

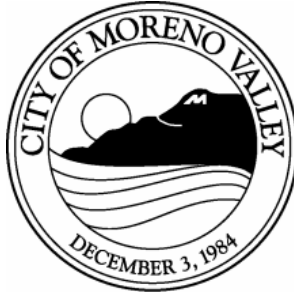
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**PLANNING COMMISSIONERS**

MELI VAN NATTA  
Chair

JEFFREY GIBA  
Vice-Chair

RAY L. BAKER  
Commissioner



VACANT  
Commissioner

CARLOS RAMIREZ  
Commissioner

BRIAN LOWELL  
Commissioner

JEFFREY SIMS  
Commissioner

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# **PLANNING COMMISSION AGENDA**

**November 14, 2013**

**PLANNING COMMISSION MEETING – 7:00 P.M.**

**CITY OF MORENO VALLEY  
City Hall Council Chambers  
14177 Frederick Street  
Moreno Valley, California 92553**

**CALL TO ORDER**

**ROLL CALL**

**PLEDGE OF ALLEGIANCE**

**APPROVAL OF AGENDA**

**PUBLIC ADVISED OF THE PROCEDURES TO BE FOLLOWED IN THE MEETING**

**(ON DISPLAY AT THE REAR OF THE ROOM)**

**COMMENTS BY ANY MEMBER OF THE PUBLIC ON ANY MATTER WHICH IS NOT LISTED ON THE AGENDA AND WHICH IS WITHIN THE SUBJECT MATTER JURISDICTION OF THE COMMISSION**

The City of Moreno Valley complies with the Americans with Disabilities Act of 1990. If you need special assistance to participate in this meeting, please contact Mel Alonzo, ADA Coordinator at (951) 413-3027 at least 48 hours prior to the meeting. The 48-hour notification will enable the City to make arrangements to ensure accessibility to this meeting.

## NON-PUBLIC HEARING ITEMS

1. Recognition of Former Planning Commissioner:  
Amber Crothers, 2 Years of Dedicated Service

## APPROVAL OF MINUTES

1. July 11, 2013
2. August 22, 2013
3. September 26, 2013

## PUBLIC HEARING ITEMS

1. Case Description: P11-061 (Specific Plan Amendment)  
Applicant: Fritz Duda Company  
Owner: Gateway Co. L.C.  
Representative: John Loper  
Location: Towngate Specific Plan (SP No. 200), in an area bounded by Eucalyptus Ave., Memorial Way and Gateway Dr.  
  
Proposal: A Specific Plan Amendment to permit senior housing and conditionally permit hotels and assisted living facility uses within the existing Office Commercial land use district of the Towngate Specific Plan (SP200). Development and parking standards for the three uses as well as update existing handicap accessible parking standards are proposed within the Plan.  
  
Case Planner: Mark Gross  
  
**Recommendation:** **APPROVE** Resolution No. 2013-28 and thereby **RECOMMEND** that the City Council:
  1. **RECOGNIZE** that the proposed Specific Plan amendment is exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Sections 15061 of the CEQA Guidelines, and;
  2. **APPROVE** P11-061 to amend Towngate Specific Plan No. 200 to permit senior housing facilities and conditionally permit hotels and assisted living facilities in the existing Office Commercial land use district, including development and parking standards for each, and an update to existing handicap accessible parking within the Plan area (Attachment 2).

## REPORTS

- Case Description: PA13-0003 (SR-60 East Corridor)

Location: East Portion of Highway 60 roughly from Nason Street to the Theodore Street from west to east and Hemlock Avenue to Eucalyptus Avenue from north to south.

Proposal: The SR60 East Corridor Study includes economic and land use study information for vacant and underutilized parcels within four (4) sub-areas along the eastern portion of State Route 60 within the Moreno Valley City Limits.

**Recommendation:** That the City Council **RECEIVE, ACCEPT** and **FILE** the SR-60 East Corridor Study.

## OTHER BUSINESS

## STAFF COMMENTS

## PLANNING COMMISSIONER COMMENTS

## ADJOURNMENT

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1 CITY OF MORENO VALLEY  
2 PLANNING COMMISSION  
3 REGULAR MEETING  
4 JULY 11<sup>TH</sup>, 2013

5  
6  
7 **CALL TO ORDER**

8  
9 Chair Van Natta convened the Regular Meeting of the City of Moreno Valley  
10 Planning Commission on the above date in the City Council Chambers located at  
11 14177 Frederick Street.

12  
13  
14  
15 **ROLL CALL**

16  
17 Commissioners Present:

18 Chair Van Natta  
19 Commissioner Baker  
20 Commissioner Crothers  
21 Commissioner Giba  
22 Commissioner Lowell  
23 Commissioner Ramirez  
24 Commissioner Sims

25  
26 Staff Present:

27 John Terell, Planning Official  
28 Julia Descoteaux, Associate Planner  
29 Chris Ormsby, Interim Planning Official  
30 Suzanne Bryant, City Attorney's Office  
31  
32  
33

34 **PLEDGE OF ALLEGIANCE**

35  
36  
37  
38 **PUBLIC HEARING ITEMS**

39  
40 CHAIR VAN NATTA – Okay we will begin by advising the public that the  
41 procedures to be followed in the meeting are on display at the back of the room.  
42  
43  
44

1 **PUBLIC COMMENTS**

2  
3 **CHAIR VAN NATTA** – At this point we will entertain comments by any member  
4 of the public on any matter which is not listed on the Agenda but which is within  
5 the subject matter jurisdiction of this Commission and I don't see any Speaker  
6 Slips and I don't see anybody standing here waiting to speak so we will move on.  
7

8  
9  
10 **NON-PUBLIC HEARING ITEMS**

11  
12 **1. Recognition of Former Planning Commissioner George Salas,**  
13 **4 Years of Dedicated Service**

14  
15 **CHAIR VAN NATTA** – We have a special presentation to do and is there a  
16 microphone down there, if not I would like to ask George Salas to come up front.  
17 How are you doing? Okay, fine. Face that way so they can get you on camera...  
18 how's that? Okay, I have here a plaque to present to you and it is in recognition  
19 and appreciation for your four years of dedicated service on the Planning  
20 Commission and I just want to say personally, I very much appreciated having  
21 you on there and your input during the time that we served together and wish you  
22 the best in your future endeavors.  
23

24 **FORMER PLANNING COMMISSIONER SALAS** – Thank you. Thank you very  
25 much.  
26

27 **CHAIR VAN NATTA** – Do you want to say anything?  
28

29 **FORMER PLANNING COMMISSIONER SALAS** – Can I sing a song... just  
30 kidding...I just want to thank you guys. It was a pleasure working with you all. I  
31 miss you. Okay, but I know you guys have some tough challenges that are  
32 coming up this year and if you guys just stick together I'm sure you'll do a good  
33 job. A special thanks to John too. Thanks John. Thank you.  
34

35 **CHAIR VAN NATTA** – Thank you.  
36  
37  
38

39 **2. APPROVAL OF MINUTES**

- 40 • **May 23<sup>rd</sup>, 2013**  
41

42 **CHAIR VAN NATTA** – Okay the first item on our Agenda is the Approval of the  
43 Minutes from May 23<sup>rd</sup>, 2013 and I trust that you have had a chance to read  
44 them; those of you were here. Are there any additions or corrections to the  
45 minutes?  
46

1 **COMMISSIONER GIBA** – Just one small one  
2  
3 **CHAIR VAN NATTA** – Go ahead  
4  
5 **COMMISSIONER GIBA** – They are hard to understand so I guess it is page  
6 30/34, line 30. I’m quite sure I said until I hear from everybody and not every  
7 day. That’s all.  
8  
9 **CHAIR VAN NATTA** – Okay let me find it here.  
10  
11 **PLANNING OFFICIAL TERELL** – So no word from Wednesday yet?  
12  
13 **COMMISSIONER GIBA** – Are you giving me a hard time again John?  
14  
15 **CHAIR VAN NATTA** – Where is it?  
16  
17 **COMMISSIONER GIBA** – It’s on that page 30/34 and then it is on line 30. It  
18 says “quite sure we usually don’t have a decision made until I hear from” ... and  
19 they have every day and I said everybody.  
20  
21 **CHAIR VAN NATTA** – Are you sure you said everybody and not everyone?  
22  
23 **COMMISSIONER GIBA** – It might be everyone, I didn’t write it down but it surely  
24 was not every day.  
25  
26 **CHAIR VAN NATTA** – Okay, are there any other corrections? Okay, does  
27 somebody...  
28  
29 **VICE CHAIR CROTHERS** – I’ll motion to approve  
30  
31 **CHAIR VAN NATTA** – As amended  
32  
33 **VICE CHAIR CROTHERS** – As amended  
34  
35 **COMMISSIONER BAKER** – Second  
36  
37 **CHAIR VAN NATTA** – Moved and seconded... all in favor?  
38  
39 Opposed – 0  
40  
41 **Motion carries 7 – 0**  
42  
43  
44  
45  
46

1 **PUBLIC HEARING ITEMS**

2  
3 **1. Case Description: PA13-0019 Amendment to Municipal Code**  
4 **9.09.170 Service Stations**

5  
6 **Case Planner: Julia Descoteaux**

7  
8 **CHAIR VAN NATTA** – We will go back to our Agenda. The first item that we  
9 have for Public Hearing is Case Description PA13-0019; Amendment to  
10 Municipal Code 9.09.170 Service Stations. The Applicant is the Kroger  
11 Company and our Case Planner is Julia Descoteaux. Did I get it right this time?  
12

13 **ASSOCIATE PLANNER DESCOTEAUX** – Yes. Good evening Planning  
14 Commissioners. I'm Julia Descoteaux, Associate Planner. Before you this  
15 evening is a Municipal Code Amendment to Section 9.09.170 Service Station  
16 Requirements. The City Service Station Development Standards provide  
17 requirements to ensure that service stations do not adversely impact adjacent  
18 land uses, especially residential uses and is developed in a manner which  
19 protects the integrity of the district while providing for services needed by the  
20 community. Our current code has development standards that require a  
21 restroom for men and a restroom for women which are both accessible from the  
22 interior of the business for general and physically disabled persons during all  
23 hours.  
24

25 The amendment proposed is to eliminate the two restroom requirement for  
26 service station designs where a customer service kiosk of 500 square feet or less  
27 is proposed. The current standards would still apply to service station designs  
28 with a convenience store or a 500 square foot or more kiosk. The customer  
29 service kiosk operations are relatively smaller than those proposed with a full  
30 service convenience store and their operations normally include a small building,  
31 a service attendant and a small area for display of packaged snacks and car  
32 related items. The Zoning Code research was conducted for nine cities in the  
33 inland area in order to identify similarities or differences from their codes to ours.  
34 In all but one City they had no specific design standard for service stations or  
35 fueling facilities and did not have a requirement for gender specific restrooms.  
36

37 The project is exempt from the California Environmental Quality Act (CEQA) in  
38 accordance with Section 15061 as defined by Section 15378 of the CEQA  
39 Guidelines. The Amendment does not have the potential to cause a significant  
40 effect on the environment. A 1/8<sup>th</sup> page Public Notice was published in the  
41 newspaper on June 29<sup>th</sup> and to date I have received no comments. This  
42 completes my presentation and I am available for any questions. Thank you.  
43

44 **CHAIR VAN NATTA** – The single restroom would still be ADA compliant and  
45 accessible?  
46

1 **ASSOCIATE PLANNER DESCOTEAUX** – Absolutely

2  
3 **CHAIR VAN NATTA** - Would it be like something that would be locked where  
4 you have to get a key to use it or would that be in the requirements?

5  
6 **ASSOCIATE PLANNER DESCOTEAUX** – We don't currently request that. It is  
7 something we could certainly... I would imagine for a small kiosk they would  
8 probably have it locked.

9  
10 **CHAIR VAN NATTA** – But at any rate it would be a single person use and they  
11 would lock it from the inside?

12  
13 **ASSOCIATE PLANNER DESCOTEAUX** – Correct

14  
15 **CHAIR VAN NATTA** – Any other questions?

16  
17 **COMMISSIONER RAMIREZ** – Does the code include or state that the restrooms  
18 are to be maintained and cleaned at all times?

19  
20 **ASSOCIATE PLANNER DESCOTEAUX** – Yes. It says entrances or signage  
21 shall be clearly visible from the gasoline service area or the cashier station and  
22 shall be maintained on a regular basis.

23  
24 **COMMISSIONER RAMIREZ** – Very well, thank you.

25  
26 **COMMISSIONER SIMS** – I'd like to go back to the language in the Municipal  
27 Code. I'm glad to hear that you are indicating that it be for physically disabled,  
28 but that is not what it says here. It isn't specifically lined in the Municipal Code. I  
29 went back through it a couple of times and...

30  
31 **PLANNING OFFICIAL TERELL** – Yeah pursuant to the uniform building code  
32 though that standard is in the uniform building code so it would have to be ADA  
33 compliant.

34  
35 **COMMISSIONER SIMS** – So is there a reason why it would not be included in  
36 the City's Municipal Code?

37  
38 **PLANNING OFFICIAL TERELL** – I think because it is probably unnecessary  
39 because there is another code that already requires it. That is the only reason.

40  
41 **COMMISSIONER SIMS** – Okay thank you

42  
43 **CHAIR VAN NATTA** – Any other questions?

44  
45 **VICE CHAIR CROTHERS** – Just very quickly I noticed that while reading the  
46 current standards No. 14, it says that entrances or signage shall be clearing

1 visible. I don't know that clearing is the correct word and then it is also in the  
2 proposed changes. It says the same thing actually... entrances or signage shall  
3 be clearing visible from the gas service area. So just to ...

4  
5 **ASSOCIATE PLANNER DESCOTEAUX** – We'll correct that.

6  
7 **VICE CHAIR CROTHERS** - Yeah, okay

8  
9 **PLANNING OFFICIAL TEREILL** – Darn that spell check

10  
11 **VICE CHAIR CROTHERS** – I know, it always messes you up

12  
13 **ASSOCIATE PLANNER DESCOTEAUX** – Cut and paste too!

14  
15 **VICE CHAIR CROTHERS** – That's all

16  
17 **CHAIR VAN NATTA** – Okay... Commissioner Giba you wanted to be last so I  
18 think you are. Go ahead

19  
20 **COMMISSIONER GIBA** – Just a couple of things. We've had this code for quite  
21 some time obviously. Why now have we decided to change it?

22  
23 **ASSOCIATE PLANNER DESCOTEAUX** – The applicant; The Kroger Company  
24 who is doing the next item, has requested the change and after doing the  
25 research from the other cities we felt that it was reasonable.

26  
27 **PLANNING OFFICIAL TEREILL** – Yeah I think the thing that's interesting is that  
28 we do have a couple of service stations like this in town. The most notable one  
29 is Costco and Costco is actually in a specific plan and it had a different standard  
30 which did not require any restrooms with the gas station. They were allowed to  
31 have the restrooms within the adjacent commercial facility, so the issue just  
32 hasn't come up before and I think looking back at it, there may have been other  
33 similar operations that may have been discouraged from coming because we  
34 have this standard and this is also tied in and Julia can give you more detail, with  
35 an existing retail operation. If this had been on the same property as the Food  
36 for Less we could have worked it out without the code amendment, but since  
37 they are across the street, it is not reasonable to assume that someone is going  
38 to cross the street a four lane arterial to go to the restroom including their  
39 employee, so I think it just clarifies something that was an unusual standard that  
40 the City had for many, many years.

41  
42 **COMMISSIONER GIBA** – Okay, let me pursue what I was going to be doing. I  
43 don't consider it an unreasonable standard quite personally. I think it is quite  
44 convenient that you would sufficient restrooms for both males and females and it  
45 seems to have worked for everybody previous, but that in itself isn't the big issue  
46 for me. I was reading on page 47 about it does not result in an adverse impact

1 on adjacent land uses specifically residential uses and I don't know necessarily  
2 how this applies to an adverse impact or a non-adverse impact on adjacent local  
3 residences having a restroom with only one joint use restroom versus having  
4 men's and women's, so I didn't understand that in there, so maybe you can kind  
5 of explain that. Let me read it again to you...it is under letter A on page 47 of the  
6 service station attachments you have here. The purpose of these standards is to  
7 ensure that service stations do not result in an adverse impact on the adjacent  
8 land uses especially residential uses. Could you explain that to me what they  
9 meant by that? I mean we are just talking about changing the restroom here.

10  
11 **PLANNING OFFICIAL TERELL** – Right and this is the existing language that  
12 isn't being changed. We have a special section in the code because at some  
13 point in the past service stations as an operation were considered to be  
14 potentially detrimental to adjacent residential, so that's why we have the code  
15 section on service stations. It is not directly related to whether they have  
16 restrooms or not, it is really to the bigger issue of a gas station in a residential  
17 area and these standards were enacted to address these concerns.

18  
19 **COMMISSIONER GIBA** – Okay, so I'm going drop down here a little bit where it  
20 says mini-marts and service stations may cause greater impacts and I highlight  
21 for you because they are more likely to serve people passing through the City  
22 from other communities than nearby residents and they tend to attract a higher  
23 incidence of crime. Do we have data on that? I mean this is on Alessandro and  
24 Indian. That is not an easy access to a whole bunch of other cities in the area  
25 and that comment alone kind of makes me wonder do we have data that  
26 supports that kind of a statement in our document?

27  
28 **PLANNING OFFICIAL TERELL** – Again this language is 21 years old, so it is the  
29 existing language that now we are changing. I would suspect that we could  
30 probably talk to the Police Department and we could get some information about  
31 the incidence of crime at convenience stores, because convenience stores are a  
32 Conditional Use Permit and is because there are additional issues with  
33 convenience because of the hours of operation and the merchandise that they  
34 sell, which is convenient and it is something that you know we all you know want  
35 and like the convenience for, but some people mess it up for other people.

36  
37 **COMMISSIONER GIBA** – That's true and with only one restroom versus two is  
38 even less use of that, which leads me to my next question and just something to  
39 consider on all of our part and I'm always thinking kind of outside the box. This  
40 new Municipal Code has been written for a size of a kiosk. There are 14 stations  
41 and if you've got 14 service locations for cars in there, not to mention that it is on  
42 a busy Alessandro Boulevard at the corner of Indian, next to a parts store where  
43 people are coming and going on a regular basis, I would suspect that the number  
44 of uses would outweigh the size of the facility and that would be my concern. If  
45 you've got people coming in there using that service station, which I think is  
46 great, then they are going to have a greater need for the use of restrooms and

1 with only one restroom to service both males and females and handicapped, I  
2 think it puts it at a disadvantage for any kind of a station. Now is there was only  
3 like a Circle K or something like that with only pump or two pumps, I probably  
4 wouldn't have a problem with that, but this has seven locations; two per; that's 14  
5 and it even mentions it in the documentation. That is a busy station there for  
6 use, so I was curious. I know the need for this because normally they don't have  
7 for their style; they don't have two restrooms. Do we have to be changing our  
8 Municipal Code completely? Can we do this more as a conditional rather than  
9 changing our complete Municipal Code just because of this one, but make it like  
10 you did with the Costco. Make it a condition for this one, but not necessarily  
11 change the whole code so that we can re-evaluate the need to do that and look  
12 at numbers of uses and the amount of people using versus the size of a building.  
13 Does that make sense?  
14

15 **PLANNING OFFICIAL TERELL** – Well I think it makes it a little more difficult to  
16 administer. The Costco is different because the code and very truthfully was  
17 more like other communities. It was more standard and therefore it wasn't an  
18 issue there. It also was beneficial that they were on the same site as the retail  
19 store that was the sponsor for the gas station, but I'm sure many of you have  
20 been to the Costco gas station. I can't think of a busier service station in town  
21 and there is not the expectation that there is a convenient restroom there  
22 because...  
23

24 **COMMISSIONER GIBA** – They have Costco, so if they have to use the restroom  
25 they just go to the building and that is just an extension of Costco, so I  
26 understand that; much like the same as Sam's.  
27

28 **PLANNING OFFICIAL TERELL** – Right  
29

30 **COMMISSIONER GIBA** - There is no restroom at their Sam's Gas Station. That  
31 Sam's Gas Station which is much like Costco has the big building inside, but this  
32 is self-standing, stand alone with a lot of pumps with no place else to go and now  
33 you want to limit it to one restroom and I'm just thinking a little bit outside the box,  
34 that part of what you are saying here, when you are writing these when they are  
35 old and outdated it has still been written. It still does not result in an adverse  
36 impact on adjacent... well if you reduce it you are now causing an adverse  
37 impact.  
38

39 **CHAIR VAN NATTA** – Commissioner Giba, I'd kind of like to pull this back inside  
40 the box for a moment here and say that we're not looking at re-writing the entire  
41 code here, but all we are looking at is it appropriate for a gas station that is only  
42 using a kiosk if people aren't going there to shop and to spend time and they are  
43 just going to go in and get gas and leave pretty much and I don't think that  
44 everybody that goes in to get gas stops and uses the restroom at the same time;  
45 is it appropriate to say that this type of gas station with limited services, that a  
46 single restroom would be sufficient and that's all we're really looking at here right,



1 is saying that and once we've established that then we don't have to re-visit it  
2 every time we have that type of a gas station come up and maybe at some other  
3 time it would be appropriate for somebody to look at the entire code and see  
4 whether it needs to be brought up to date from where it was 21 years ago and I  
5 remember 21 years ago pretty clearly; it was not that long ago in terms of my life  
6 span, but people used to do a lot more travelling in the car with the family.  
7 They'd stop there. It would be shopping done and buy snacks and everything  
8 like that before they'd go on a trip, but a lot of these gas stations it's like they are  
9 local; you are only a few blocks from home anyway; you are just stopping on the  
10 way home to get gas and I don't think the use of the restroom is that big of a deal  
11 for this type of an operation, but it remains that we are really just looking at  
12 changing one part of the code and not seeing whether the entire code is going to  
13 be apropos at this time.

14  
15 **COMMISSIONER GIBA** – And that would have been good for our Commissioner  
16 discussion. I'm just asking and inquiring on this topic; not to have a discussion  
17 about it at this time.

18  
19 **COMMISSIONER SIMS** – I tend to agree though with Commissioner Giba on  
20 this. The change in the code is to reduce for a reduction in an amenity at a  
21 fueling station isn't really linked to going in and out of the convenience store, it is  
22 linked to the population it is serving and 14 bays is a substantial amount of cars  
23 and the likelihood of whether or not that somebody is going in to get a soda pop  
24 or something like that; it could be a big store or a little store, it is a matter of you  
25 have a population with maybe four or five people in a car and little kids and  
26 maybe one bathroom is really not sufficient. I think it is more of a population of  
27 the amount of bays and the amount of cars they are going to be servicing rather  
28 than the size of the kiosk is more of a critical factor.

29  
30 **COMMISSIONER GIBA** – And that was my only case in point, is that something  
31 we could look at later or do we have to approve this? Can it be conditional?  
32 Those are the questions I'm asking Staff, so I wasn't...

33  
34 **PLANNING OFFICIAL TERELL** – I guess the answer to your question is that it is  
35 the standard if you adopt it and City Council adopts it. Certainly if there are  
36 extenuating circumstances, gas stations are generally Conditional Use Permits  
37 and therefore a Conditional Use Permit gives some flexibility to talk about  
38 unusual circumstances. It is the inverse, basically what you are talking about,  
39 but if you know if this is adopted, this will be the standard and to kind of bring it  
40 back to one of the reasons why Staff felt comfortable with this is because we are  
41 the outlier. Nobody else in Western Riverside County requires this standard; this  
42 higher standard; this more extensive standard and without a good justification for  
43 keeping it, we felt reasonably comfortable in recommending it.

44  
45 **COMMISSIONER GIBA** – Thank you  
46

1 **CHAIR VAN NATTA** – Okay do we have any more questions or shall we open  
2 this up for Public Hearing?

3  
4 **COMMISSIONER LOWELL** – I had one more. Going back to Commissioner  
5 Giba’s comment, this actually isn’t about the Kroger station itself? This is about  
6 the proposed change to our standard, so we have to look at this as this rule in  
7 specific and not the fact it is servicing 14 bays, because that is the next item on  
8 the Agenda. This specific item is talking about revising the City standards and  
9 whether or not it is a good or bad idea.

10  
11 **COMMISSIONER GIBA** – I’ll answer that when we go into debate.

12  
13 **CHAIR VAN NATTA** – Okay, do we have an Applicant who wishes to be heard  
14 on this? Then we are going to open the Public Hearing and we’ll start with the  
15 Applicant.

16  
17 **APPLICANT BURNSIDE** – I didn’t know if you wanted me to come up on this  
18 one. Good evening. Leslie Burnside, Barghausen Consulting Engineers,  
19 representing Kroger and Food for Less. I really don’t have anything more to  
20 offer. I guess if you have any other questions I can try to... I think Julia and John  
21 did a nice job of presenting it. Is there anything else I can answer that isn’t going  
22 to be tackled by me on the next one?

23  
24 **CHAIR VAN NATTA** – Are there any questions of the Applicant?

25  
26 **APPLICANT BURNSIDE** – Thank you

27  
28 **CHAIR VAN NATTA** – Thank you. We do have a request to speak here from  
29 Reda Waseth.

30  
31 **SPEAKER WASETH** – Good afternoon. My name is Reda Waseth. I’m the  
32 owner of the Mobil station on Alessandro and Indian and me and my brother are  
33 partners in that location since 1993; approximately 20 years. We have eight  
34 employees working for us and both us own our houses from the income of that  
35 location. In every State and every city they have rules and regulations a  
36 minimum distance between each business to protect the existing business. Now  
37 you are opening Food for Less station. It is across the street from us. That  
38 means that will put us out of business, especially we have five stations in less  
39 than a half mile radius. I don’t think that intersection needs another station. It is  
40 not going to do us any good or any existing business in this area and that is the  
41 first time ever that I’ve seen Food for Less in one shopping center and have the  
42 station across the street from the store. Have you ever seen any... at Costco  
43 they have their station inside their parking. Food for Less, they always have their  
44 gas station in the same parking, but that is the first time we’ve seen Food for  
45 Less in one shopping center and across the street we have the gas station, so it

1 will cause the customer to keep jumping from one shopping center to another,  
2 which will affect the traffic badly and it will hurt our business. Thank you.

3  
4 **CHAIR VAN NATTA** – Thank you

5  
6 **PLANNING OFFICIAL TEREELL** – I think you might want to keep that in mind for  
7 the next item.

8  
9 **CHAIR VAN NATTA** – Yeah, for the next one, it wasn't specific to this part of it.  
10 Okay, seeing no other Speaker Slips and no one approaching to speak, at this  
11 point we'll go into Commissioner Discussion. Does anybody have something to  
12 say that they haven't said already?

13  
14 **VICE CHAIR CROTHERS** – I want to say one thing for John. You said earlier  
15 that you know that all the outlying cities around this are doing this and you know  
16 so we are kind of on the outskirts of it. I just was wondering if all the other cities  
17 outlying were jumping off the building, if you would want Moreno Valley to do it  
18 too.

19  
20 **PLANNING OFFICIAL TEREELL** – No

21  
22 **VICE CHAIR CROTHERS** – Good answer

23  
24 **PLANNING OFFICIAL TEREELL** – But usually it's a pretty good indication that it  
25 hasn't been an issue in other communities because they have a different  
26 standard and they haven't changed it in order to make it more stringent because  
27 of issues that have occurred.

28  
29 **VICE CHAIR CROTHERS** – Thank you John

30  
31 **PLANNING OFFICIAL TEREELL** – Thanks mom

32  
33 **COMMISSIONER BAKER** – On this one sheet we've got here and I don't where  
34 this came from... general provision for service stations, where it says that no  
35 service station may installed less than 2,000 feet from an existing station.

36  
37 **PLANNING OFFICIAL TEREELL** – That was something that was submitted by the  
38 Speaker here and that is really related to... we can talk about it now but that is  
39 the standard in the City of Norco. We do not have a similar standard that  
40 requires a separation between gas stations.

41  
42 **COMMISSIONER BAKER** – What I'm getting at is I went and looked at the Food  
43 for Less on Van Buren and they have the station right in front of it, which makes  
44 sense. When I first saw this that is where I thought this was going. Why didn't  
45 we put it there? Is it because of the 2,000 foot deal or...

1 **PLANNING OFFICIAL TERELL** – No and I'll kind of defer that to the next item  
2 for the Applicant to explain why.

3  
4 **COMMISSIONER BAKER** – I don't know how we can vote on this without getting  
5 through the second item. It seems like we are getting the cart ahead of the horse  
6 here a little bit.

7  
8 **PLANNING OFFICIAL TERELL** – I don't think so. This is related to... if the gas  
9 station is approved, what standard will we apply to it regarding the number of  
10 restrooms. The next item is whether or not the station itself should be approved  
11 in the location where it is proposed. So they are kind of two slightly different  
12 issues.

13  
14 **COMMISSIONER BAKER** – I know that. Well okay

15  
16 **COMMISSIONER SIMS** – I just think prior to my thinking on this, I'm probably  
17 going to decline approving this, so to give you guys a heads up on this. I tend to  
18 believe that the convenience store is not the criteria of the square footage. I just  
19 think that's wrong... whether two bathrooms or one bathroom or whatever other  
20 cities do, I just don't think the kiosk is the right thing. I think it should more linked  
21 to the actual service that the fueling station is providing and the number of bays.

22  
23 **COMMISSIONER BAKER** – The thing I don't understand, why did we... is it  
24 because of the cost or is there a footprint why we can't put that extra... My deal  
25 is we go for the two bathrooms too. I mean I know that is being tough, but I don't  
26 see why not. I know it is another probably 50 grand to do that in building, but at  
27 this stage of the game where you are putting this in and what it will generate; I  
28 think we need to stay with that. That's just my opinion on the thing. I'm not trying  
29 to be difficult; I just think that's what we need to do.

30  
31 **PLANNING OFFICIAL TERELL** – And that's your role is to make a  
32 recommendation on this. Staff's role is to respond to the Applicant's application  
33 and based on our analysis, we couldn't find a reason not to recommend it.  
34 You're not required to abide by our recommendation. It is just a recommendation  
35 based on...

36  
37 **COMMISSIONER BAKER** – I understand

38  
39 **CHAIR VAN NATTA** – Any other discussion?

40  
41 **COMMISSIONER GIBA** – I said I'd respond to your... I understood that, but also  
42 having read through the documents we knew where this was going and so I can  
43 see that the service station going in there was probably going to have one  
44 restroom, so I was using that as a means in which to communicate the same  
45 concern that Jeff said on the other end that I had mentioned earlier and that was  
46 that I don't think we should be setting a standard based on the size of kiosk and

1 square footage of the kiosk. Like I said earlier we should be looking... and I don't  
2 have a problem with changing the code, but I think the code should be written  
3 such that it is servicing people in that community's needs and not the size of the  
4 building, because that is kind of a random thing. Maybe we have 20 people in  
5 line to get a soda at the kiosk or whatever they are getting and then the kids are  
6 running around the restroom and you've got the neighbors next door who are  
7 looking for a place to hit the restroom just pulling in off of Alessandro and that  
8 is... and so therefore using 14 and it is a beautiful facility; using the 14 bays, that  
9 may be too many for a single and maybe we should limit it to less amount of  
10 usage for only one and that is where I was going with that, because you are  
11 absolutely correct; approval of this will affect what we do with their next facility.  
12 Having gone through all the documentation, so I want to make sure that we have  
13 a clear understanding where we are going now. If we say that servicing 14 is an  
14 adequate number to keep it at only one, that is a whole different issue. I'm with  
15 you on that. It should be linked to the number of uses and the amount of people  
16 of using it and the convenience of the community and not the square footage of  
17 the kiosk.

18  
19 **COMMISSIONER LOWELL** – Can I piggyback on yours... I completely agree.  
20 Let's extrapolate on that. Let's say we had a proposed gas station going in with  
21 100 stalls or 100 pumps and they only proposed a 500 foot square foot or less  
22 kiosk. That wouldn't be large enough to handle the volume of pumps, so I think  
23 there needs to be some sort of an addition to this rule saying if you have x  
24 number of pumps, you need to have this large of a kiosk. That way they are kind  
25 of interlinked.

26  
27 **COMMISSIONER SIMS** – To add on to that; you go to a Flying J or something  
28 like that and they will only have... well except when you go to the diesel stuff, but  
29 you know you'll go up there and many gas stations, you know they'll have... it is  
30 more on how many people are going to use it and not the size of the facility. A  
31 lot of people just get the gas and they are in and out. I think it is just a... and I'm  
32 not really that concerned about the analysis of what other cities do. I think in the  
33 City of Moreno Valley we shouldn't... this is not a huge expense to a 14 bay  
34 facility. This is probably... I mean money is money of course, but you know the  
35 amenities to the community is probably more important than saving 20 thousand  
36 dollars on a bathroom.

37  
38 **PLANNING OFFICIAL TERELL** – I would want to remind you that the standard  
39 and I think you could certainly put some language in there that would give some  
40 discretion on a case by case basis, but really the decision is the unique  
41 circumstances of the individual application. Whether it has a hundred bays or  
42 two and I would be at a loss to determine what the break point between one and  
43 two bathrooms is. Just based on other communities here, that information just  
44 doesn't exist and that could be based on the review of individual gas stations as  
45 they come in, but requiring automatically two is probably not reasonable and with  
46 gas stations which are Conditional Use Permits, you could review that on a case

1 by case basis and if the language needs to be tweaked to say this is the standard  
2 unless you know an analysis of the demand or something requires you know  
3 more, I'm not quite sure how we would ever get to the point of determining where  
4 that break point between one and two was because it just doesn't exist in the  
5 planning industry in determining that number. It is...

6  
7 **COMMISSIONER GIBA** – John, it doesn't exist or you've never taken the  
8 opportunity to actually find out those facts or where the data is in order to make  
9 some kind of determination and don't know that 14 bays is not a bad thing  
10 anyway for only one kiosk. I don't know that. I've never even said that. From  
11 the beginning I've used it as an example. What I'm concerned about is changing  
12 our entire Municipal Code based on square footage versus usage. Now how that  
13 comes out in the wash; that is what you are here for. I mean I'd be happy to sit  
14 around with a cup of coffee and help you. Maybe we need to go and take a look  
15 at what the break point is; survey some of our stations to see what their usage is  
16 and get a feeling for it. I don't know. I'm just throwing that at there as I usually  
17 do.

18  
19 **CHAIR VAN NATTA** – I don't think before we actually have a service station in  
20 operation that anybody can determine ahead of time how much the usage is  
21 going to be. I agree that there might be some point at which you say a certain  
22 number of pumps requires a certain number of restrooms or something like that,  
23 so what we are looking at here is basically are we going to make this a standard  
24 for a kiosk style gas station and the standard to be only one and then we review  
25 it on a case by case basis and say okay in this case we need two or are we going  
26 to leave the standard at saying the standard is two and on a case by case basis,  
27 review it and say we can reduce it to one, depending on what is nearby, whether  
28 or not the gas station is on the same lot as the store that is running it and so forth  
29 and so on and with all of those in mind, I think at this point I think the Applicant  
30 has a comment that she wishes to make and then maybe we can conclude our  
31 discussion after that.

32  
33 **APPLICANT BURNSIDE** – I do apologize for protocol standpoint. I realize I'd be  
34 out of order until someone finally asked a question, but I do have something that  
35 I think could help. I think there has been some very good well thought analysis in  
36 terms of the number of fuel pumps out there. I commend you all on your  
37 knowledge of my industry. There is one thing that hasn't been discussed yet.  
38 What is really kind of driving a decision about a single restroom is the size and  
39 the shape of the property and I don't think that is an unreasonable caveat to put  
40 into some modified language. This is a rather small location. It is fairly narrow.  
41 For the best use of traffic patterns out there and we are going to get into this on  
42 the next item, but that is probably the very best and safest layout we could  
43 propose for that and there just simply isn't the width of the lot to be able to get  
44 that second restroom in there. So I do think there is some controls in addition to  
45 just the Conditional Use Permit that a service station goes through, but the  
46 bottom line is you can have a larger property with a hundred pumps and you can

1 have more room and probably a lot more revenue generated, but what is  
2 happening is some of these smaller locations is it is taking a creative retailer who  
3 can go in there with a more streamlined operation to be able to take advantage of  
4 that somewhat usually shaped location. I don't know the specifics of why it could  
5 not be proposed over at the actual shopping center. I have a feeling it probably  
6 has something to do with maybe a parking issue or some other ownership. I  
7 have the real estate manager for Kroger over here, so I'm not really sure why  
8 that wasn't... we can certainly talk about that on the next item, but I think what is  
9 really driving this is was there any other way we could have done this and made  
10 it viable. What it became was that second restroom, just was a lot of percentage  
11 wise of the total lot is a good way of looking at that.

12  
13 **CHAIR VAN NATTA** – Okay my question for Mr. Terrell is, is there any reason  
14 why we would not be able to say we are going to look at on a case by case basis  
15 as far as reducing it to one, because we have a specific need in this specific  
16 location where they want to have just the one restroom but that could be  
17 considered in part of our consideration of the proposal itself rather than a blanket  
18 change to the code.

19  
20 **PLANNING OFFICIAL TERELL** – It can be done that way. If it is not explicit at  
21 the break point, it gets a little bit more...

22  
23 **CHAIR VAN NATTA** – subjective...

24  
25 **PLANNING OFFICIAL TERELL** - ...subjective and that is why it is always better  
26 to have a standard if it is going to be reduced, otherwise you throw it into a  
27 variance and looking at this site it is very hard to make the findings for a variance  
28 because of the size and shape of the parcel. The use obviously affects that, but  
29 can it be done the other way around; yes.

30  
31 **APPLICANT BURNSIDE** – One thing I wanted to add to that John if you don't  
32 mind...you know we are in a very enviable position on the Plot Plan we are going  
33 to show you on the next item of being actually able to meet the landscaping  
34 requirements and not ask for any relief, so I mean we are very proud of that and  
35 we're proud of the landscape scheme that we've put together, but again just as a  
36 percentage of property looking at that area that is taken up by the restroom, I just  
37 thought it could add some perspective too.

38  
39 **CHAIR VAN NATTA** – Okay, thank you. I think we'll continue our discussion and  
40 then we'll take our action.

41  
42 **APPLICANT BURNSIDE** – Alright, thank you

43  
44 **CHAIR VAN NATTA** – Does anybody else have any comments?

45

1 **COMMISSIONER SIMS** – At the end of the day to circle it back is the standard is  
2 more than is being asked for now. It is half the reduction and I mean on a case  
3 by case basis, that is what Planning Commissions are for. The standard is two  
4 right now and it works and however long this Municipal Code has been in, it  
5 would have been asked for in the past had there been a need for this request. It  
6 hasn't come until now. I get the Sam's Club. I get the Costco. You have a  
7 facility that is kind of conjoined with a pre-existing business that there is a  
8 synergy there. Here you don't. You have a four lane road separating the  
9 facilities that are needed for people who need to use the restroom away from the  
10 fueling station, so I have no problem leaving it as is and just go case by case  
11 myself.

12  
13 **COMMISSIONER CROTHERS** – I also agree with you Meli. I think there is good  
14 compromise here and we just need to figure out what it is without being so  
15 specific that we you know leave somebody out or too subjective, but there has to  
16 be some kind of case by case basis. To change it just to change it or to change  
17 it because all the other cities do it, you know I firmly believe that Moreno Valley is  
18 its own City. I know that we can handle ourselves. We can make our own rules.  
19 We have you know our own brain and can make our own decisions and you  
20 know I am not opposed to a compromise in this situation where we add  
21 something like on a case by case basis or you know depending on the amount of  
22 traffic that is going to be included or whatever the language may be, I think there  
23 is a good compromise, so that's where my position is.

24  
25 **CHAIR VAN NATTA** – And yet I don't see how you can really change the  
26 wording to say... I mean it's like if you are going to change it, you are going to  
27 change it. If you are not going to change it, it can be considered on a case by  
28 case basis. It already can be considered on a case by case basis as it was with  
29 Costco for example. You know there was a modification allowed because of the  
30 situation and I think individually on different ones, you could do the same thing.

31  
32 **PLANNING OFFICIAL TERELL** – Yeah actually Costco was different because  
33 they were not under the same code provisions. Under the code provisions which  
34 were really the...

35  
36 **CHAIR VAN NATTA** – Because they have no kiosk

37  
38 **PLANNING OFFICIAL TERELL** – Well they have no kiosk, but it wasn't even  
39 really related to that. They were under the code provisions tied to the specific  
40 plan which didn't require any restrooms. It was just convenient that they actually  
41 have a facility and I would say that would be relating to any building code  
42 requirements and if there were building code requirements for a restroom, those  
43 could be met by Costco being on the same site, but there were no planning code  
44 revisions that required any restrooms for Costco.

45



1 **CHAIR VAN NATTA** – Okay, then just to get real simplistic about it, if we did not  
2 approve our item number 1 and yet we are looking at the gas station proposed in  
3 item number 2, we could still approve that with a single restroom as a variance  
4 because of the layout of the land or the requirement or whatever, we could still  
5 approve it. We do not have to approve item number 1 in order to approve item  
6 number 2?  
7

8 **PLANNING OFFICIAL TERELL** – The answer to that is I guess yes and no.  
9 Tonight you could not approve a variance on the gas station because there is not  
10 a variance in this application and we haven't noticed it as a variance. With Vice  
11 Chair Crothers suggestion that there is a middle point that says you add to the  
12 front based on an analysis of the individual use of a gas station that includes a  
13 kiosk of 500 square feet or less, one restroom could be approved, so that's the  
14 difference. If wanted to do it on a case by case basis with the existing language,  
15 the Applicant would have to submit a variance application in order to do that. We  
16 would have to make the findings for a variance, so that's the difference; not that it  
17 can't be done.  
18

19 **CHAIR VAN NATTA** – Okay so we would need to look at the verbiage on item  
20 number 1 if we wanted to say that it is allowed...  
21

22 **PLANNING OFFICIAL TERELL** – I think it would... you would review the specific  
23 and I think from the discussion you've had tonight, your concern is based on the  
24 number of customers at the site at any one time, so a hundred would be a big  
25 deal and if there was twenty would maybe not be a big deal, so it would give the  
26 flexibility there but at least there would be a standard in the code that says why  
27 you are providing a different standard for one gas station versus another.  
28

29 **CHAIR VAN NATTA** – Yeah I think the concern is making the change to the  
30 code to accommodate one particular application, when it may not be applicable  
31 to similar applications in the future.  
32

33 **COMMISSIONER SIMS** – Would it be feasible to link the number of restrooms to  
34 the number of pumps?  
35

36 **PLANNING OFFICIAL TERELL** – It is certainly possible; yeah. We'd have to  
37 determine what that number was, but I think do you need to be that explicit or  
38 would you feel that you need to be that explicit to act on the next application and  
39 I'm guessing I don't know the answer to that, but I don't know if it would be  
40 helpful to kind of try to determine that number for the code tonight, but if you want  
41 the flexibility to debate that related to the next application we could come up with  
42 I guess an answer.  
43

44 **CHAIR VAN NATTA** – Well the other question is looking at it the other way and  
45 saying if we say yes, the code will allow for a single restroom if the kiosk is 500  
46 square feet or under. If in the future then if somebody comes in with a 500

1 square foot kiosk and 100 pumps, could we then say no we aren't going to  
2 approve it, even though the code says that one restroom is sufficient?

3  
4 **PLANNING OFFICIAL TERELL** – You could probably make the findings based  
5 on the size of the facility but if you wanted to be more explicit and give that  
6 wiggle room that says the reason you might require a hundred bay gas station to  
7 have two restrooms or four or six and a ten bay one to have only one, at least  
8 you would have identified the criteria, which is you are really looking at the  
9 number of customers or how busy it is or something like that, then at least you  
10 have; you are not doing it because you don't like gas stations that are painted  
11 green or whatever you don't like Food for Less or whatever.

12  
13 **CHAIR VAN NATTA** – So then if we just added a sentence that said at the end  
14 of this where it says allowing a single restroom and then put a comma at the end  
15 and say at the discretion of the or based on the or something like that.

16  
17 **PLANNING OFFICIAL TERELL** – Yeah based on a review of the number of  
18 customers or the...

19  
20 **CHAIR VAN NATTA** – Or unless it is determined that the traffic to the site would  
21 require two.

22  
23 **PLANNING OFFICIAL TERELL** – Something along those lines

24  
25 **CHAIR VAN NATTA** – Something along those lines.

26  
27 **COMMISSIONER SIMS** – There are standards for how many sprinklers you are  
28 supposed to put in per square foot per type of occupancy. There is a number of  
29 bathrooms in a commercial for a restaurant. There is a way to figure this out to  
30 link usage to bays or usage to number of cars or gallons of gas pumped. There  
31 is a way to do this. This isn't probably that hard to do and I would imagine that  
32 the proponent could look at that. That is there business. They probably know  
33 that cold and so I'm certainly not for or against one or two, but I think we need to  
34 have some rational reason why it is one or two and linked to some kind of  
35 analysis and I just don't get... Potentially if I'm not on a Planning Commission  
36 five years from now or whatever and somebody comes in with a 499 square foot  
37 kiosk and wants to put one bathroom in and he puts in 20 bays, we are going to  
38 be going for a variance and trying to make findings and stuff like that, so I'd  
39 rather just to the work now and just get it right. There is a way to figure it out  
40 what that standard is.

41  
42 **COMMISSIONER GIBA** – I would do everything I can to help the Applicant to put  
43 that facility in there. Anything we can do this evening that would help move that  
44 along quickly for them, but as I've always said before we are partners and I'm not  
45 and I think I started this out, I'm not willing to change the entire Municipal Code  
46 with a blanket statement such as this, that could have effects down the road

1 where we end up having to give conditions here and conditions there and special  
2 things here and special things there to do that. If we can fix the language simply  
3 this evening or if we can allow the Applicant later on to be able to put this in  
4 without going through a variance and I don't know all the details of that John  
5 because you do, because you mentioned variance but you also mentioned a  
6 condition to that, so I don't know which one would work. I'm amenable to all  
7 that. I'm perfectly happy, but I will not agree to changing the Municipal Code with  
8 this language right now, so more than open and happy to hear the any of the  
9 other alternatives either tonight or at a later date when we can clean up the  
10 language and make it really appropriate for everybody that comes into the City,  
11 because up until now, I've never heard of anybody else ever asking for any kind  
12 of condition for their gas stations and that is not to say this is a bad thing, but just  
13 saying it has worked for 24 years or whatever how many years we've had this  
14 code, so I would like to work for another 20 years for the future. Does that make  
15 sense?

16  
17 **VICE CHAIR CROTHERS** – I'm just a little concerned about why the Applicant  
18 didn't apply for a variance on their specific project, rather than ask us to change  
19 our whole code. So that's kind of where I'm getting caught up with this; is why  
20 are we changing our entire code when it has been working for twenty some odd  
21 years, no matter whatever anybody else is doing when you know they could have  
22 applied for a variance and you know, I can't say for sure it would have been  
23 approved, but you know it makes sense why it would have been submitted and  
24 why it would have been presented to us, so I'm a little bit concerned why we are  
25 changing our whole deal that has been in place for years for you know on the  
26 basis of potentially one project. That's all.

27  
28 **PLANNING OFFICIAL TERELL** – Well I will take responsibility for that because  
29 the variance that we could present to you wouldn't be a variance for the number  
30 of restrooms because we really don't have criteria to determine that, it would be  
31 for a reduction in landscaping and that was the alternative and based on the  
32 discussion and our analysis of adjacent communities, it seemed feasible to me at  
33 the time that you know in the marketplace that we operate in that it was  
34 reasonable to have this standard, because it was the marketplace standard and  
35 you've had a very good discussion tonight why that might not be good, but  
36 looking at that and I'm a camel so I don't ever use a restroom at a service station,  
37 so I was not a good person maybe to make that determination, but it was my  
38 suggestion to do it this way, because the other alternative would be a site plan  
39 with less landscaping.

40  
41 **CHAIR VAN NATTA** – I think every parent who has ever had a child who really  
42 had to use the restroom and was at a gas station would appreciate having the  
43 option of taking your little girl into a restroom that is not used by men and is  
44 perhaps more accessible. I don't know how to say it better, but sometimes men's  
45 restrooms aren't very clean.

1 **COMMISSIONER LOWELL** – I personally think the discussion needs to get back  
2 towards whether or not we should adjust the rule and then argue whether or not  
3 the gas station is a viable option on the next item. The specific rule changing, I  
4 don't personally have a problem with. I don't see it as any big deal. I don't know  
5 how anybody else feels. It seems to be more focused on the gas stations  
6 viability versus amending the City's plan.

7  
8 **CHAIR VAN NATTA** – Okay

9  
10 **COMMISSIONER RAMIREZ** – I think we should keep it the way that it is and if  
11 the Applicant wants to come back with an application for a variance either for a  
12 reduction in landscaping or for one restroom, that's the way we should do it.  
13 That is just my personal opinion. I do think that 14 pumps is a lot of pumps,  
14 especially down the Alessandro corridor. I mean the Capital Improvement Plan  
15 and everything that we have going towards our future, I think that more  
16 restrooms would be better. When this case does come up in a few minutes, we'll  
17 get to discuss whether it going to be a nuisance of people crossing the street and  
18 trying to get to the Food for Less or vice versa or whether or not it feasible that  
19 Mobil Gas Station there, but I think that we should leave the Municipal Code the  
20 way that it is and have the Applicant come back with a variance application.

21  
22 **CHAIR VAN NATTA** – Okay any other discussion?

23  
24 **PLANNING OFFICIAL TERELL** – And I'd suggest if you are uncomfortable with  
25 this code amendment, you could act on the next project and it would have to  
26 meet the standard and based on that standard they may in fact have to come  
27 back for a separate variance application, because they will have to re-work the  
28 site plan to accommodate that and maybe we can get creative and that won't be  
29 necessary, but if it is they would probably have to come back for a separate  
30 action for a variance. But you could require it to meet to the current standard.

31  
32 **CHAIR VAN NATTA** – With 14 bays, I'm more comfortable with that or like you  
33 said basically why change the standard to accommodate one application.

34  
35 **COMMISSIONER BAKER** – John, how many square feet do we have to add to  
36 that kiosk to add another restroom; 8 bay; is that roughly what we are talking  
37 about; 64 square feet?

38  
39 **PLANNING OFFICIAL TERELL** – I'll have to defer to the applicant to maybe  
40 answer that, but I think the idea is when they designed it, it became clear that  
41 accommodating this standard required some reduction in the landscaping and it  
42 was kind of do you reduce it here or do you reduce it there, which would have  
43 required a variance and not that it is the best form, but obviously if you want to  
44 address the next application when you get to it, you could require it to have two  
45 restrooms that may... and through doing that we would come back with most

1 likely a variance application prior to them to being able to actually start  
2 construction.

3  
4 **CHAIR VAN NATTA** – Okay since we have not come up with an amendment to  
5 this case, does somebody want to make a motion. Go ahead.

6  
7 **COMMISSIONER SIMS** – I’ll make it. The recommendation is... since I’m a fairly  
8 new Planning Commissioner ...

9  
10 **CHAIR VAN NATTA** – You can make the recommendation to approve and we  
11 can either vote for it or against it.

12  
13 **COMMISSIONER SIMS** – So to get on with the vote here, I’m going to  
14 recommend that the Planning Commission **APPROVE** Staff recommendation of  
15 both items 1 and 2 of the Staff recommendation.

16  
17 **CHAIR VAN NATTA** – You need to read it

18  
19 **COMMISSIONER SIMS** – Oh I need to read it.

20  
21 **CHAIR VAN NATTA** – Yeah, read the whole thing. Start with approve

22  
23 **COMMISSIONER SIMS** – Alright, at my district, we can just say Staff  
24 recommendations, so okay. I recommend the Staff recommendation which is  
25 **APPROVE** Planning Commission Resolution No. 2013-19 and thereby  
26 **RECOMMEND** that the City Council:

27  
28 **1. RECOGNIZE** that PA13-0019 Municipal Code Amendment qualifies as an  
29 exemption in accordance with CEQA Guidelines, Section 15061 as defined by  
30 Section 15378.

31  
32 **2. APPROVE** PA13-0019 Municipal Code Amendment, Section 9.09.170.C.14

33  
34 **CHAIR VAN NATTA** – Can we do this on a roll call vote?

35  
36 **PLANNING OFFICIAL TERELL** – Definitely

37  
38 **COMMISSIONER GIBA** – I’ll second

39  
40 **CHAIR VAN NATTA** – Okay do we have a second?

41  
42 **COMMISSIONER GIBA** – I just seconded.

43  
44 **CHAIR VAN NATTA** – Okay from Giba

45  
46 **PLANNING OFFICIAL TERELL** – Okay, Commissioner Sims

1 **COMMISSIONER SIMS** – No  
2  
3 **COMMISSIONER LOWELL** – Yes  
4  
5 **COMMISSIONER BAKER** – Nay  
6  
7 **COMMISSIONER GIBA** – No  
8  
9 **COMMISSIONER RAMIREZ** – No  
10  
11 **VICE CHAIR CROTHERS** – No  
12  
13 **CHAIR VAN NATTA** – No  
14  
15 **PLANNING OFFICIAL TERELL** – Okay so that motion failed, so you would need  
16 to come up with a new motion and you can recommend that the application not  
17 be approved. You don't need to do environmental for that.  
18  
19 **COMMISSIONER SIMS** – Okay then I would recommend an alternate motion  
20 that we not approve... I make a motion that we **NOT APPROVE** PA13-0019  
21 Municipal Code Amendment, Section 9.09.170.C.14  
22  
23 **CHAIR VAN NATTA** – Do we have a second?  
24  
25 **COMMISSIONER GIBA** – I'll second  
26  
27 **CHAIR VAN NATTA** – Seconded by Giba  
28  
29 **PLANNING OFFICIAL TERELL** – Okay, Commissioner Sims  
30  
31 **COMMISSIONER SIMS** – Yes  
32  
33 **COMMISSIONER LOWELL** – Nay  
34  
35 **COMMISSIONER BAKER** – Yes  
36  
37 **COMMISSIONER RAMIREZ** – Yes  
38  
39 **COMMISSIONER GIBA** – Yes  
40  
41 **VICE CHAIR CROTHERS** – Yes  
42  
43 **CHAIR VAN NATTA** – Yes  
44  
45 **PLANNING OFFICIAL TERELL** – Okay so that motion passes. We would need  
46 to bring back a resolution at your next meeting to memorialize that

1 recommendation and certainly based on the recommendation we would not  
2 typically move forward to the City Council unless the applicant would like us to do  
3 so.

4  
5 **CHAIR VAN NATTA** – And I would say that at that point if you came up with a  
6 resolution that addressed in a way that met the concerns of the Commission then  
7 we might have a different take on it rather than just a straight disapproval with a  
8 reason other than just the size of the kiosk. Okay on to our next item.

9  
10  
11  
12 **2. Case Description: PA13-0009 Conditional Use Permit**

13  
14 **Case Planner: Julia Descoteaux**

15  
16 **CHAIR VAN NATTA** – Case Description: PA13-0009 Conditional Use Permit.  
17 The applicant is the Kroger Company and our Case Planner is Julia Descoteaux.

18  
19 **ASSOCIATE PLANNER DESCOTEAUX** – Thank you again; Julia Descoteaux,  
20 Associate Planner. The applicant; the Kroger Company is proposing a fueling  
21 station on .77 acres located on the northeast corner of Alessandro and Indian.  
22 The project is a fueling station with four islands and seven multiple product  
23 dispensers providing service to 14 vehicles at one time. The site is located on  
24 the northeast corner of Alessandro. The entire parcel is 13.97 acres, however  
25 there is a Parcel Map under way which will reduce it to .77 acres on that corner.  
26 The property to the north is zoned Community Commercial with an existing mini-  
27 storage facility to the north and a shopping center to the west. The parcel to the  
28 east is an existing Auto Zone which is zoned Neighborhood Commercial and  
29 properties further east are zoned Residential 5. The site will share access on the  
30 existing driveways on Alessandro Boulevard where the Auto Zone accesses the  
31 site. Decorative paving will be installed on the Indian Street driveway which is  
32 also existing and the project is conditioned to provide street and sidewalk  
33 improvements along both streets, however on the Indian Street frontage it will be  
34 curb separated sidewalk. The fueling station will include a canopy and a kiosk  
35 designed with glass fiber reinforced cement panels molded to simulate split face  
36 CMU and colored per the approved plans coordinating with the adjacent Auto  
37 Zone. The project was submitted on February 19<sup>th</sup>, 2013 and we've had several  
38 revisions requested and the applicant has revised the plans and to date all  
39 relevant issues have been addressed. The project will be exempt from the  
40 requirements of the California Environmental Quality Act CEQA Guidelines as  
41 provided for in Section 15332 Infill Development. Property notification was sent  
42 to all owners within 300 feet of the project, noticed in the newspaper and posted  
43 on the site. To date I have received one phone call regarding the project and you  
44 have already heard from the gentleman. This concludes my report and I'm here  
45 to answer any question for you as well as the applicant. Thank you.

1 **COMMISSIONER SIMS** – I have a question. In the Staff Report you mentioned  
2 that the entire parcel is 3.97 acres with an approved Parcel Map. Is the word  
3 approved; is it approved like it was a Tentative Parcel Map approved but it is not  
4 recorded?

5  
6 **ASSOCIATE PLANNER DESCOTEAUX** – It is going through the recording  
7 process right now and it is conditioned to be recorded prior to building.

8  
9 **COMMISSIONER SIMS** – Okay, so the size of the lot; the size of the .77 acres  
10 has been predetermined as approved by the Tentative Parcel Map.

11  
12 **ASSOCIATE PLANNER DESCOTEAUX** – That's correct

13  
14 **COMMISSIONER SIMS** – So are there other development plans that prohibit the  
15 .77 to become .79 or .8?

16  
17 **ASSOCIATE PLANNER DESCOTEAUX** – I don't have the answer to that

18  
19 **PLANNING OFFICIAL TERELL** – Basically it would have to be substantially in  
20 conformance with that, so could it wiggle a little this way or that; yes you could  
21 certainly do that with the Final Map, but the Final Map isn't processed consistent  
22 with the Tentative Parcel Map.

23  
24 **COMMISSIONER SIMS** – Okay, thank you

25  
26 **CHAIR VAN NATTA** – Are there any other questions of the Planner?

27  
28 **COMMISSIONER GIBA** – Would this be appropriate about the landscaping that  
29 was done; may I ask you about that John, because you said that it is either the  
30 restroom or the... What I'm trying to say on Mr. Taylor's behalf is there anything  
31 or any way that we can help to move this project. I've read through it. It is very  
32 nice and I think it is going to benefit him and this community very well. There are  
33 just some things sometimes that we have to consider for 200,000 people. What  
34 is different about this landscape that would make it so that we couldn't change it  
35 or modify it to make it come through a different way?

36  
37 **PLANNING OFFICIAL TERELL** – Well there is a standard for the minimum  
38 landscape setback on the property line as well as adjacent to the street, so  
39 based on the general sense of where it is going I'll defer to Julia. She has seen  
40 actual plans that show two restrooms. The landscaping would be below the  
41 minimum and therefore would require a variance.

42  
43 **COMMISSIONER GIBA** – So I guess my question more would be... would it be  
44 better for it to be passed with a variance with only one restroom or better to be  
45 passed for a variance in a reduction in the landscaping. Which one would be the



1 preferred way; the easiest way or the best way for our needs at this time or am I  
2 phrasing it incorrectly?

3  
4 **PLANNING OFFICIAL TERELL** – Yeah I think it is probably part of the  
5 discussion section. I think the idea is that until we look at a revised... until we  
6 look at that and notice that we really can't give you very good direction, but if you  
7 want to approve it and then be open to the potential for a variance to come back  
8 you could so state as part of your deliberations what you feel comfortable with  
9 one or other, but that is not a vote; that is not a ... but it would just be direction  
10 that said well we consider this or we consider or you consider either one and  
11 we'd come back which I probably would prefer.

12  
13 **COMMISSIONER GIBA** – Like I said earlier, I want to help in any way I can to  
14 make this a working situation, so unfortunately the other one concerned our City  
15 in a different way.

16  
17 **CHAIR VAN NATTA** – Are there any other questions of the Planner or Staff?  
18 Then we are going to open this for Public Hearing and hear from the applicant.

19  
20 **PLANNING OFFICIAL TERELL** – Yes

21  
22 **APPLICANT BURNSIDE** – Thank you we are going to ahead and ask for a  
23 Continuance tonight. Thank you.

24  
25 **PLANNING OFFICIAL TERELL** – And should you choose to grant that you can,  
26 it is your choice. I would recommend that you ask. We had the speaker on the  
27 last item who was really speaking on this item. You may want to ask him to see  
28 if he wants to add anything to his remarks. We do have Mr. Taylor who  
29 submitted a Speaker Slip as well. You could ask whether he wants to speak on  
30 that tonight or would he defer to your next meeting.

31  
32 **CHAIR VAN NATTA** – Okay, I think I'll ask both of them. Mr. Reda Waseth. I  
33 think this was actually the item you wish to speak on. Do you wish to defer your  
34 comments to when it comes before the Commission again?

35  
36 **SPEAKER WASETH** – Yes please, thank you

37  
38 **CHAIR VAN NATTA** – Okay and Mr. Taylor did you also wish to defer your  
39 comments until it comes before...

40  
41 **SPEAKER TAYLOR** – No I'd like to speak to you tonight. I want to apologize to  
42 you for opening up when I did... the pressure cooker was a little pressurized and  
43 I want to apologize to everybody here. I am John Taylor. I'm the owner of this  
44 property. I started out with about 5 acres. I have had the property for quite some  
45 time. Although I don't live in Moreno Valley, I have been somewhat seasoned by  
46 the various climate changes economically the City has gone through. I believe

1 that the ones before you; the other Planning Commissioners; City Council  
2 members; I believe everybody has had good intentions and the pathway to  
3 heaven is paved with good intentions, but we all have to live in the realities of  
4 economics. Cities have to pay bills; we all have to pay bills and you still want to  
5 maintain good standards. I respect that. I own commercial and industrial  
6 properties in California and outside California. I see the challenges here and I  
7 see the challenges outside. Everybody is trying to sense which way the wind is  
8 blowing; what is the best thing to do short term long term. The gentleman used  
9 the term thinking outside the box. Sometimes we get too far out of the box and  
10 wonder if it was safe to step outside the box to begin with because of everything  
11 it invites. Again I think everybody here is trying to do the right thing. You talked  
12 about bathrooms tonight. We have all been here over an hour and nobody has  
13 got up to go use the bathroom. Now that doesn't mean you shouldn't take it  
14 serious the issue how of many pumps there area; whether Costco has lots of  
15 bathrooms inside of the building. When you look at the Costco operations, I don't  
16 think any of them have bathrooms at their pumps and their major building sits  
17 further away than the Auto Zone building next to us. I lease that ground to Auto  
18 Zone. They have bathrooms there that more takes care of their customers.  
19 We've had projects come before the City before. We've had several of them that  
20 was approved except for Beer and Wine. They folded up shop and walked away.  
21 The City could have received a lot of income off that development, but for  
22 whatever reasons they chose not to approve Beer and Wine and that was their  
23 decision. We had a Sonic approved on the property. The well dried and the  
24 franchisee didn't get his money and they walked away. In the meantime I have  
25 kept the property taxes paid. I've knocked down leads and Auto Zone pays its  
26 rent and is a good responsible tenant there. They were very primed and hoping  
27 that this development would move forward for the fueling operation. That's going  
28 to be great and it is going to be good for them and good for us. The gentlemen  
29 mentioned earlier about never seeing a Food for Less with a service station that  
30 wasn't on the primary premises. Well this is the first off-site for Food for Less.  
31 Technically it is not on the same property. It is across the street. Some of them  
32 that they are doing are down the street some distances, but for this one we've  
33 looked at the corner. I have to look at the lease and everything in my contractual  
34 obligation with Auto Zone will not allow me to move that road that is in the back  
35 that goes out to Indian, so this corner is what it is. Now I am glad to hear you say  
36 well looks take a look at the landscaping etc. Mr. Terrell is trying to help the  
37 applicant I think and help the City bring something positive in, but some of us you  
38 know we just don't have the power of changing certain parameters. We have to  
39 work within these. I talked to the lady; Leslie in the weeks prior about the fact of  
40 the trucks delivering the fuel and how they can get in and get out etc. There is  
41 just certain parameters that we have to work within on this deal. I commend the  
42 Planning Staff. I think they have worked very, very hard and within reason to try  
43 to make this thing happen. I don't feel in any way shape or form that the  
44 applicant Kroger's has tried to cheapen this or just get away with the bare  
45 minimum. I think they have looked at everything and if they could have brought  
46 you a plan with both bathrooms, believe me they would have done it. So with the

1 best of your intentions, I would ask you people whatever they come up with;  
2 whatever they are going to present to you in the future, we are all living in the  
3 same world, we are trying to make the best we can, but we all have to deal with  
4 things daily that aren't the best ideal of what we want, but we've got to kind of  
5 work with them a little bit and as a guys who has been paying taxes there for  
6 over 20 years I think now, I'd like to see something positive happen with this. It  
7 will produce both a better use for the City and produce some revenues. I think it  
8 will be a win for the community. But all I can do is go home tonight and pray the  
9 best thing will happen here. It has been a long tough road on this deal and on  
10 this property. The subdivision was set up so we end up with three parcels. We  
11 have the Auto Zone parcel. The corner will be what it is and we pretty much  
12 have to work within it because the roadway that goes out the back and we'll end  
13 up with the rear parcel, so I don't know what light, if any I've shined on this. I  
14 hope it may help you kind of relate to the pieces to the puzzle for the property  
15 and what I'm dealing with and consequently what John Terrell and the applicant  
16 is dealing with. If it appropriate, if any of you have any questions of me I'll be  
17 happy to answer them. I don't know that you do, but I'm happy them.

18  
19 **CHAIR VAN NATTA** – Okay, any questions?  
20

21 **COMMISSIONER SIMS** – I have one. You said that the Auto Zone has a  
22 contractual obligation with you about the secondary access to Indian. Why can't  
23 that be moved? Is it an easement or...?  
24

25 **SPEAKER TAYLOR** – Well they don't have to and I've learned in dealing with  
26 Auto Zone they are a fairly big monkey. They first came to me and I'll be candid,  
27 but they wanted to buy the corner; cordon it off and buy it and I said no I can't.  
28 My tax situation does not allow me to sell the stuff, so they got looking and they  
29 said okay ground lease, size, square footage etc. and they settled on the  
30 configuration you now see off the corner and this left us with what have on the  
31 corner. We have a little bit of a setback for curb, gutter, sidewalk you know to  
32 finish the artery there and do that. All the off-sites are basically in. They've got  
33 median in the center of Alessandro and I was a little surprised tonight quite  
34 frankly I didn't think this was necessarily a snap deal but I didn't sense I would  
35 see this kind of a resistance on this tonight and I am kind of surprised at it. You  
36 guys have to do what you have to do. I have to respect that, but I'm a little  
37 surprised.  
38

39 **CHAIR VAN NATTA** – Okay, thank you very much  
40

41 **SPEAKER TAYLOR** – Thank you for your time and again I apologize to you. I  
42 didn't mean to leave a bad taste in anybody's mouth.  
43

44 **COMMISSIONER GIBA** – Is it appropriate to make a comment to him?  
45

46 **CHAIR VAN NATTA** – Oh no, I didn't know you had any more questions

1 **COMMISSIONER GIBA** – Mr. Taylor, I wish to alleviate some of your anxieties. I  
2 think we've already said this earlier and I want to just reiterate it for you. We  
3 want your project to go in and as far as I'm concerned and John is concerned,  
4 everybody will do everything they can to help you get it through there as easily as  
5 possible. It wasn't resistance to your project, it was resistance to changing the  
6 code for the entire City. Had you submitted a variance with this at the same time  
7 as you are producing it now, rather than changing the Municipal Code, it probably  
8 would have gotten approved, but in hind sight is only worth 20/20 you know, so  
9 that's probably the problem. If there was some way we could have even  
10 approved tonight and that's why I threw that out to John because he is very wise  
11 in knowing these things; if there was any in the language we could approve it for  
12 you tonight so we can move forward, I would be happy to do that. I've read  
13 through this and I've looked through your information and I would love to have it  
14 there. I think it is an opportunity you have really found good for yourself and I  
15 think it is a wonderful opportunity for the City. I think the location is perfect with  
16 the Alessandro corridor. I think it is forward thinking. I think it is perfect. If  
17 holding you up a little bit, it is perfect for all of us, I don't have a problem with that  
18 one, but I couldn't see changing the Municipal Code. That's it. It wasn't any  
19 resistance to what you were doing, it was just the resistance in the way it was  
20 being done and that just happens sometimes.

