



Land Use Element

(City Council Adoption - April 26, 2005)
(2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Amendment - City Council Adoption- August 30, 2016)



Table of Contents

Introduction 1

Existing Conditions..... 2

Overview of Planning-Areas 4

 Planning Area 1: North Industrial..... 4

 Planning Area 2: North Residential..... 4

 Planning Area 3: Agricultural Conversion Area 4

 Planning Area 4: Freeway Business Park 4

 Planning Area 5: Central Core..... 5

 Planning Area 6: Downtown Specific Plan Area..... 5

 Planning Area- 7: Westside Residential 5

 Planning Area-8: Perris Valley Airport 5

 Planning Area 9: South Specific Plans..... 5

 Planning Area 10: South Residential..... 6

Planning Area 1: North Commercial/Industrial.....12

 Issues, Opportunities, and Constraints..... 12

Planning Area 2: North Residential14

 Issues, Opportunities, and Constraints..... 14

Planning Area 3: Agricultural Conversion Area 17

 Issues, Opportunities, and Constraints.....18

Planning Area 4: Freeway Business Park.....19

 Issues, Opportunities, and Constraints..... 19

Planning Area 5: Central Core.....21

 Issues, Opportunities, & Constraints..... 22

Planning Area 6: Downtown Specific Plan Area 24

 Issues, Opportunities & Constraints 24

Planning Area 7: Westside Residential..... 28

 Issues, Opportunities, & Constraints..... 28

Planning Area 8: Perris Valley Airport/ South Industrial..... 30

 Issues, Opportunities & Constraints 30

Planning Area 9: Southeast Commercial 32

 Issues, Opportunities, & Constraints..... 33



Planning Area 10: South Residential	34
Issues, Opportunities, & Constraints	34
Infrastructure.....	36
Storm Drains	36
Potable Water	38
Wastewater Facilities	41
Natural Gas	41
Electricity.....	43
Solid Waste.....	43
Cable Television.....	44
Flood Zone Overview	45
Schools.....	56
Planning Area 2	56
Planning Area 3	56
Planning Area 4	56
Planning Area 5	56
Planning Area 6	57
Planning Area 7.....	57
Planning Area 9	57
Planning Area 10.....	57
Issues, Opportunities, and Constraints.....	59
Issue #1: Increasing City Revenues through Land Planning.....	59
Issue #2: Downtown Revitalization	59
Issue #3: Multiple Species Habitat Conservation Plan (MSHCP)	60
Issue #4: Housing	60
Issue #5: Parks/Bike Trails.....	60
Issue #6: Vacant Land	61
Issue #7: Infrastructure and Service Delivery	61
Land Use Plan	63
Land Use Types.....	63
Land Use Intensity	68
Special Study Area Overlay.....	68
Land Use Map	73
Special Study Area Overlay.....	79
Infrastructure Concept Plan	79
Residential Site Design	80
Multiple Species Habitat Conservation Plan.....	81
Hazards as Constraints to Development.....	82
Changes in Land Use Map.....	82
Strategy for Action	90



Goals, Policies, and Implementation Measures.....	90
Airport Overlay Zone (AOZ)	93



List of Exhibits

Exhibit LU-1: Planning Areas.....	3
Exhibit LU-2: Perris Valley Channel	37
Exhibit LU-3: City of Perris Water District	40
Exhibit LU-4: City of Perris Sewer District	42
Exhibit LU-5: Planning Area 1 Flood Zones	46
Exhibit LU-6: Planning Area 2 Flood Zones	47
Exhibit LU-7: Planning Area 3 Flood Zones.....	48
Exhibit LU-8: Planning Area 4 Flood Zones	49
Exhibit LU-9: Planning Area 5 Flood Zones	50
Exhibit LU-10: Planning Area 6 Flood Zones.....	51
Exhibit LU-11: Planning Area 7 Flood Zones.....	52
Exhibit LU-12: Planning Area 8 Flood Zones.....	53
Exhibit LU-13: Planning Area 9 Flood Zones.....	54
Exhibit LU-14: Planning Area 10 Flood Zones.....	55
Exhibit LU-15: Existing and Future Schools	58
Exhibit LU-16: MSHCP Reserve and Criteria Areas.....	83
Exhibit LU-17: Land Use Designation Changes	84
Exhibit LU-18: March ARB/IPA Land Use Compatibility Map	96



List of Tables

Table LU-1: 1991 General Plan Land Use Designations and Zoning Categories..... 7
Table LU-2: Acreage of Land Use Designations by Planning Area, 1991 General Plan..... 10
Table LU-3: 2002 Building Areas (In Square Feet) 11
Table LU-4: 2002 Population and Dwelling Unit Densities 11
Table LU-5: May Ranch Land Use Categories and Acreage.....15
Table LU-6: New Horizons Land Use Categories and Acreage16
Table LU-7: Villages of Avalon Land Use Categories16
Table LU-8: Villages of Avalon Land Use Acreage16
Table LU-9: Parkwest Land Use Acreage 22
Table LU-10: New Perris Land Use Acreage 22
Table LU-11: Habitat Acreage by Land Use Designation..... 23
Table LU-12: Historic Sites 26
Table LU-13: Planning Area 9 Specific Plans..... 33
Table LU-14: Riverwoods Land Use Categories 35
Table LU-15: Riverwoods Land Use Acreage..... 35
Table LU-16: Acreage of Land Use Designations by Planning Area, City of Perris General Plan
2030 66
Table LU-17: 1991 General Plan and 2030 General Plan..... 67
Table LU-18: Population Projections..... 67
Table LU-19: Employment Projections 67
Table LU-20: Maximum Permissible Residential Densities* 70
Table LU-21: Maximum Permissible Commercial Building Intensity** 70
Table LU-22: Maximum Permissible Industrial Building Intensity** 71
Table LU-23: Maximum Permissible Open Space Building Intensity** 71
Table LU-24: Maximum Permissible Public Utilities Building Intensity** 71
Table LU-25: Minimum Lot Sizes 72
Table LU-26: General Plan Residential 2030..... 74
Table LU-27: General Plan Residential Build-Out 74
Table LU-28: Building Area by Land Use Designation 75
Table LU-29: General Plan Population Projections..... I-78
Table LU-30: General Plan Employment Projections..... I-78
Table LU-31: Land Use Designation Changes..... 85
Table LU-32: Basic Compatibility Criteria..... 97



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Introduction

The Land Use Element of the General Plan is a 30-year guide for local government decisions on growth, capital investment, and physical development in the City of Perris. The Land Use Element is comprised of four sections:

- I. *Existing Conditions* provides a year 2003 inventory of the types and extent of land uses (residential, commercial, industrial, open space, etc.). Information on the general locations, quantities, and characteristics of existing development associated with these land uses is included.
- II. *Issues, Opportunities, and Constraints* reflects the community perspective on the strengths and shortcomings of the City of Perris in 2003. Those who live and work in Perris offered their visions for the future of the physical environment of the City. A synthesis of these inputs included in this section, together with *Existing Conditions*, is the foundation upon which the General Plan is built.
- III. The *Land Use Plan* delineates the locations and extent of each of the types of land uses envisioned in development over the 30-year time period associated with the General Plan. General guidelines for the size and intensity of future development are set forth and are the basis for changes in development standards in the City's Zoning and Subdivision

Ordinances. The aggregate floor area for all new buildings, the numbers of new housing units, and increases in population and employment accompanying new development are estimated for the 30-year General Plan period.

- IV. Each *Strategy for Action* section sets forth the steps to be taken by the City of Perris to promote physical development consistent with the *Land Use Plan*. Changes to the Zoning Ordinance, the Subdivision Ordinance, and Redevelopment Plans, as well as future decisions on capital improvement plans, annual municipal budgets, and municipal department work programs are the primary means available to the City in promoting development described in the Land Use Element *Land Use Plan*.



Existing Conditions

The *Existing Conditions* section of the Land Use Element provides an overview of land uses and patterns and intensities of development that characterize the built environment of the City of Perris in 2003. *Existing Conditions* describes this environment as the starting point of a 30-year strategy for managing and accommodating land use and development. Information in this section will inform the community and its leaders when setting development priorities, understanding necessary trade-offs, and choosing among alternatives.

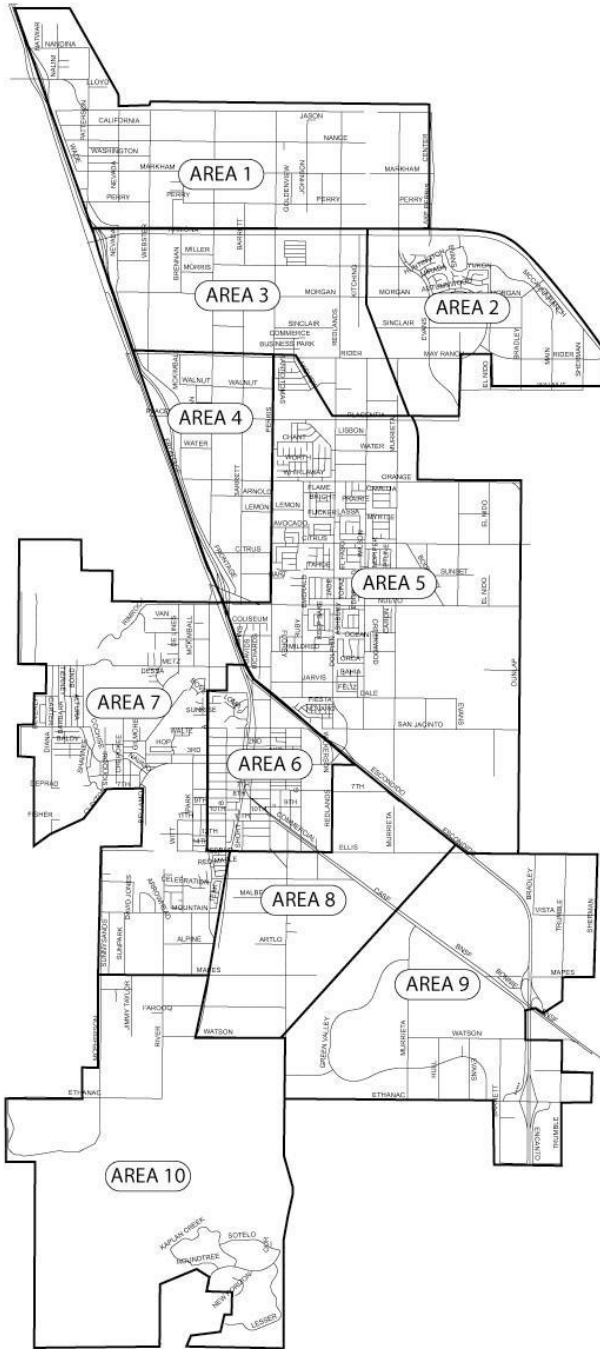
The City of Perris is divided into ten (10) Planning Areas (Exhibit LU-1) for purposes of analysis in *Existing Conditions*. Boundaries of some planning areas were drawn to reflect natural or manmade physical divisions: the I-215 Freeway and the San Jacinto River are examples of manmade and natural boundaries, respectively. Other planning areas encompass communities defined by similarities in land uses or development patterns: properties in Planning Area 6 are in Downtown Perris and include the bulk of the oldest structures and infrastructure in the City. Yet other planning areas are comprised of properties whose future development will be shaped by common constraints or opportunities: for example, large, undeveloped parcels covered by portions of the Multiple Species Habitat Conservation Plan corridor are joined as Planning Area 10.

The *Existing Conditions* section begins with an overview of the ten Planning Areas. A summary table of land use characteristics of each Planning Area follows and provides

an “at-a-glance” view of the City. Lastly, an area-by-area analysis of existing conditions within each planning area is included with the Issues, Opportunities, and Constraints affecting how land use and development alternatives are formulated. *Existing Conditions* contains data on population, land area, amount of commercial and industrial building area, and number of dwelling units. A Flood Zone Overview depicts development limitations associated with periodic flooding in Perris.



Exhibit LU-1: Planning Areas





Overview of Planning Areas

Planning Area 1: North Industrial

This area is generally made up of “industrial” land use designations and uses. While there are some residential uses in this area, the majority of land uses are non-residential. There are no schools or parks. This area is near March Global Port, and future land uses could include air-cargo support and air-cargo dependent businesses. Noise-sensitive uses that would be disturbed by air cargo or military plane overflights, such as residential development, should be discouraged. Heavy truck traffic can be expected in this area, affecting future roadway design and maintenance.

Planning Area 2: North Residential

This area is almost exclusively residential and is adjacent to the Lake Perris Recreation Area. Residential communities in the planning area were built in the late 1990’s and early 2000s pursuant to Specific Plans which incorporate complementary retail uses, schools, and parks and open space. The supporting infrastructure within the project areas was built concurrent with the housing.

Planning Area 3: Agricultural Conversion Area

This Planning Area consists of large tracts of land currently used for agriculture. Proximity to the Interstate 215 corridor suggests conversion of agricultural land,

over the long term, to uses that are compatible with surrounding commercial and industrial uses. Conversion could enhance the economy of the City by attracting new uses that complement the existing Lowe’s and Ross distribution centers and provide jobs for local residents. Nearby residential development may support some level of retail uses in this planning area.

Infrastructure demands will depend on the ultimate uses of the land. Business park uses including product distribution centers will require upgraded roadways to accommodate significant numbers of large trucks. Roadway widths may require revisions and future roadway maintenance intervals may be shortened. Storm drains, water lines, and sanitary sewer lines will be needed as agricultural uses are discontinued.

Planning Area 4: Freeway Business Park

Agriculture is the primary land use in this area. As in Planning Area 3, the proximity of this property to Interstate 215 makes it a candidate for uses that are dependent upon freeway access and visibility. Business park development will be accompanied by an expansion of local job opportunities. Infrastructure construction and upgrades will be required and will include significant roadway improvements to accommodate significant increases in vehicular traffic. Development impact fees applicable in this area should be evaluated and revised to eliminate potential shortfalls in funding for required infrastructure. Planning Area 4 will contribute significantly to the daytime population of the City of Perris between the hours of 7 AM to 6 PM, Monday through Friday.



Planning Area 5: Central Core

This area includes significant residential development and the primary retail/commercial centers in the City. Centers include grocery stores and retail outlets providing both convenience goods and durable goods for residents from both within and outside of the planning area. None of the other planning areas include a similar concentration of retail establishments. Residents of Perris must do their shopping here or go outside the City. This Planning Area also includes the undeveloped Parkwest and New Perris Specific Plans. These Specific Plans anticipate a mix of residential, office, and commercial uses.

Planning Area 6: Downtown Specific Plan Area

City Hall, the Community Center and Gymnasium, the Senior Center, and the proposed Metrolink Station are all within this Planning Area, which functions as the City's civic center.

Revitalization plans call for the development of new retail opportunities and renovation of historic buildings to create a destination for residents from all parts of the City as well as outside of Perris. Aging infrastructure including water and sanitary sewer lines that comprise the majority of the City's municipal water district are of concern. Anticipated increases in vehicle trips and parking demand associated with downtown revitalization and the future development of a Metrolink station need to be addressed.

Planning Area-7: Westside Residential

This Planning Area is located on the western edge of the city and is primarily made up of residential uses. The infrastructure in this area is aging and in need of repair. While the Rimrock Wilderness Area in the northwest corner of the Planning Area provides passive recreational uses, there is a need for active parkland and sports fields for use by the residents. Minimal retail commercial development exists in this Planning Area.

Planning Area-8: Perris Valley Airport

The Perris Valley Airport is the most prominent use in the area. General and Light Industrial land use designations predominate. Planning Area 8 also includes the Orange Empire Railway Museum. Other uses include a transfer station for refuse and recycling operations, boat sales lots, and auto repair shops. Two portions of the Green Valley Specific Plan extend into the area from across the San Jacinto River Channel and are designated for industrial uses. Portions of the undeveloped New Perris Specific Plan also extend into Planning Area 8 from Planning Area 5.

Planning Area 9: South Specific Plans

The Riverglen Specific Plan together with the Green Valley Specific Plan make-up the majority of this planning area. Public and quasi-public land uses include an Eastern Municipal Water District sewage treatment facility. Community Commercial land use designations



surround the existing Case Road interchange on Interstate 215. An additional interchange at Ellis Avenue has been approved with construction dependent upon compliance with criteria in the Multiple Species Habitat Conservation Plan. This area may provide opportunities for retail commercial and business park uses that draw upon a regional market made accessible by the I-215 Freeway. The existing Specific Plans allow for a mixture of business and residential uses that are compatible with surrounding land use designations.

uses by Planning Area, and as a percentage of the City as a whole. Table LU-3 provides building area information, and Table LU-4 provides residential and population density information.

Planning Area 10: South Residential

This Planning Area is characterized by low-density residential uses and open space. Future development will require significant infrastructure improvements. Emergency services response times need to be addressed because of the distance to existing police and fire facilities, and because of the impact of deteriorated roadways on those response times. New facilities for fire and police services may need to be built to accommodate new growth in this area. The nearest future school site is in the Riverwoods Specific Plan area, across the river to the north of the Planning Area.

Data Summary

The 1991 General Plan Land Use designations and corresponding Zoning Categories are listed in Table LU-1, and provide the starting point from which the Perris General Plan 2030 evolved.

Table LU-2 lists acreages of the 1991 Perris General Plan Land Use Categories, City-wide, by Planning Area. The table illustrates the distribution of various land



Table LU-1: 1991 General Plan Land Use Designations and Zoning Categories

1991 General Plan Designation	Zoning Designation	Maximum Permissible Intensity/Density	Other Allowed Uses
Residential			
Rural Residential/Agriculture	RR/A	0.0-2.0 DU/AC*	Church, school, child care
Residential 4 SFD	R4	2.0-4.0 DU/AC	Church, school, child care
Residential 7 SFD, duplex, condominium, town home	R7	4.0-7.0 DU/AC	Church, school, child care
Residential 14 MFD	R14	7.0-14.0 DU/AC	Church, school, child care
Residential 22 MFD	R22	14.0-22.0 DU/AC	Church, school, child care, congregate care
No corresponding category	R-4 Mobile-home Park	Projects shall not exceed an average 10 DU/AC; Minimum park shall be no less than 5 acres	Mobile home parks, trailer parks, accessory uses and buildings, recreational vehicle parks.
No corresponding category	R-5 Mobile-home Subdivision	Minimum lot size 6,000 SF	Mobile homes, manufactured homes and factory built homes for single family residential use, public utilities and public service facilities, recreational facilities for the use of lot owners, temporary real estate tract offices
Commercial			
Commercial Neighborhood (CN)	CN	0.50:1 FAR**	Business offices, clothing stores, food and drug stores, furniture and appliance stores, hardware stores, restaurants, specialty retail, sporting goods <50,000 s.f.

*DU/AC=Dwelling Units Per Acre

**FAR= Floor Area Ratio (Floor Area of Building ÷ Lot Area)



1991 General Plan Designation	Zoning Designation	Maximum Permissible Intensity/Density	Other Allowed Uses
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<i>Continued from previous page</i>			
Commercial Community (CC)	CC	0.75:1 FAR	Professional offices, department stores, discount stores, furniture/appliance outlet. Home improvement centers, Entertainment centers, sub regional/ regional shopping centers
Office			
Professional Office (PO)	PO	1.0:1 FAR	Corporate offices, cultural and community facilities, financial institutions, legal and medical services
Industrial			
Business Park (BP)	BP	0.75:1 FAR	Business/professional offices, light manufacturing, storage, warehousing/ distribution, wholesaling, large-scale warehouse retail, automobile dealerships, service commercial, public uses
Light Industrial (LI)	LI	0.75:1 FAR	Manufacturing, research, warehousing/ distributing, assembly of non-hazardous products and materials, retail related to manufacturing
General Industrial (GI)	GI	0.75:1 FAR	Warehousing and distribution facilities, industrial
Other			
Public/Semi-Public Facilities/Utilities (PF)	P	0.5:1 FAR	Community recreation facilities, equestrian centers, golf courses/driving ranges, indoor/outdoor athletic facilities, public parklands



1991 General Plan Designation	Zoning Designation	Maximum Permissible Intensity/Density	Other Allowed Uses
Parks/Recreation/ Open Space (OS)	OS	0.25:1 FAR	Schools, government administrative offices and facilities, public utilities, institutes of higher learning, religious institutions, libraries, hospitals, cultural recreational activities, major transportation corridors
<i>Continued from previous page</i>			
No corresponding category	AI Light Agriculture		Any use permitted in R7 zone, agricultural operations, water, electricity facilities, way stations of passenger transport facilities, recreational and educational uses, RV park, convalescent rest home
No corresponding category	Downtown Design Overlay		Same as any residential or commercial zone, consistent with the Central Redevelopment Plan

*DU/AC=Dwelling Units Per Acre

**FAR= Floor Area Ratio (Floor Area of Building ÷ Lot Area)



Table LU-2: Acreage of Land Use Designations by Planning Area, 1991 General Plan

1991 General Plan Land Use Designation	PA1	PA2	PA3	PA4	PA5	PA6	PA7	PA8	PA9	PA10	Total	% of City
Residential												
RR/A	62	101	0	0	169	21	319	0	0	455	1,127	6.1%
R4	269	12	0	0	645	0	762	0	0	279	1,967	10.7%
R7	145	215	0	0	543	158	650	0	364	1,236	3,311	18%
R14	0	578	22	0	972	125	28	0	830	32	2,587	14%
R22	0	40	0	0	16	0	0	0	49	0	105	0.6%
Commercial												
CN	11	4	16	0	23	33	0	9	7	0	103	0.6%
CC	316	76	207	261	437	52	113	55	374	10	1,901	10.3%
Industrial												
BP	127	0	0	392	36	0	0	0	64	0	619	3.4%
LI	528	0	1,062	134	0	93	0	587	25	0	2,429	13.2%
GI	431	0	0	0	0	0	0	504	0	0	935	5.1%
Office												
PO	0	0	0	0	83	14	0	0	0	0	97	0.5%
Other												
P	27	1	46	10	284	67	79	160	500	153	1,327	7.2%
OS	9	75	68	0	231	17	385	7	98	1,029	1,919	10.4%
Totals	1,925	1,102	1,421	797	3,439	580	2,336	1,322	2,311	3,194	18,427	
% of City	10.4%	6%	7.7%	4.3%	18.7%	3.1%	12.7%	7.2%	12.5%	17.3%		100%



Table LU-3: 2002 Building Areas (In Square Feet)

Planning Areas	Business Park	Commercial	Industrial
1	0	19,340	380,694
2	0	0	0
3	0	132,962	1,705,681
4	117,159	289,503	499,678
5	0	288,798	0
6	0	564,693	331,645
7	0	85,200	0
8	0	150,600	497,896
9	0	7,000	35,000
10	0	0	0
Totals	117,159	1,538,096	3,118,949

Source: City of Perris Planning Department, GIS data

Table LU-4: 2002 Population and Dwelling Unit Densities

Planning Area	Acres	Population	People/Acre*	Dwelling Units	Dwelling Units/Acre*
1	1,925	552	0.3	187	.10
2	1,102	2,230	2.02	633	.57
3	1,421	625	0.44	374	.26
4	797	199	0.25	28	.04
5	3,439	21,903	6.37	6,029	1.75
6	580	4,387	7.56	1,148	1.97
7	2,331	6,033	2.59	1,765	.76
8	1,322	32	0.02	9	.007
9	2,311	7	0.003	5	.002
10	3,194	79	0.02	26	.008
Total	18,422	36,047		10,204	
City-Wide Average			1.96		0.55

Source: City of Perris, Planning Department; US Census, 2000

*Acreage component includes undeveloped land



Planning Area I: North Commercial/Industrial

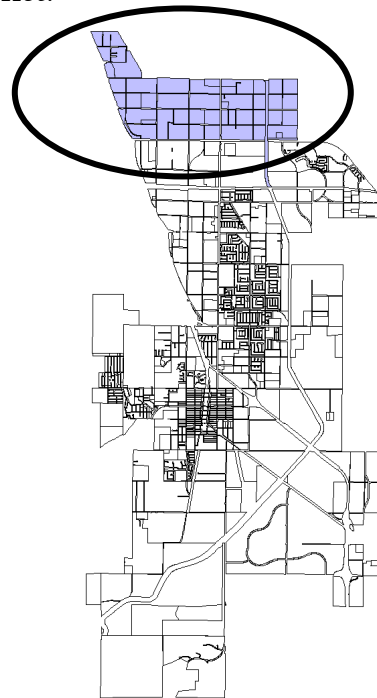
Planning Area 1 (PA-1) consists of 1,925 acres, approximately 10% of the land area in the City. It is bounded to the north by March Air Reserve Base/ March Global Port (ARB), to the west by Interstate 215, to the east by the City limits near Lake Perris, and to the south by Ramona Expressway. The Burlington Northern and Santa Fe Railway (BNSF) runs along the western edge of this Planning Area, but is not located within the City limits. The City of Perris' Sphere of Influence is also located along the western edge of Planning Area 1. The adjacent land in the Sphere is zoned for manufacturing under the County of Riverside Zoning Code.

