

### III. COMPREHENSIVE DEVELOPMENT PLANS

#### 5.2 COMPREHENSIVE DEVELOPMENT PLANS

##### 5.2.1 LAND USE PLAN

###### 5.2.1.1 Approach

###### May Ranch Specific Plan Amendment No. 4:

Planning Area (PA) 22 (Figure 4 on page V-X) is the one of the last remaining undeveloped Planning Areas within the May Ranch Specific Plan (MRSP). The 16.68 (14.68 net) acre parcel is located at the southwest corner of Evans Rd. and Rider St. The project site is vacant and has been regularly plowed for weed abatement and fire hazard reduction purposes. The site is relatively flat and covered with dry, ruderal weeds. No structures are located on the site. The site has no major grade changes with elevations ranging from approximately 1,440 to 1,445 feet above mean sea level (Google Earth).

###### 5.2.1.2 Objectives of May Ranch Specific Plan Amendment No. 4

MRSP Amendment No. 4 (SPA 21-05249) would make the following changes to the MRSP:

- Change the land use designation in the MRSP for PA 22, the Modified Project site, from Commercial to Multi-Family featuring 300 dwelling units.
- Revise the land use designations, acreages and permitted density in the MRSP for PA 22 as described in Table III-1.
- Revise graphics, text and figures to reflect the land use designation change for PA 22 per MRSP Amendment No. 4.

###### 5.2.1.3 Existing Commercial Land Use Designation

PA 22 has a land use designation of Commercial under the existing MRSP. The purpose of the Commercial land use was intended to provide every day goods and services on both the neighborhood and district level. Over time, these services have emerged along the Ramona Expressway corridor. The commercial planning areas within MRSP are identified on the following table. No development plans have been submitted for any of these PAs that total 54.8 acres.

**MRSP Commercial Acreage Table V-1**

<b>Planning Area</b>	<b>Location</b>	<b>Acres</b>	<b>Development Status</b>
1	Ramona Expressway	10	Vacant
2	Ramona Expressway	29.1	Vacant
27	Evans Rd.	15.7	Vacant

III. COMPREHENSIVE DEVELOPMENT PLANS



PLANNING AREA 22 AERIAL

**May Ranch**

FIGURE 4

### III. COMPREHENSIVE DEVELOPMENT PLANS

#### 5.2.1.4 Proposed Multiple Family Residential Land Use Designation

This amendment is for a new land use on Planning Area 22 of Multiple Family Residential featuring a 300-unit apartment project. This project would add to the inventory of housing from 375 units to 675 units within the MRSP project area. MRSP No. 4 is a request by the Applicant for several discretionary actions that must be approved by the City. These include approval of Development Plan Review (DPR 21-00032), May Ranch Specific Plan Amendment No. 4 (SPA 21-05249), May Ranch Rezone, and certification of an EIR Addendum analyzing the impacts relating to a change in the land use plan to add 300 multiple family units. Table III-1 reflects the project-wide May Ranch Specific Plan as a result of Amendment No. 4.

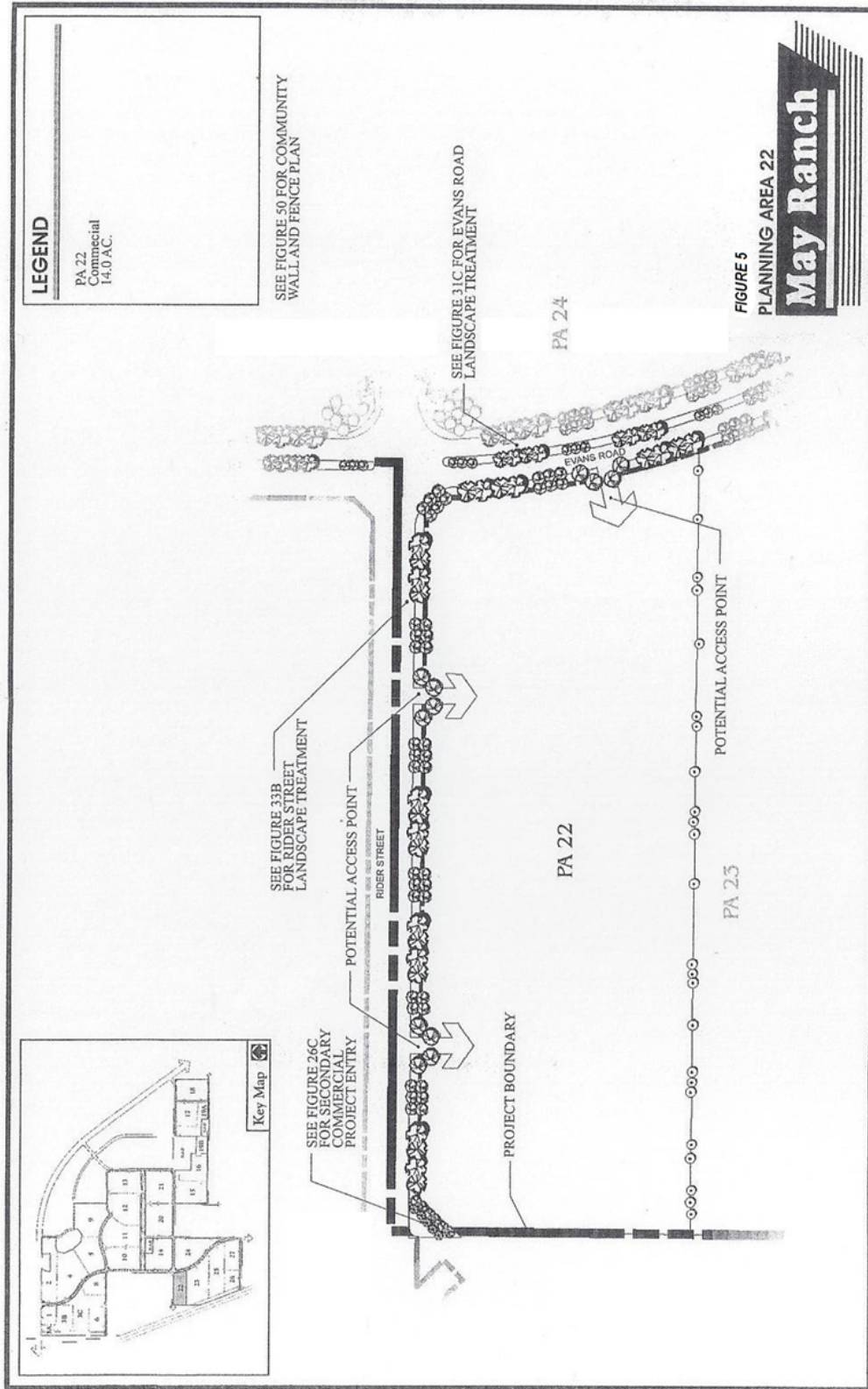
**SPECIFIC PLAN AMENDMENT NO. 4  
TABLE V-2**

