expand economic development opportunities that will benefit all residents, but especially lower income residents. A key poverty reducing strategy is to provide appropriate technical education and training to low wage workers and unemployed workers in the labor force. To achieve this the City will continue allocate CDBG funds to local, faith-based and community-based organizations, that provide programs,



including, but not limited to: youth employment classes, education/employment training, trade classes, and senior citizen programs to qualified residents. The City will continue to work toward the elimination of blight and enhancement of the economic base through collaboration with the Community Economic Development Corporation (CEDC).

The City will also continue to partner with the County of Riverside to provide information and connections to existing well-established programs. The County of Riverside Department of Public Social Services Self-Sufficiency Division is responsible for administering programs and services that can assist residents in Perris with basic needs and other services that can help them become self-sufficient. Programs offered include:

- **California Work Opportunities and Responsibility to Kids (CalWORKs)** provides temporary financial assistance for eligible families with minor children who have lost or had a reduction in their income. The program is designed to provide families the means to meet their basic needs in times of hardship, while helping them to enter or re-enter the workforce and become self-sufficient.
- **The Riverside County Department of Public Social Services (DPSS) Child Care** programs provide childcare payments to a variety of eligible families.
- **CalWORKs Greater Avenues for Independence (GAIN)** assesses participants when they start the program to determine their need for supportive services and appropriate activity assignments. Assistance is provided with identifying and overcoming barriers to employment. All participants are encouraged to start working as soon as possible in a job that matches their skills and abilities. Adult basic education and on-the-job training may also be offered. As participants progress in the job market, they receive assistance with job retention, career planning and development of a training and education plan. Innovative service delivery by various education and training providers for working parents is pivotal at this time. Service providers include the Riverside County Economic Development Board, the Housing Authority of the County of Riverside, The local community colleges, the Riverside County Office of Education, local adult schools, and other public and private agencies.
- **The Self Sufficiency Community Outreach Branch (COB)** was formed in January 2012 to enhance the public's awareness and perception of DPSS programs; and to establish, strengthen and maintain community partnerships.

A key poverty reducing strategy is to provide appropriate technical education and training to low wage workers and unemployed workers in the labor force. The City will work to inform poverty income families of poverty reducing programs and partner with local organizations to provide multilingual informational materials. Research has demonstrated that increasing participation in safety net programs helps to reduce poverty rates.

*Responsible Agency: City of Perris Housing Authority*



*Timeframe:* Allocate funding annually, 2021-2029.

*Potential Funding Source:* CDBG funds

*Objective:* Align the Housing Element programs with the actions identified in the City's 2020-2025 anti-poverty strategies and assist with the implementation of the identified actions. Conduct outreach with public agencies whose mission is to reduce poverty level incomes.

#### **ACTION 4.5: HOUSING UNITS FOR LARGE FAMILIES**

The City of Perris reported a high ratio of persons per household in 2019 indicating a continued need for housing units with three or more bedrooms. The City will prioritize financial resources and allow development concessions for the development of rental projects that provide units with two or three bedrooms. The City will also work with developers and encourage them to prioritize units for larger family particularly in developments that are deed-restricted for lower-income households. Additionally, to ensure the City is compliant with fair housing laws, the City will update its definition of "family" as recent Court rulings indicate that defining a family does not serve any legitimate or useful objective or purpose recognized under the zoning and land planning powers of the jurisdiction, and therefore violates rights of privacy under the California Constitution.

*Responsible Agency:* Perris Housing Authority and City of Perris Planning Division

*Timeframe:* Ongoing, 2021-2029

*Potential Funding Source:* CHFA funds, HUD loans, HOPE funds, HOME funds

*Objective:* Promote the development of 20 rental units with two or three bedrooms and ensure that the City's definition of family is not restrictive or discriminatory.

#### **ACTION 4.6: HOUSING UNITS FOR DEVELOPMENTALLY DISABLED RESIDENTS**

The housing needs of persons with developmental disabilities are typically not addressed by Title 24 Regulations, and requires in addition to basic affordability, slight modifications to existing units, and in some instances, a varying range of supportive housing facilities. To accommodate residents with developmental disabilities, the City will seek State and Federal monies, as funding becomes available, in support of housing construction and rehabilitation targeted for persons with developmental disabilities. Perris will also provide regulatory incentives, such as expedited permit processing, and fee deferrals, to projects targeted for persons with developmental disabilities. To further facilitate the development of units to accommodate persons with developmental disabilities, the City shall reach out annually to developers of supportive housing to encourage development of projects targeted for special needs groups. Finally, as housing is developed or identified, Perris will work with the Inland Regional Center to implement an outreach program informing families within the City of housing and services available for persons with developmental disabilities. Information will be made available on the City's website.

*Responsible Agency:* City of Perris Housing Division and Development Services Department



*Timeframe:* Ongoing, 2021-2029; Contact the Inland Regional Center annually to assess need.  
*Potential Funding Source:* General Fund  
*Objective:* Encourage the development of housing units for developmentally disabled individuals.

#### **ACTION 4.7: REASONABLE ACCOMMODATION PROCEDURES**

Pursuant to Government Code Section 65583, the City of Perris is obligated to remove potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities. To address the needs of this population, the City amended the Zoning Code to adopt formal reasonable accommodation procedures. Reasonable accommodation provides a basis for residents with disabilities to request flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements from the local government to ensure equal access to housing opportunities. As identified in Section 6, Housing Constraints, the City will update its required findings to ensure they are not a constraint within two years of Housing Element adoption. The City will continue to provide information regarding the City's reasonable accommodation ordinance, application, and make information more widely available to residents.

*Responsible Agency:* City of Perris Planning Division

*Timeframe:* Amend the ordinance within two years of the Housing Element adoption. Annually, review and update informational materials on the City's website and distribute to the FHCRC and other partner organizations.

*Potential Funding Source:* General Fund, HUD Section 202/811 funds

*Objective:* Ensure property owners are aware of the City's reasonable accommodation procedures and development application.

#### **ACTION 4.8: HOMELESSNESS ASSISTANCE PROGRAMS**

The City of Perris partners with nonprofit organizations to provide case management, housing navigation services, and counseling to individuals experiencing homelessness. The City has an established referral system in place with the Social Work Action Group (SWAG) and the Riverside County Continuum of Care (CoC). SWAG's average response time for homeless assistance calls is within an hour. SWAG assists individuals through the Riverside County housing assessments (VI-SPDAT when applicable) to identify appropriate housing, shelter placements or treatment centers for those identified as in need of emergency, transitional housing or substance abuse treatment. The CoC maintains a list of available bed locations and identifies as well, the type of facility (i.e., mental illness, family, single, veterans) that has vacancies. The City has also contracted with TrueCare (formerly North County Health Services) utilizing CDBG funding, to provide medical, dental, and mental health services to low-income individuals, as well as individuals experiencing homelessness.



In an effort to address this growing challenge, the City's Housing Authority also established a Homeless Sub-Committee and launched a Homeless Awareness Campaign called Perris Cares designed to reduce homelessness. The Perris Cares Campaign is a coordinated effort between the City, SWAG, code enforcement, and the Riverside County Sheriff's Department to help address issues related to homelessness in the City of Perris. The City will continue to partner with the County and SWAG using CDBG and HOME funds to provide these services and programs to address households at-risk of or experiencing homelessness.

***Responsible Agency:** City of Perris Housing Authority*

***Timeframe:** Allocate funding annually, 2021-2029.*

***Potential Funding Source:** General Fund, CDBG, HOME funds*

***Objective:** Allocate funds annually for homelessness programs and to local service providers who assist households at-risk of or experiencing homelessness.*





## **Goal 5: Provide increased opportunities for homeownership.**

**Policy 5.1:** Pursue a variety of private, local, state and federal assistance options to support development or purchase of housing within the income limits of lower-income households.

### **ACTIONS AND PROGRAMS:**

#### **ACTION 5.1: CITY OF PERRIS FIRST TIME HOMEBUYER PROGRAM**

In 2015, the City of Perris Housing Authority launched its First Time Home Buyer Program funded by the HOME Investment Partnerships Program. On average the City aims to assist 3-4 households annually through the program. As part of the program the City maintains a list of approved lenders and provides HOME funding to the Fair Housing Council of Riverside County to execute a wide range of education and outreach activities throughout the year; such as First Time Homebuyer Workshops that include information on credit readiness, preapproval strategies and predatory lending practices. These workshops target minority or lower-income households and are provided in English and Spanish.

*Responsible Agency:* Perris Housing Authority

*Timeframe:* Ongoing, 2021-2029; Annually review the informational materials on the City's website to ensure they are accurate and periodically post on social media to increase awareness.

*Potential Funding Source:* HOME Funds

*Objective:* Assist 3-4 households annually to purchase their first home and continue to provide educational workshops and support to residents about homebuying to set them up for success.

#### **ACTION 5.2: RIVERSIDE COUNTY PARTNERSHIP PROGRAM**

Continue to provide favorable home purchasing options to lower and moderate-income households, when funds are available, through the City's First Time Home Buyer Program, and provide homeownership assistance in partnership with Riverside County's Mortgage Credit Certificate (MCC) program. Ensure residents are aware of homeownership programs offered by the County by including multilingual information on the City's website and social media platforms and encourage Staff to attend trainings and information sessions offered by the County about applicable programs.

*Responsible Agency:* Perris Housing Authority

*Timeframe:* Ongoing, 2021-2029; Annually review the materials on the City's website to ensure they are accurate and periodically post on social media to increase awareness.

*Potential Funding Source:* General Fund

*Objective:* Provide information on the programs provided by the City of Perris and County of Riverside.



### **ACTION 5.3: HABITAT FOR HUMANITY PARTNERSHIP**

The City of Perris Economic Development division and Housing Authority will work closely with Habitat for Humanity – Inland Valley to offer critical home repair to qualifying low -income senior homeowners (ages 62 and over), under the Senior Home Repair Program. The program offers one-time grants up to \$15,000 to eligible homeowners within the City of Perris, and can be applied to roof and window repair/replacement, exterior house painting, heating/cooling repairs/replacement, exterior accessibility (steps, ramps, etc.), and other necessary exterior home repairs within the program’s scope of work.

*Responsible Agency:* City of Perris Planning Division and Perris Housing Authority

*Timeframe:* Annually allocate funding as requested by Habitat for Humanity, 2021-2029.

*Potential Funding Source:* CDBG funds

*Objective:* Target 3 units over the planning period.



### 3. QUANTIFIED OBJECTIVES

State Housing Law requires that each jurisdiction establish the number of housing units that will be constructed, rehabilitated, and preserved over the planning period. The quantified objectives for the Housing Element assume possible development and rehabilitation during the planning period from October 15, 2021, to October 15, 2029.

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the period process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and sub-region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and addresses social equity and fair share housing needs.

It is important to note that while the Quantified Objectives of the RHNA are required to be part of the Housing Element and the City will strive to obtain these objectives, Perris cannot guarantee that these needs will be met given the limited financial and staff resources, and the increasing gap in affordability of housing resources and incomes. Satisfaction of the City's regional housing needs will partially depend on the cooperation of private developers, private and public funding sources, and resources of the State, federal and county programs that are used to support the needs of the extremely low-, very low-, low-, and moderate-income households. Additionally, outside economic forces heavily influence the housing market. State law recognizes that a locality may not be able to entirely construct its regional fair share housing need.

Table 3-1 shows the City's total quantified objectives for the 2021-2029 Housing Element cycle. The Quantified Objectives assume optimum conditions to produce new housing. However, environmental, physical and market conditions influence the timing, type, and cost of housing production in a community. Below is an estimate of quantified objectives for the number of housing units, broken down by income category, over the 2021-2029 planning period.



**TABLE 3-1: 2021-2029 QUANTIFIED OBJECTIVES**

Income Level	Extremely Low <sup>(f)</sup>	Very Low	Low	Moderate	Above Moderate	Total
<b>2021-2029 RHNA Allocation</b>	<b>1,015</b>	<b>1,015</b>	<b>1,127</b>	<b>1,274</b>	<b>3,374</b>	<b>7,805</b>
<b>Construction <sup>(a)</sup></b>						
Pipeline Units			142		2,425	2,567
Accessory Dwelling Units <sup>(b)</sup>	24	12	56	56	12	160
Housing Sites	1,025	1,025	1,025	1,617	4,090	8,787
<b>Rehabilitation <sup>(c)</sup></b>	-	-	45	45	-	90
<b>Housing Assistance (Vouchers) <sup>(d)</sup></b>		489			-	489
<b>Conservation/Preservation <sup>(e)</sup></b>	-	-	-	-	-	0

Source: City of Perris, 2021.

(a) Construction objectives represent the City's 2021-2029 RHNA allocation.

(b) ADU projections are based on the City's recent development trends discussed in Section 6 and affordability assumptions are based on SCAG Regional Accessory Dwelling Unit Affordability Analysis.

(c) Any CDBG funding received during the planning period will be used to fund projects that improve and maintain the quality of the City's housing stock and residential infrastructure. The rehabilitation objective is consistent with the City's Housing Plan.

(d) The affordability level of Housing Choice Vouchers was not provided by the County of Riverside and therefore shown as a total for all lower-income households.

(e) The conservation/preservation objective is consistent with the City's total count of affordable units that are permanent but could potentially be at-risk. For the 2021-2029 planning period no affordable units are at-risk.

(f) The City's Extremely Low-Income allocation is assumed to be 50 percent of Very Low-Income category.



## 4. COMMUNITY PROFILE

The housing needs of the City are determined by demographic characteristics of the population (age, household size, employment, ethnicity), and the characteristics of housing (number of units, tenure, size, cost). The local housing market is seldom static, constantly changing with dynamic social and economic factors. As City demographics and household socio-economic conditions change, different housing opportunities arise and/or must be created to meet the demand. This section explores the characteristics of the existing and projected population and housing stock in order to define the extent of unmet housing needs in Perris. This information helps to provide direction in updating the City's Housing Element goals, policies, programs, and actions.

### I. DATA SOURCES

Data sources used in this assessment include the U.S. Census Bureau (2000 and 2010 censuses), California Department of Finance (DOF) 2020 Population and Housing Estimates, and various other sources. For demographic data, estimates are used to show changes in conditions from the 2010 census, based on the 2018 and 2019 American Community Survey estimates. Many of these are shown solely as percentages, as the raw numbers carry a significant margin of error, especially for smaller geographies such as counties or cities. Nonetheless, the percentages presented give a general indication of population and employment trends. At the time this Housing Element was drafted the 2020 census data had not yet been released.

Additional information has been drawn from the Comprehensive Housing Affordability Strategy (CHAS), which is drawn from U.S. Census Bureau 2014-2018 American Community Survey data. CHAS data is based on special tabulations for the U.S. Department of Housing and Urban Development (HUD) from sample census data. Thus, the number of households in each category often deviates slightly from the 100% count due to extrapolations to the total household level. Because of this, interpretations of CHAS data should focus on proportions and percentages, rather than on precise numbers.

### 2. HOUSING NEEDS SUMMARY

Table 4-1 below summarizes the housing assistance needs of all households (categorized by income percentage of the Riverside County Median Family Income<sup>13</sup>) in Perris by household tenure (renter/owner), household type, and “housing problems.” This count of households with “housing problems” includes those who: 1) occupy units with physical defects (lacking complete kitchen or bathroom); 2) live in overcrowded conditions (housing units with more than one person per room); 3) have a housing cost burden exceeding 30 percent of gross income; or 4) have a severe housing cost burden exceeding 50 percent of gross income.

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<sup>13</sup> The 2020 Riverside County Median Family Income was \$75,300.





**TABLE 4-1: HOUSING ASSISTANCE NEEDS OF INCOME GROUPS BY TENURE**

Household by Type, Income, & Housing Problem	Total Renters	Total Owners	Total Households
<b>Extremely Low-Income (0-30% MFI)</b>	<b>895</b>	<b>950</b>	<b>1,845</b>
Percent with any housing problems	81.6%	76.3%	78.8%
Percent cost burden >30%	83.3%	80.1%	78.6%
Percent cost burden >50%	68.7%	67.9%	68.3%
<b>Very Low-Income (31-50% MFI)</b>	<b>1,345</b>	<b>880</b>	<b>2,225</b>
Percent with any housing problems	90.0%	73.9%	83.6%
Percent cost burden >30%	86.2%	72.2%	80.7%
Percent cost burden >50%	62.8%	55.1%	59.8%
<b>Low-Income (51-80% MFI)</b>	<b>1,565</b>	<b>2,280</b>	<b>3,845</b>
Percent with any housing problems	82.7%	80.5%	81.4%
Percent cost burden >30%	75.7%	67.8%	71.0%
Percent cost burden >50%	24.3%	27.6%	26.3%
<b>Moderate-Income (80-100% MFI)</b>	<b>660</b>	<b>1,155</b>	<b>1,815</b>
Percent with any housing problems	59.9%	45.9%	51.0%
Percent cost burden >30%	43.2%	38.1%	39.9%
Percent cost burden >50%	0.0%	5.6%	3.6%
<b>Total Households</b>	<b>6,025</b>	<b>10,375</b>	<b>16,580</b>
Percent with any housing problems	64.1%	47.5%	60.9%

Source: HUD CHAS Databook, 2013-2017 Estimates.

According to the CHAS Databook, nearly 61 percent of all households in the City of Perris experienced some form of housing problem. The percentage of total households that experienced some type of housing problem was greater among renters than owners. The statistics as identified in Table 4-1 indicate that housing cost burden is a contributing factor to housing problems.

### 3. POPULATION TRENDS AND CHARACTERISTICS

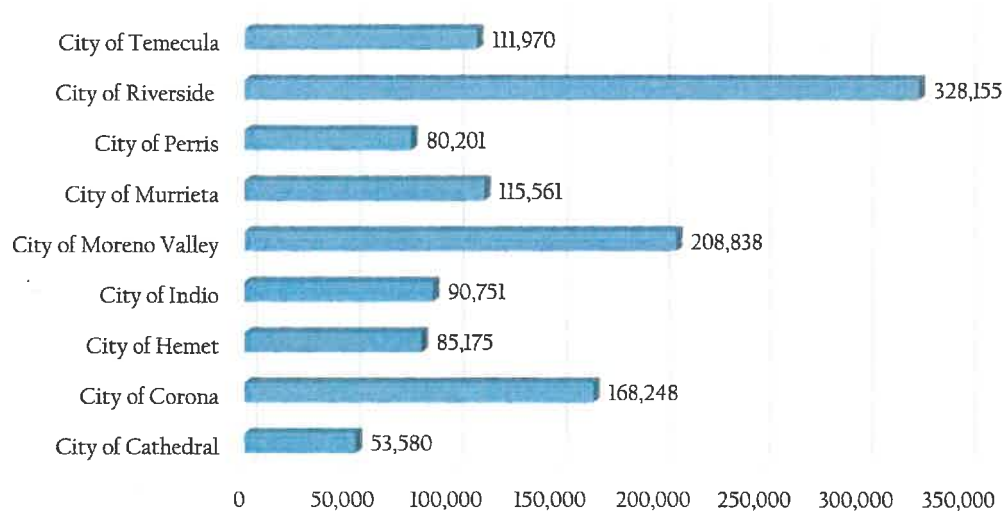
According to the 2019 American Community Survey (ACS) 5-year estimates, the population in Perris was 79,294, a 43 percent increase since the 2010 census. In 2020, the California DOF annual population estimate for Perris was 80,201. The population is skewed slightly toward female versus male residents (47 percent and 52 percent, respectively).

Like many cities in the Inland Empire, Perris has seen significant population growth in the past 20 years and will continue to grow as jobs and housing opportunities continue to expand at greater pace and at a more affordable level than communities elsewhere in southern California. The Southern California Association of Governments (SCAG) indicates that by 2040, one in four SCAG residents will live in the Inland Empire compared to one in ten Southland residents who lived in the inland valleys and desert areas in the 1950s.<sup>14</sup>

<sup>14</sup> Population Growth in the SCAG Region, 1950-2025, Southern California Association of Governments.



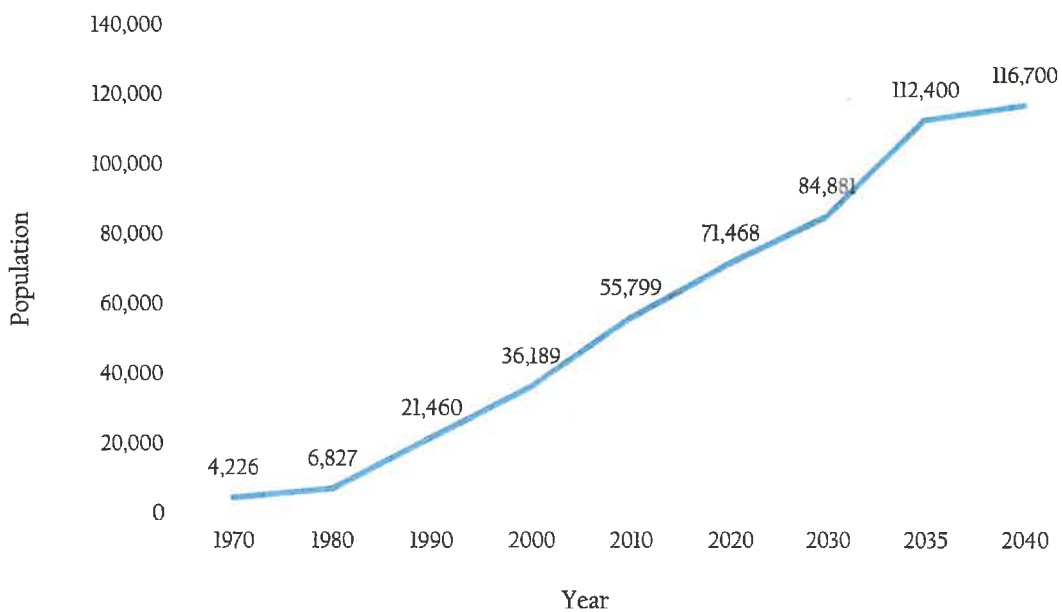
**TABLE 4-2: POPULATION ESTIMATES, 2019 - RIVERSIDE COUNTY**



Source: CA Department of Finance, Population and Housing Estimates, 2020.

Population growth in Perris was steady between 1970 and 1980; however, after 1980, a rapid increase in population occurred. Between 1980 and 1990, the City's population increased 214 percent. Similarly, between 1990 and 2000 the population increased 68 percent, and between 2000 and 2010 the population increased 35 percent. From 2010 to 2020, the population has increased from 55,799 to 80,201, a 43 percent increase over the ten-year period.

**TABLE 4-3: POPULATION GROWTH TRENDS, 1970-2030**





Source: Decennial Census, U.S. Census Bureau, January Estimate CA State Dept. of Finance, Riverside County Center for Demographic Research; 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction.

Future growth estimates predict a continued increase in population, yet at a slower rate, over the next 20 years. The Riverside County Center for Demographic Research estimates that the population of Perris will top 84,881 by the year 2030; a population increase of 35 percent between 2010 and 2030. The 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Final Growth Forecast prepared by SCAG shows the City’s population increasing to 112,400 by 2035 and 116,700 by 2040 an increase of 32.4 percent and 37.5 percent respectively from the 2030 estimate.

### A. Age Composition

The age structure of a population is an important factor in evaluating housing needs. The traditional assumption is that, in many communities, young adults tend to prefer apartments, low- to moderate-cost condominiums, and smaller or more affordable single-family units, while mature adults provide the market for moderate- to high-end condominiums and single-family homes. The senior population (65 years and older) tend to generate demand for low- to moderate-cost apartments and condominiums, community residential settings, and mobile homes.

Riverside County is generally characterized as having a younger population than other counties in the region. The median age of the County in 2018 was 36.2 years, which was higher than the median age in Perris (27.5 years). In Perris, preschool (under 5) and school age (5-18 years old) residents comprised more than a third (35.9 percent) of the population in 2018. Young adults between the ages of 25 and 44 comprised 28 percent of the population. Residents 65 years and older make up 6 percent of the total population, and the proportion of adults between 45 and 64 years of age accounted for 20.2 percent. Currently, a majority of the population in Perris is younger (ages 0-44) at 60.7 percent.

**TABLE 4-4: AGE DISTRIBUTION, 2018**

Age Group	Riverside County		Perris	
	Population	Percentage	Population	Percentage
Preschool, under 5 years	158,008	6.6%	6,699	8.7%
School Age, 5-19 years	524,896	22.0%	20,891	27.1%
College Age, 20-24 years	170,153	7.1%	6,915	8.9%
Young Adults, 25-44 years	632,544	26.5%	21,999	28.5%
Middle Age, 45-65 years	569,076	23.9%	15,990	20.7%
Senior Adults, 65+ years	328,609	13.9%	4,796	6.2%
Total	2,383,286	100%	77,290	100%
Median Age	36.2		27.5	

Source: U.S. Census Bureau, 2018 Demographic Profile Data, DP05.



## B. Ethnicity

In 2018, the majority of residents in Perris were Hispanic; constituting 71.8 percent of the population. This population characteristic demonstrates the demographic shifts that have occurred in Perris over the past 20 years. In 1990, non-Hispanic white residents comprised nearly three-quarters of the population. Since then, as the Hispanic population has increased, the non-Hispanic White population has been decreasing or remaining stagnant.

The ethnic composition of a community affects housing needs due to the unique household characteristics and preferences of different groups. In 2010, the average household size in Perris was 4.16 persons per household. In 2020, the average household size grew to 4.29. Historically, Hispanic or Latino (of any race) households had a larger average household size of 4.69 persons per household, which indicates a potential increase in demand for larger housing units as the Hispanic population continues to grow.

*TABLE 4-5: RACIAL COMPOSITION, 2010 AND 2019*

Race	Perris	
	2010	2019
White	42.3%	29.2%
African American	12.1%	11.1%
Asian/Pacific Islander	4%	5.6%
Other <sup>1</sup>	41.6%	53.2%
Total <sup>2</sup>	100%	100%
Hispanic or Latino <sup>3</sup>	71.8%	78.7%

Source: U.S. Census 2010 Summary File 2 (SF 2) - Sample Data and U.S. Census Bureau 2019 ACS Demographic and Housing Estimates, Table DP05.

1. The term "Other" refers to those reporting the races of American Indian, Alaska Native, or some other race.

2. Total percentages do not include those reporting that they are of two or more races.

3. Those reporting that they are of Hispanic origin may be of any race and are, therefore, included in one of the race categories.

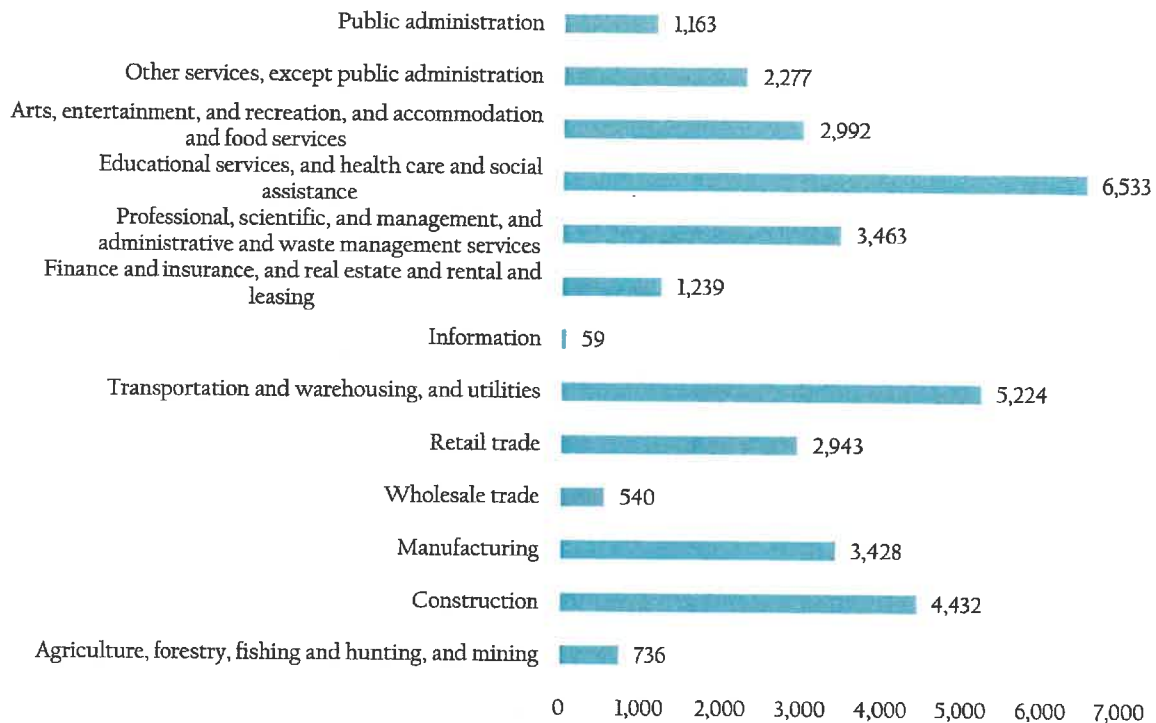
## 4. EMPLOYMENT TRENDS

Employment and income are two important factors in determining a household's ability to secure housing. The civilian labor force of Perris was estimated to be 36,997 in 2019, up from 20,100 in 2010, based on information from the Riverside County Center for Demographic Research.

Perris residents are employed in diverse industries, with the largest percent of the population employed in educational services. The second most common sector is transportation and warehousing, with 15 percent of residents employed in the industry. The construction industry ranks third with 13 percent of residents employed, followed by manufacturing at 10 percent. The retail sector is also important to consider when assessing housing affordability as salaries tend to be lower, which decreases the amount of income available for housing. The retail sector also generally does not offer health and other employment benefits, further increasing economic strain.



**TABLE 4-6: EMPLOYMENT BY SECTOR, 2019**



Source: U.S. Census Bureau, 2019, American Community Survey.

Table 4-7 displays the top employers within the City of Perris. Ross Distribution Center, a retail distributor, is the top employer in Perris with 1,973 employees. Perris Elementary Schools, is the second largest employer in the City with nearly 885 employees, followed by Lowes Distribution Center with 777 employees. According to the California Employment Development Department, the reported City unemployment rate in November 2020 was estimated to be 9.7 percent, slightly higher than the countywide unemployment rate of 7.8 percent.

**TABLE 4-7: MAJOR EMPLOYERS, 2020**

Company	Estimated Number of Employees
Ross Distribution Center	1,973
Perris Elementary School	885
Lowe's Distribution Center	777
NFI Industries	721
Perris Union High School District	664
Eastern Municipal Water District	609
Home Depot Distribution Center	550
California Trus Co Inc.	378
CR&R Waste - Perris	348
General Mills Distribution Center	222

Source: City of Perris Economic Development Division, 2020.





An analysis of the “jobs-housing balance” is a general measure of a community’s employment opportunities with respect to its residents’ housing needs. Ideally, a balanced community would reach equilibrium between employment and housing opportunities allowing residents to work and live in close proximity. In 2010, there were an estimated 17,906 total housing units in the City, compared to an estimated 13,044 jobs; indicating a jobs-housing ratio of 0.73. The most recent information specific to the City of Perris from the California Department of Economic Development is from 2017. In 2017, the City had approximately 16,796 jobs and 19,045 housing units, resulting in a jobs-to-housing ratio of 0.88 jobs per one housing unit. This ratio demonstrates that this is more housing available than jobs, meaning that residents likely have to commute to employment opportunities regionally.

**TABLE 4-8: JOBS/HOUSING BALANCE**

Year	Housing Units <sup>(a)</sup>	Employment <sup>(b)</sup>	Jobs/Housing Ratio
2010	17,906	13,044	0.73
2015	18,536	17,855	0.96
2016	18,754	16,057	0.86
2017	19,045	16,796	0.88
2035 <sup>(c)</sup>	31,500	31,200	0.99
2040 <sup>(c)</sup>	32,700	32,200	0.98

*Source: a California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. b. 2019 Local Profiles: City of Perris, Southern California Association of Governments 2007-2017 c. 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction.*

The implications of this are twofold: the City should continue to promote the provision/establishment of employment opportunities suited to the occupational characteristics of the resident population; and the City should maintain efforts to promote the construction of housing units with amenities and price ranges attractive to persons employed in the City. Looking forward the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Final Growth Forecast prepared shows that Perris is forecast to have 31,500 housing units and 31,200 jobs by 2035 and 32,700 housing units and 32,200 jobs by 2040. If the City is able to achieve these numbers, it would put the jobs-to-housing ratio closer to 1 to 1.

## 5. HOUSEHOLD CHARACTERISTICS

Before current housing problems can be understood and future needs anticipated, housing occupancy characteristics need to be identified in the City. The following is an analysis of household types and sizes, income levels, presence of persons with special needs, and other household characteristics that may affect access and demand for housing and housing programs. This section details the various household characteristics in Perris.

### A. Household Formation and Composition

A household is defined by the U.S. Census Bureau as all persons occupying a housing unit. Families are a subset of households and include all persons living together and is no longer limited to residents related by blood, marriage, or adoption. Single households include persons living alone in housing units, but do not include persons in group quarters such as convalescent homes or dormitories. Other households are unrelated people living together, such as roommates. In 2019, the U.S. Census estimated that the City of Perris had 18,906 households. The distribution of households as indicated by 2019 ACS data show that the majority of households in Perris are families (86.6 percent).



Household composition and size are often two interrelated factors. Communities with a large proportion of families with children tend to have a large average household size. Such communities have a greater need for larger units with adequate open space and recreational opportunities for children. Household size in Perris remains higher than that of Riverside County. The City of Perris household size was 4.29 persons according to the 2020 DOF, as compared to the County average household size of 3.23 persons.

Table 4-9 describes household size by tenure. Based on 2019 ACS data, it appears that among both renters and owners, there is a need especially for units with two and three bedrooms to accommodate the majority of households with three to four persons. The 2019 ACS data also shows a significant number of households with four or more persons, whose needs are best met by units with three or more bedrooms.

**TABLE 4-9: HOUSEHOLD SIZE BY TENURE, 2019**

Households	Renter		Owner	
	Number	Percent	Number	Percent
1 Person	1,411	23.1%	643	5.6%
2 Persons	641	10.5%	1,427	12.4%
3-4 Persons	1,311	21.4%	2,041	17.8%
5+ Persons	2,756	45%	7,352	64.1%
<b>Total</b>	<b>6,119</b>	<b>100%</b>	<b>11,463</b>	<b>100%</b>
Average Household Size	4.29			

Source: U.S. Census American Community Survey, 2019, Table S2501; California Department of Finance E-5, January 2020.

## B. Household Income

According to the 2019 ACS, the median household income for Riverside County was \$72,260. The median income for Los Angeles County was comparable at \$72,797, and the median income for Orange County was higher at \$95,934. Household income estimates for Perris (2019 ACS) by total households/families are found in Table 4-10. The 2019 American Community Survey estimates indicate that the City experienced lower household and family median incomes of \$70,214 and \$74,899, respectively, as compared to the 2019 Riverside County medians of \$72,260 and \$81,921, respectively.

**TABLE 4-10: HOUSEHOLD AND FAMILY INCOME ESTIMATES, 2019**

Income	Perris Households	Percent of Total Households	Perris Families	Percent of Total Families
\$0-\$14,999	1,421	8.10%	753	5.2%
\$15,000-\$34,999	1,923	11.00%	1,666	12%
\$35,000-\$49,999	2,052	11.70%	1,593	11.0%
\$50,000-\$74,999	3,933	22.40%	2,593	17.9%
\$75,000-\$99,999	2,462	14.00%	2,115	14.6%
\$100,000-\$149,000	3,924	22.30%	2,940	20.3%
\$150,000 +	1,867	10.50%	2,824	20%
<b>Total</b>	<b>17,582</b>	<b>100%</b>	<b>14,484</b>	<b>100%</b>
	Median Household Income = \$70,214		Median Family Income = \$74,899	

Source: U.S. Census Bureau, 2019 American Community Survey.

Lower-income households may require housing with rents or payments lower than market rates. Often, payment assistance is needed from local, state, or federal government agencies to assist these households in securing adequate housing. The City will continue to utilize available programs administered through



the County and in conjunction with non-profit organizations to provide residents with affordable housing.

The 2019 American Community Survey indicates the median household income in the City was \$70,214. This is higher than the median household income in 2010, which was \$45,251. The household income distribution has also changed with more households earning between \$50,000 and \$74,999. In 2010, it was estimated that 13.4 percent of households earned less than \$14,999 annually; 19.6 percent earned between \$15,000 and \$34,999 annually; 21.3 percent earned between \$35,000 and \$49,999 annually; 20.2 percent earned between \$50,000 and \$74,999 annually; and 25.4 percent earned above \$75,000 annually. This data demonstrates that household income in the City has increased since 2010.

One measure of Perris' socio-economic well-being is the number and proportion of its residents living below federally established poverty levels. The 2019 ACS reports that 8.6 percent of total persons in Perris fell below the poverty level. The percentage of persons falling below the poverty level has decreased since 2010 when the percentage was 29.1. Poverty is calculated by the Census Bureau based on annual income thresholds determined by the size of the family and age of members in the family. If the total family income is less than the threshold appropriate for that family, then the family is considered in poverty.

## 6. HOUSING AFFORDABILITY AND MARKET CONDITIONS

This section summarizes the housing inventory in the City of Perris and prevailing market conditions. Analysis of past trends in the housing stock provides a method of projecting the future housing needs of Perris.

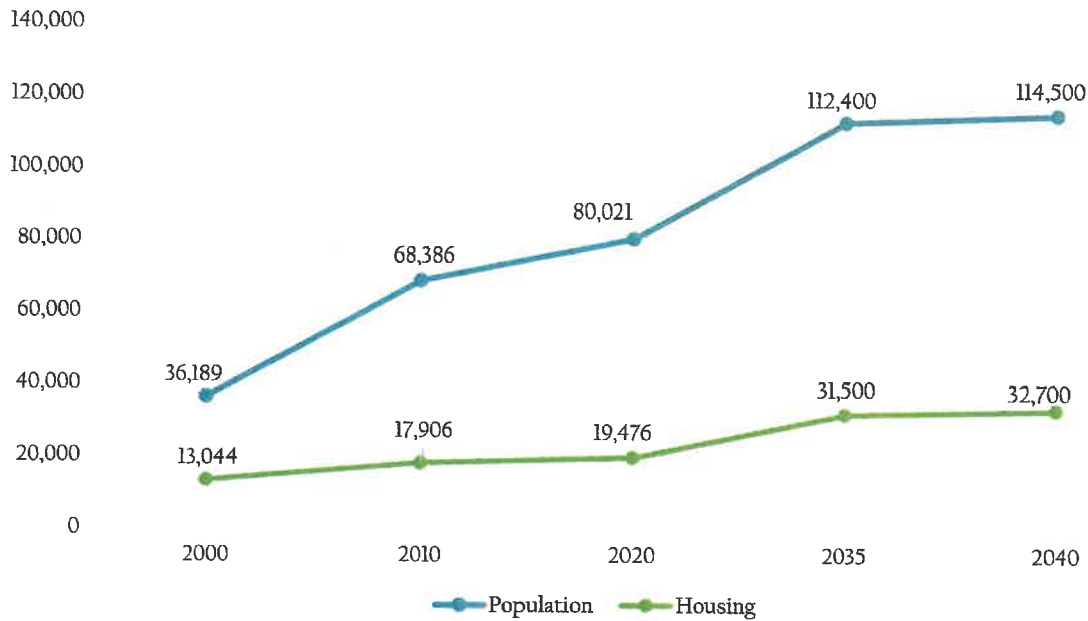
### A. Housing Stock Profile

Data from the U.S. Census Bureau and the Department of Finance indicate that the housing stock in the City increased by 6,713 units or by 69.7 percent between 2000 and 2010. Between 2000 and 2018, the total number of households in the City of Perris increased by 8,229 units, or 85.3 percent. During this 18-year period, the city's household growth rate of 85.3 percent was higher than the county growth rate of 44.2 percent. Table 4-11 depicts projected trends in population growth compared to housing growth in Perris through 2035.

As Table 4-11 suggests, the construction of housing units is not currently keeping pace with population growth. The ratio of population to housing units has already increased from 3.42 persons per housing unit in 2000 to 3.82 persons per housing unit in 2010 and 4.1 persons per housing unit in 2020. If the City can increase housing development and meet the projections created by SCAG, then the ratio of persons per housing unit will drop down to 3.5 persons per housing unit by 2035 and be maintained into 2040.



**TABLE 4-II: POPULATION AND EMPLOYMENT PROJECTIONS**



Source: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. 2019 Local Profiles: City of Perris, Southern California Association of Governments 2007-2017; and SCAG 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction.

Table 4-12 indicates that numerically, the number of Perris housing units increased by 7,353 units, or 69.7 percent between 2000 and 2010 and by 1,570 units or 8.8 percent between 2010 and 2020. In comparison to other jurisdictions in the region, the City’s housing growth rate was slightly higher. The percent change of total units constructed in Perris is greater than the County and other cities in the region.

**TABLE 4-12: REGIONAL COMPARISON OF TOTAL HOUSING STOCK, 2000-2020**

Area	2000	2010	2020	Percent Change 2000-2010	Percent Change 2010-2020
Riverside County	584,674	800,707	856,124	36.9%	6.9%
City of Perris	10,553	17,906	19,476	69.7%	8.8%
City of Hemet	29,401	35,305	36,067	20.1%	2.2%
City of Moreno Valley	41,431	55,559	57,523	34.1%	3.5%
City of San Jacinto	9,476	14,977	15,944	58.1%	6.5%

Source: Riverside County Center for Demographic Research, 2011; California Department of Finance E-5, January 2020.

Table 4-13 describes housing occupancy by tenure and housing type in 2019. Nearly 66 percent of the total occupied housing units were owner-occupied; the remaining 34 percent of the occupied housing stock were renter-occupied. It is apparent that 47 percent of all units in the City contain two or three bedrooms, while nearly 44 percent have four or more and 9 percent contain one bedroom or are studios. Despite the apparent availability of units, it is important to determine whether local levels of housing are keeping pace with the special needs and affordability characteristics of the overall demand.





**TABLE 4-13: HOUSING INVENTORY AND OCCUPANCY, 2019**

Category	Housing Type						Total Units
	0-1 Bedroom		2 - 3 Bedrooms		4+Bedrooms		
Rental Units	26.10%	1,595	43%	2,619	31.10%	1,905	6,119
Ownership Units	0.80%	87	44.90%	5,151	54.30%	6,225	11,463
<b>Total Occupied Housing Units<sup>1</sup></b>	<b>26.90%</b>	<b>1,682</b>	<b>87.70%</b>	<b>7,770</b>	<b>85.40%</b>	<b>8,130</b>	<b>17,582</b>
Vacant for Rent	N/A <sup>2</sup>						596
Vacant for Sale							91
Other Vacant/Seasonal							647
<b>Total Vacant</b>							<b>1,324</b>

Source: American Community Survey 1-Year Estimates, 2019, Table DP04.

1. As a percentage of total occupied housing units, including mobile homes

2. Although the Census records tenure based on the number of bedrooms in a housing unit, the Census does not record the number of bedrooms in vacant housing units.

An evaluation of the adequacy of a community’s housing stock ideally takes into consideration the type and size of housing provided to meet the specific needs of the community, as well as the affordability of the housing units. As shown previously in Table 4-9, 17.8 percent of owner-occupied households were comprised of three to four persons, while 64.1 percent were large households with five or more persons. For renter-occupied households the percentage of households with three or more persons was lower. Renter-occupied households with three to four persons per household were 21 percent, while 45 percent were renter-occupied households with five or more persons. Based on the data below, the City’s housing stock appears to provide a sufficient amount of housing units with three or more bedrooms to meet the demand generated by larger families. However, the majority (79 percent) of these units are single family homes and ownership units and may be financially unattainable for many large households.

### B. Housing Stock Unit Types

According to the California Department of Finance, there were 17,906 housing units in the City in 2010 and 19,476 units in 2020. Table 4-14 summarizes the City of Perris and Riverside County composition of the housing stock for the years 2010 and 2020.

**TABLE 4-14: COMPOSITION OF HOUSING STOCK BY UNIT TYPE, 2010 AND 2020**

Housing Type	City of Perris				Riverside County			
	2010		2020		2010		2020	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
SF detached	13,613	76.3%	14,899	76.5%	543,209	67.8%	585,544	68.4%
SF attached	391	2.2%	542	2.8%	50,784	6.3%	52,844	6.3%
MF (2-4 units)	627	3.5%	637	3.2%	38,409	4.8%	39,044	4.5%
MF (5+ units)	1,610	8.8%	1,725	8.9%	89,577	11.2%	98,023	11.4%
Mobile Homes	1,665	9.2%	1,673	8.6%	78,928	9.8%	80,669	9.4%
<b>Total</b>	<b>17,906</b>	<b>100%</b>	<b>19,476</b>	<b>100%</b>	<b>800,707</b>	<b>100%</b>	<b>856,124</b>	<b>100%</b>

Source: Department of Finance Population & Housing Estimates, January 2012 and 2020(E-5 Report).





Single-family detached units comprised an estimated 76 percent of housing units in 2010 and 2020. Mobile home units, typically classified separately from single-family detached units, provided the second most available housing opportunity, with roughly 9 percent of total units. Apartment complexes with five or more units constituted almost 9 percent of total units in 2020, providing the majority of the multifamily housing in the City. Single-family attached and other multifamily housing (2-4 units) round out the City's housing stock making up just over 5 percent of total units in the City.

Census data shows that between 2010 and 2020 the construction of detached single-family units increased significantly with 1,286 new homes added to the housing stock. The number of larger multifamily developments with 5 or more units only slightly increased by 115 units added. In addition, there were 161 duplexes and smaller multifamily housing (2-4 units) constructed and 8 mobile homes added to the City's housing stock between 2010 and 2020. Prior to 2008, new construction in the City was predominantly single family ownership units. Since the housing stock in City of Perris is primarily single family homes, during the 2008–2013 planning period the City placed emphasis on the need to offer a range of housing types to serve low and moderate-income households and senior citizens. The City will continue to pursue creation of more affordable rental options for those households financially unable to purchase homes by providing incentives to developers to construct affordable high-density rental units, particularly in the Downtown.

### C. Tenure

At the time of the 2019 ACS, the majority of occupied housing units in Perris were owner-occupied. Most owner-occupied units were single-family detached, with over 80 percent of the City's housing stock falling into this classification. Seven percent of all units are comprised of owners occupying mobile home units. Over ten percent of all housing stock is comprised of multifamily units. Table 4-15 identifies occupied housing units by tenure in 2019.

While overall homeownership has continued to increase across the nation, the relative pace in California was slower than the rate of increase at the national level. The homeownership rate in California was 8 percent below the national average of 64.7 as reported in October 2020. According to the U.S. Department of Commerce, overall homeownership within the State was approximately 56.3 percent in 2020.

**TABLE 4-15: OCCUPIED HOUSING UNITS BY TENURE, 2019**

Housing Type	Owner		Renter	
	Number	Percent	Number	Percent
Single-Family Detached	9,806	92.6%	3,708	60.2%
Singly-Family Attached	246	2.3%	93	1.5%
2-4 Multifamily	0	0.0%	463	7.5%
5 or more Multifamily	0	0.0%	363	18.9%
Mobile Home	733	5.1%	213	11.9%

Source: U.S. Census Bureau, 2019 American Community Survey, Table S2504

Since 2010, the homeownership rate in the Greater Los Angeles region has remained relatively low (48 percent), compared to the State and the nation, which is likely the result of the extremely high cost of



housing in southern California.<sup>15</sup> In comparison the region, the homeownership rate in Perris was reported by the 2019 American Community Survey Census, to be 63 percent, which was greater than the State, and more in line with the national rate. This may be related in part to the fact that housing units in Riverside County are generally more affordable as compared to homes in neighboring Los Angeles and Orange Counties. Despite its high ownership rate, a challenge for the City during this and coming planning periods will be to increase homeownership for lower-income segments of the population.

#### D. Vacancy Rates

The vacancy rate is a measure of the general availability of housing. It also indicates how well the available units meet the current housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range due to a limited supply of available housing; a high vacancy rate may indicate either the existence of a high number of units undesirable for occupancy, or an oversupply of housing units. The availability of vacant housing units provides households with choices on different unit types to accommodate changing needs (i.e., single persons, newly married couples, and elderly households typically need smaller units than households with school age children). A low vacancy rate may serve to increase market rents and housing prices, as shortages tend to result in higher prices and may limit the choices of households in finding adequate housing. It may also be related to overcrowding, as discussed in later sections.

A vacancy rate between two percent and three percent for ownership housing and five percent to six percent for rental housing is considered a “healthy” vacancy rate, so that it ensures the continued upkeep of rental properties and keeps housing costs down. The 2019 ACS indicated a vacancy rate of 0 percent for ownership housing and 6.7 percent for renter housing for the City of Perris. Based on this, the ownership vacancy rate for the City is below which what is considered “healthy” suggesting that additional ownership units are needed.

#### E. Age of Housing Stock

Most of the City’s current housing stock was constructed between 1980 and 2007. More than 80 percent of all housing units in the City were constructed after 1980, and nearly 58 percent of all units built after 1990. Table 4-16 shows the age of housing units in the City of Perris.

*TABLE 4-16: AGE OF HOUSING STOCK, 2019*

Year Built	Number of Units	Percent of Units
Before 1940	105	0.60%
1940 – 1949	261	1.5%
1950 – 1959	712	4.0%
1960 – 1969	634	3.6%
1970 – 1979	624	3.5%
1980 – 1990	3,710	21.1%
1990 – 2000	4,751	27.0%
2001 – 2007	4,527	25.7%
2008-2010	2258	12.8%
<b>Total</b>	<b>17,582</b>	<b>100%</b>

Source: U.S. Census 2019 American Community Survey, Table B25036

<sup>15</sup> U.S. Census Bureau: State and County QuickFacts, 2019.



Age is one measure of housing stock condition and a key factor for determining the need, if any, for rehabilitation programs. Without proper maintenance, housing units deteriorate over time. Units that are older are likely to be in need of repairs (e.g., a new roof or plumbing). As a general rule, houses 40 years or older are considered aged and are more likely to generate major repairs. In addition, older homes may not be built to current housing standards for fire and earthquake safety. As the housing stock in the City ages, assistance programs to fund home repairs will become more vital, particularly for lower-income households.

## F. Housing Conditions

Housing is considered substandard when physical conditions are determined to be below the minimum standards of living, as defined by Section 1001 of the Uniform Housing Code. Households living in substandard conditions are considered as being in need of housing assistance even if they are not actively seeking alternative housing arrangements.

Although a housing conditions survey has not been conducted in recent years, the majority of known substandard units and the units needing repair or replacement can be estimated by the number of housing units built before 1960. A total of 1,078 housing units, (6 percent), were constructed prior to 1960. In addition to housing code standards and structural deficiency, the lack of certain infrastructure and utilities often serves as an indicator of substandard conditions. According to the 2019 American Community Survey, there were 152 units lacking complete plumbing facilities and 319 units lacking complete kitchen facilities.

## G. Rooms per Unit

Table 4-17 shows the number of bedrooms per unit by tenure, ranging from studio units to units with four or more bedrooms. Rental units include traditional apartment communities, as well as single-family homes offered for rent by the owner. The largest proportion of rental units, nearly 35 percent, is three-bedroom units, followed by four-bedroom units at 31 percent. Of the total number of rental units, there appears to be a variety of options for both small and large families, as evidenced in the distribution of bedroom sizes available. A large proportion of rental units in the City (73 percent) had two or more bedrooms according to the 2019 American Community Survey. These units are an appropriate size to meet the demand of larger families.

**TABLE 4-17: BEDROOMS PER UNIT BY TENURE, 2019**

Type of Unit	Renter Occupied		Owner Occupied	
	Number	Percent of Renters	Number	Percent of Owners
Studio	242	4.0%	87	0.8%
1 Bedroom	1353	22.1%	0	0.0%
2 Bedroom	461	7.5%	1460	12.7%
3 Bedroom	2,158	35.3%	3,691	32.2%
4 Bedroom or more	1,905	31.1%	6,225	54.3%
<b>Total</b>	<b>6,119</b>	<b>100%</b>	<b>11,463</b>	<b>100%</b>

Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimate, Table B25042.

Note: Totals may not add up to 100% due to rounding.

As shown in Table 4-17, the distribution of bedrooms among owner-occupied units indicates an abundance of homes with more than three bedrooms (86 percent). Roughly 32 percent of owner-occupied units had three bedrooms, while nearly 54 percent had four or more bedrooms. Data from the U.S. Census Bureau indicates there was a lack of smaller units among owner occupied individuals.



Among the total housing stock, larger homes with four or more bedrooms increased in the City from the previous planning period. The number of four bedroom owner-occupied units increased from 245 units in 2000 to 6,225 units in 2020. Overall, the distribution of bedrooms in Perris is favorable for standard and large families seeking either rental units or home purchase opportunities. Generally, the City will facilitate the development of programs that will continue to increase the number of for sale homes with three or more bedrooms that are also affordable to lower-income families and individuals that work in the City.

## H. Housing Costs and Rents

This section discusses resale costs of existing housing, as well as the average rental prices in the City. The information provided was obtained from reliable real estate industry data sources, the 2019 ACS, Rent Café, and data provided by the City.

Table 4-18 lists the value of housing units in the City in 2019. The Census documents a median housing unit value of \$285,800 in Perris, which is \$81,800 below the 2019 County median of \$367,600. The values indicate that 4.5 percent of homes were valued at less than \$100,000; 3.26 percent were valued between \$100,000 and \$150,000, 8.22 percent were valued between \$150,000 and \$200,000, and over 80 percent were priced at \$200,000 and above based on 2019 American Community Survey estimates. The majority of units in 2019 were valued between \$200,000 and \$299,999.

**TABLE 4-18: HOUSING VALUES, 2019**

Price Range	Number of Units	Percent of Total
Less than \$50,000	198	1.8%
\$50,000 - \$99,999	295	2.7%
\$100,000 - \$149,999	353	3.3%
\$150,000 - \$199,999	890	8.2%
\$200,000 - \$299,999	4,614	42.6%
\$300,000 - \$499,999	4,310	39.8%
\$500,000 +	166	1.5%
<b>Total</b>	<b>10,826</b>	<b>100.0%</b>

Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimate, Table B25075

Since 2010, the median home prices in Perris have increased substantially. According to the Riverside County Center for Demographic Research, the median home value in 2011 was \$143,000. Since 2011, home prices have steadily increased and are more than double in 2020. Table 4-19 presents the median home prices in City of Perris and surrounding jurisdictions as of December 2020.

**TABLE 4-19: MEDIAN HOME PRICES**

Jurisdiction	Median Sales Price	Percent Change Since Dec 2019
Perris	\$395,000	13.6%
Menifee	\$434,000	15.9%
San Jacinto	\$355,000	11.1%
Murrieta	\$505,000	7.4%
Moreno Valley	\$404,000	10.9%
Riverside County	\$454,000	14.7%
Perris	\$395,000	13.6%

Source: Redfin, accessed December 2, 2020.





## I. Existing and New Home Price Trends

To understand the housing costs for residents living in Perris, Table 4-20 displays the estimated monthly payment for households according to the 2019 American Community Survey. As shown in Table 4-20, the majority of households (58 percent) pay between \$1,000 and \$2,499 in monthly housing costs.

**TABLE 4-20: MONTHLY HOUSING COSTS, 2019**

Housing Cost	Number of Households	Percent of Households
Less than \$299	907	5.16%
\$300 - 399	482	2.74%
\$400 - 499	1153	6.56%
\$500 - 599	937	5.33%
\$600 - 699	310	1.76%
\$700 - 799	106	0.60%
\$800 - 899	1158	6.59%
\$900 - 999	625	3.55%
\$1,000 - 1,499	3,981	22.64%
\$1,500 - 1,999	3,395	19.31%
\$2,000 - 2,499	2,821	16.04%
\$2,500 - 2,999	1,269	7.22%
\$3,000 +	397	2.26%
No cash rent	41	0.23%
<b>Total</b>	<b>17,582</b>	<b>100%</b>

Source: 2019 ACS B25104

## J. Rental Prices

The 2019 American Community Survey reports the median contract rent of all rental units in the City at \$1,422, more than twice as much as the median rent in 2010 of \$630 per month. Table 4-21 lists the rental ranges as of 2019 and the number of units with rental prices in that price range.

**TABLE 4-21: RENT RANGE FOR OCCUPIED UNITS, 2019**

Rent Range	Units	% Total
\$0-\$499	249	3.9%
\$500-\$999	1,081	17.1%
\$1,000-\$1,499	2,006	31.7%
\$1,500-\$1,999	1,807	28.6%
\$2,000-\$2,499	714	11.3%
\$2,500-\$2,999	180	2.8%
\$3,000 +	7	0.1%
No Rent	272	4.3%
<b>Total</b>	<b>6,316</b>	<b>100%</b>
<b>Median (dollars)</b>	<b>\$1,422</b>	

Source: U.S. Census Bureau, American Community Survey, Table DP04

Notes:

“No Rent” refers to households that do not pay rent for housing.

The American Community Survey provides median gross rent for housing units in the city of Perris by bedroom size. Table 4-22 below lists monthly rent for occupied housing units and also includes single-





family homes for rent. Overall, in 2019, most rental one-bedroom units went for \$494 per month. Two-bedroom units costed occupants \$1,430 and three-bedroom units costs households \$1,325.

**TABLE 4-22: MEDIAN GROSS RENT FOR OCCUPIED UNITS, 2019**

Unit Size	Gross Rent
Studio	\$961
1 bedroom	\$494
2 bedrooms	\$1,430
3 bedrooms	\$1,325
4 bedrooms	\$1,760
Average	\$1,300

Source: U.S. Census American Community Survey, 2019.

A survey of representative apartment units in the City, that do not have income restrictions in place, was conducted in January 2021. Table 4-23 lists the rental ranges of selected units by number of bedrooms. Overall, one-bedroom apartment units ranged in price from \$900 to \$1,200 a month, which is a 40 percent increase from 2012 when prices ranged from \$649 to \$815 per month. Two-bedroom units range from \$1,275 to \$1,525 which is a 27-52 percent increase from 2012 when the average price was roughly \$1,000 per month. There were several apartment complexes in the City surveyed, which offer three-bedroom units, for closer to \$1,500 per month.

**TABLE 4-23: APARTMENT UNITS BY BEDROOM SIZE AND PRICE RANGE, 2021**

Apartment Complex	1-Bedroom Price	2-Bedroom Price	3-Bedroom Price
Park Towne	\$1,208	\$1,368	\$1,593
San Jacinto Vista	\$934	\$1,347	--
Perris Villa	--	\$1,278	--
Country Hills of Perris	\$1,045	--	--
Hunt Club	--	\$1,450	--
Regency Apartments	\$1,185	\$1,350	\$1,520
Redlands Town Square	\$1,200	\$1,525	\$1,750

Source: Apartments.com, Rent.com, accessed January 19, 2021.

## K. Housing Affordability Gap Analysis

The Department of Housing and Urban Development defines affordable housing costs as contract rents or mortgage payments, including taxes and insurance, but not utilities, that are equal to or less than 30 percent of the gross income of very low-, low, and moderate-income households.

Households spending more than 30 percent of gross annual income on housing experience a housing cost burden, which occurs when housing costs increase faster than household income. When a household spends more than 30 percent of its income on housing costs, it has less disposable income for other necessities such as health care. Lower-income households with a burdensome housing cost are more likely to become homeless. Homeowners with a housing cost burden have the option of selling the homes and becoming renters. Renters, on the other hand, are vulnerable and subject to constant changes in the housing market.



Demographic and market conditions analysis indicates that the number of households at the extreme ends of the income spectrum will continue to grow, while the traditional middle-income group will decline in size leading to decreased participation in the housing market. It is apparent that first-time homebuyer assistance will continue to be critical to allow low- and moderate-income households to purchase homes. Lower-income groups will need the most assistance to afford homes as prices continue to increase. Although new homes are generally unattainable for lower-income households, there are a number of older existing homes that may be affordable to lower and moderate-income households. With regard to rental opportunities, there appears to be a need for additional rental units that are larger (three or more bedrooms) at rates affordable to lower-income households.

Current housing affordability can be estimated for the various income groups as identified in Table 4-24 based on the 2020 Riverside County Area Median Income (AMI). Table 4-24 identifies maximum affordable rents and purchase prices by income category for one-person, small family, four-person family, and large family. Comparing housing costs and maximum affordable prices for low-income households shows that many households are being priced out of the Riverside County rental and ownership market. Given the median home prices presented in Table 4-19, median home sale price in Perris was \$395,000 in 2020, single-family home ownership is beyond the reach of all extremely low-income households, very low-income households, low-income households and even most moderate-income households.

**TABLE 4-24: HOUSING AFFORDABILITY BY INCOME GROUP, 2020**

Income Group	Annual Household Income adjusted by Household Size <sup>1</sup>	Affordable Payment	
		Renter <sup>2</sup>	Owner <sup>3</sup>
<b>Extremely Low (0-30 MFI)</b>	<b>30% AMI</b>		
One Person (Studio)	\$15,850	\$396	\$63,400
Two Person (1 bedroom)	\$18,100	\$424	\$72,400
Three Person (2 bedrooms)	\$21,720	\$508	\$86,880
Four Person (3 bedrooms)	\$26,200	\$587	\$104,800
Five Person (4 bedrooms)	\$30,680	\$655	\$122,720
<b>Very Low (30-50 MFI)</b>	<b>50% AMI</b>		
One Person (Studio)	\$ 26,400	\$660	\$105,600
Two Person (1 bedroom)	\$ 30,150	\$706	\$120,600
Three Person (2 bedrooms)	\$ 33,900	\$847	\$135,600
Four Person (3 bedrooms)	\$37,650	\$979	\$150,600
Five Person (4 bedrooms)	\$40,700	\$1,092	\$162,800
<b>Low (50-80 MFI)</b>	<b>60% AMI</b>		
One Person (Studio)	\$42,200	\$792	\$168,800
Two Person (1 bedroom)	\$48,200	\$848	\$192,800
Three Person (2 bedrooms)	\$54,250	\$1,017	\$217,000
Four Person (3 bedrooms)	\$60,250	\$1,175	\$241,000
Five Person (4 bedrooms)	\$65,100	\$1,311	\$260,400
<b>Moderate (81-100 MFI)</b>	<b>80% AMI</b>		
One Person (Studio)	\$63,250	\$1,056	\$253,000
Two Person (1 bedroom)	\$72,300	\$1,131	\$289,200
Three Person (2 bedrooms)	\$81,300	\$1,356	\$325,200
Four Person (3 bedrooms)	\$90,350	\$1,567	\$361,400
Five Person (4 bedrooms)	\$97,600	\$1,748	\$390,400

Notes:

1. Based on 2020 Riverside County MFI \$75,300 and 2020 HCD State Income Limits.
2. Based on CA Tax Credit Allocation Committee 2020 Maximum Rents for Riverside County. Monthly affordable rent based on payments of no more than 30 percent of household income.
3. Maximum affordable home sales prices based on a down payment of 20, annual interest rate of 5, 30-year mortgage, and monthly payment 30 of gross household income. Per industry standards home purchase price is typically no more than four times a household's annual income.



## L. Rental Analysis

According to the data in Table 4-23 and actual apartment rental rates, extremely low-income households would not be able to afford rental apartments in the City given the current market trends in the region. The existing two-bedroom apartments range in price from \$1,275 to \$1,525 which exceeds the affordability range for most extremely low-income and very low-income individuals. Therefore, rental prices only appear to be affordable to households in the low- and moderate-income classifications. HUD and HCD have established that a one bedroom unit is not acceptable for a four-person family. To avoid overcrowded conditions (more than one person per habitable room), a family of four must find housing with three rooms or more, generally making the Perris rental market challenging for lower-income families. These households have few rental options available to them apart from boarding or sharing rental expenses with roommates, which could result in overcrowded conditions.

## M. Ownership Analysis

A comparison of the 2020 maximum affordable purchase price, in Table 4-24, with actual housing prices in the City reveal that homes are generally not affordable to lower-income households, including moderate-income households. When considering that affordability limits are based on a family of four, and that HCD and HUD have suggested that more than one person per habitable room creates overcrowding, this reduces the inventory of resale stock suitable for a larger family to two and three bedroom units. In December 2020, the median price for a three-bedroom house was \$395,000. This median sale price is only affordable to moderate-income households, based on the Riverside County median (\$75,300). In recent years, new housing construction has catered to above moderate-income households, as newer larger homes, containing 2,500 square feet or more, are only affordable to those households earning higher incomes. In the 2021-2029 planning period, the City should focus on housing programs that can provide homeownership opportunities (through down payment assistance, tax credits, etc.) for households with incomes below the County median.



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## 5. HOUSING NEEDS

Housing-element law requires local governments to adequately plan to meet their existing and projected housing needs, including their share of the regional housing needs allocation. This section provides an analysis of the housing problems within the City and the housing needs and concerns of special segments of the population. This section specifically includes the following:

- Housing needs resulting from population growth, both in the City and the surrounding region;
- Housing needs resulting from the overcrowding of units;
- Housing needs that result when households pay more than they can afford for housing; and
- Housing needs of "special needs groups" such as the elderly; persons with disabilities, including developmental disabilities; large families; farmworkers; families with female heads of households; and families and persons in need of emergency shelter.

State housing policy recognizes that cooperative participation between the private and public sectors is necessary to expand housing opportunities to all economic segments of the community. A primary State goal is the provision of decent housing and suitable living environment for Californians of all economic levels. Historically, the private sector responds to the majority of the community's housing needs through the production of market-rate housing. However, the percentage of the population on a statewide basis who can afford market rate housing is declining. In addition, there are other factors which affect a household or person's ability to find adequate housing. Specifically, special needs groups, including: the elderly, persons with disabilities, including developmental disabilities, large families, female-headed households, homeless persons, and farmworkers typically experience a higher instance of housing problems.

This section also addresses AB 686 which expanded upon the fair housing requirements and protections outlined in the Fair Employment and Housing Act (FEHA). As of January 1, 2019, AB 686 proactively applies the obligation to affirmatively further fair housing to all public agencies in California. Public agencies must now examine existing and future policies, plans, programs, rules, practices, and related activities and make proactive changes to promote more inclusive communities. AB 686 creates new requirements to affirmatively further fair housing as a part of a jurisdiction's planning process and guiding documents, including all housing elements due to be revised on or after January 1, 2021.

### I. HOUSING PROBLEMS

Table 5-1 summarizes the housing assistance needs of lower-income households (less than 80 percent of AMI) for special needs groups in Perris by household tenure (renter/owner), household income level and "housing problems." Households with "housing problems" includes those who: 1) occupy units with physical defects (lacking complete kitchen or bathroom); 2) live in overcrowded conditions (housing units with more than one person per room); 3) have a housing cost burden exceeding 30 percent of gross income; or 4) have a severe housing cost burden exceeding 50 percent of gross income.

Table 5-1 shows that special needs groups that rent generally experience more housing problems than those who own their home. The highest percentage of lower-income households experiencing housing problems were renter households. Approximately 64 percent of renter and 47 percent of all owner households experienced one or more housing problems. These percentages increased as a households





income decreased indicating that extremely low-income households experienced a high instance of housing problems including overpayment for their housing unit.

**TABLE 5-1: HOUSING ISSUES BY INCOME LEVEL AND TENURE, 2017**

	Owners	Renters	Total Households
<b>Extremely Low-Income (0-30% MFI)</b>	<b>950</b>	<b>895</b>	<b>1,845</b>
Percent with housing problems	76%	82%	78%
Percent with cost burden > 30%	76%	81%	78%
Percent with cost burden > 50%	68%	69%	68%
<b>Very Low-Income (31-50% MFI)</b>	<b>880</b>	<b>1,345</b>	<b>2,225</b>
Percent with housing problems	74%	90%	84%
Percent with cost burden > 30%	72%	86%	81%
Percent with cost burden > 50%	55%	63%	60%
<b>Low-Income (51-80% MFI)</b>	<b>2,280</b>	<b>1,565</b>	<b>3,845</b>
Percent with housing problems	80%	83%	81%
Percent with cost burden > 30%	68%	76%	71%
Percent with cost burden > 50%	28%	24%	26%
<b>Moderate-Income (81% + MFI)</b>	<b>1,155</b>	<b>660</b>	<b>1,815</b>
Percent with housing problems	46%	60%	51%
Percent with cost burden > 30%	38%	43%	40%
Percent with cost burden > 50%	6%	0%	4%
<b>Total Households</b>	<b>10,375</b>	<b>6,205</b>	<b>16,580</b>
Percent with housing problems	47%	64%	54%
Percent with cost burden > 30%	39%	59%	45%
Percent with cost burden > 50%	18%	30%	22%

Source: HUD CHAS Databook, 2013-2017

## 2. OVERCROWDING

In response to increasing home prices and rental rates, lower-income households are typically forced to live in smaller units that may not be appropriate in size to accommodate the number of members living in the household. This may result in overcrowding which places a strain on physical facilities and over time can have a negative effect on local neighborhoods.

The Census Bureau defines overcrowded housing units as “those in excess of one person per room average.” Overcrowding is often reflective of one of three conditions:

- Either a family or household is living in too small a dwelling;
- Familial household includes extended family members (i.e., grandparents or grown children and their families living with parents, termed doubling); or
- A family is renting living space to non-family members.

Whatever the cause, overcrowding is symptomatic of greater affordability issues. Some examples of lack of affordability promoting overcrowded conditions include:



- Large households unable to afford larger dwellings that must then move into smaller than acceptable units;
- Older children wishing to leave home who are prohibited from doing so because they cannot qualify for a home loan and/or are unable to make rental payments; or
- Grandparents or elders on fixed incomes who are unable to afford housing suitable for their physical disabilities and must often move in with their grown children or other family members.

In Perris, overcrowding occurs in 2,897 units, or 17 percent of all occupied households (17,142). According to the 2019 American Community Survey estimates, this includes 1,387 owner households (12.6 percent of all 10,826 owners) and 1,510 renter households (24 percent of all 6,316 renters) living in overcrowded conditions. It is anticipated that the number of overcrowded households in the City may rise in coming years in response to regional housing market pressures.

According to SCAG, low- and moderate-income households experience overcrowding at higher rates than above moderate households. Specifically, very low-income (less than 50 percent of median income) rental households experience the most overcrowding as well as low and moderate-income households who own their home. Based on the actual number of households experiencing overcrowded conditions it appears that lower and moderate-income owner-occupied households are most substantially impacted. In both instances, the cost for rent or purchase of a unit that is appropriate in size to accommodate all household members without overcrowding the unit may exceed a resident's ability to pay.

### 3. OVERPAYMENT

Consistent with HUD's "threshold of overpayment" definition, the State Department of Housing and Community Development has determined that, "affordable housing costs with respect to very low, low and moderate-income households shall not exceed 30 percent of gross household income." (Health and Safety Code, Section 50052.9). That is, when households must exceed 30% of their incomes for rent or mortgage payments, they are left with insufficient funds for other necessities, such as food, health care, clothing, and utilities. Specifically, high housing costs can eventually cause fixed-income, elderly and lower-income households to spend a disproportionate percentage of their income for housing.

Spending more than 30 percent of a household's income for rent or mortgage may cause a series of related financial problems, and can result in a deterioration of housing stock. For example, as home owners may delay costs associated with maintenance in order to pay for more immediate expenses (e.g., food, clothing, medical care, and utilities). Overpayment also promotes overcrowding, in both rental and ownership housing, which leads to a variety of problems, from accelerating the rate of deterioration, to children's decreased performance in school, to code enforcement issues. HUD recognizes, however, that above moderate-income households are generally able to afford a variety of housing options and are more capable of paying a larger proportion of their income for housing. Therefore, housing overpayment estimates usually illustrate a burden on lower-income groups.

Table 5-2 uses Comprehensive Housing Affordability Strategy (CHAS) Databook to illustrate overpayment by tenure. Generally, Table 5-2 shows that of the 9,584 total households overpaying for housing between 2013 and 2017.



**TABLE 5-2: HOUSING ASSISTANCE NEEDS OF INCOME GROUPS BY TENURE**

Household by Type	Total Renters	Total Owners	Total Households
Lower-income Households	3,805	4,110	7,915
Number with any housing problems	3,235	3,210	6,445
Number with cost burden >30%	3,070	2,905	5,975
Number with cost burden >50%	1,849	1,760	3,609

Source: HUD CHAS Databook, 2013-2017 Estimates.

In an attempt to determine the existing need for housing affordable to lower-income households, it is necessary to relate income with housing costs and rents. As discussed previously in Section 4.6.F, Housing Costs and Rents, affordability is defined by HUD as the expenditure of no more than 30 percent of the household income for housing costs (i.e. rent or mortgage payments). Table 5-3 lists the percentage of renters and homeowners in Perris spending more than 30 percent of their monthly gross income on housing, as reported by the 2019 American Community Survey.

