



RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION

TRANSIT ORIENTED  
COMMUNITIES  
Strategic Plan

# TOC STRATEGIC PLAN

## STATION VISION PLAN

**PERRIS - SOUTH**

MARCH 2024

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## THE OPPORTUNITY

WHAT IS TOC?

REGIONAL CONTEXT

INTRODUCTION AND VISION PLAN OUTLINE

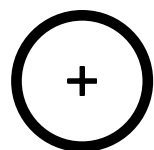
THE STATION AREA TODAY

STATION AREA OPPORTUNITIES AND BARRIERS

STATION AREA QUICK FACTS

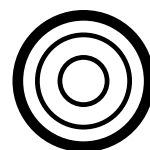
## WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

### TOC IS 3D



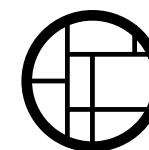
#### DENSITY

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

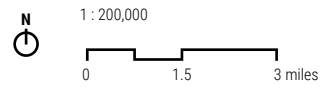
TOC is not about a single building or a single site

#### CREATE A SENSE OF PLACE

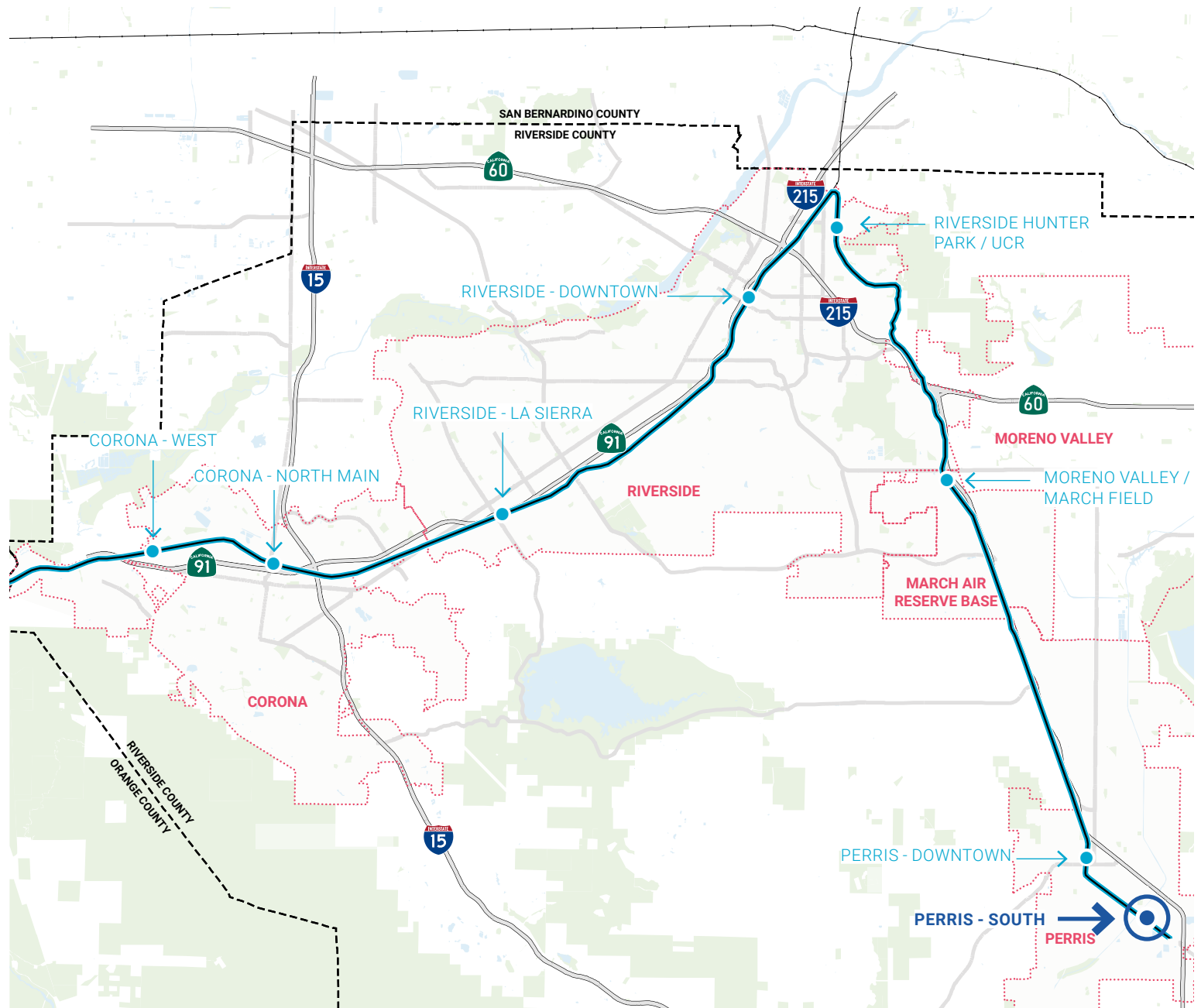
All elements of daily life need to work together to create a true community



# 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 - South 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 - South

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

The Perris - South station area is currently agricultural with few scattered industrial buildings. No residents live currently within the area boundaries. However, just outside of the station area, several developments are planned or under construction. Due to 100-year floodplain restrictions, development immediately near the station is only possible after the flood control mitigation project is complete, such as the Green Valley Development. The Green Valley Development, guided by the Green Valley Specific Plan, is a planned community that proposes approximately 4,210 dwelling units on approximately 1,269.2 acres.

### URBAN DESIGN

The urban character of South Perris is rural. The road network is sparse and there are no buildings or landmarks. The railroad and the channelized San Jacinto River are major features that mark the agricultural landscape of the station area.

These open spaces are characterized by ground vegetation and the absence of tree canopy throughout. The entire station area is located within a 100-year floodplain, which severely limits development opportunities within walking distance of the Perris - South Station.

### MOBILITY

The Perris - South Station is in a rural area with very few established roadways. The station can be accessed from Perris - South Metrolink Station Road via the 215 Freeway. Perris - South is the southern terminus of the Metrolink 91/Perris Valley Line. Before the COVID-19 pandemic, average monthly parking utilization rate was 10% and average annual weekday boardings totaled 1,138. There are currently two local bus connections available at the station, and are serviced by bus bays and passenger waiting areas.

Bicycle parking is provided on site. Although there are currently no other bicycle facilities within the station's immediate vicinity, additional bicycle infrastructure has been planned for the station. The station has a low level of walkability; there are no major destinations or points of interest within a 10-minute walking distance.