Planning Area	Land Use	DUs	Acres
1	Commercial	--	10.0
2	Commercial	--	29.1
3A	R-40	23	5.0
3B	R-40	98	18.0
3C	R-45	216	34.0
4	R-54	209	38.8
5	R-50	180	27.7
6	Park	--	17.0
7	NA	--	--
8	Multi-Family	195	11.0
9	R-40	231	34.2
10	R-20	38	26.9
11	R-20	46	32.7
12	R-72	140	32.9
13	R-72	110	26.1
14	R-45	165	26.0
15	R-72	116	26.5
16	R-60	88	18.9
17	R-50	88	17.8
18	R-50	125	25.3
19A	R-60	65	15.7
19B	Park	--	7.3
20	R-50	175	31.5

### III. COMPREHENSIVE DEVELOPMENT PLANS

Planning Area	Land Use	DUs	Acres
21	R-50	175	31.3
22	Multi- Family	300	14.68
23	R-54	203	32.5
24	R-54	199	31.7
25	R-40	232	29.1
26	Multi-Family	180	12.0
27	Commercial	--	15.7
<b>Totals:</b>			
<b>Single-Family Res</b>		<b>2,922</b>	<b>585.6</b>
<b>Multi-Family Res</b>		<b>675</b>	<b>37.68</b>
<b>Commercial</b>		<b>--</b>	<b>51.4</b>
<b>Parks</b>		<b>--</b>	<b>24.3</b>
<b>Linear Parks</b>		<b>--</b>	<b>14.0</b>
<b>Roads</b>		<b>--</b>	<b>52.6</b>

# III. COMPREHENSIVE DEVELOPMENT PLANS



### III. COMPREHENSIVE DEVELOPMENT PLANS

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#### 5.2.1.5 Development Plan Review (DPR 21-00032)

Detailed site planning review of the MRSP No. 4 project Site Plan (Figure 6) will be conducted as part of the City's Development Plan Review (DPR) process. The DPR process confirms a project is consistent with all applicable development regulations contained in the City's municipal code and zoning ordinance, the MRSP, the California Building Code (CBC), and other applicable development regulations administered by the State and regional agencies. The DPR process involves detailed review by all applicable City Departments, including contracted fire and emergency services provided by the Riverside County Fire Department and contracted police services provided by the Riverside County Sheriff.

The proposed multi-family development will include:

- Seven (7) 16-unit, two-story building
- One (1) 8-unit, two story building
- Nine (9) 20-unit three- story buildings
- Recreation Center 5,445 SF:
  - Fitness Center 3,024 SF
  - Pool area 9,000 SF
  - Common Area 9,300 SF
- Active Open Space 45,000 SF:
  - East 18,000 SF
  - West 19,000 SF
  - Dog Park 4,000 SF
  - Private Open Space/Decks 28,302 SF
- 638 parking spaces (636 spaces required)
  - Carports 300
  - Enclosed garages 135
  - Open spaces 203
- Retention/Water Quality Basin 12,393 SF

### III. COMPREHENSIVE DEVELOPMENT PLANS



**Proposed Site Plan**  
**KAIDENCE PERRIS**  
Figure 6

### III. COMPREHENSIVE DEVELOPMENT PLANS

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#### 5.2.1.6 Architecture

The multi-family units envisioned for PA 22 would be designed using traditional agrarian architecture with a modern influence that incorporates massing, forms and colors from that style. A combination of materials such as siding, stucco and metal elements further reinforces and highlights the agrarian theme. Earthy colors and siding materials are used to highlight the corners of our buildings and create an interesting façade along the perimeter of our site. The recreation building is the focal point and center of the community and takes full advantage of the agrarian influence by generous use of geometric forms and rustic materials that create an inviting, timeless environment for all to experience.

#### 5.2.1.7 Access

Main access to the PA 22 would be located at the south leg of the Galway Lane and Rider Street intersection. Entry into the project is through an automatic gate system with call box amenity and emergency override access. Additional emergency-only gates are provided on Rider Street west of the main entry at the northwestern portion of the site one on Evans Road at the southeastern portion of the site. Internal driveways connect all multi-family structures starting at round-about in front of clubhouse which includes covered and uncovered resident and guest parking stalls.

#### 5.2.1.8 Infrastructure

Water and sewer services for PA 22 would be provided by Eastern Municipal Water District (EMWD), electricity would be provided by Southern California Edison, and natural gas would be provided by the Gas Company. Provision of such services are subject to each service provider's conditions and requirements. Per the approved drainage plan, stormwater will flow through on-site drainage facilities and will tie into the existing drainage system (per the approved Perris Valley Master Drainage Plan) which leads into the Perris Valley Storm Channel. Furthermore water, sewer and other dry utility lines are proposed to tie into existing underground utility lines at Rider Street and Evans Road. Construction or expansion of offsite utility infrastructure is required. Project grading will require 10,460 cubic yards of cut and 15,980 cubic yards of fill, necessitating 120,000 cubic yards of soil import.