**TABLE 5-3: HOUSING COSTS AS A PERCENTAGE OF GROSS INCOME, 2019**

	Tenure	0-19%		20-29%		30% or more		Total
		Number	Percent	Number	Percent	Number	Percent	
Owner	< \$20,000	475	5.5%	0	0	475	5.5%	950
	\$20,000 - \$34,999	0	0.0%	7	0.1%	638	7.4%	645
	\$35,000 - \$49,999	49	0.6%	92	1.1%	933	10.8%	1,074
	\$50,000 - \$74,999	147	1.7%	733	8.5%	796	9.2%	1,676
	> \$75,000	2,423	28.0%	1,699	19.6%	568	6.6%	4,690
Renter	< \$20,000	51	2.3%	52	2.4%	177	8.1%	280
	\$20,000 - \$34,999	171	7.8%	53	2.4%	0	0.0%	224
	\$35,000 - \$49,999	284	13.0%	24	1.1%	18	0.8%	326
	\$50,000 - \$74,999	571	26.2%	33	1.5%	0	0.0%	604
	> \$75,000	719	33.0%	13	0.6%	13	0.6%	745
	<b>Total</b>	<b>4,890</b>	<b>118%</b>	<b>2,706</b>	<b>37%</b>	<b>3,618</b>	<b>49%</b>	<b>11,214</b>

Source: U.S. Census Bureau, 2019 American Community Survey 5 Year Estimate.

Table 5-3 indicates that, in Perris, nearly 39.5 percent of all owner-occupied households and about 9.5 percent of all renter-occupied households have housing costs that are at least or more than 30 percent of their gross income. There are, however, differences in how overpayment affects renters as compared to owner households. Generally, homeowners can choose to allocate a higher percentage of their disposable monthly income on housing costs, this allocation is justified as home ownership can be viewed as an investment opportunity as well as a place to live. Younger owner households new to ownership may overextend themselves financially to afford a home purchase, but maintain the option of selling the home, and may realize tax benefits and/or appreciation in value. Overpayment among the moderate and above moderate-income categories is not typically considered to be a significant housing issue. Renters, on the other hand, are limited in their housing options, and are generally required to pay rents based on market demand. The discrepancy between renter and owner households largely reflects the trend that renter households have lower-incomes and fewer options than their owner counterparts.



## 4. SPECIAL NEEDS GROUPS

State Housing Law requires that the special needs of certain disadvantaged groups be addressed. These households typically experience difficulty in securing decent, affordable housing units. The needs of the elderly, persons with disabilities, persons with developmental disabilities large families, female-headed households, the homeless and farm workers are addressed below:

### A. Elderly

The special housing needs of the elderly are an important concern in Perris. The City has a number of retired residents that may be living on a fixed low-income, and are at greater risk of impaction, or housing overpayment. Additionally, the elderly may require housing units developed with specific access allowances or in specific locations of the City to allow for greater mobility. Modifications that allow for easier access may include wheelchair ramps, handrails, lower cupboards and counters. With regard to location, easy access to public facilities (i.e., medical and shopping), would be advantageous for those experiencing mobility limitations. Finding reliable means of transportation to medical appointments, senior centers, meal sites and shopping remains a serious problem for seniors. Many seniors lack private transportation due to physical or financial limitations.

As reported in the 2019 American Community Survey, there were 4,792 (6.2 percent of the total population), aged 65 years or older. The Census also shows that there were 497 households of individuals 65 years and over living alone. There also were 1,356 owner-occupied households and 581 renter households with the head-of household aged 65 or older. Table 5-4 demonstrates households by tenure (owner-occupied and renter-occupied) as compared to the householder age.

*TABLE 5-4: HOUSEHOLDS BY TENURE AND AGE*

Householder Age	Owner-Occupied		Renter-Occupied		Total Occupied Housing Units	
	Units	Percent <sup>1</sup>	Units	Percent <sup>1</sup>	Units	Percent <sup>1</sup>
15-24 years	113	0.99%	798	13.04%	911	5.18%
25-34 years	1481	12.92%	1,461	23.88%	2942	16.73%
35-64 years	8,513	74.27%	3,279	53.59%	11792	67.07%
65-74 years	576	5.02%	363	5.93%	939	5.34%
75 years+	780	6.80%	218	3.56%	998	5.68%
<b>Total</b>	<b>11,463</b>	<b>100%</b>	<b>6,119</b>	<b>100%</b>	<b>17,582</b>	<b>100%</b>

Source: 2015-2019 ACS B25007

Notes: Percentage may not equal 100% due to rounding

To the extent that some of this particular special need group (age 65+) may also have financial limitations, this Housing Element will describe policies and programs for their assistance. Table 5-5 identifies income for seniors aged 65 and over between 2015-2019. As reported by the ACS, the income range with the highest percentage of senior households was those earning less than \$25,000 a year, indicating a large sum of elderly households facing limited income.





**TABLE 5-5: SENIOR CITIZEN HOUSEHOLD INCOME**

Household Income	Number of Households	Percent of Households Age 65+
Less than \$25,000	716	39%
\$25,000 to \$34,999	71	4%
\$35,000 to \$49,999	277	15%
\$50,000 to \$74,999	315	17%
\$75,000 to \$99,999	202	11%
\$100,000 to \$149,999	155	8%
\$150,000 to \$199,999	60	3%
More than \$200,000	56	3%
<b>Total</b>	<b>1,852</b>	<b>100%</b>

Source: 2015-2019 ACS B19037

### B. Persons with Disabilities

Access and affordability can be two barriers facing persons with disabilities in finding and maintaining housing. Access is particularly important for the physically disabled. Persons with physical disabilities often require specially designed dwellings to allow for easy access within the unit, as well as to and from the site. California Administrative Code Title 24 sets forth access and adaptability requirements for the physically disabled. These regulations apply to public buildings such as motels, employee housing, factory built housing, and publicly funded newly constructed apartment houses containing five or more dwelling units. The regulations also require that ramp-ways, larger door widths, restroom modifications, etc., be designed to enable free access for the handicapped. Such standards, however, are not mandatory for new single-family residential construction.

**TABLE 5-6: DISABILITY CHARACTERISTICS, 2019**

Disability Characteristic	Population Age 18-64		Population Age 65+	
	Number	Percent	Number	Percent
Hearing Difficulty	1,121	13%	561	12%
Vision Difficulty	874	10%	265	5%
Cognitive Difficulty	2,519	29%	431	9%
Ambulatory Difficulty	1,839	21%	1,433	31%
Self-Care Difficulty	1,066	10%	519	11%
Independent Living Difficulty	3,113	30%	1,289	28%
<b>Total</b>	<b>10,532</b>		<b>4,498</b>	

Source: 2015-2019 American Community Survey, S1810

Note: Total number of individuals age 65+ = 4,792

The disabled, like the elderly, have special needs with regard to location. There is typically a benefit, when access is easier to public facilities, specifically public transportation facilities. Table 5-6 shows that, within the City of Perris, 15,030 persons 18 years and older reported having a disability. Approximately 49 percent of persons with disabilities had a disability that hindered their mobility. This figure suggests that a number of persons with disabilities might rely on public transportation to travel; consequently, there is a need to provide housing units accessible to disabled individuals in areas with easy access to public transportation. Table 5-6 also shows that approximately 93 percent of elderly persons in Perris (65 and over) had disability limitations. The presence of any of these conditions may indicate a need for supportive housing. This population may also be in need of either transportation or comprehensive health care assistance due to their disability. It should also be noted that self-care





disability does not necessarily translate into a need for modified housing units; therefore, it may be difficult to estimate the number of persons with disabilities in need of housing.

### C. Persons with Developmental Disabilities

Section 4512 of the California Welfare and Institutions Code defines a "developmental disability" as a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation but shall not include other handicapping conditions that are solely physical in nature.

Many persons with developmental disabilities can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for persons with developmental disabilities is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The State Department of Developmental Services (DDS) currently provides community-based services to persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Inland Regional Center is one of 21 regional centers in the State of California that provides point of entry to services for people with developmental disabilities. The center is a private, non-profit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

Table 5-7 provides information from the Inland Regional Center on the number of individuals with developmental disabilities in the City of Perris. In 2020, there were approximately 1,019 individuals (1% of the total population) actively utilizing services at the Inland Regional Center for a developmental disability. To assist in the provision of housing to meet the needs of persons living with a developmental disability, the City will implement programs to coordinate housing activities and outreach with the Inland Regional Center. Perris will also encourage housing developers to designate a portion of new affordable housing development for persons with disabilities, especially persons with developmental disabilities, and pursue funding sources designated for persons with special needs and disabilities.

**TABLE 5-7: RESIDENTS WITH DEVELOPMENTAL DISABILITIES BY AGE**

Zip Code Area	0-14	15-22	23-54	55-65	65+	Total
92570	203	83	162	10	2	460
92571	248	109	186	10	5	558
92599	1	0	0	0	0	1
<b>Total</b>	<b>452</b>	<b>192</b>	<b>348</b>	<b>20</b>	<b>7</b>	<b>1,019</b>

Source: Inland Regional Center, 2020

### D. Large Family Households

The 2019 American Community Survey Census reported 2,901 households in the City of Perris with five or more persons. Large family households require special consideration, because they generally require larger dwellings with sufficient bedrooms to meet their housing needs to prevent overcrowding.



Difficulties in securing housing units large enough to accommodate large families are heightened for renters, as multifamily rental units are typically smaller than single-family units. Apartment complexes in the City offering three- and four- bedroom units are limited, leaving single family homes, for sale or for rent as an ideal housing option for large families. There appears to be sufficient stock of large single-family homes in the City; and, as shown previously in the Housing Costs and Rents Section, however larger single-family rental units are generally not affordable to extremely low-income households.

Table 5-8 reveals tenure of housing units by number of persons in the unit. The table shows that there are more owner-occupied units than renter occupied units housing large families. Large households occupy about 40 percent of all owner-occupied housing. And 43 percent of renter-occupied housing is occupied by large households.

**TABLE 5-8: LARGE HOUSEHOLDS, 2019**

Number of Persons in Unit	Number of Households
Five	2,661
Six	1846
Seven or More	1568
<b>Total</b>	<b>6,075</b>
<b>Percent of Total</b>	<b>34.50%</b>

Source: American Community Survey 2015-2019, B11016.

Notes: Total households: Total households in City = 17,582

## E. Female-headed Households

Female-headed households are a special needs group as women leading families have proportionally lower rates of homeownership, lower-incomes, and experience higher poverty rates than other family types. As shown in Table 5-9, there are approximately 3,292 female-headed households in the City. This equates to roughly 17 percent of the City's 19,476 households. The 2015-2019 American Community Survey, also reports 996 female-headed households with children that were below the federally established poverty level. This represents roughly 30 percent of all female-headed households and roughly 5 percent of the total number of households in the City.

**TABLE 5-9: FEMALE-HEADED HOUSEHOLDS IN POVERTY**

Household Type	Below Poverty Level		Above Poverty Level	
	Number	Percent	Number	Percent
Female householder, no husband present, with own children	996	86.7%	1,266	59.1%
Female householder, with no husband or children	153	13.3%	877	40.9%
<b>Total</b>	<b>1,149</b>	<b>100%</b>	<b>2,143</b>	<b>100%</b>

Source: 2015-2019 American Community Survey B17012.

Notes:

1. Total households below poverty level equals 2,190.
2. Total households above poverty level equals 12,658.

## F. Homeless Population

The Regional Housing Needs Assessment (RHNA) produced by SCAG defines homelessness as:

1. Persons who are living or staying in emergency shelters;



2. Persons who sleep outside, in makeshift shelters, in cars or transportation areas such as bus or train terminals;
3. Persons who are considered “at risk” (i.e., doubled-up, in marginal circumstances, motel population with limited stay or general relief recipients whose payments have been canceled due to “no forwarding address”).

Enumerating the homeless population can be difficult due to the transient nature of this population group, as well as the existence of the hidden homeless or persons that move around in temporary housing situations (e.g., doubling up with another household or living in motels). However, according to the 2020 County of Riverside Homeless Point in Time Count, there were an estimated 2,884 homeless persons on any given day in Riverside County – a 3% increase of 73 people who became homeless since the prior year. This assessment estimated 52 homeless persons in the City of Perris.

There are numerous factors that contribute to homelessness in Perris and Riverside County. Difficulties in obtaining employment, insufficient education, mental illness, and substance abuse are a few of the more traditional factors. During the past 15-20 years, new factors, however, are emerging that significantly contribute to homelessness. Housing trends that may contribute to a rise in homelessness include: a growing shortage of affordable housing, and a simultaneous growth in the population of low-income renters, which has correlated with high demand and shrinking supply. The County of Riverside, through its Department of Social Services, contracts with local community-based organizations to provide programs for the homeless in each appropriate location. An emergency shelter in Hemet accommodates homeless persons from the Perris area.

## G. Agricultural Employees

Historically, Perris’ economy has been linked to agriculture; however, changes in the local economy toward production and service-oriented sectors have virtually eliminated any significant agricultural production within City limits. In 2019, the Census reported 124 (0.04 %) persons in Perris were employed in agriculture, forestry, or fishing industries (or related industries). Though some agricultural production occurs in the City, most land previously used for agricultural activities is currently developed or designated for commercial or residential development. As there are limited active agricultural areas in the City, there is no apparent or explicit need for farmworker housing. Additionally, housing opportunities for farmworkers are provided through programs aimed at providing a variety of housing types and financial assistance for lower-income households.

## 5. ASSESSMENT OF FAIR HOUSING

Signed into law on April 11, 1968, the Fair Housing Act was enacted by the U.S. Department of Housing and Urban Development (HUD) to prohibit discrimination in the sale, rental, and financing of housing based on race, color, national origin, religion, sex, familial status, and disability. The Act has two main purposes—prevent discrimination and reverse housing segregation. The part of the law that calls for the reversal of segregation is necessary due to decades of unjust government policies and land use practices that have led to the presence of housing segregation today. Research shows that people of color are most likely to live in neighborhoods with limited access to good jobs, healthy food, adequate schools, and other resources needed for success.<sup>16</sup> People of color are also more likely to be cost burdened by housing. In

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<sup>16</sup> Bell, et al. Access to Healthy Food and Why It Matters, 2013.



California, African-American and Latino households are about twice as likely to spend more than half of their income on housing compared to white households.<sup>17</sup>

In 2018, the California State Legislature passed legislation addressing significant disparities in housing needs and access to opportunity. Assembly Bill (AB) 686, effective January 1, 2019, established Affirmatively Furthering Fair Housing (AFFH) obligation into state law, requiring public agencies in California to administer programs related to housing and community development in a way that affirmatively furthers fair housing. AB 686 builds upon requirements from HUD, established in 2015, that require local governments receiving federal funds (e.g., Community Development Block Grants) and public housing authorities to complete an Assessment of Fair Housing as a condition of receiving HUD funds. This includes the identification of practices, or conditions that shape disparities in access to housing and broader opportunities experienced by “protected groups” (e.g., communities of color, persons with disabilities and other groups protected by the Fair Housing Act).

Assembly Bill (AB) 686 also requires that all housing elements due on or after January 1, 2021, must contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Rule of July 16, 2015. Under state law, AFFH means “taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.”

The City of Perris is an entitlement jurisdiction and receives their HOME and CDBG funds directly from the State. As such, the City is required to prepare a Consolidated Plan, which coordinates all elements of planned community development in the City utilizing CDBG funds and an Analysis of Impediments (AI) to Fair Housing Choice, which provides an overview of laws, regulations, conditions, and other possible obstacles that may affect an individual or household’s access to housing in Perris for a five-year period. The most recent AI addresses the period from 2019 to 2024. As part of the AI, HUD has developed a series of indices for the purpose of completing the AFFH and documenting community disparities in access to opportunity. Information from the AI has been incorporated into the Housing Element, where applicable, to ensure consistency between the two documents.

## A. Enforcement and Outreach Capacity

Fair housing enforcement and outreach capacity relates to the ability of a locality, supported by fair housing entities, to disseminate information, outreach, and education to community members, in addition to raising awareness of fair housing laws and rights. Enforcement and outreach capacity also includes ensuring compliance with fair housing laws, such as investigating complaints, obtaining remedies, and engaging in fair housing testing.

### *FINDINGS, LAWSUITS, ENFORCEMENT ACTIONS, SETTLEMENTS OR JUDGMENTS RELATED TO FAIR HOUSING AND CIVIL RIGHTS*

The City of Perris does not own or manage public housing units and does not maintain a Housing Choice Voucher (HCV) list; however, as of January 2019, 489 renters in Perris receive HCV tenant-based rental assistance from the Housing Authority of Riverside County (HACR). According to the City’s 2019-2024 Consolidated Plan, another 76 households were assisted with project-based Section 8 rental assistance. According to the City’s 2019-2024 AI, Black

<sup>17</sup> Wedeen, Sophia. “Black And Hispanic Renters Face Greatest Threat Of Eviction In Pandemic”, Joint Center for Housing Studies – Harvard University. January 11, 2021.





households (59 percent) comprised the majority of voucher recipients, followed by White households (39 percent). Approximately 76 percent of voucher recipients in the City identified themselves as ethnically Hispanic, of any race. As shown, about 38 percent of all voucher recipients had a disability. Almost a quarter of all voucher recipients (24 percent) were elderly and about four percent were veterans. The City has a significant need for affordable housing. Currently, publicly assisted housing and Housing Choice Vouchers have a wait period of up to 8-10 years.

Housing discrimination complaints in the City of Perris can be filed directly with HUD. In California, housing discrimination complaints are processed by HUD's San Francisco Office of Fair Housing and Equal Opportunity (FHEO). Perris residents may also file complaints with the State Department of Fair Employment and Housing (DFEH). To provide fair housing services in the City, Perris contracts the Fair Housing Council of Riverside County (FHCRC), allocating CDBG funds to maintain an annual contract. FHCRC is a nonprofit agency whose mission is to actively support and promote fair housing through education and advocacy. FHCRC provides the following fair housing related services to Perris residents: anti-discrimination, landlord-tenant, training and technical assistance, enforcement of housing rights, administrative hearings for the Riverside County Housing Authority, and special projects.

From July 2013 to June 2018, FHCRC provided fair housing services to a total of 7,915 clients from Perris. The number of Perris residents served has generally remained constant over time. Between July 2013 and June 2018, Blacks represented 33 percent of FHCRC's total clients, while Whites comprised 23 percent. Approximately 40 percent of FHCRC's clients identified themselves as ethnically Hispanic.

The racial/ethnic distribution of FHCRC's clients is not consistent with the City's overall demographics. According to the 2013-2017 ACS, Hispanics made up about 75 percent of the population, whereas Blacks and Whites each represented approximately ten percent of the City's residents. FHCRC client data indicates that Blacks may be disproportionately impacted by housing discrimination.

**TABLE 5-10: DISCRIMINATION CASES BY PROTECTED CLASSIFICATION**

Protected Class	Number	Percent of Total
Age	0	0.0%
Ancestry	0	0.0%
Arbitrary	4	3.6%
Color	0	0.0%
Familial Status	16	14.4%
Gender	0	0.0%
Marital Status	0	0.0%
Mental Disability	8	7.2%
National Origin	7	6.3%
Physical Disability	54	48.6%
Race	17	15.3%
Religion	0	0.0%
Sex	1	0.9%
Sexual Orientation	1	0.9%
Source of Income	3	2.7%
<b>TOTAL</b>	<b>III</b>	<b>100%</b>

Source: Fair Housing Council of Riverside County (FHCRC) Annual Reports, 2013-2017.





Between FY 2013 and FY 2017, the FHCRC handled 111 cases of housing discrimination. Most cases were related to physical disability (49 percent), but a significant number also involved race (15 percent), familial status (14 percent), and mental disability (7 percent). Table 5-10 shows the most frequent basis for complaints were disability, race, familial status, and retaliation. There are a myriad of issues or alleged acts triggering housing discrimination complaints. Some of the issues or alleged acts included discriminatory refusal to rent; discriminatory advertising; failure to make reasonable accommodation; and discriminatory terms, conditions, privileges, or services and facilities. There is no mention in the City's Consolidated Plan or AI, whether the City of Perris has been charged by HUD with a housing discrimination complaint or subject to a lawsuit filed by the Department of Justice.

### *COMPLIANCE WITH EXISTING FAIR HOUSING LAWS AND REGULATIONS*

The City of Perris 2019-2024 AI serves as the City's fair housing planning document. As a recipient of Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) funds, Perris is required to update the AI and the Consolidated Plan every five years and to report the findings and progress in the Consolidated and Performance Evaluation Report (CAPER) submitted to HUD following each program year. The purpose of the AI is to identify impediments to fair and equal housing opportunities in Perris. The AI provides an overview of the laws, regulations, conditions, or other possible obstacles that may affect access to housing and other services in the City. The scope, analysis, and format used in the report adheres to recommendations of the Fair Housing Planning Guide published by HUD.

To prepare the 2019 Analysis of Impediments and 2019-2023 Consolidated Plan, the City conducted an extensive participation process. The process included the following:

- Community Workshops;
- Stakeholder Meetings;
- Housing and Community Development Needs Surveys, one for residents and one for partner organizations, service providers and stakeholders;
- Funding Application Process;
- Public Hearings; and
- Public Review of Draft Documents.

The survey developed by the City focused on identifying community needs and gauging the perception of fair housing needs and concerns of residents. The survey was offered online in both English and Spanish on SurveyMonkey. Paper copies were also available at the City's gym, Senior Center, and Development Services counter. Staff also coordinated a stakeholder roundtable in January 2020 to obtain input on community needs. The following groups and organizations provided valuable input to the AI:

- Development Services Division
- Fair Housing Council of Riverside County (FHCRC)
- Social Work Action Group (SWAG)
- Enhance the Gift



- Life Lifters International
- Family Service Association
- Boys and Girls Club of Menifee/Perris
- Perris Valley Historical Museum
- Office of Senator Richard Roth
- Riverside University Health Systems – Behavioral Health
- Office of Assemblymember Jose Medina
- Perris 5th Street Church
- Perris Valley Youth Association Sports

Based on stakeholder interviews, the following were listed as pressing issues and/or needs:

- More services and programs for senior residents, including relocation services to find new housing, fair housing workshops for senior residents, new transportation services to increase mobility and improvements to the programming available at the Senior Center.
- Create and promote services geared toward helping families find housing or relocation services to avoid homelessness.
- Build an emergency shelter in the City.
- To serve the City's youth, there is a need for new activities and/or field trips to collectively gather youth in the City, in addition to transportation services for youth to and from activities or to a specified center (e.g., school, gyms, sports facilities).

To further increase outreach capacity to neighborhoods with protected classes, the City will continue to partner with organizations and faith-based groups whose mission is focused on assisting households living at or below the poverty level (Action 4.2 of the Housing Plan). Action 4.2 commits the City to affirmatively market housing programs in local publications and ensure outreach to all potentially eligible households, especially those least likely to apply for housing assistance.

The City of Perris currently contracts with the FHCRC to provide fair housing services to residents. Since 1986, the FHCRC's mission has been to provide comprehensive services which affirmatively address and promote fair housing rights (anti-discrimination) and further other housing opportunities for all persons, without regard to race, color, national origin, religion, age, sex, familial status (i.e., presence of children), disability, ancestry, marital status, age, source of income, sexual orientation, genetic information, or other arbitrary factors. The FHCRC maintains offices in the Cities of Riverside, Moreno Valley, Corona, and Palm Springs.

The FHCRC headquarters, located in the City of Riverside, and Moreno Valley office are open for business Monday through Friday, 8:00am to 5:00pm; the Palm Springs office is open by appointment Monday through Thursday, 8:00am to 5:00pm; and the Corona satellite office is open Thursdays from 10:00am to 1:00pm. Funded primarily with CDBG funds and donations, FHCRC provides programs and services focused on eliminating housing discrimination, general



housing assistance, and education and outreach activities to Riverside County residents. Their primary services include:

- Housing Discrimination Complaint Investigation
- Tenant and Landlord Counseling
- First Time Homebuyer Education
- Foreclosure Prevention
- Pre-Purchase Consulting
- Credit Counseling
- Fair Housing Education and Outreach

Additionally, the City monitors their compliance with State Fair Housing Laws and regulations (Table 5-II).

**TABLE 5-II: COMPLIANCE WITH STATE FAIR HOUSING LAWS**

State Fair Housing Laws	Compliance Mechanism
California Fair Employment and Housing Act (FEHA)	The City analyzed compliance with FEHA within the 2019 Analysis of Impediments.
FEHA Regulations	The City analyzed compliance with FEHA regulations within the 2019 Analysis of Impediments.
Government Code section 65008	Development projects, regardless of affordability, are subject to the same level of scrutiny; however, affordable housing developments are offered incentives and streamlined processing.
Government Code section 8899.50	The City analyzed compliance with this section of the Government Code within the 2019 Analysis of Impediments.
Government Code section 11135	The City's 2019 AI indicates compliance with this section of the Government Code.
Density Bonus Law	The City applies the State Density provisions to all eligible projects.
Housing Accountability Act	To date, the City has not denied a development project for very low-, low-, or moderate-income households.
No-Net-Loss Law	A program was included within the 2021-2029 Housing Element to address no net loss.
Least Cost Zoning Law	The City is in compliance with Government Code section 65913.
Excessive subdivision standards	Chapter 18.08 of the Perris Municipal Code defines the City's subdivision requirements. Based on the prominence of subdivisions within the City, it does not seem likely that the City's requirements are excessive.
Limits on growth controls	There are no growth control boundaries or similar mechanisms in place in the City.
Housing Element Law	The City is committed to updating their Housing Element and submitting Annual Progress Reports to HCD to ensure compliance with Housing Element Law.



## B. Patterns of Dissimilarity, Integration and Segregation

To inform priorities, policies, and actions, the Housing Element must include an analysis of integration and segregation, including patterns and trends, related to people with protected characteristics. Integration generally means a condition in which there is not a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a particular type of disability when compared to a broader geographic area. Segregation generally means a condition in which there is a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or type of disability in a particular geographic area, when compared to a broader geographic area. The Housing Element must address both integration and segregation in order to evaluate discriminatory patterns and practices and better identify and prioritize contributing factors to fair housing issues.

The following definitions of Fair Housing Protected Classes were utilized for the Housing Element AFFH analysis:

- Race: Refers to family, tribe or group of people coming from the same common ancestors.
- Color: Refers to the color of an individual's skin.
- National Origin: refers to the country in which a person was born, or from which the person's ancestors came.
- Familial Status: Refers to a situation where there are one or more persons under age 18 who reside with a parent, legal guardian, etc. This also applies in the case of pregnancy or for people who are in the process of gaining legal custody of a person under age 18.
- Handicap/Disability: Refers to physical, mental and developmental disabilities.
- Sex: Includes gender (male or female), gender identity, and gender expression. Also includes, but is not limited to, pregnancy, childbirth, or conditions related to pregnancy or childbirth.
- Religion: Refers to all aspects of religious belief, observance, and practice.

### *RACE AND ETHNICITY*

The City of Perris is an entitlement jurisdiction and receives HOME and CDBG funds directly from the State. As such, the City is required to prepare an annual Analysis of Impediments (AI) to Fair Housing Choice, which provides an overview of laws, regulations, conditions, and other possible obstacles that may affect an individual's or household's access to housing in Perris. HUD has developed a series of indices for the purpose of fair housing assessment to help inform communities about disparities in access to opportunity. HUD-provided index scores are based on nationally available data sources and assess residents' access to key opportunity assets in Perris. Table 5-12 provides index scores or values (the values range from 0 to 100) for identified racial groups for the following opportunity indicator indices:

- **Low Poverty Index:** The low poverty index captures poverty in a given neighborhood. The poverty rate is determined at the census tract level. The higher the score, the less exposure to poverty in a neighborhood.
- **School Proficiency Index:** The school proficiency index uses school-level data based on the performance of 4th grade students on state exams to describe which neighborhoods have high-performing elementary schools nearby and which are near lower performing



elementary schools. The higher the score, the higher the school system quality is in a neighborhood.

- **Labor Market Engagement Index:** The labor market engagement index provides a summary description of the relative intensity of labor market engagement and human capital in a neighborhood. This is based upon the level of employment, labor force participation, and educational attainment in a census tract. The higher the score, the higher the labor force participation and human capital in a neighborhood.
- **Transit Trips Index:** This index is based on estimates of transit trips taken by a family that meets the following description: a 3-person single-parent family with income at 50% of the median income for renters for the region (i.e., the Core-Based Statistical Area (CBSA)). The higher the transit trips index, the more likely residents in that neighborhood utilize public transit.
- **Low Transportation Cost Index:** This index is based on estimates of transportation costs for a family that meets the following description: a 3-person single-parent family with income at 50 percent of the median income for renters for the region/CBSA. The higher the index, the lower the cost of transportation in that neighborhood.
- **Jobs Proximity Index:** The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a region/CBSA, with larger employment centers weighted more heavily. The higher the index value, the better the access to employment opportunities for residents in a neighborhood.
- **Environmental Health Index:** The environmental health index summarizes potential exposure to harmful toxins at a neighborhood level. The higher the index value, the less exposure to toxins harmful to human health. Therefore, the higher the value, the better the environmental quality of a neighborhood, where a neighborhood is a census block-group.

As shown in Table 5-12, in Perris, Native American and Hispanic residents were more likely (compared to other racial/ethnic groups) to be impacted by poverty, limited access to proficient schools, lower labor participation rate and more likely to utilize public transportation. The higher the score the more opportunity for that specific factor; the lower the score the more impacted the group is.

**TABLE 5-12: OPPORTUNITY INDICATORS BY RACE/ETHNICITY**

	Low Poverty Index	School Proficiency Index	Labor Market Index	Transit Index	Low Transportation Index	Jobs Proximity Index	Environmental Health
<b>Total Population</b>							
White, non-Hispanic	30.85	46.09	16.34	37.43	19.83	38.57	45.78
Black, non-Hispanic	27.87	44.31	13.32	41.40	22.61	30.43	42.22
Hispanic	22.85	42.57	11.31	41.40	23.57	35.19	41.79
Asian or Pacific-Islander	33.36	52.40	16.13	38.92	19.87	28.01	45.79
Native American	21.28	33.10	11.53	41.24	24.73	38.71	38.79
<b>Population Below the Poverty Line</b>							
White, non-Hispanic	19.18	41.36	11.24	37.77	23.02	40.68	43.18
Black, non-Hispanic	22.73	39.91	9.38	44.99	25.11	31.63	40.20
Hispanic	16.12	36.32	7.94	43.27	26.76	38.56	37.65
Asian or Pacific-Islander	19.59	30.36	11.10	43.75	29.74	42.01	28.42
Native American	15.57	60.08	8.55	36.35	22.87	44.29	45.45

Source: AFFHT Data Table 12; Note 1: Data Sources: Decennial Census; ACS; Great Schools; Common Core of Data; SABINS; LAI; LEHD; NATA

Note: American Community Survey Data are based on a sample and are subject to sampling variability.





In general, many minorities and special needs households are disproportionately affected by a lack of adequate and affordable housing in California. While affordability issues are not directly fair housing issues, expanding access to housing choices for these groups cannot ignore the affordability factor. Insofar as rent-restricted or non-restricted low-cost housing is concentrated in certain geographic locations, access to housing by lower-income and minority groups in other areas is limited and can therefore be an indirect impediment to fair housing choice. As shown in **Figure II-4** of the City's AI, affordable housing developments are dispersed throughout Perris. Looking to the 2021-2029 planning period, the City will evaluate potential housing sites to accommodate their RHNA allocation based on a number of factors, including, but not limited to: high resource areas, disadvantaged community status, geographic proximity to transit and amenities, with the understanding that affordable housing financing (i.e., 9% Low-income Housing Tax Credits and the Affordable Housing Sustainable Communities program) consider these factors in project scoring.

As shown in **Figure 5-1**, the City of Perris, down to the census block group level, has similar patterns of diversity to neighboring Moreno Valley, and exhibits higher diversity than the broader Riverside County region. The Diversity Index measures the likelihood that people chosen at random from the same area belong to different race or ethnic groups. Most residents in Perris and surrounding communities identify as Hispanic and Other Races (including 2 or more races), as described in the Community Profile of the Housing Element. Across the Southern California Association of Governments (SCAG) region, White communities are predominantly concentrated along the coast or in affluent desert communities (**Figure 5-1**). Perris reflects broader regional trends, in which residents that identify as Hispanic are often concentrated in inland communities in Riverside, Orange, and San Bernardino counties. Overall, the City has experienced increased diversity in recent decades, but there are areas of the City with minority concentrations.

Perris experienced major suburban growth during the 1980s, when the total population grew more than three-fold, from 6,800 to 21,500 residents.<sup>18</sup> For comparison, in the period between 1980 and 1990, the non-Latino population grew 185 percent, while the Latino population grew 284 percent.<sup>19</sup> In 1990, Whites represented the largest racial/ethnic group in the City (nearly 48 percent), and Hispanics represented the next largest at approximately 36 percent. By 2010, the proportion of Hispanic residents had doubled to 72 percent of the population, making them the predominant racial/ethnic group in Perris.<sup>20</sup> The City's Black population has also grown significantly. In 2017, Blacks matched Whites as the second largest racial/ethnic group in the City. Further illustrating the changing trends in the City,

**Figure 5-2** presents neighborhood segregation typologies, which identify census tracts where the proportion of non-White residents in the City is greater than the proportion of non-White residents in the County. In Perris, minority concentration areas are census block groups whose non-White population makes up more than 78.8 percent of the total population for that block group. **Figure 5-2** shows that in two of the City's northernmost census tracts (426.20 and 427.06) there is a higher representation of Black-Latinx residents. There are also four census tracts in the center of the City, including the downtown area, that are largely Latinx. There is also one tract in the northeast corner of the City that is a 3-Group Mix, indicating more diversity, while the remaining census tracts are shown to be Latinx-White.

<sup>18</sup> City of Perris. (2019). *Analysis of Impediments to Fair Housing Choice*.

<sup>19</sup> Allenworth, E. and et. al. (1996). *White Exodus, Latino Repopulation, and Community Well-Being: Trends in California's Rural Communities. Research Report. No. 13. Michigan State University*.

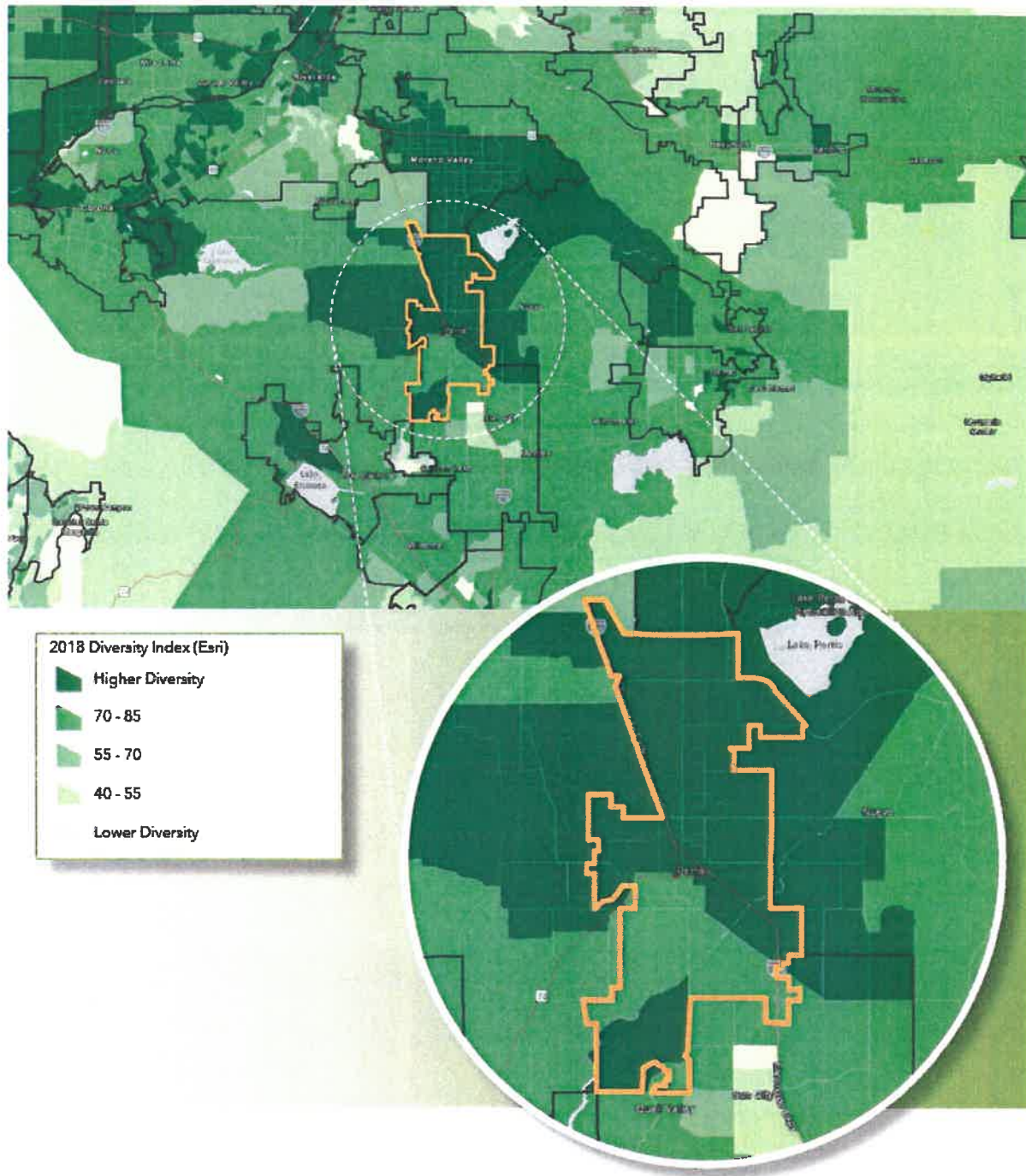
<sup>20</sup> City of Perris. (2019). *Analysis of Impediments to Fair Housing Choice*.



Addressing patterns of segregation across the broader region requires implementing place-based community development interventions and population-based interventions to address inequities, including permanent measures of poverty alleviation and a broader distribution of affordable housing. To ensure equal housing opportunity and affirmatively further fair housing for all residents of Perris, including persons with special needs, the City has included Goal 4 in the 2021-2029 Housing Plan. Goal 4 includes policies and actions aimed at increasing communication with hard to reach and disadvantaged communities through partnerships with local organizations, along with implementing anti-poverty measures, increasing services provided by the Fair Housing Council of Riverside County, and providing housing for residents of protected classes and with special needs.



Figure 5-1: Diversity Index by Census Block Group

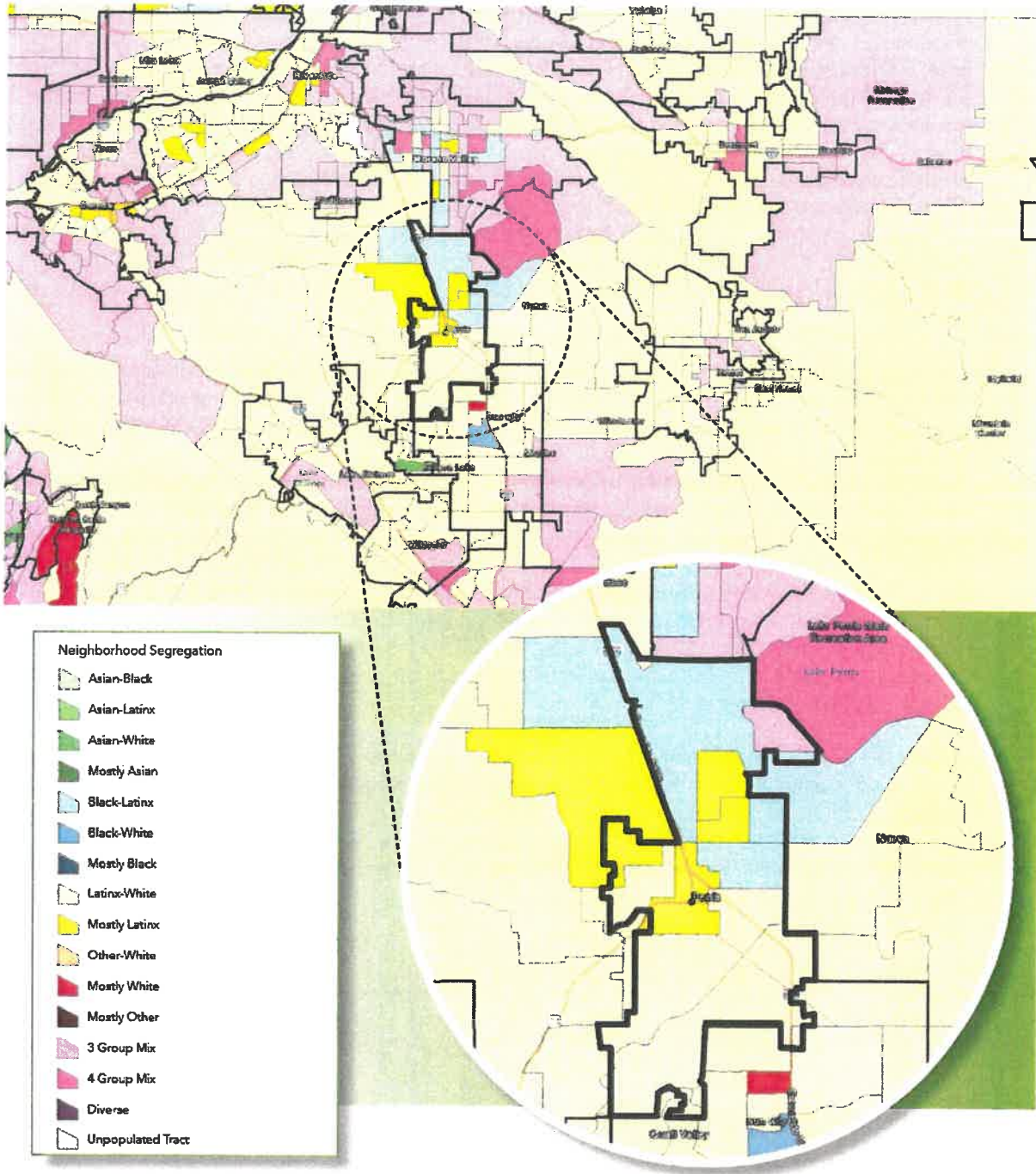


Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: 2014-2018 American Community Survey 5-Year Estimates.





Figure 5-2: Neighborhood Segregation



Source: AFFH DataViewer – accessed by National CORE on July 8, 2021. Original data source: UC Berkeley, 2019.



## INCOME

Figure 5-3 shows how the median income, by block group, compares to the median state income of \$87,100. As discussed in Section 4.5, the 2019 ACS Estimates indicate that the median household income was approximately \$70,214 in the City of Perris, which is slightly lower than the median household income for Riverside County (\$72,260). As shown in Figure 5-3, median incomes in the City vary widely, with higher median incomes in the southern and northern tips of the City, and lower median incomes of less than \$55,000 in the center of the City. The northern and southern ends of the City tend to be lower density single family neighborhoods, due to height and density limitations within the March Airforce Base safety zone in the north, and flood and habitat conservation areas in the south. By contrast, areas of the City with lower median income block groups are primarily concentrated in the vicinity of the SR-74 and I-215 interchange and the Downtown. These areas coincide with the older and more urbanized parts of the City.

There are no block groups in the City with a median income greater than \$125,000 annually or with a median income of less than \$30,000. A majority of the census block groups that are fully within the City boundary have an annual income of less than \$87,100 annually (10 block groups) or less than \$55,000 annually (11 block groups). As shown in Table 5-12, Hispanic and Native American residents are more likely to experience lower-incomes and higher instances of poverty. The connection between race and poverty will be further explored in Section 5.3.C.

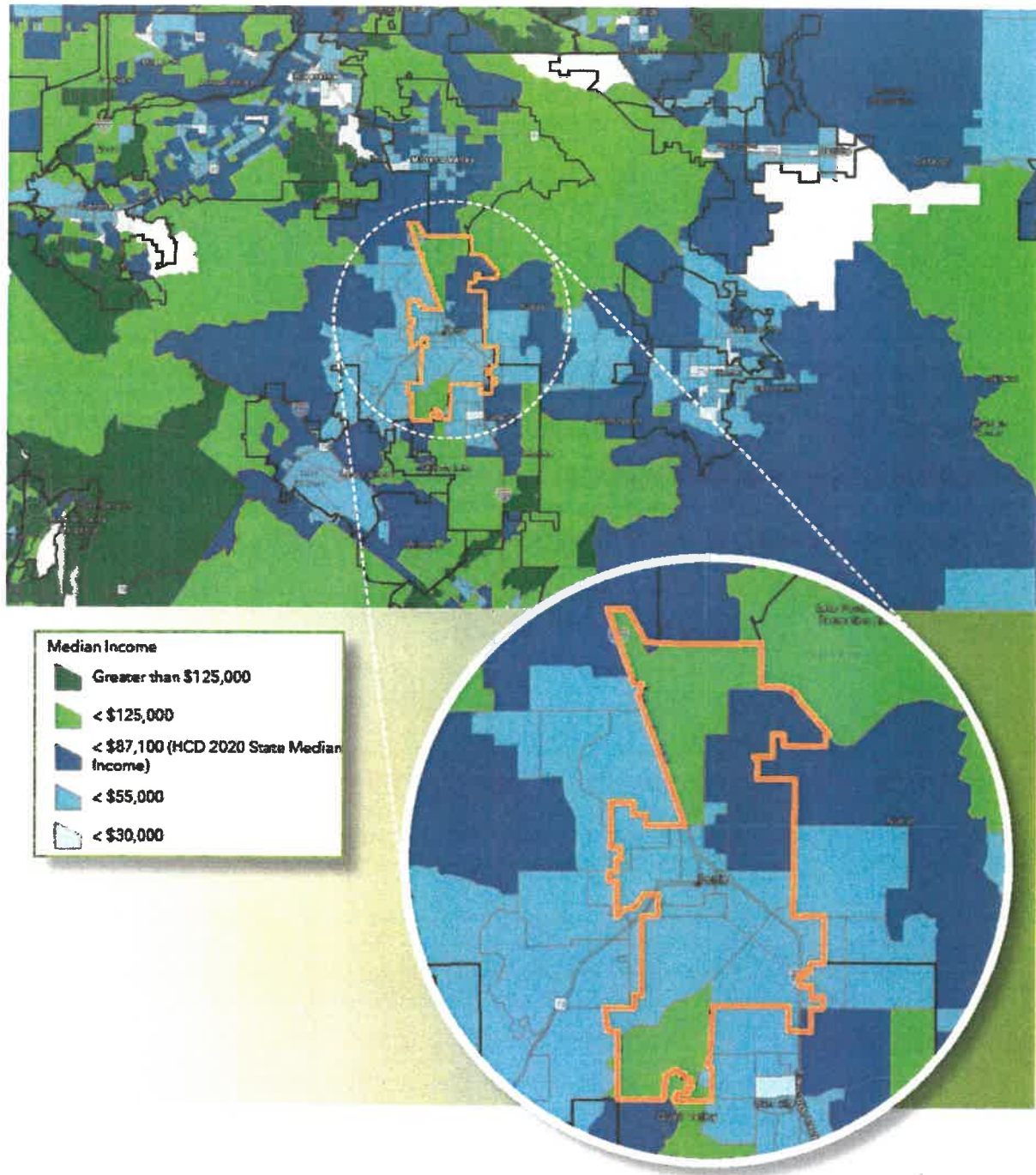
Compared to the region, there is a concentration of lower-income households in the City of Perris. Areas of Riverside, Corona, and scattered County pockets have a greater concentration of homes above the state median income. Other areas with a concentration of higher-income households are south of SR-60, including Eastvale, Chino Hills, and Yorba Linda, parts of Temecula, Murrieta, and Lake Elsinore, and more affluent desert cities, like La Quinta, Rancho Mirage, and Palm Springs.

Within the 2021-2029 Housing Plan, Actions 2.2, 2.3, 2.4 and 2.6 are aimed at ensuring adequate zoned land is available and incentives are provided to support the development of affordable housing. Additionally, Actions 2.8 and 2.9, commits the City to prioritize and focus funding in census tracts that are defined as Low Resource by the California Tax Credit Allocation Committee/ California Department of Housing and Community Development (TCAC/HCD) Opportunity Area maps.





Figure 5-3: Median Income by Census Block Group



Source: AFFH DataViewer – accessed by National CORE on July 1, 2021. Original data source: 2015-2019 American Community Survey 5-Year Estimates.



## FAMILIAL STATUS

The 2019 ACS 5-year estimates indicate there were 17,142 households in the City with an average household size of 4.29 persons. This is higher than the County average of 2.93 persons per household and the State of California average at 2.79 persons per household. Of the total number of households, approximately 11,406 (66 percent) were married or cohabitating couple households, and 5,736 (34 percent) were single person households, where no spouse is present. Perris saw a decrease in the total number of family households, especially those with children, from 2010 (59 percent) to 2020 (50 percent). In 2020, 13 percent of all households were non-family households, which consist of households with unrelated persons living together. Due to the high percentage of single-family homes with three and four bedrooms in Perris, and low inventory of apartments and other forms of entry-level housing, it can be difficult for singles and even couples to afford rent for an entire home on their own, leading them to find roommates in order to afford to live in the City.

As shown in Figure 5-4, the percentage of children living in households with married parents is comparable to surrounding cities, including Moreno Valley and Sun City, but lower than other suburban areas in the SCAG region. The patterns in Perris closely mirror other Inland Empire cities, where most census tracts (60 and 80 percent) include children living in married couple households. The highest concentration of children in female households, with no spouse/partner present, is in census tracts south of East Nuevo Road (20-40 percent of households). While this rate is generally lower in neighboring communities, a similar pattern persists in denser communities across the region, including Moreno Valley, Hemet, and Menifee. The highest concentrations of these type of households are in Banning, the Morongo Reservation, west of Temecula, and some scattered pockets across the County.

Data from the 2019 ACS 5-Year Estimates, shows that 15 percent of all families with children living in Perris are below the poverty line. The highest rate of poverty is among female householders (44 percent), particularly female-headed households with children under the age of 5 (64 percent), which is significantly higher than that of male householders with children under the age of 5 (8 percent.) This trend is higher in Perris than Riverside County, where approximately 33 percent of female-headed households were below the poverty level and 38 percent of female-headed households with children under the age of 5 were below the poverty level in 2019.

According to the City of Perris 2019 AI, single-parent households, especially single mothers, may also be discriminated against in the rental housing market. At times, landlords may be concerned about the ability of such households to make regular rent payments, and therefore, may require more stringent credit checks or higher security deposit for women. Of particular concern are single-parent households with lower-incomes.

To support lower income families living in Perris, the City offers a variety of housing programs. Since 2009, the City Council has approved a resolution to participate in the Riverside County Economic Development Agency (EDA) Mortgage Credit Certificate (MCC) program. A MCC entitles qualified Perris homebuyers to reduce the amount of their federal income tax liability by an amount equal to a portion of the interest paid during the year on a home mortgage. The City offers Tenant-based Rental Assistance (TBRA) and partners with the Perris Family Resource Center, which offers a variety of services to residents, including rental housing assistance and utility assistance for renters. The Perris Family Resource center, along with other non-profit partners, such as the Social Work Action Group, (SWAG), Riverside County's Special Education Local Plan Areas, RI International, De Novo Full-Service Partnership, and the Basic Occupational



Training Center, provides non-residential and housing assistance to persons with disabilities. Such services include, but are not limited to substance abuse assistance, health resources or referrals, job placement and housing assistance. The 2021-2029 Housing Plan also includes Action 4.5, which commits the City to prioritizing financial resources and allows development concessions for the development of rental projects that provide units with two or three bedrooms, which are more suitable for families with children.

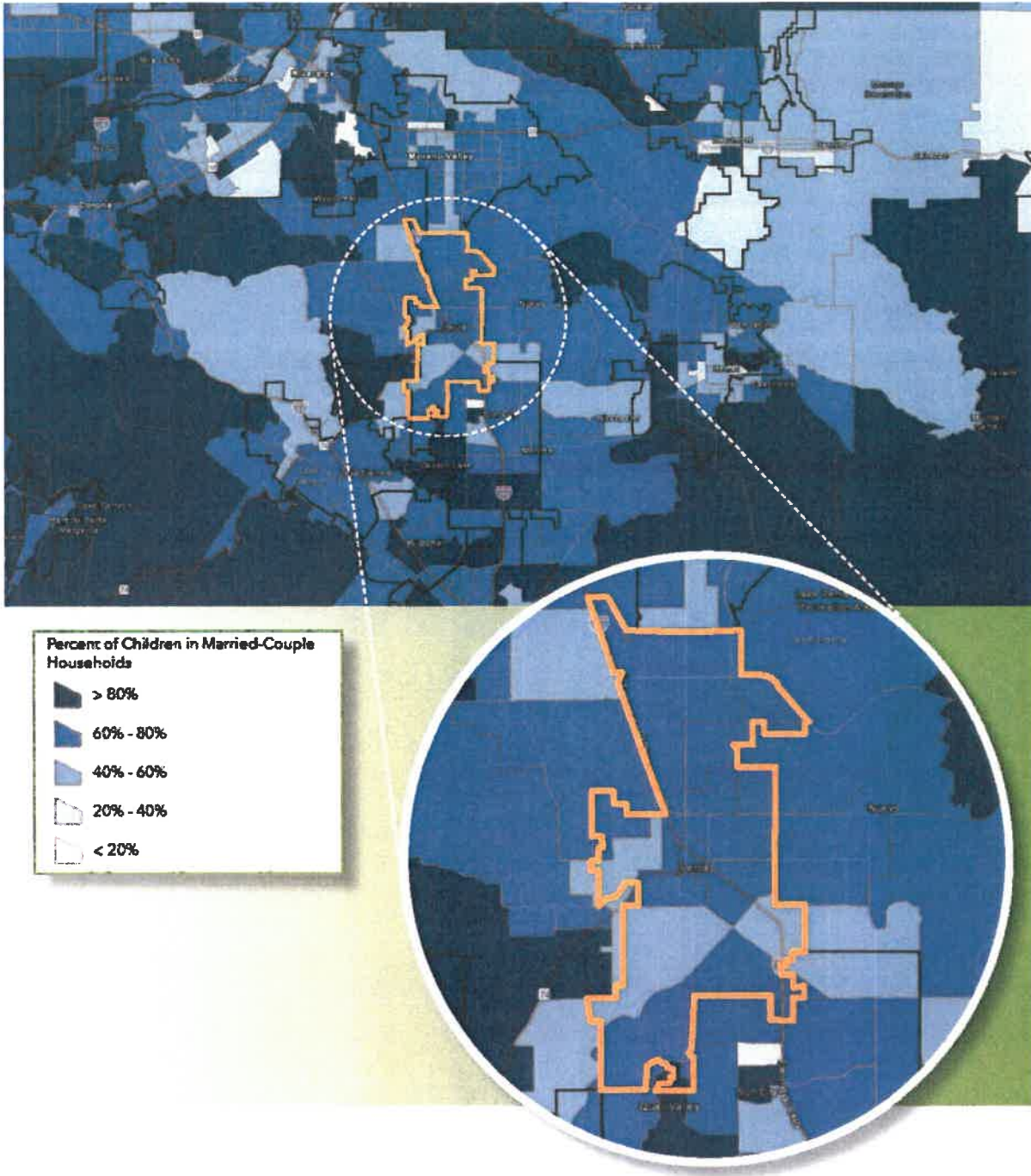
A variety of city programs and services are also available for children and young adults in the community. Among the programs offered, the City's Community Services Department coordinates various excursions, classes, and activities for youth. When the City's Senior Center is closed, it also serves as the Teen Center Game Zone. Families with children can also benefit from support services offered by various organizations in neighboring communities, including Community Action Partnership of Riverside County, the Family Services Association, Path of Life Ministries, Valley Community Pantry, Walden Family Services, among others.

For families that need assistance with childcare expenses, the Riverside County Department of Public Social Services (DPSS) Child Care programs provide childcare payments to a variety of eligible families. In addition, the Riverside County Child Care Consortium (RCCCC) provides advocacy and resource services to promote quality childcare services that are affordable and accessible to families in Riverside County.





Figure 5-4: Children in Married-Couple Households



Source: AFFH DataViewer – accessed by National CORE on July 1, 2021. Original data source: 2015-2019 American Community Survey 5-Year Estimates.



### *PERSONS WITH DISABILITIES*

As indicated in Section 5.2, the 2015-2019 American Community Survey (ACS) 5-Year Estimates indicate that within the City of Perris, approximately 7.2 percent of the population 18 years and older have a disability. Of the total number of residents with a disability, roughly 30 percent are aged 65 years or older. The percent of the population with a disability has decreased across the City from 2010 to 2019. As shown in Figure 5-5, the rate of disability is generally higher (10-20 percent) south of East El Nuevo Road, but generally lower than other areas in the Inland Empire, including Beaumont, Banning, and Hemet, and reflects the dominant pattern across the SCAG region.

Although no current comparisons of disability with income, household size, or race/ethnicity are available, it is reasonable to assume that a substantial portion of persons with a disability have annual incomes within Federal Section 8 income limits, especially those households not in the labor force. Their housing needs are further compounded by design accommodations, including universally-designed housing units. As shown in Table 5-13, the City has updated its Zoning Code to address common barriers to the provision of housing for disabled individuals. In addition, the Perris Family Resource Center offers a variety of services to residents, including rental housing assistance and utility assistance for renters. The Perris Family Resource center, along with other non-profit partners, such as the Social Work Action Group, (SWAG), Riverside County's Special Education Local Plan Areas, RI International, De Novo Full-Service Partnership, and the Basic Occupational Training Center, provide non-residential and housing assistance to persons with disabilities. Such services include, but are not limited to: substance abuse assistance, health resources or referrals, job placement and housing assistance. Actions 4.3, 4.6, and 4.7 within the 2021-2029 Housing Plan are also intended to remove constraints to the development of housing for individuals with disabilities and to promote reasonable accommodation procedures.

Persons with special needs, such as the elderly and those with disabilities, must also have access to housing in a community. Community care facilities provide a supportive housing environment to persons with special needs in a group situation. Restrictions that prevent this type of housing represent a fair housing concern. According to the State of California Community Care Licensing Division of the State's Department of Social Services, there were 12 State-licensed community care facilities in Perris, with a total capacity of 282 beds/persons, as of January 2019. The locations of these facilities are distributed throughout the City and not concentrated in any one neighborhood.





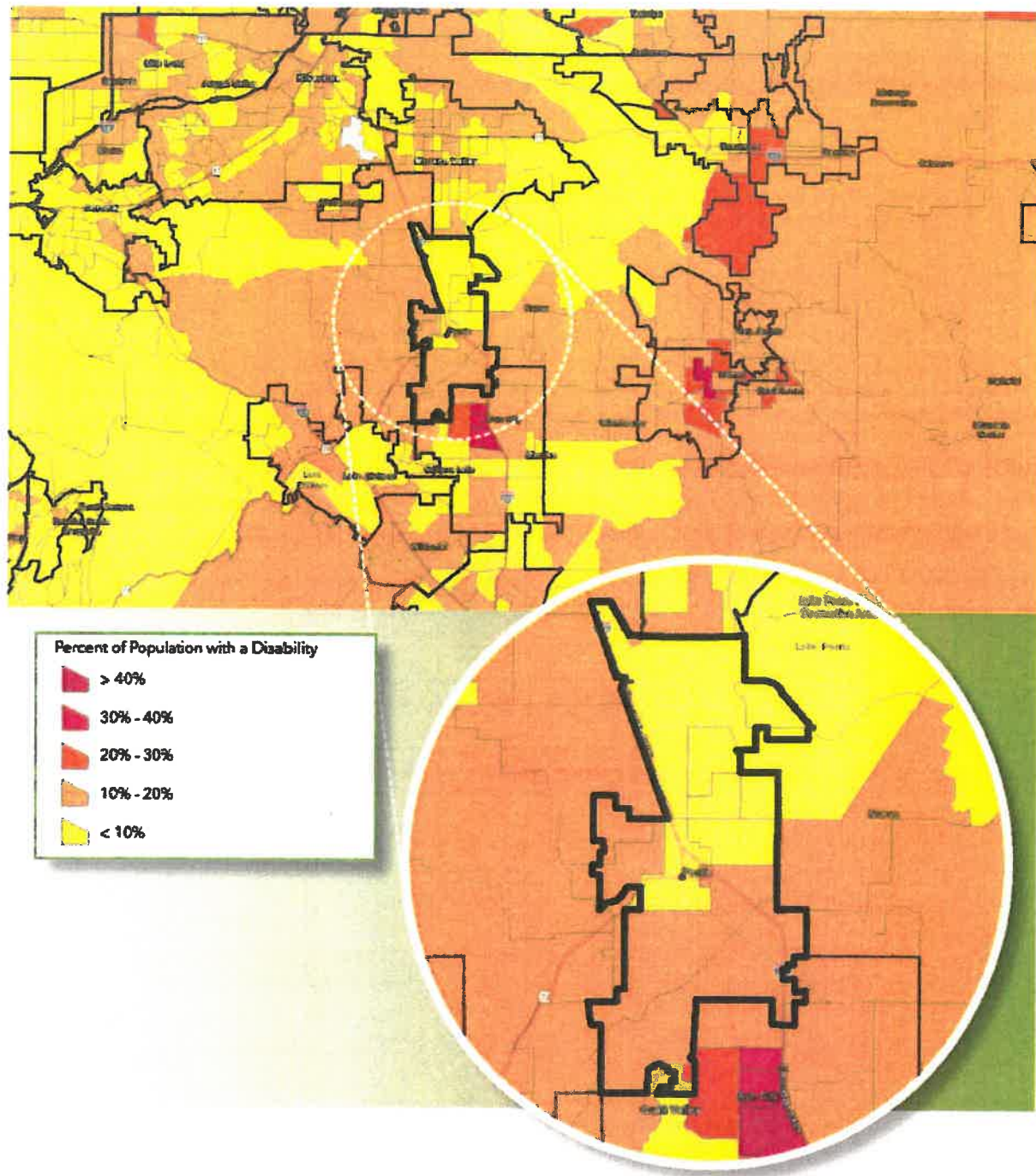
**TABLE 5-13: ADDRESSING BARRIERS FOR INDIVIDUALS WITH DISABILITIES**

<b>Common Zoning Barriers for Persons with Disabilities</b>	<b>Compliance Mechanism</b>
Reasonable Accommodation Procedure	Chapter 19.87 of the Perris Municipal Code (PMC) establishes reasonable accommodation procedures to address existing constraints to the provision of accommodations for persons with disabilities.
Family Definition	The PMC definition of “family” is compliant with State law and is as follows” <i>Family</i> means an individual or two or more persons related by blood or marriage or a group of not more than six persons, excluding servants, who are not related by blood or marriage, living together as a single housekeeping unit in a dwelling unit.”
Excluding Group Homes	Chapter 19.84 of the PMC outlines the regulations for care facilities. A residential care center is permitted as a conditional use in most residential zones.
Spacing Requirements	There are no locational limitations on where a residential care facility can be developed.
Unit Types and Sizes	Chapter 19.28 of the PMC permits SRO units as a residential use, subject to those regulations that apply to other residential dwelling units of the same type in the same zone.
Lack of Accessible ADUs	The City approved amendments to Chapter 19.29 to relax the standards to develop attached and detached accessory dwelling units.
Nuisance and Crime Free Ordinances	The City does not have a Crime-Free Ordinance. It does have a Nuisance Ordinance focused on property maintenance.
Lack of By Right Zoning for Supportive Housing	The City currently allows supportive housing as a residential use in all zones that allow residential uses. The City also included Action 3.7 in the 2021-2029 Housing Plan to address AB 2162, allowing larger supportive housing developments.

Source: City of Perris, 2021.



Figure 5-5: Persons with Disabilities



Source: AFFH DataViewer – accessed by National CORE on July 1, 2021. Original data source: 2015-2019 American Community Survey 5-Year Estimates.



### C. Racially & Ethnically Concentrated Areas of Poverty (R/ECAP)

Within the City of Perris, approximately 12,830 households (16.8 percent) live below the poverty level, based on 2019 ACS 5-Year Estimates. To assist communities in identifying racially or ethnically concentrated areas of poverty, HUD developed a census tract-based definition of R/ECAPs. The definition involves a racial/ethnic concentration threshold and a poverty test: a nonwhite population of 50 percent or more, poverty rate that exceeds 40 percent, or three or more times the average tract poverty rate for the metropolitan area, whichever threshold is lower.

The poverty rate in 2019 was reported to be 11.3 percent for Riverside County and 12.2 percent for the Riverside-San Bernardino-Ontario metropolitan statistical area (MSA). As shown in Figure 5-6 and Table 5-14, and consistent with the 2019 Perris AI, there are no census tracts in the City that have a poverty rate of 36 percent or more, which would be three times the poverty rate for the metropolitan area. There are also no tracts with a poverty rate above 33 percent, which is three times the average in the County. Therefore, by definition, the City does not have any areas of racially/ethnically concentrated areas of poverty. This is also supported by the R/ECAP map prepared by HUD and accessed in the AFFH Data Viewer, which show that in 2021 there were no defined R/ECAP areas in the City. However, areas of racially/ethnically concentrated areas of poverty do exist in the County, including in the cities of Riverside, Moreno Valley, Hemet, and a County pocket just east of Perris.

**TABLE 5-14: PERRIS POVERTY RATES BY CENSUS TRACT: 2019**

2019 Census Tract	Total Population <sup>1</sup>	Number Below Poverty Line	Percent Below Poverty Line
426.17	11,269	2,127	18.9%
426.18	8,562	1,208	14.1%
426.19	12,354	2,120	17.2%
426.20*	14,449	1,994	13.8%
427.06	8,234	1,280	15.5%
427.09*	4,510	350	7.8%
427.19*	5,461	1,123	20.6%
427.28*	2,117	116	5.5%
427.30	5,646	1,474	26.1%
427.31*	8,064	757	9.4%
427.32*	6,559	186	2.8%
428	9,480	1,983	20.9%
429.01*	7,591	1,524	20.1%
429.04*	10,228	2,747	26.7%

Source: American Community Survey (ACS) 5-Year Estimates, Table S1701: Poverty Status in the Past 12-Months

Note: 1. The total population of the census tracts will not match the City population as the Census tract boundaries do not align with the City boundary and in some instances (i.e., tracts marked with an asterisk indicate that only a small portion of the defined census tract is within the City boundary.)



While there are no census tracts that meet the definition of R/ECAP, the City is located within the Riverside-San Bernardino-Ontario MSA. The minority population percentage of the MSA was reported to be 67 percent in 2017 and 69 percent in 2020 by the National Equity Atlas.<sup>21</sup> An area of minority concentration is a census tract having 67 percent of the population identifying with a minority group. As shown in Figure 5-7, in all but two of the census tracts in the City, non-white residents comprise more than 81 percent of the total population. Additionally, Figure 5-8, also taken from the AFFH Data Viewer, indicates that Hispanic residents are the predominant population in almost all census tracts in the City.

All racial groups in the City – except for Black/African American - have higher rates of poverty than the County. Table 5-15 shows the 2019 poverty rates by race and ethnicity in the City, compared to the County. According to the 2015-2019 ACS 5-Year Estimates, Black or African American and Non-Hispanic White populations in the City have the lowest rates of poverty (13.2 percent and 14.5 percent). American Indians and Native Hawaiian/Pacific Islander residents have the highest rates of poverty (31.8 percent and 20.9 percent).

**TABLE 5-15: PERCENT OF POPULATION IN POVERTY BY RACE AND ETHNICITY**

Race/Ethnicity	City of Perris	Riverside County
<b>One Race</b>		
White	14.6%	12.0%
Black or African American	13.2%	17.5%
American Indian and Alaskan Native	31.8%	20.8%
Asian	19.6%	11.3%
Native Hawaiian or Other Pacific Islander	20.9%	13.0%
Some Other Race	18.6%	18.2%
<b>Two or More Races</b>		
Hispanic or Latino of any race	17.1%	16.7%
White Alone, Not Hispanic	14.5%	9.3%

Source: 2019 American Community Survey 1-Year Estimates, Table S1701 Poverty Status in the Past 12 Months

It is also important to consider concentrated areas of affluence to better evaluate trends, patterns, policies, and practices and guide meaningful goals and actions in addressing fair housing issues. In response to the R/ECAPs utilized by HUD in its 2015 AFFH rule, scholars at the University of Minnesota Humphrey School of Public Affairs have created the Racially Concentrated Areas of Affluence (RCAs) metric to tell a more nuanced story of segregation in the United States.<sup>22</sup> Based on their research, RCAs are defined as census tracts where: 1) 80 percent or more of the population is White; and 2) the median household income is \$125,000 or greater (slightly more than double the national median household income in 2016). While this is a useful measure nationwide, HCD has adjusted the RCA methodology to better reflect California’s relative diversity. At the time this Element was drafted, the RCA maps were unavailable on the AFFH Viewer and the HUD website. However, the City does not have any census tracts where 80 percent or more of the population is white or census tracts with a median income greater than \$125,000.

<sup>21</sup> PolicyLink and the USC Equity Research Institute; National Equity Atlas, [www.nationalequityatlas.org](http://www.nationalequityatlas.org), 2020.

<sup>22</sup> Goetz, E. G., Damiano, A., & Williams, R. A. (2019). Racially Concentrated Areas of Affluence: A Preliminary Investigation. *Cityscape: A Journal of Policy Development and Research*, 21(1), 99–124.





To mitigate poverty and homelessness in Perris, the City allocates CDBG funds to community-based organizations that provide youth employment classes, education/employment training, trade classes, and senior citizen programs to qualified residents living in the City. One of the key poverty reduction strategies is providing appropriate technical education and training to low wage workers and unemployed workers in the labor force.

The City also partners with the County of Riverside to offer residents access to anti-poverty programs. The County's size and availability of resources allows it to deliver services in a cost-effective manner. The following programs are available to Perris residents through the County:

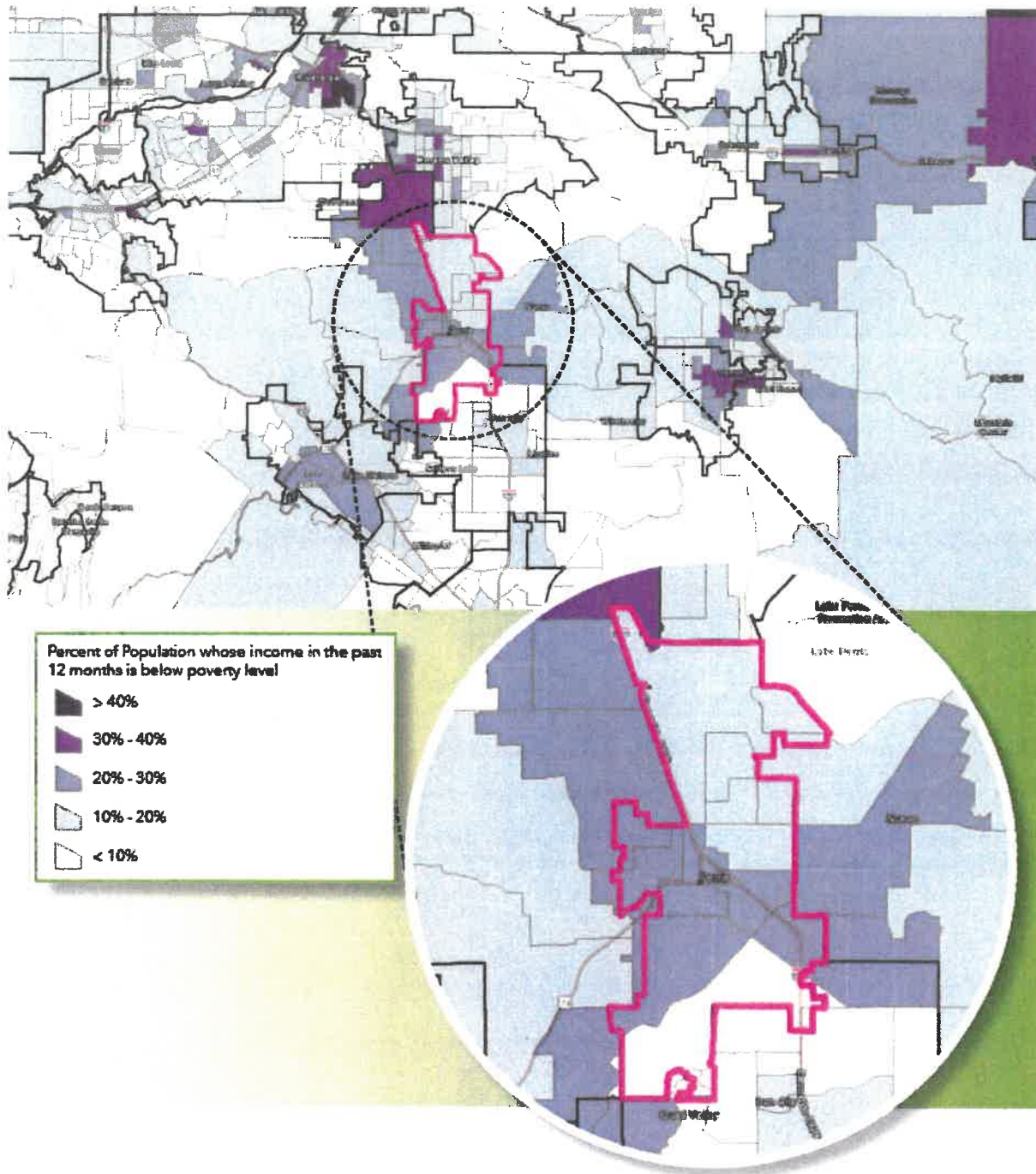
- **California Work Opportunities and Responsibility to Kids (CalWORKs)** provides temporary financial assistance for eligible needy families with minor children who have lost or had a reduction in their income. The program is designed to provide families the means to meet their basic needs in times of hardship, while helping them to enter or re-enter the workforce and become self-sufficient.
- **The Riverside County Department of Public Social Services (DPSS) Child Care** programs provide childcare payments to a variety of eligible families.
- **CalWORKs Greater Avenues for Independence (GAIN)** assesses participants when they start the program to determine their need for supportive services and appropriate activity assignments. Assistance is provided with identifying and overcoming barriers to employment. All participants are encouraged to start working as soon as possible in a job that matches their skills and abilities. Adult basic education and on-the-job training may also be offered. As participants progress in the job market, they receive assistance with job retention, career planning and development of a training and education plan. Innovative service delivery by various education and training providers for working parents is critical during this time and includes the Riverside County Economic Development Board, the Housing Authority of the County of Riverside, community colleges, Riverside County Office of Education, local adult schools, and other public and private agencies.
- **The Self Sufficiency Community Outreach Branch (COB)** was formed in January 2012 to enhance the public's awareness and perception of DPSS programs; and to establish, strengthen and maintain community partnerships.

