



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

TOC STRATEGIC PLAN

STATION VISION PLAN

PERRIS - DOWNTOWN

MARCH 2024

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TABLE OF CONTENTS

1. THE OPPORTUNITY	8
INTRODUCTION AND VISION PLAN OUTLINE	8
THE STATION AREA TODAY	9
STATION AREA OPPORTUNITIES & BARRIERS	10
STATION QUICK FACTS	11
EXISTING CONDITIONS	11
2. THE VISION	14
WHERE ARE WE NOW?	15
WHERE DO WE WANT TO GO? (LONG TERM VISION)	15
PERRIS - DOWNTOWN FRAMEWORK PLAN	16
PRIORITY PROJECTS	16
LAND USE	17
MOBILITY	20
PLACEMAKING	25
3. HOW WE GET THERE	30
KEY LAND USE ACTIONS	30
KEY MOBILITY ACTIONS	32
KEY PLACEMAKING ACTIONS	34
PRIORITY PROJECTS AND IMPLEMENTATION MATRIX	36

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1

THE OPPORTUNITY

WHAT IS TOC?

REGIONAL CONTEXT

INTRODUCTION AND VISION PLAN OUTLINE

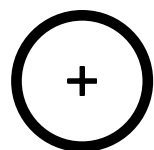
THE STATION AREA TODAY

STATION AREA OPPORTUNITIES AND BARRIERS

STATION AREA QUICK FACTS

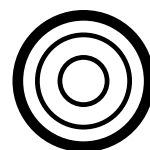
WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

TOC IS 3D



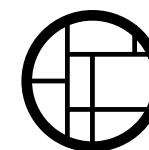
DENSITY

A selection of housing types that is customized to local needs



DIVERSITY

A variety of services, employment, mobility options, and residents of different ages/incomes/family composition



DESIGN

People-focused places that integrate private development, public spaces, and transit

WHAT DOES IT MEAN?

UNDERSTAND THE LOCAL MARKET

What works for large cities might not be best for smaller markets

COMMUNITY PLANNING MATTERS

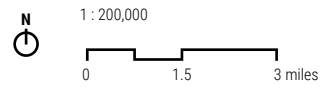
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

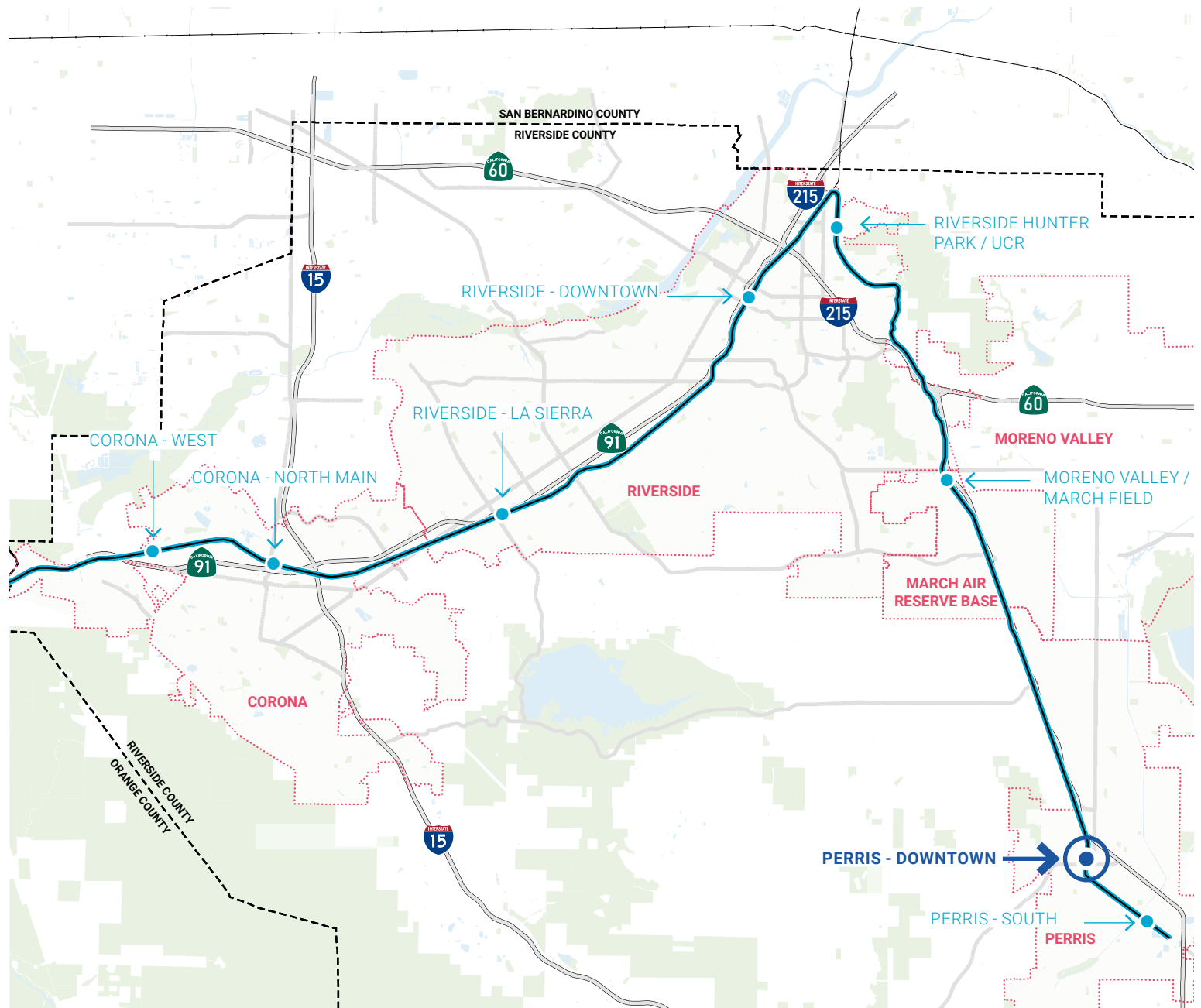
All elements of daily life need to work together to create a true community



EXHIBIT 1. REGIONAL CONTEXT



- County limits
- City limits
- Main arterials
- Metrolink rail line
- Metrolink rail stations
- Intercity rail lines



1.

THE OPPORTUNITY

INTRODUCTION AND VISION PLAN OUTLINE

This planning framework includes an overarching Transit Oriented Communities Strategic Plan (Strategic Plan) and Vision Plans for each individual station area. The Strategic Plan provides a resource for communities at the eight Metrolink stations along the 91/Perris Valley corridor within Riverside County. Vision Plans are being developed for each of the eight stations to provide station-specific frameworks and implementation guidance to promote TOC throughout the corridor. This Vision Plan addresses the **Perris - Downtown Station**.

WHAT WE HOPE TO ACCOMPLISH

The goals of the Strategic Plan are to support local economic development, increase Metrolink ridership, and decrease overall auto trips; these latter two goals in particular focus on addressing local and regional traffic congestion. The Vision Plan builds on the corridor-wide Strategic Plan by refining station-specific goals, identifying key mobility and infrastructure projects, and outlining financial and phasing strategies to support cities and other stakeholders in realizing the station vision.

RCTC ROLE

The Riverside County Transportation Commission (RCTC) delivers transportation solutions that

improve the quality of life and business climate in Riverside County, California. It oversees funding and coordination of all public transportation services within Riverside County. RCTC has secured funding from the Federal Transportation Administration's (FTA) Pilot Program for Transit-Oriented Development Planning and is leading the development of this plan in partnership with corridor communities.

STAKEHOLDERS

A public engagement process supports the Strategic Plan effort. It is dedicated first and foremost to identifying the specific needs, desires, and interests of the communities surrounding each of the eight station areas. The Vision Plans propose solutions that preserve the best elements of each of the communities and enhance their well-being while allowing the benefits of TOC to take root and flourish.

STATION VISION PLAN

The Station Vision Plan is composed of three major sections:

1. THE OPPORTUNITY

This section presents key opportunities for TOC around a half-mile radius of the Perris -

Downtown Station. It evaluates existing conditions and provides an overview of opportunities and barriers specific to the station area. This section also includes a snapshot of the station typology, service frequency, parking, and other amenities currently available at the station.