### III. COMPREHENSIVE DEVELOPMENT PLANS

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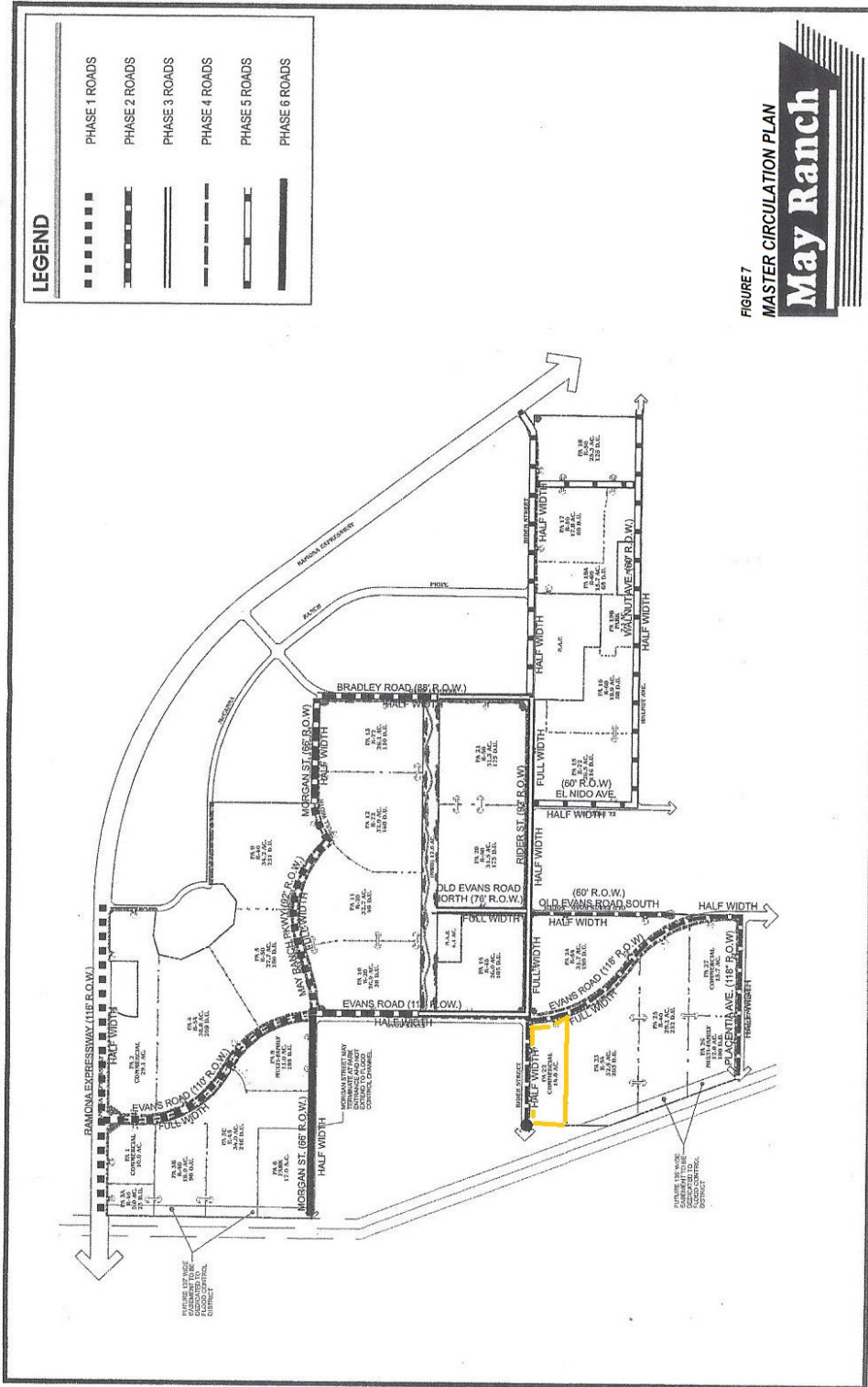
#### 5.2.2 MASTER CIRCULATION PLAN

The Circulation Plan for the MRSP is based on a design which will allow safe and efficient internal circulation and access throughout the project. The primary access points provide a wide circulatory dimension while enhancing the aesthetics of the project through landscaping, beaming, and signage. The planning areas have been developed with an inward orientation to minimize direct access on arterial roads, secondary roads, and collector streets.

#### 5.2.2.1 PLAN DESCRIPTION

The MRSP Master Circulation Plan, (Figure 7), shows the basic roadway design. All roads within the development will be public streets and shall conform with City standards, with the exception of the residential streets, while still providing aesthetic project statements. The system is designed for the efficient movement of traffic with as little disturbance to the residential neighborhoods as possible. Vehicular access within PA 22 shall be private driveways serving each of the apartment buildings.