Anti-poverty goals and programs are taken into account when coordinating, or more specifically, funding affordable housing programs for extremely low and low-income households. The City's Housing Element contains specific incentives to facilitate both affordable housing development for extremely low-income households and anti-poverty programs under Goal 4 of the Housing Plan. Specifically, as part of Action 4.4, Implementation of anti-poverty strategies, the City offers technical education and training to low wage workers and unemployed workers and advertises available resources and programs through multilingual informational materials. Research has demonstrated that increasing participation in safety net programs helps to reduce poverty rates.





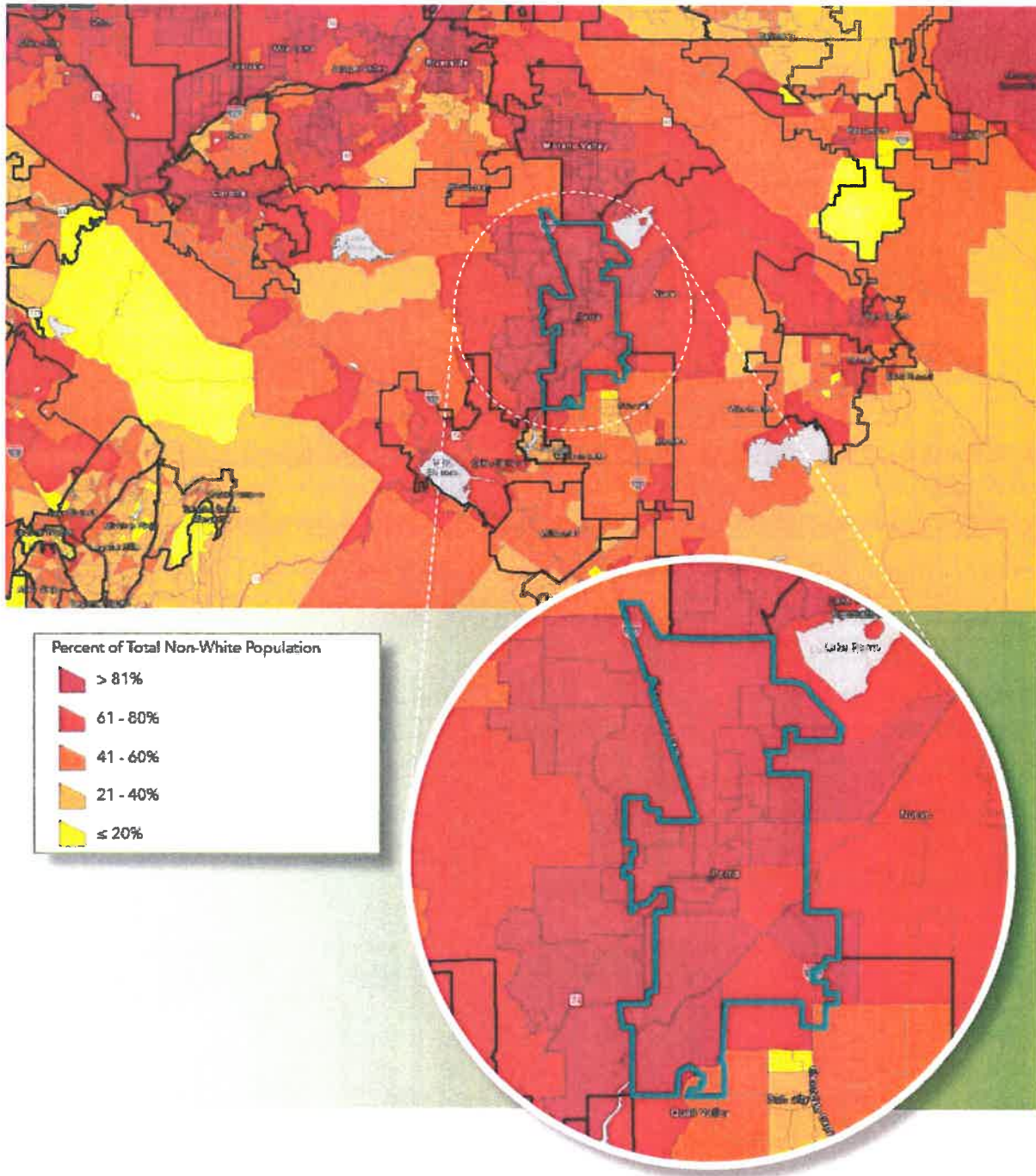
Figure 5-6: Poverty Status



Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: 2015-2019 American Community Survey 5-Year Estimates.



Figure 5-7: Racial Demographics by Block Group

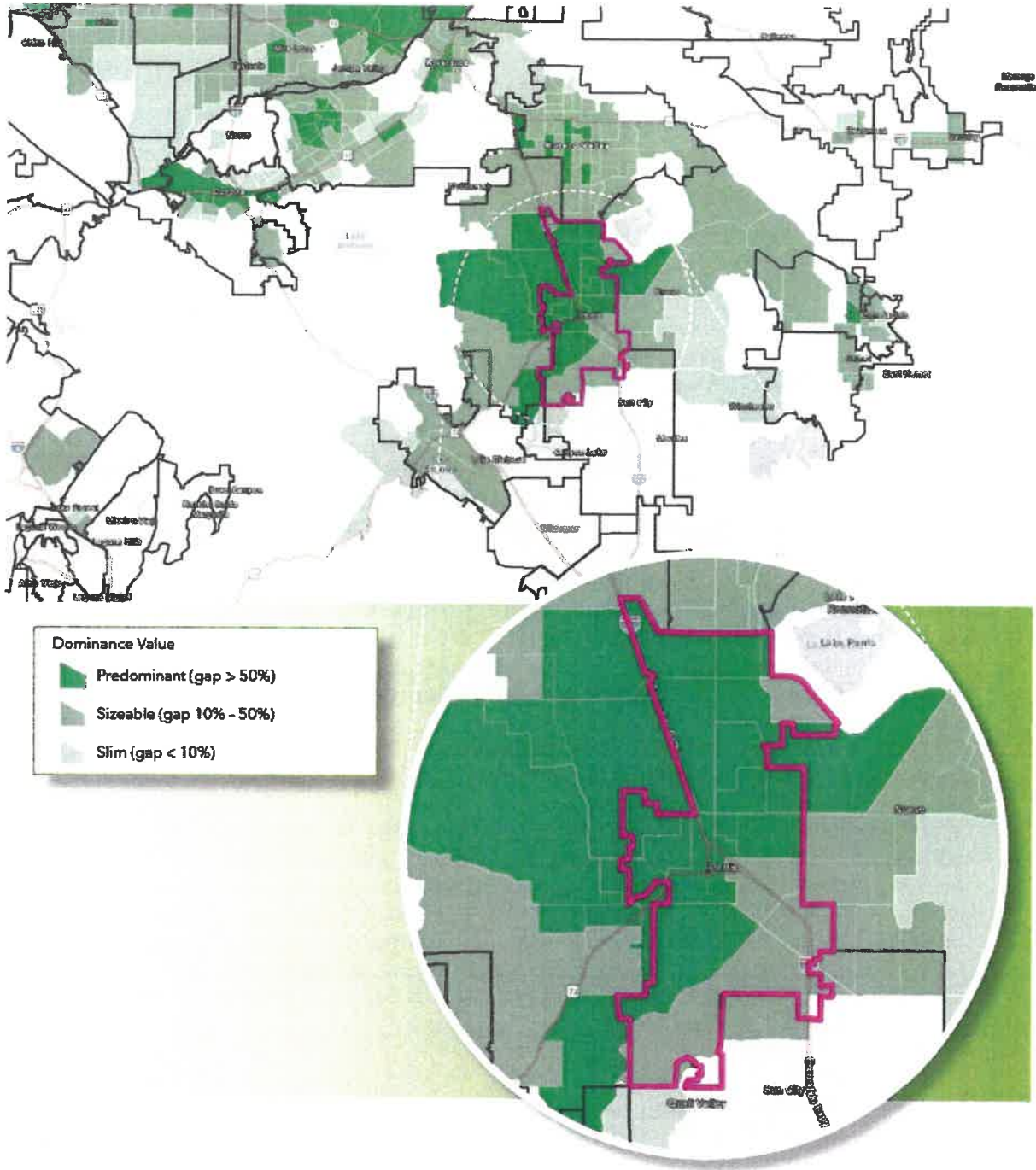


Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: 2015-2019 American Community Survey 5-Year Estimates.





Figure 5-8: Predominant Population – Hispanic Majority



Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: 2015-2019 American Community Survey 5-Year Estimates.



## D. Disparities in Access to Opportunity

Access to opportunity is a measure used to approximate place-based characteristics linked to critical life outcomes, which means both improving quality of life for residents of low-income communities, as well as supporting mobility and access to “high resource” neighborhoods. This measure encompasses education, employment, economic development, safe and decent housing, low rates of violent crime, transportation, and other opportunities, including recreation, food, and healthy environment (e.g., air, water, safe neighborhood, safety from environmental hazards, social services, and cultural institutions). California Government Code Section 65583 (10)(A)(ii) requires that the Housing Element identify and analyze significant disparities in access to opportunity.

### EDUCATION

Two school districts serve high schools and middle schools in the Perris area: the Perris Union High School District (PUHSD) and the Val Verde Unified School District (VVUSD). In addition, the Perris Elementary School District (Perris ESD) provides feeder elementary schools to PUHSD. PUHSD serves 9,805 students and includes three high schools, a military academy, one middle school. Perris ESD serves 4,680 students and operates seven elementary schools. VVUSD serves 19,940 students and operates three high schools, two middle schools, and eight elementary schools within the City of Perris. VVUSD also serves unincorporated areas of the County and the City of Moreno Valley.

Based on the TCAC/HUD Opportunity Maps focused on Educational Outcomes (**Figure 5-9**), a more positive educational outcome is expected for students in areas north of Nuevo Road, which corresponds to the VVUSD boundary. The TCAC/HUD Opportunity Map analyzes a number of factors, including percentage of 4th graders who meet or exceed literacy and math proficiency standards, percentage of high school cohort that graduated on time, and percent of students not receiving free or reduced-price lunch.

Based on information from the California School Dashboard, created by the California State Board of Education, 74 percent of students that attend PUHSD, 90 percent of students that attend Perris ESD, and 83 percent of students that attend the VVUSD are considered to be economically disadvantaged. Economically disadvantaged students are students who are eligible for free or reduced priced meals; or have parents/guardians who did not receive a high school diploma. Of the students that attend Perris ESD, roughly 46 percent are English Learners, meaning that they are learning to communicate effectively in English, and typically require instruction in the English Language, in addition to their academic courses. At the high school level, 16.5 percent of students that attend PUHSD and 19 percent of students that attend the VVUSD are English Learners.

HUD measures school performance by examining the percentage of 4th grade students proficient in math and reading according to state standardized tests on an annual basis. As shown in **Table 5-16**, a pattern of low-test scores in English language arts/literacy (ELA) and math exists in Perris, particularly for economically-disadvantaged students. While Val Verde Unified School District produced higher rates of achievement than the Perris Elementary School District, a larger achievement gap exists in the former between economically and not economically disadvantaged students. **Table 5-16** also shows that more than half of 4th grade students that are economically-disadvantaged have not met achievement levels for either ELA or math in both districts. While this pattern is present across the County, low-test performance in both subjects is even more pronounced in Perris.



**TABLE 5-16: SCHOOL PERFORMANCE, 4TH GRADE, 2018-2019**

Percent of Students Meeting and Exceeding State Standards	ELA, 4th Grade	Math, 4th Grade
<b>Perris Elementary School District</b>		
Economically-Disadvantaged	33.7%	27.2%
Not Economically-Disadvantaged	40.6%	32.0%
<b>Val Verde Unified School District</b>		
Economically-Disadvantaged	45.3%	38.2%
Not Economically-Disadvantaged	69.2%	61.0%

Source: California Assessment of Student Performance and Progress 2018-19.

Table 5-17 provides information on the percent of students meeting and exceeding the State standards for English language arts/literacy (ELA) and math at the 4<sup>th</sup> grade level. This information, collected for the 2018-2019 school year, and compiled as part of the California Assessment of Student Performance and Progress by the California Department of Education, shows achievement for each of the elementary schools serving the City of Perris. Generally, achievement appears to be higher amongst the Val Verde elementary schools in both math and ELA. VVUSD serves the northern portion of the City, north of Nuevo Road, which includes census tracts with higher incomes (Figure 5-3). As shown in Figure 5-9, schools in dark and light green census tracts generally have better outcomes than schools in the yellow and orange census tracts, based on the TCAC/HUD Opportunity Maps focused on Educational Outcomes.

**TABLE 5-17: STANDARD MET, 4TH GRADE, 2018-2019**

Percent of Students meeting and exceeding State standards	ELA, 4th Grade	Math, 4th Grade
<b>Perris Elementary School District</b>		
Clearwater	42.2%	28.3%
Enchanted Hills	29.3%	15.8%
Good Hope	27.5%	12.9%
Palms	35.4%	24.8%
Perris	21.1%	16.1%
Railway	44.7%	41.2%
Sky View	26.7%	18.6%
<b>Val Verde Unified School District</b>		
Avalon	62.0%	50.2%
Columbia	34.3%	25.1%
Manuel L. Real	38.5%	34.8%
May Ranch	53.5%	53.4%
Mead Valley	47.2%	32.0%
Sierra Vista	43.5%	25.9%
Triple Crown	55.3%	50.3%
Val Verde	37.0%	19.7%

Source: California Assessment of Student Performance and Progress 2018-19.





To better understand achievement levels with regard to protected classes, Tables 5-18 and 5-19, provide information on the race/ethnicity and special needs characteristics of students by elementary school.

**TABLE 5-18: RACE AND ETHNICITY, BY SCHOOL, 2020**

Race/Ethnicity	Hispanic	Pacific Islander	Asian	Filipino	White	Black	Native American	Two or More Races
<b>Perris Elementary School District</b>								
Clearwater	82.9%	0.6%	1.5%	0.8%	4.4%	9.6%	0.2%	0%
Enchanted Hills	92.9%	0%	0.6%	0%	3.3%	3.1%	0%	0%
Good Hope	92.8%	0%	0.3%	0%	2.6%	3.6%	0.3%	0.3%
Palms	82.5%	0.1%	0.5%	0.4%	3.4%	12.5%	0.1%	0.4%
Perris	87.6%	0.2%	0.5%	0.4%	3.2%	7.6%	0.2%	0.3%
Railway	91.6%	0%	0.1%	0.2%	3.5%	3.9%	0.4%	0.2%
Sky View	82.3%	0.6%	0.8%	1.1%	2.9%	11.4%	0.2%	0.8%
<b>Val Verde Unified School District</b>								
Avalon	72.4%	0%	1.5%	2.0%	5.5%	12.9%	0.2%	3.2%
Columbia	92.5%	0%	0.5%	0.1%	2.5%	3.3%	0.3%	0.3%
Manuel L. Real	92.8%	0.2%	0.3%	0.3%	4.1%	1.6%	0.3%	0.3%
May Ranch	74.8%	0.1%	0.8%	1.6%	6.1%	11.9%	0.6%	3.3%
Mead Valley	88.9%	0%	0.8%	0.3%	5.2%	3.2%	0.5%	0.9%
Sierra Vista	76.3%	0.6%	2.1%	1.2%	5.3%	10.9%	0.3%	2.6%
Triple Crown	86.2%	0.1%	1.5%	0.4%	3.3%	6.5%	0.2%	1.2%
Val Verde	89.8%	0.2%	0.3%	0.3%	2.6%	4.9%	0.2%	1.0%

Source: California School Dashboard 2020.

There does not appear to be a relationship between more proficient schools and patterns of difference across any student population groups (Tables 5-17 and 5-18). All elementary schools in Perris are racially and ethnically diverse, with generally over 80 percent or more of the school population identifying as Hispanic or Latino. The second most prominent racial group within both school districts is Black/African American. Based on the data in Table 5-18, compared to the achievement information in Table 5-17, there does not appear to be a pattern of low achievement that is tied to race or ethnicity. As an example, Railway Elementary has a high percentage of students with socioeconomic disadvantage (91.5 percent) and a high percentage of Hispanic students (91.6 percent). However, this same school has the highest rate of students meeting the ELA (44.7 percent) and math (41.2 percent) standards when compared to all elementary schools in Perris ESD. Similarly, in VVUSD, Val Verde Elementary has the lowest rates of socioeconomically disadvantaged students (77.4 percent) of all the elementary schools in the City and has some of the lowest achievement rates – only 37 percent and 19 percent of students meet or exceed standards in ELA and math, respectively.

Table 5-19 provides additional information about the student body at each of the elementary schools within the City of Perris, including whether students are English Language Learners (ELLs), disabled, homeless, socioeconomically disadvantaged, or in foster care. Generally, Perris ESD has an overall higher percentage of ELL's, which may suggest a higher number of immigrant families or first-generation students. Within Perris ESD, the percentage of ELLs ranges from 38 to 56 percent, compared to 19 to 47 percent in VVUSD. Within Perris ESD, there does not appear



to be an indication that the percentage of ELL's has an impact on overall achievement of a specific elementary school. For example, within Perris ESD, Good Hope Elementary and Sky View have similar achievement outcomes, despite having the highest and lowest number of ELL students. Looking at VVUSD, there does appear to be a larger achievement gap between schools depending on the percentage of ELLs. Looking at Manuel L Real (47 percent ELL's) and Avalon (19 percent ELL's) in VVUSD, achievement outcomes are higher at schools with lower percentages of ELL's.

Between the two districts, VVUSD reports a higher number of students with disabilities. The highest rate (15.1 percent) is at Val Verde Elementary, which is located near the center of the City, east of Interstate-215. Val Verde Elementary is also reported to have one of the lowest percentages of students at or exceeding grade level standards for both math and ELA (Table 5-17). This area generally has lower median annual incomes (Figure 5-3) and higher rates of poverty (Figure 5-6) than census tracts to the north that are also within the VVUSD boundary.

In both school districts, Table 5-19 shows that between 4 to 8 percent of elementary school students are experiencing homelessness. A student is typically considered homeless if they are living in a motel, hotel, campground, shelter, car, park, abandoned building or other sub-standard housing, "doubled up," or sharing housing with another family due to economic hardship, or are generally without a fixed, regular, adequate nighttime residence. The one outlier is Columbia Elementary in VVUSD, which reported in 2020, that 12 percent of its students were experiencing homelessness. Columbia Elementary is also located in the center of the City, north of downtown, and west of Interstate-215. As mentioned above, this area of the City is shown to have lower median annual incomes and higher rates of poverty.

**TABLE 5-19: STUDENT POPULATION GROUPS, BY SCHOOL, 2020**

Special Needs Groups	English Learners	Students with Disabilities	Homeless	Socioeconomic Disadvantage	Foster Youth
<b>Perris Elementary School District</b>					
Clearwater	39.5%	6.1%	4.7%	83.4%	0.9%
Enchanted Hills	51.2%	8.1%	8.1%	92.5%	0%
Good Hope	56.0%	8.6%	5.7%	95.5%	1.4%
Palms	40.1%	9.5%	7.0%	87.0%	0.5%
Perris	45.9%	9.3%	5.9%	90.1%	0.7%
Railway	45.0%	8.6%	6.0%	91.5%	0.8%
Sky View	38.4%	11.1%	4.3%	88.9%	0.3%
<b>Val Verde Unified School District</b>					
Avalon	19.2%	12.5%	4.0%	78.4%	1.3%
Columbia	43.5%	8.9%	12.4%	97.2%	0%
Manuel L. Real	47.2%	13.1%	8.9%	95.2%	0.5%
May Ranch	22.6%	8.7%	7.1%	77.8%	0.7%
Mead Valley	37.8%	8.9%	7.7%	93.2%	0.6%
Sierra Vista	20.5%	11.6%	5.2%	84.2%	2.0%
Triple Crown	33.9%	7.5%	5.5%	82.4%	1.3%
Val Verde	30.2%	15.1%	6.7%	77.4%	0.8%

Source: California School Dashboard 2020.



At the high school level, the number of students graduating from Perris Union School District (91.3 percent) and Val Verde Unified District (92.7 percent) in four years with a regular high school diploma are similar to regional and statewide trends, 91.2 percent in the County and 87.6 percent in the State.<sup>23</sup> However, only 48.8 percent of students from Perris Union and 49.2 percent of students from Val Verde enroll in a postsecondary institution, compared to 56.5 percent in the County and 65.8 percent in the State. Most Perris students that pursue higher education (58.2 percent of Perris Union and 53.9 percent of Val Verde) enroll in a community college. As compared to the region, the patterns in Perris are similar to Moreno Valley, Hemet, Banning, and areas west of Lake Elsinore. However, compared to neighboring areas east and south of the City, Perris tends to have less positive educational outcomes.

To meet the needs of students and families with school age children, the City could explore creating a Multilingual Family Outreach Program that provides services for families of ELLs, such as presentations and workshops facilitated by bilingual program specialists focused on bridging home, school, and community. The City currently has included Action 4.2 in the 2021-2029 Housing Element to affirmatively market CDBG and HOME funded programs, as outlined in the City's 2019 Analysis of Impediments and Fair Housing Action Plan. Marketing efforts include advertising housing programs in local publications and ensuring outreach to all potential eligible households, especially those least likely to apply for housing assistance. Affirmative marketing will consist of providing information and otherwise attracting eligible persons to available housing without regard to race, color, national origin, sex, religion, familial status or disability.

Outreach efforts include, but are not limited to, disbursement of information on the City's website, City Facebook account, and City Twitter account, as well as production and distribution of brochures, newsletters, flyers and notices. In addition, the City participates in community workshops and continues to coordinate outreach efforts with neighborhood organizations, faith-based organizations, neighborhood groups, public and private agencies, schools, public service agencies, and community members. The goal is to encourage residents of protected classes and underrepresented neighborhoods to become involved in local government through local organizations and stakeholders. Affirmative marketing will consist of providing information and otherwise attracting eligible persons to available housing without regard to race, color, national origin, sex, religion, familial status or disability. The city will continue to offer translation services and access to official City materials in multiple languages.

The Housing Element sites inventory was also developed to ensure that the potential housing sites identified are not all concentrated in one area of the City and also provide opportunities for lower and moderate-income families to live in areas with higher performing schools.

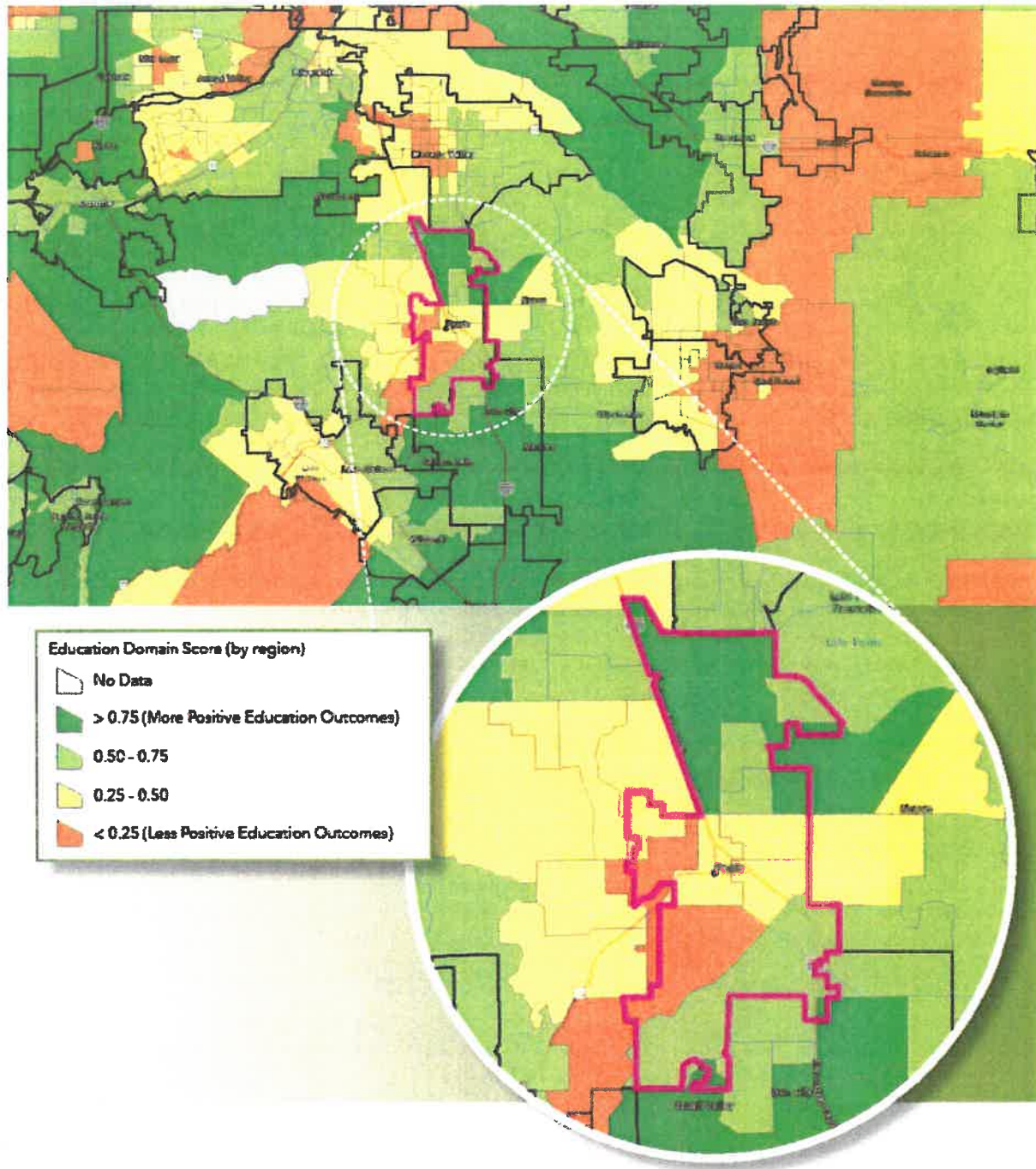
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<sup>23</sup><https://dq.cde.ca.gov/dataquest/dqcensus/CohRateLevels.aspx?cds=19643031930775&agglevel= school&year=2019-20>





Figure 5-9: TCAC/HCD Opportunity Areas – Education Score



Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: [//belonging.berkeley.edu/2021-tcac-opportunity-map](https://belonging.berkeley.edu/2021-tcac-opportunity-map)



## EMPLOYMENT

According to HUD's 2014-2017 proximity to jobs analysis (Figure 5-10), the northern portion of Perris is located in close proximity to a job center, however the majority of the City, south of Orange Avenue, is not. This is likely due to the concentration of warehouses and industrial uses at the northern end of the City and along the 91 Freeway. The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a Core-Based Statistical Area (CBSA), with larger employment centers weighted more heavily. Specifically, a gravity model is used, where the accessibility ( $A_i$ ) of a given residential block group is a summary description of the distance to all job locations, with the distance from any single job location positively weighted by the size of employment (job opportunities) at that location and inversely weighted by the labor supply (competition) to that location. As shown in

As discussed in the Community Profile section, the unemployment rate in Perris in November 2020 was approximately 9.7 percent. This is higher than the County (7.8 percent) and the U.S. rate (6.9 percent). However, the COVID-19 pandemic resulted in a rise in unemployment across the State – in May 2020 the State unemployment rate rose to 15.6 percent.<sup>24</sup> In 2019, the average unemployment rate in Perris was 7.4 percent. Given this data, unemployment in the City is generally low, indicating that the supply of jobs in proximity to Perris meet demand and does not differ significantly from the region.

This is further supported by the mean commute times of residents in the City. According to the 2015-2019 ACS 5-Year Estimates, the mean commute time for Perris residents is 37 minutes (unchanged from 2010), suggesting that Perris residents are within a similar distance to destinations HUD identified as proximate job centers, similar to residents of Moreno Valley (35 minutes) or Menifee (43 minutes).<sup>25</sup> Commute patterns suggest that most Perris residents (75 percent) are traveling for work within Riverside County.

Another measure of access to economic opportunities in the City is the TCAC/HCD Opportunity Area Map - Economic Score (Figure 5-11). The Economic Score is evaluated based on percent of population with an income above 200 percent of the federal poverty line, percent of adults with a bachelor's degree or above, percent of adults aged 20 to 64 years of age who are employed in the civilian labor force or in the armed forces, and the number of jobs filled by workers with less than a bachelor's degree that fall within a given radius. Figure 5-11 shows that there are portions of the City, particularly in proximity to Downtown that are less likely to have positive economic outcomes. Compared to the region, the patterns in Perris are similar to other cities in the County, including Moreno Valley, Sun City, and Lake Elsinore. However, the City tends to have more positive economic outcomes than cities like Hemet and Banning.

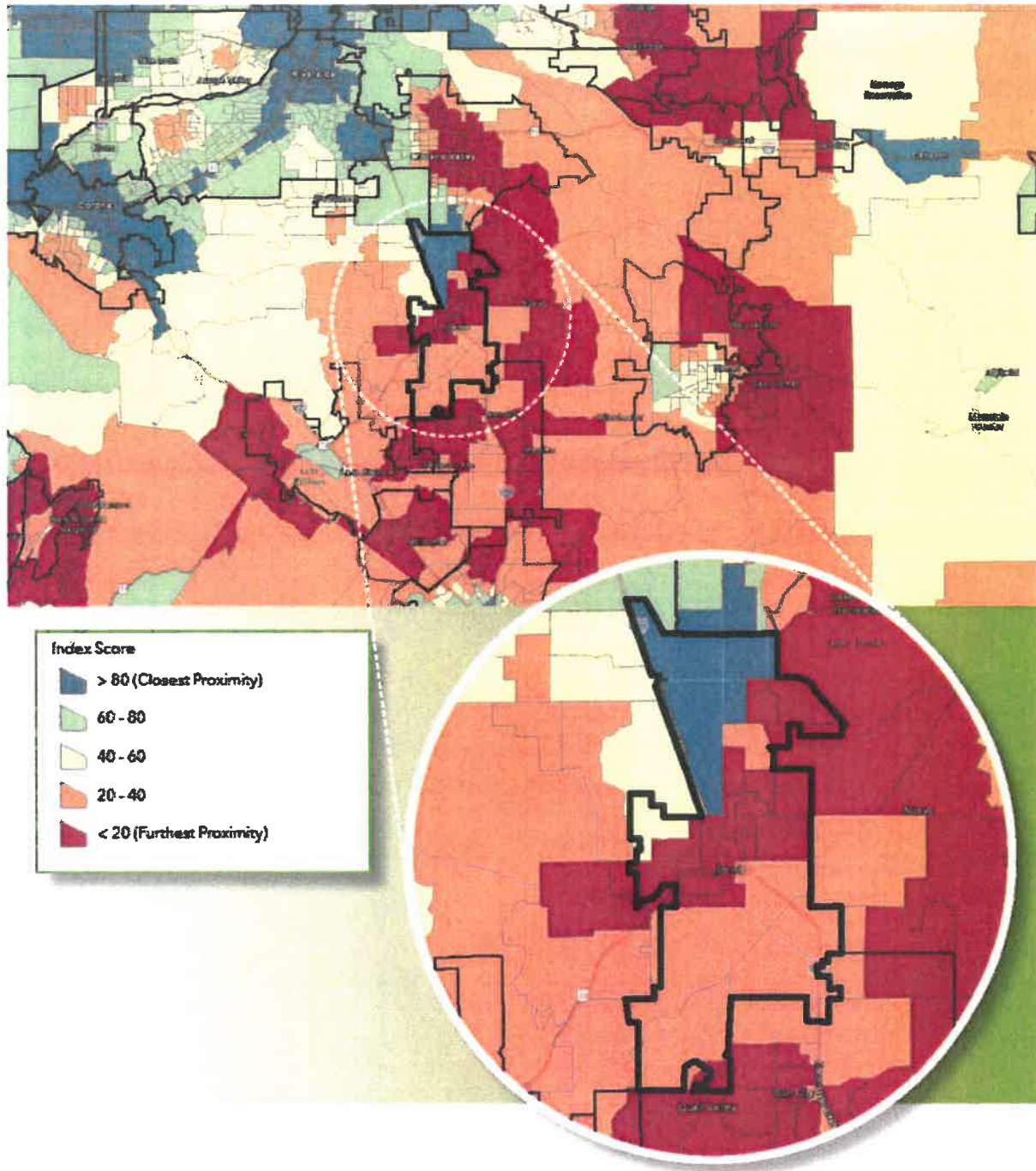
Given that the City has no racially/ethnically concentrated areas of poverty and high diversity index, there is no indication of disproportionate economic outcomes for members of protected classes. However, given that there are six census tracts in the City that have the least positive economic outcome score, coupled with higher rates of poverty when compared to other census tracts in the City, there is an opportunity to enhance the economic mobility of these residents. To achieve this, the City has included actions under Goal 4 focused on reducing poverty and providing job training for lower income households as well as integrating housing based on affordability.

<sup>24</sup> California Department of Employment, June 18, 2021.

<sup>25</sup> Table: DP03, Table Survey/Program: 2019 American Community Survey 5-Year Estimates



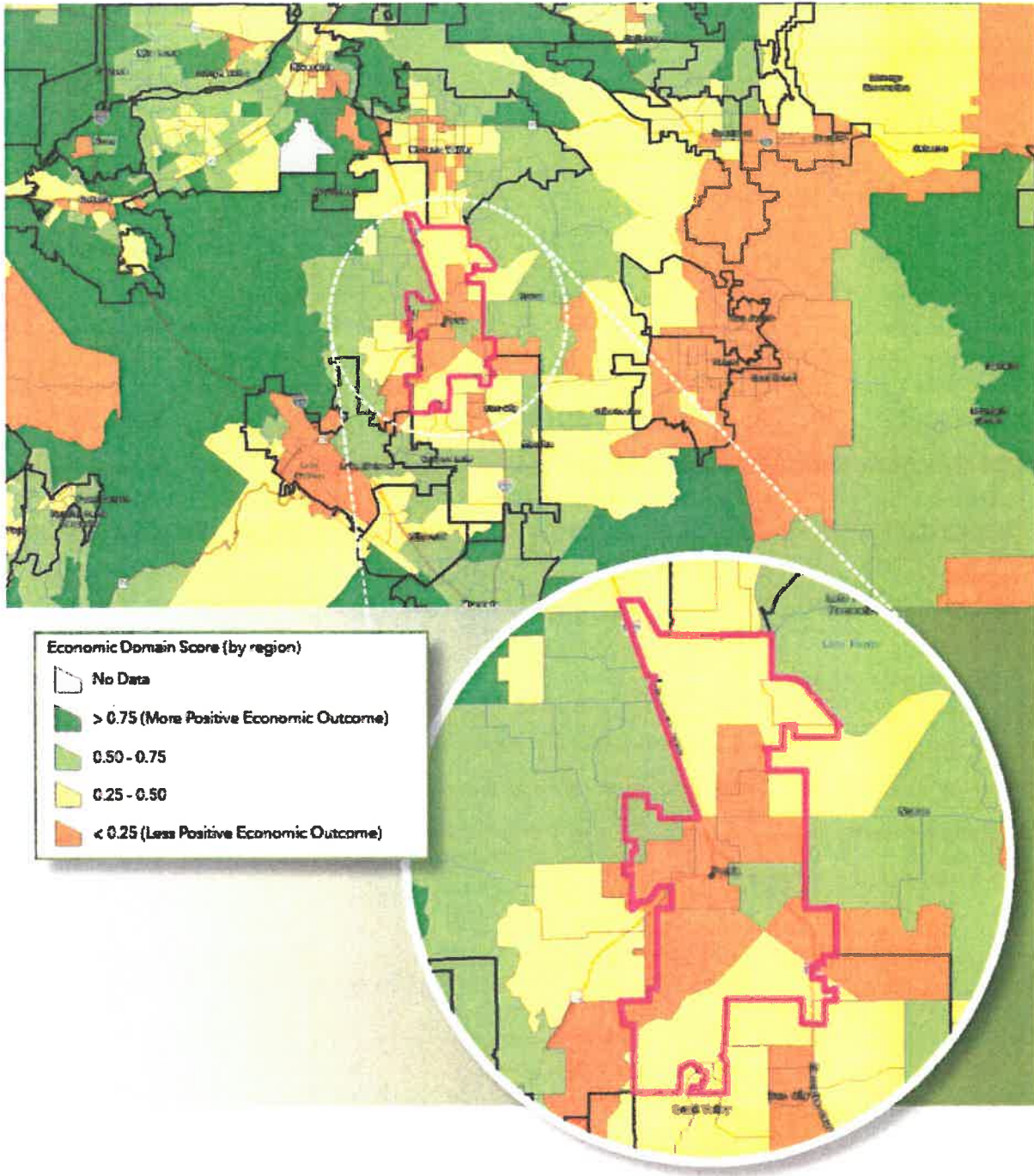
Figure 5-10: Jobs Proximity Index by Block Group



Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: Longitudinal Employer-Household Dynamics (LEHD) data, 2014 - [https://hudgishud.opendata.arcgis.com/datasets/4e2ef54b88084fb5a2554281b2d89a8b\\_0](https://hudgishud.opendata.arcgis.com/datasets/4e2ef54b88084fb5a2554281b2d89a8b_0)



Figure 5-11: TCAC/HCD Opportunity Areas – Economic Score



Source: AFFH Data Viewer – accessed by National CORE on June 1, 2021. Original data source: //belonging.berkeley.edu/2021-tcac-opportunity-map





## TRANSPORTATION

Places that are compact, close to jobs and services, and that offer a variety of mobility choices, allow people to spend less time, energy, and money on transportation. The Center for Neighborhood Technology developed the Housing and Transportation (H+T®) Affordability Index to understand housing and transportation expenditures in measuring housing affordability. Based on this index, there are no areas within the City of Perris that are location efficient, combining compact and mixed-use developed with access to jobs, services, transit and amenities. All households (100 percent) in the City are spending more than \$13,000 on transportation costs each year. Between housing and transportation expenditures, households are dedicating approximately 57 percent of their income to these costs. This figure is slightly lower than the County rate (63 percent), where transportation costs are lower in denser neighborhoods with proximity to jobs and services.

The transportation system within the City of Perris and its Sphere of Influence is composed of two State highways - Interstate 215 (I-215) freeway and State Route 74 (SR-74), an arterial highway, as well as numerous County and City routes. The public transit system within Perris and throughout the Riverside County includes Riverside Transit Agency (RTA), a public transit service, common bus carriers, AMTRAK (intercity rail service), and Metrolink (commuter rail service). In addition, the City and County transportation systems include general aviation facilities, extensive air passenger facilities in the Southern California and San Diego regions, freight rail service, bicycle facilities, and other services for non-motorized forms of transportation (pedestrian and equestrian trails).

Perris residents are served by the RTA bus system, which operates eight routes (Routes 9, 19, 22, 27, 28, 30, 61 and 74) that originate at or pass through the Perris Station Transit Center, located in downtown Perris. Route 41 also serves the northern portion of the City but does not pass through the transit station. Generally, Perris residents are able to travel to key destinations throughout the County by bus, with options starting as early as 5 a.m. and extending until 10 p.m. The base fare for a one-way bus ticket is \$1.75. The price is reduced to \$.75 for seniors, Medicare card holders, veterans, and disabled residents.

The City of Perris also has two Metrolink stations, the Perris - Downtown station and the Perris - South station. Metrolink and the Riverside County Transportation Commission (RCTC) currently operate the 91/Perris Valley Line route, which connect to the Riverside - Downtown Station, and ultimately, Union Station in Los Angeles. The Perris - Downtown station is in the heart of downtown, including close access to the Perris Civic Center, Court House, and regional Perris Multimodal Center, which includes bus and Park 'n Ride facilities. There are 425 parking spaces around the station to encourage residents to park and ride. The Perris - South station is the end point for the 91/Perris Valley Line, just north of Ethanac Road. It serves Perris and communities to the south and east. There are 526 parking spaces around the station to encourage residents to park and ride. Hours of operation are from 4:30 a.m. to 8:30 p.m. on weekdays. A one-way ticket from the Perris-Downtown station to L.A. Union Station typically costs \$13.00.0 However, discounted fares are available for seniors and disabled residents (\$6.50), students and youth under 18 (\$9.75) and active military (\$11.75).

Within the City of Perris, the Senior Center operates a Transportation Access Program, which provides bus and paratransit tickets to agencies for distribution to seniors, persons with disabilities, and low-income residents. RTA also offers three Dial-A-Ride programs that serve Perris residents:



- **Senior/Disabled Dial-A-Ride Service** - seniors aged 65 and above and persons with disabilities are eligible for local Dial-A-Ride service within a single city and within three-quarters of a mile of local fixed-route bus service during the hours of bus service operation. No application is required, but rides must be scheduled ahead of time.
- **ADA Priority Dial-A-Ride Service** - RTA provides Dial-A-Ride service to individuals who are certified under the Americans with Disabilities Act (ADA). Persons who are ADA-certified are eligible for trips throughout the RTA service area that are within three-quarters of a mile of local fixed-route bus service and during the hours of bus service operation. Individuals who are ADA certified are eligible to bring a Personal Care Attendant (PCA) at no cost or a companion or child at regular fare price. Residents must submit an application and be approved prior to their first ride service.
- **Dial-A-Ride Plus Lifeline Service** - This program provides access to lifeline services for those who are outside the three-quarter mile boundary and have no other transportation options. Trips are restricted to life-sustaining services and provide an additional two-mile radius of the fixed-route boundary. Eligible participants must be 65 or older or must have a disability that creates a need for specialized transportation.

The base fare for Dial-A-Ride service is \$3.50 per passenger, per boarding. The maximum fare is \$10.50 per one-way trip and will be based on the number of city zones traveled.

In 2020, the City adopted an Active Transportation Plan (ATP), which represents the City's blueprint for promoting walking, biking, and other human-powered methods of travel. It is part of a move away from auto-centric transportation design that perpetuates inequities and toward a sustainable, multi-modal transportation system that serves all residents, regardless of age, ability, identity, or income. The 2020 ATP is guided by an Equity Framework, which prioritizes equity and the needs of vulnerable residents in future transportation planning. Equity, in the ATP planning process, means that community members, who have historically been left out of transportation investments and decisions, will be prioritized, engaged, and included as part of planning and implementation. Within the 2020 ATP, a number of issues and opportunities were defined as part of an extensive public outreach process. During the planning process, community members also shared many concerns that guided the recommendations in this Plan, including:

- Safety concerns for students walking and biking to school
- Lack of connectivity to certain areas of the City, as well as neighboring community amenities
- Dangerous traffic speeds and cars not respecting stop signs
- Poor pavement conditions and excessive debris along many streets

These concerns are in line with the input collected from stakeholders, residents and elected officials during the public participation program for the 2021-2029 Housing Element.

The 2020 ATP confirms that “unsurprisingly, people with low-incomes have the highest rates of walking and bicycling to work, with the greatest number of bicycling trips taken by people of color.” When affordable housing is not located near opportunities for work or school, low-income residents endure longer commutes and incur greater transportation costs. Longer travel distances mean less time spent with family, less time to exercise and rest, and less time for obligations, like picking up children from childcare, visiting the doctor, or grocery shopping. Impeding access to these and other basic necessities can have health consequences and



exacerbate health inequities. Consequently, the goals, policies, and recommendations of the 2020 ATP were developed to serve and improve transportation for all Perris residents, particularly those who identify as people of color, lower-income, disabled, single-parents, and individuals with limited English proficiency. Most recommended bicycle and pedestrian improvements for future implementation are concentrated in Low Resource census tracts and in and around the Perris – Downtown Transit Station (Figures 33 and 36 of the ATP).

While there is no indication of disproportionate unmet transportation needs for members of protected classes, the City adopted the 2020 ATP to establish a framework for improving access to transit, safety for pedestrians and bicyclists, and prioritizing the needs of underrepresented and disadvantaged residents.

## ENVIRONMENT

An additional measure of access to opportunities in the City is the TCAC/HCD Opportunity Area Map – Environmental Score (Figure 5-II). The environmental score mirrors the California Office of Environmental Health Hazard Assessment (OEHHA)'s approach to CalEnviroScreen 3.0, a risk assessment methodology based on twelve indicators used to measure the cumulative impacts of pollution-related exposures and environmental effects. Exposure indicators include: ozone concentrations, PM<sub>2.5</sub> concentrations, diesel PM emissions, drinking water contaminants, pesticide use, toxic releases from facilities, and traffic density. Environmental effect indicators include: cleanup sites, groundwater threats, hazardous waste generators and facilities, impaired water bodies, and solid waste sites and facilities.

Environmental pollution can have many negative impacts on human health. Generally, toxic pollutants include any type of waste materials that contaminate fragile ecosystems, whether these are on land, air, and/or water. Air pollution, for instance, can cause respiratory problems in humans, and animals, and damage food crops and trees. Human exposure to pollutants, such as ozone and particulate matter (PM), can trigger allergies, asthma, eye and nose irritation, and in some cases, exacerbate lung infections, heart disease, and other health problems. The problem of pollution is especially concerning among vulnerable populations (e.g., children, elderly, and low-income residents) that live in areas with high levels of environmental pollution and that may be most susceptible to cumulative health impacts.

The City of Perris Municipal Code identifies nine (9) designated truck routes, including the Ramona Expressway and State Highway 74. Truck routes in the City are subject to change and may vary as Specific Plans are updated.

1. Ramona Expressway, westerly city limits to its easterly city limits.
2. State Highway 74 (Fourth Street), from its westerly city limits to its easterly city limits.
3. Ellis Avenue, from its westerly city limits to its easterly city limits.
4. Perris Boulevard, from its northerly city limits to its southerly terminus at Eleventh Street.
5. Goetz Road, from its southerly city limits to its northerly terminus at Case Road.
6. Evans Road, from Ramona Expressway to its southerly terminus at Nuevo Avenue.
7. Interstate 215, from its northerly city limits to its southerly city limits.
8. Case Road, from Goetz Road to Perris Boulevard.





9. Ethanac Road, from its westerly city limits to its easterly city limits

Truck routes in the City are also dictated by Specific Plans and the General Plan. The City is currently working to update all maps and plans related to truck routes to ensure consistency. Research has consistently found a connection between living near busy roadways, railways, or heavy industrial warehousing/processing facilities and the prevalence of respiratory disease symptoms, such as asthma and chronic obstructive pulmonary disease.<sup>26,27</sup> As shown in Figure 5-11, a less positive environmental outcome is expected in areas of the City that are west of Interstate 215 and south of Nuevo Road. This area includes the Interstate-215/California State Route-74 interchange, which is heavily traveled by semi-trucks moving goods across the region.

Additionally, high-volume roads, including interstates and truck routes, increase noise, diesel particulate matter (DPM), and fine particulate matter (PM<sub>2.5</sub>), particularly in disadvantaged communities. According to the Multiple Air Toxics Exposure Study (MATES IV) released by SCAQMD, Riverside County has the lowest toxic risk (223 per million) in the Southern Coast Air Basin, compared to Orange County at 315 per billion and Los Angeles at 339 per billion.<sup>28</sup> However, these results vary widely across the region. An area that extends just north of the Perris Valley Airport has an air toxic cancer risk of 501 to 800 per million and much of the City has an air toxic cancer risk of 401 to 500 per million. According to MATES IV, diesel particulate matter accounts for 68 percent of risk across the entire basin. In general, areas near ports and transportation corridors, including freeways and major arterials, show the highest toxic risk.

Perris is bordered by Moreno Valley, which adjoins the northerly boundary of the City east of Interstate-215, a rapidly growing industrial and residential development area. Plans for significant business park, industrial, and residential growth and development have also been implemented on the adjacent March Air Reserve Base, due to limits on density within flight safety zones. On a daily basis, the City sees significant traffic volumes, including trucks traveling to and from large distribution centers that utilize north-south arterials, the Ramona/Cajalco corridor, as well as I-215 through Perris. The air quality and health outcomes for residents living in Perris has been and will continue to be greatly affected by this regional growth, given the availability of land and growing warehouse and industrial employment base within the City limits.

As discussed in the City's Environmental Justice Element, the City's industrial land and truck routes are concentrated in disadvantaged communities, areas with the highest concentration of housing in Perris. While air quality has improved in Southern California, the risk of contracting cancer due to air pollutants – including diesel, benzene, and others – remains high. These environmental issues are compounded by fair

<sup>26</sup> Kim, JJ and et. al. (2008). *Residential traffic and children's respiratory health*. *Environmental Health Perspectives* 116:1274–9.

<sup>27</sup> Boehmer, T. and et. al. (2013). *Residential Proximity to Major Highways*. *Centers for Disease Control*. Retrieved from: <https://www.cdc.gov/mmwr/preview/mmwrhtml/su6203a8.htm>

<sup>28</sup> *South Coast Air Quality Management District*. (2015). *Multiple Air Toxics Exposure Study in the South Coast Air Basin, Final Report*. <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf?sfvrsn=7>

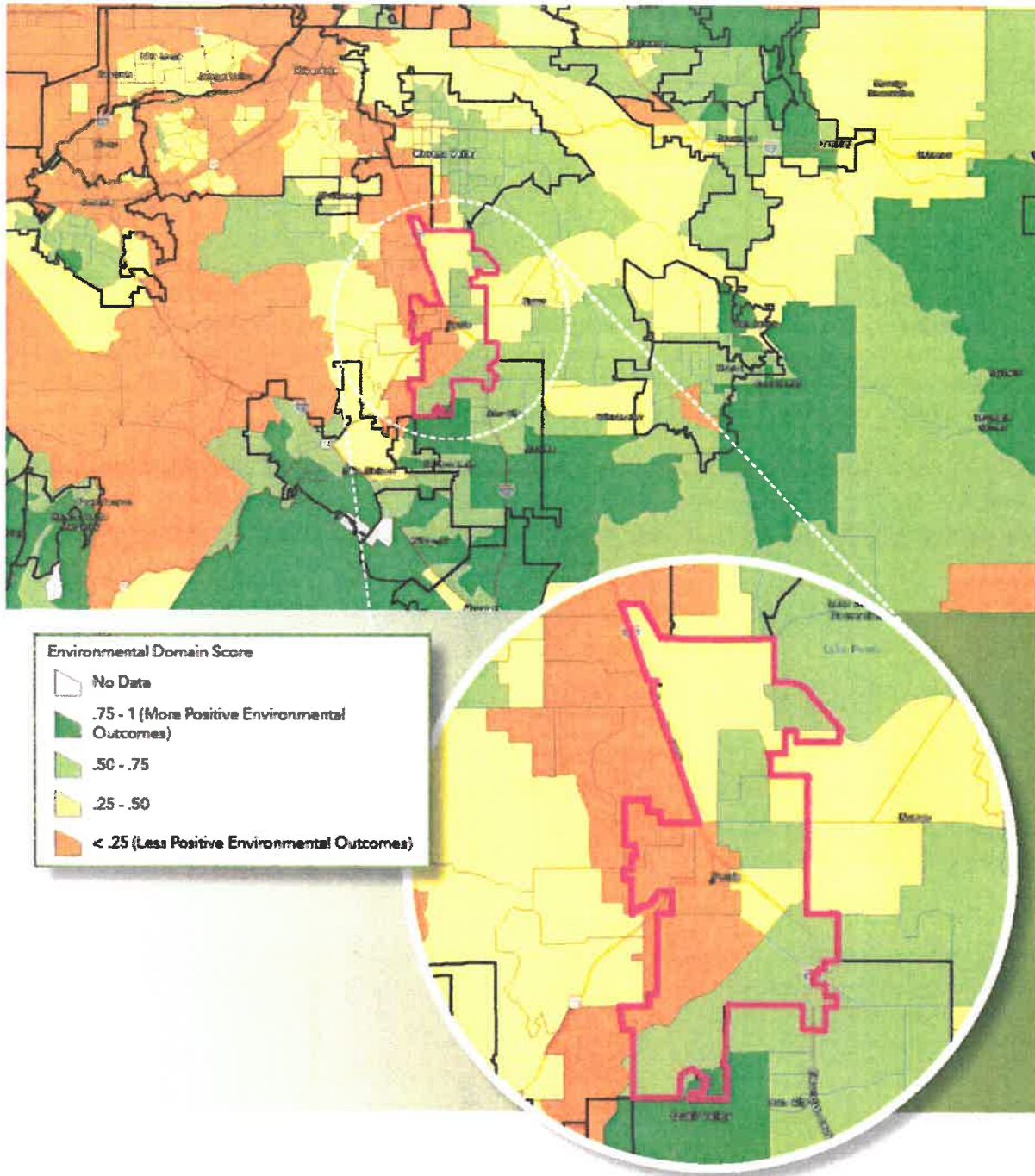


housing issues, which have stemmed from historical land use patterns. In order to mitigate these impacts, the City will aim to discourage new industrial development in proximity to sensitive land uses (e.g., schools, hospitals, homes, and long term care facilities) near source point pollution sources that impact health, including freeways and hazardous waste sites.

The City addresses these environmental impacts, mitigating policies, and direct investments to burdened communities as part of the future Environmental Justice Element. The Environmental Justice Element was developed to reduce the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities, particularly those who identify as people of color, lower-income, disabled, single-parents, and individuals with limited English proficiency. Land use strategies aimed at reducing dependency on cars, minimizing energy consumption, improving community air quality, and increasing access to health food are all examples of how the City can promote cleaner air, physical activity, and a healthier lifestyle for all. Given that most census tracts in the City are identified as disadvantaged communities, policy recommendations are aimed at promote the health of all Perris residents, improving the urban environment, and supporting a higher quality of life.



Figure 5-12: TCAC/HCD Opportunity Areas – Environmental Score



Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: [//belonging.berkeley.edu/2021-tcac-opportunity-map](https://belonging.berkeley.edu/2021-tcac-opportunity-map)



### *TCAC/HCD OPPORTUNITY MAP COMPOSITE SCORE*

Since 2017, the California Tax Allocation Committee (TCAC) and California Department of Housing and Community Development (HCD) have developed annual maps of access to resources, such as high-paying job opportunities, high-quality schools, safe and clean neighborhoods, and other evidence-based economic, social, and environmental indicators to inform policy recommendations. This effort has been dubbed “opportunity mapping” – a data tool available to all jurisdictions to assess access to opportunities within their community.

Indicators identified by TCAC and HCD to determine access to opportunity include high levels of employment and close proximity to jobs, access to educational opportunities for both children and adults, low concentration of poverty, and low levels of environmental pollutants, among others. These indicator scores decrease as the level of designation decreases until they are classified as “Low Resource” areas, which typically have limited access to opportunities, poor environmental quality, and a historic pattern of exclusionary practices impacting fair housing issues. According to the 2021 HCD/TCAC Opportunity Areas Maps (Figure 5-13), the City of Perris is a mix of Low, Moderate and High Resource Opportunity Areas. The City’s two northernmost census tracts (Tracts 426.20 and 426.19) are both classified as High Resource. The two southernmost census tracts (Tracts 427.31 and 427.30) are both Moderate Resource Areas. In the center of the City, including the Downtown, is a mix of Low and Moderate Resource census tracts.

Compared to other areas of the region, Perris is similar to cities like Moreno Valley, Lake Elsinore, Hemet, San Jacinto, and Banning. However, neighboring areas to the south and west, including Murrieta, Nuevo, Menifee, and County land in proximity to Lake Matthews, has a concentration of higher resource areas. Other areas with a concentration of high and highest resource areas include Eastvale, Chino Hills, and pockets of Corona.

As discussed in Section 7, Housing Resources, Perris has planned for new higher density residential uses throughout the City. Given that the City of Perris has two Metrolink stations and multiple bus routes that utilize the Perris – Downtown Transit Station, there is great potential in the City to promote transit-oriented development and position the City to apply for Affordable Housing Sustainable Communities (AHSC) funding that could increase the availability of affordable housing, while providing funds for transit and pedestrian infrastructure, urban greening, and programs that improve access to opportunity for residents living in Low Resource tracts. The City will continue to prioritize funding for Downtown and surrounding Low Resource areas and expects to see continued private and public investment in the area.

Within the City of Perris, the State of California has also established an Economic Opportunity Zone. Economic Opportunity Zones are designated areas in economically-distressed communities where new private sector investments, under certain conditions, may be eligible for tax incentives. Communities qualify to be part of the Opportunity Zone program if the state has nominated them, and the U.S. Internal Revenue Service certifies the nomination. The program is designed to spur economic investment in low-income communities. The Opportunity Zone in Perris is loosely bound by Nuevo Road on the north, Ellis Avenue on the south, Redlands Avenue on the east, and extends to the City’s western boundary. It includes the Perris Downtown Specific Plan area and the Perris – Downtown Transit Station.

Within the 2021-2029 Housing Plan, Action 2.3 commits the City to provide incentives for new development within the Perris Downtown Specific Plan area, including investments in infrastructure in census tract 428.00, which is a Low Resource area. Additionally, Action 2.9 is



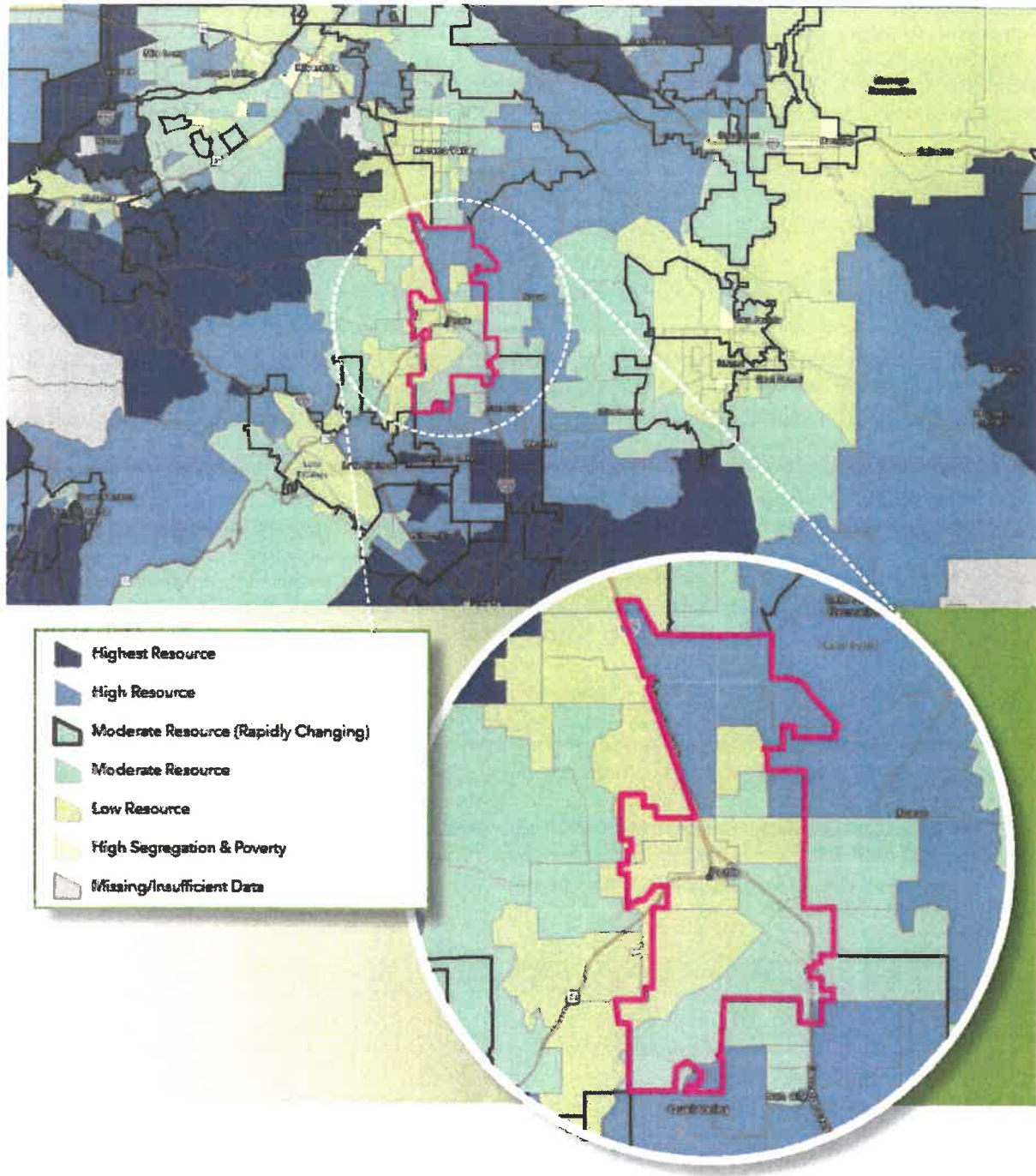


aimed at identifying funding to complete infrastructure improvements, specifically within Low Resource areas of the City. Under Goal 4 of the Housing Plan, the City commits to implementing Affirmative Marketing Strategies to ensure that residents of protected classes and underrepresented neighborhoods are aware of available assistance and coordinate outreach efforts with neighborhood organizations, faith-based organizations, neighborhood groups, public and private agencies, schools, public service agencies, and other key community stakeholders.





Figure 5-13: TCAC/HCD Opportunity Areas – Composite Score



Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: [//belonging.berkeley.edu/2021-tcac-opportunity-map](https://belonging.berkeley.edu/2021-tcac-opportunity-map)



## E. Disproportionate Housing Need

Disproportionate Housing Needs generally refers to a condition in which significant disparities exist in the proportion of members of a protected class experiencing a category of housing need when compared to members of other groups, or the total population experiencing a category of housing need in the applicable geographic area. For this definition, categories of housing need are based on factors such as cost burden and severe cost burden, overcrowding, homelessness, and substandard housing conditions. This analysis sheds lights on how some groups experience severe housing needs when compared to other population groups within a local level and region. Particularly important to this analysis is local data and knowledge, since some areas could be impacted by market conditions that put households at risk of displacement, and/or or pending or upcoming planning decisions that may exacerbate displacement risk.

### *OVERPAYMENT AND SEVERE OVERPAYMENT*

Overpayment is an issue among both owner and renter households in Perris. Approximately 28.4 percent of owner households are overpaying for housing, compared to 31.5 percent in Riverside County. Areas with the highest percentage of owner households experiencing overpayment are spread out throughout the City and not concentrated in any one geographic area. Across the City, the concentration of owner households experiencing overpayment has decreased since 2010-2014. In 2010, there was a more prominent concentration of owners overpaying for housing in the center of the City, including census tracts 427.06, 426.17 and 426.18. In 2019, overpayment was less concentrated in the center of the City and occurring in tracts in the north and south as well. Among renter households, 56 percent of households are overpaying, which is in line with County, which reported 56.3 percent of renter households overpaying in 2019. Renter occupied housing units are concentrated in three census tracts, 427.06 in the center of the City, 426.19 in the northeast corner, and 429.01 in the southwest corner of the City.

As shown in Table 5-20, a high percentage of Hispanic households, of all races, overpay for housing. Table 5-20 also indicates that White residents who own their homes and Black renter households experience a higher instance of overpayment, as compared to other racial groups in the City. Figures 5-14 and 5-15 demonstrate how persistent the issue is across the SCAG region, where overpayment has remained an issue among renters in recent years, while decreasing among homeowners. This may suggest that there are fewer affordable rental options for low-income renters that live in the region or that the cost of housing is higher overall. Areas with high concentrations of households in renter-occupied housing units (60 percent or more) are not geographically concentrated.

Overpayment increases the risk of displacing residents who are no longer able to afford their housing costs. The AI determined that the displacement of low-income residents, which results in neighborhood gentrification, does not appear to be a fair housing issue in Perris. There has been very limited residential construction in low to moderate-income neighborhoods during the past five-to-ten-year period. Income changes that have occurred in these neighborhoods may be due to rental turnover and new occupants with higher incomes and/or residents that have not moved, but instead experienced income gains. Additionally, income changes were not caused by the demolition of a large number of existing housing units, their replacement with new housing, or the displacement of existing residents.



**TABLE 5-20: OVERPAYMENT AND SEVERE OVERPAYMENT**

	White alone	Black alone	Asian alone	Am Ind alone	Pac. Is. alone	Hispanic (any race)	Other
<b>Owner</b>							
Overpayment	32.7%	7.2%	2.5%	0.9%	0%	56.4%	0.3%
Severe Overpayment	21.7%	7.6%	3.9%	0%	0%	64.5%	2.3%
<b>Renter</b>							
Overpayment	14.5%	15.4%	0.4%	0%	0%	68.9%	0.8%
Severe Overpayment	16.6%	15.2%	3.1%	0.5%	0%	63.3%	1.3%

\*HUD Comprehensive Housing Affordability Strategy CHAS Data, 2017.

Note: Totals do not equal 100%

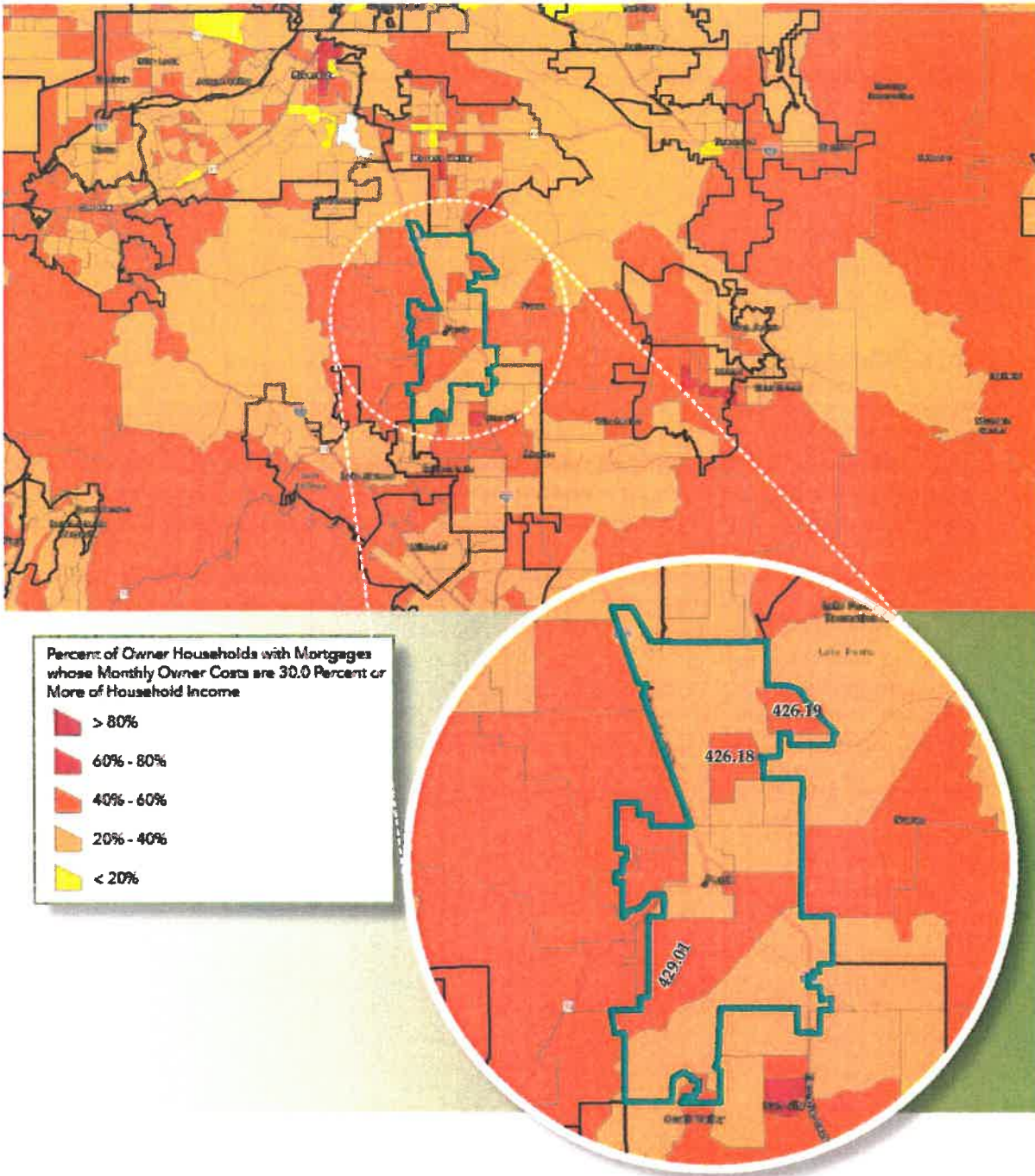
### OVERCROWDING

As discussed in the Community Profile of the Housing Element, roughly one in six dwelling units in Perris is overcrowded and one in four renter households is overcrowded. The rate of overcrowding is far greater among very low-income households. There is one tract (Tract 428.00) with a higher concentration of overcrowded households (>20 percent) and one tract (Tract 426.17) with 15-20 percent of households reporting overcrowding. These tracts are shown in blue tones on Figure 5-16. In Perris, 22.4 percent of households were overcrowded, compared to 7 percent of households in the County. Overcrowding is defined as housing units where there is more than one person per room, suggesting there is a disproportionate need for affordable, larger housing units in these census tracts. Within the 2021-2029 Housing Plan, Action 4.5 is aimed at providing incentives and support for affordable housing, including larger units for families to reduce instances of overcrowding. Action 2.3 directly addresses overcrowding within the two impacted census tracts by providing incentives for larger housing units within the Perris Downtown Specific Plan area, which includes both identified areas. There are various pockets of overcrowding across the region, particularly in close proximity to job centers in Riverside, Corona, already burdened by higher concentrations of overpayment.





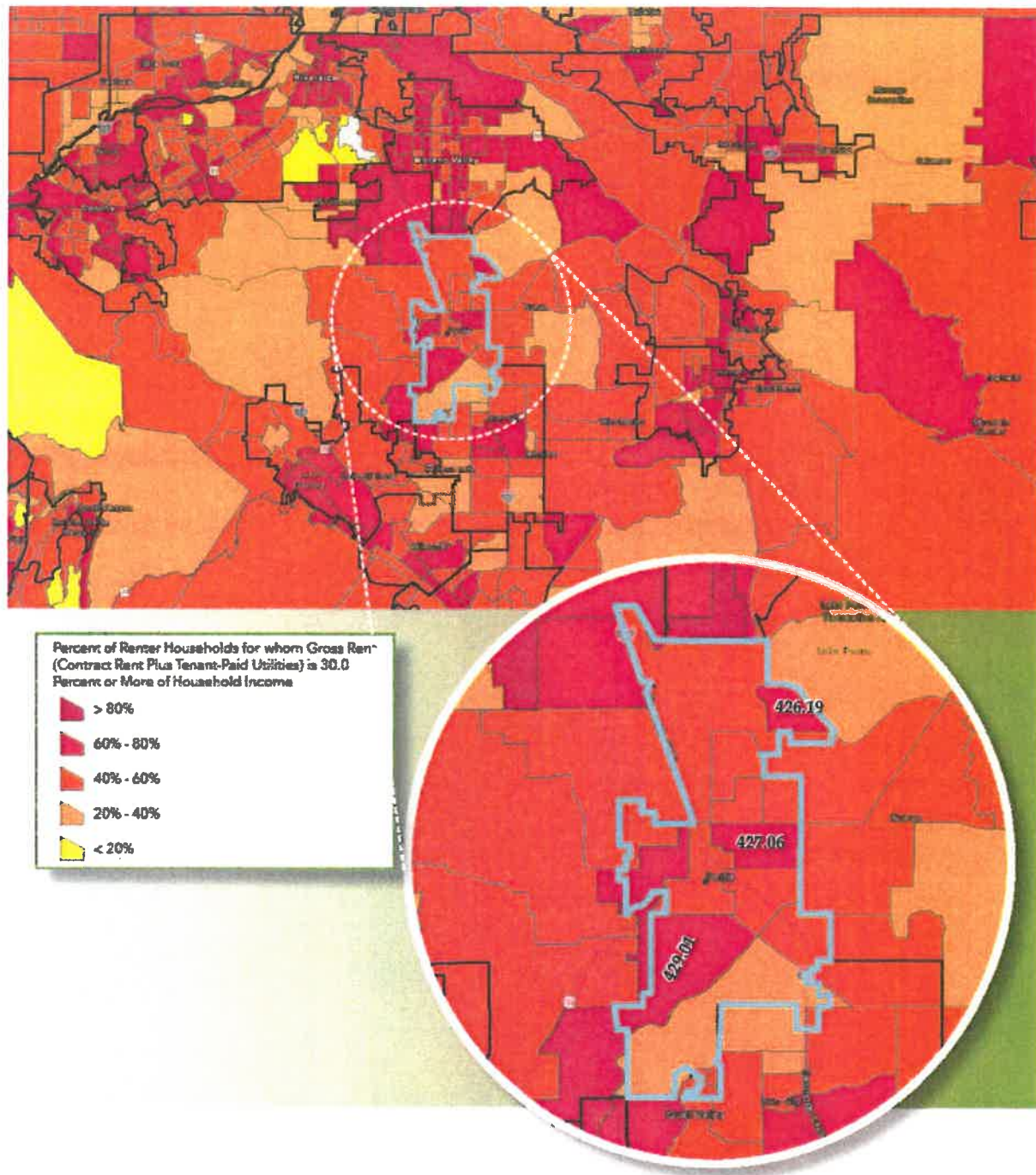
Figure 5-14: Owner Household Overpayment



Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: 2015-2019 American Community Survey 5-Year Estimates.