2. THE VISION

The Vision sets the stage for the future of the station. Based on existing conditions, opportunities, and constraints, the Vision lays out key mobility, land use, and placemaking projects that would catalyze TOC around the station area through a comprehensive framework plan. This section also looks at the existing conditions and development around the station, describes it as a "station typology," and compares it to the more transit-oriented future state that the station area can pursue as a long-term goal.

3. HOW WE GET THERE

This section provides implementation guidance by identifying key strategies, funding mechanisms, and policy recommendations to support TOC around the station area. This section also outlines estimated implementation timelines, key partnerships, and funding sources.

THE STATION AREA TODAY

SOCIO-ECONOMIC PROFILE

Downtown Perris has a relatively dense population, the majority of which is of Hispanic origin. More than 700 people live and work in the station area, more than any other station along the 91/Perris Valley Line (PVL). Other residents commute to Riverside and Moreno Valley for work and the overall unemployment rate is lower than the Perris submarket and Riverside County. Over 50% of workers in the station area work in public administration. The real estate market is diverse and has a mix of retail, industrial, office, and residential, with retail representing 42% of the inventory.

URBAN DESIGN

The Perris - Downtown Station is located right in the city's downtown. Downtown Perris is characterized by a varied urban character and a range of building types. The area has diverse residential products, retail, services, and several parks. The station area offers generally transit-supportive conditions, including multifamily mixed-use developments and quality public space.

Development east and outside of the half-mile station area, however, is less transit-supportive. This area includes a mix of industrial, commercial, and residential uses in a relatively fragmented urban environment that would require more investment in infrastructure improvements to support TOC and provide better connections to the station.

MOBILITY

The roadway network around Downtown Perris is a standard grid of local streets and alleys and the station can be accessed from C Street or D Street. D Street serves as the city's main downtown corridor. The Perris - Downtown Station is also known as the Perris Transit Center and provides multiple local bus connections. Before the COVID-19 pandemic in 2020, the average monthly parking utilization rate was 9% and average weekday boardings totaled 905.

Currently, there are Class III bike routes along C Street, D Street, 4th Street, and Perris Boulevard. The station is relatively walkable due to the street grid and is complemented by enhanced pedestrian-oriented amenities such as special paving, wide sidewalks, and lighting clustered along D Street.

LAND USE

Land use is dictated by two city planning documents, the Perris General Plan and the Downtown Perris Specific Plan, which provides localized land use designations, mobility recommendations, and urban design guidelines. The neighborhood surrounding the transit station is characterized by a mix of residential, commercial, and industrial uses. Residential uses are present along the western and southern edge of the study area as well as a smaller amount on D Street. Commercial uses are present on and east of D Street and north of 4th Street. Some industrial uses can be found between 1st and 3rd Streets. Educational and institutional uses are concentrated in the southwest area.

STATION AREA OPPORTUNITIES & BARRIERS

The Perris - Downtown Station is located in the city's downtown along D Street. Also known as Perris Transit Center, this station provides local and regional connections with Riverside Transit Agency (RTA) buses and dial-a-ride services. The station area is bisected by the rail corridor, with access to the platform from C Street or D Street. Historic buildings mark the entrance to the station area, including the historic landmark Rock Castle to the north and the Perris Valley Historical Museum to the south. The Southern California Railway Museum is also located just outside the station area to the south and is a major tourist attraction. Ample retail options including markets, restaurants, and coffee shops can be found within walking distance of the station. Development east of the station consists of industrial, commercial, and residential uses situated in a more suburban context.



EXHIBIT 2.
POINTS OF INTEREST
AND STATION CONTEXT



TOC area (half-mile radius)



Main arterials



Metrolink rail line



Perris - Downtown Station

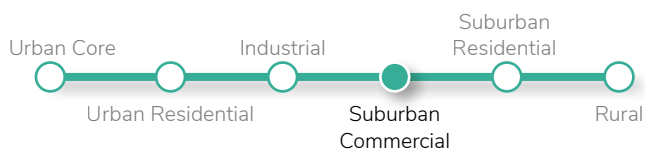
+ OPPORTUNITIES

- › Build on existing pedestrian infrastructure and amenities to create spaces that prioritize pedestrian safety and comfort
- › Expand on planned active transportation improvements that enhance connections to the station area
- › Capitalize on proximity to major destinations, such as the Railway Museum and Perris City Hall

- BARRIERS

- › Suburban development patterns west of the tracks that lack pedestrian and bicycle infrastructure
- › Limited bicycle infrastructure within the immediate vicinity of the station area
- › Poor access between residential neighborhoods and station due to railroad tracks

STATION QUICK FACTS



PEAK PERIOD FREQUENCY (MIN)



TRANSIT ROUTES WITHIN HALF-MILE RADIUS



STATION PARKING



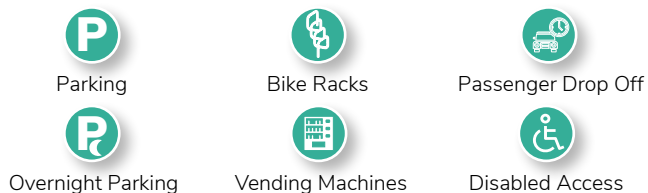
MONTHLY AVG. PARKING UTILIZATION (2019)



AVG. ANNUAL WEEKDAY BOARDINGS (2019)



AMENITIES



EXISTING CONDITIONS



GATEWAY MONUMENT



RTA BUS TRANSFER AREA



HISTORIC BANK BUILDING



STATION MEMORIAL PLAQUE



AT-GRADE CROSSING



PERRIS STATION APARTMENTS AND D STREET

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2

THE VISION

THE VISION

WHERE ARE WE NOW & WHERE DO WE WANT TO GO

FRAMEWORK

PRIORITY PROJECTS

LAND USE

MOBILITY

PLACEMAKING

2. THE VISION

THE PERRIS – DOWNTOWN STATION AREA IS A VIBRANT, CONNECTED LOCAL DESTINATION THAT CAPTURES THE CITY’S HISTORIC CHARM AND SMALL-TOWN FEEL.

The City of Perris recently made significant infrastructure investments to improve active transportation connections and position the downtown for transit-oriented development and economic growth. In July 2023, the city was awarded a \$7 million state grant for the Destination Perris Project, which will allow residents and visitors to travel between the station and the Railway Museum on a historic red trolley. The project calls for a track extension from the Perris – Downtown Station to south of Mapes Road, which would allow for the trolley to loop back to the station, a distance of 1.9 miles. The goals of this project are to drive economic growth, promote tourism, and enhance the Downtown Perris corridor.

This Vision Plan aims to build upon prior work by focusing on mobility improvements to enhance connections between the station and existing and proposed destinations around downtown, including the Railway Museum. The city has identified several underutilized downtown sites for housing through its Housing Element update. Additional housing and mixed-use development on city-owned sites could help catalyze additional redevelopment around the station area. A centralized parking structure could accommodate new mixed-use development and increased transit ridership. Prioritizing first-last mile connections, such as closing gaps in the pedestrian and bikeway network and activating alleyways, could also enhance the pedestrian experience. This Vision Plan could also build on the city’s recently revitalized D Street and reinforce the corridor as a “Main Street” by hosting community events, activating the sidewalk, and improving ground-floor transparency of buildings.