21  
22 **SPEAKER TAYLOR** -Thank you for patience.

23  
24 **COMMISSIONER LOWELL** – I personally would like to leave the site plan the  
25 way it is and figure out a way to address the restroom issue versus reducing the  
26 landscaping. I think if we come up with some way agreeing with either one or  
27 two restrooms and figure out how that works and leave the landscaping it would  
28 make the corner that much prettier. Green space is always appreciated.

29  
30 **APPLICANT BURNSIDE** – I wanted to step back up here into the record. First  
31 of all you know John, Mr. Taylor was probably very surprised that I suggested a  
32 continuance with all the work that we put into it to get to this point and I also  
33 wanted to inform the Commission that my reason for doing that was just simply  
34 we don't mind having discussion and trying to answer some questions tonight, it  
35 just seems like it would be a much more productive a discussion once we have  
36 talked with Planning; got a better idea if we are talking about a variance on  
37 restroom; variance on landscaping; go ahead and get those plans put together. I  
38 feel like we are going to be doing a lot of what if tonight and that is my only  
39 reason. I didn't want you to read anything else into it and I also wanted to make  
40 sure Mr. Taylor understood this as to why I suggested it.

41  
42 **CHAIR VAN NATTA** – Yeah, that's fine, thank you.

43  
44 **COMMISSIONER GIBA** – I'm with Commissioner Lowell. A variance on the  
45 restrooms wouldn't bother me. I just didn't want to change the code.

1 **CHAIR VAN NATTA** – Okay we had a suggestion regarding a continuance and  
2 so I think we need a motion to continue this to a future meeting.

3  
4 **COMMISSIONER GIBA** – I move that continue this to another meeting

5  
6 **PLANNING OFFICIAL TERELL** – And I am assuming we are going to do that to  
7 the next meeting.

8  
9 **APPLICANT BURNSIDE** – I just have to find out when that is

10  
11 **PLANNING OFFICIAL TERELL** – August 22<sup>nd</sup>.

12  
13 **COMMISSIONER SIMS** – I'll second that motion

14  
15 **PLANNING OFFICIAL TERELL** – So if you had it to a date certain that would be  
16 helpful.

17  
18 **CHAIR VAN NATTA** – Yeah do the continuance to August 22<sup>nd</sup>.

19  
20 **COMMISSIONER GIBA** – Motion to have the continuance to August 22<sup>nd</sup>.

21  
22 **CHAIR VAN NATTA** – And a second?

23  
24 **COMMISSIONER SIMS** – I'll second that motion

25  
26 **CHAIR VAN NATTA** – Okay good... all in favor?

27  
28 Opposed – 0

29  
30 **Motion carries 7 – 0**

31  
32 **CHAIR VAN NATTA** – The motion carries... then this is continued to the meeting  
33 of August 22<sup>nd</sup>. Thank you and I think if you've kind of gotten the gist of what we  
34 are after. We didn't have a problem with necessarily just having the single  
35 restroom as was expressed up here, it had to do with changing the code without  
36 knowing how it might affect future projects.

37  
38 **PLANNING OFFICIAL TERELL** – That is something we have to look at to see  
39 what really is possible, but it was a very good discussion tonight. At the end of  
40 the day this is why we have Planning Commissions, so I appreciate the  
41 discussion.

42  
43 **COMMISSIONER BAKER** – John I've still got one question. It wasn't clear in my  
44 mind why it didn't go in that parking lot. Is that a size requirement or...  
45

1 **PLANNING OFFICIAL TERELL** – We can have a conversation with the  
2 applicant and see if we can get a little more detail for you on that.

3  
4 **CHAIR VAN NATTA** – Okay, in the meantime we have other Agenda items, so  
5 shall we move forward.

6  
7 **PLANNING OFFICIAL TERELL** – Yes you do  
8  
9

10  
11 **PUBLIC HEARING ITEMS**

12  
13 **3. Case Description: P13-0027 Amendment 4 to Development**  
14 **Agreement 102-89 (regarding**  
15 **Tentative Tract 24203)**

16  
17 **Case Planner: Chris Ormsby**

18  
19 **CHAIR VAN NATTA** – Okay Agenda Item No. 3; Case Description - P13-007,  
20 Amendment 4 to Development Agreement 102-89 (regarding Tentative Tract  
21 24203) and the Planner is Chris Ormsby. Mr. Ormsby tell us all about it.

22  
23 **INTERIM PLANNING OFFICIAL** – Yes; Chris Ormsby, Interim Planning Official.  
24 Chair and members of the Planning Commission, for the record before I get into  
25 the presentation, there is one correction to the packet and it is the title of the  
26 Resolution on page 111 of the Agenda packet. The reference is basically a typo  
27 that refers to two years and the requested extension by the Applicant is five  
28 years, so two should be five.

29  
30 The Development Agreement for this project was adopted to allow two tracts,  
31 Tract 23553 and Tentative Tract 24203, to share in the development and  
32 construction of a 10 acre park. That 10 acre park has been constructed  
33 improved in terms of the full 10 acres and has been constructed. Tract 23553 to  
34 the south of Lawless has been fully developed and its obligations under the  
35 Development Agreement have been completed so their piece of it is done and  
36 what is up for discussion tonight is an extension of the agreement which is  
37 proposed by the property owner of Tract 24203, which is the tract that is  
38 undeveloped northerly of Lawless Road. The Applicant Owner is Blue Ribbon  
39 Enterprises and Highland Hills Development Corporation.

40  
41 There are just two modifications to the agreement. The first is to increase the  
42 term to five years as already mentioned which is the request of the Applicant.  
43 The second is recommended by the Parks and Community Services Department  
44 and that is a modification to the agreement which would require lots within the  
45 tract to pay development impact fees for park improvements rather than  
46 complete specific improvements to the park. Tract 24203 had some obligation to

1 do some additional improvements which included a basketball court. Instead of  
2 them building those improvements which were to be done by no later than the  
3 56<sup>th</sup> permit, Parks prefers to use the development impact fees as the money  
4 comes in, which would actually provide the money sooner on a per lot basis, and  
5 complete the remaining improvements for the park.  
6

7 In response to the Public Notice, I received 8 calls from residents in the area and  
8 none expressed any major concerns with the proposal. It was more seeing the  
9 notice out there in the field and wondering what it was about. So with that, Staff  
10 recommends that the Planning Commission approve Resolution 2013-22 and  
11 thereby recommend that the City Council recognize that the Development  
12 Agreement Amendment is exempt under Section 15061 of the CEQA Guidelines  
13 and approve Amendment 4 to Development Agreement 102-89. The Application  
14 is P13-027 and with that I will open it up to questions.  
15

16 **CHAIR VAN NATTA** – Any questions? So basically just to make it simple is you  
17 are just saying that this will enable things to be done sooner rather than later?  
18

19 **INTERIM PLANNING OFFICIAL ORMSBY** – Yes and the Applicant wants to  
20 extend the agreement. That is basically the gist of it.  
21

22 **CHAIR VAN NATTA** – And that's basically because there isn't... because they  
23 don't want to complete the tract at this time. It isn't economically feasible for  
24 them to go ahead with the original plans.  
25

26 **INTERIM PLANNING OFFICIAL ORMSBY** – Well they do need the extra five  
27 years to get the project under construction and then to record the map, but in  
28 terms of the Parks Department, I think they just feel it is better not to go through  
29 the detailed list of improvements in the agreement that the developer will then do.  
30 It is easier for Parks to use the funds. They'll basically be receiving about as  
31 much money as it would cost to do these same improvements anyway. That is  
32 their analysis. Their thought is those monies would allow completion of the  
33 improvements. It would be a more efficient way in their view to do that.  
34

35 **CHAIR VAN NATTA** – But those funds would be earmarked towards those  
36 improvements. They couldn't be used somewhere else.  
37

38 **INTERIM PLANNING OFFICIAL ORMSBY** – Right  
39

40 **CHAIR VAN NATTA** – Yes, okay any other questions?  
41

42 **COMMISSIONER GIBA** – Chris just a couple of quick ones. The fees they  
43 collect, will they have to be used exclusively for this park in this area and its  
44 improvements or will those fees be put into the Parks general funds so to speak  
45 and be used for any other projects.  
46

1 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL –**

2 The basic standard for impact fees is that they have to be used to benefit the  
3 project and therefore the primary benefit would be improvements to this park.  
4 There may be other park improvements within close proximity where they could  
5 also be used, but they couldn't be picked up and be used in Moreno Valley  
6 Ranch for example. They have to be within close proximity because the fees are  
7 collected to provide park improvements for these residents of these future  
8 homes.

9  
10 **COMMISSIONER GIBA –** What would close proximity be considered? Is there a  
11 you know, a number; miles...

12  
13 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL –**

14 I don't know that there is a certain standard.

15  
16 **COMMISSIONER GIBA –** Because there is not much... there are only a few  
17 parks in that area and they are all in close proximity to each other in other words.  
18 People in the Moreno Valley Ranch off of Pigeon Pass could use that ball park  
19 but they could also use the park at Hidden Springs Elementary School. I mean  
20 there are those two sitting side by side of each other. Would those be  
21 considered close proximity to each other?

22  
23 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL –**

24 I think a reasonable case could be made for that.

25  
26 **COMMISSIONER GIBA –** So what you are saying is those collected fees could  
27 be used to benefit other parks that are within a closer area that would also  
28 benefit this project as well that those people could use.

29  
30 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL –**

31 Correct, but I know that in the discussions with Parks that they hear from the  
32 residents of the existing tract to the south. They very much know what  
33 improvements need to be made. I think they feel it is much more... having a  
34 developer go into an existing City park and make improvements is a little bit  
35 awkward and I think that is why they are suggesting doing it this way, but could it  
36 be used elsewhere; yes there is that potential.

37  
38 **COMMISSIONER GIBA –** I'm just curious about that because of the way it goes.

39 Also on page 118 of the thing, I'm not quite sure of the language and so I just  
40 need an explanation. It was after the strike out that the City has agreed that no  
41 plan check and then it goes on as consideration for dedication of excess park  
42 land and construction of the park improvements, Empire Partners will receive a  
43 credit for 3.6 acres of excess land based upon a fair market value appraisal in an  
44 amount not to exceed 400 hundred thousand dollars. Such an amount will be  
45 applied against development impact fees. Could you explain that to me?



1 **INTERIM PLANNING OFFICIAL ORMSBY** – That action already happened.  
2 Empire Homes obligation is completely done and the City Council accepted their  
3 obligation, so that whole piece of it is completed.

4  
5 **COMMISSIONER GIBA** – So we gave something back to them and we paid for  
6 it? I wanted you to explain.

7  
8 **INTERIM PLANNING OFFICIAL ORMSBY** – Right, they provided 8.5 acres of  
9 park but they were not obligated under the ordinances to provide that much, so  
10 as a trade-off it was dealt with in this matter.

11  
12 **COMMISSIONER GIBA** – So we paid them for the property in essence or...?

13 **INTERIM PLANNING OFFICIAL ORMSBY** – Essentially for the extra land they  
14 were provided, they received some offset for... we didn't pay them in cash but  
15 received some reduction in development impact fees based on that.

16  
17 **COMMISSIONER GIBA** – Thank you

18  
19 **CHAIR VAN NATTA** – Okay are there any other questions?

20  
21 **COMMISSIONER SIMS** - I have a question. When the Parks Department sets  
22 its Park Mitigation Fee; the 2,700 dollars per EDU, has that been done; when is  
23 the last time that has been adjusted I guess would be my first question?

24  
25 **INTERIM PLANNING OFFICIAL ORMSBY** – It was just adjusted a few months  
26 ago actually and it was just recently adopted, so it will be in effect for at least a  
27 year.

28  
29 **COMMISSIONER SIMS** – Does the Parks Department have an engineering  
30 news record, cost construction indices related to it to escalate the fee on an  
31 annual basis or could this fee be potentially be the same for five years?

32  
33 **INTERIM PLANNING OFFICIAL ORMSBY** – Typically it is based on a study and  
34 John may have a better idea on how often that study is done.

35  
36 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** –  
37 In addition, it is adjusted on an annual basis. The City Council has the ability on  
38 an annual basis and it is presented to them on an annual basis to increase it by  
39 and I believe it is the construction index, so yes that is there. Obviously the City  
40 Council can agree to not impose that on an annual basis, but it is assumed they  
41 will and that has been the practice for the last many years even before the new  
42 study.

43  
44 **COMMISSIONER SIMS** – I struggled a little bit with this going through the Staff  
45 Report because I didn't have a picture and you know a list of what was supposed  
46 to be there and what we were doing in lieu fee cash payment versus stuff being

1 built so that was a little bit of a struggle, so 99 lots times the current fees is about  
2 267 thousand dollars, so I'm assuming based on what you said that is a good  
3 number to get the facilities built, so there is equitableness in the expectation of  
4 what happened in 1990 that is going to be built going forward. I guess my only  
5 thing that I would and I didn't read the thing close enough, but I would ask since  
6 this is a five year extension that the developer be required to pay the then current  
7 connection or fees at the time that the EDU's go through.

8  
9 **INTERIM PLANNING OFFICIAL ORMSBY** – Yes and that's a good plan and  
10 that's already a condition of approval of the tract map, so we'd be covered on  
11 that.

12  
13 **COMISSIONER SIMS** – Alright, thank you

14  
15 **CHAIR VAN NATTA** – Okay, no other questions? It is Public Hearing time. Do  
16 we have an Applicant who wishes to speak?

17  
18 **APPLICANT GREEN** – Chairperson and Commissioners, I'm Stewart Green.  
19 We're representing the owners. This is and I'll piggyback on the details a little bit  
20 on the ups and downs of the economy and this tract found itself in that. The only  
21 thing we are asking for tonight is a five year extension, which is really on the  
22 map. The fees go up as when the permits are pulled so whatever the fee is at  
23 the time when the house is built, it will be paid and on top of that we owe you an  
24 acre and a half of land for that 10 acre park. If you heard, the original Empire  
25 gave you eight and a half; you have ten, which is in use now, so we have to  
26 dedicate that and upon approval of this, we will go ahead and deed that to the  
27 City for no compensation and there is no offset fees on that, so we're just looking  
28 for that extension because this is the last piece of this whole puzzle of being built,  
29 and because of the economic conditions, we find ourselves in front of you asking  
30 for this extension. So we are just asking really for an extension of time and Staff  
31 has been great.

32  
33 **CHAIR VAN NATTA** – Okay, any questions of the Applicant?

34  
35 **APPLICANT GREEN** – By the way the word you are looking for is nexus. There  
36 has to be a nexus between the fee and the house. You asked how far away can  
37 we use the... so the planning terminology is nexus and it has to be within so  
38 many miles.

39  
40 **COMMISSIONER GIBA** – You wouldn't happen to know what that is offhand  
41 would you?

42  
43 **APPLICANT GREEN** – Anyway the planning term is nexus. It benefits that  
44 home. It could be a mile; it could be five miles. It depends on what the City  
45 decides.

1 **COMMISSIONER GIBA** – Okay

2  
3 **APPLICANT GREEN** – I'm open for any questions?

4  
5 **COMMISSIONER SIMS** – Is there any kind of a timeline for construction? I know  
6 we are talking about a five year extension but this has been extended since  
7 1990.

8  
9 **APPLICANT GREEN** – Well what happened during that time period when the  
10 market was; when there was a market... on the down part of the market there  
11 was some permits that had expired that are not part of the City that we now have  
12 to go back and get, so we've gone through a plan check. We have done all the  
13 plans. We did all the sewer. We did all the water. We did all the drawings. I  
14 mean this thing was ready to be recorded. There were some things to be done  
15 on the tract map and then 2008 happened. It was in escrow to be built and it  
16 didn't happen, so we have about maybe a little less and six months of the  
17 permitting process before we can go back to the City and go back through the  
18 plan check fee, which was another 70 thousand dollars, so anyway we  
19 understand that, so again we are in front of you for time. Are there any other  
20 questions I can answer?

21  
22 **COMMISSIONER BAKER** – Will the five years give you enough time to get this  
23 done?

24  
25 **APPLICANT GREEN** – Well if it doesn't we are all in trouble. I mean in regards  
26 to the economic conditions. I have been in the business quite a while and I've  
27 watched it go up and down, but...

28  
29 **COMMISSIONER BAKER** – So the five years from now or whenever we  
30 approve...

31  
32 **APPLICANT GREEN** – Actually it is from the expiration in 2014 to 2019. We just  
33 wanted to have enough lead time to come in front of you and not make this an  
34 emergency or panic.

35  
36 **COMMISSIONER BAKER** – Five years gives you when you hit the first shovel.

37  
38 **APPLICANT GREEN** – Absolutely

39  
40 **COMMISSIONER BAKER** – Okay, got it. That's good

41  
42 **APPLICANT GREEN** – We would not want to come back to the well a second  
43 time and say oh by the way you know we miscalculated. We believe it will  
44 happen.

45  
46 **COMMISSIONER BAKER** – Okay, thank you

1  
2 **CHAIR VAN NATTA** – Okay, any other questions? Thank you very much. I  
3 don't see any Speaker Slips on this. Did somebody raise their hand? Did you  
4 want to come up and speak?

5  
6 **SPEAKER MENDES** – My name is Catherine Mendes and my husband is Sam.  
7 Okay, we are Samuel and Catherine Mendes and we own on the picture here... it  
8 looks like an R5 but we own the ranch house that is directly across the street.  
9 We are the only house on that whole section of Pigeon Pass and we don't have a  
10 problem with the project. I used to work for a builder in San Diego, so I  
11 understand the economic boost that a new housing tract gives to a community.  
12 Our question is involved in the planning for these additional 99 homes, is there  
13 something in there for our property with the new sound that is going to be coming  
14 from all these cars, the extra traffic that is going to be passing through there.  
15 Ninety-nine homes with two cars is a lot of traffic, so our question is and I don't  
16 know if this is part of this whole discussion, is there something set in the works to  
17 deal with sound that is going to be coming from the extra cars and the extra  
18 traffic because they just widened it a little bit and we were promised a retaining  
19 wall... not a retaining wall but a wall and we even signed the easement and  
20 everything with the City and nothing ever came of it when they did the widening  
21 of the road. Is it something that is going to be worked into this next project?  
22 That is our question. Is it something that is already set?

23  
24 **INTERIM PLANNING OFFICIAL ORMSBY** – I believe I spoke to Mr. Mendes  
25 perhaps on the phone

26  
27 **SPEAKER MENDES** – Yes

28  
29 **INTERIM PLANNING OFFICIAL ORMSBY** – I understand; I recall the capital  
30 project on the west side, but I thought the west side was fully improved and you  
31 are on the west side of Pigeon Pass correct?

32  
33 **SPEAKER MENDES** - Yes

34  
35 **INTERIM PLANNING OFFICIAL ORMSBY** – Yes and I think that is fully  
36 improved, so technically this project would not be doing additional street  
37 improvements on the west side. I would have to talk to capital projects and I  
38 think I mentioned to Mr. Mendes I could talk to them about what the outcome was  
39 of their construction project, because I do know that issue came up and we could  
40 certainly take a look at that. I don't believe there are any mitigation measures  
41 necessarily on this tract map that would have dealt with the west side of the  
42 street because there really wouldn't have been a connection to require mitigation  
43 for the west side based on the size of this project and the fact that it was  
44 consistent with the General Plan.

45

1 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** –

2 This is where that word nexus comes up again. No really we can't require a  
3 developer to build something that they don't have a direct impact on. So I think  
4 probably the best thing is to work with capital development projects and see why  
5 it wasn't built and see if we can address that sooner than the construction of this  
6 tract.

7  
8 **SPEAKER MENDES** – Is capital the people who did the street widening? Is that  
9 what you saying?

10  
11 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** –

12 Yes, correct

13  
14 **SPEAKER MENDES** – Okay because we signed all of the paperwork and my  
15 husband has spoken with the City multiple times about this, but it was before we  
16 even knew. This lot has been of course vacant the entire time and people dump  
17 their trash. It has just been an eyesore so we are glad that homes will be going  
18 in there. It will cut down on fire hazard and our home insurance will go down, but  
19 our only issue is that extra sound because it has already... we've had to call the  
20 Police because of the drag racing and all the things. We already have a lot of  
21 sound on that street. It is like a famous drag racing street for all these young  
22 kids, so those kids are already doing that on top of the 99 new home owners is a  
23 very big concern for us.

24  
25 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** –

26 Right and I understand your concern, but this is an approved tract, so therefore it  
27 wouldn't be a requirement and it would be very difficult to do that, but I think  
28 certainly working with our capital project staff maybe we can figure a way that  
29 that is worked into... just find out what happened because if you signed the  
30 paperwork then you had an expectation of a wall then we need to work through  
31 that.

32  
33 **SPEAKER MENDES** – Okay

34  
35 **COMMISSIONER GIBA** – Excuse me are you the house with the treehouse?

36  
37 **SPEAKER MENDES** – Yes we are the treehouse.

38  
39 **COMMISSIONER GIBA** – Okay so I know; you are across from the... so you  
40 don't have a wall like all the other houses. You are right out on the front.  
41 Everybody else in that area have that wall.

42  
43 **SPEAKER MENDES** – Everybody else has the wall and we're the only house...

44  
45 **COMMISSIONER GIBA** – But you have that one chunk of property stuck in  
46 there.

1  
2 **SPEAKER MENDES** – Right and before they did the street widening we were  
3 sent all the paperwork for them to have access to our property. We signed it all.  
4 We spoke with somebody with the City regarding this. They even sent us a  
5 tentative plan for it and nothing ever happened, so we were just wondering.  
6 That’s already an issue with the sound with the extra widening that happened in  
7 that street and then with the extra houses we are stuck in the middle kind of.

8  
9 **CHAIR VAN NATTA** – So I think the direction to work with Mr. Terell and have  
10 him put you in touch with...

11  
12 **SPEAKER MENDES** – Capital Projects

13  
14 **CHAIR VAN NATTA** – With whoever you need to talk to on that. It’s not really  
15 for us.

16  
17 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** –  
18 And Chris and I will commit to kind of brokering that rather than just sending  
19 someone elsewhere.

20  
21 **SPEAKER MENDES** – Okay thank you

22  
23 **CHAIR VAN NATTA** – Thank you. Okay, any other speakers on this matter? Do  
24 you have a Speaker Slip there?

25  
26 **SPEAKER BENSON** – I didn’t complete one. We just decided that we would  
27 speak. We are the Benson’s. We live on Lawless Road and we have only been  
28 in our home for one year and we were quite surprised that this development was  
29 going to happen. Our concern is security. With 99 new homes going in just west  
30 of our property we are concerned about hikers and extra traffic going through the  
31 canyon. We already have a problem with homeless people behind our home and  
32 with the property not being maintained we just want to know what plans have  
33 been made to ensure that the back of our property is secure and just on another  
34 note one of the amenities that certainly we were impressed by, the migration of  
35 the donkeys. What happens to them when all these homes go in?

36  
37 **CHAIR VAN NATTA** – We don’t have any information on where your house is in  
38 relationship to the tract that is there but can we direct them back to the...

39  
40 **INTERIM PLANNING OFFICIAL ORMSBY** – I believe I had the pleasure of  
41 speaking to Mr. Benson and his house is actually further east on Lawless and  
42 doesn’t abut the tract that is already approved here. So in other words there is  
43 not anything the tract could do in terms of the trespass concerns that you had  
44 and we did look at that after talking with you. I looked at the property surrounding  
45 it and also talked to Parks, but Parks has no property behind your house and it is  
46 basically all privately owned back there, so it is people it seems that are probably

1 hiking back into the area behind your house, which is really more of a civil  
2 property ownership issue.

3  
4 **SPEAKER BENSON** – If you are putting in 99 new homes, you are just inviting  
5 people to hide behind our home and we feel we are going to be constantly  
6 looking at people who are looking over our fence and that is a concern for us.

7  
8 **INTERIM PLANNING OFFICIAL ORMSBY** – It would seem to me that actually it  
9 may limit the amount of activity up in that area because it will create a situation  
10 where there will be homes in part of the area that perhaps is used now to actually  
11 access the hillside up in that area, so I'm not sure that this project has any  
12 bearing on it.

13  
14 **CHAIR VAN NATTA** – Besides what you are talking about is people using  
15 private land that is abutting his land which is not controlled by the proposed  
16 project.

17  
18 **INTERIM PLANNING OFFICIAL ORMSBY** – Correct. There is no proposal on  
19 the table that affects the property immediately surrounding Mr. Benson's  
20 property.

21  
22 **CHAIR VAN NATTA** – Okay

23  
24 **COMMISSIONER GIBA** – This is down the line a bit because what we are doing  
25 here is we're just giving them five years, so how much longer when they get  
26 started on this, but I know on the other side, for instance on the Hidden Springs  
27 side, at the end of that build-out, they actually put a brick wall behind the last set  
28 of houses and that is park land behind it. I think the mountain is Box Springs  
29 Mountain and again this is probably something too soon to discuss, but the  
30 builder take that into consideration to some way block it off so people can't get  
31 out of the site.

32  
33 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** –  
34 Yes, this particular tract when it is developed will provide perimeter fencing and  
35 that would limit access from these homes and this property into the adjacent  
36 private property.

37  
38 **COMMISSIONER GIBA** – Yes and that's what I was thinking, so what you are  
39 talking probably about is people accessing your property from another general  
40 location or another road or a street and I have a tendency to think this 99 homes  
41 will almost be a benefit to you as a block from people if they can't get over the  
42 wall and have no desire to do so, but that is far down the line in something that  
43 that can still be continued to be discussed I'm quite sure.

44  
45 **SPEAKER BENSON** – Well there are quite a lot of particulars that go along with  
46 that, but again you are talking about five years, so it hard to tell, but if they put up

1 a wall, there are going to be streets and people are going to use those streets  
2 and they are going to park and they are going to walk there and if that is the  
3 case, what happens between the easement next to my house. If that is used  
4 now to access to the private property behind my home, can that be closed since  
5 there is going to be access from new streets?  
6

7 **CHAIR VAN NATTA** – I don't think that is anything that we can deal within the  
8 Planning Commission tonight with what we have in front of us. We're talking  
9 about extending the time for that particular development. If there are people that  
10 are using private land to access the back of your property that is not anything  
11 that the Planning Commission really has any authority over.  
12

13 **SPEAKER BENSON** – Okay

14 **COMMISSIONER GIBA** – I just wanted to comment though if I may. Back in '94,  
15 Empire Homes when they were going to build there; the section that has been  
16 built there; there was a deal brokered between the builder and the adjacent  
17 homes for concerns somewhat similar to what you had and the builder himself  
18 worked with the local community people to address those concerns and I'm just  
19 suggesting that perhaps that is also another avenue to go and the gentleman that  
20 spoke on behalf of the builder might be amicable to discussing your concerns. If  
21 there is anything they could probably do just out of the kindness of their heart,  
22 they might be very willing to discuss that with you. I'm not saying they will. I'm  
23 saying that is another avenue to look at because this worked. Empire Homes  
24 actually corrected and changed some things on their plan to satisfy the needs of  
25 the residents in that area at that time.  
26

27 **SPEAKER BENSON** – Thank you for allowing me to speak.  
28

29 **CHAIR VAN NATTA** – Thank you.  
30

31 **VICE CHAIR CROTHERS** – I think it would be also a smart idea to possibly find  
32 out who the property owner is of that vacant private land that is behind your  
33 home; you know maybe consult with them rather than put it on a developer who  
34 is you know not really attached to your property, but maybe contact the private  
35 land owner of the land that people are accessing. You know if people are  
36 accessing private land and they are looking over your backyard, you know  
37 maybe the Police need to be called and you know if there are homeless people  
38 living back there, definitely the Police need to be called and they need to be  
39 made aware of the situation so that they can take preventative actions in keeping  
40 those people off of the private land or out of your backyard or looking over your  
41 fence in that area.  
42

43 **CHAIR VAN NATTA** – Okay, seeing no other speaker slips and nobody else  
44 approaching to speak on this case number 3 here, is there any Commissioner  
45 discussion? No... would someone like to make a motion.  
46



1 **COMMISSIONER BAKER** – I'll make a motion. I move that we **APPROVE**  
2 Resolution No. 2013-22 and thereby **RECOMMEND** that the City Council:

- 3  
4 1. **RECOGNIZE** that the Development Agreement Amendment will not have  
5 the potential for direct or indirect impacts under CEQA and is therefore  
6 exempt under Section 15061 of the CEQA Guidelines and also;  
7  
8 2. **APPROVE** Amendment 4 to the Development Agreement 102-89 (P13-  
9 027) based on the findings contained in the attached Resolution.

10  
11 **COMMISSIONER GIBA** – I'll second it

12  
13 **CHAIR VAN NATTA** – Okay we have a motion and a second. All in favor?  
14 Opposed – 0

15  
16 **Motion carries 7 – 0**

17  
18 **CHAIR VAN NATTA** – Okay, is there any other business?

19  
20 **INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** –  
21 Well before you do that to put on the record, this item... this action shall be  
22 forwarded to the City Council for final review and action.

23  
24 Opposed – 0

25  
26 **Motion carries 7 – 0**

27  
28 **CHAIR VAN NATTA** – Okay, is there any other business?

29  
30 **PLANNING OFFICIAL TERELL** – Well before you do that to put on the record,  
31 this item... this action shall be forwarded to the City Council for final review and  
32 action.

33  
34  
35  
36 **STAFF COMMENTS**

37  
38 **PLANNING OFFICIAL TERELL** – I don't think there is any other business but  
39 Staff Comments. In my interim role, in order to keep my sanity Chris agreed and  
40 he has been here as long as I have, so he is very talented and very capable and  
41 knows the City very well, agreed to be the Interim Planning Official, so he will be  
42 attending... I will continue to attend the meetings, but I will be trying to step back  
43 a little bit and have Chris take the lead on meetings in the future, but again, I've  
44 got a lot of the background on many of projects that Chris would need to come  
45 up to speed with and to be very honest, I really like coming to these meetings, so  
46 I will continue to do so but in a different role and so I did want to make sure that

1 you formally were introduced to Chris. I think you have seen him before and he  
2 is previously a Senior Planner, but now the Interim Planning Official and very,  
3 very capable and he has been in this role for about three weeks.

4  
5 **INTERIM PLANNING OFFICIAL ORMSBY** – Three weeks

6  
7 **PLANNING OFFICIAL TERELL** – And really has risen to the occasion

8  
9 **INTERIM PLANNING OFFICIAL ORMSBY** – I was going to say 23 years here

10  
11 **CHAIR VAN NATTA** – So you are asking us to be nice to him?

12  
13 **PLANNING OFFICIAL TERELL** – Yes

14  
15 **CHAIR VAN NATTA** – Okay

16  
17 **PLANNING OFFICIAL TERELL** – Yes because I will be here

18  
19 **CHAIR VAN NATTA** – You'll be watching

20  
21 **COMMISSIONER GIBA** – Chris do you have a good sense of humor?

22  
23 **INTERIM PLANNING OFFICIAL ORMSBY** – No...yes

24  
25 **CHAIR VAN NATTA** – Okay, any other Staff Comments?

26  
27 **PLANNING OFFICIAL TERELL** – Yes I believe we got today confirmation that  
28 the 20<sup>th</sup> of August worked for everybody to have the Joint Study Session with the  
29 City Council on the 60 Corridor East and the balance of the Study Session for the  
30 City Council will either be before or after your meeting. I think they are still  
31 working that out but there will be a time set aside just between you and the City  
32 Council on that item and certainly I'm sure you'll have the opportunity to kind of  
33 chat about other things if you want to. And then as we said your next regular  
34 meeting will be August 22<sup>nd</sup>, so you'll have a busy week; two meetings in one  
35 week and making the big bucks apparently.

36  
37 **CHAIR VAN NATTA** – Yeah I think we can handle that

38  
39 **PLANNING OFFICIAL TERELL** – And at this point, we obviously have this  
40 application that was continued from tonight and I do believe I told you last month  
41 you probably have a Conditional Use Permit related to the Caliente Restaurant  
42 which has a new operator relative to entertainment. There was some delay  
43 because of needing to get some labels and other things that the Applicant has  
44 been very cooperative about but that delayed it until the next meeting.

1 **PLANNING COMMISSIONER COMMENTS**

2  
3 **CHAIR VAN NATTA** – Okay any comments from our Planning Commissioners?  
4 Does anybody have anything to say?

5  
6 **COMMISSIONER SIMS**– Just a short Staff comment. On the last item for the  
7 extension; the Tentative Map. We didn't receive a copy of the Tentative Map.  
8 I'm still trying to make sense of what was being asked for wasn't being the whole  
9 picture so for future, a copy of the Tentative Map would be nice to be included.

10  
11 **CHAIR VAN NATTA** – Okay any other comments?

12  
13 **COMMISSIONER GIBA** – I want to congratulate John on a good job he has been  
14 doing. I have seen a lot of activity taking place since you've sat in that big seat  
15 up there and I'm really appreciating the direction the City has been doing and the  
16 work you've been doing along with the Council to get some new stuff in and  
17 some new businesses in here in filling some of these old slots, so my hat is off to  
18 you.

19  
20 **PLANNING OFFICIAL TERELL** – Well it is really a team approach and I think  
21 the City and the City Staff is in a really good position to take advantage of the  
22 opportunities that are out there, but it is really a lot of fun and I really am enjoying  
23 it, so thank you.

24  
25 **COMMISSIONER GIBA** – Have you heard anything about Ralphs?

26  
27 **PLANNING OFFICIAL TERELL** – Nothing yet

28  
29 **CHAIR VAN NATTA** – I did want to comment that I have appreciated seeing our  
30 new City Manager come out and speak to the community and tell us what is  
31 going on and what is coming up and the progress that is being made, so that's a  
32 good thing too.

33  
34  
35  
36 **ADJOURNMENT**

37  
38 **CHAIR VAN NATTA** – Okay I will entertain a motion to adjourn

39  
40 **COMMISSIONER BAKER** – So moved

41  
42 **CHAIR VAN NATTA** – Moved

43  
44 **VICE CHAIR CROTHERS** – I'll second

45  
46 **CHAIR VAN NATTA** – Okay then all in favor?

1 Opposed – 0

2

3 **Motion carries 7– 0**

4

5 **CHAIR VAN NATA** – We are adjourned.

6

7

8

9

10

11

12

13

14

15 \_\_\_\_\_

Chris Ormsby  
Interim Planning Official  
Approved

\_\_\_\_\_

Date

16

17

18

19

20

21

22

23 \_\_\_\_\_

Meli Van Natta  
Chair

\_\_\_\_\_

Date

24

1 CITY OF MORENO VALLEY  
2 PLANNING COMMISSION  
3 REGULAR MEETING  
4 AUGUST 22<sup>ND</sup>, 2013

5  
6  
7 **CALL TO ORDER**

8  
9 Chair Van Natta convened the Regular Meeting of the City of Moreno Valley  
10 Planning Commission on the above date in the City Council Chambers located at  
11 14177 Frederick Street.

12  
13  
14  
15 **ROLL CALL**

16  
17 Commissioners Present:

18 Chair Van Natta  
19 Commissioner Baker  
20 Commissioner Giba  
21 Commissioner Lowell  
22 Commissioner Ramirez  
23 Commissioner Sims

24  
25 Staff Present:

26 John Terell, Interim CEDD Director  
27 Julia Descoteaux, Associate Planner  
28 Chris Ormsby, Interim Planning Official  
29 Michael Lloyd, Senior Transportation Engineer  
30 Randy Metz, Fire Marshall  
31 Vince Girón, Land Development Associate Engineer  
32 Suzanne Bryant, City Attorney

33  
34  
35  
36 **PLEDGE OF ALLEGIANCE**

37  
38  
39  
40 **APPROVAL OF AGENDA**

41  
42  
43 **(NO SOUND)**  
44  
45

1 **CHAIR VAN NATTA** – I trust you’ve all had a chance to look at it. Do I hear a  
2 motion to approve the Agenda?

3  
4 **COMMISSIONER GIBA** – I move we approve the Agenda

5  
6 **COMMISSIONER BAKER** – I’ll second

7  
8 **CHAIR VAN NATTA** – We have a motion by Commissioner Giba and seconded  
9 by Commissioner Baker. All those in favor?

10  
11 Opposed – 0

12  
13 **Motion carries 6 – 0**

14  
15  
16  
17 **(NO SOUND)**

18  
19  
20  
21 **PUBLIC COMMENTS**

22  
23 **CHAIR VAN NATTA** – At this point we are going to begin with comments by  
24 members of the public on any matter which is not listed on the Agenda but which  
25 is within the subject matter jurisdiction of this Commission and we have one  
26 speaker; Hans Wolterbeak. Okay, thank you; just...

27  
28 **(NO SOUND)**

29  
30 **SPEAKER WOLTERBEAK** – I do not know if this is a matter for this planning  
31 committee, so if it not please let me know. Okay, I’m bringing up the following  
32 topic because I do not know how this problem should be addressed in order to  
33 help move this problem forward to a solution. I thought a good place might be  
34 here and so I would appreciate it if you could steer me in the proper direction.

35  
36 A couple of weeks ago there was a general meeting at the Holiday Inn with  
37 Mayor Owings, Councilman Molina and Mr. Terell. There is a new car wash on  
38 Sunnymead Boulevard near Graham. The operator/owner of the car wash  
39 complained that it was being undercut on weekends by next door. Anyway this  
40 gentleman is trying to make a living but he is being undercut by unlicensed  
41 activities and if I understand this it is illegal under the City Code but some City  
42 Council in the past has overridden this section of the Code. The Mayor did  
43 indicate he would work the problem. If it has been worked forgive me for bringing  
44 it up. If it hasn’t been worked then please tell me what I can do to help this  
45 gentleman out. We need business in this community. It is a good business but  
46 he seems to be undercut by unlicensed activities. That’s all.

1 **CHAIR VAN NATTA** – (Inaudible)

2  
3 **INTERIM CEDD DIRECTOR TERELL** – Actually there was prior Council  
4 discussions probably a couple of years ago. (Inaudible) We are talking about  
5 non-profit car washes which is everything from the volleyball team at Canyon  
6 Springs to some groups that do it every week. I think the concern is that there is  
7 one group in town that is non-profit that is doing car washes every week and so  
8 I'll be working with the owner of the car wash in order to bring that back to the  
9 City Council so they can either affirm or revise their direction.

10  
11 **SPEAKER WOLTERBEAK** – Thank you Mr. Terell.

12  
13 **CHAIR VAN NATTA** – Thank you for your comments. Okay this closes the Non-  
14 Public Hearing Items. I don't have any other Speaker Slips here so we are  
15 going to go on to our first case.

16  
17  
18  
19 **PUBLIC HEARING ITEMS**

20  
21 **1. Case Description: P13-085 Expanded Planning Review**

22  
23 **Case Planner: Mark Sambito**

24  
25 **CHAIR VAN NATTA** – And that is P13-085; an Expanded Planning Review and  
26 do we have a Case Planner to present that to us?

27  
28 **INTERIM CEDD DIRECTOR TERELL** – We have a Case Engineer

29  
30 **CHAIR VAN NATTA** – A Case Engineer

31  
32 **INTERIM CEDD DIRECTOR TERELL** - And that is Vince Girón.

33  
34 **CASE ENGINEER GIRÓN** – Good evening Madam Chair and fellow  
35 Commissioners. My name is Vince Girón. I'm an Associate Engineer for the  
36 Land Development Division and the proposal you have before you today is a  
37 proposal to vacate Joy Street between Cactus Avenue and Brodiaea Avenue.  
38 The Applicant; Ridge Property Trust has submitted an application for the street  
39 vacation of Joy Street in accordance with the conditions of approval for the  
40 project. The project consists of adding 508,000 square feet to an existing  
41 warehouse building that is approximately 780,000 square feet in size. Although  
42 the vacation is required to be completed prior to the issuance of building permits  
43 as per the conditions of approval, the developer has requested the vacation at  
44 this time in an effort to remove unwanted encumbrances from the project site in  
45 advance of the design drawings.

1 In addition, as part of the purchase and sales agreement between the private  
2 parties, the vacation of Joy Street is required in order for the exchange of  
3 property to move forward. Pursuant to the State Highway Code a finding from  
4 the Planning Commission that the vacation of Joy Street is in conformance with  
5 the current General Plan and Zoning Ordinance. Let me back up...pursuant to  
6 State Highway Code, a finding from the Planning Commission that the vacation  
7 of Joy Street is in conformance with the current General Plan and Zoning  
8 Ordinance and is required by formal review and action by the City Council. The  
9 surrounding areas are mostly light industrial. To the south you have the March  
10 Joint GPA property. Surrounding the site to the east and to the west are both  
11 light industrial. To the west is Waste Management. To the north is more vacant  
12 properties that are also zoned Light Industrial. Both the Land Development  
13 Division and the Planning Division have reviewed the vacation request. Land  
14 Development Staff has determined that it is consistent with the Subdivision Map  
15 Act and in accordance with the Street and Highways Code. Planning Staff has  
16 determined that it is consistent with the City's Zoning Ordinance and General  
17 Plan. Joy Street is not a required General Plan street and is not required to  
18 provide access to the proposed development project or adjacent properties. Any  
19 existing utilities will be protected in place with easements or relocated by the  
20 applicant.

21  
22 Notice was published in the newspaper and a public display notice was posted  
23 on the project site at required City locations. Written notice of the intent to vacate  
24 Joy Street has been sent to the various utility companies, in addition to those  
25 businesses and residences within 300 feet of the project boundaries and there  
26 are no residents within those 300 feet. We haven't received any public  
27 comments or questions as of today. Staff did receive responses to the notice of  
28 vacation. Those responses were from utility companies; two of them, which were  
29 AT&T and the gas company. AT&T does not have any facilities within Joy Street  
30 in that section and the gas company has some facilities within the street. It is  
31 more toward the southerly half and we will reserve an easement for the gas  
32 company. At this time Staff recommends that the Planning Commission finds the  
33 proposed vacation of Joy Street is in conformance with the General Plan and  
34 current zoning. If you have any questions...

35  
36 **INTERIM CEDD DIRECTOR TERELL** – I think that most of you already know  
37 that this is influencing... (Inaudible) The street needs to be vacated before they  
38 can start construction.

39  
40 **CHAIR VAN NATTA** – But that was already part of the expansion that was  
41 (Inaudible)

42  
43 **INTERIM CEDD DIRECTOR TERELL** – The vacation wasn't. This is an attempt  
44 to vacate (Inaudible)

45



1 **CHAIR VAN NATTA** – And that included the vacation... I mean that required  
2 that...

3  
4 **INTERIM CEDD DIRECTOR TERELL** – It presumed that yes, the building would  
5 be built across the street and that the street would be abandoned.

6  
7 **CHAIR VAN NATTA** – Okay, so there is nothing else that is being served by that  
8 street then? It is all part of the same project?

9  
10 **LAND DEVELOPMENT ENGINEER** – It currently serves this project site to the  
11 east, but when they build they will cross that street and it won't serve anything  
12 other than this same project site.

13  
14 **CHAIR VAN NATTA** – Okay, any questions for the Planner

15  
16 **COMMISSIONER LOWELL** – I have one. This is a minor question on Exhibit B.  
17 It shows the vacation of Joy Street and I notice on Cactus Avenue the right-of-  
18 way cutback is not being vacated.

19  
20 **LAND DEVELOPMENT ENGINEER** – That's correct

21  
22 **COMMISSIONER LOWELL** – Is that to accommodate for the street light there  
23 and the curb cutbacks or what is that to accommodate?

24  
25 **CASE ENGINEER GIRÓN** – That is Parcel B correct

26  
27 **COMMISSIONER LOWELL** - Correct

28  
29 **LAND DEVELOPMENT ENGINEER** – That is to accommodate the driveway  
30 apron

31  
32 **COMMISSIONER LOWELL** – I was just curious because up on the northern side  
33 up on Brodaiea it is vacated but in the south it is not.

34  
35 **LAND DEVELOPMENT ENGINEER** – I don't believe we are going to have... I'll  
36 ask Michael... Do you know if driveway here up at this end here as well?

37  
38 **INTERIM CEDD DIRECTOR TERELL** – Up at that end was the... on Cactus  
39 there is actually a traffic circle there and that is going to be maintained and it was  
40 maintained in the Site Plan that was approved by the Planning Commission. On  
41 the north side there isn't a driveway there.

42  
43 **COMMISSIONER LOWELL** – I was just curious about those things about the  
44 case.

45

1 **LAND DEVELOPMENT ENGINEER** – On the north side John you are saying.  
2 That's correct.

3  
4 **COMMISSIONER SIMS** – I've got a question. This is not particularly anything  
5 about the vacation, but just in the Staff Report on the third paragraph right under  
6 the project description; the semantics of the language there that the Community  
7 and Economic Director approved the Tentative Parcel Map. What does that  
8 mean? Is that...typically the Council or the Commission approves that or was  
9 there a finding that all of the conditions have been met.

10  
11 **INTERIM CEDD DIRECTOR TERELL** – Yes under our Municipal Code a map  
12 where all the offset improvements are already completed can be approved  
13 administratively.

14  
15 **COMMISSIONER SIMS** – Thank you.

16  
17 **CHAIR VAN NATTA** – Okay any other questions?

18  
19 **COMMISSIONER GIBA** – This is only going to affect our (Inaudible) correct  
20 because that is really their role .....I think truck traffic uses that as an access  
21 point so this says you are going to vacate that early. Am I correct... because  
22 they want to do some preparation work and cleanup work on that road?

23  
24 **LAND DEVELOPMENT ENGINEER** – That's correct

25  
26 **COMMISSIONER GIBA** – So how is that going to affect the current truck traffic?  
27 Are they going and using Graham more?

28  
29 **LAND DEVELOPMENT ENGINEER** – That's correct. They would use Graham  
30 to the east or Frederick to the west.

31  
32 **COMMISSIONER GIBA** – And how long before they get started doing this? Is it  
33 going to happen right away as they move forward because I remember when we  
34 discussed this before? There is a specific timeline from the time they vacated  
35 and the time they started building and the time they start doing their work so  
36 when are they going to proceed with this?

37  
38 **LAND DEVELOPMENT ENGINEER** – Well there is still a Council reading that  
39 has to take action on this as well. In terms of putting the shovel to the dirt, I don't  
40 know the exact schedule of when that will occur but certainly the street will be  
41 vacated in its entirety prior to any of that street being removed.

42  
43 **INTERIM CEDD DIRECTOR TERELL** – I know the Applicant's representative is  
44 here and he could probably answer that question.

45

1 **APPLICANT** – Good evening. My name is Bill Symes and I'm here representing  
2 Ridge Property Trust and I can tell you that the intent is to start clearing and  
3 grubbing and doing all the demo work around October 1<sup>st</sup> and they estimate 60 to  
4 90 days to get that work done and then meanwhile we are going to be  
5 constructing a sewer line that is going to replace the sewer that is in that street  
6 right now along the west property line and that is about the only utility that is  
7 really going to be utilized and moved. The other is just going to be taken out and  
8 then after that work is done, they'll be looking hopefully to pull the building permit.

9  
10 **COMMISSIONER GIBA** – Just for the public sake, Harbor Freight is prepared for  
11 all this so they know how to route the traffic and everything because they usually  
12 use that. So the public might be concerned that now they are going to going up  
13 other streets and you've done all your prep work.

14  
15 **APPLICANT** – We've been meeting with them and everything and so it is all  
16 worked out with them.

17  
18 **CHAIR VAN NATTA** – Commissioner Ramirez, you had a question?

19  
20 **COMMISSIONER RAMIREZ** – Yes my question was is it necessary for us to  
21 continue... I'll back track the question...it might be for you or it might be for  
22 John...Is it easier for you to continue to keep the traffic signal on Cactus Avenue  
23 and Joy Street?

24  
25 **INTERIM CEDD DIRECTOR TERELL** – Yes that was a discussion where it will  
26 facilitate traffic in and out of the project when it is completed.

27  
28 **COMMISSIONER RAMIREZ** – Okay thank you

29  
30 **CHAIR VAN NATTA** – Okay, no other questions. I don't see any requests to  
31 speak from the public, so seeing none we will go onto Commissioner Comments.  
32 Is there any discussion; any need for discussion? Can we entertain a motion?

33  
34 **COMMISSIONER BAKER** – I'll so move. I move that the Planning Commission  
35 find that the proposed vacation of Joy Street is in conformance with the General  
36 Plan and current zoning.

37  
38 **COMMISSIONER GIBA** – I'll second that

39  
40 **CHAIR VAN NATTA** – Okay, moved and seconded...all in favor?

41  
42 Opposed – 0

43  
44 **Motion carries 6 – 0**

45  
46 **CHAIR VAN NATTA** – What happens next?

1 **INTERIM CEDD DIRECTOR TERELL** – This recommendation will be forwarded  
2 to the City Council and I believe they are meeting on this next week right?

3  
4 **LAND DEVELOPMENT ENGINEER** – Yes that is correct

5  
6 **CHAIR VAN NATTA** – Thank you  
7  
8  
9

10 **2. Case Description: PA13-0009 Conditional Use Permit**  
11 **P13-075 Variance**

12  
13 *(Continued item from Planning Commission Meeting of July 11, 2013)*

14  
15 **Case Planner: Julia Descoteaux**  
16

17 **CHAIR VAN NATTA** – Okay, we're going to our second item on the Agenda  
18 which is PA13-0009 Conditional Use Permit; P13-075 Variance and this was  
19 brought forward and continued from our discussion of July 11<sup>th</sup>, 2013, which was  
20 our last meeting that we talked about this and do we have a presentation?  
21

22 **ASSOCIATE PLANNER DESCOTEAUX** – Good evening Commissioners, I'm  
23 Julia Descoteaux, Associate Planner and this item was continued from the July  
24 11<sup>th</sup>, 2013 meeting. The applicant; the Kroger Company is proposing to  
25 construct a four island fueling station with a 240 square foot customer service  
26 kiosk on .77 acres located on the northeast corner of Alessandro and Indian  
27 Street. After the continuance last month, the Applicant has revised the site plan  
28 to reduce the amount of landscaping on the east side of the site. There was a  
29 five foot planter there and they've removed that landscape planter and by doing  
30 so they are asking for a variance for a reduction in the landscaping requirement.  
31 The adjacent site currently has a planter along that property line which will  
32 remain, so there will be some landscaping between the two sites. The project  
33 will be conditioned to add additional landscaping as allowed by the property  
34 owner in that planter that is existing. The existing site is a narrow site and has  
35 existing driveways which can't be modified which is part of the reason for the  
36 variance in the reduction of the landscaping. The fueling station will include a  
37 canopy and the kiosk designed with a glass fiber reinforced cement panels and  
38 the landscaping of course will be designed and installed per the City's standards.  
39

40 The notice for the variance was noticed to all property owners within 300 feet and  
41 to date I have not received any phone calls or comments regarding the project or  
42 the variance. Staff recommends that the Planning Commission approve or  
43 recognize that PA13-0009, a Conditional Use Permit and P13-075, a Variance  
44 qualifies as an exemption in accordance with the California Environmental  
45 Quality Act Guidelines, Section 15332 for Infill Development and approve PA13-  
46 0009 Conditional Use Permit and P13-075 Variance, subject to the attached

1 conditions of approval. This concludes my report and the Applicant is here to  
2 answer any questions for you as well. Thank you.

3  
4 **CHAIR VAN NATTA** – Okay for those who might not have heard our discussion  
5 on this last time, basically it was matter of either give a variance for a single  
6 bathroom instead of a dual bathroom or a variance on the landscaping and in our  
7 discussion and input, it seemed to us that it was more important to have both a  
8 male and female bathroom rather than to have a couple of extra trees, so does  
9 anyone have any questions of the Planner? So basically they came back with  
10 the changes that we had recommended. Do we have any public comments?

11  
12 **INTERIM CEDD DIRECTOR TERELL** – The Applicant is here so I don't know if  
13 you had anything to say?

14  
15 **CHAIR VAN NATTA** – Does the Applicant need to say anything? Does anybody  
16 have questions of the Applicant?

17  
18 **COMMISSIONER RAMIREZ** – I just want to say something. I just wanted to say  
19 thank you to the Applicant for taking the time to come back and work with us to  
20 get this right. Having a daughter myself, I understand the value of having two  
21 restrooms and having looked at the landscape design, it looks really nice. I see  
22 landscaping all the way around, so thank you.

23  
24 **APPLICANT BURNSIDE** – Leslie Burnside, Consulting Engineers representing  
25 Kroger's and Food for Less. Well I actually don't require amplification, I'm  
26 usually loud enough on my own but yes and thank you for your comments  
27 because it was a very good discussion last month and we always hate to lose a  
28 month on a project timeline, but the conversation and going back and looking at  
29 it, obviously we detected there was a very strong preference for having the two  
30 restrooms and you know we agreed. I think it is good for customer service, so I  
31 don't really don't have too much more to add. You know I think Julia ran through  
32 the numbers very nicely. Obviously we retained all of the required landscaping on  
33 the street frontages. We also kind of considered the north property line street  
34 frontage. There is just a small area that we removed on the north storage area,  
35 so I think we were at 25% coverage before the change and 23 1/2% afterward;  
36 so it's like a 6.9 percent reduction. So we are really excited about the project.  
37 We like the City well enough. We've got another one about to be submitted in  
38 another location, so we thank you for the really great discussion. We really  
39 appreciated the interaction with Staff and their direction and help and expediency  
40 and if there are any questions I can answer, I'd be happy to do that. We also  
41 have the property owner here tonight as well as representatives from Kroger, but  
42 I don't really think they have anything prepared, so...

43  
44 **CHAIR VAN NATTA** – Unless anyone has any questions of them?  
45

1 **COMMISSIONER GIBA** – I just had a comment. Carlos beat me to it. I really do  
2 appreciate this. I remember the time we had on that discussion and you came  
3 back and you took the considerations to the restroom far more seriously and it  
4 does. It looks very nice and the public probably doesn't have a chance to see  
5 the pictures, but I like the landscaping you guys had in the front and you are  
6 right; the reduction is very little for a 14 bay with two restrooms is great and I'm  
7 glad you guys went back and took care of that that way. Thank you very much.

8  
9 **APPLICANT BURNSIDE** – Thank you. I think it is going to turn out to be a very  
10 good decision.

11  
12 **COMMISSIONER GIBA** – It's a good location too.

13  
14 **CHAIR VAN NATTA** – Thank you. Any comments from the public? If not I'll  
15 close public comments. Is there any discussion from the Commissioners?

16  
17 **COMMISSIONER SIMS** – I too would like to congratulate the effort that was  
18 done by the City and by the applicant for that. I think it was a well done  
19 discussion and it came out. I think it is a win, win for everybody. Good job.

20  
21 **CHAIR VAN NATTA** – Okay, can I have a motion?

22  
23 **COMMISSIONER SIMS** – I'll make a recommendation that the Planning  
24 Commission **APPROVE** Resolution No.2013-20 and thereby:

- 25  
26 1. **RECOGNIZE** that PA13-0009 Conditional Use Permit and P13-075  
27 Variance, qualify as an exemption in accordance with the California  
28 Environmental Quality Act (CEQA) Guidelines, Section 15332 (Infill  
29 Development Projects); and,  
30  
31 2. **APPROVE** PA13-0009 Conditional Use Permit and P13-075 Variance,  
32 subject to the attached conditions of approval included as Exhibit A.

33  
34 **COMMISSIONER GIBA** – Okay we have a motion and a second... all in favor?

35  
36 Opposed – 0

37  
38 **Motion carries 6 – 0**

39  
40 **CHAIR VAN NATTA** – Okay going on to Item 3....I'm sorry...I keep forgetting  
41 you want to say something

42  
43 **INTERIM CEDD DIRECTOR TERELL** – It's not that I want to, I have to.

44  
45 **CHAIR VAN NATTA** – I'll try to remember next time  
46

1 **INTERIM CEDD DIRECTOR TERELL** – This action shall become final unless  
2 appealed to the City Council within 15 days.

3  
4 **CHAIR VAN NATTA** – Okay, I don't think anybody is going to appeal.  
5  
6  
7

8 **3. Case Description: PA13-0023 (Conditional Use Permit)**

9  
10 **Case Planner: Julia Descoteaux**

11  
12 **CHAIR VAN NATTA** – Okay Item 3 on the Agenda....PA13-0023 a Conditional  
13 Use Permit and okay the Case Planner is Julia Descoteaux again.  
14

15 **ASSOCIATE PLANNER DESCOTEAUX** – Yes, Julia Descoteaux, Associate  
16 Planner. The item before you is a Conditional Use Permit for live entertainment  
17 within an existing restaurant to include karaoke and live entertainment with  
18 dancing. The Applicant, Hector Diaz has submitted the application. The intent of  
19 the application is to meet the Municipal Code requirements for entertainment  
20 within 300 feet of residential. The property is an existing restaurant at 23040  
21 Alessandro Boulevard, which is in the Plaza Del Sol Shopping Center on the  
22 northeast corner of Alessandro and Frederick. The entertainment for the  
23 business is conditioned to be secondary to the restaurant use and will include  
24 karaoke and live bands with a stage area of approximately 137 square feet and  
25 192 square foot dance floor. The project has been reviewed and meets the  
26 criteria for a Conditional Use Permit for entertainment within the Neighborhood  
27 Commercial Zone and the findings for the Conditional Use Permit. Properties to  
28 the north and west are zoned Residential 20 with developed multi-family units. To  
29 the northwest and southeast corners of Alessandro and Frederick are zoned  
30 Community Commercial and southwest is zoned Office. The primary access will  
31 be from Frederick but again it is in an existing shopping center, which is  
32 completely developed. There will be no exterior design changes to the site at  
33 this time. The entertainment will include karaoke and live bands and will be  
34 required to meet the City's noise standard, keeping the noise below 55 decibels  
35 at the property line at any time.  
36

37 The project will not a significant effect on the environment because it will occur  
38 within an existing structure and is therefore exempt from the provisions of the  
39 California Environmental Quality Act as a minor alteration to an existing facility,  
40 class 1, categorical exemption. The project was noticed and to date I have not  
41 received any comments or questions regarding the project. Staff recommends  
42 that the Planning Commission recognize that PA 13-0023 a Conditional Use  
43 Permit qualifies as an exemption in accordance with the California Environmental  
44 Quality Act Guidelines, Section 15301, Existing Facilities and approve PA13-  
45 0023 a Conditional Use Permit subject to the attached conditions of approval  
46 included as Exhibit A and they'll be one minor change to the conditions of

1 approval on the condition regarding the decibels at the property line. There is  
2 just one word missing from the Code and I'll look that up for you. The Applicant  
3 is also here if you have any questions of the Applicant or me. It would be P9 is  
4 the condition and it should say at any one time, so I'm going to be adding the  
5 word "any" per the Municipal Code and that concludes my report. Thank you.

6  
7 **CHAIR VAN NATTA** – Is this restaurant open now?

8  
9 **ASSOCIATE PLANNER DESCOTEAUX** – No it is currently not. It is an existing  
10 restaurant. It was Don Jose a long time ago and then it was Caliente and we  
11 have a new...

12  
13 **CHAIR VAN NATTA** – Is it a new owner that is reopening it?

14  
15 **ASSOCIATE PLANNER DESCOTEAUX** – Yes

16  
17 **CHAIR VAN NATTA** – Okay. I have to admit I sang karaoke in there one day.

18  
19 **INTERIM CEDD DIRECTOR TEREEL** – That is what you call fugitive karaoke.

20  
21 **CHAIR VAN NATTA** – So it probably wasn't permitted when I was singing  
22 karaoke... okay, but it was just in the bar area.

23  
24 **COMMISSIONER LOWELL** – I have one question.

25  
26 **CHAIR VAN NATTA** – That wasn't a karaoke machine...but at that time it was  
27 just in the small bar area. It looks from the drawing here that is going to be in  
28 what used to be the dining room area. There is going to be a stage and dance  
29 floor and so forth there?

30  
31 **ASSOCIATE PLANNER DESCOTEAUX**- Correct, yes

32  
33 **COMMISSIONER LOWELL** – I do have a question. It is not quite clear on the  
34 exhibit but one of the conditions says that the noise level can't be over 55  
35 decibels at the property line. Is this specific commercial site subdivided into  
36 individual parcels or is the whole entity one property?

37  
38 **ASSOCIATE PLANNER DESCOTEAUX** – It is separate property lines within the  
39 shopping center. They have separate owners on the parcels.

40  
41 **COMMISSIONER LOWELL** – So on the Notice of Public Hearing where it shows  
42 that little tiny box, that is the property line?

43  
44 **ASSOCIATE PLANNER DESCOTEAUX** – That is the property line

45  
46 **COMMISSIONER LOWELL** – That was it. That was my only question.



1  
2 **CHAIR VAN NATTA** – Now the other uses in that shopping center that are  
3 closest to that is another restaurant, another empty restaurant, a car wash and  
4 so forth.

5  
6 **ASSOCIATE PLANNER DESCOTEAUX** – That's correct

7  
8 **CHAIR VAN NATTA** – Okay does anybody have other questions of the Planner?  
9 Okay we are going to open it up for public comment and we would like to hear  
10 from the Applicant. I want to know if you are going to have karaoke in English  
11 and Spanish.

12  
13 **APPLICANT DIAZ** – That is correct

14  
15 **CHAIR VAN NATTA** – Oh good

16  
17 **APPLICANT DIAZ** – First let me introduce myself. My name is Hector Diaz and  
18 I'm currently; actually I don't even... my wife got me to get into this type of  
19 restaurant industry but I have been a real estate agent for 13 years and an  
20 insurance agent. I conduct business currently in Moreno Valley since 2005 and  
21 now you know this is a new project for me; the restaurant and it is just right  
22 across the street and as a matter of fact I think I had quite a few transactions with  
23 you in the past.

24  
25 **CHAIR VAN NATTA** – A long time ago... far enough ago that it is not going to  
26 affect this hearing.

27  
28 **APPLICANT DIAZ** – Yes that was like ten years ago. I mean yes we are going  
29 to have karaoke and pretty much great food. Do any of you have any questions  
30 for me?

31  
32 **CHAIR VAN NATTA** – Is it still going to be called Caliente?

33  
34 **APPLIANT DIAZ** – That is correct. We decided to keep the same name because  
35 the lettering was right there; the signs.

36  
37 **CHAIR VAN NATTA** – Save a little money on signage

38  
39 **APPLICANT DIAZ** - Correct

40  
41 **COMMISSIONER BAKER** – Good idea

42  
43 **CHAIR VAN NATTA** – Any questions for the Applicant?

44  
45 **COMMISSIONER RAMIREZ** – I've got one. Are you going to have security  
46 there?

1  
2 **APPLICANT DIAZ** – Correct, yes  
3  
4 **COMMISSIONER RAMIREZ** – You will?  
5  
6 **APPLICANT DIAZ** – Yes  
7  
8 **COMMISSIONER RAMIREZ** – There is going to be armed security or what kind  
9 of security are you talking about?  
10  
11 **APPLICANT DIAZ** – Pretty much; yes  
12  
13 **COMMISSIONER RAMIREZ** – Okay, I just want to make sure. Is that part of the  
14 conditions of approval?  
15  
16 **INTERIM CEDD DIRECTOR TERELL** – The conditions require coordination with  
17 the Police Department, so that is an ongoing thing. It could change. It could be  
18 more or less depending on the actual activity at the restaurant.  
19  
20 **COMMISSIONER RAMIREZ** – Okay, thank you  
21  
22 **CHAIR VAN NATTA** – Okay, thank you  
23  
24 **APPLICANT DIAZ** – Thank you very much  
25  
26 **COMMISSIONER GIBA** – I just had one question... more curiosity than anything,  
27 your attachment; your letter here, said you are going to be having mariachi,  
28 corridos and I don't even know if I'm pronouncing it right okay... musica norenta,  
29 tejano or whatever those are, because I don't speak the language very well. Is it  
30 all going to be Spanish music? Is there going to be any other music than that?  
31 I'm just curious.  
32  
33 **APPLICANT DIAZ** – No, just the Spanish music  
34  
35 **COMMISSIONER GIBA** – I'm just curios. Just the Spanish language; right  
36  
37 **APPLICANT DIAZ** – Correct  
38  
39 **INTERIM CEDD DIRECTOR TERELL** – I think you'll come to appreciate it. It  
40 is...  
41  
42 **COMMISSIONER GIBA** – Oh it's not a matter of appreciation, I just can't speak  
43 the language.  
44  
45 **INTERIM CEDD DIRECTOR TERELL** – Yes they've got... you don't need to...  
46 they have accordions too...

1  
2 **COMMISSIONER GIBA** – I played the accordion when I was younger, so make  
3 fun of the accordion.

4  
5 **CHAIR VAN NATTA** – Did the liquor license transfer with the purchase of the  
6 business? Do you have a liquor license?

7  
8 **APPLICANT DIAZ** – I had to actually apply for it. I bought it from a third party  
9 and as a matter of fact I received the license two days ago.

10  
11 **CHAIR VAN NATTA** – Okay good, so you'll have margaritas also

12  
13 **APPLICANT DIAZ** – Correct

14  
15 **COMMISSIONER GIBA** – Hector, is the...

16  
17 **CHAIR VAN NATTA** – When will it be open?

18  
19 **APPLICANT DIAZ** – At the end of this month if possible

20  
21 **COMMISSIONER GIBA** – Your karaoke though is going to have a real broad  
22 spectrum? Well you know if I want to come and sing karaoke I want to sing  
23 something I can speak.

24  
25 **CHAIR VAN NATTA** – We'll teach you Spanish

26  
27 **COMMISSIONER GIBA** – I like a little New York, New York or something you  
28 know.

29  
30 **CHAIR VAN NATTA** – Okay thank you very much. Any comments from the  
31 public. If not then we're going to close public comments and go to Commissioner  
32 Discussion and I promise I won't say anything more about the karaoke. Okay,  
33 anything else? Can we get a motion?

34  
35 **COMMISSIONER LOWELL** – I'll motion.

36  
37 **CHAIR VAN NATTA** – Okay

38  
39 **COMMISSIONER LOWELL** – I motion to **APPROVE** Resolution No. 2013-23  
40 and thereby:

- 41  
42 1. **RECOGNIZE** PA13-0023 Conditional Use Permit qualifies as an  
43 exemption in accordance with the California Environmental Quality Act  
44 (CEQA) Guidelines, Section 15301 Existing Facilities; and,  
45

1 2. **APPROVE** PA13-0023 Conditional Use Permit, subject to the attached  
2 conditions of approval included as Exhibit A.

3  
4 **COMMISSIONER SIMS** – I’ll second that

5  
6 **CHAIR VAN NATTA** – I have a motion and a second... all in favor?

7  
8  
9 **Opposed** – 0

10  
11  
12 **Motion carries 6 – 0**

13  
14  
15  
16 **CHAIR VAN NATTA** – Mr. Terrell would you like to wrap this up?