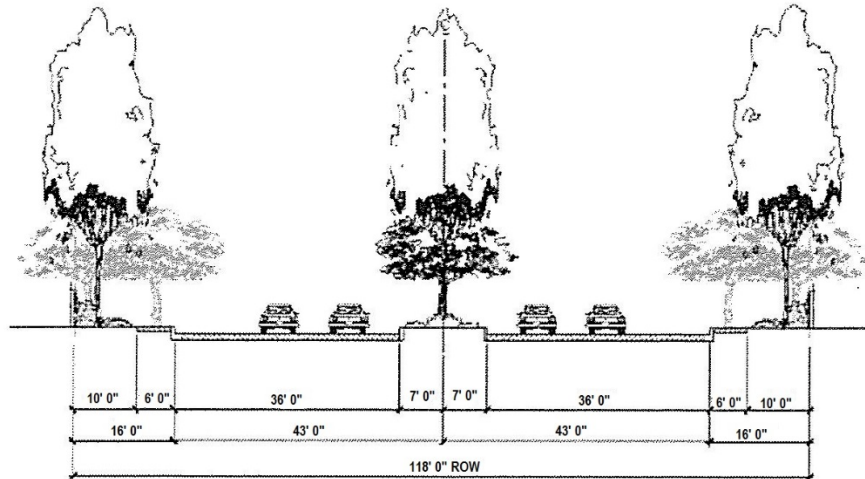
# III. COMPREHENSIVE DEVELOPMENT PLANS



### III. COMPREHENSIVE DEVELOPMENT PLANS

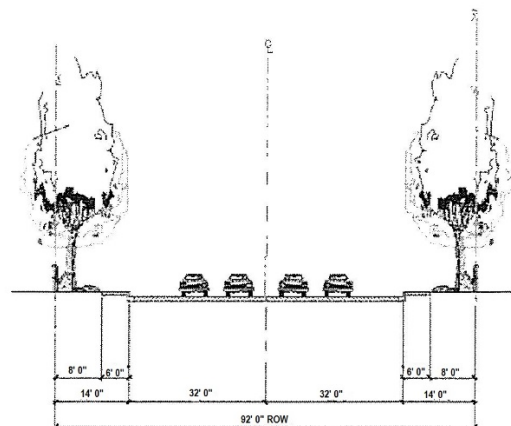
#### 5.2.2.3 DEVELOPMENT STANDARDS

The applicable types of public streets service Planning Area 22 are as follows:  
Arterial Highway (Evans Road) — 118-foot right-of-way (110-foot right-of-way with 4-foot-wide easements on both sides of Evans Road. This design will allow for two travel lanes and one parking lane in each direction. A 14-foot wide median will allow for left-hand turn lanes and center landscaping on Evans Road. Additionally, 12 feet of sidewalk and landscaping will be on each side of the roadway.



ARTERIAL HIGHWAY (EVANS ROAD - FULL IMPROVEMENTS)

Arterial Road (Rider Street) — 92-foot right-of-way (This is a Specific Plan-unique roadway classification in that the width of the right-of-way is four feet greater than a secondary road classification). This design allows for 32 feet of pavement in each direction, except at intersections, where the roadway will widen to accommodate left hand turn lanes. The 32-foot pavement is divided into two travel lanes and a bicycle lane in each direction. This design will accommodate a 16-foot right-of-way in each direction for sidewalk and landscaping.



ARTERIAL  
(RIDER STREET)

### III. COMPREHENSIVE DEVELOPMENT PLANS

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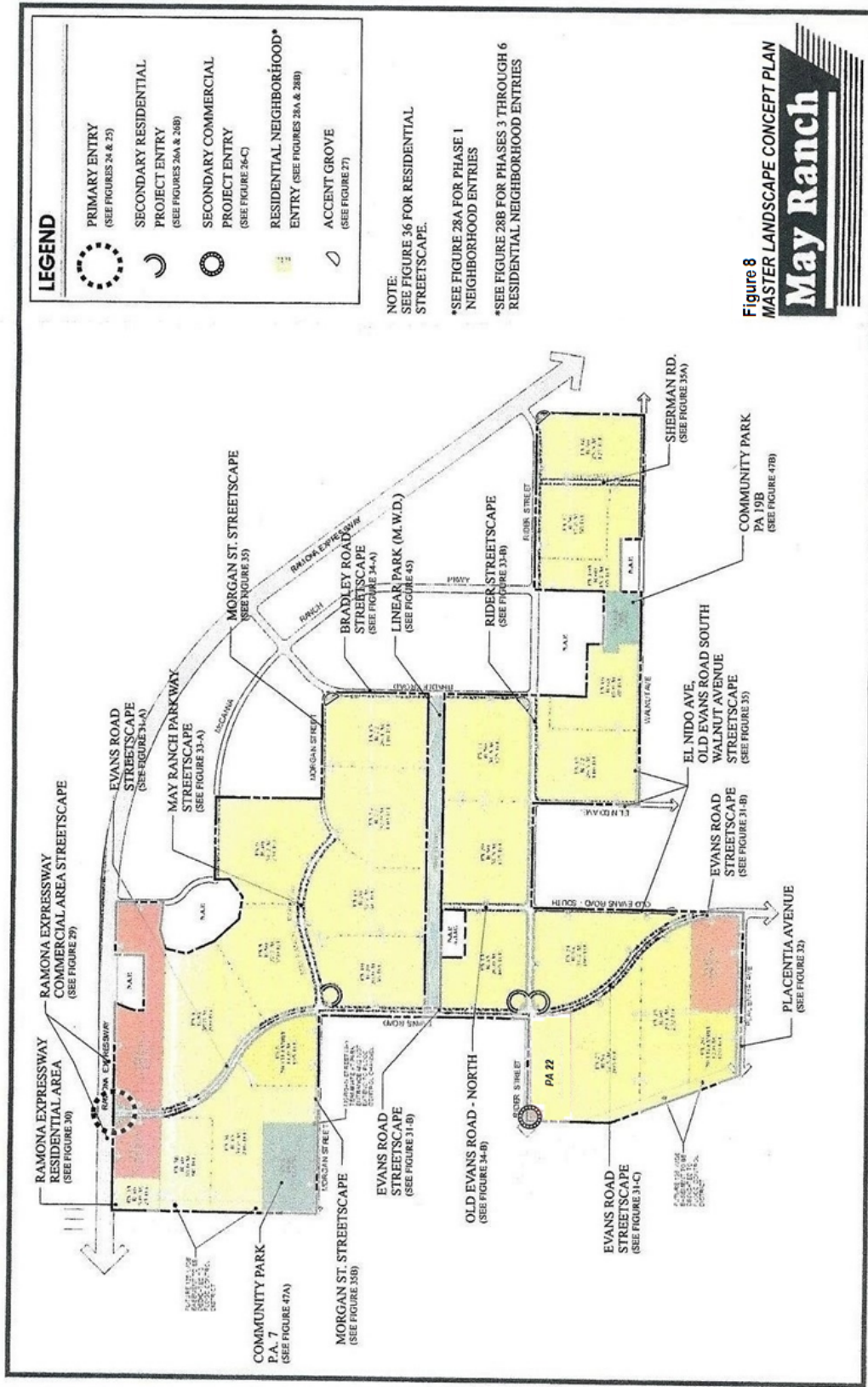
#### 5.2.3 MASTER LANDSCAPE PLAN