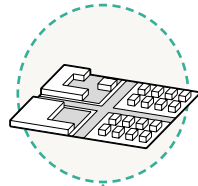
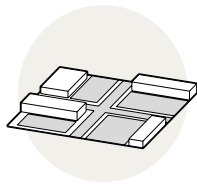
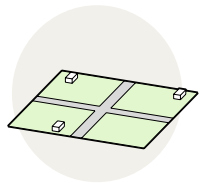
**REINFORCE
D STREET AS A
“MAIN STREET”**



**ENHANCE FIRST-
LAST MILE
CONNECTIONS
BETWEEN
THE STATION
AND MAJOR
DESTINATIONS**

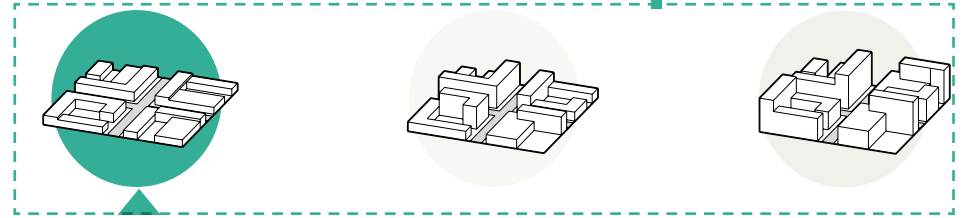


**LEVERAGE CITY-
OWNED SITES
TO CATALYZE
MIXED-USE
DEVELOPMENT**



LOWER DENSITY

WHERE WE ARE



WHERE WE WANT TO GO

HIGHER DENSITY

WHERE ARE WE NOW?

The station area is characterized as **Village Mixed-Use**. Village Mixed-Use areas are the walkable and transit accessible cores of traditional neighborhoods. Typical buildings are between 2 and 6 stories tall, with ground-floor retail space and offices and/or residences on the floors above. Parking is typically structured, tucked under, or placed behind buildings so that it does not detract from the pedestrian environment.

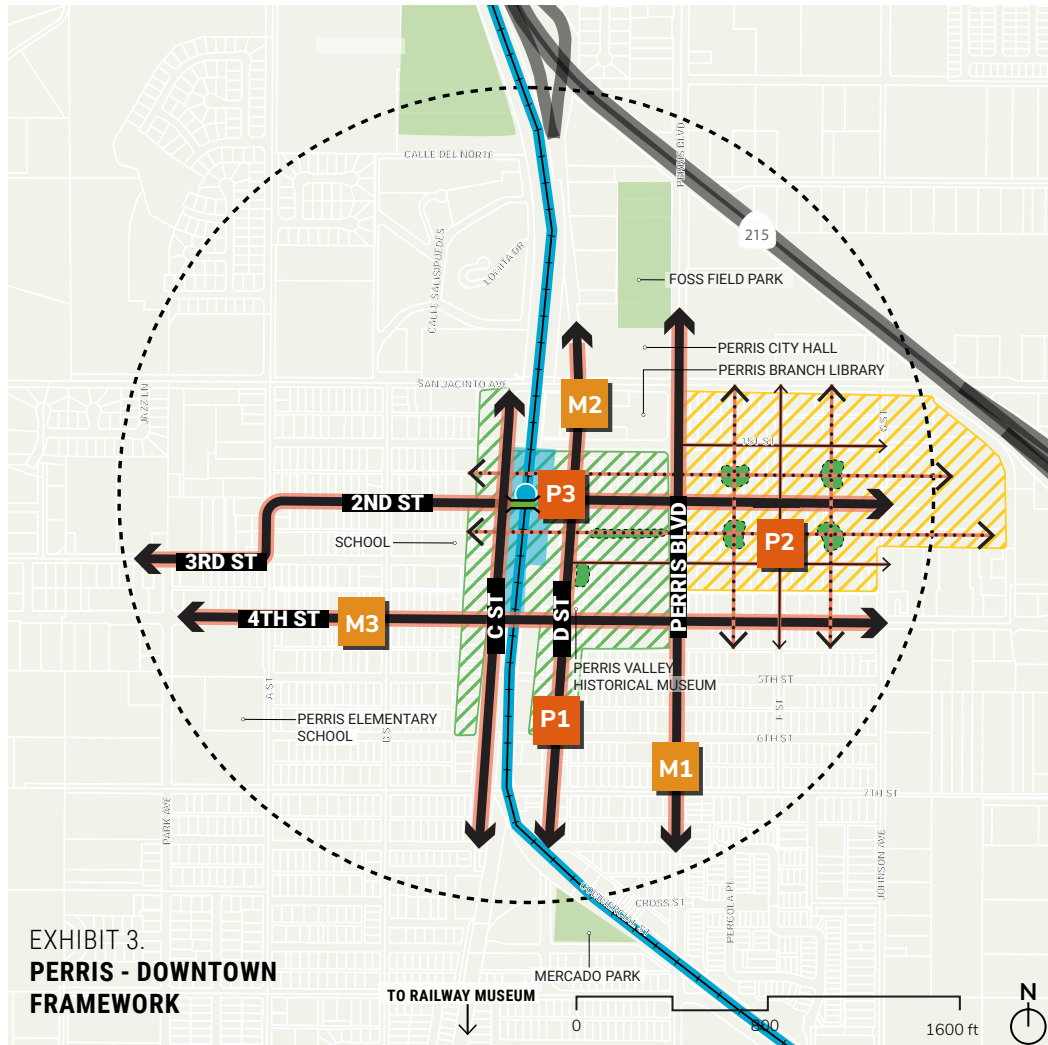


WHERE DO WE WANT TO GO? (LONG TERM VISION)

Town Mixed-Use

Perris – Downtown could transition to a Town Mixed-Use place type. Town Mixed-Use areas are walkable mixed-use neighborhoods, such as the mixed-use core of a small city or transit-oriented development, with a variety of uses and building types. Typical buildings are between 3 and 8 stories tall, with ground-floor retail space and offices and/or residences on the floors above. Parking is usually structured, either above or below ground.





PERRIS - DOWNTOWN FRAMEWORK

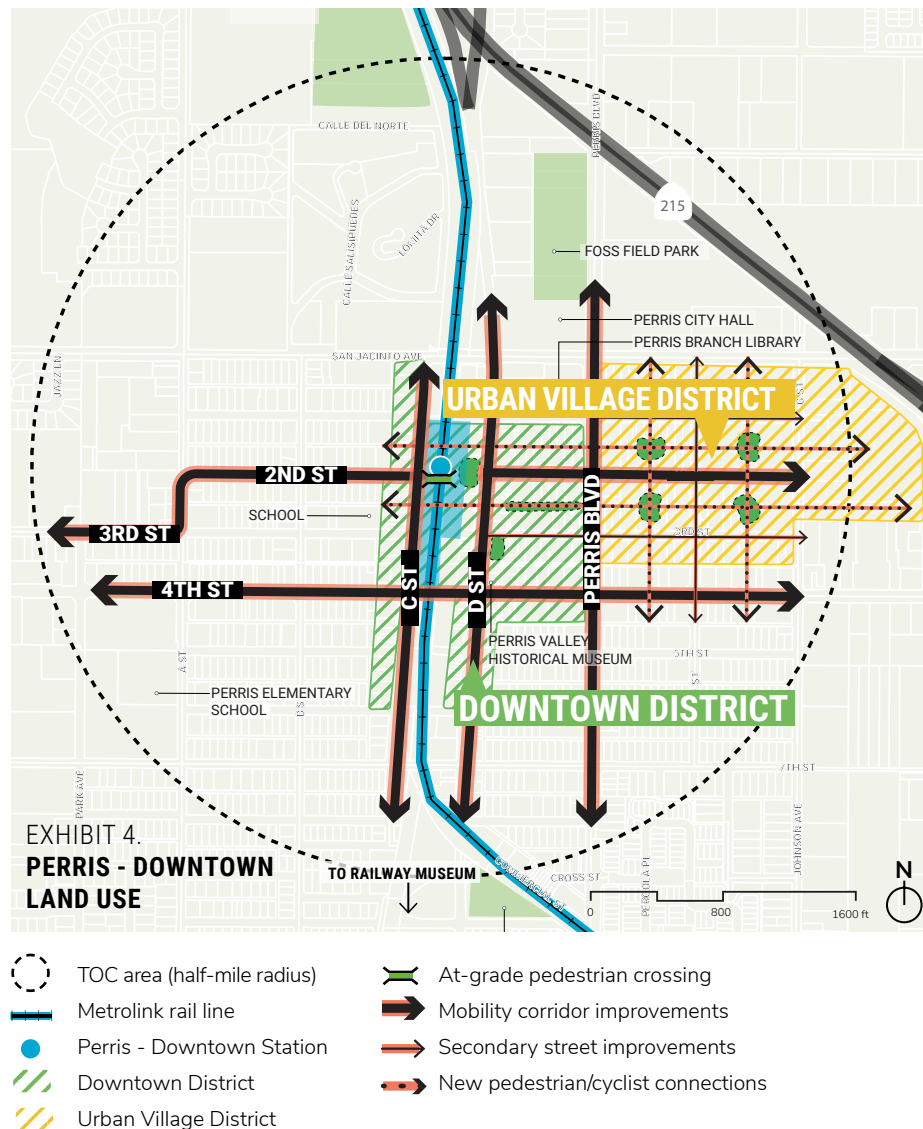
The Framework proposes enhancements to key mobility corridors and identifies three major districts. Major mobility corridors, including D Street, 4th Street, and Perris Boulevard, could include traffic calming features and bikeways to improve the pedestrian and cyclist experience and create safer connections to the station. The districts build on the City of Perris' Downtown Specific Plan and Housing Element to establish future land use patterns and densities designed to promote pedestrian and cyclist activity while improving access to the station and other transit services.