Figure 5-15: Renter Household Overpayment

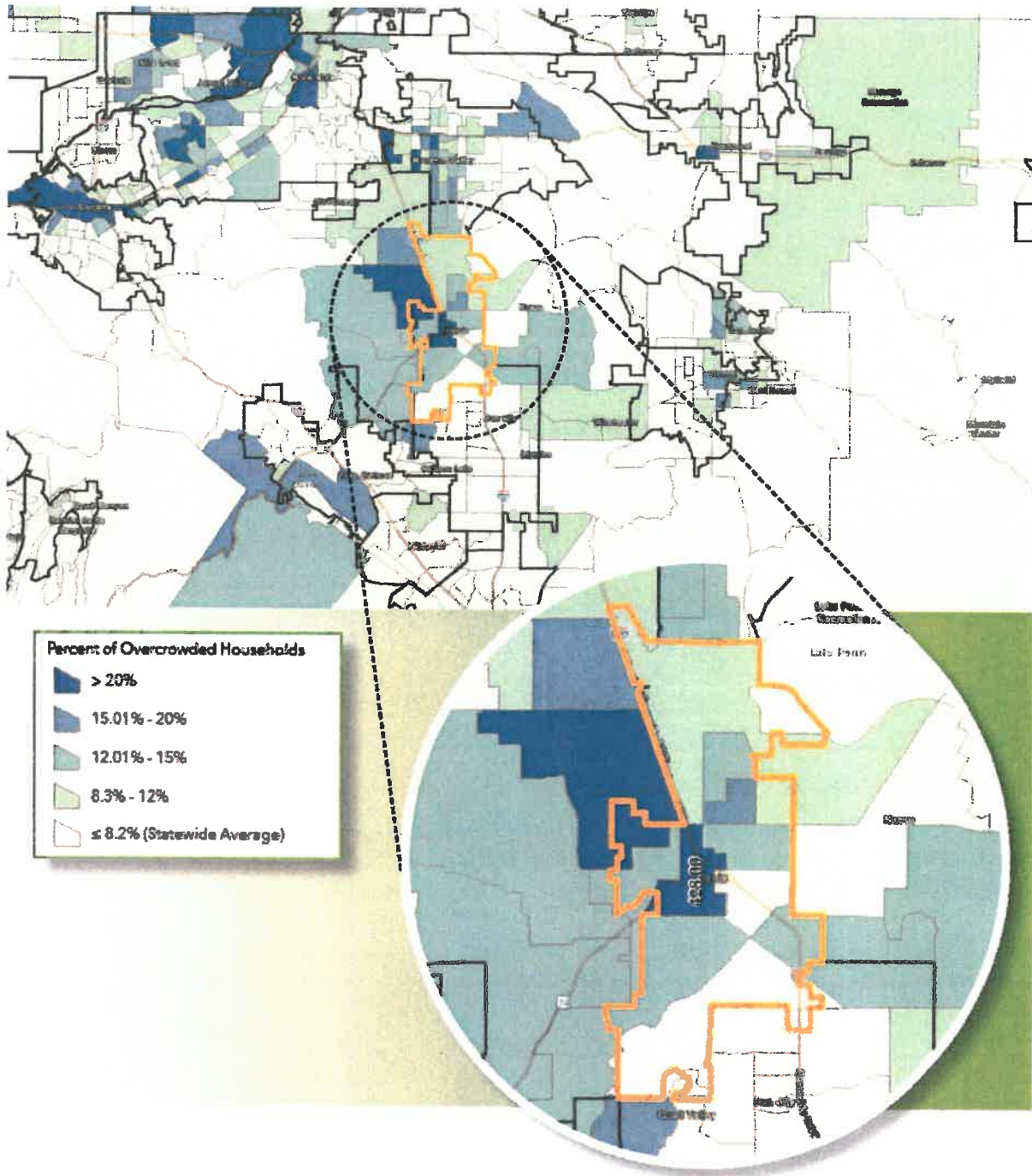


Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: 2015-2019 American Community Survey 5-Year Estimates.





Figure 5-16: Overcrowded Housing



Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: <https://data.chhs.ca.gov/dataset/housing-crowding>



## SUBSTANDARD HOUSING

California Health and Safety Code Section 19920.3 determine habitability of housing based on: any building or portion thereof including any dwelling unit, guestroom or suite of rooms, or the premises on which the same is located, in which there exists any of the following listed conditions to an extent that endangers the life, limb, health, property, safety, or welfare of the public or the occupants thereof shall be deemed and hereby is declared to be a substandard building. Housing is considered suitable for rehabilitation when it is economically feasible to renovate the building and bring it up to standard condition meeting all codes, including City codes.

According to the 2019 American Community Survey, roughly 0.8% of housing units in Perris do not have complete plumbing facilities, which is more than double the County rate (0.3%). Additionally, 1.2% percent of housing in the City lacks complete kitchen facilities, compared to 0.8% in the County. The high cost of housing, combined with poor housing conditions, is a quality of life issue that can impact community safety. Overcrowding can also compound the detrimental impacts of poor housing quality. These type of housing problems can impact parking, noise, and crime in a neighborhood, alongside the physical and mental health of individuals, particularly for disadvantaged communities.

Within the City of Perris, the Code Enforcement Division enforces ordinances pertaining to property maintenance, building conditions, and other housing and neighborhood issues. The Division conducts its work by proactively surveying neighborhoods and on a complaint or request basis, as they relate to potential or actual violations of local zoning; housing, fire, and building codes; and standards for landscaping to maintain safe and decent housing. The City continues to maintain code compliance by ensuring building safety and integrity of residential neighborhoods.

During the 2014-2021 planning period, there were approximately 1,579 violations addressed by the City's Code Enforcement Division, including 1,235 calls for maintenance and 344 calls for building code violations. Examples of code violations include households living in illegal units, such as garages and recreational vehicles, construction of illegal buildings, households living in unsafe buildings, illegal conversion of garages, and unsafe electrical work. Code Enforcement is also responsible for proactively identifying substandard and deteriorating housing units and taking appropriate actions to ensure correction of deficiencies or removal and or replacement of those units, which cannot be rehabilitated.

To address substandard units and assist lower-income senior residents, the City administers a Minor Home Repair Program and a Senior Home Repair Program that provide grants to households in need of minor home repairs and improvements to preserve housing quality in older neighborhoods. During the 2015-2019 Consolidated Plan period, the City was able to help fund repairs in forty senior households. The City also has an Owner-Occupied Rehabilitation Program, which offers low- and moderate-income homeowners the opportunity to apply for a deferred loan of up to \$50,000 with a simple 2 percent interest rate to complete a wide range of property, structural, and energy/water conservation improvements on their properties. The Owner-Occupied Rehabilitation Program is available to eligible households based on HUD income limits and will be marketed to residents of protected classes, underrepresented neighborhoods via partnerships with local service organizations, online platforms and via City Staff. During the 2015-2019 Consolidated Plan period, the City assisted 17 lower-income homeowners to correct existing code violations and improved property conditions. The City also offers the Minor Home Repair Program and a Senior Home Repair Program, which provides



grants to lower-income and senior households to complete repairs to their homes, including mobile homes and single-family homes.

The low percentage of units lacking complete plumbing and kitchen facilities is low - likely due to the fact that the housing stock in the City is relatively new with most units built after 1980. According to the City's 2019-2023 Consolidated Plan, about 15 percent of the owner-occupied housing and 24 percent of the renter-occupied housing was constructed prior to 1980 and therefore may require repairs and rehabilitation. While it is likely that some homeowners have conducted ongoing maintenance to maintain the value of their homes, some of these homes will need repairs in the next decade. In some cases, the cost of repairs can be prohibitive, resulting in the owner or renter living in substandard housing conditions or being displaced, if the house is designated as uninhabitable or during rehabilitation. To maintain the existing housing stock, the City conducts proactive and compliant-based code enforcement activities (Action 1.1 of the Housing Plan); it has also provided CDBG funding annually to Habitat for Humanity to administer the Minor Home Maintenance Program (Action 1.2 of the Housing Plan), including \$28,504 in FY19-20 for Senior Home Repair; \$211,400 in FY20-21 for Senior Home Repair; and \$75,000 in FY 21-22 for Minor Home Repair.

To support households impacted by substandard housing, particularly those of protected classes, the City will continue to implement Actions 1.1 and 1.2 to proactively conduct code enforcement activities and refer qualified lower-income residents to the various housing rehabilitation programs offered by the City and County. The City will implement Action 4.4, working with local organizations and stakeholders to implement anti-poverty strategies aimed at reducing poverty and preventing displacement. Action 4.2 also commits the City to actively engage in affirmative marketing strategies to ensure that eligible persons, without regard to race, color, national origin, sex, religion, familial status or disability, are aware of the programs, funding and support available through the City.

### **HOMELESSNESS**

The 2020 Riverside County Point-in-Time Count estimates that within Riverside County there were roughly 2,884 sheltered and unsheltered adults and children. Of the total number of unsheltered individuals counted (2,155), 52 homeless persons, were in the City of Perris. This number is up 3 percent from 2019, which is less than the 19 percent increase experienced by the County.

For the County generally, 40 percent of individuals counted were found living on the street, 19 percent in vehicles, 18 percent in encampments, and the remaining 20 percent were in various outdoor living arrangements (i.e., in the woods, a park or an abandoned building.) The 2020 Homeless Count provides an estimate of the race of the City's 52 unsheltered homeless persons, as shown in Table 5-21.



**TABLE 5-21: PERCENTAGE OF HOMELESS IN PERRIS BY RACE**

<b>Race/Ethnicity</b>	<b>Prevalence of Homeless Population</b>
American Indian/Native American	1.9%
Asian	1.9%
Black/African American	21.2%
Native Hawaiian/Other Pacific Islander	1.9%
White	57.7%
Multi-Racial/Other	0%
Unknown Race	15.4%

Table 5-21 shows that the majority of those counted were White (57 percent), followed by Black/African American (21 percent). Of the total number of individuals counted, 50 percent were Hispanic, 46 percent non-Hispanic, and the remaining 4 percent were of an unknown ethnicity. The City has a higher number of male individuals (71 percent) that were homeless than female (29 percent). All of the individuals counted were over the age of 18, with 21 percent in the young adult age group (18 to 24 years old) and 79 percent were adults (age 24 and up). Of the homeless persons interviewed (32 of the 52 individuals), 56 percent reported being chronically homeless and 57 percent indicated a pattern of substance abuse. Roughly 47 percent indicated they had a mental health condition and 28 percent indicated they had a physical disability. There were no families with children under the age of 18 counted in 2020.<sup>29</sup>

To support households at-risk of experiencing homelessness, the City partners with nonprofit organizations to provide case management, housing navigation services, and counseling to individuals experiencing homelessness. The City has an established referral system in place with the Social Work Action Group (SWAG) and the Riverside County Continuum of Care. SWAG’s response time for homeless assistance calls is within an hour - they are able to assess an individual through the Riverside County housing assessments (VI-SPDAT when applicable) to identify appropriate housing, shelter placements or treatment centers for those in need of emergency, transitional housing or substance abuse treatment. The CoC maintains a list of available bed locations at various types of facilities (i.e., mental illness, family, single, veterans). The City also continues to work with TruCare, a service agency that provides services, such as healthcare, dental care and mental health services, to those who need it.

In an effort to address this growing challenge, the City’s Housing Authority launched a Homeless Awareness Campaign called Perris Cares. The Perris Cares Campaign is a coordinated effort between the City, SWAG, code enforcement, and the Riverside County Sheriff’s Department to help address homelessness in Perris.

As part of the City’s 2015-2019 Consolidated Plan, the City supports non-profit agencies who address homelessness and support other special needs populations. Agencies that undertake activities to address homeless prevention, emergency shelter, transitional housing and supportive housing include, but are not limited to, Lutheran social and Welfare Services, U.S. Veterans Initiative and Riverside County Department of Social Services. The City’s partnering agencies address reducing homelessness through outreach efforts to persons in need, assessments for

<sup>29</sup> Riverside County Health Informatics, 2020 Riverside County Point -in-Time Count.





medical and essential service needs, options for permanent housing and other needs. The City also established a Homelessness Task Force Committee, which is comprised of Perris officials, staff from the Perris Housing Authority and Code Enforcement Division, members of the Social Workers Action Group (SWAG) and personnel from the Riverside County Sheriff's Department POP (Problem Oriented Policing) Team focused on addressing homelessness in the City.

Within the 2021-2029 Housing Plan, the City has included Actions 3.7, 4.4, and 4.8 to specifically address the needs of homeless individuals. These programs focus on the provision of housing, job training, supportive services. The City is also committed to using CDBG funds annually for programs that support households at-risk of or experiencing homelessness.

## F. Displacement Risk

Shifts in neighborhood composition can compound and perpetuate existing patterns of racial inequity and segregation. Neighborhood change is influenced by three processes: movement of people, public policies and investments, such as capital improvements and planned transit stops, and flows of private capital (Zuk et al 2015).<sup>30</sup> These processes can disproportionately impact people of color, as well as lower-income households, persons with disabilities, large households, and persons at-risk of or experiencing homelessness. An assessment of displacement within a city should address these three processes, root causes, and disproportionate impacts on protected classes. For the purpose of the Housing Element, displacement is used to describe any involuntary household move caused by landlord action or market changes.

Displacement can broadly be understood to be caused by disinvestment, investment-fueled gentrification, or a process combining the two. Low-income neighborhoods experiencing displacement can be due to disinvestment resulting from both public and private sector decisions. Similarly, both public and private investments fuel displacement by attracting residents with higher incomes and higher educational attainments into low-income communities (Chapple 2020).<sup>31</sup> The City of Perris AI recommends monitoring indicators of gentrification as a fair housing impediment.

Data from the Urban Displacement Project provides an important tool in assessing the risk of displacement, including the analysis of sensitive communities, low-income population groups that may be particularly vulnerable to displacement pressures (e.g., redevelopment, rising housing costs, neighborhood change). As shown in Figures 5-17 and 5-18, existing sensitive communities, with higher vulnerability, are largely concentrated in the center of the City, north of the flood control channel, and south of Nuevo Road. Roughly half of the City has higher vulnerability to potential displacement.<sup>32</sup> To address potential displacement from flooding, Sections III.B and IV.B. of the City's Safety Element provide policies and implementation programs aimed at mitigating a significant flooding event.

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<sup>30</sup> Zuk, M., et al. (2015). Gentrification, Displacement, and the Role of Public Investment. Federal Reserve Bank of San Francisco, 32.

<sup>31</sup> Chapple, K. (2020). "On the Brink of Homelessness: How the Affordable Housing Crisis and the Gentrification of America Is Leaving Families Vulnerable." Written statement for the record before the House Financial Services Committee, Washington DC: January 14, 2020. [https:// docs.house.gov/meetings/BA/BA00/20200114/110362/HHRG-116-BA00-Wstate-ChappleK-20200114.pdf](https://docs.house.gov/meetings/BA/BA00/20200114/110362/HHRG-116-BA00-Wstate-ChappleK-20200114.pdf)

<sup>32</sup> These maps are intended to define a general neighborhood change progression toward displacement. However, it is important to note that not all neighborhoods may definitively change into neighborhoods experiencing gentrification and/or displacement.





An additional consideration of displacement risk is an analysis of social vulnerability, which can provide important insights into the potential for disaster-driven displacement, particularly for low-income renters in the community. Very high fire hazard severity, for instance, impacts residential areas in two disadvantaged communities in the City (census tracts 429.01 and 429.04), as shown in Figure S-5 of the Safety Element. Additionally, the threat of flooding impacts a large area of disadvantaged communities on the eastern side of the City, as noted in Figure 5-19. Given that most census tracts in the City are identified as disadvantaged communities and that many of these areas are higher density residential, the likelihood of being impacted by more than one climate hazard is high.

Earthquake risks pose an additional displacement risk. An aging housing stock, overcrowding, and low levels of seismic hazard awareness can increase the risks associated with these threats. Future intensification trends will benefit from modern seismic design strict adherence to the 2016 California Building Code, including Seismic Zone 4 structural requirements, setbacks, clearance and fire preventive devices, and construction technology, creating a positive environment for the total community.

In addition to physical vulnerability, some demographic groups tend to be more vulnerable to hazards than others, otherwise known as “social vulnerability.” Social vulnerability is the susceptibility of different populations to be harmed from exposures to a hazard, based on their ability to prepare for, respond to, and recover from that hazard.<sup>33</sup> Types of factors that impact social vulnerability include: age, education, English proficiency, poverty status, vehicular access, disability, type of work environment, age and overcrowding. The interaction of these variables identifies populations that would be more or less vulnerable to climate change effects (i.e., low-income elderly populations may be more vulnerable than high-income elderly populations). An analysis of which hazards may pose the greatest harm to vulnerable groups or assets in Perris is provided in the City’s newly created Environmental Justice Element.<sup>34</sup>

Climate change will add further uncertainty or multiply the effect of a wide variety of shocks and stresses. Taking actions to prioritize climate adaptation and resilience in making planning decisions in the City can benefit vulnerable communities and the community at large. For instance, prioritizing green infrastructure and preservation of the natural environment can support a healthy, resilient environment. Taking actions to protect the City’s diverse communities and existing infrastructure can help everyone be protected against climate risks. Goals, policies, and actions to address social and physical vulnerabilities are included in the City’s Safety and Environmental Justice Elements, which were drafted in conjunction and to be consistent with the Housing Element.

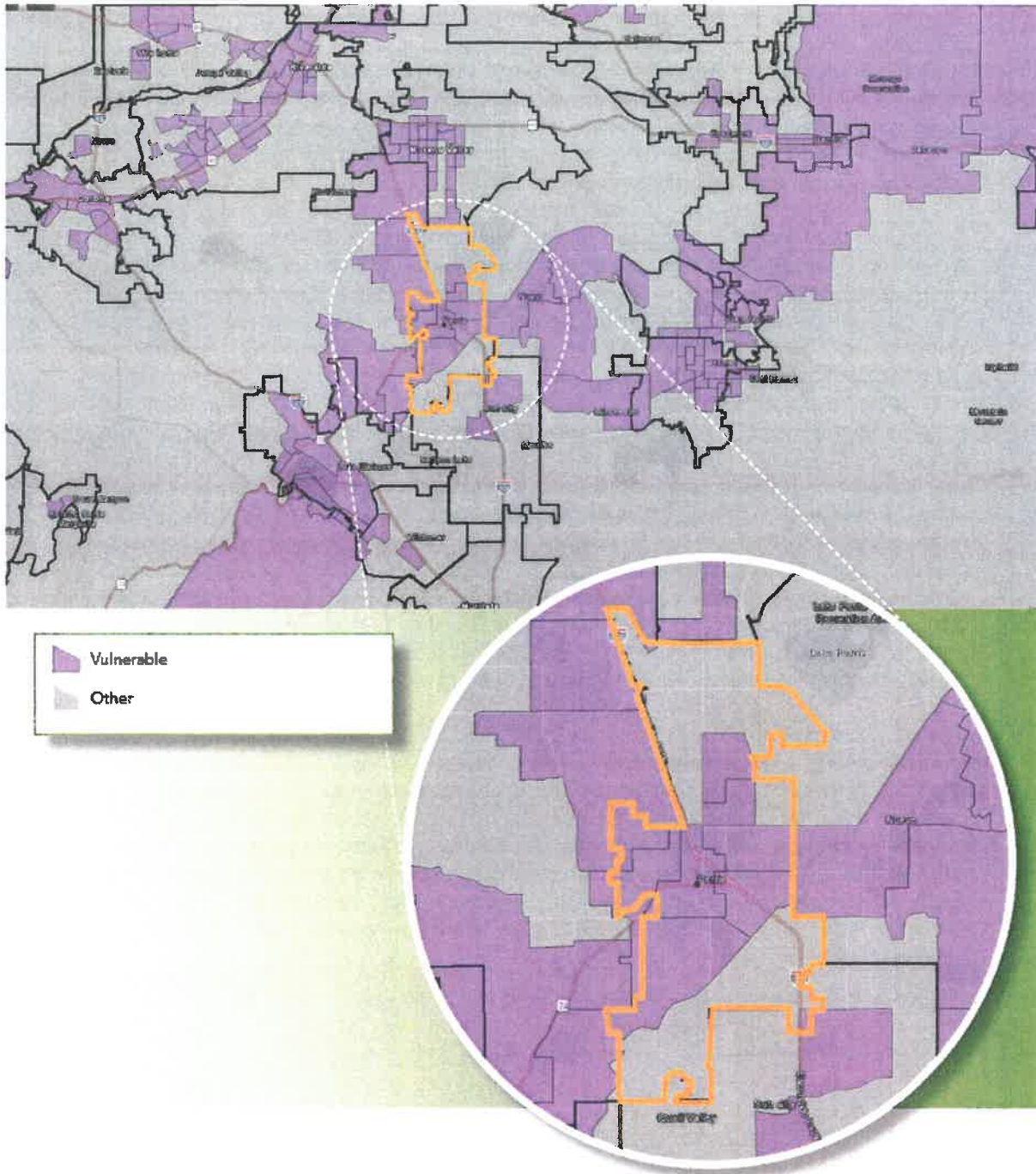
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<sup>33</sup> Cooley, H. (2012). Social Vulnerability to Climate Change in California. Pacific Institute. Available at: <https://pacinst.org/wp-content/uploads/2012/07/social-vulnerability-climate-change-ca.pdf>

<sup>34</sup> A full list of potential vulnerabilities is included in the Western Riverside County Vulnerability Assessment.

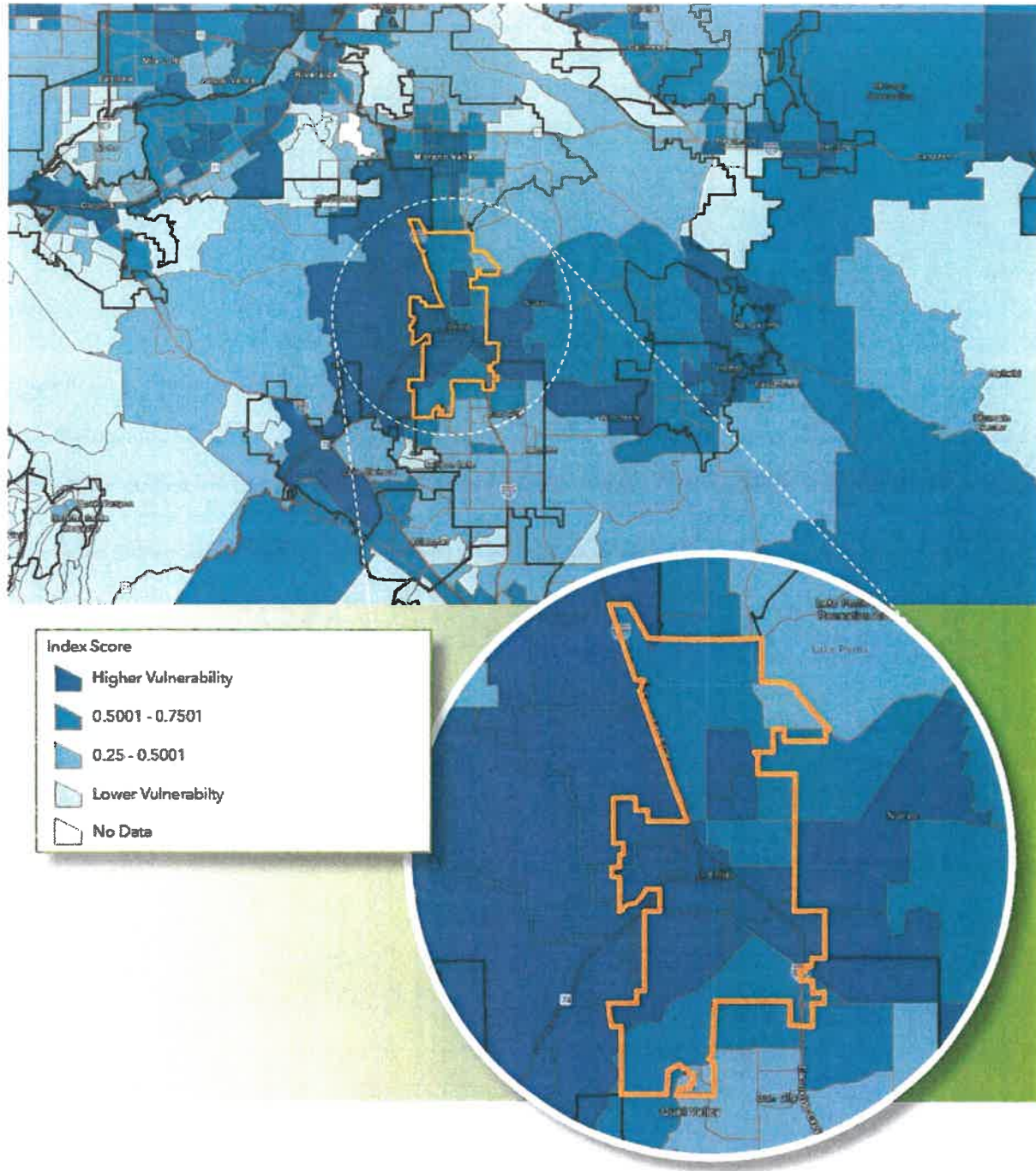


Figure 5-17: Sensitive Communities



Source: AFFH DataViewer – accessed by National CORE on June 1, 2021. Original data source: <https://www.sensitivecommunities.org/>

Figure 5-18: Social Vulnerability Index



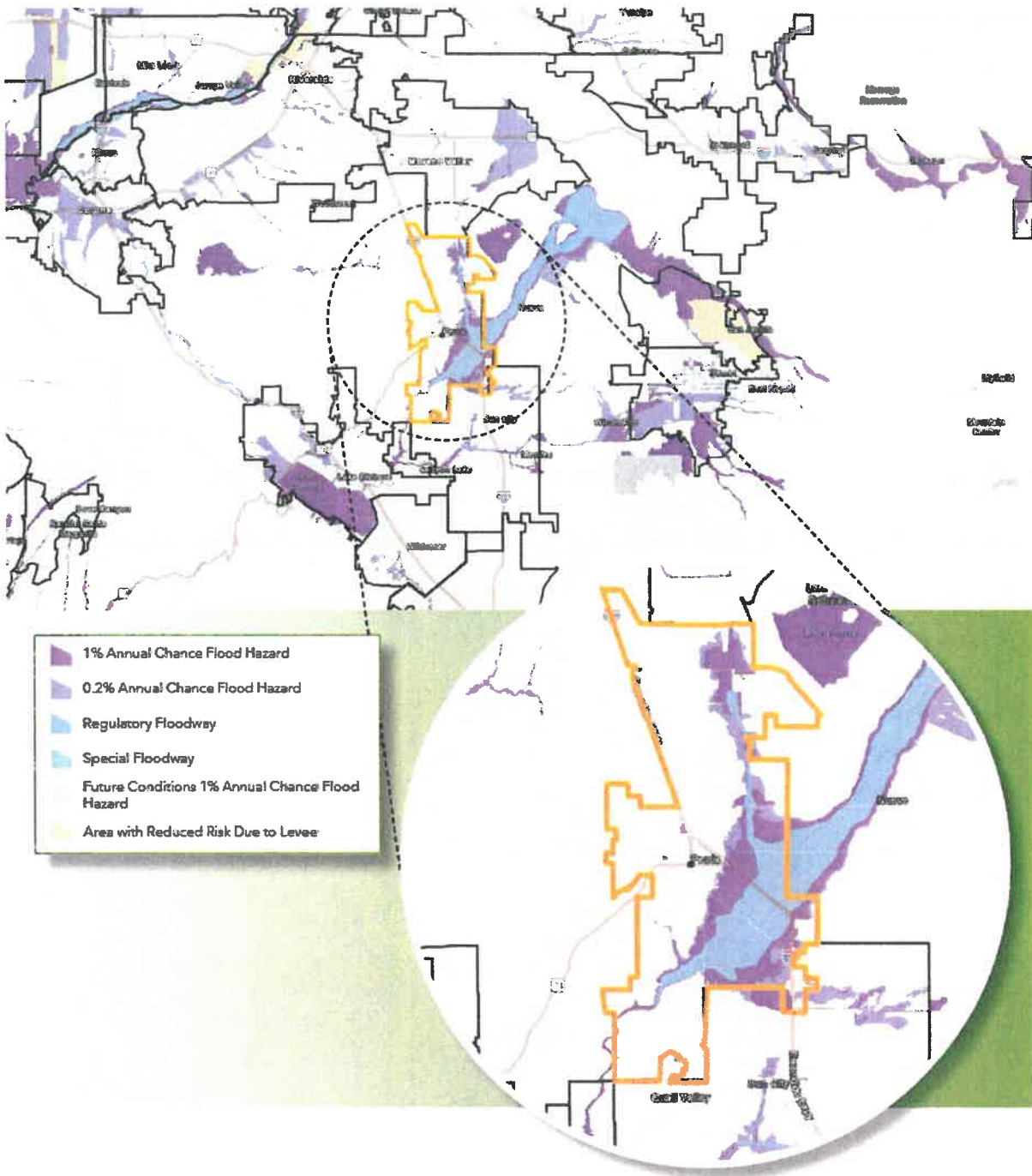
Source: Source: AFFH DataViewer – accessed by National CORE on June 1, 2021.

Original data source: CDC/ATSDR/Division of Toxicology and Human Health Sciences/Geospatial Research, Analysis & Services Program





Figure 5-19: Special Flood Hazard Areas



Source: Source: AFFH DataViewer – accessed by National CORE on June 1, 2021.  
Original data source: Flood Hazard Areas from the Flood Insurance Rate Map created by the Federal Emergency Management Agency (FEMA)



## G. Identification and Prioritization of Contributing Factors

The following are contributing factors that have been identified based on demographic information presented in this section and the fair housing issues presented in the City's Analysis of Impediments and the analysis in this document that affect fair housing choice in Perris.

### *FAIR HOUSING ENFORCEMENT*

Based on City staff experience in conducting community outreach for various planning and community development matters, expanded efforts are needed as it relates to Fair Housing enforcement. Contributing Factors include:

- Lack of a variety of inputs media (e.g., meetings, surveys, interviews)
- Lack of accessibility to draft documents
- Lack of digital access

### *DISPARITIES IN ACCESS TO OPPORTUNITY*

There are areas in the City that have disparities in access to opportunities. Contributing Factors include:

- Location and type of affordable housing
- Lack of private investments in specific neighborhoods
- Lack of public investments in specific neighborhoods, including services or amenities
- Private discrimination

### *DISPARITIES IN ACCESS TO OPPORTUNITY FOR PERSONS WITH DISABILITIES*

Overall, persons with disabilities have issues accessing resources and opportunities. Contributing Factors include:

- Access to publicly supported housing for persons with disabilities
- Access to transportation for persons with disabilities
- Lack of affordable in-home or community-based supportive services
- Lack of affordable, accessible housing in range of unit sizes
- Lack of affordable, integrated housing for individuals who need supportive services
- Lack of assistance for housing accessibility modifications
- Lack of assistance for transitioning from institutional settings to integrated housing

### *DISPROPORTIONATE HOUSING NEEDS, INCLUDING DISPLACEMENT RISKS*

There are several census tracts in the City that are defined as being vulnerable to displacement in





the event of increased development or drastic shifts in housing cost. These census tracts are located centrally in the City, including the Downtown and around the Downtown Perris transit station. Contributing Factors include:

- The availability of affordable units in a range of sizes (such as lack of family housing)
- Displacement of residents due to economic pressures
- Land use and zoning laws
- Community opposition
- Lack of public investments in specific neighborhoods, including services or amenities

## H. Implementation Actions

Actions implement goals and consist of concrete steps, timelines and measurable outcomes. Pursuant to Government Code section 8899.50, these actions should be considered a part of the schedule of actions or programs required by Housing Element Law and must affirmatively further fair housing. Specifically, Government Code section 8899.50 requires “meaningful actions” well beyond combating discrimination to overcome patterns of segregation and foster inclusive communities. These actions, as a whole must:

- Address significant disparities in housing needs and in access to opportunity;
- Replace segregated living patterns with truly integrated and balanced living patterns;
- Transform racially and ethnically concentrated areas of poverty into areas of opportunity; and
- Foster and maintain compliance with civil rights and fair housing laws. Further, local agencies shall not take any action materially inconsistent with the obligation to affirmatively further fair housing. This requirement should apply to all actions in the housing element and the rest of the general plan as well as any actions, policies or practices outside of the general plan.

Affirmatively furthering fair housing means “taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities.” Table 5-22 presents a list of identified fair housing issues and Contributing Factors that existing in the City of Perris and outlines the policy actions in the 2021-2029 Housing Plan to be taken.

*TABLE 5-22: FAIR HOUSING ISSUES AND CONTRIBUTING FACTORS*

Fair Housing Issues	Contributing Factors	Policy Actions
Fair Housing Services Outreach and Enforcement	<ul style="list-style-type: none"> <li>• Lack of a variety of inputs media (e.g., meetings, surveys, interviews)</li> <li>• Lack of accessibility to draft documents</li> <li>• Lack of digital access</li> <li>• Lack of resources for fair housing agencies and organizations</li> </ul>	HE Action 4.1 HE Action 4.2 EJ Goal 1



Fair Housing Issues	Contributing Factors	Policy Actions
Housing Mobility	<ul style="list-style-type: none"> <li>• The availability of affordable units in a range of sizes (such as lack of family housing)</li> <li>• Location and type of affordable housing</li> <li>• Private discrimination</li> </ul>	HE Action 2.7 HE Action 3.3 HE Action 3.5 HE Action 3.7 HE Action 3.9 HE Action 4.5
Place-Based Strategies to Encourage Community Revitalization	<ul style="list-style-type: none"> <li>• Lack of public investments in specific neighborhoods, including services or amenities</li> <li>• Lack of private investments in specific neighborhoods</li> </ul>	Action 5.3 EJ Goal 6
New Housing Choices in Areas of High Opportunity	<ul style="list-style-type: none"> <li>• Lack of public investments in specific neighborhoods, including services or amenities</li> <li>• Lack of private investments in specific neighborhoods</li> </ul>	EJ Goal 5.2 EJ Goal 6
Housing for Persons with Disabilities	<ul style="list-style-type: none"> <li>• Access to publicly supported housing for persons with disabilities</li> <li>• Access to transportation for persons with disabilities</li> <li>• Lack of affordable in-home or community-based supportive services</li> <li>• Lack of affordable, accessible housing in range of unit sizes</li> <li>• Lack of affordable, integrated housing for individuals who need supportive services</li> <li>• Lack of assistance for housing accessibility modifications</li> <li>• Lack of assistance for transitioning from institutional settings to integrated housing</li> </ul>	HE Action 4.3 HE Action 4.6 HE Action 4.7 HE Action 4.8
Protecting Existing Residents from Displacement	<ul style="list-style-type: none"> <li>• The availability of affordable units in a range of sizes (such as lack of family housing)</li> <li>• Displacement of residents due to economic pressures</li> <li>• Land use and zoning laws</li> <li>• Community opposition</li> </ul>	HE Action 1.4 HE Action 3.3 HE Action 3.5 HE Action 4.1 HE Action 4.2 HE Action 4.4 HE Action 4.5
Environmental Equity Strategies	<ul style="list-style-type: none"> <li>• Lack of public improvements</li> <li>• Concentration of Environmental Hazards due to Industrial Uses</li> <li>• Lack of basic services or inclusion in food deserts</li> </ul>	EJ Goal 2 EJ Goal 3



## I. Conclusion

This assessment of fair housing practices has determined that evidence of segregated living patterns for protected classes does not exist within the City of Perris, based on the definitions established by HUD and HCD. However, given broader regional trends that have resulted in the concentration of lower-income residents in the region, and other suburban cities, it is critical that the City continue to promote programs and strategies that ensure affordable housing opportunities in higher resource areas in the City to avoid perpetuating regional patterns of segregation and concentration of poverty.

In order to complete this analysis, an analysis of the relationship between the City's identified Housing Opportunity Areas to accommodate their RHNA and areas of high or low resources follows in Section 7.8. Additionally, a summary of concrete actions (e.g., programs to affirmatively further fair housing) can be found in Chapter 2, Housing Plan. The goal of this comprehensive assessment is to ensure that future housing does not lead to segregated living patterns in the City and ultimately continues to promote integrated and balanced neighborhoods.

## 6. ASSISTED HOUSING AT-RISK OF CONVERSION TO MARKET RATE

State Housing Element law requires an analysis of the potential for currently rent-restricted low-income housing units to convert to market rate housing, and to propose programs to preserve or replace any units "at risk" of conversion. This section presents an inventory of all assisted rental housing in Perris and evaluates those units at risk of conversion during the next ten years or until 2031.

Perris contains ten developments of deed-restricted multifamily rental housing totaling 704 affordable units, as presented in Table 5-23. This inventory includes all multifamily units assisted under federal, State, and local programs, including HUD, State/local bond programs, density bonus, inclusionary, and local redevelopment or direct assistance programs.

*TABLE 5-23: ASSISTED RENTAL HOUSING INVENTORY*

Project	Total Units	Total Affordable Units	Financing Program	Date Constructed	Potential Conversion Date
San Jacinto Vista II	60	59	LIHTC, Affordable Housing Subsidized; Section 515 Rural Rental Housing; Section 521 USDA Rental Assistance	1978	Permanent Affordable Housing
San Jacinto Vista I	86	85	LIHTC, Affordable Housing Subsidized; Section 515 Rural Rental Housing; Section 521 USDA Rental Assistance	2004	Permanent Affordable Housing
Perris Park Apartments	79	78	Category 7A: Affordable Housing with Tax Credit Financing	2000	2055
Vintage Woods Apartments	70	69	Category 7A: Affordable Housing with Tax Credit Financing	2000	2055
Meadowview I Apartments	88	87	Category 7A: Affordable Housing with Tax Credit Financing	2010	2065



Project	Total Units	Total Affordable Units	Financing Program	Date Constructed	Potential Conversion Date
Meadowview II Apartments	76	75	Category 7A: Affordable Housing with Tax Credit Financing	2010	2065
Mercado Apartments	60	59	Category 7A: Affordable Housing with Tax Credit Financing	2012	2067
Perris Family Apartments	75	74	Category 7A: Affordable Housing with Tax Credit Financing	2013	2068
Perris Station Apartments	84	83	Category 7A: Affordable Housing with Tax Credit Financing	2013	2068
Verano Apartments	40	39	Category 7A: Affordable Housing with Tax Credit Financing	2013	2068
<b>TOTAL</b>		<b>708</b>			

Source: City of Perris, 2020.

### A. Loss of Assisted Housing Inventory

All of the affordable rental projects have long-term affordability restrictions, and none are at risk of conversion over the next ten years.

### B. Contract Extension

Upon filing of a Notice of Intent (NOI), HUD may offer several incentives to property owners to remain in their contracts, including re-financing the property mortgage, and establishing higher rents charged for the project. Pursuant to Section 65863.10 of the Government Code, the property owners of these units must also provide one year advanced notification to each tenant household if the property owner intends to terminate the Section 8 contract. The notice must indicate the anticipated date of conversion and anticipated rent increase. The property owner is also required to serve notice to the City of Perris. For projects with contracts expiring, three renewal options are available. Options for renewal are assumed to be one of the following, although other options may apply depending on other project factors: (1) Renew at comparable market levels, possibly adjusted upward by operating costs, which is the Mark Up to Market option; (2) Renew at current rents with no adjustments; (3) Notify HUD of intent to opt-out of Section 8 contract. For any project with rents currently exceeding comparable market rents, as a fourth option the owner may request referral to the Office of Multifamily Housing Assistance Restructuring (OMHAR) for reduction of Section 8 contract rents with or without the restructuring of rents.

### C. Transfer of Ownership

Transferring ownership of the affordable units to a non-profit housing organization is a viable way to preserve affordable housing for the long term and increases number of government resources available to the project. The feasibility of this option depends on the willingness of the owner to sell, funding to actually buy the property and the existence of a non-profit organization with sufficient administrative capacity to manage the property. Additionally, projects in which all units are affordable, and not just a portion of units are affordable, can participate in ownership transfers more simply and are therefore more likely to be feasible.



## 6. HOUSING CONSTRAINTS ANALYSIS

This section of the Housing Element examines constraints that could hinder the City's achievement of its objectives and the resources that are available to assist in the production, maintenance and improvement of the City's housing stock. Constraints to the provision of housing may include governmental, market, infrastructure, and environmental factors. State law requires that Housing Elements analyze potential and actual governmental and non-governmental constraints to the production, maintenance, and improvements of housing for all persons of all income levels and disabilities. The constraints analysis must also demonstrate efforts by the local jurisdiction to remove governmental constraints that hinder achievement of housing goals.

### I. GOVERNMENTAL CONSTRAINTS

Governmental constraints are policies, development regulations, standards, requirements, or other actions imposed by the various levels of government upon land and housing ownership and development. Although Federal and State agencies play a role in the imposition of governmental constraints, the actions of these agencies are, for the most part, beyond the influence of local government and are therefore not addressed in this document. Generally, most governmental constraints are local, including land use controls, building codes, processing procedures, and development fees which put in place standards that may constrain the maintenance, improvement and/or development of housing in the City.

State and federal regulations, which the City has no control over, can also add to governmental constraints. Regulations related to environmental protection, building codes, and other topics have significant, often adverse, impacts on housing costs and availability. While constraints exist at other levels of government, this section emphasizes policies and regulations that can be mitigated by the City.

### D. Land Use Controls

#### *GENERAL PLAN*

Under State law, every city must have a General Plan, establishing policy guidelines for all development within the City. The General Plan is the foundation of all land use controls in a jurisdiction and it establishes policy guidelines for all development within the City. The Land Use Element identifies the location, distribution and density of land uses in the City. In implementing the General Plan, the City of Perris utilizes a number of planning tools including the Specific Plan, Zoning Regulations, and Subdivision Ordinance. With these documents, the City establishes more specific development standards, allowable uses, and limitations. The Perris General Plan provides for seven residential land use designations and one commercial land use category that permits residential use in the City. General Plan residential land use designations express densities as dwelling units per acre (du/ac). Table 6-1 illustrates General Plan land use designations that permit residential uses.

In 2015, the City added Healthy Communities Element to the Perris General Plan to promote healthful living. Communities with access to vital resources like recreational facilities, healthy foods, medical services, transportation options, quality and affordable housing, living-wage jobs, safe neighborhoods, and quality education experience better health outcomes. The Healthy Communities Element provides the framework to implement the General Plan's vision for a healthier, sustainable Perris, and tackles critical areas where public health and advance planning





intersect: including transportation, active living, access to nutritious food, access to health care, mental health, and environmental health. The Healthy Communities Element aligns with the City's Climate Action Plan (CAP) and promotes the implementation of balanced, well-designed communities with a balance of housing, jobs, amenities, and services.

**TABLE 6-1: PERRIS GENERAL PLAN LAND USE DESIGNATIONS**

Designation	Description	Max Density Range <sup>1</sup>
R-20,000 Single-Family Residential, 20,000 sq ft lot	Comprised of low-density, single-family dwelling units in a semi-rural or agricultural setting. Other permitted uses include churches and schools. This designation allows for single-family residential dwellings.	Up to 2 units per acre
R-10,000 Single-Family Residential, 10,000 sq ft lot	Comprised of low-density, single-family residential dwellings	Up to 4 units per acre
R-8,400 Single-Family Residential, 8,400 sq ft lot	Allows for low-density, single-family dwellings	Up to 5 units per acre
R-7,200 Single-Family Residential, 7,200 sq ft lot	Allows for low-density, single-family dwellings	Up to 6 units per acre
R-6,000 Single-Family Residential, 6,000 sq ft lot	Allows for low-density, single-family dwellings. Note: Mobile home subdivisions (zoning classification R5) will also be allowed within this Land Use category. Minimum lot size is consistent with those for R-6,000, which will not increase intensity or density of these areas. By allowing Mobile home subdivisions within this Land Use category, this City can provide opportunities for affordable housing.	Up to 7 units per acre
MFR-14 Multiple-Family Residential	Comprised of medium-density, multiple-family residential units.	Up to 14 units per acre
MFR-22 Multiple-Family Residential	Includes high-density, multiple-family dwellings	Up to 22 units per acre
Neighborhood Commercial/Urban Residential	Accommodates mixed-use development. Permitted uses include, but are not limited to, all retail, service and food-oriented uses allowed in Neighborhood Commercial category on the ground floor and residential uses as described within the MFR-14 land use category on the second floor or higher unless otherwise designated by the Development Services Director.	Up to 14 units per acre

Source: General Plan 2030, Land Use Element 2030, approved April 2005.

Notes: 1. Density range expressed in dwelling units per net acre.

### ZONING CODE

The City's Zoning Code is in need of a comprehensive update to be consistent with the General Plan. This update is anticipated to occur in the upcoming planning period. State law requires that the General Plan and Zoning Code be consistent (Government Code Section 65454). Currently, there are sections in the Zoning Code, such as the Parking & Loading Standards that still reference the City's old zone titles. For the purposes of discussion, development standards that reference old zone titles have been substituted with the new zone titles that most closely match the old zone.

Zoning regulations serve as a key General Plan implementation tool. The City's Zoning Code accommodates a diversity of residential housing types. It allows for innovation in design standards within parameters designated in Table 6-2, provided the overall density and dwelling



unit capacity is not exceeded. The Perris Zoning Code provides for nine residential zones, an additional “light agricultural/interim zone” that allows residential use, and two overlay zones. Each of the zones is listed below:

- A-1 Light Agricultural/Interim zone
- R-20,000 Single-Family Residential, 20,000 square foot minimum lots
- R-10,000 Single-Family Residential, 10,000 square foot minimum lots
- R-8,400 Single-Family Residential, 8,400 square foot minimum lots
- R-7,200 Single-Family Residential, 7,200 square foot minimum lots
- R-6,000 Single-Family Residential, 6,000 square foot minimum lots
- R-14 Multifamily Residential
- R22 Multifamily Residential
- R-4 District, Mobile Home Parks
- R-5 District, Mobile Home Subdivisions
- Planned Development Overlay (PDO) zone
- Senior Housing Overlay zone (SHO)

Zoning, which must be consistent with the General Plan, establishes specific development standards, allowable uses, and limitations. Zoning regulations control development by establishing requirements related to height, density, lot area, yard setbacks, and minimum parking spaces. Site development standards ensure a quality living environment for all household groups in the City, including special needs groups, and lower and moderate-income households.

Minimum lot size requirements and design standards such as roofing materials, architectural enhancements and landscaping may increase the costs of housing. These constraints can hinder the creation of affordable housing for low-income and senior residents. To minimize constraints and maintain incentive for affordable housing developers, the City relies primarily on the application of Density Bonuses and Specific Plans.

### **SPECIFIC PLAN AREAS**

Specific Plans are plans that establish specific development conditions and standards for areas or projects within a City. A specific plan is a tool for the systematic implementation of the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision.

By Government Code, a specific plan in the City of Perris must encompass at least 75 acres of contiguous land. It may be developed in response to a single policy issue, or to address each applicable policy of the General Plan. It may also diverge from the issues contained in the General Plan into other subjects viewed by the community as being of relevance.



All specific plans must comply with Sections 65450 - 65457 of the Government Code. These provisions require that a specific plan be consistent with the City's General Plan. In addition, specific plans must be consistent with any Airport Land Use Plan pursuant to Public Utilities Code 21676. In turn, all subsequent subdivision and development, all public works projects and zoning regulations must be consistent with the specific plan.

The specific plans identified in this Housing Element to accommodate the housing need for the City of Perris are the following:

- Green Valley
- New Perris
- Parkwest
- Riverglen
- Harvest Landing
- Downtown Specific Plan
- Perris Valley Commerce Center

Table 6-2 displays the development standards for zones that allow residential uses as well as Specific Plans used in this Housing Element Sites Inventory Analysis.



**TABLE 6-2: SUMMARY OF RESIDENTIAL ZONING REGULATIONS**

Zone	Permitted Residential Uses	Min. Lot Area	Minimum Setbacks	Maximum Lot Coverage	Max. Bldg. Height	Parking
A-1	<ul style="list-style-type: none"> <li>Any use permitted in the R7 Zone, including a single mobile home on a 20,000 square foot lot</li> </ul>	20,000 SF	Front -Primary building - 25' - Accessory building -100' Side - 5' per story Rear - 20'	40%	25'	See Table 6-3
R-20,000	<ul style="list-style-type: none"> <li>One detached single-family dwelling</li> <li>Supportive and transitional housing</li> <li>Single-room occupancy units</li> <li>Small family day care homes</li> <li>Residential care facilities</li> </ul>	20,000 SF	Front - 25' Side - 5' per story Rear - 25'	40%	35'	See Table 6-3
R-10,000	<ul style="list-style-type: none"> <li>One detached single-family dwelling</li> <li>Supportive and transitional housing</li> <li>Single-room occupancy units</li> <li>Small family day care homes</li> <li>Residential care facilities</li> </ul>	10,000 SF	Front - 25' Side - 10' Rear - 25'	40%	35'	See Table 6-3
R-8,400	<ul style="list-style-type: none"> <li>One detached single-family dwelling</li> <li>Supportive and transitional housing</li> <li>Single-room occupancy units</li> <li>Small family day care homes</li> <li>Residential care facilities</li> </ul>	8,400 SF	Front -Primary building - 20' -Garage: 20' for side-entry, 25' for front-entry Side - 5' per story Rear - 25'	1-story - 60% 2-story - 40%	35'	See Table 6-3
R-7,200	<ul style="list-style-type: none"> <li>One detached single-family dwelling</li> <li>Supportive and transitional housing</li> <li>Single-room occupancy units</li> <li>Small family day care homes</li> <li>Residential care facilities</li> </ul>	7,200 SF	Front - Primary building - 20' - Garage: 20' for side-entry, 25' for front-entry Side - 5' each story Rear - 20'	1-story - 60% 2-story - 40%	30'	See Table 6-3
R-6,000	<ul style="list-style-type: none"> <li>Attached and detached single-family dwellings</li> <li>Supportive and transitional housing</li> <li>Single-room occupancy units</li> <li>Small family day care homes</li> <li>Residential care facilities</li> </ul>	6,000 SF	Front - Primary building - 20' - Garage: 20', 25' for lots 8,00 s.f. or more Side - 5' each story - 0' for zero-lot line Rear - attached/ detached - 20' - multifamily buildings - 10' + 5' each add'l story	1-story - 60% 2-story - 40%	30'	See Table 6-3



Zone	Permitted Residential Uses	Min. Lot Area	Minimum Setbacks	Maximum Lot Coverage	Max. Bldg. Height	Parking
MFR-14	<ul style="list-style-type: none"> <li>Attached/detached single-family dwellings</li> <li>Multiple-family development, including apartments and condominiums</li> <li>Supportive and transitional housing</li> <li>Single-room occupancy units</li> <li>Small family day care homes</li> <li>Residential care facilities</li> </ul>	6,000 SF	Front - 20' for multiple-family - 15' for single-family Side - 5' single-story - 15' cumulative for 2-story interior lots + 10' each add'l story above the 2 <sup>nd</sup> Rear - 15' for single-family, less than 4,500 s.f. - 20' for single-family greater than 4,500 s.f. - 10' for multiple-family + 5' for each add'l story	40% 60% for lots less than 6,000 s.f.	30'	See Table 6-3
MFR-22	<ul style="list-style-type: none"> <li>Detached single-family homes</li> <li>Attached single-family dwellings</li> <li>Multiple-family development, including apartments and condominiums</li> <li>Supportive and transitional housing</li> <li>Single-room occupancy units</li> <li>Small family day care homes</li> <li>Residential care facilities</li> </ul>	6,000 SF	Front: 20 feet/30 feet arterial for streets and highways  Side/Rear yards: Equal to wall height of proposed residential buildings, as measured to plate height.	45%	40'	See Table 6-3
R-4 District	<ul style="list-style-type: none"> <li>Mobile home parks, including trailer parks, accessory uses, and buildings and recreational vehicle parks (subject to CUP)</li> </ul>	5 acres, 2,000 SF per site	See Zoning Ordinance for specific minimum development standards.			1½ vehicle spaces
R-5 District	<ul style="list-style-type: none"> <li>Mobile homes &amp; manufactured homes</li> <li>Factory-built housing for single-family residential use</li> <li>Normal accessory buildings</li> </ul>	6,000 square feet	Front – 20' Side – 5' Rear – 5'	n/a	30'	See Table 6-3
PD Overlay & SH Overlay Zones	See Zoning Ordinance for specific development standards.					

Source: City of Perris Planning & Zoning Ordinance, September 7, 2012.





**TABLE 6-3: SPECIFIC PLAN DEVELOPMENT STANDARDS**

Specific Plan	Permitted Residential Uses	Min. Lot Area/Density	Minimum Setbacks	Max. Lot Coverage	Max. Bldg. Height
Green Valley	<ul style="list-style-type: none"> <li>Attached and detached single family residences</li> <li>Multifamily dwellings</li> </ul>	Single-family- 5,500 sq. ft. Multifamily - 10 ac.	Single-family Front - 25' Side - 5' Rear - 20'  Multifamily Front - 20' Side - 10' Rear - 10'	Single family: 60%  Multifamily: 50%	Single family - 35'  Multifamily - 35'
New Perris	<ul style="list-style-type: none"> <li>Attached and detached single-family dwelling</li> <li>Multifamily dwellings</li> </ul>	Single family - 7,200 sq. ft Multifamily - 25 ac.	Single-family Front - 25' Side - 5' Rear - 25'  Multifamily Front - 35' Side - 20' Rear - 20'	Single family - 50%  Multifamily 50%	Single-family 35'  Multifamily - 48'
Parkwest	<ul style="list-style-type: none"> <li>Attached and detached single-family dwelling</li> <li>Multifamily dwellings</li> </ul>	Single family - 5,000 Multifamily - 5 ac.	Single Family Front - 20' Side - 5' Rear - 20'  Multifamily Front - 20' Side - 10' Rear - 10'	Single family - 60%  Multifamily - 50%	Single-family - 35'  Multifamily - 48'
River Glen	<ul style="list-style-type: none"> <li>Attached and detached single-family dwelling</li> </ul>	Single family 5,500 sq. ft.	Front - 20' Side - 5' Rear - 20'	60%	35'



Specific Plan	Permitted Residential Uses	Min. Lot Area/Density	Minimum Setbacks	Max. Lot Coverage	Max. Bldg. Height
Harvest Landing	<ul style="list-style-type: none"> <li>Attached and detached single-family dwelling</li> <li>Multifamily dwellings</li> </ul>	<p>Low Density Residential – 3,500 sq. ft.</p> <p>Medium Density Residential – 2,100 sq. ft.</p> <p>Medium High Density Residential – 1,800 sq. ft.</p>	<p>Low Density Residential Front – 12' Side – 0 or 5' Rear – 12'</p> <p>Medium Density Residential Front – 10' Side – 0 or 5' Rear – 8'</p> <p>Medium High Density Residential Front – 8' Side – 0 or 5' Rear – 8'</p>	<p>Low Density Residential – 50%</p> <p>Medium Density Residential – 55%</p> <p>Medium High Density Residential – 75%</p>	35' for all uses
Downtown Perris Specific Plan	<ul style="list-style-type: none"> <li>Semi-Rural (SR)</li> <li>Suburban (S)</li> <li>Neighborhood (N)</li> <li>Urban Village (UV)</li> <li>4<sup>th</sup> Street Gateway (G)</li> <li>Plaza Mercado (M)</li> <li>Downtown Promenade (DP)</li> <li>Civic (C)</li> <li>Employment Plaza (EP)</li> </ul>	<p>SR Residential (units) – 6 Retail (square feet) – 0 Office (square feet) – 0</p> <p>S Residential (units) – 798 Retail (square feet) – 0 Office (square feet) – 0</p> <p>N Residential (units) – 381 Retail (square feet) – 0 Office (square feet) – 0</p> <p>UV Residential (units) – 2,918 Retail (square feet) – 0 Office (square feet) – 0</p> <p>G Residential (units) – 186 Retail (square feet) – 507, 173 Office (square feet) – 304,304</p>	<p>SR Front: 15' Rear: 15' External Side: 10' Internal Side: 5'</p> <p>S Front: 20' Rear: 20' External Side: 10' Internal Side: 5'</p> <p>N Adjacent to residential: Side: 10' Rear: 10' No other setback required</p> <p>UV Adjacent to residential: Side: 10' Rear: 10' No other setback required</p> <p>G Building shall be set back 15 feet from rear property lines that are adjacent to a residential use and 10 feet from side property lines that are adjacent to a residential use.</p>	<p>SR Low Density Residential - 50%</p> <p>S Medium Density - 55%</p> <p>N Medium Density Residential – 100%</p> <p>UV High Density Residential - 100% Residential</p> <p>G Medium Density Residential – 100% Retail – 25% Office – 15%</p>	<p>SR 20'</p> <p>S 20'</p> <p>N 30'</p> <p>UV 50'</p> <p>G 50'</p>



Specific Plan	Permitted Residential Uses	Min. Lot Area/Density	Minimum Setbacks	Max. Lot Coverage	Max. Bldg. Height
		M Residential (units) - 88 Retail (square feet) - 73,958 Office (square feet) - 22,187  DP Residential (units) - 569 Retail (square feet) - 270,925 Office (square feet) - 309,629	M None required  DP None required	M High Density Residential - 75% Retail - 50% Office - 15%  DP High Density Residential - 75% Retail - 35% Office - 40%	M 30'  DP 30'



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**PARKING REQUIREMENTS**

Residential parking requirements in Perris are shown in Table 6-4. The City’s parking requirements are typical for a city of its size, and do not constrain the development of housing. Parking standards within the Zoning Code and Specific Plans are consistent and intended to accommodate mixed-use projects and foster shared parking concepts.

Within the Downtown Perris Specific Plan additional strategies are included to allow for reduced parking requirements, including:

- A “Park Once” strategy by including as many parking spaces as possible in a pool of shared, publicly available parking spaces. Build strategically located, publicly available parking structures in lieu of many small on-site private parking lots. This includes constructing shared parking arrangements at existing private lots where feasible, including the future Metrolink Perris Valley Line parking facilities.
- Establish a parking in-lieu fee program as part of the “Park Once” strategy intended to encourage new nonresidential developments in the downtown area to pay a market rate fee for the geographic area per required parking space to the City in-lieu of providing parking spaces on-site.

The City complies with Section 65915 of the Government Code (as amended by AB 744) which allows developments with a set percentage of low- or very low-income units that are located within 1/2 mile of a major transit stop, to request a parking ratio of no more than 0.5 spaces per bedroom. The City’s adopted Senior Housing Overlay zone (SHO) also includes additional parking requirements and references the general parking requirements. Additional parking requirements include locating parking courts within 150 feet from the dwelling unit for which the parking space is provided. It also includes provisions that result in reduced parking standards, such as allowing a minimum of 1.15 parking spaces per dwelling unit.

**TABLE 6-4: RESIDENTIAL PARKING REQUIREMENTS**

Type of Residential Development	Required Parking Spaces	Comments
Single-family Residential	Light Agricultural Zone: 2 spaces, 1 within a garage Rural Residential/Agricultural Zone: 2 spaces, 1 within a garage Detached Residential, R-10,000, R-8,400, R-7,200, and R-6,000: 2 garage spaces	Each covered parking space in a garage or carport shall have a minimum dimension not less than 10 feet in width and 20 feet in length. Minimum size for a one-car garage shall be no less than 250 square feet.
Multiple Family Residential	Studio or one-bedroom unit: 1 space/unit Two-bedroom unit: 1.5 spaces/unit 0.25 spaces/each additional bedroom Guest spaces: Guest parking spaces associated with residential uses may be added by project applicant, subject to market demand	Guest spaces shall be distributed throughout development. Each uncovered space shall have a min. dimension of not less than 9 feet in width and 19 feet in length. No more than 15% of uncovered parking spaces for multifamily development may be compact stalls. Each compact stall shall have minimum dimension not less than 8 feet in width and 16 feet in length.

Source: City of Perris Zoning Ordinance, September 7, 2012.





### **OPEN SPACE REQUIREMENTS**

To improve the living environment of residential neighborhoods, communities typically require housing to have a certain amount of open space, such as yards, common space, and landscaping. For single-family homes, open space is reflected in setbacks, yard sizes, and lot coverage requirements. In addition to the typical requirements, such as lot coverage, that ensure that open space is provided, multiple-family projects (e.g., apartments and condominiums) are also required to have dedicated open space in lieu of private yards. Both multifamily residential zones in the City have private and public open space requirements.

For both the MFR-14 and MFR-22 zones, private open space requirements include having a minimum of 150 square feet of contiguous and usable outdoor living space that is enclosed by a solid fence for each individual ground floor unit of a single-family dwelling. Above ground units are required to have a minimum of 75 square feet of private open space. Additional requirements for minimum dimensions of required open space areas are provided in Section 19.26.090.H.2.a of the Zoning Code.

A minimum of 150 square feet of common open space is to be provided for each unit, exclusive of driveways and sidewalks. Of the required open space, a minimum of 30% shall be permanent landscaping.

### **DENSITY BONUS**

In response to State mandated requirements and local needs, the City has adopted ordinances/regulatory mechanisms that permit higher densities than generally permitted by the underlying zoning district. Known as a “density bonus,” state law allows a developer to increase the density of a residential development by up to 35% over the otherwise maximum allowable residential density if provisions are made to contain at least any one of the following:

1. 20% of the units for lower-income households, or
2. 10% for very low-income households, or
3. 50% of the total dwelling units of a housing development for qualifying residents (qualified to receive federal housing assistance, such as Section 8).

Also, one additional incentive or financial equivalent (such as modified development standard or waiver/reduction for application or development fees) is granted by the City to all residential developments meeting the 20 percent density bonus requirement for lower-income housing. Chapter 19.57 of the City of Perris Zoning Code complies with the Density Bonus provisions required by State law (Chapter 4.3, Section 65915) for residential zones. The density bonus shall apply to housing developments consisting of five or more dwelling units.

The density bonus is a valuable tool for jurisdictions to create more affordable housing for seniors and lower-income families. A potential developer may submit a written preliminary proposal for development to determine the means for complying with the City’s Density Bonus Ordinance. The preliminary proposal may be submitted prior to any formal requests for General Plan amendments, Zoning amendments or subdivision map approvals. Within 90 days of receipt of a complete preliminary proposal, the City shall notify the developer in writing of the procedures with which it will comply. To date, this type of density bonus provisions has not been utilized for new projects.



Applicants/Developers also have a density bonus option with the Planned Development Overlay zone. This overlay zone grants a density bonus of up to 10 percent when certain criteria are met (as established by the overlay zone). The following criteria must be satisfied in order for a developer to receive a 10 percent density bonus:

- The proposed density increase is compatible with surrounding land uses and will not adversely affect the public health, safety, welfare, comfort, or convenience.
- Suitable infrastructure either exists or will be concurrently constructed to serve the proposed project (i.e., streets, water, sanitary sewer, power, drainage facilities, etc.).
- The project is in close proximity to schools, shopping, and related residential support services.
- The project is well planned, exhibiting excellence in architectural, site and landscape design.
- The project creates a superior residential environment as evidenced by the provision of open space that is directly accessible to dwelling units.

To qualify for a density bonus under the Planned Development Overlay, the proposed project must satisfy the above criteria and be approved by the Planning Commission and City Council.

#### **SENIOR HOUSING OVERLAY**

A Senior Housing Overlay (SHO) zone may be combined with any of the City's conventional residential or commercial zone districts. This district is designed to provide for residential uses that are appropriate for the development of housing for seniors, recognizing their unique lifestyles and needs, by allowing higher densities with a maximum of 50 dwelling units to the gross acre and a mix of uses including multifamily residential, attached single-family residential, and detached single-family residential. Higher design and construction standards, as well as the provision of specific site and building amenities for the elderly are intended to be implemented in the SHO. Some of these standards include no step entries into buildings, along with widened doorways and hallways to accommodate the use of wheelchairs. These standards along with ADA and Universal Design building principles will be implemented into housing developments in the SHO. Development incentives for qualified projects in the SHO include:

- A reduction in number of parking spaces per dwelling unit;
- The waiving of park development fees; and
- A maximum allowable density of 50 dwelling units to the gross acre.

Any development within the SHO must be reviewed and approved by the Planning Commission and City Council.

#### **PLANNED DEVELOPMENT OVERLAY ZONE**

A Planned Development Overlay zone (PD) may be combined with any of the City's conventional zone districts. The purpose of a PD overlay zone is to allow flexibility in the mixture of land uses and development criteria by encouraging superior architectural and site design which emphasizes conservation of open space, provision of recreational amenities, and pedestrian connections between buildings. The PD zone also encourages projects to include a variety of housing types or combinations of residential and non-residential uses by allowing diversification



in the relationship of uses, buildings, architectural design, lot sizes, yard areas, and open spaces which may not be achievable under other zoning districts. This district is designed to provide for those uses or combinations of uses which are most appropriately developed in a comprehensive and coordinated fashion. It is intended to be applied only to those areas which by reason of their proximity to other zoning districts, existing development, topography, geographic location, size, or shape require special consideration to be properly integrated into the community and adjacent developed districts. Any development within a PD overlay zone must be reviewed and approved by the Planning Commission and City Council.

### *ACCESSORY DWELLING UNIT REQUIREMENTS*

In response to state mandated requirements and local needs, the City of Perris allows the development of both single family and multifamily accessory dwelling units (ADUs). Traditionally intended for elderly or other members of owner-occupant families, the example of compact, infill development has become a crucial strategy for meeting the growing rental housing demands in Perris and southern California. The City adopted revised their zoning code to reflect the current State law in fall of 2020.

Perris Municipal Code Chapter 19.81 allows both single-family and multifamily ADUs as well as junior accessory dwelling units or JADUs. Chapter 19.81 includes the state requirements as well as the following local regulations:

- ADUs and JADUs shall be designed to be compatible with the architectural style and materials used in the Primary Dwelling or Multifamily Project.
- New construction ADUs shall have a building height not to exceed 16 feet above grade or the height of the first-floor ridgeline, whichever is greater.
- When garages are converted to ADUs, the garage door for vehicles shall remain. A false wall shall be constructed parallel to the wall. The wall shall meet all California Building Code requirements for an exterior wall.
- The State definition for JADU kitchens was expanded to include a wider variety of cooking appliances including not only a hot plate but microwaves or other similar cooking appliance.
- The State Law requires that local regulations be large enough to allow an efficiency unit as defined by the California Building Code (CBC). In the most recent CBC update, efficiency units were eliminated. However, the CBC requires that any living space have 220 square feet plus 100 square feet per occupant. Consistent with these requirements, the draft ordinance includes a 320 square foot minimum area requirement for all ADUs and JADUs.
- Fire sprinklers are required in ADUs when the Primary Dwelling has a sprinkler system for fire prevention.
- Property owners will not be allowed to rent or lease any ADU or JADU for less than 30 days.



- All ADUs and JADUs shall be required to record a covenant, approved by the City Attorney as to form, that describes the type of ADU or JADU approved and the unit size and attributes of the accessory dwelling or dwellings. The covenant shall also state that the unit may not be rented or leased for less than 30 days and sale or conveyance of the ADU separate from the Primary Dwelling or Multifamily lot shall be prohibited. When a JADU is approved, the covenant shall state that the property owner shall be required to live on site in either the Primary Dwelling Unit, an ADU or the JADU.

Constraints to the development of accessory dwelling units are minimal beyond the cost of building materials and the required secondary residential unit permit. Government Code Section 65852.2 requires applications for accessory dwelling units to be considered ministerially without discretionary review and a public hearing. Currently, the City's ADU ordinance complies with this requirement and applications are approved by the Planning Division during the building permit review process.

### *RESIDENTIAL CARE FACILITIES AND HOUSING WITH SUPPORTIVE SERVICES*

The Zoning Code accommodates both small and large residential care facilities. Small residential care facilities that serve six or fewer persons are permitted by-right in nearly all of the residential zones, with the exceptions of the R-4 and R-5 zones, and are treated as standard residential uses, consistent with State law.

Large residential care facilities and care centers are subject to the review and approval of a conditional use permit. The City's Zoning Code indicates that large residential care facilities (7 to 12 persons) require a permit with conditions of approval and are required to comply with development standards of the applicable zone and additional parking standards to ensure that there is adequate off-street parking for employees, those residing at the facility, and their guests.

Per Chapter 19.84 of the Perris Municipal Code, a large residential care facilities shall comply with the following regulations:

- a. The site complies with all zoning criteria and development standards for the zoning district in which the large residential care facility is located.
- b. The use is incidental and subordinate to its use as a residence.
- c. The facility is located more than 500 feet from any other large residential care facility, or care center, or the director determines that over concentration or facilities within the areas will not result from the facility.
- d. The facility has adequate off-street parking for the primary residential use and each employee and resident, if applicable.
- e. Access will not interfere with traffic and circulation of the neighborhood and can be facilitated in a safe and effective manner.
- f. Design will minimize excessive noise impacts to adjoining properties.



Residential care centers (12 or more) require a conditional use permit and are deemed a non-residential use in the Zoning Code. Residential care centers have more stringent development standards that include standards such as: minimum floor area, requirements for common areas and recreational and entertainment facilities, trash receptacles, etc. Development standards and findings for approval are presented in Chapter 19.84 of the Perris Municipal Code.

### *EMERGENCY SHELTERS AND TRANSITIONAL AND SUPPORTIVE HOUSING*

Emergency shelters provide housing for homeless persons for a limited period of time, while transitional and supportive housing facilities provide support and housing for persons transitioning out of homelessness into permanent housing. Providing adequate housing for the homeless must be demonstrated in the Housing Element. To comply with SB 2, the City amended the Zoning Code to allow emergency shelters as a permitted use in the General Industrial (GI) zone, particularly the GI land that is bounded by Malbert Road to the north and Mountain Avenue to the south; located at least 1,200 feet southerly of Ellis Avenue. This area is located within Perris Valley Airport Compatibility Zone D in which residential uses are currently permitted. Coordination between the City of Perris and Riverside County Airport Land Use Commission has resulted in the provision of additional Compatibility Policies that would allow for development, under specific conditions, within the Zone D at a greater density and intensity. Portions of this area are in transition from older manufacturing and warehouse uses to office and retail commercial uses. As a result, environmental impacts associated with industrial uses are reduced, making the area more suitable for residential development. The amount of available land zoned GI in the southern portion of Perris is sufficient to accommodate at a minimum one (1) emergency shelter.

The City's adopted ordinance includes objective development and management standards described in the Senate Bill 2 statute, below:

- The maximum number of beds or persons permitted to be served nightly by the facility (maximum 100 beds per acre)
- Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.
- The size and location of exterior and interior on-site waiting and client intake areas.
- The provision of on-site management.
- The proximity to other emergency shelters provided that emergency shelters are not required to be more than 300 feet apart.
- The length of stay.
- Lighting.
- Security during hours that the emergency shelter is in operation.

The City has amended the Zoning Code to allow transitional and supportive housing as a permitted use by right in all zones that allow residential uses, except within Airport Areas I and II as mapped at [www.rcaluc.org](http://www.rcaluc.org) and within Compatibility Zones A, B1, B2, and C of the Airport Influence Area of Perris Valley Airport, in effect as of July 1, 2011, in all residential zones.





### *SINGLE ROOM OCCUPANCY HOUSING FACILITIES*

Generally, single room occupancy (SRO) housing facilities are buildings with a common entrance containing a cluster of at least five rental units which provide sleeping and living facilities for one or two persons, where kitchen and/or bathroom facilities may be shared. The City has amended the Zoning Code to allow SRO facilities as a permitted use by right in all zones that allow residential uses, except within Airport Areas I and II as mapped at [www.rcaluc.org](http://www.rcaluc.org) and within Compatibility Zones A, B1, B2, and C of the Airport Influence Area of Perris Valley Airport, in effect as of July 1, 2011, in all residential zones. Additionally, the ordinance revision includes a limit of 75 rooms per acre of land.

### *FARMWORKER HOUSING*

The City of Perris has the A-1 zone that is for existing agricultural uses and also acts as a “holding” or interim zone that is in place until the site/property can be developed consistent with the General Plan. This zone permits any uses permitted in the R-6,000 zone, which includes attached and detached one-family dwellings and small family day care homes. Neither zone specifically references farmworker housing.