PA-1	
Acres	1,925
Population	552
Dwelling Units	187
Commercial/ Industrial	
Building Area	400,034
Flood Zone	X & A
Land Use	
<u>Designation</u>	<u>Acres</u>
RR/A	62
CN	11
CC	311
BP	409
LI	665
GI	431
P	27
OS	9

Planning Area 1 is made up primarily of land designated for "Industrial" use, including 46% of the City's "General

Industrial" acreage and 23% of the "Light Industrial" acreage as well as 45% of the City's "Business Park" acreage. Very little area is designated for residential use (62 acres of Rural Residential/Agricultural). Most of the land throughout the Planning Area is undeveloped.

Planning Area 1 includes 9 acres of open space consisting of a small parcel along Ramona Expressway; however, there are no parks in this Planning Area. PA-1 is served by the Val Verde School District. No schools are located within the Planning Area. Water and sewer services are provided by Eastern Municipal Water District.



Issues, Opportunities, and Constraints

Maximizing City Revenues through Land Use Planning and the Influence of March Global Port

Due to proximity to March Global Port, this Planning Area is suited for light industrial uses dependent upon air cargo



transportation. Future infrastructure and development should be planned to accommodate cargo airport-related land uses. Such uses bring jobs and accompanying increases in total disposable income, ultimately supporting retail uses that generate sales tax revenue to the City.

Vacant Land

The bulk of properties in this Planning Area (1,470 acres or 76% of the land in this Planning Area) are vacant. Nine property owners, whose holdings consist of 25 or more contiguous acres each, control 658 acres comprising more than 1/3 of the land in this Planning Area.

Redevelopment Agency Areas

Fifty-two percent (1,003 acres) of Planning Area 1 is included in Redevelopment Project Area 2. The City of Perris has three redevelopment project areas which were determined to have blighting conditions at the time of adoption of the Redevelopment Plans.

Redevelopment provides for needed public improvements by encouraging rehabilitation and repair of deteriorated structures, allows for land assembly, and promotes development in accordance with the General Plan.

Accident Potential Zone

Portions of Planning Area 1 are included within March Air Reserve Base Accident Potential Zones I and II and the Clear Zone. These impact zones restrict the types and intensities of uses on some properties within the Planning Area to mostly non-residential, low-occupancy uses.

Infrastructure Development

Most of the infrastructure required to support development, such as roads, sewers and storm drains, is lacking. This area will require substantial infrastructure funding and construction concurrent with new development.

Service Delivery

This Planning Area is at the northern edge of the City. There are no police or fire stations near this planning area, resulting in increased emergency services response times.



Planning Area 2: North Residential

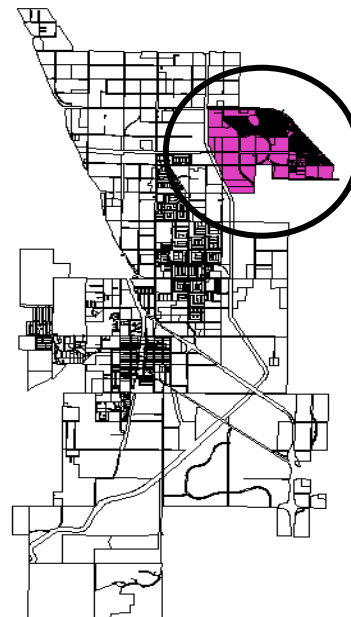
Planning Area 2 represents approximately 6% of the total City land area. It is a short distance southeast from the Lake Perris Recreation Area and bordered by the Ramona Expressway to the north and east, Walnut Avenue and Placentia Avenue to the south, and the Perris Valley Storm Channel on the west.

PA-2 consists mainly of planr communities. The commu land set aside for schools neighborhood commercial communities were designed

constructed in conjunction with residential development.

The Eastern Municipal Water District provides water and sewer services to the May Ranch and New Horizons communities. A separate district was established specifically to provide potable water for the Villages of Avalon. The Eastern Municipal Water District, however, provides sanitary sewer service to the Villages of Avalon. PA-2 falls within the boundaries of the Val Verde Unified School District. The Avalon Elementary

	PA-2
Acres	
Population	
Units	
Commercial/Industrial Building Area	
Flood Zone	A, X an
Land Use Designation	
RR/A	
R4	
R7	
R14	
R 22	
CN	
CC	
P	
OS/Park	



plans and include May Horizons, and Villages Construction on the homes began in the mid-1990s. Infrastructure was

The planned residential developments in PA-2 are within Specific Plan areas that



allow for 85% of the lots to be less than 7,200 square feet.

Parks

Although there are areas of open space included within the planned communities of PA-2, the amount of land set forth for active parks, in relation to the number of planned residential units, is inadequate.

Service Delivery

The Planning Area is located in the north part of the City at some distance from police and fire stations. Emergency services response times are increased accordingly. A fee program linked to the residential development has been adopted to finance a new fire station.

Specific Plans

May Ranch - 744 acres

May Ranch extends north to south over two-thirds of Planning Area 2, and is the City's largest residential planned community with 3,000 residential units slated to occupy 623 acres. With the exception of the areas planned for high density/multi-family uses, the specific plan's residential land use designations are based on lot sizes that range from 4,000 to 20,000 square feet. Future development of May Ranch also includes 77 acres designated for commercial development, and 24 acres for parkland. There are also 14 acres of open space where the Colorado River Aqueduct passes through the community.

Table LU-5: May Ranch Land Use Categories and Acreage

May Ranch Specific Plan		
GP Designation	SP Designation	Acreage
RR/A	R-20000	118
R 4	R-10000	30
R 4	R-7000	64
R 7	R-5400	113
R 7	R-5000	108
R 7	R-4500	50
R 14	R-4000	115
R 22	Multi-Family	25
CC	Commercial	77
OS/ Rec/Park	Public Parks	24
Drainage Channel		6
MWD Aqueduct		14
Total		744

New Horizons – 135 acres

Located in the middle of Planning Area 2, immediately to the east of the Perris Valley Storm Drain Channel and bordered to the north, south and east by May Ranch, the New Horizons Specific Plan includes 805 residential units on 126 acres. Residential densities within this Specific Plan area are identified as “planning areas” defined by lot sizes and permissible densities. Lot sizes range from 5,000 to 6,000 square feet. One of the five residential designations allows for high density/multi-family development. The only open space designation within the New Horizons Specific Plan consists of 9.1 acres of the Colorado River Aqueduct that runs east to west in the area.



Table LU-6: New Horizons Land Use Categories and Acreage

Land Use Designation	SP Designation	Acreage
R 7	PA-1	32.3
R 7	PA-3	13.3
R 7	PA-5	28.3
R 7	PA-6	9.1
R 22	PA-2	25.6
OS	PA-4	26.4
OS/Rec/Park	Public Parks	
Total		135

Villages of Avalon – 262 acres

The Villages of Avalon Specific Plan encompasses 262 acres in the northeast corner of PA-2, and is the community nearest the Lake Perris Recreation Area. The community is planned for single-family residential lots ranging from 3,600 to 5,000 square feet. The specific plan includes an elementary school, 12 acres of open space included on the aqueduct easement, a 2-acre recreation facility owned by the homeowners association, a water supply tank, and approximately 3 acres for neighborhood commercial uses.

Table LU-7: Villages of Avalon Land Use Categories

Land Use Designation	SP Designation
R 7	5,000 Residential
R 7	4,000 Residential
R 7	3,600 Residential
OS/ Rec/Park	Parks
Parks	Public Parks

Table LU-8: Villages of Avalon Land Use Acreage

Land Use Designation	Acreage
5,000 Residential	41.29
4,000 Residential	113.65
3,600 Residential	33.83
Water Tank	1.06
Neighborhood Comm.	2.84
School Site(s)	28.23
HOA Recreation Facility	1.96
Parks	12.23
Circulation	27.60
Total	262.69

Sphere of Influence

A Sphere of Influence (SOI) is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. The County of Riverside has land use authority over City Sphere areas, but typically must include the City in making land use decisions within the Sphere.

The City's Sphere of Influence includes an area adjacent to and south of PA-2. The County of Riverside currently designates this area for residential uses. Only scattered residential development exists in this otherwise undeveloped area.



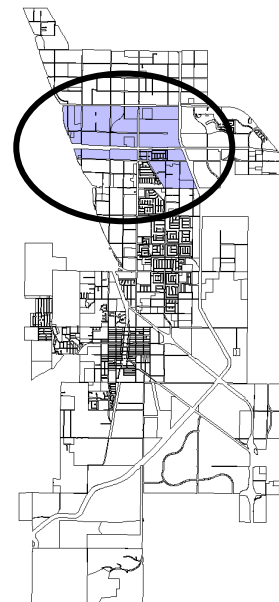
Planning Area 3: Agricultural Conversion Area

Planning Area 3 is in the northern part of the City and is bordered by the Ramona Expressway to the north, Interstate 215 to the west, the Perris Valley Storm Channel to the east and Walnut and Orange Avenues to the south. The BNSF railway runs along the western edge of the Planning Area. The Planning Area consists of large tracts of agricultural-zoned land that represents 42% of the city’s agricultural zoning, although there is no agricultural land use designation under the 1991 General Plan. The largest land use category within the Planning Area is Light Industrial. Due to the Planning Area’s proximity to Interstate 215, the cargo airport, other industrial and commercial

Served by the Val Verde Unified School District, Planning Area 3 is home to the school district’s main office located on Morgan Street. Val Verde High School is located across the street from the District Office. The Eastern Municipal Water District (EMWD) provides water and sewer service. There are no parks in this Planning Area. The Colorado River Aqueduct runs underground, east-west, and represents the Planning Area’s only Open Space. The Sphere of Influence adjoins the western edge of Planning Area 3 and is zoned for Manufacturing under the County of Riverside Zoning Code.

Planning Area 3 contains property held by 11 landowners each of whom controls more than 25 contiguous acres. As a group, they own 310 acres, about 22% of the Planning Area. Undeveloped land in this Planning Area totals 352 acres, or 25% of the Area.

PA-3	
Acres	1,421
Population	625
Units	374
Commercial/ Industrial	
Building Area	1,848,643
Flood Zone	A, X and X500
Land Use	
<u>Designation</u>	<u>Acres</u>
RI4	22
CN	5
CC	207
LI	1,073
P	46
OS	68



land uses, and an existing rail line along the western edge, future development should be planned to expand industrial and commercial opportunities. This Planning Area contains 288 acres of Redevelopment Area 3.



are close to rail, air-cargo, and the interstate highway system.

Issues, Opportunities, and Constraints

Maximizing City Revenues through Land Use Planning

This area contains land currently under agricultural cultivation. While the zoning code includes an Agricultural zoning designation, there is no corresponding agricultural land use designation in the 1991 General Plan. These agricultural lands could be converted to uses that generate revenue and create jobs within the City.

Infrastructure

This area is currently used for agriculture and needs intensive infrastructure development, from storm drains and sewers to any necessary police and fire facilities to serve the area. Additionally, roads need to be developed to support heavy truck traffic.

Vacant Land

One-fourth of the land in this Planning Area is vacant. Additionally, one-fourth of the Planning Area is currently in agricultural production.

March Global Port

Due to the proximity of PA-3 to March Global Port and the growth of distribution and freight services in the region, future infrastructure and development should be planned to accommodate and maximize the benefits from cargo airport-related land uses.

Current uses in the Planning Area, such as the Lowe's and Ross distribution centers are examples of the types of uses well suited for this planning area. The facilities

Single-Owner Land Holdings

Due to the large amount of land held by 11 property owners in the Planning Area (roughly 22% of the Planning Area), communication with these property owners is key to jointly developing objectives that meet both the City's and owners goals for future growth and development as land use changes are considered. In addition, changing land use designations for land currently under cultivation could allow an increase in retail and commercial development, which in turn contributes to increased revenues to the city to the extent that future residential development and demand for non-retail commercial development warrant. The terms of Williamson Act agreements with current land holders, the reluctance of those land holders to increase their tax burden, or the reluctance to sell land which may have been held within a family for several generations need to be considered.

Interstate 215 Corridor

This Planning Area is located along the Interstate 215 corridor. Commercial and light industrial uses may benefit from freeway visibility and access.

Accident Potential Zone II

The Accident Potential Zone for March Air Reserve Base is configured to decrease the likelihood of damage to people or property from any potential aircraft accidents. A portion of this zone lies within Planning Area 3. This impact zone affects potential land uses within the Planning Area.



Issues, Opportunities, and
Constraints

**Planning Area 4: Freeway
Business Park**

Planning Area 4 consists of 797 acres and is bordered by Interstate 215 to the west, by Rider Street to the north, Perris Boulevard to the east and Nuevo Road on the south. The BNSF rail line also runs along the western edge of PA-4. Representing approximately 4% of the City’s total area it contains over 35% of the City’s existing Business Park land use designation. With Wal-Mart, a theater and other commercial entities, this planning area generates much of the City’s sales tax revenues.

The Val Verde Unified School district serves most of Planning Area 4 and the Val Verde High School and Val Verde Elementary School are both located here. The Perris Elementary School District serves the southern tip of the Planning

PA-4	
Acres	797
Population	199
Units	28
Commercial/ Industrial Building Area	906,340
Flood Zone	X
<u>Land Use Designation</u>	<u>Acres</u>
R22	76
CC	245
BP	316
LI	150
P	10

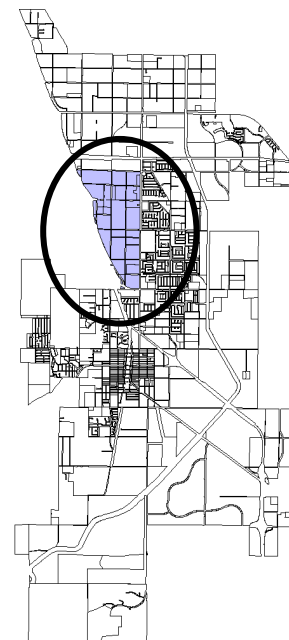
Area, located south of Citrus Avenue. The Eastern Municipal Water District provides water and sewer service.

Maximizing City Revenues through
Land Use Planning

The proximity of Planning Area 4 to I-215 makes it ideal for freeway-oriented land uses. New Business Park and freeway-oriented business can create additional employment opportunities, resulting in a larger customer base to support retail outlets, restaurants, and other service-oriented businesses that serve the before-during-after work needs of workers and professionals.

Vacant and/or Agricultural Land

Although predominantly designated for Business Park, Light Industrial and Commercial uses, a majority of land in the Planning Area is still under agricultural production. The agricultural land uses



include 343 acres currently under Williamson Act contract, which provides tax incentives for lands kept under agricultural production for specific periods



of time. Approximately 25% of the land in PA-4 is vacant and not given to productive use.

Development Fee Program

The area can benefit from a development fee program that will pay for road improvements that will make business operation in this Planning Area more appealing.

Redevelopment Agency Areas

Planning Area 4 includes land in two of the City's Redevelopment Agency Areas.

Sphere of Influence

The Sphere of Influence located to the west of Planning Area 4 encompasses the area known as Mead Valley. The land is designated for a variety of land uses including manufacturing, agricultural and residential uses.



Planning Area 5: Central Core

This Planning Area is bounded by Perris Blvd. and Interstate 215 to the west and southwest, the city limits to the east, and segments of Rider, Placentia, and Orange Avenues to the north. Planning Area 5 includes the two specific plan areas, Parkwest and a portion of the New Perris Specific Plan.

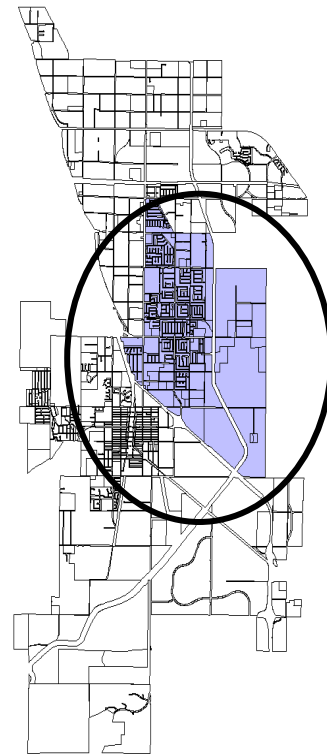
PA-5 contains 4% of the land designated R22 in the City, the most dense residential land use allowed. The Planning Area also contains 41% of all R14 designated land,

PA-5	
Acres	3,439
Population	22,045
Units	6,029
Commercial/ Industrial Building Area	288,798
Flood Zone	A, X and X500
Land Use	
<u>Designation</u>	<u>Acres</u>
RR/A	169
R4	645
R7	604
R14	972
R22	27
CN	23
CC	342
BP	36
PO	106
P	284
OS	231

the second most dense zoning allowed. Both R22 and R14 are intended for multiple-family dwellings. This Planning Area contains 22.4% of the Neighborhood Commercial and 23% of the Community Commercial land use designations within the City.

The Eastern Municipal Water District (EMWD) provides water and sewer service to a majority of this Planning Area. The City of Perris Sewer District and City of Perris Water District each serve an area generally bounded by Evans Road, Ruby Drive, Interstate 215 and Nuevo Road.

The south portion of this planning area is largely undeveloped, with 769 acres of vacant land. The Parkwest and New Perris Specific Plans comprise the bulk of large, single-owner land holdings in Planning Area 5. Nineteen landowners each own more than 25 contiguous acres, with combined holdings of 1,813 acres (53% of the Planning Area).



One part of the City's sphere of influence borders the northern edge of the Planning Area and is zoned residential by the County of Riverside. The Perris Valley Drainage Channel, which runs north-south, bisects the Planning Area. The San Jacinto River runs through the south portion in the New Perris Specific Plan area.



Three school districts serve Planning Area 5. Val Verde serves all areas north of Citrus Avenue, and provides both elementary and secondary education. Perris Elementary School District and Perris Union High School District serve the areas south of Citrus. Palms Elementary School and Perris High School are located within this Planning Area,

Table LU-9: Parkwest Land Use Acreage

Land Use Designation	Acreage
R-5000	92
R-6000	151
R-7000	57
MF (Senior)	19
Commercial	32
Parks	20
Water Basins	6
Open Space/Retention	150
Circulation	40
Total	567
Total Residential Units	2,027

The Specific Plan areas call for residential, commercial, open space, and parkland development. Below are charts outlining the Specific Plan areas.

Issues, Opportunities, & Constraints

Maximizing City Revenues through Land Use Planning

The existing land use designations create an opportunity to place additional commercial and retail establishments in this area. Increased retail uses provide durable and convenience goods for residents so that sales tax revenues are not lost to nearby jurisdictions.

Housing

The housing stock in Perris is viewed as aged and in need of repair. In addition, there is a perception that there are too many small-lot homes and too few move-up opportunities in the City.

Table LU-10: New Perris Land Use Acreage

Land Use Designation	Acreage
Single Family Residential	37
Research & Development	40
Commercial	24
Office/Commercial Residential	55
Golf Course	37
Hotel	171
Total	376
Total Residential Units	114

**Part of the New Perris Specific Plan is in Planning Area 8. These figures reflect only those portions within Planning Area 5*

Land Prices

The price of land is reasonably affordable, and this could create opportunities for homes with larger lot sizes such as a 7,200 s.f. minimum, and move-up opportunities for people already living in Perris.

Open Space, Parks and Recreation Facilities

There are 3 existing parks totaling 25.9 acres:

Paragon Park-14.1 Acres

2 lighted tennis courts, 2 handball courts, lighted basketball court, play structure, shelter, portable restrooms, parking lot,



picnic tables, benches, barbeque area, open space

Copper Creek Park-7.39 Acres

Picnic tables, benches, shelter, barbeque area, play structure, open space

Bob Long Memorial Ballpark-4.41 Acres

Amenities include 2 baseball fields, 1 T-ball field, bleachers, lights, covered dugouts, restrooms, snack bar

Redevelopment Agency Areas

Portions of Redevelopment Areas 1, 2, and 3 comprise 774 acres (22%) of the Planning Area.

Future Residential Development

Impact fees levied on new development do not fully fund new police or fire facilities or other infrastructure requirements. New housing development should be subject to fees adequate to provide upgraded or expanded facilities for police and fire services as well as the roads, drains, sewers, and other infrastructure necessary to serve the new development.

Multiple Species Habitat Conservation Plan

The County of Riverside has adopted a Multiple Species Habitat Conservation Plan (MSHCP) that designates land to be set aside for habitat conservation. Development of land within the Plan boundaries, which encompasses 1,300 acres, will be limited. Affected lands will fall into two area boundaries—Reserve Area and Criteria Area. The Reserve Area properties will ultimately be acquired to provide habitat area, while property within the Criteria Area may be developed, but with limitations that conserve existing habitat on those properties. All development plans will be subject to specialized review procedures.

The following development is impacted by the MSHCP Reserve area:

Table LU-II: Habitat Acreage by Land Use Designation

New Perris Specific Plan	
Residential	37 acres
Commercial	6 acres
R & D	40 acres
Office/Commercial	55 acres
Golf Course	171 acres
Hotel	12 acres
Circulation	54 acres
Future Habitat	375 acres
Parkwest Specific Plan	
Residential	70 acres
Commercial	12 acres
Open Space/Retention	52 acres
Future Habitat	134 acres

Lack of Parkland

This Planning Area has the largest number of parks within the City. The City would like to increase the number and quality of its parks and trails. There are not enough parks to satisfy the demands of user groups and the community at large. There is also a desire to complete a trail system throughout the City that connects to regional or Countywide trail systems.

Future parklands proposed within the Specific Plan Areas are not adequate to meet the needs of the City's residents. The New Perris Specific Plan does not include parkland. Consistent with accepted standards, 22 acres of active parkland should be provided in the Planning Area



The Perris Valley Airport is just southeast of downtown Perris.

Planning Area 6: Downtown Specific Plan Area

As the original City center, Planning Area 6 represents 2.6% of the City's total land area, and is bounded by Calle De Norte and Interstate 215 to the north, "A" Street to the west, Redlands Avenue to the east, and Ellis Avenue to the south. State Highway 74 traverses east to west through PA 6. The entire Planning Area is within the Downtown Specific Plan area. The Specific Plan was adopted in 1993 with the objective of revitalizing the area with an emphasis on economic development.