PERRIS - DOWNTOWN PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Perris Boulevard	Downtown District	P1	Downtown Promenade
M2	D Street		P2	Urban Village Greenways
M3	4th Street	Urban Village District	P3	Perris Transit Plaza

- TOC area (half-mile radius)
- Metrolink rail line
- Perris - Downtown Station
- Station and RCTC Property
- Downtown District
- Urban Village District
- Pedestrian/greening projects
- At-grade pedestrian crossing
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

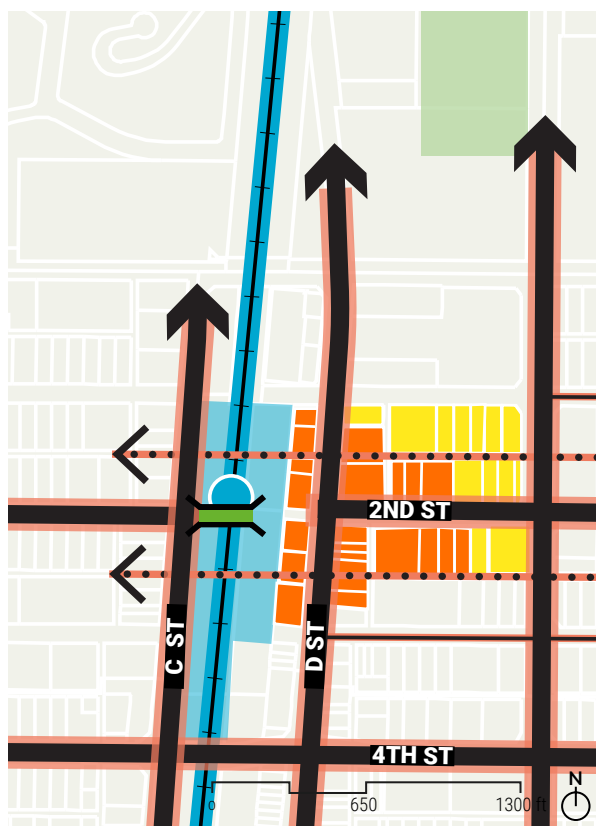
LAND USE



The neighborhood surrounding the transit station is characterized by a mix of residential, commercial, and industrial uses with a small-town look and feel. This station area is home to a senior housing apartment complex, several government buildings, as well as educational and cultural institutions, providing major employment opportunities within the area. Single-family residential neighborhoods surround downtown to the west and east.

Potential land use project objectives:

- Prioritize parcels adjacent to the station as core opportunities for transit-oriented development
- Promote development consistent with each neighborhood pattern identified in the city's Downtown Specific Plan
- Actively market and remove barriers to site development on affordable housing infill sites identified in the City of Perris' Housing Element
- Provide district parking structures to balance parking needs between the Metrolink Station, local businesses, and residents



POTENTIAL DEVELOPMENT SITES

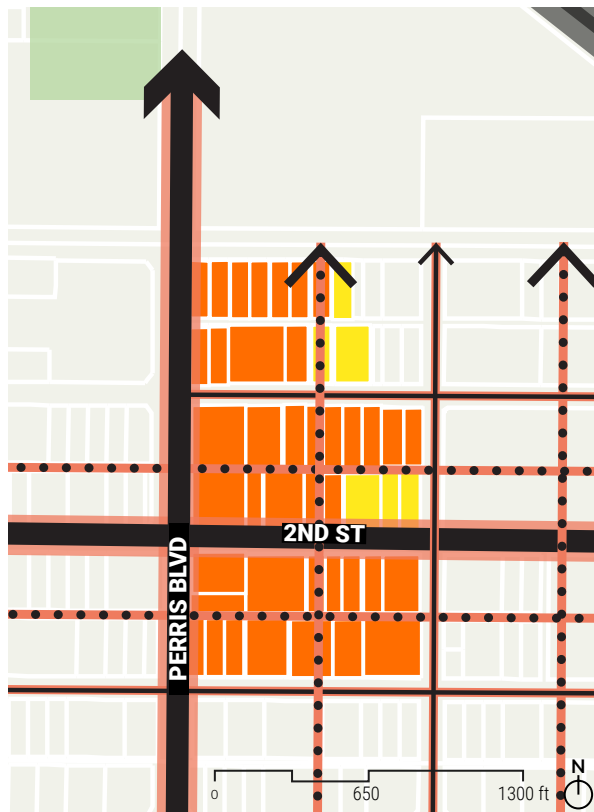
- Primary development sites
- Secondary development sites
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections
- At-grade pedestrian crossing



MIXED-USE WITH GROUND-FLOOR RETAIL

DOWNTOWN DISTRICT:

The Downtown District could feature compact, mixed-use development on vacant lots, including several city-owned properties adjacent to the station fronting D Street. Building types could be similar to the existing development at the southwest corner of San Jacinto Avenue and D Street, with neighborhood-serving retail at the ground floor and residential units above. A parking structure could be built in a centralized location along 2nd Street to serve both Metrolink users, residents, and retail businesses. Alleys linking to Perris Boulevard could be used to create direct connections from the urban village to the station and downtown. Two- to three-story mixed-use residential developments could be concentrated west of Perris Boulevard.



POTENTIAL DEVELOPMENT SITES

- Primary development sites
- Secondary development sites
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections



2- TO 4-STORY RESIDENTIAL VILLAGES

URBAN VILLAGE DISTRICT:

The Urban Village, designated by City of Perris' Downtown Specific Plan, could consist of up to five stories of mixed-use residential and commercial development fronting east of Perris Boulevard, with two- to three-story residential moving east toward the 215 Freeway. As identified in the Downtown Specific Plan, residential-only buildings could include stacked flats, courtyard flats, townhomes, and live-work units.