As identified in the Housing Needs assessment there is no area within the City that is designated Prime Farmland, Unique Farmland or Farmland of Statewide Importance and only 124 (0.04 %) persons in Perris were employed in agriculture, forestry, or fishing industries (or related industries) according to 2019 American Community Survey 5-Year Estimates. As there are no active agricultural areas in the City, there is no apparent or explicit need for either long term or seasonal farmworker housing. Due to Perris’ nominal farm worker population, the special housing needs of this group can generally be addressed through overall programs for housing affordability. The City will comply with California Health and Safety Code sections 17021.5, 17021.6 and 17021.8.

### *MANUFACTURED AND MOBILE HOMES*

Manufactured housing on a permanent foundation is permitted by right as a residential use, no different from a traditional single family home in all zones which permit single-family houses, pursuant to State law. Additionally, mobile home parks are permitted in the R-4 and R-5 Districts. Mobile home parks are subject to a conditional use permit in all other residential zones.



### E. Housing Types Permitted by Zoning District

Tables 6-5 and 6-6 summarizes housing types permitted by zoning district and specific plan area in the City of Perris.

**TABLE 6-5: HOUSING TYPES PERMITTED BY ZONING DISTRICT**

Residential Use	Zone								
	R-20,000	R-10,000	R-8,400	R-7,200	R-6,000	MFR-14	MFR-22	R4	R5
SF-Detached	P	P	P	P	P	P	P		
SF-Attached					P	P	P		
2-4 DU						P	P		
5+ DU						P	P		
Manufactured Homes	P	P	P	P	P	P	P	P	P
Mobile Homes	C	C	C	C	C	C	C	P	P
Residential Care < 6 persons	P	P	P	P	P	P	P		
Residential Care > 6 persons	C	C	C	C	C	C	C		
Second Units		P	P	P	P	P	P		
Single Room Occupancy Facilities	P	P	P	P	P	P	P		
Supportive Housing	P	P	P	P	P	P	P	P	P
Transitional Housing	P	P	P	P	P	P	P	P	P

Source: City of Perris Zoning Ordinance, January 2021.  
P=Permitted; C= Conditionally Permitted

**TABLE 6-6: HOUSING TYPES PERMITTED BY SPECIFIC PLAN AREA**

Residential Use	Zone								
	CN	CC	GI	Green Valley	New Perris	Park west	River Glen	Harvest Landing	Downtown
SF-Detached				P	P	P	P	P	P
SF-Attached				P	P	P	P	P	P
2-4 DU				P	P	P	P	P	P
5+ DU				P	P	P	P	P	P
Residential Care < 6 persons	C	C							
Residential Care > 6 persons	C	C							
SRO Units		P							
Emergency Shelter			P						

Source: City of Perris Planning Division, 2021.  
P=Permitted; C= Conditionally Permitted

### F. Building Codes and Enforcement

Building and safety codes regulate new construction, alteration, and reconstruction of buildings, and are intended to protect occupants from unnecessary risk of fire, structural collapse, unsanitary conditions,



and injury or loss of life. While building and safety codes are adopted for the purposes of preserving public health and safety, and ensuring the construction of safe and decent housing, they have the potential to increase the cost of housing construction and/or maintenance. The City of Perris' Building Code provides regulations necessary to protect the public health, safety and welfare of its residents. The City has adopted into its Codes and Ordinances the 2019 Uniform Building, Plumbing, Mechanical Fire and Electrical Codes (ICBO, NFPA), which establish construction standards for all residential buildings. Residential code enforcement in the City is performed proactively and on a complaint basis by the City Code Enforcement Division, with seven inspectors and support staff assigned to the City of Perris.

## G. On and Off-Site Improvements

Site improvements and property dedications are important components of new development and contribute to the creation of decent and affordable housing. Residential development in Perris requires site improvements that vary by size and location. These improvements may include, but are not limited to:

- Separate and adequate distribution lines for domestic water supply;
- Sewage collecting system where main lines of an adequate disposal system are available;
- Adequate grading and surfacing of streets, highways, and alleys;
- Concrete curbs and gutters;
- Concrete sidewalks;
- Fire hydrants at locations designated by the City engineer and Fire Department;
- Traffic control devices;
- Necessary barricades and safety devices;
- Utility facilities including, but not limited to, wires, cables and ducts for distributing electricity, communication, and cable television;
- Fees for, or dedication of, parks and recreation facilities;
- Roadway widening;
- Street lighting; and
- Median islands.

Site improvements are required to ensure that there is adequate infrastructure for and access to a site. Site improvements also help in making the project more compatible with surrounding neighborhoods; however, these site improvements can act as a constraint on the development of housing due to the significant commitment in cost for the developer, which in turn is carried over into the purchase price of the home by the developer. In general, full street width dedication is required and construction of curb, gutter, and sidewalk upgrades are required if determined by the City Public Works Department. The on- and off-site improvements required by the City are necessary to adequately provide the infrastructure and public facilities that support housing development. On and off-site improvements required by the City are typical for the region and have not been determined to be a constraint to the development of affordable housing.



To encourage the development of affordable housing many of these requirements and dedications can be waived by the City to help mitigate cost impacts. Typically, waiving the requirement to underground all utilities can be considered on a project-by-project basis and is a substantial cost savings to the developer.

## H. Housing for Persons with Disabilities

State law requires localities to analyze potential and actual constraints upon housing for persons with disabilities, demonstrate efforts to remove governmental constraints, and include programs to accommodate housing designed for people with disabilities. The City has no special zoning or land use restrictions that regulate the siting of housing for persons with disabilities. However, one of the purposes of the City's Senior Housing Overlay zone (SHO) is to ensure that federal regulated requirements related to the Americans Disabilities Act (ADA) and Universal Design principles are incorporated within senior housing developments.

The definition of "family" may limit access to housing for persons with disabilities when municipalities narrowly define the word, discriminating against group homes for persons with disabilities on the basis of familial status. Perris defines "family" to mean an individual or two or more persons related by blood or marriage or a group of not more than six persons, excluding servants, who are not related by blood or marriage, living together as a single housekeeping unit in a dwelling unit. The City's definition of "family" does not limit access to housing for persons with disabilities any more than other forms of group homes. Pursuant to State law, Perris permits state-licensed residential care facilities serving six or fewer persons in all of its residential zoning districts by right. State-licensed residential care facilities providing care for 7 to 12 persons with special needs are subject to review and approval of a large residential care permit. Residential care centers providing care for 12 or more persons with special needs are subject to review and approval of a conditional use permit. The review and permitting of residential care facilities and care centers pertain to development standards such as parking, hours of operation, noise, traffic circulation, and security, which may affect the approval certainty of these care facilities and care centers. The provisions and extended review procedure associated with these projects requires a significant commitment in time and financing that may discourage the development of these residential care facilities and care centers.

### *AMERICANS WITH DISABILITIES ACT*

The City's building codes require that new residential construction and rehab construction comply with the federal Americans with Disabilities Act (ADA). ADA provisions include requirements for a minimum percentage of units in new developments to be fully accessible to persons with physical disabilities. Unlike the Uniform Building Code (UBC), enforcement of ADA requirements is not at the discretion of the City but is mandated under federal law. Compliance with building codes and the ADA may increase the cost of housing production and can potentially impede the rehabilitation of older properties required to be brought up to current code standards.

### *REASONABLE ACCOMMODATION*

The Housing Element must analyze potential and actual constraints upon the development, maintenance and improvement of housing for persons with disabilities and demonstrate local efforts to remove governmental constraints that hinder the City from meeting the need for housing for persons with disabilities. The Housing Element must include programs that remove





constraints or provide reasonable accommodation for housing designed for persons with disabilities.

The City amended Chapter 19.87 of the Zoning Code in September 2013 (Ordinance 1296) to adopt formal reasonable accommodation procedures. Reasonable accommodation provides a basis for residents with disabilities to request flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements from the local government to ensure equal access to housing opportunities. An application for a reasonable accommodation request is granted if all of the following findings are made:

1. The housing, which is the subject of the request, will be used by individual disabled as defined under the Federal Fair Housing Act and the California Fair Employment and Housing Act (the Acts).
2. The requested reasonable accommodation is necessary to make specific housing available to an individual with a disability under the Acts.
3. The requested reasonable accommodation would not impose an undue financial or administrative burden on the City.
4. The requested reasonable accommodation would not require a fundamental alteration in the nature of a City program or law, including but not limited to land use and zoning.
5. The requested reasonable accommodation would not adversely impact surrounding properties or uses.
6. There are no reasonable alternatives that would provide an equivalent level of benefit without requiring a modification or exception to the City's applicable rules, standards and practices.

As findings 5 and 6 have been deemed by the State to be a constraint, the City will update their ordinance to remove them. The City will update the reasonable accommodation procedures, within two years of Housing Element adoption to ensure all constraints are removed. The City continues to provide information regarding the City's reasonable accommodation ordinance to interested parties and makes information on the ordinance widely available to residents.

## I. Local Processing and Permit Procedures

Builders and developers frequently cite the cost of holding land during the evaluation and review process as a significant factor to the cost of housing. Holding costs associated with delays in processing have been estimated to add between 1.1 percent and 1.8 percent to the cost of a dwelling unit for each month of delay. Processing times vary with the complexity of the project. Approval for single-family homes, multifamily development projects with less than five dwelling units, and other minor tenant improvements can usually be processed within two weeks after submittal to the City.

Multifamily development projects with five or more dwelling units on appropriately zoned properties are subject to review and approval by the Planning Commission and may include review by the City Council, if the project is appealed. Typically, the Planning Commission will determine if the proposed project will have any adverse impact on nearby properties and uses. Multifamily projects may take an average of 8 weeks to process typically due to minor adjustments and/or variance requests, however if a project is able to comply with all existing development standards, approval may be achieved in less time.





The purpose of the Development Plan Review is to protect the health, safety, and welfare of the citizens of the City; to ensure that all development proposed within the City is consistent with the City's General Plan, Zoning, any applicable Specific Plan, and City requirements to protect and enhance the built and natural environment of the City, identifying and mitigating potential impacts that could be generated by the proposed use, such as traffic, noise, smoke, dust, fumes, vibration, odors, other hazards, or community impacts. The City's review process includes the evaluation of certain development impacts and standards, including, but not limited to the following:

1. The proposed development is consistent with the allowed Zoning restrictions, in addition to drainage, waste disposal, street dedication, fire safety, and other appropriate regulations.
2. The following are constructed and arranged so that traffic congestion is avoided, pedestrian and vehicular safety and welfare are protected, and there will be no adverse effect on surrounding property:
  - a. Buildings, structures, and improvements
  - b. Parking, vehicular ingress/egress and internal circulation
  - c. Setbacks
  - d. Height of buildings
  - e. Service areas
  - f. Walls and fences
  - g. Landscaping
  - h. Architectural compatibility with zoning standards, applicable Specific Plans, and surrounding development
3. All utility facilities are underground, unless otherwise authorized by Perris Municipal Code Chapter 13.04.
4. Proposed lighting is located so as to reflect the light away from adjoining properties
5. Proposed signs will not, by size, location, color or lighting, interfere with traffic, limit visibility, contribute to overhead clutter, or create a public nuisance.
6. All applicable public easements and rights-of-way have been dedicated or offered for dedication.
7. All required infrastructure and improvements are included within the proposed development or the conditions of approval.

Prior to granting approval of a Development Plan Review the following findings shall be adopted:

1. The location, size, design, density and intensity of the proposed development and improvements are consistent with the City's General Plan, any applicable Specific Plans, the purposes and provisions of this Title, the purposes of the Zone in which the site is located, and the development policies and standards of the City.
2. The subject site is physically suitable, including but not limited to parcel size, shape, access, and availability of utilities and services, for the type of development proposed.
3. The proposed development and the conditions under which it would be operated or maintained is compatible with abutting properties and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.



4. The architecture proposed is compatible with community standards and protects the character of adjacent development.
5. The landscaping plan ensures visual relief and provides an attractive environment for the public's enjoyment.
6. The safeguards necessary to protect the public health, safety and general welfare have been required for the proposed project.

Eight weeks to review a site development permit is very typical for a jurisdiction this size and is comparable to surrounding cities in the Riverside County area. The minimum processing time, as well as the public hearing, can pose a constraint to the development of multifamily projects as a delay in the review process increases holding costs of the land, which is often then reflected in the housing cost. To address this constraint, as outlined in Action 3.1 of the Housing Plan, the City shall prioritize development processing time of applications for multifamily developments to assist in decreasing the development processing time; thus, decreasing the holding cost of the land. The City will work with affordable housing developers to understand any time sensitive issues and costs, and how the processing time will affect the developer's ability to produce units for very low- and low-income units.

Projects in PD or SHO overlay zones or other projects requiring Conditional Use Permits, Zoning Amendments, or other discretionary actions necessitate a higher level of review, resulting in a longer processing timeline, usually 60 to 90 days. The City of Perris' development approval process is designed to accommodate, not hinder, appropriate development.

The Planning Division of the Development Services Department is the lead agency in processing residential development applications and coordinates the processing of these applications with other City departments and agencies. The time required to process a development application can have significant cost implications for affordable housing. Changes in zoning designations or standards are typical of entitlement requests accompanying proposals for affordable housing and can add time to the process creating a constraint.

Currently, the City does not have a formal procedure for expediting projects with affordability conditions, however, to help streamline the application process for housing developments, the City has a Preliminary Review Application which allows developers to meet with City Staff early on in the development process to discuss conceptual plans. Having the option to meet with Staff prior to submitting a full plan set, can reduce the number of rounds of review later in the process, saving time and reducing design expenditures. Typically, each resubmittal adds a minimum of 45-60 days to the entitlement process, which includes time for the design team to respond to comments from City Staff and then 30 days for the City to circulate and review. The Preliminary Review Application process is a critical tool for City Staff and developers to ensure applications can be deemed complete and address any potential issues before the plans are formally submitted. Following Housing Element adoption, the City will establish a formal streamlining process in compliance with SB 35.

Table 6-7 provides a list of the average processing times for various procedures from application to City Council approval of a project. As supported by reasonable processing times, and the relative facility of permit procedure, the City's processing and permit procedures do not constrain the development of housing.



**TABLE 6-7: LOCAL DEVELOPMENT PROCESSING TIME LIMITS**

Item	Approximate Length of Time from Submittal to Public Hearing
Conditional Use Permit	60-90 days
Site Plan Review	60-90 days
Tentative Tract Map/Parcel Map/Subdivision	90-180 days
Variance	60-90 days
Zoning Amendments or Zone Change	180-365 days
General Plan Amendment	180-365 days
Accessory Dwelling Unit Permit Application	5 days
<b>Environmental Documentation</b>	
Environmental Impact Report	270 days
Initial Study	90-180 days
Mitigated Negative Declaration	90-180 days

*Source: City of Perris Planning Division, 2021.*

The City does allow applicants to dual track entitlements and permitting to reduce development times, but a majority of developers opt to obtain entitlements first, as there is risk in running a dual track approach. There is no required wait time between when a project receives entitlements and when the applicant can apply for permits. The City’s development procedures and applications are posted on the City website and are reviewed and updated annually.

## J. Development Fees and Exactions

The City and other agencies charge various fees and assessments to cover the cost of processing development permits and providing local services. These deposit-based fees help ensure quality development and the provision of adequate public services. In addition, developer fees and exactions imposed on new development can help to minimize impacts on existing infrastructure and enable required upgrades of infrastructure consistent with demands of the new development. State law requires that these fees be reasonably related to the mitigation of the identified impact, and that they be proportionate to the extent of impacts associated with any given development project. These development fees are typically passed on to renters and homeowners in the price/rent of housing, and thus affect housing affordability.

The City’s Planning Division Deposit-based Development Fee Schedule is outlined in Table 6-8. As previously mentioned, City fees are comparable to other local jurisdictions and are not considered to be a major constraint to the development of affordable or market rate housing. Additional fees, such as development impact fees for public facilities and services, drainage, water and sewer, and environmental fees are also presented.



**TABLE 6-8: CITY OF PERRIS DEPOSIT-BASED FEE SCHEDULE, 2018**

Application	Fee*
ADMINISTRATIVE DETERMINATIONS	\$300.00 + \$8.45 DPF
ADMINISTRATIVE DEVELOPMENT PLAN REVIEW	\$3,500.00 + \$8.45 (DPF)
AGRICULTURAL PRESERVE	
Establishment or Enlargement	\$3,225.50 + \$1,500.00 (EA) + \$8.45 (DPF)
Disestablishment or Diminishment	\$3,225.00 + \$8.45 (DPF)
Notice of Non-Renewal	\$275.00
ANNEXATION/PRE-ZONING	1,825.00 + \$1,500.00 EA + \$8.45 DPF
APPEALS OF ANY CASE	\$250.00 + \$8.45 (DPF)
CERTIFICATE OF LAND DIVISION COMPLIANCE	\$800.00 + \$8.45 (DPF) + 85/hr for Engineering Review
CERTIFICATE OF PARCEL MERGER	800.00 + \$8.45 (DPF) + 85/hr for Engineering Review
CERTIFICATION OF DOCUMENTS	\$1.50/page
CONDITIONAL USE PERMIT (with development, including outdoor advertising signs)	\$4,500.00 + \$1,500 (EA) + \$8.45 (DPF) + \$900.00 flat rate for Engineering Review
CONDITIONAL USE PERMIT (without development)	\$3,500.00+ \$1,500.00 (EA) + \$8.45 (DPF)
DAYCARE CENTERS	
Residential Large (7-12 persons)	\$75.00 + \$8.45 (DPF)
Commercial (with development)	\$3,225.00 + \$1,500.00 (EA) + \$8.45 (DPF)
Non-Commercial (13+ persons)	\$3,225.00 + \$1,500.00 (EA) + \$8.45 (DPF)
DENSITY BONUS PROGRAM	
(Applicant shall pay attorney costs to draft bonus program agreement)	\$4,500.00 + \$8.45 (DPF)
DEVELOPMENT AGREEMENT	\$15,000.00 + \$8.45 DPF
DEVELOPMENT PLAN REVIEW	
Com/Indus (new construction)	\$4,500.00 + \$1,500.00 (EA) + \$500.00 + \$8.45 (DPF)
Minor Com/Indus (new construction)	\$500.00 + DPF
Minor Residential (single family, mobile home compatibility or arch. reviews)	\$100.00 + \$8.45 (DPF)
ENVIRONMENTAL ASSESSMENT (CEQA Compliance)	
Environmental Impact Report	\$15,000.00 + \$8.45 DPF
Initial Study	\$1,500.00 + \$8.45 DPF
Mitigated Negative Declaration Preparation	\$6,000.00 + \$8.45 DPF
Mitigation Monitoring Program	\$5,000.00 + \$8.45 DPF
EXTENSION OF TIME	\$500.00 + \$8.45 DPF
FISH AND GAME FEE (AB 1358)	
Negative Declaration/Mitigated Negative Declaration	\$2,210 + \$50.00 = \$2,260
Environmental Impact Report	\$3,069.75+ \$50.00 = \$3,119.75
Exempt (Categorical/Statutory)	\$50.00
De Minimus	\$50.00
GENERAL PLAN AMENDMENT	\$5,000.00 + \$1,500.00 (EA) + \$8.45 (DPF)
HEARING REQUEST	\$400.00 + \$8.45 (DPF)
(Amending Conditions of Approval)	\$400.00 + \$8.45 (DPF)
LAND DIVISION PHASING PLAN	\$500.00 + \$8.45 (DPF)
LANDSCAPING/IRRIGATION	
Plan check	\$200.00 (Per Sheet) + \$8.45 (DPF)
Design Guideline Review	\$375.00 + \$8.45 (DPF)
LOT LINE ADJUSTMENT	\$600.00 + 8.45 (DPF)
MAJOR MODIFICATION	\$2,500.00 + \$1,500.00 (EA) + \$8.45 (DPF)
MINOR ADJUSTMENTS	\$300.00 + \$8.45 (DPF)
MINOR MODIFICATION	\$400.00 + \$8.45 (DPF)
ORDINANCE AMENDMENT	\$4,500.00 + \$1,500.00 (EA) + \$8.45 (DPF)
PLANNED DEVELOPMENT OVERLAY	\$4,500.00 + \$1,500.00 (EA) + \$8.45 (DPF)
PLANNING INFORMATION LETTER	\$50.00
PRELIMINARY PLAN/MAP ANALYSIS	\$500.00 + \$8.45 (DPF)





**TABLE 6-8: CITY OF PERRIS DEPOSIT-BASED FEE SCHEDULE, 2018**

Application	Fee*
REVERSION TO ACREAGE	\$ 1,500.00 + \$8.45 (DPF)
SECOND UNIT PERMIT	\$800.00 + \$8.45 (DPF)
SETBACK ADJUSTMENTS	\$200.00 + \$8.45 (DPF)
SIGN PERMIT FILING FEES	
Minor Development Plan Review	\$50.00 + \$8.45 (DPF)
Sign Program	\$500.00 + \$8.45 (DPF)
Temporary Sign Permits	\$25.00 + \$8.45 (DPF)
SMALL ZONING MAPS	\$8.00 plus .60 tax
SPECIFIC PLAN	\$10,000.00 + \$1,500.00 (EA) + \$8.45 (DPF)
Amendment	\$5,000.00 + \$8.45 (DPF)
STREET NAMING PROCESSING	\$150.00 + \$8.45 (DPF)
STREET VACATION	\$975.00 + \$8.45 (DPF)
SURFACE MINING PERMIT PROCESSING FEES	
Surface Mining Permit	\$3,778.00 + \$1,500.00 (EA) + \$8.75 (DPF)
Reclamation Plan	\$1,100.00 + \$1,500.00 (EA) + \$8.75 (DPF)
Revised Permit	\$452.00 + \$8.75 (DPF)
TEMPORARY USE PERMIT	\$100.00 + \$8.45 (DPF)
Non-profit organization	\$10.00 + \$8.45 (DPF)
TENTATIVE PARCEL MAP	
Residential	\$4,500.00 + \$8.45 DPF + \$1,100.00 + \$15.00 per lot (Eng Fees)
Industrial	\$5,000.00 + \$8.45 DPF + \$1,100.00 + \$15.00 per lot (Eng Fees)
Revised	\$1,500.00 (EA) + \$8.45 (DPF)
Final	\$1,200.00 + \$8.45 (DPF)
Final Revised	\$1,150.00 + \$8.45 (DPF)
TENTATIVE TRACT MAP	
Residential	\$5,500.00 + \$1,500.00 (EA) + \$8.45 (DPF) + \$1,100.00 + \$15.00 per lot
Revised	\$3,500.00 + \$8.45 (DPF)
Final	\$1,500.00 + \$8.45 (DPF)
Final Revised	\$2,050.00 + \$8.45 (DPF)
VARIANCE	\$3,500.00 + \$1,500.00 (EA) + \$8.45 (DPF)
VESTING TENTATIVE TRACT MAP	
Residential	\$6,500.00 + \$1,500.00 (EA) + \$8.45 (DPF)
Revised	\$5,000.00 + \$8.45 (DPF)
Final	\$2,550.00 + \$8.45 (DPF)
XEROX COPIES	0.50 for 1 <sup>st</sup> pg + 0.20 for subsequent
ZONE CHANGE	\$4,500.00 + \$1,500.00 (EA) + \$8.45 (DPF)
ZONE TEXT AMENDMENT	\$4,500.00 + \$1,500.00 (EA) + \$8.45 (DPF)

Source : City of Perris Fee Deposit Based Schedule, Adopted 7/1998, Amended 2018, Accessed January 2021.

The City complies with GC 65940.1(a)(1)(B) and has their fee schedule posted on their website. Information on fees, fee studies, and fee reports are updated any time a new fee schedule is adopted, typically every two years. The City will provide this information to the County to ensure compliance with GC 65940.1(a)(1)(A) within one year of Housing Element adoption.

### K. Development Impact Fees

Development Impact Fees are one-time charges applied to new developments. Their goal is to raise revenue for the construction or expansion of capital facilities located outside the boundaries of the new development that benefit the contributing development. The City of Perris does have set fees for the provision of public safety facilities, community amenities, government facilities, park facilities, and transportation facilities. In addition to the development impact fees charge by the City, there are several additional fees that apply to development within the City, including: Western Riverside County





Multiple Species Habitat Conservation Program Fees (MSHCP Fees), Transportation Uniform Mitigation Fees (TUMF), School Fees, Stephens Kangaroo Rat Preservation Fee, Eastern Municipal Water District Charges (EMWD), and for certain areas of the City, Perris Valley Master Drainage Plan Fees. While the City of Perris does not control all development impact fees that are set by regional entities and organizations, the fees do have an impact on the cost of development within the jurisdiction. Table 6-9 lists the development impact fees for single-family and multiple-family dwellings that are charged by the City of Perris. The fees that became effective in November 2018.

**TABLE 6-9: DEVELOPMENT IMPACT FEE SUMMARY – RESIDENTIAL**

Facility	Single-Family	Multifamily
Public Safety Facilities		
Police	\$59.50	\$53.50
Fire	\$362.00	\$327.50
Subtotal	\$421.00	\$381.00
Community Amenities	\$1,120.00	\$1,014.00
Government Facilities	\$576.00	\$522.00
Park Facilities	\$7,677.13	\$6,789.61
Transportation Facilities	\$4,025.00	\$2,817.00
Administration	\$28.00	\$24.00
<b>Total</b>	<b>\$13,847.13</b>	<b>\$11,547.00</b>

Source: City of Perris Development Services Department, 2021.

Note: Water equity and sewer equity fees shall be paid upon application for a building permit and shall be based upon the actual or intended use of the property to be served.

### PERRIS VALLEY MASTER DRAINAGE PLAN FEES

Development within the Perris Valley Master Drainage Plan fee areas is subject to \$8,875 per acre. The drainage fee is paid prior to final map approval or if associated with a development plan, prior to the issuance of a building permit.

### WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PROGRAM FEES (MSHCP FEES)

The Multiple Species Habitat Conservation Program that was adopted by the Riverside County Board of Supervisors in 2003 and adjusted in October 2020 include fees that apply to residential, commercial and industrial uses. The following is a breakdown of the fees that apply for residential uses:

Residential Density	Fee
Less than 8.0 dwelling units per acre	\$2,234 per dwelling unit
Between 8.1 and 14.0 dwelling units per acre	\$1,430 per dwelling unit
Greater than 14.1 dwelling units per acre	\$1,161 per dwelling unit

### TRANSPORTATION UNIFORM MITIGATION FEES (TUMF)

The Transportation Uniform Mitigation Fee (TUMF) was enacted by the Board of Supervisors of Riverside County and the Councils of the Cities of Western Riverside County to fund the



mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service.

In calculating the fees, a standard methodology is applied based on the rates for various land use categories. The TUMF program was adopted by the City of Perris with Ordinance No. 1186, Resolution 3627 (adopted in 2012). In January 2021, the fees were adjusted to the following:

Single-Family Residential	\$9,810 per single-family residential unit
Multifamily Residential	\$6,389.00 per multifamily residential unit

According to the City of Perris Ordinance No. 1263 (adopted in 2009), the following new development is exempt from TUMF payment:

1. Low-income residential housing;
2. Government/public buildings, public schools and public facilities; and
3. The rehabilitation and/or reconstruction of any habitable structure in use.

#### **SCHOOL FEES**

Perris Elementary School District	\$1.63 per square foot of assessable space
Perris Union High School District	\$1.63 per square foot of assessable space
Menifee Union School District	\$1.14 per square foot of assessable space
Romoland School District	\$1.14 per square foot of assessable space
Val Verde Unified School District	\$4.08 per square foot of assessable space

#### **CITY OF PERRIS SEWER AND WATER FEES**

Sewer Equity	\$600.00 per unit
Sewer Connection if City connects	\$600.00 per unit
Sewer Issuance and Inspections	\$35.00 per unit
Water Equity	\$500.00 per unit
Water Deposit	\$100.00 per unit

#### **CITY OF PERRIS WATER METER CHARGES**

Meter Size	Price
3/4"	\$950.00 per unit
1"	\$1,000.00 per unit
1 1/2"	\$1,485.00 per unit
2"	\$1,590.00 per unit
3-6"	Cost



*EASTERN MUNICIPAL WATER DISTRICT CHARGES (EMWD)*

Zone/Item	Price
I	\$1,450.00
II	\$1,650.00
III	\$1,725.00
EMWD/OWN	\$1,825.00
Residential Sewer Back-up	\$1,430.00
Residential Treatment Cap	\$2,765.00

*STEPHENS KANGAROO RAT PRESERVATION FEE*

In October 1988, the Stephens' Kangaroo Rat (SKR) was listed as an endangered species by the U.S. Fish and Wildlife Service (USFWS). Under the Endangered Species Act, both the SKR and its habitat are protected from any type of disturbance resulting in harming the species. At the time of the listing very little was known about the animal, its geographical distribution and its habitat needs.

Since the listing and formation of the RCHCA much has been learned about the species. SKR is an endangered rodent native to Southern California. They make their home on grasslands and coastal sage scrub without too much plant cover. Although it is small at only 2.4 ounces, it plays an important role in its environment. SKR is a keystone species that has a great effect on their ecosystem and surrounding environment. Without keystone species, the ecosystem would be dramatically different or cease to exist all together. Keystone species have low functional redundancy. This means that if the species were to disappear from the ecosystem, no other species would be able to fill its ecological niche.

Development within the historic range of the Stephens' Kangaroo Rat has resulted in loss and degradation of occupied Stephens' Kangaroo Rat habitat, increased isolation of Stephens' Kangaroo Rat populations, reduction of potential habitat areas for future colonization, and elimination of corridors which allow the species to relocate as environmental conditions warrant. The successful completion and implementation of a habitat conservation plan for the Stephens' Kangaroo Rat would be jeopardized by not implementing a procedure that requires review of each proposed development within the fee assessment area to determine the best means of mitigating impacts to the Stephens' Kangaroo Rat.

Each proposed development project is reviewed to determine the most appropriate course of action to ensure the survival of the species through one or more of the following: (1) on-site mitigation of impacts to the Stephens' Kangaroo Rat through the reservation or addition of lands included within or immediately adjacent to a potential habitat reserve site; or (2) payment of the mitigation fee set by this chapter; or (3) any combination of (1) and (2) consistent with the intent and purpose of this chapter. A proposed development project may be referred, for review, to federal and state resource agencies based upon criteria which may be established and agreed upon by the county and the agencies. Projects within the City of Perris may be subject to pay a fee to offset the impact to the SKR.

1. Prior to final map approval, a fee of \$500.00 per acre is due.
2. Single-family residences, where lots are greater than one-half acre, \$500.00 per unit.
3. Non-profit entities, reduced by 75%, as defined in 26 U.S.C. Sec. 501(c)(3).



Table 6-10 presents total typical fees for a 1,500 square foot, two bedroom/two bathroom single family unit as well as the total typical fees for a 1,000 square foot, two bedroom/one bathroom multifamily units in a 50 unit apartment building on 2 acres that is ministerially approved and qualifies for a CEQA exemption. This summary of fees includes planning development fees, city-based development impact fees, and countywide development fees. For a single-family residential unit, the amount of total fees is approximately \$37,880, and the total fee for a multifamily unit is approximately \$26,847. For a development with 50 units the total cost would be roughly \$1,342,350. These fees are comparable to other local jurisdictions, and many of the impact fees (i.e., MSHCP, TUMF and school fees) are regional and apply to any development in the area. In some instances, there are reductions or fee waivers granted, for example the TUMF fee does not apply to deed-restricted affordable housing units and schools fees are reduced for senior housing developments.

**TABLE 6-10: TOTAL TYPICAL FEES FOR RESIDENTIAL DEVELOPMENT**

Fees	Single-Family Unit	Multifamily (per unit)
Development Plan Review	\$108.45	\$78.45
Landscaping Plan Check	\$200.45	\$200.45
Public Safety	\$421.00	\$381.00
Community Amenities	\$1,120.00	\$1,014.00
Government Facilities	\$576.00	\$522.00
Park Facilities	\$7,677.00	\$6,789.00
Transportation Facilities	\$4,025.00	\$2,817.00
Administration	\$28.00	\$24.00
School Fees (\$4.10 per s.f.)	\$6,150.00	\$4,100.00
MSHCP Fee	\$2,234.00	\$1,161.00
Transportation Uniform Mitigation Fee	\$9,810.00	\$6,389.00
Stephens Kangaroo Rat Fee	\$500.00	\$500.00
Drainage Fees	\$1,466.00	\$355.00
Eastern Municipal Water District	\$3,565.00	\$2,135.00
<b>TOTAL</b>	<b>- \$37,880.90</b>	<b>- \$26,847</b>

Source: Compiled by National CORE, 2021.

## 2. NON-GOVERNMENTAL CONSTRAINTS

### A. Environmental Constraints

Environmental hazards affecting housing units include geologic and seismic conditions that provide the greatest threat to the built environment. The City has identified areas where land development should be carefully controlled. The following hazards may impact future development of residential units in the City:

- **Seismic Hazards:** While no known active faults exist in the Perris Valley, the City does lie between the San Jacinto and Elsinore faults. Portions of the area are subject to liquefaction, which occurs when a mass of soil collapses from a sudden loss of cohesion due to an earth tremor or to a sudden increase in groundwater from an external source. Perris is also subject to surface rupture, ground shaking, and ground failure. The greatest potential danger is the collapse of older



residential units constructed from un-reinforced masonry, and explosions of petroleum and fuel lines. Some of Perris' historic and culturally significant buildings are among the most hazardous in case of earthquakes. As in most of southern California, conflict exists between landmark preservation and the elimination of public danger from seismic damage. The City's Seismic Safety and Public Safety Elements, as well as the adopted Uniform Building Code, contain policies that address seismic activity.

- **Flooding:** The Perris planning areas are within the San Jacinto River Basin which drains through the San Jacinto River Valley and Perris Valley from the San Jacinto Mountains and terminates in Lake Elsinore. Perris is located in the flat Perris Valley, and is located in Flood Insurance Rate Map (FIRM) flood zones of AE, A, X, and X500. Of these flood zones, mandatory flood insurance purchase requirements apply to developments in the zones AE and A. Most of the flood zones are concentrated in the lower, flatter lands within the City.

In addition to the 100- and 500-year floodplains that pose a threat to flooding in the City, Perris is also susceptible to flood inundation associated with dam failure. However, the State and City have taken precautionary measures to ensure maximum public safety for those located downstream of the lake; this includes lowering the water level of the lake while additional analysis is performed on Perris Dam.

- **Toxic and Hazardous Wastes:** There are several commercial land uses within the City that may produce/handle hazardous materials. As a mostly residential City, Perris does not consider toxic/hazardous waste an overwhelming concern or constraint to the development of housing.
- **Fire Hazards:** The most serious fire threat within the City is the natural fire cycle of the surrounding hills, which become thick with brush and other natural materials after rainy periods. Like most southern California cities on the urban fringe, the late summer and fall fires that result from the accumulation of this brush have the potential to spread into the City proper. Since the City center is largely developed, there is less potential for fire in central City communities. Other fire hazards within the City may be associated with heavy industrial uses, older commercial and residential structures, the presence of hazardous materials, and arson.
- **Noise:** Residential land uses are considered the most sensitive to loud noise. The principal noise sources in Perris generate from the primary transportation systems, including Interstate 215, Highway 74, major and secondary arterials, railroad lines, the Perris Valley Airport, the March Air Reserve Base north of the City, as well as commercial/industrial activities adjacent to residential locations.

## B. Aircraft Hazards

The City of Perris is a unique jurisdiction in that it has two airports within or near its City limits: 1) March Air Reserve Base/Inland Port Airport (March ARB/IPA), and 2) Perris Valley Airport.

In the 1990s, the Federal Government ceased or reduced military operations at several military bases throughout the United States. The bases were "realigned" for civilian use and/or military reserve uses. Subsequent to the base realignment process in 1996, March Air Force Base (AFB) became March Air Reserve Base (ARB), and portions of the former Air Force base were reserved for use as a commercial airport. The March Joint Powers Authority (JPA) was created to oversee conversion and operation of the commercial airport, March GlobalPort. The JPA includes members of the Riverside County Board of Supervisors and City Council Members from adjacent cities. In 1998, the Department of the Air Force completed an Air Installation Compatible Use Zone (AICUZ) study. The objective of the AICUZ was to achieve compatible uses of public and private lands in the vicinity of military airfields. The study completed three important tasks:





1. Identification of Accident Potential Zones (APZ) and the Clear Zone
2. Identification of Noise Impact Zones
3. Identification of compatible uses within the above-mentioned zones

In addition to the AICUZ, Airport Influence Area boundaries around March ARB/IPA were adopted by the County of Riverside Airport Land Use Commission (ALUC) in May 1986 and became part of the County's Airport Land Use Plan (ALUP). In 2005, the Department of the Air Force updated their Air Installation Compatible Use Zone (AICUZ) study. In 2014, the County of Riverside adopted a new Airport Land Use Compatibility Plan (ALUCP), which includes the 2014 March ARB/IPA ALUCP. In 2016, the City of Perris adopted an Airport Overlay Zone (Zoning Code Chapter 19.51) to comply with the 2014 March ARB/IPA ALUCP.

Perris is also home to the Perris Valley Airport, a small, private airport that is a premiere location for skydiving and ballooning enthusiasts. Perris Valley Airport (PVA) is a privately-owned, public-use airport generally located southeast of the intersection of Ellis Avenue and Goetz Road within the City of Perris. A total of 141 aircrafts are based on this field, and an average of 90 aircraft operations occur per day. The Riverside County ALUC is required to prepare and adopt an airport land use compatibility plan for each airport within its jurisdiction. The current Perris Valley ALUCP was adopted in 2011, and no further changes are anticipated at this time.

As shown in Table 6-11, the March ARB/IPA Land Use Compatibility Guidelines significantly limit the density that can be developed and prohibits the development of multifamily housing. The compatibility guidelines are critical to preventing high casualties and ensuring the safety of residents within airport zones. Figure 6-1 illustrates the March Air Reserve Base/Inland Port Airport Influence Areas and Safety Zones. The City of Perris is located at the southern end of the runway areas and includes the following zones: A - Clear Zone, B1 - Inner Approach/Departure Zone, B2 - High Noise Zone, C1 - Primary Approach/Departure Zone, C2 - Flight Corridor Zone, D - Flight Corridor Buffer and E - Other Airport Environs. In areas zoned A, B1, and B2 no new residential development is allowed. In areas zoned C1 residential density is limited to less than 3.0 dwelling units per acre and in areas zoned C2 residential density is limited to less than 6.0 dwelling units per acre.

Portions of Perris Planning Area 1 are included within March Air Reserve Base Accident Potential Zones I and II and the Clear Zone as delineated in the AICUZ document. The AICUZ recommends that local jurisdictions such as the City of Perris prohibit new construction in the Clear Zone and restrict the types and intensities of uses on sites within the Accident Potential Zones to mostly non-residential, low-occupancy uses. Hence, Planning Area 1 is generally made up of industrial land use designations along the western end, which is near the former March AFB. New development on Specific Plan and R-6000 zoned sites in these areas may be subject to review by ALUC. Future residential development is located in the outer portions of the zone, to the south, which are within the City of Perris limits.

Park West, Harvest Valley, and a portion of the New Perris Specific Plan are constrained under the existing ALUP, which limits residential density to one dwelling unit per 2 $\frac{1}{2}$  acres in certain areas. The City overruled ALUC's determinations of inconsistency for the Park West and Harvest Landing Specific Plan projects. In the current draft of the text for the new MARB Airport Land Use Compatibility Plan (ALUCP), the Harvest Landing and Park West Specific Plans are proposed to be exempted from the Plan's density limits, such as the three dwelling units per acre limit in proposed Zone C1.



**TABLE 6-II: MARCH ARB/IPA LAND USE COMPATIBILITY GUIDELINES**

Land Use	Accident Potential Zones			Noise Zones (in dbs)			
	CZ	APZ I	APZ II	65-69	70-74	75-79	80+
Single-family, detached	N	N	Y <sup>1</sup>	A <sup>11</sup>	B <sup>11</sup>	N	N
Single-family, attached row	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
Duplex, side by side	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
Duplex, stacked	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
Apartments, walk-up	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
Apartments, elevator	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
Group Quarters	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
Residential Hotels	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
Mobile Home Parks	N	N	N	N	N	N	N
Emergency Shelters	N	N	N	A <sup>11</sup>	B <sup>11</sup>	C <sup>11</sup>	N
Other Residential	N	N	N <sup>1</sup>	A <sup>11</sup>	B <sup>11</sup>	N	N

Source: City of Perris Safety Element

Legend:

Y – (Yes) – Land uses and related structures are compatible without restriction.

N – (No) – Land use and related structures are not compatible and should be prohibited.

Y<sup>X</sup> – (yes with restrictions) – Land use and related structures generally compatible; see notes indicated by the superscript.

N<sup>X</sup> – (no with exceptions) – See notes indicated by the superscript.

A, B, or C – Land use and related structures generally compatible; measures to achieve NLR for A (DNL 65-69 dB), B (DNL 70-74dB), C (DNL 75-79 db), need to be incorporated into the design and construction of structures; see notes indicated by the superscript.

Notes:

1. Suggested maximum density of 1-2 dwelling units per acre, possibly increased under a Planned Unit Development where maximum lot
11. a) Although local conditions might require residential use, it is discouraged in DNL 65-69 dB and strongly discouraged in DNL 70-74 dB. The absence of viable alternative development options should be determined, and an evaluation indicating a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.  
 b) Where the community determines the residential uses must be allowed, measures to achieve outdoor-to -indoor noise level reduction (NLR) for DNL 65-69 dB and DNL 70-74 dB should be incorporated into building codes and considered in individual approvals.  
 c) NLR criteria will not eliminate outdoor noise problems. However, building location, and design and use of berms and barriers can help mitigate outdoor exposure, particularly from near-ground level sources. Measures that reduce outdoor noise should be used whenever practical in preference to measure which only protect interior spaces.

Figure 6-3 illustrates the Perris Valley Airport Influence Areas and Safety Zones within the City of Perris. As a privately owned facility, no master plan has been prepared for Perris Valley Airport. The Compatibility Plan for this airport is based upon a simplified airport layout diagram for the March ARB/IPA Land Use Compatibility Guidelines. The Perris Valley Airport is entirely within the City limits and limits residential densities in the areas zoned A, B1, B2 and C. As shown in Figure 6-3, a portion of the Downtown Specific Plan is within the Influence Areas and Safety Zones. A conflict between the Perris Valley ALUCP and Specific Plan land use designations occurs within portions of the Green Valley Specific Plan. Coordination between the City of Perris and ALUC has resulted in the provision of additional Compatibility Policies that allow for development at a greater density and intensity in areas northerly of Ellis Avenue, including the Downtown Specific Plan, than would otherwise have been provided pursuant to County-wide criteria. The Downtown Specific Plan was reviewed by ALUC and determined to be consistent with applicable Plans in 2010, and the Perris Valley ALUCP was designed to recognize the consistency determination of that Plan. Per State law, the Housing Element must undergo review and approval by Riverside County ALUC. The Housing Element will be submitted to ALUC for approval following adoption.





Figure 6-1: March ARB/IPA Airport Influence Areas And Safety Zones

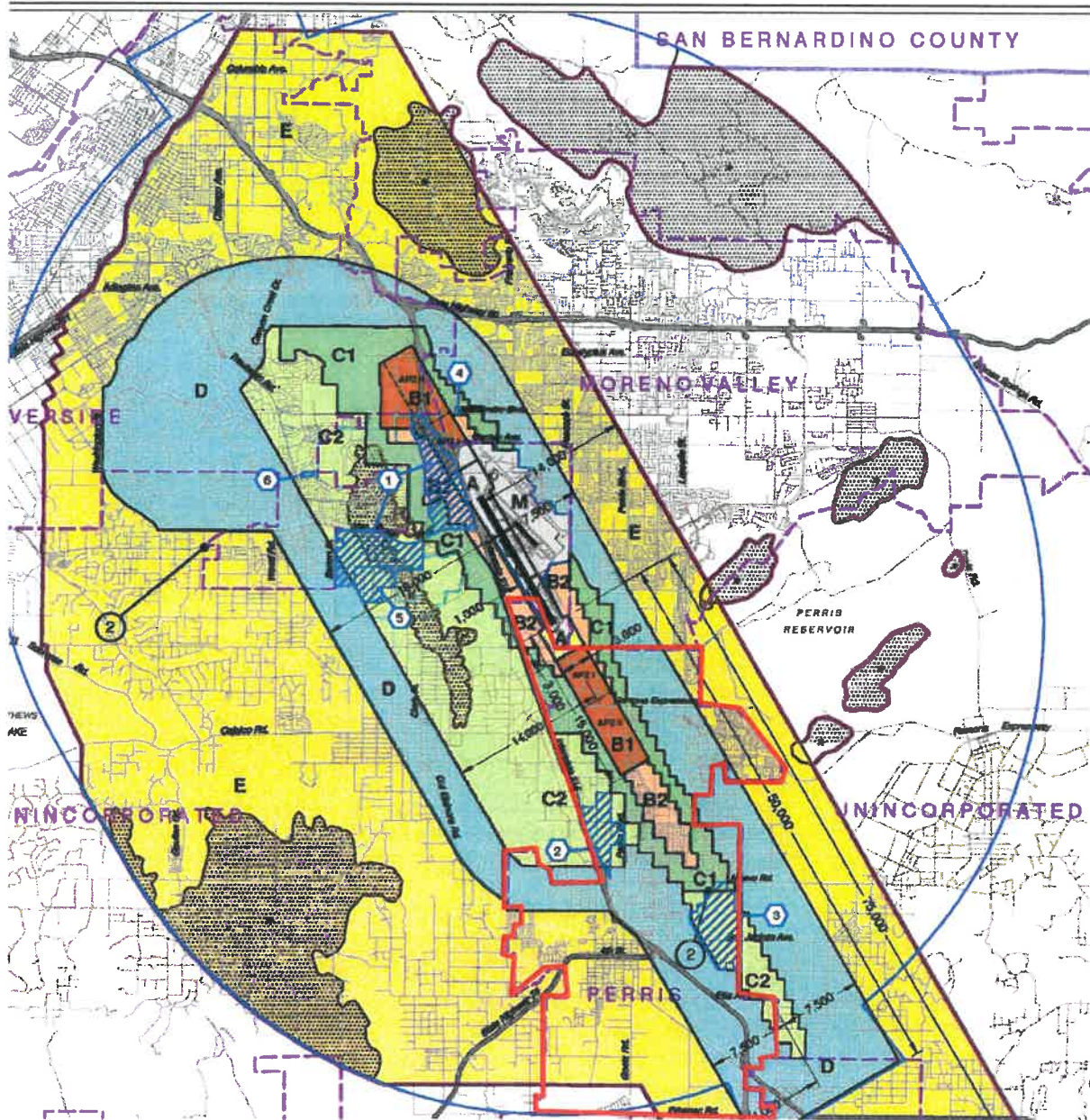




Figure 6-2: March ARB/IPA Airport Basic Compatibility Criteria

Zone	Locations	Density / Intensity Standards				Additional Criteria	
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>		Req'd Open Land	Prohibited Uses <sup>3</sup>	Other Development Conditions <sup>4</sup>
			Average <sup>5</sup>	Single Acre <sup>6</sup>			
<b>M</b>	Military					> No ALUC authority	
<b>A</b>	Clear Zone <sup>7</sup>	No new dwellings allowed	0	0	All Remaining	<ul style="list-style-type: none"> <li>&gt; All non-aeronautical structures</li> <li>&gt; Assemblages of people</li> <li>&gt; Objects exceeding FAR Part 77 height limits</li> <li>&gt; All storage of hazardous materials</li> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Avigation easement dedication and disclosure <sup>4,7</sup></li> </ul>
<b>B1</b>	Inner Approach/Departure Zone	No new dwellings allowed <sup>10</sup>	25 (APZ I)	100	Max. 50% lot coverage within APZs <sup>12</sup>	<ul style="list-style-type: none"> <li>&gt; Children's schools, day care centers, libraries</li> <li>&gt; Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly</li> <li>&gt; Bldgs with &gt; 1 aboveground habitable floor in APZ I or &gt; 2 floors in APZ II and outside of APZs <sup>13</sup></li> <li>&gt; Hazardous materials manufacture/storage <sup>14</sup></li> <li>&gt; Noise sensitive outdoor nonresidential uses <sup>15</sup></li> <li>&gt; Critical community infrastructure facilities <sup>16</sup></li> <li>&gt; Hazards to flight <sup>8</sup></li> <li>&gt; Uses listed in AICUZ as not compatible in APZ I or APZ II <sup>17</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Locate structures maximum distance from extended runway centerline</li> <li>&gt; Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>&gt; Zoned fire sprinkler systems required</li> <li>&gt; Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Avigation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>B2</b>	High Noise Zone	No new dwellings allowed <sup>10</sup>	100	250	No Req't	<ul style="list-style-type: none"> <li>&gt; Children's schools, day care centers, libraries</li> <li>&gt; Hospitals, congregate care facilities, hotels/motels, places of assembly</li> <li>&gt; Bldgs with &gt; 3 aboveground habitable floors</li> <li>&gt; Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>&gt; Critical community infrastructure facilities <sup>16</sup></li> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Locate structures max. distance from runway</li> <li>&gt; Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>&gt; Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>&gt; Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Avigation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>C1</b>	Primary Approach/Departure Zone	≤ 3.0	100	250	No Req't	<ul style="list-style-type: none"> <li>&gt; Children's schools, day care centers, libraries</li> <li>&gt; Hospitals, congregate care facilities, places of assembly</li> <li>&gt; Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Critical community infrastructure facilities discouraged <sup>16,20</sup></li> <li>&gt; Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>&gt; Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>&gt; Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Deed notice and disclosure <sup>4</sup></li> </ul>
<b>C2</b>	Flight Corridor Zone	≤ 6.0	200	500	No Req't	<ul style="list-style-type: none"> <li>&gt; Highly noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Children's schools discouraged <sup>20</sup></li> <li>&gt; Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Deed notice and disclosure <sup>4</sup></li> </ul>
<b>D</b>	Flight Corridor Buffer	No Limit	No restriction <sup>21</sup>	No	No Req't	<ul style="list-style-type: none"> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged <sup>21</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Deed notice and disclosure <sup>4</sup></li> </ul>
<b>E</b>	Other Airport Environs	No Limit	No Restriction <sup>21</sup>	No	No Req't	<ul style="list-style-type: none"> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Disclosure only <sup>4</sup></li> </ul>
	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	<ul style="list-style-type: none"> <li>&gt; Hazards to flight <sup>8</sup></li> <li>&gt; Other uses restricted in accordance with criteria for underlying zone</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>&gt; Avigation easement dedication and disclosure <sup>4</sup></li> </ul>





Figure 6-3: Perris Valley Airport Influence Areas

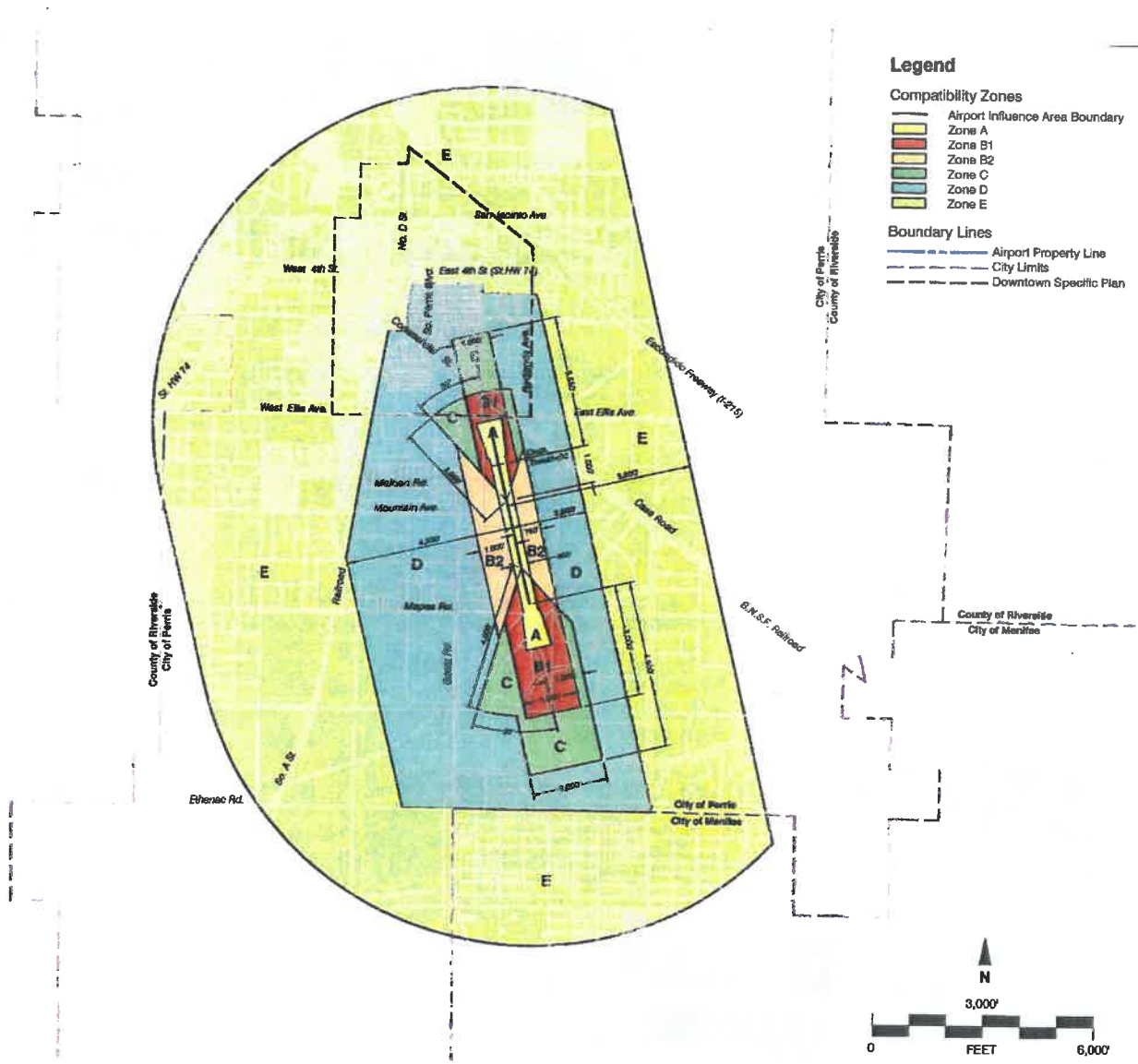
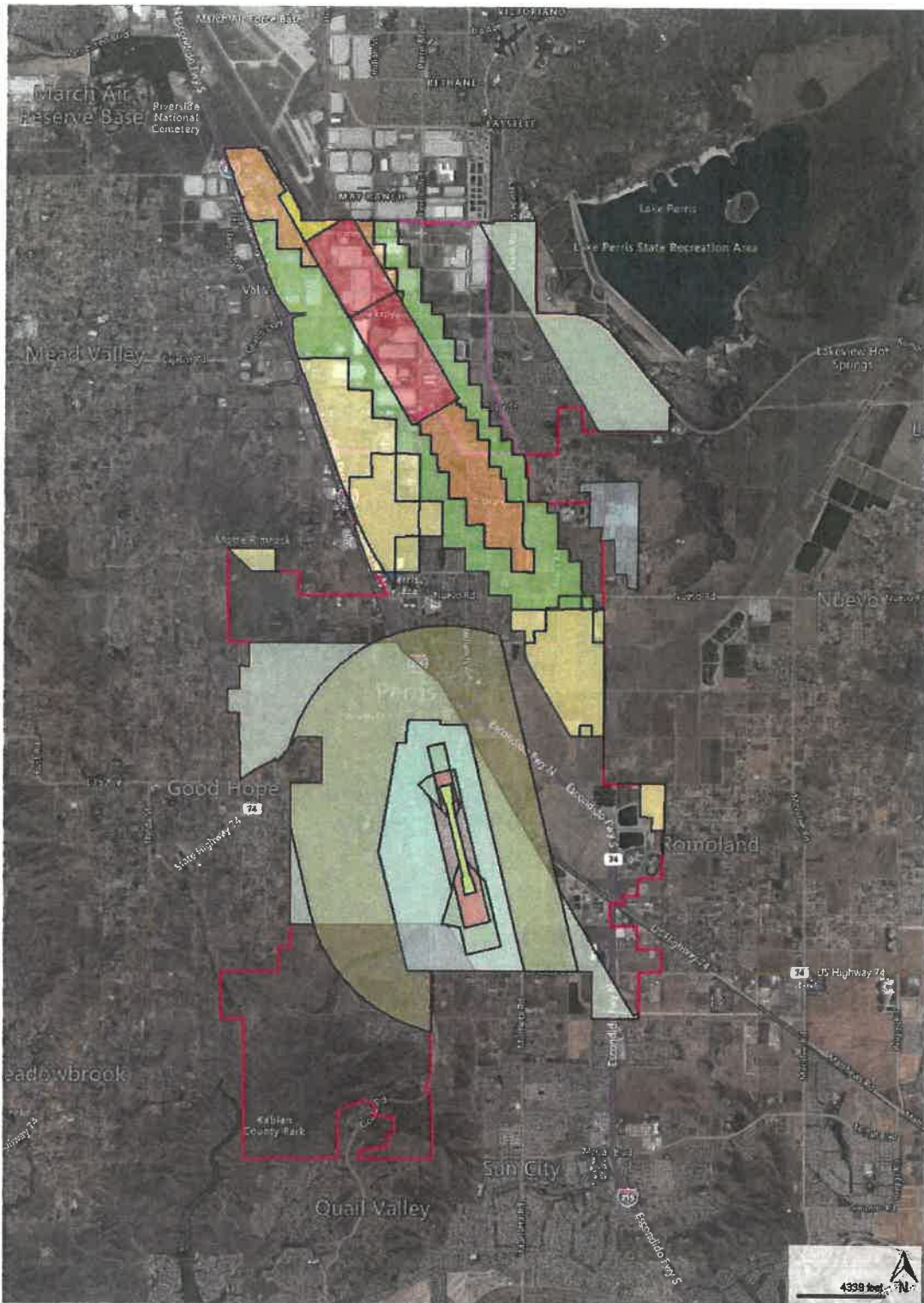






Figure 6-4: Airport Influence Areas And Safety Zones





### C. Multiple Species Habitat Conservation Program (MSHCP)

In 2003, the Riverside County Board of Supervisors adopted the Riverside County Multiple Species Habitat Conservation Program (MSHCP), which is a criteria-driven Habitat Conservation Plan intended to create a network of permanent open space to conserve a variety of natural communities and other undeveloped lands that would ensure long-term survival of 146 species of plants and animals. The Plan aims to create a 500,000-acre conservation area from a combination of public and private lands. The City of Perris is within the MSHCP boundaries, thus additional constraints on the provision of affordable housing for land within the MSHCP Reserve area may occur. However, the majority of MSHCP reserve land is concentrated southwest of the Perris Valley Airport towards Canyon Lake. The MSHCP is a governmental constraint that is beyond the City's control, as it is a multi-jurisdictional program intended to conserve a variety of natural communities that would ensure survival of numerous species of plants and animals.

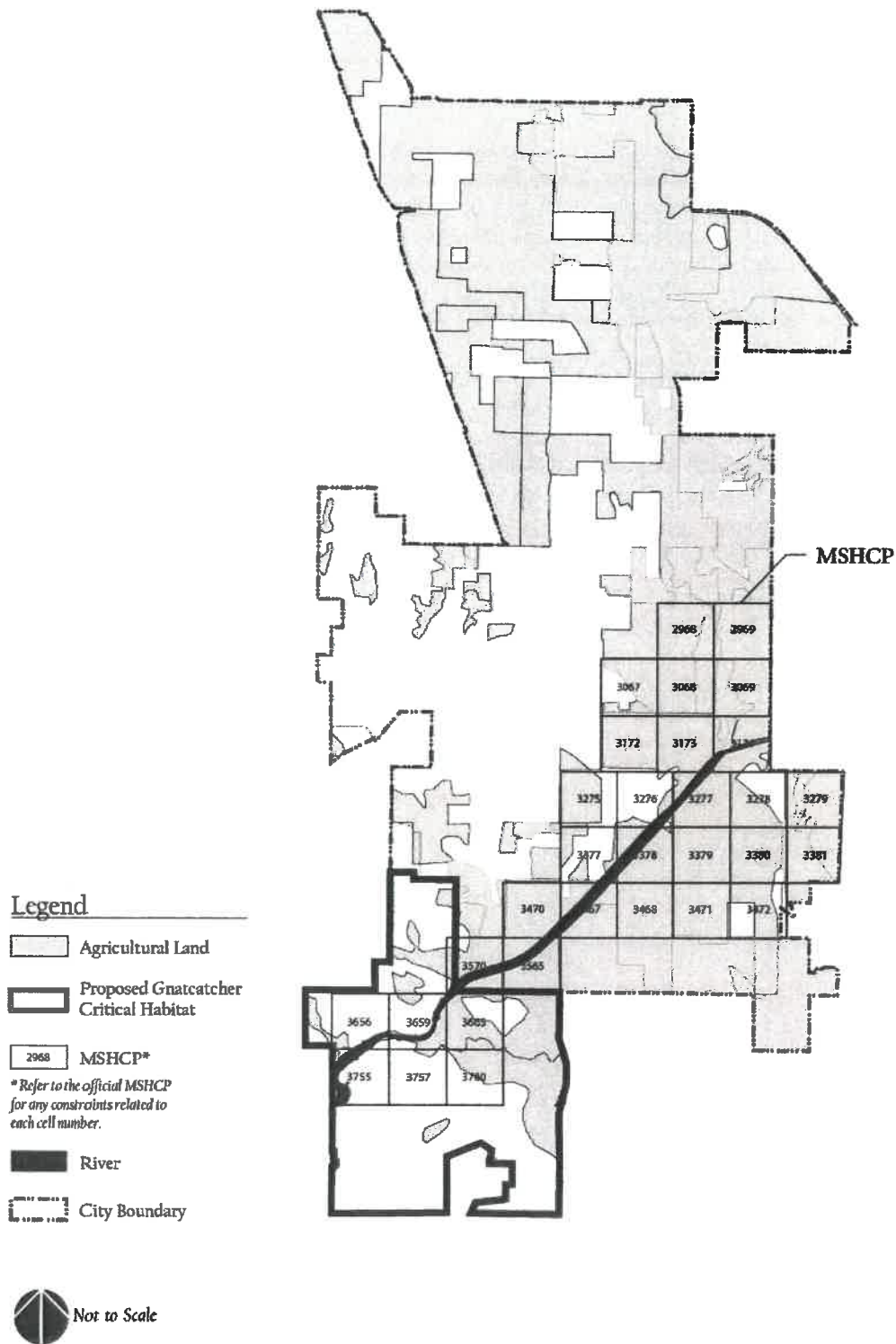
The MSHCP will reduce the land area available for a variety of uses, including residential development. Any development proposals for lands within the MSHCP Reserve area are subject to specialized review procedures which may create additional constraints to development of affordable housing. The MSHCP may also create additional constraints due to the MSHCP fees, which are applied per dwelling unit. Specific fee amounts are listed under "Development Impact Fees".

The conservation subunits contain sufficient land to conserve the amount of acreage estimated to be necessary to preserve the range of target species that occur, or which could potentially occur in that area. Each of the subunits is comprised of 160-acre "cells", where the habitats and species of concern are identified, and the conservation criteria are defined. As part of the MSHCP the City of Perris and its Sphere of Influence comprise the Mead Valley Area Plan.

Figure 6-5 shows portions of the City that are part of the MSHCP and cannot be developed with high density residential uses.



Figure 6-5: MSHCP Conservation Plan Areas in Perris





## D. Agricultural Land

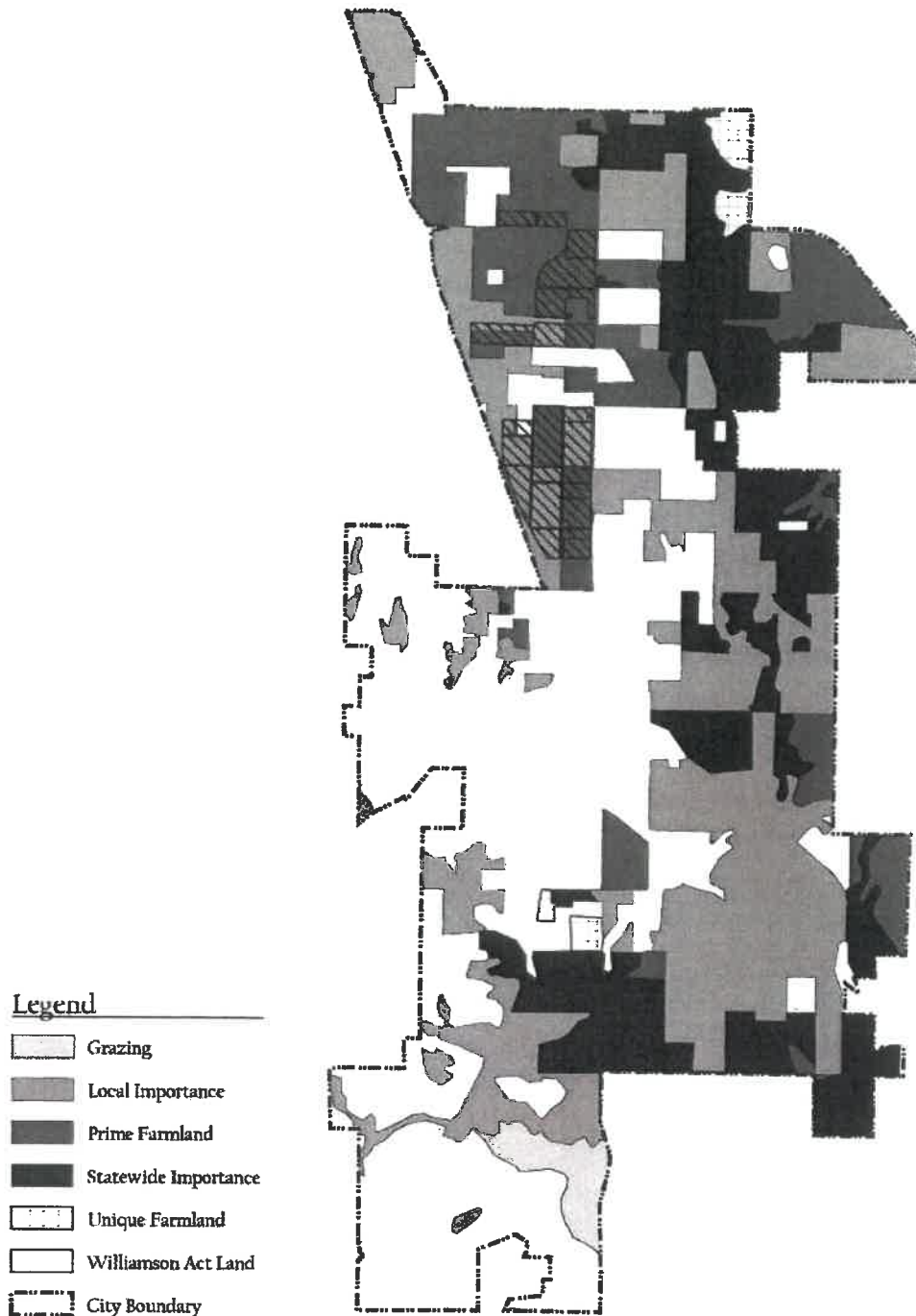
Per the City's Conservation Element, approximately 52 percent (10,487 acres) of the land within the City was or has been used for extensive agricultural purposes. While many agricultural fields have been out of production for a number of years and are now dominated by disturbed vegetation, various forms of disturbance related to agricultural uses include frequent disking, pesticide application, storage tanks, and irrigation remain. One of the most pressing long-term constraints for agricultural uses and future development is the availability and quality of water. As the availability of affordable water declines, the potential of agricultural lands holding long-term value diminishes. "Leap-frog" development often occurs when agricultural lands or other open space areas separate new development from existing urban areas and facilities. Development patterns such as this can create inefficient and premature development pressures as Perris attempts to keep pace in providing utilities, roads, and public services. This pattern is typical in cities experiencing high growth rates, can create a constraint to high density residential development depending on existing infrastructure.

Additionally, in the City of Perris there are a total of 712 acres currently under Williamson Act contract. The California Land Conservation Act, better known as the Williamson Act, has been the state's primary agricultural land protection program since its enactment in 1965. A Williamson Act contract automatically renews every year unless the property owner files for a notice of non-renewal, wherein the properties remain in the preserve system for the following ten years, unless the contract is cancelled. The contracted land is under one ownership, and currently is used for sod farming. Conversion of these lands by 2010 from sod to non-residential and/or residential uses is likely.












Figure 6-6: Agricultural Land



**Legend**

-  Grazing
-  Local Importance
-  Prime Farmland
-  Statewide Importance
-  Unique Farmland
-  Williamson Act Land
-  City Boundary



Not to Scale





### 3. OTHER CONSTRAINTS

#### A. Land Prices

The cost of land directly influences the cost of housing. In turn, land prices are determined by a number of factors, most important of which are land availability and permitted development density. As land becomes scarcer, the price for land increases. In terms of development density, land prices are positively correlated with the number of units permitted on each lot. Thus, a higher density lot may command a higher price than one designated for lower densities, but upon completion the developer may realize a higher profit margin based on a greater number of units sold. Based on online listings for vacant land in January 2021, Table 6-12, shows that land prices range from less than \$1 to \$57 per square foot. At the time this research was completed there were over 100 listing for land/lots of various sizes on Zillow and 47 on LoopNet.

**TABLE 6-12: LAND AND LOTS FOR SALE IN PERRIS, JANUARY 2021**

Address	Existing Use/Zoning	Price	Acres	Per Acre Cost
0 Wilson Avenue	Vacant/Residential	\$435,00	1.01	\$430,693
21575 Orange Avenue	Vacant/Residential	\$449,900	1.88	\$239,308
313030 Arapahoe Road	Vacant/Residential	\$534,990	12.94	\$38,378
3 Acres Burwood	Vacant/Residential	\$95,000	3.01	\$31,667
102 S D Street	Vacant/Residential	\$300,000	0.12	\$2,500,000
0 Ellis Avenue	Vacant/Residential	\$691,812	8.91	\$77,644
0 Walnut Street	Vacant/Residential	\$679,600	8.29	\$81,978
Citrus Ave/Dunlap Drive	Vacant/Residential	\$10,000,000	97.78	\$102,270

*Source: Zillow.com and Loopnet.com accessed January 27, 2021*

In recent years, vacant residential land sales have increased due to the highly active Southern California housing market. Even in this market environment, there are significant differences in land prices in the region. In general, land prices in Riverside County are more affordable than the pricier Los Angeles and Orange County markets; in fact, the lack of inexpensive residential land in Los Angeles and Orange Counties was a major impetus for the development of the Inland Empire, including Perris and western Riverside County.

Within the Riverside County market, there are also significant differences in land prices. Master-planned communities in Temecula, Corona, and parts of the Coachella Valley have generally garnered higher residential land prices than more established communities in central, southern and parts of eastern Riverside County.

Although they remain a significant cost component of a new home, land prices in Perris do not significantly constrain the production of housing, relative to surrounding jurisdictions. In fact, the land costs in Perris are more conducive to construction than other areas of Riverside County and have contributed to the potential for single-family market rate units to be constructed which are generally affordable to moderate, and in some cases, lower-income households.



## B. Construction Costs

While the uncertainty of the 2020 election cycle is finally settled, and there are several vaccines approved to combat the continuing COVID-19 pandemic, there is still plenty of uncertainty that makes it very difficult to forecast the future. The pandemic and its aftermath are expected to continue to plague the economy throughout 2021 and possibly into 2022. The vaccine has taken time to produce and distribute and supply chains continue to be effected. In the meantime, construction backlogs and the construction material supply chain have been impacted. For the first time since July 2018, all categories under the materials and equipment sub-index saw price increases, with copper continuing its rise for the seventh consecutive month. Carbon steel skyrocketed, with the price index leaping from 50 in December 2020 to 70 in January 2021. Heat exchangers and pumps and compressors went from flat to rising pricing for the period as supplies tightened and input costs increased.

The cost of labor is based on a number of factors, including housing demand, the number of contractors in an area and the unionization of workers, but it is generally two to three times the cost of materials. Prevailing wages may also be an additional constraint on construction costs. In the State of California, all public works projects must pay prevailing wages to all workers employed on the project. A public works project is any residential or commercial project that is funded through public funds, including federally funded or assisted residential projects controlled or carried out by an awarding body. The prevailing wage rate is the basic hourly rate paid on public works projects to a majority of workers engaged in a particular craft, classification, or type of work within the locality and in the nearest labor market area.

Twice a year, prevailing wage rates are determined by the director of the California Department of Industrial Relations. A prevailing wage ensures that the ability to get a public works contract is not based on paying lower wage rates than a competitor and requires that all bidders use the same wage rates when bidding on a public works project. The California Department of Industrial Relations provides link to the current prevailing wages for a journeyman craft or classification for each county in California. Prevailing wages may constrain construction of affordable housing because they are often higher than normal wages.

Together, the cost of building materials and construction labor are the most significant cost components of developing residential units. In the current southern California market, construction costs are estimated to account for upwards of 50 percent of the sales price of a new home. Typical construction costs for high-density apartment (20 units per acre) developments run around \$350,000 per unit including \$50,000 per unit for structured parking. Hard construction costs for development of medium-density (15 units per acre) condominiums over podium parking run approximately \$300,000 per unit, including \$35,000 per unit for the parking structure. Typical construction valuation for a single family is estimated to be \$122.46 per square foot or \$153,075 for a 1,250 square foot homes. The cost of construction has increased substantially over the last eight years and will likely continue to increase due to increased demand and decreased supply due to manufacturing limits during the COVID-19 pandemic.