### LAND USE

Land use is dictated by three City of Perris planning documents, the Perris General Plan, the Green Valley Specific Plan, and the Riverglen Specific Plan which provide localized land use designations, mobility recommendations, and design guidelines. The General Plan also addresses conservation, which includes incentive programs that implement the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP was prepared to conserve natural habitats and species native to the region, while providing a streamlined environmental regulation process for new development.

Currently, the station area is dominated by agricultural uses and a few industrial buildings. Planned residential land designations are present north and south of the station. There are some industrial uses northwest of the half-mile planning area.

## STATION AREA OPPORTUNITIES & BARRIERS

This station is at the southern end of the 91/Perris Valley Line and currently lacks distinct form, due to its existing agricultural and industrial land uses. While this station's closest residential development is over a mile away south of Murrieta Road, there are several proposed projects due to opportunities for development within the area, including the Green Valley Specific Plan. This station connects to Riverside Transit Agency (RTA) buses and has a large parking area with over 900 spaces. This station also sits upon a 100-year floodplain. Flood management strategies have been planned along the San Jacinto River to mitigate flooding and allow future development around the station area. Proposed development will also be subject to project-level environmental evaluation to identify and address any impacts to MSHCP resources.



EXHIBIT 2.  
POINTS OF INTEREST  
AND STATION  
CONTEXT



TOC area (half-mile radius)



Main arterials



Metrolink rail line



Perris - South Station

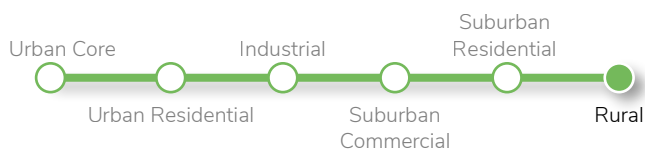
### + OPPORTUNITIES

- › Leverage planned trail connections along the San Jacinto River
- › Ready the area for eventual development post floodplain mitigation
- › Develop vacant parcels into walkable and bikeable neighborhoods that connect to the Metrolink Station
- › Gateway into the City of Perris

### - BARRIERS

- › Proximity to the Water Reclamation Facility and the 215 Freeway
- › Floodplain restricts near-term development potential

## STATION QUICK FACTS



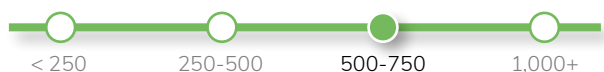
### PEAK PERIOD FREQUENCY (MIN)



### TRANSIT ROUTES WITHIN HALF-MILE RADIUS



### STATION PARKING



### MONTHLY AVG. PARKING UTILIZATION (2019)



### AVG. ANNUAL WEEKDAY BOARDINGS (2019)



### AMENITIES



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

## EXISTING CONDITIONS



SOURCE: GOOGLE EARTH

SAN JACINTO RIVER AND FLOODPLAIN SURROUNDINGS



TRACKS ALONG CASE ROAD



LANDSCAPING



SOURCE: GOOGLE EARTH

PERRIS VALLEY REGIONAL WATER RECLAMATION FACILITY

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2

South Perris

Do Not Enter  
Railroad Right of Way  
No Entry, Dirección  
de vía de Ferrocarril

# 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 – SOUTH STATION AREA CAN BE A LONG-TERM THRIVING SUBURBAN VILLAGE WHICH WILL SUPPORT A BROAD MIX OF HOUSING TYPES ALONG WITH PRESERVING OPPORTUNITIES FOR GREATER DENSITY IN THE FUTURE.**

The Perris – South Station is the least developed station among the 91/Perris Valley Line. Due to inadequate infrastructure and environmental constraints, including the floodplain and designated conservation areas, new development may not be feasible in the near-term. As such, improvements to existing roadways, trails, and urban design could be prioritized to set the stage for TOC around the station area later down the line. The proximity to the San Jacinto River also poses a unique opportunity for recreation and could feature equestrian and multi-use trails connecting to other areas of the city. Once flood management control measures are in place, investments could focus on infrastructure upgrades and development along existing roadways, such as Case Road and Murrieta Road. Residential, mixed-use development could slowly be introduced as the station area begins to build out in the long-term.



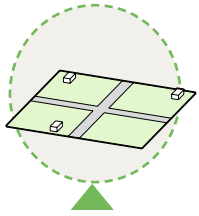
**FLOODPLAIN  
MITIGATION  
FOLLOWING THE  
IMPLEMENTATION OF  
THE SAN JACINTO  
RIVER STAGE 3  
CONCEPTUAL PLAN**



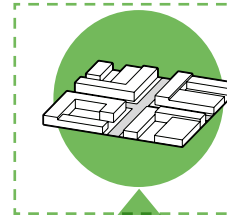
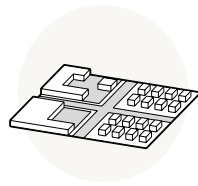
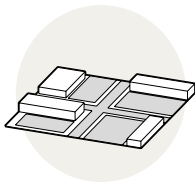
**ENHANCE EXISTING  
ROADWAYS  
TO SUPPORT  
MULTIMODAL  
INFRASTRUCTURE**



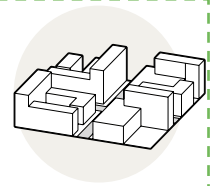
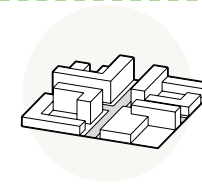
**ESTABLISH TRAIL  
CONNECTIONS TO  
THE SAN JACINTO  
RIVER**



WHERE WE ARE  
LOWER DENSITY



WHERE WE WANT TO GO



HIGHER DENSITY

TRANSIT-ORIENTED COMMUNITIES

## WHERE ARE WE NOW?

The Perris – South Station currently lacks a formal station typology due to the lack of development surrounding the station area. This station's role is to primarily serve as a park-and-ride function, due to the limited opportunities for development.



