

CITY OF PERRIS

MINUTES: Joint Work Session of the City Council,
Redevelopment Agency,
Perris Public Finance Authority &
Perris Public Utilities Authority

Date of Meeting: 09 May 2006

Time of Meeting: 4:30 p.m.

Place of Meeting: City Council Chambers

1. CALL TO ORDER:

The Honorable Mayor Busch called the Joint Work Session of the City Council, Redevelopment Agency, Perris Public Finance Authority and Perris Public Utilities Authority to order.

4:40 p.m. Called to Order

2. ROLL CALL:

Council Members Present: Motte, Yarbrough, Landers, Rogers, Busch

All Council Members present

Staff Members Present: City Manager Apodaca, City Attorney Dunn, City Engineer Motlagh, Finance Director Carr, Public Works Director Ansari, Interim Director of Development Services Belmudez, Assistant to City Manager Madkin, Police Chief Kestell, Fire Chief Williams, and City Clerk Rey.

Staff Members Present

3. WORK SESSION:

A. Public Safety Deployment Plan for the City of Perris.

*Public Safety Deployment Plan
for the City of Perris*

Introduced by: Darren Madkin, Assistant to the City Manager

This item was continued to an unspecified future date.

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unspecified future date.*

B. Southern California Association of Governments grant program as a 2% Strategy Demonstration Community.

*Southern California
Association of Governments
grant program as a 2%
Strategy Demonstration
Community.*

Introduced by: Richard Belmudez, Interim Development Services Director

Interim Director Belmudez explained that the City of Perris, along with several other participants within Western Riverside Council of Governments (WRCOG), was a recipient of a grant to commission a study by Southern California Association of Governments (SCAG). He said there would be a brief overview of the study from representatives of both SCAG and WRCOG.

*Mr. Belmudez explained that
the City of Perris, along with
several other participants in
WRCOG, was a recipient of a
grant to commission a study by
SCAG, and an overview of the
study would be presented by
representatives of SCAG and
WRCOG.*

Brian Wallace, Associate Regional Planner with the Community Development Section of SCAG's Planning Department, gave a brief overview of SCAG, which encompasses one of the largest regions in the world, with 18 million people, 38,000 square miles, 6 counties, and the 10th largest economy in the world. He said they were facing growth challenges every day, expecting to add two cities the size of Chicago between now and 2030. He said they had already absorbed a million people since the Compass Plan was adopted two years ago and expected five million more, with growth far beyond anything they ever anticipated. He said their existing planning process was not really suited to envisioning what this region could be. Congestion in the Inland Empire is now 5th worst in the nation, with Los Angeles being the worst. The air quality is stable if not getting worse, mostly due to climate changes. There is a higher percentage of low-income population, housing prices are incredibly high, and this area no longer receives the amount of money it used to, proportionately, from the Federal government. Given all this, they had to decide what they were going to do. So several years ago they began with a public participation effort that tried to look at the whole region, under the assumption of all they had, the challenges, and the future facing them. They looked for options, and how they could grow. They came up with a set of alternatives to the status quo, in terms of planning and how the region should be, based on four principles: Improved mobility, increased prosperity, greater livability, and improved sustainability. They looked at distributing some of the employment growth around the region, instead of everyone commuting to Orange County or San Diego, for instance, using the transportation corridors we have and the Metrolink study, building up around those instead of only around freeways. Thereby they are able to reinvent what our cities are and make them more livable and hopefully preserve some of the open space.

Brian Wallace of SCAG gave a brief overview of SCAG and its purposes, challenges, visions, principles and benefits.

Mr. Wallace showed an overhead projection of their compass growth vision map, where large purple dots represented regional centers, such as Los Angeles, Long Beach, Santa Ana, San Bernardino, Riverside, and Ontario; areas where a lot of new investment, new employment, and new housing will be seen. It also showed bus lines, rail lines, and subway. It indicated a lot of green still left (federally or state-owned land that cannot be developed). SCAG decided they didn't have to change everything in the region - just 2% (the northwestern part of the county) of the region's entire land mass and focus a lot of development and investment there, providing the benefits of increased mobility, sustainability and livability. The area of opportunity has yet to be identified for Perris, and that is what this study will help SCAG do. They have to determine if development is going to keep moving into the hillsides or further into the desert, or if they are going to shift some of that growth and housing opportunities into centers. That's not to say that people that were buying in Moreno Valley would now be buying in downtown Los Angeles; but options would be provided downtown, so that people who might have gone to the outlying areas might be able to buy something a little bit closer, and the ripple effect can occur.