The data indicates that construction costs in the Perris vicinity can constitute approximately 40 percent of the cost of a single-family detached housing unit. These figures are even more noteworthy considering that the cost of raw land constitutes only four to 14 percent of the cost of a housing unit. Typically, in the private sector market, the development of residential units is a business and investment venture. Therefore, developers seek the greatest return for their investment. As with most businesses, a constraining factor in the area of profitability continues to be the marketplace where developers sell their products. To a great extent, the marketplace sets the upper end of the profit margin with overhead costs for construction constituting the lower parameter of profit.



The construction cost of housing affects the affordability of new housing and can be a constraint to the creation of affordable housing in the City and greater Riverside County region. Particularly with the tightening of mortgage lending standards, homebuilders have slowed construction of new homes, which could potentially affect the provision of affordable housing. A reduction in construction costs can be brought about in several ways. One such method involves a reduction in amenities and quality of building materials in new homes (still above the minimum acceptability for health, safety and adequate performance), which may result in lower sales prices. State Housing Law provides that local building departments can authorize the use of materials and construction methods if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the applicable State building codes.

In addition, prefabricated, factory-built housing may provide lower priced products by reducing labor and materials costs. As the number of units built in scale increases, savings in construction costs over the entire development can be realized, particularly when combined with density bonus provisions. The City may implement a variety of programs to write down land costs or provide other developer incentives such as flexibility in development standards to increase affordability, subject to the developer providing a percentage of units with affordability restrictions.

### C. Financing and Funding

Mortgage interest rates have a large influence over the affordability of housing. Increases in interest rates decrease the number of persons able to afford a home purchase. Decreases in interest rates introduce more potential homebuyers into the market. National policies and economic conditions determine interest rates, and there is little that local governments can do to affect these rates. Jurisdictions can, however, “leverage” funds by offering interest rate write-downs to extend home purchase opportunities to lower-income households. In addition, government insured loan programs may be available to reduce mortgage down payment requirements.

First time homebuyers are the most impacted by financing requirements. Mortgage interest rates for new home purchases are about 3.5 percent or lower for a fixed rate 30-year loan in 2021. Lower initial rates may be available with Graduated Payment Mortgages (GPMs), Adjustable Rate Mortgages (ARM's), and Buy-Down Mortgages. However, variable interest rate mortgages on affordable homes may increase to the point that interest rates exceed the cost of living adjustments, which is a constraint on affordability. Although interest rates are currently low, they can change significantly and substantially impact the affordability of the housing stock.

Interest rates in 2021 are not a constraint to affordable housing; however more strict lending standards could pose a constraint to affordable housing. An increase of one percentage point can make a monthly payment out of reach for many lower-income households. As such, financing for long term mortgages is generally available in Perris, subject to normal underwriting standards.

A more critical impediment to homeownership involves both the affordability of the housing stock and the ability of potential buyers to fulfill down payment requirements. Typically, conventional home loans will require 80 percent loan-to-value and represents the largest constraint to homebuyers. Other programs, such as those for first-time homebuyers, can find down payment requirements between 5 percent and 20 percent. However, more recent events in the housing market have made it more difficult for prospective home buyers to secure a home loan.

The greatest impediment to homeownership, however, is credit worthiness. According to the Federal Housing Authority, lenders consider a person's debt-to-income ratio, cash available for down payment,



and credit history, when determining a maximum loan amount. Many financial institutions are willing to significantly decrease down payment requirements and increase loan amounts to persons with good credit rating. Individuals with a poor credit rating may only qualify for higher interest rates or a loan amount insufficient to purchase a house. Poor credit rating can be especially damaging to lower-income residents, who have fewer financial resources with which to qualify for a loan. The FHA is generally more flexible than conventional lenders in its qualifying guidelines and allows many residents to re-establish a good credit history.

Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to report lending activity by census tract. Analysis of available HMDA reports do not indicate documented cases of underserved lower-income census tracts in the City. Table 6-13 presents the disposition of home purchase loan applications in 2019 by number of loans approved and loans denied. The data is for the Riverside-San Bernardino-Ontario MSA, which includes the City of Perris. The data includes purchases of one to four-unit homes as well as manufactured homes. Over 80 percent of the loan applications were received from above moderate-income households (earning greater than 120 percent of Median Family Income [AMI]). Moderate-income households (80 to 120 percent of AMI) and lower-income households (less than 80 percent AMI) accounted for approximately 8 percent and 2 percent, respectively (please note that there is a slight margin of error in the percentage calculations because the sum of the total applications for each income category does not equal the actual total count). The overall loan origination rate can be expected to contract further as a recent national survey conducted by the Federal Reserve found that more than half of banks responding reported they had tightened their lending standards for sub-prime mortgages.

**TABLE 6-13: DISPOSITION OF CONVENTIONAL HOME PURCHASE LOAN**

Income Group	Total Applications	Loans Originated	Applications Denied	Percentage Denied
Less than 50% AMI	19,443	8,828	5,138	26%
50-79% AMI	28,600	14,459	6,980	24%
80-99% AMI	13,918	7,669	2,756	20%
100-119% AMI	42,419	25,443	7,050	17%
120% or More AMI	130,469	81,872	18,292	14%

Source: Federal Financial Institution Examination Council, Home Mortgage Disclosure Act Data, 2019.

<https://ffiec.cfpb.gov/data-publication/aggregate-reports/2019/CA/40140/5>

Note: Approved loans include: loans originated and applications approved, but not accepted.

Total Number of Loans= 255,966

The availability of financing for developers under current economic conditions may also pose a constraint on development outside of the City's control. Interest rates at the present time are not a constraint to affordable housing as financing for both construction and long-term mortgages is generally available in Riverside County subject to normal underwriting standards. At present, one of, if not the largest constraint to the development of multifamily affordable housing is the availability of public subsidy from local, state and federal sources to finance deed-restricted units, especially given the loss of redevelopment funding in 2011. For the SCAG region, the 2021-2029 RHNA is roughly 1.34 million housing units, of which approximately 40 percent are allocated for lower-income households (estimated 536,000 units). Assuming that the cost to construct one affordable housing unit ranges from \$350,000 to \$750,000, including hard and soft costs, there is a need for \$23B to \$50B annually in public subsidy if the SCAG region is to achieve its RHNA goals.



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## 7. HOUSING RESOURCES

This section summarizes the land, financial, and administrative resources available for the development and preservation of housing in Perris. The analysis includes an evaluation of the availability of land resources for future housing development; the City's ability to satisfy its share of the region's future housing needs, the financial resources available to support housing activities, and the administrative resources available to assist in implementing the City's housing programs and policies.

### I. REGIONAL HOUSING NEEDS ALLOCATION (RHNA)

California's Housing Element law requires that each city and county identify appropriately zoned sites designed to meet its "fair share" of existing and future housing needs for all income groups, also known as the Regional Housing Needs Allocation (RHNA). This "fair share" allocation concept seeks to ensure that each jurisdiction accepts the housing needs of not only its resident population, but for all households who might reasonably be expected to reside within the jurisdiction, particularly lower-income households. This assumes the availability of a variety and choice of housing accommodations appropriate to their needs, as well as certain mobility among households within the regional market.

The fair share allocation process begins with the State Department of Finance's projection of statewide housing demand for a five-year period, which is then apportioned by the State Department of Housing and Community Development (HCD) among each of the State's official regions. The regions are represented by an agency typically termed a Council of Government (COG). In the six-county Southern California region, which includes Perris and all other incorporated cities and unincorporated areas of Riverside County, the agency responsible for assigning these fair share targets to each jurisdiction is the Southern California Association of Governments (SCAG). For Riverside County, in this RHNA Cycle, SCAG delegated the Riverside County regional share among its member jurisdictions to the Western Riverside Council of Governments (WRCOG).

A local jurisdiction's "fair share" of regional housing need is the number of additional dwelling units that should ideally be constructed during a given eight-year planning period. SCAG estimates each jurisdiction's future housing need in terms of four factors:

1. The number of units needed to accommodate forecasted household growth;
2. The number of units needed to replace demolitions due to attrition in the housing stock (i.e., fire damage, obsolescence, redevelopment and conversions to non-housing uses);
3. Maintaining an ideal vacancy rate for a well-functioning housing market; and
4. An adjustment to avoid an over-concentration of lower-income households in any one jurisdiction.

The new construction need must be allocated to four household income categories used in Federal and State programs: Very Low; Low; Moderate; and Above Moderate-Income, defined operationally as households earning up to 50 percent, 80 percent, 120 percent, and more than 120 percent of the Riverside County median income, respectively. The allocations are further adjusted to avoid an over-concentration of lower-income households in any one jurisdiction. The fair share allocation must also consider the existing "deficit" of housing resulting from lower-income households that pay more than 30 percent of their incomes for housing costs. As discussed earlier, this is the threshold used by the Federal



government to determine housing affordability. The 2021-2029 Regional Housing Needs Allocation for the City of Perris is presented in Table 7-1.

**TABLE 7-1: REGIONAL HOUSING NEEDS ALLOCATION, 2021-2029**

Very Low (23%)	Low (16%)	Moderate (18%)	Above Moderate (43%)	Total
2,030	1,127	1,274	3,374	7,805

Source: Regional Housing Needs Assessment, SCAG 2021.

Perris’ Regional Housing Needs Allocation (RHNA) for the 2021-2029 planning period has been determined by the Southern California Association of Governments (SCAG) to be 7,805 housing units. The housing allocation for each jurisdiction is divided into four household income categories used in Federal and State programs: Very Low (50 percent of AMI); Low (50-80 percent of AMI); Moderate (80-120 percent of AMI); and Above Moderate-Income (over 120 percent of AMI). The allocations are further adjusted to avoid an over-concentration of lower-income households in any one jurisdiction. For the City of Perris for the 2021-2029 planning period the RHNA is allocated as follows: 2,030 units for very low-income households, 1,127 units for low-income households, 1,274 units for moderate-income households, and 3,374 units for above moderate-income households.

According to Housing Element Law Section 65583, local agencies shall calculate the subset of very low-income households that qualify as extremely low-income households (30 percent or less of the Riverside County median income) by presuming that 50 percent of the very low-income households qualify as extremely low-income households. For the 2021-2029 planning period, the City was allocated 2,030 very low-income units. If 50 percent of the very low allocation is calculated to accommodate extremely low-income households, then the City must plan to accommodate 1,015 units for extremely low-income households during the planning period. The Housing Element will describe policies and programs that the City will utilize to facilitate and encourage the development of housing appropriate for extremely low-income households.

## 2. INCOME LEVELS AND ABILITY TO PAY

State law defines affordability in terms of target household incomes and the relative percentage these households must pay to purchase or rent decent and safe housing. Affordability is therefore relative to both household income and housing unit cost. In most cases, affordable housing is defined as housing and related costs (e.g., utilities, insurance, property taxes for owner-occupied properties) that requires no more than 30 percent of a household’s gross income.

The income categories (e.g., extremely low-, very low-, low-, or moderate-income) and relative ability to pay for housing are determined in relation to the median household income for the City, adjusted by household size. Table 7-2 below shows the 2021 State and Federal income limits for Los Angeles County based on household size. The area median income (AMI) for a four-person household in Riverside County was \$77,500 in 2021.



**TABLE 7-2: INCOME LIMITS – COUNTY OF RIVERSIDE, 2021**

Income Group	Persons per Household				
	1	2	3	4	5
Extremely Low	\$16,600	\$19,000	\$21,960	\$26,500	\$31,040
Very Low	\$27,650	\$31,600	\$35,550	\$39,500	\$42,700
Low	\$44,250	\$50,600	\$56,900	\$63,200	\$68,300
Median	\$54,250	\$62,000	\$69,750	\$77,500	\$83,700
Moderate	\$65,100	\$74,400	\$83,700	\$93,000	\$100,450

Source: CA Department of Housing and Community Development (HCD), 2021.

### 3. CREDITS TOWARD THE RHNA

The 6<sup>th</sup> cycle RHNA covers a planning period that is eight years, starting on October 15, 2021, and ending on October 15, 2029. Housing units built, under construction, or approved by October 15, 2021, onward can be credited towards meeting the City’s RHNA. These units can be subtracted from the City’s share of regional housing needs. The City must demonstrate in this Housing Element its ability to meet the remaining housing needs, through the provision of sites, after subtracting units under construction or anticipated. As shown in Table 7-3, as of May 1, 2021, the City had a total of 493 housing units, including apartments and single-family homes under construction. An additional 1,204 units were in plan check and another 413 units were entitled and in the process of preparing to submit for building permits.

The City currently has a total of 2,567 housing units in construction or permitted, including 1,423 single-family homes and 1,144 multifamily units. Of the 18 proposed developments, there is one that is proposing to include 142 deed-restricted units that are affordable to low-income residents. A majority of the units proposed are expected to sell or rent for market-rate prices. After accounting for units approved and pending approval, a remaining need of 5,695 units exists, including 1,406 units for above moderate-income, 1,274 for moderate-income and 3,015 for lower-income households. The City must demonstrate the availability of sites with appropriate zoning and development standards that can facilitate and encourage the development of the remaining RHNA by October 15, 2029.



**TABLE 7-3: CREDITS TOWARD THE 2021-2029 RHNA**

Address	Unit Type	Income Category				
		Very Low	Low	Mod	Above	Total
<b>UNDER CONSTRUCTION</b>						
SW of "D" Street and 10th Street.	APT				15	15
SW Nuevo & McKimball	SFD				82	82
SW Van Wy & De Lines	SFD				61	61
SE Bowen & Windflower	SFD				15	15
SW Orange & Medical	APT				131	131
West side of "B" Street, south of 11th St	SFD				20	20
N of Ethanac Rd & W of Murrieta Rd	SFD				169	169
<b>SUBTOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>493</b>	<b>493</b>
<b>PROJECTS IN PLAN CHECK</b>						
NEC Citrus & Evans	SFD				161	161
NWC Citrus & Dunlap	SFD				122	122
NE Perris & Commercial	SFD				129	129
7 <sup>th</sup> and Clayton	SFD				8	8
Sterling Villas III - Nuevo & Murrieta	APT		142		144	286
W of Evans Road @ northern City Limits	SFD				270	270
Between Barrett and Perris Blvd	APT				228	228
<b>SUBTOTAL</b>		<b>0</b>	<b>142</b>	<b>0</b>	<b>1,062</b>	<b>1,204</b>
<b>PROJECTS ENTITLED AND PREPARING FOR PLAN CHECK</b>						
SW Orange and Dunlap	PDO				111	111
NW Green Valley Pkwy & Murrieta Rd	SFD				104	104
W of Evans Road and N of Ramona Exp	SFD				90	90
730' E of the NW of Goetz & Ethanac	APT				108	108
<b>SUBTOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>413</b>	<b>413</b>
<b>TOTAL</b>		<b>0</b>	<b>142</b>	<b>0</b>	<b>2,425</b>	<b>2,567</b>
<b>2021-2029 RHNA</b>		<b>2,030</b>	<b>1,127</b>	<b>1,274</b>	<b>3,374</b>	<b>7,805</b>
<b>Remaining RHNA</b>		<b>2,030</b>	<b>985</b>	<b>1,274</b>	<b>1,406</b>	<b>5,695</b>

Source: City of Perris Planning Department, May 2021.

#### 4. DEVELOPMENT OF ACCESSORY DWELLING UNITS

New State laws passed since 2017 have substantially relaxed the development standards and procedures for the construction of Accessory Dwelling Units (ADUs). In response to the changes in legislation, in September 2021, the City updated Chapter 18.156 of the Perris Municipal Code which provided greater flexibility for development of accessory dwelling units in compliance with State law. The ordinance was intended to increase opportunities for ADUs by: removing requirements regarding minimum lot size, reducing rear setback requirements, adjusting the allowable maximum and minimum square footage for ADUs and the number of ADUS per lot and reducing parking requirements for ADUs. The ordinance also established an ADU use-permit application process, reduced the maximum application review time from 120 days to 60 days; and establishes impact fee exemptions or limitations. The City will work to inform eligible property owners of the incentives to construct second unit through updated handouts and information on city website and through social media. While the City has not historically seen a high number of applications for second units, with the adoption of the State law, the City expects to see a significant increase in the number of submittals. As there roughly 15,500 single family housing units in





the City, there is great potential for the development of accessory dwellings, which will likely be heightened by the COVID-19 pandemic.

To understand the potential for ADUs as a source of affordable housing in the region, the Southern California Association of Governments (SCAG) conducted a regional analysis of existing ADU rents in April and June of 2020. The analysis resulted in affordability assumptions for Riverside and San Bernardino County jurisdictions that allocate 15 percent of ADUs to extremely low-income households, 8 percent to very low-income households, 35 percent to low-income households, 35 percent to moderate-income households, and 8 percent to above moderate-income households.

For the purpose of RHNA credits, the City conservatively assumes that 20 ADUs will be developed annually for a total of 160 ADUs over the eight-year planning period. These units will be distributed across the various income groups in alignment with SCAG's affordability analysis.

## 5. IDENTIFYING ADEQUATE SITES

State law requires that a community identify an adequate number of sites to accommodate and facilitate production of the City's regional share of housing. To determine whether the City has sufficient land to accommodate its share of regional housing needs for all income groups, the City must identify "adequate sites." Under State law (California Government Code section 65583.c.1), adequate sites are those with appropriate zoning and development standards, with services and facilities, needed to facilitate and encourage the development of a variety of housing for all income levels. Land considered suitable for residential development includes the following:

- Vacant residentially zoned sites;
- Vacant non-residentially zoned sites which allow residential uses (such as mixed-use);
- Underutilized residentially zoned sites that are capable of being developed at a higher density or with greater intensity; and
- Non-residential zoned sites that can be redeveloped for, and/or rezoned for, residential use (via program actions).

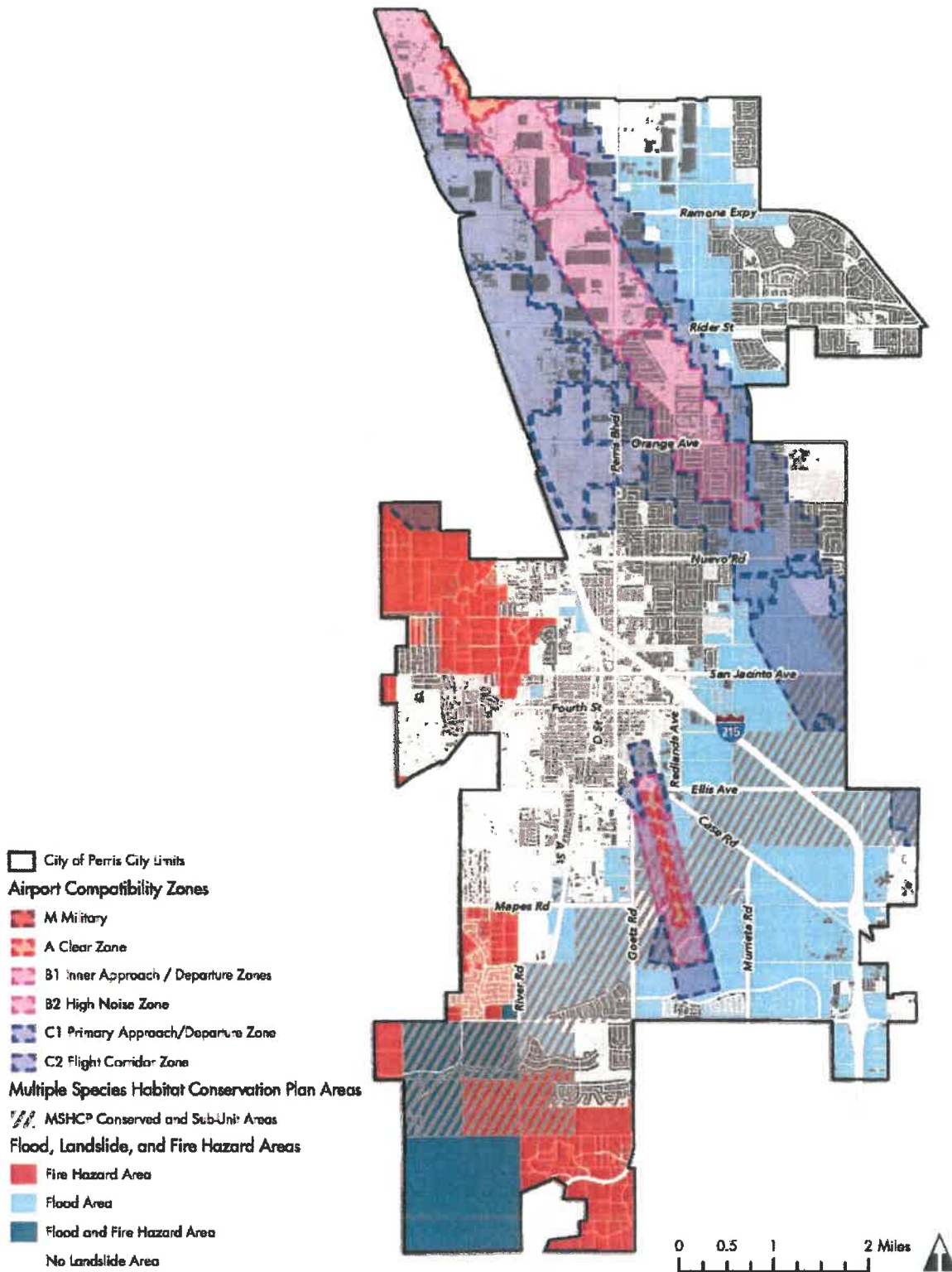
A vacant site is defined as a site without any houses, offices, buildings, or other significant improvements on it. Improvements are generally defined as development of the land (such as a paved parking lot, or income production improvements such as crops, high voltage power lines, etc.) or structures on a property that are permanent and add significantly to the value of the property. An underutilized or non-vacant site is a parcel or grouping of parcels that have structures or other site improvements but are capable of being redeveloped with residential uses at a higher density under the zoning and General Plan land use designations. Examples include sites with vacant or abandoned buildings, surface parking lots in the Downtown, and large sites that are only partially-developed.

While the City of Perris appears to have a significant amount of undeveloped land, there are significant constraints to the development of high-density housing in the City. As outlined in Section 5, Housing Constraints, the City is subject to land use restrictions that limit density within Airport Hazard Zones for the Perris Valley Airport and the March Air Reserve Base/Inland Port Airport. Portions of the City do not allow any residential development or limit development to less than 3 dwelling units per acre. The City also has a significant amount of land in flood zones, classified as agricultural land (approximately 8,000 acres) and/or is within the Multi-Species Habitat Conservation Program area (approximately 4,400 acres).





### Figure 7-1: Environmental Constraints Limiting Residential Development





When these constraints are layered onto one map (see **Figure 7-1**) it becomes clear that certain areas of the City are less constrained than others. **Figure 7-1**, illustrates, that generally the center of the City, including the Downtown Specific Plan area, is less constrained by the development limitations of the airport safety zones and environmental hazards. For example, a large portion of land in the northern section of the City, is within the March Air Reserve Base/Inland Port Airport safety and noise zones, which do not allow development above three dwelling units per acre. Similarly, high density development is not permitted in the southern portion of the City where there is Multi-Species Habitat Conservation area.

While the City recognizes the importance of not concentrating affordable housing in one section of the City and in evaluating high resource and opportunity areas for potential sites, there are land use limitations that are outside of the City's control that prevent an even distribution. The City also understands that in order for affordable housing developments to obtain financing, they often apply for competitive funding sources, such as 9% Low Income Housing Tax Credits, which score more points when the proposed development is located close to public transit, amenities and services. Within the City, the Downtown area is the most likely location that deed-restricted affordable housing can be financed, based on reduced constraints and proximity to amenities and public transit.

Consequently, a majority of sites identified in the Sites Inventory focus on parcels with potential for high density residential and mixed-use development that are located near the Metrolink stations, in the Perris Downtown Specific Plan area where there are fewer environmental constraints, and along corridors with good access to transit, services and amenities. These factors have a large impact on the cost of constructing housing and competitiveness to obtain financing for affordable units. To determine potential for new development or recycling opportunities, parcels were initially evaluated using the following criteria:

- Land value is greater than improvement value
- Structure was built prior to 1990 (and therefore over 30 years of age)
- Existing uses are not condominiums or apartments
- Redevelopment can at least double the number of units existing on site

The resultant parcels were reviewed with the following additional criteria:

- HUD Qualified Census Tracts and Difficult Development Areas
- TCAC/HCD Opportunity Area Maps
- Proximity to transit and other amenities to boost financing competitiveness
- General characteristics such as declining uses, low existing Floor Area Ratio (FAR), and COVID-impacted uses, among others
- Location near recent mixed use or residential development activities on properties exhibiting similar characteristics or neighborhoods where capital improvement projects are occurring
- Expressed interests from property owners or developers
- Potential for lot consolidation
- Proximity to available infrastructure and utilities.



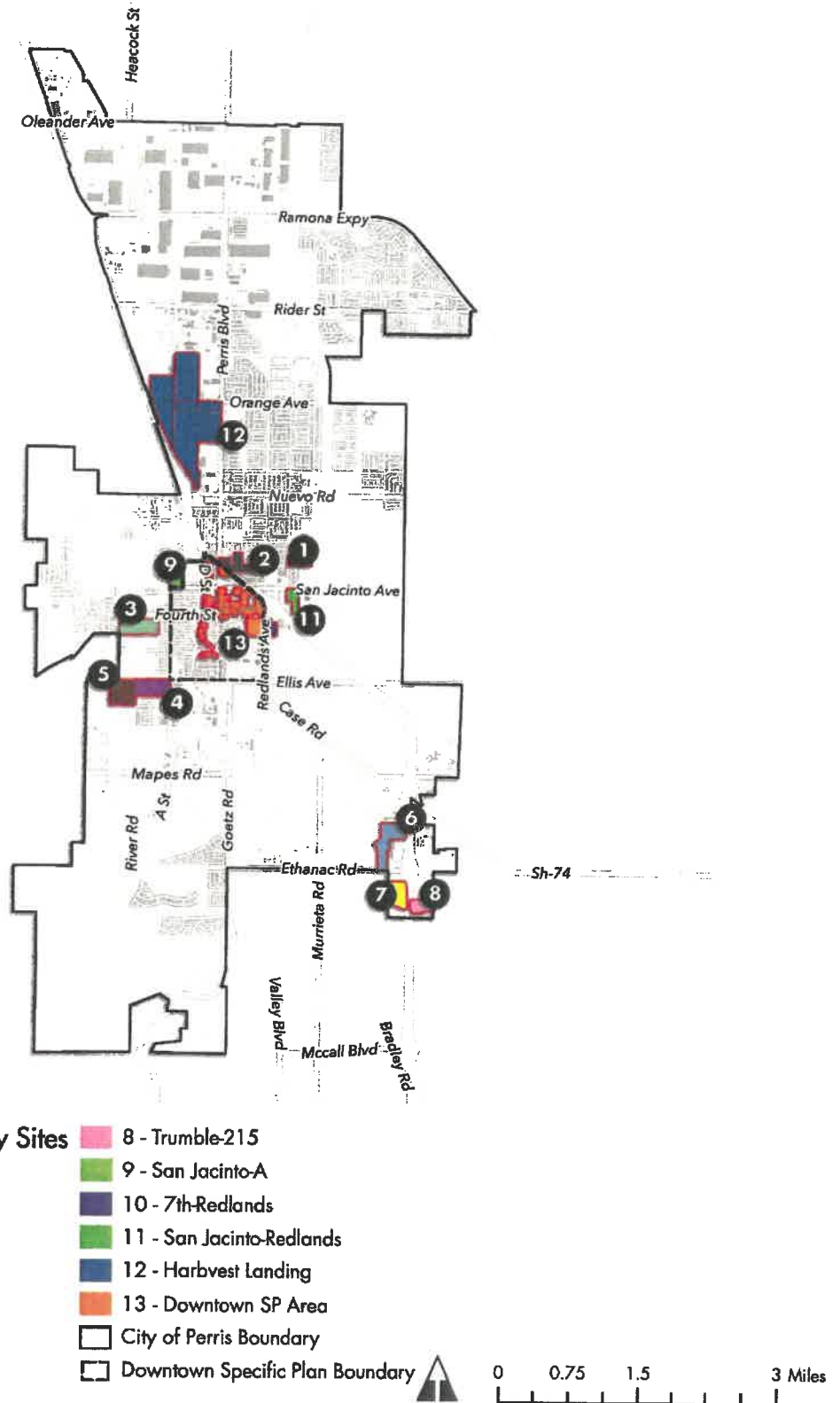
It is also important to note that development in the City of Perris was slow up until the 1980s. It is only recently that the City started seeing significant development transitioning the land within the City from largely agricultural uses to a mix of residential and industrial warehouses. Due to this, a majority of the land in the City, outside of Specific Plan areas, has not been subdivided and remains as larger size parcels that are anywhere from 5 to 20 acres. Historically, the cost of land in Perris has meant that larger parcel sizes were not a constraint to the development of housing, and that deed-restricted units for lower-income households could be achieved at densities as low as 13 units per acre. Looking to the future, the City expects that deed-restricted housing can still be developed on larger parcels and that ideally mixed income, multi-phased projects will occur with certain phases developed with deed-restrictions. To facilitate this, the City has included actions under Goal 2 to facilitate development and Goal 3 to remove constraints.

### A. Housing Opportunity Areas

Based on the criteria presented above, the City has identified 13 opportunity areas to accommodate their 2021-2029 RHNA. Areas 1 through 11 total 67 parcels totaling just under 250 acres, that are vacant and zoned for residential uses. These parcels are envisioned to have a housing opportunity overlay adopted to allow for development up to 30 units per acre. Area 12, is the Harvest Landing Specific Plan area, which is entitled for medium and high density residential uses and Area 13 is select parcels within the Perris Downtown Specific Plan area. Within Area 13 there are 206 parcels totaling approximately 89 acres that are either vacant or are development, but have underutilized uses that are ripe for redevelopment. Within the Perris Downtown Specific Plan area all identified parcels in the sites inventory are zoned for mixed use development that must adhere to the form-based code.



Figure 7-2: Housing Opportunity Areas







The 13 Housing Opportunity Areas are shown in Figure 7-2. Additionally, Appendix B includes a detailed listing of the parcels identified and photo documentation of existing conditions within each Area.

**AREA 1: NW CORNER OF MURRIETA ROAD AND DALE STREET** - Includes 1 vacant parcel totaling 13.4 acres, located near existing single family and multifamily communities. The site is adjacent to Patriot Park, near Sky View Elementary School, and close to a number of other amenities. The existing zoning for the site is MF-22, however when a housing opportunity overlay is applied residential development would be permitted up 30 units per acre. While this site is larger in size, it is envisioned that the site could be developed in multiple phases and realistically could include 1-2 phases of affordable housing.

**AREA 2: DALE STREET BETWEEN PERRIS BOULEVARD AND REDLANDS AVENUE** – Includes 25 parcels totaling 22.6 acres located along Dale Street between Perris Boulevard and Redlands Avenue, just east of Interstate 215, the Downtown and the Metrolink transit station. The site is adjacent to Palms Elementary School and Bob Long Memorial Park and surrounded by existing single family and multifamily development. All parcels in Area 2 are vacant and there are several different configurations that could be used to develop the area entirely with affordable housing. The existing zoning for the site is MF-14, however when a housing opportunity overlay is applied residential development would be permitted up 30 units per acre.

**AREA 3: 4TH STREET AND PARK AVENUE** – Includes 13 parcels totaling 35.5 acres located south of 4<sup>th</sup> Street and west of Park Avenue, just west of the Downtown and the Metrolink transit station. Area 3 is adjacent Perris Elementary School, single family neighborhoods and numerous services and amenities on 4<sup>th</sup> Street. All parcels in Area 3 are vacant and there are several different configurations that could be used to develop the area with a variety of housing types. The existing zoning for the site is R-10,000, however when a housing opportunity overlay is applied residential development would be permitted up 30 units per acre. It is likely that the site could develop with multiple phases of housing, including 2-3 phases of affordable housing.

**AREA 4: ELLIS AVENUE AND A STREET** - Includes 1 vacant parcel totaling 37 acres, south of Ellis Avenue and west of A Street. The site is near Pinacate Middle School, Perris Lake High School and surrounded by existing single family development. The existing zoning for the site is MF-14, however when a housing opportunity overlay is applied residential development would be permitted up 30 units per acre. While this site is larger in size, it is envisioned that the site could be developed in multiple phases and realistically could include 1-2 phases of affordable housing. A senior housing development was recently approved by the City across Ellis Avenue to the north and proposes a density of 33 units per acre.

**AREA 5: ELLIS AVENUE AND RIVER ROAD** - Includes 4 vacant parcels totaling 40.5 acres, south of Ellis Avenue and west of River Road. The site is near Pinacate Middle School, Perris Lake High School and surrounded by existing single family development. The existing zoning for the site is SF-10,000, however when a housing opportunity overlay is applied residential development would be permitted up 30 units per acre. Each parcel included in Area 5, is roughly 9.5 acres in size and could accommodate an entirely affordable development or could be developed in phases to provide mixed income housing. A senior housing development was recently approved by the City across Ellis Avenue to the northeast and proposes a density of 33 units per acre.





**AREA 6: GREEN VALLEY SPECIFIC PLAN** – Includes 2 parcels totaling 19.2 acres, located near the intersection of Case Road and Ethanac Road, just west of Interstate 215. Area 6 is just south of the South Perris Metrolink station and within the Green Valley Specific Plan (GVSP). The area is currently vacant but zoned for commercial uses. The developer has approached the City to express interest in developing high density residential and/or mixed uses which could be facilitated by the application of the housing opportunity overlay which would permit residential development up to 30 units per acre. It is reasonable to assume that one phase of affordable housing could be developed within Area 6 on one of the parcels.

**AREA 7: ETHANAC AT BARRETT ROAD** – Includes 3 parcels totaling 31.1 acres, located east of Barrett Road and south of Ethanac Road, and south of the South Perris Metrolink station and the Green Valley Specific Plan area. The area is currently vacant but zoned for commercial uses. The application of the housing overlay would allow the development high density residential and/or mixed uses in proximity to an existing commercial center, transit station, and residential development that is planned and/or currently under construction. It is reasonable to assume that one or two phases of affordable housing could be developed within this area.

**AREA 8: ETHANAC AT ENCANTO ROAD** - Includes 4 parcels totaling 15.7 acres, located east of Encanto Road and south of Ethanac Road, and to the south of the South Perris Metrolink station and the Green Valley Specific Plan area. The area is currently vacant but zoned Community Commercial and only allows for commercial uses. The application of the housing overlay would allow the development high density residential and/or mixed uses in proximity to an existing commercial center, transit station, and residential development that is planned and/or currently under construction. It is reasonable to assume that one phase of affordable housing could be developed within this area.

**AREA 9: SAN JACINTO ROAD AND A STREET** - Includes 2 vacant parcels totaling 12.6 acres, north of San Jacinto Road and east of A Street. The site is just north of the Perris Downtown Specific Plan area and in close proximity to the Downtown Perris Metrolink station, Perris Union High School, several parks and other services and amenities. The existing zoning for the site is SF-6,000, however when a housing opportunity overlay is applied residential development would be permitted up to 30 units per acre. It is reasonable to assume that 1-2 phases of affordable housing could be developed within Area 9 on one or both parcels.

**AREA 10: REDLANDS AVENUE AND 7<sup>TH</sup> STREET** – Includes 4 parcels totaling 10.9 acres, located at the intersection of Redlands Avenue and 7<sup>th</sup> Street, to the east of the Perris Downtown Specific Plan area and near the Downtown Perris Metrolink station. The area is currently vacant but zoned Community Commercial and only allows for commercial uses. The application of the housing overlay would allow the development high density residential and/or mixed uses in proximity to an existing commercial center, transit station, and residential development that is planned and/or currently under construction. It is reasonable to assume that 1-2 phases of affordable housing could be developed within Area 10 on one or both parcels.

**AREA 11: SAN JACINTO AVENUE AND MURRIETA ROAD** - Includes 7 parcels totaling 9.4 acres, located south of San Jacinto Avenue, between Murrieta Road and Redlands Avenue. Area 11 is east of the Perris Downtown Specific Plan area and in close proximity to the Downtown Perris Metrolink station. The area is currently vacant, but zoned Community Commercial and only allows for commercial uses. The application of the housing overlay would allow the development high density residential and/or mixed uses in proximity to an existing commercial center, transit



station, and residential development that is planned and/or currently under construction. It is reasonable to assume that 1-2 phases of affordable housing could be developed within Area 11.

**AREA 12: HARVEST LANDING SPECIFIC PLAN** – Harvest Landing is designed as a master-planned community on 341 acres in western Perris. The community will contain a variety of residential housing types, businesses, and amenities all integrated by a system of open spaces and paseos. The Harvest Landing Specific Plan identifies 169.5 acres of land available for residential development at a range of densities from 0.5 to 22 units per acre. Of the total acreage approximately 40.1 acres is zoned medium density residential (7.1 to 12 units per acre), 18 acres is zoned medium high density residential (12.1 to 15 units per acre), and 45.4 acres is for high density residential (15.1 to 22 units per acre). An estimated 889 units are entitled to be developed in the High Density Residential zone. The Harvest Landing Specific Plan area is envisioned to be a parks and amenities rich area that is adjacent to Val Verde Elementary School and near shops and amenities. The City envisions the Harvest Landing Specific Plan area to develop housing affordable to moderate income and above. Unfortunately, due to proximity to the March Airforce Base, the density of the residential zones cannot be increased due to safety restrictions.

**AREA 13: PERRIS DOWNTOWN SPECIFIC PLAN** - The Perris Downtown Specific Plan area has incredible potential as a transit-oriented, multi-modal village for the City of Perris. Much of the area is currently vacant and underutilized, however the addition of the Perris Valley Metrolink line has encouraged reinvestment and catalytic change. The downtown is an ideal location for the development of future affordable housing as many public service buildings such as the library, City Hall, senior center, recreation center, police facilities, medical clinic, County of Riverside administrative building and Metrolink station are located in the Downtown. In light of this, the City anticipates that there are numerous opportunities for housing at all income levels to be developed within the Downtown Specific Plan area on both vacant and underutilized parcels. Parcels identified in the sites inventory within the Downtown are currently zoned for residential or mixed use at 30 units per acre or higher.

## 6. REALISTIC CAPACITY ASSUMPTIONS

### A. Development Capacity Assumptions

In an effort to determine the realistic capacity for each parcel, the City evaluated the implementation of its current multifamily development standards and on-site improvement requirements (e.g., setbacks, building height, parking, and open space requirements) as well as current development occurring in the City and County. Typically, the density permitted onsite applies to both the net or the gross acreage (i.e., if a site is 5 acres and allows 30 du/ac, even if one acre is set aside for easements or infrastructure, a total of 150 units is still permitted). However, to be conservative it was determined that the City of Perris sites inventory will assume a 10 percent reduction of gross acreage to account for potential easements and/or sidewalk and street frontage improvements. This approach is consistent with development occurring in the region.

### B. Maximum Density Assumptions

All sites identified in the inventory currently allow for or will be rezoned to ensure development can occur by-right at the required default density for Perris of 30 dwelling units to the acre. This is consistent with the assumptions in the County of Riverside Draft 2021-2029 Housing Element that the potential for higher density development is more likely on sites located within jurisdictions or a sphere of influence of an incorporated jurisdiction due to proximity to jobs, infrastructure, and other resources. Additionally,



as shown in Table 7-4, recent development of affordable housing in the City of Perris shows that a range of densities can be achieved from 13 to 65 units per acre. The average density of the four deed-restricted housing projects in the City is 31.25 units per acre.

**TABLE 7-4: RECENT DEVELOPMENT TRENDS**

City	Address	Site Area	Units	Non-Res SF	Density
Perris	Verano Apartments	1.72	40	0 SF	23 du/ac
Perris	Perris Station Senior Apartments	1.28	84	9,300	65 du/ac
Perris	Mercado Apartments	2.47	59	0 SF	24 du/ac
Perris	Perris Park Apartments	6.03	79	0 SF	13 du/ac

City of Perris, 2021.

Of note is the Perris Station Senior Apartments, which utilized the City’s established Senior Housing Overlay (SHO). The SHO provides additional incentives and density for the development of multifamily housing units for seniors. The City has recently had renewed interest from developers wanting to develop higher density residential projects and also recently approved a senior housing development at 33 units per acre at Ellis Road and Park Avenue. Recent development applications submitted to the City suggest that the creation of a housing opportunity overlay to facilitate and encourage the development of higher density housing for families and special needs would result in projects that meet or exceed 30 units per acre.

### C. Mixed Use Site Capacity

Areas 1 through 12 in the Sites Inventory are vacant, however, Area 13 of the sites inventory identifies parcels within the Downtown Specific Plan area, of which 116 parcels vacant and 90 that are currently developed with existing commercial, manufacturing, and/or residential uses. When underutilized parcels have been included in the inventory it is because the existing uses are of marginal economic viability, the structures are at or near the end of their useful life, and/or the existing intensity of development is substantially lower than allowed by existing zoning. For many of these underutilized parcels, the COVID-19 pandemic has had an impact on the viability of many retail, service, and restaurant businesses. In most cases, redevelopment of these sites is expected to include mixed use or residential-only projects, based on the form-based standards of the Perris Downtown Specific Plan and the demand for housing.

Parcels identified within the Perris Downtown Specific Plan are within four different districts that allow mixed use development: Urban Village, 4<sup>th</sup> Street Gateway, Plaza Mercado, and Downtown Promenade. These four districts are intended to promote the development of higher density residential uses, allowing between 3 to 5 stories, with commercial development allowed only on the first floor of new developments.

The goals and policies within the Downtown Specific Plan focus on smart growth and new urbanism principles, such as walkability, transit-oriented development, higher densities, and sustainable development. The intent of the new Downtown Specific Plan is to transform the downtown into the “lively center” of the City with a mix of uses and establish a pedestrian-friendly live/work district in the City. To achieve this, the Specific Plan utilizes a form-based approach to regulate land uses. This form based Regulating Code focuses attention on the form, placement, and appropriate use of buildings (i.e., mass, height, site lay out) rather than traditional development standards such as minimum and maximum densities. Its design standards and guidelines promote an attractive and pedestrian-oriented environment. Despite the lack of defined densities within the Specific Plan document, the Environmental Impact Report makes assumptions for average densities to determine build-out and appropriate level of



service for infrastructure. The expected build out of the Specific Plan area and specific land use districts are shown in Table 7-5.

**TABLE 7-5: PERRIS DOWNTOWN SPECIFIC PLAN BUILD-OUT SUMMARY**

	Number of Residential Units	Retail (square feet)	Office (square feet)
Semi-Rural	6	0	0
Suburban	798	0	0
Neighborhood	381	0	0
Urban Village	2,918	0	0
4th Street Gateway	186	507,173	304,304
Plaza Mercado	88	73,958	22,187
Downtown Promenade	569	270,925	309,629
Civic	0	0	0
Employment Plaza	0	0	1,242,522
<b>TOTAL</b>	<b>4,946</b>	<b>852,056</b>	<b>1,878,641</b>

Perris Downtown Specific Plan, 2013.

As there is no maximum permitted density it is assumed that the projects developed will range in intensity based on their location and the product type allowed. A majority of the parcels are within the Urban Village district which allows 3 to 5 story stacked flats, rowhouses, courtyard housing, live-work, and mixed-use block buildings. Uses open to neighborhood serving commercial on the ground floor with residential uses above. The Specific Plan describes the Urban Village district as follows:

*“The intent of the Urban Village is to allow for mixed-use and multiunit residential buildings with first floor ancillary commercial uses within walking distance of Downtown and the Metrolink Station. The Urban Village is envisioned to include an interior pedestrian paseo that provides access to Downtown and the adjacent commercial district. Building heights would range from three to five stories, with parking provided on the streets as well as in parking structures and surface lots behind buildings.”*

This text restricts the types of development that are allowed in the Urban Village district and ensures that commercial only projects will not occur. In addition to the text provided describing the development intent of the land use districts, the Specific Plan also includes a maximum build-out table establishing the maximum number of units and square footage for each district. Table 6-5, below, is included in the Specific Plan in Chapter 4, Development Framework. As shown, the Urban Village district does not provide commercial square footage and is intended for residential uses with first floor ancillary commercial uses. If retail square footage is created in the Urban Village on the first floor, this would either, a) decrease the permitted square footage in the total allowed, meaning that more residential units would be developed in another district, or b) that the density of the residential projects within the Urban Village would increase, which is typically correlated with more affordability.

The City has also identified a number of parcels in the 4<sup>th</sup> Street Gateway district and plans to design and apply a height overlay to facilitate the development of higher density housing along this key corridor. The 4<sup>th</sup> Street Gateway includes a mix of vacant and underutilized parcels, however little redevelopment has occurred in recent years. To encourage and facilitate affordable housing the height overlay is intended to allow development of housing up to 30 units per acre by allowing additional height above what is allowed by the form-based code in the Perris Downtown Specific Plan.





Within the Downtown the identified parcels are adjacent or in close proximity to one another and are appropriate for consolidation into large development projects. Potential for lot consolidation is also identified in the detailed sites inventory in Appendix B. The Housing Plan section of this Housing Element identifies incentives for lot consolidation.

As shown in Tables 7-3 and 7-4, the City has a number of residential developments constructed, under construction or in permitting that are 100 percent residential with no or limited non-residential development (i.e., ground floor retail space with several stories of residential units above). Based on recent development trends, development standards within the Specific Plan and the increased market demand for residential development within the Downtown the City is conservatively assuming that 70 percent of the underutilized parcels identified in the Perris Downtown Specific Plan will be redeveloped with new residential uses, and the remaining 30 percent will occur as non-residential uses or uses that remain on parcels that do not redevelop during the planning period. A realistic example might be the development of a three-story building that has ground floor retail with two or three stories of residential above – this equates to 67 or 75 percent residential development respectively.

Throughout the planning period, the City will ensure that an adequate number of parcels that allow residential only development are available during the planning period.

#### D. Redevelopment Assumptions

Parcels identified within the Perris Downtown Specific Plan are currently zoned for potential high density residential and mixed use projects that are located along major corridors with good access to transit, services and amenities. These corridors include Perris Boulevard, 4<sup>th</sup> Street, and D Street. To determine which parcels have the most potential for new development or redevelopment opportunities, the following criteria were used:

- Land value is greater than improvement value.
- Structure was built prior to 1990 (and therefore over 30 years of age).
- Existing uses are not condominiums or apartments.
- Redevelopment can at least double the number of units existing on site.

More specifically, based on land use patterns in the City, parcels with the following characteristics were included in the inventory:

- Vacant properties, and underutilized paved surface parking lots, that provide opportunity for infill development.
- One-story structures that could be developed with higher intensity uses.
- Non-conforming single-family uses, often older and in need of substantial repairs, that are not in keeping with the surrounding uses and the current activity of major corridors.

The resultant parcels were reviewed based on an additional set of factors:

- General characteristics, such as declining uses, low existing Floor Area Ratio (FAR), and COVID-impacted uses, among others





- Location near recent mixed use or residential development activities on properties exhibiting similar characteristics or neighborhoods, where capital improvement projects are occurring
- Expressed interest from property owners or developers
- Potential for lot consolidation

## E. Zoning Appropriate to Accommodate Housing for Lower-income Households

Density is a critical factor in the development of affordable housing. Developing at low densities typically increases the cost of construction per unit, while higher density development lowers the per-unit land cost and facilitates construction in an economy of scale. In addition to the potential for density bonus provisions, more intense residential development is achieved through a number of mechanisms, including clustering of residential development and zero lot line development, subject to City development standards. Clustering of housing can produce higher densities on a portion of land while creating space for amenities and retaining the overall density assignment of the entire property. This method is effective when portions of the property not utilized for residential development can be developed with compatible uses, such as open space/recreation, parks, schools and public facilities.

Affordability is typically correlated with density. The State Housing and Community Development Department (HCD) has established “default densities” that by definition are considered sufficient to provide market-based incentives for the development of housing for lower-income households. For jurisdictions with a population greater than 25,000 and located within a Metropolitan Statistical Area (MSA) with a population of more than 2 million, the default density is 30 dwelling units per acre (or higher). Perris has a population greater than 25,000 and is within the Riverside MSA; consequently, the default density for the City is 30 dwelling units per acre.

To ensure there are sufficient, adequately zoned sites in the City, a housing opportunity overlay allowing high density residential development, up to 30 units per acre, will be applied to Areas I through II. Areas I through II are vacant and six have underlying zoning that only permitted residential uses.

Area 12 is the Harvest Landing Specific Plan, which allows densities up to 22 units per acre and promotes the development of fourplexes, cluster/row townhome, and stacked flats. This Area is most appropriate to accommodate moderate- and above moderate-income households.

To facilitate and encourage the development of housing units with the Downtown Specific Plan, four districts allowing for residential only or mixed use development with limited ground floor retail are identified: Urban Village, 4<sup>th</sup> Street Gateway, Plaza Mercado, and Downtown Promenade. These four districts are already zoned to promote the development of higher density residential uses, allowing between 3 to 5 stories, with commercial development allowed only on the first floor of new developments. As mentioned previously, the Perris Downtown Specific Plan focuses on smart growth and new urbanism principles, such as walkability, transit-oriented development, higher densities, and sustainable development utilizing a form-based approach to regulate land uses. In order to obtain the build out assumptions for the Specific Plan area shown in Table 7-5, assumptions about the average densities for each district were made. These assumptions are shown in Table 7-6.



**TABLE 7-6: PERRIS DOWNTOWN SPECIFIC PLAN MAXIMUM BUILDOUT**

Land Use District	Assumed Density	Vacant		Developed/ Underutilized		Maximum Buildout
		Acres	Potential Units	Acres	Potential Units	
Semi-Rural (SR)	2 du/ac	11.73	6	6.77	0	6
Suburban (S)	15 du/ac	32.64	491	112.36	307	798
Neighborhood (N)	20 du/ac	8.03	80	55.67	301	381
Urban Village (UV)	35 du/ac	35.39	929	48.61	1,989	2,918
4th Street Gateway (4 <sup>th</sup> )	20 du/ac	5.75	58	40.85	30	88
Plaza Mercado (PM)	30 du/ac	1.90	23	3.15	163	186
Downtown Promenade (DP)	35 du/ac	2.62	46	13.68	523	569
<b>TOTAL</b>		<b>97.91</b>	<b>1,633</b>	<b>281.09</b>	<b>3,313</b>	<b>4,946</b>

It is important to note that Table 7-6 was completed for the environmental analysis and that the maximum buildout for each district is an estimate, and transfers can occur among the districts. For example, the 4<sup>th</sup> Street Gateway is shown as having a maximum build-out of 88 units, however the City has recently identified that this corridor offers more substantial opportunity for development and revitalization. As such, units from other district may be lowered to accommodate additional growth along 4<sup>th</sup> Street, as long as the overall maximum build out amount of 4,946 units is not exceeded.

In total, underutilized sites make up approximately 48.9 percent (42.8 of 87.5 acres) of the Specific Plan acreage and 12.7 percentage of the total housing opportunity sites that the City is relying on to meet a portion of its lower-income RHNA.

## 7. ACCOMMODATION OF THE 2021-2029 RHNA

### A. Vacant Residentially Zoned Land

Vacant parcels not included within specific plan areas are shown as Areas I through II, in Figure 7-2, and total just under 250 acres. To encourage and facilitate the development of higher density housing on these sites, with the goal of accommodate the City's lower-income RHNA, a housing opportunity overlay will be applied to Areas I through II to allow densities of up to 30 units per acre. Table 7-7 displays the acreage and unit capacity in vacant residentially zoned sites. Table 7-7 also includes Area 12, which is the Harvest Landing Specific Plan area and portions of Area 13, which are vacant parcels within the Perris Downtown Specific Plan. Area 12 includes 103 acres of vacant land zoned for medium to high density residential uses at densities between 7.1 to 22 units per acre. Area 13 includes 40.95 acres of vacant land in the Downtown Promenade, 4<sup>th</sup> Street Gateway, Plaza Mercado and Urban Village districts and is zoned for 30 to 35 units per acre.



**TABLE 7-7: RESIDENTIAL CAPACITY ON VACANT LAND**

Area No.	Current Zoning	Current Density Permitted	Density Permitted with Overlay <sup>1</sup>	Net Acreage <sup>2</sup>	Capacity without Density Bonus
1	MF-22	22 du/ac	30 du/ac	12.1	362
2	MF-14	14 du/ac	30 du/ac	20.3	610
3	R-10,000	4 du/ac	30 du/ac	33.8	1,013
4	MF-14	14 du/ac	30 du/ac	33.3	999
5	R-10,000	4 du/ac	30 du/ac	36.5	1,094
6	GVSP	14 du/ac	30 du/ac	17.3	259
7	CC	Not allowed	30 du/ac	28.0	420
8	CC	Not allowed	30 du/ac	14.1	212
9	R-6,000	7.26 du/ac	30 du/ac	11.3	339
10	CC	Not allowed	30 du/ac	9.8	147
11	CC	Not allowed	30 du/ac	8.4	127
12	HLSP	7-22 du/ac	No overlay	103	1,505
13	Downtown Specific Plan				
	Downtown Promenade	35 du/ac	No overlay	3.17	67
	4th Street Gateway	20 du/ac	30 du/ac	5.93	125
	Plaza Mercado	30 du/ac	No overlay	1.90	40
	Urban Village	35 du/ac	No overlay	69.0	632
<b>Total</b>				<b>407.9</b>	<b>7,951</b>

Notes:

- Does not include additional density via the State density bonus ordinance.
- Assumes a net acreage of 90% of the total area of the parcel will be developed.

**B. Underutilized Residential or Mixed Use Areas**

Table 7-8 lists underutilized land that is designated for residential uses with the Perris Downtown Specific Plan area. These sites have been identified based on the Redevelopment Capacity assumptions described above. Within the Perris Downtown Specific Plan area, approximately 40 acres of underutilized land has been identified that has the potential capacity to accommodate 831 residential units.

**TABLE 7-8: RESIDENTIAL CAPACITY ON UNDERUTILIZED LAND**

Area No.	Downtown Specific Plan District	Current Density Permitted	Density Permitted with Height Overlay	Net Acreage <sup>2</sup>	Capacity without Density Bonus
13	Downtown Promenade	30 du/ac	No overlay	3.39	72
13	4th Street <sup>1</sup>	20 du/ac	30 du/ac	23.60	498
13	Plaza Mercado	30 du/ac	No overlay	0.61	13
13	Urban Village	35 du/ac	No overlay	11.78	249
<b>Total</b>				<b>39.38</b>	<b>832</b>

Notes:

- A height overlay will be implemented along 4<sup>th</sup> Street to allow for higher density residential development up to 30 du/ac.
- Assumes a net acreage of 90% of the total area of the parcel will be developed.



### C. Summary of Available Sites

As discussed in the previous sections, the City has evaluated the development capacity of the Housing Opportunity Areas to determine a realistic potential development yield, based upon evaluation of existing land uses, infrastructure capacity, and evaluation of land use controls and required site improvements. The assumptions for the City of Perris Sites Inventory can be summarized as follows:

1. On all parcels it is assumed that 90 percent of the total gross acreage will be developed, with 10 percent reserved for easements, sidewalks or other improvements.
2. Residential development capacity is assumed to be 100 percent on parcels where the underlying zoning is residential, 50 percent where the underlying zoning is commercial and 67 percent on mixed use sites within the Perris Downtown Specific Plan area.
3. On all parcels, it is feasible that maximum densities permitted can be achieved.
4. Within Housing Opportunity Areas, each area was evaluated based on potential unit count. For small areas that yields between 100 to 150 units were allocated entirely toward lower income RHNA. All other sites, it was assumed that it is assumed that 40 percent of the development will be for lower-income households, 15 percent for moderate income households, and 45 percent for above moderate-income households in alignment with the City's 2021-2029 RHNA.
5. Each identified site is adjacent to developed land and can be readily served with existing infrastructure.

Table 7-9 shows how the City of Perris can accommodate its RHNA allocation for the 2021-2029 planning period, including credits towards the RHNA, development of accessory dwelling units and land identified within the 13 Housing Opportunity Areas. Based on the sites selected there is a surplus of appropriately zoned land to accommodate all three income categories. While the surplus for lower-income units, shown in Table 7-9, appears small, it should be noted that all the sites in the inventory, with the exception of Area 12, are or will be zoned to accommodate development at 30 units per acre, which is the City's default density for lower income households, meaning that the potential surplus is much greater.

To further encourage the development of affordable units the City anticipates offering development incentives, such as reductions in parking standards to facilitate lot consolidation of smaller sites in the Perris Downtown Specific Plan area. The City also expects that deed-restricted housing can be developed on larger parcels and that ideally mixed income projects will occur with certain phases developed with deed-restrictions. To facilitate this, the City has included actions under Goal 2 to facilitate development and Goal 3 to remove constraints.





**TABLE 7-9: ACCOMMODATION OF THE 2021-2029 RHNA**

	Density Permitted	Income Category			Total
		Lower <sup>1</sup>	Moderate	Above Moderate	
2021-2029 RHNA Allocation		3,157	1,274	3,374	7,805
Credits Towards the RHNA		142	0	1,968	2,110
Accessory Dwelling Units		92	56	12	160
<b>Remaining RHNA</b>		<b>2,923</b>	<b>1,218</b>	<b>1,394</b>	<b>5,535</b>
Area 1 – MFR-22	30 du/ac	145	58	159	362
Area 2 – MFR-14	30 du/ac	244	98	268	610
Area 3 - R-10,000	30 du/ac	405	162	446	1,013
Area 4 – MFR-14	30 du/ac	400	160	440	999
Area 5 – R-10,000	30 du/ac	437	175	481	1,094
Area 6 – Green Valley SP	30 du/ac	104	41	114	259
Area 7 – CC	30 du/ac	168	67	185	420
Area 8 – CC	30 du/ac	85	34	93	212
Area 9 – R-6,000	30 du/ac	136	54	149	339
Area 10 – CC	30 du/ac	147	0	0	147
Area 11 – CC	30 du/ac	127	0	0	127
Area 12 – Harvest Landing SP	22 du/ac	0	497	1,008	1,505
Area 13 – Downtown SP	35 du/ac	678	271	746	1,695
<b>SITES TOTAL</b>		<b>3,075</b>	<b>1,617</b>	<b>4,090</b>	<b>8,782</b>
<b>SURPLUS</b>		<b>152</b>	<b>399</b>	<b>2,696</b>	<b>3,247</b>

Note: 1. Lower-income includes land zoned appropriately for extremely low-, very low- and low-income housing.

## 8. CONSISTENCY WITH AFFIRMATIVELY FURTHERING FAIR HOUSING

State law requires that housing elements due on or after January 1, 2021, identify housing sites in the community in a manner that affirmatively furthers fair housing opportunities (Government Code Section 65583(c)(10)). Affirmatively Furthering Fair Housing means taking meaningful actions that comprehensively address significant disparities in housing needs and access to opportunity. For the purpose of this Housing Element site inventory, this means that sites identified to accommodate the lower-income need are not concentrated in low-resourced areas (e.g., lack access to high performing schools, proximity to jobs, location disproportionately exposed to pollution or other health impacts) or areas of segregation and concentrations of poverty.

### A. Segregation and Integration Analysis

As discussed in Section 5.3, the Housing Element must include an analysis of integration and segregation, including patterns and trends, related to people with protected characteristics. Importantly, the analysis must address both integration and segregation to holistically evaluate existing patterns and practices, and better identify and prioritize contributing factors to fair housing issues. This analysis must also address Housing Opportunity Areas, identifying sites relative to segregation and integration of protected classes. This analysis may focus on households by income but must address segregation and integration of other protected classes as well, including population by race, disability and familial status; the analysis must address the effects of economic segregation on members of protected classes and show how the site inventory decreases the segregation index scores for protected classes and along income lines within the jurisdiction, as well as the segregation indices at the regional scale.





As noted in Section 5.3.A, the City of Perris experiences a low segregation level for all racial/ethnic group pairings. Given that a concentration of segregation and poverty does not exist in the City, there is no indication that the identification of the Housing Opportunity areas will have disproportionate outcomes for members of protected classes. Furthermore, the Housing Opportunity Areas are located throughout the City in 5 out of the 14 census tracts that are fully or partially within the City boundary. It should be noted that of the City's total 14 census tracts, seven have only a small area that is within the City boundary and in most instances a majority of the tract area is outside the City. Based on this, the sites have been distributed and have not been concentrated in any one area of the City. The location of sites in the City is also significantly impacted by the number of constraints on land uses, including the airport safety areas, flood zones, habitat conservation areas and other environmental constraints. With the airports, there are strict land use safety zones in place that limit the density of residential uses in both the north and south of the City. While some of the other constraints like flood and fire zones can be mitigated, the City is aware that they can have an impact on the cost of construction housing and as such as has tried to limit the identification of opportunity sites within highly constrained areas.

Additionally, as shown in Figure 5-3, median incomes in the City vary widely by census block group. There are no block groups with a median income greater than \$125,000 annually and no block groups that have a median income of less than \$30,000. As there is not a concentration of poverty in the City, there is no indication that the identification of the Housing Opportunity areas will have disproportionate outcomes for members of protected classes.

## B. Racially and Ethnically Concentrated Areas of Poverty and Affluence

As discussed in Section 5.3.B, the Housing Element must include an analysis of racially and ethnically concentrated areas of poverty. As noted in Figure 5-6 and Tables 5-14 and 5-15, and consistent with City of Perris 2019 AI, no census tracts in the City have a poverty rate above 40 percent. As such, by definition, the City has no racially/ethnically concentrated areas of poverty. Additionally, as discussed above, Perris experiences a high level of diversity throughout all census tracts in the City and is more diverse than the SCAG region generally.

In selecting the Housing Opportunity Areas, the City looked for potential sites throughout the City, and ultimately included parcels in 5 out of the City's 14 total census tracts. As mentioned previously, of the City's total 14 census tracts, seven have only a small area that is within the City boundary and in most instances a majority of the tract area is outside the City. The selection of parcels to include in the inventory to realistically accommodate new residential development was also significantly limited by the number of environmental constraints, including the airport safety areas, flood zones, habitat conservation areas and other environmental constraints.

As discussed in Section 6, Housing Constraints Analysis, the northern portion of the City is located within the Airport Influence Area (AIA) of the March Air Reserve Base (MARB), formerly March Air Force Base (AFB). The Airport Land Use Commission (ALUC) utilizes the Air Installation Compatibility Use Zone study (AICUZ) as a resource in evaluating development applications within the AIA. In the south the Perris Valley Airport (PVA) is a privately-owned, public-use airport generally located southeast of the intersection of Ellis Avenue and Goetz Road within the City of Perris. For both airports, there are strict land use safety zones in place that limit the density of residential uses to prevent loss of life or injury should a crash occur.

After taking into account land areas with environmental constraints, a number of additional criteria were used to select the Housing Opportunity Areas, including access to transit, services, and amenities, which are often factors in determining quality of life, as well as surrounding uses, likelihood of redevelopment for parcels within the Downtown, and recent investment in public infrastructure. These factors and



assumptions are presented in Section 7.6. Given the location of the Housing Opportunity Areas throughout the City and the high level of diversity, there is no indication that the identification of the Housing Opportunity areas will have disproportionate outcomes for members of protected classes and will continue to diversify housing opportunities throughout the City in proximity to transit and amenities.

### C. Disparities in Access to Opportunity

As reported in Section 5.3.C, the Housing Element must identify and analyze significant disparities in access to opportunity (e.g., education, transportation, economic development, and environment). In selecting the Housing Opportunity Areas, the City utilized the 2021 HCD/TCAC Opportunity Maps, and scored sites based on proximity to amenities and 9% Low Income Housing Tax Credit guidelines. Figure 7-3 shows the Housing Opportunity Areas in context with the 2021 HCD/TCAC Opportunity Map. Figure 7-4 shows the proximity of the Housing Opportunity Areas to 9% LIHTC scored amenities for family projects.

The City is predominantly made up of Low and Moderate Resource Opportunity Areas, with two High Resource tracts in the northern end of the City. There are not any census tracts in the City that are considered by HCD/TCAC to be Highest Resource Opportunity Areas. Unfortunately, the northern census tracts classified as High Resource, are within the Safety and Hazard zones of the March Airforce Base, which do not allow residential densities above 3 units per acre. This constraint prevents the City from rezoning land to the default density of 30 units per acre and consequently identifying sites in their inventory to accommodate their lower-income RHNA, within this area.

Based on this, parcels included in the City's Housing Opportunity Areas are located in Low and Moderate Resource Opportunity Areas where there are few or no airport land use restrictions, environmental constraints, infrastructure is available, and future residents would have access to services, amenities, and alternative modes of transit. The parcels identified in the Sites Inventory are adjacent to or within 1.25 miles of the Perris Downtown or Perris South Metrolink stations and within census tracts where the City is planning for future investment in infrastructure and private development. Given the existing conditions of each Housing Opportunity Area, the zoning capacity for higher density residential, and the opening of the transit stations in the Downtown and in the south, the City feels the 13 identified Housing Opportunity Areas offer the most viable redevelopment opportunities to accommodate the housing need within the 2021-2029 planning period.

The City is already seeing interest in the Perris Downtown Specific Plan area. In 2021, the City approved a proposed development by Grapevine Development to develop a mixed use project on D Street east of the Downtown MetroLink Station. The TOD Specific Plan area is also well positioned for future developments seeking Affordable Housing Sustainable Communities (AHSC) program funding. As part of the Housing Plan, the City is committing to work with developers interested in applying for AHSC. Staff will also become more familiar with the program and the various requirements needed from a local jurisdiction co-applicant or partner.

In June 2021, the City approved the following infrastructure improvements as part of the FY2021-2022 and FY2022-2023 Capital Improvement Projects budgets:

- Road widening of about 2,600 feet to Perris Blvd. near Areas 1 and 2. Improvements would provide new traffic signals, six traffic lanes, painted median, and storm drain.
- Sidewalk Repairs in and around Area 13 - Perris Downtown Specific Plan area



- Improvements to Copper Creek Park, just north of Area 2, including the development of a multi-purpose sports court and restroom building.
- Construct Enchanted Hills Park, a new park near Areas 3, 4 and 5.

As additional funding is allocated for street improvements and sidewalk/curb/gutter projects throughout the City, they are typically prioritized for neighborhoods within Qualified Census Tracts (QCTs). Over the Housing Element planning period, the City expects the Housing Opportunity Areas and Downtown area to see substantial investments, including new development around the Metrolink stations, which is expected to bring a mix of market rate and affordable housing, as well as pedestrian, bicycle, and other infrastructure improvements. The City is already seeing interest in the Downtown and Green Valley Specific Plan areas.

#### D. Disproportionate Housing Needs and Displacement Risk

As discussed in Section 5.3.E, low-income neighborhoods experience displacement due to disinvestment resulting from both public and private sector decisions. Similarly, both public and private investments fuel displacement by attracting residents with higher incomes and higher educational attainments into low-income communities. Sensitive communities are defined as communities where residents may be particularly vulnerable to displacement in the context of rising property values and neighborhood change.

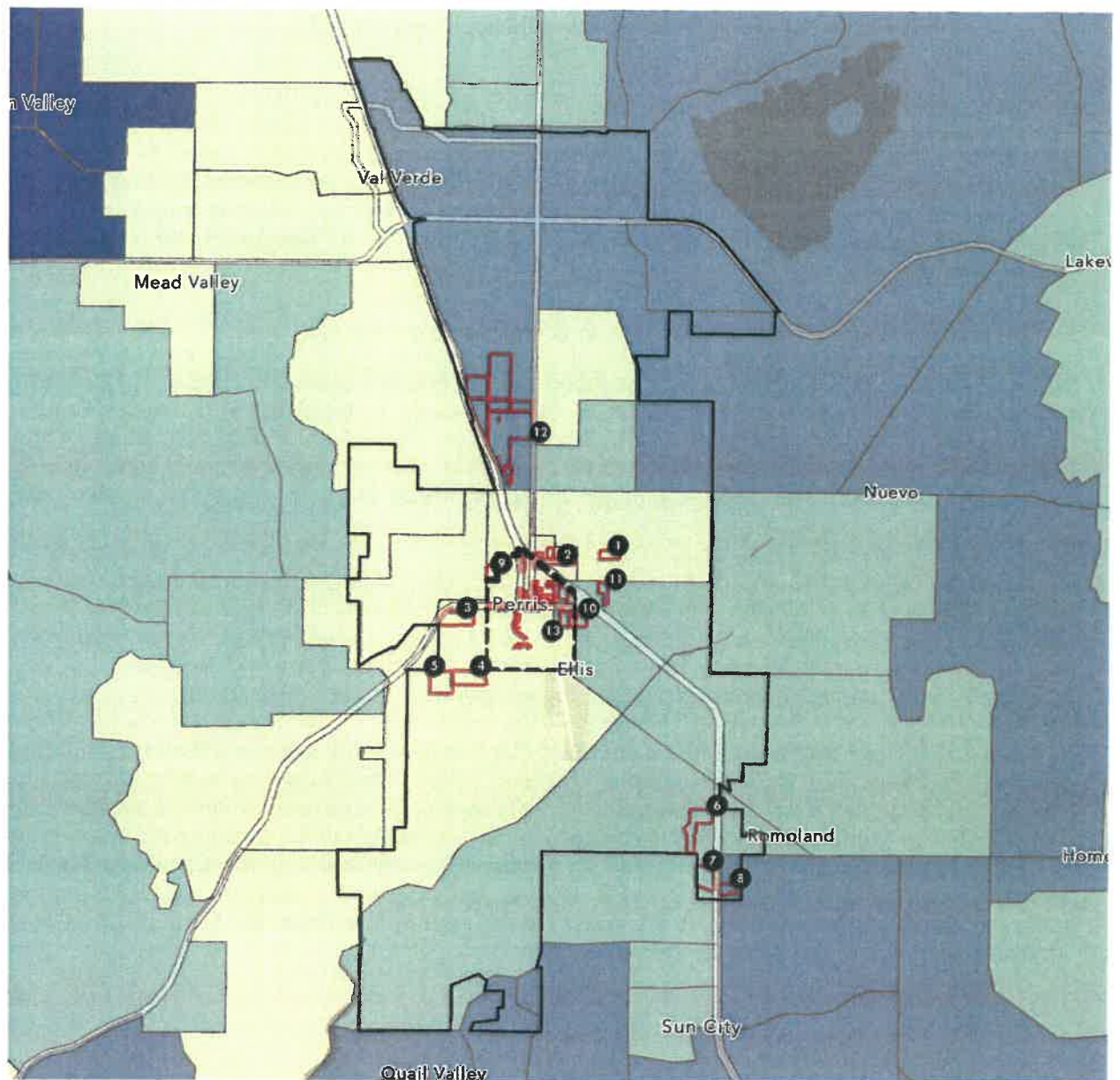
As shown in Figures 5-17 and 5-18, utilizing data from the Urban Displacement Project, existing sensitive communities with higher vulnerability are largely concentrated in the center of the City, in and around the Downtown. These maps are intended to define a general neighborhood change progression from the top to bottom of the table. However, it is important to note that not all neighborhoods may definitively change into neighborhoods experiencing gentrification and/or displacement.

To support residents living in sensitive communities, that may be more likely to experience gentrification and/or displacement, the City has a number of programs in place. These programs include: Action 4.1 to educate tenants and landlords, and to address potential unlawful eviction cases; Action 5.1 to assist first-time homebuyers improve their knowledge on the buying process; Action 4.8 to reduce the instances of poverty and homelessness and promote economic stability and in turn reducing the risk of displacement; Action 4.2 to affirmatively market available funding and programs to eligible households within vulnerable areas and Actions 2.2, 2.3, 2.6, and 3.3 to promote and facilitate the development of new affordable housing units for lower income households.