SOURCE: GOOGLE EARTH

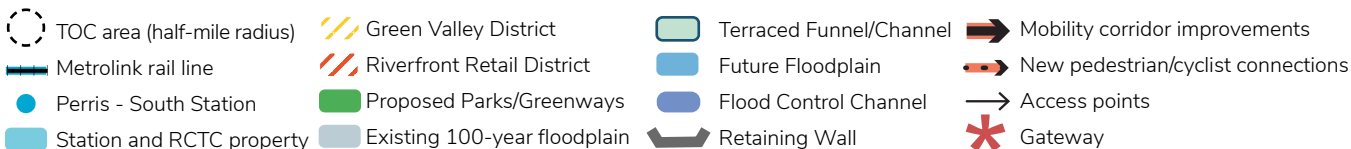
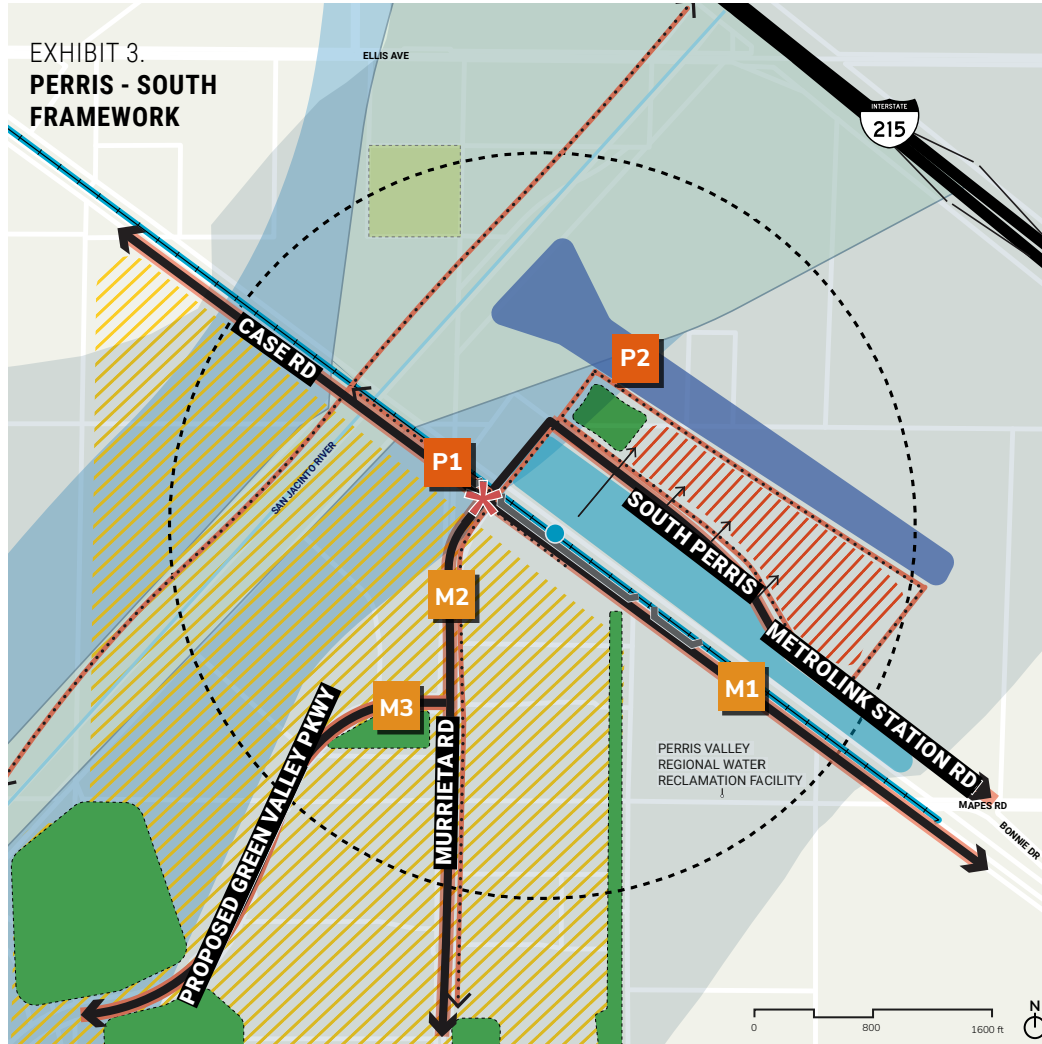
## WHERE DO WE WANT TO GO? (LONG TERM VISION)

### Suburban Village

Perris – South could embody a Suburban Village station typology. Suburban Village typologies include a mix of low-to-moderate densities of residential, retail, and office uses. Compact, 2-4 story mixed-use development is located closer to the station. Auto-oriented big box commercial uses are situated further from the station, typically near freeways. Parking can be structured and/or provided on surface lots.

The aim of this typology is to set the stage for intensification over time. Consideration of how road patterns, block structures, and amenity distribution that support walkable, compact development in an initial strategy are vital to successful implementation of a suburban village.