17  
18 **INTERIM CEDD DIRECTOR TERELL** – I would yes, thank you. This action shall  
19 become final unless appealed to the City Council within 15 days.

20  
21 **COMMISSIONER GIBA** – How about some Hungarian gypsy music... violins...

22  
23 **CHAIR VAN NATTA** – If you bring the cd with it, I’m sure he’ll allow you to sing  
24 the karaoke.

25  
26  
27  
28 **4. Case Description: P13-061 Amended Conditional Use Permit**  
29 **(PA05-0057) and Tract Map (PA04-0108)**  
30 **for a 174 lot subdivision)**

31  
32 **Case Planner: Mark Gross**

33  
34  
35  
36 **CHAIR VAN NATTA** – Okay moving on to Item No. 4 and I think there is some  
37 interest because I’ve got some green slips when we get to that. This is P13-061,  
38 an Amended Conditional Use Permit PA05-0057 and Tract Map PA04-0108 for a  
39 174 lot subdivision. The Applicant is Mission Pacific Land Company and our  
40 Case Planner is Mark Gross.

41  
42 **SENIOR PLANNER** – Good evening Chair Van Natta and members of the  
43 Planning Commission. I’m Mark Gross, Senior Planner and the Applicant,  
44 Mission Pacific Land Company is requesting the approval of an Amended  
45 Conditional Use Permit and Tentative Tract Map 32515, that included an active  
46 senior community and the development of 174 single family homes on an

1 approximate 38 acre parcel of land in the R5, Residential 5 with five units per  
2 acre Land Use District. The project is located on the northeast corner of Pigeon  
3 Pass Road and Old Lake Road was approved by the Planning Commission back  
4 on September 22<sup>nd</sup>, 2005. Now the original approved Tentative Tract Map  
5 provided as an exhibit to the Staff Report, includes a Planned Unit Development  
6 which provided open space and unique recreational amenities, such as passive  
7 parks. We had clustered development for protection of natural drainage channel  
8 that traverses through the center of the site. To date a portion of the site has  
9 been developed and includes 13 of 174 homes constructed and leased out as  
10 well as a recreational building that will include a fitness center, banquet room,  
11 game room, swimming pool and spa when it is in full operation. The Applicant is  
12 requesting this evening the modification of original project conditions of approval  
13 for both the Conditional Use Permit and the Tentative Tract Map for the removal  
14 of the active senior housing age restricted concept. Now, Staff modified the  
15 original conditions of approval to remove all age restricted language and has  
16 added a condition requiring further recreational amenities for the tract such as tot  
17 lots to be placed in existing passive park areas prior to occupancy of 50 percent  
18 of the tract lots. Now, if approved, the amended project will allow the site to be  
19 marketed without the any restrictions to new prospective home owners. Now  
20 with the change in project concept, a traffic impact analysis was required and  
21 completed by the Applicant. The Transportation Division and Public Works has  
22 approved the traffic analysis and provided modified conditions of approval. Staff  
23 found that no substantial changes or significant environmental affects have  
24 occurred from the project amendment and thus an addendum to the Negative  
25 Declaration was prepared per the California Environmental Quality Act  
26 Guidelines. Now Public Notice was sent to all property owners of record  
27 surrounding the site, published in the newspaper and posted on the site. The  
28 Applicant also; in my discussions with the Applicant and I believe there was a  
29 letter, personally contacted 13 home renters in the tract as well as other  
30 surrounding property owners outside of the project area to provide notification of  
31 the change in the project concept. Now Staff did receive a couple of public  
32 enquiries on the telephone from some of the internal residents that are renting  
33 out there currently at the site. I believe one question was regarding future home  
34 ownership and another person that I spoke to had some information on when the  
35 development on remaining lots would occur. That concludes Staff's brief report  
36 on the project and we are here to answer any questions that you may have. In  
37 addition I did want to mention, I believe we have John Abel and Jason Keller  
38 representative from Mission Pacific Land Company. They are here in the  
39 audience this evening to answer questions on their proposal during the Applicant  
40 comments portion of the Hearing. Thank you.

41  
42 **CHAIR VAN NATTA** – I have a question but I'll go last. Do any Commissioners  
43 have any questions? Go ahead Commissioner Ramirez.

44  
45 **COMMISSIONER RAMIREZ** – Why are we having to go through this?  
46

1 **SENIOR PLANNER GROSS** – Well the Applicant has proposed the change in  
2 the project. The project originally was approved as a senior housing concept and  
3 technically anytime that conditions of approval have to be modified and in this  
4 case we are changing that and removing a number of conditions, we have to  
5 bring that back to the Planning Commission for a Public Hearing such as we  
6 have tonight.

7  
8 **INTERIM CEDD DIRECTOR TERELL** – Yes the Planning Commission approved  
9 it but I think it is important to note there wasn't a requirement from the City for it  
10 to be senior housing, it was what I would call a self-limiting condition that the  
11 original Applicant had requested.

12  
13 **COMMISSIONER RAMIREZ** – Thank you

14  
15 **COMMISSIONER GIBA** – I have a question. I met with the Applicants about two  
16 years ago and sat down with them and had discussed this prior to ever coming  
17 toward you. Probably Michael I'm going to ding you with this one again. You  
18 said there is no problem with the traffic. My big concern when I looked at the  
19 property originally as a 55 and over and therefore no children, but you have a  
20 High School and a Junior High School right there on that corner and now you are  
21 talking about 175 homes; average 2 ½ per high school children per home, you  
22 are going to going to have a lot of influx of students going across that street and I  
23 live in that area. That is the reason I'm a little more sensitive to it. It is a mad  
24 house trying to get in and out of there during school times before and after, so  
25 my inquiry at this point is you are saying that there will be no traffic impact and  
26 you know me, I'm kind of questioning that severely. Now I know there are two  
27 entrances to that area. There is one on Pigeon Pass and there is also one on  
28 Old Lake Road as well as the one on Old Lake Road is right across from Vista  
29 Heights Middle School and Pigeon Pass and you are still going to have to go  
30 through Old Lake intersection at that. Is there any mitigation process here to you  
31 know to get a light or something that you've talked about to make it easier for  
32 these students to get across that street because they already cause a lot of traffic  
33 problems in that area and that would be my biggest concern at this point when  
34 I'm asking you folks those questions. So either one of you...

35  
36 **TRANSPORTATION ENGINEER LLOYD** – Good evening Chair and  
37 Commissioners. My name is Michael Lloyd with the Transportation Engineering  
38 Division and as part of the traffic analysis, we obviously took note that the  
39 schools are adjacent and we are very concerned with issues that you raised and  
40 specifically asked for an evaluation of pedestrian activity; you know bicyclists or  
41 any type of non-motorized type of activity within the area; perform some analysis  
42 of that and then if necessary prepare or suggest any needed mitigations. So in  
43 their analysis as I recall from the traffic study they obviously made note of the  
44 pedestrian activity. They did observations during school. It wasn't a matter of  
45 they went out when school was on break and obviously didn't observe anything.  
46 That wouldn't be productive or relevant, so the observations were made during

1 school. They did make note of some pedestrian activity crossing mid-block.  
2 That an enforcement issue that will be brought forward within the Transportation  
3 Engineering Division; that is an existing condition, so that is something that I'll  
4 continue to work with the City Traffic Engineer to address on ways to reduce the  
5 likelihood if possible those mid-block crossings. You raise a good point that  
6 there would be an opportunity for kids who now live within the center and we  
7 would have to install signage along Old Lake Road that encourages the children  
8 and their parents to cross at the traffic signal there at Old Lake Road and Pigeon  
9 Pass. We've had this problem elsewhere in the City and through the appropriate  
10 signage as well as enforcement, the mid-block crossings have diminished. They  
11 don't always disappear. It is very tough, but through an active enforcement  
12 campaign, so we'll have to reach out and work with our Police Department, but  
13 we can reduce those mid-block crossings, so your concerns are noted. We tried  
14 to address them as best we can through a traffic study and like a said, we'll  
15 continue working within our own division to come up with strategies on how to  
16 reduce the potential of it occurring.

17  
18 **CHAIR VAN NATTA** – Are you talking about the traffic study that was done at  
19 the original approval in 2005 or was another traffic study done to address the  
20 impacts of the different demographic that would be living there?  
21

22 **TRANSPORTATION ENGINEER LLOYD** – That is correct. We asked for and  
23 received a revised traffic study to address the change in potential occupancy of  
24 these homes going from an age restricted 55+ to being open to whomever  
25 wishes to purchase, so that was addressed within the traffic study and evaluated  
26 that change in potential use.  
27

28 **INTERIM CEDD DIRECTOR TERELL** – Yes Michael, I'm going to ask the other  
29 question. Based on the traffic study, I'm assuming there weren't warrants to put  
30 a traffic signal in at that location.  
31

32 **TRANSPORTATION ENGINEER LLOYD** – That's correct. The projected  
33 volumes at the driveway off of Old Lake Road did not meet the warrants that are  
34 necessary to initiate the process for signal evaluation and based on the  
35 pedestrian counts in the area, we didn't see needing those warrants as well.  
36

37 **CHAIR VAN NATTA** – That would be awfully close to have another light at that  
38 point.  
39

40 **TRANSPORTATION ENGINEER LLOYD** – You are correct. It would less than  
41 desirable spacing between the existing traffic signal.  
42

43 **COMMISSIONER GIBA** – What about a typical crosswalk for pedestrians and  
44 not necessarily a full light, but a pedestrian light crosswalk from the entrance  
45 down there off of Old Lake Road that the students could have a pedestrian stop  
46 light to go across there. Currently there isn't anything there and additionally I'm

1 fearful of the influx and what percentage of amount of influx of young people  
2 crossing from that road to there. Currently the parents drop them off on one side,  
3 so that is less reduction, but now they are going from that and coming across the  
4 street and so we are looking at a whole different issue there then just pedestrian  
5 traffic. Any of the folks and I've got nods over here so I'm assuming some of you  
6 live in the area so you know what I'm talking about. I live up in the Hidden  
7 Springs area and boy I'll tell you those parents can be insane sometimes. They'll  
8 double park; they'll cross; they'll cut; they'll do everything. I would like to see you  
9 really consider going above and beyond the call of duty in that area. The first  
10 time we have a child hit, because there are people that don't go through there  
11 very nice or they are in a hurry to get to work or the line of traffic trying to catch  
12 that light through there; the first time a child gets hit and I know it's been a  
13 problem for years and years, what about working with the School District and  
14 assisting in that issue. Am I going beyond the scope of your questions here?

15  
16 **TRANSPORTATION ENGINEER LLOYD** – You raise valid concerns; absolutely  
17 and I can say with certainty that our current City Traffic Engineer actively works  
18 with the School District on addressing specific school location problems and I  
19 personally don't know if this school has been looked at recently, but we do work  
20 with the School District to address those issues. I can bring those concerns to  
21 his attention so that if it hasn't been looked at recently we can go back and re-  
22 look at it and if there is additional signage that is necessary it sounds like we  
23 might need additional enforcement, just given some of the comments that I'm  
24 hearing and like I said we work closely with the Police Department around our  
25 schools to make sure speeds are what they are supposed to be driven at and  
26 drivers are doing what they are supposed to do in terms of what our signs and  
27 striping say they are supposed to be doing, so it sounds like there is some  
28 concern here that needs to be addressed and I'm making notes here, I will bring  
29 it to the City Traffic Engineer's attention.

30  
31 **COMMISSIONER GIBA** – Even perhaps some turnouts. I mean right now they  
32 are double parking, but if they had a way like a bus... now I don't know what the  
33 builder intends to do to participate with the community to make this as safe as  
34 possible, so I hate to throw that at your shoulders, but it would be kind of a nice  
35 gesture to do everything possible. If you have ever had a chance to go there  
36 during that time of day you'll know what I'm talking about and I'm sure the  
37 families in that area are just... I have nothing against the project changing it from  
38 55 and I'll say that bluntly, but that is my biggest concern and how are you going  
39 to handle that and I don't and I personally wouldn't want to see that as an  
40 afterthought. That's why I'm bringing it up now. I want it to be resolved before if  
41 that is approved to be built. You've got a condition you can take care of.

42  
43 **CHAIR VAN NATTA** – Thank you Commissioner Giba

44  
45 **COMMISSIONER GIBA** – You're welcome

46



1 **CHAIR VAN NATTA** – Are there any other questions?  
2

3 **COMMISSIONER LOWELL** – I have a couple of questions. The 13 homes that  
4 are existing; are they being rented or are they purchased.  
5

6 **INTERIM CEDD DIRECTOR TERELL** – They are rented  
7

8 **COMMISSIONER LOWELL** – What kind of accommodations are those leasee’s  
9 going to be getting if they leased the site knowing it was going to be 55 and older  
10 and now they are going to be next to crying kids and screaming babies.  
11

12 **INTERIM CEDD DIRECTOR TERELL** – Well they would comply with whatever  
13 State Law covering rentals, but their obligation is to meet the State Rental Laws.  
14 There wouldn’t be any requirement to address existing residents once it changes  
15 status. I would presume and I’ll defer to the Applicant when they might actually  
16 change the process; whether they are going to continue to rent to 55 and over  
17 until such time as some other development occurs or homes are sold, so I think I  
18 would defer to how they are going to approach that issue. I’m assuming it is not  
19 going to change tomorrow.  
20

21 **CHAIR VAN NATTA** – Okay hold for when the... bring that up again please  
22 when the Applicant comes up.  
23

24 **COMMISSIONER LOWELL** – Will do  
25

26 **CHAIR VAN NATTA** – Are there any other questions? I have one in looking at  
27 the report; the Staff Report here in looking at what is numbered page 99, but it  
28 also says page 5, paragraph 6, it says the effect of the proposed housing needs  
29 of the region were considered and balanced against the public service needs of  
30 the residents of Moreno Valley and available fiscal and environmental resources.  
31 Was that applied in making the change from 55+ to the family... because we are  
32 looking at public service needs of the residents of Moreno Valley. Are we  
33 disregarding our 55+ population of which I am one?  
34

35 **INTERIM CEDD DIRECTOR TERELL** – The housing needs tends to relate to  
36 provisions for a variety of housing in the community and generally under the  
37 Housing Element law primarily focuses on affordable housing. This is not  
38 currently affordable housing and is not proposed to be affordable housing, so it  
39 would be consistent with the City’s Housing Element.  
40

41 **CHAIR VAN NATTA** – Okay so when we are talking about the population of  
42 Moreno Valley, we are not saying that we are going to do anything to make sure  
43 that each demographic level; income level is addressed of course with that, but  
44 what about other demographics like age?  
45

1 **INTERIM CEDD DIRECTOR TERELL** – Well we do provide for that, but that  
2 tends to refer to... there is very limited ability to limit access to housing based on  
3 age. There are age restricted projects to provide various specific type of housing  
4 for people that are old and need special services. This particular housing project  
5 is just market rate housing for what I think is usually called active adults, so it is  
6 more of a choice to live in a community that is restricted to people 55 and over  
7 rather than a community that has all age groups. Obviously most people over 55  
8 don't live in an age restricted projects, so under the Housing Element we are not  
9 required and really it is discouraged from providing a lot of housing that is  
10 restricted to a particular group unless there is a special need.

11  
12 **CHAIR VAN NATTA** – How much housing do we currently have in the City of  
13 Moreno Valley that is age restricted that I would say for active seniors? I only  
14 know of one tract.

15  
16 **INTERIM CEDD DIRECTOR TERELL** – Yes there only one tract down in Moreno  
17 Valley Ranch that is currently restricted there. There are a couple of apartment  
18 buildings and then are several affordable housing projects that are restricted.

19  
20 **CHAIR VAN NATTA** – Yes but as far as something where somebody could buy  
21 a home

22  
23 **INTERIM CEDD DIRECTOR TERELL** – Right

24  
25 **CHAIR VAN NATTA** – There is just the one tract available for purchase?

26  
27 **INTERIM CEDD DIRECTOR TERELL** – Correct

28  
29 **CHAIR VAN NATTA** – Do you have any idea how many homes in there?

30  
31 **INTERIM CEDD DIRECTOR TERELL** – There are approximately... don't quote  
32 me on this, it is in the minutes. There are approximately 265 units there. It is  
33 somewhere between 250 and 300. It is a relatively large project; larger than this  
34 one.

35  
36 **CHAIR VAN NATTA** – Yes okay

37  
38 **INTERIM CEDD DIRECTOR TERELL** – But again when senior housing is in the  
39 Housing Element it usually refers to people who are 62 or 65 and over and it is  
40 not related to an active adult, which is more of a lifestyle choice as opposed to a  
41 housing needs assessed group.

42  
43 **CHAIR VAN NATTA** – It's the empty-nesters that... yes okay. I have other  
44 questions, but I think they are going to be better directed to the Applicant.

45

1 **COMMISSIONER SIMS** – I have a question for Staff. I imagine some of the  
2 need for the change is market driven based on what is marketable at this time  
3 and it sounds as if this was originally when the decision to approve the tract with  
4 the restriction on the project was market driven at that time and things have  
5 changed, so my question would be with the R5 designation or zoning  
6 designation; that is a pretty small sized lot, so when you look at the effect of the  
7 needs did that come into play that that size lot since there is a deficiency in that  
8 size lots to provide the right type of market for affordable... now when I say  
9 affordable; I'm not saying a requirement for the City or whatever, but I'm just  
10 saying that the R5 designation to go above a product that is affordable with that  
11 size lot.

12  
13 **INTERIM CEDD DIRECTOR TERELL** – I guess affordable is a relative term to  
14 what you can afford, but the R5 is what we call our standard single family and in  
15 the Housing Element it is really the designation that most closely meets the  
16 needs of what we call above moderate income, so generally single family zoning  
17 isn't intended to accommodate people that are middle class and above.

18  
19 **COMMISSIONER GIBA** – Okay just to quickly piggyback on what Meli's  
20 concerns were; Miss Meli and just so that I can understand that. Although there  
21 is no requirement for 55 or up bracket of adult living, is that something though  
22 that the City itself should be looking to actively pursue to bring to our City in  
23 working with communities and stuff as a way to augment our needs in the City,  
24 just out of curiosity. In other words, is that something that John would go out  
25 there and find somebody who wants to build that facility; that 55 and over for the  
26 City of Moreno Valley?

27  
28 **INTERIM CEDD DIRECTOR TERELL** – I guess the quick answer is no. It is not  
29 one of the objectives of the current economic development plans for the  
30 community. Obviously we would want to certainly and facilitate any market  
31 driven project that wants to do that. The focus of the Housing Element where we  
32 do need to go out and seek on occasion developers is for affordable senior  
33 housing.

34  
35 **CHAIR VAN NATTA** – One more question before we go on to asking for the  
36 Applicant and public comment. At one point there was a rather large 55+  
37 community being planned out on LaSalle; Aquabella. Has that been shelved  
38 temporarily, permanently...?

39  
40 **INTERIM CEDD DIRECTOR TERELL** – It is still... obviously the zoning... it is  
41 zoned and limited to active adults at this point in time. They did their mass  
42 grading and it has been on hold for about six years. There has been some  
43 discussion of converting a portion of that property to non-residential uses related  
44 to the two hospitals adjacent to it, so I would guess that we will see some  
45 changes coming forward in that project and those would obviously have to go

1 through the Planning Commission and City Council. But at this point in time that  
2 project is definitely on hold.

3  
4 **CHAIR VAN NATTA** – It is on hold. There is no immediate plans to develop that  
5 into senior housing?

6  
7 **INTERIM CEDD DIRECTOR TERELL** – Correct

8  
9 **CHAIR VAN NATTA** – Okay, alright with no other questions we'll open it for  
10 public comment and being with the Applicant.

11  
12 **APPLICANT ABEL** – Thank you. My name is John Abel with Mission Pacific  
13 Land Company. We've worked closely with Staff on this project. We've owned  
14 it for I think upwards of 18 months and we are working through the environmental  
15 permits on the water course that bisects the project. We're very close to having  
16 those core permits in hand and working with Fish and Wildlife on the mitigation  
17 land for that, so it has been a lot work to kind of cure a broken project, but we are  
18 very close on that aspect of it. We agree with all the conditions of approval the  
19 City has put forth but I'm hearing some concerns from Planning Commissioners  
20 and I'm here to answer any questions that you may have.

21  
22 **CHAIR VAN NATTA** – Okay first question. Why do you want to remove the age  
23 restriction?

24  
25 **APPLICANT ABEL** – A four season's project as a general rule at 174 lots is  
26 very, very small for an active adult community. Typically you see them in the 350  
27 minimum range. It is the only way you can support the support staff to operate  
28 all the different programs those types communities requires. We've seen...  
29 obviously this a broken project. It was not well receive by the public when it was  
30 actively being marketed. The homes primarily through the four models are two  
31 story homes. Those are typically not found in active adult communities as well  
32 and we have polled a lot of the building community and we have builders  
33 available that want to start on this project. We have had no inquiries at all on the  
34 55 and over restriction, so it is really being market driven. I think Mr. Terell  
35 mentioned that this was a developer driven 55 and over request as part of their  
36 four seasons project and I just don't think it worked for the project, so that is  
37 primarily why we are doing it. It is market driven again.

38  
39 **CHAIR VAN NATTA** – Are you looking at maintaining the same size and style of  
40 home for the remainder of the development?

41  
42 **APPLICANT ABEL** – They are great homes. If you have ever driven through the  
43 project the homes are very nice. The elevations are beautiful. Like I said they're  
44 tailor made for families. They have bonus rooms upstairs. They have everything  
45 that you would find in conventional housing, so yes we would.

1 **CHAIR VAN NATTA** – What is the square footage range of the houses?  
2  
3 **APPLICANT ABEL** – Ah... Jason do you know that right off the top of your  
4 head? Yes 2600 to 2700. It is in the 1700 to 2600 to 2700 square foot range.  
5  
6 **CHAIR VAN NATTA** – Okay, you mentioned upstairs bonus rooms. Does this  
7 floor plan have downstairs bedrooms?  
8  
9 **APPLICANT ABEL** – I think a couple of floor plans do but primarily they are like  
10 a very typical conventional home. They may have a bedroom downstairs but  
11 most of the bedrooms are upstairs.  
12  
13 **CHAIR VAN NATTA** – I understand from reading this that some of the square  
14 footage in the five homes per acre is taken up in the open areas, so the lot sizes  
15 themselves are typically what size?  
16  
17 **APPLICANT ABEL** – I believe they are right at 4,000 square foot minimums.  
18  
19 **CHAIR VAN NATTA** – So they are small lots.  
20  
21 **APPLICANT ABEL** – Small lots; yes...4500 square foot minimums up to 5,000  
22  
23 **INTERIM CEDD DIRECTOR TERELL** – That’s why this project was a Planned  
24 Unit Development because a substantial amount of the property is in the  
25 drainage areas, but the density was maintained and just to add onto your  
26 question about the homes. If the new builder brings in homes, they would have  
27 to be compatible with the existing architecture. If there is too much of a variance,  
28 then we would bring it back to the Planning Commission.  
29  
30 **CHAIR VAN NATTA** – So you are not going to end up wider and different size  
31 like 1200 and 1300 square foot homes as compared to the 1700 to 2600 square  
32 foot homes that are there.  
33  
34 **APPLICANT ABEL** – I would not imagine that Planning would allow that  
35  
36 **INTERIM CEDD DIRECTOR TERELL** – Because the idea is the Planned Unit  
37 Development is part of the specific home designs, so if they are materially  
38 different then we would bring it back. If they are close or you know within a few  
39 percentage points then we could do that. I think by the ordinance it’s five or ten  
40 percent variance can occur at Staff level.  
41  
42 **APPLICANT ABEL** – Excuse me, the intent is to keep the elevations consistent.  
43 They’re very nice elevations. They did a nice job on that part of it.  
44  
45 **CHAIR VAN NATTA** – So your concern was that if you were to build out and  
46 market it to seniors there wouldn’t be a demand.

1  
2 **APPLICANT ABEL** – That’s the general builder impression; yes.

3  
4 **CHAIR VAN NATTA** – A builder impression, not necessarily supported by facts  
5 or demographics, just builder impression.

6  
7 **APPLICANT ABEL** – Well, you know builders have to make their decision on  
8 how they view market demand and there is just no builder demand for 55 and  
9 over housing right now.

10  
11 **CHAIR VAN NATTA** – There is no builder demand. There is plenty of consumer  
12 demand for it though. I mean all you have to do is go look at the Four Seasons  
13 Project out in Beaumont and there are people standing in line and the prices are  
14 going up every week. Have you tried marketing it to builders as they...

15  
16 **APPLICANT ABEL** – Well the same builder that is building those K. Hovnanian  
17 Four Season is the one that determined that this didn’t work.

18  
19 **CHAIR VAN NATTA** – Yes but that was in 2005 and they stopped building in  
20 Beaumont in 2005 also. They just recently started up again.

21  
22 **INTERIM CEDD DIRECTOR TERELL** – I think the other thing is that the project  
23 in Beaumont is a much larger project.

24  
25 **CHAIR VAN NATTA** – It is but there are smaller projects that do very well also. I  
26 was looking at...I pulled up population information thinking okay what is best for  
27 the City of Moreno Valley and I looked at the properties that are currently on the  
28 market. About one percent of what is on the market right now is actually 55+ age  
29 restricted and I looked at people ages 25 and over, which is the more likely  
30 demographic to be buying a home, that nearly 20% of those are 55 and over  
31 living in Moreno Valley. So I took a little bit further look and the tract that we  
32 were speaking out there off of Redlands and Cactus, there is a similar tract right  
33 next to it that is not age restricted but it is also gated, so it makes a very good  
34 side by side comparison. I pulled up all of the sales in both of those tracts for the  
35 last 12 months and took out all the short pays; all the reo’s; the probate sales and  
36 ended up with 8 properties that sold in the last 12 months in those two tracts and  
37 it probably would surprise you to know that the 55+ tract homes sold for an  
38 average of 123 dollars a square foot as opposed to an average of 112 dollars a  
39 square foot for the non-restricted in a shorter period of time and for higher overall  
40 prices. So I’m saying I think that the demographics in Moreno Valley would  
41 support 55+ and in people that I’ve spoken to who are wanting to downsize,  
42 move out of family neighborhoods and move into the age protected  
43 neighborhoods, are frustrated by the fact that there isn’t anything in this area.  
44 They can’t stay in Moreno Valley if they want to do that. They have to go to  
45 Hemet or to Beaumont or Banning or someplace else and that is why I’m thinking

1 there would be a market for that here as long as the floor plans that are  
2 developed include at least one downstairs bedroom.

3  
4 **APPLICANT ABEL** – Well you know when you are dealing with statistics like that  
5 in sales the devil is in the details really. I can't really debate it with you what is  
6 marketable and what is not. It is our impression through our research that this  
7 project is going to be more successful as a conventional housing tract. It doesn't  
8 preclude someone from being over 55 years old buying a home, it is just not age  
9 restricted to age 55 and over.

10  
11 **CHAIR VAN NATTA** – So when you start adding that into the problem with the  
12 additional traffic from having I mean how many more car trips are there going to  
13 be with a family with kids going back and forth to school as opposed to a retired  
14 couple that is not having to ferry kids to classes and piano lessons and  
15 everything all day long.

16  
17 **APPLICANT ABEL** – Well I think that is why Staff was asking for us to do a  
18 traffic study. I understand the issue with the Junior High across the street. You  
19 know I'm certainly open to whatever creative ways engineering wants to address  
20 those issues. I have no problem meeting with the Junior High there. We are the  
21 last people... we would hate to have anything happen there and I have four kids.  
22 I know what it is like to try to get kids to go down to a crosswalk instead of just  
23 going straight across, so we're certainly open to any condition that helps mitigate  
24 any of the safety issues, but you know to answer your question, it is our research  
25 that leads us to wanting to take this conventional.

26  
27 **CHAIR VAN NATTA** – Okay, any other questions for the Applicant if you don't  
28 think I've worn him out yet?

29  
30 **APPLICANT ABEL** – Well I'm over 55 too so...

31  
32 **COMMISSIONER GIBA** – I'll be the last one to restrict questions...Across the  
33 street we have the natural paseo area, so I'm assuming that is going to carry  
34 through the same flow on that?

35  
36 **APPLICANT ABEL** – Correct

37  
38 **COMMISSIONER GIBA** – Is there an HOA designated?

39  
40 **APPLICANT ABEL** – Yes

41  
42 **COMMISSIONER GIBA** – So it is not going to be community service district  
43 there?

44  
45 **APPLICANT ABEL** – Well actually we met with Special Districts on the  
46 maintenance of that water course through there. One of the problems with the

1 original design is the flow. We've been working with engineering, but the flows  
2 are very fast through there so you can't just assume that it's going to be planted  
3 and there is going to be no maintenance, so that is one of the issues that we are  
4 dealing with Special Districts on; on the ultimate maintenance of it, so it would  
5 end up in the Special Assessment District.

6  
7 **COMMISSIONER GIBA** – And they have experience with that because up in our  
8 area in Hidden Springs for many years... I think you've got a lot of comfort there,  
9 so that will kind of flow through and be almost like a continuation of it. It would  
10 nice to make it to be able so that it just kind of flows from one section to the next  
11 and it's not such a big change in the viewpoint of what it is going to be like.

12  
13 **APPLICANT ABEL** – That was one of the issues that we had to deal with. We  
14 had to study the drainage area that was coming through Hidden Springs and  
15 then as it hits our tract and then it hits down below us, so we were kind of the  
16 pinch point in there and that's why we have some drainage structure there that  
17 we have to slow the water down.

18  
19 **COMMISSIONER GIBA** – Yes I understand that and yes, that would be my  
20 biggest concern. I'm sure there are a few residents that want to speak to that  
21 same concern that I have and I really appreciate you saying that you'll do  
22 anything to help mitigate that.

23  
24 **APPLICANT ABEL** – We're open to a condition that is somewhat open ended  
25 that we are obligated to work with Staff to come to a solution that is you know to  
26 the approval of the City.

27  
28 **COMMISSIONER GIBA** – And I would encourage you to speak with the Junior  
29 High School because several years ago the students themselves actually did a  
30 bunch of posters and presentations of how that area could be made more safe  
31 and that might be a way to work with them in having the students of actually  
32 come up with safety ways to help you. I'm just throwing that out there.

33  
34 **APPLICANT ABEL** – Well we own Stratford Ranch which is in the City of Perris  
35 but right adjacent to Citrus High School and we know that High School kids that  
36 are hurting chickens a little bit, so it is difficult to keep them... so anyway we are  
37 open to a condition for that.

38  
39 **CHAIR VAN NATTA** – And I did notice when I was down in Riverside that they  
40 have some crosswalks there that are actually lighted crosswalks where they can  
41 push a button before going across and the crosswalk itself lights up to where a  
42 car that is coming can see that somebody is trying to cross that crosswalk. That  
43 might be something you could consider.

44  
45 **APPLICANT ABEL** – Sure

46



1 **CHAIR VAN NATTA** – I think someone down here had a question about the  
2 existing residents and what was going to be done with...who was that?

3  
4 **COMMISSIONER LOWELL** – Correct I did. I just had a question about the  
5 existing 13 homes and they're being leased.

6  
7 **APPLICANT ABEL** – They are being rented yes.

8  
9 **COMMISSIONER LOWELL** – And are the new homes going to be leased or are  
10 they going to be sold?

11  
12 **APPLICANT ABEL** – They are going to be sold.

13  
14 **COMMISSIONER LOWELL** – So the existing homes; are they 55 and over  
15 already?

16  
17 **APPLICANT ABEL** – They are currently 55 and over and the renters are 55 and  
18 over and when and if this conventional overlay comes into effect, they'll be... we  
19 are not going to changing the renters. It's a short term rental. They are basically  
20 all on 30 day rentals, so we anticipate giving them all the time we can give them.  
21 We are bound obviously by State Law on that, but we don't anticipate breaking  
22 ground on this project at earliest next summer.

23  
24 **COMMISSIONER LOWELL** – I had another question. Along Pigeon Pass at the  
25 intersection of Old Lake Road and Pigeon Pass; Pigeon Pass is substantially  
26 higher than the lots that are fronting Pigeon Pass and there is an existing block  
27 walls and as you are driving by I can look straight into their backyards that are  
28 going to be backyards and they'll have no privacy. Is there any consideration for  
29 that?

30  
31 **APPLICANT ABEL** – We could work with the Planning Department. That would  
32 be a variance on wall height, but we are certainly open to investigating that with  
33 the City. I noticed it too. The block wall doesn't do much good if it's at the toe of  
34 the slope.

35  
36 **COMMISSIONER LOWELL** – Exactly, the slope... the water hits the water hits  
37 the wall and you just have no privacy.

38  
39 **APPLICANT ABEL** – So we'll certainly look at that. I don't have a problem being  
40 conditioned for that as well.

41  
42 **COMMISSIONER LOWELL** – I appreciate it.

43  
44 **INTERIM CEDD DIRECTOR TERELL** – Yes we do provide some flexibility on  
45 the height of walls based on our Municipal Code where it is a privacy issue.

46

1 **COMMISSIONER GIBA** – (inaudible – speaker not on)

2  
3 **APPLICANT ABEL** – Or landscape screening works if you put high enough walls  
4 so...

5  
6 **CHAIR VAN NATTA** – Okay thank you very much. We'll call on a few other  
7 people who wanted to speak and I have three Speaker Slips here. The first one  
8 is Hans Walterbeak. Did I do any better on pronouncing it that time?

9  
10 **SPEAKER WALTERBEAK** – Well it's actually Walterbeak; like bake a cake. I  
11 appreciate your comment pertaining to the bedroom downstairs because some  
12 people as they get older do have a problem going up the stairs, so we do have  
13 an older population and obviously I'm one of those and I do think if it could be  
14 considered in some plans it would definitely appreciated. Anyway that issue  
15 aside, the original plan I guess was for R5 for the development of elderly people  
16 but since the area allowed for the building of 174 lots, homes for elderly people  
17 typically have one or two people living in a place, so it appeared that the original  
18 intent, although maybe it changed since Mr. Terell said something along the line  
19 as to how it initially came about, however it would appear to me that the original  
20 intent may have been that the development maybe would have up to 350 people  
21 living in the R5 development based on how many people live in a house. So  
22 there seems to be about the same population and density as the neighborhood I  
23 think that is around it. I kind of guess that maybe and it is just a guess, I didn't do  
24 a mapping study, but I thought that maybe the homes around there were R3, so  
25 since those homes actually have families; those are taller; those are big homes  
26 around that area, so when the age restriction is lifted because the plan calls for a  
27 smaller area and indeed was verified by what the gentleman said, a reasonable  
28 man would probably conclude that there will probably be living about 700 to 800  
29 people in this area. Now obviously the traffic people have done all those magic  
30 studies. I understand that, however I'm just wondering you now get a greater  
31 density of housing in this area and again it is my perception it seems to be a  
32 greater density in this area than you have in the area around it, so I don't know...  
33 I know you have a General Plan of how many houses etc. you can put together,  
34 so I'm just wondering if this fits the General Plan, that's all.

35  
36 **INTERIM CEDD DIRECTOR TERELL** – Yes it would fit the General Plan. Based  
37 on the size of this property they could have had 192 units, so they are slightly  
38 under the density that would have been permitted as an R5 density on this site  
39 and then as certainly Commissioner Giba knows, Hidden Springs is to the west  
40 of this project and Sunnymead Ranch is to the east and both of those projects  
41 were also; there were specific plans which are very similar to a planned unit  
42 development where they clustered the lots, so the lots are smaller to provide  
43 open space and retain some of the natural drainage areas. Certainly in both  
44 Sunnymead Ranch as well as Hidden Springs that was done, so the density  
45 actually on either side is comparable.

1 **CHAIR VAN NATTA** – Okay the next person to speak will be Joel Goldberg.  
2

3 **SPEAKER GOLDBERG** – Good evening. My name is Joel Goldberg. I live at  
4 10390 Meadowlark Avenue in the complex that we are talking about. There is  
5 going to be very difficult mitigation of safety for traffic. Middle School parents in  
6 the morning use the driveway on Old Lake as a turnabout. We have a gated  
7 community. The only gates that currently are functioning are on Old Lake. On  
8 Pigeon Pass there is one gate that doesn't work and one gate that does work  
9 where you can go out and the traffic on Pigeon Pass is extremely difficult  
10 because the sight lines on Pigeon Pass don't allow you to see up and down  
11 Pigeon Pass when you move out the driveway. In addition to that, the slope of  
12 that driveway makes it extremely difficult to get in and out safely, so the first thing  
13 would be the traffic concern. I'm not against changing the age restriction at all.  
14 That doesn't bother me at all. I have nine grandchildren. They come and visit us  
15 all the time. I don't have any problem with the noise or crying babies or anything  
16 like that. My concern is the safety both outside of the community and inside the  
17 community. That community for the year that we've lived there has been  
18 troubled with criminal activity. The clubhouse that was built non-existent. It is in  
19 disrepair. We have high school students and others that congregate at that area  
20 day and night, passing through that area; walking through the community day  
21 and night. There have been drug activities. There have been undercover police  
22 activity in the area. I don't know if Staff has talked to the Police Department  
23 about what is going on there but we had our house burglarized a few months  
24 ago, so that is one concern is the safety in the area. The other concern is I  
25 believe there is an attractive nuisance in that area. The open area is just filled  
26 with weeds; very tall weeds. We have sandbags that are still...for the year that  
27 we've been there, just sitting in the open area. We have coyotes that come in. I  
28 don't have a problem with that. The donkeys come in and out and that's a  
29 problem, but with kids; if you are going to have kids moving into this area and  
30 you have the open areas not maintained and the gates not maintained, you are  
31 going to have some real exposure to liability for the builders and for the people  
32 within the community. That's my concern and we've talked with the property  
33 management and there doesn't appear to be any mitigation of those issues. The  
34 site line on Pigeon Pass out that driveway was blocked for a long time with  
35 growing weeds from the property into sight line seeing up and down Pigeon  
36 Pass. That's my concern and I don't know if the Applicant has really addressed  
37 those concerns. And by the way we were never contacted by anyone. A letter  
38 was posted on our door about this change and about this meeting.  
39

40 **CHAIR VAN NATTA** – Okay is there not some Code compliance issues there if  
41 there are some weeds that are growing and...  
42

43 **INTERIM CEDD DIRECTOR TERELL** – Well obviously the appropriate thing is to  
44 contact the management first and see if they address it and if they don't then yes.  
45 If it is outside the gates, which I assume it is from what you are saying then it  
46 would be a code enforcement issue.

1  
2 **SPEAKER GOLDBERG** – But it is also inside the gates. There are weeds all  
3 through that open area.

4  
5 **INTERIM CEDD DIRECTOR TERELL** – Right, there may be property  
6 maintenance issues. Typically where it is undeveloped it would be trash and  
7 debris, but yes I would welcome you call code compliance and to identify any of  
8 those issues and they'll go out and look at it and if it is a violation, we'll pursue it  
9 and certainly the second driveway I'll defer to the Applicant to talk about some of  
10 the other issues but the second driveway is really not required to be open yet, so  
11 typically we would wait for more units to be there before a second access would  
12 be required and I believe that's 35 Randy, so they've opened that in advance.

13  
14 **CHAIR VAN NATTA** – I mean I've seen on other things requirements where for  
15 fire access that if there are houses there you have to have an ingress and an  
16 egress, separate entrance and exit.

17  
18 **FIRE MARSHALL METZ** – Yes that condition gets applied when the number hits  
19 35, so since we currently don't have 35 developed parcels in this tract yet, the  
20 need for the second gate to be open is not there. The Fire Department could  
21 open the gate if we needed to with our Knox key switches that were installed  
22 when the project was built, so we have emergency access if we need it, but  
23 having the access open and available is not a requirement for any of the  
24 developments that need a secondary point of access. The secondary point in  
25 many cases is an emergency access point for us to be able to get into.

26  
27 **CHAIR VAN NATTA** – For the 13 homes that are currently there, they are  
28 supposed to going in and out only through the Old Lake entrance?

29  
30 **FIRE MARSHALL METZ** – We don't dictate which one they need to go in and  
31 out of. We only dictate when they need to have a second point of access and so  
32 that second point of access is there and again we don't condition that on a  
33 project until you hit a certain amount of homes, so the access point is there. It is  
34 in compliance for the 174 homes with our secondary access requirement as it  
35 currently sits.

36  
37 **CHAIR VAN NATTA** – I think we're going to want to talk to the Applicant again  
38 after we've heard from the other public member.

39  
40 **INTERIM CEDD DIRECTOR TERELL** – Yes the Applicant will have an  
41 opportunity.

42  
43 **SPEAKER GOLDBERG** – Thank you

44  
45 **COMMISSIONER GIBA** – I also suspect that many of the things that you are  
46 seeing is because it is an undeveloped area and as they begin to develop it and

1 more people move in and more houses are built, you probably won't see the  
2 same type of activity that you have now. The only unfortunate thing is that you  
3 are the small amount of houses living in there where the kids have found a place  
4 to play you know. I'm sympathetic for you. We live in the Hidden Springs area.  
5 We don't have the problems with the open space as much anymore because  
6 everybody is there keeping an eye and ear out and I personally like the donkeys.  
7 They eat the grass across the street.

8  
9 **CHAIR VAN NATTA** – We have another Speaker Slip here...Ken and Laurie  
10 Dunmead.

11  
12 **SPEAKER DUNMEAD** – My name is Ken Dunmead and live at 10420  
13 Meadowlark. I just have one concern which I think you've already answered it  
14 about when you are going to break ground and when they are going to start  
15 building. We just moved there. We've been there like three months and we just  
16 wanted to know how much time we have before we'll have to move. We don't  
17 want to live there permanently. You know the lots are very, very small. They are  
18 beautiful homes. They are well built homes. We do have a downstairs master  
19 and a bedroom, so some of the houses do have them downstairs and I'll go  
20 along with Joel. You put 174 people in there and you're going to have major  
21 problems with traffic. If you are coming eastbound between the hours of 7 and 9,  
22 it takes you 45 minutes to get in the door because the turning lane backs up past  
23 the High School and then to get out of our driveway, it takes us 15 to 20 minutes  
24 because they use it for a U-turn and they show no mercy. They'll pull in and the  
25 pedestrians aren't a problem, it is the people in cars. Yes it is the parents. You  
26 know it is like they were saying, they park right in the middle of the street.

27  
28 **CHAIR VAN NATTA** – I guess parents don't even let their kids walk three blocks  
29 to school anymore, they have to take them in the car.

30  
31 **SPEAKER DUNMEAD** – Yes, but that's all I had. Thank you.

32  
33 **CHAIR VAN NATTA** – Okay and Laurie did you have anything you wanted to  
34 say in addition? Okay, can we have the Applicant back up again please? I had a  
35 question about this thing about the clubhouse that is built and not being used for  
36 anything and nobody is maintaining it and it is getting vandalized and all that kind  
37 of stuff.

38  
39 **APPLICANT ABEL** – Well we have had a couple of break-ins on it. We have a  
40 security system there. It is difficult. It is an attractive nuisance. I'll agree with  
41 you. There is really no excuse for the weeds that are out there and I certainly  
42 have no excuse. We have a professional management company that handles  
43 the rental homes. Those calls; if they have calls are supposed to be routed to  
44 our office. I live in Riverside. There is really no reason why I don't lay eyes on  
45 the site more often, but I guarantee you that I will go out and look at it. We don't  
46 want to make this a hardship for people that are living out there.

1  
2 **CHAIR VAN NATTA** – So is this management company supposed to be  
3 maintaining the property or just collecting the rent?  
4

5 **APPLICANT ABEL** – Well no we have a maintenance company that is supposed  
6 to maintain it but they are certainly supposed to field if we have homeowner  
7 complaints; you know if lawns aren't mowed or if there is open space with weeds  
8 or sandbags around. Yes they are supposed to field those questions and you  
9 know route them back to us so we can fix it. We haven't heard those. Like I say  
10 it is no excuse that we haven't gone out and looked at it ourselves, but I will tell  
11 you we will be out there regardless of the outcome of this, we still have our own  
12 responsibilities. We're dying to get this project going because every time that  
13 alarm comes up, I'm the second one on the call list and I don't like getting the  
14 calls and I really don't know what else we can do. We have chains on the doors  
15 so kids can't get in there, but you know our best defense against this is to get the  
16 project going.  
17

18 **CHAIR VAN NATTA** – There is not a pool there also?  
19

20 **APPLICANT ABEL** – The pool is dug. It is not plastered, so it is not open.  
21 There is no water in it.  
22

23 **CHAIR VAN NATTA** – Is it going to be? Is that clubhouse and pool going to be  
24 used for that?  
25

26 **APPLICANT ABEL** – The clubhouse is beautiful. It is a very nice clubhouse.  
27 The pool area is great... spa. There is an outdoor fireplace. That is where we  
28 are working with Staff to have adjacency for the tot lot. It is going to be a  
29 fantastic recreational area for the homeowners there, but we need to have the  
30 project going to be able to support it. You know it ties into we can't get that  
31 common area; the rec building open until we get the project back on track and we  
32 can finish the mitigation on the water course. So we are kind of stuck until we  
33 can get that done.  
34

35 **CHAIR VAN NATTA** – So is this project going to have its own Homeowners  
36 Association?  
37

38 **APPLIANT ABEL** – Absolutely  
39

40 **CHAIR VAN NATTA** - It is not going to tie into Sunnymead Ranch?  
41

42 **APPLICANT ABEL** – No, no it will have its own Homeowners Association.  
43

44 **CHAIR VAN NATTA** – Okay  
45

1 **COMMISSIONER LOWELL** – To me it appears that most of the residents’  
2 concerns will be mitigated when the project moves forward.

3  
4 **APPLICANT ABEL** – I think most of the concerns are going to be mitigated as  
5 soon as I get to the office tomorrow and I get crews out there.

6  
7 **CHAIR VAN NATTA** – So you are making a commitment that you’re going to get  
8 out there and have somebody clean it up and make it livable.

9  
10 **APPLICANT ABEL** – You know I don’t really like standing in front of the  
11 Planning Commission and hearing that there are weeds and everything. We’ve  
12 built and developed in this area a long time and we have a reputation of good  
13 neighborhoods; good developments, so no I don’t like hearing that, so yes you’ll  
14 have my word that there will be people out there.

15  
16 **COMMISSIONER RAMIREZ** – So it is safe to say that the property management  
17 company will be getting a phone call from you right or maybe a personal visit.

18  
19 **APPLICANT ABEL** – I actually have the owner’s home phone numbers, so he’ll  
20 be getting a call.

21  
22 **UNKNOWN SPEAKER** – So essentially what happens to us when you build all  
23 these houses and eventually you’ll sell our house as well and so do have any  
24 kind of ballpark of when we need to start looking for a new place?

25  
26 **APPLICANT ABEL** – I can estimate you know because I’m kind of judging on  
27 core of engineers permits and dealing with Fish and Wildlife but I feel very  
28 comfortable that we’d be able to start to break ground on this next summer, so  
29 we will absolutely be giving all the homeowners and yourselves included  
30 adequate notice when we anticipate... because we’re not trying rent the homes  
31 up until two weeks before we start construction. We kind of need to go through  
32 that and get the whole entire project ready for construction. We have to have  
33 swip (?) out there. We have to have construction fencing, so there is a lot to do,  
34 so you’ll be given a lot of notice on that.

35  
36 **CHAIR VAN NATTA** – So they’re not going to be living there during the time the  
37 project is under construction.

38  
39 **APPLICANT ABEL** – No, no

40  
41 **UNKNOWN SPEAKER** - So you are going to sell the house before you start  
42 building

43  
44 **APPLICANT ABEL** – Correct

45

1 **UNKNOWN SPEAKER** – I mean you are going to vacate them before you start  
2 building?

3  
4 **APPLICANT ABEL** – Correct

5  
6 **COMMISSIONER GIBA** – Will they be given an option to buy their house?

7  
8 **APPLICANT ABEL** – Sure

9  
10 **COMMISSIONER GIBA** – I mean we're not talking about that. We're just talking  
11 about getting rid of them. I mean we can say hey do you want to buy your  
12 house, you can buy your house.

13  
14 **APPLICANT ABEL** – No absolutely, we'll definitely want to sell the homes. That  
15 is phase one of the HOA, so absolutely. It's not now or never was really intended  
16 to ever be part rental, part homeowner. That just doesn't work.

17  
18 **CHAIR VAN NATTA** – It's just the houses are a lot safer if there is somebody  
19 living in them and less likely...

20  
21 **APPLICANT ABEL** – I know it's a pain for some of the kids kind of going through  
22 there, but in a lot of ways thank God that the renters are there because the  
23 houses would be vandalized worse than the rec building would be, so you know  
24 I'll get out and fix things up to keep you guys happy.

25  
26 **SPEAKER GOLDBERG** – Can I just ask a question even though I don't have a  
27 green sheet?

28  
29 **CHAIR VAN NATTA** – Yes but just give us your name please.

30  
31 **SPEAKER GOLDBERG** – My name is Terri Goldberg and I live at 10390  
32 Meadowlark and I went to... you know I'm not exactly sure what the department  
33 is, but it is the part of the City that is out on Perris; way out there and they handle  
34 certain maintenances of property and I talked with them, because when you go  
35 out the gate that opens out onto Pigeon Pass, you cannot see from the left  
36 because the trees that are within our property grow over the fence so far that in  
37 order for me to get and take my little guy to school when I have him, I have to pull  
38 the nose of my car out into the traffic to see whether it is safe to pull out and I  
39 was trying to find out how to get it trimmed and I was told by Code Enforcement  
40 that I had to go to this special department. So I went and I talked to guy there  
41 and he was really nice and he knew what I was talking about and he told me that  
42 is was Fish and Game property and that nobody could touch it. Well okay, I  
43 came back and within a week or so it was trimmed and it was beautiful. They  
44 trimmed it right to the chain link fence; clear access; right, but not anymore. It is  
45 right out there, so last week, not our normal gardeners but an orange truck and I  
46 think it said Aspland on it or something was out there and they were trimming the



1 trees within our property but down in the drainage which would be the Fish and  
2 Game it is butchered; absolutely butchered, so you are going to want to see that  
3 and I specifically asked them please could you trim this part that is hanging over  
4 the fence so that I don't get hit pulling out of the driveway. Oh no ma'am I can't  
5 do that today but I'll do that tomorrow and of course they've not been back. So  
6 the safety factor there for me is a daily thing. When I have my grandson with me,  
7 it is my job to get him to school, I can't get out the main gate because the school  
8 kids that are there. I go out this gate and make a right to go to Hidden Springs.  
9 That has got to be attended to and I don't know who to direct it to except for I  
10 know the person...

11  
12 **CHAIR VAN NATTA** – The guy behind you is raising his hand

13  
14 **SPEAKER GOLDBERG** – Okay, but they told me that this is a Fish and Game  
15 issue and not...

16  
17 **CHAIR VAN NATTA** – Just give them all your cell phone number and...

18  
19 **SPEAKER GOLDBERG** - I don't mean to pick on you but I'm just saying...

20  
21 **APPLICANT ABEL** – The delineation of the water course is very defined, so a lot  
22 of times maybe City maintenance crews they may not know the exact  
23 delineation.

24  
25 **SPEAKER GOLDBERG** – Well somebody needs to... if you come to my house  
26 tomorrow, I'll show you what I'm talking about if you are out there. The other  
27 thing that I just wanted to reiterate was the turnaround in the driveway. If you put  
28 a crosswalk there, which I think is a great idea, but I've gone to the Police  
29 Department and I've said I cannot get out of my neighborhood because they do  
30 the U-turn right in front of me or they actually back up in the driveway and I can't  
31 get out. Sometimes I have to wait to get in, so something more serious then and  
32 that was you that did the traffic study and no offense, I don't mean to point,  
33 something serious has to be done there because that is a huge problem and  
34 unless you live there and see it, you may not be aware of it, but it is a very, very  
35 big problem twice a day to get in and out. That's all. Thank you.

36  
37 **APPLICANT ABLE** – You don't look 55 by the way.

38  
39 **SPEAKER GOLDBERG** – Thank you

40  
41 **APPLICANT ABEL** – Are there any other questions for me?

42  
43 **CHAIR VAN NATTA** – Aren't you going to tell me I don't look 55 either?

44  
45 **APPLICANT ABEL** – Well you already admitted to it. She hadn't admitted to it  
46 yet. You don't look over 55.

1  
2 **CHAIR VAN NATTA** – Okay thank you. Yes the karaoke does it. Singing is  
3 good for you. Okay, seeing no other Speaker Slips here, I’m going to close the  
4 Public Comment section of this hearing and we’re going to go to Commissioner  
5 Discussion. So who would like to start?  
6

7 **COMMISSIONER RAMIREZ** – Well having worked with the senior community  
8 and visited many senior communities such as Sun Lakes in Banning, Solara in  
9 Beaumont, Four Seasons in Hemet and Beaumont as well, the one thing that I  
10 have noticed is that there are no two-story homes for seniors to be walking up  
11 and down the stairs, especially as they get older, so I can understand that part.  
12 Also these communities are very big. It seems like seniors like to communicate  
13 and are friendly and congregate. The bigger the community, the more chance  
14 there is for them to do that. I think we need to figure out a way to address that  
15 traffic problem on that gate where Old Lake Drive is because I’ve seen it myself.  
16 I’m not one of the ones who drops off my daughter and makes that left turn there,  
17 but every morning I can see the problem there and it is just a matter of time  
18 before there is an accident or there is a child that gets hurt, so we need to  
19 determine whether we get with traffic safety or the Police Department for more  
20 enforcement and figure out how to address this issue. If there is an entry way  
21 and exit for this four season complex off of Pigeon Pass Road which I think there  
22 is, then I there should be one because as you are heading north on Pigeon Pass  
23 Road, as soon as you get to Old Lake Drive or actually before Old Lake Drive, it  
24 is more like where the park is between Canyon Springs and Vista Heights, that is  
25 where traffic stops, so yes it does take about 40 to 45 minutes to make that right  
26 turn just so you can get into your home and I don’t think that is going to attract  
27 any future residents that want to live in that complex. Those are just my thoughts.  
28

29 **COMMISSIONER GIBA** – I started out with that and I think we lead with that a  
30 couple of years ago. I understand when you do traffic studies, but the traffic  
31 studies sometimes I think we need to go above and beyond what the study says  
32 you can do. Sometimes you just have to say I don’t care what the traffic study  
33 says, we are going to go above and beyond what we are supposed to do for  
34 safety of the public and the safety of the children and for the residents who intend  
35 to live there and so I really, really and you hear me all the time say this, I really,  
36 really hope that you folks will sit down and resolve those issues of egress and  
37 ingress and getting in and out of that whole complex, because once you start  
38 putting families in there you are really going to have a problem on your hands. I  
39 can’t care what the traffic studies say, we live there. I’ve lived in that area for 23  
40 years and I know what it is like to have to deal with that traffic two or three times  
41 and now with the Church putting their site there and another Church is supposed  
42 go in there off of Pigeon Pass, you are going to add to the traffic on top of it. You  
43 are going to need to start looking at it now and not even when it becomes more  
44 difficult, so that’s the only thing that I would have. The 55 and over issue I  
45 understood it totally. You know I went there and I saw them... beautiful homes;  
46 wonderful and not good for 55, so I understand why they failed to continue that

1 project and I understand why you felt it was an opportunity. I wish we did have  
2 more 55 and over in this City and I wish we would pursue that. I think Miss Meli  
3 has a wonderful thought about that and I think because many of us have lived  
4 here for so many years we are in that position, but I don't think this is place for  
5 that.

6  
7 **CHAIR VAN NATTA** – Thank you Commissioner Giba. Is there any other  
8 discussion?

9  
10 **COMMISSIONER BAKER** – The only think I can see here is are we are going to  
11 approve this tonight? Is that the game plan?

12  
13 **CHAIR VAN NATTA** - We are going to make a motion

14  
15 **COMMISSIONER BAKER** – Okay, so the traffic is a real problem. Is that  
16 something we need to address here in our motion here or not?

17  
18 **INTERIM CEDD DIRECTOR TERELL** – Well you can and I think the Applicant  
19 has agreed to a general condition that requires them to and I would call it some  
20 kind of a traffic something plan... a solution plan, but if you want to kind of maybe  
21 give us some wording on that.

22  
23 **TRAFFIC ENGINEER LLOYD** – I think it would be appropriate to amend  
24 Transportation's Engineering conditions to include an additional condition such  
25 that the Applicant is required to work with Transportation Engineering Division to  
26 access any possibilities for traffic calming measures along Old Lake Drive and  
27 specially at their driveway entrance to Old Lake Drive, given what we've heard  
28 tonight in terms of the issues. It sounded like the Applicant was amenable to that  
29 and as a timing mechanism, I think we need to have that done prior to  
30 occupancy, which would allow the developer to go ahead and pull building  
31 permits so that we can work through this and at least he can get started on the  
32 project and by the time we reach occupancy, any mitigations that we've  
33 determined that are reasonable and are appropriate, they would be required to  
34 be in place before that occupancy could be released.

35  
36 **INTERIM CEDD DIRECTOR TERELL** – That would be Phase 2. It would be  
37 occupancy of Phase 2.

38  
39 **CHAIR VAN NATTA** – Okay, I came here with the intent of saying no and not to  
40 change it from the 55+, but I can see from the style of homes that are there, the  
41 size of the development and so forth that it really isn't feasible to have a 55+  
42 community there. I would like to see it somewhere else, but maybe the  
43 developer that was going to put it on LaSalle will scale down what he was going  
44 to put out there and still put something in and that would be great to see because  
45 we need more of that with our baby boomer generation. But as far as the  
46 problem that you are having with the turnaround, I have seen a solution to that in

1 other communities where a center divider comes out far enough between the in-  
2 lane and the out-lane to where somebody can't turn around in there, but they can  
3 only pull up if they are going to go into the community. Is there any solution like  
4 that that could be implemented?

5  
6 **TRAFFIC ENGINEER LLOYD** – The General Plan does not call for a raised  
7 median in this location, however that does not preclude that being a possible  
8 solution through our analysis, but I did want to make it clear that the roadway as  
9 it is built is per the General Plan, so this as you are saying above and beyond,  
10 we're thinking above and beyond and so it would be assessed and it certainly  
11 would address what you are speaking to if it was found to be needed as a  
12 solution.

13  
14 **CHAIR VAN NATTA** – The only other solution to that would be to provide more  
15 what you call off-street ingress and egress to the schools, so they are not parking  
16 on the street and there is plenty of grass area there and plenty of open area that  
17 it is just pretty, that could make a nice cul-de-sac turnout thing or something like  
18 that for relief of traffic for the whole area there.

19  
20 **TRAFFIC ENGINEER LLOYD** – Sure, I do not disagree and that is a  
21 conversation that our Division and the School District has frequently on how we  
22 could try to move the congestion from our street and onto their site, so it requires  
23 money and obviously that comes into play quite frankly and so if we can work...

24  
25 **CHAIR VAN NATTA** – Of course there will be School District bonds on these  
26 new houses that are being built; right?

27  
28 **TRAFFIC ENGINEER LLOYD** – I can't answer that. Maybe John could.

29  
30 **INTERIM CEDD DIRECTOR TERELL** – Yes all new homes in the community,  
31 whether they are senior or not are subject to I think it is called CSD#1 which is a  
32 funding mechanism for bonds; school bonds.

33  
34 **CHAIR VAN NATTA** – Yes if we can keep their fingers off it for other things,  
35 maybe they can use it to impact the schools that are right there in that  
36 neighborhood instead of having go into the general fund.

37  
38 **INTERIM CEDD DIRECTOR TERELL** – Just to provide more information, one of  
39 the things that I participated in the over the last year is they are updating the  
40 Master Plan for the School District and they looked at every single school site  
41 and when they looked at this Middle School site one of the issues was in fact  
42 providing more on-site circulation, so they are aware of it because I'm sure they  
43 get complaints as well and having lived near a school before you know it is  
44 amazing. The parents are really the issue and not the children.

45

1 **COMMISSIONER SIMS** – I have a comment. I did several years on the Traffic  
2 Safety Commission here in town and this is a systemic problem that we saw at  
3 the Traffic Safety Commission that at Moreno Valley Unified, they had their rep  
4 and Val Verde we had their rep. It is an inherent programmatic problem with the  
5 State Architect’s Office that approves the schools. They design these things to  
6 some State standard and doesn’t take in perhaps everything that they should for  
7 the site specific location and then the school goes ahead and they get the money  
8 to build; they get the capitol infrastructure to get the school built and then they  
9 are on a shoestring on their operating budget and that’s why you can’t get a fix  
10 with the schools and it just mashes its head over and over again because nobody  
11 has the money to fix it. You know I remember when my kids were younger and I  
12 would drop them off at Val Verde and the Police Officers would sit out there and  
13 you just have to saturate them and you have to break the behavior of the parents  
14 because it is ruthless in the morning.

15  
16 **CHAIR VAN NATTA** – Traffic cameras or something like that

17  
18 **COMMISSIONER SIMS** – And one last thing. In my work efforts where I work, I  
19 have crossed paths with John Abel, Mission Partners or I forget the name of it,  
20 but they did a huge development in Western Municipal Service Area and build  
21 about 2600 homes and is a real stand up developer. He did what he said and  
22 carried out and any of agreements they did with the District, they followed  
23 through to the letter of it.

24  
25 **COMMISSIONER LOWELL** – I had one last comment. Michael Lloyd was  
26 talking about adjusting the conditions of approval to add a couple more traffic  
27 conditions. If we motion to approve today, would that be part of this motion or  
28 would that be a separate issue?

29  
30 **INTERIM CEDD DIRECTOR TERELL** – Yes you would approve it as amended.

31  
32 **COMMISSIONER LOWELL** – Thanks John

33  
34 **CHAIR VAN NATTA** – Okay so then we would need to look at what type of  
35 wording we could add to this motion. It would be under 2

36  
37 **INTERIM CEDD DIRECTOR TERELL** – Yes it would be under 2 and you could  
38 say as simple as amended if you are comfortable with the language that Michael  
39 verbalized on the record.

40  
41 **CHAIR VAN NATTA** – Which was?

42  
43 **TRAFFIC ENGINEER LLOYD** – The Applicant shall work with the Transportation  
44 Engineering Division to access possible traffic calming measures along Old Lake,  
45 specifically at the driveway there at Old Lake. Any calming measures shall be  
46 implemented prior to any type of occupancy granted.

1  
2 **COMMISSIONER GIBA** – Michael can we add Pigeon Pass on that. That also  
3 appears to be a problem area when they open that up.  
4

5 **TRANSPORTATION ENGINEER LLOYD** – We can definitely look at Pigeon  
6 Pass and I was hoping John had addressed it, but now that you've asked the  
7 question I'll try to step into it appropriately, but I believe this project is conditioned  
8 to put in frontage improvements along Pigeon Pass. Those improvements are  
9 not in at this time which means the driveway connection that you referenced to  
10 Pigeon Pass is a temporary condition. It will be... when they get around to  
11 putting in curb and gutter, widening the roadway out because it narrows in and  
12 there will a sidewalk along their frontage, they'll construct a driveway to City  
13 standard and not this temporary condition. As part of that street improvement  
14 process, we review site distance so that obviously people can get in and out, so it  
15 is a temporary condition. Obviously temporary conditions can kind of go on for a  
16 little while, but ultimately those improvements would be put in, but I can add  
17 Pigeon Pass to look at that driveway as well, but I just want to let you know that  
18 there are additional improvements needed along the frontage.  
19

20 **COMMISSIONER GIBA** – Thank you  
21

22 **CHAIR VAN NATTA** – If we said as amended by the Traffic Engineers  
23 statement, can we just say that?  
24

25 **INTERIM CEDD DIRECTOR TERELL** – Yes that would be good  
26

27 **COMMISSIONER GIBA** – That would be fine. So do we want to motion?  
28

29 **CHAIR VAN NATTA** – As long as you do that  
30

31 **COMMISSIONER GIBA** – Just remind me when I go through it. Then I'm going  
32 to make a motion to **APPROVE** Resolution No. 2013-25 and thereby:  
33

- 34 1. **ADOPT** an Addendum to the original Negative Declaration pursuant to  
35 Section 15164 of the California Environmental Quality Act; and,  
36
- 37 2. **APPROVE** P13-061 for an Amended Conditional Use Permit PA05-0057  
38 and Tract Map No. 32515, PA04-0108 for the removal of age restricted  
39 language for a 174 lot detached clustered residential community in a 38.4  
40 net acre parcel of land in the R5 Residential 5 Land Use District based on  
41 the findings included in the attached Resolution, subject to the amended  
42 conditions of approval included as Exhibits A and B to the Resolution and  
43 as amended by the Traffic Engineer's statements in the Hearing.  
44

45 **COMMISSIONER BAKER** – I'll second that  
46

1 **CHAIR VAN NATTA** – Okay we have a motion and a second... all in favor?  
2  
3

4  
5 Opposed – 0  
6  
7

8  
9 **Motion carries 6 – 0**  
10

11  
12  
13 **INTERIM CEDD DIRECTOR TERELL** – Yes this action shall become final unless  
14 appealed to the City Council within 10 days.  
15

16 **COMMISSIONER BAKER** – You know I have one quick question for John here.  
17 How much infrastructure do you have in that tract right now as far as sewer,  
18 water completed out or not?  
19

20 **APPLICANT ABEL** – Really virtually all it it's in  
21

22 **COMMISSIONER BAKER** - Yes we drove up there and the street lights are in  
23 and curb and gutter.  
24

25 **APPLICANT ABEL** – There is a small amount of grading on the lots that are  
26 adjacent to the water course, but the reason the Pigeon Pass improvements  
27 haven't been made is we need to install a large culvert on the drainage course  
28 and that is tied up on the core permits  
29

30 **COMMISSIONER BAKER** – Okay  
31

32 **UNKNOWN SPEAKER** – So the plans are virtually approved by the City, but  
33 they had to be revised.  
34

35 **CHAIR BAKER** – Thank you  
36  
37  
38  
39  
40

#### 41 **OTHER BUSINESS**

42  
43

44 **CHAIR VAN NATTA** – Okay do we have any other business? Do we need to put  
45 on the Agenda for electing a new Vice Chair?  
46

1 **INTERIM CEDD DIRECTOR TERELL** – Yes

2  
3 **CHAIR VAN NATTA** – We just can't do it today, we have to put it on the Agenda  
4 for next time.

5  
6 **INTERIM CEDD DIRECTOR TERELL** – Correct

7  
8 **CHAIR VAN NATTA** – Okay, please put that on the Agenda for the meeting.  
9  
10

11 **STAFF COMMENTS**  
12  
13  
14

15 **INTERIM CEDD DIRECTOR TERELL** – Yes, your next scheduled meeting is  
16 September 26<sup>th</sup>. We don't currently have any items scheduled for that meeting  
17 but it is a little early so we'll probably know shortly after the holiday whether or  
18 not we have items for that Agenda. Definitely one of the items on your next  
19 Agenda will be the election of a new Vice Chair. Also we sent out some  
20 information and the impression I got is that you are open to the idea of converting  
21 to electronic iPads. As you can see the people that take care of that are doing a  
22 lot of work here in this room right now and there are also going to be installing  
23 electronic voting for the City Council which you may eventually be doing, so they  
24 have informed me that late September is the earliest that they can start on the  
25 project, so it might be as early as October for testing or it may be later than that  
26 as far as implementing the new system.