Figure 7-3: HCD/TCAC Opportunity



**TCAC Opportunity Categories**

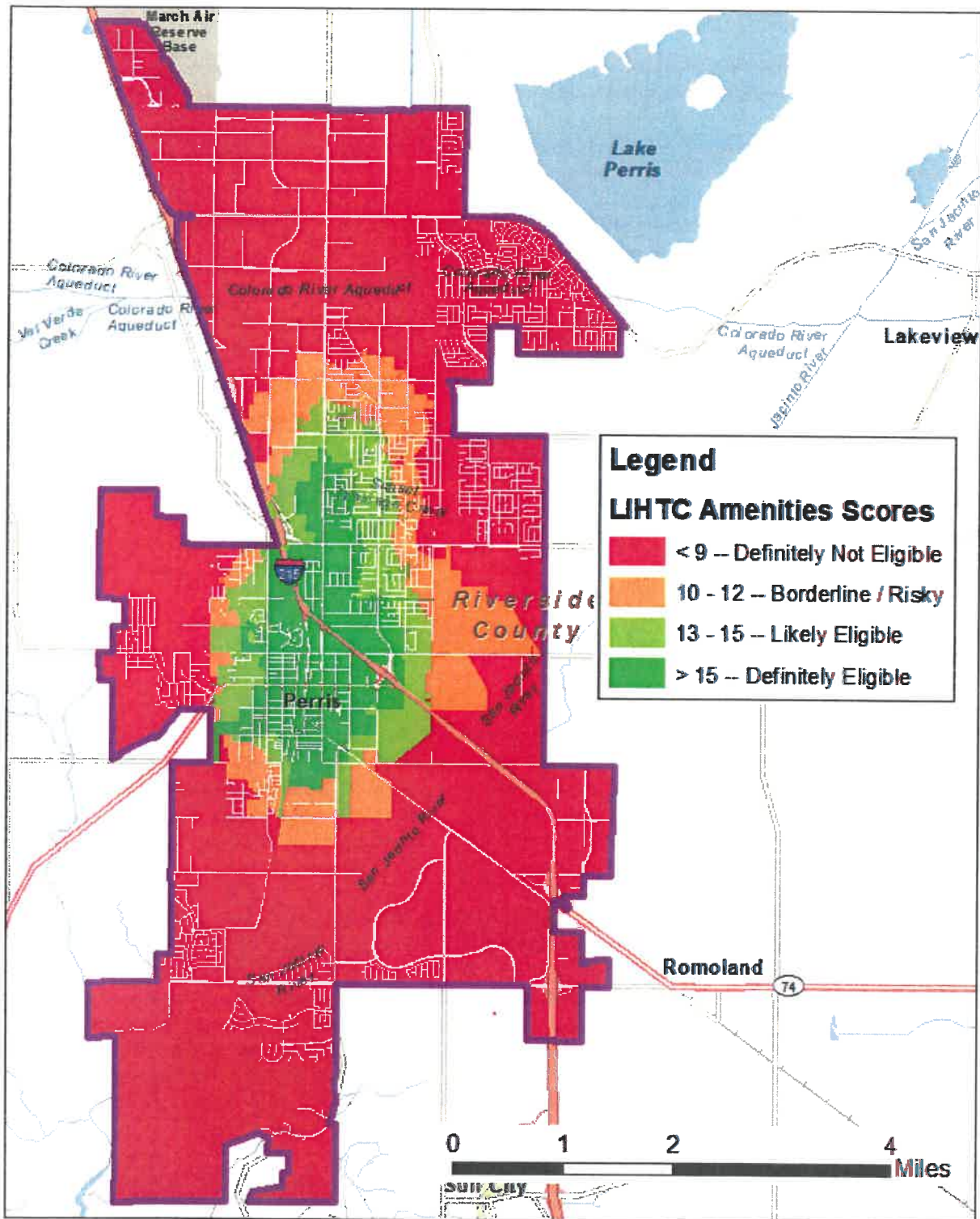
- Highest Resource
- High Resource
- Moderate Resource (Rapidly Changing)
- Moderate Resource
- Low Resource
- High Segregation & Poverty

- City of Perris Boundary
- Downtown Specific Plan Boundary
- Opportunity Sites





Figure 7-4: LIHTC Amenities Scoring



Source: National Community Renaissance, 2021.





## 9. FINANCIAL RESOURCES

### A. Implementation Tools

A variety of federal, State and local programs are available to create and/or maintain rental and purchase affordability for lower-income households and for persons with special needs. These programs are also available to other jurisdictions for potential acquisition, subsidy, or replacement of units at-risk. Table 7-10 summarizes financial resources available to the City, private and non-profit parties to preserve/create housing that is affordable.

In previous years, the primary source of funds for affordable housing activities in Perris was from the 20 percent Redevelopment Agency housing set-aside fund. The Consolidated Plan 2015-2019 allocated funding for housing programs during that period, as indicated below:

1. Provide Assistance to Enable Homeownership
  - Homeowners Assistance Program
  - Foreclosure Acquisition Program
2. Rehabilitate and Preserve Ownership Housing
  - Substantial Rehabilitation Program
  - Senior-Home Repair
  - Residential Beautification Program
3. Expand Affordable Housing through New Construction
  - Affordable Housing

On December 29, 2011, the California Supreme Court ruled to uphold ABx1 26, which dissolved all redevelopment agencies (RDAs) in the State. A companion bill, ABx1 27, which would have allowed RDAs to continue to exist, was also declared invalid by the court. The court's decision required that all RDAs within California be eliminated no later than February 1, 2012. Per Resolution CRA 141, the City of Perris Redevelopment Agency was dissolved. The Perris Housing Authority was selected to be the Successor Agency responsible for all of enforceable obligations owed.

The City previously relied on estimated redevelopment housing set-aside revenues ranging from \$624,720 to \$656,720 annually to support the development of affordable housing and the implementation of programs outlined in the Housing Plan. For the 2014-2021 planning cycle, the City utilized funding from the HOME Investment Partnership Program and Community Development Block Grant Program provided by the State of California to implement and administer programs focused on first time home buyers and to provide loans for the rehabilitation of owner-occupied residences. The City also administered HUD Neighborhood Stabilization Program (NSP) funds to construct new single-family homes and to facilitate new ownership of foreclosed homes through the City's acquisition, rehabilitation and resale of these homes.

For the 2021-2029 planning period, the City Housing Authority will continue to administer CDBG and HOME funds focused on the rehabilitation of the existing housing stock and financial support for first time home buyers. As of January 2021, the City had expended all its available NSP funding. The City is



also adding a policy action to the Housing Plan, committing City Staff to attend trainings on available State and federal funding sources to ensure the City is accessing all available resources and to be able to better support affordable housing developers through the application processes. Additionally, if the Western Riverside Council of Governments establishes a housing trust fund for the region, the City will plan to participate and contribute funds.

**TABLE 7-10: RESOURCES AVAILABLE FOR HOUSING ACTIVITIES**

Program	Description	Eligible Activities
<i>Local Resources</i>		
Density Bonus	The City allows an increase in density to developers who set-aside at least 25% of their project to low-and moderate-income persons, in conjunction with at least one financial and one development incentive	<ul style="list-style-type: none"> <li>Density Bonus</li> </ul>
Tax-Exempt Bonds	The Perris Housing Authority and the City have the authority to issue tax-exempt bonds. When available, bond proceeds will be used to develop affordable housing. There is no bonding ability at this time.	<ul style="list-style-type: none"> <li>Housing Development</li> </ul>
City/Agency Owned Land	If available and appropriate, City or Agency owned land may be made available in compliance with the Surplus Land Act.	<ul style="list-style-type: none"> <li>Housing</li> <li>Community Facilities</li> </ul>
Lease Purchase Program	Lease Revenue Pass-Through Obligation bonds are issued by the California Cities Home Ownership Authority to fund a lease-purchase program that will assist homebuyers countywide.	<ul style="list-style-type: none"> <li>Homebuyers Assistance</li> </ul>
County of Riverside Resources	Housing Improvement Program, Rental Rehab Program, Senior Home Repair (minor and enhanced), First Time Homebuyers Program, Multifamily Revenue Bonds, and Shelter Care Plus.	<ul style="list-style-type: none"> <li>Rental Assistance</li> <li>Home and Rental Rehabilitation Assistance</li> <li>First Time Home Buyers Assistance</li> </ul>
Perris Housing Authority	The Perris Housing Authority was created to address the City's need for safe and sanitary affordable housing opportunities for its residents. It was created in response to the dissolution of the City's redevelopment agency.	<ul style="list-style-type: none"> <li>Implementation and administration of state and federal programs that:</li> <li>Provide Loans to First Time Home Buyers</li> <li>Rehabilitate substandard owner-occupied homes</li> <li>Build new affordable housing</li> <li>Purchase, repair and sell foreclosed homes</li> </ul>
<i>State Resources</i>		
Low-income Housing Tax Credits (LIHTC)	9% and 4% tax credits are available to individuals and corporations that invest in low-income rental housing. Tax credits are sold to corporations and people with high tax liability, of which the proceeds are utilized for housing development.	<ul style="list-style-type: none"> <li>Rehabilitation</li> <li>New Construction</li> <li>Acquisition</li> </ul>
Affordable Housing Sustainable Communities (AHSC) Program	Provides grants and loans for land use, affordable housing, transportation, and land preservation projects that support infill and compact development and reduce greenhouse gas (GHG) emissions.	<ul style="list-style-type: none"> <li>Rehabilitation</li> <li>New Construction</li> <li>Transit Related Infrastructure and Amenities</li> </ul>
CalHome	Grants to local public agencies and nonprofit corporations to assist first-time homebuyers become or remain homeowners through deferred-payment loans. Funds can also be used to assist in the development of multiple-unit ownership projects.	<ul style="list-style-type: none"> <li>First Time Home Buyer Assistance</li> </ul>



**TABLE 7-10: RESOURCES AVAILABLE FOR HOUSING ACTIVITIES**

<b>Program</b>	<b>Description</b>	<b>Eligible Activities</b>
California Emergency Solutions and Housing (CESH)	Grant funds to Administrative Entities (AEs) (local governments, non-profit organizations, or unified funding agencies) designated by the Continuum of Care (CoC) to assist persons experiencing or at-risk of homelessness.	<ul style="list-style-type: none"> <li>• Housing Relocation and Stabilization Services (Including Rental Assistance)</li> <li>• Operating Subsidies for Permanent Housing.</li> <li>• Flexible Housing Subsidy Funds</li> <li>• Operating Support for Emergency Housing Interventions</li> <li>• Systems Support for Homelessness Services and Housing Delivery Systems</li> </ul>
Emergency Solutions Grants Program (ESG)	Grant funds for projects serving homeless individuals and families through eligible non-profit organizations or local governments to be used for supportive services, emergency shelter/transitional housing, homelessness prevention assistance, and providing permanent housing. Funds are available in California communities that do not receive ESG funding directly from the U.S. Department of Housing and Urban Development.	<ul style="list-style-type: none"> <li>• Support Services</li> <li>• Permanent Housing</li> <li>• Emergency Housing</li> <li>• Homelessness Prevention Services</li> </ul>
Golden State Acquisition Fund (GSAF)	Combined with matching funds, GSAF makes up to five-year loans to developers for acquisition or preservation of affordable housing. Loans are a maximum of \$13,950,000. Funds are made available over the counter.	<ul style="list-style-type: none"> <li>• Acquisition</li> <li>• Preservation</li> </ul>
Home Investment Partnerships Program (HOME)	Assists cities, counties, and non-profit community housing development organizations (CHDOs) to create and retain affordable housing for lower-income renters or owners. HOME funds are available as loans for housing rehabilitation, new construction, and acquisition and rehabilitation of single- and multifamily projects and as grants for tenant-based rental assistance. Funds are available in California communities that do not receive HOME funding directly from HUD.	<ul style="list-style-type: none"> <li>• Rehabilitation</li> <li>• New Construction</li> <li>• Acquisition</li> <li>• Tenant-based Rental Assistance</li> </ul>
Homekey	Provides grants to local entities (including cities, counties, and other local public entities such as housing authorities and federally recognized tribes) to acquire and rehabilitate a variety of housing types — such as hotels, motels, vacant apartment buildings, and residential care facilities — in order to serve people experiencing homelessness or who are also at risk of serious illness from COVID-19.	<ul style="list-style-type: none"> <li>• Hotel/Motel Conversion</li> </ul>
Housing Navigators Program	Allocates \$5 million in funding to counties for the support of housing navigators to help young adults aged 18 years and up to 21 years secure and maintain housing, with priority given to young adults in the foster care system.	<ul style="list-style-type: none"> <li>• Tenant-based Rental Assistance</li> </ul>



**TABLE 7-10: RESOURCES AVAILABLE FOR HOUSING ACTIVITIES**

Program	Description	Eligible Activities
Infrastructure Infill Grant (IIG)	Grant assistance, available as gap funding for infrastructure improvements necessary for specific residential or mixed-use infill development projects or areas. Funds will be allocated through a competitive process, based on the merits of the individual Infill Projects and Areas. Application selection criteria includes project readiness, affordability, density, access to transit, proximity to amenities, and consistency with regional plans.	<ul style="list-style-type: none"> <li>• Construction, rehabilitation, demolition, relocation, preservation, and acquisition of infrastructure</li> </ul>
Local Housing Trust Fund Program (LHTF)	Lends money for construction of rental housing projects with units restricted for at least 55 years to households earning less than 60 percent of area median income. State funds matches local housing trust funds as down payment assistance to first-time homebuyers.	<ul style="list-style-type: none"> <li>• Rehabilitation</li> <li>• New Construction</li> <li>• First Time Home Buyer Assistance</li> </ul>
Mobile home Park Rehabilitation and Resident Ownership Program (MPRROP)	Funds awarded to mobile home park tenant organizations to convert mobile home parks to resident ownership	<ul style="list-style-type: none"> <li>• Acquisition</li> <li>• Rehabilitation</li> </ul>
Multifamily Housing Program (MHP)	Deferred payment loans with a 55-year term; 3 percent simple interest on unpaid principal balance to support the development of new construction, rehabilitation and preservation of permanent and transitional rental housing for lower-income households.	<ul style="list-style-type: none"> <li>• Rehabilitation</li> <li>• New Construction</li> <li>• Acquisition</li> </ul>
National Housing Trust Fund	Funds to increase and preserve the supply of affordable housing, with an emphasis on rental housing for extremely low-income households (ELI households, with incomes of 30 percent of area median or less).	<ul style="list-style-type: none"> <li>• Rehabilitation</li> <li>• New Construction</li> <li>• Acquisition</li> </ul>
No Place Like Home	Bond proceeds from the State to invest in the development of permanent supportive housing for persons who are in need of mental health services and are experiencing homelessness, chronic homelessness, or who are at risk of chronic homelessness.	<ul style="list-style-type: none"> <li>• New Construction</li> <li>• Rehabilitation</li> <li>• Acquisition of Properties</li> <li>• Preservation</li> </ul>
Permanent Local Housing Allocation (PLHA)	Provides a permanent source of funding to all local governments in California to help cities and counties implement plans to increase the affordable housing stock for households earning 60% AMI or less and/or households experiencing or at-risk of homelessness.	<ul style="list-style-type: none"> <li>• New Construction</li> <li>• Rehabilitation</li> <li>• Acquisition of Properties</li> <li>• Preservation</li> <li>• Homelessness Prevention Activities</li> </ul>
Transitional Housing Program	Allocates \$8 million in funding to counties for the purpose of housing stability to help young adults 18 to 25 years secure and maintain housing, with priority given to young adults formerly in the foster care or probation systems.	<ul style="list-style-type: none"> <li>• Tenant-based Rental Assistance</li> </ul>
Veterans Housing and Homelessness Prevention Program (VHHP)	Long-term loans for development or preservation of rental housing for very low- and low-income veterans and their families. Funds are made available to sponsors who are for-profit or nonprofit corporations and public agencies.	<ul style="list-style-type: none"> <li>• New Construction</li> <li>• Rehabilitation</li> <li>• Acquisition of Properties</li> <li>• Preservation</li> <li>• Homelessness Prevention Activities</li> </ul>





**TABLE 7-10: RESOURCES AVAILABLE FOR HOUSING ACTIVITIES**

<b>Program</b>	<b>Description</b>	<b>Eligible Activities</b>
California Housing Finance Agency (CalHFA) Multifamily Loan Programs	Below market rate financing offered to builders and developers of multiple family and elderly housing. Tax-exempt bonds provide below-market mortgage money.	<ul style="list-style-type: none"> <li>• New Construction</li> <li>• Rehabilitation</li> <li>• Acquisition of Properties</li> </ul>
California Housing Finance Agency (CalHFA) Home Mortgage Purchase Program	CHFA sells tax-exempt bonds to provide below-market loans to first time homebuyers. Program is operated through participating lenders that originate loans purchased by CHFA	<ul style="list-style-type: none"> <li>• Homebuyer Assistance</li> </ul>
California Housing Finance Agency (CalHFA) Special Needs Housing Program	Allows local governments to use Mental Health Services Act (MHSA) and other local funds to provide financing for the development of permanent supportive rental housing that includes units dedicated for individuals with serious mental illness, and their families, who are homeless or at risk of homelessness. This program is administered by CalHFA.	<ul style="list-style-type: none"> <li>• Permanent Supportive Housing</li> </ul>
California Housing Finance Agency (CalHFA) Mixed-Income Program (MIP)	Per SB2, MIP establishes long-term subordinate financing for new construction of multifamily housing projects which restrict units at a mix between 30% and 120% of the Area Median Income. This program is administered by CalHFA.	<ul style="list-style-type: none"> <li>• New Construction</li> </ul>
Mortgage Credit Certificate (MCC)	Federal tax credit for low- and moderate-income homebuyers who have not owned a home in the past three years. Allocation for MCC is provided by the State and administered by the County	<ul style="list-style-type: none"> <li>• First Time Home Buyer Assistance</li> </ul>
California Community Reinvestment Corporation (CCRC)	Private, non-profit mortgage banking consortium that provides long term debt financing for affordable multifamily rental housing	<ul style="list-style-type: none"> <li>• New Construction</li> <li>• Rehabilitation</li> <li>• Acquisition of Properties</li> </ul>
California Housing Rehabilitation Program	Low interest loans for the rehabilitation of substandard homes owned and occupied by lower-income households. City and non-profits sponsor housing rehabilitation projects.	<ul style="list-style-type: none"> <li>• Rehabilitation</li> <li>• Repair of Code Violations</li> <li>• Property Improvements</li> </ul>
<b><i>Federal Resource -Entitlement</i></b>		
Community Development Block Grant (CDBG)	Entitlement program that is awarded to the City on a formula basis. The objectives are to fund housing activities and expand economic opportunities. Project must meet one of three national objectives: benefit low and moderate-income persons; aid in the prevention or elimination of slums or blight; or meet other urgent needs.	<ul style="list-style-type: none"> <li>• Section 108 Loan Repayments</li> <li>• Historic Preservation</li> <li>• Admin. &amp; Planning</li> <li>• Code Enforcement</li> <li>• Public Facilities Improvements</li> <li>• Economic Development</li> <li>• Housing Activities (i.e., acquisition, rehabilitation)</li> </ul>
HOME Investment Partnership Program	A flexible grant program for housing. The intent of this program is to expand the supply of decent, safe, and sanitary affordable housing. HOME is designed as a partnership program between the federal, state, and local governments, non-profit and for-profit housing entities to finance, build/rehabilitate and manage housing for lower-income owners and renters	<ul style="list-style-type: none"> <li>• Multifamily Acquisition/Rehab</li> <li>• Single-Family</li> <li>• CHDO Assistance</li> <li>• Administration</li> </ul>





**TABLE 7-10: RESOURCES AVAILABLE FOR HOUSING ACTIVITIES**

<b>Program</b>	<b>Description</b>	<b>Eligible Activities</b>
HUD Neighborhood Stabilization Program	The program targeted emergency assistance to states and local governments to acquire and redevelop foreclosed properties that might otherwise become sources of abandonment and blight within their communities. This program is authorized under Title III of the Housing and Economic Recovery Act of 2008.	<ul style="list-style-type: none"> <li>• Assist in the redevelopment of abandoned and foreclosed homes and vacant properties</li> <li>• The City of Perris was allocated \$1,342,449 of NSP3 funds</li> <li>• Funds will be used to develop affordable housing within specific target areas</li> </ul>
Emergency Shelter Grants (ESG)	Annual grant funds are allocated on a formula basis. Funds are intended to assist with the provision of shelter and social services for homeless	<ul style="list-style-type: none"> <li>• Homelessness Prevention</li> <li>• Essential Services</li> <li>• Operating Expenses</li> </ul>
Housing Opportunities for Persons with AIDS (HOPWA)	Funds are allocated to Lake Elsinore on behalf of all jurisdictions in Riverside County. Funds are made available countywide for supportive social services, affordable housing development, and rental assistance to persons with HIV/AIDS.	<ul style="list-style-type: none"> <li>• Rental Assistance</li> <li>• Supportive Social Services</li> <li>• Administration</li> </ul>
Mortgage Credit Certificate Program	Under the MCC Program, first-time homebuyers receive a tax credit for the year based on a percentage of the interest paid on their mortgage. This program may be used alone or in conjunction with a Down Payment Assistance Loan.	<ul style="list-style-type: none"> <li>• Home Buyer Assistance</li> </ul>
<b>Federal Resources – Competitive</b>		
Supportive Housing Grant	Grants to improve quality of existing shelters and transitional housing. Increase shelters and transitional housing facilities for the homeless	<ul style="list-style-type: none"> <li>• Housing Rehabilitation</li> </ul>
Section 8 Rental Assistance	Rental assistance program which provides a subsidy to very low-income families, individuals, seniors and the disabled. Participants pay 30% of their adjusted income toward rent.	<ul style="list-style-type: none"> <li>• Rental Assistance</li> </ul>
Section 811/202	Grants to non-profit developers of supportive housing for the elderly and persons with disabilities. Section 811 can be used to develop group homes, independent living, facilities, and intermediate care facilities.	<ul style="list-style-type: none"> <li>• Acquisition</li> <li>• Rehabilitation</li> <li>• New Construction</li> <li>• Rental Assistance</li> <li>• Support Services</li> </ul>
Section 811	Grants to non-profit developers of supportive housing for person with disabilities, including group homes, independent living facilities and intermediate care facilities	<ul style="list-style-type: none"> <li>• Acquisition</li> <li>• Rehabilitation</li> <li>• New Construction</li> <li>• Rental Assistance</li> </ul>
Shelter Care Plus	Provides grants for rental assistance for permanent housing and case management for homeless individuals with disabilities and their families	<ul style="list-style-type: none"> <li>• Rental Assistance</li> <li>• Homeless Prevention</li> </ul>
Home Ownership for People Everywhere (HOPE)	HOPE program provides grants to low-income people to achieve homeownership. The three programs are: HOPE I—Public Housing Homeownership Program HOPE II—Homeownership of Multifamily Units Program HOPE III—Homeownership for Single-family Homes	<ul style="list-style-type: none"> <li>• Homeownership Assistance</li> </ul>



**TABLE 7-10: RESOURCES AVAILABLE FOR HOUSING ACTIVITIES**

Program	Description	Eligible Activities
Section 108 Loan	Provides loan guarantee to CDBG entitlement jurisdictions for pursuing large capital improvement or other projects. The jurisdiction must pledge its future CDBG allocations for loan repayment. Maximum loan amount can be up to five times the entitlement jurisdiction's most recent approved annual allocation. Maximum loan term is 20 twenty years.	<ul style="list-style-type: none"> <li>• Acquisition</li> <li>• Rehabilitation</li> <li>• Home Buyer Assistance</li> <li>• Homeless Assistance</li> </ul>
<i>Private Resources</i>		
Federal National Mortgage Association (Fannie Mae)	• Community Home Buyer Program – Fixed rate Mortgages	• Homebuyer Assistance
	• Community Home Improvement Mortgage Program – Mortgages for purchase and rehabilitation of a home	• Homebuyer Assistance/Rehab
	• Fannie Neighbor – Underserved low-income minorities are eligible for low down-payment mortgages for the purchase of single-family homes	• Expand Home Ownership for Minorities
California Community Reinvestment Corporation (CCRC)	Non-profit mortgage banking consortium that pools resources to reduce lender risk in financing affordable housing. Provides long term debt financing for affordable multifamily rental housing	<ul style="list-style-type: none"> <li>• New Construction</li> <li>• Rehabilitation</li> <li>• Acquisition</li> </ul>
Federal Home Loan Bank Affordable Housing Program	Direct subsidies to non-profit and for-profit developers, and public agencies for affordable low-income ownership and rental projects	<ul style="list-style-type: none"> <li>• New Construction</li> <li>• Expand Home Ownership for Lower-income Persons</li> </ul>
Savings Association Mortgage Company (SAMCO)	Statewide loan pool that provides thirty-year permanent loans for affordable housing projects, serving persons earning up to 120% of the median income.	<ul style="list-style-type: none"> <li>• Construction</li> <li>• Redevelopment</li> </ul>

Administrative Resources

The primary Agencies and Officials Responsible for the implementation of the City's housing programs and activities lies within the City of Perris Development Services.

City of Perris Development Services

The Department of Development Services within Perris includes the Planning Division, Building Safety Division, Fire Marshal's Office, Housing Division and Economic Development. The Planning Division and Building Services are directly related to all City housing related issues and policies.

The Planning Division uses long-range planning and physical development of the City to promote livability and appearance. The Division ensures the City's viability through enforcement of land use, construction, health, safety, and environmental regulations. This involves land use and development standards, building codes, economic vitality, and adherence to the General Plan policies. The Division is ultimately responsible for the administration of the General Plan and implementation of the Zoning Ordinance and Specific Plans.

The Building Safety Division enforces state laws that effect, regulate and control the design and construction of all structures proposed within the City of Perris. Additionally, the Building Division ensures that minimum safeguards are followed with regard to life, health, property and public welfare for the residents of the City of Perris.



## 10. OPPORTUNITIES FOR ENERGY CONSERVATION

As cities construct housing to meet their growing populations, the consumption of energy becomes a significant issue. In urban areas, energy consumption is primary for transportation, lighting, water heating, and space heating and cooling. The high cost of energy demands that actions be taken to reduce or minimize the overall level of urban consumption.

Title 24, Building Energy Standards for Residential Development, establishes energy budgets or maximum energy use levels. The standards of Title 24 supersede local regulations, and State requirements mandate Title 24 through implementation by local jurisdictions. The City will continue strict enforcement of local and State energy regulations for new residential construction and continue providing residents with information on energy efficiency.

The City's goal is to achieve maximum use of conservation measures and alternative, renewable energy sources in new and existing residences. By encouraging and assisting residents to utilize energy more efficiently, historical rates of consumption can be reduced, thereby mitigating the rising cost of supplying energy and need for new, costly energy supplies. Potentially, the social and economic hardships associated with any future rate increases and/or shortages of conventional energy sources will be minimized.

The City added a Sustainable Community section to the Conservation Element of the General Plan. The Sustainable Community section of the Conservation Element establishes goals and policies to help the City shape its overall form and appearance in accordance with the community's fundamental values. The section is intended to protect the environment, improve quality of life, and promote sustainability through "green building" practices. Green building emphasizes natural resources conservation, energy conservation, and the reduction of environmentally harmful emissions through sustainable planning, design, and construction of residential, commercial, and industrial developments. The section includes building techniques to facilitate and preserve sustainable development in the City. Goal 6 of the Housing Plan implements policies and actions to promote sustainable development and apply the goals set out in the Sustainable Community section.

The Sustainable Community section is organized into three categories:

1. Existing conditions of current environmental circumstances;
2. Issues, opportunities, and constraints of sustainable development; and
3. Strategies to ensure that future development in the City incorporates green building into its design. The section proposes four goals that will address several different sustainable design issues. These four goals are:
  - a. Address the vision for energy and resource conservation and the use of green building design.
  - b. Encourage project designs that support the use of alternative transportation facilities.
  - c. Encourage improved energy performance above the minimum California standards.
  - d. The City shall take the lead in the development community in green building, energy and resource conservation by example.

Each goal has specific policies and implementation measures to achieve the goals mentioned above. This section aims to reduce the effect of future development not just on the City, but on the State and the world.



Utility providers also encourage and facilitate energy conservation and help residents minimize energy-related expenses, Southern California Edison (SCE) and WRCOG both offer programs to qualifying residents of Perris. Southern California Edison (SCE) offers a variety of energy conservation services as part of its Customer Assistance Programs (CAP). The Energy Assistance Fund assists income-qualified residential customers facing financial hardship and manages their electricity bills during the months of February and March.

The WRCOG HERO Program offers \$325 million in private financing to residential and commercial property owners for energy efficient and water conservation retrofits. Financing is paid back through an annual assessment on the property owner's property tax and in most cases, stays with the property upon sale. These services are designed to help low-income households, senior citizens, persons with permanent disabilities, and non-English speaking customers control their energy use. Furthermore, the 2007 Residential Multifamily Energy Efficiency Rebate Program offers property owners and managers incentives on a broad list of energy efficiency improvements in lighting, HVAC, insulation, and window categories. These improvements are to be used to retrofit existing multifamily properties of two or more units.

Perris is also a member of the Western Riverside Energy Leader Partnership (WRELP) Program which is designed to assist local governments in leading their communities to increase energy efficiency, reduce greenhouse gas emissions, increase renewable energy usage, improve air quality, and ensure that their communities are more livable and sustainable. SCE funded the WRELP Program in November 2010 in the amount of \$2.1 million. During the past year, WRCOG has been working with SCE staff to begin the projects it had outlined in its proposal. The funding is to be used to support the California Long-Term Energy Efficiency Strategic Plan (Plan) developed by the California Public Utilities Commission (CPUC) in 2008. The CPUC identified five strategic goals that local governments could undertake. For each goal, the CPUC identified specific strategies and developed specific tasks that are eligible for funding under this solicitation.

Additionally, the Southern California Gas Company offers various rebate programs for energy-efficient appliances to customers. The Gas Company also offers no-cost weatherization and furnace repair or replacement services for qualified limited-income customers. The Comprehensive Mobile Home Program provides qualifying mobile home customers with no-cost energy conservation evaluations, installations of low-flow showerheads and faucet aerators, and gas energy efficiency improvements, such as duct test and seal of HVAC systems. The Designed for Comfort program provides energy efficiency design assistance, training, and incentives for housing authorities, owners of multifamily affordable and supportive housing projects.



## 8. PROGRESS REPORT

The Progress Report reviews the previous Housing Element's goals, policies, and implementation actions that were to be implemented during the previous planning period. The City of Perris' previous Housing Element identified seven goals that the City anticipated to achieve during the previous planning period. Each program has specific policies that were to be accomplished to facilitate the construction of affordable housing and to maintain the existing affordable housing stock. Each policy consists of implementation actions with quantified objectives that were to accomplish the goals established in the Housing Element. Each implementation action had a timeframe for completion along with a responsible agency to monitor the policies.

The accomplishments are listed on the right column of the table and display the progress, effectiveness, and appropriateness of the program. Pursuant to Government Code Section 65588, local governments shall review their Housing Element and evaluate the following:

1. The progress of the City or County in implementation of the Housing Element;
2. The effectiveness of the Housing Element in attainment of the community's housing goals and objectives; and
3. The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the State housing goal.

The following table reviews the continued progress in implementation, the effectiveness of the Housing Element, and the appropriateness of the City's housing goals since 2014.





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Program	Accomplishments
<b><i>Goal 1: Promote and maintain a variety of housing types for all economic segments of the City.</i></b>	
Policy 1.1: Continue to support non-profit and for-profit organizations in their efforts to construct, acquire, and improve housing to accommodate households with lower and moderate-incomes.	
Policy 1.2: Promote development within specific plans that provide a variety of housing types and densities based on the suitability of the land, including the availability of infrastructure, the provision of adequate services and recognition of environmental constraints.	
Policy 1.3: Avoid concentrating housing constructed expressly for lower-income households in any single portion of any planning area.	
Policy 1.4: Locate higher density residential development in close proximity to public transportation, services and recreation.	
Policy 1.5: Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).	
<p>Action 1.1: Review and update the General Plan periodically (if an update is needed) to ensure that growth trends are addressed.</p> <p>Timeline for Implementation: Ongoing 2014-2021</p> <p>Responsibility: City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> The updated City of Perris General Plan was adopted April 26, 2005, and the Land Use Map was updated in 2013 to continue providing a range of residential development opportunities through land use and zoning designations, and specific plan implementation. In December 2011, City Council approved the Perris Downtown Specific Plan Update, certification of the Final EIR and General Plan Amendment. The purpose of the update was to accommodate the changing dynamics of an evolving community, growth trends, and the future operation of the Metrolink Station Perris Valley Line located in downtown Perris. The updated plan provides a framework of tools to implement the community’s vision of Downtown Perris and has allowed for the development of housing, including deed-restricted affordable units within the Specific Plan area. During the planning period, the City also initiated a review and update of the Green Valley Specific Plan. The City reviews the General Plan on an annual basis and processes amendments quarterly.</p> <p><b>Appropriateness:</b> Reviewing the General Plan Land Use map and policies are key to ensuring that they are implemented appropriately. The City will continue this program as part of the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action 1.2:</b> Encourage opportunities for development of housing in lower density land use designations through various Overlay Zone alternatives (Senior Housing, Planned Development) or with the density bonus incentives.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division and Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City of Perris continues to promote the development of housing in lower density land use designations. In 2007, the City Council adopted the Senior Housing Overlay zone (SHO) which allows for increased densities up to 50 du/ac for development for projects that include age-restricted units and affordable to lower-income households. The City currently has two developments in the pipeline that were entitled utilizing the SHO. In addition to the SHO, the City has updated their density bonus ordinance to be consistent with State law and offers a Planned Unit Development (PUD) overlay to allow flexibility in development standards, grant concessions and incentives, and increase density on applicable sites.</p> <p><b>Appropriateness:</b> The City will continue to encourage development of housing for seniors and low-income households through provision of a density bonus or other equivalent incentives. The Zoning Code includes the Senior Housing Overlay zone to encourage mixed-use development and incorporate a variety of low- and high-density land uses. This policy action will be included in the 2021-2029 Housing Plan but will focus on establishing clear development objectives for the Senior Housing Overlay zone (SHO).</p>



Program	Accomplishments
<p><b>Action I.3:</b> The Perris Housing Authority will utilize funding, if available, and/or CDBG allocations to provide the following incentives which may be applied to an affordable housing project: 1) Lease or purchase of City owned property at low rates; 2) Provision of off-site improvements.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> In the 2014-2015 FY, CDBG funds were used to make capital improvements through the D Street Roadway Enhancement Project - Phase 6 (railroad tracks to 10<sup>th</sup> street). The project included new streetscape, paving, street furnishings, and other associated public improvements within D Street, between the railroad tracks and 10<sup>th</sup> street, in the public right of way. These improvements support the newly constructed Verano apartment affordable housing development. The City recently adopted an Active Transportation Plan (ATP) in December 2020, which plans for and identifies funding sources to link affordable housing to public transportation, pedestrian and bicycle networks, and urban greening elements. The ATP provides a blueprint and will guide the City's efforts to apply for additional funding in the future. The City will explore and pursue funding sources such as: Affordable Housing Sustainable Communities program, Urban Greening grants, CDBG program, and HOME funds.</p> <p><b>Appropriateness:</b> The City will continue to leverage available funding sources to support the development of housing by providing low land lease rates, off-site improvements, and other associated public improvements that are aligned with the City's ATP.</p>



Program	Accomplishments
<p><b>Action 1.4:</b> Require a mixture of diverse housing types and densities in new developments, guided by specific plans, around the downtown and throughout the City. Focus development activity within the Perris Downtown Specific Plan area where suitably zoned underutilized land and the potential for mixed-use projects exists for the development of affordable housing.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division and Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City of Perris is actively and strategically working to provide development incentives to promote the construction of affordable housing that is diverse and meets the needs of a variety of household types. In 2014, building permits were issued to construction the second phase of the Verano apartments in Downtown Perris. The project was modified to reflect the needs of the community including doubling its unit count, reducing its storefront retail, and instead allocating 2,000 SF to provide a day care facility to serve residents. In 2014, the City also celebrated the grand opening of the Perris Station Senior Apartments which includes 84 units that are affordable to lower-income seniors within the Perris Downtown Specific Plan area.</p> <p>In an effort to position the City for catalytic redevelopment, Staff partnered with EstonlineStar.com to host a developer-focused meeting to discuss the City's vision for infill development in its Perris Downtown Specific Plan area. The discussion included positioning two parcels to develop one mixed-use, transit-oriented community to compete in the Affordable Housing and Sustainable Communities grant program by the State Department of Housing and Community Development (HCD). The City recently selected a development partner and signed an Exclusive Negotiating Agreement to move forward with a conceptual design.</p> <p>In 2015, the City administered an online survey to assess the housing and community development needs of Perris residents that was made available through Google. A total of 259 persons accessed the survey. An online survey was also made in order to gain input from stakeholders within the community also available through Google. A total of six agencies responded. This information is helpful in keeping tabs on the housing needs within the communities and how the City should spend HOME and CDBG funds to support neighborhoods.</p> <p><b>Appropriateness:</b> This program will be combined with Policy Actions 1.10 and 1.12 and included in the 2021-2019 Housing Plan. It will be modified to establish clear objectives for development within Specific Plan areas in the City.</p>





Program	Accomplishments
<p><b>Action 1.5:</b> Support the use of innovative building techniques and construction materials for residential development, such as energy efficient buildings that utilize solar panels and sustainable building materials that are recyclable.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division and Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> Green Building and sustainability is being practiced and encouraged by the City. Title 24 energy standards are applied to all new construction and remodeled residences. Additionally, the City has implemented a Sustainable Community section into the Conservation Element of the General Plan. This section will address building techniques and methods to facilitate and preserve sustainable development in the City.</p> <p>The City has been working with a local nonprofit, Grid Alternatives, to provide information on the benefits of innovative building techniques such as incorporating sustainable features in new construction or rehabilitation projects, particularly the implementation of solar panels. During the 2014-2021 planning period, the City's Building Division issued a total of 6,824 building permits to homeowners for the installation of solar panels.</p> <p><b>Appropriateness:</b> The City will continue to pursue innovative building techniques for both residential and non-residential development. As new building techniques are developed, the City will recommend techniques that practice sustainability and conservation. Title 24 energy standards will continue to be required for all residential and non-residential development. The City will continue to encourage sustainable building features in construction and rehabilitation projects and will seek to continue this program in the 2021-2029 Housing Plan but will be moved under Goal 6.</p>



Program	Accomplishments
<p><b>Action I.6:</b> Work with Habitat for Humanity to identify and acquire vacant infill lots for single-family development to provide housing for lower and moderate-income families and individuals.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division and Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City continues support Habitat for Humanity’s (HFH) efforts to develop and provide housing for lower and moderate-income families and individuals. Typically, HFH identifies and secures vacant infill lots and then approaches the City for assistance as needed. During the 2014-2021 planning period, HFH did not approach the City regarding any specific projects, but the City remains positioned to support HFH’s efforts as they arise.</p> <p>During the planning period, the City did identify a balance of Neighborhood Stabilization Program (NSP) funds still available to support housing activities. On November 12, 2019, City Council approved the Public Works Construction Contract with Mormar Development, Inc. to construct the project. The home has since been completed, and the City of Perris Housing Authority completed the tenant selection process. This process entailed a two-week entry period into a lottery, which took place on September 14, 2020. Based on the funding source, City staff has confirmed that the selected tenant qualifies within the set income limit, or fifty percent (50%) of the Area Median Income (AMI) in Riverside County. Rent for the term of the Lease Agreement has been calculated using Section 8 Guidelines, or roughly thirty percent (30%) of the total household income. With that, monthly rent for this tenant totals \$869.05. The current Lease Agreement establishes terms and rent for one year, commencing October 1, 2020. The Lease is subject to renewal prior to expiration on September 30, 2021. The City Housing Authority will plan to continue managing the unit and will complete an annual income verification for the property.</p> <p><b>Appropriateness:</b> The City will continue to support Habitat for Humanity to expand housing opportunities for workforce and entry-level housing when they identify a potential site. The City will let HFH know about potential sites identified in the Housing Resources section of the Housing Element and City Staff will continue to identify additional opportunities and funding to build or renovate single family homes that can be rented or sold to lower-income residents. This program will be combined with Policy Action 4.2 and will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action 1.7:</b> Utilize the State HOME Investment Partnership Grant Program Funds to assist in rehabilitating lower-income households to correct code violations and make exterior improvements.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> In 2015, the Housing Authority launched its First Time Buyer Program and Owner-Occupied Rehabilitation Program. Both programs were funded by the HOME Investment Partnerships Program through an award amount of \$500,000. Through these two programs, the Housing Authority processed four First Time Homebuyer assistance applications and one owner-occupied rehabilitation loan. In 2017, the Housing Authority continued its First Time Home Buyer Program and processed an additional application. The City, after maximizing its grant amount, reapplied to the HOME Investment Partnership funding program and secured another \$500,000 grant to continue its City programs. On average the City aims to assist 3-4 households annually through the First Time Homebuyer program.</p> <p><b>Appropriateness:</b> The City will continue to offer both the First Time Buyer Program and Owner-Occupied Rehabilitation Program for residents who qualify, however this policy action will be divided into two, with one focusing on each individual program. The First Time Buyer Program will be moved under Goal 5 and the Owner-Occupied Rehabilitation Program will be moved under Goal 3.</p>
<p><b>Action 1.8:</b> Continue to track affordable housing units city-wide. This includes monitoring the method by which units remain affordable to lower-income households (i.e., covenants, deed restrictions, loans, etc.)</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division and Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> CC&amp;Rs continue to be recorded with the Riverside County Clerk's Office for properties funded through the First Time Home Buyer (FTHB), as well as multifamily dwelling developments that obtain City funding including the Verano, Mercado, and Perris Station apartments. Staff has maintained a file of recorded document for each property, including an affordable housing database monitored by Housing Authority Staff. Furthermore, covenants have been recorded for a minimum of 45 years, with a 2<sup>nd</sup> deed of trust, promissory note, and loan agreements with the Riverside County Clerk's Office on properties that were rehabbed through the City's Owner-Occupied Rehabilitation Program.</p> <p><b>Appropriateness:</b> The City has been successful in securing HOME Investment Partnership Grant funds and utilizing those funds to spur homeownership, rehabilitation, and affordable housing options throughout its jurisdiction. These are the types of programs the City takes great pride in operating and will continue pursuing as funds are available. This program will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action I.9:</b> Provide a progress report on the 2008-2014 Housing Element programs and quantified objectives as part of the annual General Plan status reports to the State.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021. Submit first report in April 2014</p> <p><b>Responsibility:</b> City of Perris Planning Division and Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> In compliance with State law, the City has reviewed its Housing Element annually and has prepared and submitted progress reports to the California Department of Housing and Community Development.</p> <p><b>Appropriateness:</b> A thorough review of the Housing Element and interim progress reporting can better help the City track its progress and make the necessary amendments to its objectives. This is a required program and will be included in the 2021-2029 Housing Element.</p>
<p><b>Action I.10:</b> The Planning Division will utilize design, development, impact fee, processing and streamlining incentives, such as reductions in setbacks, parking requirements, and other standards, to encourage residential uses and to promote more intense residential development in the Downtown Perris Specific Plan area. Information on these financial and regulatory incentives will be made available on the City's website and in public places at City Hall.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> The City Municipal Code, General Plans, Specific Plans, development applications and fees have been made available to the public at the department counter and the City's website. The City will continue to encourage and promote residential development in downtown Perris. In 2014, the City reported the construction of 359 multifamily residential units deed-restricted for households earning 50% of the area median income (very low), including Perris Family Apartments (74 units), Meadowview I (75 units) and Meadowview II (87 units), as well as the Verano Apartments (39 units) and Perris Station Senior Apartments (84 units) in the Perris Downtown Specific Plan area. All five developments have deed restrictions for 55 years.</p> <p><b>Appropriateness:</b> The City will continue to encourage proactive measures that help promote development by leveraging planning tools that accelerate housing such as land use designations, streamlining, and other strategies. This program will be combined with Policy Actions 1.4 and 1.12 and included in the 2021-2019 Housing Plan. It will be modified to establish clear objectives for development within Specific Plan areas in the City.</p>



Program	Accomplishments
<p><b>Action I.II:</b> Reduce parking standards for senior and affordable housing developments that are located in proximity to transit stops.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> In 2014, the City celebrated the grand opening of the Perris Station Apartments, including 84 affordable units that are age restricted for seniors that are located adjacent to the multi-modal transit station. The development utilized reduced parking standards that provided 75 spaces for 84 units at a ratio of 0.9 spaces per unit. Reducing parking standards to help developers propose senior and affordable housing near transit is something the City remains available and ready to accommodate.</p> <p>The City is aware and compliant with the State density bonus laws that allow for reduced parking standards for affordable housing units and units for special needs populations. The City also permits reduced parking standards through the Senior Housing Overlay zone.</p> <p><b>Appropriateness:</b> The City recognizes the importance of providing flexible development standards to allow for the development affordable housing particularly for parking, which takes up valuable land to accommodate. The City will continue to review their parking standards, enforce density bonus requirements per State law, and provide flexibility on a project-by-project basis to ensure the development of a variety of housing types particularly for special needs groups and affordable housing near transit. This policy action will be included in the 2021-2029 Housing Element.</p>





Program	Accomplishments
<p><b>Action 1.12:</b> To encourage the development of residential and mixed-use projects within the Perris Downtown Specific Plan area, the City will offer incentives such as a reduction in development standards (i.e. lot size, parking, and open space requirements) and with assistance from the Perris Housing Authority, subsidize a portion of development fees to encourage lot consolidation and to promote more intense residential and mixed-use development on vacant and underutilized sites within the Perris Downtown Specific Plan area. While the City is more than able to accommodate the remaining RHNA allocation for the planning period on sites larger than one acre, this program allows for the City to begin planning for the future by encouraging property owners to consolidate adjacent properties to develop larger projects.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division and Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City continues to promote and encourage residential and mixed-use development in the Downtown area. During the planning period, the City facilitated the development of two deed-restricted developments in the Downtown Perris Specific Plan area. In 2014, the City reported construction of the Verano Apartments (39 units) and Perris Station Senior Apartments (84 units), totaling 123 units that are affordable to very-low-income households and are deed restrictions for 55 years. The flexibility in development standards and increased density in the Specific Plan has been a value tool to encourage the development of a variety of housing types.</p> <p>During the planning period, the City of Perris initiated the first phase of implementation to revitalize the Downtown area through infill development that creates mixed-use market rate and/or affordable housing and community-serving commercial spaces. The City's Downtown revitalization efforts aim to create a unique "sense of place" in the Downtown area that promotes dense, mixed-use, transit-oriented, and sustainable development where all people can enjoy a pedestrian friendly and aesthetically vibrant environment within close access to shops, housing, services, parks, and public gathering spaces.</p> <p>The City and the Perris Housing Authority owns nine undeveloped lots on the easterly side of D Street, between First St. and Third St. within the Downtown Perris Specific Plan area. This area is zoned to allow new development for mixed-use commercial and housing/affordable housing projects, as well as, in later phases, the renovation of the Perris Theater. On April 27, 2020, a Notice of Availability (NOA) of surplus properties was sent to local agencies, such as school districts, as well as the housing sponsor list maintained by the State of California Housing and Community Development (HCD) Department. Three entities responded to the NOA. Prior to the start of the 90-day negotiation period, one entity withdrew their letter of interest. On August 21, 2020, the City approved an Exclusive Negotiation Agreement (ENA) with Grapevine Development, LLC. The ENA establishes a milestone schedule that the developer will be held to, including the finalization of the schematic design within a period of six months, entitlement of the project sites within a period of 12 months from execution of the ENA, followed by a six-month timeframe to secure funding, and a twelve month timeframe for construction.</p> <p><b>Appropriateness:</b> This program will be included in the 2021-2019 Housing Plan but combined with Policy Actions 1.4 and 1.10 to focus on establishing clear objectives for development within Specific Plan areas in the City.</p>



Program	Accomplishments
<p><b>Goal 2: Promote and preserve suitable and affordable housing for persons with special needs, including lower-income households, large families, single parent households, the disabled, senior citizens and shelter for the homeless.</b></p>	
<p>Policy 2.1: Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to residential use by handicapped persons.            Policy 2.2: Work with non-profit agencies and private sector developers to encourage the development of senior housing.            Policy 2.3: Provide access to emergency shelter with emergency support for city residents, including disadvantaged groups.            Policy 2.4: Support innovative public, private and non-profit efforts in the development of affordable housing, particularly for the special needs groups.            Policy 2.5: Encourage the development of rental units with three or more bedrooms to provide affordable housing for large families.            Policy 2.6: Promote the utilization of the City's density bonus ordinance through advertisements and incentives to potential developers.</p>	
<p><b>Action 2.1:</b> Utilize resources such as HOME funds, California Housing Finance Agency single-family and multifamily programs, HUD Section 208/811 loans, and HOPE II and III Homeownership programs to stimulate private developer and non-profit entity efforts in the development and financing of housing for lower and moderate-income households.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City of Perris has continued hosting an annual Housing Expo which aims to disseminate information on housing programs available through the City or by private and non-profit groups. The Housing Authority has also encouraged community members to participate in several homebuyer education workshops. The City has also pursued a third strategy to share housing information as it relates to financing sources. In 2018, the City partnered with Credit.org to provide a series of "Pathway to Homeownership" workshops geared toward for low- to moderate-income households. The program had two tracks that provided four (4) weeks of classes. The classes included: 1) Power of Paycheck Planning; 2) Understanding your Credit Report and Score; 3) Debt Management, and 4) Preparing.</p> <p><b>Appropriateness:</b> The City has been successful in leveraging funding sources to provide information to its residents about the homebuying experience. Through a series of expos, workshops, and partnerships, the City has continued to promote education to further local homeownership. Depending on availability of future funding, the City will continue to pursue and host these types of workshops and will modify this program to focus on homeownership education. This program will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action 2.2:</b> The Perris Housing Authority should facilitate discussions between developers and local banks to meet their obligations pursuant to the California Community Reinvestment Act (CCRA) providing favorable financing to developers involved in projects designed to provide lower and moderate-income housing opportunities.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> City currently meets with lenders and developers to will continue to collaborate with both types of organizations to encourage affordable housing to meet the City's fair share housing needs. The City of Perris has continued hosting an annual Housing Expo which aims to disseminate information on housing programs available through the City or by private and non-profit groups. The Housing Authority has also encouraged community members to participate in several homebuyer education workshops.</p> <p><b>Appropriateness:</b> Leveraging funding sources will continue to be a strategy for the City in its effort to increase its share of affordable housing options. This program may be more effective if combined with Policy Actions 4.4 and 4.3.</p>
<p><b>Action 2.3:</b> Consider pursuing a program through the Perris Housing Authority, if funding is available, or through interested CHDO's and/or non-profit organizations, to purchase affordability covenants on existing multifamily units, subject to restrictions that the affordability covenants would be in effect for not less than 30 years, and that at least 20 percent of the units would be affordable to extremely low- and very low-income households.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> Staff has maintained a file of recorded document for properties with affordability covenants, including an affordable housing database monitored by Housing Authority Staff. There are currently 443 rent-restricted units in the City, and all have permanent affordability covenants in place and are not at-risk of conversion to market-rates during the planning period. The City did not enact a program to purchase additional affordability covenants in local housing stock during the 2014-2021 planning period.</p> <p><b>Appropriateness:</b> There are not any units at-risk of conversion during the 2021-2029 planning period, however, the City will continue to monitor units at risk of conversion and work to identify additional units to convert to affordable housing through various funding programs (i.e., tax credit financing). This program will be included in the 2021-2029 Housing Plan.</p>
<p><b>Action 2.4:</b> To comply with Senate Bill 2, the City has amended Zoning Code Section 19.44, Industrial Zones, to permit emergency shelters by right in the General Industrial (GI) zone, excluding Specific Plan areas, without a conditional use permit or other discretionary permit. The City will continue to monitor the inventory of sites appropriate to accommodate emergency shelters and will work with appropriate organizations to ensure the needs of the</p>	<p><b>Progress and Effectiveness:</b> To comply with Senate Bill 2, the City amended Zoning Code Section 19.44, Industrial Zones, to permit emergency shelters by right in the General Industrial (GI) zone, excluding Specific Plan areas, without a conditional use permit or other discretionary permit. During the planning period, the City monitored the inventory of sites appropriate to accommodate emergency shelters.</p> <p>During the housing cycle, no emergency shelter projects were proposed in the City of Perris. However, the City has consistently partnered with nonprofit organizations to provide case management, housing navigation services, and counseling to individuals</p>



Program	Accomplishments
<p>homeless population whenever possible.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p>experiencing homelessness in the City of Perris. The City has an established referral system in place with the Social Work Action Group (SWAG) and the Riverside County Continuum of Care. SWAG's response time for homeless assistance calls is within an hour and they are able to assess and individual through the Riverside County housing assessments (VI-SPDAT when applicable) to identify appropriate housing, shelter placements or treatment centers for those identified as in need of emergency, transitional housing or substance abuse treatment. The CoC maintains a list of available bed locations and identifies as well, the type of facility (i.e., mental illness, family, single, veterans) that has vacancies. The City also worked with Path of Life Ministries, a service agency that provides services such as healthcare to those who need it.</p> <p>In an effort to address this growing challenge, the City's Housing Authority also launched a Homeless Awareness Campaign called Perris Cares designed to reduce homelessness. The Perris Cares Campaign is a coordinated effort between the City, SWAG, code enforcement, and the Riverside County Sheriff's Department to help solve Perris' homelessness crisis.</p> <p>As part of the City's 2015-2019 Consolidated Plan, the City participates in the County of Riverside's Continuum of Care and supports non-profit agencies who address homeless and other special needs populations. Agencies that undertake activities to address homeless prevention, emergency shelter, transitional housing and supportive housing include, but not limited to, Lutheran social and Welfare Services, U.S. Veterans Initiative and Riverside County Department of Social Services. The City's partnering agencies address reducing homelessness through outreach efforts to persons in need, assessments for medical and essential service needs, options for permanent housing and other needs. In 2019, the City started collaborating with SWAG to identify appropriate housing, shelter placements or treatment centers for those identified as in need of emergency, transitional housing or substance abuse treatment for at-risk/homeless individuals and families. The City also established a Homeless Sub-Committee.</p> <p><b>Appropriateness:</b> The intent of this policy action was achieved. The City will continue to partner with the Fair Housing Council of Riverside County, the County of Riverside Department of Public Social Services Homeless Program Unit, the Continuum of Care for Riverside County (CoC), Community Connect, and local non-profits to serve households who are experiencing homelessness or are at-risk of homeless. A program addressing</p>





Program	Accomplishments
	homeless will be included in the 2021-2029 Housing Element.
<p><b>Action 2.5:</b> The City will maintain a list of mortgage lenders participating in the California Housing Finance Agency (CHFA) program and refer the program to builders or corporations interested in developing housing in the City.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City maintains a list of local mortgage lenders for the First Time Homebuyer Program. The City will continue to promote and support CHFA lenders to assist local residents in purchasing a home or developers, by reviewing and updating a list of CHFA lenders and providing access at City Hall. A similar list is available on the County’s Housing Authority webpage.</p> <p><b>Appropriateness:</b> City approved mortgage lenders will continue to be listed on the City’s Housing Authority webpage and available for organizations seeking to develop in Perris. The objectives of this policy action will be included in the 2021-2029 Housing Plan and will be combined with a policy actions 4.3 and 4.4 under Goal 4 focused on the City’s First Time Buyer Program.</p>
<p><b>Action 2.6:</b> Continue cooperation with the Riverside County Housing Authority to provide Section 8 rental assistance and work with property owners to encourage expansion of rental projects participating in the program, as well as provision of at least 20 units of public housing within the City.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> Roughly 2,420 households in Perris have been assisted through the Riverside County Housing Authority’s rental assistance (Section 8) program during the 2014-2021 planning period. Specifically, an average of 403 Section 8 vouchers were issued in the City of Perris (zips: 92570, 92571 &amp; 92572):</p> <ul style="list-style-type: none"> <li>• 2014: 409 families were provided section 8 assistance</li> <li>• 2015: 364 families were provided section 8 assistance</li> <li>• 2016: 407 families were provided section 8 assistance</li> <li>• 2017: 407 families were provided section 8 assistance</li> <li>• 2018: 418 families were provided section 8 assistance</li> <li>• 2019: 418 families were provided section 8 assistance</li> <li>• 2020: 399 families were provided section 8 assistance</li> </ul> <p>Of the 399 vouchers issued in 2020:</p> <ul style="list-style-type: none"> <li>• 145 of the voucher holders were disabled (this number also includes those that are elderly, therefore some of the 98 listed in bullet 2 below may be included in the 145)</li> <li>• 98 of the voucher holders were elderly only</li> <li>• 222 were neither elderly nor disabled</li> </ul> <p>The City of Perris will continue to support rental assistance which has proven to assist</p>





Program	Accomplishments
	<p>veterans, disabled, elderly, seniors, and low-income families. Annually, the City allocates \$100,000 in HOME funds for Tenant-based Rental Assistance (TBRA). In response to COVID-19, the City was allocated an additional \$99,000 in HOME funds and \$642,432 from the CDBG Coronavirus (CDBG-CV) CAREs Act. As of January 2021, over half (\$345,687) was still available of the CDBG-CV funds and all of the City's HOME funds to assist struggling households.</p> <p>In addition to assistant offered by the City, Staff provide residents with information about the Perris Family Resource Center, which offers a variety of services to residents, including rental housing assistance and utility assistance for renters. The Perris Family Resource center, along with other non-profit partners such as the Social Work Action Group, (SWAG), Riverside County's Special Education Local Plan Areas, RI International, De Novo Full-Service Partnership, and the Basic Occupational Training Center, provides non-residential and housing assistance to persons with disabilities. Such services include, but are not limited to substance abuse assistance, health resources or referrals, job placement and housing assistance.</p> <p><b>Appropriateness:</b> The City has been successful in assisting a multitude of qualified households in obtaining subsidized housing. Ensuring that all segments of the City's population have adequate access to housing that is affordable is of vital importance to the City. This program will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action 2.7:</b> Provide incentives for development for lower-income housing through the density bonus program in conjunction with mixed-use projects in the downtown, for senior housing, and within Specific Plans.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> The City of Perris complies with the Density Bonus provisions required by State law (Chapter 4.3, Section 65915) for residential zones. The density bonus shall apply to housing developments consisting of five or more dwelling units. The City will continue to provide a density bonus to projects that meet these requirements in accordance with Municipal Development Code, Chapter 19.57. During the 2014-2021 planning period, no applications requesting a density bonus were submitted, however the City did approve multiple multifamily residential developments with affordability restrictions.</p> <p>During the planning period, the City of Perris initiated the first phase of implementation to revitalize the Downtown area through infill development that creates mixed-use market rate and/or affordable housing and community-serving commercial spaces. The City and the Perris Housing Authority owns nine undeveloped lots on the easterly side of D Street, between First St. and Third St. within the Downtown Perris Specific Plan area. This area is zoned to allow new development for mixed-use commercial and housing/affordable housing projects, as well as, in later phases, the renovation of the Perris Theater. On April 27, 2020, a Notice of Availability (NOA) of surplus properties was sent to local agencies, such as school districts, as well as the housing sponsor list maintained by the State of California Housing and Community Development (HCD) Department. Three entities responded to the NOA. Prior to the start of the 90-day negotiation period, one entity withdrew their letter of interest. On August 21, 2020, the City approved an Exclusive Negotiation Agreement (ENA) with Grapevine Development, LLC. The ENA establishes a milestone schedule that the developer will be held to, including the finalization of the schematic design within a period of six months, entitlement of the project sites within a period of 12 months from execution of the ENA, followed by a six-month timeframe to secure funding, and a twelve month timeframe for construction.</p> <p><b>Appropriateness:</b> The Density Bonus Ordinance furthers the City’s goal of increasing housing affordability options and expanding housing to help the City meet its Regional Housing Need Assessment allocation. The City is committed to ensuring that their density bonus ordinance is consistent with State Law and that information on the ordinance is available to local developers. This program will be combined with Policy Action 2.8 and moved under Goal 3 in the 2021-2029 Housing Plan.</p>



<b>Program</b>	<b>Accomplishments</b>
<p><b>Action 2.8:</b> Continue to support the City’s effort of encouraging multifamily developments with affordability covenants on units through offering development incentives. These incentives could include reduction in development standards, and expedited permit processing.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City of Perris complies with the Density Bonus provisions required by State law (Chapter 4.3, Section 65915) for residential zones which permit the City to grant concessions from the established development standards. The City will continue to provide incentives and concessions to projects that that provide deed-restricted affordable housing units in accordance with Municipal Development Code, Chapter 19.57. In 2014, building permits were issued to construction the second phase of the Verano apartments in Downtown Perris. The project was modified to reflect the needs of the community including doubling its unit count, reducing its storefront retail, and instead allocating 2,000 SF to provide a day care facility to serve residents.</p> <p><b>Appropriateness:</b> Providing flexibility in development standards has proven to be instrumental in furthering the City’s goal of increasing affordable housing by providing tools to assist developers in building housing. This program will be combined with Policy Action 2.7 and moved under Goal 3 in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action 2.9:</b> Pursuant to Government Code Section 65583, the City of Perris is obligated to remove potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities. To address the needs of this population, the City amended the Zoning Code to adopt formal reasonable accommodation procedures. Reasonable accommodation provides a basis for residents with disabilities to request flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements from the local government to ensure equal access to housing opportunities. The City will provide information regarding the City's reasonable accommodation ordinance and make information on the program more widely available to residents.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> Chapter 19.87 of the City's Zoning Code addresses reasonable accommodation procedures, thus providing individuals with disabilities or household's equal housing opportunity through residential unit modifications intended to improve mobility and accessibility, and to provide the flexibility necessary for developing housing for individuals with disabilities. The City amended the Zoning Code in September 2013 to formally adopt reasonable accommodation procedures.</p> <p>In 2012, the Perris City Council also approved the Senior Housing Overlay Zone which establishes alternative development standards that may be combined with any of the city's conventional residential or commercial zone districts. Through this overlay zone, the City strives to remove potential and actual governmental constraints towards building housing for persons with disabilities. The City has no special zoning or land use restrictions that regulate or constrain the development of housing for persons with disabilities. During the planning period, the City has accommodated requests for generators to support medical equipment, ramps and other similar requests in compliance with State law.</p> <p><b>Appropriateness:</b> The City will continue to support and promote reasonable accommodation procedures available in the Zoning Code and through the Senior Housing Overlay Zone to remove constraints towards building or providing accommodations for persons with disabilities. This program will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action 2.10:</b> Prioritize resources such as HOME funds, California Finance Agency single-family and multifamily programs, HUD Section 208/811 loans, and HOPE II and III Homeownership programs for the development of rental projects that provide units with three or more bedrooms.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division and Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> In 2014, the City was awarded a \$500,000 grant from the HOME Investment Partnership funding program. To maximize the funding awarded, the City set aside \$195,000 to fund activities related to First Time Home Buyers such as education, workshops and direct financial assistance. In its first year, the City awarded four mortgage assistance loans to households to assist with down payment assistance or gap financing. In addition, the City also allocated funds for proposed multifamily developments that include 2- and 3-bedroom affordable units. Through this funding, the City funded one housing project, Verano Apartments, in the Perris Downtown Specific Plan area, consisting of 40 total units that are restricted to low- very-low and extremely low-income households, with the exception of one onsite manager's unit.</p> <p><b>Appropriateness:</b> The City will continue to seek funds from the HOME Investment Partnership program to provide with a variety of housing programs including its First Time Homebuyer and Rehabilitation programs. These funds can also be used to assist multifamily developments that provide affordable 2- and 3-bedroom units. The City will continue this program through the next housing cycle. This program will be included in the 2021-2029 Housing Plan.</p>





Program	Accomplishments
<p><b>Action 2.II:</b> To facilitate development of affordable housing to accommodate the 1,707 lower-income RHNA, the City adopted the Perris Downtown Specific Plan in 2012 and identified approximately 95 acres of underutilized and vacant land.</p> <p><b>Timeline for Implementation:</b> Development of evaluation procedure to implement Government Code section 65863 by December 1, 2013.</p> <p><b>Responsibility:</b> City of Perris Planning Division and Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> To facilitate development of affordable housing to accommodate the 1,707 lower-income RHNA, the City adopted the Perris Downtown Specific Plan in 2012 and identified approximately 95 acres of underutilized and vacant land. To demonstrate adequate sites for the City’s 4th cycle housing element update, the City included this adequate sites program to rezone sites within the Perris Downtown Specific Plan for higher density residential uses. As these sites were to be rezoned to accommodate the City’s lower-income need the rezoned sites were required to be consistent with Sections 65583.2(h) and (i) and 65583(c)(1) (AB 2348) as follows:</p> <ul style="list-style-type: none"> <li>• Require a minimum density of 20 units per acre;</li> <li>• Ensure at least 50 percent of the lower-income need accommodated on sites designated for residential use only; and</li> <li>• Permit owner-occupied and rental multifamily uses by-right, without a conditional use or other discretionary review or approval.</li> </ul> <p>To address minimum density requirements the City committed to monitoring sites A through L identified in the 2014-2021 Housing Resources land inventory, as well as exclusively residential Urban Village district sites identified in Map 4 of Appendix A, are developed at a minimum density of 20 units per acre. If a parcel was developed at less than 20 units per acre, pursuant to Government Code Section 56863, the City committed to immediately identifying and zoning an alternative site with established minimum density requirements consistent with GC Section 65583.2(h) and (i). The City will report on the progress of development in the Perris Downtown Specific Plan area in its annual progress reports required pursuant to Government Code Section 65400 and due on April 1st of each year. The inventory of available sites will also be made available to the development community through various outreach methods.</p> <p><b>Appropriateness:</b> The City of Perris Regional Housing Need Assessment allocation for the housing cycle is 7,786 units. In an attempt to reach these income-restricted housing units, the City will continue pursuing affordable housing projects to address its regional housing need and provide a diverse range of housing types. This program will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><i>Goal 3: Removal or mitigation of constraints to the maintenance, improvement, and development of affordable housing, where appropriate and legally possible.</i></p>	
<p>Policy 3.1: When feasible, consider reducing, subsidizing, or deferring development fees to facilitate the provision of affordable housing.</p> <p>Policy 3.2: Periodically review and revise City development standards to facilitate quality housing that is affordable to lower and moderate-income households.</p> <p>Policy 3.3: Monitor all regulations, ordinances, departmental processing procedures and fees related to the rehabilitation and/or construction of dwelling units to assess their impact on housing costs.</p> <p>Policy 3.4: Ensure that water and sewer providers are aware of the City’s intentions for residential development throughout the City.</p>	
<p>Action 3.1: The City shall expedite and prioritize development processing time of applications for new construction and rehabilitation of housing for lower and moderate-income households and seniors. Expedited permit processing would allow complete development applications to be reviewed at an accelerated rate by City Staff in order to ensure that permit processing times do not create a potential constraint to the development of affordable units by adding to the overall cost of the project.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> Timing delays can sometimes be the defining factor as to whether a project reaches completion or not. Affordable housing financing is extremely complex and often requires that projects have local government approval. The City works closely with developers to ensure that projects are entitled quickly, by providing feedback on conceptual plans early on in the planning process to eliminate the need for extra rounds of revisions later. The City has also identified a variety of housing sites, with by-right zoning appropriate to accommodate a variety of densities which eliminates the need for a General Plan Amendment or Zone Change, which can add months to the entitlement process and triggers a more in-depth CEQA review. During the planning period, the City monitored the time required to entitle various types of development and when possible, expedited the permit process.</p> <p><b>Appropriateness:</b> The City will continue to expedite and prioritize development processing time of applications for new construction of affordable housing developments to maximize its share of low- very-low and extremely low-income units to meet its RHNA allocation. The City will also work to develop streamlined procedures that are consistent with the requirements of SB35. This program will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action 3.2:</b> To accommodate extremely low-income households and comply with Senate Bill 2, the City amended Zoning Code Chapters 19.21 through 19.28, R-20,000 through MFR-22 and Section 19.34, R-5 Districts (Mobile home Subdivisions), to allow transitional and supportive housing as a permitted use without a conditional use permit or other discretionary permit, subject only to those regulations that apply to other residential uses of the same type in the same zone. To ensure consistency with the Perris Valley Airport Land Use Compatibility Plan, areas designated Airport Area I and II and within Compatibility Zones A, B1, B2 and C of the Airport Influence Area as mapped at <a href="http://www.rcaluc.org">www.rcaluc.org</a>, will allow transitional and supportive housing subject to all applicable restrictions places on other residential uses permitted within those areas.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> To comply with the Senate Bill 2 statute City amended the Zoning Code to allow transitional and supportive housing as a permitted use by right in all residential zones, except within Airport Areas I and II as mapped at <a href="http://www.rcaluc.org">www.rcaluc.org</a> and within Compatibility Zones A, B1, B2, and C of the Airport Influence Area of Perris Valley Airport, in effect as of July 1, 2011.</p> <p><b>Appropriateness:</b> The intent of this policy action was achieved. The City will continue to partner with the County and local non-profits to serve households who are experiencing homelessness or are at-risk of homeless. A program addressing homeless will be included in the 2021-2029 Housing Element.</p>



Program	Accomplishments
<p><b>Action 3.3:</b> To accommodate the needs of extremely low-income households and households with special needs and comply with Senate Bill 2, the City amended Zoning Code Section 19.21 through 19.28, R-20,000 through MFR-22 and Section 19.34, R-5 Districts (Mobile home Subdivisions), all residential zones of the City, to allow Single Room Occupancy (SRO) housing as a permitted use without a conditional use permit or other discretionary permit, except within Airport Area I as mapped at <a href="http://www.rcaluc.org">www.rcaluc.org</a> and within Compatibility Zones A, B1, and B2 of the Airport Influence Area of Perris Valley Airport, in effect as of July 1, 2011.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> As part of the 2014-2021 Housing Element update, the City's Zoning Code permits SRO's in the Multifamily Residential (MFR-22) Zone as a permitted use by right except within the Airport Area I as mapped at <a href="http://www.rcaluc.org">www.rcaluc.org</a> and within Compatibility Zones A, B1, and B2 of the Airport Influence Area of Perris Valley Airport, in effect as of July 1, 2011. Additionally, the ordinance revision included a limit of 75 rooms per acre of land. During the planning period, no developments with SRO units were proposed or approved, however the City has remains committed to welcoming these types of developments, if requested.</p> <p><b>Appropriateness:</b> The intent of this policy action was achieved. The City will continue to partner with the County, Coachella Valley Housing Authority and local non-profits to serve households who are experiencing homelessness or are at-risk of homeless. A program addressing homeless will be included in the 2021-2029 Housing Element.</p>
<p><b>Action 3.4:</b> Continue to permit manufactured housing on permanent foundations in residential zones if it meets compatibility criteria.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> Manufactured housing often provides households with affordable housing as compared to stick-built housing. The City of Perris strives to diversity its housing types and welcomes a range of affordable housing options. Manufactured housing is permitted by right in all zones which permit single-family houses, pursuant to State law. Additionally, mobile homes are permitted in the R-4 and R-5 Districts. Mobile home parks are subject to a conditional use permit in all other residential zones.</p> <p>To reach this objective, the City allows residents to request building permits to install permanent foundations to mobile homes. During the housing cycle, there were 39 building permits issued for permanent conversion of mobile homes.</p> <p><b>Appropriateness:</b> Manufactured homes and mobile housing continues to be a viable source of affordable housing, especially for older households. This program will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action 3.5:</b> In accordance with Government Code Section 65589.7 as revised in 2005, immediately following City Council adoption, the City must deliver a copy of the 2014-2021 Housing Element to all public agencies or private entities that provide water or sewer services to properties within the City of Perris.</p> <p><b>Timeline for Implementation:</b> By January 1, 2014</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> In 2015, City staff delivered a copy of the 2014-2021 Housing Element to water and sewer providing entities that serve city residents.</p> <p><b>Appropriateness:</b> The City has achieved its objective and this Policy Action for the current housing cycle and will provide copies of the 2021-2029 Housing Element to water and sewer providers that serve the City. This program will be included in the 2021-2029 Housing Plan.</p>





Program	Accomplishments
<i>Goal 4: Provide increased opportunities for homeownership.</i>	
<b>Policy 4.1:</b> Pursue a variety of private, local, state and federal assistance options to support development or purchase of housing within the income limits of lower-income households.	
<p><b>Action 4.1:</b> Continue to provide favorable home purchasing options to low and moderate-income households through the County of Riverside’s First-Time Homebuyers Down Payment Assistance Program and homeownership assistance with the County Mortgage Credit Certificate (MCC) program.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> During the housing cycle, the City was awarded \$500,000 through the HOME Investment Partnership Program. With this funding, the City launched its First Time Home Buyer Program, which allocated \$195,000 of that funding towards assisting 3 or more first time home buyers. The program can help with down payment assistance or provide gap financing for low- and moderate-income persons. The City also supports the Mortgage Credit Certificate, which helps first time homebuyers reduce their tax liability and increase their disposable income to allocate towards housing-related expenses. During the housing cycle, three households were assisted with a Mortgage Credit Certificate.</p> <p><b>Appropriateness:</b> The City has been successful in leveraging funding to provide direct financial assistance and providing information and services to its residents through First Time Homebuyer workshops, expos, and literature. This objective has assisted several families in securing funding for down payment assistance or gap financing. This program will be combined with Policy Action 5.1 and included in the 2021-2029 Housing Plan. It will also be renamed to indicate that it is a partnership program with the County of Riverside to promote their housing programs.</p>