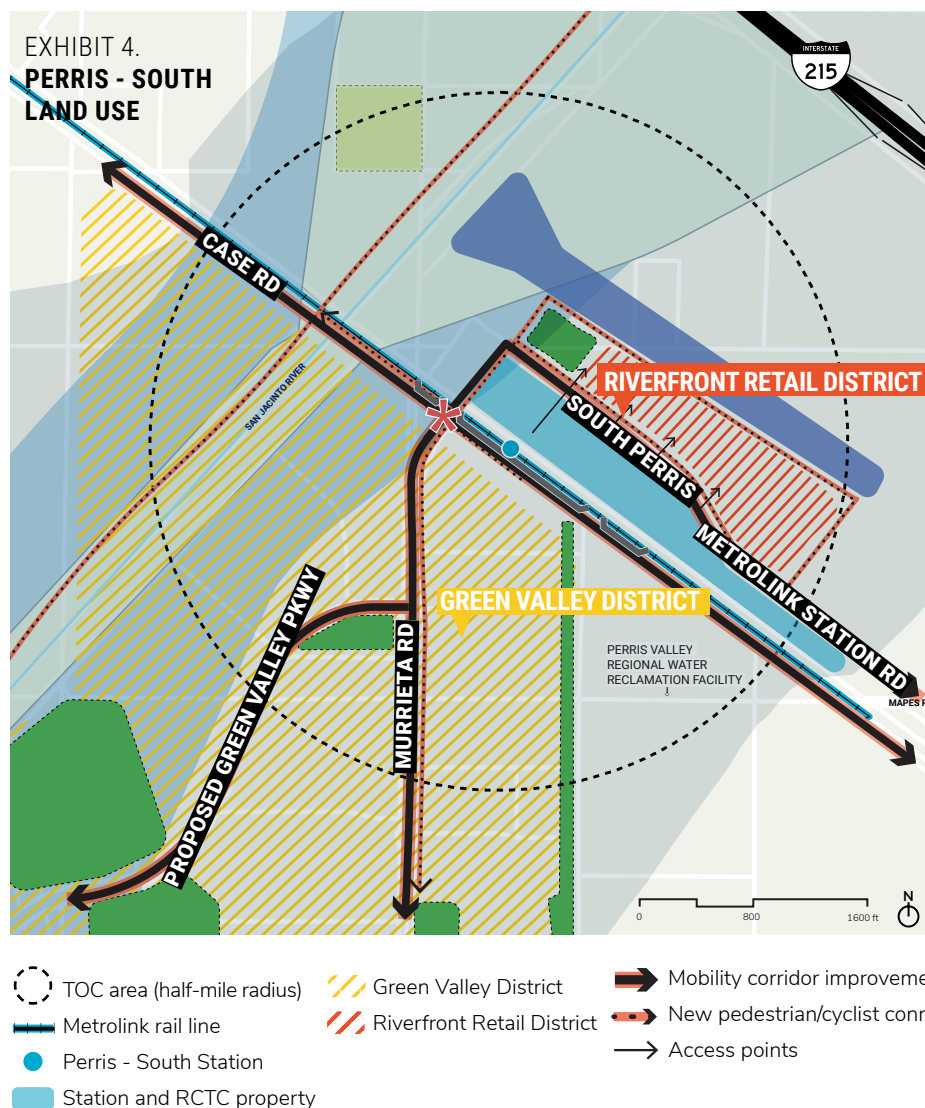
## PERRIS - SOUTH FRAMEWORK

The Framework focuses on key mobility corridors that will serve as the guiding vision for the Perris – South station area. Since new development is limited by the existing floodplain in the near-term, key infrastructure improvements would set the stage for development in the long-term. Case Road specifically is a major mobility corridor that acts as a gateway into Perris. This roadway could include traffic calming features, trees, and a trail to improve the pedestrian and cyclist experience and create safer connections to the station and residential neighborhoods to the south. The Framework Plan also builds on the City of Perris' Active Transportation Plan and capitalizes on the station's proximity to the proposed San Jacinto River trail, located just west of the station.

## PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Case Road	Green Valley District Riverfront Retail District	P1	Perris Gateway
M2	Murrieta Road		P2	Flood Control and Greenway Connections
M3	Proposed Green Valley Parkway			

# LAND USE



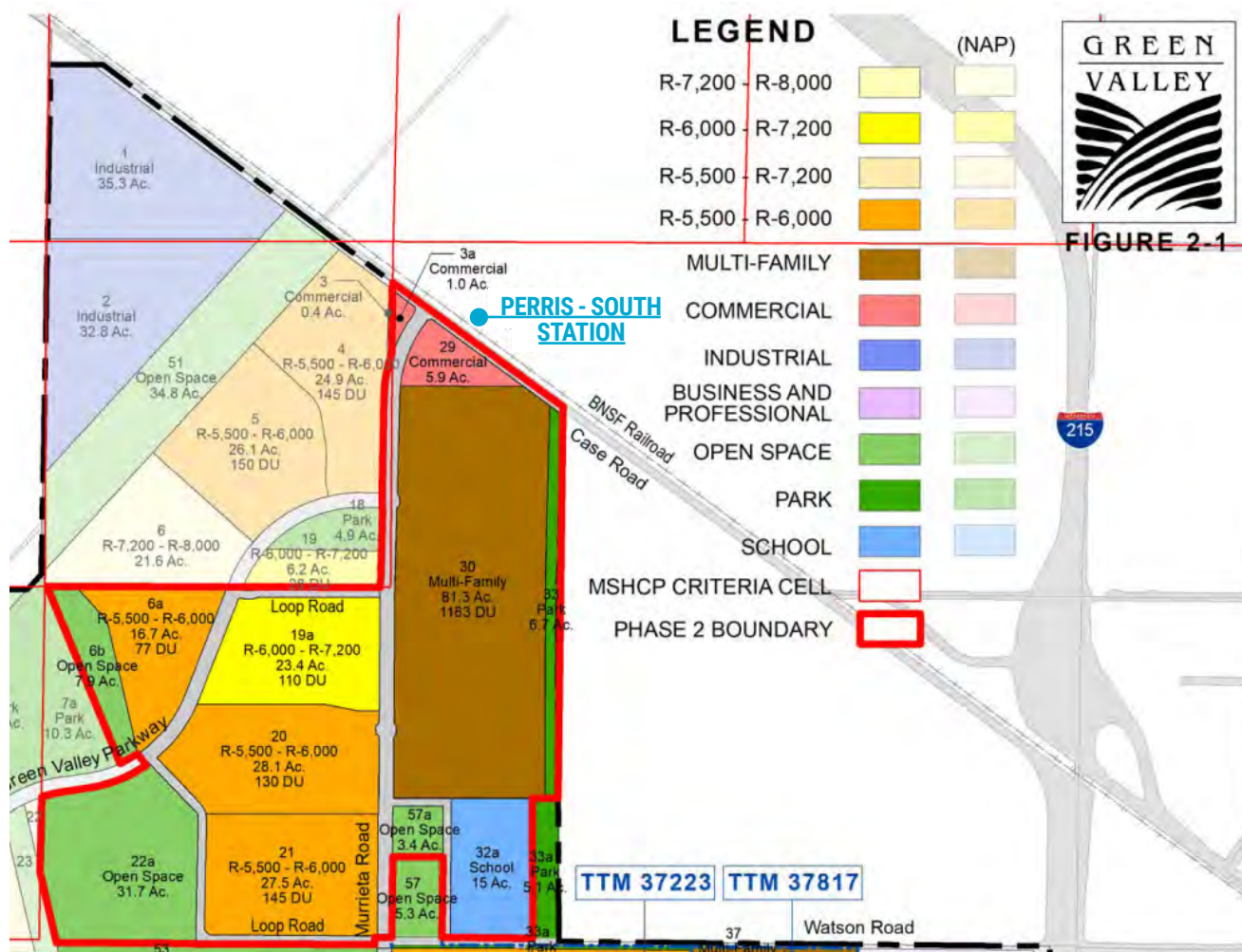
Land uses surrounding the transit station are largely vacant at this time due to the floodplain restriction. New land uses will be viable once floodplain mitigation measures are in place. Grading for any new development would also be designed to facilitate drainage. Two development districts could be envisioned at the station area, the predominantly residential Green Valley District to the south of Case Road and the station, and the mixed use Riverfront Retail District to the north of the station. Murrieta Road crosses the tracks and connects both development areas.

This station area is the most rural and undeveloped along the 91/Perris Valley Line. Since new development is not permitted due to the floodplain, development cannot logically occur until flood management control measures are in place. Near-term investments could focus on infrastructure upgrades and development along existing roadways, such as Case Road and Murrieta Road. In the long-term (30+ years), station build-out could integrate more residential, mixed-use development.