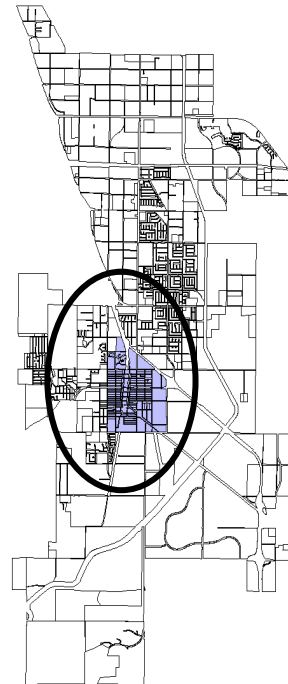
PA-6	
Acres	580
Population	4,387
Units	1,458
Commercial/Industrial	
Building Area	896,338
Flood Zone	X and X500
Land Use	
<u>Designation</u>	<u>Acres</u>
RR/A	21
R7	158
R14	125
CN	33
CC	51
LI	93
PO	14
P	67
OS	17

The downtown Planning Area is within the boundaries of the Perris Elementary and Perris Union High School Districts. Perris Lake High is located within the Planning Area. The City of Perris Water and Sewer district provides water and sewer service.

Issues, Opportunities & Constraints

Economic Development

Successful implementation of the Downtown Specific Plan can result in additional housing units, rehabilitated historical sites and buildings, and additional City revenue. A future Metrolink stop at the Old Perris Depot will provide an important regional transportation link to Los Angeles, Orange and Riverside Counties, and generate more downtown activity. A lack of



Redevelopment Agency funds limits the City's ability to implement the Downtown Specific Plan.

Infrastructure

Water and sewer infrastructure in the Planning Area is owned and maintained by the City and is near capacity.



Open Space, Parks and Recreation Facilities

Banta Beatty Senior Citizen Park

1.16 acres at 118 N. "D" Street.

Facilities: parking lot, Senior Citizen's Center, barbeque area, benches, picnic tables.

Civic Center Complex

6.41 acres at 101 N. "D" Street

Facilities: Bob Glass Gymnasium and Community Rooms, full basketball court, stage, bleachers, restrooms, meeting/activity room, kitchen facilities, Statler Youth Center, game/activity/TV room.

Foss Field Park

4.95 acres at 138/120 N. Perris Blvd.

Facilities: 1 lighted baseball field, 1 lighted basketball court, 1 sand volleyball court, play structure, restrooms, shelters, picnic tables, benches, barbeques, 2 lighted tennis courts, parking.

Howard Schlundt Park

0.5 acres at 150 E. 4th Street

Facilities: benches.

Russell Stewart Park

1.5 acres at 160 E. 1st Street

Facilities: benches & gazebo.

Rotary Park

8 acres at "A" Street and Ellis Ave.

Facilities: play equipment, picnic areas, improved sports fields. This park is a joint use facility with 3.4 acres of city-owned property, while the remainder of the park is school-owned property.

Points of Interest & Historic Sites

The Perris Valley Historical Association and the Riverside County Office of Historic Preservation has identified fifty-seven historic sites and structures within the City of Perris. All of these structures exist

in the Downtown area and are listed in Table LU-12. The Santa Fe Depot was listed in 1994 on the National Register of Historic Places and is currently home to Perris Valley Historical Museum. The Southern Hotel is listed on the State list of historic places.

Redevelopment Agency Areas

This Planning Area includes property within one or more Redevelopment Agency Areas.



Table LU-12: Historic Sites

Building/Site	Location
Santa Fe Depot/ Perris Valley Historical Museum	120 W. 4 th
Smith Brothers Potato Shed	3 rd and "C" Streets
Perris City Hall, Gymnasium, Police Department	101 N. "D" Street
Hook Garage/Perris Garage	225 S. "D" Street
Perris Theatre	295 S. "D" Street
Sharpless-Coudures Building/ Perris Hotel	4 th and Streets
Nance Building	318 S. "D" Street
Mapes General Store	SE Corner 4 th and "D" Street
JW McCanna Home	155 E. 4 th Street
Bell A. McCanna Home	149 E. 4 th Street
Mapes-Cummins Home	196 E. 6 th Street
First Congregational Church	177 E. 6 th Street
Formerly Brun's Fashion Livery Stable	600 S. "D" Street
Formerly Reynolds Hardware & Plumbing Co.	566 S. "D" Street
Hook Brothers Store	505 S. "D" Street
Mission Inn Building	502 S. "D" Street
Southern Hotel	445 S. "D" Street
Lung Sing's Club House Café	SE Corner 4 th and "D" Street
Formerly Bank of Perris	400 S. "D" Street
Formerly Robertine Hotel and Boarding House	504 and 510 "C" Street
Holloway Home	230 W. 7 th Street
A.W. Hook Home	223 W. 7 th Street
Merritt/C Kirkpatrick Home	239 W. 7 th Street
W.A. Morrison Home	233 W. 4 th Street
E.E. Morrison Home	239 W. 4 th Street
Thompson Home	191 W. 7 th Street
J.F. Hook/Stewart Home	650 Park Avenue
Shelton/Mitchler/Stewart Home	496 W. 4 th Street
Formerly Stationmaster's Home	328 W. 5 th Street
Austin/Reese Home	306 W. 5 th Street
Boardman Home	270 W. 5 th Street
A.W. Metz/Homer Smith Home	400 S. "B" Street
C.R. Stewart Home	326 W. 4 th Street
T. Kirkpatrick Home	251 W. 4 th Street
Reynold's Home	246 W. 4 th Street
Railway/Pinacate Station	2201 S. "A" Street
Rock House	246 Lomita Drive
Blue and White Market	329 S. "D" Street
John Reynolds/Kingston Home	SE corner 4 th & Perris Blvd.
Harford/Sheldon/Stewart Home	240 W. 4 th Street
Hook and Oaks Building	7 th and "D" Street
Van Dodson Ford Dealership	234 South "D" Street
Site of the Old Perris Ice House	NW 2 nd & "D" Street



Building/Site	Location
<i>Continued from previous page</i>	
Russell J. Stewart Park	SW San Jacinto Ave & Perris Blvd.
Site of Evelyn Hall	319 South "D" Street
Masonic Lodge	321 South "D" Street
Open Air Market	325 South "D" Street
Dora Nelson African - American History Museum	316 E. Seventh Street
Site of Akin Homestead	147 East Fourth Street



Planning Area 7: Westside Residential

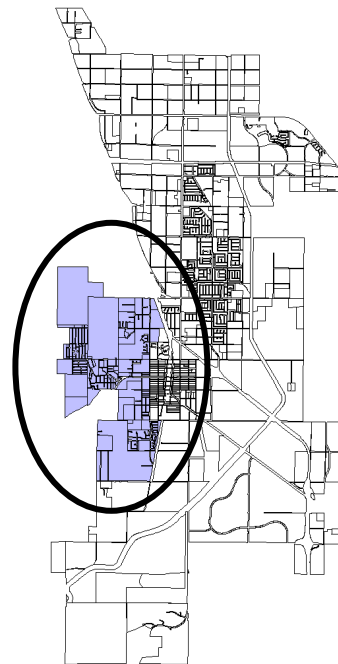
Planning Area 7 makes up 12.6% of the City’s land area and is bounded by Nuevo Road to the north, the City limits to the west, downtown to the east and Mapes Road to the south. Located on the western edge of the City, it is primarily a residential area. Planning Area 7 contains 28.3% of the city’s RR/A land use designation, 38.7% of the city’s R4 land use designation, and 19.6% of the city’s R7 land use designation. The AT&SF and future Metrolink rail lines run along the northeast corner of this Planning Area near the Civic Center. Highway 74 passes through the Planning Area, running east to west. The Sphere of Influence is adjacent to the entire western edge of this Planning Area.

The Perris Elementary School District and Perris Union High School District serve PA-7. There are five existing elementary

schools, the Rob Reiner Children and Families Development Center, and one middle school. The water district that serves this Planning Area is the Eastern Municipal Water District (EMWD).

There are 12 landowners each of whom own land in excess of 25 contiguous acres. Together, they own 836 acres, 36% of the Planning Area. There are 1,596 undeveloped acres comprising 573 parcels in Planning Area 7 (68%).

There are no active parks in Planning Area 7; however, a 346-acre portion of the Rimrock Nature Preserve is located in the northwestern corner of the Planning Area. Bellamo Lane, a 39-acre former landfill site, completes the open space in Planning Area 7.



	PA-7	
Acres		2,336
Population		6,033
Units		1,765
Commercial/ Industrial		
Building Area:		85,200
Flood Zone:		X and X500
Land Use		
<u>Designation</u>		<u>Acres</u>
RR/A		319
R4		836
R7		610
R14		28
CC		70
P		88
OS		385

Issues, Opportunities, & Constraints

Housing

The housing in this area is aging and in need of repair.



Parks/Bike Trails

There are no parks in this Planning Area to serve the residential population.

Vacant Land

There are 1,596 undeveloped acres among 573 parcels in Planning Area 7. There are 12 landowners that own land in excess of 25 acres. Together, they own 836 acres.

Redevelopment Areas

This Planning Area includes 676 acres in a Redevelopment Project Area (29% of the Planning Area).

Limited Retail

Only 3% of the Planning Area allows commercial uses. Residents must cross Interstate 215, go to the Downtown area, or go outside of the City to do their shopping.

Aging Infrastructure

The infrastructure in this area is aging and in need of repair.

Topography/Soils

This Planning Area has many large rock outcroppings. These conditions make development difficult and expensive. They also create challenges for drainage, grading, and constructing in-ground infrastructure, including underground utilities. The rock outcroppings are also considered significant, natural features to be protected and preserved.



Issues, Opportunities &
Constraints

**Planning Area 8: Perris Valley
Airport/ South Industrial**

The Perris Valley Airport anchors this Planning Area and is surrounded by industrial land use designations. Ellis Avenue and Interstate 215 border the Planning Area at the north, to the south and east is the San Jacinto River, and Ash Street is to the west. The BNSF rail line parallels Case Road through PA-8. The Planning Area represents approximately 7% of the City land area. Two specific plans set forth land use designations in this Planning Area: the Green Valley Specific Plan and the New Perris Specific Plan. The Perris Elementary and Union High School Districts serve PA-8. Both EMWD and the City’s water and sewer district provide water and sewer services.

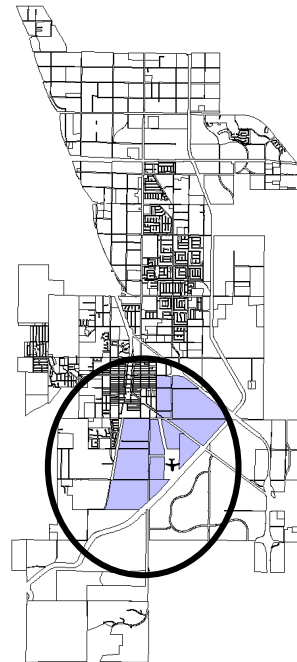
Maximizing City Revenues through
Land Use Planning

The Perris Valley Airport and related sky diving facilities are a popular attraction in the City. Off-site commercial entities can benefit by providing dining, lodging or other support services for visitors of the airport.

MSHCP

Roughly one-half of PA-8 falls within the MSHCP boundary, including the Perris Valley Airport and part of the New Perris Specific Plan. Fifty-eight acres of commercial land uses and thirty-three acres of industrial land uses are affected.

PA-8	
Acres	1,322
Population	32
Units	9
Commercial/ Industrial	
Building Area	648,496
Flood Zone	A, X and X500
Land Use	
<u>Designation</u>	<u>Acres</u>
CN	9
CC	55
LI	587
GI	504
P	160
OS	7





Specific Plan Areas

There are portions of the Green Valley and New Perris Specific Plans in Planning Area 8. Those portions of Green Valley are designated for industrial uses and total 107 acres. The portion of the New Perris Specific Plan that is in PA-8 is southwest of Interstate 215 and include 66 acres of land designated as commercial and 104 acres as industrial. Additional summary information from the New Perris and Green Valley Specific Plans can be found in the Background Reports for Planning Areas 5 and 9, respectfully.

Redevelopment Areas

This Planning Area contains land within two of the City's Redevelopment Project Areas.

Orange Empire Railway Museum - 2201 S. "A" Street

The museum is the West's largest operating railway museum. The Orange Empire Railway Museum is dedicated to the preservation, restoration and operation of historic large mainlines, interurban, and streetcar trains and trolleys. It has large collection of streetcars including cars from the San Diego Electric Railway, the Los Angeles Railway and the San Francisco Municipal Railway.



Planning Area 9: Southeast Commercial

Planning Area 9 is located at the southern end of the City astride the Interstate 215 corridor. It is bounded to the north by Ellis Road, to the east and south by the city limits, to the northwest by the San Jacinto River, and to the west by Goetz Road.

The BNSF rail line runs parallel to Case road in this Planning Area. This Planning Area is served by 2 elementary school districts. Romoland School District covers most of the Planning Area, with small areas within the Perris Elementary School District. Perris Union High School District also serves this Planning Area. There are

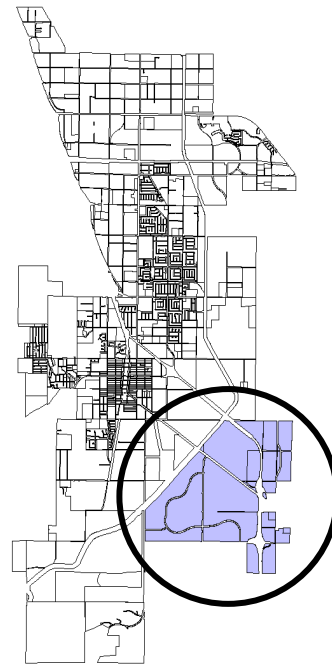
PA-9	
Acres	2,311
Population	7
Units	5
Commercial/ Industrial Building Area	42,000
Flood Zone	A, and X500
Land Use Designation	
	<u>Acres</u>
R7	364
R14	831
R22	50
CN	7
CC	374
BP	64
LI	25
P	5001
OS	98

no schools located within the Planning Area. EMWD provides sewer and water service to this Planning Area.

Two interchanges of I-215 provide access to this Planning Area, at Case Road and at

Ethanac. A third interchange is planned at Ellis Avenue. There are no parks in this Planning Area.

Nine land owners each own land in excess of 25 acres. This includes 1,536 acres divided into 121 parcels (66% of the Planning Area). There are 133 undeveloped parcels totaling 1,377 acres (60% of the Planning Area). A small piece of land in the City's Sphere of Influence, which is zoned Manufacturing by the County of Riverside, lies east of the I-215 and Ethanac Road interchange.



The Riverglen and Green Valley Specific Plans provide land use and development standards for the majority of this Planning Area. Public Land Use designations include a Metropolitan Water District water treatment facility. Community Commercial land use designations surround the Ethanac interchange on Interstate 215.

The Specific Plans include a mixture of business, commercial and residential uses that are compatible with existing land uses.



**Table LU-13: Planning Area 9
Specific Plans**

Riverglen	
R-5000	75 acres
R-6000	57 acres
R-10000	27 acres
Open Space	17 acres
Park	12 acres
School	12 acres
Community Center	2 acres
Trails	3 acres
Roads	22 acres
Total Residential Units	750
Total	227 acres
Green Valley*	
R-7200-8000	80 acres
R-6000-7200	85 acres
R-5500-7200	110 acres
R-5500-6000	457 acres
Parks	51 acres
Schools	24 acres
Commercial	73 acres
Business & Professional	43 acres
Industrial	41 acres
Open Space	98 acres
Total Residential Units	4210
Total	1129 acres

* Portions of Green Valley Specific Plan lie in PA8. The totals listed here reflect only those acres in PA9

**Issues, Opportunities, &
Constraints**

**Maximizing City Revenues through
Land Use Planning**

The large undeveloped commercial land surrounding the Ethanac interchange with I-215 provides an opportunity to increase revenues to the city.

Interstate 215 corridor

The Interstate 215 corridor affords opportunities for new retail and commercial development. Access and visibility along the corridor are often highly prized by developers and landowners.

Vacant Land

Vacant land in this Planning Area totals 1377 acres, over 50% of the land within the Planning Area. The MSCHP will limit the extent of development.

Parks and Bike Trails

There are neither existing parks nor open space for public use in this Planning Area. The San Jacinto River provides an opportunity to develop a bike trail along the river's edge. With implementation of the MSHCP, much of the land in this area may be redesignated as open space for the protection of wildlife habitat and corridors.

Redevelopment Area

Redevelopment Area 3 includes 174 acres of commercial property within this Planning Area.

MSHCP

The boundaries of the MSHCP Reserve area include 65 acres of the Riverglen Specific Plan area and EWMD property on the eastern side of Interstate 215. In addition, all of the Planning Area properties to the north of Watson Road are included in the MSHCP Criteria Area boundary.



Planning Area 10: South Residential

This Planning Area is characterized by low-density residential uses and open space. It is mostly undeveloped and will require significant infrastructure improvements. There are no police, fire or commercial services nearby. PA-10 represents approximately 17% of City land area. The San Jacinto River runs from the northeast toward the southwest corner of the Planning Area. Open space represents approximately 32% of the total acreage in PA 10. Within the open space areas are a portion of Kabian County Park, 184 acres comprised of the flood control setback along the San Jacinto River, and the Kabian utility easement.

PA-10	
Acres	3,194
Population	79
Dwelling Units	26
Commercial/ Industrial Building Area	0
Flood Zone	A, X and X500
Land Use	
<u>Designation</u>	<u>Acres</u>
RR/A	455
R4	279
R7	1,236
R14	32
CC	10
P	153
OS	1,029

The Perris Elementary and Perris Union High School Districts serve Planning Area 10, and a 19-acre school site is identified in the Riverwoods Specific Plan. The Eastern

Municipal Water District provides water and sewer service.

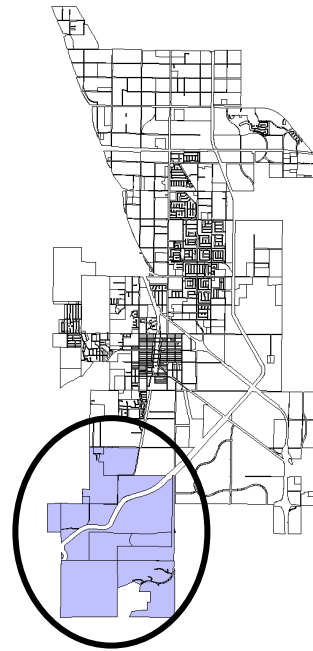
Issues, Opportunities, & Constraints

Vacant Land

A majority of the land in Planning Area 10 is vacant. The parcels that exceed 25 acres are all owned by a single entity.

Parks

There are no existing parks for active recreation in Planning Area 10. One 9-acre park is planned for the Riverwoods Specific Plan Area.



Infrastructure Development

The area lacks improved roads, sewers, and storm drains

MSHCP

The MSHCP affects a small portion of this Planning Area; however, the affected land is already within the San Jacinto River



floodway easement which effectively precludes most development there.

Specific Plan Areas

The Riverwoods Specific Plan provides development standards for a residential project with 750 units on a 221-acres. The Riverwoods Specific Plan includes 12.2 acres for a future school site, an 11.7 acre park, a 2 acre community center, 17 acres of hillside open space and a water supply tank on 1.4 acres. The residential designations are based on lot sizes that range from 5,500 to 7,200.

Table LU-14: Riverwoods Land Use Categories

Riverwood Specific Plan	
General Plan	Land Use Designations
Residential 4	R-7200
Residential 7	R-6000
Residential 7	R-5500

Table LU-15: Riverwoods Land Use Acreage

Riverwood Specific Plan	
Land Use Designations	Acreage
PA-1	64.9
PA-3	31.1
PA-5	28.0
PA-6	27.6
PA-2	32.2
Total	183.3

Redevelopment Agency Areas

Portions of Planning Area 10 contain land within the City’s Redevelopment Project Areas.

Sphere of Influence

The City’s Sphere of Influence abuts the western edge of the Planning Area. Current land use designations are residential; however, the area is generally undeveloped with the exception of scattered residential sites.



Infrastructure

Storm Drains

The backbone of the storm water drainage system is the Perris Valley Channel owned by the Riverside County Flood Control District. The Channel generally flows from the City of Moreno Valley through the east side of Perris before emptying into the San Jacinto River floodplain to the south. The Channel outfall into the San Jacinto River is located east of the I-215 Freeway north of Ellis Avenue in Perris. The Channel collects stormwater run-off from a series of east-west oriented, smaller drains and channels along its course through the City.

Smaller drains and channels flowing to the Perris Valley Channel are owned and maintained by the City of Perris or the Riverside County Flood Control District (Exhibit LU-2). The storm drainage system in Perris includes two detention basins that collect concentrated runoff flow from wider geographic areas. Outflow pipes from the basins restrict the rates of discharge into the Perris Valley Channel so that flooding along the Channel is minimized during severe storms.

The Perris Valley Channel is a “soft-bottom” (permeable, not paved) channel with sidewalls that are either earthen embankments or lined with “rip-rap” (large stones). Because of the relatively shallow depths of the Channel and the San Jacinto River into which it empties, and the generally flat terrain of the City, proposed stormwater channels shown on the Master Drainage Plan will not have sufficient slope for water to flow to the Perris Valley Channel. Deepening the Perris Valley Channel and the San Jacinto River are

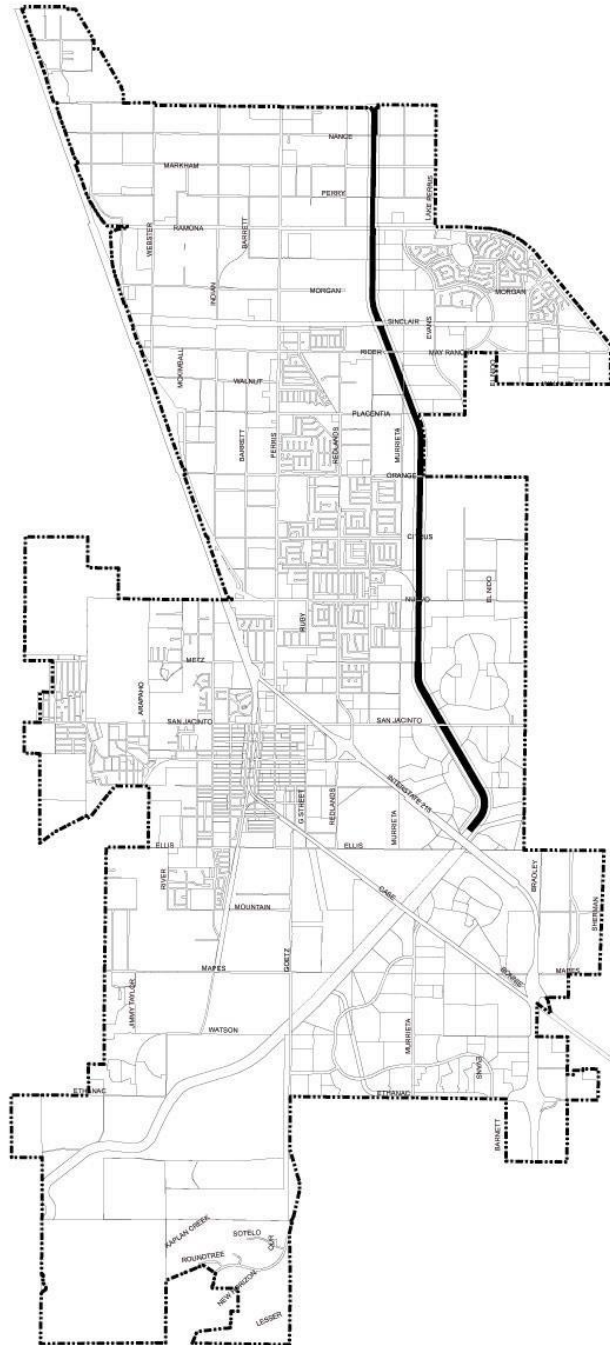
required for future stormwater channels to have sufficient slope.