##### 5.2.3.1 PLAN DESCRIPTION

This section of the Specific Plan will provide a general description and development standards for the landscaping concept within the overall MRSP community, as depicted in the Master Landscape Concept Plan (Figure 8). Entry monumentation will provide initial definition for the site, and will be viewed when approaching the MRSP community from any direction. Once within the community, entry monumentation will continue to be present at key intersections. Monumentation will be developed in a hierarchical format from major project entry to neighborhood entries and will provide initial identification for each residential planning area, and the community as a whole.

The landscape concept plan proposes thematic landscape treatments to identify the specific image of importance of roads servicing the project. This is achieved through the use of canopy trees along the streetscape to provide unity and highlight the collector roads. Clustered vertical accent trees to provide contrast and aesthetic variation at the primary and secondary entries into the project site. The use of flowering shrubs and groundcover will also be incorporated to complement the streetscape tree palette. To complete the overall landscape plan, all proposed walls, fences and signage will be located and designed to work in harmony with the landscape features. All landscaped areas shall be kept free of weeds and debris.

# III. COMPREHENSIVE DEVELOPMENT PLANS



### III. COMPREHENSIVE DEVELOPMENT PLANS

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#### 5.2.3.2 CONCEPTUAL LANDSCAPING PLAN

As illustrated in Figure 9 on Page XXIII, Conceptual Landscape Plan, project landscaping plays an important role in maintaining project quality and a consistent design theme. This is expressed through landscape setbacks, enhanced entry, active recreation areas, dog park, and common open space.

As illustrated in Figure 10, Master Planting Plan, the plant palette emphasizes low water, drought tolerant materials that produce color and texture that compliments the architecture and other design elements of the project.

#### 5.2.3.3 DEVELOPMENT STANDARDS

##### a. 118' R.O.W (3/4 width) — Evans Road

The 118' R.O.W. design — fencing (including the use of slump block wall), sidewalk, street trees, and accent plantings — echoes that of May Ranch Parkway. Additionally, a 14' wide median follows the street centerline, from the existing portion of Evans Road to the entry of the current phase; two lanes are developed between the eastern side of the median and the May Farms curb, and a third 12' wide lane along the western side of the median. The portion of Evans Road south of this phase of May Farms is developed as future phases are installed; however, three paved lanes are installed from Evans to Rider Street.

##### b. Procedures and Standards

- 1) All detailed landscaping programs for planning areas and roadways will be prepared by a licensed landscape architect for review by City staff.
- 2) The landscaping design for the site will include trees, shrubs, and groundcover compatible with natural vegetation on-site, where feasible.
- 3) The applicant and/or developer shall be responsible for maintenance and upkeep of all slope planting, common landscaped areas, and irrigation systems until such time as these operations are the responsibility of the landscape maintenance district.
- 4) **Public Landscapes**  
A landscaped architect licensed in California shall be retained to prepare planting and irrigation plans for all public areas. Arrangement of plants should be relatively informal; plants should be placed to allow them to grow to their natural sizes and forms. While rows of shrubs may be used for a variety of purposes, including screening and property separation, sheared hedges should be kept to a minimum. Use of drought-tolerant plants is highly encouraged, as irrigation water may be diverted away from perimeter landscaped during dry summer months.

The plant list in subsection c above offers a suggested plant palette for the MRSP; while it is by no means all-inclusive, plantings in public areas should draw primarily from this palette for visual community continuity.

### III. COMPREHENSIVE DEVELOPMENT PLANS

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- 5) **Soil Testing**

Soil samples shall be taken from several locations after the completion of rough grading operations, and an agronomic soils test shall be performed by a reputable agricultural soil testing laboratory. The test shall assess soil fertility needs for general ornamental and water-wise Mediterranean plant types. No planting shall take place until the soil has been properly prepared based on the recommendations of the soils testing laboratory.
- 6) **Irrigation**

Irrigation for landscapes should be designed to be as water-efficient as possible. All irrigation systems shall have automatic controllers designed to properly water plan materials given the site's soil conditions, and irrigation systems for all public landscapes shall have automatic rain shut-off devices. Drip irrigation is encouraged. Spray systems shall have low-gallage, matched-precipitation heads. Reclaimed water will be used in public landscape areas where available.
- 7) **Maintenance**

(a) All public landscapes, including reverse-frontage landscapes, street trees, lighting, and irrigation systems for landscaping within the rights-of-way, shall be maintained by the City of Perris.

# III. COMPREHENSIVE DEVELOPMENT PLANS



Conceptual Landscape Plan  
**KAIDENCE PERRIS**  
 Figure 9





### III. COMPREHENSIVE DEVELOPMENT PLANS

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#### 5.2.4 MASTER DRAINAGE PLAN

Figure 11 shows the May Ranch Master Storm Drain System that has been constructed within the MRSP. All storm drain systems shall discharge into the Perris Valley Storm Drain located on the western edge of the property.

##### 5.2.4.1 DEVELOPMENT STANDARDS

The following design standards will be followed in preparation of the detailed design for PA 22:

- Protect multi-family residential structures from damage from the 100 year storm.
- Safely discharge all flows leaving the property through a WQMP basin at the southwest corner of the project.
- The system will be designed to meet all applicable standards of the City of Perris and Riverside County Flood Control.



### III. COMPREHENSIVE DEVELOPMENT PLANS

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#### 5.2.5 MASTER WATER AND SEWER PLAN

Sewer disposal and water supply services for the MRSP will continue to be provided by EMWD under MRSP Amendment No. 4. Master Water Plan, (Figure 12) and Master Sewer Plan. (Figure 13) remain in effect under the proposed MRSP Amendment No. 4.