Potential land use project objectives:

- Introduce residential and focused mixed-use development adjacent to the station along Case Road
- Buffer residential buildings from undesirable uses including the 215 Freeway and Water Reclamation Center Facility
- Elevate sites along the Metrolink tracks to provide seamless, above-grade connections; below-grade parking structures can also be used to elevate sites in this area
- Incorporate transition zones between the station area and low-density communities to the south





## GREEN VALLEY DISTRICT

The Green Valley District is based on the Green Valley Specific Plan, which was originally approved in 1990. The Specific Plan called for a planned community consisting of 4,210 dwelling units on approximately 1,269 acres just south of the Perris – South Station. Since plan adoption in 1990, several changes to state and county laws impacted proposed development, including the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the Perris Valley Airport Land Use Compatibility Plan (ALUCP), the San Jacinto River Stage 3 Conceptual Plan, and the location of the Metrolink Station. Two Specific Plan amendments were made to respond to these changes, with the most recent amendment approved in April 2023. These changes included increasing residential density near Case Road and adding regional open space. The goal of the Specific Plan amendment is to establish a complete community that provides multiple residential products, including single-family, townhomes, and apartments, new commercial uses, job opportunities, and parks and open space. Green Valley development would coincide with the phasing plan of the Riverside County Flood Control.

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)





#### RETAIL AND ACCESS TO TRAILS

### RIVERFRONT RETAIL DISTRICT

This Vision Plan establishes the Riverfront Retail District that's envisioned to feature mixed-use development along Perris South Metrolink Road following the construction of the San Jacinto River flood mitigation project. The District leverages its proximity to the river and open space and could introduce a network of trails to promote walking, biking, and hiking. This could be supported by rest areas, picnic spots, and observation decks overlooking the river. Proposed uses could include cafes, local artisan shops, and active lifestyle retailers.

# MOBILITY



- Station area
- Metrolink rail line
- Perris - South Station

- Existing parking
- Proposed passenger loading platform and 2nd station track
- Proposed 4th layover facility track
- Car parking shade structures with solar

## STATION IMPROVEMENTS

RCTC owns and operates the Metrolink stations in Riverside County, including the Perris – South Station. Many short and long-range improvements at the stations have been identified 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 - South Station 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
Commenced	Add Passenger Loading Platform and 2nd Station Track	0 - 5 years
Commenced	Add 4th Layover Facility Track	0 - 5 years
Completed	Car parking shade structures with solar	-



## CORRIDOR IMPROVEMENTS

There are currently no major destinations or points of interest within the immediate station area. However, as flood management control measures are implemented and development starts to occur, the lack of pedestrian and bicycle infrastructure will hinder access to the station. Mobility projects should establish connections to the future development areas the station is meant to serve, as well as area amenities such as the San Jacinto River.

Potential mobility project objectives:

- Establish Case Road as a primary mobility corridor connecting the station to other neighborhoods in the City of Perris through bike, pedestrian, and transit connections
- Introduce new pedestrian and cyclist connections that link proposed trails along the San Jacinto River
- Consider the creation of new direct connections from communities that will be developed after the floodplain mitigation projects are completed

## KEY MOBILITY PROJECTS

- M1** Case Road
- M2** Murrieta Road
- M3** Proposed Green Valley Parkway

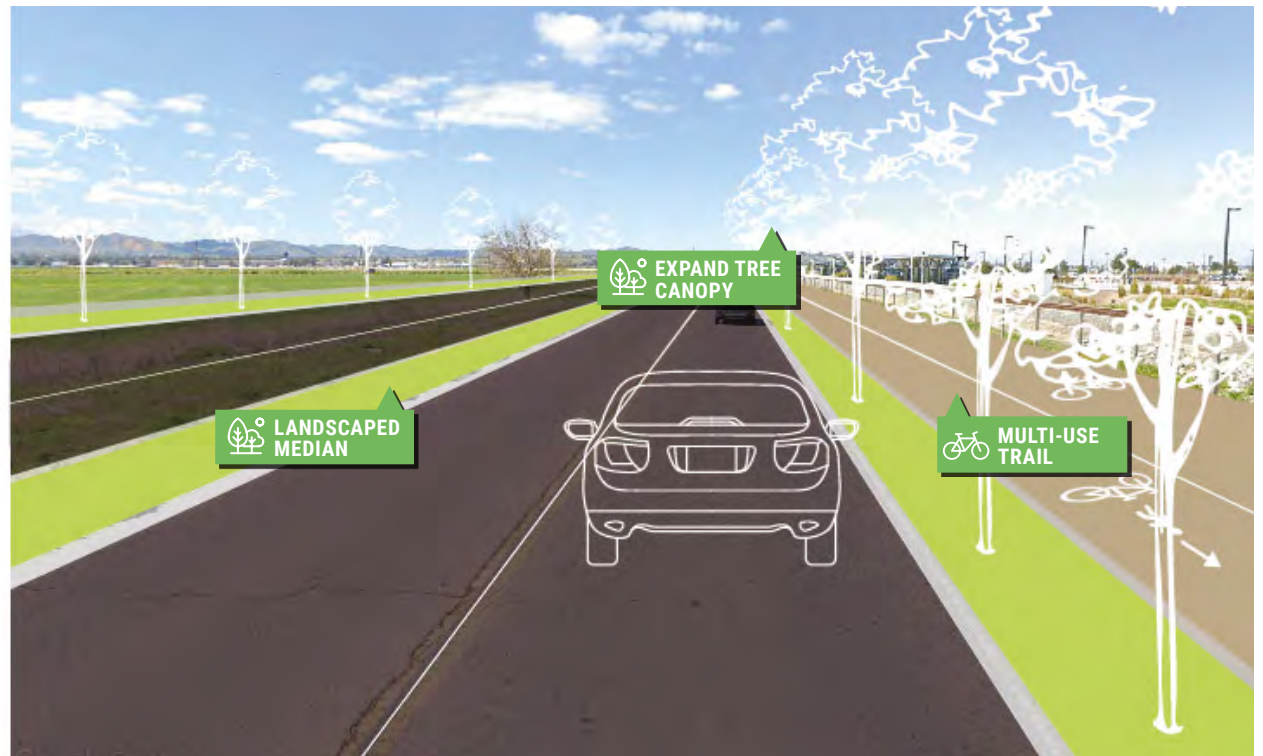




SOURCE: GOOGLE EARTH

## M1 CASE ROAD

Case Road could serve as a major mobility corridor feeding into the station area and the City of Perris. Improvements to Case Road could include a multi-use path and equestrian trail that would connect to the proposed San Jacinto River trail, the Perris – South station area, and proposed development to the south. Case Road could be lined with drought-tolerant landscaping and trees to create a gateway into the station area.