MOBILITY

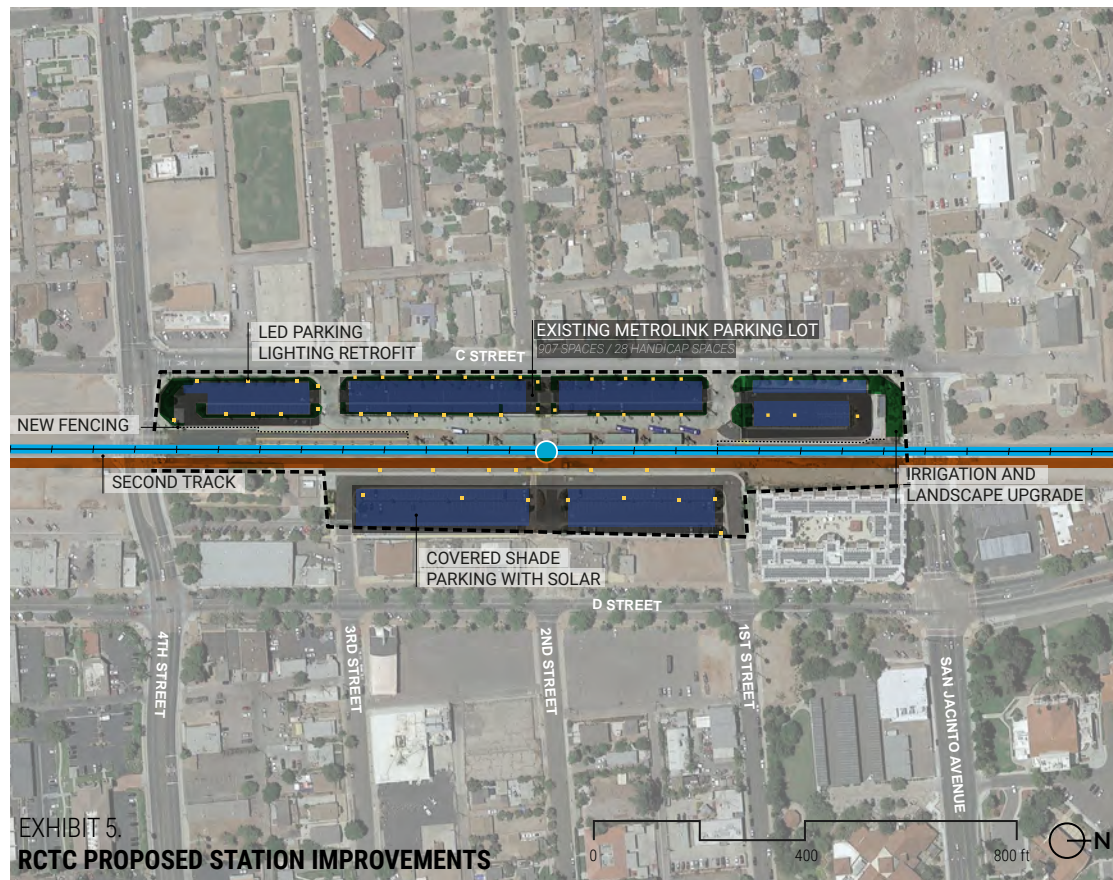


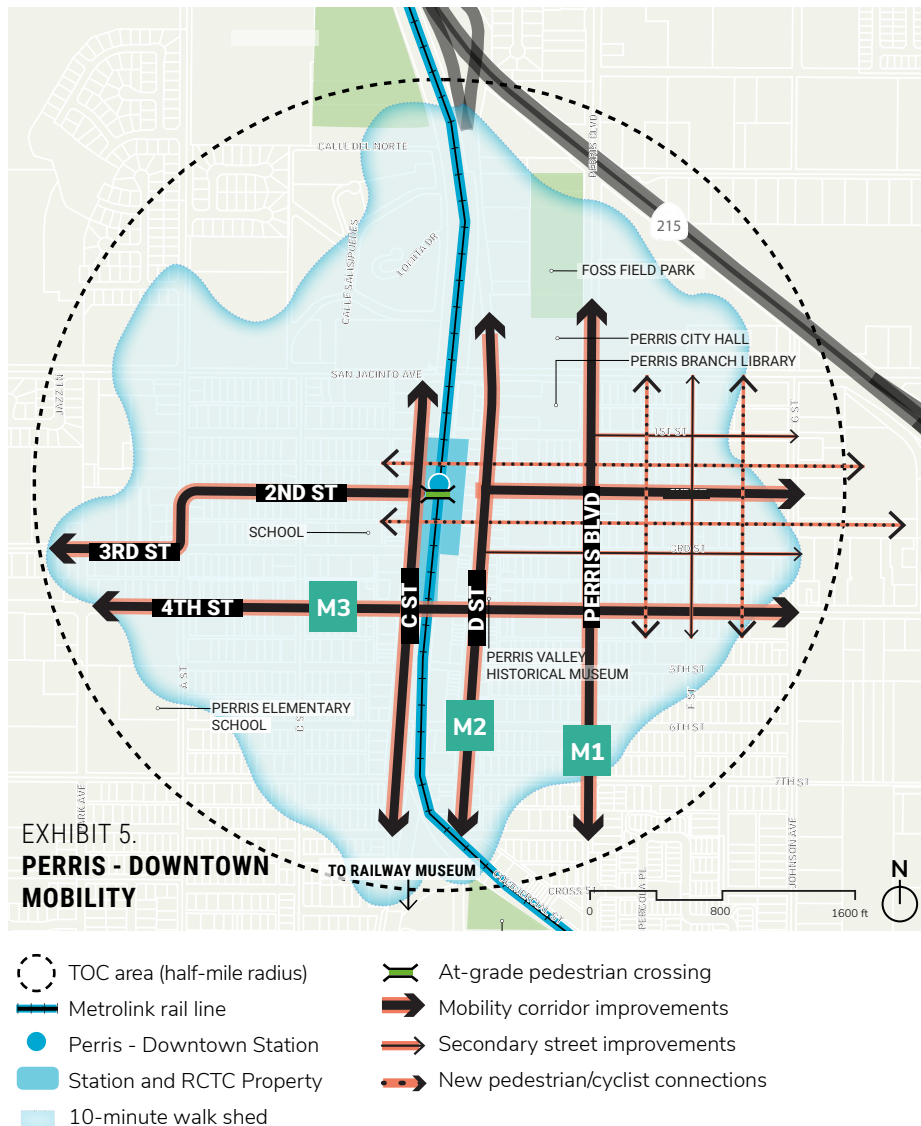
EXHIBIT 5.
RCTC PROPOSED STATION IMPROVEMENTS

- Station area
- Metrolink rail line
- Perris - Downtown Station
- Existing parking
- Covered shade parking with solar
- Irrigation and landscape upgrade
- LED lighting retrofit

STATION IMPROVEMENTS

RCTC owns and operates all Metrolink stations in Riverside County, including the Perris - Downtown Station. Many short and long-range improvements at the stations have been identified by RCTC to meet the needs of commuters and ensure that passengers have a positive experience using public transportation. These include station rehabilitation projects, increasing parking capacity, and general service improvements. Regional improvements, such as adding tracks and expanding services, can be found in the corridor-wide Strategic Plan. Perris - Downtown improvement projects identified by RCTC and their estimated time frames are listed in the table below. Exhibit 5 indicates approximate project locations at the station; however each project will require additional scoping prior to implementation.

PRIORITY	PROJECT DESCRIPTION	TIME FRAME
Medium	Irrigation and landscape upgrade – desert tolerant	5-10 years
Medium	Covered shade parking with solar	5-10 years
Medium	LED parking lighting retrofit	5-10 years
Medium	New fencing for better access control	5-10 years
Medium	Second track	5-10 years



CORRIDOR IMPROVEMENTS

This station area has a well-connected grid of streets and alleys. The platform can be accessed from C or D Streets, with D Street serving as the city's main downtown corridor. D Street provides a walkable pedestrian corridor integrated into the city's larger street grid pattern. Although none of the roadways in the immediate station area provide dedicated bicycle facilities, several mobility improvements are identified in the city's Active Transportation Plan, including the addition of bicycle boulevards and bike lanes.

Potential mobility project objectives:

- Reinforce D Street as the community's "Main Street" that prioritizes pedestrians, cyclists, and community celebrations
- Incorporate traffic calming strategies along major thoroughfares into the City of Perris, including Perris Boulevard and 4th Street
- Build on the city's Active Transportation Plan by upgrading bicycle infrastructure within the station area
- Create "slow streets" east of Perris Boulevard that connect the Perris - Downtown Station to housing redevelopment opportunity sites identified by the city

MAJOR MOBILITY CORRIDORS

- M1** Perris Boulevard
- M2** D Street
- M3** 4th Street



SOURCE: GOOGLE EARTH

M1 PERRIS BOULEVARD

Perris Boulevard is a major north-south thoroughfare into the City of Perris. Building on the City of Perris Active Transportation Plan, improvements to Perris Boulevard could include protected bike lanes to create better cyclist connections between proposed residential development and major destinations around the city. It's recommended that the roadway is widened to fit a protected bike lane, landscaping, and sidewalk.