##### 5.2.5.1 PROJCT DESCRIPTION

At Rider Street, the 21-inch line runs easterly within the Rider Street right-of-way and connects to a 24-inch line within the Evans Road right-of-way (where sewage from the northern half combine with the remaining southern portions of the Specific Plan). The 24- inch line runs southerly and ultimately connects to the Perris Valley Treatment and Reclamation Plant.

Reclaimed water supplies are provided by EMWD via an existing 16-inch line traversing the Specific Plan in a north-south alignment along Evans Road. Six-inch and 8-inch lines branch off the existing main lines to provide irrigation for the parks and public landscaping, respectively.

##### 5.2.5.2 DEVELOPMENT STANDARDS

The following design standards will be followed in preparation of the detailed design: All lines will be designed per EMWD arid MWD requirements. The infrastructure system will be designed and installed to meet the requirements of the City of Perris Engineering Department, subject to adoption of the Master Plan of Sewers by EMWD.

- Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department.
- The applicant shall participate in a domestic water program with Eastern Municipal Water District to upgrade/extend domestic water to the project site.
- The developer shall participate in financing the costs of all sewage transmission, treatment, and disposal facilities to serve the specific plan area as required by EMWD.
- Domestic and reclaimed water service to the MRSP community will be provided by the Eastern Municipal Water District. Additional domestic and reclaimed water distribution facilities will be constructed in accordance with street improvement development activities. The use of reclaimed water shall be utilized in open space areas where feasible.

III. COMPREHENSIVE DEVELOPMENT PLANS

KEY MAP

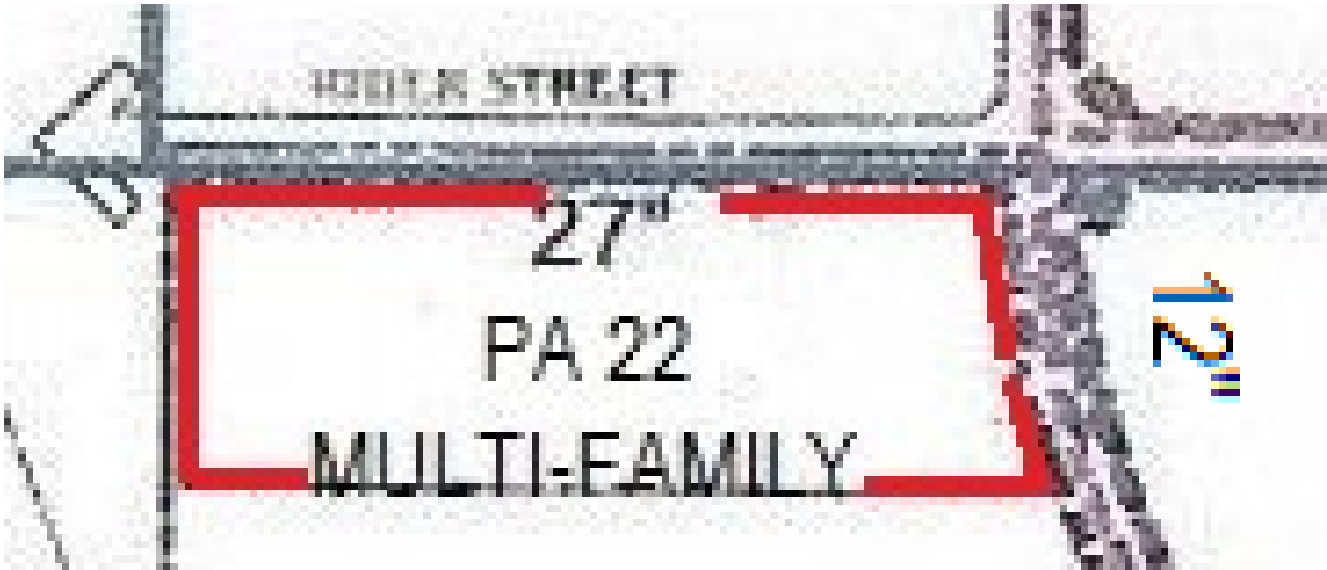
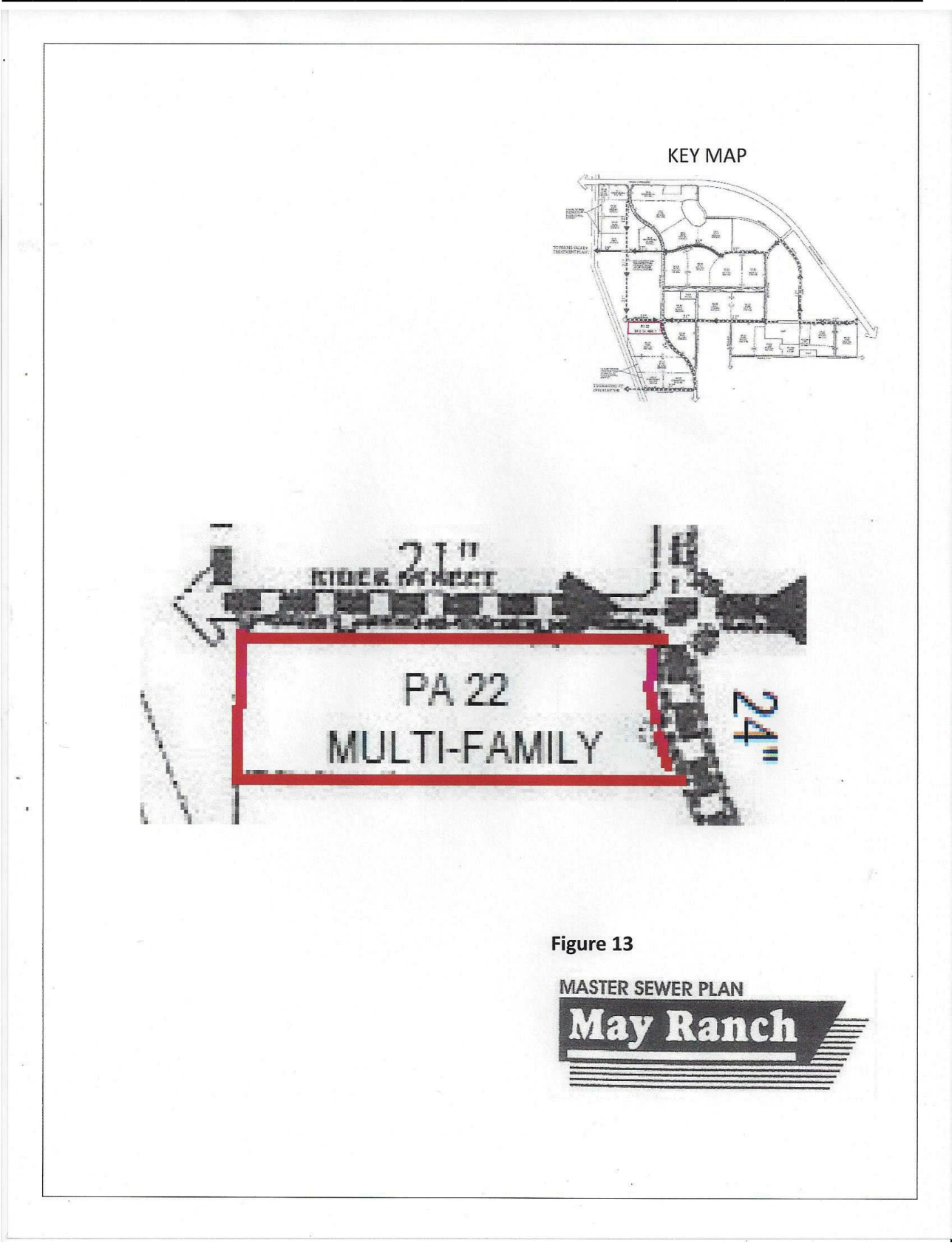