27  
28 **CHAIR VAN NATTA** – When they are putting in all the new things, are we going  
29 to have a timer that we can use too? We've asked about that.  
30

31 **INTERIM CEDD DIRECTOR TERELL** – We do have a timer we can use. If I can  
32 be honest, the real reason is it would be bringing additional Staff here who we  
33 would have to pay in order to run it.  
34

35 **CHAIR VAN NATTA** – Why would we have to have a Staff person for somebody  
36 to push the button? Couldn't one of the Commissioners push the button to turn it  
37 on? I could bring...  
38

39 **INTERIM CEDD DIRECTOR TERELL** – Apparently it is highly sophisticated and  
40 not that I don't trust you but it's operated from the City Clerk's station. It is not  
41 operated from the City Council station. Well again it is available and the intent if  
42 you had...  
43

44 **CHAIR VAN NATTA** – If is not complicated the Attorney could do it



1  
2 **INTERIM CEDD DIRECTOR TERELL** – Well she would make it complicated;  
3 right

4  
5 **CHAIR BAKER** – It seems like we outta be able... that seems like a real simple  
6 deal... I mean to have a...

7  
8 **INTERIM CEDD DIRECTOR TERELL** – Well I'm not allowed to touch those  
9 things, but I think the idea is as I said before, if we had an item where we  
10 anticipated a lot of public input, we will have somebody here to operate that, but  
11 generally you're items and even at the City Council don't really generate enough  
12 response or input that if somebody speaks for three and a half minutes or four  
13 minutes it is going to be a big deal.

14  
15 **CHAIR VAN NATTA** – Well maybe we'll make things interesting enough that  
16 people are going to want to come to the Planning Commission. We'll bring a  
17 karaoke machine in. Ah... see they are leaving. Was it the karaoke?

18  
19  
20  
21  
22 **PLANNING COMMISSIONER COMMENTS**

23  
24  
25 **CHAIR VAN NATTA** – Okay are there any Commissioner Comments?

26  
27 **COMMISSIONER GIBA** – I have one. I just want to say I personally am going to  
28 miss Ms. Crothers and the fact that she has left us.

29  
30 **CHAIR VAN NATTA** – Resigned... don't want to sound like she's left us

31  
32 **COMMISSIONER GIBA** – I know. She was a wonderful balance to our team up  
33 here and always wonderful to work. With her having to depart, it is our loss, but  
34 I'm sure we'll find a good replacement, but I sure will miss Ms. Crothers.

35  
36 **CHAIR VAN NATTA** – Yes, I agree. Are there any other comments?

37  
38  
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41  
42 **ADJOURNMENT**

43  
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46 **CHAIR VAN NATTA** – Okay I will entertain a motion to adjourn

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**COMMISSIONER BAKER** – So moved

**COMMISSIONER GIBA** – Second

**CHAIR VAN NATTA** – Okay we have two seconds. I guess let’s all do that. All in favor stand up.

\_\_\_\_\_  
John C. Terell  
Planning Official  
Approved

\_\_\_\_\_  
Date

\_\_\_\_\_  
Meli Van Natta  
Chair

\_\_\_\_\_  
Date

1 CITY OF MORENO VALLEY  
2 PLANNING COMMISSION  
3 REGULAR MEETING  
4 SEPTEMBER 26<sup>TH</sup>, 2013

5  
6  
7 **CALL TO ORDER**

8  
9 Chair Van Natta convened the Regular Meeting of the City of Moreno Valley  
10 Planning Commission on the above date in the City Council Chambers located at  
11 14177 Frederick Street.

12  
13  
14  
15 **ROLL CALL**

16  
17 Commissioners Present:

18 Chair Van Natta  
19 Vice-Chair Giba  
20 Commissioner Baker  
21 Commissioner Lowell  
22 Commissioner Ramirez  
23 Commissioner Sims

24  
25 Staff Present:

26 John Terell, Community & Economic Development Director  
27 Chris Ormsby, Interim Planning Official  
28 Claudia Manrique, Associate Planner  
29 Julia Descoteaux, Associate Planner  
30 Clement Jimenez, Land Development Engineer  
31 Suzanne Bryant, City Attorney  
32 Michael Lloyd, Senior Transportation Engineer  
33 Randy Metz, Fire Marshall

34  
35  
36  
37 **PLEDGE OF ALLEGIANCE**

38  
39  
40  
41 **APPROVAL OF AGENDA**

42  
43 **CHAIR VAN NATTA** – Okay I trust you've all had a chance to review the  
44 Agenda. May I have a motion to approve?  
45

1 **COMMISSIONER GIBA** – I motion to approve

2  
3 **CHAIR VAN NATTA** – Okay moved

4  
5 **COMMISSIONER BAKER** – I'll second

6  
7 **CHAIR VAN NATTA** – All those in favor?

8  
9 Opposed – 0

10  
11 **Motion carries 6 – 0**

12  
13  
14  
15 **PUBLIC HEARING ITEMS**

16  
17 **CHAIR VAN NATTA** – The public is advised of the procedures to be followed in  
18 the meeting and they are on display at the rear of the room.

19  
20  
21  
22 **PUBLIC COMMENTS**

23  
24 **CHAIR VAN NATTA**- At this point we are going to entertain comments by any  
25 member of the public on any matter which is not listed on the Agenda but which  
26 is within the subject matter jurisdiction of this Commission, so do we have any  
27 Speaker Slips for non-Agenda items. Okay seeing none and no one coming to  
28 the podium, I'll close the public...oh we do have one?

29  
30 **INTERIM PLANNING OFFICIAL ORMSBY** – We do have one. I thought it was  
31 for the Housing Element which is the third item, so apparently it is for this item.

32  
33 **CHAIR VAN NATTA** – Is this for an item that is not on the Agenda? Okay it is  
34 regarding the Housing Element? Okay then we shall save that for when we get  
35 to the third item then. Okay no other Public Comments; we'll close the Public  
36 Comment section and we will go to our first Public Hearing Item.

37  
38  
39  
40 **PUBLIC HEARING ITEMS**

41  
42 **1. Case Description: P10-088 Amended Conditional Use Permit**

43  
44 **Case Planner: Julia Descoteaux**

1 **CHAIR VAN NATTA** – And the first Public Hearing item is P10-088 for an  
2 Amended Conditional Use Permit. The Applicant is ATM General Construction.  
3 Our Case Planner is Julia Descoteaux.

4  
5 **ASSOCIATE PLANNER DESCOTEAUX** – Good evening Planning  
6 Commissioners. I'm Julia Descoteaux, Associate Planner. The project before  
7 you this evening includes a 7,725 square foot multi-purpose building which will  
8 be attached to the existing building in the south side of the existing building; the  
9 newly renovated existing building.

10  
11 The project site is at 25873 Alessandro Boulevard and is currently developed  
12 with a Church and associated parking. Surrounding the site to the north is  
13 vacant land, a single family subdivision, single family residential and  
14 Neighborhood Commercial. To the east is vacant land zoned Office Commercial.  
15 To the west is vacant land zoned Residential 15 and to the south is a single  
16 family subdivision that is currently existing with single family dwellings. The  
17 access to the site will be through the driveway on Alessandro Boulevard. The  
18 project is designed to match the existing building in color and materials and  
19 elevation designs.

20  
21 The project was submitted in October of 2010 and Staff and the Applicant have  
22 addressed all the issues and all the architectural to the satisfaction of all parties.  
23 Based on the project, the Amended Conditional Use Permit would be exempt  
24 from the requirements of the California Environmental Quality Act, CEQA  
25 Guidelines as provided for in Section 15332, Class 32 Categorical Exemption for  
26 Infill Development.

27  
28 Project notice was sent to all property owners within 300 feet, posted on the site  
29 and posted in the newspaper and to date I have not received any phone calls.  
30 Staff recommends approval of Resolution No. 2013-24 recognizing that the  
31 Amended Conditional Use Permit qualifies as exemption in accordance with  
32 CEQA and approve P10-088 Amended Conditional Use Permit subject to the  
33 attached conditions of approval. This concludes my report and the Applicant is  
34 here to answer questions for you as well. Thank you.

35  
36 **CHAIR VAN NATTA** – Okay do any Commissioners have questions of Staff?

37  
38 **COMMISSIONER GIBA** – I just had a little one. You mentioned that they are  
39 going to be using the existing driveway on Alessandro?

40  
41 **ASSOCIATE PLANNER DESCOTEAUX** – That's correct

42  
43 **COMMISSIONER GIBA** – There seemed in the drawings and I don't know if you  
44 can put that up there... it appeared to be an entrance and exit off of the  
45 residential street at the back; that other side of it. Is that correct or not?  
46

1 **ASSOCIATE PLANNER DESCOTEAUX** – The current parking lot does go all  
2 the way to the street to the south. Normally that is fenced off. They don't use  
3 that, but it is there. Fire required it.

4  
5 **COMMISSIONER GIBA** – And so they have no intention of using that as a  
6 driveway to get in and out of the back? I think that's Cooper Cove?

7  
8 **ASSOCIATE PLANNER DESCOTEAUX** – It is my understanding...It is Copper  
9 Cove. Yes Copper Cove.

10  
11 **COMMISSIONER GIBA** – Yes Copper Cove... because at that entrance way is a  
12 whole lot of homes and housing and so I just wondered if they were going to use  
13 that at all then that would cause a little bit... especially on the days of the  
14 week...is it restricted...

15  
16 **ASSOCIATE PLANNER DESCOTEAUX** – I believe so, based on the... that  
17 driveway and parking lot was approved with the prior project. I believe and I'll  
18 verify with the Applicant, but I believe there are gates that go across there. They  
19 are not supposed to be using it, but I will; I can; I'd have to verify that.

20  
21 **COMMISSIONER GIBA** – That's the only question that I really had. Thank you.

22  
23 **CHAIR VAN NATTA** – Are there any other questions? I basically had the same  
24 question; that if it is going to be restricted use and only use for Fire access.

25  
26 **ASSOCIATE PLANNER DESCOTEAUX** – Okay, we'll verify that with the  
27 Applicant. Again, I don't have the original conditions of approval from the prior  
28 approval when the parking lot was approved.

29  
30 **CHAIR VAN NATTA** – If we were to approve this, could we approve it with that  
31 condition that that be a restricted driveway only for Fire access or emergency  
32 access?

33  
34 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – Well I  
35 think you could but Copper Cove is actually a collector road. It is not technically  
36 a residential street and if you look at all the houses that actually... all the houses  
37 are actually faced on cul-de-sacs, so there are no houses that face Copper  
38 Cover. It is intended to have more traffic than a normal residential street.

39  
40 **CHAIR VAN NATTA** – That's the only street into those cul-de-sacs

41  
42 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – Right

43  
44 **COMMISSIONER SIMS** – If you look at condition on page 36 in the packet; the  
45 condition Transportation Engineering No. 6, it specifies the driveways should be  
46 gated for emergency access only.

1 **CHAIR VAN NATTA** – Oh okay, so it is already in there. I didn't see that. Okay,  
2 we'll open this now for Public Comment and begin with the Applicant. Okay is  
3 there anything you want to tell us about your project and then we'll ask you some  
4 questions? First of all your name please.

5  
6 **APPLICANT** - (NO SOUND)

7  
8 **CHAIR VAN NATTA** – Does anybody have questions of the Applicant?

9  
10 **COMMISSIONER RAMIREZ** – I noticed that project has been in existence for  
11 quite some time. How long do you anticipate it is going to take to complete the  
12 project?

13  
14 **APPLICANT** – Good question. Basically we are waiting for the City's approval.  
15 There is a lot of battle here and there and the main issue that we had was  
16 EMWD, which has already been taken care of and then also we were waiting for  
17 the street improvements and the biggest issue we had was the two neighbors of  
18 the two vacant lots that didn't respond to every certified letter that we sent out for  
19 that street improvement. So that's the issue that we have been dealing with; that  
20 they don't cooperate with us as well as the City and so I asked the question to  
21 Vince from Land Development if the City had any kind of regulations on issues  
22 like this where we have no controls of these two owners. That is basically what  
23 has been holding up our project for so long and so I submitted all the certified  
24 letters that we sent since '09 and no response and so we're waiting for you guys  
25 and whatever you guys can help us out to speed this process. We have really  
26 been waiting patiently to get this thing done and that is the reason why we can  
27 only go so much and do so much, but today we just got approval of all the street  
28 improvements, but as far as the dedications from these two owners, because we  
29 are taking part of their land, so we had no answer and so I relying on the City to  
30 be able to make those decisions for us at this point.

31  
32 **CHAIR VAN NATTA** – So even if we approve this, they can't go ahead with their  
33 construction until the dedication for the street? Is that what he is saying?

34  
35 **ASSOCIATE PLANNER DESCOTEAUX** – They can go ahead with the  
36 construction of this new building; yes.

37  
38 **CHAIR VAN NATTA** – They can?

39  
40 **ASSOCIATE PLANNER DESCOTEAUX** – Yes, they can

41  
42 **CHAIR VAN NATTA** – Okay, the waiting for the street improvements isn't an  
43 issue for this building?

44  
45 **ASSOCIATE PLANNER DESCOTEAUX** – Let me defer to Transportation and  
46 Land Development.

1 **LAND DEVELOPMENT ENGINEER JIMENEZ** – Good evening Chair Van Natta.  
2 I'm Clement Jimenez with the Land Development Division. I'm a little bit familiar  
3 with the project but not all of the details, but I can certainly investigate, but before  
4 you tonight this project is required to complete improvements on Copper Cove  
5 Lane and that would be prior to occupancy. So there is a little bit more time for  
6 them to complete the improvements. I don't know all of the details, but I can  
7 verify with Staff in Land Development as far as what needs to happen and what  
8 has happened so far with the offer of dedication.

9  
10 **CHAIR VAN NATTA** – So there would be a possibility they could start this and  
11 complete the improvements and not be able to occupy it because they don't have  
12 the right of ways they need to complete the road?

13  
14 **LAND DEVELOPMENT ENGINEER JIMENEZ** – That's correct. Again, I'd have  
15 to find out if there is sufficient right of way, if not then that would be a condition to  
16 complete the improvements. All the public improvements would have to be  
17 within the public right of way. If sufficient right of way does not exist today, then  
18 the additional dedication would need to occur prior to completion of the  
19 improvements.

20  
21 **CHAIR VAN NATTA** – Prior to beginning of or prior to occupying

22  
23 **LAND DEVELOPMENT ENGINEER JIMENEZ** – Beginning them and then the  
24 improvements would have to be completed prior to occupancy.

25  
26 **CHAIR VAN NATTA** – I just had this vision of a nightmare of a completed  
27 building that they couldn't use because we were waiting for approval of the  
28 street.

29  
30 **APPLICANT** – And part of that is because of Fire's conditions of approval that  
31 we need that access for the Fire Department and so even if I complete the  
32 building and complete all the parking and if I don't complete that and get that  
33 done, then I can't get signed off from the Fire Department, because that is one of  
34 their conditions that I have to complete.

35  
36 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** - Yes it  
37 appears that you probably need to meet with Land Development and work that  
38 through so that... I know in cases where the adjacent property owner is non-  
39 responsive, the City may be able to assist in that, so I think that is probably what  
40 you need to do because your main building is pretty far along; right?

41  
42 **APPLICANT** – The second building for this hearing, we are just ready to go as  
43 soon as we get our permits, but you know in order to get that completed and get  
44 my finals done I need to have this driveway to be done and also the street  
45 improvements, so like I said today we got approval; all the plans are approved  
46 now, but yet we can't make a decision unless you guys can help us out to figure



1 out if the City has some kind of regulations for situations like this because it is  
2 beyond our control and the owners are not responding.

3  
4 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – Okay  
5 and I think Clement will give you his information because I think you probably  
6 need to talk to Land Development and see what assistance they can provide you.

7  
8 **CHAIR VAN NATTA** – I just don't want to get the cart before the horse here and  
9 approve this and give him the approval to do the construction and then they can't  
10 occupy because they don't have the road.

11  
12 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – Right and  
13 this approval just sets the ground rules and one of the ground rules is this issue  
14 of the street which is really an issue for the sanctuary, which is also already  
15 under construction, so that is why I think it is very important for the Applicant and  
16 Land Development... it is an implementation issue and there are things the City  
17 can do to assist.

18  
19 **CHAIR VAN NATTA** – So we can approve this but the actual construction won't  
20 start until these other things are taken care of because of their condition of it.

21  
22 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – They can  
23 start construction but obviously they can't occupy the building, so it is something  
24 to start talking about now. But your approval tonight doesn't change that  
25 situation. It is really an implementation issue that the City Staff would need to  
26 assist with.

27  
28 **CHAIR VAN NATTA** – Okay does anybody else have questions? Does  
29 somebody want to make a motion on the recommendation?

30  
31 **COMMISSIONER SIMS** – I'll make a motion

32  
33 **CITY ATTORNEY BRYANT** – Have you called for any public comments?

34  
35 **CHAIR VAN NATTA** – Oh I'm sorry. We skipped a step there. I got ahead of  
36 myself. Are there any other public comments? Has anybody else turned in a  
37 Speaker Slip for this item?

38  
39 **INTERIM PLANNING OFFICIAL ORMSBY** – I have no Speaker Slips

40  
41 **CHAIR VAN NATTA** – Okay, I'll close Public Comment and open it to discussion.  
42 Is there any discussion from the Commissioners? Now we can go to a motion.

43  
44 **COMMISSIONER SIMS** – Very good. I'd like to make a recommendation that  
45 the Planning Commission approve Resolution No. 2013-24 and;

- 1           **1. RECOGNIZE** that P10-088 Amended Conditional Use Permit qualifies  
2 as an exemption in accordance with the California Environmental  
3 Quality Act (CEQA) Guidelines, Section 15332, Infill Development  
4 Projects; and,  
5  
6           **2. APPROVE** P10-088 Amended Conditional Use Permit subject to the  
7 attached conditions of approval included as Exhibit A.  
8

9           **COMMISSIONER BAKER** – I'll second that

10  
11           **CHAIR VAN NATTA** – Okay we have a motion and a second... all in favor?  
12

13           Opposed – 0  
14

15           **Motion carries 6 – 0**  
16  
17

18  
19           **2. Case Description:**                   **P12-051                   Master Site Plan**  
20   **PA13-0002               Tentative Parcel Map 36522**  
21

22           **Case Planner:     Julia Descoteaux**  
23

24           **CHAIR VAN NATTA** - Okay we are going to our second Agenda item which is  
25 P12-051, Master Site Plan and PA13-0002 Tentative Parcel Map 36522. Our  
26 Case Planner again is Julia Descoteaux.  
27

28           **ASSOCIATE PLANNER DESCOTEAUX** – Thank you. The Applicant for P12-  
29 051 and PA13-0002 is here this evening and would like to request a continuance  
30 on the project to address their concerns and those concerns that we have  
31 received from some of the surrounding public and we expect to be ready at the  
32 next Planning Commission of October 24<sup>th</sup> with a modified project. Thank you.  
33

34           **CHAIR VAN NATTA** – Okay, we just need a motion to continue this to a future  
35 date.  
36

37           **COMMISSIONER GIBA** – Is it possible you can share with us what some of  
38 those concerns were. I mean we spent a lot of time going through the  
39 Commissioners concerns on this too. I don't want to repeat myself so to speak.  
40

41           **ASSOCIATE PLANNER DESCOTEAUX** – I've had one question regarding the  
42 traffic on St. Christopher Lane and then another comment regarding the drainage  
43 to the east.  
44

45           **COMMISSIONER GIBA** – Are there any specifics on that?  
46

1 **ASSOCIATE PLANNER DESCOTEAUX** - Oh excuse me and then the Applicant  
2 had some concerns on the timing of the map and the conditions of approval for  
3 the Master Site Plan, so they have quite a few comments or questions regarding  
4 the timing, so we would like to work those out as well.

5  
6 **COMMISSIONER GIBA** – So we'll have updates on that when it comes back out  
7 in October to add to what we already have so that I can compare my notes to  
8 those notes.

9  
10 **ASSOCIATE PLANNER DESCOTEAUX** – That's correct

11  
12 **COMMISSIONER GIBA** – Because I don't want to waste anybody's time. Meli  
13 knows I like to ask lots of questions.

14  
15 **ASSOCIATE PLANNER DESCOTEAUX** – Right, okay

16  
17 **COMMISSIONER GIBA** – Thank you

18  
19 **CHAIR VAN NATTA** – Okay did you want to make the motion to continue this to  
20 a future hearing?

21  
22 **COMMISSIONER GIBA** – Sure I'll move that we continue this to the October  
23 meeting.

24  
25 **CHAIR VAN NATTA** – Will October be time enough or do we need to make it a  
26 later meeting.

27  
28 **ASSOCIATE PLANNER DESCOTEAUX** - I think we can make the October  
29 meeting.

30  
31 **CHAIR VAN NATTA** – Okay, we have a motion to continue this the October  
32 meeting.

33  
34 **COMMISSIONER BAKER** – I'll second that

35  
36 **CHAIR VAN NATTA** – We have a second... all in favor?

37  
38 Opposed – 0

39  
40 **Motion carries 6 – 0**

41  
42 **CHAIR VAN NATTA** – Okay that case now is going to be on the Agenda for  
43 October.

1 **3. Case Description: PA13-0027 (2014-2021 Housing Element**  
2 **Update)**

3  
4 **Case Planner: Claudia Manrique**

5  
6 **CHAIR VAN NATTA** – Okay the third Agenda item is case description PA13-  
7 0027, the 2014-2021 Housing Element Development Update and the Case  
8 Planner is Claudia Manrique. We'll wait till the dust settles and then go on.

9  
10 **ASSOCIATE PLANNER MANRIQUE** – Good evening, I'm Claudia Manrique the  
11 Case Planner for the Housing Element Update. The City is in the process of  
12 updating the Housing Element for the next housing period of 2014 thru 2021.  
13 This Planning Commission Pubic Review will provide the opportunity to gain  
14 input regarding the Housing Element before a draft is submitted to the State  
15 Department of Housing and Community Development for review and certification.  
16 The City's fair share allocation of new housing units needed, according to SCAG  
17 Regional Housing Needs Assessment (RHNA) is 6,169 units. It is distributed  
18 among four income categories; very low income, low income, moderate income  
19 and above moderate income. The Housing Resources Section of the Housing  
20 Element identifies sites where the RHNA can be accommodated. The prior 2011  
21 Housing Element identified several available sites and this updated Element  
22 continues to include those sites in the inventory since they have been found  
23 acceptable by the HCD.

24  
25 On April 23<sup>rd</sup> of this year the City Council approved the Residential 30 rezoning  
26 of 146.19 acres which could potentially provide up to 4,385 units if fully built out  
27 at the density of 30 units per acre. Based on historic development patterns  
28 which are around 80 percent of the maximum density, this would bring the total  
29 down to approximately 3,000 units. These R30 parcels will automatically be  
30 counted as meeting very low and low income categories of the RHNA. On May  
31 28<sup>th</sup>, City Council approved a Specific Plan and Code Amendment related to the  
32 Housing Element. We were required to add Emergency Shelters, Farm Worker  
33 Housing, Single Room Occupancy Units and Reasonable Accommodation  
34 Procedures to our Municipal Code. There is no modifications to existing land use  
35 or zoning that are proposed as part of this Housing Element Update. It is  
36 expected that the City with the existing residential inventory will have adequate  
37 sites available to meet its total fair housing allocation of 6,129 units required in  
38 this update cycle. I'm open for comments please.

39  
40 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL**– Before  
41 you go, just to give you a little idea, this is the first time you will see this  
42 document. It will... the way the process goes is we have a draft. It goes to the  
43 State. They put it through a few ringers, send it back to us with comments and  
44 then Staff would revise the document and then bring it forward to you for formal  
45 review and recommendation to the City Council, so this is basically an

1 introduction, but formal adoption won't occur until after the State reviews it and  
2 makes sure that it is consistent with State Law.

3  
4 **COMMISSIONER SIMS** – I have a couple of questions. I didn't read the 100  
5 pages or what it is... I guess I did read the letter pretty carefully and scanned the  
6 latest version of the report; that would be the Housing Element and so a couple  
7 of questions that I had is on this Regional Housing Need Allocation and it talks  
8 about 6,000 approximately homes that need to be allocated to these four  
9 different income levels. This 6,000; is it just for the period from 2014 through  
10 2021; is that it or is it a cumulative built on itself? There is supposed to be 6,000  
11 for a hundred. You know the City is at 195,000 is what the census for 2010 said.  
12 Is that 6,000 units based on that population? So to restate my question to make  
13 it a little easier... I'm rambling here so... Is the 6,000 the total at build out of the  
14 City or 6,000 just for the time period based on the 2014 through 2021 or  
15 whatever this thing goes to?

16  
17 **ASSOCIATE PLANNER MANRIQUE** – It is based for the time period, so it is  
18 2014 through 2021 and they have these numbers that are given, but we are not  
19 required to have them built; we are just required to have the spaces available for  
20 the potential development of this type of housing in the four classifications.

21  
22 **COMMISSIONER SIMS** – Is there a report card of how we did on the current  
23 Housing Element from 08 to 14. You know I didn't even look at what the goal...  
24 you don't have to answer that now but I was just curious if they set a goal at  
25 6,000 so we've allocated that. Do we have a feel for how many within the four  
26 categories of income that actually achieved their allocation?

27  
28 **INTERIM PLANNING OFFICIAL ORMSBY** – Well I can make an initial try at  
29 that, but John is a lot more familiar with the Housing Element than me, but my  
30 understanding is we did make a lot of progress toward meeting what was in the  
31 previous Housing Element. In fact by re-zoning the R30 category and by doing  
32 some of these Code Amendments, essentially now with the current RHNA  
33 numbers that were are actually exceeding those, so I don't know John if you had  
34 some other information.

35  
36 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – Yes I  
37 think what Claudia talked about, the actions that have been taken over the last  
38 six months to a year; with those actions the City met all its obligations under the  
39 current Housing Element, so we're in good stead and moving forward the RHNA  
40 numbers for the next eight years are actually lower than the numbers for the past  
41 six years and production... I don't need to tell anybody, there was very low  
42 housing production over the last six years, but in our affordable category, that  
43 was a major portion of the housing built in the community was affordable  
44 housing, so the City did very well... 633 units were affordable and the total  
45 construction over the last six years is probably not more than twice that.

1 **COMMISSIONER SIMS** – So is the allocation based more strictly on population  
2 census in linkage to the median income because I guess this is kind of one of  
3 those death spirals. If the median income goes down and the population goes up  
4 you need to add more low income housing and even though this has nothing to  
5 do with the General Plan there is no land use, but setting an element that you are  
6 setting as a goal, we are going to set aside this amount of lots, then you get into  
7 this dual loop... well if the median income doesn't go up you don't set aside  
8 above average or you know you get into a spot where you are always going to be  
9 growing, the lower income side of the housing side potentially... I just...

10  
11 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – Yes  
12 actually the formula is... to say it is arcane would be understating it, but it is  
13 basically a black box operation that talks about how much you've grown in the  
14 past, so the biggest component of your future need is based on past growth, so it  
15 is unrelated to the size of the City, it is related to the amount of growth we've had  
16 in the past, so since our growth rate in the last census was lower than the census  
17 before that, our numbers actually came down. When you talk about income; the  
18 median income in Moreno Valley is about average for the Los Angeles region, so  
19 we don't... when they look at the numbers they say you need x number of... you  
20 need 6,000 units and the regional average is something like 30 percent low and  
21 moderate income, so they apply 30 percent. If your income is lower than the  
22 median, your goal is actually lowered, so if you already have a lower median  
23 income you are required to... let's say you are Compton and I'll just use that as  
24 an example. They would have less than 30 percent because they already  
25 exceed that goal with their existing population. If you are Beverly Hills, you have  
26 a higher percentage because you have a lower percentage, so it is...

27  
28 **COMMISSIONER GIBA** – I went through this document... and look at the look...

29  
30 **CHAIR VAN NATTA** – Every page

31  
32 **COMMISSIONER GIBA** – Just about...you do not want to see all the sticky notes  
33 okay. So it was my understanding that you wanted input and that you wanted  
34 feedback and it was just wasn't to present this wonderful piece of document to us  
35 and to me this is also what you call a guidance document for all intents and  
36 purposes if I'm correct about that. As a matter of fact on page 136 I was using  
37 that as the reference guidance project description. It says the purpose of the  
38 Housing Element is to identify and analyze existing and projected housing needs  
39 in an effort to preserve, improve and develop housing for all economic segments  
40 of the community in accordance with State Law. Then your analysis over here is  
41 the Moreno Valley Housing Element must accomplish the following, so I'm seeing  
42 five musts, but I'm not seeing anything in this element and I'll break it down for  
43 you. We can take a walk through it that addresses as Jeff was beginning to bring  
44 up and I'm saying I'm with you on that one.

1 There is no reference in here for bringing in housing that will bring in and attract  
2 higher income persons, which then drags that lower income down, because as  
3 you continue to build the low income housing, people move here because they  
4 can get the low income housing, but if we don't have higher income housing such  
5 as Hillside Residential and we had mentioned that before. There is nothing in  
6 this document that even discusses the higher income persons, so if it is not here  
7 they are not even going to come and so we are not going to be able to service  
8 that part of our population. Additionally, as I went through the document, I will  
9 take it step by step for you and your statistics and your numbers... everything is  
10 above moderate income, but where is the high income? If we build it they should  
11 come.

12  
13 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – There is  
14 no category for high income. The only categories are very low, low, moderate  
15 and above moderate. Those are the only four categories that we assess.

16  
17 **COMMISSIONER GIBA** – So this document then is not serving all the needs of  
18 all the economic people and all the economic categories within our City, is it?  
19

20 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – It is  
21 because there is a goal for above moderate. Everything below 15 units per acre  
22 by State Law is considered above moderate. I know what you are talking about  
23 is if we want to encourage a variety of housing, so that's the general...  
24

25 **COMMISSIONER GIBA** – Absolutely. Why don't we put that kind of information  
26 in here? Again, also you describe the fact that retired people live in trailers and  
27 low income condominiums and stuff. In the City of Moreno Valley that might be  
28 the case because the people who can afford a much higher economic position to  
29 buy into and we had that discussion once before, there are no above 55 housing  
30 very much available for the people to stay here and live in that kind of housing.  
31 Now you know I am learning about this document, but it seems to me it is a little  
32 bias in one direction in that you are not looking at all the needs in this document  
33 and addressing all of those needs in the document, so for me that's a very strong  
34 weakness because if this is supposed to represent Moreno Valley, I don't believe  
35 it is correctly.  
36

37 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – To be  
38 very honest, the document is done pursuant to the requirements of the State  
39 Housing and Community Development. They don't care about providing housing  
40 for the wealthy. It is not one of the categories that they want us to assess in the  
41 Housing Element. The issue you are talking about is much more an issue for the  
42 General Plan because it is talking about providing housing for some other  
43 reasons. I would pause it that we have plenty of zoning for upper end housing.  
44 Is it upper end housing? Maybe or maybe not. Why is that not developed or why  
45 is it as expensive as we would like. That is not an issue for the Housing Element  
46 because once you get to 120 percent of median and above that is one big

1 category which based on our current zoning and General Plan we far exceed the  
2 numbers to meet that category.

3  
4 **COMMISSIONER GIBA** – But have we made accommodation for those things  
5 and where would we do that if we aren't doing it in this element if this is called the  
6 Housing Element?

7  
8 **CHAIR VAN NATTA** – Well Commissioner Giba if I can interject a little  
9 something in here. When it comes to housing it is not build it and they will come  
10 because the builder is not going to build it unless they already sense there is a  
11 market for it, so if you want to create a market for that kind of housing, you have  
12 to provide other elements within the City that are going to attract the people who  
13 want that kind of housing. When there is a demand for it, believe me the builders  
14 would build it. They make a lot more money on expensive housing per acre than  
15 they do on affordable housing and it frustrates me as you were mentioning when  
16 I see all the time people in my age range and above who have decided to sell  
17 their home that is in a family neighborhood and they want to live in a 55+  
18 community and there is nothing in Moreno Valley for that and so they go to  
19 Beaumont and they go to the Solara tract; the Four Seasons tract; the Sun Lakes  
20 and so forth and so on because there is an abundance of housing out there for  
21 55+ and I believe at one time one of the developers had a very large 55+  
22 community approved that was going to be built, except the economy kind of stuck  
23 its ugly head in there and spoiled it. I would hope that when the economy picks  
24 up enough to where that demand surfaces again that we'll have that but it is kind  
25 of like when people say we shouldn't do this with this land, we should do this  
26 instead.

27  
28 Well to a certain extent you have to realize that all this land is owned by  
29 developers who are going to want to build what people are prepared to buy and  
30 not building mansions in the hills thinking well if we build them here then we  
31 might be able to attract somebody out to live in them. No they still aren't going  
32 out to Moreno Valley to live in a mansion if there is nothing else here to attract  
33 them and the kind of things in the General Plan like saying okay we are going to  
34 you know have world class centers that include not only distribution but corporate  
35 offices and so forth and so on and you have that quality of people coming out  
36 here to work, then you are going to have that quality of people and that income  
37 level of people looking for housing to match that, but I think what Mr. Terrell was  
38 trying to express is that with this document we are meeting certain legal  
39 standards that we have to provide for that have been imposed upon us; not  
40 making a housing plan but showing that we are supplying the housing levels that  
41 we are legally required to do.

42  
43 **COMMISSIONER GIBA** – And I get that totally is that by the legal part of it this  
44 document has none. I guess my question was we can't add to this document  
45 above and beyond that to show that we are concerned about those other needs  
46 and to be able to start looking at that and ways to satisfy those needs when that



1 time comes that they'll be needing those types of homes and is there any reason  
2 why that can't be put in this document. Is there any reason why you can't reach  
3 out a little bit and change what you are doing?  
4

5 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – No there  
6 isn't a reason why you can't put it in this document or in the General Plan or in  
7 some other policy document in the City. It shows an intent... basically this is  
8 adjunct to the General Plan which already talks about some of the things that you  
9 are talking about and I would suggest that's really where you want to have that  
10 discussion, because people who are looking at the Housing Element aren't  
11 looking at the issues you are talking about. They just aren't, but it is definitely an  
12 appropriate discussion for the General Plan in general or possibly you know for  
13 Economic Development plans or other plans where it is more pro-active to  
14 provide what I'd almost call a business you know; an amenity that you don't  
15 have. The Housing Element just by State Law the way it is defined doesn't fit  
16 well into that goal that you are talking about. But talking about it and having it is  
17 definitely appropriate.  
18

19 **COMMISSIONER GIBA** – And John that's great. I appreciate the clarification  
20 because as far as I was concerned that wasn't clear, especially with the  
21 statement that I read to you, is that we are supposed to be satisfying the needs  
22 of all the economic... or maybe we should have said some of the economic in  
23 this document; I don't know. Also there were some things in there that could  
24 have made the document much cleaner and clearer and I don't know if you want  
25 me to bring all those up either but I could do that, but maybe we could give  
26 somebody else a chance to talk and you can come back to me.  
27

28 **COMMISSIONER SIMS** – I have a couple of other questions on this. So it is a  
29 State you know statute here or government code statute. It looks like it is a  
30 requirement to do this. SCAG is the implementer to gather up all the data for the  
31 cities and counties... okay, so what happens if you don't do it? If the City says  
32 nay we aren't going to do the Housing Element. If you don't have this as a box to  
33 check at the State or whatever the Housing and Community Development at the  
34 State then you aren't eligible for CDBG or is there grant funds or something...  
35

36 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – Yes there  
37 are a couple of things. First of all if you don't have a certified Housing Element,  
38 rather than doing it every eight years, you get to do it every four years, so there is  
39 that incentive. There is also the disincentive that you are not eligible for certain  
40 funding at the State level and that used to be primarily housing funds at the State  
41 level, but they over time have broadened it to include certain transportation  
42 money and other types of funding that come from the State, so there is a  
43 potential to be ineligible for that money. The ultimate one and this has actually  
44 happened in one or more cities; San Bernardino is the most recent one in our  
45 area, where they weren't in compliance and were sued and they were precluded

1 from having any development in their City until they corrected it, so that was at  
2 the extreme end.

3  
4 **COMMISSIONER SIMS** – A moratorium type of thing

5  
6 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – So there  
7 are consequences and actually the Housing Element for all its perceived  
8 constraints, really at the end of the day they are saying provide the capacity to  
9 build housing in these numbers and if you have higher density housing, which  
10 may or may not be built because there is not a market for it; if you have higher  
11 density zoning you automatically meet that objective just by providing the zoning.  
12 The next step is to obviously not to throw up any impediments to oh let's put a  
13 Conditional Use Permit on all low income apartments. Well that would be  
14 considered an impediment and we would likely be sued like many other cities in  
15 the State have been sued for putting up barriers to affordable housing.

16  
17 **COMMISSIONER SIMS** – So two things... so there is really no penalty. Once  
18 you adopt the Housing Element and it sounds as if you hit the number it is a set  
19 aside of space within the City to accommodate the allocation percentages that  
20 you are supposed to get to. If you don't hit that eight years from now and you  
21 don't hit it, as long as your Housing Element and your General Plan are  
22 consistent, that you've allocated that land then we are golden. Is that essentially  
23 the story here and they'll do a reckoning of the calculations, but if you don't hit it  
24 it's not punitive that we didn't get 6,000 actual houses built.

25  
26 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – Correct,  
27 this is the ultimate planning document. It is planning to meet the objective and  
28 reporting on what you've done. Since this is consistently... this community and  
29 really most of the communities in Riverside County have met that objective. If for  
30 example we didn't meet that capacity going into the plan we would have had to  
31 have an objective to re-zone property. We don't have to do that because we  
32 already exceed the numbers they've given us, so if we didn't we'd have to do that  
33 and if we didn't meet it by sometime and it has to be before the end of the eight  
34 year period, then we would be out of compliance and would lose our certification.  
35 So we are in a pretty good position now. I think when we did the R30 at that time  
36 we didn't have the final numbers but the intention was we have some flexibility to  
37 move around that R30 because we've created a cushion for ourselves and that  
38 housing may never be built and if it is built it may not be affordable, but at least  
39 we have provided the opportunity.

40  
41 **COMMISSIONER SIMS** – This has nothing to do with the Housing Element per  
42 say... I would ask as a request... at my work we do a lot. We deal with thick  
43 documents and stuff with a lot of minutia in it and this is a classic where we'd be  
44 adopting an ordinance; say we are going from ordinance one to ordinance two  
45 and typically what we try to do for our... as a staff person we'll ask to show the  
46 differences between the old and the new, so you know because I couldn't tell you

1 what the differences are from the 08 ones to the 13 ones, so I would ask that  
2 something like this in the future and certainly if the staff person that is working on  
3 it would probably know exactly well that changed and that changed and that  
4 changed and it might just be one thing you could put within the Staff Report that  
5 says these are the highlights for you to focus on when you review different from  
6 the prior one. That's it, thank you.

7  
8 **CHAIR VAN NATTA** – Bottom line is you can plan for it but you can't make them  
9 build it basically and in looking at this on table and it is saying for above  
10 moderate income, that comprises 41 percent of those 6,169 homes, so there is  
11 plenty of opportunity if someone has the inclination to build the higher level  
12 housing and it just all depends on the economy and where the demand is and if  
13 we want more high end housing we have to provide something that will attract  
14 people to the City of Moreno Valley who desire that type of housing. Are there  
15 any other questions or discussion?

16  
17 **COMMISSIONER GIBA** – Do you care if I... I want to know how important it is  
18 that your narrative is and your graphs all match up. Is it important?

19  
20 **INTERIM PLANNING DIRECTOR ORMSBY** – It is important. What I think I'd  
21 recommend doing if you have a lot of specific comments is that and since this is  
22 not a public hearing per say, it is for public input, that perhaps offline you could  
23 provide those comments and we could work...

24  
25 **COMMISSIONER GIBA** – Not when I read documentation. I'd like your graphical  
26 representations to match up with your narrative explanations and I like the  
27 numbers to add up in the narrative so when you leave something out they should  
28 all add up properly and that just comes from my background. If I'm going to take  
29 the time to read this as other people might, it might make them ask questions  
30 and I don't want any questions to be asked once your document is completed. I'll  
31 do that for you. I can actually just drop by sometime and even sit down and give  
32 you all my sticky notes.

33  
34 **CHAIR VAN NATTA** – It is good to have an extra editor here.

35  
36 **COMMISSIONER GIBA** – That way this is one of my...

37  
38 **CHAIR VAN NATTA** – Well I wanted to make sure we had time for our public  
39 comments before it gets too late.

40  
41 **COMMISSIONER GIBA** – Thank you Meli for being patient with me as usual.

42  
43 **CHAIR VAN NATTA** – That's okay. We've asked our questions. At this point I  
44 would like to open it for public comments and we have Tom J. That's what he  
45 put on my screen. I know there is a last name there. I'm supposed to read what  
46 is on the screen. Okay Mr. Jerele.

1 **SPEAKER JERELE** – Tom J. is close enough Chair Van Natta. I'm Tom Jerele  
2 speaking on behalf of myself and somewhat on behalf of the Sundance Center  
3 where I spend a bit of my time. We are on the lower rent area of the City on  
4 Sunnymead Boulevard, but I want to thank you for moving us over to the Housing  
5 Element and I do understand. I think Staff gave some good direction about the  
6 General Plan aspects, but I do want to affirm what Commissioner Giba said and  
7 you Chair Van Natta too. You are very correct about market conditions being  
8 right, but bottom line is you are the City Planners. You set the course; what you  
9 say; what you do; the projects you approve sets a tone for the City and it does  
10 begin to set a pattern.

11  
12 You know I've felt passionately about this issue; about the issue of the upper  
13 level executive housing for this community since I first visited 35 years ago on a  
14 cold blustery day in 1978. We were up in those hills and I said man this is  
15 incredible, but I also saw the need for the affordable housing and it wasn't but a  
16 few months ago I came in and supported an affordable housing project. It was  
17 the R30 zoning for it would provide for it, so I certainly don't want to come across  
18 as elitist. I probably qualify for half the Housing Element right now myself, so it is  
19 not like I have some lofty attitude for my personal gain, but it is something that  
20 we need a balance in this community for number of reasons; image being the  
21 first one, but jobs creation, because this is where your executive level employers  
22 will come from; your professionals; your entrepreneurs and this is where they are  
23 going to want to reside.

24  
25 You know it just breaks my heart to think how many people; doctors and highly  
26 skilled medical people and we are bringing a medical corridor in here. Many of  
27 those people are earning their living and coming here every day and they are  
28 going home to Murrieta and going home to Temecula; they are going home to  
29 Corona, Beaumont, Banning and Riverside. You know what is missing here, so  
30 you know we need to take a look at this so moving over to a General Plan  
31 discussion is the proper venue I'm supportive. I simply wanted to plant the seed  
32 tonight and I thank the Commission for being receptive. It is something I'm going  
33 to stay on. I've been as I said passionate about this for 35 years.

34  
35 The crux of the issue is that HR zone. It is a killer and I recently had an  
36 opportunity to look at some beautiful hillside property with Chair Van Natta at a  
37 function and I appreciate the fact that she could see the vision for some higher  
38 end housing in the proper areas, but your key zoning and I understand we have  
39 people on the Commission now and the water business is it one per acre and  
40 why that is key is the cost; the infrastructure in getting water up there. I haven't  
41 run the numbers recently but as long as 15 or 20 years ago you are looking  
42 about 50 thousand dollars per unit to just get a water system up there and it is  
43 probably more today, so most of these homes would be if the density is low  
44 enough they are going to be on septic; possibly have a sewer system, but like I  
45 said there are a lot of other benefits to this related to the water, which I don't  
46 have time to go into tonight, but I hope you'll continue on with this discussion.

1 I affirm your good will and one last thing on market conditions Chair Van Natta.  
2 What I found works in this community very well and I've been involved with  
3 housing for a long time, I call it the 60 percent rule. When our housing prices are  
4 at about 60 percent of LA and Orange County, it will sell, so you can build that  
5 big house and if you build enough of them where the people feel secure to invest  
6 in them, somebody will buy it because it will cost me x dollars in Orange County  
7 and it will cost me x dollars in Diamond Bar or LA County and you know even in  
8 Riverside. Riverside is egregiously expensive, so people just buy for raw value  
9 but I would hope that we would ratchet that up. As Commissioner Giba said we  
10 are ratcheting down our values and that hurts your tax base, hurts your income...  
11 I feel sorry for the kids who aren't going to be inspired by the people who go  
12 home at night who may be involved with our schools and our charities and so on  
13 and so forth and that's how you build a total community. So again I thank you for  
14 your time and your open mindedness and I appreciate and welcome to our two  
15 new Commissioners.

16  
17 **CHAIR VAN NATTA** – Thank you Mr. Jerele. We have another speaker Deanna  
18 Reeder. My screen says Deanna R. Can we have the whole name put up there  
19 next time if is on the...  
20

21 **INTERIM PLANNING OFFICIAL ORMSBY** – We could  
22

23 **SPEAKER REEDER** – People's first names are probably okay here. You know if  
24 this was a full house you might have a problem with Tom, but there is not that  
25 many Deanna's. I did not read this whole document. I have read the whole  
26 document in previous years. I just glanced over this one but one of tables in here  
27 that just really, really stuck out at me is on page 34 and I'm not sure if there  
28 paginated the same for you as it is in this book, but it is the employment growth  
29 and it has Moreno Valley's top five employers and it has Riverside County  
30 Regional Medical and it has 2100 employees, except the Moreno Valley Unified  
31 School District has more than that and it goes from 2100 down to 350 and to me  
32 that is inaccurate, so someone should look at that. I know they got the table from  
33 SCAG but we don't have to use an inaccurate table. Also in previous years and I  
34 actually have questions and what I'd actually like you to do is to not take my word  
35 for it and actually as these questions yourself because when I see Staff... well I  
36 question everything actually so that shouldn't surprise anybody. But on page 9  
37 under citizen's participation, it would be the third paragraph down when it talks  
38 about citizen's participation and you know staff conducted meetings with area  
39 residents, nonprofit organizations, surrounding jurisdictions and when I read the  
40 original draft of this a few years ago, most of the data was based upon meetings  
41 that happened I believe in 2004. Now the original ones stated that is was from  
42 meetings from 2004 and none of those meetings actually stated how people  
43 attended. Now when you go further into it you'll get to the part where at one of  
44 the City Council meetings you had input from three different people and I was  
45 one, but none of this here tells you about the citizen's participation, tells you  
46 exactly how many people did participate and from what I read it wasn't actually

1 very many people. But you know what that makes a very big difference. We are  
2 a City of almost 200,000 people so are we basing this you know citizen input on  
3 what we heard three people say; twenty people say. I like to see numbers so I  
4 can base it upon... you know is this adequate data and in my opinion from what  
5 I've read previously you gotten inadequate data, so I would actually like you to  
6 ask questions about how many people participated. I know I've got copies of  
7 what I have had. I have copies of a lot of stuff and I guess I'm just... I'm literally  
8 questioning where some of the public participation came from. Now I know with  
9 me and the newspaper I never read the classified section. I never read the legal  
10 ads. Most people just barely read the newspaper. I know when the City wants  
11 input they can do a lot to get it, so on some of these things I think the City  
12 actually needs to do a better job of public participation and input. Thank you.

13  
14 **CHAIR VAN NATTA** – Thank you very much

15  
16 **COMMISSIONER GIBA** – If I might add to Ms. Reeder. If anybody was see all  
17 my notes. I had the same question. Remember I said I was going to come back  
18 to some of those and on page 140 of your original document, not the document  
19 but your introduction document; public participation... I actually made a note. Do  
20 we have numbers of participants and any information and feedback about that  
21 and then down toward the bottom something caught my eye. It said City Council  
22 on April 23<sup>rd</sup> had a Planning Commission; had a meeting, a public information  
23 meeting at the City Hall Chambers and they mentioned April 23<sup>rd</sup> for that. Didn't  
24 that get cancelled for us, that joint Planning that we were supposed to do with  
25 them for that Alessandro Corridor? That got cancelled twice. Yes it is yet to  
26 happen, but the Alessandro Boulevard Corridor implementation plan included two  
27 public hearings, Planning Commission Hearing on March 14<sup>th</sup> and City Council  
28 on April 23<sup>rd</sup> and I thought that was supposed to have been a joint one with us  
29 and I don't think it ever happened.

30  
31 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – No  
32 actually it was the Alessandro Corridor. You were supposed to have a Joint  
33 Study Session, but it wasn't on that subject.

34  
35 **COMMISSIONER GIBA** – Is that ever going to happen?

36  
37 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – Good  
38 question

39  
40 **COMMISSIONER GIBA** – I just thought I'd bring it up

41  
42 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** –  
43 Obviously it was very difficult to get that meeting together over the summer so I  
44 gave up, but we will try. I'm sure Chris and maybe we'll try again.

45  
46 **CHAIR VAN NATTA** – I thought that was for the overlay

1 **COMMISSIONER GIBA** – Yes it was on the... well it was part of that whole...

2  
3 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – It was the  
4 60 Corridor overlay you were supposed to have, yes.

5  
6 **COMMISSIONER GIBA** – And it was on the Alessandro I think too... And then of  
7 course in your document they have the stuff on citizens participation too and  
8 again I agree with Ms. Reeder that in the document you don't really give us any  
9 information on what that feedback told us and that is all marked up here and like I  
10 said I keep going through my sticky's and can't always get to them and I drive  
11 Ms. Van Natta nuts with it anyway, so yes I was kind of curious myself why we  
12 don't put feedback in this document for that. I have more discussion but I'll save  
13 it.

14  
15 **CHAIR VAN NATTA** – Okay we have no other speakers scheduled for this item  
16 and so we'll close the Public Comment section and I understand there is no  
17 action that we are taking on this. It was just an opportunity for public input.

18  
19  
20  
21 **OTHER BUSINESS**

22  
23 1. Election of Vice Chair

24  
25 **CHAIR VAN NATTA** – So at this point we'll go on to Other Business and we  
26 have a vacancy in our Vice Chair, so do we have any nominations for the Vice  
27 Chair position?

28  
29 **COMMISSIONER LOWELL** – Can you nominate yourself?

30  
31 **CHAIR VAN NATTA** – I don't know. Can he nominate himself?

32  
33 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – That's  
34 certainly permitted.

35  
36 **CHAIR VAN NATTA** – I think if we have a willing victim that... I mean a willing  
37 participant that... Carlos, were you going to say something?

38  
39 **COMMISSIONER GIBA** – Well I was going to nominate Commissioner Giba. I  
40 think he would do a great job and he's up for the task. I also believe  
41 Commissioner Lowell would also do a fantastic job, so I guess we should vote on  
42 it.

43  
44 **CHAIR VAN NATTA** – Are you nominating both of them? Okay, so we have a  
45 nomination for Commissioner Giba and do we have any other nominations... a  
46 volunteer and not a nomination.

1 **COMMISSIONER GIBA** – Can I second myself?

2  
3 **CHAIR VAN NATTA** – I think we need a second

4  
5 **COMMISSIONER SIMS** – I'll second nominating Jeffrey Giba for the position.

6  
7 **CHAIR VAN NATTA** – Okay any other nominations? Then the nominations are  
8 closed and we will take a vote. All in favor of Commissioner Giba being our Vice  
9 Chair say aye. Are there any opposed? We have a new Vice Chair.  
10 Congratulations.

11  
12 **COMMISSIONER GIBA** – Thank you.

13  
14 **CHAIR VAN NATTA** – Then do you have a wrap up for us Mr. Ormsby or  
15 whoever is in charge now?

16  
17 **INTERIM PLANNING OFFICIAL ORMSBY** – For that particular item?

18  
19 **CHAIR VAN NATTA** – No just in general... Staff Comments

20  
21  
22  
23 **STAFF COMMENTS**

24  
25 **INTERIM PLANNING OFFICIAL ORMSBY** – Yes we didn't actually do a wrap up  
26 on the very first item so maybe we could just... I just want to mention that.

27  
28 **CHAIR VAN NATTA** – I have a tendency to skip that unless you get my  
29 attention; yes.

30  
31 **INTERIM PLANNING OFFICIAL ORMSBY** – Right, right. That particular action  
32 shall be final unless appealed to the City Council within 15 days. So just for the  
33 record.

34  
35 **CHAIR VAN NATTA** – I'll try to remember to allow you that opportunity. Okay  
36 any other Staff Comments like when our next meeting is and stuff like that.

37  
38 **INTERIM PLANNING OFFICIAL ORMSBY** – Yes I did have comments as far as  
39 the next meeting and maybe even highlights from the following meeting. Actually  
40 the next two meetings are just three weeks apart. October 24<sup>th</sup> is the next  
41 meeting and that will be followed by a meeting on November 14<sup>th</sup> and it appears  
42 to be enough items really to hold both meetings. So October 24<sup>th</sup> will have of  
43 course the continued item from tonight and then there is also a Specific Plan  
44 Amendment to the Town Gate Specific Plan to allow certain uses such as senior  
45 housing within the Office Commercial zone, so it is a very specific change to the  
46 zoning of the Town Gate Plan. And then for November 14<sup>th</sup> there are a couple of



1 items. We have a review of the draft of the State Highway 60 Corridor Study  
2 tentatively scheduled. We would also have possibly a Municipal Code  
3 Amendment with regard to banners for recreational facilities. That is actually  
4 something initiated by the Community Services and Parks Department. We also  
5 expect to have an eight lot Tentative Tract Map for your review which will be on  
6 the south side of Myers between Indian and Heacock. The Applicant is Habitat  
7 for Humanity and then finally we may also have a fast food restaurant within the  
8 existing Stoneridge Center at Nason and Fir, so we have a few items for that  
9 meeting and then one final item. We are trying to arrange for former  
10 Commissioner Crothers to attend to receive a plaque recognizing her service to  
11 the Commission, but she apparently has had a very tight schedule so we've had  
12 some challenges getting hold of her. It is my understanding she cannot make the  
13 October meeting so we are checking with her again to see if she could make  
14 November, so we are going try to plan on that. That concludes Staff's  
15 comments.

## 16 17 18 19 **PLANNING COMMISSIONER COMMENTS**

20  
21 **CHAIR VAN NATTA** – Okay are there any Commissioner Comments?  
22 Commissioner Ramirez is there anything you want to say?

23  
24 **COMMISSIONER RAMIREZ** – Nothing

25  
26 **COMMISSIONER GIBA** – Did you think I wouldn't. I just wanted to know in  
27 thinking forward and progressive, in your documents you have what is called  
28 housing goals. Is there any possibility or any consideration to actually place  
29 some housing goals as to looking at different types of zoning, improvements to  
30 include those other categories? I think Mr. Jerele make some very good points.  
31 Are there things that can be done to encourage the building, even if you don't  
32 build it that they'll come, but if you can encourage that kind of future activity so  
33 that the builders do see an opportunity to do it, are there any things that we can't  
34 do on action and programs sort of under housing goal number 79 or whatever it  
35 is. If you could do that that would be way cool you know, but that is all I had to  
36 say.

37  
38 **COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR TERELL** – I think  
39 one of the items and I think Chris was at the meeting but it is on the docket,  
40 because I agreed it was on the docket, so now Chris has to deal with it, was for  
41 you to have a review of the Hillside Residential zone. I believe that was one of  
42 the things that you wanted have as kind of a discussion item at some point and  
43 so that is on the docket and maybe as part of that you might want to look at what  
44 I would call the executive housing zones which are the larger lot zones and you  
45 may want to review those and see if there is anything in there that would be  
46 appropriate... typically as the Chair has said, housing gets built when it is

1 feasible and there is a market for it and executive housing in Moreno Valley  
2 might be half million dollar houses, where in Orange County it is million and a  
3 half dollar houses, so making that half million dollar executive house feasible,  
4 may be our standards are too high and may be in fact the standards are high; the  
5 requirements are too high; may be the streets are too wide; the grading is too  
6 much. There may be things that we are asking for are too much today to create  
7 the housing that will become more unaffordable over time and I think that is the  
8 point that Mr. Jerele was saying was the opposite, was that in fact the standards  
9 we have are so high that it is not feasible to build Hillside Residential.

10  
11 **COMMISSIONER GIBA** – So that would be a good opportunity to readdress that  
12 issue to maybe make it feasible for them to come in and do that and then if that is  
13 the case we can open that door for those opportunities and for that economic  
14 portion of our community and thank you. That is all I'm asking.

15  
16 **CHAIR VAN NATTA** – Okay Commissioner Baker do have any comments?

17  
18 **COMMISSIONER BAKER** – I have none

19  
20 **CHAIR VAN NATTA** – Okay you have none. Okay Commissioner Lowell?

21  
22 **COMMISSIONER LOWELL** – Nope

23  
24 **CHAIR VAN NATTA** – And Commissioner Sims?

25  
26 **COMMISSIONER SIMS** – None

27  
28 **CHAIR VAN NATTA** – I just want to say something about that. A number of  
29 years ago I had the opportunity to show housing in Moreno Valley to the new  
30 Commander of March Air Force Reserve Base and after I showed him a number  
31 of homes he went and bought a brand new home in Murrieta saying that he had  
32 been told that Moreno Valley was not where he wanted to live. I think the  
33 reputation needs shining up a little bit, but the other end of it is I remember a  
34 number of years ago when there was a housing development planned for the  
35 hillside area on the north side and I remember listening to the City Council  
36 virtually shoot it down; put so many requirements on it and the people came back  
37 with revisions several different times and were shot down again and eventually  
38 they went away, so I think that whole idea of not making them jump through so  
39 many ridiculous hoops when somebody comes in with a good plan that will  
40 provide some upscale housing, make it easier for them instead of making it more  
41 difficult, but we can't control what the City Council does regardless of what we  
42 plan for or approve or don't approve at this level if they decide they want to do  
43 something different. That was my comment. Thank you.

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**ADJOURNMENT**

**CHAIR VAN NATTA** – Okay may I hear a motion to adjourn?

**COMMISSIONER BAKER** – So moved

**COMMISSIONER SIMS** – I’ll second

**CHAIR VAN NATTA** – Okay it is seconded and all in favor pack up your things and leave.

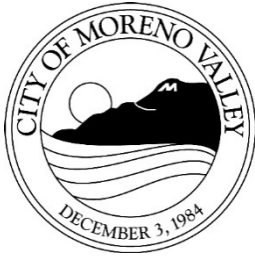
\_\_\_\_\_  
Chris Ormsby  
Interim Planning Official  
Approved

\_\_\_\_\_  
Date

\_\_\_\_\_  
Meli Van Natta  
Chair

\_\_\_\_\_  
Date

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**PLANNING COMMISSION  
STAFF REPORT**

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Case: P11-061(Specific Plan Amendment)

Date: November 14, 2013

Applicant: Fritz Duda Company

Representative: John Loper

Location: Towngate Specific Plan (SP No. 200),  
in an area bounded by Eucalyptus Ave.,  
Memorial Way and Gateway Dr.

Proposal: A Specific Plan Amendment to permit  
senior housing and conditionally permit  
hotels and assisted living facility uses  
within the existing Office Commercial  
land use district of the Towngate  
Specific Plan (SP200). Development  
and parking standards for the three  
uses as well as an update of existing  
handicap accessible parking standards  
are proposed within the Plan.

Recommendation: Approval

**SUMMARY**

The applicant, Fritz Duda, is requesting the approval of a Specific Plan Amendment to the Towngate Specific Plan (SP 200) for the Office Commercial Land Use District to allow senior housing facilities to be permitted and hotels and assisted living facilities to be conditionally permitted. In addition, development standards for senior housing, hotels and assisted living facilities are proposed. Outdated handicap parking standards within the Towngate Specific Plan are also proposed to defer to current Municipal Code standards.

## **Background**

The Towngate Specific Plan (SP 200) is located between Day Street to the west, Frederick Street to the east, Highway 60 to the north and Cottonwood Avenue to the south. The original Specific Plan was adopted in 1987, and was designed to allow the development of residential and commercial uses. The original land area of the entire Towngate Specific Plan No. 200 encompasses 590.7 acres, and a majority of the Towngate Specific Plan area is built out. The Specific Plan has been amended on five (5) previous occasions.

## **PROJECT DESCRIPTION**

### **Project**

The applicant and property owner of the Towngate Shopping Center is proposing modifications to the existing Towngate Specific Plan (SP200). The modifications propose the addition of hotel, senior housing and assisted living facility uses into the Office Commercial land use district with additional development and parking standards proposed for each. The amendment will include several parcels within the Towngate Square portion of the Plan. The proposed Specific Plan Amendment for SP 200 is the sixth such amendment since the Plan was adopted.

### **Site**

The modification will apply to an 11.2 acre portion (Planning Area 7) of the 590.7 acre Towngate Specific Plan. The subject site is bounded by Memorial Way to the east, Eucalyptus Avenue to the south, Gateway Drive to the north. There is no immediate street access on the west, where the Robertson's Ready Mix project is currently situated. Current land uses included within Planning Area No. 7 of the Specific Plan include an existing supermarket. An existing fire station is located within a portion of Planning Area 7.

### **Surrounding Area**

A wide variety of land uses surround Planning Area 7 or the Office Commercial land use district. Land uses surrounding the project site adjacent to the east of Memorial Way include high density residential apartments and lower density single-family residential homes. Commercial/retail uses, including two hotels, are located north of the site directly across from Gateway Drive. An existing condominium complex as well as an established single-family residential neighborhood is located south of the site directly across from Eucalyptus Avenue. An existing supermarket lies to the north and west of the site while an existing fire station lies within the Planning area adjacent to Eucalyptus Avenue.

### **Modifications to Specific Plan Language**

The applicant proposes to allow three additional uses within the existing Office Commercial (OC) land use district of the Towngate Specific Plan No. 200 as follows:

**1. Hotel Uses** - The Municipal Code allows hotel uses in Office Commercial (OC) land use districts with a Conditional Use Permit (CUP). A CUP would be required for hotels, regardless if the use included kitchens for more or less than 20 percent of the units. A CUP is required for hotels primarily to verify if the use is operating correctly and not creating any impacts to surrounding properties. In the case of the Towngate Specific Plan, a CUP would be required for the same reasons listed above and be consistent with how they are approved in the Municipal Code. The CUP would cover all regular and extended stay hotels.

**2. Assisted Living** - The Municipal Code requires a Conditional Use Permit (CUP) for assisted living facilities in the Office Commercial zoning category if the facility is located within 300 feet of a residential use. Based on the areas where the office land use designation is included in the Towngate Specific Plan, various residential uses are typically provided within 300 feet of the parcels. Therefore, a CUP would be necessary for this use in the Towngate Specific Plan in order to review impacts associated with adjacent land uses and provide conditions of approval as necessary.

**3. Senior Housing** - The Municipal Code automatically permits this use in the Office and Office Commercial land use categories. Therefore, it is proposed that the use be automatically permitted in the OC land use district within the Towngate Specific Plan.

Development and parking standards are also included for the three uses. Standards provided are consistent in most instances with language included in the Municipal Code with additional allowances for accessory uses within senior housing projects such as the inclusion of beauty salons to a maximum of 2,000 square feet, dining facilities to a maximum of 3,500 square feet, a small scale pharmacy under 2,000 square feet, small scale retail under 2,000 square feet, personal training and physical therapy under 3,000 square feet, and a recreation center or other facilities that are for the sole enjoyment of residences within the facilities. For restaurant uses, dining facilities associated with senior housing projects that are open to the public shall provide additional parking for the use at the Specific Plan requirement of 4.75 spaces for every 1,000 square feet of building area.

A modification has also been proposed to the Towngate Specific Plan to update existing outdated accessible parking standards. Existing language in the Specific Plan on accessible parking standards are proposed to be removed and replaced with language deferring standards to the Municipal Code.

Staff recommends approval of the proposed specific plan amendment based on the fact that the additional uses allowed would provide flexibility of uses within the OC land use district and allow connectivity from residential land uses to adjacent commercial/retail land uses such as the existing supermarket that sits immediately to the north and west of Planning Area No. 7. Allowance of the three additional uses would also be consistent with existing Municipal Code standards of either permitting or conditionally permitting the three land uses within the Office Commercial or Office land use districts.

All text changes to the Towngate Specific Plan No. 200 are included as an exhibit to the Planning Commission Resolution. New language is provided in bold italics and is underlined, while any language to be removed is provided in cross-out form. A clean copy of the updated language is also included as an attachment to the resolution.

### **REVIEW PROCESS**

The proposed amendment requires review by the Planning Commission and adoption by the City Council. The Planning Commission is required to provide a recommendation to the City Council prior to the Council reaching a final decision.

### **ENVIRONMENTAL**

The proposed Towngate Specific Plan amendments would have a negligible environmental impact. The amendments are exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061 of the CEQA Guidelines in that there is no possibility that the proposed activity may have the potential for a significant impact upon the environment.

### **NOTIFICATION**

Public notice was sent to all property owners of record within 300' of all existing Office Commercial land use district property within the Towngate Specific Plan (SP No. 200). The public hearing notice for this project was also posted on two prominent corners of the project site included within designated Office Commercial land use parcels in the Specific Plan and published in the local newspaper.

### **REVIEW AGENCY COMMENTS**

As the proposed Specific Plan Amendment did not include any project or development proposals, the application was not forwarded for review agency comments or to the Project Review Staff Committee (PRSC).

### **STAFF RECOMMENDATION**

**APPROVE** Resolution No. 2013-28, and thereby **RECOMMEND** to City Council to:

1. **RECOGNIZE** that the proposed Specific Plan amendment is exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Sections 15061 of the CEQA Guidelines, and;
2. **APPROVE** P11-061 to amend Towngate Specific Plan No. 200 to permit senior housing facilities and conditionally permit hotels and assisted living facilities in the existing Office Commercial land use district, including development and parking standards for each, and an update to existing handicap accessible parking within the Plan area (Attachment 2).



**Planning Commission Staff Report  
Page 5**

Prepared by:

Mark Gross, AICP  
Senior Planner

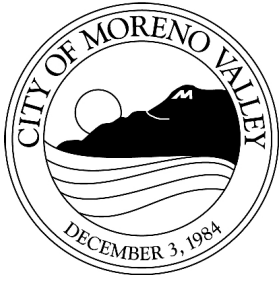
Approved by:

Chris Ormsby, AICP  
Interim Planning Official

ATTACHMENTS:

1. Public Hearing Notice
2. Planning Commission Resolution No. 2013-28 with clean copy of Specific Plan Amendment.
3. Strikeout/Underline version of Specific Plan Amendment.

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# Notice of PUBLIC HEARING

**This may affect your property. Please read.**

Notice is hereby given that a Public Hearing will be held by the Planning Commission of the City of Moreno Valley on the following item(s):

**CASE:** P11-061 (Specific Plan Amendment)

**APPLICANT:** Fritz Duda Company

**OWNER:** Gateway Company L.C.

**REPRESENTATIVE:** John Loper

**LOCATION:** Towngate Specific Plan (SP No. 200), in an area bounded by Eucalyptus Ave., Memorial Way and Gateway Dr.

**PROPOSAL:** A Specific Plan Amendment to permit senior housing and conditionally permit hotels and assisted living facility uses within the existing Office Commercial land use district of the Towngate Specific Plan (SP200). Development and parking standards for the three uses as well as the update of existing handicap accessible parking standards are proposed within the Plan.

**ENVIRONMENTAL DETERMINATION:** The amendment is exempt under California Environmental Quality Act Guidelines Section 15061 in that there is no possibility that the proposed activity may have potential for a significant impact upon the environment.

**COUNCIL DISTRICT:** 5

**STAFF RECOMMENDATION:** Approval

Any person interested in any listed proposal can contact the Community and Economic Development Department, Planning Division, at 14177 Frederick St., Moreno Valley, California, during normal business hours (7:30 a.m. to 6:00 p.m., Monday through Thursday and 7:30 a.m. to 1:30 p.m. the second and fourth Fridays of the month) or may telephone (951) 413-3206 for further information. The associated documents will be available for public inspection at the above address.

In the case of Public Hearing items, any person may also appear and be heard in support of or opposition to the project or recommendation of adoption of the Environmental Determination at the time of the Hearing.

The Planning Commission, at the Hearing or during deliberations, could approve changes or alternatives to the proposal.

If you challenge any of these items in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the Public Hearing.