PERRIS BOULEVARD CONCEPTUAL VIEW



PROTECTED BIKE LANES



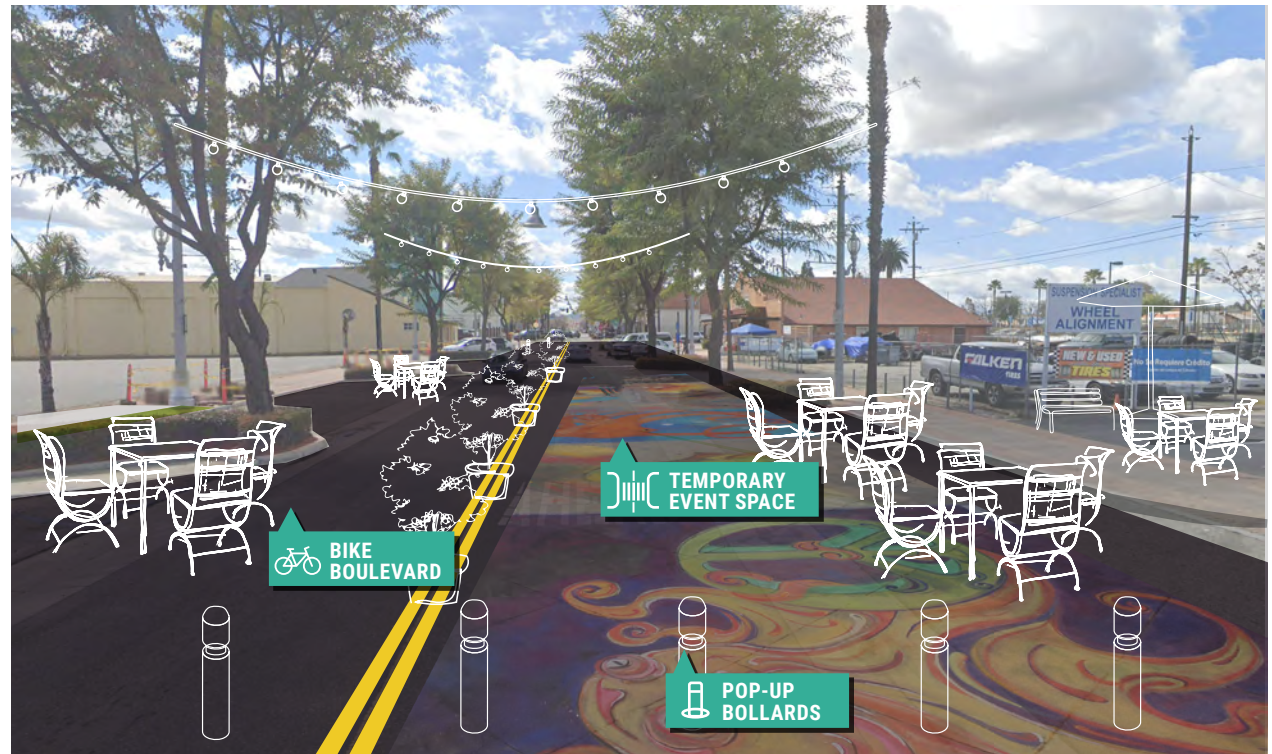
LANDSCAPING



SOURCE: GOOGLE EARTH

M2 D STREET

D Street is known as the city's Downtown Promenade. It provides wide sidewalks, marked crosswalks, and diagonal parking, but lacks bicycle infrastructure. The City of Perris Active Transportation Plan proposes a Class IIIB bicycle boulevard along D Street to create a safer cycling environment for those traveling through Downtown. The plan defines a bicycle boulevard as a low-speed, low-volume roadway that is designed to enhance comfort and convenience for people bicycling and walking. This Vision Plan also aims to expand upon recent infrastructure improvements to the Downtown Promenade by temporarily pedestrianizing the street during community events using pop-up bollards.



D STREET CONCEPTUAL VIEW



POP-UP BOLLARDS FOR STREET EVENTS



BIKE BOULEVARD

SOURCE: GOOGLE EARTH



SOURCE: GOOGLE EARTH

M3 4TH STREET

4th Street is a major east-west thoroughfare through the City of Perris. Improvements to 4th Street could include protected bike lanes and a bike box at the intersection of D and C Streets to create safe and more efficient bike routes to the station and downtown. A bike box at a signalized intersection would allow eastbound cyclists to safely make left turns by increasing visibility and reducing signal delay. The city should also seek opportunities to expand the tree canopy where there is sufficient space for more trees behind the sidewalk.

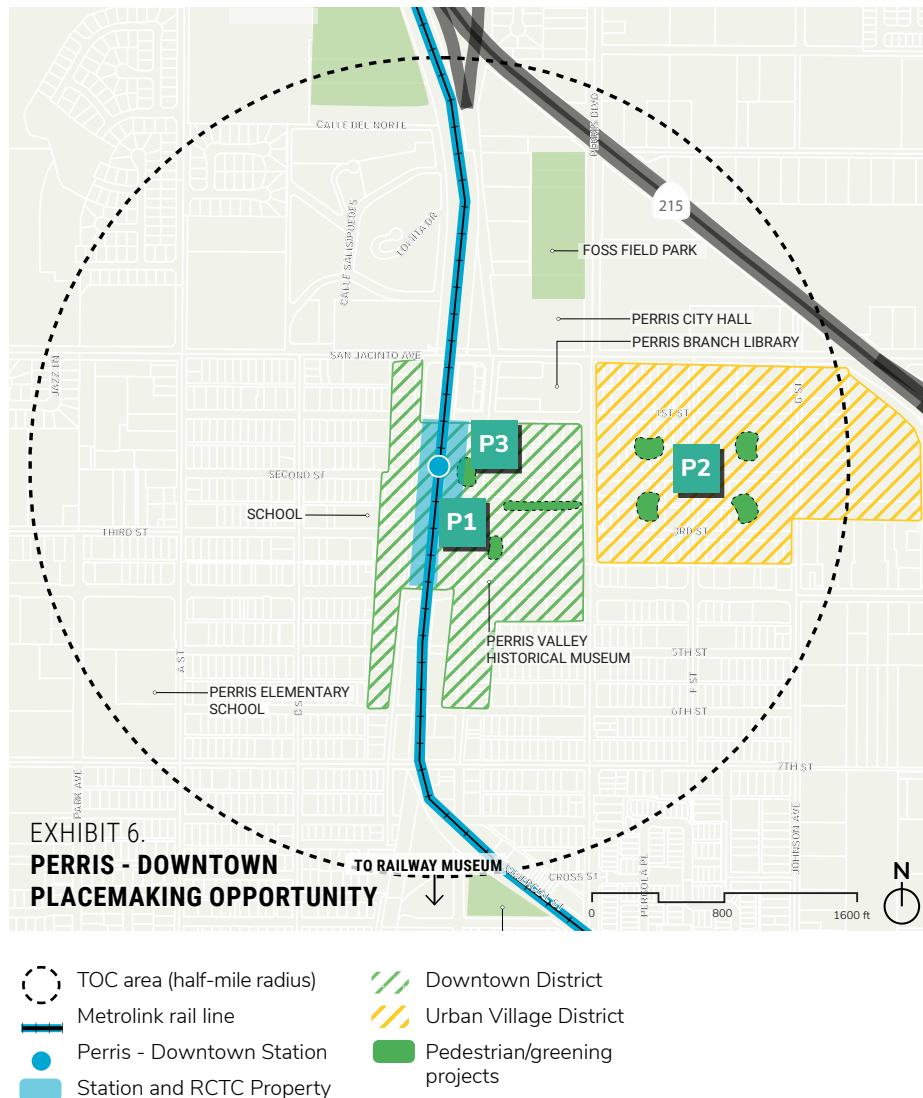


D STREET CONCEPTUAL VIEW



BIKE BOX

PLACEMAKING



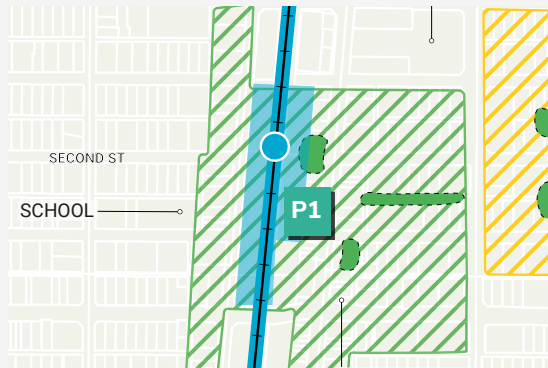
The Perris - Downtown station area is characterized by its traditional grid street pattern, pedestrian-oriented amenities, and a range of building types and historic structures. The station area's most notable design elements can be found along D Street, the city's Downtown Promenade. D Street is lined with wide sidewalks, overhead string lighting, wayfinding and destination signage, and brick paving, reminiscent of the city's industrial heritage. Expanding on existing design features and programming can elevate the city's downtown core and attract more residents and visitors. The Destination Perris Project, which will connect the station with the Railway Museum via a historic red trolley, also contributes to a unique identity and sense of place authentic to the history of Perris.