Figure 12



III. COMPREHENSIVE DEVELOPMENT PLANS



### III. COMPREHENSIVE DEVELOPMENT PLANS

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#### 5.2.6 MASTER PHASING PLAN

The purpose of a phasing plan is to schedule development of property in line with market demand, the need for services, and economic concerns. The Modified Project represents the final phase sequence of the MRSP where supporting infrastructure and services are also constructed to provide for the needs of the new residents.

##### 5.2.6.1 PHASING PLAN – LAND USE

Figure 14 is a graphic representation of the Phasing Plan for the MRSP.

##### 5.2.6.2 PHASING PLAN – CIRCULATION

- a. Rider Street and Evans Road shall be improved along the frontage of PA 22 with ultimate street and parkway improvements in conformance with City of Perris and May Ranch Specific Plan standards.
- b. All underground utilities along with future stub-outs located within the adjoining streets shall be installed prior to final paving.
- c. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
- d. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls, if any, shall be installed adjacent to street improvements.
- e. The eventual developer(s) shall bond for signal improvements and install signals as directed by the City of Perris. The developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse the developer for all costs in excess of fees.

# III. COMPREHENSIVE DEVELOPMENT PLANS

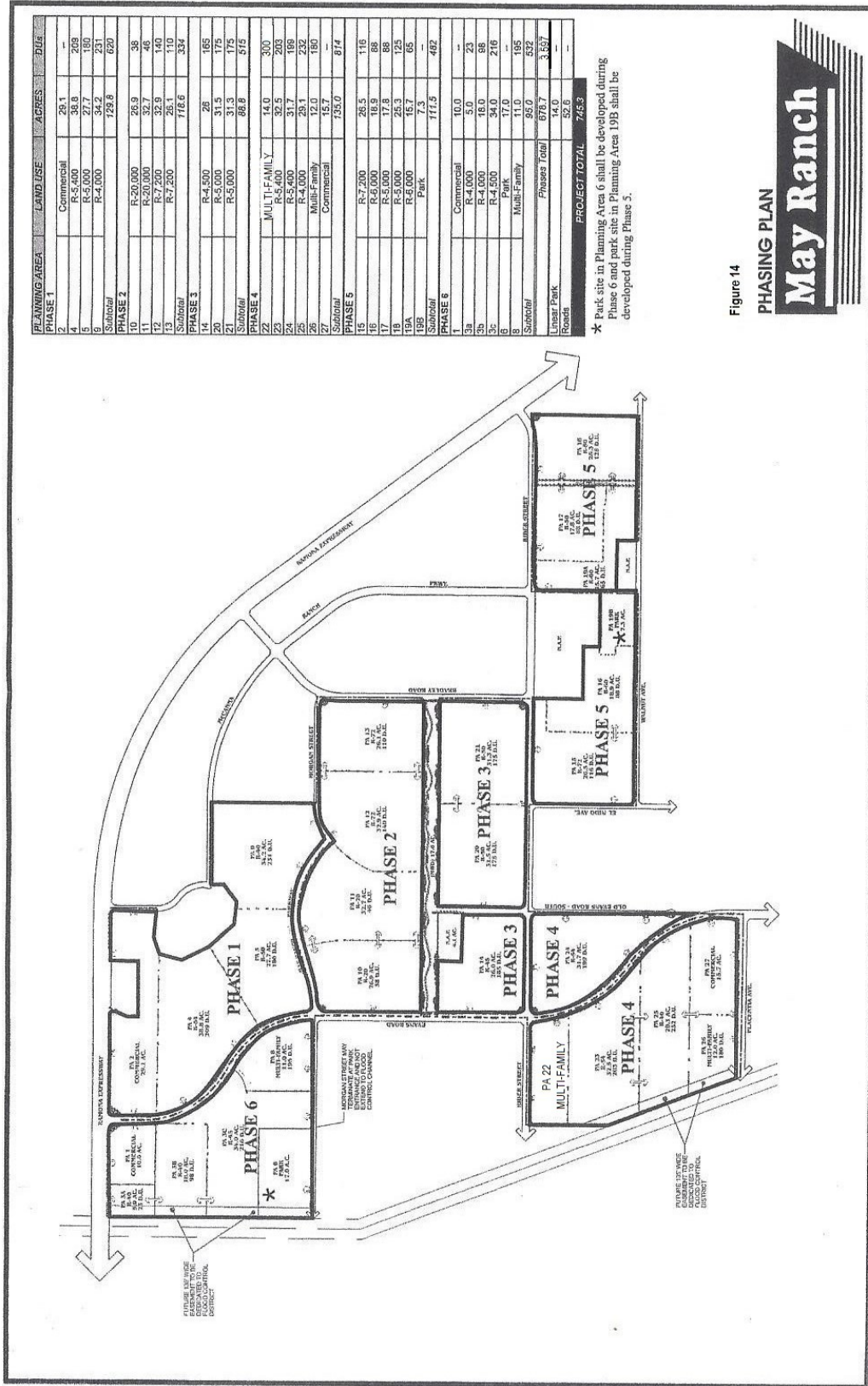


Figure 14

PHASING PLAN

May Ranch



### III. COMPREHENSIVE DEVELOPMENT PLANS

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#### 5.2.7 GRADING CONCEPT PLAN

PA 22 slopes almost imperceptibly southwesterly, toward the Perris Valley Storm Drain and is essentially flat.

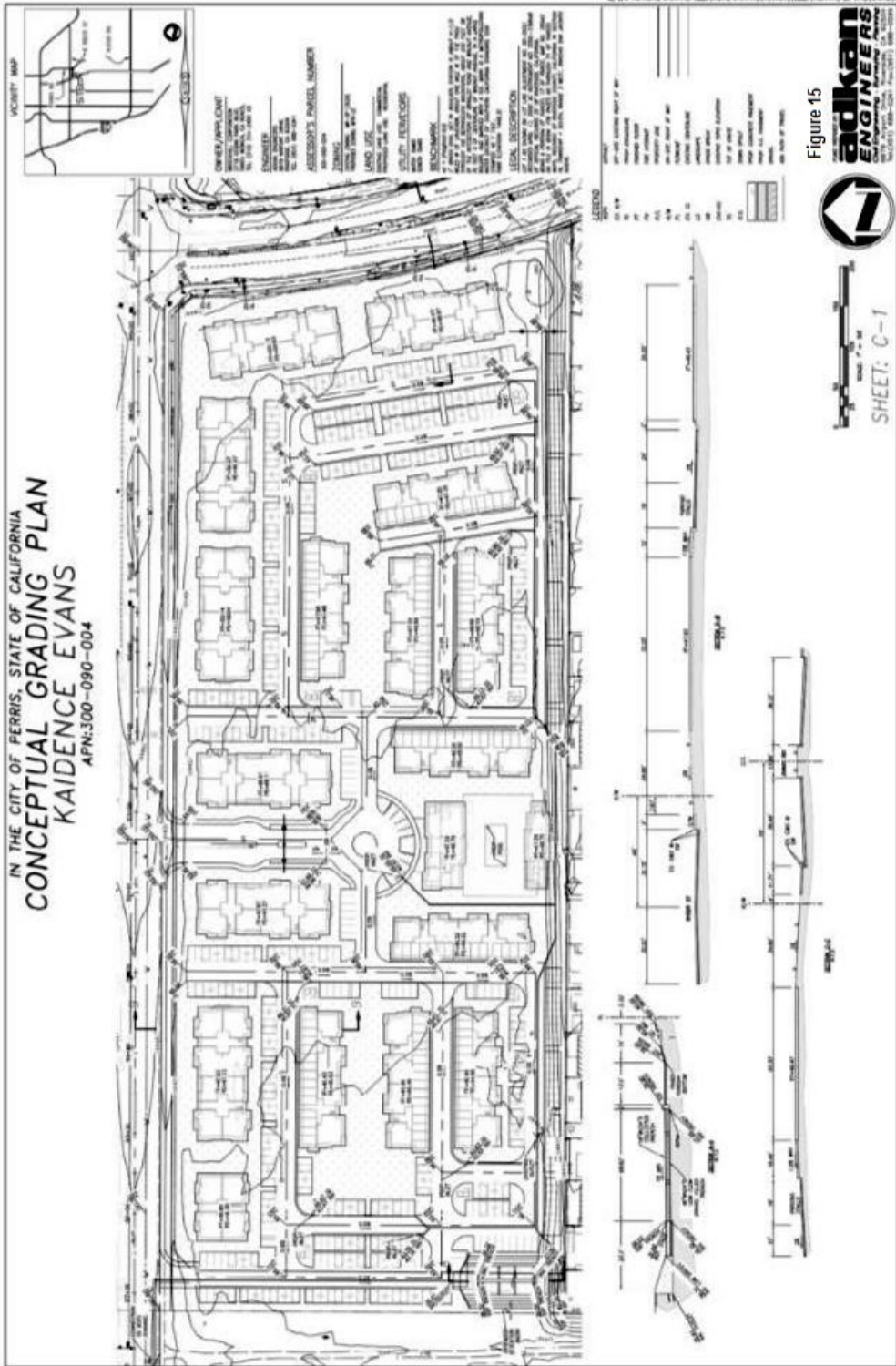
##### 5.2.7.1 PLAN DESCRIPTION

Figure 15 shows the Master Grading Concept Plan proposed. The grading operation for the project avoided the need for import or export of materials. Precise grading plans have been prepared with each implementing development.

##### 5.2.7.2 DEVELOPMENT STANDARDS

Grading within the PA 22 shall be performed in accordance with current City of Perris policies and guidelines.

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