PERRIS BOULEVARD CONCEPTUAL VIEW



ROADWAY WITH BIKE LANES AND TRAIL

SOURCE: GOOGLE EARTH



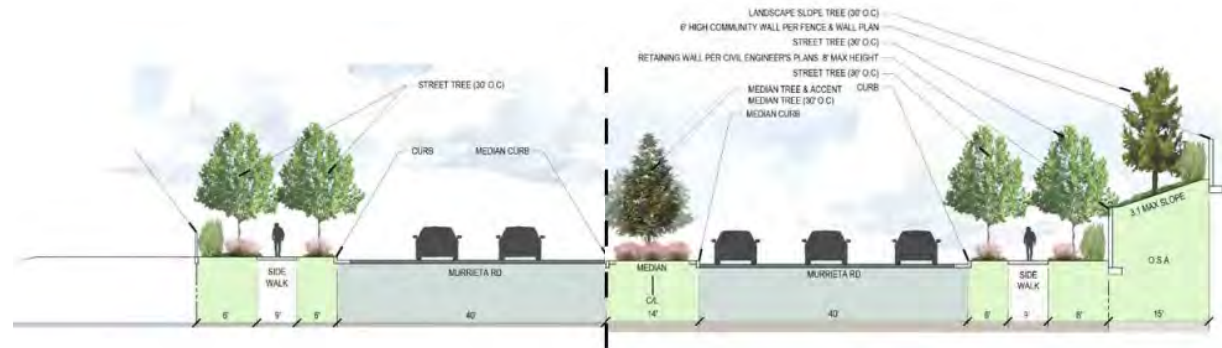
RETAINING WALL



SOURCE: GOOGLE EARTH

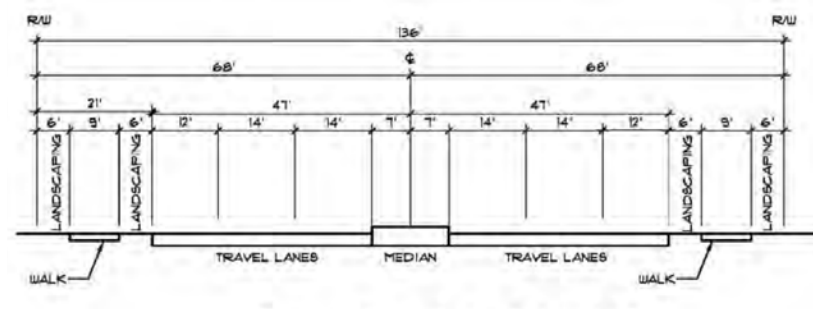
## M2 MURRIETA ROAD

Murrieta Road is an existing major mobility corridor within the Perris South station area. This road currently is the major connector between users of the south to the station area, and directly connects into the City of Perris Green Valley Specific Plan area. This plan proposes that Murrieta Road be improved through the addition of a landscaped walkway, a median curb, and six travel lanes as a secondary arterial with a 136' right-of-way. Murrieta Road is an MSHCP arterial Covered Road with an allowable width of 128'. As such, any improvements beyond 128' will require additional review. Any future roadway extension will require further analysis at the CEQA/environmental stage with permittees.



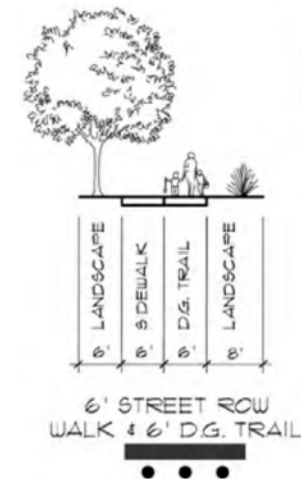
### MURRIETA ROAD CROSS-SECTION

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)



### MURRIETA ROAD CROSS-SECTION (SECONDARY ARTERIAL (136'))

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)



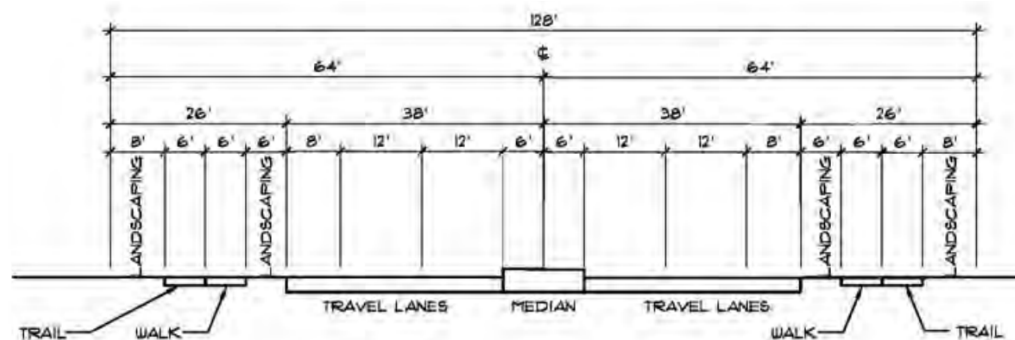
### PROPOSED SIDEWALK & TRAIL CROSS SECTION

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)



### M3 PROPOSED GREEN VALLEY PARKWAY

A main access point that has been proposed through City of Perris' Green Valley Specific Plan is the Green Valley Parkway. This street would connect Murrieta Road to the rest of the area to the west and south of the station. It includes a partial 128' right-of-way as a secondary arterial, and is proposed to include decomposed granite trails, 6' of sidewalk, and 6'-8' of landscaping on both sides of the pathway. In order to demonstrate consistency with the MSHCP, the Green Valley Parkway will require further analysis at the CEQA/ environmental stage with permittees.



**PROPOSED GREEN VALLEY PARKWAY CROSS-SECTION (SECONDARY ARTERIAL 128')**

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)