Mr. Wallace discussed the compass growth vision map and the 2% plan.

Mr. Wallace also discussed introducing transit - Metrolink - as an opportunity to build around and build upon. A great deal of investment is being seen in the areas around the subway stations and rail stations. The transit is essential, because if cities are going to rely on it, it has to be reliable, high-quality, frequent, has to go where people need to go. And people need to be placed near it that are going to ride it, providing those options. Mr. Wallace also spoke of what is gained by having the preservation of open space (San Bernardino County). They take some of the pressure off the vacant lands by providing new options where they didn't exist before, resulting in a better balance between jobs and housing; not having to drive quite as far to jobs; higher quality jobs; and better choices of residential near those jobs. Cities are slowly but surely renovated, such as Pasadena, Santa Monica, Long Beach, three of the most successful examples, which have taken this notion of a way to grow as a way to absorb people and reinvent their cities at the same time.

Mr. Wallace discussed introducing transit as an opportunity to build around and build upon, as well as the benefits of preserving open space.

SCAG has a lot of services they are offering, and this demonstration project is part of that. Cities can offer to SCAG what their ideas of embracing these concepts are and the ways they want to grow. And SCAG, then, can provide services to help them explore what those options are for themselves. Perris will be part of a six-city effort that will be done probably by the end of this calendar year. SCAG provides a full suite of services to the City and can help the City explore the challenges it is facing and how the City can benefit from the new infrastructure (rail station) that's coming in.

SCAG's services to the City of Perris.

Danielle Coats of WRCOG said she would be presenting more of what they were doing. She said they had originally applied for a grant through Caltrans, so they would be using their Caltrans grant to start the project and transit-oriented development and looking at transit-oriented development at the six stations they have identified. Then they will be incorporating SCAG and their demonstration projects into doing demonstration projects throughout the six stations. So that is how the SCAG project is going to be working in conjunction with the WRCOG/Caltrans grants.

Danielle Coats of WRCOG discussed what they were doing regarding transit-oriented development.

Ms. Coats discussed the goals and objectives of WRCOG's existing transit-oriented development through Caltrans: to examine the benefits of transit-supported development and analyze specific opportunities and constraints, looking at rail and bus, through the Caltrans grant. She said they would be studying the general market conditions and economic feasibility of transit-oriented development (TOD), and identifying public preference through survey research workshops and opinion polls. Their present partners in this project include: Caltrans, RCTC, RTA, Riverside County, local jurisdictions, and SCAG. The current portion of the project, a 16-month project, is under Caltrans and will proceed November 1st. Under this grant they will be taking a look at the station areas diagnosis, developing a market assessment report, a TOD best practices report, a joint development opportunities report, and a survey of Western Riverside County residents, and conducting community workshops. At the end of the project they will be developing a report based upon the presentations and findings.

Goals and objectives of WRCOG's existing transit-oriented development through Caltrans.

Ms. Coats explained that transit-oriented development was a mixed-use community within a comfortable walking distance of a transit stop at a core commercial area. One of the things looked for in this type of development is a mix of residential, retail, office and public uses. The areas identified by WRCOG for inclusion in this project: Corona at North Main, Downtown Riverside, Moreno Valley at March, Perris Downtown, and future stations at Hemet and Temecula. These stations were selected because of their relevance to the transit-oriented development project and because they have all been programmed to receive funding. Each area is identified under the Compass Vision to Present Strategy. Opportunities exist at these current stations because current development or redevelopment has not pushed out the opportunities for TOD to occur.

Transit-oriented development: a mixed-use community within a comfortable walking distance of a transit stop at a core commercial area.