Potential placemaking project objectives:

- Promote more activity around the Downtown Promenade by providing more opportunities for recreation and leisure
- Incorporate design elements representative of the city's unique history to create a stronger sense of place and identity
- Implement the city's Downtown Specific Plan architectural styles and design elements throughout the station area to create a cohesive community

PEDESTRIAN/GREENING PROJECTS

- P1** Downtown Promenade
- P2** Urban Village Greenways
- P3** Perris Transit Plaza



P1 DOWNTOWN PROMENADE

D Street, better known as the Downtown Promenade, is the heart and center of culture in the City of Perris. It features wide sidewalks, historic buildings, including the Historic Train Depot and Bank of Perris, and other retail and restaurant uses. This Vision Plan aims to expand upon recent infrastructure improvements to the Downtown Promenade by temporarily pedestrianizing the street during community events using pop-up bollards. Providing more recreational amenities and programs could help reinforce downtown as a vibrant destination and stimulate additional economic activity.

Potential placemaking project components:

- Pop-up bollards for street events
- Public art, lighting, and other streetscape elements



STREET EVENTS



MARKED CROSSWALKS



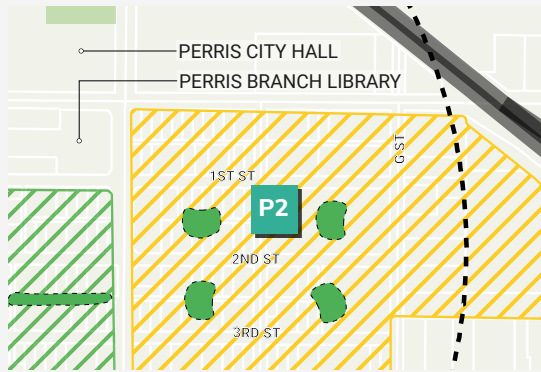
PEDESTRIAN-ORIENTED AMENITIES



DOWNTOWN WAYFINDING SIGNAGE



MONUMENT AND CHILDREN'S PLAY AREA



P2 URBAN VILLAGE GREENWAYS

According to the Downtown Perris Specific Plan, the Urban Village District is envisioned to consist of mixed-use and multi-family residential buildings with a network of walkways, greenways, and pocket parks connecting to downtown and the station. Pocket parks are small, publicly accessible outdoor spaces typically less than one acre in size. Buildings in this district should be designed to provide direct access from businesses or dwellings to greenways or a shared common courtyard.

Potential placemaking project components:

- Shaded greenways
- Lighting
- Seating
- Tree canopy



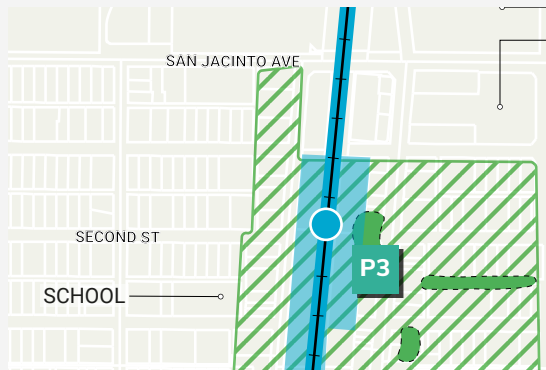
URBAN VILLAGE AND PARK



SHADED GREENWAYS



WALKWAY AND SEATING AREA



P3 PERRIS TRANSIT PLAZA

The Downtown Perris Specific Plan proposes a new plaza at the entrance of the station at the intersection of 2nd and D Streets. The plaza would function as a gathering space for Metrolink users and visitors and could also serve as an extension of D Street during community events. Incorporating monument signage, splash pads, and architectural elements and materials that tie into the character of Perris could also help strengthen the identity of downtown.

Potential placemaking project components:

- Monument signage
- Seating and lighting
- Splash pads
- Bike storage
- Architectural elements and materials



BIKE SHARE



SPLASH PAD



TRANSIT PLAZA



WATER REFILL STATION



SEATING



HOW WE GET THERE

KEY MOBILITY ACTIONS

KEY LAND USE ACTIONS

KEY PLACEMAKING ACTIONS

PRIORITY PROJECTS AND IMPLEMENTATION MATRIX

3.

HOW WE GET THERE

KEY LAND USE ACTIONS

Land use factors, such as density and land use mix, significantly impact the way people travel and get to their destinations. Transit-oriented communities are comprised of compact, mixed-use urban development. Optimizing land use is pivotal in providing affordable and safe access to employment, education, recreation, and other day-to-day needs. When destinations are walkable or accessible by transit, there is a significant reduction in energy consumption, pollution emissions, and vehicle collisions. The following actions are intended to diversify land use mix and promote density in order to concentrate jobs, housing, and services around the station area.



LU1: Position city-owned Regional Housing Needs Allocation (RHNA) sites for redevelopment

Through RHNA, cities in California must plan for new housing to accommodate projected population growth. Perris' RHNA for the 2021-2029 planning period has been determined by SCAG to be 7,805 housing units. The Housing Element will describe policies and programs the city will use to facilitate and encourage housing development appropriate for extremely low-income households. The city identified land suitable for residential sites, including several city-owned properties adjacent to the station. The City of Perris could consider the following:

- **Update the Development Plan Review** process to allow for a streamlined ministerial approval process for affordable housing
- **Conduct a market study** to evaluate the demand for various land uses in the area based on current and projected market trends
- **Conduct a financial analysis** to estimate the return on investment (ROI) on each site, considering costs for acquisition, infrastructure upgrades, development, and revenue streams
- **Explore partnerships with developers, investors, and community organizations** that align with redevelopment goals



LU2: Identify funding sources and partnerships to facilitate affordable housing

California provides density-bonus benefits to developers that meet different affordability thresholds. The City of Perris could support project feasibility by identifying potential funding sources and aligning their affordability requirements with the state's program. The CA Department of Housing and Community Development (HCD) TOD Housing Program funds the development of apartments and condominiums within 1/4-mile of transit, with the specific goals of increasing public transit ridership, minimizing automobile trips, and promoting greenhouse gas (GHG) reduction.

- **Engage with local stakeholders** to prepare Affordable Housing Incentive Guidelines to help describe density bonus provisions, qualifying criteria, and available incentives
- **Collaborate with the Perris Housing Authority** to identify and pursue local, state, and federal funding sources to support all phases of affordable housing, including predevelopment, development, operations, and supportive services
- **Leverage federal programs** like the low-income housing tax credit, community development block grants, partnership programs, and housing programs
- **Establish partnerships with potential affordable housing developers and non-profit organizations** that have the capacity to develop, acquire, and/or manage affordable housing. Look for opportunities to facilitate the acquisition of sites, at low or no cost, to develop affordable housing for lower income households



LU3: Verify and refine projects outside the immediate downtown area as opportunities arise

As a conceptual, aspirational document, this Vision Plan generally aligns with the City's Downtown Specific Plan. It does include long-term development concepts outside the geographic area and general purview of the Specific Plan. These long-term potential projects would involve fiscal commitment from the city as well as community input, and should be further vetted and refined in a way that will best meet with the community's goals when opportunities for their implementation are identified.

KEY MOBILITY ACTIONS

Investment in transportation infrastructure and services is critical in realizing successful TOC, particularly active transportation improvements. Active transportation improvements in station areas enable people to better access and use transit, foster more active lifestyles, and reduce greenhouse gas emissions. Building on previous planning efforts, the following strategies are intended to catalyze mobility improvements around the Perris - Downtown Station in order to establish a complete network that prioritizes pedestrians and cyclists over cars.