Deepening of the San Jacinto River to accommodate construction of new stormwater channels requires approval of the Army Corps of Engineers, as the agency responsible for waters of the United States, and the California Department of Fish and Game as the agency responsible for wildlife and wildlife habitat along the riverbed. A Multi Species Habitat Conservation Plan (MSHCP) prepared by the County of Riverside in conjunction with eight western Riverside County cities, including Perris, is proposed as a means to resolve habitat issues and clear the way for deepening of the River channel. The MSHCP was approved by Riverside County in June 2003 and by the City of Perris in September 2003. Funding for the multi-million dollar program to deepen the Perris Valley Channel and San Jacinto River has not been identified. The resultant lack of channel capacity is a significant limitation to future development.



Currently, storm water detention basins sized to accommodate individual developments are generally required. Alternative, interim methods for handling stormwater runoff are required in the near term to accompany development on expanses of land throughout the Perris Valley.



Exhibit LU-2: Perris Valley Channel



Legend

-  Perris Valley Channel
-  City Boundary





Potable Water

The Eastern Municipal Water District (EMWD) provides and distributes potable water throughout all but a small portion of the City of Perris and its Sphere of Influence. The City of Perris Water District owns and maintains water lines in and around Downtown Perris in an area generally extending north to Nuevo Road, west to Arapahoe, south to Mountain Avenue, and east to Redlands Boulevard (Exhibit LU- 3). The Perris Water District buys all of its water from the EMWD that, in turn, delivers the water through five metered connections to the Perris Water system.

Imported water purchased from the Metropolitan Water District of Southern California (MWD) is and will continue to make up over 75% of the District's water supply. Of water imported by the District, 75% is from Northern California from the State Water Project, and 25% from the Colorado River via the Colorado River Aqueduct and Lake Perris. MWD potable water from the State Water Project water is piped into the EMWD system serving the northern section of Perris from the Mills Filtration plant north of the City. The Skinner Filtration Plant south of the City supplies water to the southern portion of Perris from both the California Water Project and the Colorado River Aqueduct. Both facilities are operated by MWD.

- ❖ Twenty-five percent (25%) of EMWD water is supplied by groundwater wells, most of which comes from EMWD wells in the Hemet and San Jacinto areas. Other EMWD wells are located in

the Moreno Valley, the Perris Valley, and Murrieta areas.

Eight (8) EMWD storage tanks contribute to the water supply for the City of Perris:

- ❖ Oleander Tanks I and II in northeastern Perris with capacities of 4 million gallons each;
- ❖ Citrus Tanks I and II at the east end of Citrus Avenue with capacities of 4 million and 7.2 million gallons respectively;
- ❖ Cajalco Tank on Cajalco Road west of Decker Road with capacity of 1.25 million gallons;
- ❖ Decker Tank west of Decker Road and Redwood Drive with a capacity of 8.4 million gallons;
- ❖ Ellis Tank at Ellis Avenue and Post Road with a capacity of 0.25 million gallons;
- ❖ Motte Tank on Metz Road east of Graham Street with a capacity of 0.5 million gallons.

Five (5) EMWD booster stations pump water throughout Perris:

- ❖ Harvill Booster at Harvill Avenue and "A" Street;
- ❖ Cajalco Road Booster at Morgan Street and the I-215 Freeway;
- ❖ Good Hope II Booster at Ellis Avenue and Thelma Street;
- ❖ Nuevo & Webster Booster at Nuevo Road and Webster Avenue;
- ❖ Murrieta Road Booster @ Murrieta Road and Ethanac Road.

EMWD constructed the Menifee Desalter to recover high total dissolved solids (TDS) groundwater for potable use. In addition to being a source of water, the desalter plays a part in managing the groundwater subbasins

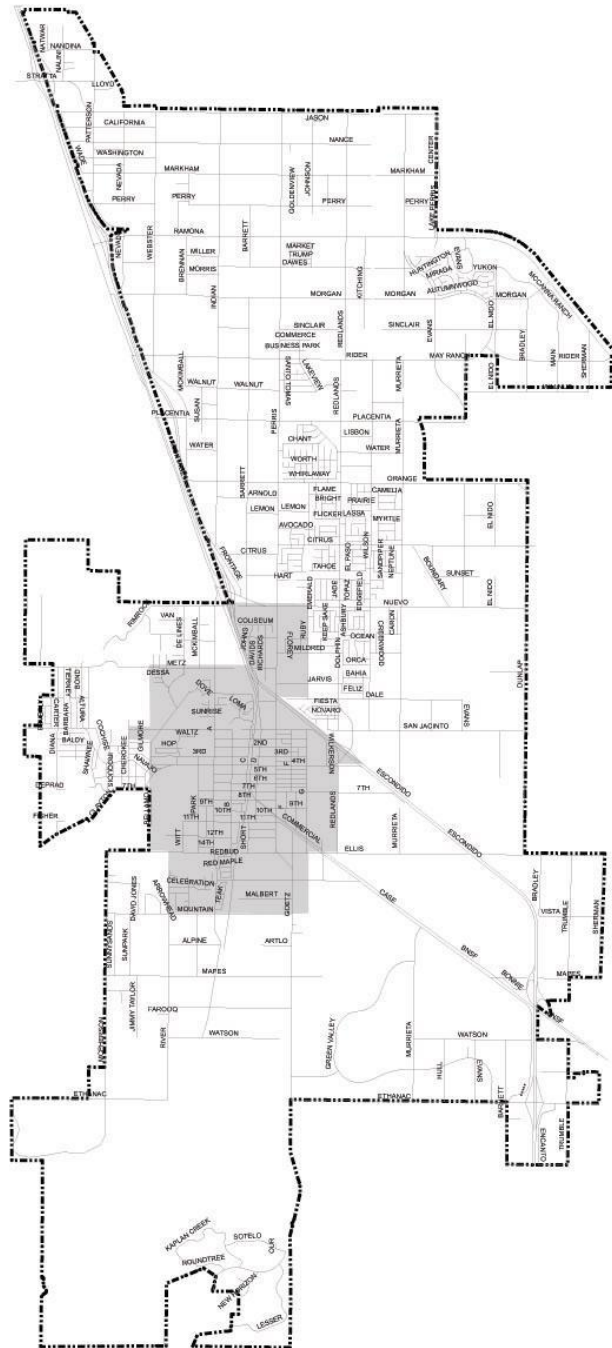


by addressing the migration of brackish groundwater into areas of good quality groundwater. Construction of a second desalter has begun next to the Menifee Desalter at the Sun City Regional Water Reclamation Facility. This desalter will expand the production of desalinated water from 3 to 7 million gallons per day. A third desalter is also in the design stage. Test wells are being drilled to help determine options and requirements for final design and construction of production facilities.

EMWD also has a microfiltration plant south of the Ramona Expressway. This plants treats raw water supplied from the Colorado River and provides potable water to its customers including those in Perris. Future plans call for the expansion of the existing plant and the addition of several other plans throughout EMWD's service area.



Exhibit LU-3: City of Perris Water District



Legend

- Perris Water District
- City Boundary





For planning purposes, projected water consumption is based on the following rates:

- ❖ Residential Low Density 200 gallons/day/person
- ❖ Residential Medium Density 180 gallons/day/person
- ❖ Residential High Density 120 gallons/day/person
- ❖ Residential Mobile Home 100 gallons/day/person
- ❖ Commercial/Industrial 2000 gallons/day/gross acre
- ❖ Institutional 3000 gallons/day/gross acre

Wastewater Facilities

The Eastern Municipal Water District (EMWD) owns and maintains the sanitary sewer system serving most of the City of Perris and its Sphere of Influence. The City of Perris Sewer District owns and maintains sanitary sewers in and around Downtown Perris in an area generally extending north to Nuevo Road, west to Arapahoe, south to Mountain Avenue, and east to Redlands Boulevard (See Exhibit LU-4).

The City of Perris Sewer District sewers discharge into EMWD trunk lines. EMWD trunk line sewers convey sewage from both EMWD and Perris Sewer District systems to the 300-acre Perris Valley Regional Water Reclamation Facility (PVRWRF) south of Case Road and west of the I-215 Freeway. Sewage is processed at the PVRWRF into biosolids, that may be used for soil enrichment, and into recycled water. In 2001, all of more than 25,000 acre feet of recycled water produced at the facility was consumed by CALPINE energy company, the San Jacinto Wildlife Area, agricultural irrigators, and

“municipal irrigators” for use in irrigation of golf courses, school athletic fields, and municipal parks.

Natural Gas

The Southern California Gas Company provides natural gas service to Perris via existing 6” gas mains in Perris Blvd., Morgan, Nuevo, Goetz Road (south of Watson), Ethanac, and Murrietta (north of Ethanac).

Estimated consumption rates for natural gas are based on average figures provided by the South Coast Air Quality Management District¹ (SCAQMD). Residential consumption is broken down into single and multi-family units. Single-family units consume, on average, 6,665 cubic feet of natural gas per unit per month while multi-family units consume 4,011.5 cubic feet per unit per month.

Commercial/office consumption rates average 24 cubic feet per square foot per year and retail consumption rates average 34.8 cubic feet per square foot per year.

¹ Table A9-12-A, Appendix 9, SCAQMD CEQA Air Quality Handbook, adopted April 1993. Consumption averages are based on The Gas Company’s average usage rates.



Electricity

Southern California Edison (SCE) provides electricity within the City of Perris. Based on data provided by SCE for the twelve months ending July 31, 2002, electricity consumption in kilowatt hours per year (kWh) within the City of Perris was as follows:

Residential	56,248,575 kWh/year
Commercial/Industrial	99,473,418 kWh/year
Agriculture/pumping	4,828,427 kWh/year
Street lighting	86,266 kWh/year
Traffic control	233,340 kWh/year
Total	160,870,026 kWh/year

For planning purposes, projected electricity consumption rates are those set forth by the Air Quality Management District as follow:

Residential	5,626.50 kWh/dwelling unit/year
Food Store	53.30 kWh/square feet/year
Restaurant	47.45 kWh/square feet/year
Hospital	21.70 kWh/square feet/year
Retail	13.55 kWh/square feet/year
High School	10.50 kWh/square feet/year
Elementary School	5.90 kWh/square feet/year
Office	12.90 kWh/square feet/year
Hotel/Motel	9.95 kWh/square feet/year

Warehouse	4.35 kWh/square feet/year
Miscellaneous	10.50 kWh/square feet/year

Solid Waste

Solid waste collection service in the City of Perris is provided by CR&R Disposal. Waste is transported to Perris Materials Recovery Facility at 1706 Goetz Road where recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid wastes are transported to either the El Sobrante Landfill on Dawson Canyon Road in Corona or to the Badlands Landfill on Ironwood Avenue in Moreno Valley.

In the most recent year reported by the State of California (2000), solid waste generated in the City and disposed in landfills totaled 44,460 tons. Of this, 14,227 tons were generated from residential uses and the remaining 30,233 tons were generated by commercial and industrial uses. Waste generated in Perris during the same year and destined for recycling (diversion) totaled 38,298 tons.

It is estimated that residents in Perris produce an average of 2.2 pounds of waste day. Non-residential land uses are estimated to generate an average 19 pounds of waste per employee per day.



Cable Television

Adelphia offers television cable subscription services to residential customers in the City of Perris. As of November 2002, of the 11,317 homes for which service is available, residents of 6,530 of those dwellings subscribed to Adelphia cable services. Services offered include radio from the DMX digital music network and television programming for basic, expanded, and premium channels line-ups in traditional and digital formats.



Flood Zone Overview

The National Flood Insurance Program is a Federal Program organized through the Federal Emergency Management Agency (FEMA) enabling property owners in participating communities, such as the City of Perris, to purchase insurance protection against property losses from flooding. Participation in the National Flood Insurance Program is based on an agreement by the local community to adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in Special Flood Hazard Areas in exchange for the Federal Government making flood insurance available within the community.

The degree of risk from flooding is indicated on Flood Insurance Rate Maps prepared by FEMA for the City of Perris. The City contains flood zones X, X500, AE and A (Exhibit LU-5 - Exhibit LU-14). The description of risk associated with each flood zone follows.

- ❖ **Zone X** is the flood insurance rate zone that corresponds to areas outside the 100-year coastal floodplains, areas of 100-year sheet flow flooding where average depths are less than 1 foot, areas of 100-year stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 100-year flood by levees. Flood insurance purchase requirements do not apply to development in this zone.
- ❖ **Zone X500** is the flood insurance rate zone that corresponds to areas outside the 500-year floodplains that are determined in the Flood Insurance Study. Flood insurance

purchase requirements do not apply in this zone for any development.

- ❖ **Zone AE** is the flood insurance rate zone that corresponds to the areas of 100-year floodplains that are determined in the Flood Insurance Study by detailed methods. Mandatory flood insurance purchase requirements apply for any development in this zone.
- ❖ **Zone A** is the flood insurance rate zone that corresponds to the 100-year floodplains that are determined in the Flood Insurance Study by approximate methods. Mandatory flood insurance purchase requirements apply for any development in this zone.

In order to promote the public health, safety and general welfare, and to minimize public and private losses due to flood conditions in specific areas, a development permit must be obtained from the floodplain administrator before construction or development begins within an area of special flood hazards. In addition, provisions or development constraints have been designed and are required in all areas of special flood hazards. Examples of these include:

- ❖ All manufactured homes, new construction and substantial improvements shall be anchored to prevent flotation, collapse or lateral movement of the structures.
- ❖ All development shall be constructed with materials and utility equipment resistant to flood damage and with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within components during flooding.



Exhibit LU-5: Planning Area 1 Flood Zones



Source: FEMA Flood Insurance Rate Map, July 1992

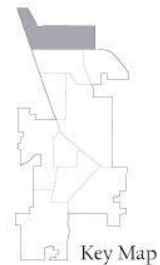
Not to Scale

Legend

- Special Flood Hazard Areas Inundated by 100- Year Flood
- 500-Year flood area
- Other Areas
- City Boundary
- Planning Area

Zones

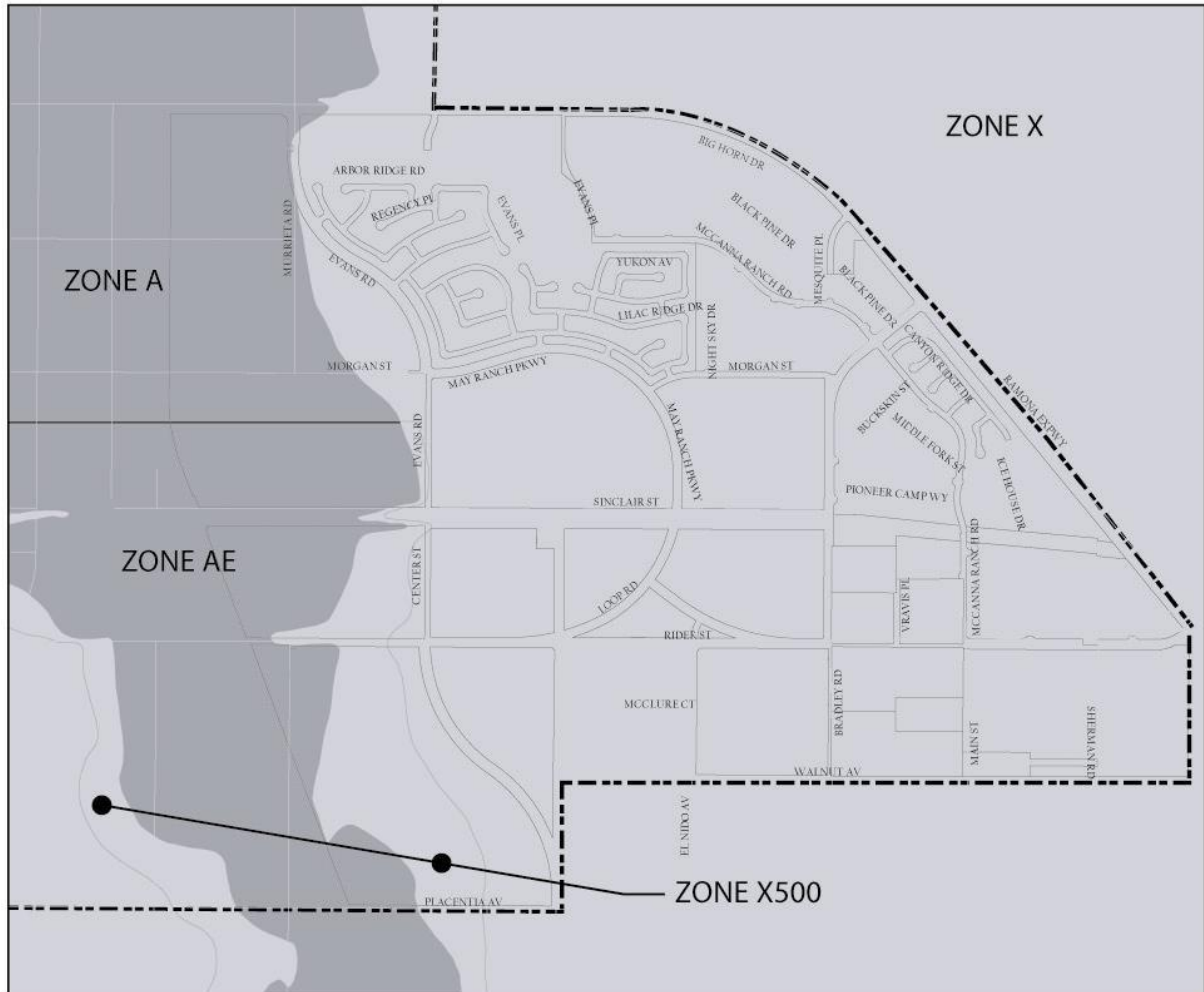
- Zone A: No base flood elevation determined.
- Zone AE: Base flood elevation determined
- Zone X: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood area.
- Zone X500: Areas Determined to be outside 500-year flood plan



Key Map



Exhibit LU-6: Planning Area 2 Flood Zones



Source: FEMA Flood Insurance Rate Map, July 1992

Not to Scale

Legend

- Special Flood Hazard Areas Inundated by 100- Year Flood
- 500-Year flood area
- Other Areas
- City Boundary
- Planning Area

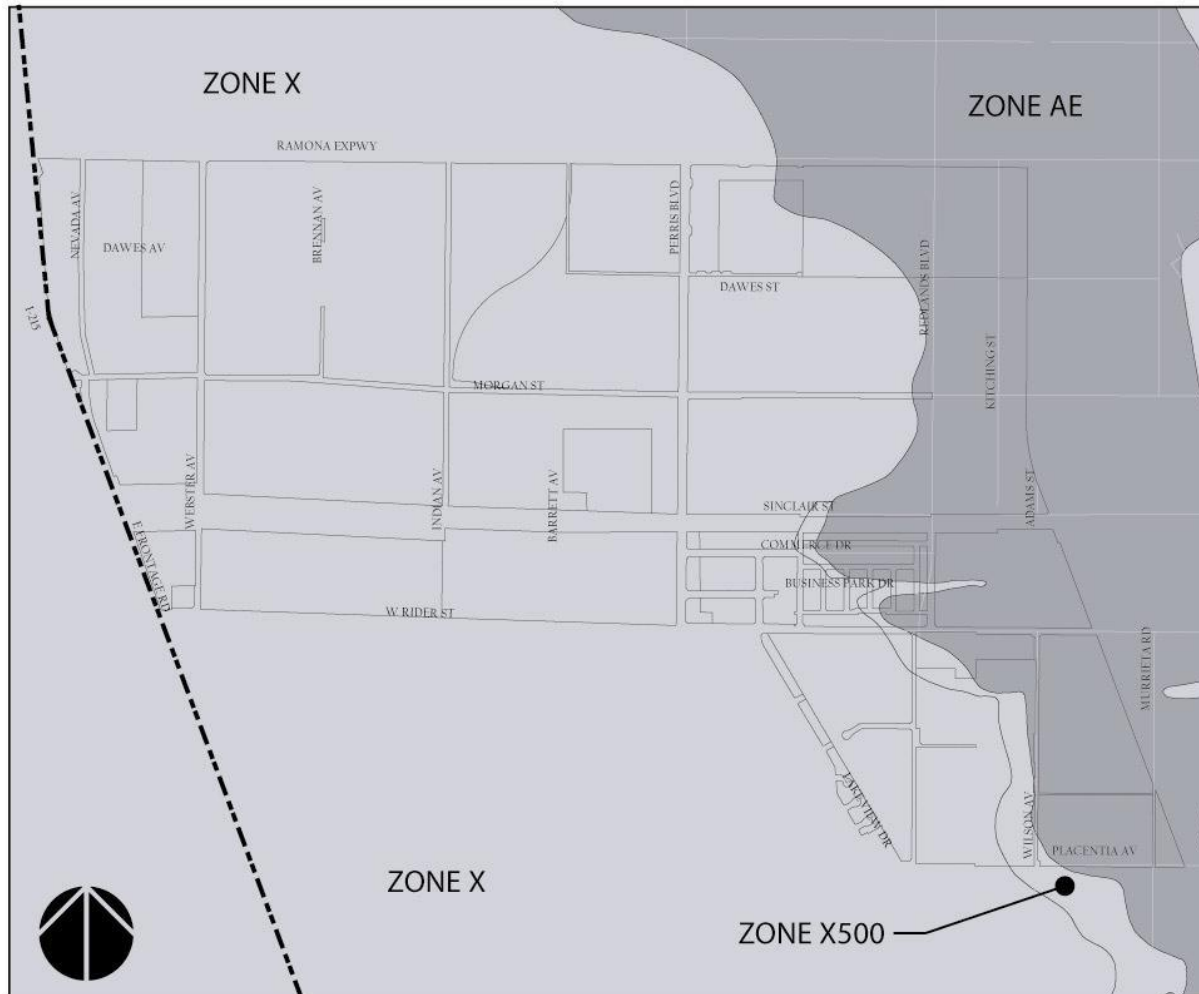
Zones

- Zone A: No base flood elevation determined.
- Zone AE: Base flood elevation determined
- Zone X: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood area.
- Zone X500: Areas Determined to be outside 500-year flood plan





Exhibit LU-7: Planning Area 3 Flood Zones



Source: FEMA Flood Insurance Rate Map, July 1992

Not to Scale

Legend

- Special Flood Hazard Areas Inudated by 100- Year Flood
- 500-Year flood area
- Other Areas
- City Boundary
- Planning Area