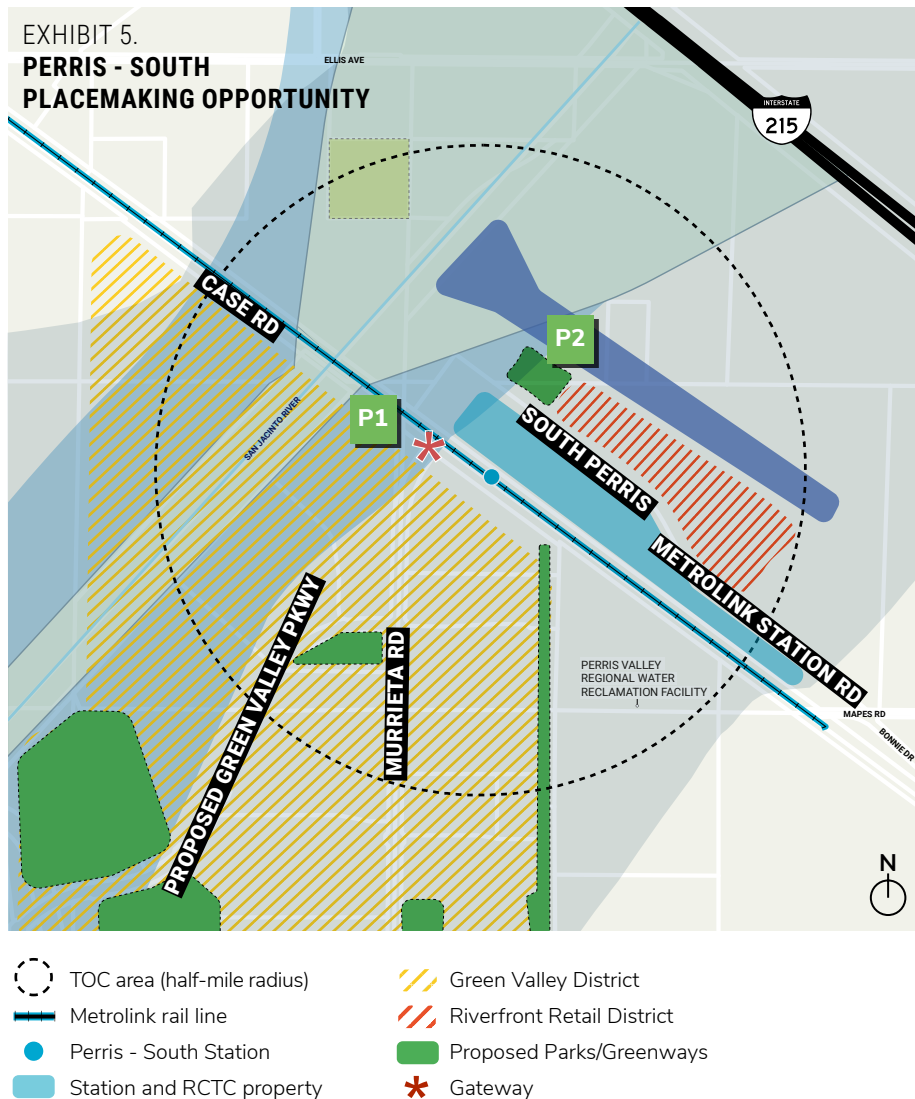
**CO-LOCATED TRAIL AND WALKING PATH**



**ROADWAY WITH PEDESTRIAN INFRASTRUCTURE**

# PLACEMAKING

EXHIBIT 5.  
**PERRIS - SOUTH  
PLACEMAKING OPPORTUNITY**



The Perris-South station area is characterized by its rural surroundings, sparse road network, and lack of buildings and landmarks. The San Jacinto River is a notable natural feature that runs through the station area. The open space that exists within the area is characterized by ground vegetation and little tree shading coverage. As little development is possible in the near-term, the following placemaking ideas could be implemented in the future once flood control measures are in place and development is enabled:

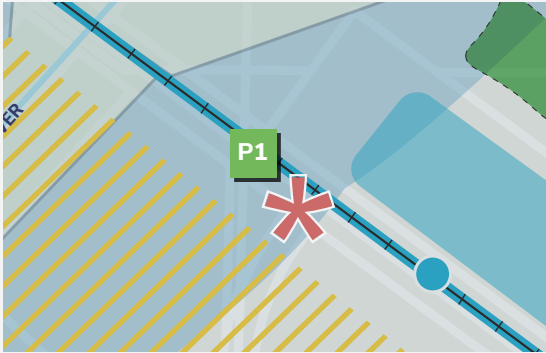
Potential placemaking objectives:

- Create a gateway into the station area by building on existing scenic connections and other natural elements
- Build upon the rural and agricultural history of the station area by providing urban gardening opportunities within new neighborhood parks
- Provide both functional and recreational opportunities by introducing a flood control network and greenway connections from the San Jacinto River corridor to communities within the station area

## PEDESTRIAN/GREENING PROJECTS

**P1** Perris Gateway

**P2** Flood Control and Greenway Connections



### P1 PERRIS GATEWAY

Perris Gateway could serve as a gateway into the station area and the City of Perris. Monument signage, landmarks, and drought-tolerant landscaping could leverage existing scenic connections to the mountains, San Jacinto River, and other natural elements to establish a new character for the station area. Murals and other forms of public art can also be incorporated to create memorable spaces that strengthen the community's sense of belonging.

Potential placemaking project components:

- Outdoor courtyards and event space
- Monument signage and wayfinding
- Drought tolerant landscaping
- Trail connections
- Murals and public art



**OUTDOOR COURTYARDS AND EVENT SPACE**



**TRAIL CONNECTIONS**



**MURALS AND PUBLIC ART**



**DROUGHT TOLERANT LANDSCAPING**



**WAYFINDING**



## P2 FLOOD CONTROL AND GREENWAY CONNECTIONS

Infrastructure improvements and flood mitigation measures could include natural flood control channels. These could be incorporated throughout the development to aid in flood management and stormwater management while providing additional opportunities to expand access to open recreation and green space. The channels could integrate wetlands and riparian habitat to mitigate flooding, slow runoff, and aid in water filtration. Equestrian trails, multi-use paths, and linear parks could follow the alignment of the channels leading to the San Jacinto River and connect to proposed pedestrian and cycling pathways. Directional signage, maps, and other pedestrian amenities such as seating, shade, lighting, and trash receptacles may also be located along the channels.

Potential placemaking project components:

- Multi-use paths
- Linear parks
- Directional signage
- Maps
- Seating & shade
- Restroom & trash receptacles



**LINEAR PARK AND WALKWAY ADJACENT TO WATER CHANNEL**



**MULTI-USE PATH**



**MAP AND DIRECTIONAL SIGNAGE**

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# 3

## HOW WE GET THERE

KEY LAND USE ACTIONS

KEY MOBILITY 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 strategies are intended to diversify land use mix and promote density in order to concentrate jobs, housing, and services around the station area.



#### **LU1: Implement the preferred alternative from the San Jacinto River Stage 3 Conceptual Planning Report to manage flood hazards**

In 2017, Albert A. Webb Associates prepared the San Jacinto River Stage 3 Conceptual Planning Report for the Riverside County Flood Control Water Conservation District. The report was the result of an interagency planning effort to better manage flood hazards that impact this region. The report details the preferred project alternative, which addresses the area's most prevalent environmental, public safety, and transportation needs. The preferred alternative includes the following components:

- Embankment protection
- Drainage improvements
- Low-flow channel
- Underground storm drain
- Excavating/filling portions of the shallow pond floodplain
- Modifying low-flow channel
- Terrace to reduce floodplain acreage





**LU2: Conduct an economic and utility feasibility study to better understand fiscal impacts and needs based on future demand**

Conducting a capacity study for utilities around the Perris – South station area, including water, wastewater, sewer, stormwater, and telecommunications, would help determine if capacity is available within the city’s infrastructure networks and the cost of extending the network. This study could help the City of Perris manage expectations on how much development is feasible in the future.