MO1: Identify projects in the City of Perris' Capital Improvement Plan that can incorporate proposed corridor improvements

Capital Improvement Projects include street reconfiguration of lanes, geometry, curbs, and utility systems upgrades. Proposed active transportation improvements, such as the addition of bike lanes, buffers, medians, and sidewalks, could be integrated into the City of Perris' Capital Improvement Projects to maximize cost savings and efficiency. The following corridors should be considered priority for completion or further study to be included in the Capital Improvement Plan:

- D Street: bike boulevard
- Perris Boulevard: bike lanes and sidewalk widening
- 4th Street at C and D Streets: bike box



MO2: Implement recommendations for first/last mile connections as mentioned in the RTA First & Last Mile Plan

The First and Last Mile Mobility Plan was prepared in collaboration with RTA, SCAG, and California Department of Transportation (CalTrans). The Plan aims to increase transit ridership by identifying strategies to address first and last mile gaps to transit use in Riverside County. The Plan developed a set of station typologies to characterize RTA transit stops, identified various strategies to improve first and last mile access, and developed recommendations for each station typology. The Perris - Downtown station area was classified as a Core District. The following strategies associated with the Core District typology should be considered priority for completion or further study:

- Wayfinding and information
- Bicycle network improvements
- Access connections
- Pedestrian network improvements
- Bus and/or rail stop enhancements
- Ridesharing/carsharing
- Mobility hubs
- Transit Oriented Development
- Pedestrian friendly projects



MO3: Establish public-private partnerships

Coordination between public and private entities, including RCTC, City of Perris, RTA, and the Western Riverside Council of Governments (WRCOG) will be critical in identifying gaps in specific areas where resources are needed to be allocated to create TOD. Implementation of the proposed improvements will also require multiple funding sources. The City of Perris should pursue both state and regional level grants to secure funding for the planning, design, and construction of proposed transit and mobility improvements.

KEY PLACEMAKING ACTIONS

Successful TOC features lively, vibrant places that prioritize the pedestrian experience, promote better health, improve the economy, and foster more civic engagement. Great placemaking incorporates human-scaled design elements such as public plazas, art, signage, trees, landscaping, and ground-floor activation to enhance the quality of life and strengthen connections between people and places. Placemaking strategies along the 91/Perris Valley Line should uplift existing assets and reflect cultural values engrained in the community, such as the region's agricultural legacy. The following strategies are designed to reinvigorate industrial parks and underutilized lots to create safe, interesting, and accessible places for people to enjoy.



PM1: Collaborate with local business owners, residents, non-profits, Chamber of Commerce, local artists, and other community stakeholders to ensure that design elements, art, and programming are rooted in community needs

Ongoing community engagement is critical at all stages of the planning process, including during and after implementation. The City of Perris could advance their Public Art Initiative and partner with community stakeholders to hold additional workshops, meetings, and events to develop a better understanding of community priorities as it relates to urban design, art, events, amenities, and programming. Perris could also collaborate with local artists to display murals or installations that celebrate the city's historic heritage.



PM2: Allow temporary street closures on D Street to host community events

As the “heart” of the city, D Street already features renovated storefronts, human-scaled amenities, lighting, and expanded sidewalks. Closing off vehicular traffic during off-peak hours, such as evenings or weekends, and using bollards or movable dividers can allow the City of Perris to dedicate more space to pedestrians and cyclists while promoting local businesses and destinations with foot traffic. Art festivals, farmers markets, and other events could strengthen the neighborhood’s sense of community and reinforce D Street as a major community corridor. The City of Perris could consider the following strategies:

- Establish a **special event street closure** application process
- Coordinate efforts between public works and business owners to **prepare a special event traffic plan** for D Street, which can include proposed detours, safety devices, lane closures, and traffic controls



PM3: Expand the urban tree canopy

In addition to providing aesthetic value to a community, trees help mitigate the urban heat island effect and improve carbon sequestration. Riverside County typically experiences moderate to extreme heat during the summer months. Average summertime temperatures can range between 85 degrees to 92 degrees Fahrenheit from June to September. Not only does extreme heat affect people’s health, it can also take a toll on infrastructure. The following strategies should be considered for further study:

- Future development should **preserve native trees and vegetation** to the furthest extent possible
- **Amend the city-wide design guidelines** to encourage new development to incorporate strategies that would reduce heat gain and choose native species that are well-suited to the local climate
- **Identify and secure urban greening grants** to catalyze urban forestry projects that reduce greenhouse gas emissions
- **Prepare an Urban Forestry Policy Manual** for planting, maintenance, removal, protection, and preservation of trees on public property
- **Initiate a tree planting program** that can enable residents to plant trees in their parkways for free. The city could also host volunteer events to plant trees in parks, schools, or along trails
- **Offer incentives** such as expedited permitting, decreased fees, and reduced stormwater requirements to developers that incorporate trees and green infrastructure practices in their projects

PERRIS - DOWNTOWN PRIORITY PROJECTS AND IMPLEMENTATION MATRIX

Based on the list of priority projects identified in this Vision Plan, **this section identifies projects being considered and their funding sources for the Perris - Downtown station area.** The potential funding sources listed prioritizes the resources that would be most applicable to projects identified in this Vision Plan based on ease of access to the funding resources, level of potential competition for the resources, and restrictive covenants associated with the resources. Funding sources have also been identified for each phase of implementation. A number of value capture sources may also be used on a district-wide basis to support multiple projects within each phase or across implementation phases.

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
LAND USE					
Confirm and/or refine land use districts identified in the vision chapter of this plan and integrate into actions LU1 - LU3	-	17-19	Immediate	City: Planning Division	<ul style="list-style-type: none"> Affordable Housing and Sustainable Communities (AHSC) Program Choice Neighborhood Community Development Block Grant (CDBG) Community Development Block Grant (CDBG) - State Administered Community Development Block Grant (CDBG) - Section 108 Loan Guarantee Program HOME Investment Partnerships Program Infill Infrastructure Grant Program (IIG) Low Income Housing Tax Credit (LIHTC) Program National Housing Trust Fund
Position city-owned RHNA sites for redevelopment	LU1	30	Mid	City: Planning Division; Economic Development & Housing Department	
Identify funding sources and partnerships to facilitate affordable housing	LU2	31	Mid	City: Planning Division; Economic Development & Housing Department	
Verify and refine projects outside the immediate downtown area as opportunities arise	LU3	31	Long	City: Planning Division; Economic Development & Housing Department	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
MOBILITY					
Confirm, refine, and prioritize mobility projects M1-M2 identified in the vision chapter of this plan	M1-M3	21-24	Long	City: Engineering Department	<ul style="list-style-type: none"> • Active Transportation Program (ATP) • Assessment District • Bicycle and Pedestrian Facilities Program SB-821 • Cap and Trade - Transit and Intercity Rail Capital Program (TIRCP) • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Enhanced Infrastructure Financing District (EIFD) • Joint Development or Public- Private Partnerships (P3) • Office of Traffic Safety (OTS) Grants • Safe Routes to School • Surface Transportation Block Grant • Sustainable Transportation Planning Grant Program
Identify projects in the City of Perris CIP that can incorporate proposed corridor improvements	M01	32	Long	City: Engineering Department	
Implement first/last mile recommendations from RTA First and Last Mile Mobility Plan	M02	33	Long	City: Engineering Department	
Establish public-private partnerships	M03	33	Long	City: various departments	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
PLACEMAKING					
Confirm, refine, and prioritize place-making projects P1-P3 identified in the vision chapter of this plan	P1-P3	23-26	Mid	City: various departments	<ul style="list-style-type: none"> • California Urban Greening Grant Program • CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program • California Urban Greening Grant Program • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Community Development Block Grant (CDBG)
Create Perris Placemaking Council	PM1	34	Near	City: Planning Division	
Allow temporary street closures on D Street to host community events	PM2	34	Near	City: Planning Division, Public Works Department	
Expand the urban tree canopy	PM3	35	Long	City: Public Works Department	