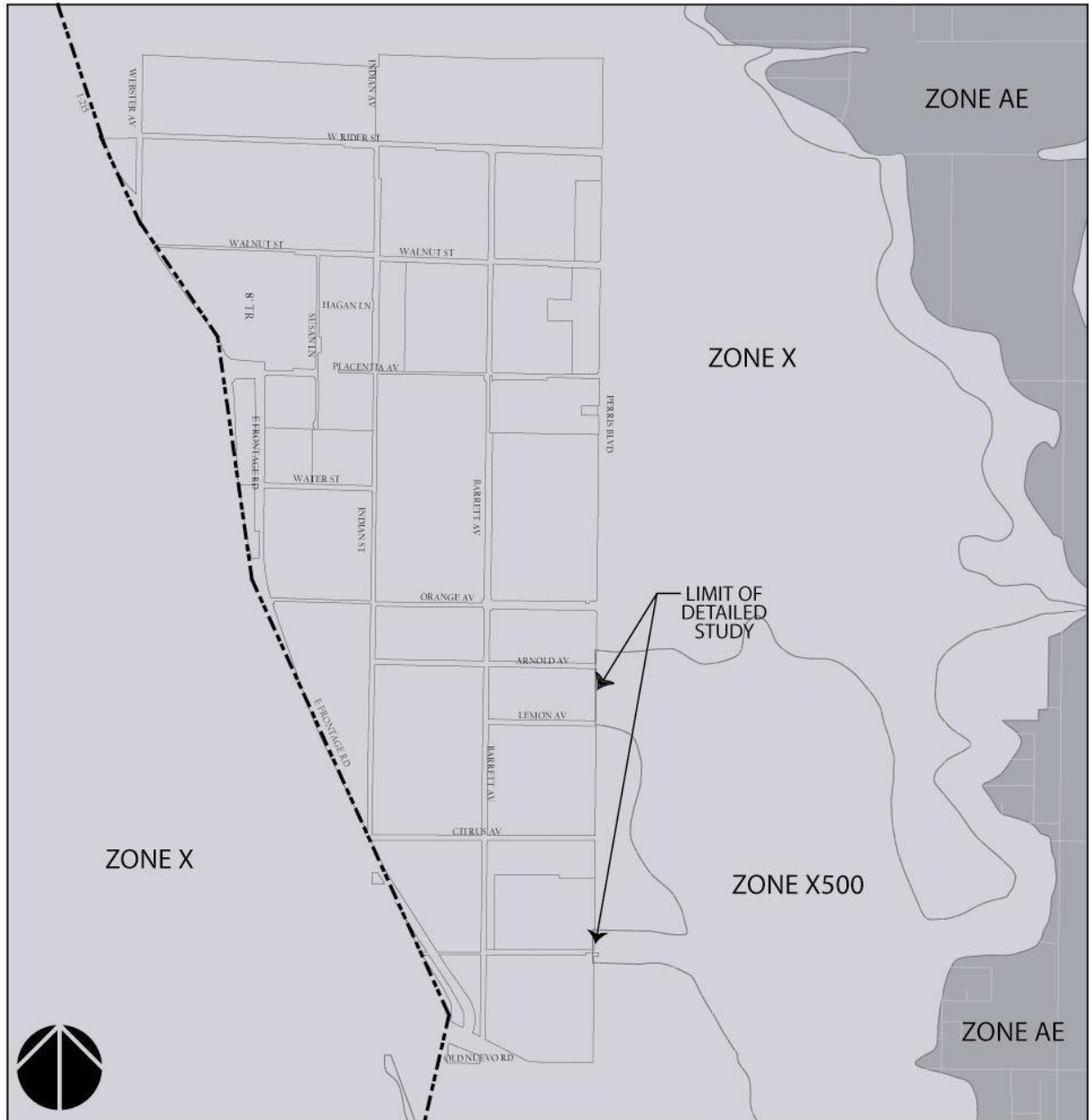
Zones

- Zone A: No base flood elevation determined.
- Zone AE: Base flood elevation determined
- Zone X: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less that 1 square mile; and areas protected by levees from 100-year flood area.
- Zone X500: Areas Determined to be outside 500-year flood plan





Exhibit LU-8: Planning Area 4 Flood Zones



Source: FEMA Flood Insurance Rate Map, July 1992

Not to Scale

Legend

- Special Flood Hazard Areas Inundated by 100- Year Flood
- 500-Year flood area
- Other Areas
- City Boundary
- Planning Area

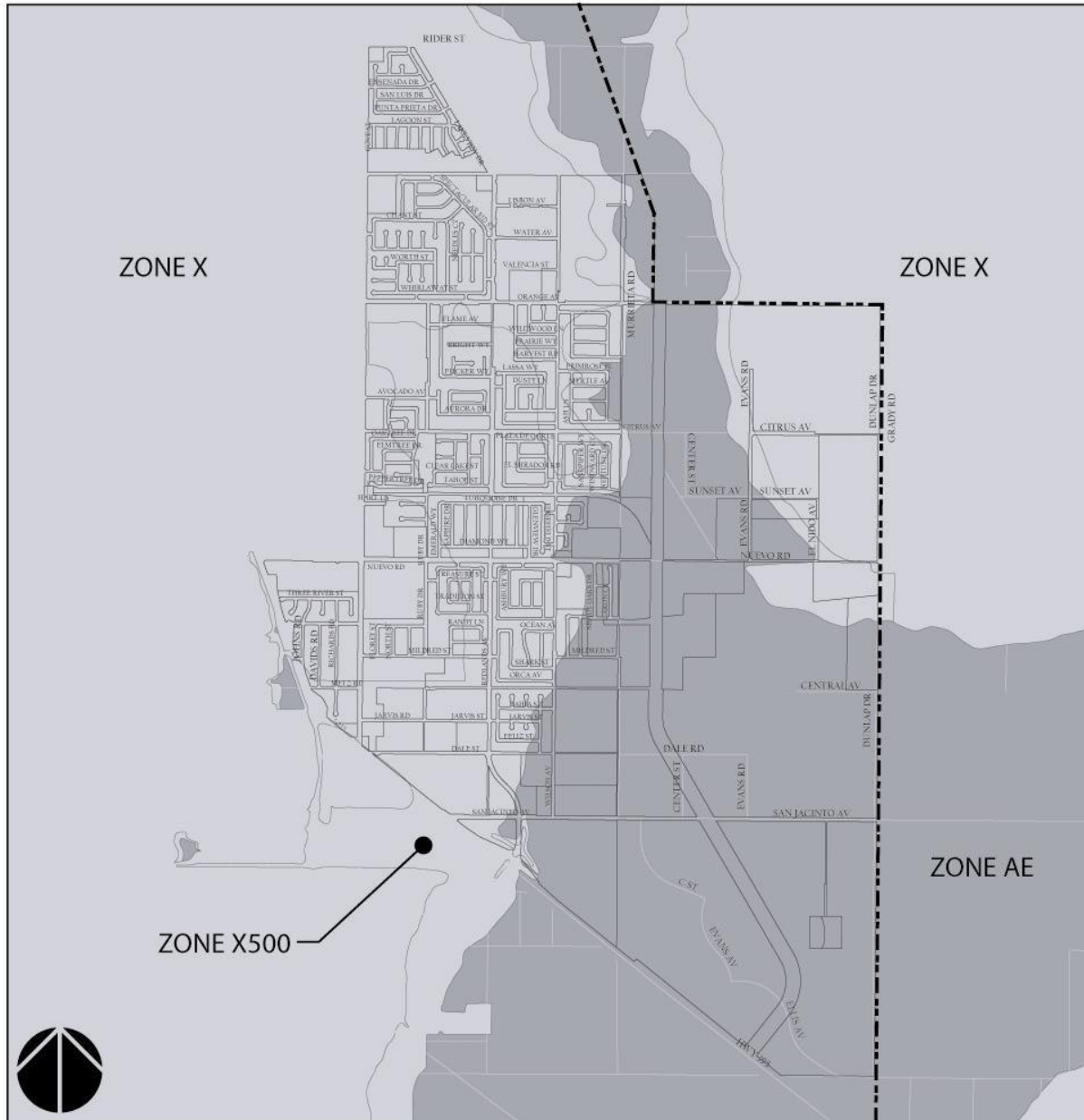
Zones

- Zone A: No base flood elevation determined.
- Zone AE: Base flood elevation determined
- Zone X: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood area.
- Zone X500: Areas Determined to be outside 500-year flood plan





Exhibit LU-9: Planning Area 5 Flood Zones



Source: FEMA Flood Insurance Rate Map, July 1992

Legend

- Special Flood Hazard Areas Inundated by 100- Year Flood
- 500-Year flood area
- Other Areas
- City Boundary
- Planning Area

Zones

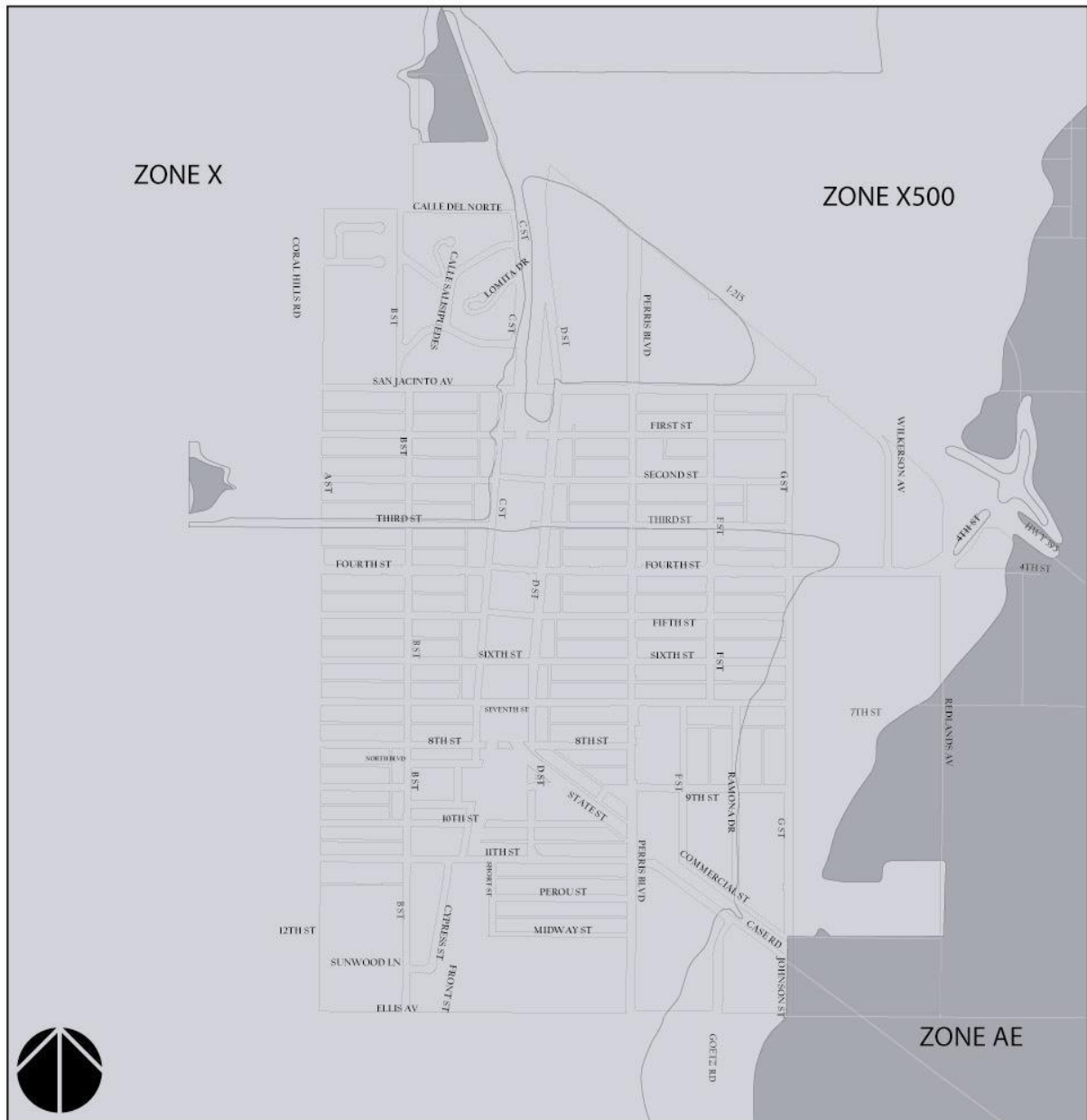
- Zone A: No base flood elevation determined.
- Zone AE: Base flood elevation determined
- Zone X: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood area.
- Zone X500: Areas Determined to be outside 500-year flood plan

Not to Scale





Exhibit LU-10: Planning Area 6 Flood Zones



Source: FEMA Flood Insurance Rate Map, July 1992

Legend

- Special Flood Hazard Areas Inundated by 100- Year Flood
- 500-Year flood area
- Other Areas
- City Boundary
- Planning Area

Zones

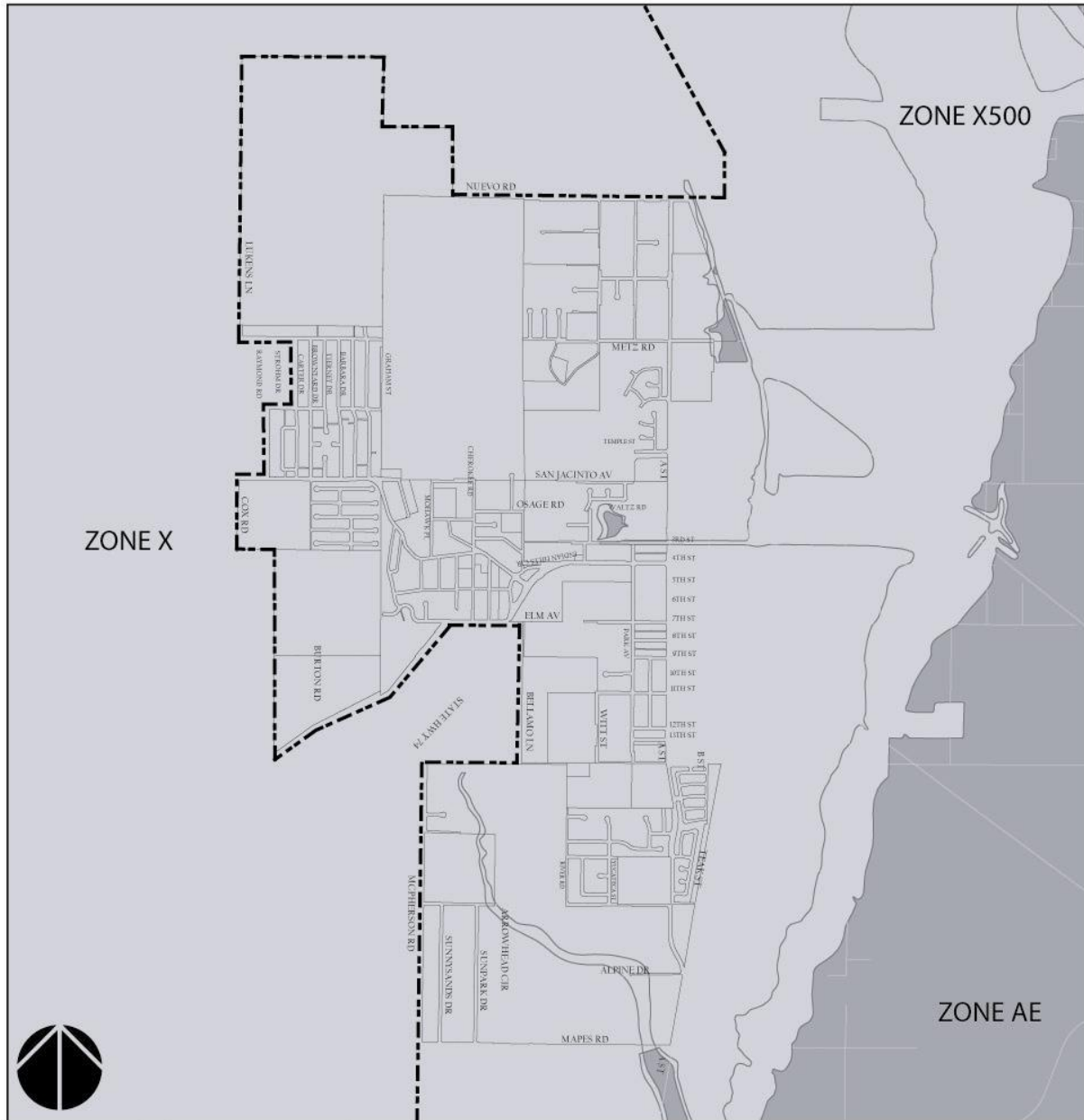
- Zone A: No base flood elevation determined.
- Zone AE: Base flood elevation determined
- Zone X: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood area.
- Zone X500: Areas Determined to be outside 500-year flood plan

Not to Scale





Exhibit LU-11: Planning Area 7 Flood Zones



Source: FEMA Flood Insurance Rate Map, July 1992

Not to Scale

Legend	Zones
Special Flood Hazard Areas Inundated by 100- Year Flood	Zone A: No base flood elevation determined.
500-Year flood area	Zone AE: Base flood elevation determined
Other Areas	Zone X: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood area.
City Boundary	Zone X500: Areas Determined to be outside 500-year flood plan
Planning Area	

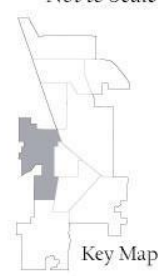




Exhibit LU-12: Planning Area 8 Flood Zones



Source: FEMA Flood Insurance Rate Map, July 1992

Legend

- Special Flood Hazard Areas Inundated by 100- Year Flood
- 500-Year flood area
- Other Areas
- City Boundary
- Planning Area

Zones

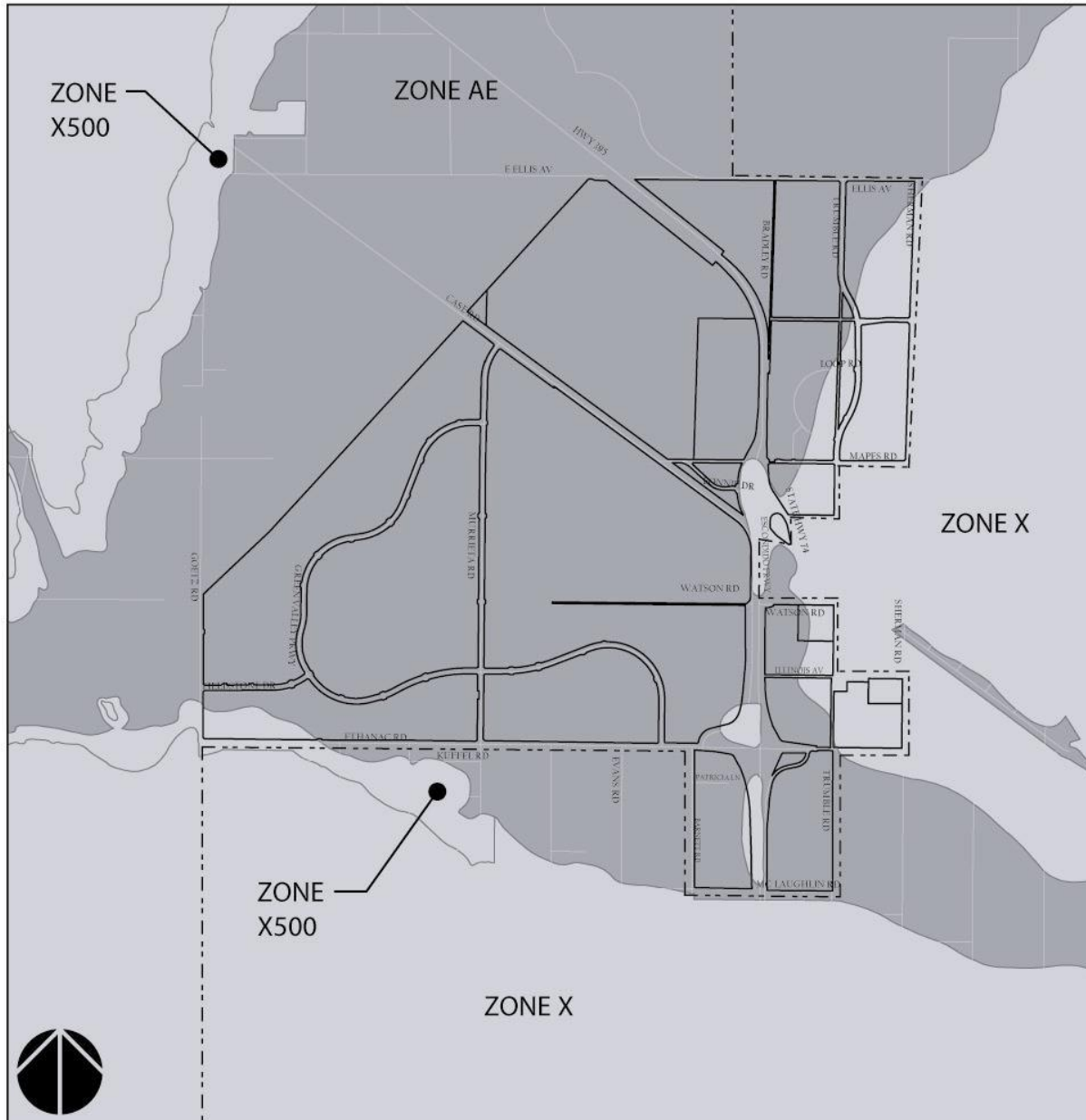
- Zone A: No base flood elevation determined.
- Zone AE: Base flood elevation determined
- Zone X: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood area.
- Zone X500: Areas Determined to be outside 500-year flood plan

Not to Scale





Exhibit LU-13: Planning Area 9 Flood Zones



Source: FEMA Flood Insurance Rate Map, July 1992

Not to Scale

Legend

- Special Flood Hazard Areas Inundated by 100- Year Flood
- 500-Year flood area
- Other Areas
- City Boundary
- Planning Area

Zones

- Zone A: No base flood elevation determined.
- Zone AE: Base flood elevation determined
- Zone X: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood area.
- Zone X500: Areas Determined to be outside 500-year flood plan





Planning Area 4

Schools

The City of Perris is served by five (5) school districts: the Val Verde Unified School District (VVUSD), the Perris Union High School District (PUHSD), the Perris Elementary School District (PESD), the Romoland School District (RSD), and the Menifee Union School District (MUSD).

Existing schools and future school sites are shown on the map in exhibit LU-15.