**LU3: Identify funding sources and partnerships to facilitate affordable housing**

California provides density-bonus benefits to developers who 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 city’s Economic Development & Housing Division** 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

## 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 - South 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 Capital Improvement Projects to maximize cost savings and efficiency.

- Case Road widening: street improvements will be required as part of private development



### **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, Southern California Association of Governments (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. Perris – South embodies a Rural typology. The following strategies associated with the Rural typology should be considered priority for completion or further study:

- Wayfinding and information
- Bicycle network improvements
- Access connections
- Pedestrian network improvements
- Crossing treatments
- Bus stop enhancements



**MO3: Prepare a “rail-to-trails” initiative following the implementation of the San Jacinto River Trail**

This 42-mile, channelized river originates in the Santa Rosa and San Jacinto Mountains National Monument and flows downstream to Lake Elsinore. The city’s 2020 Active Transportation Plan proposed a Class I multi-use trail along the San Jacinto River. Future mobility improvements around the station area, including Case Road, should consider enhanced pedestrian and cyclist connections to the trail to provide Metrolink patrons access to this natural community asset.

**MO4: Establish public-private partnerships**

Coordination between public and private entities, including RCTC, City of Perris, RTA, and WRCOG (Western Riverside Council of Governments) will be critical in identifying gaps and deficiencies within the service area. 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 live, work, and play.



### **PM1: Design a safe and inviting trailhead for the proposed San Jacinto River Trail**

The City of Perris has proposed a Class I multi-use trail along the San Jacinto River in their Active Transportation Plan. Part of this segment is located less than a 1/4-mile west of the station. New access to the trail would provide community members with more recreational opportunities on a regional scale. The city could collaborate with community members and project partners, including RCTC and Riverside County Parks, to identify design elements that would benefit users, such as hygiene facilities, educational signage, and landscaping.



### PM2: 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. The City of Perris prepared a Climate Action Plan in 2016, which established goals and policies that aim to reduce GHGs to provide a more livable and equitable community. The Climate Action Plan lists area source reduction measures that relate to landscape strategies that reduce GHG and can be incorporated into development projects without an added cost. 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 or adaptive tree 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
- **Initiate a volunteer tree planting program**
- **Offer incentives** such as expedited permitting, decreased fees, and reduced stormwater requirements to developers who incorporate trees and green infrastructure practices in their projects



### PM3: Collaborate with local business owners, residents, non-profits, Perris Valley 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 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. The city could also collaborate with local artists to display murals or installations that celebrate Perris' historic heritage.



## PERRIS - SOUTH 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 - South 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
<b>LAND USE</b>					
<b>Confirm and/or refine land use districts identified in the vision chapter of this plan and integrate into actions L1 - L3</b>	-	15-17	Long	City: Planning Division	<ul style="list-style-type: none"> <li>• CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program</li> <li>• Congestions Mitigation and Air Quality Improvement Program (CMAQ)</li> <li>• California Urban Greening Grant Program</li> <li>• Community Development Block Grant (CDBG)</li> <li>• Hazard Mitigation Grant Program</li> <li>• Building Resilient Infrastructure and Communities (BRIC) and Flood Mitigation Assistance (FMA)</li> <li>• Planning and Capital Funding</li> <li>• National Housing Trust Fund</li> <li>• HOME Investment Partnerships Program</li> <li>• Affordable Housing and Sustainable Communities (AHSC) Program</li> <li>• Infill Infrastructure Grant Program (IIG)</li> <li>• Low Income Housing Tax Credit (LIHTC) Program</li> <li>• Affordable Housing and Sustainable Communities (AHSC) Program</li> <li>• Assessment District</li> <li>• Enhanced Infrastructure Financing District (EIFD)</li> </ul>
<b>Implement the preferred alternative from the San Jacinto River Stage 3 Conceptual Planning Report to manage flood hazards.</b>	LU1	28	Long	City: Planning Division; Riverside County Flood Control	
<b>Conduct an economic and utility feasibility study to better understand fiscal impacts and needs based on future demand.</b>	LU2	29	Mid	City: Planning Division	
<b>Identify funding sources and key partnerships to facilitate affordable housing</b>	LU3	29	Mid	City: Planning Division; Economic Development & Housing Department	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
<b>MOBILITY</b>					
<b>Confirm, refine and prioritize mobility actions M1-M4 identified in the vision chapter of this plan</b>	M1-M4	19-22	Long	City: Engineering Department	<ul style="list-style-type: none"> <li>• Active Transportation Program (ATP)</li> <li>• Safe Routes to School</li> <li>• Sustainable Transportation Planning Grant Program</li> <li>• Surface Transportation Block Grant</li> <li>• Congestions Mitigation and Air Quality Improvement Program (CMAQ)</li> <li>• California Urban Greening Grant Program</li> <li>• Bicycle and Pedestrian Facilities Program SB-821</li> <li>• Office of Traffic Safety (OTS) Grants</li> <li>• Transit and Intercity Rail Capital Program (TIRCP)</li> <li>• Assessment District</li> <li>• Enhanced Infrastructure Financing District (EIFD)</li> </ul>
<b>Identify projects in the City of Perris' Capital Improvement Plan that can incorporate proposed corridor improvements.</b>	M01	30	Long	City: Engineering Department	
<b>Implement first/last mile recommendations from RTA First and Last Mile Plan</b>	M02	30	Long	City: Engineering Department	
<b>Prepare a "rail-to-trails" initiative following the implementation of the San Jacinto River Trail</b>	M03	31	Long	City: Community Services Department and Public Works Department	
<b>Establish public-private partnerships</b>	M04	31	Long	City: various departments	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
<b>PLACEMAKING</b>					
<b>Confirm, refine and prioritize place-making actions P1-P3 identified in the vision chapter of this plan</b>	P1-P3	23-25	Mid	City: various departments	<ul style="list-style-type: none"> <li>• California Urban Greening Grant Program</li> <li>• CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program</li> <li>• California Urban Greening Grant Program</li> <li>• Congestions Mitigation and Air Quality Improvement Program (CMAQ)</li> <li>• Community Development Block Grant (CDBG)</li> <li>• Active Transportation Program (ATP)</li> <li>• Safe Routes to School</li> <li>• Sustainable Transportation Planning Grant Program</li> <li>• Surface Transportation Block Grant</li> <li>• Bicycle and Pedestrian Facilities Program SB-821</li> <li>• Affordable Housing and Sustainable Communities (AHSC) Program</li> <li>• Assessment District</li> </ul>
<b>Design a safe and inviting trailhead for the proposed San Jacinto River Trail</b>	PM1	32	Mid	City: Planning Division	
<b>Expand the urban tree canopy</b>	PM2	33	Long	City: Public Works Department	
<b>Collaborate with stakeholders on placemaking program</b>	PM3	33	Long	City: Planning Division	