Areas identified for inclusion in this project.

Ms. Coats said that so far under this grant they had assembled an advisory committee, hired a consultant to develop a market analysis (the report for the market analysis should be coming out relatively soon), and conducted a station area site analysis (a map book identifying all six stations and existing land use, zoning, parcel ownership, and general plan designations for each station). Most recently they commissioned True North Research, of Escondido, to complete a survey of residents' views on land use, growth and development. Of those 1,290 residents surveyed in the Western Riverside County, 250 to 290 were in each of the five sub-regions identified under the TUMF. They were asked a variety of questions, including questions relating to quality of life, traffic and mass transit, in addition to transit-oriented development and transit villages. The major question was: Is there a demand for TOD in this sub-region and in the region? The survey showed that about 46% said they would definitely support transit-oriented development and transit villages, and 32% said they probably would support it. When asked if they would want to live in a transit village, 52% indicated they preferred a residential-only neighborhood; however, support for transit villages was still at almost 40%. For their next step, they have applied to become a SCAG 2% demonstration project and will be using the tools and consultants available through that project to develop this project further and take a look at all six stations to do the actual demonstration projects, which could include tipping-point analysis, visual demonstrations, and workshops. They are also working on their TOD planning framework, which is going to incorporate the TOD visions, principles, goals and evaluations.

Ms. Coats outlined WRCOG's progress to date.

COUNCIL QUESTIONS AND DISCUSSION:

Council Questions/Discussion

Mayor Busch asked about the other station in Perris. Ms. Coats stated that they only had funding to incorporate the one downtown station in Perris. She said they were looking at the stations that inter-relate, and these six stations were the ones they had identified truly for further research, but they would continue to look at all the stations. Mayor Busch felt the other Perris station should be included as well.

Mayor Busch asked about the second station in Perris. Ms. Coats responded.

Councilmember Motte asked to have the 2% explained again. Mr. Wallace said the 2% was sort of an off-the-cuff summarization of how they were going to change the region without destroying the region. There was some

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basic number-crunching that said, “If we just take our transportation corridors, be they bus lines, subway lines, light rail, Metrolink, or station areas (what is known to be that walkable radius around those areas), those amounts only add up to about 2% of that 38,000-square-mile map.” The idea is that if they invest some portion of that growth (30-40%), they can get really good returns on that growth by improvements and mobility or air quality that redefines what these corridors and station areas look like. Physically they are totally new places and new environments. It’s such a small percentage of the region that they’re not talking about changing the overall character of Southern California, but just trying to make the parts that don’t look or work as well as they would like, work better and look better.

Mayor Pro Tem Yarbrough said it had always been his understanding that there were going to be two stations in Perris. This was the first time he had heard that they were planning to expand to Hemet and Temecula, which made sense in the future, but the station at Ethanac was going to be the end of the line until that point. He said it looked like Perris had gotten “bumped” again and had not been informed about the change.

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Mr. Belmudez commented that on the Consent Calendar of the Agenda at the Council Meeting to follow, there would be a Resolution in support of this study. Assuming that moved forward, Staff would be meeting with the consultant within the next two weeks.

Mr. Belmudez commented on the Resolution in support of this study that would be on the Consent Calendar at this evening’s Council Meeting.

Mayor Busch recognized Mr. Wallace, who encouraged the City to take advantage of the study and the products SCAG would create for them. Mr. Busch said that perhaps they could put something in tonight’s motion regarding requesting that they study both of the Perris stations. Mr. Wallace said the program was really revolving around an existing grant from Caltrans, and they were trying to look at as many places as possible, so they were studying just one site per city at the present time.

Mayor Busch recognized Mr. Wallace, who encouraged the City to take advantage of the study and explained why they were considering just one site for Perris at the present time.

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4. ***ADJOURNMENT:***

By unanimous consent, the Joint City Council, Redevelopment Agency, PPFA and PPUA Work Session was adjourned at 5:20 p.m.

5:20 p.m. Joint City Council, Redevelopment Agency, PPFA and PPUA Work Session was adjourned.

Respectfully Submitted,

Margaret Rey, City Clerk