Existing School(s):

Val Verde High School, 9-12 Continuation
2935 Indian Avenue, Perris
Val Verde Unified School District
Current Capacity: 324
Current Enrollment: 481

Val Verde Elementary K-6
2656 Indian Ave., Perris
Val Verde Unified School District
Current Capacity: 1,024
Current Enrollment: 1,084

Planning Area 2

Future Schools:

Avalon Elementary
Northeast corner of Rider Street and
Bradley
Val Verde Unified School District

May Ranch Elementary
West/Southwest of May Ranch
Val Verde Unified School District

Planning Area 3

Existing School(s):

New Val Verde High School
Adjacent to the existing Val Verde School
District Offices at
975 W. Morgan Street
Val Verde Unified School District

Planning Area 5

Existing School(s):

Perris High School 9-12
175 E. Nuevo Road, Perris
Perris Union High School District
Current Capacity: 2,268
Current Enrollment: 5,163

Palms Elementary School K-5
255 East Jarvis Street, Perris
Perris Elementary School District
Current Capacity: 878
Current Enrollment: 878

Future School(s):

Southeast corner Mildred and Murrieta
2 sites-Parkwest Specific Plan
Perris Elementary School District

Elementary School
North of Orange between Redlands and
Wilson
Val Verde Unified School District

High School
North of Citrus between Dunlap and Evans
Val Verde Unified School District



Planning Area 6

Existing School(s):

Perris Lake High School, 9-12 Continuation
418 W. Ellis Avenue, Perris
Perris Union High School District
Current Capacity: 252
Current Enrollment: 408

Perris Elementary School K-5
5000 South A Street, Perris
Perris Elementary School District
Current Capacity: 757
Current Enrollment: 757

Future School(s):

Northwest corner Alpine and A Streets
Perris Elementary School District

Planning Area 7

Existing School(s):

Pinacate Middle School 7-8
1990 S. A Street, Perris
Perris Union High School District
Current Capacity: 513
Current Enrollment: 1,405

A Street Elementary K-6
755 North A Street, Perris
Perris Elementary School District
Current Capacity: 922
Current Enrollment: 922

Enchanted Hills School K-5
1357 Mt. Baldy Street, Perris
Perris Elementary School District
Current Capacity: 577
Current Enrollment: 577

Nan Sanders Elementary School K-5
1461 North A Street, Perris
Perris Elementary School District
Current Capacity: 851
Current Enrollment: 851

Park Avenue Elementary School K-5
445 South Park Avenue, Perris
Perris Elementary School District
Current Capacity: 611
Current Enrollment: 611

Planning Area 9

Future School(s):

3 sites, Green Valley Specific Plan
Romoland School District

Planning Area 10

Future School(s):

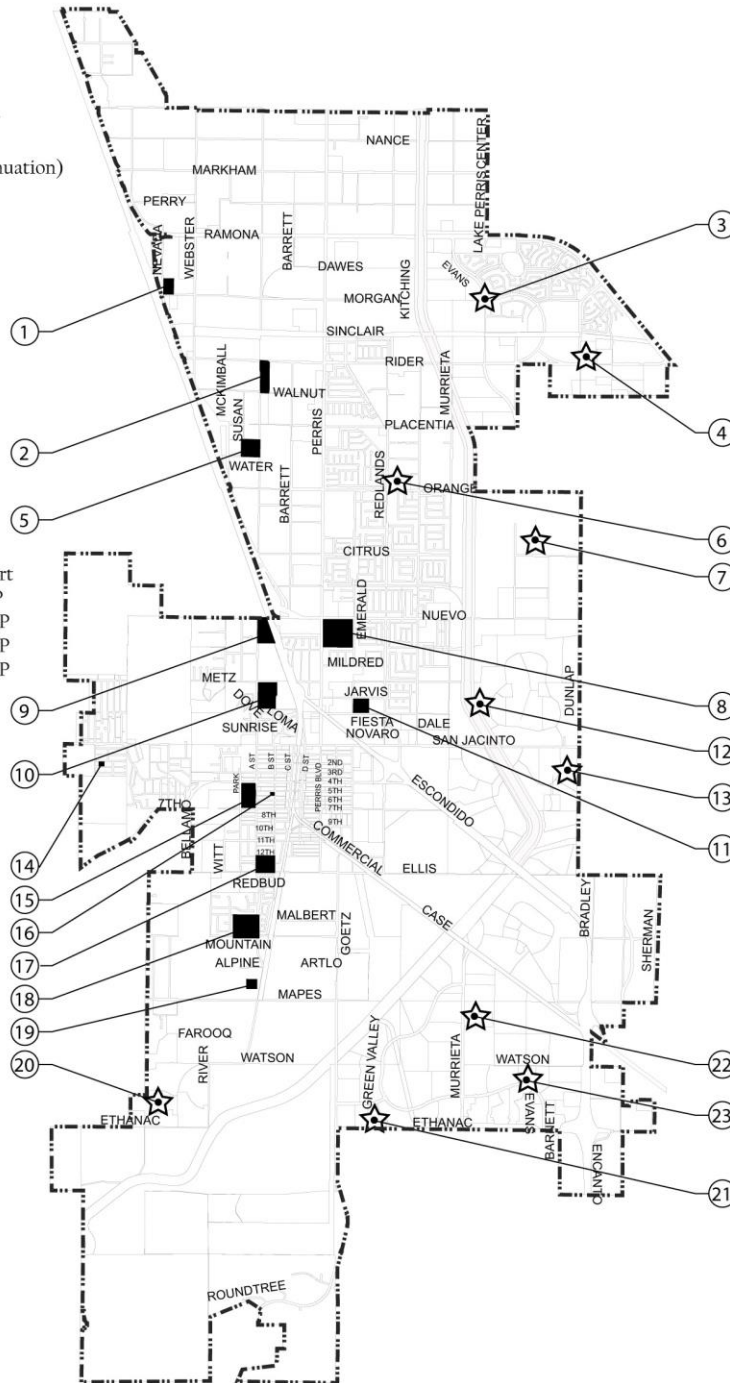
1 site, Riverwoods Specific Plan



Exhibit LU-15: Existing and Future Schools

Schools

1. Val Verde High School
2. Val Verde Elementary
3. Future May Ranch Elementary
4. Future Avalon Elementary
5. Val Verde High School (Continuation)
6. Future Triple Crown Elementary
7. Future Southeast High School
8. Perris High School
9. Nan Sanders Elementary
10. A Street Elementary
11. Palms Elementary
12. Future Elementary School - Parkwest SP
13. Future Elementary School - Parkwest SP
14. Enchanted Hills Elementary
15. Park Avenue Elementary
16. Perris Elementary
17. Perris Lake High School
18. Pinacate Middle School
19. Rob Reiner Preschool/Headstart
20. Future School - Riverwoods SP
21. Future School - Green Valley SP
22. Future School - Green Valley SP
23. Future School - Green Valley SP



Legend

- Existing schools
- Future Schools
- City Boundary



Issues, Opportunities, and Constraints

Issues, Opportunities, and Constraints is a synthesis of the input provided by those who live and work in Perris and participated in the General Plan process. It is from this synthesis of perceptions and ideas from the community that the Objectives for the future-oriented *Strategy for Action* were derived.

Issue #1: Increasing City Revenues through Land Planning

The need to increase municipal revenues is an important issue for the City. Sales tax revenues are a significant part of the City’s budget and can be affected by land use decisions. The City receives a portion of the sales tax on merchandise sold in Perris. For this reason, retail outlets and particularly automobile dealerships, home improvement centers, and major appliance and electronics stores are often preferred over residential uses that generate relatively little revenue to the City. Land use decisions often reflect this fact.

Opportunities

- ❖ The distribution and location of land use designations may expand the variety of goods and services for residents while expanding sales tax revenue to the City
- ❖ Property frontages along Interstate 215 and freeway on and off ramps in the City provide visibility for businesses and enable easy access

Constraints

- ❖ The image of Perris may be a hindrance to new business attraction

Issue #2: Downtown Revitalization

Downtown Perris has historical significance and is an asset to the City. The City has invested in revitalization of the downtown area including preparation of a Specific Plan and infrastructure improvements.

Opportunities

- ❖ Implementation of the Downtown Specific Plan including related infrastructure improvements will improve the appearance of Downtown
- ❖ A Metrolink Station is planned for the old Perris Depot area, providing a new spur to Riverside, Los Angeles and Orange Counties, and expanding commuting options for residents of Perris
- ❖ New development Downtown will increase retail opportunities, and consequently increase sales tax revenues to the City
- ❖ The Downtown Specific Plan includes a strategy for rehabilitating existing housing

Constraints

- ❖ Downtown Perris is characterized by deteriorated buildings and empty lots
- ❖ The City does not have sufficient revenues to complete Downtown revitalization
- ❖ Perris has an image problem that may make it difficult to attract



businesses typically associated with upscale, historic downtown areas

Issue #3: Multiple Species Habitat Conservation Plan (MSHCP)

The City of Perris is within the boundaries of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is a criteria-driven, multi-jurisdictional 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 approximately 347,000 acres of existing public/quasi-Public lands and 153,000 acres of existing private land in a 1.26 million-acre MSHCP area. The City of Perris contains 1,300 acres of land within the MSHCP area.

Opportunities

- ❖ The MSHCP may facilitate regulatory approvals for deepening the Perris Valley Channel and the San Jacinto riverbed to accommodate construction of needed storm drains

Constraints

- ❖ The MSHCP will reduce the land area available for commercial, retail, or residential development
- ❖ Construction of proposed on- and off-ramps at I-215 has been delayed because of potential impacts on wildlife habitat areas

Issue #4: Housing

Residential areas in Perris have been characterized as too many homes on small

lots, many of which are in need of repair. An increase in minimum lot size is perceived as a means to promote development of larger, more expensive houses within the City.

Opportunities

- ❖ Extensive tracts of undeveloped land are available and will accommodate larger minimum lot sizes for more upscale, move-up housing opportunities for current Perris residents
- ❖ A larger minimum residential lot size may allow expanded outdoor recreation opportunities on residential home sites and eliminate the need for maintenance-intensive “pocket” parks

Constraints

- ❖ Existing housing in need of rehabilitation may discourage new development on nearby tracts of land.
- ❖ New affordable housing consistent with the Regional Housing Needs Assessment may conflict with efforts to promote upscale housing
- ❖ New housing does not generate sufficient revenues to pay for increased demands for municipal services including police and fire protection and maintenance of roads and public facilities

Issue #5: Parks/Bike Trails

The City would like to increase the number and quality of its parks and trails. There are not enough parks to satisfy the demands of user groups and the community at large. A complete trail system throughout the City that connects to other Countywide or regional trail



systems is desired (please refer to Exhibit CE-14 in the Circulation Element).

Opportunities

- ❖ A large, centrally-located ballpark would attract regional tournament play and increase revenues to the City
- ❖ Joint City-school district use of new school facilities can reduce the need for municipally-owned sports playing fields
- ❖ Participation in public/private partnerships such as the “Field of Dreams” may be a means to providing recreation venues
- ❖ A larger minimum residential lot size may allow expanded outdoor recreation opportunities and eliminate the need for maintenance-intensive “pocket” parks

Constraints

- ❖ Existing parks are in need of rehabilitation and upgrading
- ❖ City impact fees levied on new residential construction do not fully fund acquisition and development of new parks
- ❖ Extensive “open space” areas indicated for passive recreational uses such as Edison easements, the aqueduct and smaller, one-acre pocket parks do not afford appropriate recreation opportunities for residents

Issue #6: Vacant Land

Significant tracts of land in the City are vacant and/or undeveloped.

Opportunities

- ❖ The extent of vacant and undeveloped land is an opportunity for the City of Perris to evolve as a balanced community including options for both living and working in the City
- ❖ Available vacant land accessible to rail, highways, and air transport will allow development of light industry and commerce centers accompanied by new jobs
- ❖ The March Global Port may create a demand for buildings to accommodate businesses dependent upon air cargo transportation
- ❖ An expanding labor pool accompanying new residential development may promote new business development and expansion

Constraints

- ❖ Infrastructure is lacking in the undeveloped areas, and urbanized clusters are dispersed over a wide area
- ❖ Existing development may not be adequately served by infrastructure characterized by deteriorated roadways, inadequate storm drain capacity, and limited public safety facilities

Issue #7: Infrastructure and Service Delivery

Significant segments of the City’s roadways are in need of substantial repair or reconstruction. Newer developments in outlying areas of the City are not joined with existing urbanized areas by improved roadways. Deteriorated roadways increase timely response by emergency services personnel. Impact fees on new



development do not fully fund parkland acquisition and development or pay for improving and expanding existing infrastructure. Significant land areas will be needed for detention basins to compensate for lack of adequate regional storm drain capacity and to meet more stringent storm water pollution reduction standards.

Opportunities

- ❖ The pattern and timing of future development cannot be allowed to outpace construction of infrastructure or the City's ability to provide essential services
- ❖ The City may update the existing development impact fee structure to ensure that future development fully funds needed infrastructure

Constraints

- ❖ New development may be burdened and delayed by increased development impact fees for parks, fire stations, police stations, and storm drain facilities.
- ❖ Current levels of municipal revenues do not provide for adequate maintenance, repair, and upgrade of existing infrastructure



Land Use Plan

The Land Use Plan broadly describes the types of land uses and intensity of physical development that will be accommodated in the City of Perris through the year 2030. Land uses are organized and defined in this part of the Land Use Element according to permitted intensity of physical development and types of uses appropriate on a given property. The Land Use Map assigns a land use classification to each property in the City. Together, the Land Use Plan and Land Use Map establish the desired pattern of development for the City of Perris.

Decisions about future development reflected in the Land Use Plan and Land Use Map were guided by Objectives formulated for the Policy Document of the Land Use Element. The Objectives reflect input from those who live and work in the City of Perris about the kinds of development that will be accepted as positive change.

Land Use Types

Physical development in the City of Perris is classified according to land use type such as residential, commercial, or industrial. Each land use classification, or designation, is defined below in terms of permissible uses and intensity of physical development. The use and intensity classifications are the basis for permitted uses. Minimum and maximum development standards are described in greater detail and implemented through the Zoning Ordinance. Intensity and density standards are also the basis for minimum lot size and lot street frontage requirements of the Subdivision Ordinance.

“Residential” land use designations include as principal uses all dwelling units equipped for independent living i.e. kitchen, bathroom, and sleeping quarters. The residential land use designations in the General Plan are as follows:

- ❖ **R-20,000 Single-Family Residential, 20,000 sq ft lot** is 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 at densities of up to 2 units per acre.
- ❖ **R-10,000 Single-Family Residential, 10,000 sq ft lot** is comprised of low-density, single family dwellings at densities of up to 4 dwelling units per acre.
- ❖ **R-8,400 Single-Family Residential, 8,400 sq ft lot** allows for low-density, single-family dwellings at densities up to 5 units per acre.
- ❖ **R-7,200 Single-Family Residential, 7,200 sq ft lot** allows for low-density, single-family dwellings at densities up to 6 units per acre.
- ❖ **R-6,000 Single-Family Residential, 6,000 sq ft lot** allows for low-density, single-family dwellings at densities up to 7 units per acre. Note: Mobilehome subdivisions (zoning classification R5) will also be allowed within this Land Use category. Minimum lot size is consistent with those for SFR 6, which will not increase intensity or density in these areas. By allowing Mobilehome subdivisions within this Land Use category, this City can provide opportunities for affordable housing.



- ❖ **MFR-14 Multiple-Family Residential** is comprised of medium-density, multiple-family residential units. This land use designation allows for a density of up to 14 dwelling units per acre.
- ❖ **MFR-22 Multiple-Family Residential** includes high-density, multiple-family dwellings at densities of up to 22 units per acre.

“Commercial” land use categories cover a broad range of non-residential, non-industrial uses. The commercial land use designations in the General Plan are as follows:

- ❖ **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, all professional office oriented uses allowed in Professional Office land use designation, and all residential uses as described within the MFR-14 land use category. All residential uses are limited to the second floor unless otherwise designated by the Community Development Director.
- ❖ **Neighborhood Commercial** accommodates uses including but not limited to business offices, clothing stores, food and drug stores, hardware stores, restaurants and specialty retail stores. This land use designation accommodates retail centers anchored by stores that are less than 50,000 square feet in size and providing goods and services primarily for consumers within two miles of the center.

- ❖ **Community Commercial** provides for professional offices, department stores, discount stores, and furniture or appliance outlets. It also allows for home improvement centers, entertainment centers and regional shopping centers. Principal uses in this category typically serve a much broader geographic market than those in the Commercial Neighborhood category.
- ❖ **Professional Office** allows administrative and professional offices as principal uses as well as support uses that may include copy centers and food service. Principal uses may also include cultural facilities, financial institutions, and medical facilities.

The “Industrial” category includes small business uses including businesses that require small warehouses or equipment yards (such as General Contractors, carpet and flooring installers, or other construction related trades), light manufacturing uses, materials processing and assembly, distribution centers, and large-scale warehousing. Industrial land use designations in the General Plan are as follows:

- ❖ **Business Park** typically includes administrative offices in low-rise buildings often accompanied by accessory inventory storage and distribution, business services including small-scale reprographic and printing uses, warehouse retailers, and automobile dealerships, service commercial.
- ❖ **Light Industrial** uses include limited assembly and packaging operations, self-storage warehouses, distribution centers, and business-to-business retail operations.



- ❖ **General Industrial** uses include warehousing facilities, assembly plants, and manufacturing operations that do not involve drop punches or metal casting equipment.

The “Specific Plan” land use designation allows for a variety of uses, densities and building intensities on parcels of seventy-five or more acres subject to a master site plan and comprehensive development standards that provide for flexibility in design, creation of unique neighborhoods, amenities including parks and inclusion of appropriate infrastructure.

“Open Space” designates land used for active or passive parkland. In addition, Open Space may apply to undeveloped, natural areas such as the San Jacinto River. Open Space may be either publicly or privately owned, developed or undeveloped, and includes land retained in its undisturbed, natural state or developed areas that include play equipment, ball fields, or other, recreational equipment or facilities.

“Public/Semi-Public” land use categories are locations for government facilities, public schools, and public services and utilities such as water and sewer district operations.

The “Special Study Area Overlay” designation is juxtaposed on the land use designation of parcels where flexibility in use and development standards may be needed to adapt to infrastructure, including roadways and storm drain facilities.



Table LU-16: Acreage of Land Use Designations by Planning Area, City of Perris General Plan 2030

2030 General Plan Land Use Designation	PA1	PA2	PA3	PA4	PA5	PA6	PA7	PA8	PA9	PA10	Total	% of City
Residential												
R-20,000	58	40	0	0	158	21	319	0	0	455	1,051	5.7%
R-10,000	0	61	0	0	229	0	727	0	0	279	1,296	7.0%
R-8,400	0	0	0	0	26	0	0	0	0	0	26	0.1%
R-7,200	0	0	0	0	0	0	0	0	0	0	0	0.0%
R-6,000	124	215	0	0	770	146	670	0	246	1,236	3,407	18.5%
MFR-14	0	758	22	0	1,099	144	28	0	603	32	2,686	14.6%
MFR-22	0	40	0	0	16	0	0	0	49	0	105	0.6%
Commercial												
NC/UR	0	0	0	0	0	9	0	0	0	0	9	0.0%
NC	0	0	10	0	22	33	6	9	0	0	80	0.4%
CC	282	76	207	261	308	53	70	55	287	10	1,609	8.7%
Industrial												
BP	261	0	0	280	40	0	0	0	235	0	816	4.4%
LI	528	0	1,080	134	0	83	0	587	277	0	2,689	14.6%
GI	431	0	0	0	0	0	0	504	0	0	935	5.1%
Office												
PO	0	0	0	0	61	14	0	0	0	0	75	0.4%
Other												
P	25	2	46	10	289	87	89	160	456	153	1,317	7.2%
OS	0	57	55	0	231	17	385	7	72	924	1,748	9.5%
SP	465	0	0	113	0	0	0	0	0	0	578	3.2%
Totals	2,174	1,249	1,420	798	3,249	607	2,294	1,322	2,225	3,089	18,427	
% of City	11.8%	6.8%	7.7%	4.3%	17.6%	3.3%	12.4%	7.2%	12.1%	16.8%		100%



Table LU-17: 1991 General Plan and 2030 General Plan

1991 Land Use Designation	1991 Total	2030 Land Use Designation	2030 Total	Change in Acres
Residential				
RR/A	1,127	R-20,000	1,051	-76
R4	1,967	R-10,000	1,296	-671
	0	R-8,400	26	+26
	0	R-7,200	0	0
R7	3,311	R-6,000	3,407	+96
R14	2,587	MFR-14	2,686	+99
R22	105	MFR-22	105	0
Commercial				
		NC/UR	9	+9
CN	103	NC	80	-23
CC	1,901	CC	1,609	-292
Industrial				
BP	619	BP	816	+197
LI	2,429	LI	2,689	+260
GI	935	GI	935	0
Office				
PO	97	PO	75	-22
Other				
P	1,327	P	1,317	-10
OS	1,919	OS	1,748	-171
	0	SP	578	+578
Totals	18,427		18,427	

Table LU-18: Population Projections

Year	Population
2002	35,848
2030	84,284

Table LU-19: Employment Projections

Year	Employment
2002	11,857
2030	23,787



Land Use Intensity

State law requires that standards for intensity of development be included for each land use category. For residential uses, the maximum permissible number of dwelling units that may be constructed on each acre indicates intensity of development. Population density is estimated by applying data for average number of persons per household to the number of dwellings per acre.

Intensity of development in commercial and industrial areas is expressed as Floor Area Ratio (FAR). Floor Area Ratio is the maximum permissible building floor area divided by lot area (FAR = Floor Area of Building ÷ Lot Area). For example, a FAR of "0.5" allows 5,000 square feet of building area on each ten thousand square feet of lot area ($0.5 = 5,000 \div 10,000$). FAR allows the building area to be distributed on one, two, or more floors and is not in and of itself a standard for building height.

Allowable development intensity for Open Space uses is generally set forth as a function of both maximum lot area coverage and building height. A shower and locker room facility at a swimming pool site, for example, may be limited to ten percent (10%) of lot area and one-story in height as a measurement of maximum permissible density.

Appropriate building intensities/ densities for each land use category are established in the General Plan. Table LU-20 shows maximum building density for future development in each of the seven Residential categories of the Land Use Element, expressed as dwelling unit density. Table LU-21 represents maximum building intensity for future development for properties included within Commercial land use categories. Table LU-22

represents maximum building intensity for future development in the industrial land use designations. Table LU-23 shows maximum building intensity for properties designated as Open Space. The maximum building intensities for development in the Public/Semi-Public land use designation are represented in Table LU-24.

Specific Plan

The General Plan land use designation "Specific Plan" promotes flexibility in the arrangement, mix, and intensity of land uses, encourages integration of residential uses with non-residential uses, supports development of amenities including community parks, and intends that building and site design result in attractive neighborhoods consistent with General Plan Goals, Policies, and Implementation Measures.

The Specific Plan may to designated properties for development consistent with a master plan development incorporating seventy-five (75) acres or more contiguous acres. A master plan development shall be prepared for each Specific Plan area and will indicate the locations and parcel sizes for each proposed land use. Each proposed land use shall be assigned an appropriate zoning district designation from Title 19, "Zoning", of the Perris Municipal Code that accommodates the uses and densities or intensities intended for each.

The master development plan shall be accompanied by a Specific Plan text that includes proposed design standards, and development criteria if different from those of the applicable zoning district. The Specific Plan text shall include all the information as required by California Government Article 8 "Specific Plans", Section 65450 et. Seq. The master development plan shall also incorporate the requirements of an "Infrastructure



Concept Plan” as defined in the Perris General Plan 2030 Land Use Element. Maximum non-residential building area and maximum number of dwelling units permitted within each Specific Plan area shall be determined based on the following:

- 1) The number of A.M. and P.M. vehicular peak hour trips projected to be generated from within the area subject to the Specific Plan;
- 2) The number of Average Daily Trips projected to be generated from within the area subject to the Specific Plan;
- 3) The assignment and distribution of projected trips to secondary and arterial roadways providing access to the area subject to the Specific Plan.

Each master development plan shall be accompanied by a traffic study, in a form acceptable to the City Engineer. Permissible intensities and densities of land uses that may be included in the Specific Plan will be determined upon confirmation by traffic study that the total Average Daily Trips projected to be generated from within the area subject to the Specific Plan do not exceed the total Average Daily Trips allocated to that area in the General Plan. The permissible mix and locations of land uses within the area subject to the Specific Plan will be that which minimizes coincident peak hour trips to and from the area subject to the Specific Plan. In no event, however, shall more than seventy-five percent (75%) of the land area included within a Specific Plan, exclusive of right-of-way and parkland, be for residential use.

Special Study Area Overlay

Planning Areas 1, 5, 8, 9, and 10 are comprised of large tracts of vacant land and lack roadway, water, sewer, and storm drain systems. Development of parts of Planning Areas 8, 9 and 10 are dependent upon completion of long-term, large-scale flood control improvements tied to approval of the MSHCP. As a result, these may develop slowly and only as demand for land justifies substantial infrastructure investment. The Special Study Area Overlay recognizes that adjustment of boundaries between adjacent land use designations and changes in types of permitted uses may be needed to accommodate changed, long-term demand.