**LOCATION N Ø**

## PLANNING COMMISSION HEARING

Council Chamber, City Hall  
14177 Frederick Street  
Moreno Valley, Calif. 92553

**DATE & TIME:** November 14, 2013 7:00 P.M.

**CONTACT PLANNER:** Mark Gross

**PHONE:** (951) 413-3215

Attachment 1

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**PLANNING COMMISSION RESOLUTION NO. 2013-28**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY RECOMMENDING THAT THE CITY COUNCIL APPROVE P11-061 WHICH INCLUDES THE SIXTH AMENDMENT TO THE TOWNGATE SPECIFIC PLAN (SP NO. 200) TO PERMIT SENIOR HOUSING FACILITIES AND CONDITIONALLY PERMIT HOTELS AND ASSISTED LIVING FACILITIES WITHIN THE OFFICE COMMERCIAL LAND USE DISTRICT OF THE PLAN, INCLUDE DEVELOPMENT AND PARKING STANDARDS FOR EACH, AND UPDATE HANDICAP ACCESSIBLE PARKING LANGUAGE**

**WHEREAS**, the applicant, Fritz Duda Company has filed an application requesting the sixth amendment to Specific Plan No. 200 (Towngate Specific Plan) to permit senior housing facilities and conditionally permit hotels and assisted living facilities within the Office Commercial Land Use category, include development and parking standards for each and update of outdated handicap accessible language within the Plan as described in the title of this resolution and the attached Exhibits A and B.

**WHEREAS**, on November 14, 2013, the Planning Commission of the City of Moreno Valley held a public hearing to consider the subject application and recommend to the City Council.

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred;

**WHEREAS**, the Planning Commission considered the environmental determination for the project and compliance with the California Environmental Quality Act (CEQA) The project is determined to be "Categorically Exempt" based on CEQA Guideline Sections 15311, "Accessory Structures" and 15301, "Existing Facilities".

**NOW, THEREFORE, BE IT RESOLVED**, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

Attachment 2

1. **Conformance with General Plan Policies** – The proposed specific plan amendment is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The proposed specific plan amendment is consistent with the General Plan goals, objectives, policies and programs. The proposed amendment to the Towngate Specific Plan No. 200 primarily proposes additions of hotels, senior housing and assisted living uses within the existing Office Commercial land use category and is consistent with existing General Plan goals, objectives, policies and programs.

2. **Conformance with the Zoning Regulations** – The proposed specific plan amendment is consistent with the purposes and intent of Title 9 of the City of Moreno Valley Municipal Code.

**FACT:** The proposed specific plan amendment to include additional land uses within the Office Commercial land use district of SP No. 200, the addition of development and parking standards for each and updated handicap accessible parking standards within the Plan is consistent with current zoning regulations, including the purposes and intent of Title 9 of the City of Moreno Valley Municipal Code. The proposed amendment to the Towngate Specific Plan proposes minor additions of land use and development code standards into the Office Commercial category of the specific plan that is consistent with Municipal Code requirements within the same land use districts. Hotels, and assisted living facilities are considered as conditionally permitted land uses within the Office Commercial district of the Zoning Ordinance and senior housing uses are automatically permitted in the Office Commercial land use category within the Zoning Ordinance.

3. **Health, Safety and Welfare** – The proposed amendment will not be detrimental to the public health, safety or welfare.

**FACT:** The proposed amendment to the Towngate Specific Plan No. 200 will not be detrimental to public health safety or welfare for the surrounding community. All proposed amendments would not create any impact to health, safety, welfare or the overall environment. All existing land use designations and proposed minor modifications to the Towngate Specific Plan Amendment are consistent and compatible with surrounding land uses included in the specific plan and with existing Municipal Code requirements.

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY** approves Resolution 2013-28, **RECOMMENDING** that the City Council **RECOGNIZE** that the proposed specific plan amendment is exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15061 of the CEQA Guidelines (No. P11-061) and **APPROVE** the sixth amendment to the Towngate Specific Plan No. 200 to permit senior housing facilities, conditionally permit hotels and assisted living within the Office Commercial land use category of the Specific Plan, include development and parking standards for each, and update handicap accessible parking standards within the Plan based on the findings contained in this resolution and language included as Exhibit A to the resolution.

**APPROVED** this 14<sup>th</sup> day of November, 2013.

---

Meli Van Natta  
Chair, Planning Commission

ATTEST:

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Chris Ormsby, Interim Planning Official  
Secretary to the Planning Commission

APPROVED AS TO FORM:

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City Attorney

Attached: Towngate Specific Plan Modifications

- (12) Pharmacies
  - (13) Private clubs, fraternal organizations and lodges
  - (14) Restaurants and other eating establishments
  - (15) Travel bureaus
  - (16) Senior housing
  - (17) Other uses which in the opinion of the Director of Developmental Services are of a similar nature to the above uses.
- (4) Uses Permitted with a Conditional Use Permit:
- (1) Hotels, resort hotels, and motels
  - (2) Assisted living and nursing homes
- (5) Temporary Uses Permitted
- (a) Christmas tree and Halloween pumpkin sales
  - (b) Temporary construction facilities during construction
- (6) Accessory Uses Permitted:
- (a) All accessory uses customarily incidental to the foregoing permitted uses
  - (b) Pedestrian and bicycle trails
- (7) Site Development Standards
- (a) Minimum street setback shall be 15 feet from street right-of-way
  - (b) Minimum side setback shall be 5 feet except that an additional 3 feet per story shall be provided for buildings over 2 stories. Street side setbacks shall be equivalent to front set-backs.
  - (c) Minimum rear yard setbacks shall be 15 feet except that an additional 3 feet per story shall be provided for buildings over 2 stories. If the rear lot line adjoins a street, the rear setback requirement shall be the same as required for a front setback.
  - (d) Minimum building separation shall be 10 feet for 1 and 2-story buildings and 15 feet for buildings with more than 2 stories
  - (e) Building coverage on any given lot shall not exceed 50% on interior lots and 60% on corner lots. Standards fro the maximum amount of impervious surfaces to be provided in the Moreno Valley Mixed Use Development Design Handbook.



- (f) Landscaping. Prior to the issuance of any building permits, a complete landscaping plan for the site shall be prepared in conformance with the landscape design standards of the Moreno Valley Mixed Use Development Design Handbook and shall be submitted for Planning department review and approval.
- (g) Parking requirements shall be those set forth in Section V.B.4 of these Regulations and Standards for Development.
- (h) Fencing, walls, patio covers and other similar accessory structures shall be designed according to the standards and guidelines set forth in the Moreno Valley Mixed Use Development Design Handbook.
- (i) Signage, lighting and refuse disposal areas shall be governed by the standards and guidelines set forth in the Moreno Valley Mixed Use Development Design Handbook.
- (j) Standards for the screening of outside storage and loading areas shall be as provided in the Moreno Valley Mixed Use Development Design Handbook.
- (k) All roof-mounted mechanical equipment shall be screened from surrounding ground elevation views as provided in the Moreno Valley Mixed Use Development Design Handbook.
- (l) Projects shall conform to the architectural design standards and guidelines as set forth in the Moreno Valley Mixed Use Development Design Handbook

(8) Senior Housing, Assisted Living and Skilled Nursing Homes Development Standards

- a) Residential occupancy for active senior housing shall be limited to single persons at least fifty (55) years old, or to a cohabiting couples of which one is at least fifty-five (55) years old. Any differing age criteria set by state or federal law shall prevail over any inconsistencies within this section.
- b) Property Development Standards:
  - i. Density shall not exceed 30 dwelling units per gross acre for Senior Housing.
  - ii. Each dwelling unit shall consist of individual rooms that contain a full bathroom and may contain small efficiency kitchens. If provided, any common kitchens, and dining facilities must be adequate to serve all residents.
  - iii. Common living space and recreational facilities must be adequate to serve all residents
  - iv. Adequate external lighting shall be provided for security purposes. The lighting shall be stationary, directed away from adjacent properties and public right-of-way and compatible with the neighborhood

- v. The development shall provide laundry facilities adequate for the number of residents
- vi. A senior housing facility may allow as an accessory use one or more of the following uses within the facility without drive-thru lanes which may be exclusive of the residents of the project or may be open to the general public and residents:
  - i. Beauty salon, barber shop, nail salon, day spa (under 2,000 SF)
  - ii. Small scale pharmacy (under 2,000 SF)
  - iii. Small scale store selling daily needs such as groceries, gifts, clothing (under 2,000 SF)
  - iv. Dining facilities, Café, Coffee shops shall be limited at or under 3,500 square feet if they are open to the public. Dining Facilities, cafés and coffee shops that are open to the public shall follow the parking requirements for the Specific Plan at 4.75 per 1000 square feet.
  - v. Personal training and physical therapy (under 3,000 SF)
  - vi. Transportation, maintained and operated by the facility
  - vii. Recreation center
  - viii. Other facilities for the sole enjoyment of residents
- c) Senior Housing units shall not be less than four hundred fifteen (415) square feet in floor area for efficiency units and five hundred forty (540) square feet for one bedroom units, or as otherwise approved by the planning commission. For assisted living and skilled nursing care facilities, minimum unit size shall conform to state law for licensing of these facilities.
- d) Parking facilities shall be designed to provide security for residents, guests, and employees and shall be integrated into the architecture of the facility.

family dwelling, driveways which are more than 100 feet long or which lead to parking areas with more than 10 parking spaces shall be not less than 24 feet wide. All other driveways shall be not less than 10 feet wide.

d. Number of Spaces Required

The minimum number of off-street parking spaces to be provided is established as follows:

- (1) One-family dwellings, two family dwelling units, two enclosed spaces for each family units.
- (2) Multi-family dwelling and apartment houses, one and one-half spaces for each unit plus one guest space for each 4 units. One space per units must be covered.
- (3) For senior housing facilities, 1 parking space per dwelling unit shall be provided plus 0.25 parking spaces per unit for guests and employees. 50% of the required dwelling unit parking spaces shall be covered (garages, carports or parking structures).
- (4) Hotels, motels, clubs, guest ranches, and similar uses, one space for each guest room or apartment
- (5) Churches, auditoriums, stadiums, nightclubs, school multipurpose rooms and other places of public assembly, 8 spaces for each 1000 sq. ft. of building area.
- (6) Hospitals, one space for each three beds and one space for each staff member and employee on the largest shift.

- (7) Homes for the skilled nursing, one space for each 3 beds. Parking may be reduced per a parking study on approval from the Director of Developmental Services.
- (8) For assisted living facilities, 0.5 parking spaces shall be provided per unit, none of which is required to be covered. Parking may be reduced per a parking study as approved by the Community and Economic Development Director.
- (9) General retail commercial, 4.75 spaces for each 1000 square feet of building area.
- (10) Theaters, when an independent use, 8 spaces for each 1000 square feet of building area. If contained within an integrated retail-service shopping center larger than six acres, the parking standard for general retail commercial shall take precedence.
- (11) Furniture and appliance stores, one space for each 500 square feet of building area.
- (12) Automobile, boat, mobile home or trailer sales or rental; retail nurseries and other commercial uses not in a building or structure, one space for each 2000 square feet of display area
- (13) Bowling alleys, 5 spaces for each alley
- (14) Office
  - a. Offices, business and professional (excluding medical or dental offices), 2.5 spaces for each 1000 square feet of floor area in the building
  - b. Medical and dental offices and medical clinics, 5 ½ spaces for each 1000 square feet of floor area in the building

- (15) Dining rooms, bars, taverns, restaurants, cafes and similar uses involving the seating and serving of the public, 10 parking spaces for each 1000 square feet of building area. When any such use is contained within an integrated retail-service shopping center larger than 6 acres, the parking
- (16) Drive-in restaurants, 10 spaces for each 1000 square feet of gross floor area in the building. Vehicular storage shall be provided for 8 vehicles at 25 feet per vehicle prior to the order pick up location. When any such use is contained within an integrated retail-service shopping center larger than 6 acres, the parking standard for “general retail commercial” shall take precedence.
- (17) In industrial uses, one space for each two employees on the largest shift, plus one space for each vehicle kept in connection with the use. However, if the number of workers cannot be determined, the required parking shall include: One (1) space for every 250 square feet of office area, one (1) space for every 500 square feet of fabrication area, one (1) space fore every 1000 square feet of storage area, and one space fore every 500 square feet of floor plan which is uncommitted to any type of use.
- (18) Day child care centers, one space fore each two employees, plus one space fore each five children the facility is designed to accommodate.

- (19) Schools, Elementary and Intermediate: One (1) space fore each classroom or one (1) space fore every three (3) seats in the auditorium or multipurpose room, whichever is greater, plus off-street loading space for at least two school buses.
- (20) Business, professional and trade schools, one space for each two students, which the facility is, designed to accommodate.
- (21) Accesible parking spaces shall be provided per City requirements.

adjacent to Highway 60 shall also screen roof-mounted mechanical equipment so as not to be visible from the freeway.

- (e) Fencing, and walls, shall be designed according to the standards and guidelines set forth in the Moreno Valley Mixed Use Development Design Handbook.
- (f) Standards for the screening of outside storage and loading areas shall be as provided in the Moreno Valley Mixed Use Development Design Handbook.
- (g) Signage, lighting and refuse disposal areas shall be governed by the standards and guidelines set forth in the Moreno Valley Mixed Use Development Design Handbook.
- (h) Projects shall conform to the architectural and landscape design standards and guidelines as set forth in the Moreno Valley Mixed Use Development Design Handbook.

c. Office

- (1) Purpose and Intent - "Office" areas are designed to provide for development and maintenance of business, professional, and municipal offices and certain allied services normally associated with such offices.

(2) Applicability - These standards apply to Planning Unit 5 of the Moreno Valley Mixed Use Development Land Use Plan.

(3) Principal Uses Permitted

(a) The following uses are permitted provided a plot plan shall have been approved pursuant to the provisions of Section 18.30 of the City's Land Use Ordinance (Ord. #348):

- (1) Automobile parking lots
- (2) Business and professional office uses. Such uses may include accountants, advertising agencies, architects, attorneys, contractors, doctors, engineers, financial institutions, insurance agencies, photographers, real estate brokers, securities brokers, surveyors and graphic artists.
- (3) Advertising, secretarial and telephone answering services.
- (4) Business machine sales display and service
- (5) Civic and government uses
- (6) Day nurseries
- (7) Drafting and blueprint services
- (8) Electronic data processing, tabulating and record keeping services
- (9) Medical appliance sales
- (10) Medical, dental, biological and x-ray laboratories
- (11) Office furniture and equipment sales



- (12) Pharmacies
- (13) Private clubs, fraternal organizations and lodges
- (14) Restaurants and other eating establishments
- (15) Travel bureaus
- (16) Senior housing
- (17) Other uses which in the opinion of the Director of Developmental Services are of a similar nature to the above uses.

(4) Uses Permitted with a Conditional Use Permit:

- (1) Hotels, resort hotels, and motels
- (2) Assisted living and nursing homes

(5-4) Temporary Uses Permitted

- (a) Christmas tree and Halloween pumpkin sales
- (b) Temporary construction facilities during construction

(65) Accessory Uses Permitted:

- (a) All accessory uses customarily incidental to the foregoing permitted uses
- (b) Pedestrian and bicycle trails

(76) Site Development Standards

- (a) Minimum street setback shall be 15 feet from street right-of-way
- (b) Minimum side setback shall be 5 feet except that an additional 3 feet per story shall be provided for buildings over 2 stories. Street side setbacks shall be equivalent to front set-backs.
- (c) Minimum rear yard setbacks shall be 15 feet except that an additional 3 feet per story shall be provided for buildings over 2 stories. If the rear lot line adjoins a street, the rear setback requirement shall be the same as required for a front setback.
- (d) Minimum building separation shall be 10 feet for 1 and 2-story buildings and 15 feet for buildings with more than 2 stories
- (e) Building coverage on any given lot shall not exceed 50% on interior lots and 60% on corner lots. Standards fro the maximum amount of impervious surfaces to be provided in the Moreno Valley Mixed Use Development Design Handbook.

- (f) Landscaping. Prior to the issuance of any building permits, a complete landscaping plan for the site shall be prepared in conformance with the landscape design standards of the Moreno Valley Mixed Use Development Design Handbook and shall be submitted for Planning department review and approval.
- (g) Parking requirements shall be those set forth in Section V.B.4 of these Regulations and Standards for Development.
- (h) Fencing, walls, patio covers and other similar accessory structures shall be designed according to the standards and guidelines set forth in the Moreno Valley Mixed Use Development Design Handbook.
- (i) Signage, lighting and refuse disposal areas shall be governed by the standards and guidelines set forth in the Moreno Valley Mixed Use Development Design Handbook.
- (j) Standards for the screening of outside storage and loading areas shall be as provided in the Moreno Valley Mixed Use Development Design Handbook.
- (k) All roof-mounted mechanical equipment shall be screened from surrounding ground elevation views as provided in the Moreno Valley Mixed Use Development Design Handbook.
- (l) Projects shall conform to the architectural design standards and guidelines as set forth in the Moreno Valley Mixed Use Development Design Handbook.

(8) Senior Housing, Assisted Living and Skilled Nursing Homes Development Standards

- a) Residential occupancy for active senior housing shall be limited to single persons at least fifty (55) years old, or to a cohabiting couples of which one is at least fifty-five (55) years old. Any differing age criteria set by state or federal law shall prevail over any inconsistencies within this section.
- b) Property Development Standards:
  - a. Density shall not exceed 30 dwelling units per gross acre for Senior Housing.
  - b. Each dwelling unit shall consist of individual rooms that contain a full bathroom and may contain small efficiency kitchens. If provided, any common kitchens, and dining facilities must be adequate to serve all residents.
  - c. Common living space and recreational facilities must be adequate to serve all residents
  - d. Adequate external lighting shall be provided for security purposes. The lighting shall be stationary, directed away from adjacent properties and public right-of-way and compatible with the neighborhood

- e. The development shall provide laundry facilities adequate for the number of residents
- f. A senior housing facility may allow as an accessory use one or more of the following uses within the facility without drive-thru lanes which may be exclusive of the residents of the project or may be open to the general public and residents:
  - i. Beauty salon, barber shop, nail salon, day spa (under 2,000 SF)
  - ii. Small scale pharmacy (under 2,000 SF)
  - iii. Small scale store selling daily needs such as groceries, gifts, clothing (under 2,000 SF)
  - iv. Dining facilities, Café, Coffee shops shall be limited at or under 3,500 square feet if they are open to the public. Dining Facilities, cafés and coffee shops that are open to the public shall follow the parking requirements for the Specific Plan at 4.75 per 1000 square feet.
  - v. Personal training and physical therapy (under 3,000 SF)
  - vi. Transportation, maintained and operated by the facility
  - vii. Recreation center
  - viii. Other facilities for the sole enjoyment of residents
- c) Senior Housing units shall not be less than four hundred fifteen (415) square feet in floor area for efficiency units and five hundred forty (540) square feet for one bedroom units, or as otherwise approved by the planning commission. For assisted living and skilled nursing care facilities, minimum unit size shall conform to state law for licensing of these facilities.
- d) Parking facilities shall be designed to provide security for residents, guests, and employees and shall be integrated into the architecture of the facility.



family dwelling, driveways which are more than 100 feet long or which lead to parking areas with more than 10 parking spaces shall be not less than 24 feet wide. All other driveways shall be not less than 10 feet wide.

d. Number of Spaces Required

The minimum number of off-street parking spaces to be provided is established as follows:

- (1) One-family dwellings, two family dwelling units, two enclosed spaces for each family units.
- (2) Multi-family dwelling and apartment houses, one and one-half spaces for each unit plus one guest space for each 4 units. One space per units must be covered.
- (3) For senior housing facilities, 1 parking space per dwelling unit shall be provided plus 0.25 parking spaces per unit for guests and employees. 50% of the required dwelling unit parking spaces shall be covered (garages, carports or parking structures).
- ~~(3)~~(4) Hotels, motels, clubs, guest ranches, and similar uses, one space for each guest room or apartment
- ~~(4)~~(5) Churches, auditoriums, stadiums, nightclubs, school multipurpose rooms and other places of public assembly, 8 spaces for each 1000 sq. ft. of building area.
- ~~(5)~~(6) Hospitals, one space for each three beds and one space for each staff member and employee on the largest shift.

- ~~(6)~~(7) Homes for the skilled nursing aged, sanitariums, and convalescent homes, one space for each 3 beds. Parking may be reduced per a parking study on approval from the Director of Developmental Services.
- (8) For assisted living facilities, 0.5 parking spaces shall be provided per unit, none of which is required to be covered. Parking may be reduced per a parking study as approved by the Community and Economic Development Director.
- ~~(7)~~(9) General retail commercial, 4.75 spaces for each 1000 square feet of building area.
- ~~(8)~~(10) Theaters, when an independent use, 8 spaces for each 1000 square feet of building area. If contained within an integrated retail-service shopping center larger than six acres, the parking standard for general retail commercial shall take precedence.
- ~~(9)~~(11) Furniture and appliance stores, one space for each 500 square feet of building area.
- ~~(10)~~(12) Automobile, boat, mobile home or trailer sales or rental; retail nurseries and other commercial uses not in a building or structure, one space for each 2000 square feet of display area
- ~~(11)~~(13) Bowling alleys, 5 spaces for each alley
- (14) Office**
- a. ~~(a)~~ Offices, business and professional (excluding medical or dental offices), 2.5 spaces for each 1000 square feet of floor area in the building
- ~~(12)~~b. ~~(b)~~ Medical and dental offices and medical clinics, 5 ½ spaces for each 1000 square feet of floor area in the building

- ~~(13)~~(15) Dining rooms, bars, taverns, restaurants, cafes and similar uses involving the seating and serving of the public, 10 parking spaces for each 1000 square feet of building area. When any such use is contained within an integrated retail-service shopping center larger than 6 acres, the parking
- ~~(14)~~(16) Drive-in restaurants, 10 spaces for each 1000 square feet of gross floor area in the building. Vehicular storage shall be provided for 8 vehicles at 25 feet per vehicle prior to the order pick up location. When any such use is contained within an integrated retail-service shopping center larger than 6 acres, the parking standard for "general retail commercial" shall take precedence.
- ~~(15)~~(17) In industrial uses, one space for each two employees on the largest shift, plus one space for each vehicle kept in connection with the use. However, if the number of workers cannot be determined, the required parking shall include: One (1) space for every 250 square feet of office area, one (1) space for every 500 square feet of fabrication area, one (1) space fore every 1000 square feet of storage area, and one space fore every 500 square feet of floor plan which is uncommitted to any type of use.
- ~~(16)~~(18) Day child care centers, one space fore each two employees, plus one space fore each five children the facility is designed to accommodate.



~~(17)~~(19) Schools, Elementary and Intermediate: One (1) space fore each classroom or one (1) space fore every three (3) seats in the auditorium or multipurpose room, whichever is greater, plus off-street loading space for at least two school buses.

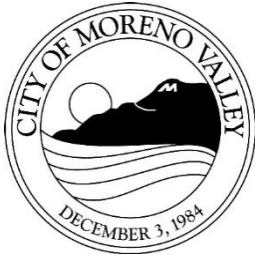
~~(18)~~(20) Business, professional and trade schools, one space for each two students, which the facility is, designed to accommodate.

(21) Accessible parking spaces shall be provided per City requirements.

~~(19) 298A minimum of one parking space for commercial, industrial institutional and public uses shall be provided for the physically handicapped in parking lots and in parking structures containing up to one hundred (100) additional parking spaces or fraction thereof. Additional spaces shall be provided where usage indicates a greater need or where a higher than normal percentage of handicapped persons is anticipated to use the parking facility. Physically handicapped parking spaces shall be located as near as practical to a primary entrance to a single building or shall be located to provide for safety and optimum proximity to the entrances of the greatest incidence of use, when more than one building is served by the parking lot. Such spaces shall be 12 feet wide and shall be located so that a handicapped individual is not compelled to wheel or walk behind parked cars other than his own. Pedestrian ways which are accessible to the physically handicapped shall be provided from each such parking space to related facilities, including curb cuts or ramps as needed. Ramps shall no encroach into any parking space except that a ramp located at the front of a physically handicapped parking space may encroach into the length of the space by not more than sixty (60) inches nor more than thirty-six (36) inches as measured from the contact edge of the vehicle wheel bumper, where applicable.~~

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## PLANNING COMMISSION STAFF REPORT

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Case: PA13-0003

Date: November 14, 2013

Applicant: City of Moreno Valley

Representative: N/A

Location: East Portion of Highway 60, roughly from Nason Street to the Theodore Street from west to east and Hemlock Avenue to Eucalyptus Avenue from north to south

Proposal: The SR60 East Corridor Study includes economic and land use study information for vacant and underutilized parcels within four (4) sub-areas along the eastern portion of State Route 60 within the Moreno Valley City limits.

Recommendation: Recommend the SR60 East Corridor Study to the City Council

### SUMMARY

The SR60 Corridor Study identifies alternatives for future land use within four sub-areas with consideration of highest and best use and compatibility with existing and proposed adjacent land uses. The Study will not change land use or zoning within the Study area but will provide policy guidance that can be used by the City Council, Planning Commission and staff when reviewing proposed land use modifications.

## **PROJECT DESCRIPTION**

### **Background**

On January 8, 2013, the City Council approved a budget appropriation to fund the consultant contract for the preparation of the State Route (SR) 60 Corridor Overlay Study, to examine future development opportunities in the eastern portion of the City along the SR 60 corridor, generally bounded by Nason Street, Theodore Street, Hemlock Avenue, and Eucalyptus Avenue.

On January 22, 2013, the City Council adopted an interim moratorium ordinance for specified properties located within the SR60 Corridor Study area. The moratorium includes the entire study area. On March 8, 2013, the moratorium was extended until January 22, 2014.

On February 4, 2013, the Planning Division provided a Request for Proposal on the Highway 60 Corridor Study to 19 prospective consultants. On March 26, 2013, Raimi and Associates, with local offices in Riverside, was selected to provide consultant services. On April 17, 2013, a signed contract was delivered from the consultant and a fully executed contract was in place on April 22, 2013.

On April 23, 2013, staff conducted a project kick-off meeting with the consultant. The meeting included a discussion of strategies, direction and time frames of the SR60 East Corridor Study.

Through the months of August and September stakeholder interviews were conducted by the consultant with major retail and industrial property owners and stakeholders within the four sub-areas.

On September 12, 2013, the item was reviewed at the Economic Development Subcommittee meeting.

On October 14, 2013, a community workshop was held in the City Hall Council Chambers to discuss the study and obtain input and feedback on three draft alternative plans. Approximately 500 properties in the four study areas or within 300 feet of the areas were notified of the meeting.

### **Project**

The SR60 Corridor Study identifies land use alternatives for vacant and underutilized parcels within four sub-areas of the corridor with consideration of highest and best use. The function of the completed study was to create a policy guidance document that focuses on the benefits and key elements of the alternative ultimately selected by the City Council and provide a land use vision for the study area.

In providing a synopsis of the areas analyzed in the Study, there are four (4) sub-areas included along SR60 (see attached exhibit). For the purposes of the staff report, this includes Study Area 1, Study Area 2, Study Area 3 and Study Area 4. Study Area 1 stretching along the north side of SR60 includes primarily vacant property, and undeveloped O (Office), RA2 (Residential Agricultural-2 units per acre) and R1

(Residential-1 unit per acre) land uses districts. An existing single-family residential neighborhood lies outside and immediately west of the study area. Study Area 2 on the south side of SR60 includes vacant C (Commercial) land within the Moreno Valley Auto Mall to the west and vacant RA2 (Residential Agriculture – 2 units per acre), R5 (Residential – 5 units per acre), R15 (Residential 15 units per acre) and some BP (Business Park) and BPX (Business Park –Mixed Use) adjacent to SR60. Study Area 3, also on the south side of Highway 60, consists of vacant CC (Community Commercial) land that would allow additional retail buildings within the Stoneridge Shopping Center. Study Area 4 is located on the north side of SR60 just east of an established residential single-family neighborhood and contains vacant R2 (Residential- 2 units per acre) and OC (Office Commercial) parcels both on the east and west sides of Moreno Beach Drive.

There are three (3) primary focus items of the SR60 East Corridor Overlay Study that include:

- Public Outreach

Interviews by the consultant were completed with key stakeholders and property owners within the project area to gather information on the corridor area and gain feedback on various approaches to developing a vision for the corridor. Numerous stakeholder interviews have been conducted and a summary of the results are included within the draft land use study report. Interviews were conducted with stakeholders from Prologis, Stoneridge, Moreno Valley Auto Mall, Pacific Communities and the Chamber of Commerce. In addition, the consultant met with the Mayor and City Manager.

A kickoff meeting on September 12<sup>th</sup> was held with the Economic Development Subcommittee to provide a background on the key Study components and gain feedback from members. At the meeting, internal staff and staff from Raimi and Associates and subconsultant MR+E were in attendance to provide information on the economics of the Study area and include an overview of the four sub areas within the corridor. The project schedule was discussed, which included a Community meeting with stakeholders in October, a public meeting with Planning Commission scheduled in November, and a public meeting with City Council for final acceptance of the Study in December.

A Community Workshop was held at City Hall on October 14<sup>th</sup> prior to conducting public meetings at Planning Commission and City Council to provide property owners and stakeholders residing in and around the project areas an opportunity to inform the public regarding the Study and provide valuable public input. Approximately 45 people were in attendance at the meeting, which included both property owners/stakeholders and residents residing within the City. An overview of the Study was presented by the consultant, followed by breakout sessions were to allow those in attendance the opportunity to review proposed draft land use alternative maps, ask questions of staff and the consultant, and provide comments or suggestions. From the comments generated at the public meeting, a preferred plan and two alternative plans were ultimately developed. This item will be

discussed in greater detail under the heading, “Study Recommendations” later on in this staff report.

- Study Area Focus

There are four sub-areas included in the Highway 60 East Corridor Study. An economic study has been completed by the consultant to include a comprehensive analysis of existing land values and business volumes within the plan area. Existing conditions and historical trends for commercial land transactions, socioeconomic and demographic data, labor force occupation and income data, residential market trends, taxable retail sales and transient occupancy tax have been evaluated for the sub-areas described in the document. The final result has been the completion of a land use study.

- Land Use Focus

Three land use scenarios have been developed for the study area, including a preferred alternative and two alternatives. The preferred alternative was developed to address comments and suggestions gathered at the community workshop in October. The economic analysis provides data for each of the four sub-areas as well as the short and long term opportunities and constraints involved so that all scenarios and alternative land uses can be compared. The land use study analysis also considers potential uses that might be appropriate for a freeway corridor, analyzes existing land use designations, and identifies land use conflicts and compatibility issues.

The Study will provide policy guidance that can be used by the City Council, Planning Commission and staff in the event of future land use change proposals for properties in the Study area. Any such proposals would require separate evaluation for land use consistency and potential environmental impacts. .

## **STUDY RECOMMENDATIONS**

Three (3) draft alternative land use schemes were provided to stakeholders, property owners and residents at the Community Workshop on October 14, 2013. Based on the public input at the Workshop, more positive comments and responses were generated regarding the draft Alternative 1 land use concept proposed at the meeting. For example, comments from those in attendance on the draft concept included providing design of water quality basins to create a buffer from the freeway and any proposed land uses. All written comments on the three draft land use alternative maps provided from stakeholders and the general public are included as an attachment to the staff report.

### **Modifications from the 10/14/13 Community Workshop**

From the public input and written comments provided at the community workshop on the three (3) draft land use alternatives, a preferred alternative was developed. Modifications were also made to the third alternative plan developed with the final Study materials.

In the Preferred Alternative, the M/S or Multiple-Family Residential/Single-Family Residential use identified in Alternative 1 is replaced with S or Single-Family Residential on the north side of the freeway in Study Area 1 adjacent to Hemlock Avenue. The proposed land use allows for the reduction of density from a potential multiple-family residential land use but allows flexibility of densities within the single-family residential category. In Study Area 4, O/C or Office/Commercial has been expanded to the east from previous draft plans provided at the October Community meeting immediately east of Moreno Beach Drive, while the category was renamed E/C or Experience (Experiential)Commercial to allow for a greater diversity of commercial land uses such as hotels and restaurants. Multiple-family residential land uses have also been reduced for Planning Area 4 to allow for expanded office and commercial uses.

In the third alternative as modified from the original draft Alternative 3 presented at the community workshop, multiple-family residential uses have been expanded in Study Area 4, while retail/office uses have been reduced. Based on comments received from the stakeholder/landowner of the Stoneridge Shopping Center in interviews and at the meeting, the Phase 2 portion of the center in Planning Area 3 east of Moreno Beach Drive was modified to include multiple-family residential uses as an option. The southern half of the Study area was changed from C or Commercial to MF or Multiple-Family Residential to provide an additional land use option.

### **Final Land Use Alternatives**

From the various public meetings and working sessions, the consultant and staff have prepared land use scenarios for the four study sub-areas along the Highway 60 East Corridor, while a preferred plan and two final land use alternative concepts have been proposed. The following summarizes the preferred and alternative plans as follows:

#### **1. Preferred Plan**

A preferred alternative concept suggesting highest and best land use opportunities has been developed by the consultant along with staff input for the four sub-areas of the study. Based on the completed economic and land use analysis and comments received at the community workshop, this plan is most compatible with surrounding land uses and allows for an opportunity to meet the economic trends as predicted for the Study area.

Land use concepts included with the Preferred Alternative include single-family residential and office commercial opportunities for Study Area 1 on the north side of the freeway from Theodore to just west of Quincy Street. Elongated basins for both the Sinclair and Quincy Basins are primary elements of the Alternative to act as a buffer between the freeway and any proposed residential development. Study Area 2, located on the south side of the freeway, includes the expansion of the Auto Mall to the east and south as a highest and best use, followed by primarily Industrial/logistics land uses for an area further to the east. Study Area 3, including the existing Stoneridge shopping center on the south side of Highway 60 just east of Nason Street, is proposed to include a community commercial land use concept that could include hotels and sit-down restaurants. For Study Area 4, located on the north side of the

freeway between Pettit Street just west of Oliver Street, highest and best land uses include a possible town center concept which would include a large area of “Experience (Experiential) Commercial” or E/C to include such uses as hotels and sit down restaurants where the freeway bisects with Moreno Beach Drive and further to the north, with primarily multiple-family residential uses closest to the freeway on either side fanned out to the easterly and westerly portions of the plan. A single-family or multiple-family residential concept was included further north and west of the designated commercial retail area.

## **2. Second Alternative Plan**

The second alternative plan differs significantly from the preferred alternative. For example, Study Area 1 on the north side of the freeway from Theodore to just west of Quincy Street proposes Industrial/Logistics uses adjacent to the freeway and around proposed detention basins, just east of an established residential neighborhood. Study Area 2, located on the south side of the freeway, includes the expansion of the Auto Mall primarily to the northeast along the freeway. Further east and south of the freeway, a mix of single-family residential and multiple-family residential land uses is suggested. Further south, a commercial town center concept is proposed as the highest and best use for the area. For Study Area 3 south of the freeway within the Stoneridge Shopping Center, the phase 2 vacant parcel would not differ much from the preferred plan in that a community commercial designation allowing for two hotels would be considered. In Study Area 4 located on the north side of the freeway between Pettit Street and just west of Oliver Street, plans would differ significantly from the preferred alternative in that multiple-family residential uses would be proposed along the freeway with single-family residential and multiple-family residential uses proposed with a smaller Office/commercial designation immediately adjacent to the freeway on Moreno Beach Drive.

## **3. Third Alternative Plan**

The third land use alternative plan differs significantly from the second alternative and the preferred alternative. With Planning Area 1, the existing General Plan pattern of Office with some commercial land uses was shown to remain immediately along the freeway and adjacent to the two future proposed drainage basins followed by a smaller area of multiple-family residential uses. A mixture of either single-family residential or multiple-family residential was evaluated for the far northern area adjacent to Hemlock Avenue. For Study Area 2, located on the south side of the freeway, expansion of the Auto Mall to the northeast along the freeway was proposed. Further south of the freeway, a small area of multiple-family residential land use was evaluated for the far southern corner. Immediately east and south of the auto mall facility, a commercial designation was suggested as the highest and best land use. For the remainder of the area, a smaller area of industrial/logistics or retail is suggested for the center followed by a larger industrial/logistics area further south. For Study Area 3 south of the freeway within the Stoneridge Shopping Center, the existing Phase 2 vacant parcel was reviewed as a mix of retail and multiple-family residential uses in response to the land owner’s concerns for employee housing. In Study Area 4 located on the north side of the freeway between Pettit Street just west of Oliver Street, multiple-family residential uses were evaluated along the freeway with single-family residential and

multiple-family residential uses proposed further north with a smaller Office/commercial designation shown immediately adjacent to the freeway on Moreno Beach Drive.

### **Summary and Conclusion**

The Preferred Alternative was developed by the consultant along with planning staff based on comments received at the Community meeting held on October 14, 2013 along with consideration of current land use trends and review of highest and best uses evaluated within the economic and land use studies. This plan was selected as the preferred alternative since it offers the most complete blend of new businesses, job opportunities and housing options and presents the best option of introducing experience (experiential) oriented retail uses to the area to assist in capturing back retail sales leakage lost to neighboring cities and Inland Empire communities. The plan also provides for the most logical expansion of the auto mall to the east and minimizes freeway-adjacent residential, which was an important comment received from those in attendance at the community meeting.

Based on the analysis and conclusions of the SR-60 East Corridor Study prepared, staff does not recommend the "Second Alternative Plan" as a preferred alternative since the information provided allows for a less effective use of commercial land use opportunities for the Moreno Beach Drive interchange and lacks diversity of retail opportunities. The second alternative is less compatible with existing residential uses as it would place existing residential neighborhoods in close proximity to industrial uses. The concept also would suggest designating a greater amount of multiple-family residential housing in close proximity to the freeway. The proposal, which includes industrial/logistics opportunities in Study Area 1, would also cause a more severe change in land use character and compatibility for the lower density residential uses north of the freeway.

The "Third Alternative Plan" is also not recommended as the preferred approach as it reduces the City's opportunity to plan for and create compelling new places and allow for more diverse commercial/retail land uses. The smaller scale of uses proposed would prevent the City from entertaining opportunities for an experience-oriented commercial center or town center concept. With this alternative that includes office or retail/commercial opportunities along the freeway, development would require high quality access, while access improvements to the frontage road for Study Area 1 may be infeasible due to future right of way conflicts with the existing freeway. Finally, multiple-family residential reviewed for Study Area 3 would be difficult to integrate fully into the existing shopping center without suggesting development changes or retrofit of the shopping center.

### **ENVIRONMENTAL**

The proposed Study suggests land use information and alternatives for four sub-areas but does not implement land use changes or projects associated with development. Therefore, the proposal is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061 of the guidelines in that there is no possibility that the proposal would create the potential for a significant impact upon the environment.

**NOTIFICATION**

Public notice of this meeting was sent to all major stakeholders and property owners of record within the four (4) project sub-areas as well as to property owners within 300' of the project study areas. The public meeting notice for this project was also published in a 1/8 page display ad in the local newspaper. In addition, a news release on the Study was completed and placed on the City's website.

**STAFF RECOMMENDATION**

The Planning Commission hereby **RECOMMENDS** that the City Council:

1. **RECEIVE, ACCEPT and FILE** the SR-60 East Corridor Study.

Prepared by:

Approved by:

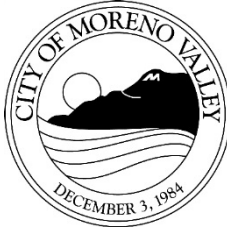
Mark Gross, AICP  
Senior Planner

Chris Ormsby, AICP  
Interim Planning Official

ATTACHMENTS:

1. Public Meeting Notice
2. Public Responses from the Community Meeting held on October 14, 2013
3. SR60 Economic Study
4. SR60 Land Use Study
5. PowerPoint Maps related to the study area, existing land uses and proposed alternative land uses





## **NOTICE OF PUBLIC MEETING OF THE PLANNING COMMISSION**

SR 60 EAST CORRIDOR STUDY TO INCLUDE ECONOMIC AND LAND USE INFORMATION FOR VACANT AND UNDERUTILIZED PARCELS WITHIN FOUR (4) SUB AREAS ALONG STATE ROUTE 60 FROM ROUGHLY NASON STREET TO THEODORE STREET AND FROM WEST TO EAST AND HEMLOCK AVENUE TO EUCALYPTUS AVENUE FROM NORTH TO SOUTH

The SR60 East Corridor Study identifies land use alternatives, including a preferred plan and two additional alternative land use concepts for four sub areas along the freeway with consideration for highest and best use. Please see map below for specific study area location details.

The Planning Commission may consider any appropriate modifications or alternatives to the amendment or the environmental determination. The proposal is exempt under California Environmental Quality Act Guidelines Section 15061 as defined by the California Environmental Quality Act.

Any person interested in the proposed project may contact Mark Gross, AICP, Senior Planner at (951) 413-3215 or at the Community & Economic Development Department at 14177 Frederick Street, Moreno Valley, California, during normal business hours (7:30 a.m. to 6:00 p.m., Monday – Thursday and 7:30 a.m. to 1:30 p.m. on the second and fourth Fridays of the month) or may telephone (951) 413-3206 for further information.

If you challenge any of these items in court, you may be limited to raising only those issues you or someone else raised at the public meeting described in this notice, or in written correspondence delivered to the Planning Commission on or before the following meeting date:

**Thursday, November 14, 2013  
7:00 P.M.  
City Hall Council Chamber  
14177 Frederick Street.  
Moreno Valley, CA 92552-0805**

Attachment 1



**CITY OF MORENO VALLEY  
SR-60 EAST CORRIDOR STUDY AREA  
COMMUNITY WORKSHOP  
PUBLIC COMMENTS**

**Monday, October 14, 2013**

**EXISTING ZONING:**

1. Large lots provide buffer from freeway vs. apartments.
2. Maintain rural low density option in city.
3. Opportunity for light impact businesses.
4. Large residential lots in east entrance would be attractive entrance.
5. General Plan took 8 years and was updated when it was approved. It is not realistic and just promotes “no growth” policies. It’s about time we take a fresh look at this.  
5A. (response): We need appropriate growth, encouraging a population that values and supports community.
6. The large residential lots would make Moreno Valley have needed high-end homes to attract citizens who are educated and have good jobs. Multi-units would attract a more transient population without community ownership.
7. #5 above reflects a “PROFIT OVER PEOPLE’S HEALTH” mentality.
8. There will be more children outside multiple -unit housing, playing outside, breathing polluted air. This isn’t fair to low-income children.
9. Keep existing large lot residential zoning!

**ALTERNATIVE 1:**

1. We don’t trust City Council!
2. USC/AQMD study criticized any residential development adjacent to freeways. Bad air!
3. Potential “Tom’s Farms” Vintage Commercial in NW quadrant of 60 at Redlands.
4. Great plan - it’s about time we do some “realistic planning.” I like parts of all 3 plans.
5. These detention basins are better on this plan because it buffers the freeway from M/F & SFR zoning. WLC should stay mixed zoning so that the use of buffer zones is utilized between the industrial zoning and the existing residential neighbors.
6. Basins should be explored as open space parkway for non-flood times.
7. MF apartment (R-15, R20) E/O Auto Mall due to cost of water drain

**SR-60 EAST CORRIDOR STUDY AREA  
COMMUNITY WORKSHOP  
PUBLIC COMMENTS**

Page 2

8. Please change OC to C at the corner of Moreno Beach & 60 freeway.
9. Please avoid commercial N/O 60 at Redlands to limit traffic impacts.
10. Detention locations are the best design in this plan. They will need landscaping along freeway.
11. Ind/Log is W/O or next to Residential use. Need to include it in assessing.
12. Include WLC to show the intensity of uses (Ind/Log).
13. What is M/S? What is happening to GP policy for large lots N/O freeway?
14. Entire east end needs to be assessed.

**ALTERNATIVE 2:**

1. Great Plan – I like this plan. It's about time we can get some realistic planning. I like parts of all 3 plans.
2. North of FWY 60 @ Moreno Beach should be commercial instead of Office Commercial. This plan is the least attractive because it allows for more industrial type structures (e.g. warehouses) which will degrade our air. I like the Auto Mall expansion and Hotel/Restaurant uses.
3. This plan stinks.
4. Detention basins should be treated as open space (parkways, multi-use trails) designed to accommodate flooding.
5. Residential (MF) next to freeway is in conflict with Emergency Ordinance purposes.
6. Must include area beyond those selected to address impacts beyond the 4 areas.
7. The additional commercial will likely cause a glut of commercial in this area.
8. Legend needs to include all abbreviations used on the map.
9. WLC is not shown as proposed to see likely conflict/competition.
10. Ind/Log N/O SR-60 at Redlands will have a great impact on residents' access to SR-60. Many more conflicts when WLC is factored in.
11. Residential needs to be lowest density. City just approved HDR M/F along Alessandro.
12. If this alternative is approved, I would like to see multi-use trails in the residential area east of the existing Auto Mall.
13. Agree with #12 – would help with air quality.

**ALTERNATIVE 3:**

1. Anything the current Council looks at is doubtful as to transparency & trust.
2. USC//AQMD studies recommend no further residential development within 300 yards of freeways due to air quality issues.
3. The NW quadrant of FWY 60 at Redlands is a historic area and could be developed into a “Tom’s Farms” Historic Commercial or Vintage Commercial tourist attraction.
4. Great Plan – really like the Auto Mall expansion and apartments & commercial next to freeways. It’s about time we get some realistic planning. I like parts of all three (3) plans.
5. Move logistics east of Redlands & south of 60 FWY.
6. Include Hotel/Restaurants
7. Sports area like Ontario (fundraiser)
8. Plans needs to include surrounding proposed WLC to allow proper consideration of land use.
9. MF cannot go next to freeways without violating the Emergency Ordinance.
10. Define abbreviations (M/S, O/C, AM) in legend.
11. Overabundance of commercial hurts commercial viability.
12. Provide citywide land use %’s to see where there are overloads.
13. Would like to see a mix of uses in Area 2 (transit-oriented development).
14. Would like to see more multi-family housing; we have significant single residential apartments in Moreno Beach.

SR-60 EAST CORRIDOR STUDY AREA – COMMUNITY MEETING

PUBLIC COMMENT CARD

The City of Moreno Valley, with assistance from the City's Consultant Raimi and Associates, has prepared three draft land use maps to identify land use alternatives for future development along our East State Route 60 Corridor. Review of land use opportunities with our stakeholders, property owners, and residents residing in close proximity to the Study area will assist in developing a shared vision for the future of the corridor through a collaborative and participatory process. Through this community meeting, a vision document will be developed that is broad in scope and focuses on long-term goals and policy guidance for any future land use modification proposals within the four study areas identified along the corridor.

We hope that you can share your input regarding land use alternatives for future development of vacant and underutilized properties along portions of the State Route 60 East Corridor Study area. Thank you very much in advance for participating in our community meeting this evening.

\*Name ( Not Required): HANS WOLTERBEEK

Please provide your comments below:

SEE ATTACHED

I AGREE WITH <sup>of</sup> ORDINANCE 861  
SECTION 6 WHICH SPECIFIES

" THERE IS A CURRENT & IMMEDIATE THREAT TO THE  
PUBLIC HEALTH, SAFETY OR WELFARE ... "

THEREFORE I MAINTAIN THAT THE BUILDINGS  
OF ANY WAREHOUSE IN AREAS 1, 2, 3, 4  
WILL BE DETRIMENTAL TO THE HEALTH,  
WELFARE & SAFETY OF MORENO VALLEY  
CITIZENS



Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.

This meeting is held to give inputs to the contractor who will perform the studies in response to Moreno Valley's Emergency Moratorium (Ordinance 861) on land usage in the SR 60 East Corridor Area. This moratorium was to ensure that proper consideration was given by Moreno Valley to the quality of life for current or future residents of the East Corridor Section of Moreno Valley. However, consideration must also be given to jobs. It is necessary therefore that the study gives consideration to the generation of jobs while incorporating the quality of life of Moreno Valley residents.

It is assumed that the contractor will use as a baseline approach, the previous three alternatives. As such, I will call those alternatives 1, 2 and 3. (These older alternatives are hereby included as 1, 2 and 3 respectively).

First of all, I'd like the inclusion in this study of office and commercial space since such zoning results in jobs in the east area of Moreno Valley and provide taxes for the city.

One area of conflict in the original studies was that all alternatives have the area east of Redlands, South of Fir as primarily residential area and include the current public land as public land. This conflicts with the possibility of logistics as is mentioned in the WLC DEIR. The study will have to rectify this apparent conflict.

I like the idea of combining both single and multiple housing projects north of SR- 60, while keeping all non-residential activities south of SR- 60. As such, I do not like alternative 2 as a baseline.

I also like the hotel/restaurant option of alternative 1. However, I prefer alternative 3 over alternative 1 because more space is allocated to office space than 1. Warehouses tend to be less labor intensive than office space so that there will be more jobs resulting from alternative 3.

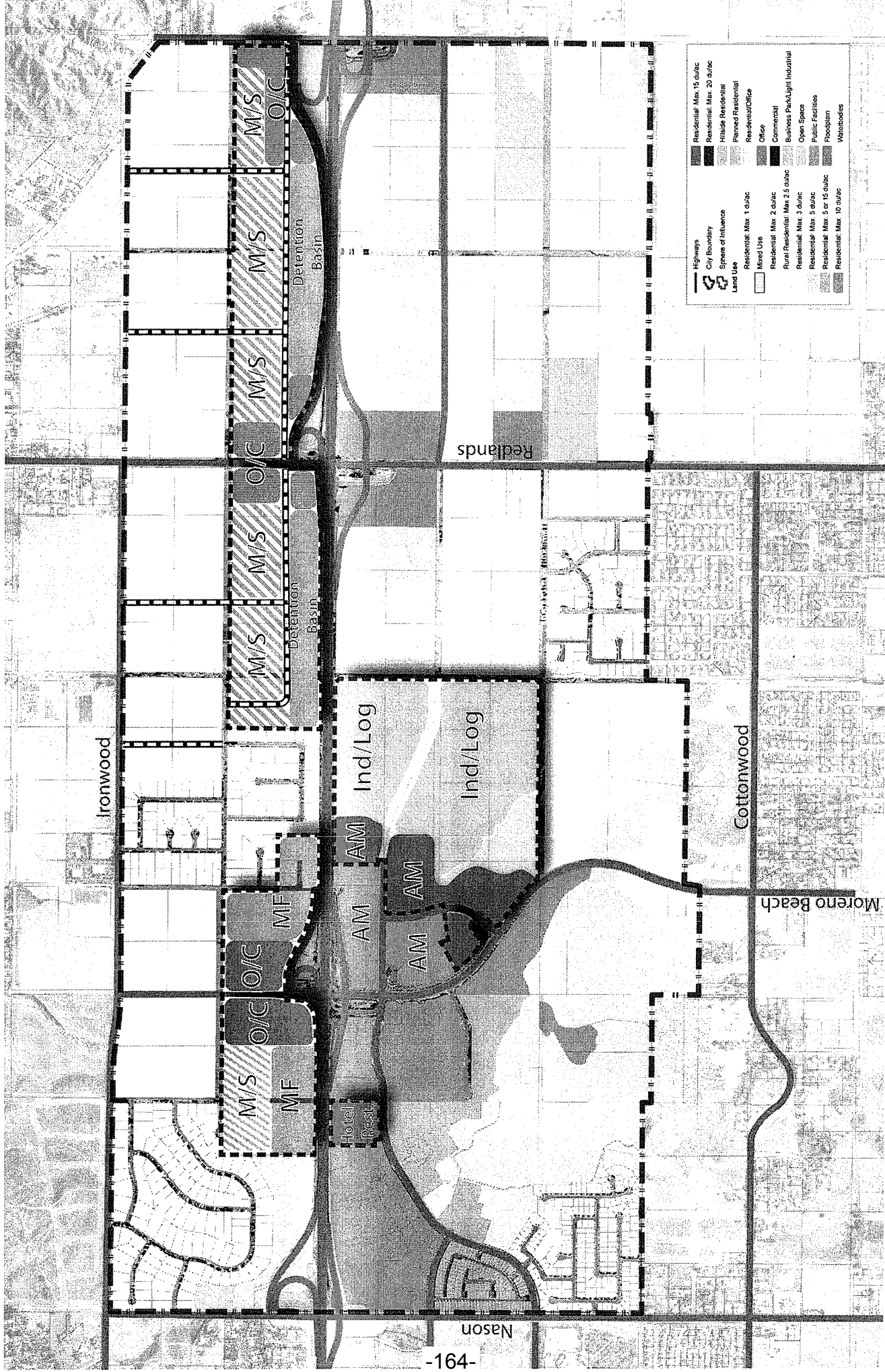
But alternative 3 can be modified to include a hotel and restaurant.

In addition, I'd like to suggest that the area devoted to logistics in alternative 3 be moved to east of Redlands - specifically to the area currently in yellow in alternative 3 (the area called out earlier by me as being zoned for residential - east of Redlands).

This area can instead be used for a sports area (such as the sports area devoted to soccer fields in Ontario off SR - 60). This area, if properly managed and advertised, should be a direct revenue generator and should also bring people from other areas to Moreno Valley with additional tax revenue.

In addition, this area could be used for some light industrial (which has less truck traffic and associated noise than allowing this area to be used for logistics and is more people friendly).

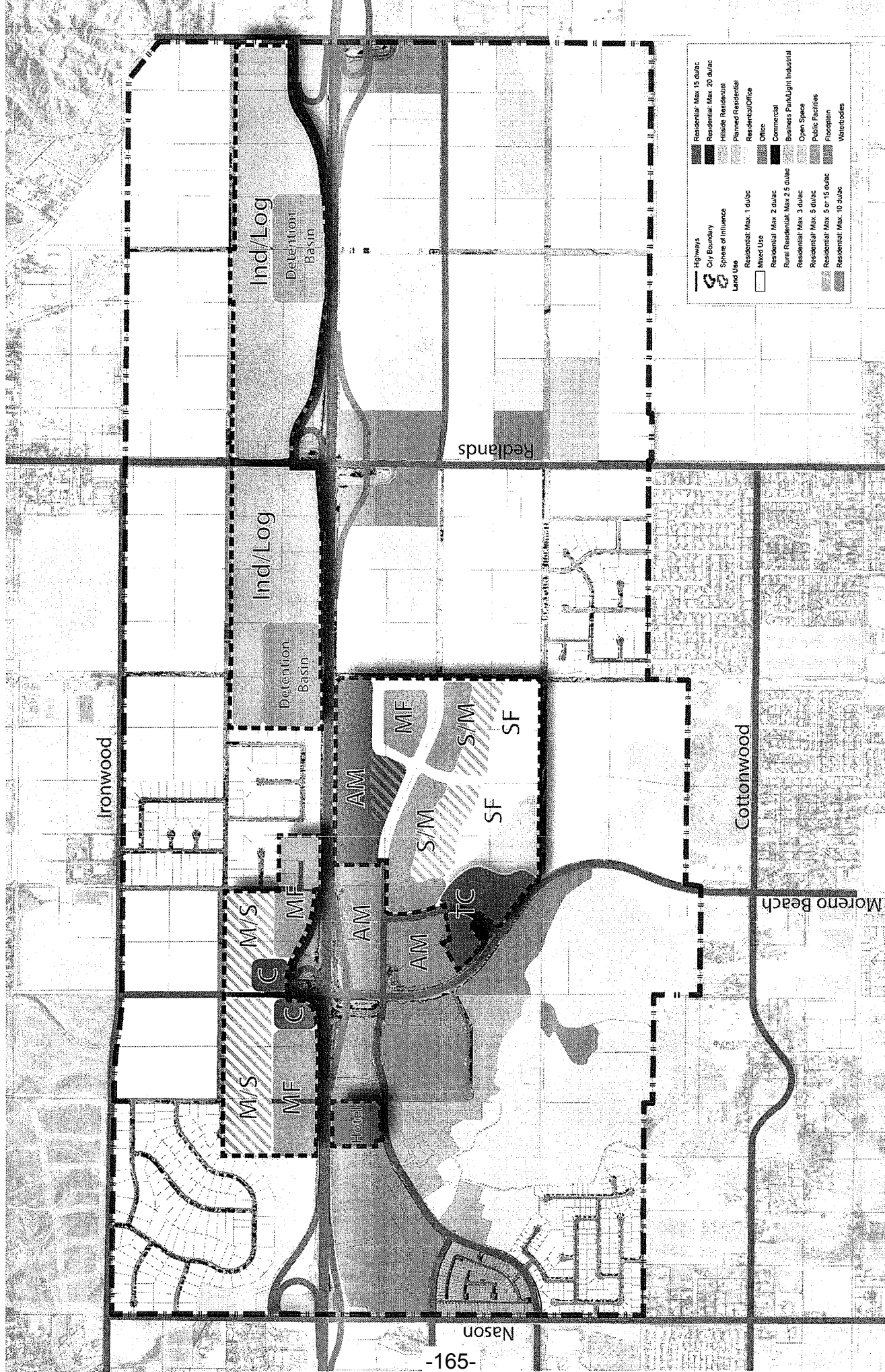
So, in review, I like the importance given by the city to the health and welfare of our residents and I prefer alternative 3 with modifications of an added hotel/restaurant, moving the warehouses to east of Redlands, and including a sports area and light industrial west of Redlands, south of SR - 60 and north of Dracea.



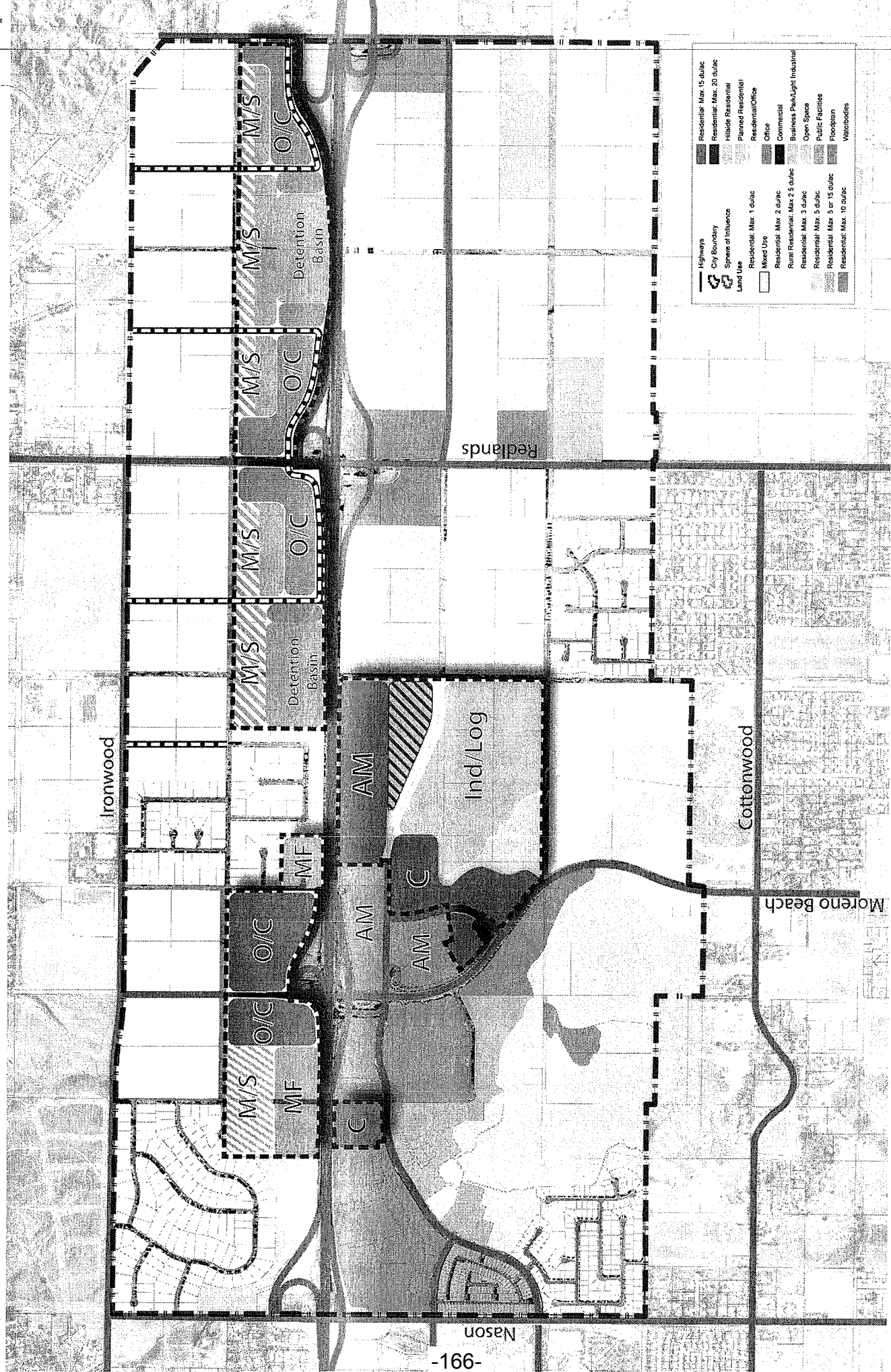
Highways	Residential Max 15 du/ac
City Boundary	Residential Max 20 du/ac
Sphere of Influence	Hi-Rise Residential
Land Use	Planned Residential
	Residential/Office
	Office
	Commercial
	Rural Residential Max 2.5 du/ac
	Residential Max 1 du/ac
	Residential Max 2 du/ac
	Business Pro/Light Industrial
	Residential Max 3 du/ac
	Residential Max 4 du/ac
	Open Space
	Residential Max 5 or 15 du/ac
	Public Facilities
	Residential Max 10 du/ac
	Floodplain
	Waterbodies



2



3



Highways	Residential Max. 15 du/ac	Commercial
City Boundary	Residential Max. 20 du/ac	Business Park/Light Industrial
Sphere of Influence	HiSide Residential	Open Space
Land Use	Planned Residential	Public Facilities
	Residential/Office	Floodplain
	Office	Waterbodies
	Mixed Use	
	Residential Max. 1 du/ac	
	Residential Max. 2 du/ac	
	Rural Residential Max. 2.5 du/ac	
	Residential Max. 3 du/ac	
	Residential Max. 5 du/ac	
	Residential Max. 8 or 15 du/ac	
	Residential Max. 10 du/ac	

SR-60 EAST CORRIDOR STUDY AREA – COMMUNITY MEETING  
PUBLIC COMMENT CARD

The City of Moreno Valley, with assistance from the City's Consultant Raimi and Associates, has prepared three draft land use maps to identify land use alternatives for future development along our East State Route 60 Corridor. Review of land use opportunities with our stakeholders, property owners, and residents residing in close proximity to the Study area will assist in developing a shared vision for the future of the corridor through a collaborative and participatory process. Through this community meeting, a vision document will be developed that is broad in scope and focuses on long-term goals and policy guidance for any future land use modification proposals within the four study areas identified along the corridor.

We hope that you can share your input regarding land use alternatives for future development of vacant and underutilized properties along portions of the State Route 60 East Corridor Study area. Thank you very much in advance for participating in our community meeting this evening.

\*Name ( Not Required): \_\_\_\_\_

*Please provide your comments below:*

I don't feel that it's morally + ethically right to come in and start trying to change the existing general plan that so many people in the community came together to approve.

These new plans are eroding the quality of life for those out there already + is clearly to benefit a few to the detriment of many

Please do not change the existing general plan for development in the eastern corridor.



Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.

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\*Name ( Not Required):

Margie Breittkreuz

Please provide your comments below:

I agree with the city, the development of commercial should only serve the needs of surrounding residential neighborhoods. Such dev. would violate health & safety standards.

In keeping with Ord. 861, 1 acre lots on the north east end would provide buffer for homeowners. Apts & multifamily continue placing families near freeway pollution.

Keep existing master plan



Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.

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\*Name ( Not Required): \_\_\_\_\_

*Please provide your comments below:*

Back to the drawing board



*Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.*

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\*Name ( Not Required):

Pat Cawmugh

Please provide your comments below:

There is a fairly robust recommendation of Ants mall expansion. Is there any market driven info to support this.

Alternative 2 shifts Ind. to the north. This doesn't make much sense to me, as it would break up the corridor already created by Skechers & West Edge

Plan 2 & 3 Don't make much sense.



Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.

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\*Name ( Not Required): KHURRAM\_869@HOTMAIL.COM

*Please provide your comments below:*

*Please keep me posted*



**Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.**



SR-60 EAST CORRIDOR STUDY AREA – COMMUNITY MEETING

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\*Name ( Not Required): GARY NOBLE

Please provide your comments below:

I would like to encourage the use of multi-family housing at Stonebrook Towne Centre. An immediate addition of new housing in East Moreno would greatly enhance the economic vitality of the area. More residents & residents would lead to more sales tax & property tax for the entire city.

Area 3 study options does not reflect the multi-family use, even as an option.



Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.



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\*Name ( Not Required): Joseph Chen

Please provide your comments below:

1. I like plan 1 and Plan 3. However, please change the corner pieces at the offramp of Moreno beach Dr. & 60 freeway from OC to C. office zoning is not suitable for this location.

In plan 2,  
2. The proposed C zoning at the offramp of Moreno beach Dr is too small (only about 8 acres). It needs to include the parcel ~~being~~ facing Moreno beach drive & Hemlock Dr.



Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.

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\*Name ( Not Required): Deanna Reeder

Please provide your comments below:

I agree that incompatible uses will diminish the quality of life for current and future residents. A warehouse in the vicinity of residential would be a threat to the health safety and welfare of nearby residential community.



Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.

SR-60 EAST CORRIDOR STUDY AREA – COMMUNITY MEETING  
PUBLIC COMMENT CARD

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\*Name ( Not Required): \_\_\_\_\_

*Please provide your comments below:*

EACH PROPOSED CORRIDOR DOES NOTHING  
TO PROVIDE A WELCOMING ENTRANCE TO  
MoVal.

LARGE SCALE COMMERCIAL IS INAPPROPRIATE  
WITH EXISTING FWY, BADLANDS, ETC.

THE NEW EXITS ON MORENO BEACH &  
NOSON ARE ALREADY DATED & OVER USE



*Thank you in advance for your comments. Please submit this form  
to a staff member the evening of October 14, 2013.*

SR-60 EAST CORRIDOR STUDY AREA – COMMUNITY MEETING

PUBLIC COMMENT CARD

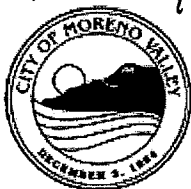
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\*Name ( Not Required): Michael McCoy Mikeandnan@mac.com

Please provide your comments below:

1. Unfortunately we don't trust any development plans or even advance studies like this one in the context of city rule by the current corrupt and arrogant City Council. Hopefully they will be gone before any proposals are made in this corridor. Mr Benzeevi will have to close up shop too due to being "driven out" by an angry electorate or ~~not~~ by ~~the~~ negative economic impacts of the widening of the Panama Canal. ~~logistics~~
2. Any multi-family or other residential uses within 300 yds of the 60 Freeway should be deleted from these 3 alternatives due to air quality issues.
3. Designate a Tom's Farms-like Vintage or Historic Commercial area at the NW quadrant of 60 Freeway and Redlands Blvd.



Thank you in advance for your comments. Please submit this form to a staff member the evening of October 14, 2013.



## **Economics Study for the SR-60 East Corridor**

Prepared for

Rami and Associates  
The City of Moreno Valley

Prepared by

MR+E

10/8/13  
Revised 11/4/13

## **Section I Executive Summary**

### **Introduction**

This report has been prepared in coordination with a land use study for the East SR-60 corridor in the City of Moreno Valley. The land use study covers four distinct and separate areas of mostly vacant land along both the north and south sides of the SR-60 freeway alignment between Nason and Theodore Streets. The City of Moreno Valley has requested that this economic analysis be undertaken in conjunction with the preparation of a land use strategy and policy considerations for the future development of properties along the corridor.