Program	Accomplishments
<p><b>Action 4.2:</b> Continue to work with Habitat for Humanity in the development of single-family homes for lower-income families. Continue to work with the Workforce Investment Act (WIA), formerly known as the Jobs Training Partnership Act (JTPA), in the provision of single-family homes for lower-income households.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City continues support Habitat for Humanity’s (HFH) efforts to develop and provide housing for lower and moderate-income families and individuals. Over the housing cycle, no vacant infill lots were acquired, but the City remains positioned to support HFH’s efforts when needed.</p> <p>During the planning period, the City did identify a balance of NSP funds that needed to be spent down. The City used the funds to acquire a single-family lot on 10<sup>th</sup> Street and built a new rental home. The City is currently managing the unit, which has been rented to a qualified low-income family.</p> <p><b>Appropriateness:</b> The City will continue to support Habitat for Humanity to expand housing opportunities for workforce and entry-level housing when they identify a potential site. City Staff will continue to identify additional opportunities and funding to build or renovate single family homes that can be rented or sold to lower-income residents. This program will be combined with Policy action 1.6 and included in the 2021-2029 Housing Plan.</p>
<p><b>Action 4.3:</b> The Perris Housing Authority shall provide support to the California Housing Finance Agency (CHFA) program, which supports construction of new owner-occupied units in conjunction with non-profit organizations and/or private developers through advertisement and referral to the program.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City has maintained a list of local mortgage lenders to refer entities and individuals to. It also maintains a list of City-approved lenders for the First Time Homebuyer Program. The City will continue to promote and support CHFA lenders to assist local households in purchasing a home. A list of CHFA lenders is available for reference to builders or corporations interested in developing housing in the City. It is also available in the County’s Housing Authority webpage.</p> <p><b>Appropriateness:</b> City approved mortgage lenders will continue to be listed on the City’s Housing Authority webpage and available for organizations seeking to develop in Perris. The objectives of this policy action will be included in the 2021-2029 Housing Plan and will be combined with a policy actions 2.5 and 4.4 under Goal 4 focused on the City’s First Time Buyer Program.</p>



<b>Program</b>	<b>Accomplishments</b>
<p><b>Action 4.4:</b> The City shall establish relationships with local lenders, developers and other constituencies such as realtors, and non-profit organizations through community outreach workshops that emphasize specific ideas, issues, and expectations for future development in Perris.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City works with local lenders to position first time homebuyers to be able to purchase new homes. The City shares information on the First Time Homebuyer program with developers.</p> <p><b>Appropriateness:</b> The City has meaningfully and successfully established relationships with local lenders and has provided ample opportunities to distribute information regarding homebuying for its residents. The objectives of this policy action will be included in the 2021-2029 Housing Plan and will be combined with policy actions 2.5 and 4.3 under Goal 4 focused on the City's First Time Buyer Program.</p>



Program	Accomplishments
<p><i>Goal 5: Enhance the quality of existing residential neighborhoods in Perris, through maintenance and preservation, while minimizing displacement impacts.</i></p>	
<p><b>Policy 5.1:</b> Through the neighborhood Preservation Program, correct housing deficiencies, improve overall housing conditions in Perris and bring substandard units into compliance with City codes, and improve overall housing conditions in Perris.</p> <p><b>Policy 5.2:</b> Promote increased awareness among property owners and residents of the importance of property maintenance to long term housing quality.</p> <p><b>Policy 5.3:</b> Encourage compatible design of new residential units to minimize the impact of intensified reuse of residential development.</p> <p><b>Policy 5.4:</b> Using HOME funds create plans and programs to maintain or improve the character and quality of existing housing and housing environments.</p> <p><b>Policy 5.5:</b> Preserve units affordable to lower and moderate-income households which are “at-risk” of converting to market rate through Federal, State, and County funding mechanisms.</p>	
<p><b>Action 5.1:</b> As a means of further leveraging housing assistance, the City will cooperate with the Riverside County Housing Authority to promote resident awareness and application for County-run housing assistance programs. These programs include: Home Improvement Program, Rental Rehabilitation Program, Enhanced Senior Home Repair Program, and Department of Community Action (DCA) Utilities and Weatherization Program. The City will be responsible for providing program information on the City’s website, in the City’s newsletter and at City Hall.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City of Perris continues to provide information to individuals on Riverside County Housing programs. On June 20, 2015, the City hosted a housing exposition that provided information on its existing programs. The expo also provided key guidance to potential homebuyers such as the importance of budgeting, making on-time mortgage payments, the home buying process, how to identify predatory lending, understanding the mortgage-loan process and how a credit score can affect a potential purchase. The City continued to hold additional expos to share information to the public between 2016 and 2017 and later developed a brochure of county housing programs for the public. The brochures are available to on the City’s Housing Authority webpage and in person at City public counters.</p> <p><b>Appropriateness:</b> The City has been successful in meeting this objective and will continue to share information as programs are added or changed. This program will be combined with Policy Action 4.1 and included in the 2021-2029 Housing Plan. It will also be renamed to indicate that it is a partnership program with the County of Riverside to promote their housing programs.</p>



Program	Accomplishments
<p><b>Action 5.2:</b> Maintain code compliance to ensure building safety and integrity of residential neighborhoods. Enforce the building code through issuance of a permit prior to construction, repair, addition to, or relocation of any residential structure.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City continues to maintain code compliance by ensuring building safety and integrity of residential neighborhoods. During the 2014-2021 planning period, there were approximately 1,579 violations addressed by the City's Code Enforcement Division, including 1,235 calls for maintenance and 344 calls for building code violations. The City continues to run a Senior Home Repair Program that offers a grant to a household in need of minor home repairs and improvements in order to preserve housing and the quality of neighborhoods. During the 2015-2019 consolidated plan period, the City was able to help 40 senior households. The Owner-Occupied Rehabilitation Program provided 17 homeowners assistance to correct existing code violations and improve property conditions. The City also offers the Senior Minor Home Maintenance Program which targets low-income senior households and provides repairs to their homes including condominiums, mobile homes and single-family homes, preserving the affordable housing stock. Approximately \$30,000 in CDBG funds is allocated to this program annually.</p> <p><b>Appropriateness:</b> The City will continue to encourage proactive maintenance and aesthetic improvements in its residential neighborhoods. This program will be included in the 2021-2029 Housing Plan.</p>
<p><b>Action 5.3:</b> Monitor the substandard dwellings which cannot be economically repaired and remove when necessary and feasible.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> In compliance with building and safety standards, the City has recorded the demolition of several substandard structures over the Housing Element cycle. According to building and safety activity summaries, in 2015, 14 dwellings were demolished due to either fire damage, abandonment, or unsafe conditions. In 2017, 23 additional single-family dwellings were demolished; in 2018, 14 more units were demolished; and in 2019, 12 single family dwellings were demolished.</p> <p><b>Appropriateness:</b> Ensuring structurally sound living quarters throughout its jurisdiction remains a priority for the City. The City will therefore continue to monitor substandard buildings to have them removed as feasible and necessary. This program will be included in the 2021-2029 Housing Plan.</p>





Program	Accomplishments
<i>Goal 6: Encourage energy conservation activities in all neighborhoods.</i>	
<p><b>Policy 6.1:</b> Comply with all adopted federal and state actions to promote energy conservation.</p> <p><b>Policy 6.2:</b> Promote development of public policies and regulations that achieve a high level of energy conservation in new and rehabilitate housing units.</p> <p><b>Policy 6.3:</b> Promote the Sustainable Community section in the Conservation Element of the General Plan.</p>	
<p><b>Action 6.1:</b> Encourage maximum utilization of Federal, State, and local government programs, such as the County of Riverside Home Weatherization Program and Western Riverside Council of Governments HERO program and assist homeowners in providing energy conservation measures.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Housing Authority</p>	<p><b>Progress and Effectiveness:</b> The City has partnered with several organizations to directly engage residents and provide information on local energy saving programs. Through the City’s annual housing expo, Staff has featured representatives from SoCal Gas and Grid Alternatives to highlight programs available to the community. SoCal Gas provides information on its energy assistance program and Grid Alternatives staff share information on its solar installation programs for low-income households. During the 2014-2021 planning period, the City’s Building Division issued a total of 6,824 building permits to homeowners for the installation of solar panels.</p> <p><b>Appropriateness:</b> The City will continue to promote local programs in an effort to increase the number of households that turn to energy saving measures. This program will be combined with Policy Action 6.2 and included in the 2021-2029 Housing Plan.</p>
<p><b>Action 6.1:</b> Maintain and distribute literature on energy conservation, including solar power, additional insulation, and subsidies available from utility companies, and encourage homeowners and landlords to incorporate these features into construction and remodeling projects.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> The City continues to provide its residents with literature about energy conservation such as solar power. Energy conservation is also a topic included in its Housing Newsletter. The City further supports and continues to work with a nonprofit to encourage the use the solar panel programs. During the planning period, the City’s building division issued a total of 6,824 building permits to homeowners for the installation of solar panels on the roofs of their homes. The City also adopted the CalGreen building code.</p> <p><b>Appropriateness:</b> The City recognizes the importance of energy efficient design in construction standards and building upgrades. The City will therefore continue to disseminate information on local energy programs and encourage residents to incorporate these features into any building plans. This program will be combined with Policy Action 6.1 and included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Action 6.3:</b> Facilitate sustainable development in the City by enforcing the goals, policies, and implementation ordinances to reflect and encourage the guidelines contained within the Sustainable Community Section in the Conservation Element.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> The Sustainable Community section of the City's Conservation Element establishes goals and policies to enhance public health through sustainable growth of new residential, commercial, industrial, and civic development. In implementing policies of the Conservation Element, all new buildings within the City are required to have a multitude of sustainable measures as required by the CA building code (Green Code). Features include encouraging the use of green building design materials, equipment, lighting, alternative energy sources, strategic vegetation planting, and others. Taking environmental leadership, a step further, the City also participated in the creation of a sub-regional Climate Action Plan (CAP) with the Western Riverside Council of Governments (WRCOG), which provided a roadmap to help slow the effects of climate change in the subregion. Implementing the goals outlined in such documents, the City has approved two proposed commercial/industrial developments that were certified LEED Silver.</p> <p><b>Appropriateness:</b> The City will continue to support green building practices by requiring a multitude of sustainable features in proposed developments throughout the City and ensure that the Housing Element is consistent with the Conservation Element. This program will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p>Action 6.4: The City shall develop a local action plan for reduction of greenhouse gas emissions.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> The City’s Municipal Energy Action Plan and the Community Energy Action Plan for Perris were adopted in 2014. On February 23, 2016, the City then adopted a Climate Action Plan (CAP) designed to address global climate change through the reduction of local harmful greenhouse gas emissions. The CAP includes several measures aimed at reducing greenhouse gas emissions that impact the development and design of housing including:</p> <ul style="list-style-type: none"> <li>• <b>Measure T-6: Density</b> - Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.</li> <li>• <b>Measure T-7: Mixed-Use Development</b>- Provide for a variety of development types and uses.</li> </ul> <p>To further its environmental goals, the City is also working the Western Riverside Council of Governments (WRCOG) to craft a sub-regional Climate Action Plan that would help to further contain and reduce GHGs throughout western Riverside County.</p> <p>The City monitors the implementation of the CAP and participates in WRCOG’s efforts to implement their regional CAP on an ongoing basis.</p> <p><b>Appropriateness:</b> Ensuring consistency and identifying actions that will implement the City’s and WRCOG’s regional CAP, particularly with regard to items that address housing, will be important during the upcoming planning period. The City also has the opportunity to become more familiar with the guidelines and application requirements for housing financing, such as the Affordable Housing Sustainable Communities (AHSC) program, that ties housing development to development strategies that will lower GHGs. Understanding the AHSC program and other similar programs will allow Staff to better support developers to create a competitive application. This policy action will be modified and will be included in the 2021-2029 Housing Plan.</p>



Program	Accomplishments
<p><b>Goal 7: Equal housing opportunity for all residents of Perris, regardless of race, religion, sex, marital status, ancestry, national origin, color, or handicap.</b></p>	
<p><b>Policy 7.1:</b> Encourage and support the enforcement of laws and regulations prohibiting discrimination in lending practices and in the sale of housing.</p>	
<p><b>Action 7.1:</b> The City, in conjunction with the Riverside County Fair Housing Council, shall support efforts dedicated to working towards the elimination of the discrimination of housing by actively pursuing any complaints of housing discrimination within the City. Information detailing fair housing practices will be made available at City Hall and on the City's website. Additionally, the City will participate with the Riverside County Fair Housing Council to conduct workshops and seminars about landlord and tenant responsibilities and rights.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> The City of Perris is committed to furthering the fair housing choice for all residents regardless of race, color, national origin, ancestry, religion, sex, disability, familial status, source of income, sexual orientation, or any other arbitrary factor. The City supports the activities of the Fair Housing Council of Riverside County and activities that are contracted through the CDBG program. The Fair Housing Council of Riverside County is a qualified fair housing service provider that provides fair housing and tenant/landlord services, including outreach and education, counseling, investigations, and dispute resolutions. They specifically address the needs of elderly individuals, Veterans with mental disabilities, persons with physical disabilities persons with developmental disabilities, persons with alcohol or other addictions, persons with HIV/AIDS and their families and victims of domestic violence in the City.</p> <p>The City will continue its partnership with the Fair Housing Council of Riverside County as a contract city under the County of Riverside's CDBG Program in conducting the following services to City residents:</p> <ul style="list-style-type: none"> <li>• Anti-Discrimination Information and Mediation</li> <li>• Landlord-Tenant Information and Mediation</li> <li>• Training &amp; Technical Assistance with Fair Housing</li> <li>• Enforcement of Housing Rights</li> <li>• Administrative Hearings for the Riverside County Housing Authority</li> </ul> <p>Additionally, along with assisting households with discrimination and landlord/tenant mediation, the Fair Housing Council conducted a wide range of education and outreach activities throughout the year. These services included: First Time Homebuyer Workshops that included information on predatory lending practices; City Council Presentations; trained testers which greatly increased capacity to identify and investigate discrimination within Riverside County rental units; Fair Housing Training Course for property owners and managers; and Foreclosure Prevention Workshops. All of the workshops conducted by the Fair Housing Council are available in English and</p>



Program	Accomplishments
	<p>Spanish. All literature distributed by the Fair Housing Council is provided in English and Spanish and is located at all public counters in the City. On average the City allocated approximately \$25,000 in CDBG funding and assists 1,100 persons annually. Services are free to lower-income households.</p> <p><b>Appropriateness:</b> The City will continue to provide increased awareness of Fair Housing policies through a variety of methods to eradicate housing discrimination throughout its jurisdiction. This program will be moved under Goal 2 and included in the 2021-2029 Housing Plan.</p>
<p><b>Action 7.2:</b> The housing needs of persons with developmental disabilities are typically not addressed by Title 24 Regulations, and requires in addition to basic affordability, slight modifications to existing units, and in some instances, a varying range of supportive housing facilities. To accommodate residents with developmental disabilities, the City will seek State and Federal monies, as funding becomes available, in support of housing construction and rehabilitation targeted for persons with developmental disabilities. Perris will also provide regulatory incentives, such as expedited permit processing, and fee waivers and deferrals, to projects targeted for persons with developmental disabilities.</p> <p><b>Timeline for Implementation:</b> Ongoing 2014-2021</p> <p><b>Responsibility:</b> City of Perris Planning Division</p>	<p><b>Progress and Effectiveness:</b> During the planning period, no development was purposed that focused on providing housing for developmentally disabled residents. The City will continue to offer development incentives and support developers to support proposed projects. Residents in the City are eligible for Section 8 vouchers through the County. Additionally, the Perris Family Resource center, along with other non-profit partners such as the Social Work Action Group (SWAG), Riverside County's Special Education Local Plan Areas, RI International, De Novo Full Service Partnership, Catholic Charities, Lutheran Social Services, and the Basic Occupational Training Center, provides non-residential and housing assistance to persons with disabilities. Such services include, but are not limited to: substance abuse assistance, health resources or referrals, job placement, and housing assistance.</p> <p><b>Appropriateness:</b> The City will continue to pursue Federal and State funding to support housing for individuals with developmental disabilities. This program will be moved under Goal 2 and included in the 2021-2029 Housing Plan.</p>





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# APPENDIX A – PUBLIC OUTREACH MATERIALS



Housing Authority of the County of Riverside  
5555 Arlington Avenue  
Riverside CA 92504  
Phone: (951) 351-0700

Southern California Association of Non-Profit  
Housing  
3345 Wilshire Boulevard, Suite 1005  
Los Angeles, CA 90010  
(213) 480-1249

Fair Housing Council of Riverside County  
3933 Mission Inn Avenue  
Riverside, CA 92501  
(951) 682-6581

Housing and Homeless Coalition for Riverside  
County  
Attention: Darrel K. Moore  
4060 Circle Drive  
Riverside, CA

Perris Senior Citizens Center  
100 North "D" Street  
Perris, CA 92570  
(951) 657-7334

Inland Valley Habitat for Humanity  
Attention: Tammy Marine  
27475 Inez Road #3900  
Temecula, CA 92591

Mead Valley Community Center  
21091 Rider Street  
Perris, CA 92570  
(951) 657-2889

Southern California  
Volunteers of America  
3530 Camino Del Rio North #300  
San Diego, CA 92180

Perris Family Care Center  
308 E. San Jacinto Avenue  
Perris, CA 92570  
(951) 940-6700

Riverside County Office on Aging  
6296 Rivercrest Drive, Suite K  
Riverside, California 92507  
(951) 867-3800

National Community Renaissance  
9065 Haven Avenue, Ste #100  
Rancho Cucamonga, CA 91730  
Phone: (909) 483-2444

California Housing Partnership Corporation  
28545 Old Town Front Street, Suite 205  
Temecula, CA 92590  
(951) 506-3377



Stakeholder Roundtable Event Social Media Announcement

CITY OF PERRIS  
COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM  
HOUSING ELEMENT

# Stakeholder & Business Meeting

Businesses, Non-Profits, Educational Providers, and Faith-Based organizations are invited to discuss community & housing needs.

Your input will aid in the development of the Housing Element update and help set the priorities for use of CDBG funding in 2021-2022 for public services, housing & community development.

**10:00 am  
Thursday,  
January 28, 2021**

No registration required  
Join at <http://zoom.us/join> & enter Zoom meeting ID: XXXXXXX

For more information: Sara Cortes De Paxon at 951-943-5003 or [scortes@cityofperris.org](mailto:scortes@cityofperris.org)



**Complete the Stakeholder Survey!**

**Use your smartphone camera to scan the QR code below**





Planning Commission Workshop Invite

# City of Perris Housing Element

Come share your input and ideas on community needs at this upcoming workshop!

The City of Perris is hosting a community workshop during a regularly scheduled Planning Commission meeting to discuss the State-mandated 2021-2029 Housing Element update. Concurrent with the Housing Element update, the City is updating the Safety Element, which establishes policies to guide actions related to the preparation and response to a natural disaster. The City is also creating a new Environmental Justice Element to add to the Perris General Plan which will include policies to reduce health risks for communities disproportionately impacted by pollution. City residents and stakeholders are invited to provide input on related issues throughout their communities on:

**February 3, 2021**  
**6:00 p.m.**  
**via Zoom**

<https://zoom.us/j/642558532>

If you have any questions or would like additional information, please contact Cynthia Mejia at [cmejia@nationalcore.org](mailto:cmejia@nationalcore.org).





### Housing Authority Pop-up Event Social Media Announcement

**City of Perris Housing Authority**

## POP UP EVENTS

ATTEND ONE OF HOUSING'S POP-UP EVENTS TO APPLY OR LEARN MORE ABOUT THE FOLLOWING:

- COVID-19 RENTAL/ MORTGAGE & UTILITY ASSISTANCE PROGRAM
- HOME TENANT BASED RENTAL ASSISTANCE PROGRAM
- UP-COMING HOUSING EVENTS
- HOUSING RESOURCES

For more information please Call or Email the City's Housing Authority at 951-943-5003 or [perrishousing@cityofperris.org](mailto:perrishousing@cityofperris.org)

**LOCATIONS, DATES, AND TIMES**

**Mon. May 10:** Goetz Road Park-4pm to 6pm  
3020 Goetz Road, Perris, CA

**Tues. May 11:** Mercado Park-5pm to 7pm  
925 South D Street, Perris, CA

**Wed. May 12:** Paragon Park-4pm to 6pm  
265 Spectacular Bid St, Perris CA

**Thurs. May 13:** Copper Creek Park-5pm to 7pm  
217 Citrus Ave, Perris, CA

**Fri. May 14:** May Ranch Park-5pm to 7pm  
3033 Poppy Court, Perris CA

Icons: Accessibility (wheelchair), Home, and COVID-19 safety (mask, gloves, social distancing).

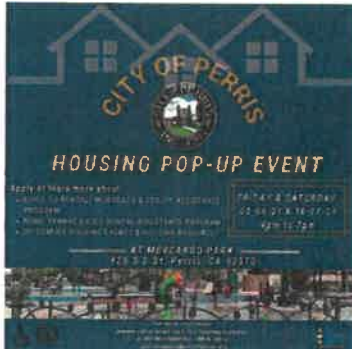

### Housing Pop-up Event Social Media Announcement

**Perris Today** Learn More Like Message

**OTHER POSTS**

**Perris Today** is in Perris, California. 24m · 🌐

To apply or learn more about City of Perris Housing programs, upcoming housing events, and housing resources, please attend our Housing POP-UP event August 6th & 7th at Mercado Park 925 S. D St. Perris CA 92570.

Like Comment Share

**Perris Today** is in Perris, California. 2h · 🌐

The City of Perris would like to share today's COVID-19 numbers from Riverside County Public Health. Visit [www.RivcoPH.org/Coronavirus](http://www.RivcoPH.org/Coronavirus) for the interactive case map. Please note that Riverside County Public Health has experienced data delays but continues to





# City of Perris Housing Element

## Quick Facts about the City of Perris

The City of Perris is updating the Housing Element, Safety Element and adopting a new Environmental Justice Element to add to the Perris General Plan. The success of these updates relies on community engagement and input. When planning for the housing needs of a City, it is important to understand the demographic characteristics of the population (age, household size, employment, ethnicity) and the characteristics of housing (number of units, size, cost) to ensure needs are adequately addressed.

The following is a summary of demographic characteristics identified through various sources, including the U.S. Census, the California Department of Finance, and the Southern California Association of Governments. Also provided below is the City's regional housing needs set forth by the Southern California Association of Governments (SCAG).



### OVERVIEW

- Founded: 1911
- Size: 31.5 sq. miles
- Median age: 27.5
- Average household size: 4.49 persons
- Median household income: \$70,214



### HOUSING

- Number of Dwelling Units: 18,906
- Owner-Occupied Households: 17,142
- Renter-Occupied Households: 6,316
- Number of Households: 17,582
- Median Property Value: \$285,000



### POPULATION

- Total population: 79,294
- Ethnicity composition:
  - Caucasian: 29.2%
  - Asian: 5.6%
  - Black or African American: 11.1%
  - Hispanic: 78.7%
  - Other: 53.2%



### SPECIAL NEEDS

- Female-headed Households (No spouse present): 3,292
- Senior Households (Age 65 and older): 1,852
- Households with income below poverty level: 2,745



### REGIONAL HOUSING NEEDS ALLOCATION (RHNA)

The Regional Housing Needs Allocation is an assigned housing allocation that the City of Perris will be required to plan for in the next housing cycle - from 2021-2029 - to accommodate its fair share of housing units. The allocation is based on housing needs for the City's current and projected population.





# City of Perris Housing Element

## Datos breves sobre la ciudad de Perris

La Ciudad de Perris está actualizando el Elemento de Vivienda, el Elemento de Seguridad y está creando un nuevo Elemento de Justicia Ambiental para agregar al Plan General. El éxito de estas actualizaciones se basa en la participación de la comunidad.

Al planificar las necesidades de vivienda de una ciudad, es importante comprender las características demográficas de la población (como edad, tamaño del hogar, empleo, etnia) y las características de la vivienda (número de unidades, tamaño, costo) para garantizar que las necesidades sean adecuadamente abordadas.

Este documento es un resumen de las características demográficas de la ciudad de Perris identificadas a través de varias fuentes, incluido el Censo de EE. UU., El Departamento de Finanzas de California y la Asociación de Gobiernos del Sur de California.



### DATOS GENERALES DE LA CIUDA

- Fundada: 1911
- Tamaño: 31.5 millas cuadradas
- Edad mediana: 27.5
- Tamaño promedio del hogar: 4.49 personas
- Ingreso familiar promedio: \$70,214



### VIVIENDAS

- Número de unidades de vivienda: 18,906
- Hogares ocupados por propietarios: 17,142
- Hogares ocupados por inquilinos: 6,316
- Número de hogares: 17,582
- Valor de vivienda: \$285,000



### POBLACIÓN<sup>1</sup>

- Población Total: 79,294
- Composición etnia:
  - Caucásica: 29.2%
  - Asiática: 5.6%
  - Afroamericana: 11.1%
  - Hispana: 78.7%
  - Otra étnica: 53.2%



### NECESIDADES ESPECIALES

- Hogares encabezados por mujeres solteras: 3,292
- Hogares de personas mayores (65 años o más): 1,852
- Hogares con ingresos inferiores al nivel de pobreza: 2,745



### LA EVALUACIÓN REGIONAL DE NECESIDADES DE VIVIENDA (RHNA)

La Evaluación Regional de Necesidades de Vivienda es una asignación de vivienda asignada que la Ciudad de Perris deberá planificar en el próximo ciclo de vivienda – entre los años 2021 a 2029 - para acomodar su parte justa de unidades de vivienda. La asignación se basa en las necesidades de vivienda para la población actual y proyectada de la ciudad.

#### UNIDADES DE VIVIENDA QUE NECESITA LA CIUDA:

• Para residentes de muy bajos ingresos:	2,030 unidades
• Para residentes de bajos ingresos:	1,127
• Para residentes de ingresos moderados:	1,274
• Para residentes de ingresos mayores de ingresos moderados:	3,374
<b>Suma total de unidades de vivienda:</b>	<b>7,805</b>

<sup>1</sup> 2019 encuesta sobre la comunidad estadounidense, Censo de EE. UU.



City of Perris  
Focused General Plan Update  
**COMMUNITY  
SURVEY**

 Please complete by  
**May 14, 2021**  
<https://tinyurl.com/perrishe>

Cuidad de Perris  
**Encuesta  
Comunitaria**

 Por favor completar antes  
del 14 de Mayo de 2021  
<https://tinyurl.com/perrishes>





## Frequently Asked Questions

### What is a Housing Element and what does it contain?

Since 1969, California has required all local governments (cities and counties) to plan to meet the housing needs of everyone in the community through the development of a Housing Element. The Housing Element is a component of the General Plan and provides a strategy for promoting safe, decent, and affordable housing. The General Plan is a city's blueprint for how it will grow and develop.

Per state law, the specific purposes of the Housing Element are to assess both current and future housing needs and constraints, and establish housing goals, policies, and programs that provide a strategy for meeting the City's housing needs.

The current City of Perris Housing Element, adopted in 2014, identifies strategies and programs that focus on these seven goals to satisfy housing needs:

- Promote and maintain a variety of housing types for all economic segments of the City.
- Promote and preserve suitable and affordable housing for persons with special needs, including lower-income households, large families, single-parent households, the disabled, senior citizens and shelter for the homeless.
- Remove or mitigate constraints to the maintenance, improvement, and development of affordable housing, where appropriate and legally possible.
- Provide increased opportunities for homeownership
- Enhance the quality of existing residential neighborhoods in Perris through maintenance and preservation, while minimizing displacement impacts.
- Encourage energy conservation activities in all neighborhoods.
- Equal housing opportunity for all Perris residents, regardless of race, religion, sex, marital status, ancestry, national origin, color, or handicap.

### When and why does the Housing Element need to be updated?

State law requires regular updates to the Housing Element to ensure relevancy and accuracy. These updates are required every eight years. The time from one update to the next is called a housing cycle. The upcoming sixth Housing Element cycle will cover the next eight-year planning period (2021-2029).

To comply with state law, the Perris City Council needs to adopt an updated element by October 2021. Following adoption, and as a final step, the updated element will require state review and certification.

### What is the Housing Element Update Process?

The City will need to first update its previous Housing Element, then submit a draft to the California Department of Housing and Community Development (HCD) for review/approval. Depending on the state's response, the City will either need to revise or proceed to adopt the updated Housing Element. Finally, the City will need to submit its adopted Housing Element back to HCD.

### What is the Regional Housing Needs Allocation, and what is the City of Perris's RHNA?

A huge component of the Housing Element update is the Regional Housing Needs Allocation. The RHNA is a representation of future housing needs for all income levels in a region. Perris's RHNA for meeting regional housing needs is defined by the Southern California Association of Governments (SCAG) and state Department of Housing and Community Development (HCD). More details about RHNA are available on SCAG's website here <https://scag.ca.gov/rhna>.

Providing housing to meet the needs of all income levels is critical to the social and economic health of a city. Perris is required to plan for its income-based housing allocation to address its share of the southern California region's housing needs. Income groups include: "very low income" (<50% of the Riverside County annual median income (AMI)), "low income" (50-80% AMI), "moderate-income" (80-120% AMI), and "above moderate-income" (>120% AMI). The current AMI for Riverside County is \$75,300 for a family of four.

The table below shows Perris's allocation of housing units by income group for the upcoming sixth housing cycle. About 40% of the allocation satisfies the housing needs of very low- and low-income families. In total, 7,805 housing units are needed to accommodate 2021 – 2029 growth for all income groups, as estimated through the RHNA process.

Perris RHNA Allocation (2021-2029)	
Income Levels	Housing Units
Very Low Income	2,030
Low Income	1,127
Moderate Income	1,274
Above Moderate Income	3,374
<b>Total</b>	<b>7,805</b>



## City of Perris Housing Element

The RHNA is required by California state law for every jurisdiction in the state and it is the responsibility of the City of Perris to track progress towards the building of these units during the planning period (2021-2029). See the City's 2019 Housing Element Annual Progress Report.

### **Do cities build the housing units required by RHNA?**

Cities do not build housing – that is the function of private developers. However, they adopt plans, regulations, and programs that provide opportunities for how and where housing development can occur. Cities must ultimately ensure that sufficient land is zoned for housing to meet its share of regional housing needs.

### **What is Affordable Housing?**

A sizeable portion of a city's housing need allocation will likely require housing for low- and very-low-income households. Cities can plan and help remove barriers towards the development of affordable housing to meet its low- and very-low-income housing requirements. Affordable housing refers to housing where residents pay no more than 30% of their incomes on rent or housing expenses. Affordable rental housing typically targets households earning less than 80% of the County's Area Median Income (AMI). A County's AMI varies by year and reflects the median income for households throughout the jurisdiction. In 2020, Riverside County's AMI was \$75,300 for a family of four. This means that a family of four with a household income of less than \$60,250 would be considered low-income.

### **Why Update a Housing Element?**

Without a certified Housing Element, the City would be ineligible to receive state grants or funding. The City would also be at risk for lawsuits for not working towards meeting their housing needs. Such lawsuits can be costly to the City,

therefore, providing further economic and fiscal effects. If the City does not meet its adoption deadline, it would need to prepare a new Housing Element in just four years and potentially face steep fines until a housing plan is adopted. Having an approved plan avoids these legal and costly challenges, helps preserve local control over land use decisions, and allows the City to apply for grants and funding to improve local infrastructure and housing.

### **How will housing locations be selected?**

The updated housing plan will need to provide exact locations where future housing can be built and identify the potential number of homes that can be built at those locations. City regulations ensure housing is not located where sensitive habitats or other constraints occur. City policies, such as those in the General Plan, help to identify suitable housing sites. For example, one General Plan policy encourages mixed-use developments, or homes affordable to very low, low, and moderate-income families, to locate near transit and transportation corridors.

### **What about other important topics, like housing the homeless or the high cost of housing? Are those addressed in the Housing Element too?**

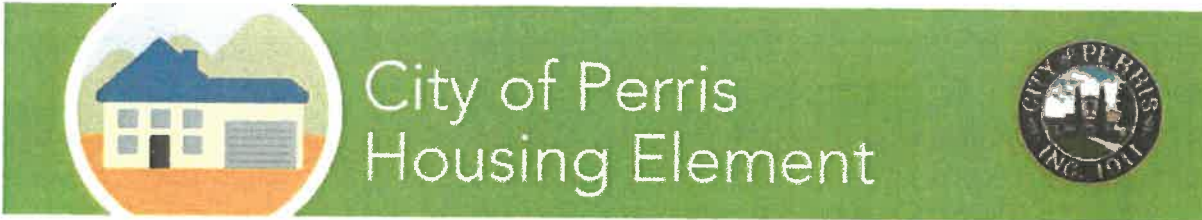
Certainly. A Housing Element identifies issues, tendencies, and solutions for many topics, including homelessness and development constraints. The City's current Housing Element is a great resource to see demographic, housing, and other local trends that impact issues such as homelessness and high-cost housing.

### **Where can I find more information?**

For more information on the Perris Housing Element update, please email Sarah Walker at [swalker@nationalcore.org](mailto:swalker@nationalcore.org) or Cynthia Mejia at [cmejia@nationalcore.org](mailto:cmejia@nationalcore.org).







## Preguntas Frecuentes sobre El Elemento de Vivienda

### ¿Qué es un elemento de vivienda y qué contiene?

Desde 1969, California ha requerido que todos los gobiernos locales (ciudades y condados) planifiquen para satisfacer las necesidades de vivienda de todos en la comunidad a través del desarrollo de un Elemento de Vivienda. El Elemento de Vivienda es un módulo del Plan General de una ciudad y facilita una estrategia para promover viviendas seguras, decentes y asequibles. El Plan General sirve como guía para la ciudad en decisiones sobre cómo crecerá y se desarrollará.

Según la ley estatal, los propósitos específicos del Elemento de Vivienda son evaluar las necesidades y limitaciones de vivienda actuales y futuras, y establecer metas, y programas de vivienda que brinden una estrategia para satisfacer las necesidades de vivienda de la Ciudad.

El Elemento de Vivienda actual de la ciudad de Perris, adoptado en 2014, identifica estrategias y programas que se centran en estos siete objetivos para satisfacer las necesidades de vivienda:

- Promover y mantener una variedad de tipos de vivienda para todos los segmentos económicos de la Ciudad.
- Promover y preservar viviendas adecuadas y asequibles para personas con necesidades especiales, incluidos hogares de bajos ingresos, familias grandes, hogares monoparentales, discapacitados, personas de la tercera edad y refugios para personas sin hogar.
- Eliminar o mitigar las limitaciones al mantenimiento, mejora y desarrollo de viviendas asequibles, cuando sea apropiado y legalmente posible.
- Brindar mayores oportunidades para la propiedad de vivienda
- Mejorar la calidad de los vecindarios residenciales existentes en Perris mediante el mantenimiento y la preservación, al tiempo que se minimizan los impactos del desplazamiento.
- Fomentar las actividades de conservación de energía en todos los vecindarios.
- Igualdad de oportunidades de vivienda para todos los residentes de Perris, independientemente de su raza, religión, sexo, estado civil, ascendencia, origen nacional, color o discapacidad.

### ¿Cuándo y por qué es necesario actualizar el elemento de vivienda?

La ley estatal requiere actualizaciones periódicas del Elemento de Vivienda para garantizar la relevancia y

precisión. Estas actualizaciones se requieren cada ocho años. El tiempo de una actualización a la siguiente se denomina ciclo de vivienda. El próximo ciclo del Elemento de Vivienda cubrirá el período de planificación de ocho años (2021-2029) y es referido como el sexto ciclo.

Para cumplir con la ley estatal, el Concejo Municipal de Perris debe adoptar el Elemento de Vivienda actualizado en octubre del 2021. Después de la adopción, y como paso final, el elemento actualizado requerirá una revisión y certificación estatal.

### ¿Qué es el proceso de actualización del Elemento de Vivienda?

La Ciudad deberá actualizar primero su Elemento de Vivienda anterior y luego enviar un borrador al Departamento de Vivienda y Desarrollo Comunitario de California (HCD) para su revisión / aprobación. Dependiendo de la respuesta del estado, la Ciudad deberá revisar o adoptar el Elemento de Vivienda actualizado. Finalmente, la Ciudad deberá enviar su Elemento de Vivienda adoptado nuevamente al HCD.

### ¿Qué es la asignación regional de necesidades de vivienda el cuál es referido por sus siglas en Ingles como la RHNA de la ciudad de Perris?

Un gran componente de la actualización del Elemento de Vivienda es la Evaluación Regional Necesidades de Vivienda (RHNA). RHNA cuantifica la necesidad de vivienda dentro de cada jurisdicción durante periodos de planificación específicos, es una representación de las necesidades futuras de vivienda para todos los niveles de ingresos en una región. La Asociación de Gobiernos del Sur de California (SCAG) y el Departamento de Vivienda y Desarrollo Comunitario (HCD) del estado define la RHNA para la región y ciudades. Más detalles sobre RHNA están disponibles en el sitio web de SCAG aquí <https://scag.ca.gov/rhna>.

Proporcionar viviendas para satisfacer las necesidades de todos los niveles de ingresos es fundamental para la salud social y económica de una ciudad. Se requiere que Perris planifique su asignación de vivienda basada en los ingresos para abordar su parte de las necesidades de vivienda de la región del sur de California. Los grupos de ingresos incluyen: "ingresos muy bajos" (<50% del ingreso medio anual del condado de Riverside (AMI)), "ingresos bajos" (50-80% AMI), "ingresos moderados" (80-120% AMI), y "por encima de los ingresos moderados" (> 120% AMI). El AMI actual para el condado de Riverside es de \$ 75,300 para una familia de cuatro.



## City of Perris Housing Element

La siguiente tabla muestra la asignación de unidades de vivienda de Perris por grupo de ingresos para el próximo sexto ciclo de vivienda. Aproximadamente el 40% de la asignación satisface las necesidades de vivienda de familias de muy bajos y bajos ingresos. En total, se necesitan 7805 unidades de vivienda para acomodar el crecimiento de 2021 a 2029 para todos los grupos de ingresos, según lo estimado a través del proceso RHNA.

Perris RHNA asignación (2021-2029)	
Nivel de Ingreso	Unidades
Muy Bajo	2,030
Bajo	1,127
Moderado	1,274
Más de Moderado	3,374
<b>Total</b>	<b>7,805</b>

La ley estatal de California exige la RHNA para todas las jurisdicciones del estado y es responsabilidad de la ciudad de Perris hacer un seguimiento del progreso hacia la construcción de estas unidades durante el período de planificación (2021-2029). Consulte el informe de progreso anual del elemento de vivienda de la ciudad de 2019.

### ¿Las ciudades construyen las unidades de vivienda requeridas por RHNA?

Las ciudades no construyen viviendas, esa es la función de los desarrolladores privados. Sin embargo, adoptan planes, regulaciones y programas que brindan oportunidades sobre cómo y dónde puede ocurrir el desarrollo de viviendas. En última instancia, las ciudades deben garantizar que se dividan en zonas suficientes terrenos para viviendas para satisfacer su parte de las necesidades de vivienda regionales.

### ¿Qué es una vivienda asequible?

Una parte considerable de la asignación de necesidades de vivienda de una ciudad probablemente requerirá viviendas para hogares de bajos y muy bajos ingresos. Las ciudades pueden planificar y ayudar a eliminar las barreras para el desarrollo de viviendas asequibles para cumplir con sus requisitos de vivienda para personas de bajos y muy bajos ingresos. Viviendas asequible se refieren a viviendas donde los residentes pagan no más del 30% de sus ingresos en alquiler o gastos de vivienda. Las viviendas de alquiler asequibles generalmente se dirigen a los hogares que ganan menos del 80% del ingreso medio del área del condado (AMI). El AMI de un condado varía según el año y refleja el ingreso medio de los hogares en toda la jurisdicción. En 2020, el AMI del condado de Riverside fue de \$75,300 para una familia de cuatro. Esto significa que una familia de cuatro con un ingreso familiar de menos de \$60,250 se consideraría de bajos ingresos.

### ¿Por qué actualizar un Elemento de Vivienda?

Sin un Elemento de Vivienda certificado, la Ciudad no sería elegible para recibir subvenciones o fondos estatales. La Ciudad también estaría en riesgo de demandas por no trabajar para satisfacer sus necesidades de vivienda. Tales demandas pueden ser costosas para la Ciudad, por lo tanto, proporcionar más efectos económicos y fiscales. Si la Ciudad no cumple con su fecha límite de adopción, necesitaría preparar un nuevo Elemento de Vivienda en solo cuatro años y posiblemente enfrentarse a fuertes multas hasta que se adopte un plan de vivienda. Tener un plan aprobado evita estos desafíos legales y costosos, ayuda a preservar el control local sobre las decisiones de uso de la tierra y permite que la Ciudad solicite subvenciones y fondos para mejorar la infraestructura y la vivienda locales.

### ¿Cómo se seleccionarán las ubicaciones de las viviendas?

El plan de vivienda actualizado deberá proporcionar ubicaciones exactas donde se puedan construir viviendas futuras e identificar el número de viviendas que se pueden construir en esas ubicaciones. Las regulaciones de la ciudad aseguran que las viviendas no estén ubicadas donde ocurren hábitats sensibles u otras limitaciones. Las políticas de la ciudad, como las del Plan General, ayudan a identificar los sitios de vivienda adecuados. Por ejemplo, una política del Plan General fomenta que los desarrollos de uso mixto, o las viviendas asequibles para familias de ingresos muy bajos, bajos y moderados, se ubiquen cerca de los corredores de tránsito y transporte.

### ¿Qué pasa con otros temas importantes, como la vivienda para personas sin hogar o el alto costo de la vivienda? ¿También se abordan en el elemento de vivienda?

Ciertamente. Un elemento de vivienda identifica problemas, tendencias y soluciones para muchos temas, incluida la falta de vivienda y las limitaciones del desarrollo. El elemento de vivienda actual de la ciudad es un gran recurso para ver las tendencias demográficas, de vivienda y otras tendencias locales que afectan problemas como la falta de vivienda y las viviendas de alto costo.

### ¿Dónde puedo encontrar más información?

Para obtener más información sobre la actualización del elemento de vivienda de Perris, envíe un correo electrónico a Cynthia Mejia a [cmejia@nationalcore.org](mailto:cmejia@nationalcore.org).





## APPENDIX B – LAND INVENTORY

Appendix B provides detailed information of the parcels included in Housing Opportunity Areas. To illustrate the development potential of the area, aerial images and parcel specific data are provided in the following pages to illustrate examples of housing opportunity sites to accommodate a variety of housing types at different affordability levels. The City will offer incentives to further facilitate and encourage the redevelopment of these sites, prioritizing funding opportunities for extremely low- and very low-income housing.



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**RIVERSIDE COUNTY  
AIRPORT LAND USE COMMISSION**



November 4, 2021

**CHAIR**  
Steven Stewart  
Palm Springs

**VICE CHAIR**  
Steve Manos  
Lake Elsinore

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

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Desert Hot Springs

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**STAFF**

Director  
Paul Rull

Simon A. Housman  
Jackie Vega  
Barbara Santos

County Administrative Center  
4080 Lennon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

Ms. Candida Neal, Planning Consultant  
City of Perris Development Services Department – Planning Division  
101 N. D Street  
Perris CA 92570

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1024PV21  
Related File No.: 21-05224 (General Plan Amendment), 21-05225 (Specific Plan Amendment), 21-05223 (Ordinance Amendment)  
APN: Citywide

Dear Ms. Neal:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Perris Case Nos. 21-05224 (General Plan Amendment), 21-05225 (Specific Plan Amendment), 21-05223 (Ordinance Amendment), a proposal to update the City’s General Plan Circulation Element, Perris Valley Commerce Center Specific Plan, and Municipal Code, to establish truck route designations within the city.

There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments (that would exceed ALUCP criteria). Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the March Air Reserve Base/Inland Port Airport and Perris Valley Airport Influence Areas located within the City of Perris.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2011 Perris Valley Airport Land Use Compatibility Plan.

If you have any questions, please contact me at (951) 955-6893.

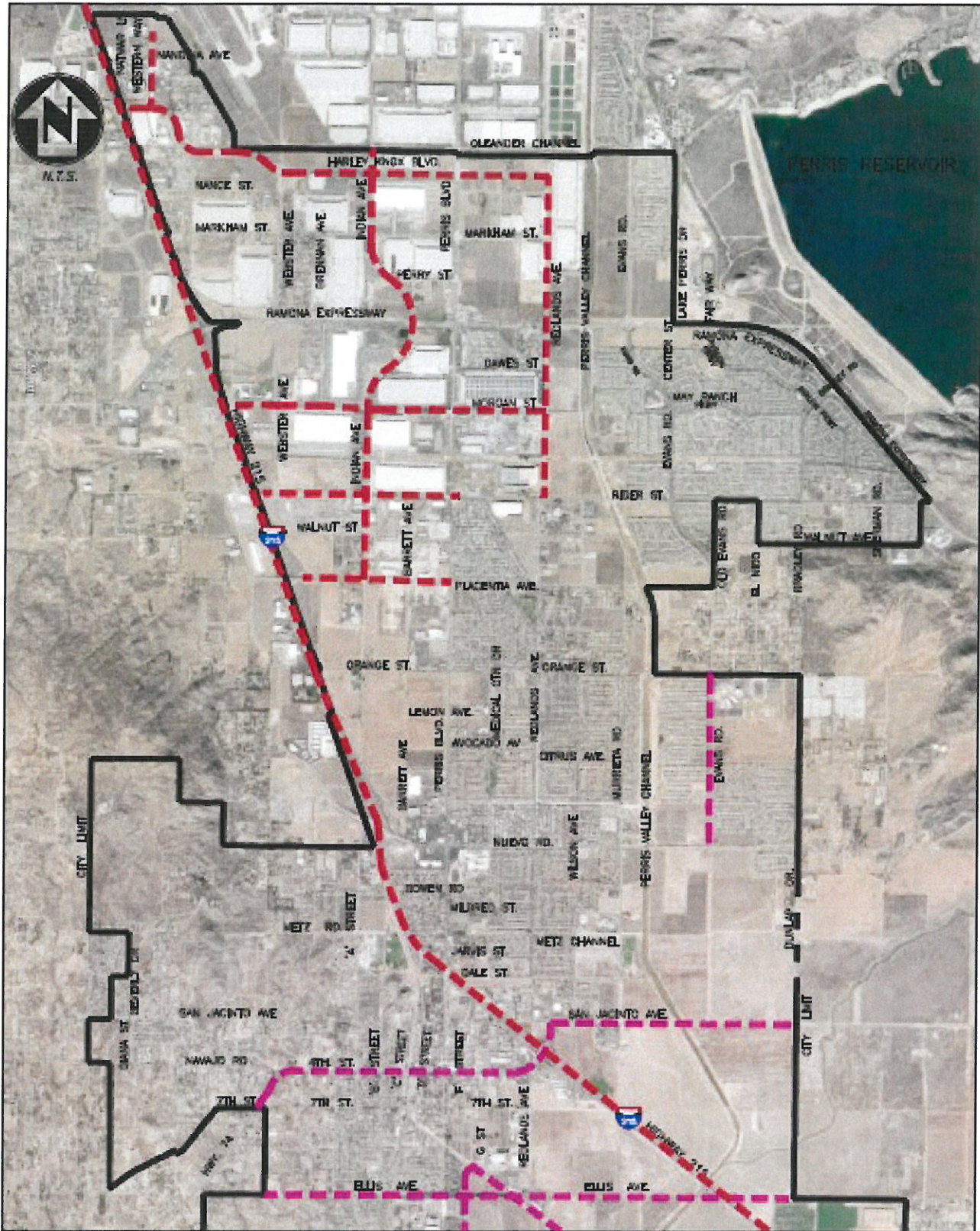
Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
\_\_\_\_\_  
Paul Rull, ALUC Director

cc: ALUC Case File



**Exhibit 4: City of Perris Proposed Truck Routes Map**



- LEGEND:**
- - - PROPOSED TRUCK ROUTES
  - PERRIS CITY LIMITS
  - - - NOT PART OF THIS PROJECT



**9. PROJECT DESCRIPTION**

General Plan Amendment 21-05224, Specific Plan Amendment 21-05225, and Ordinance Amendment 21-05223 will change the Truck Route designations in the City of Perris General Plan Circulation Element Map, the Perris Valley Commerce Center Specific Plan, and the City of Perris Municipal Code generally in the northern part of the City, above Placentia and extending south along Perris Boulevard to Case Road. Their purpose is to create consistency between the three documents. These proposed map changes do not permit any new development or alter existing uses. (Exhibit 4 – City of Perris Proposed Truck Routes)

**General Plan Amendment 21-05224**

The proposed project will make the following changes to the General Plan Circulation Element Designated Truck Routes Map.

**Table 1 – Circulation Element Amendments**

<b>Roadway Segments</b>	<b>Circulation Element</b>
<b><i>I-215</i></b> Northwest City Limit to Southwest City Limit	Add to Circulation Element
<b><i>Harley Knox Boulevard</i></b> I-215 to Western Avenue	Add to Circulation Element
<b><i>Perris Boulevard</i></b> Harley Knox Boulevard to Case Road	Remove from Circulation Element
<b><i>Ramona Expressway</i></b> East of Harvill Avenue to I-215 (outside city limits)	Remove from Circulation Element
<b><i>Harvill Avenue</i></b> Ramona Expressway to I-215 (outside city limits)	Remove from Circulation Element
<b><i>Ramona Expressway</i></b> I-215 to Eastern City Limits	Remove from Circulation Element

**Specific Plan Amendment 21-05225**

The proposed project will make the following changes to the Designated Truck Routes Map in the Perris Valley Commerce Center Specific Plan.

**Table 2 – Perris Valley Commerce Center Specific Plan Amendments**

<b>Roadway Segments</b>	<b>Perris Valley Commerce Center Specific Plan</b>
<b><i>I-215</i></b> Northwest City Limit to Southwest City Limit	Add to PVCC Specific Plan
<b><i>Perris Boulevard</i></b> Harley Knox Boulevard to Case Road	Remove from PVCC Specific Plan



**Ordinance Amendment 21-05223**

The proposed project will make the changes listed below to the Perris Municipal Code Section 10.40 – Designated Truck Routes. The Amendment will also make text changes to ensure consistency and to improve enforceability of the ordinance.

**Table 3 – Perris Municipal Code Amendments**

<b>Roadway Segments</b>	<b>Municipal Code</b>
<b><i>Western Way</i></b> City Limit to Harley Knox Boulevard	Add roadway segment to Municipal Code
<b><i>Harley Knox Boulevard</i></b> I-215 to Western Avenue	Add roadway segment to Municipal Code
<b><i>Harley Knox Boulevard</i></b> Western Avenue to Redlands Avenue	Add roadway segment to Municipal Code
<b><i>Indian Avenue</i></b> Harley Knox Boulevard to Placentia Avenue	Add roadway segment to Municipal Code
<b><i>Perris Boulevard</i></b> Harley Knox Boulevard to Case Road	Remove roadway segment from Municipal Code
<b><i>Redlands Avenue</i></b> Harley Knox Boulevard to Rider Street	Add roadway segment to Municipal Code
<b><i>Evans Road</i></b> Ramona Expressway to Placentia Avenue	Remove roadway segment from Municipal Code
<b><i>Ramona Expressway</i></b> I-215 to Eastern City Limits	Remove roadway segment from Municipal Code
<b><i>Morgan Street</i></b> I-215 to Redlands Avenue	Add roadway segment to Municipal Code
<b><i>Rider Street</i></b> I-215 to Perris Boulevard	Add roadway segment to Municipal Code
<b><i>Placentia Avenue</i></b> I-215 to Perris Boulevard	Add roadway segment to Municipal Code

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# Rules and Regulations

Federal Register

Vol. 86, No. 89

Tuesday, May 11, 2021

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

## OFFICE OF GOVERNMENT ETHICS

### 5 CFR Part 2611

RIN 3209-AA61

#### Removal of U.S. Office of Government Ethics Guidance Documents Regulations

**AGENCY:** Office of Government Ethics.

**ACTION:** Final rule.

**SUMMARY:** Pursuant to Executive Order 13992, the U.S. Office of Government Ethics (OGE) is removing its regulations that detail the processes for the issuance of, modifications to, and petitions regarding guidance documents, as defined by Executive Order 13891.

**DATES:** This final rule is effective May 11, 2021.

**FOR FURTHER INFORMATION CONTACT:** Patrick J. Lightfoot, Assistant Counsel, or Margaret Dylus-Yukins, Assistant Counsel; Telephone: 202-482-9300.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

As required by Executive Order 13891, "Promoting the Rule of Law Through Improved Agency Guidance Documents" (October 9, 2019), OGE issued 5 CFR part 2611 on August 20, 2020. 85 FR 51301 (August 20, 2020). 5 CFR part 2611 set forth processes and procedures for OGE's issuance of guidance documents as defined by Executive Order 13891. Also pursuant to Executive Order 13891, OGE established and maintained a Guidance Portal on its website, which provided links to all guidance documents in effect and issued by OGE. 85 FR 45638 (July 29, 2020). Notably, all of OGE's guidance documents are already posted elsewhere on the OGE website.

Executive Order 13992, "Revocation of Certain Executive Orders Concerning Federal Regulation" (January 20, 2021), revoked Executive Order 13891 and five other executive orders. Executive Order 13992 also directed agencies to

"promptly take steps to rescind any orders, rules, regulations, guidelines, or policies, or portions thereof, implementing or enforcing" the revoked executive orders.

In accordance with Executive Order 13992, OGE is removing 5 CFR part 2611 in its entirety. OGE will retain a copy of the regulation. The **Federal Register** issuance at 85 FR 51301, which includes the full text of the regulation, will remain on OGE's website. OGE will also remove the Guidance Portal from its website; however, the documents from the Guidance Portal will continue to be available elsewhere on OGE's website.

##### II. Matters of Regulatory Procedure

###### *Administrative Procedure Act*

Pursuant to 5 U.S.C. 553(b)(3)(A), as Director of the Office of Government Ethics, the notice and comment procedures are being waived because these amendments concern matters of agency organization, procedure and practice.

###### *Paperwork Reduction Act*

The Paperwork Reduction Act (44 U.S.C. chapter 35) does not apply because this regulation does not contain information collection requirements that require approval of the Office of Management and Budget.

###### *Unfunded Mandates Reform Act*

For purposes of the Unfunded Mandates Reform Act of 1995 (2 U.S.C. chapter 5, subchapter II), this final rule would not significantly or uniquely affect small governments and will not result in increased expenditures by State, local, and tribal governments, in the aggregate, or by the private sector, of \$100 million or more (as adjusted for inflation) in any one year.

###### *Executive Order 13563 and Executive Order 12866*

Executive Orders 13563 and 12866 direct agencies to assess all costs and benefits of available regulatory alternatives and, if regulation is necessary, to select the regulatory approaches that maximize net benefits (including economic, environmental, public health and safety effects, distributive impacts, and equity). Executive Order 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of

harmonizing rules, and of promoting flexibility. In promulgating this rulemaking, OGE has adhered to the regulatory philosophy and the applicable principles of regulation set forth in Executive Orders 12866 and 13563. The rule is not a significant regulatory action for the purposes of Executive Order 12866.

###### *Executive Order 12988*

As Director of the Office of Government Ethics, I have reviewed this rule in light of section 3 of Executive Order 12988, Civil Justice Reform, and certify that it meets the applicable standards provided therein.

##### List of Subjects in 5 CFR Part 2611

Administrative practice and procedure, Guidance documents, Significant guidance documents.

Approved: May 6, 2021.

##### Emory Rounds,

Director, U.S. Office of Government Ethics.

For the reasons set forth in the preamble, and under the authority of 5 U.S.C. app. 101-505 (Ethics in Government Act of 1978), the U.S. Office of Government Ethics amends 5 CFR chapter XVI by removing part 2611.

[FR Doc. 2021-09954 Filed 5-10-21; 8:45 am]

BILLING CODE 6345-03-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 77

#### Federal Aviation Administration Policy: Review of Solar Energy System Projects on Federally-Obligated Airports

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notificaton of policy.

**SUMMARY:** This document establishes FAA policy for proposals by sponsors of federally-obligated airports to construct solar energy systems on airport property. FAA is publishing this policy because it is in the public interest to enhance safety by analyzing ocular impact of proposed solar energy systems on airport traffic control tower personnel. The policy applies to proposed on-airport solar energy systems at federally-obligated towered

airports. This policy replaces the Interim Policy published on October 23, 2013.

**DATES:** The effective date of this policy is May 11, 2021.

**ADDRESSES:** You can obtain an electronic copy of this Policy and all other documents in this docket using the internet by:

- (1) Searching the Federal eRulemaking portal (<http://www.faa.gov/regulations/search>);
- (2) Visiting FAA's Regulations and Policies web page at ([http://www.faa.gov/regulations\\_policies](http://www.faa.gov/regulations_policies)); or
- (3) Accessing the Government Printing Office's web page at (<http://www.gpoaccess.gov>).

You can also obtain a copy by sending a request to FAA, Airport Planning and Environmental Division, 800 Independence Ave. SW, Washington, DC 20591, or by calling (202) 267-3263. Make sure to identify the docket number, document number or amendment number of this proceeding.

**FOR FURTHER POLICY INFORMATION**

**CONTACT:** Mike Hines, Manager, Airport Planning and Environmental Division, APP-400, Federal Aviation Administration, 800 Independence Ave. SW, Washington, DC 20591, telephone (202) 267-8772; email: [Michael.Hines@faa.gov](mailto:Michael.Hines@faa.gov).

**SUPPLEMENTARY INFORMATION:** Authority for the Policy: This policy is published under the authority described in Title 49 of the United States Code, subtitle VII, part B, Chapter 471, Section 47122(a).

**Background**

In October 2013, FAA issued an interim policy for proposals by sponsors of federally-obligated airports to construct solar energy systems on airport property. 78 FR 63276, October 23, 2013.

There is continued interest in installing solar photovoltaic (PV) and solar hot water (SHW) systems on airports. While solar PV or SHW systems (henceforth referred to as solar energy systems) are designed to absorb solar energy to maximize electrical energy production or the heating of water, in certain situations the glass surfaces of the solar energy systems can reflect sunlight and produce glint (a momentary flash of bright light) and glare (a continuous source of bright light). FAA has learned that glint and glare from solar energy systems could result in an ocular impact to airport traffic control tower (ATCT) personnel working in the tower cab, and compromise the safety of the air transportation system. FAA is issuing

this policy pursuant to its authority under title 14 of the Code of Federal Regulations (CFR), part 77, with the intent to ensure the safety of the development of solar energy systems on airport property by eliminating the potential for ocular impact to the ATCT cab from these systems. FAA established a cross-organizational working group in 2012 to establish a standard for measuring glint and glare, and clear thresholds for when glint and glare would impact aviation safety. This resulted in FAA's 2013 Interim Policy on Review of Solar Energy Systems at Federally-Obligated Airports, referenced above.

The Interim Policy required federally-obligated airports to conduct an ocular analysis of potential glint and glare effects to pilots on final approach and ATCT cabs before construction begins. The policy also included a standard for measuring ocular impact and a recommended tool for measuring ocular impact.

FAA received 20 comments on the Interim Policy. The majority of comments were from persons who are involved with the solar energy industry. FAA also received comments from the Airport Consultants Council (ACC) on behalf of its membership. The comments were largely focused on requirements in the interim policy that FAA is not carrying forward to this updated policy.

**Developments Since Interim Policy**

The Interim Policy stated that "FAA expects to continue to update these policies and procedures as part of an iterative process as new information and technologies become available." This is in keeping with FAA's obligation under 49 U.S.C. 47122(a) to continually incorporate new information on safety considerations, and update policies and procedures as appropriate. In keeping with these statements, FAA reviewed the comments received on the Interim Policy and continued to collect additional information on ocular impacts of proposed solar energy systems.

Initially, FAA believed that solar energy systems could introduce a novel glint and glare effect to pilots on final approach. FAA has subsequently concluded that in most cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass-façade buildings, parking lots, and similar features. However, FAA has continued to receive reports of potential glint and glare from on-airport solar energy systems on personnel working in

ATCT cabs. Therefore, FAA has determined the scope of agency policy should be focused on the impact of on-airport solar energy systems to federally-obligated towered airports, specifically the airport's ATCT cab.

The policy in this document updates and replaces the previous policy by encouraging airport sponsors to conduct an ocular analysis of potential impacts to ATCT cabs prior to submittal of a Notice of Proposed Construction or Alteration Form 7460-1 (hereinafter Form 7460-1). Airport sponsors are no longer required to submit the results of an ocular analysis to FAA. Instead, to demonstrate compliance with 14 CFR 77.5(c), FAA will rely on the submittal of Form 7460-1 in which the sponsor confirms that it has analyzed the potential for glint and glare and determined there is no potential for ocular impact to the airport's ATCT cab. This process will enable FAA to evaluate the solar energy system project, with assurance that the system will not impact the ATCT cab.

FAA is also withdrawing the recommended tool for ocular impact, the Solar Glare Hazard Analysis Tool (SGHAT). The Interim Policy mandated the use of SGHAT, developed independently by Sandia National Laboratories. The tool is no longer available to all users at no cost. There are several glint/glare analysis tools available to airport sponsors on the open market, but FAA is not requiring or endorsing a specific tool for assessing ocular impact. In addition, FAA acknowledges that in some cases a tool may not be required to support a sponsor's statement that a proposed solar energy system will not impact an ATCT cab. The primary example is a proposed on-airport solar energy system that is not visible from an ATCT cab because it is blocked by another structure.

This policy does not apply to:

1. Solar energy systems on airports that do not have an ATCT,
2. Airports that are not federally-obligated, or
3. Solar energy systems not located on airport property.

Though this policy does not apply to proponents of solar energy systems located off airport property, they are encouraged to consider ocular impact for proposed systems in proximity to airports with ATCTs. In these cases, solar energy system proponents should coordinate with the local airport sponsor.

### FAA Policy: Review of Solar Energy System Projects on Federally-Obligated Airports

The following sets forth FAA's policy for analyzing ocular impact and the obligations of an Airport Sponsor when a solar energy system is proposed for development on a federally-obligated airport with an ATCT.

It is in the public interest to enhance safety by analyzing ocular impact of proposed solar energy systems at federally-obligated towered airports. The policy applies to any proposed solar energy system on a federally-obligated towered airport.

#### Standard for Analyzing Ocular Impact

For federally-obligated towered airports, the airport sponsor will revise an Airport Layout Plan to depict proposed solar installations of any size that are not co-located with an existing structure and require a new footprint (as required by 49 U.S.C. 47107(a)(16)(A)). The airport sponsor will also file a Notice of Proposed Construction or Alteration Form 7460-1 (as required by 14 CFR 77.9). To demonstrate compliance with 14 CFR 77.5(c), FAA will rely on the airport sponsor to include a statement in its completed Form 7460-1 that the proposed solar project will not result in ocular (*i.e.* glint or glare) impacts to the airport's ATCT cab. The airport sponsor is encouraged to conduct an ocular analysis of potential impacts to ATCT cabs prior to the submittal of its Form 7460-1. If the 7460-1 evaluation results in a "no objection" finding, FAA will include the following statement in the aeronautical study determination:

FAA relies on the airport sponsor's statement in the submitted Form 7460-1 that it has proposed a project that will not create ocular (*i.e.*, glint or glare) impacts to personnel in the airport's airport traffic control tower. If impacts to the airport traffic control tower are discovered after construction, the Sponsor must mitigate those impacts at its own expense. The Sponsor remains subject to a compliance action under 14 CFR part 16 for failing to mitigate ocular impacts that interfere with aviation safety.

#### Tools To Assess Ocular Impact

FAA encourages airport sponsors of federally-obligated towered airports to conduct a sufficient analysis to support their assertion that a proposed solar energy system will not result in ocular impacts. There are several tools available on the open market to airport sponsors that can analyze potential glint and glare to an ATCT cab. For proposed systems that will clearly not impact ATCT cabs (*e.g.*, on-airport solar energy

systems that are blocked from the ATCT cab's view by another structure), the use of such tools may not be necessary to support the assertion that a proposed solar energy system will not result in ocular impacts. FAA suggests that airport sponsors with questions about conducting this analysis contact their local FAA Airports District Office (or Regional Office for those Regions without District Offices) during the early stages of a solar energy system siting process. Regional and Airports District Offices are available to provide assistance with this process.

#### Integration of This Policy Statement Into FAA Orders and Publications

FAA will incorporate this policy into applicable FAA Orders and publications, such as Advisory Circulars, as they are updated. The agency will also continually review this policy in the interest of aviation safety. FAA reserves the right to update this policy if the agency collects or receives additional information on glint and glare from on-airport solar energy systems. The FAA will incorporate any updates into applicable FAA Orders and publications.

This policy does not have the force and effect of law and is not meant to bind the public in any way, it is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Issued in Washington, DC.

**Robert John Craven,**

*Director, Airport Planning and Programming.*

[FR Doc. 2021-09862 Filed 5-10-21; 8:45 am]

**BILLING CODE 4910-13-P**

### SECURITIES AND EXCHANGE COMMISSION

#### 17 CFR Parts 232, 239, 249, 269 and 274

[Release Nos. 33-10935; 34-91352; 39-2538, IC-34226]

#### Adoption of Updated EDGAR Filer Manual, Form ID Amendments

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Final rule.

**SUMMARY:** The Securities and Exchange Commission (the "Commission") is adopting amendments to Volumes I and II of the Electronic Data Gathering, Analysis, and Retrieval system ("EDGAR") Filer Manual ("EDGAR Filer Manual" or "Filer Manual"), a related form, and related rules. The amendments result in a more uniform

and secure process for EDGAR access by requiring certain applicants that already have an EDGAR Central Index Key (or CIK) account number, but do not have EDGAR access codes, to submit the related form and an authenticating document to obtain access to EDGAR. The related form has also been amended to update its instructions and cross-references to Volume I of the Filer Manual. The revisions to Volume II reflect additional updates to the EDGAR system.

#### DATES:

*Effective date:* May 11, 2021.

*Incorporation by reference:* The incorporation by reference of the EDGAR Filer Manual is approved by the Director of the Federal Register as of May 11, 2021.

*Compliance date:* The applicable compliance date is discussed in Section VII.

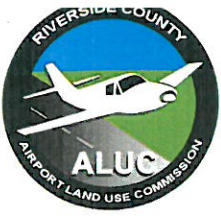
**FOR FURTHER INFORMATION CONTACT:** For questions regarding the amendments to Volume I of the Filer Manual, Form ID, and related rules, please contact Rosemary Filou, Chief Counsel, or Monica Lilly, Senior Special Counsel, in the EDGAR Business Office at 202-551-3900. For questions concerning the changes to the submission form types for Forms N-NMFP and N-CEN, please contact Heather Fernandez in the Division of Investment Management at (202) 551-6708. For questions concerning changes to the submission form types for Form C, please contact Christian Windsor, Senior Special Counsel, in the Division of Corporation Finance at (202) 551-3419. For questions concerning the XBRL submissions, please contact the Office of Structured Disclosure in the Division of Economic and Risk Analysis at (202) 551-5494.

**SUPPLEMENTARY INFORMATION:** We are adopting an updated EDGAR Filer Manual, Volume I: "General Information," Version 37 (March 2021) and Volume II: "EDGAR Filing," Version 57 (March 2021); amendments to 17 CFR 232.10 and 17 CFR 232.301 ("Rule 301"); and amendments to Form ID (17 CFR 239.63, 17 CFR 249.446, 17 CFR 269.7, and 17 CFR 274.402). The updated Filer Manual volumes are incorporated by reference into the Code of Federal Regulations.

#### I. Background

The Filer Manual contains technical specifications needed for filers to make submissions on EDGAR. Filers must comply with the applicable provisions of the Filer Manual in order to assure the timely acceptance and processing of





AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
October 14, 2021

**DRAFT**

10-19-21

COMMISSIONERS PRESENT Russell Betts, Arthur Butler, Michael Geller, John Lyon, Steve Manos (attended meeting at 9:55 a.m.), Steven Stewart, Larry Froehlich (alternate for Richard Stewart)

COMMISSIONERS ABSENT: Richard Stewart

**2.0 PUBLIC HEARING: CONTINUED ITEMS**

None

**3.0 PUBLIC HEARING: NEW CASES**

3.1 Staff report recommended: **CONSISTENT**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Manos)**  
**Motion: Michael Geller**  
**Second: Russell Betts**

**ZAP1491MA21 – Tesla, Inc. (Representative: Hofman Planning Associates)** – City of Riverside Case No. PR2021-001082 (Zoning Code Amendment, Conditional Use Permit). A proposal to establish a Tesla dealership consisting of sales, service, and body shop within an existing 58,923 square foot building on 10.32 acres located at 7920 Lindbergh Drive, southerly of Mission Grove Parkway, northerly of Demarco Road, and westerly of Ralston Place. The applicant also proposes a Zoning Code Amendment to allow for clean industry uses within the BMP-Business and Manufacturing Park Zone (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

3.2 Staff report recommended: **CONTINUE to 12-16-21**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Manos)**  
**Motion: Michael Geller**  
**Second: Larry Froehlich**

**ZAP1488MA21 – Trammell Crow So Cal Development (Representative: EPD Solutions)** – County of Riverside Case No. PPT210130 (Plot Plan). A proposal to construct a 239,308 square foot industrial manufacturing building on 15.2 gross acres, located northerly of Old Oleander Avenue, southerly of Harley Knox Boulevard, easterly of Decker Road, and westerly of Harvill Avenue. The applicant also proposes rooftop solar panels on top of the building (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**VIDEO:**

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A video recording of the entire proceedings is available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org). If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rivco.org](mailto:basantos@rivco.org)

**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
October 14, 2021**

- 3.3 Staff report recommended: **CONSISTENT**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 7-0)**  
**Motion: Michael Geller**  
**Second: Steve Manos**
- ZAP1490MA21 – Core 5 Industrial Partners, LLC (Representative: Albert A. Webb Associates)** – City of Menifee Case Nos. PLN21-0100 (General Plan Amendment), SPA2019-006 (Specific Plan Amendment), PLN21-0101 (Change of Zone), PP2019-005 (Plot Plan), PLN21-0205 (Tentative Parcel Map No. 38156). A proposal to construct two industrial warehouse buildings with mezzanines totaling 1,640,130 square feet on 72.08 acres located northerly of McLaughlin Road, southerly of Ethanac Road, easterly of Trumble Road, and westerly of Dawson Road. The applicant also proposes to amend the site’s general plan land use designation and zoning from Heavy Industrial and Business Park to Specific Plan (SP260). The applicant also proposes to modify the boundary of Specific Plan No. 260. The applicant also proposes a tentative parcel map to divide the site into two parcels (Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- 3.4 Staff report recommended: **CONSISTENT**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 7-0)**  
**Motion: Steve Manos**  
**Second: Michael Geller**
- ZAP1492MA21 – Truck Terminal Properties (Representative: Joseph E. Bonadiman & Associates Inc.)** – City of Perris Case Nos. 20-05180 (Specific Plan Amendment), 20-05100 (Conditional Use Permit). A proposal to establish a 251-space truck trailer parking facility including a 470 square foot office building on 9.54 acres, located northerly of Markham Street, easterly of Perris Boulevard, westerly of Redlands Avenue, and southerly of Nance Street. The applicant also proposes to amend the site’s specific plan land use designation from Business/Professional Office (BPO) to Light Industrial (LI) (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- 3.5 Staff report recommended: **CONSISTENT**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 7-0)**  
**Motion: Russell Betts**  
**Second: Steve Manos**
- ZAP1096PS21 – Hecate Energy Desert Storage 1, LLC (Representative: Stantec Consulting Services, Inc.)** – City of Palm Springs Case No. 5.1542 (Conditional Use Permit). A proposal to establish a 20 megawatt (MW) Battery Energy Storage System facility which will connect to the nearby Southern California Edison Eisenhower Substation on 0.48 acres located at 979 S. Gene Autry Trail on the northwest corner of Mesquite Avenue and S. Gene Autry Trail (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**VIDEO:**

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**AIRPORT LAND USE COMMISSION MEETING  
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- 3.6 Staff report recommended: **ZAP1036FL21 – RC Hobbs Companies, Inc. (Representative: Bob Beers)** – City of Jurupa Valley Case Nos. MA21256 [GPA21008] [TTM38171] (General Plan Amendment) (Tentative Tract Map). A proposal to divide 19.36 acres into 31 single family residential lots and one detention basin located southerly of Maverick Lane, westerly of Riverview Drive, and easterly of Limonite Frontage Road. The applicant also proposes to amend the site’s general plan land use designation from Ranch (EDR maximum 0.5 dwelling units per acre) to Country Neighborhood (LDR maximum 2.0 dwelling units per acre) (Airport Compatibility Zones C and D of the Flabob Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- INCONSISTENT**
- Staff recommended at hearing: **INCONSISTENT**
- ALUC Commission Action: **INCONSISTENT (Vote 7-0)**
- Motion: Steve Manos**  
**Second: Michael Geller**

**4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS**

None

**5.0 ADMINISTRATIVE ITEMS**

5.1 Director’s Approvals – Information only

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)

Simon Housman, Project Director of the March CUS informed the Commission that they have proceeded into the discovery era. They had collected data from all but two of the stakeholders and had conducted interviews with the consultant and several of the stakeholders including the County of Riverside. Mr. Housman expressed although progressing they are progressing slower than anticipated and therefore falling behind schedule.

**6.0 APPROVAL OF MINUTES**

Michael Geller motioned to approve the September 9, 2021 minutes. Seconded by Arthur Butler. (Vote 7-0)

**7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Paul Rull, ALUC Director discussed four housekeeping items to bring to the Commissioners attention: 1) Power Point slides regarding the off-field landing in San Diego; 2) Thank you letter from the Air Force regarding ALUC’s support for the potential KC-46 location at the March ARB; 3) A friendly reminder that we are DARK in November (no meeting); 4) The next ALUC public hearing meeting is scheduled for December 16, 2021.

**8.0 COMMISSIONER’S COMMENTS**

Commissioner Betts commented that it is good to see all the Commissioners back live-in person, at the CAC, Board Chambers.

**9.0 ADJOURNMENT**

Chair Steven Stewart, adjourned the meeting at 10:48 a.m.

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**VIDEO:**

3

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