Table LU-20: Maximum Permissible Residential Densities*

Single-Family Residential, 20,000 sq ft lots	0.0-2.0 DU/AC
Single-Family Residential, 10,000 sq ft lots	Up to 4.0 DU/AC
Single-Family Residential, 8,400 sq ft lots	Up to 5.0 DU/AC
Single-Family Residential, 7,200 sq ft lots	Up to 6.0 DU/AC
Single-Family Residential, 6,000 sq ft lots	Up to 7.0 DU/AC
Multi-Family Residential, 14.0 units per acre	Up to 14.0 UN/AC
Multi-Family Residential, 22.0 units per acre	Up to 22.0 UN/AC
Neighborhood Commercial/ Urban Residential 14.0 units per acre	Up to 14.0 UN/AC

*Acreage net of dedications and/or easements for streets, rights-of-way, and public facilities.

Table LU-21: Maximum Permissible Commercial Building Intensity**

Commercial Community	0.75:1 FAR
Neighborhood Commercial	0.50:1 FAR
Professional Office	1.0:1 FAR
Neighborhood Commercial/ Urban Residential	0.50:1 FAR

**FAR = Floor Area Ratio



Table LU-22: Maximum Permissible Industrial Building Intensity**

Light Industrial	0.75:1 FAR
General Industrial	0.75:1 FAR
Business Park	0.75:1 FAR

** FAR = Floor Area Ratio

Table LU-23: Maximum Permissible Open Space Building Intensity**

Parks/ Recreation/ Open Space:	0.25:1 FAR
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** FAR = Floor Area Ratio

Table LU-24: Maximum Permissible Public Utilities Building Intensity**

Public/ Semi-Public Facilities and Utilities.	0.50:1 FAR
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** FAR = Floor Area Ratio



Table LU-25: Minimum Lot Sizes

Land Use Category	Lot Size
Residential	
R-20,000 Single-Family Residential	20,000 square feet
R-10,000 Single-Family Residential	10,000 square feet
R-8,400 Single-Family Residential	8,400 square feet
R-7,200 Single-Family Residential	7,200 square feet
R-6,000 Single-Family Residential	6,000 square feet
MFR-14 Multi-Family Residential	6,000 square feet
MFR-22 Multi-Family Residential	6,000 square feet
Commercial	
Neighborhood Commercial/Urban Residential	20,000 square feet
Neighborhood Commercial	20,000 square feet
Commercial Community	43,560 square feet
Professional Office	20,000 square feet
Industrial	
Light Industrial	10,000 square feet
General Industrial	15,000 square feet
Business Park	20,000 square feet
Other	
Parks/Recreation/Open Space	5 acres
Public/Semi-Public	None
Specific Plan	75 acres



Land Use Map

The Land Use Map shows the locations and distribution of land in each of the land use categories identified in the Land Use Plan (Map provided separate from this document).

Development Potential

The planning period for the General Plan is 2030. Rapid growth and consequent changes in the City of Perris will likely require significant update of this General Plan prior to 2030. A planning period through the year 2030 for the General Plan was selected, however, so that future traffic conditions for the City could be projected using the computer traffic model for western Riverside County. This model incorporates development potential and employment projections included in the City of Perris General Plan 2030.

The General Plan provides development data for the base year of 2002, for the year 2030, and at full-build-out consistent with the General Plan. Because of the abundance of undeveloped land in the City of Perris in 2003, the General Plan assumes that complete build-out of the City will occur sometime after the year 2030.

Implementation of the land use plan including the types of land uses, their distribution, the density and intensity of development, and assumptions about the timeframe within which this development will occur yields the projections about residential and non-residential development in Tables LU-26, LU-27 and LU-28.



Table LU-26: General Plan Residential 2030

General Plan Residential Land Use Designation	PA1	PA2	PA3	PA4	PA5	PA6	PA7	PA8	PA9	PA10	Total
R-20,000	58	40	0	0	158	21	319	0	0	455	1,051
R-10,000	0	91	0	0	342	0	1,090	0	0	418	1,941
R-8,400	0	0	0	0	65	0	0	0	0	0	65
R-7,200	0	0	0	0	0	0	0	0	0	0	0
R-6,000	1,132	645	0	0	2,311	438	2,010	0	738	3,708	11,182
MFR-14	0	2,656	80	0	3,850	507	101	0	2,113	115	9,422
MFR-22	0	160	0	0	64	0	0	0	196	0	420
Total Units	1,390	3,592	80	0	6,790	966	3,520	0	3,047	4,696	24,081
Population¹	4,865	12,572	280	0	23,765	3,381	12,320	0	10,665	16,436	84,284

Table LU-27: General Plan Residential Build-Out

General Plan Residential Land Use Designation	PA1	PA2	PA3	PA4	PA5	PA6	PA7	PA8	PA9	PA10	Total
R-20,000	58	60	0	0	158	21	319	0	0	465	1,081
R-10,000	0	91	0	0	622	0	3,692	0	0	697	5,102
R-8,400	0	0	0	0	0	0	0	0	0	0	65
R-7,200	0	0	0	0	0	0	0	0	0	0	0
R-6,000	1,611	1,290	0	85	5,606	901	2,412	0	1,207	5,044	18,156
MFR- 14	325	5,976	200	99	7,864	756	201	0	3,599	202	19,222
MFR-22	0	320	0	0	348	0	0	0	392	0	1,060
Total Units	1,994	7,737	200	184	14,663	1,678	6,624	0	5,198	6,408	44,686
Population¹	6,979	27,080	700	644	51,320	5,873	23,184	0	18,193	22,428	156,401

¹ Population is derived using an average of 3.5 persons per dwelling unit



Table LU-28: Building Area by Land Use Designation

Building Area by Land Use Designations			
Planning Area 1	Year 2002	Year 2030	Build-Out
General Industrial	280,694 ³	479,000	4,504,750
Light Industrial	See Footnote 3	711,847	6,658,097
Business Park	-0-	294,465	3,627,465
Professional Office	-0-	-0-	-0-
Community Commercial	19,340	300,000	744,000
Neighborhood Commercial	-0-	-0-	-0-
Public Facilities	-0-	-0-	-0-
Total Building Area	300,034	1,785,312	15,534,312

Planning Area 2	Year 2002	Year 2030	Build-Out
General Industrial	-0-	-0-	-0-
Light Industrial	-0-	-0-	-0-
Business Park	-0-	-0-	-0-
Professional Office	-0-	-0-	-0-
Community Commercial	-0-	35,000	206,038
Neighborhood Commercial	-0-	-0-	-0-
Public Facilities	-0-	-0-	-0-
Total Building Area	-0-	35,000	206,038

Planning Area 3	Year 2002	Year 2030	Build-Out
General Industrial	-0-	-0-	-0-
Light Industrial	917,681	3,613,974	10,891,380
Business Park	-0-	-0-	-0-
Professional Office	-0-	-0-	-0-
Community Commercial	102,962	333,500	1,521,000
Neighborhood Commercial	-0-	90,000	90,000
Public Facilities	58,000	267,000	267,000
Total Building Area	1,88,643	4,304,474	12,769,380

Planning Area 4	Year 2002	Year 2030	Build-Out
General Industrial	-0-	-0-	-0-
Light Industrial	349,678	478,514	648,514
Business Park	-0-	706,679	1,268,302
Professional Office	-0-	-0-	-0-
Community Commercial	239,503	400,342	2,200,684
Neighborhood Commercial	-0-	-0-	-0-
Public Facilities	88,000	138,000	138,000
Total Building Area	647,181	1,723,535	4,255,500

³ Data includes “General Industrial” and “Light Industrial” classifications.



Building Area by Land Use Designations			
Planning Area 5	Year 2002	Year 2030	Build-Out
General Industrial	-0-	-0-	-0-
Light Industrial	-0-	-0-	-0-
Business Park	-0-	90,000	90,000
Professional Office	-0-	72,000	163,466
Community Commercial	288,798	341,006	673,006
Neighborhood Commercial	-0-	10,000	21,000
Public Facilities	265,000	298,220	298,220
Total Building Area	553,798	811,226	1,245,692

Planning Area 6	Year 2002	Year 2030	Build-Out
General Industrial	-0-	-0-	-0-
Light Industrial	176,000	250,545	421,545
Business Park	-0-	-0-	-0-
Professional Office	74,000	114,500	131,000
Community Commercial	185,000	371,000	525,000
Neighborhood Commercial	124,000	165,000	226,000
Neighborhood Commercial/ Urban Residential		45,000	45,000
Public Facilities	452,000	550,010	550,010
Total Building Area	1,011,000	1,399,500	1,807,000

Planning Area 7	Year 2002	Year 2030	Build-Out
General Industrial	-0-	-0-	-0-
Light Industrial	-0-	-0-	-0-
Business Park	-0-	-0-	-0-
Professional Office	-0-	-0-	-0-
Community Commercial	45,000	67,000	87,902
Neighborhood Commercial	-0-	30,000	30,000
Public Facilities	408,000	557,000	557,000
Total Building Area	453,000	654,000	674,902

Planning Area 8	Year 2002	Year 2030	Build-Out
General Industrial	383,000	667,000	1,139,848
Light Industrial	115,000	863,000	4,647,098
Business Park	-0-	-0-	-0-
Professional Office	-0-	-0-	377,000
Community Commercial	79,600	158,000	184,000
Neighborhood Commercial	-0-	40,000	60,000
Public Facilities	-0-	-0-	-0-
Total Building Area	577,600	1,728,000	6,407,946



Building Area by Land Use Designations			
Planning Area 9	Year 2002	Year 2030	Build-Out
General Industrial	-0-	-0-	-0-
Light Industrial	35,000	285,000	400,000
Business Park	-0-	211,000	656,000
Professional Office	-0-	-0-	-0-
Community Commercial	7,000	364,000	2,810,000
Neighborhood Commercial	-0-	-0-	185,000
Public Facilities	50,000	95,000	95,000
Total Building Area	92,000	955,000	4,146,000

Planning Area 10	Year 2002	Year 2030	Build-Out
General Industrial	-0-	-0-	-0-
Light Industrial	-0-	-0-	-0-
Business Park	-0-	-0-	-0-
Professional Office	-0-	-0-	-0-
Community Commercial	-0-	-0-	82,000
Neighborhood Commercial	-0-	-0-	-0-
Public Facilities	-0-	80,000	200,000
Total Building Area	-0-	80,000	282,000

All Planning Areas	Year 2002	Year 2030	Build-Out
General Industrial	663,694	1,146,000	5,644,598
Light Industrial	1,593,359	6,202,880	23,666,634
Business Park	-0-	1,302,144	5,641,767
Professional Office	74,000	186,500	759,368
Community Commercial	967,203	2,369,848	8,956,630
Neighborhood Commercial	124,000	335,000	612,000
Neighborhood Commercial/ Urban Residential		45,000	45,000
Public Facilities	1,321,000	1,985,230	2,105,230
Total Building Area	4,743,256	13,575,602	47,434,227



Population Projections

Implementation of the land use plan including the types of land uses, their distribution, the density and intensity of

development, and assumptions about the timeframe within which this development will occur yields the population projections in Table LU-29.

Table LU-29: General Plan Population Projections

General Plan Population Projections			
Planning Area	Year 2002	Year 2030	Build-Out
Planning Area 1	552	4,865	6,978
Planning Area 2	2,230	12,572	27,080
Planning Area 3	625	280	700
Planning Area 4	-0-	-0-	644
Planning Area 5	21,903	23,765	51,320
Planning Area 6	4,387	3,380	5,871
Planning Area 7	6,033	12,320	23,184
Planning Area 8	32	-0-	-0-
Planning Area 9	7	10,664	18,193
Planning Area 10	79	16,436	22,428
Totals	35,848	84,284	156,398

Employment Projections

Implementation of the land use plan including the types of land uses, their distribution, the density and intensity of

development, and assumptions about the timeframe within which this development will occur yields the employment projections in Table LU-30.

Table LU-30: General Plan Employment Projections

General Plan Employment Projections			
Planning Area	Year 2002	Year 2030	Build-Out
Planning Area 1	923	2,312	20,307
Planning Area 2	-0-	70	412
Planning Area 3	4,271	5,737	14,986
Planning Area 4	1,979	3,580	8,411
Planning Area 5	839	2,278	3,196
Planning Area 6	2,046	3,657	4,377
Planning Area 7	130	2,051	2,093
Planning Area 8	1,570	2,115	7,750
Planning Area 9	99	1,720	7,801
Planning Area 10	-0-	267	831
Total	11,857	23,787	70,164



Special Study Area Overlay

Properties within the Special Study Area Overlay are allowed flexibility in their designated land use in order to reflect the location of regional roadway improvements and the changing development demands and patterns of the City. There are three areas where the Special Study Area Overlay may be applied: the Oleander Road corridor, the Ethanac Road corridor and the Ramona Expressway corridor.

In Planning Area 1, the land use demand for the area along the Ramona Expressway is dependent on the future alignment and expansion of the roadway. By applying the Special Study Area Overlay to properties along the corridor, the City and property owners are given the latitude to adapt to changing market demand. For example, growth may result in a long-term increase in the amount of land designated for Light Industrial and Business Park, and a simultaneous reduction in the amount of land designated as Community Commercial, or may result in a need for more Community Commercial land and a reduction in Business Park/Industrial land.

The same concept can be applied to the Oleander Road corridor given that it is also dependent on the future alignment of the roadway. Oleander Road will be located to the south of its originally projected alignment, impacting existing parcels in its path. New right-of-way dedications will be required for the realignment.

In Planning Areas 9 and 10, additional appropriately located land designated for Community Commercial will be required over the long term, accompanying extensive residential development. Appropriate locations for Community Commercial will be identified when design details and access restrictions for the

Ramona Expressway and in the Ethanac Road corridor become known.

Early identification in the development review process of opportunities and obstacles to integration require that entitlement applications for properties in the *Special Study Area Overlay* include an *Infrastructure Concept Plan* (see following section).

Infrastructure Concept Plan

The City of Perris is characterized by several physical attributes which warrant improvement through the Year 2030. These include:

- ❖ Unimproved or badly deteriorated roadways and roadways without sufficient capacity for anticipated new development;
- ❖ Inadequate storm drain infrastructure;
- ❖ Insufficient parkland and recreation facilities;
- ❖ Inadequate public safety facilities.

In the extreme, inadequate roadway infrastructure and lack of public safety facilities are an impediment to rapid response by emergency services. Flooding of streets and private properties because of lack of adequate storm drain capacity is a risk to public safety. The community's youth are at a disadvantage for lack of recreation options. In all instances, inadequate infrastructure is a detriment to the quality of life of those living and working in Perris and the overall image of the City. A comprehensive approach to meeting these infrastructure needs will ensure that:

- ❖ Development does not precede construction of appropriate infrastructure;



- ❖ Opportunities for cost sharing of improvements among property owners are identified;
- ❖ Joint-use and dual use facilities are developed wherever feasible; and
- ❖ Proposed development is consistent with the community’s vision for Perris.

A comprehensive approach to meeting infrastructure needs in Perris will include preparation of an Infrastructure Concept Plan to accompany each application for discretionary approval for any of the following:

- ❖ General Plan Amendment;
- ❖ Tentative Parcel or Tentative Tract Map;
- ❖ Development proposal that includes extension of an existing street or construction of a new street;

Each Infrastructure Concept Plan shall include at a minimum the following:

- ❖ Indication of existing development on adjoining properties;
- ❖ Arrangement of proposed uses on site;
- ❖ Existing and proposed rights-of-way for vehicular access to the property;
- ❖ Locations of vehicular access to the site;
- ❖ Location of community park to be funded and/or dedicated if development is residential;
- ❖ Location and size of shared regional interim storm water and water quality detention facilities;

Infrastructure Concept Plans will identify precise locations, land requirements, and timing of required infrastructure development. Each Infrastructure Concept Plan will be the basis for conditions of project approval requiring that infrastructure will be developed in a timely

manner and that the costs for same are allocated proportionate to benefit received. Additional information may be required for an Infrastructure Concept Plan as needed to support development project approval findings as follows:

- ❖ Improvements on private property will not conflict with potential right-of-way land acquisitions and the placement of future roadway improvements;
- ❖ Vehicular access to properties will not interfere with attainment of project objectives for planned roadway improvements or conflict with the configuration of future roadway improvements;
- ❖ Configuration of both on-site and off-site improvements will not be an impediment to future extension or construction of new public roadways providing access to other properties in the area;
- ❖ Land of appropriate size and location will be reserved and acquired for infrastructure and municipal facilities consistent with those set forth in the Land Use Plan and in the Open Space Element;
- ❖ Necessary funding of land acquisition and/or improvements for identified infrastructure and municipal facilities will be available consistent with the need for such improvements.

Residential Site Design

Quality housing in attractive neighborhoods is a stated goal of the General Plan. Standards for building design and development should reflect the community’s perception of the ideal neighborhood.



Positive design changes for new neighborhoods may be accomplished by revising residential development standards addressing the following:

- ❖ Crowded appearance among dwellings on lots with frontages of less than 40 feet;
- ❖ Dominance of streetscapes by garages and driveways;
- ❖ Dwelling entries far removed from street frontages;
- ❖ Narrow and deep front yards in shadow of and dominated by adjacent attached garage.

The Zoning Ordinance may be amended to promote attractive streetscapes. This is important to the goal of accommodating a range of lot sizes and housing types consistent with changing market demands. The following may be incorporated into design guidelines requiring affirmative findings of consistency as a condition of site plan approval:

- ❖ The placement of dwellings throughout the tract provides sufficient variety so as not to present a visually monotonous streetscape
- ❖ Exterior walls of living areas including pedestrian entry doors, rather than garages, are visually prominent along the streetscape;
- ❖ Floor plans and site orientation of adjacent dwellings afford privacy in both outdoor and indoor living areas

Attention also needs to be paid to street-side perimeters on the exteriors of subdivisions. Visual dominance of this streetscape by unbroken expanses of pavement and sidewalks and deteriorated wooden fencing is a detriment to both the City's image and property values. Street-side perimeters of new subdivisions may be enhanced through inclusion of perimeter

landscaping and well-defined subdivision entry points. This minimum requirement for new residential developments would be accomplished by incorporating the following requirements into the Subdivision Ordinance:

- ❖ Each tentative tract map shall include common area lot(s) for perimeter landscaping and entryway monumentation;
- ❖ Each tentative tract map shall be accompanied by Conditions, Covenants, and Restrictions defining the organizational structure, rules for governance, and method of funding maintenance of common area amenities including perimeter walls, fences, and landscaping.

Multiple Species Habitat Conservation Plan

An individual property could be affected by the MSHCP in one of two ways: the property can lie within the MSHCP Reserve area; or it may lie in the Criteria Area (Exhibit LU-16).

It is expected that property within the Reserve Area will be acquired to ensure conservation of the species (animal and plant) specified within the Plan. Owners of property in the MSHCP Reserve area may be eligible for various incentives in lieu of or in addition to monetary compensation in exchange for the conveyance of a property interest. These incentives may include but are not limited to:

- ❖ Waiver and/or reduction of certain development fees
- ❖ Monetary compensation for entering into an option agreement
- ❖ Fast track processing
- ❖ Density bonuses



- ❖ Dwelling Unit Clustering
- ❖ Density transfers (and property reassessment and tax credits if determined to be feasible)

The incentives are intended to provide a form of compensation to property owners who convey their property. As properties are acquired they will become part of the MSHCP Reserve. Any development proposals involving property within the Reserve area boundaries will be subject to specialized review procedures.

Exhibit LU-16 depicts the Criteria Area as a series of numbered “cells”. The Reserve area is also depicted on Exhibit LU-16.

Hazards as Constraints to Development

Various areas of the City are at risk of damage due to disasters such as floods, wildfires, or seismic events. Development within these areas is subject to development restrictions to protect both people and property from those hazards. As a result, the following hazards maps (located in the Safety Element) will be consulted by planning staff as part of the review process for all development applications:

- ❖ Wildfire Constraint Areas
- ❖ Flood Zones
- ❖ Dam Inundation Areas
- ❖ Earthquake Fault Zones
- ❖ Liquefaction Hazards
- ❖ Slope Instability
- ❖ March ARB Influence Areas
- ❖ Perris Valley Airport Influence Area

Changes in Land Use Map

Table LU-31 on the following page and Exhibits LU-17 through LU-27, provided under separate cover, indicate the land use changes effected by adoption of the Perris General Plan 2030.