### **Market Conditions**

Like many communities in the inland Empire, Moreno Valley was hit hard by the national recession and financial crisis. A spike in unemployment combined with declining sales values for homes created significant stress in the local economy. As the national and state economies begin to recover, demand for new development is beginning to appear in Moreno Valley. At present the industrial market shows the most near-term pressure and at this point in the business cycle Moreno Valley can anticipate increased demand for increased industrial entitlements. Retail development, focused on capturing spending that is leaking out of the city and is designed to more effectively capture the expenditures of Moreno Valley's residents, also offers a strategic opportunity among the land-use classes that can be developed along the corridor.

### **Economic Strategy**

The plan area contains some of the most attractive remaining undeveloped sites that could accommodate commercial development in Moreno Valley. On the north side of the corridor office use has been identified in the current land use element however, the likely future demand citywide for offices is anticipated to be modest. In the meantime, industrial demand can be expected to increase in the area. In addition, the land use planning that follows as part of this effort should anticipate being able to accommodate community and region serving retail within the plan area. The research suggests that an approach geared more towards mixing uses that would include retail and office along with higher density residential would be a more appropriate set of entitlements aligned with market demand.

## **Section II Market Analysis**

### **Introduction**

This section presents an analysis of the existing economic conditions that are influencing development opportunities within the study area. In general, the SR-60 corridor represents a pathway for growth and development for the City of Moreno Valley and as such conditions in the wider community are likely to have a determinative effect on the future disposition of land in the study area.

### **Population and Housing**

#### ***Population***

Table II-1 shows the population of the City of Moreno Valley by age compared to Riverside County. In 2010 City had a population of just over 193,000, and represented just under 9% of the County's total population of 2.1 million. The median age was 31.7 years which is significantly younger than the County wide average of 37.6. The relative youth of the City is reflected in the age distribution where in Moreno Valley shows its largest cohort of population ranging from between 25 and 55 years of age. School-age children from between 5 and 19 are also overrepresented by as much as 12% when compared to their distribution in the County as a whole.

Note that throughout this report data on the City will be presented as an index in comparison to the County totals. When the index value exceeds 100%, the measured variable is occurring at a greater frequency than in the County as a whole. If the index is below 100%, the measured variable occurs at a lower frequency than the County total.

Racial and ethnic diversity in Moreno Valley is presented on table II-2. No one racial group makes up the majority of the City's population, however in terms of ethnicity, the total Hispanic or Latino population is reported at 54.4%, which compares to 48.3% for the County. A notable feature of the City's ethnic diversity is a relatively strong representation of an African-American population which comprises 18% of the City's total compared to just 6.4% for Riverside County as a whole.

Western Riverside County has experienced significant population growth since 2000. This was particularly true for the period between 2000 and the beginning of the national economic recession that began in 2007. The area was also strongly affected by the 2008 financial crisis which caused severe dislocation in the region's housing market.

Table II-1

Population and Age

	City of Moreno Valley	Riverside County	Index: City compared to County	
Total Population	2010	193,365	2,189,641	8.83%
Population by Age				
Under 5 years	13,727	147,448		
5 to 9 years	15,897	172,015		
10 to 14 years	16,807	175,694		
15 to 19 years	18,327	185,182		
20 to 24 years	17,687	175,151		
25 to 34 years	28,143	296,214		
35 to 44 years	25,086	291,512		
45 to 54 years	25,639	285,625		
55 to 59 years	10,469	116,858		
60 to 64 years	7,245	87,221		
65 to 74 years	8,585	124,642		
75 to 84 years	4,085	85,231		
85 years and over	1,668	46,847		
Median Age	31.7	37.6		84.26%
Age Distribution				
Under 5 years	7.1%	6.7%		105.42%
5 to 9 years	8.2%	7.9%		104.65%
10 to 14 years	8.7%	8.0%		108.32%
15 to 19 years	9.5%	8.5%		112.07%
20 to 24 years	9.1%	8.0%		114.35%
25 to 34 years	14.6%	13.5%		107.59%
35 to 44 years	13.0%	13.3%		97.45%
45 to 54 years	13.3%	13.0%		101.65%
55 to 59 years	5.4%	5.3%		101.45%
60 to 64 years	3.7%	4.0%		94.06%
65 to 74 years	4.4%	5.7%		78.00%
75 to 84 years	2.1%	3.9%		54.28%
85 years and over	0.9%	2.1%		40.33%

Source: MR+E, Geolytics



Table II- 2

Race and Ethnicity

	City of Moreno Valley	Riverside County	Index: City compared to County
Race and Ethnicity,			
White	80,969	1,335,147	
African American	34,889	140,543	
American Indian/Alaska Native	1,721	23,710	
Asian	11,867	130,468	
Native Hawaiian/Other Pacific Islander	1,117	6,874	
Other	51,741	448,235	
Two or more races	11,061	104,664	
<i>Total Hispanic or Latino:</i>	105,169	1,057,021	
Hispanic White	53,428	750,485	
Hispanic Other			
Total Population	193,365	2,189,641	8.83%
Distribution of Race and Ethnicity			
White	41.9%	61.0%	68.67%
African American	18.0%	6.4%	281.11%
American Indian/Alaska Native	0.9%	1.1%	82.19%
Asian	6.1%	6.0%	103.00%
Native Hawaiian/Other Pacific Islander	0.6%	0.3%	184.01%
Other	26.8%	20.5%	130.71%
Two or more races	5.7%	4.8%	119.67%
<i>Total Hispanic or Latino:</i>	54.4%	48.3%	112.67%
Hispanic White	27.6%	34.3%	80.62%
Hispanic Other	0.0%	0.0%	#DIV/0!
Hispanic as a percent of White	66.0%	56.2%	117.39%

Source: MR+E, Geolytics

Growth that has occurred since 2010 has been slower than in previous time periods but with stabilization in the regional economy and housing markets, rates of population growth have begun to rebound within the area.

Table II-3 presents data on population growth for Moreno Valley, Riverside County and nearby communities. Since 2010, the state of California Department of Finance estimates that Riverside County's total population is growing by approximately 2.9% from 1.18 million to 2.25 million. During this time period, only the neighboring communities of Lake Elsinore and Perris grew at a rate faster than the County as a whole. Moreno Valley is estimated to have added approximately 4,700 new residents over the last three years growing at a rate of 2.44% over this time period. This compares to the growth of over 65,400 for the County. Since 2010, Moreno Valley has accounted for just over 7% of the County's total population growth.

Estimates of household income for both the City and County are presented on table II-4 . With the median household income of over \$50,500, Moreno Valley's median household income is just under 10% greater than the County's median income of just over \$46,000. In general, households with incomes between \$35,000 and \$100,000 are more prevalent in Moreno Valley than in the County as a whole. In particular households with incomes of between \$75,000 and \$100,000 are 25% more prevalent in the City than in the County

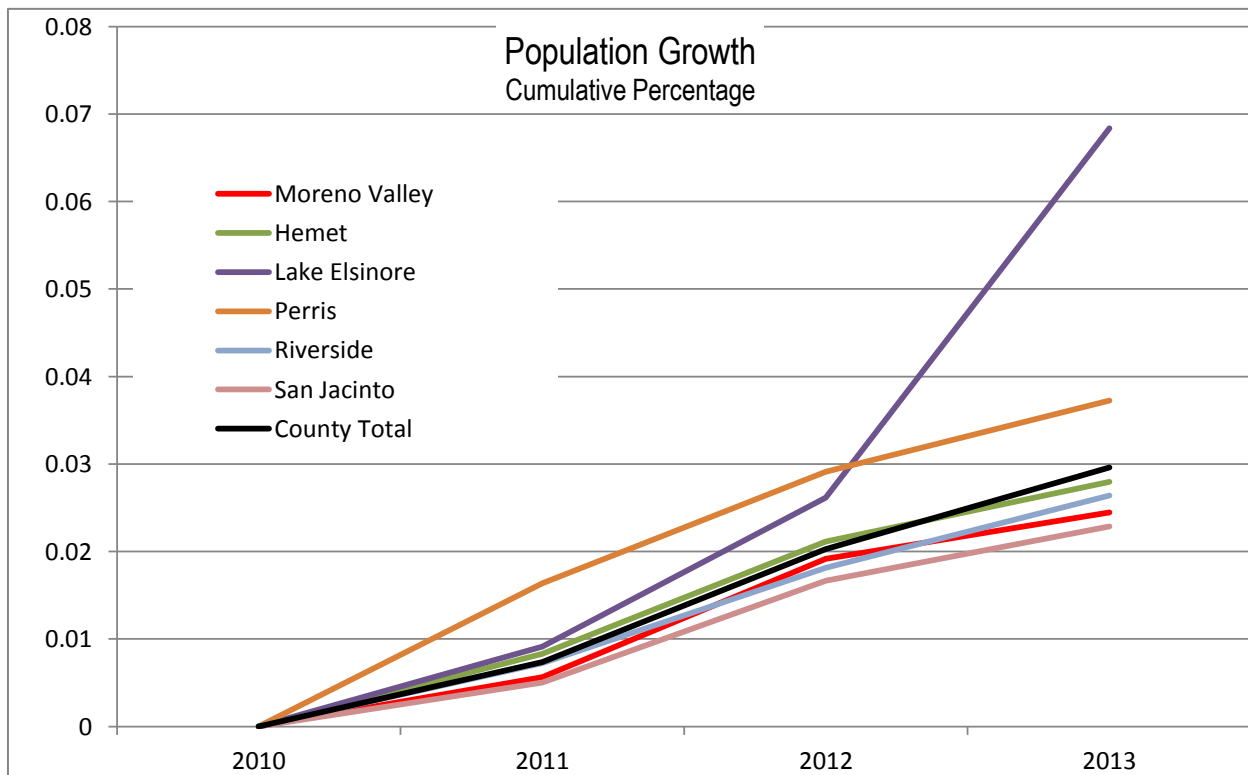
Incomes in the community have been effected by increasing rates of unemployment both regionally and within Moreno Valley itself. Figure II-1 shows the unemployment rate for Riverside County compared to California. Beginning with the start of the 2007 national recession unemployment in both the State and County began to increase rapidly. During this entire time period, the County's unemployment rate was significantly higher than the State's. Unemployment peaked in September 2010 at approximately 15%, nearly 3 percent higher than the State total. Unemployment has been trending downward since that peak as Riverside County's economy began to slowly recover from the fallout of the fiscal crisis. Table II-5 presents estimates by The Employment Development Department (EDD) This data shows unemployment rates for City and County residents compared to California totals. Moreno Valley has had consistently higher rates of unemployment that are either the State or the County. Following the regional trend Moreno Valley's unemployment rate peaked in 2010 at 16.7%

Employment by industry for the residents of the City is shown on table II-6. These figures refer to the industry that residents of the City of Moreno Valley work in regardless of where that employment is located. This is not the same data as employment by industry that occurs in the City.

**Table II -3**

Population Growth  
Riverside County

Riverside County					Growth
	2010	2011	2012	2013	2010-13
Moreno Valley	193,365	194,451	197,086	198,129	4,764
Hemet	78,657	79,309	80,329	80,877	2,220
Lake Elsinore	51,821	52,294	53,183	55,430	3,609
Perris	68,386	69,506	70,391	70,963	2,577
Riverside	303,871	306,069	309,407	311,955	8,084
San Jacinto	44,199	44,421	44,937	45,217	1,018
County Total	2,189,641	2,205,731	2,234,193	2,255,059	65,418



Source: Calif. DoF and MR+E

Figure II-1

# Unemployment Rate

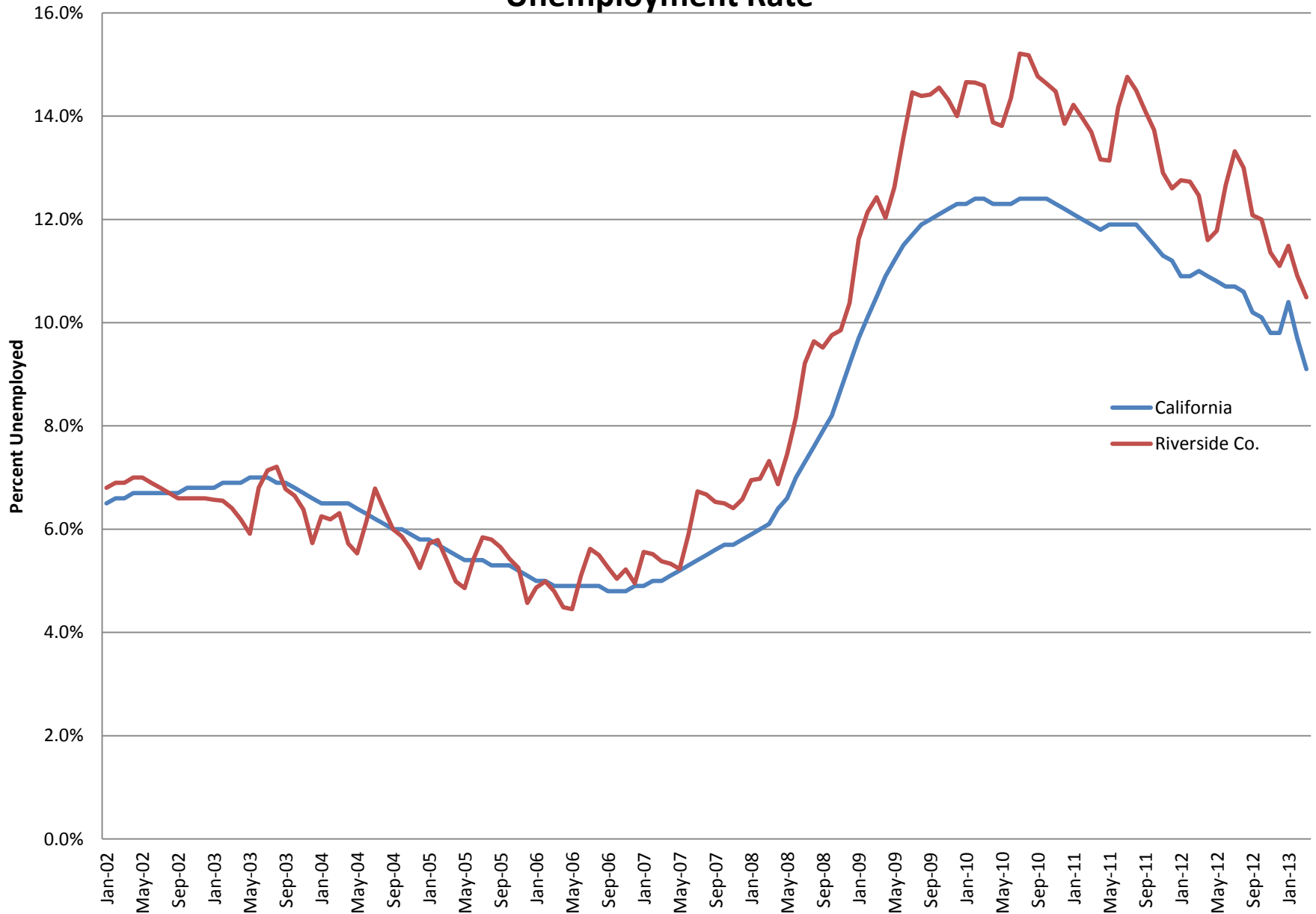


Table II- 4

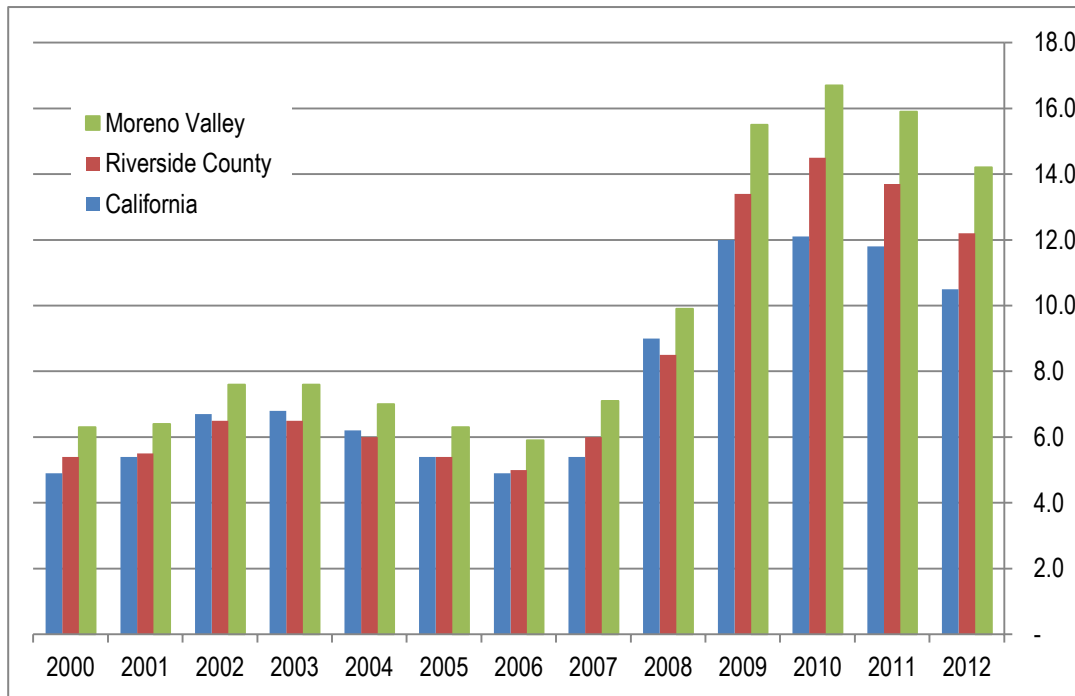
Household Income

	City of Moreno Valley	Riverside County	Index: City compared to County
Median Household Income	50,585	46,110	109.7%
Household Income 2012			
Less than \$10,000	3,678	63,983	
\$10,000 to \$14,999	2,869	47,827	
\$15,000 to \$19,999	3,658	50,118	
\$20,000 to \$24,999	3,674	51,052	
\$25,000 to \$29,999	3,829	47,165	
\$30,000 to \$34,999	3,366	46,525	
\$35,000 to \$39,999	4,075	44,909	
\$40,000 to \$44,999	3,784	41,195	
\$45,000 to \$49,999	3,434	36,736	
\$50,000 to \$59,999	6,681	67,487	
\$60,000 to \$74,999	8,210	81,973	
\$75,000 to \$99,999	8,602	82,315	
\$100,000 to \$124,999	3,808	42,944	
\$125,000 to \$149,999	1,278	18,198	
\$150,000 to \$199,999	935	13,974	
Over \$200,000	486	14,393	
Total Households	62,367	750,794	8.3%
Household Income, 2012			
Less than \$10,000	5.9%	8.5%	69.2%
\$10,000 to \$14,999	4.6%	6.4%	72.2%
\$15,000 to \$19,999	5.9%	6.7%	87.9%
\$20,000 to \$24,999	5.9%	6.8%	86.6%
\$25,000 to \$29,999	6.1%	6.3%	97.7%
\$30,000 to \$34,999	5.4%	6.2%	87.1%
\$35,000 to \$39,999	6.5%	6.0%	109.2%
\$40,000 to \$44,999	6.1%	5.5%	110.6%
\$45,000 to \$49,999	5.5%	4.9%	112.5%
\$50,000 to \$59,999	10.7%	9.0%	119.2%
\$60,000 to \$74,999	13.2%	10.9%	120.6%
\$75,000 to \$99,999	13.8%	11.0%	125.8%
\$100,000 to \$124,999	6.1%	5.7%	106.7%
\$125,000 to \$149,999	2.0%	2.4%	84.5%
\$150,000 to \$199,999	1.5%	1.9%	80.5%
Over \$200,000	0.8%	1.9%	40.6%

Source: MR+E, Geolytics

**Table II- 5**  
**Unemployment Rate**  
**Annual Average**

Year	Moreno Valley	Riverside County	California
2012	14.2	12.2	10.5
2011	15.9	13.7	11.8
2010	16.7	14.5	12.1
2009	15.5	13.4	12.0
2008	9.9	8.5	9.0
2007	7.1	6.0	5.4
2006	5.9	5.0	4.9
2005	6.3	5.4	5.4
2004	7.0	6.0	6.2
2003	7.6	6.5	6.8
2002	7.6	6.5	6.7
2001	6.4	5.5	5.4
2000	6.3	5.4	4.9



Source: California EDD and MR+E

Table II- 6

Income and Employment

	City of Moreno Valley	Riverside County	Index: Plan Area compared to County
Median Household Income	\$ 50,585	\$ 46,110	110%
Industry			
Agriculture, forestry, and mining	454	4,805	9.45%
Construction	4,464	50,199	8.89%
Manufacturing	6,835	81,673	8.37%
Wholesale trade	1,347	14,865	9.06%
Retail trade	9,144	98,407	9.29%
Transportation and warehousing	6,060	71,075	8.53%
Information	2,345	20,431	11.48%
Finance, insurance, and real estate	4,892	54,673	8.95%
Professional, scientific, management, and admin.	14,784	128,856	11.47%
Educational, health and social services	18,852	153,021	12.32%
Arts, entertainment, and recreation	4,294	54,167	7.93%
Other services	6,051	48,139	12.57%
Public administration	5,118	62,986	8.13%
Total	<i>Total Employment</i> 84,640	843,297	10.04%
Industry (Distribution)			
Agriculture, forestry, and mining	1%	1%	94%
Construction	5%	6%	89%
Manufacturing	8%	10%	83%
Wholesale trade	2%	2%	90%
Retail trade	11%	12%	93%
Transportation and warehousing	7%	8%	85%
Information	3%	2%	114%
Finance, insurance, and real estate	6%	6%	89%
Professional, scientific, management, and admin.	17%	15%	114%
Educational, health and social services	22%	18%	123%
Arts, entertainment, and recreation	5%	6%	79%
Other services	7%	6%	125%
Public administration	6%	7%	81%

Source: MR+E, Geolytics

This data measures the employment distribution for the City's residents regardless of where that employment is located. The largest single industry group that city residents are employed in are educational health and social services which represent 12.3% of the total. Other leading sectors by percentage terms include other services, professional, scientific and management along with information. When compared to the County as a whole these industries are strongly represented in the City's labor force when compared to the County as a whole. This is particularly true for other services and educational health and social services which have an index of 125 and 123% respectively compared to the County as a whole.

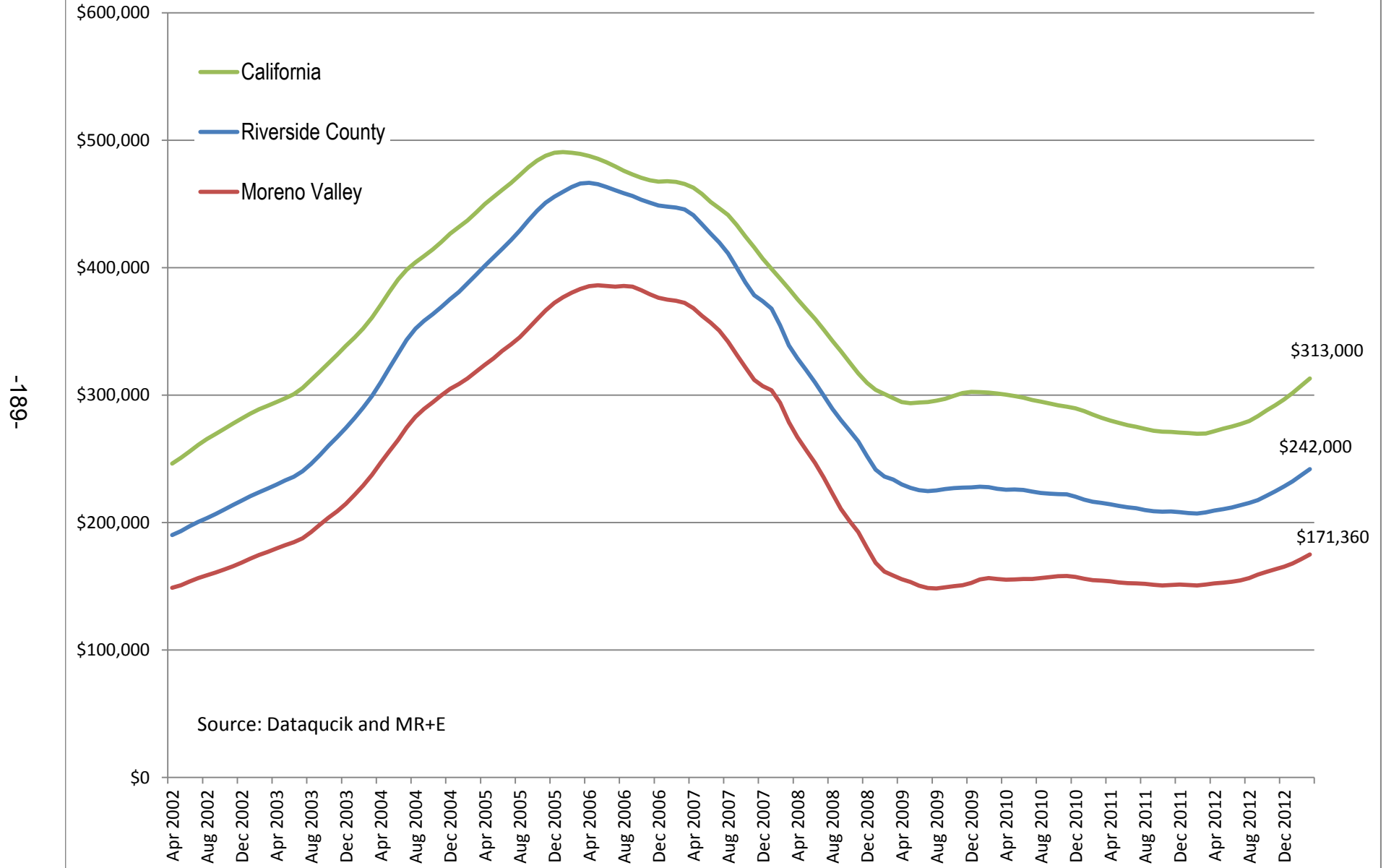
## ***Housing***

As with the entire Inland Empire, Moreno Valley has been significantly affected by the dislocation in housing markets caused by the 2008 financial crisis. Figure II-2 shows the median sales price for single-family homes for California Riverside County and Moreno Valley. During the entire housing expansion Moreno Valley's median sales price was significantly lower than both the State or the County's. The peak price for the median single-family home in California occurred in the third quarter of 2005. Peak values in Riverside County occurred in early 2006 at approximately \$466,000. Moreno Valley's median sale prices peaked in August 2006 at \$385,000. The national recession which began in 2007 caused a severe contraction in the residential real estate market. Prices began to decline in both the State and County level as well as in Moreno Valley. The low point for the city was reached in August 2009 with a median sales price of \$148,000. Prices stabilized roughly at this level until the fourth quarter of 2012 when prices began to appreciate. Median prices in March of 2013 were at \$170,000 for Moreno Valley as a whole. This is significantly below both the State and County averages and in general the rate of appreciation in Moreno Valley has been slower than either the State or County since the market stabilized from its rapid declines by 2009 / 2010.

Effect of declining sales values is also reflected in the rate of building permits issued for housing in Moreno Valley. Table II-7 shows the number of single-family unit building permits that were issued between 2003 and April of 2013. The peak occurred in 2004 with just over 2,000 single-family permits issued for that year. This was coming off a slightly smaller number of units in 2003 (1,987). Construction and permits began to slow down in 2006 and by 2008 the number of permits issued dropped to less than 100. New residential construction in Moreno Valley has been effectively stalled since 2007. Table II-8 shows the same pattern for multifamily building permits with a significant inventory being added in 2004 2006 but with construction essentially halted from 2007 forward.



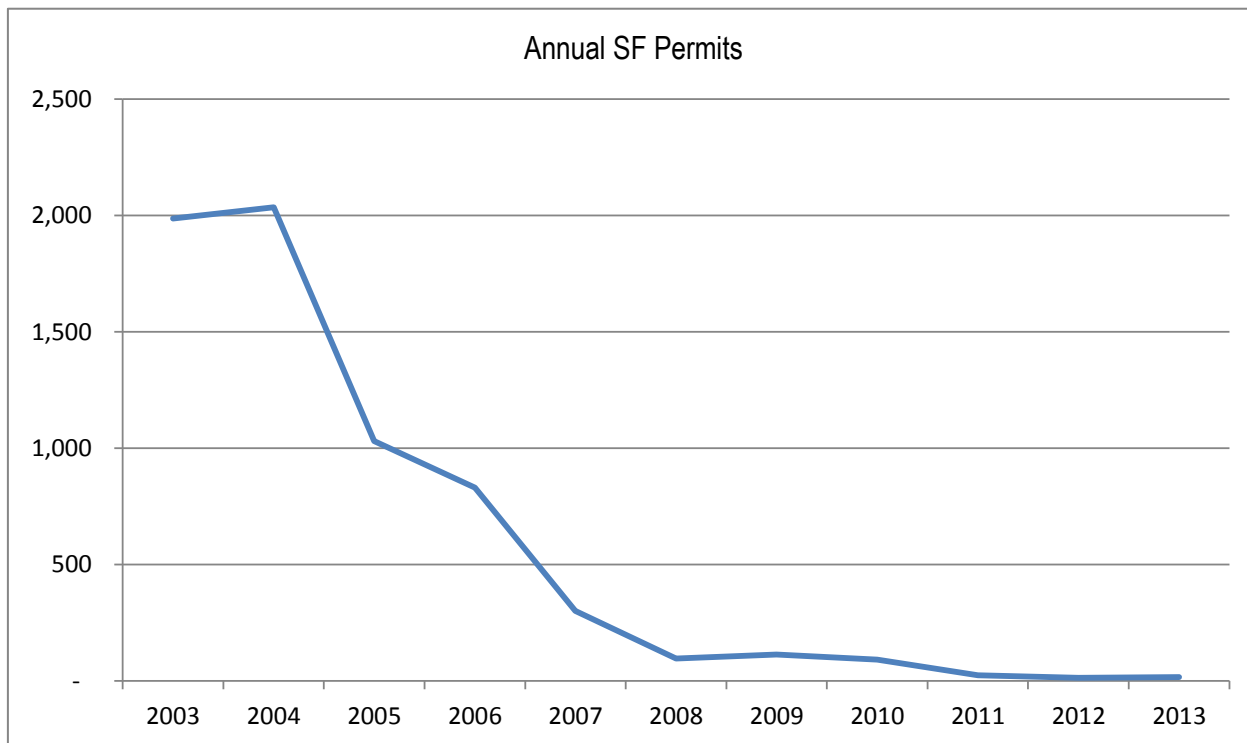
Figure II- 2  
 Median Sales Price, Single Family Homes



Source: Dataqucik and MR+E

**Table II-7**  
 City of Moreno Valley  
 SINGLE FAMILY UNIT BUILDING PERMITS  
 2003 - 2013

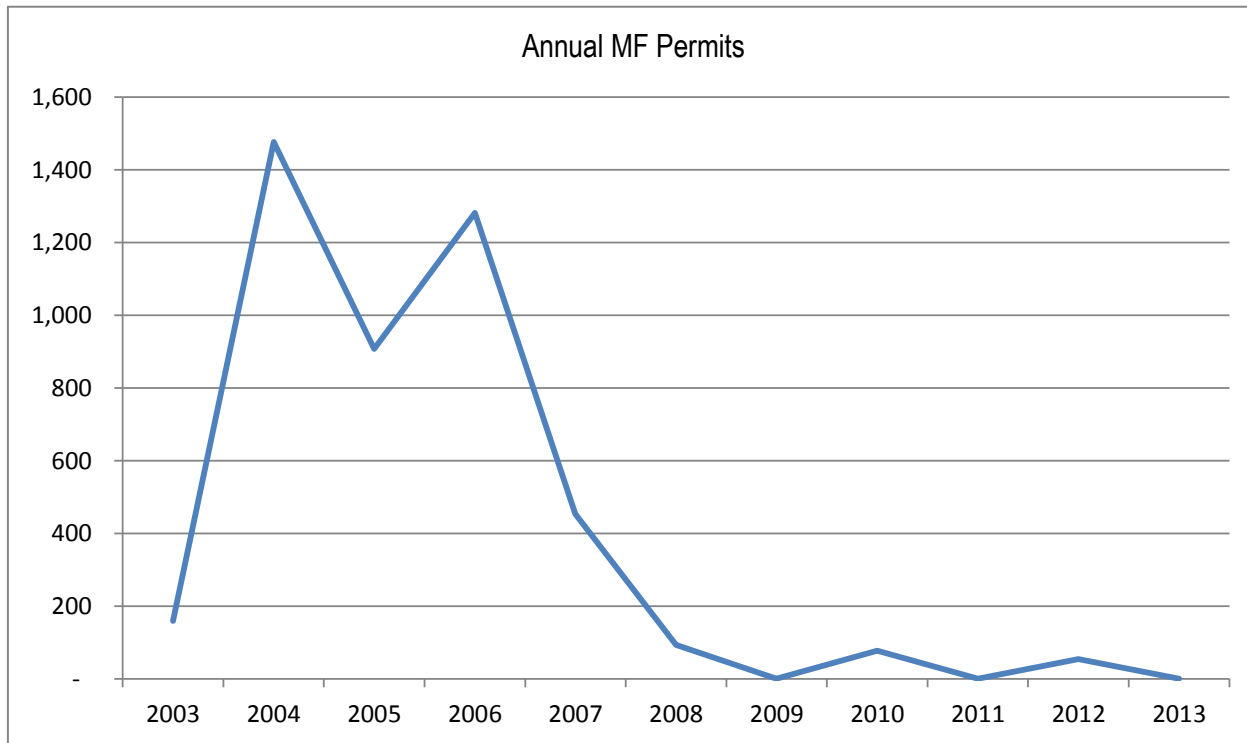
Month	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
January	134	210	58	311	60	7	0	7	1	0	15
February	95	110	114	13	21	2	0	7	0	0	1
March	126	210	119	66	25	12	18	0	0	0	0
April	397	259	118	2	24	0	20	0	10	0	0
May	842	368	119	55	38	0	6	0	0	0	
June	36	85	135	75	33	9	0	20	11	0	
July	79	132	66	200	1	14	14	11	0	1	
August	66	161	105	7	25	20	0	0	0	0	
September	37	107	87	52	31	15	11	12	1	0	
October	52	111	1	11	2	16	25	0	0	0	
November	64	103	19	12	33	0	10	0	0	0	
December	59	179	89	26	7	0	9	34	0	11	
<b>Annual Total</b>	<b>1,987</b>	<b>2,035</b>	<b>1,030</b>	<b>830</b>	<b>300</b>	<b>95</b>	<b>113</b>	<b>91</b>	<b>23</b>	<b>12</b>	<b>16</b>



Source: City of Moreno Valley

**Table II-8**  
 City of Moreno Valley  
 MULTI-FAMILY UNIT BUILDING PERMITS  
 2003 - 2013

Month	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
January	0	0	0	204	4	0	0	70	0	0	0
February	0	60	0	198	0	12	0	7	0	0	0
March	0	0	219	0	203	40	0	0	0	0	0
April	0	394	30	0	9	9	0	0	0	2	0
May	0	0	33	200	18	24	0	0	0	28	
June	0	478	608	312	0	0	0	0	0	0	
July	0	0	0	65	12	0	0	0	0	0	
August	0	0	0	0	173	0	0	0	0	24	
September	0	268	1	0	0	4	0	0	0	0	
October	0	228	16	0	12	0	0	0	0	0	
November	15	48	0	14	12	0	0	0	0	0	
December	144	0	0	288	12	4	0	0	0	0	
<b>Annual Total</b>	<b>159</b>	<b>1,476</b>	<b>907</b>	<b>1,281</b>	<b>453</b>	<b>93</b>	<b>-</b>	<b>77</b>	<b>-</b>	<b>54</b>	<b>-</b>



Source: City of Moreno Valley

## **Non-Residential Real Estate**

Demand for non-residential real estate is largely tied to employment conditions. Industrial and office uses require growing employment, and retail growth depends on increasing household incomes. After a prolonged decline in the labor market, conditions in the Inland Empire as a whole are starting to improve. Employment has increased 3% since February 2012, which is slightly above the state average of 2.4%. Although the unemployment rate remains elevated relative to the State overall, the region has made progress.

### ***The Inland Empire Market***

One of the reasons labor markets in the Inland Empire have improved over the past year is because nearly all private industry sectors expanded their payrolls and residents have been finding employment, most of which is occurring in Los Angeles and Orange counties, thus increasing commutes and stress on the transportation network. Leading sectors of local employment growth have included Trade, Transport and Utilities, Leisure and Hospitality and Education and Health Care. At the same time continued stress on public sector budgets has led to continuing declines in government related employment. This has been a significant drag on the economy region wide.

Since the start of the recession there has been little new supply to add to the inventory overhang that was present in the regional office market. Depending on the submarket vacancies can exceed 25% for offices and there is only limited upward pressure to absorb existing inventory. Vacancy rates in the retail sector across the Inland Empire peaked at the beginning of 2012, positive absorption has occurred across the region but a modest pace. This has been driven by a stabilization of household incomes combined with the fact that little new inventory has been added since 2008. After more than doubling between 2005 and 2009, vacancy rates for the region's industrial/warehouse sector have since fallen slowly to average an estimated 8.3% for 2012. Due to the recession nearly all commercial real estate development activity had been confined to alterations or renovations, however new development is beginning to occur and it appears that the region may be able to enter into an expansionary period in the development business cycle as existing inventory continues to be absorbed and as rents increase above replacement costs.

## ***Office***

Table II-9 provides an overview of the office market in the Inland Empire by regional submarket. At present the Moreno Valley/ Riverside market is reporting a vacancy of just under 16.5% on total inventory of 4.6 million sq ft. Most of this inventory is located in Riverside which represents one of the largest employment centers in the Inland Empire. As the neighboring community Moreno Valley competes on price with potential Riverside locations for office space. The Riverside/Moreno Valley submarket has one of the lowest vacancy rates in the area, however average asking rents are at \$1.89 per month per square foot. This rate combined with a relatively high vacancy rate implies that additional inventory will need to be absorbed prior to triggering significant new office investment in the Riverside Moreno Valley submarket.

Focusing in more closely on Moreno Valley rents, office property in the City has consistently outperformed Riverside County from 2006 through the third quarter of 2012. Annual lease rates for Moreno Valley office is reported at \$20.67 per sq. ft. per year (or \$1.72 per month). This compares to countywide average of \$15.35 per sq. ft per year (or \$1.27 per month). Figure II- 3 shows the relationship between asking rents in Moreno Valley compared to the County. Generally speaking Moreno Valley has a limited inventory of available office space. The space that is in the market has performed relatively well despite the recession and while the rents that are currently being achieved are below levels that were experienced prior to 2007, Moreno Valley offices have consistently outperformed the County.

## ***Industrial***

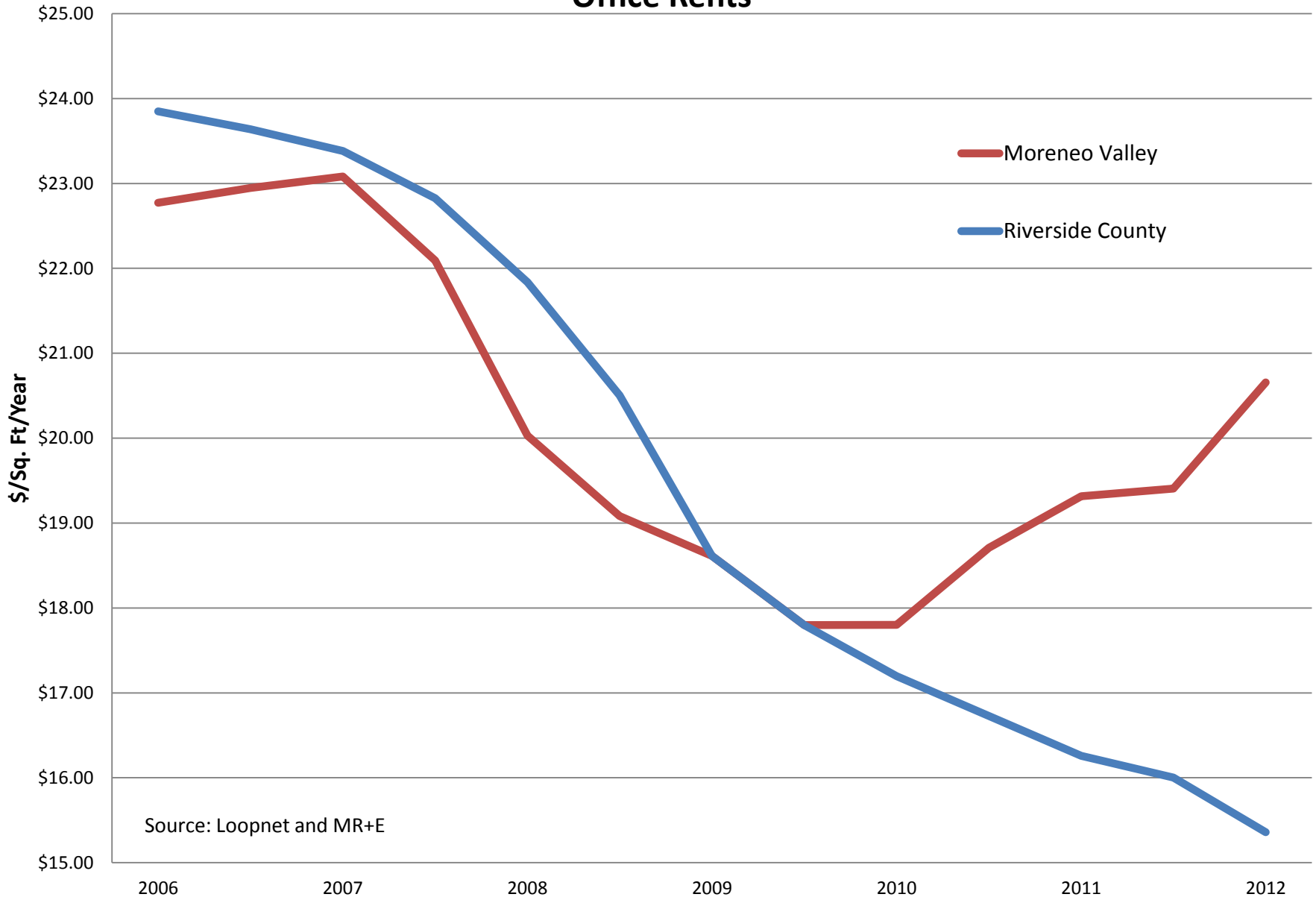
In recent years industrial development has formed an important component of the Moreno Valley commercial real estate market. The presence of March Joint Air Reserve Base has supported local industrial demand and has led to the presence of industrial development on the South and East margins of the city. Taking advantage of Moreno Valley's access to SR-60, industrial development that has driven the general economy of the Inland Empire is also located within the City. Notable industrial sites include the Skechers warehouse, the Westridge Industrial Logistics Project and the proposed World Logistics Center in Southeast Moreno Valley. The proposed World Logistics Center, a master plan for the development of modern high-cube logistics warehouse distribution facilities on approximately 3,820 acres of land in eastern Moreno Valley potentially represents a significant new development for the City. This project has not been entitled yet and it has only completed public review and comment on the DEIR. The project is not expected to be considered for approval until sometime in 2014. The project proposes the development of approximately 41.6 million square feet of modern high-cube logistics facilities over approximately 2,665 acres, 1,136 acres of permanent open space, and 19 acres of existing public utility facilities.

**Table II- 9**  
Office Lease Rates  
Inland Empire  
Q1 2013

	Total inventory	Total Vacancy	Vacancy Prior Qtr.	Net Absorbtion YTD	Ave. Asking Rents
Riverside / Moreno Valley	4,691,500	16.40%	17.40%	47,600	\$1.89
Chino / Chino Hills	345,900	24.20%	27.30%	10,800	\$2.18
Coachella Valley	1,004,700	15.30%	16.30%	10,600	\$1.47
Corona	1,672,700	30.60%	31.60%	16,000	\$1.61
Murrieta / Temecula	1,394,000	21.00%	22.00%	13,500	\$1.38
Ontario	3,583,700	27.70%	27.90%	8,700	\$1.73
Rancho Cucamonga	2,988,200	22.00%	17.00%	-151,100	\$1.59
San Bernardino	4,812,500	22.00%	23.00%	50,700	\$1.47
<b>TOTAL</b>	<b>20,493,200</b>	<b>22.00%</b>	<b>22.10%</b>	<b>6,800</b>	<b>\$1.65</b>

Source: Colliers and MR+E

Figure II-3  
**Office Rents**



Source: Loopnet and MR+E

Table II-10 shows industrial lease rates in eastern inland Empire through the first quarter of 2013. At present Moreno Valley is experiencing a 10% vacancy rate of 15.7 million sq. ft. inventory. However the local market is achieving relatively high lease rates at \$0.42 per month (or \$5.04 per year) per sq. ft.. This is higher than the region wide average of \$0.37 and is the second highest rate in the market area behind Corona at \$0.49 per sq ft. Figure 4 shows that Moreno Valley industrial real estate has outperformed Riverside County as a whole but has suffered a decline in value over the course of the recession. Average asking rates are showing signs of stabilization and a tightening inventory market wide is likely to lead to upward pressure on existing industrial rents.

## ***Retail***

Demand for retail space is driven by the growth in the local consumer base, both in terms of increasing population and increasing incomes, along with serving the local employment base. Communities throughout Southern California, and the nation as a whole, have been challenged in recent years due to rising levels of consumer debt and stagnant and declining household incomes and earnings. In general this has put pressure on retail demand and has led to low rates of growth in overall retail expenditures. Locally the effects of this can be seen on table II-11. This shows the rate of change in taxable sales indexed 2002 and compares the total amount of retail transactions that occurred in Moreno Valley, California, Riverside County and surrounding communities. During the entire time period examined Moreno Valley has underperformed both Riverside County and the State of California in terms of its rate of growth in retail transactions. The City experienced declines in total taxable sales in 2008 and 2009. Table II-12 converts the same set of data to a measure of retail sales per capita and shows that Moreno Valley has consistently produced taxable sales per capita at a rate lower than the County average. This means that Moreno Valley is leaking retail expenditures to neighboring communities and is underperforming in terms of retail sales. The ability to capture this unmet demand is likely to be an important cornerstone of a land use strategy along the SR-60 corridor. The relative weakness of the retail market in Moreno Valley is displayed on Figure II-5. This shows that retail rents in the city have generally underperformed County averages and as an effective the recession have been in decline since 2007 when rents peaked at approximately \$25 per square foot per year. At present reported retail rental rates are at \$15.75 per year, significantly below the countywide average of \$17.09. In addition the County average retail rental rate has stabilized since 2011, values in Moreno Valley continue to decline.

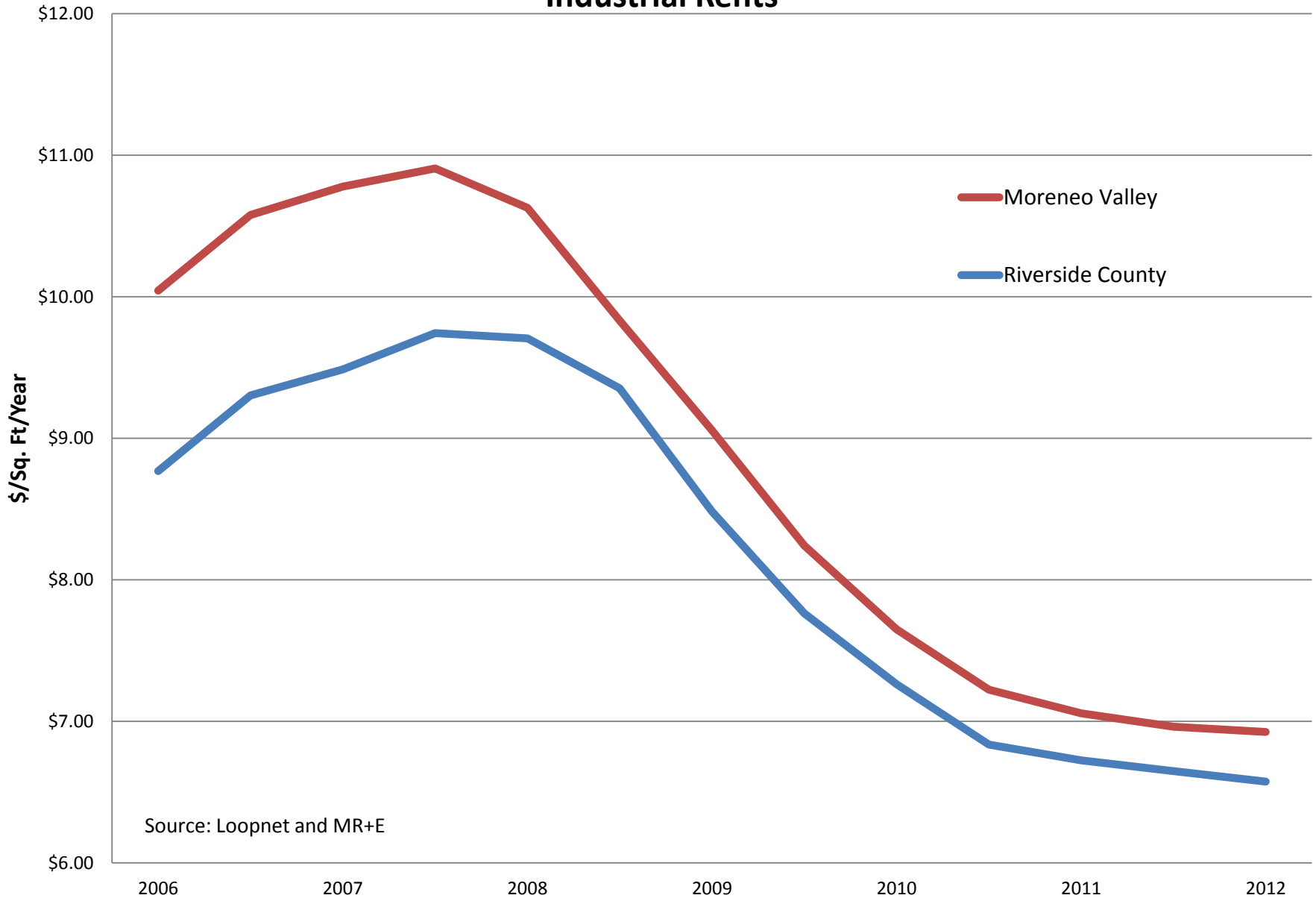


Table II-10  
Industrial Lease Rates  
Eastern Inland Empire  
Q1 2013

Submarket	Total inventory	Vacancy	Vacancy prior qtr.	Net absorption Ytd (SF)	Weighted avg asking lease rates
Moreno Valley	15,749,100	10.00%	8.60%	-214,800	\$0.42
Colton	6,483,600	3.90%	4.10%	17,400	\$0.33
Corona	25,741,400	4.10%	5.70%	415,000	\$0.49
Perris	13,253,800	4.20%	11.30%	936,600	\$0.26
Redlands /Loma Linda	18,617,200	15.40%	14.80%	-110,800	\$0.33
Rialto	17,835,300	8.40%	9.80%	251,400	\$0.41
Riverside	40,693,000	5.20%	5.30%	28,700	\$0.33
San Bernardino	29,736,500	6.60%	7.90%	383,700	\$0.38
TOTAL	168,109,900	7.20%	8.20%	1,707,200	\$0.37

Source: Colliers and MR+E

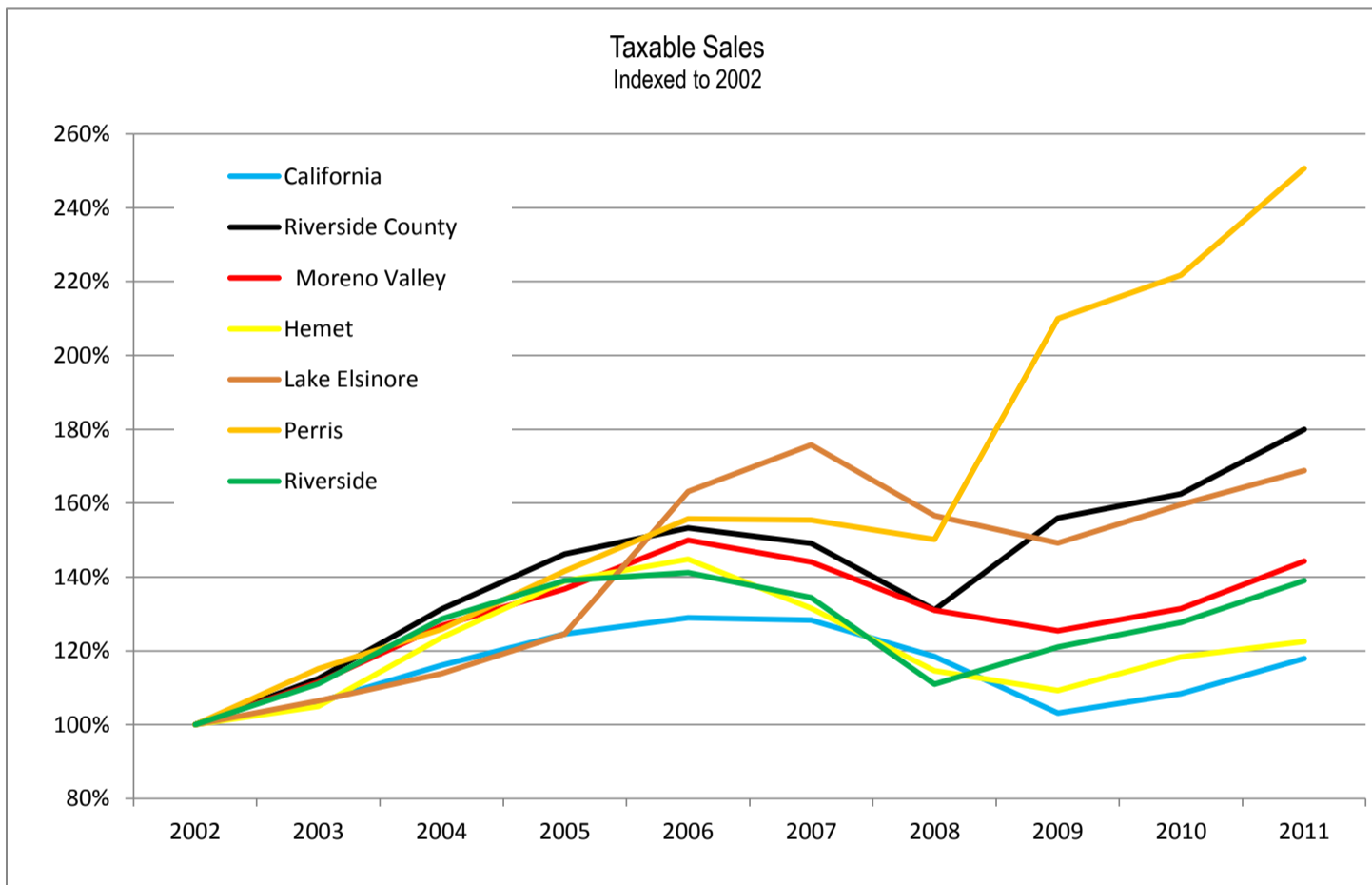
Figure II-4  
**Industrial Rents**



Source: Loopnet and MR+E

**Table II- 11**  
**Taxable Sales**  
 ( in thousands )

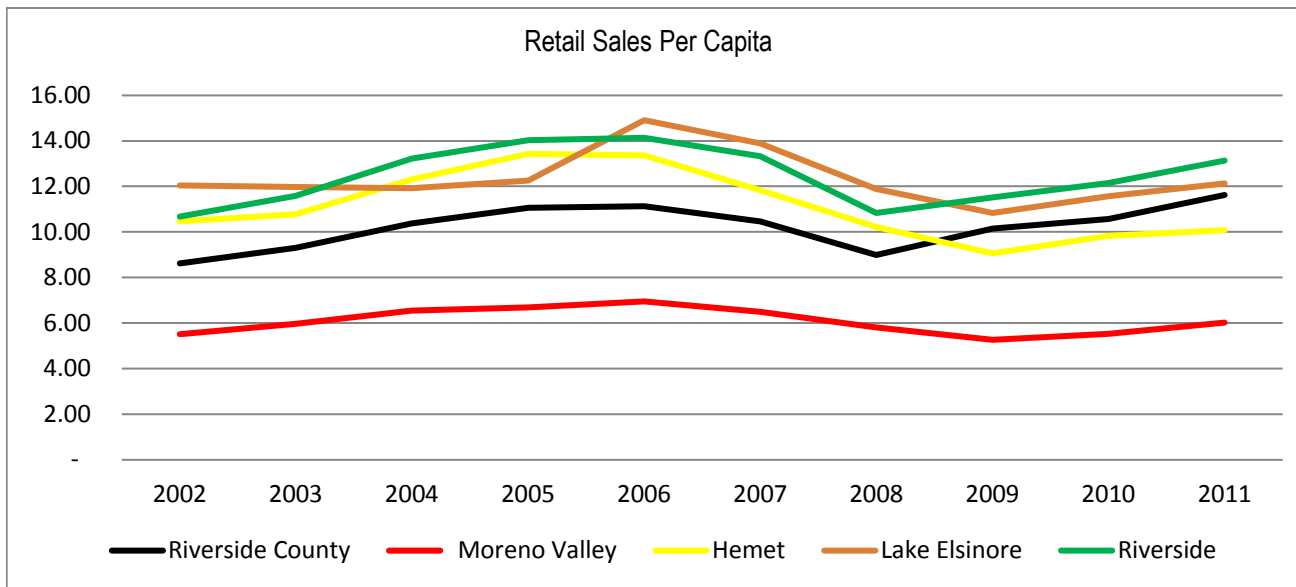
Year	California	Riverside County	Moreno Valley	Hemet	Lake Elsinore	Perris	Riverside
2002	301,612,306	14,250,733	812,229	652,880	375,928	233,133	2,891,630
2003	320,217,054	16,030,952	905,801	685,547	400,203	268,443	3,210,160
2004	350,172,688	18,715,949	1,030,203	806,848	427,824	293,429	3,718,999
2005	375,808,125	20,839,212	1,110,612	907,128	468,129	330,152	4,019,963
2006	389,066,572	21,842,345	1,218,440	945,412	613,105	363,181	4,082,977
2007	387,025,102	21,242,516	1,170,236	858,551	660,835	362,403	3,888,251
2008	357,318,427	18,689,249	1,064,374	748,522	588,697	350,027	3,209,083
2009	311,214,606	22,227,877	1,018,353	713,003	560,924	489,591	3,500,514
2010	326,777,717	23,152,780	1,067,546	772,608	599,836	516,944	3,692,302
2011	355,518,038	25,641,497	1,172,223	799,835	634,553	584,313	4,019,127



Source: State Board of equalization and MR+E

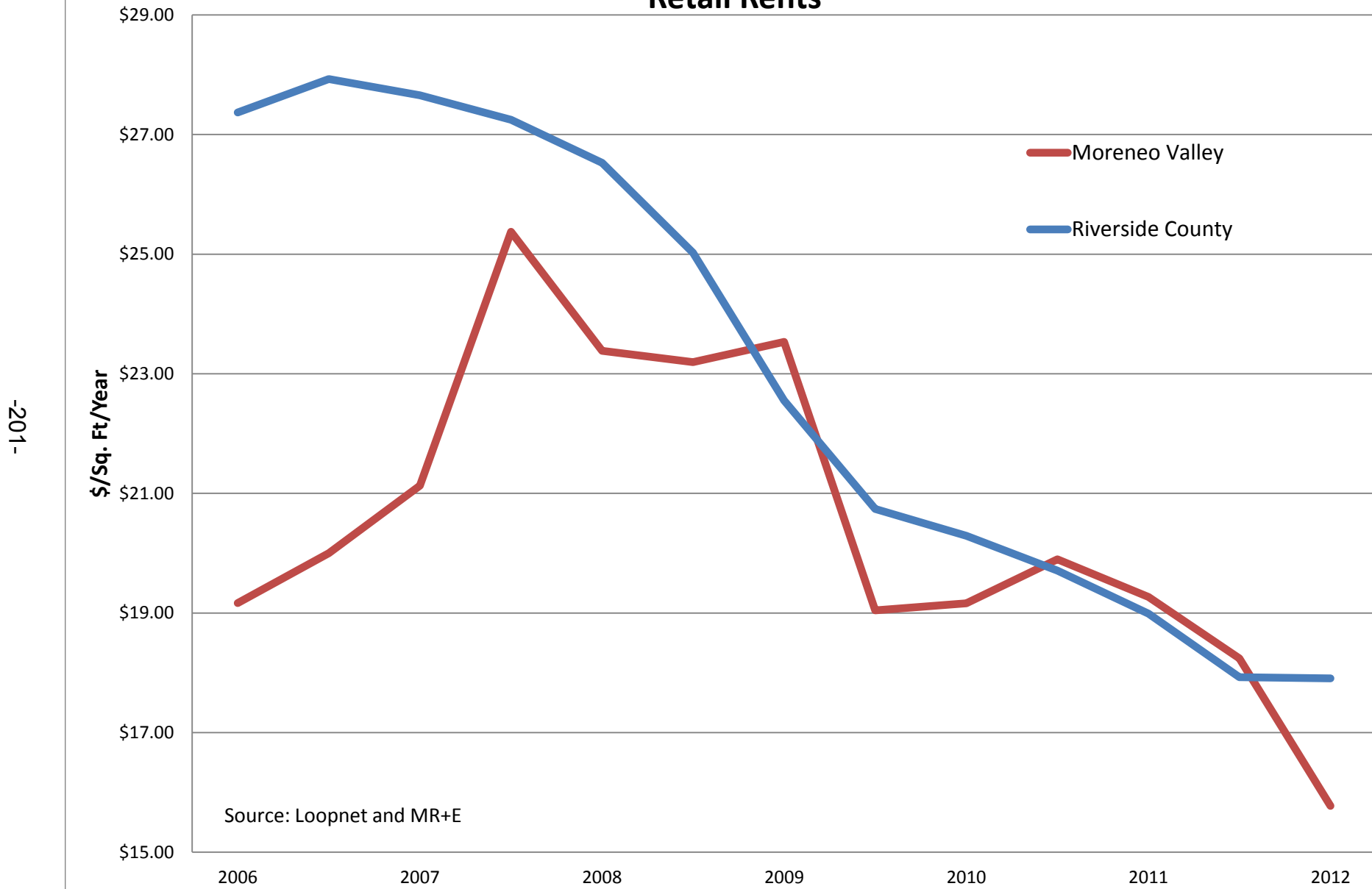
**Table II-12**  
**Per Capita Taxable Sales**  
(in thousands)

Year	Riverside County	Moreno Valley	Hemet	Lake Elsinore	Riverside
2002	8.62	5.52	10.46	12.04	10.68
2003	9.30	5.97	10.78	11.97	11.58
2004	10.37	6.54	12.31	11.92	13.23
2005	11.06	6.69	13.43	12.26	14.03
2006	11.13	6.95	13.37	14.90	14.13
2007	10.46	6.49	11.84	13.89	13.32
2008	8.99	5.82	10.23	11.88	10.83
2009	10.15	5.27	9.06	10.82	11.52
2010	10.57	5.52	9.82	11.58	12.15
2011	11.62	6.03	10.09	12.13	13.13



Source: State Board of equalization and MR+E

Figure II-5  
**Retail Rents**



Source: Loopnet and MR+E

## Summary and Implications

Like many communities in the Inland Empire, Moreno Valley was hit hard by the national recession and financial crisis. A spike in unemployment combined with declining sales values for homes combined to create significant stress on the city's economy. After weathering a particularly difficult stretch, it appears that most categories of real estate are stabilizing in their prices, albeit at a lower level than was achieved prior to the recession. As the national and state economy began to recover, as has been experienced since 2009, demand for new development is beginning to appear in Moreno Valley. At present the industrial market shows the most near-term pressure and at this point in the business cycle the City can anticipate increased demand for increased industrial entitlements. . Retail development, focused on capturing spending that is leaking out of the city and is designed to more effectively capture the expenditures of Moreno Valley's residents, offers the best strategic opportunity among the land-use classes that can be developed along the corridor. Office development is likely to emerge as a niche product ancillary to the growing demand for industrial space in the city and will merge over time as an industrial warehouse and logistics uses become more fully articulated in the city.

In terms of residential real estate, demand and prices are likely to remain moderate especially in comparison to the growth that was experienced prior to the recession and financial crisis. That being said Moreno Valley is attainably priced in comparison to neighboring cities and to State and County averages. This relative affordability is likely to drive growth in the intermediate and long-term future.

## **Section III Economic Strategy**

### **Introduction**

This section provides forecasts of absorption and a development program for the plan area based on an analysis of existing conditions and oncoming demand for a variety of land uses. This information has been prepared in order to support the land use scenarios for the SR-60 East study area.

### **Forecast of demand**

#### ***Non-residential land uses***

Demand for nonresidential real estate products is driven by employment growth. At present, Moreno Valley along with the rest of Southern California is beginning to emerge from a deep recession that began in 2007 and was exacerbated by the financial crisis of 2008. The recession resulted in severe contraction in level of real estate development that had been occurring during the previous expansionary period. A significant amount of this growth was driven by demand in residential real estate which was produced at greater volumes than could be absorbed by the market during the last years of the national housing boom. The overproduction of residential real estate led to declines in housing values and eventually triggered a cascading series of effects that led to increases in unemployment and declining household incomes. It's important to note that during the housing boom, nonresidential real estate did not experience the same level of expansion that occurred in the residential market. For the most part nonresidential development stayed in balance with demand and vacancies began to spike upward with increases in unemployment rather than being an effect of oversupply.

In order to anticipate the likely future demand for development along SR-60 it is necessary to understand the dynamics that would underlie future employment growth in Moreno Valley. The State of California's Employment Development Department is tasked with creating long-term employment forecasts through its labor market information division. This information is used by a broad set of stakeholders in the economy ranging from labor training and education providers to transportation and land-use planners. These forecasts are produced at the County wide level and taking into account such factors as changing composition of the national GDP, growth and change in California's labor force, technological change and changes in consumption by households. These long-term forecasts will serve as the basis for determining

absorption and future demand within the plan area. However, it is necessary to disaggregate or “scale-down” the regional forecasts to the scale of the City of Moreno Valley and then beyond that to the plan area itself.

Table III-1 shows employment levels for Riverside County from 2006 to 2011 along with the Employment Development Department's (EDD) forecast for employment in 2020. The data shows that total nonfarm employment in Riverside County has decreased from 2006 levels of just over 606,000 employees to 536,000 in 2011. EDD forecasts that by 2020 the County as a whole will gain just over 78,000 net new jobs bringing the total level of employment to just over 614,000. Note that this is a forecast of employment by the job's location, the employees themselves may live elsewhere and as such this represents a forecast of “in-place employment” rather than a forecast of household employment. EDD anticipates that the service sectors will lead employment recovery in Riverside County with retail trade and leisure and hospitality providing the largest number of new jobs of any of the sectors in the economy. EDD anticipates net growth from the 2011 base in every sector except for mining and logging which is already a very small portion of the overall employment composition in the County.

Table III- 2 translates the forecasted net change in employment into an estimate of demand for new commercial real estate across Riverside County. This is accomplished by applying a planning factor on the number of square feet required per employee associated with each industrial category. Using this approach, it is possible to forecast that the net growth of just over 76,000 new jobs in the County will result in demand for just over 55 million sq. ft of commercial real estate. Note this is net demand some of which would be absorbed by existing vacancies in the market.