Exhibit LU-16: MSHCP Reserve and Criteria Areas

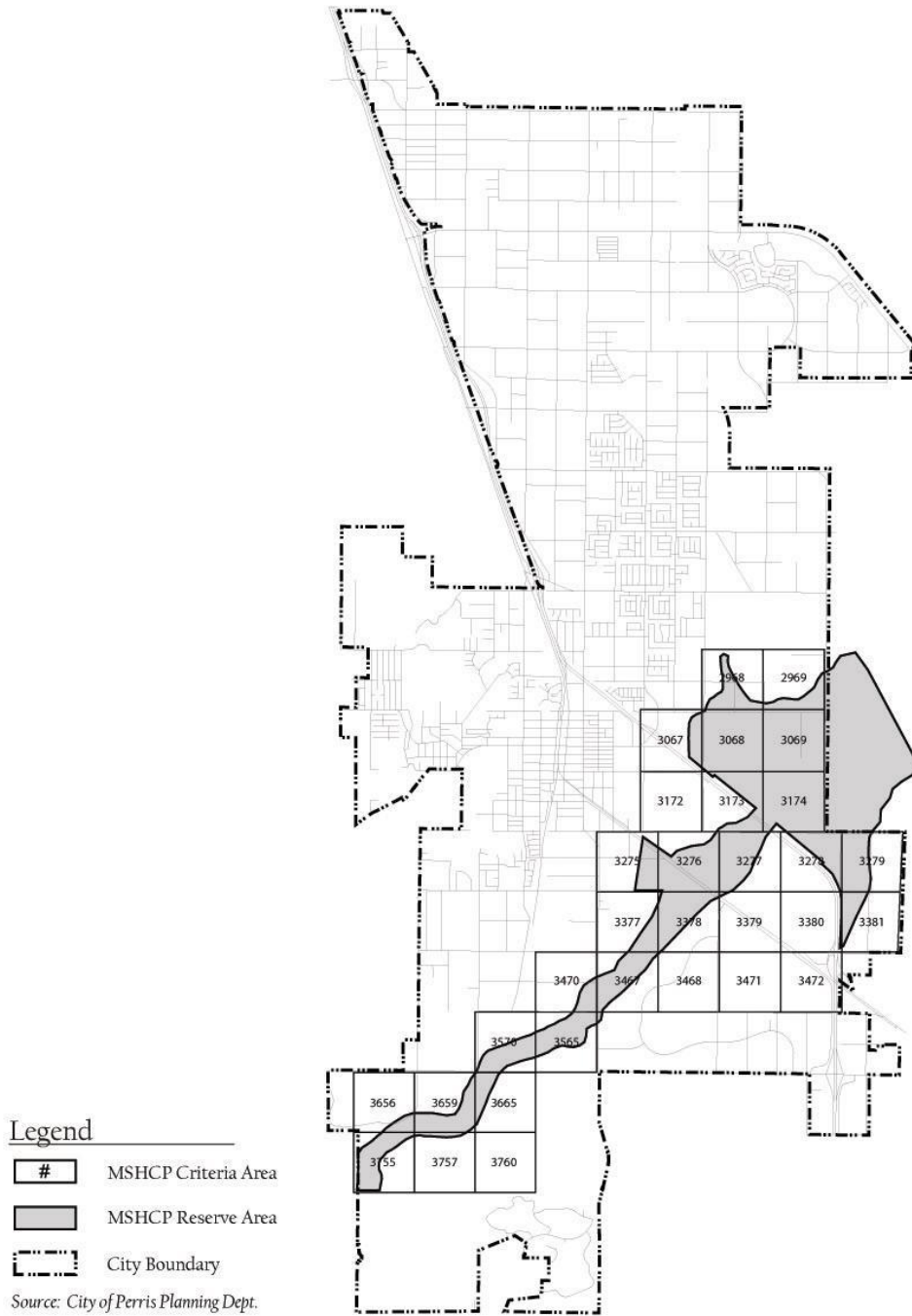




Exhibit LU-17: Land Use Designation Changes

(Provided under separate cover)



Table LU-31: Land Use Designation Changes

Site Number	Location/Description	Acres	1991 GP Land Use Designation	New Land Use Designation
Planning Area 1				
PA 1-1	Webster to the west, Ramona to the south, Brennan to the east	6	RR/A	NC
PA 1-2	Oleander to the north, Perris Blvd. to the west, Jason to the south, Johnson to the east	17	R7	BP
PA 1-3	Oleander to the north, Redlands to the west, Perry to the south, Perris Valley Storm Drain to the east	85	R7	SP
PA 1-4	Oleander to the north, Perris Valley Storm Drain to the west, Ramona Expressway to the south, and the City limits to the east	244	R4	SP
PA 1-5	Oleander to the north, Murrieta to the west, and the City limits to the east	137	R4	R-6,000
PA 1-6	Perry to the north, Redlands to the west, Ramona Expressway to the south, Perris Valley Storm Drain to the east	25	CC	SP
PA 1-7	Northwest corner of Murrieta and Ramona Expressway	5	CN	SP
	150' north and south of the centerline on Ramona Expressway, with extended widths at Perris Blvd.			Ramona Expressway Overlay
	150' north and south of centerline on Oleander Ave.			Oleander Road Overlay



Site Number	Location/Description	Acres	1991 GP Land Use Designation	New Land Use Designation
Planning Area 2				
PA 2-1	MWD Aqueduct to the north, Wilma to the east (Including all of the MWD Aqueduct)		OS	P
PA 2-2	Bradley to the west, Rider to the south, Main to the east	17	RR/A	MFR-14
PA 2-3	Rider to the north, Bradley to the west, Main to the east	14	RR/A	R-10,000
	150' north and south of the centerline on Ramona Expressway, with extended widths at Perris Blvd.			Ramona Expressway Overlay
Planning Area 3				
PA 3-1	MWD Aqueduct		OS	P
PA 3-2	Rider to the north, Wilson to the east	11	CN	LI
	150' north and south of the centerline on Ramona Expressway, with extended widths at Perris Blvd.			Ramona Expressway Overlay
Planning Area 4				
PA 4-1	Placentia to the north, Frontage to the west, Orange to the south, Barrett to the east	113	BP	SP
Planning Area 5				
PA 5-1	Rider to the north, Perris to the west, Lakeview to the east	35	R4	R-6,000
PA 5-2	North of Avocado between Perris and Medical Center	9	CC	MFR-14
PA 5-3	Southeast corner of Nuevo & Wilson	2	PO	R-6,000



Site Number	Location/Description	Acres	1991 GP Land Use Designation	New Land Use Designation
Planning Area 5 (Continued)				
PA 5-4	Bowen to the north, Metz to the south, Richards to the east	4	R14	R-6,000
PA 5-5	Bowen to the north, Jarvis to the south, Perris Blvd. to the east	26	R14	R-8,400
PA 5-6	Jarvis to the north, I-215 to the southeast, Perris Blvd. to the east	3	PO	MFR14
PA 5-7	North of Orange between Redlands and Wilson	10	R4	P
PA 5-8	Nuevo to the south, Citrus to the north, Redlands to the west	47	R4	MFR-14
PA 5-9	Northeast corner of Citrus & Evans	4	R4	R-6,000
PA 5-10	Southeast corner of Sunset & Nuevo	12	R4	R-6,000
PA 5-11	South of Sunset, approx. 200' north of Nuevo, Evans to the west, El Nido to the east	13	CC	R-6,000
PA 5-12	Sunset to the north, Approx. 200' north of Nuevo, Perris Valley Storm Drain to the east	15	PO	R-10,000
PA 5-13	Northeast corner of El Nido & 7th Street	5	P	MFR-14
PA 5-14	Northwest corner of San Jacinto & Murrieta	10	CC	R-6,000
	From eastern City Limit to the west along the San Jacinto River			MSHCP Overlay
Planning Area 6				
PA 6-1	South of 7 th between Perris and "G" Street	17	R7,LI	MFR-14



Site Number	Location/Description	Acres	1991 GP Land Use Designation	New Land Use Designation
Planning Area 6 (Continued)				
PA 6-2	Northwest corner of future 9th Street right-of-way and Perris Blvd.	1	LI	R-6,000
PA 6-3	Perris Blvd. to the west, San Jacinto to the south, "G" Street to the east	20	R-14	P
PA 6-4	"G" Street to the west, San Jacinto to the south, I-215 to the east	1	R-14	CC
PA 6-5	San Jacinto to the north, Perris blvd. to the west, 3 rd Street to the south, "G" Street to the east	9	LI	NC/UR
Planning Area 7				
PA 7-1	Northwest corner of SR-74 and Navajo Rd.	1	R7	NC
PA 7-2	4 th Street to the north and west, Park to the east (except APN 313-153-010)	24	CC	R-10,000
PA 7-3	Kruse to the west, 3 rd Street to the south, Park to the east	10	R4	P
PA 7-4	4 th Street to the north and west, Park to the east	24	CC	R-10,000
	Metz to the north, Sioux to the east, Clayton to the south, City limit to the west		R-5	R-6,000
Planning Area 8				
	From eastern City Limit to the west along the San Jacinto River			MSHCP Overlay
Planning Area 9				
PA 9-1	Vista to the north, I-215 to the east, Mapes to the south	68	CC	BP



Site Number	Location/Description	Acres	1991 GP Land Use Designation	New Land Use Designation
Planning Area 9 (Continued)				
PA 9-2	Vista to the north, San Jacinto River to the west, Mapes to the south, Sherman to the east	40	P	BP
	150' north and south of the centerline, with an extended northern width to Watson from I-215 to the east and River to the west			Ethanac Road Overlay
	From eastern City Limit to the west along the San Jacinto River			MSHCP Overlay
Planning Area 10				
	150' north and south of the centerline, with an extended northern width to Watson from I-215 to the east and River to the west			Ethanac Road Overlay
	From eastern City Limit to the west along the San Jacinto River			MSHCP Overlay



Goals, Policies, and
Implementation Measures

Strategy for Action

The Land Use Element Strategy for Action reflects the community’s expectations and ambitions for positive changes in the physical environment of the City and how these are to be achieved. Strategy for Action “Goals” represents a synthesis of input from those who live and work in the City of Perris and define desired General Plan outcomes. Outcomes consistent with these Objectives will coalesce into an environment of the highest quality and livability possible for the City of Perris in the year 2030.

“Policies” included in the *Strategy for Action* provide the overall direction for choosing among alternative courses of action necessary to achieve the Objectives set forth in the *Strategy for Action*. Policies provide a measure of flexibility needed to adapt the course of action to changes in the circumstances occurring during the estimated thirty-year time span of the General Plan.

“Implementation Measures” are specific, discreet actions the City may take to make the *Land Use Plan* a reality. Implementation Measures define the municipal work program for building the future physical environment envisioned in Objectives, depicted in the *Land Use Plan*, and consistent with Land Use Element Policies.

Goal I

Quality housing in attractive neighborhoods for households at all income levels and stages of life

Policy I.A

Promote variety in dwelling types, densities, and locations to satisfy changing demands as the community evolves and matures

Implementation Measures

- I.A.1 Revise the Zoning Ordinance to include performance-based standards for site plan and unit design for residential subdivisions substantially consistent with “Residential Site Design” in the *Land Use Plan*
- I.A.2 Revise the Subdivision and Zoning Ordinances to require common area lot(s) for perimeter landscaping and entryway monumentation
- I.A.3 Require inclusion of new residential development within a Landscape and Lighting District or comparable organization as a condition of tentative tract map approval for the purpose of funding maintenance of common area improvements
- I.A.4 Revise the Zoning Ordinance to increase the minimum lot size and include maximum permissible densities as follow:



<u>Zone</u>	<u>Minimum Lot Size</u>	<u>Maximum Density</u>
MFR 14	6,000 square feet	Up to 14.0 DU/AC
MFR 22	6,000 square feet	Up to 22.0 DU/AC

- I.A.5 Revise the Zoning Ordinance so that single-family detached units constructed in the MFR 14 zone will comply with SFR 6 development standards
- I.A.6 Continue proactive code enforcement in residential neighborhoods

Goal II
New development consistent with infrastructure capacity and municipal services capabilities

Policy II.A
Require new development to pay its full, fair-share of infrastructure costs

Implementation Measures

- II.A.1 Prepare and adopt a revised Area Drainage Plan including “regional” storm water detention basins capable of serving contributory areas of at least 100 acres
- II.A.2 Revise the Zoning Ordinance to require that development application submittals include master plans for backbone infrastructure substantially consistent with the provisions of “Infrastructure Concept Plans” in the *Land Use Element*

II.A.3 Revise the capital facilities fee program so that all infrastructure construction and improvements identified as attributable to new development are fully funded

II.A.4 Revise the Zoning Ordinance to include the Ramona Expressway, Oleander Road, Ethanac Road Overlays and incorporate Infrastructure Concept Plan requirements

II.A.5 Revise the Zoning Ordinance to include the MSHCP Reserve Area and Criteria Areas

Policy II.B

Require new development to include school facilities or pay school impact fees, where appropriate

Implementation Measures

II.B.1 Circulate all development plans to local school districts to assess need to include potential future school sites

Goal III
Commerce and industry to provide jobs for residents at all economic levels

Policy III.A

Accommodate diversity in the local economy

Implementation Measures

- III.A.1 Rezone properties to be consistent with the *Land Use Plan Map*
- III.A.2 Revise the Zoning Ordinance to include appropriate properties



within *Special Study Areas* and identify milestones for changing their land use designations to provide a balance among *Community Commercial, Business Park, and Light Industrial* properties

III.A.3 Include funding in municipal budgets necessary to implement sustained, methodical code enforcement in “Planning Area I: North Commercial/Industrial” as a means to promoting private investment

III.A.4 Prepare a City marketing brochure to supplement broker and property owner offerings to businesses considering locating in Perris

III.A.5 Conduct a Comprehensive Fiscal Analysis for possible annexation of Sphere of Influence properties on the westerly edge of Interstate 215 as a means to effect property upgrades in the area

Goal IV

Consistency among all planning documents

Policy IV.A

The General Plan and the Zoning Code shall be revised and updated to maintain consistency with each other, and with regional plans

Implementation Measures

IV.A.1 Change the Zoning Code and Zoning Map to ensure consistency with the Land Use Plan.

Goal V

Protection from natural or man-made disasters

Policy V.A

Restrict development in areas at risk of damage due to disasters

Implementation Measures

V.A.1 Consult hazards maps as part of the review process for all development application

Policy V.B.

Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).

Implementation Measures

V.B.1. Create and prepare an Airport Overlay Zone (AOZ) to reflect the boundaries and policies of the 2014 March ARB/IP ALUCP.

Policy V.C

Ensure land use compatibility within current Air Force Guidance found in the most recent Air Force Instruction (AFI) 32-7063 which addresses Air Force policies on Land use Compatibility IAW DoDI 4165.57

Implementation Measures

V.C.I. Circulate all development plans within the Clear Zone and Accident Potential Zones of the March Air Reserve Base/Inland Port Plan to Department of the Air Force, MARCH Air Reserve Base to provide recommendations and guidance on land use compatibility in accordance with the policies of the most recent Air Force Instruction (AFI) 32-7063.



AIRPORT OVERLAY ZONE

The 2014 March Air Reserve Base/Inland Port (ARB/IP) Airport Land Use Compatibility Plan (ALUCP) delineates airport safety zones and describes the compatible land uses, prohibited land uses, limits to residential density, max average persons per acre, and other development conditions for each safety zone. An Airport Overlay Zone (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 purpose and intent of the AOZ is to:

- Implement the City's General Plan policies to ensure that all land uses within the AOZ are consistent with the State Aeronautics Act, state law, Federal Aviation Administration regulations, and guidance of the California Airport Land Use Planning Handbook.
- Ensure that land uses and development within the AOZ are compatible with the March ARB/IP ALUCP.
- Prohibit the establishment of new incompatible land uses and further expansion of existing incompatible land uses to avoid or minimize exposure of persons to potential hazards associated with aircraft operations.
- Prohibit development, uses, or any installations or activities that could represent a hazard to aircraft operations.
- Recognize the unique constraints and considerations that apply to properties potentially affected by aircraft operations by establishing

policies and review criteria for land use, development, and properties within the AOZ.

In 2016, the City of Perris adopted an Airport Overlay Zone (Zoning Code Chapter 19.51) to comply with the 2014 March ARB/IP ALUCP. Decisions about future development reflected in this AOZ section are guided by the objectives formulated for the Policy Document of the 2014 March ARB/IP ALUCP.

Procedures

Amendments. Other than General Plan, Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IP ALUCP, proposed General Plan land use amendments, Zoning Code amendments, and Specific Plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IP ALUCP.

Ministerial Approval. All ministerial and discretionary actions within the AOZ shall be reviewed for consistency with this Chapter prior to approval.

March ARB/IP ALUCP Safety Zone Delineations

The AOZ is based on the following safety zones:

- ❖ **Zone M (Military)** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the RCALUC have jurisdiction over federal lands.



- ❖ **Zone A (Clear Zone)** contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the 2005 Air Installation Compatible Use Zone (AICUZ), the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway ends. Zone A at the south end of the runway includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of this property.
- ❖ **Zone B1 (Inner Approach/Departure Zone)** - encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 dB CNEL.
- ❖ **Zone B2 (High Noise Zone)** - is similar to Zone B1 in terms of noise impact, but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends two (2) miles beyond the south end of Zone B1.
- ❖ **Zone C1 (Primary Approach/Departure Zone)** - encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately five (5) miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.
- ❖ **Zone C2 (Flight Corridor Zone)** contains the remainder of the lands within the 60 dB CNEL contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at circuit altitude (3,000 feet) or higher (similar to the south portion of Zone C2), but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area can be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours, thus reducing the significance of



the noise impact on residential land uses. Accident potential risk levels in both portions of Zone C2 are judged to be moderate to low with flight training aircraft activity being the primary concerns

- ❖ **Zone D (Flight Corridor Buffer)** - is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.
- ❖ **Zone E (Other Airport Environs)** - contains the remainder of the Airport Influence Area (AIA). Noise impacts are low (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around March ARB/IPA.
- ❖ **The High Terrain Zone** - serves a more focused purpose than the preceding eight zones. It is intended to identify locations where objects may be hazards to the aircraft operating in the airport's airspace and require careful review. This zone is within the FAR Part 77 surfaces for March ARB/IP.





Exhibit LU-18: March ARB/IPA Landuse Compatibility Map

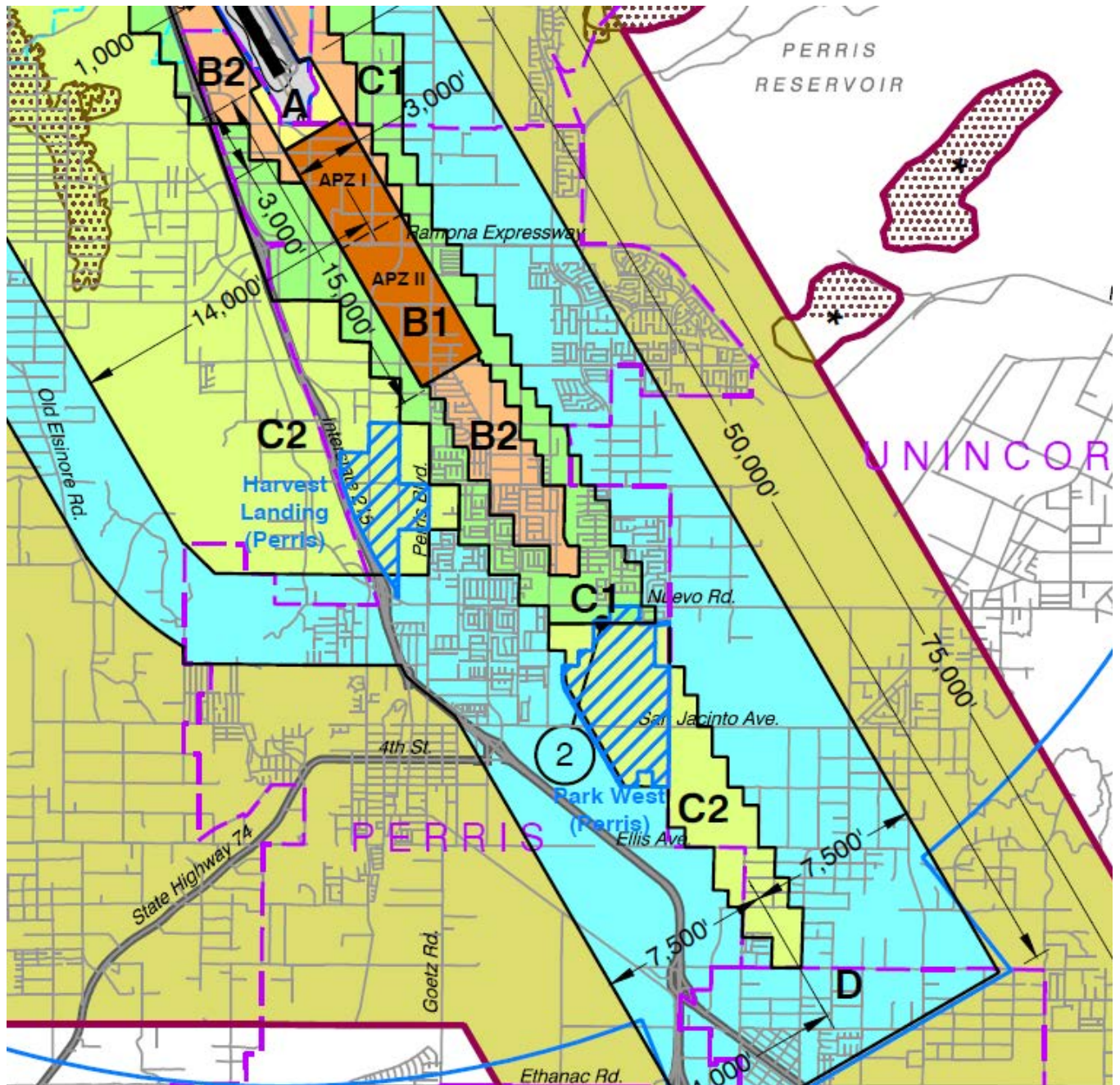




Table LU-32: March ARB/IP ALUCP Basic Compatibility Criteria

Table S-5						
Zone	Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
M (Military)					Federal Lands -No ALUC authority	
A Clear Zone (if not base) ⁷	No New Dwellings Allowed	0	0	All remaining	-All non-aeronautical structures Assemblages of people -Objects exceeding FAR Part 77 height limits -All storage of hazardous materials -Hazards to flight ⁸	-Electromagnetic radiation notification -Avigation easement dedication and disclosure ^{4,7}
B1 Inner Approach/Departure Zone	No new dwellings allowed ¹⁰	25 (APZ I) 50 (APZ II and outside APZs) ¹¹	100 100	Max. 50% lot coverage within APZs ¹²	-Children's schools, daycare centers, libraries -Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly -Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs ¹³ -Hazardous materials manufacture/storage ¹⁴ -Noise sensitive outdoor ¹⁵ nonresidential uses -Critical community infrastructure facilities ¹⁶ -Hazards to flight ⁸ -Uses listed in AICUZ as not compatible in APZ I or APZ II ¹⁷	-Locate structures maximum distance from extended runway centerline -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Zoned fire sprinkler systems required -Airspace review req'd for objects >35 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
B2 High Noise Zone	No new dwellings allowed ¹⁰	100	250	No Req'd	-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, hotels/motels, places of assembly -Bldgs with >3	-Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria ¹⁸



					<ul style="list-style-type: none"> -aboveground habitable floors -Noise-sensitive outdoor nonresidential uses¹⁵ -Critical community infrastructure facilities¹⁶ -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Aboveground bulk storage for hazardous materials discouraged^{14,20} -Airspace review req'd for objects >35 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Avigation easement dedication and disclosure⁴
<p style="text-align: center;">C1 Primary Approach/Departure Zone</p>	≤3.0	100	250	No Req'd	<ul style="list-style-type: none"> -Children's schools, day care centers, libraries -Hospitals, congregate care facilities, places of assembly -Noise-sensitive outdoor nonresidential uses¹⁵ -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Critical community infrastructure facilities discouraged^{16,20} -Above ground bulk storage of hazardous materials discouraged^{14,20} -Sound attenuation as necessary to meet interior noise level criteria¹⁸ -Airspace req'd for objects >70 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Deed notice and disclosure⁴
<p style="text-align: center;">C2 Flight Corridor Zone</p>	≤6.0	200	500	No Req'd	<ul style="list-style-type: none"> -Highly noise-sensitive outdoor nonresidential uses¹⁵ -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Children's schools discouraged²⁰ -Airspace review req'd for objects >70 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Deed notice and disclosure⁴
<p style="text-align: center;">D Flight Corridor Buffer</p>	No Limit	No restriction ²¹	No restriction	No Req'd	<ul style="list-style-type: none"> -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged²¹ -Electromagnetic radiation notification⁹ -Deed notice and disclosure⁴
<p style="text-align: center;">E Other Airport Environs</p>	No Limit	No restriction ²¹	No restriction	No Req'd	<ul style="list-style-type: none"> -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Disclosure only⁴



* <i>High Terrain</i>	Same as Underlying Compatibility Zone	Same as Underlying Compatibility Zone	Not Applicable	-Hazards to flight ⁸ -Other uses restricted in accordance with criteria for underlying zone.	-Airspace review req'd for objects >35 ft. tall ¹⁹ -Avigation easement dedication and disclosure ⁴
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NOTES:

Policies referenced here are from the Riverside County Airport Land Use Compatibility Plan adopted by the Riverside County ALUC for other airports beginning in October 2004. A complete copy of the Riverside County Airport Land Use Compatibility Plan is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See Riverside County Airport Land Use Compatibility Plan, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Avigation easements are to be dedicated to the March Inland Port Airport Authority; the federal government is precluded from receiving easement dedications. See sample language in www.marchjpa.com/docs_forms/avigationeasement.pdf.
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. Zone A is on Air Base property or otherwise under military control.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
9. March ARB 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 microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and avigation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited.



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15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
 16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
 17. For properties in either APZ I or II, any use listed as —N – not compatible for that particular APZ in Table 3-1 of the 2005 Air Installation Compatible Use Zone Study for March Air Reserve Base. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
 18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
 19. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.
 20. Discouraged uses should generally not be permitted unless no feasible alternative is available.
 21. Although no explicit upper limit on usage intensity is defined for Zone D and E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.