The next step in the process of developing the forecast is to determine what Moreno Valley's share of the total available net new demand would be. Table III-3 shows Moreno Valley's existing share of employment by sector for 2011. According to data provided by business records available through Dun & Bradstreet, there were approximately 25,500 employees working across all sectors in Moreno Valley. This accounted for 4.76% of the County's total employment. The largest single sector was educational and health services with just under 5,800 employees. This sector includes both public and private school employees as well as medical and related services. Retail trade was the second largest sector accounting for just over 5,000 employees. This distribution is consistent with Moreno Valley's role as a residential community within Riverside County.



Table III-1  
Employment Change Historic and Forecast  
Riverside County

Industry	2006	2010	2011	Forecast	
				2020	Net Change 2011-2020
Total Nonfarm	606,400	523,600	536,000	614,192	78,192
Mining and Logging	700	400	400	360	(40)
Construction	80,700	35,400	34,300	41,092	6,792
Manufacturing	57,000	37,900	39,000	39,370	370
Wholesale Trade	20,500	19,100	19,900	23,777	3,877
Retail Trade	85,900	78,500	79,400	96,320	16,920
Transportation, Warehousing & Utilities	17,000	19,400	20,300	24,847	4,547
Information	7,700	10,200	9,600	10,071	471
Financial Activities	23,600	19,300	18,300	21,371	3,071
Professional & Business Services	62,600	50,300	52,700	63,792	11,092
Educational & Health Services	53,500	58,000	61,600	73,605	12,005
Leisure & Hospitality	71,900	67,700	69,300	83,412	14,112
Other Services	20,500	18,300	19,000	20,743	1,743
Government	104,800	109,200	112,200	113,534	1,334

Source: California Employment Development Department and MR+E

Table III- 2  
 Estimated Total Demand  
 Commercial Real Estate  
 Riverside County

<b>Industry</b>	<b>Net Change 2011-2020</b>	<b>Sq. Ft. Per Employee</b>	<b>Net New Space</b>
Mining and Logging	(40)	75	(3,000)
Construction	6,792	75	509,435
Manufacturing	370	610	225,506
Wholesale Trade	3,877	2,000	7,753,498
Retail Trade	16,920	1,017	17,207,902
Transportation, Warehousing & Utilities	4,547	4,000	18,188,589
Information	471	160	75,342
Financial Activities	3,071	160	491,395
Professional & Business Services	11,092	160	1,774,742
Educational & Health Services	12,005	300	3,601,614
Leisure & Hospitality	14,112	350	4,939,247
Other Services	1,743	160	278,911
Government	1,334	120	160,133
<b>Total</b>	<b>76,296</b>		<b>55,203,314</b>

Source: California Employment Development Department and MR+E

Table III-3  
Employment By Sector  
Riverside County and Moreno Valley  
2011

Sector	Number of Employees		City as a % of County	Location Quotient
	Riverside County	Moreno Valley		
Mining and Logging	400	49	12.25%	257.3%
Construction	34,300	1,587	4.63%	97.2%
Manufacturing	39,000	716	1.84%	38.6%
Wholesale Trade	19,900	552	2.77%	58.3%
Retail Trade	79,400	5,024	6.33%	132.9%
Transportation, Warehousing & Utilities	20,300	923	4.55%	95.5%
Information	9,600	403	4.20%	88.2%
Financial Activities	18,300	889	4.86%	102.0%
Professional & Business Services	52,700	4,344	8.24%	173.1%
Educational & Health Services	61,600	5,798	9.41%	197.7%
Leisure & Hospitality	69,300	2,063	2.98%	62.5%
Other Services	19,000	1,552	8.17%	171.5%
Government	112,200	1,623	1.45%	30.4%
<b>Total</b>	<b>536,000</b>	<b>25,523</b>	<b>4.76%</b>	<b>100.0%</b>

Source: Dunn & Bradstreet, California Employment Development Department and MR+E

In order to use this information to establish a forecast for Moreno Valley in 2020, it is useful to establish the concentration of employment by sector in the City in comparison to the County. The most useful tool for this is the location quotient. The location quotient formula determines the proportional share of an economic activity in a local area in comparison to a region. It is used to identify sectors of specialization and components of what is known as the export base (or basic) sectors of a local economy. .

- When the Location Quotient = 1 This means the employment is equal in the sector for the regional and local economy. Therefore the sector is non-basic and supply is just equal to demand.
- If  $LQ < 1$ , The output is not sufficient to meet the local demand and imports are needed. It is also non-basic.
- If  $LQ > 1$  the output is more than sufficient to meet the local demand and exporting the surplus is an option. It is basic.

The formula is as follows;

$LQ_i = (e_i/e) / (E_i/E)$  where,

$LQ_i$  = location quotient for sector in the regional economy

$e_i$  = employment in sector i in the local economy

$e$  = total employment in the local area

$E_i$  = employment in industry i in the regional economy

$E$  = total employment in the regional economy

By using location quotient it is possible to identify areas of specialization within Moreno Valley's economy and to identify economic sectors that will grow at rates different from the County as a whole.

Table III-4 provides a forecast of employment growth for the city of Moreno Valley out to 2020. The first step is to identify the forecasted countywide change and take a proportional share based on the City's existing percentage of overall employment(4.76%). This baseline growth that assumes covariance with the County's economy is adjusted based on the location quotient for each industry sector. By doing this, it is possible to identify that Moreno Valley will capture more than an equal share of employment in specific industrial sectors. Result is that the City's share of overall employment growth can be anticipated to increase over its existing proportional share.

Reflecting the strong location quotients for educational and health services along with retail trade, these are expected to be the largest gainers in terms of total number of net new jobs in Moreno Valley.

Table III-4

Forecast of Employment Growth  
City of Moreno Valley

<b>Industry</b>	County Wide Net Change 2011-2020	City Proportional Share	LQ Adjusted Share
Mining and Logging	(40)	(2)	(5)
Construction	6,792	323	314
Manufacturing	370	18	7
Wholesale Trade	3,877	185	108
Retail Trade	16,920	806	1,071
Transportation, Warehousing & Utilities	4,547	217	207
Information	471	22	20
Financial Activities	3,071	146	149
Professional & Business Services	11,092	528	914
Educational & Health Services	12,005	572	1,130
Leisure & Hospitality	14,112	672	420
Other Services	1,743	83	142
Government	1,334	64	19
<b>Total</b>	<b>76,296</b>	<b>3,633</b>	<b>4,496</b>
Percent of County Total		4.76%	5.9%

Source: California Employment Development Department and MR+E

This is followed by other service sectors such as professional and business services and leisure and hospitality. Again this is consistent with the industrial structure of Moreno Valley and its role in the regional economy of Riverside County.

The next step in determining how this anticipated employment growth will be reflected in the built environment is to translate the net job growth into occupied square feet. Table III-5 provides an estimate based on the average number of square feet per employee that are demanded by industrial sector. These square footage estimates reflect the increasing efficiency in floor plans for offices and professional services that has been experienced in recent years. In addition the estimates reflect the increasing investments and automation that have occurred in warehousing that have produced a lower level of employment density on a per square foot basis than had been experienced in the past. Figures for retail trade (estimated at 1,015 sq ft per employee) is based on the assumption that new retail will be increasingly composed of large format stores rather than the "Main Street" type retail that have been developed in the past. Taken together the net growth of just under 4,500 new jobs in Moreno Valley can be anticipated to occupy over 2.8 million sq. ft. by 2020.

As a secondary check on demand for retail space, an analysis of sales per capita compared to the levels of expenditures experienced throughout Riverside County, was produced. As was discussed in the previous section Moreno Valley experiences leakages of retail sales and generates a lower level of retail sales per capita than its neighboring communities or the State and County as a whole. This means that there is demand for retail sales by Moreno Valley residents that currently cannot be met within the city. Table III- 6 provides a more detailed analysis of the sales tax leakages and variances based on reported levels of sale by type of store. This data is based on sales tax receipts received by the City of Moreno Valley as reported by HdL. With the exception of department and variety stores, Moreno Valley is deficit in every category of retail sales. Using the data from HdL, it is possible to estimate the gap in supportable square footage that would be required to be available in Moreno Valley in order to bring supply and demand balance and to stop the city from being a net sales tax exporter. Applying the typical sales per square foot factor by retail category, it is anticipated that the community could absorb the additional 1.09 million sq. ft. of new retail development. This number compares to the 2020 forecast of 1.08 million sq. ft. produced by the employment driven method.

Table III- 5

Forecast Demand for Commercial Real Estate  
City of Moreno Valley  
2011-2020

<b>Industry</b>	<b>Net Job Growth</b>	<b>Sq. Ft. Per Employee</b>	<b>Net New Sq. Ft.</b>
Mining and Logging	(5)	75	(368)
Construction	314	75	23,571
Manufacturing	7	610	4,140
Wholesale Trade	108	2,000	215,072
Retail Trade	1,071	1,015	1,086,681
Transportation, Warehousing & Utilities	207	4,000	826,998
Information	20	160	3,163
Financial Activities	149	160	23,872
Professional & Business Services	914	160	146,290
Educational & Health Services	1,130	300	338,996
Leisure & Hospitality	420	350	147,037
Other Services	142	160	22,783
Government	19	120	2,316
<b>Total</b>	<b>4,496</b>		<b>2,840,551</b>

Source: MR+E

Table III-6  
Retail Sales Leakages  
City of Moreno Valley  
2011

	Per Capita Sales	Sales Tax Variance	Typical Sales Per Sq. Ft.	Estimated Gap in Supportable Sq. Ft.
Department Stores	\$28	\$54,290	\$175	Surplus
Variety Stores	14	28,092	100	Surplus
Music Stores	>1	117	200	0
Photographic Equipment	-2	-3,045	N.D	N.D
Florist Shops	-2	-3,514	150	2,000
Men's Apparel	-7	-13,607	225	6,000
Package Liquor Stores	-9	-18,467	N.D	N.D
Paint /Glass/ Wallpaper	-11	-22,411	250	9,000
Shoe Stores	-13	-24,812	200	12,000
Jewelry Stores	-14	-27,857	500	6,000
Stationery / Book Stores	-20	-38,731	200	19,000
Grocery Stores Beer /Wine	-22	-42,264	175	24,000
Hardware Stores	-30	-57,608	225	26,000
Art /Gift /Novelty Stores	-35	-67,408	150	45,000
General Merchandise	-35	-67,935	100	68,000
Restaurants Beer And Wine	-37	-73,069	575	13,000
Drug Stores	-47	-91,029	350	26,000
Sporting Goods/Bike Stores	-48	-93,743	225	42,000
Office Supplies/Furniture	-58	-113,889	225	51,000
Restaurants No Alcohol	-64	-125,387	650	19,000
Discount Dept Stores	-68	-132,220	475	28,000
Women's Apparel	-70	-137,608	375	37,000
Lumber/Building Materials	-72	-140,165	300	47,000
Specialty Stores	-73	-142,117	175	81,000
Grocery Stores Liquor	-114	-222,605	110	202,000
Electronics/Appliance Stores	-124	-242,868	500	49,000
Home Furnishings	-131	-255,421	175	146,000
Family Apparel	-146	-284,898	375	76,000
Restaurants Liquor	-184	-360,095	575	63,000
<b>Total</b>				<b>1,097,000</b>

N.D No Data

Source: HdL



***Residential Demand***

Residential development proceeds by a different set of influences than commercial real estate. While the market for residential real estate throughout the Inland Empire has experienced significant turmoil in recent years, it is still anticipated that the region will experience population growth and will continue to be the site of new residential development. The factors that play into residential demand include new household formation, population growth (births minus deaths less net migrants) regionwide employment growth and other factors such as interest rates in the availability of land. These factors are taken into consideration as part of the long-range forecasting process prepared by the Southern California Association of Governments' (SCAG) RTP process. The SCAG RTP data allocates population growth by city throughout its six County jurisdiction area. The forecast for Moreno Valley is shown below.

***2020 City-wide Housing Demand--Moreno Valley***

Population 2010	Forecast Population 2020	Net growth	Persons Per Household	Net New Dwelling Units
193,365	213,700	20,335	2.83	7,186

Source: SCAG RTP and MR+E

SCAG anticipates net growth of just over 20,000 new residents in Moreno Valley that would result in demand for 7,186 new dwelling units by 2020. Note that these are citywide forecasts and it is anticipated that these dwelling units would be distributed based on land costs, entitlements and availability throughout the city and would not be absorbed by the SR-60 plan area alone.

***Plan Area Absorption***

Table III-7 provides an estimate for a development program for the SR 60 plan area out to 2020. These estimates are produced by translating the total demand by industry sector into demand by property type that would correspond to broad land-use categories that could be reflected in existing general plan categories. This translates the 2.8 million sq. ft. of anticipated demand into land-use types. A planning allocation factor has been applied to each category based on a review of the existing general plan land-use categories along with plan and proposed development initiatives.

Table III-7  
Absorption to 2020 for  
SR-60 Plan Area

Property Type	Total Demand	Allocation to SR-60	SR-60 Absorption
Office	198,423	80%	158,739
Industrial	1,069,413	70%	748,589
Retail	1,086,681	70%	760,677
Hospitality / recreation	147,037	80%	117,630
Institutional	338,996	30%	101,699
<b>Total</b>	<b>2,840,551</b>		<b>1,887,333</b>
<b>SR-60 % of Total</b>			<b>66.4%</b>

Source: MR+E

The majority of office designated land uses available for development are located along SR 60 in the plan area and as such they have been allocated as part of the proposed planning program. Industrial land uses are shown as having a low level of absorption, but this allocation could change based on planning priorities and changes to entitlements. It is important to note that there are significant warehouse developments adjacent to the study area. In terms of retail development sites along SR 60 in the plan area represent some of the last undeveloped large-scale retail development sites that would provide regional access and as such can be expected to be attractive as sites for future retail development. A similar criteria was used for hospitality and recreation uses that require a large catchment area and can benefit from freeway adjacencies. Finally a lower level of institutional uses were allocated to the plan area based on the ongoing development of the regional medical center which is likely to be a significant driver of healthcare related development.

## **Summary and Implications**

Sites within the plan area, in particular Areas 1 and 2, are among the most attractive remaining undeveloped sites that could accommodate office development in Moreno Valley. While this is the current general plan designation the likely future demand for office uses citywide is anticipated to be modest at just under 200,000 sq. ft. Therefore, it is likely to be necessary to adjust the entitlements within the SR-60 plan area in order to reflect likely oncoming demand from other categories of land-use. One of the most promising opportunities are retail developments that could occur adjacent to the Freeway accesses at Redlands and Moreno Beach Drive. The land use planning that follows as part of this effort should anticipate being able to accommodate community and region serving retail within the plan area. This suggests that an approach geared more towards a mixing of uses that would include retail and office along with higher density multifamily residential would be a more appropriate set of entitlements aligned with market demand.

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# STATE ROUTE 60 CORRIDOR STUDY CITY OF MORENO VALLEY



Attachment 4

NOVEMBER 4, 2013  
PUBLIC DRAFT





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# Acknowledgments

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## City Council

Tom Owings, Mayor

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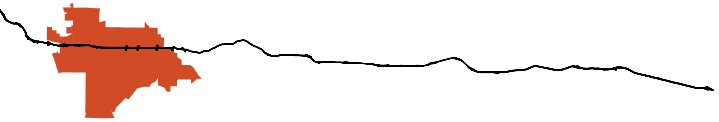
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# I. INTRODUCTION

# Introduction

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In January, 2013, the Moreno Valley City Council initiated a one-year moratorium in four undeveloped areas along the East SR-60 Corridor. As the Great Recession began ebbing, the City started receiving multiple inquiries on development concepts for the four study areas from land owners and developers. Many of the inquiries included questions about whether the City would be amenable to changing the General Plan land use designations and zoning on various properties as market conditions had changed drastically since the City adopted its General Plan in 2006.

In order to be appropriately prepared and effectively responsive, the City adopted the moratorium and initiated this planning study. The study is intended to serve as policy considerations for the City's decision makers and for future money makers identifying new potential arrangements and types of uses that would be most appropriate for the East SR-60 Corridor.

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*Current conditions of Study Area, north of SR-60*



*Current Condition of Study Area, south of SR-60*

---

The East SR-60 Corridor Study provides the City of Moreno Valley with an economic analysis and land use proposal for the ‘East SR-60 Corridor,’ also referred to as the ‘Study Area’. The Study Area includes 465 acres of vacant land on north and south sides of State Route 60 (SR-60), between Nason Street and Theodore Street. The study presents existing land use and economic conditions, estimates potential growth opportunities for residential and non-residential uses, and presents a preferred land use plan and two alternative plans for consideration by the community and City policy makers. As this is strictly a conceptual study to help the community, developers, City staff, the Planning Commission, and City Council consider what land use concepts could be possible for the East SR-60 Corridor, the study will be received, considered, and filed by City Council.

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## Preparation Process

The preparation of this study was conducted in four distinct steps. First, the City’s land use consultant, Raimi + Associates, conducted a background study of the corridor to document the existing conditions and better understand the drivers for future development within the four study areas. At the same time, Metropolitan Research + Economics, the City’s economic consultant, conducted a background study of market conditions to better understand the potential for future development along the corridor.



Second, the consultant team conducted a series of interviews to understand the concerns and aspirations of various stakeholders. During this step, the consultant team also met with the City’s Economic Development Subcommittee to further understand the near term demand for development, concerns about various development patterns, and the City’s economic development desires for the corridor.

Next, the consultant team and City staff worked hand-in-hand to develop several alternatives that might satisfy the market potential for new development in the corridor; the desires of the property owners within the study areas, meet the City’s needs for economic development, and be a suitable fit with the surrounding uses.

Finally, on October 14, 2013, the City conducted a community meeting to present the initial alternatives and gather input from the community on the pros and cons of each alternative. The community input was then used by City staff and the consultant team to refine the alternatives and select a preferred alternative. The results of this process are presented in the following chapters of this report.



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## 2. EXISTING CONDITIONS

# Existing Conditions

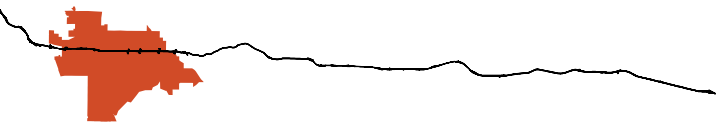
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The following pages present the background analysis of the East SR-60 Corridor. This analysis was conducted to better understand the drivers for future development within the four study areas and document the existing conditions of the area.

The Study Area includes 465 acres of vacant land on north and south sides of State Route 60 (SR-60), between Nason Street and Theodore Street, comprised of four separate areas. This section presents the following topics:

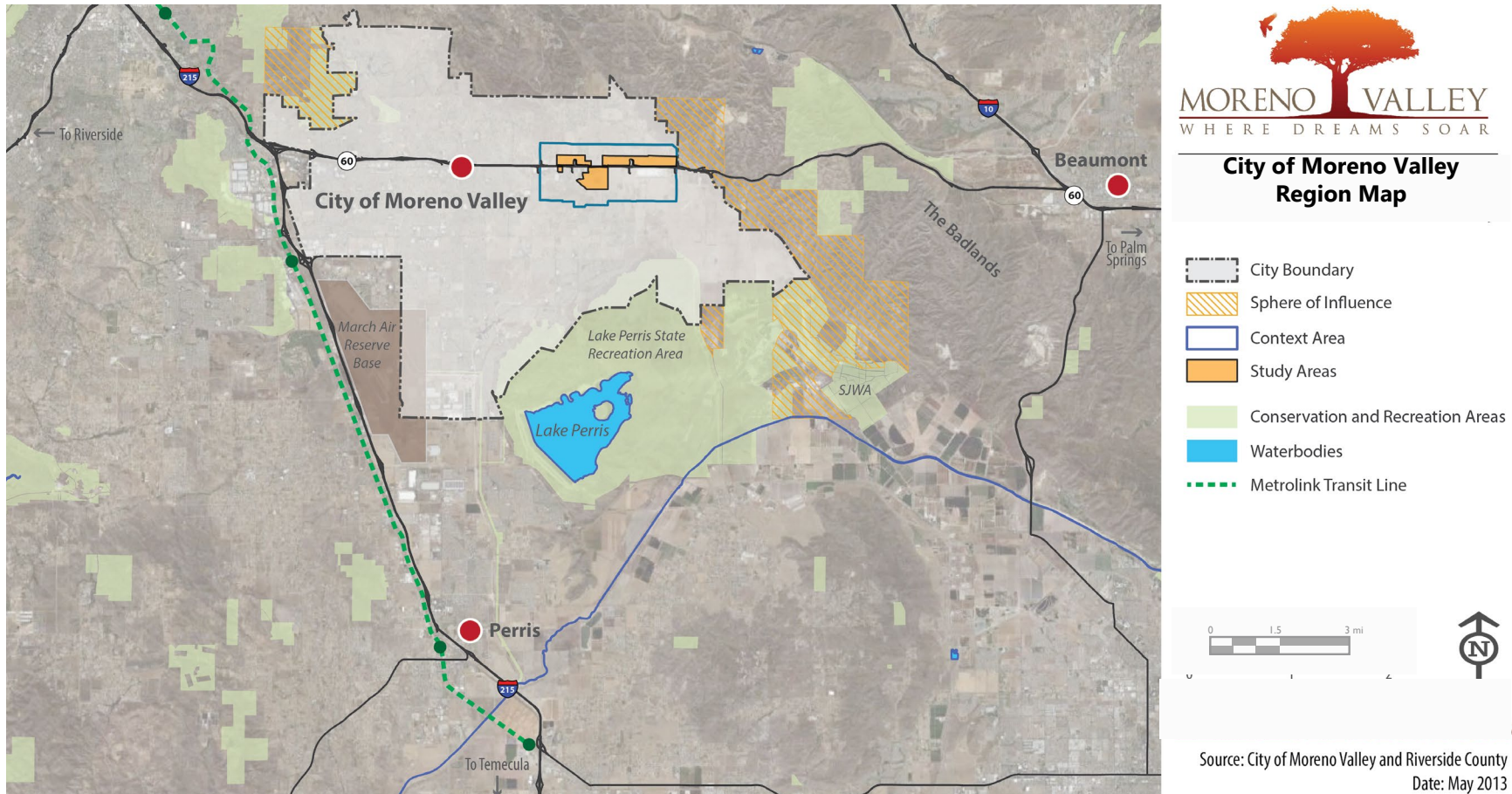
- **Site Context.** These maps present an overview of the Study Area, showing the regional context, local context, and the names and locations of the individual areas studied.
- **Existing Land Use.** These maps show the current land uses, zoning, and General Plan designations for the land in and around the Study Area. Additionally, building footprints, ownership, agricultural resources, and bicycle and pedestrian paths are also shown.

- **Future Projects.** These maps show approved and proposed projects for the corridor and include both land development and infrastructure projects.
- **Urban Design.** These maps show the surrounding land use influences and urban design conditions.
- **Environmental Constraints.** These maps show notable environmental factors for the Study Area that should be taken into account when considering future development opportunities.
- **Key Findings.** The section is summarized with a series of key findings and considerations that were used as inputs to the alternatives development process.





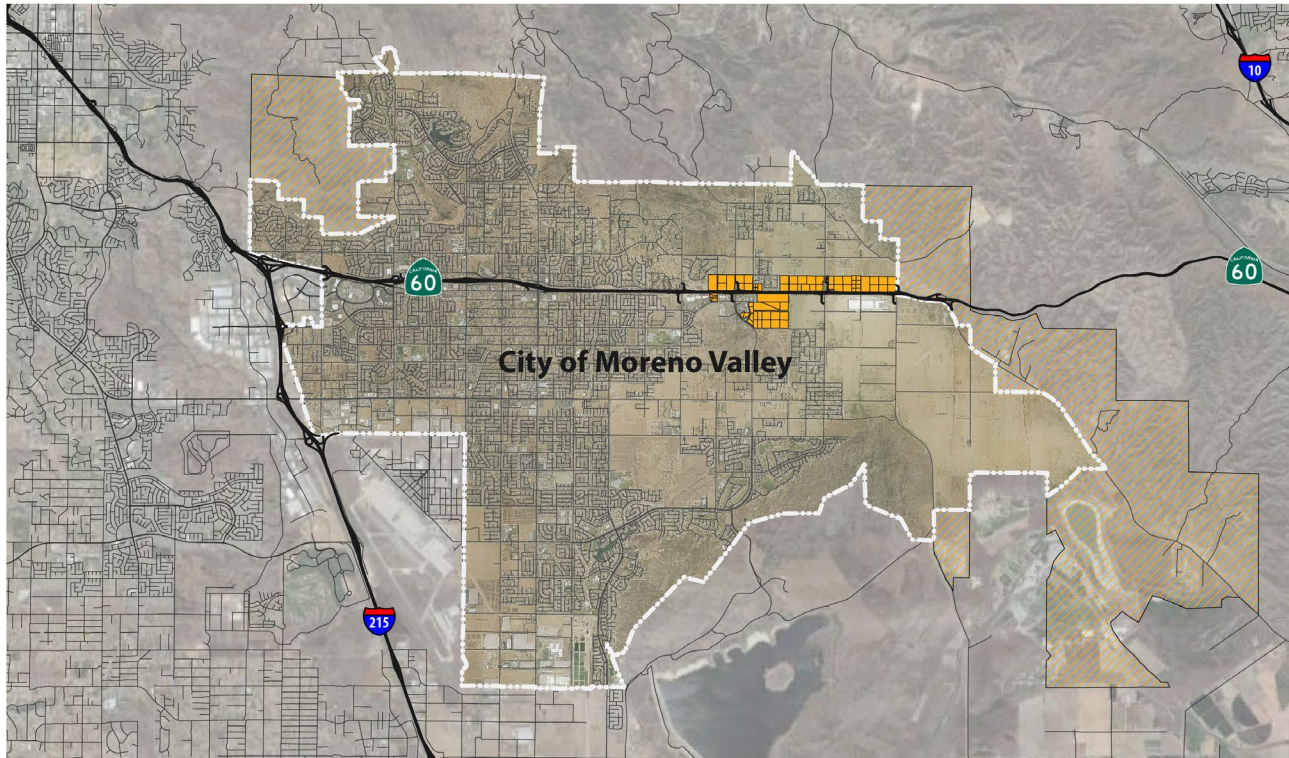
# Regional Context



Moreno Valley is located in the northwest region of Riverside County, between Riverside and Palm Springs, approximately 60 miles from Los Angeles. Significant nearby physical features include:

- Lake Perris Recreation Area: an artificial lake that offers a variety of recreational activities, along the southern edge of the City.
- March Air Reserve Base: built in 1920s, the Base is a major source of local employment and approved for a joint civil-military public use airport.
- The Badlands: mountain range with highest peak of 2,270 feet.
- Metrolink Transit: new heavy rail transit line which. The new Metrolink Transit new heavy rail transit line which will soon be extended to Perris from Riverside, will include a stop for Moreno Valley.
- Regional Access: Exceptional access to other parts of the region is provided by SR-60 and Interstate 215.

## City Boundaries



### City of Moreno Valley Boundaries

- Study Areas
- City Limits
- Sphere of Influence



Source: City of Moreno Valley and Riverside County  
Date: May 2013

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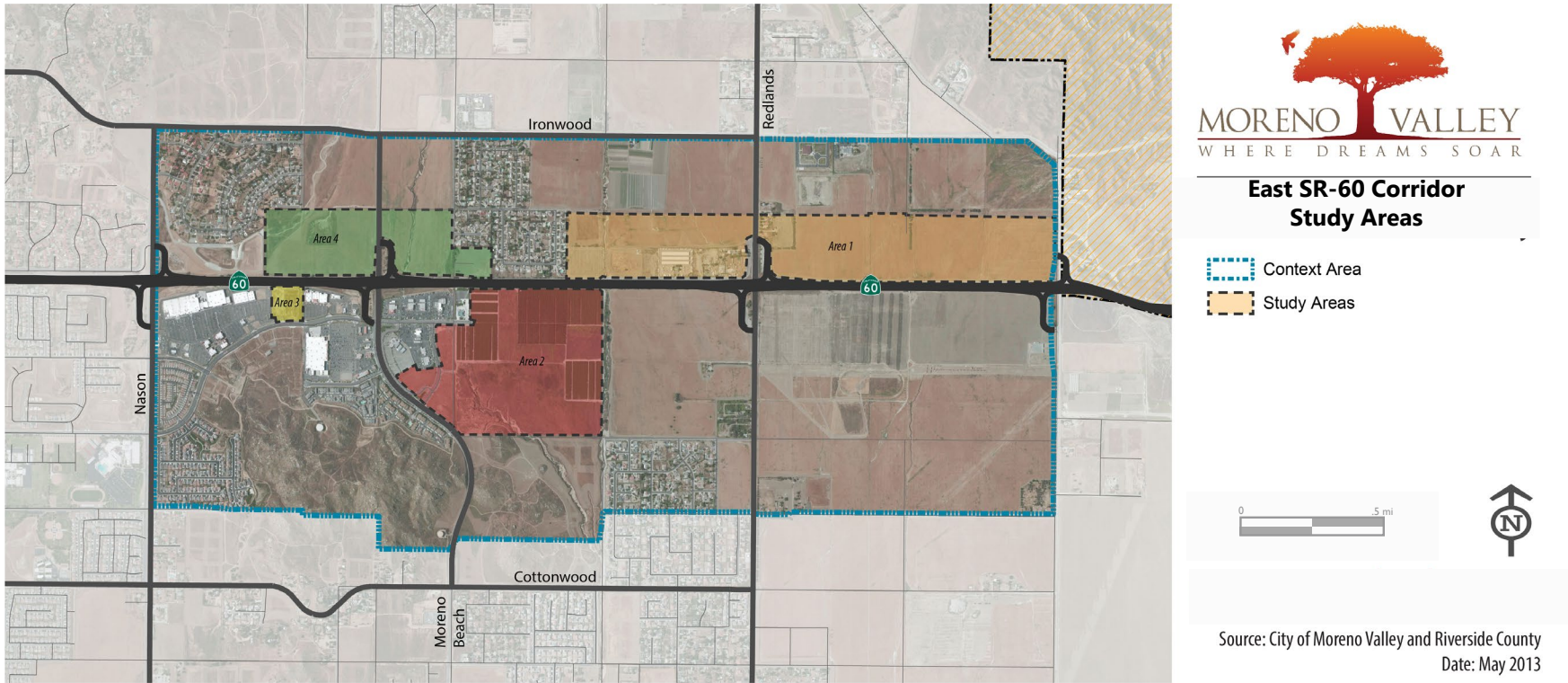
Originally settled in the 1850s, Moreno Valley saw explosive growth in the 1980s due to California's economic boom. The City was officially incorporated in 1984.

- As of the 2010 census, the city's population was 193,365, with a total land area of 51.5 square miles.
- Unemployment is a concern, having peaked at 15% in the region within just the last few years.
- Median age of city inhabitants is 29 years (compared to California average of 46 years) and just 14% have a bachelor's degree or higher. Additionally, average household size is 3.7 persons compared to the California average of 2.4.

The SR-60 Corridor study areas are located in the eastern part of the City, as SR-60 enters the Badlands mountain range. Moreno Valley's sphere of influence extends eastward to include mountainous, undeveloped land.



# Study Areas



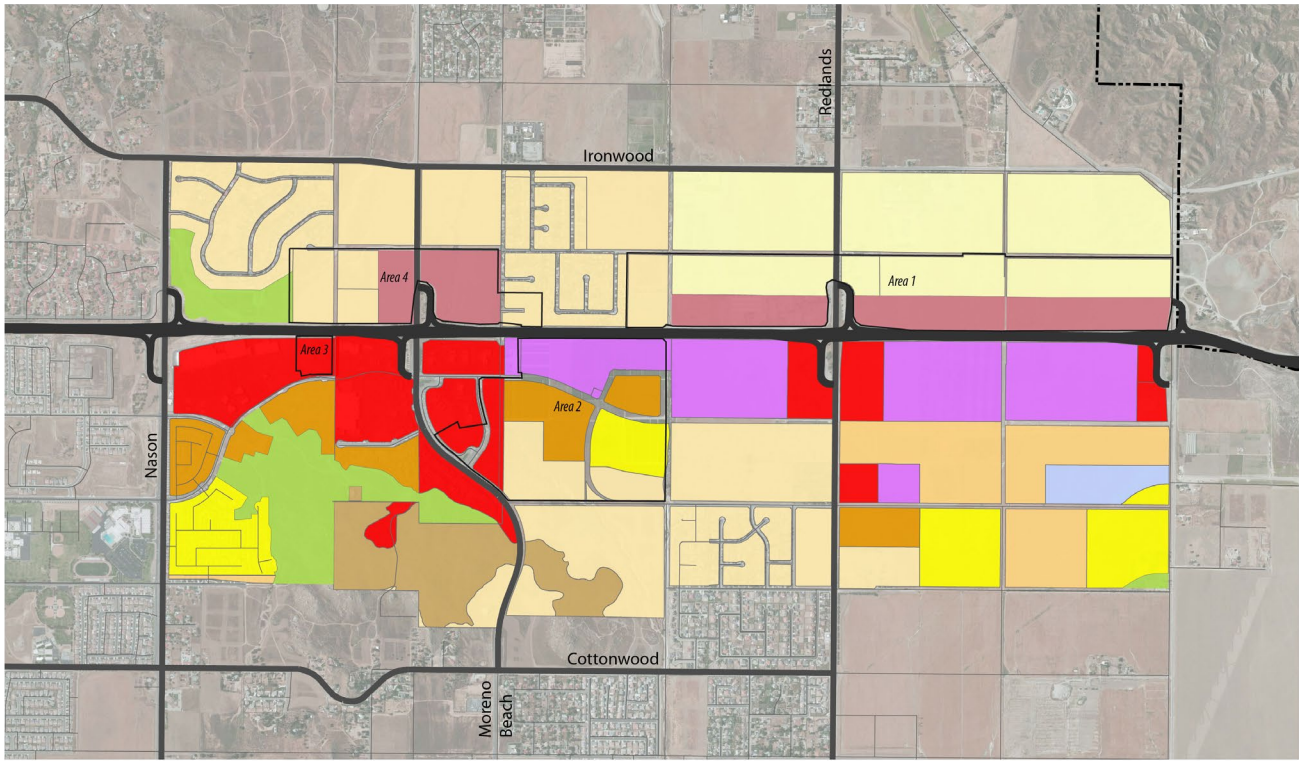
-229-

The four study areas which constitute the SR-60 Corridor Study are located adjacent to the State Highway and are largely undeveloped land. Total size is 465 acres.

- Area 1 is the largest area, comprising 214 acres at the extreme eastern end of the city limits.
- Area 2 is 158 acres of mostly active farmland adjacent to the Auto Mall.
- Area 3 is a small grouping of parcels measuring only 7.75 acres, situated between a Super Target and a Super Walmart.
- Area 4 measures 86 acres and is wedged in between two preexisting single family residential neighborhoods.

The “context area” is the area indicated with a blue outline and is comprised of nearby parcels which will influence the uses and development that occurs within the four study areas.

# General Plan/Zoning - Context Area



### Existing General Plan Land Uses

- Business Park/Light Industrial
- Commercial
- Hillside Residential
- Multi-Family Residential
- Public Facilities
- Office
- Open Space
- Residential (1 DUA)
- Residential (2 DUA)
- Residential (3 DUA)
- Residential (5 DUA)

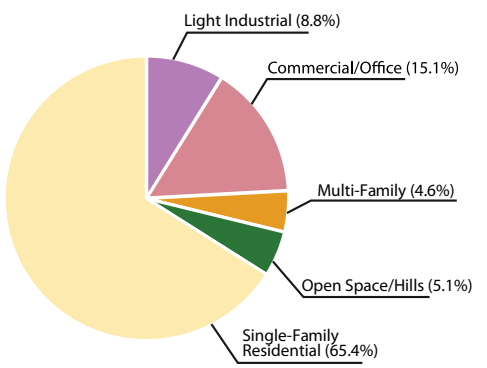


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Zoning within the context area is predominantly single-family residential, as two-thirds of parcels are zoned for densities under 5 DUA. Parcels zoned for commercial and office uses make up 15% of the total land area, clustered around the four SR-60 exits. A few parcels are zoned for higher density residential development (~5%), and open space zoning covers the hilly portions of the territory.

Existing Zoning		
Parcel Zoning	Acres	Percentage (%)
Business Park/Light Industrial	211.03	8.8
Office	131.65	5.5
Commercial	231.48	9.6
Multi-Family Residential	110.87	4.6
Open Space	123.19	5.1
Public Facilities	23.72	1.0
Residential 1 DUA	327.47	13.6
Residential 2 DUA	822.76	34.3
Residential 3 DUA	144.2	6.0
Residential 5 DUA	144.05	6.0
Hillside Residential	130.81	5.4

Source: City of Moreno Valley and Riverside County  
Date: May 2013

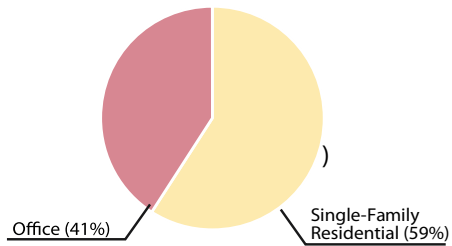


# General Plan/Zoning - Study Areas

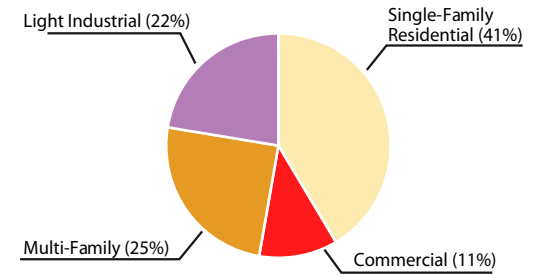
Parcel Zoning	Area 1	Area 2	Area 3	Area 4	Total
Low Density Residential	127.8	63.3		41.8	232.9
Office Commercial	88.3			45.8	134.1
Retail Commercial		17.3	7.8		25.1
Multi-Family Residential		37.9			37.9
Light Industrial/Business Park		34.2			34.2
Open Space				0.01	0.01
<b>Total</b>	<b>216.1</b>	<b>152.7</b>	<b>7.8</b>	<b>87.61</b>	<b>464.21</b>

Source: City of Moreno Valley and Riverside County  
Date: May 2013

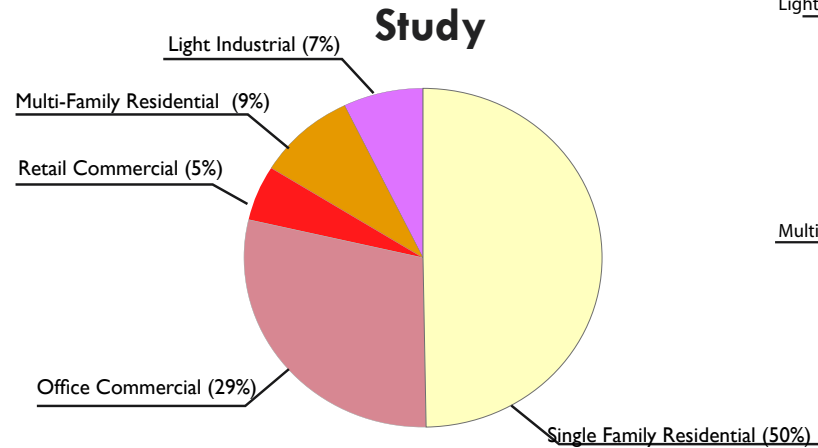
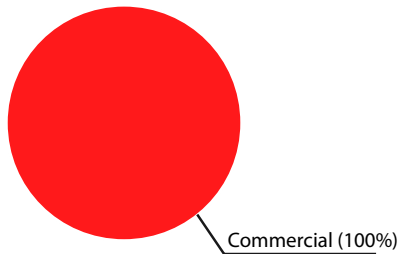
## Study Area 1



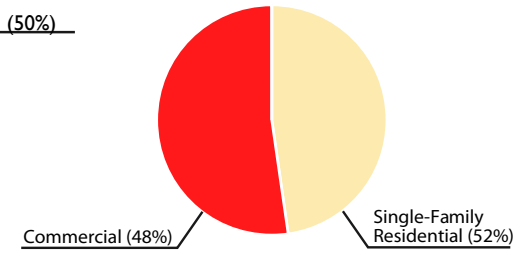
## Study Area 2



## Study Area 3



## Study Area 4

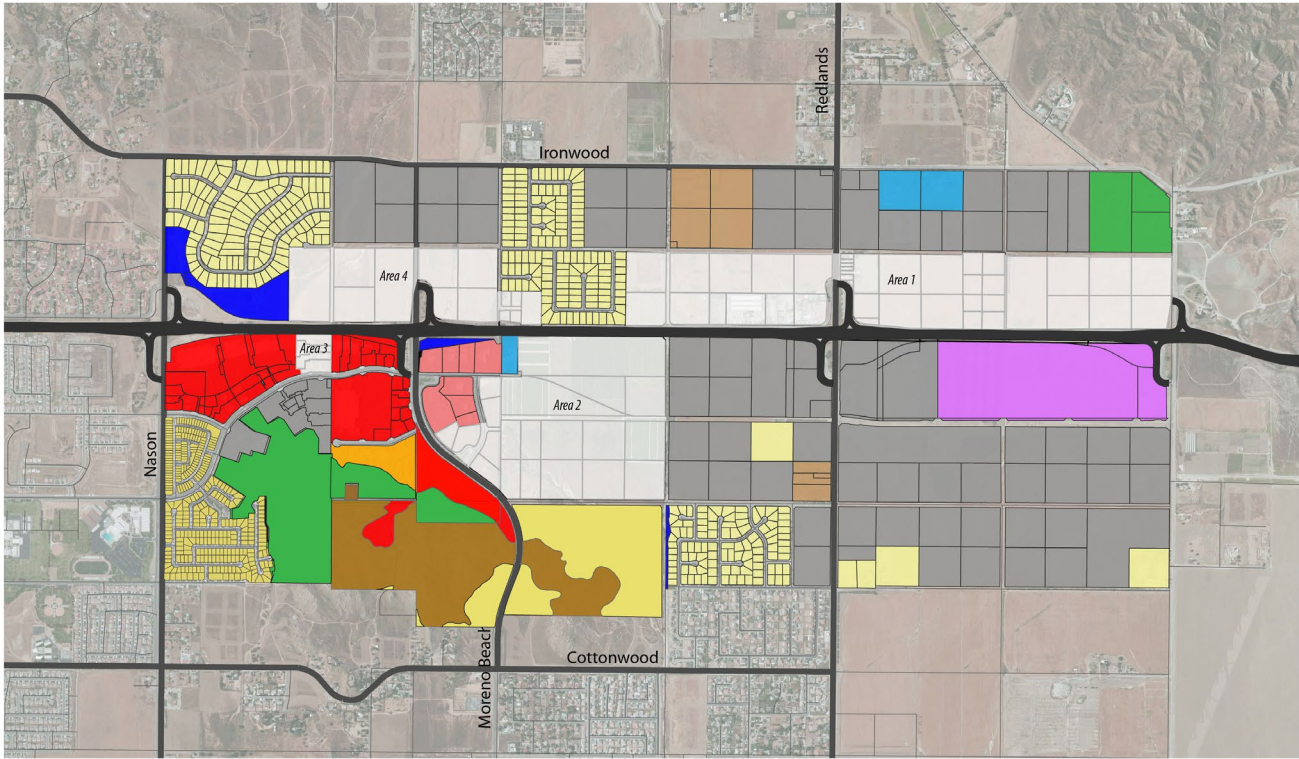


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# Existing Land Use - Context Area

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## East SR-60 Corridor Context Land Use

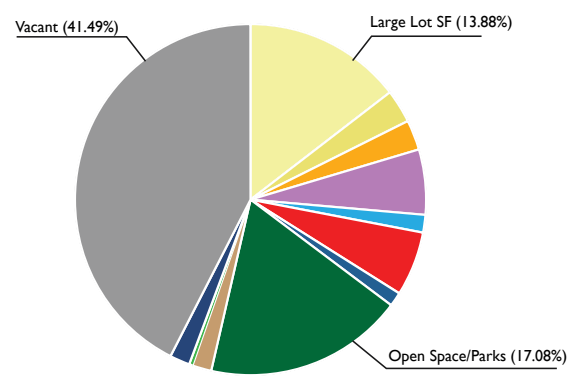
- Open Space/Parks
- Active Agriculture/Farmland
- Large Lot Single Family Residential
- Small Lot Single Family Residential
- Multi-Family Residential
- Hillside Residential
- Commercial/Retail
- Auto Retail
- Warehouse/Light Industrial
- Institutional/Public Facilities
- Detention Basin/Waterways
- Vacant/Unbuilt



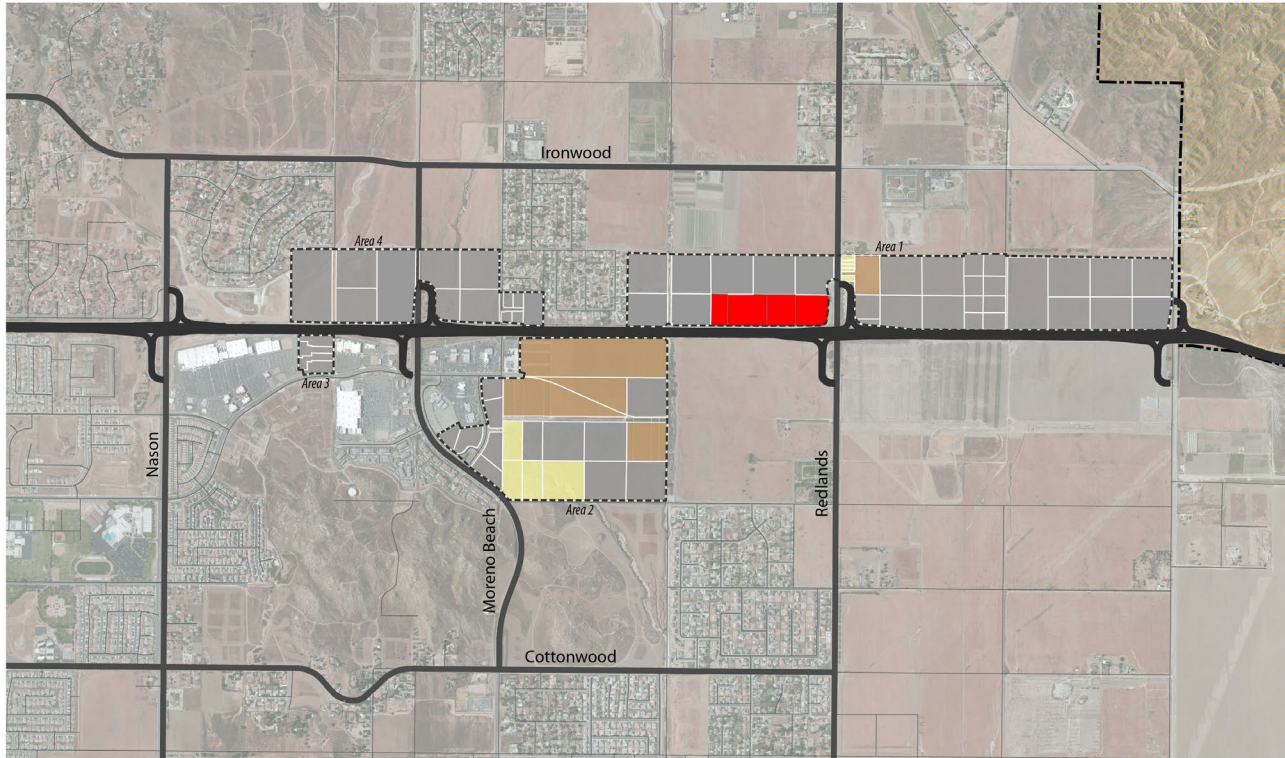
Existing land use is predominantly vacant/unbuilt, hills, and large lot residential (>75%). Four existing neighborhoods are constructed in the common suburban cul-de-sac arrangement, and one isolated multi-family neighborhood is located south of the Auto Mall.

Existing Land Use - Context Areas		
Land Use	Acres	Percentage (%)
Large Lot SF Residential	237.5	13.88%
Small Lot SF Residential	50.23	2.94%
Multi-Family Residential	28.76	1.68%
Farmland/Agriculture	45	2.63%
Office Commercial	134.1	7.84%
Commercial Retail	25.1	1.47%
Auto Retail	26.6	1.55%
Warehouse/Light Industrial	97.8	5.72%
Open Space/Parks	304.56	17.80%
Basins and Wells	30.0	1.75%
Institutional/Public	21.27	1.24%
Vacant	709.9	41.49%

Source: City of Moreno Valley and Riverside County  
Date: May 2013



# Existing Land Use - Study Areas

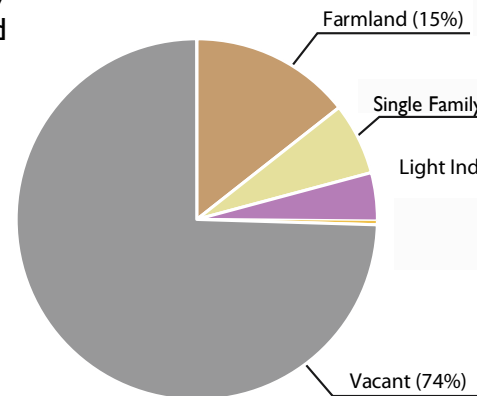


## East SR-60 Corridor Study Area Existing Land Uses

- Active Agriculture/Farmland
- Single Family Residential
- Office
- Multi-Family Residential
- Commercial/Retail
- Auto Retail
- Warehouse/Light Industrial
- Vacant/Unbuilt



Land use within the study areas is fairly homogeneous, with the majority completely undeveloped (75%). Active farmland is located in Area 2, and some light industrial uses are located in Area 1.

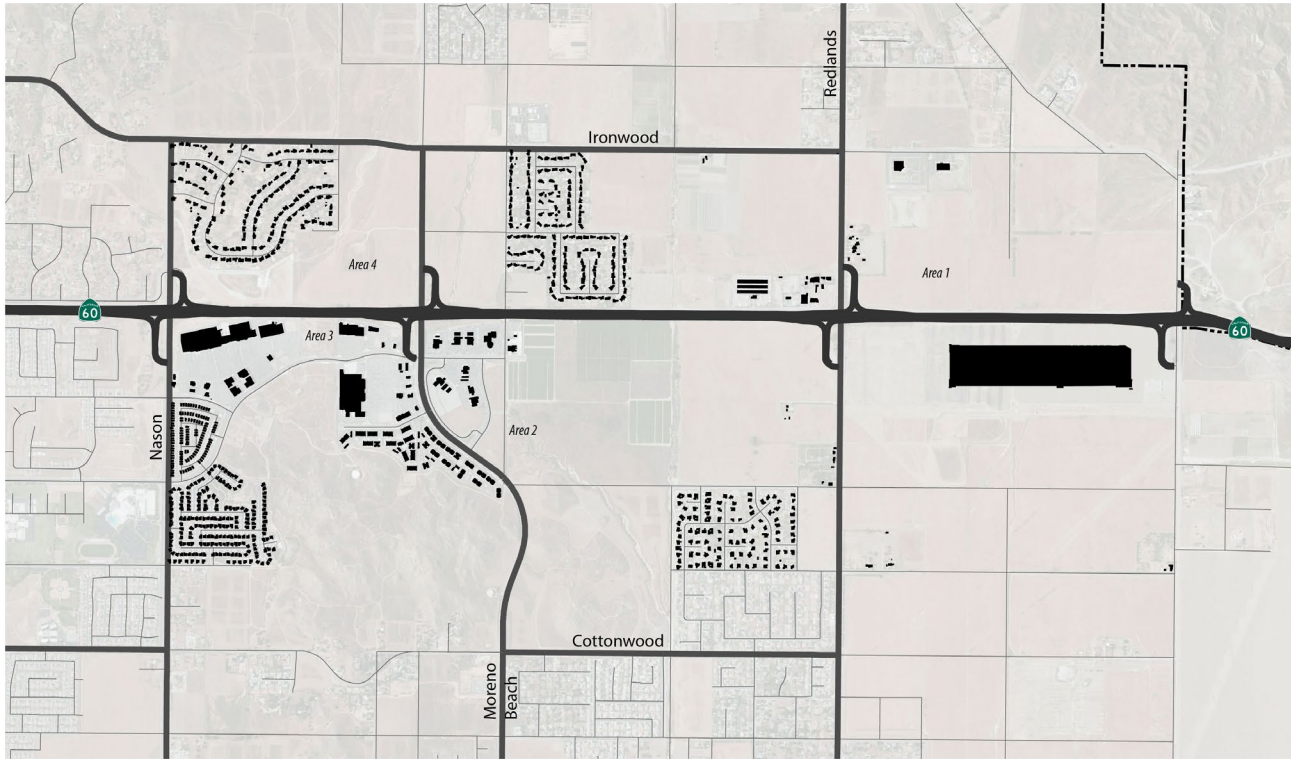


Source: City of Moreno Valley and Riverside County  
Date: May 2013

Existing Land Use - Study Areas		
Land Use	Acres	Percentage (%)
Farmland/Agriculture	69.41	14.9
Light Industrial	20.75	4.5
Single-Family Residential	32.76	7.1
Vacant/Undeveloped	342.9	73.6



# Building Footprints



## Building Footprints

- Study Areas
- Building Footprints

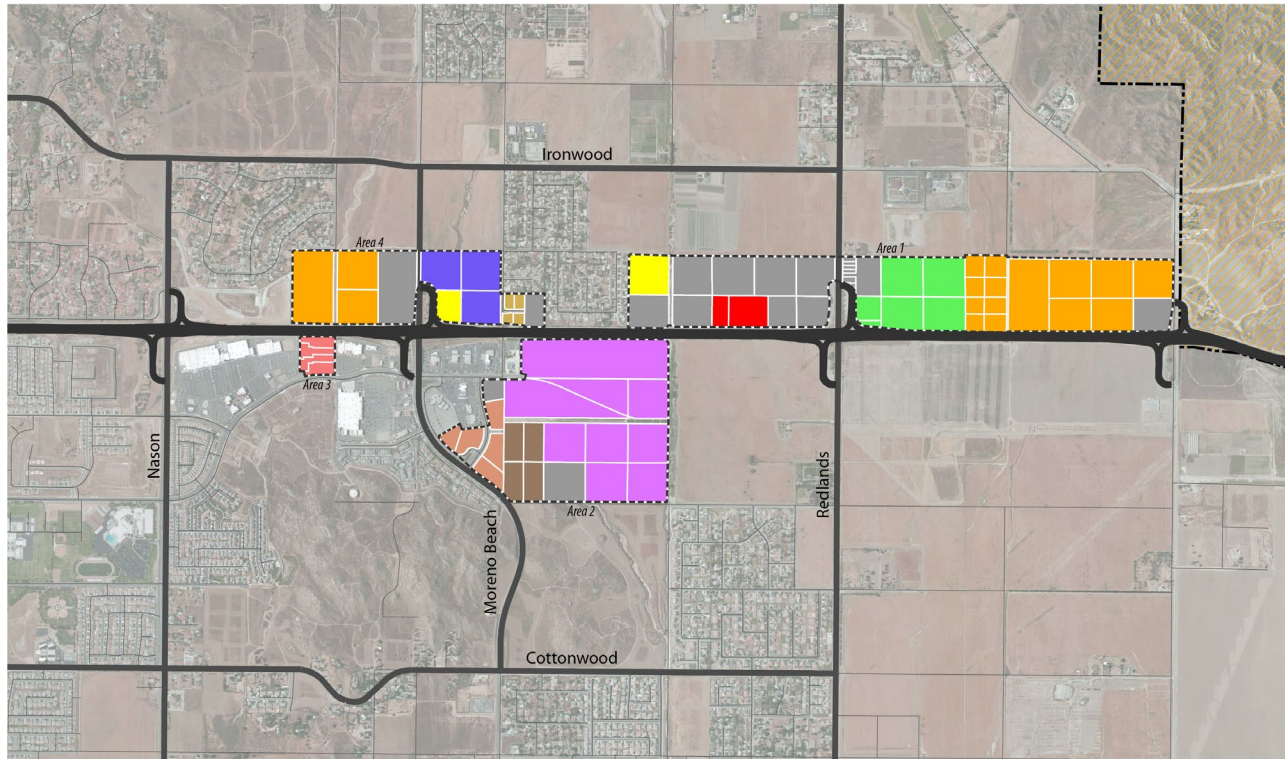


Source: City of Moreno Valley and Riverside County  
Date: May 2013

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A map of the existing building footprints reveals the stark lack of development within the four study areas. Area I has several storage facilities and single family homes, but otherwise no buildings are present within the study areas. The Skechers warehouse dominates the eastern landscape, comprising nearly two million square feet of modern logistics warehousing. Large footprint buildings also are visible in the commercial node at the intersection of Nason Street and SR-60.

# Multiple Ownerships



**MORENO VALLEY**  
WHERE DREAMS SOAR

**East SR-60 Corridor  
Ownership Map**

- AUTO MALL RESOLUTION
- AVOIAN PROPERTIES
- CHEN
- CHU
- EQUITABLE MORENO VALLEY II
- LCTH INVESTMENTS
- MORENO VALLEY SP
- PROLOGIS
- STONERIDGE PHASE II LAND
- YEH
- Single Ownership

Source: City of Moreno Valley and Riverside County  
Date: May 2013

0 5 mi

## Study Area Ownership:

Area 1: 39 parcels, 213.25 acres total (two owners with 56%)

Largest owner: LCTH Investment, L.P., 78.25 acres (37%) | 2nd largest owner: Avoian Properties, 39.75 acres (19%)

Area 2: 20 parcels, 158.58 acres total (three owners with 93%)

Largest owner: Prologis, 115.5 acres (73%) | 2nd largest: Jason Yeh, 17.65 (11%) | 3rd largest: Auto Mall Resolution, 13.55 acres (9%)

Area 3: 4 parcels, 7.64 acres total | Sole owner: Stoneridge Phase II Land (100%)

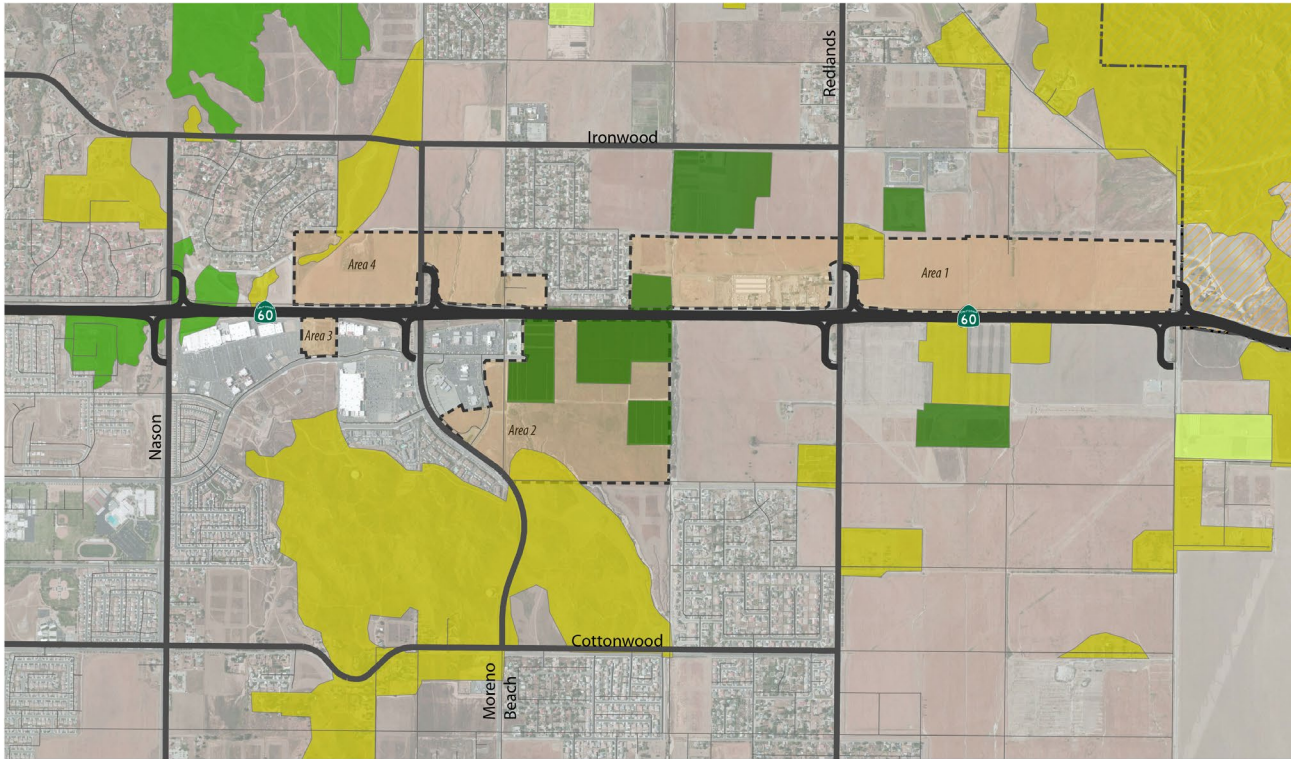
Area 4: 13 parcels, 86.35 acres (three owners have 87%)

Largest owner: LCTH Investment, w., 33.3 acres (39%) | 2nd largest: Equitable Moreno Valley II Partnership, 25.4 acres (29%) | 3rd largest: Richard Chado, 16.25 acres (19%)






Eight owners control 347.25 acres of 465.85 total (74.5%)



# Existing Farmland and Agriculture



## Existing Farmland and Agriculture

-  Study Areas
- Farmland Type**
-  Grazing Land
-  Other Lands
-  Prime Farmland
-  Unique Farmland



Source: City of Moreno Valley and Riverside County  
Date: May 2013

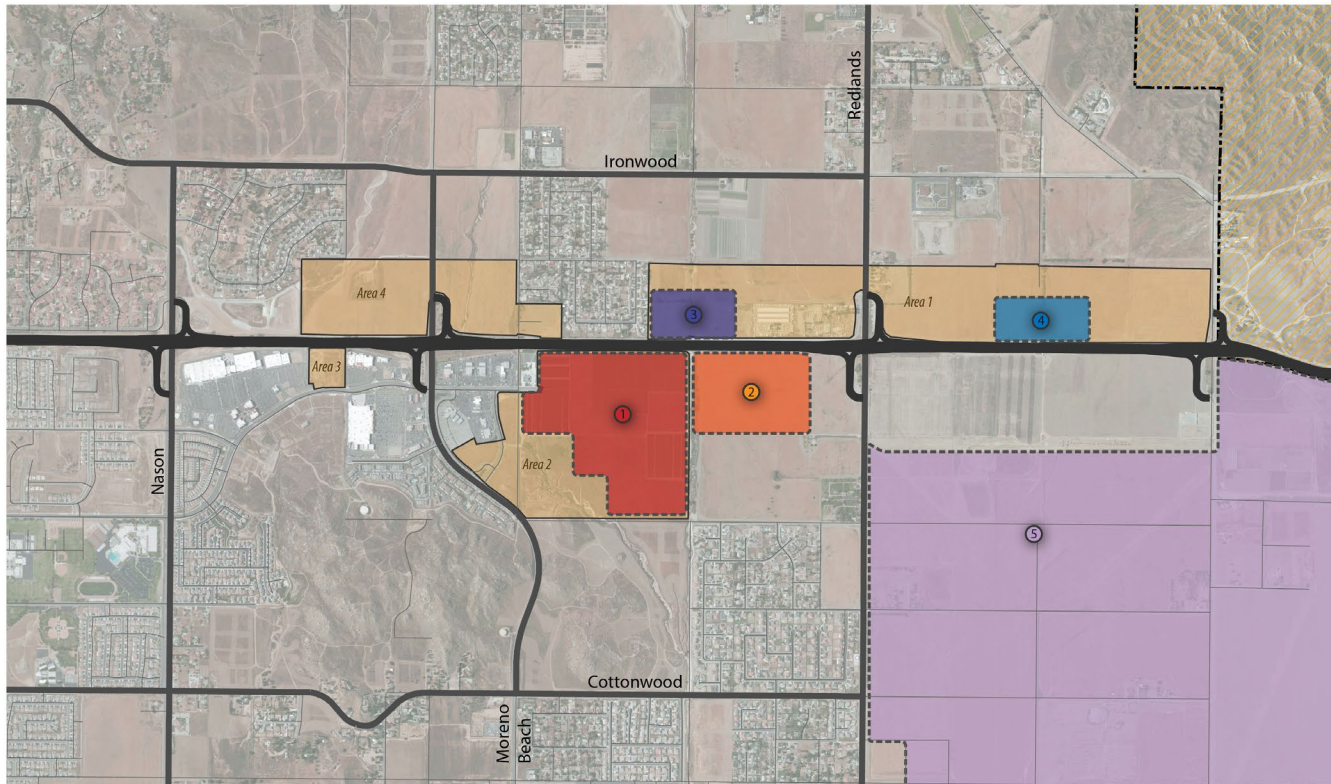
Area 2 has significant “Prime Farmland” which may be an issue for new development. Areas 1 and 4 have “Other Lands,” which include steep slopes and creek beds.

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# Proposed Projects



**MORENO VALLEY**  
WHERE DREAMS SOAR

**Proposed Projects**

- ① Proposed Prologis Business Park
- ② Proposed Aldi Foods Regional Headquarters
- ③ Proposed Quincy Basin
- ④ Proposed Sinclair Basin
- ⑤ Proposed World Logistics Center

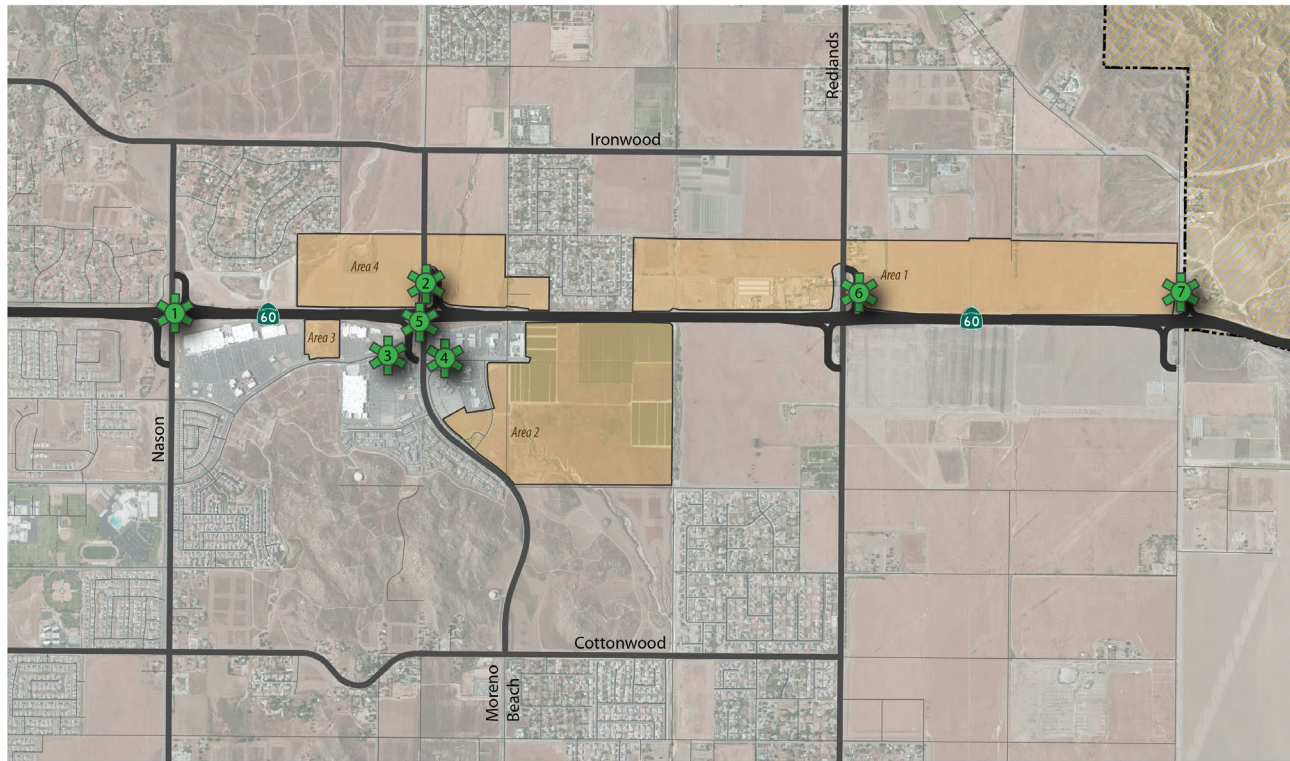
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Source: City of Moreno Valley and Riverside County  
Date: May 2013

- The majority owner of Area 2, Prologis, has proposed a major business park project which would occupy a large portion of the study area (70%).
- A large industrial warehouse use is planned for the property east of Area 2, which will influence the preferred growth alternative for that study area.
- Two large detention basins are planned by the City of Moreno Valley for Area 1, which presents a major development constraint as they occupy nearly 20% of the land area. New development would need to setback from the basins.

# Roadway Improvements



## Roadway Improvements Map

--- Planned Roadway Improvements

- 1 Replacement of the existing SR-60 / Nason Street two-lane bridge with a four-lane bridge
- 2 Replacement of the existing SR-60 / Moreno Beach Drive two-lane bridge with a six-lane bridge
- 3 Connection of Eucalyptus Avenue to Moreno Beach Drive
- 4 Construction of roadway and signage improvements at the Moreno Valley Auto Mall
- 5 Reconfiguration of the State Route 60 / Moreno Beach Drive Interchange
- 6 Reconfiguration of the State Route 60 / Redlands Boulevard Interchange
- 7 Reconfiguration of the State Route 60 / Theodore Street Interchange

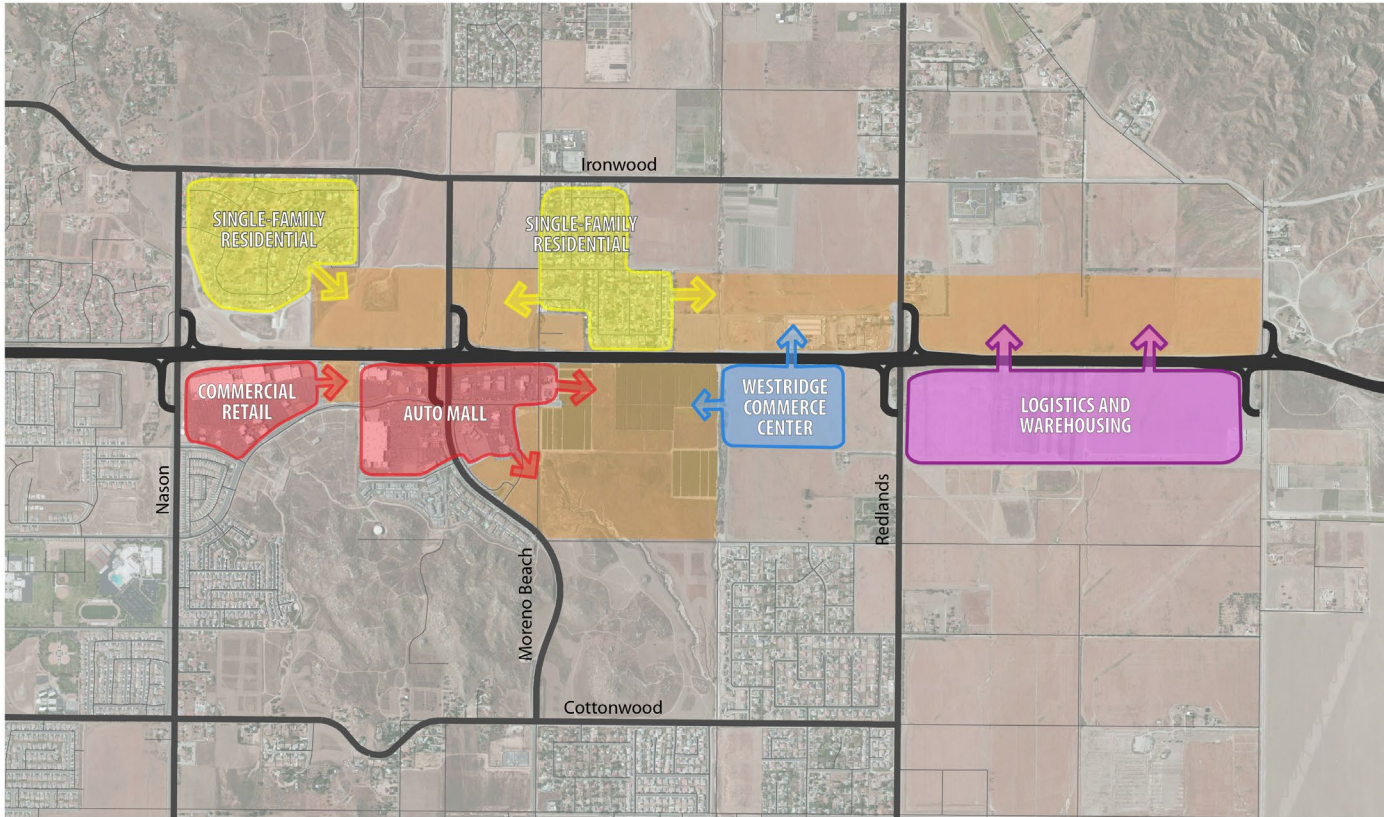


Source: City of Moreno Valley and Riverside County  
Date: May 2013

The City of Moreno Valley Capital Improvements Plan states that it will improve the SR-60 interchanges, at Nason and Moreno Beach Drive. The proposed Prologis commercial development includes an extension of Eucalyptus Avenue through Area 2. A new interchange is also proposed for Theodore Street.



# Influences



## East SR-60 Corridor Study Area Influences

Study Areas



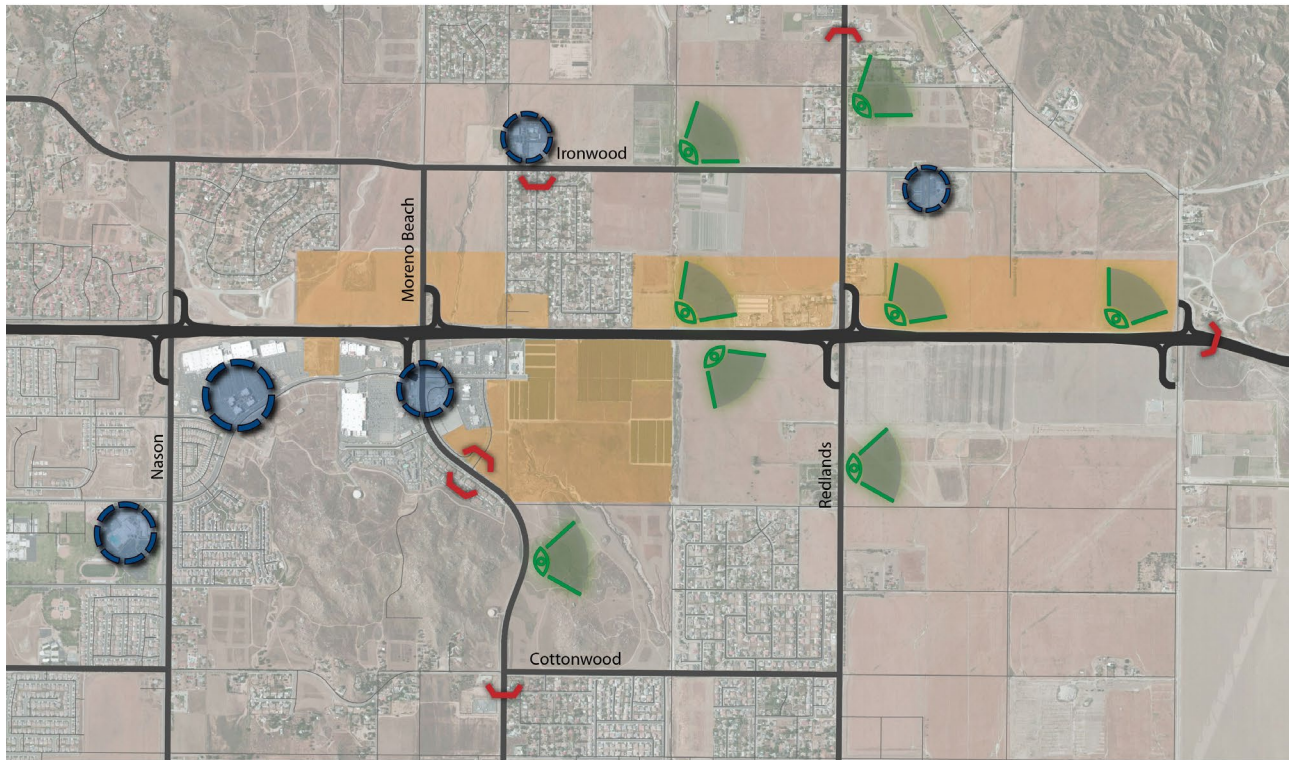
Source: City of Moreno Valley and Riverside County  
Date: May 2013

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This map illustrates the existing development patterns and their influence on abutting parcels.

- The existing Auto Mall may expand southward into Area 2 since it provides substantial financial benefits to the City.
- The commercial center at Nason/SR-60 would include for a Phase II expansion into Area 3.
- Existing suburban subdivisions provide a blueprint for potentially more low-density residential development in Areas 4 and 1.
- The Skechers warehouse may draw additional warehouse logistics type uses along SR-60 - in the eastern end of Area 1.

# Urban Design Conditions



## East SR-60 Corridor Urban Design Conditions

-  Study Areas
-  Views
-  Gateways
-  Activity Nodes



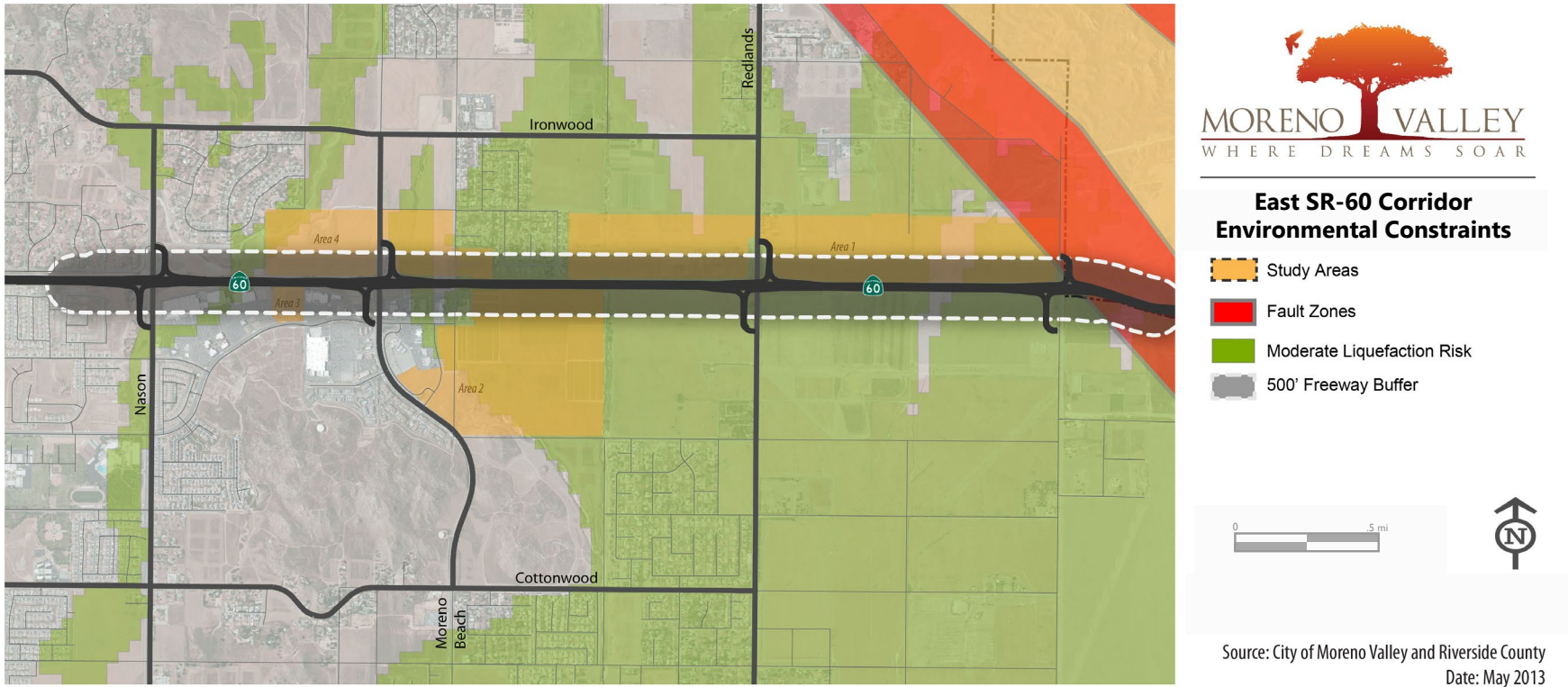
Source: City of Moreno Valley and Riverside County  
Date: May 2013

- Major nodes of activity occur at the Valley View High School, Stoneridge Town Centre, Auto Mall, and two clusters of religious structures at the northern extent of the context area.
- Driving southward along Moreno Beach Drive is a major gateway to Lake Perris, a popular summertime destination. Entering the hilly terrain on SR-60 is a major conceptual gateway.
- Spectacular views of the Badlands range exist along SR-60 both to the northeast and southeast, with the exception of the stretch which is obstructed by the Sketchers warehouse. Views of the the badlands also exist along Redlands Boulevard.

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# Environmental Constraints



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Several environmental factors in or in close proximity to the study areas may impact the site:

- **500' Freeway Buffer:** Health concerns from vehicle emissions with a close proximity to freeways have led to a recommended buffer distance of 500 feet from freeways for new residential development, as living beyond 500 feet from major roadways reduces significant health impacts, as identified by the California Air Resources Board. Proper HVAC and ventilation systems can alleviate some of these concerns but residential development within the buffer should be analyzed thoroughly.
- **Climate Change and Air Quality:** Air Quality in the region, including areas adjacent to the freeway will be exacerbated by the warmer temperatures brought on by climate change.
- **Fault Zones:** Fault Zones indicate areas where faults occur and development is constrained within the project inhabitants. Generally, fault zones strictly limit residential development and buildings should be set back from the fault traces.
- Moderate liquefaction risk is also present throughout the study areas but can likely be addressed through Building Code and proper construction techniques.

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## Key Findings

Determination of both opportunities and constraints of the study area will provide a foundation of what potential future development can use as an advantage, and where to strategically reduce constraints.

Opportunities found within the study area are focused around the development opportunity and include:

- **Development Capacity.** The significant quantity of vacant land in the area presents a major opportunity for economic development of the corridor. This local growth will play a key role in shaping and supporting the development of the corridor.
- **Future Growth Regional Connection.** SR-60 provides an easy connection to and from Interstate 215 and Interstate 10 reaching regional destinations. Existing distribution connectivity has created a strong presence of logistics/warehouse operations, aided in goods movement and brought an economic base to the City. This connectivity allows broader population to easily move to and from the study area as well as adequate connections for distribution channels
- **Existing Population.** With a substantial population surrounding the study area, there is no shortage of consumers, workers, and potential patrons of future development within the study area. The local and regional population could serve as a valuable economic resource in the development, use, and success of the study area.
- **Parcel allocation.** The study area is made up of large parcels with few land owners, creating an opportunity to work with a manageable group to explore land use strategies or form a consensus for development and future growth.

The opportunities found within the study area support potential development, however, some constraints and considerations have been identified, and could hinder the potential to maximize certain opportunities. These constraints include:

- **Existing Infrastructure.** Lack of infrastructure also creates a potential constraint for development. Additionally, proposed stormwater infrastructure on the northern portion of SR-60 and other planned projects, that include business and commercial uses, reduce potential development opportunities.
- **Air Quality.** Potential health hazards from poor air quality will limit potential land uses within close proximity of SR-60. This impact would add additional constraint to the existing poor air quality surrounding SR-60 creating an environmental condition that would expose future residents to increased smog levels that could cause long-term health impacts.

The cited constraints of the existing conditions of the study area could either narrow development potential or create additional barriers in the event that the study area becomes fully developed.

## 3. ECONOMIC ANALYSIS

# Economic Analysis Summary

The City of Moreno Valley requested that an economic analysis be undertaken in conjunction with the preparation of a land use strategy and policy recommendations for the future development of properties along the corridor. The economic analysis is presented as a stand-alone report, the Economics Study for the SR-60 East Corridor, and a summary of the analysis follows to provide context for the land use recommendations. Included in the economic summary is a snapshot of existing market conditions followed by forecast in demands for the City's economic market.

Like many communities in the Inland Empire, Moreno Valley was hit hard by the national recession and financial crisis. A spike in unemployment combined with declining sales values for homes created significant stress in the local economy. As the national and state economies begin to recover, demand for new development is beginning to appear in Moreno Valley. At present the industrial market shows the most near term pressure and at this point in the business cycle Moreno Valley can anticipate increased demand for increased industrial entitlements. Retail development, focused on capturing spending that is leaking out of the city and is designed to more effectively capture the expenditures of Moreno Valley's residents, also offers a strategic opportunity among the land-use classes that can be developed along the corridor.

The plan area contains some of the most attractive remaining undeveloped sites in Moreno Valley that could accommodate commercial development. While the current general plan designation calls for office use, the likely future demand citywide for offices is anticipated to be modest. In the meantime, industrial demand can be expected to increase in the area.

Table 3-1 provides an estimate for a development program for the SR 60 Study Area out to 2020. These estimates are produced by translating the total demand by industry sector into demand by property type that would correspond to broad land-use categories that could be reflected in existing general plan categories. This translates the 2.8 million sq. ft. of anticipated demand into land-use types. This estimate for a development program was utilized as an input for the alternatives development process, the results of which follow in the next chapter

Property Type	Total Demand	Allocation to SR-60	SR-60 Absorption
	Office	198,423	80%
Industrial	1,069,413	70%	748,589
Retail	1,086,681	70%	760,677
Hospitality / recreation	147,037	80%	117,630
Institutional	338,996	30%	101,699
Total	2,840,551		1,887,333
SR-60 % of Total			66.4%



## 4. ALTERNATIVES

# Alternatives

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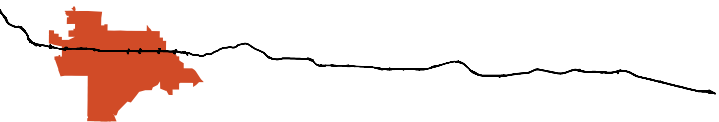
The development of the following alternatives occurred through an iterative process with participation and input from the consultant team, City staff, and the community. The stakeholder interview process was very revealing and provided the City with very helpful considerations about future development. Input from the stakeholders included:

- A desire for more rooftops and non-retail businesses in the area to support the existing retail uses;
- A desire for more multifamily residential to provide a greater variety of housing and to provide worker housing in close proximity to the area;
- A desire for industrial uses in Area 2 to complete the industrial district along the south side of SR-60;
- A concern about losing land around the auto mall that would allow the auto mall to expand as the City's population grows; and
- A desire for some flexibility in the future regulations to better accommodate changing market demands.

Using the findings from the land use existing conditions analysis and the economic analysis, input from the stakeholders, input from the community, and input from the City's Economic Development Commission, the consultant team developed three initial alternatives that would meet the estimated market demand identified by Metropolitan Research + Economics. City staff and the consultant team then met to review and refine the alternatives and developed three new alternatives for consideration by the community.

The three alternatives were presented to the community on October 14, 2013. The alternatives received mixed reviews from the community. Primary concerns of the community included:

- Concerns about how new development along the corridor would lead to a loss of the existing rural lifestyle in the area;
- Concerns about how residential development adjacent to the freeway could impact the health of future residents;
- A desire for high-end, large-lot homes;
- Mixed input on whether additional multifamily housing would be appropriate;
- A broad desire for more realistic planning that reflects current market conditions;
- Support for utilizing future detention basins as some sort of recreational amenity;
- Concerns about the negative effects of additional logistics warehouses; and
- Concerns about over saturating the corridor with retail uses.
- Following that meeting, City staff and the consultant team used the community's comments to refine the land use alternatives and select a preferred alternative. The Preferred Plan and two alternatives are presented within the following pages.

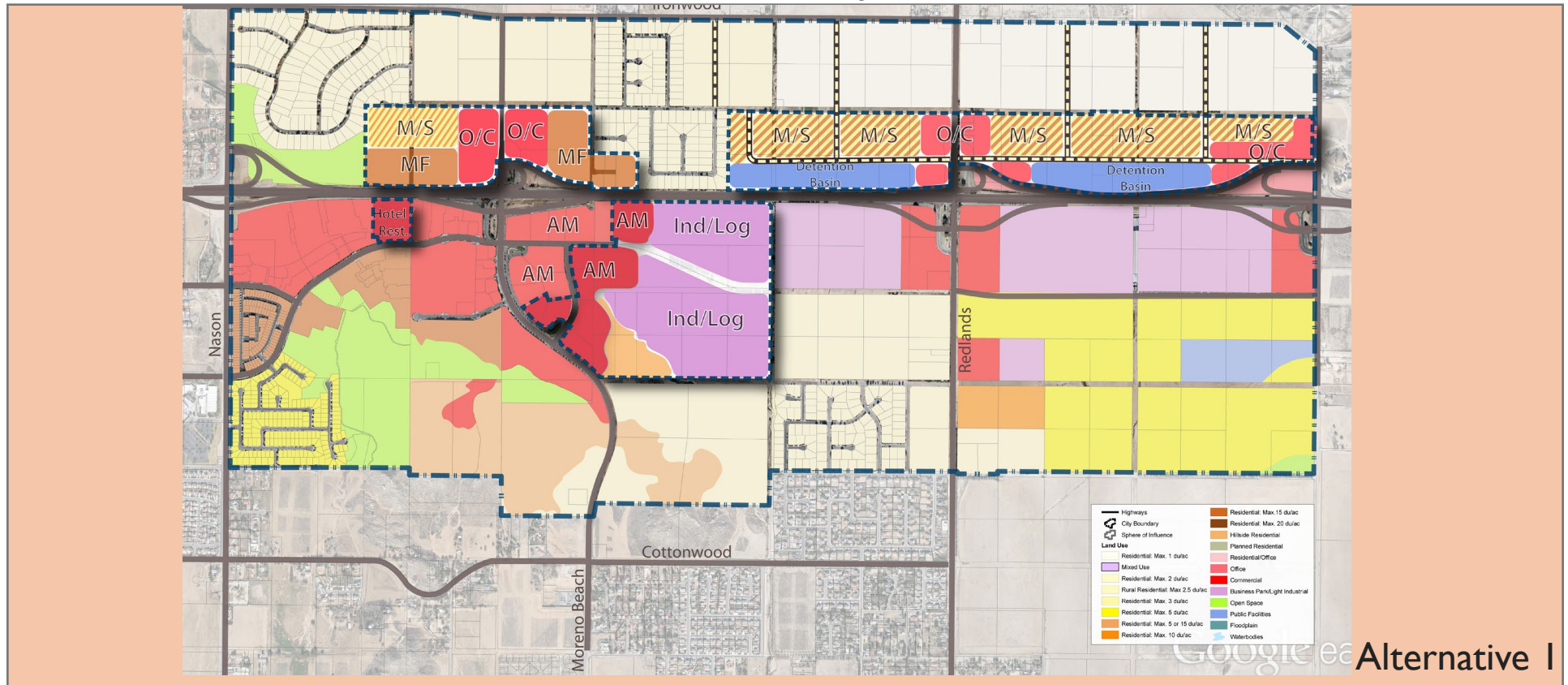


# Preferred Alternative (Formerly Alternative 1)

## Vision and Strategy

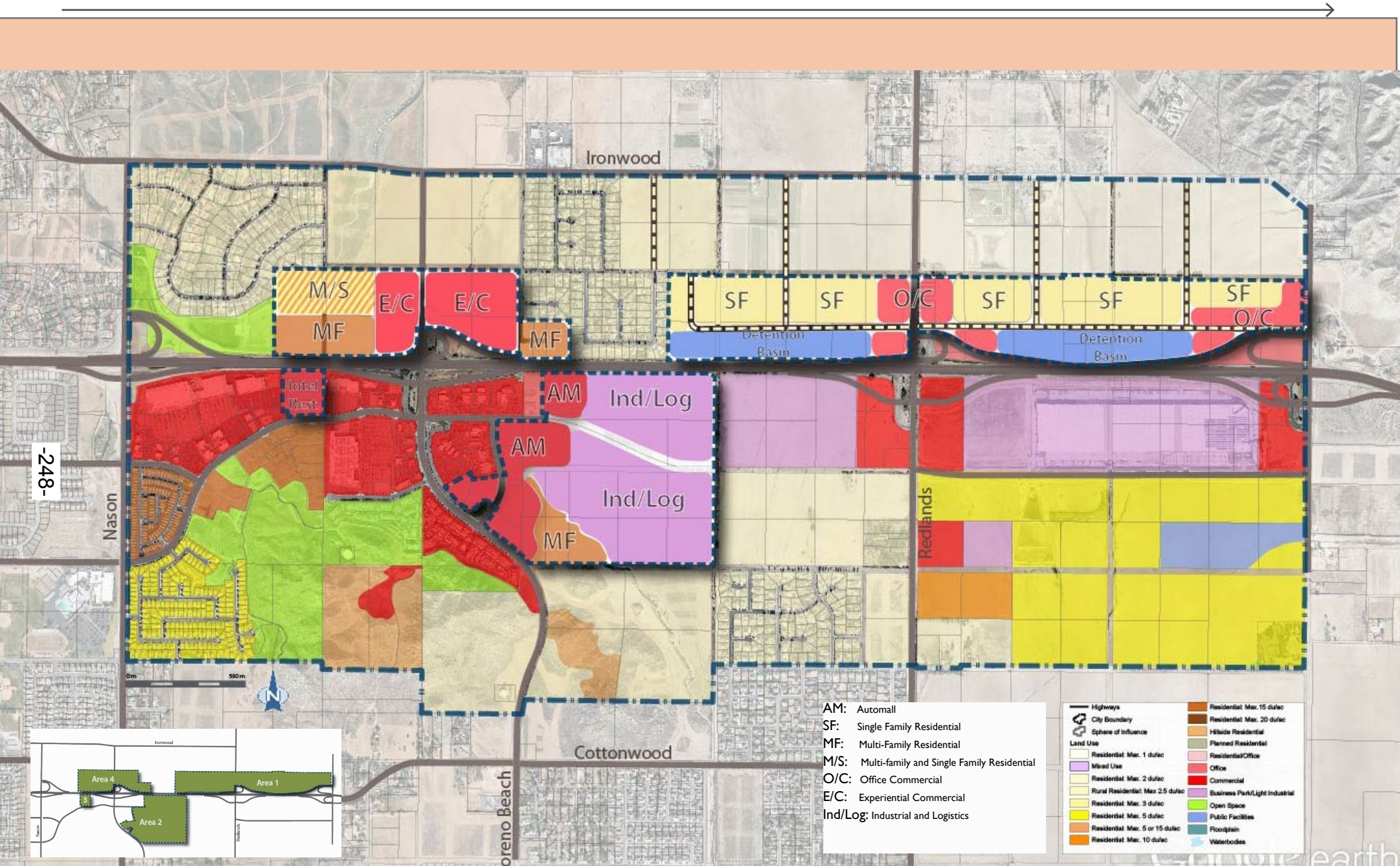
This section summarizes the Preferred Alternative (formerly known as “Alternative 1”) for the East SR-60 Corridor Study. The project team selected this alternative after review of three alternatives at an October 14, 2013 community meeting, and after additional analysis and refinements by City staff and the consultant team. Of the three alternatives presented at the community meeting, Alternative 1 seemed to be the most appropriate alternative for the East SR-60 Corridor. However, based on the community’s input, it was clear that Alternative 1 also needed refinement. Specifically, Alternative 1 was changed as follows:

- In Area 1, the residential uses were changed from a mix of multi-family and single family to single family only. This modification was made to reduce the density of residential uses near the freeway and better protect the community’s expectation for low density, rural residential uses in the vicinity.
- In Area 4, the land use concept from Alternative 3 was switched as the retail concept proposed by Alternative 3. Additionally, the commercial uses were changed from office commercial to experiential commercial. These changes were made to reflect the feedback that more strategic approach to retail development is needed to capture the City’s leaking retail sales.



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AM: Autmall  
 SF: Single Family Residential  
 MF: Multi-Family Residential  
 M/S: Multi-family and Single Family Residential  
 O/C: Office Commercial  
 E/C: Experimental Commercial  
 Ind/Log: Industrial and Logistics

Highways  
 City Boundary  
 Sphere of Influence  
 Land Use  
 Residential Max. 1 du/acre  
 Mixed Use  
 Residential Max. 2 du/acre  
 Rural Residential Max. 2.5 du/acre  
 Residential Max. 3 du/acre  
 Residential Max. 5 du/acre  
 Residential Max. 5 or 15 du/acre  
 Residential Max. 10 du/acre  
 Residential Max. 15 du/acre  
 Residential Max. 20 du/acre  
 Hillside Residential  
 Planned Residential  
 Residential/Office  
 Office  
 Commercial  
 Business Park/Light Industrial  
 Open Space  
 Public Facilities  
 Floodplain  
 Waterbodies

Preferred Alternative



Through these changes, the Preferred Alternative was created. The Preferred Alternative was selected because it offers the most complete blend of new businesses, new jobs, and new housing opportunities. This alternative presents the best option for introducing an experience-oriented retail use to Moreno Valley, providing the City with a strategy to help capture its leaking retail sales. This alternative also presents the most logical expansion area for the auto mall. Finally, this alternative minimizes freeway-adjacent residential, which was an important value shared by the community at the October 14, 2013 community meeting. The Preferred Alternative also builds on many current planning and development efforts underway in the East SR-60 corridor. First, it responds to the General Plan's office commercial designation for land along the freeway, in Area 1. It proposes to mix the office commercial with retail commercial and reconfigure the commercial uses into nodes at the freeway interchanges. Nicely landscaped detention basins would replace the office uses as a buffer along the north side of the freeway, providing an aesthetic amenity and a low intensity recreation/open space area. Single family residential would still occur south of Hemlock in Area 1, but would occur at a greater variety of densities than. This would improve the transition from the rural residential uses of the Ironwood Avenue corridor to the more intense non-residential uses along East SR-60.

Second, much effort has been expended by Prologis, a logistics company, in planning for industrial and logistics uses in Area 2 along Eucalyptus Avenue. Industrial uses in Area 2 provide for a logical completion to the existing Sketchers warehouse and approved Aldi Food facility, both of which are also along Eucalyptus to the east of Area 2. However, this alternative also provides for additional retail areas that would allow the existing auto mall to grow as the City's population grows.



*Tree line along freeway provides buffer between traffic and sensitive land*



*Walkable automall provides connectivity for pedestrians.*



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The areas closer to the Moreno Beach Drive interchange would be focused on creating a destination for both residents and visitors, with an emphasis on creating a community center for residents who live in the vicinity of the East SR-60 Corridor. The Preferred Alternative envisions a town-scale commercial center that is walkable, easily accessible by car or by foot, provides a variety of shopping opportunities that are different and smaller in scale than those offered to the south at the Stoneridge Shopping Center, and includes multiple dine-in restaurant options. This local commercial center would be supported by one or two hotels, one of which would be located in Area 3 and a second of which could be located in Area 4. There could be additional dine-in restaurants in Area 3. Multifamily would also be located in the vicinity of this interchange, which would help support the retail uses south of the freeway.

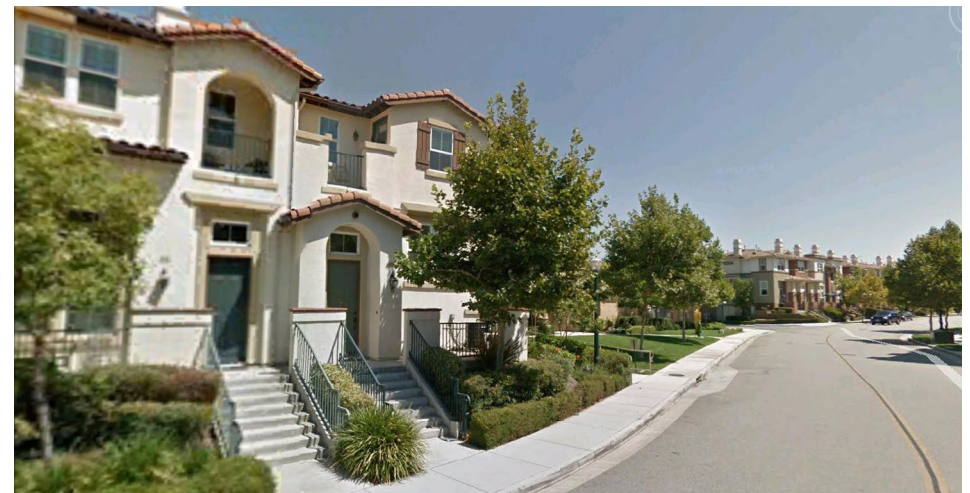


*Community center provides pedestrian connectivity for patrons*

-250-



*Fig Gardens: Walkable commercial community center.*



*Multiple-family housing that provides pedestrian access to commercial center.*

# Land Use and Character

## Area 1

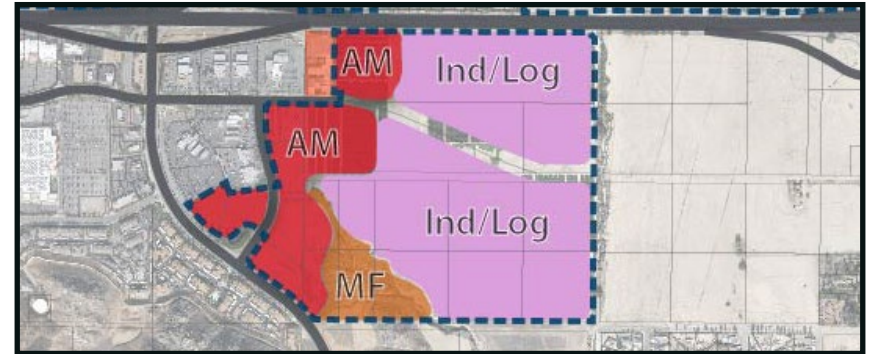


- Single family residential of varying densities would provide a transition from the currently planned low density residential north of Hemlock Avenue.
- Commercial uses – focused on retail but allowing office – would be clustered near the Redlands and Theodore interchanges. These sites are envisioned to include a mix of commercial uses that would both serve the surrounding neighborhoods and also provide some services for travelers entering town via SR-60.
- The proposed storm water detention basins would be designed to provide a visual and physical buffer for the single family residential from the freeway. These basins are envisioned to include ample landscaping so as to present a visual amenity for freeway users. They are also envisioned to serve as a possible recreation area for nearby residents.



High quality buildings would create a complete industrial corridor along Eucalyptus

## Area 2



- Commercial retail uses for additional car dealerships would be expanded from the existing auto mall east into Area 2, providing for the auto mall to grow as the City grows.
- Industrial and logistics uses would flank Eucalyptus, finishing the industrial corridor that has evolved along the southern edge of SR-60.
- Multifamily residential would comprise the remaining land between the industrial uses and the expanded auto mall areas.

## Area 3



- This area would remain commercial.
- The commercial uses would be comprised of one hotel and dine-in restaurants.



## Area 4



- The primary focus of Area 4 would be to provide experiential commercial uses that attract residents and visitors alike to family- and community oriented dining, shopping, and entertainment.
- Office commercial uses could be allowed as a secondary, supporting use.
- A hotel could also be allowed as a secondary, supporting use.
- Multifamily residential oriented towards mid-career working professionals who desire quick, easy access to the region would be along the freeway.
- Multifamily or single family residential would provide a transition between new multifamily residential and the existing single family residential neighborhood to the north west of Area 4.



High-end walkable commercial corridor.

## Key Guidance for Future Development

- **Pedestrian and Bicycle Connectivity.** Development should be designed so as to be highly connected for easy access by pedestrians and bicycles and to ensure surrounding residential uses support local retail activity.

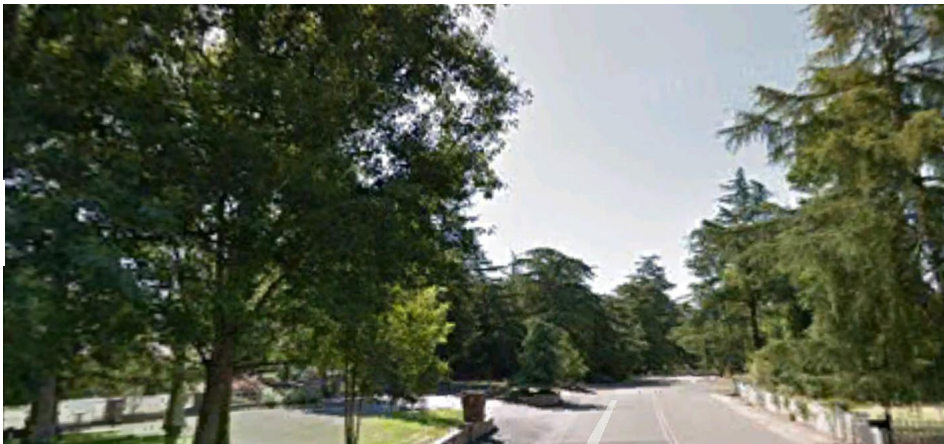


Tree lined streets provide a break from the heat, and aesthetic value.

- **Neighborhood Connectivity.** Connectivity to surrounding neighborhoods is especially critical for new development in Area 1 and Area 4. Bicycle and pedestrian connections should be key design strategies to ensure retail areas and neighborhoods are well integrated and self-supportive.



- **Ironwood Corridor Focus.** The Ironwood Corridor should be planned carefully to become the core of this area of Moreno Valley and manage the transition of intense urban uses along SR-60 to rural residential uses north of SR-60. The focus would occur north-adjacent to Area 4 in a manner that protects the rural residential character envisioned by the community, provide local serving retail, and connect the nearby neighborhoods to the rest of Moreno Valley.



Rural Residential neighborhood to maintain unique character near the Study Area.

- **Area 1 North-South Connectivity.** Area 1 is envisioned with additional north-south roads that provide the surrounding neighborhoods with easy access to the new commercial uses and Ironwood Avenue.
- **Detention Basins.** The detention basins in Area 1 should be visually attractive amenities with lush landscaping that provides an aesthetic benefit to views for travelers on SR-60.
- **Tree and Landscaping Impact on Air Pollution.** Throughout the corridor, select tree and planting locations that minimize air born pollutants from migrating from the freeway and busy roads to surroundings areas.

- **Area 2 Architecture.** Industrial development in Area 2 should reflect exceptional architectural design and landscaping to minimize any negative aesthetic effects of large buildings.
- **Auto Mall.** The auto mall should be designed to emphasize a park-once strategy and slow-moving traffic through narrow streets, on street parking, innovative product display opportunities that tie the dealership sites into the public realm, and an emphasis on a pleasant pedestrian environment.



Angled parking provides traffic calming and parking for auto-mall businesses.

- **Area 4.** Area 4 commercial retail and office buildings must be designed with a scale and character that reflects the rural heritage of the Ironwood corridor area:
  - o Building architecture should be of exceptional quality. It is expected that this would be accomplished through moderate signage, buildings that are consistent and complete style on all sides, screened loading areas, high quality materials, and an architectural style that reinforces the rural character intended for this area.

- 
- o Big box retail buildings would be far too big for this area. Restaurants and cafes should have outdoor dining opportunities that front on large internal walkways.
  - o Pedestrian crossings and broad canopy shade trees should be used to manage the scale and encourage patrons to park once and stay in the shopping center.
  - o Walkways and shop-fronts should be designed to create a pleasant pedestrian experience for shoppers with wide walkways, scattered plazas, and plentiful benches.

- **Commercial Area Expansion.** The City should consider expanding the Area 4 proposed commercial uses north, along the eastern side of Moreno Beach Drive, to Ironwood in order to create a greater opportunity site.
- **Zoning Updates.** The City may need a new zoning district to provide for an experiential commercial use in Sub-Area 4. Retail of this scale and character is not present in Moreno Valley, so specific design guidance and vision-setting would help encourage implementation.

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*Plazas and shopfronts should be designed to create a pleasant experience for shoppers and pedestrians.*

# Alternative Two

## Vision and Strategy

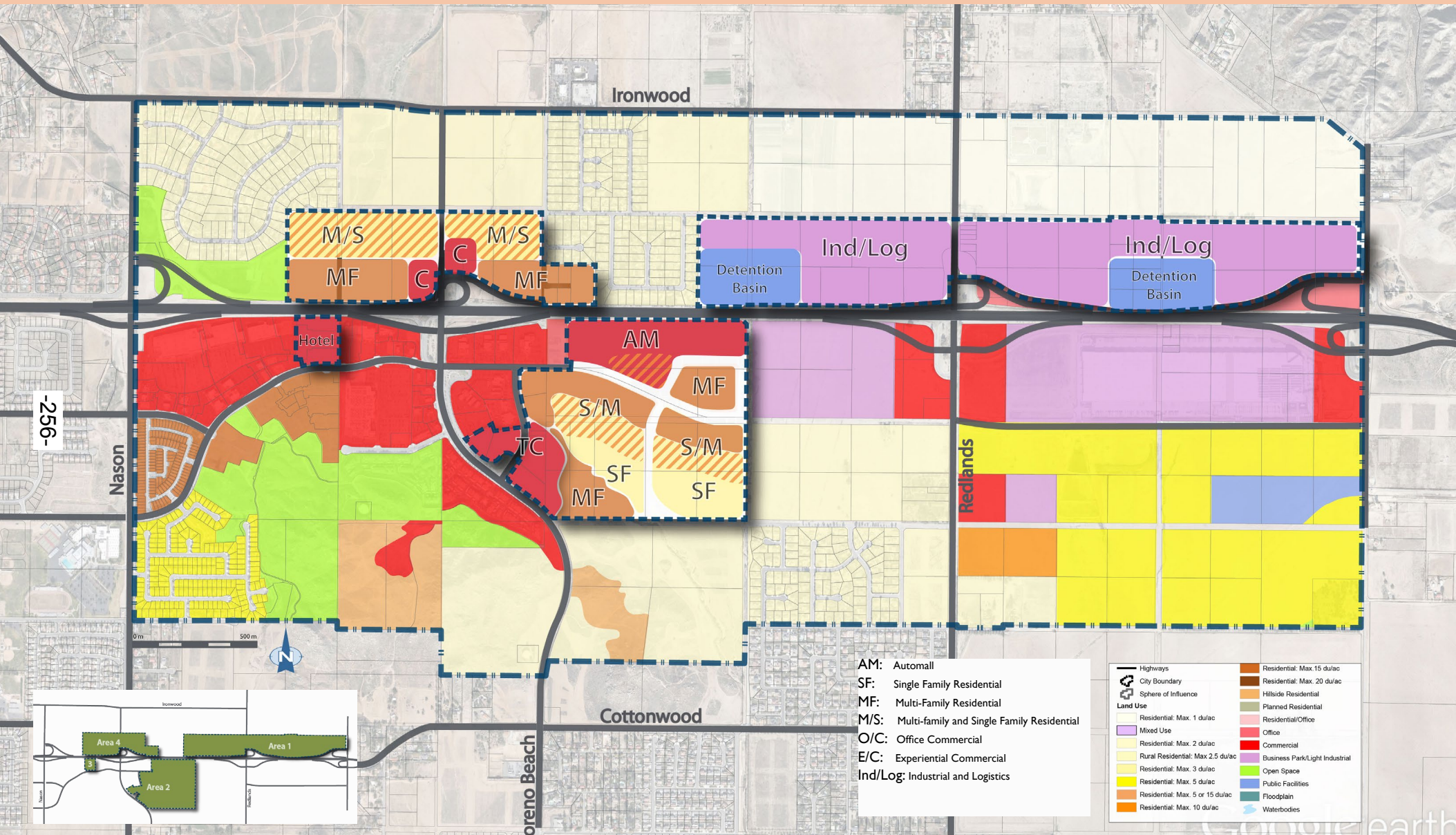
Alternative 2 presents a more rigid, separated approach to how local and regional uses are arranged along the corridor. The study areas in the vicinity of Moreno Beach Drive would be focused on providing additional retail, single family, and multifamily uses in an extension of the existing retail-residential pattern that has already been established. In this alternative, the auto mall would still be expanded, but it would be extended eastward along SR-60 to the edge of Area 2. The southwest corner of Area 2 would be set aside for additional retail uses and be oriented to the multifamily residential homes across Moreno Beach Drive with the intent of creating a small scale town center and buffering the residential development from the auto mall. Area 3, in the Stoneridge center, would be remain a commercial retail use and would ultimately accommodate both hotels that could be realized along this corridor.

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*Small scale town center commercial would serve local residents.*





# Alternative Two

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The area north of the Moreno Beach Drive interchange would also have a strong residential focus. Multifamily residential, focused on mid-career professionals who would want quick regional access, would be placed adjacent to the freeway. This would also provide greater opportunity to design for and continuously manage the potential negative effects of living next to the freeway, such as poorer air quality and noise, as only a small number of property owners would be responsible for the upkeep and maintenance of mitigation systems. The remaining residential areas here would be a blend or fade of density from multifamily residential to the low-density residential planned for the areas north of Hemlock Avenue. Neighborhood serving commercial would be immediately north of the freeway ramps, providing nearby residents with quick access to service commercial. Finally, the east end of the corridor would be dedicated to industrial uses. Aside from the planned detention basins, the entirety of Area I would be set aside for industrial and logistics uses. With the detention basins in place, the land available for building may limit the size of future industrial buildings such that manufacturing facilities such as the Aldi Food warehouse would be more likely than an additional facility such as the Sketchers building.

Alternative 2 was rejected as the preferred alternative because this alternative makes a less effective use of the commercial opportunities associated with the Moreno Beach Drive interchange. Additionally, this alternative does not provide for as great a diversity of retail opportunities as Alternative I does. This alternative is less compatible with existing residential uses. The industrial uses envisioned in Area I would place new housing adjacent to existing residences and a greater amount of housing would be placed next to the freeway. Finally, whereas there is already an emerging pattern of industrial uses on the south side of SR-60, this alternative would cause a more severe change in character for the low density, rural uses north of the freeway which do not have any nearby industrial uses.



*Example of manufacturing use that would be an appropriate industrial use.*



# Land Uses and Character

## Area I

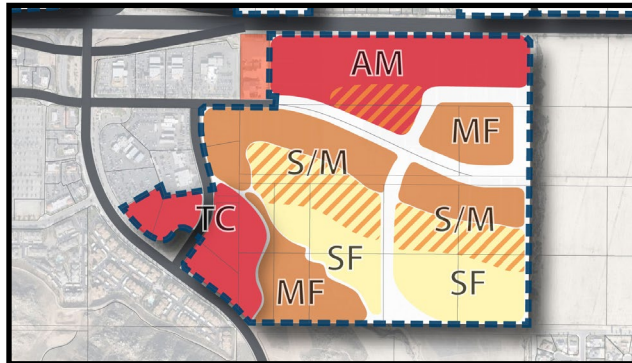


- Industrial uses, which could be comprised of logistics warehousing or manufacturing, would comprise the majority of Area I.

- Commercial retail uses oriented towards serving the nearby multifamily housing and arranged in a town center concept would be centered on the intersection of Moreno Beach Drive and Auto Mall Drive.
- Multifamily residential uses would flank Eucalyptus Avenue, serving as a buffer between future single family residential and the auto mall.
- Single family residential of varying densities would transition the multifamily uses along Eucalyptus Avenue to existing and future low density single family residential along the eastern and southern boundaries of Area 2.
- The sliver of land that currently hosts a man-made wash would be set aside as open space.

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## Area 2



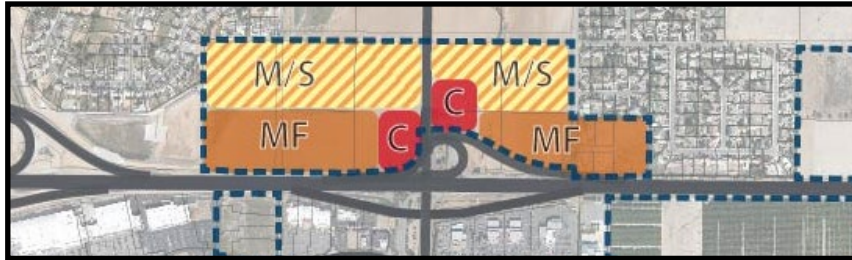
- Commercial retail uses for additional car dealerships would be expanded from the existing auto mall east across the Area 2 freeway frontage, providing for the auto mall to grow with excellent freeway visibility.

## Area 3



- This area would remain commercial.
- Under this alternative, the commercial uses would be comprised of two hotels.

## Area 4



- Multifamily residential, arranged in a walkable format with resort-style amenities would be the primary use for Area 4.
- Residential of varying densities would fade from the freeway-adjacent multifamily residential to the existing and future low density residential to the east, west, and north of Area 4.
- Small, service oriented retail commercial would be immediately north of the freeway on either side of Moreno Beach Drive.



*Appropriately designed streets would buffer between planned residential uses from industrial uses.*

## Key Guidance for Future Development

- **Pedestrian and Bicycle Connectivity.** Development should be designed so as to be highly connected for easy access by pedestrians and bicycles and to ensure residential uses that surround retail uses support local retail activity.
- **Neighborhood Connectivity.** Connectivity to surrounding neighborhoods is especially critical for new development in Area 2 and Area 4. Bicycle and pedestrian connections should be key design strategies to ensure retail areas and neighborhoods are well integrated and self-supportive.
- **Ironwood Corridor Focus.** The Ironwood Corridor should be planned carefully to become the core of this area of Moreno Valley and manage the transition of intense urban uses along SR-60 to rural residential uses north of SR-60. This should occur in a manner that protects the rural residential character envisioned by the community, provide local serving retail, and connect the nearby neighborhoods to the rest of Moreno Valley. This will be especially important for the areas along the northern boundary of Area 1.
- **Area 1 Architecture.** Industrial development in Area 1 should reflect exceptional architectural design and landscaping to minimize any negative aesthetic effects of large buildings.
- **Hemlock Avenue.** Hemlock Avenue along Area 1 must be designed to buffer and separate the planned rural residential uses north of Hemlock from the industrial uses of Area 1 and connect the residential uses of Area 4 with future residential development. Wide landscaping setbacks, curb adjacent planters, wide sidewalks, ample street trees, and bicycle lanes are envisioned components of this strategy.

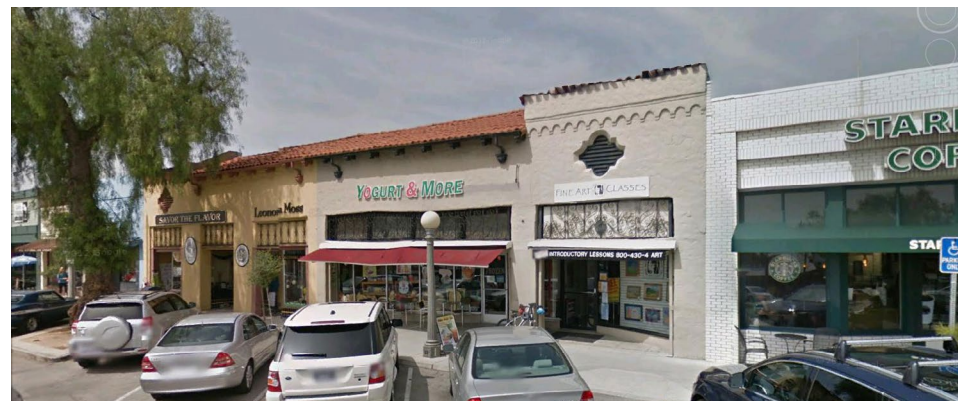


- **Tree and Landscaping Impact on Air Pollution.** Throughout the corridor, select tree and planting locations that minimize air born pollutants from migrating from the freeway and busy roads to surroundings areas.
- **Auto Mall.** The auto mall should be designed to emphasize a park-once strategy and slow-moving traffic through narrow streets, on street parking, innovative product display opportunities that tie the dealership sites into the public realm, and an emphasis on a pleasant pedestrian environment.
- **Eucalyptus Avenue.** Eucalyptus Avenue, and other multifamily serving roadways in Area 2, should be designed to denote the multifamily areas are separate and distinct from the auto mall without hindering connectivity and access to the neighborhoods by residents.



*Tree line streets help reduce pollutants from automobiles.*

- **Area 2 Town Center.** The Area 2 town center area should be designed as a walkable retail destination with neighborhood serving retail uses. The town center concept should be oriented to the nearby multifamily residences with strong pedestrian connections, wide sidewalks and plazas, head in parking, and plentiful street furniture. Building architecture should be oriented towards pedestrian access and activity.
- **Future Residential Connectivity.** Future residential neighborhoods, both within Areas 2 and 4 and around Areas 2 and 4, should be planned as a series of connected residential neighborhoods, not individual residential subdivisions.
- **Area 4 Multifamily Residential.** Multifamily residential should be designed with resort-style amenities to attract mid-career professionals who would desire easy access to the regional transportation network. The buildings and internal streets should be designed as a traditional walkable neighborhood that emphasizes community.
- **Service commercial.** Small, service oriented retail commercial should not be designed so as to be wholly separated from the surrounding residential uses. Internal connectivity should be emphasized to the extent possible.



*Service oriented commercial should be easily accessible by nearby residents.*





# Alternative Three

## Vision and Strategy

Alternative 3 takes a balanced approach to how the residential and commercial uses would be distributed throughout the corridor. As such, nearly all of the study areas would have some mix of residential and commercial uses. Area 2 is the only area that would not, having instead a mix of commercial and industrial uses.

Area 1 would focus a greater concentration of commercial uses at the Redlands and Theodore interchanges, taking advantage of the freeway frontage to advertise and attract regional travelers. Office commercial uses would be allowed here as secondary uses, providing local small scale spaces for professional services.



Anchor stores can serve regional travelers along SR-60.  
Source: Sargent Town Planning

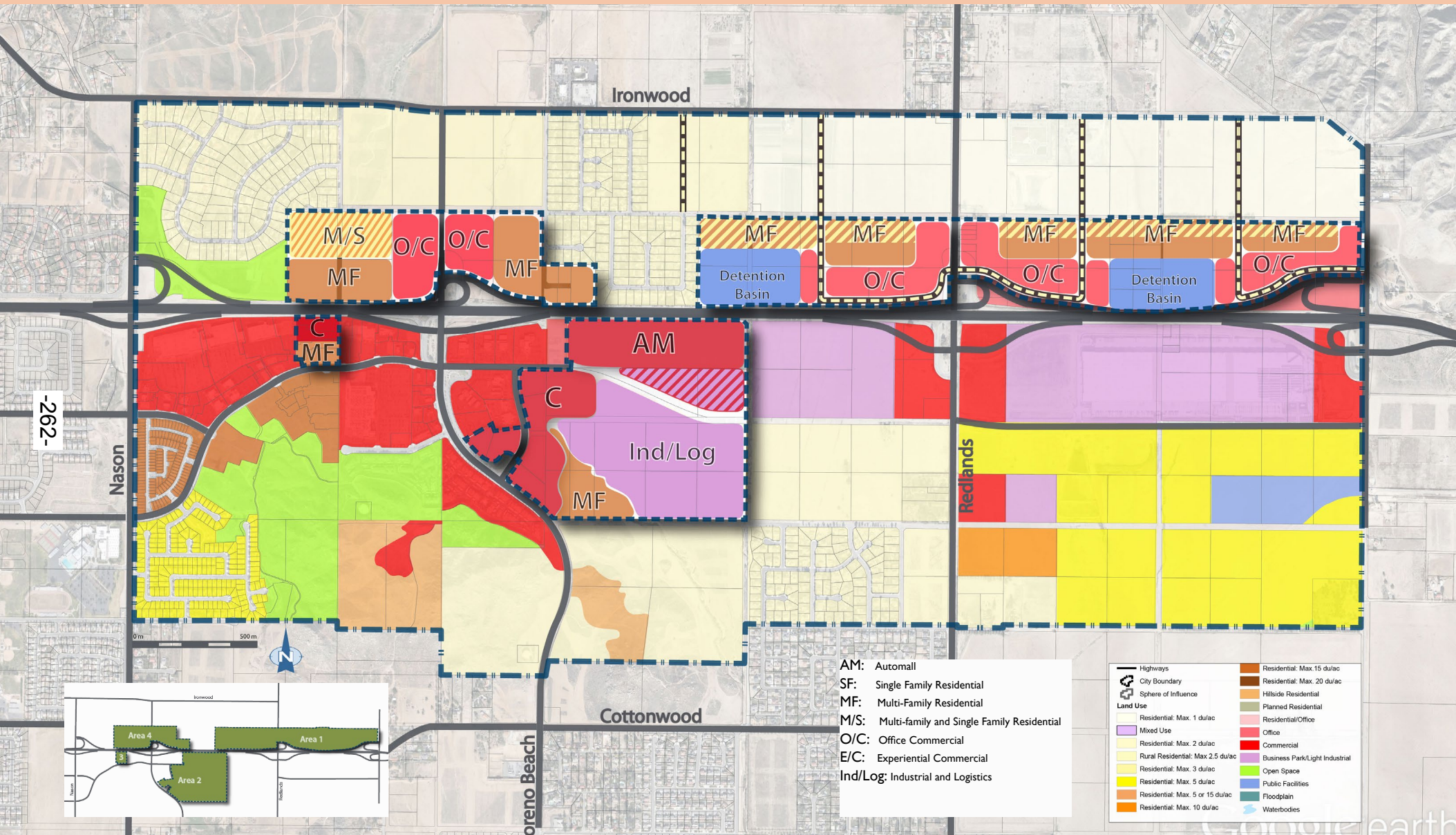
The detention basins would remain in a variation of the footprints established under their initial designs. These detention basins would be capitalized on to provide definition to the nearby uses and serve as open space amenities, either for aesthetic or for low intensity recreational purposes. As with Alternative 1, additional north-south roads would be extended from Ironwood Avenue to further connect Area 1 to surrounding areas and to provide local residents with a high degree of access. The additional roads would also be connected via a frontage road. Together, these roads would provide additional corners for increased commercial activity. The residential uses anticipated for this area would be of a variety of densities, with higher density adjacent to the commercial uses and fading to lower densities adjacent to Hemlock Avenue.

Under this alternative, Area 2 would host the greatest amount of commercial uses, with an auto mall expansion along the freeway and a variety of retail uses south of Eucalyptus Avenue that would complement the existing retail uses of the Stoneridge shopping center. Industrial uses comprised of logistics or manufacturing uses, would extend south of the auto mall to the southern and eastern edges of the area. As with Alternative 2, the would consist of multi-family residential in the southwestern quadrant of the study area..



Open space in Moreno Valley can be preserved through detention basin design.





- AM: Automall
- SF: Single Family Residential
- MF: Multi-Family Residential
- M/S: Multi-family and Single Family Residential
- O/C: Office Commercial
- E/C: Experiential Commercial
- Ind/Log: Industrial and Logistics

Highways	Residential: Max. 15 du/ac
City Boundary	Residential: Max. 20 du/ac
Sphere of Influence	Hillside Residential
Land Use	Planned Residential
Residential: Max. 1 du/ac	Residential/Office
Mixed Use	Office
Residential: Max. 2 du/ac	Commercial
Rural Residential: Max. 2.5 du/ac	Business Park/Light Industrial
Residential: Max. 3 du/ac	Public Facilities
Residential: Max. 5 du/ac	Floodplain
Residential: Max. 5 or 15 du/ac	Waterbodies
Residential: Max. 10 du/ac	

# Alternative Three

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Area 4 would follow suit with a similar balance of commercial and residential uses. The commercial uses would be primarily retail in nature, but allow for office uses as support uses. The commercial uses would line both sides of Moreno Beach Drive, extending the existing commercial center north of the freeway. As the economic analysis for the East SR-60 Corridor Study indicates the City could accommodate two hotels in the area, the Area 4 commercial could also contain a hotel within the commercial designated area. Multifamily residential uses would front the freeway on both sides of Moreno Beach Drive, buffering existing and planned single family residential uses from the freeway.

Alternative 3 was rejected as the preferred alternative because the distribution of various uses dilutes the City's opportunity for using the available land within the corridor to create compelling new places. The smaller scale of the proposed uses would prevent the City from creating an experience-oriented commercial center, a town center, or even a complete industrial district. Additionally, the proposed residential areas are smaller in scale, reducing the potential for creating real neighborhoods. The frontage road concept for Area 1 would provide high quality access for new commercial development, but may be infeasible due to future right of way conflicts with SR-60. Additionally, the multifamily residential envisioned for Area 3 would be extremely hard to integrate into the existing shopping center without retrofitting the shopping center or creating an apartment complex rife with land use compatibility issues. Finally, the commercial uses considered for both Area 2 and 4 are two similar in scale and nature to the existing Stoneridge shopping center to create distinct, interesting retail experiences that would not directly compete with the existing retail.



# Land Uses and Character

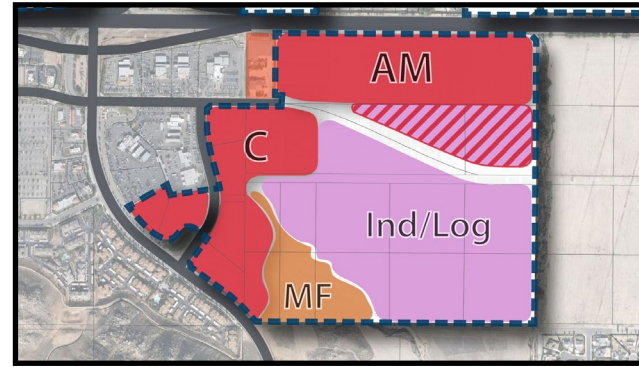
## Area I



- Commercial uses – focused on retail but allowing office – would be clustered near the Redlands and Theodore interchanges and along the freeway frontage. These sites are envisioned to include a mix of commercial uses that would both serve the surrounding neighborhoods and also provide some services for travelers entering town via SR-60. Office uses would be small scale to provide space for local professional services.
- Single family residential of varying densities would provide a transition from the currently planned low density residential north of Hemlock Avenue.

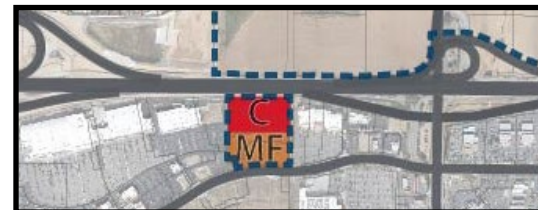
-264-

## Area 2



- Commercial retail uses for additional car dealerships would be expanded from the existing auto mall east across the Area 2 freeway frontage, providing for the auto mall to grow with excellent freeway visibility.
- Commercial retail uses oriented towards expanding regional commercial options would be centered Auto Mall Drive, extending from Moreno Beach Drive to Eucalyptus Avenue.
- The sliver of land that currently hosts a man-made wash would be designated for multi-family residential

## Area 3



- Commercial uses in the area would be comprised of either one hotel or dine-in restaurants.
- Up to half of the area would be comprised of multifamily residential.

## Area 4



- Multifamily residential, arranged in a walkable format with resort-style amenities would be the primary use for Area 4.
- Residential of varying densities would fade from the freeway-adjacent multifamily residential to the existing and future low density residential to the east, west, and north of Area 4.
- Suburban neighborhood and regional serving retail commercial would extend north of the freeway on either side of Moreno Beach Drive to Hemlock Avenue



Streetscape and visible markings to enhance pedestrian connectivity.

## Key Guidance for Future Development

- **Pedestrian and Bicycle Connectivity.** Development should be designed so as to be highly connected for easy access by pedestrians and bicycles and to ensure residential uses that surround retail uses support local retail activity.
- **Neighborhood Connectivity.** Connectivity to surrounding neighborhoods is especially critical for new development in Area 2 and Area 4. Bicycle and pedestrian connections should be key design strategies to ensure retail areas and neighborhoods are well integrated and self-supportive.
- **Ironwood Corridor Focus.** While not a part of this study, it is became very clear that the Ironwood Corridor should be planned carefully to become the core of the area of Moreno Valley and manage the transition of intense urban uses along SR-60 to rural residential uses north of SR-60. This should occur in a manner that protects the rural residential character envisioned by the community, provide local serving retail, and connect the nearby neighborhoods to the rest of Moreno Valley.
- **Area I North-South Connectivity.** Area I is envisioned with additional north-south roads that provide the surrounding neighborhoods with easy access to the new commercial uses and Ironwood Avenue. This connectivity would be further enhanced by a frontage road running along the north side of SR-60.
- **Detention Basins.** The detention basins in Area I should be visually attractive amenities with lush landscaping that provides an aesthetic benefit to views for travelers on SR-60 as well as a joint use facility for recreational uses for residents and visitors.
- **Tree and Landscaping Impact on Air Pollution.** Throughout the corridor, select tree and planting locations that minimize air born pollutants from migrating from the freeway and busy roads to surroundings areas.



- **Area 2 Architecture.** Industrial development in Area 2 should reflect exceptional architectural design and landscaping to minimize any negative aesthetic effects of large buildings.
- **Auto Mall.** The auto mall should be designed to emphasize a park-once strategy and slow-moving traffic through narrow streets, on street parking, innovative product display opportunities that tie the dealership sites into the public realm, and an emphasis on a pleasant pedestrian environment.
- **Area 2 Architecture.** Industrial development in Area 2 should reflect exceptional architectural design and landscaping to minimize any negative aesthetic effects of large buildings.
- **Hemlock Avenue.** Hemlock Avenue along Area 1 should be designed to connect the residential uses of Area 1 and Area 4 with future residential development. Wide landscaping setbacks, curb adjacent planters, wide sidewalks, ample street trees, and bicycle lanes are envisioned components of this strategy.

- **Future Residential Connectivity.** Future residential neighborhoods, both within Areas 2 and 4 and around Areas 2 and 4, should be planned as a series of connected residential neighborhoods, not individual residential subdivisions.
- **Area 4 Multifamily Residential.** Multifamily residential should be designed with resort-style amenities to attract mid-career professionals who would desire easy access to the regional transportation network. The buildings and internal streets should be designed as a traditional walkable neighborhood that emphasizes community.
- **Neighborhood commercial.** Neighborhood and service oriented retail commercial planned for Areas 1, 3, and 4 should not be designed so as to be wholly separated from the surrounding residential uses. Internal connectivity should be emphasized to the extent possible.

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*Multi-family residential should reflect high quality architecture and a pleasant atmosphere.*



*Multi-family residential with adequate pedestrian connectivity to commercial areas*

## 5. SUMMARY + RECOMMENDATIONS

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## Summary and Recommendations for the East SR-60 Corridor

The significant quantity of vacant land in the East SR-60 Corridor presents a major economic development opportunity, both for the corridor and the City. The existing and expected future population in the vicinity of the corridor, as well as the regional traffic traveling the freeway, are also significant economic development opportunities. These attributes, coupled with the large available parcels and relatively small number of land owners gives the City and the community a great opportunity for crafting a strong economic future.

The recovering economy supports such economic development opportunities and the economic analysis identified that the City can expect moderate to healthy development of single family residential, multifamily residential, retail commercial, office commercial, and industrial uses. At the present, there is strong demand for additional industrial space and additional multifamily residential units. Over time, there will be additional demand for single family residential, retail commercial, and, eventually, office commercial. There is also likely a near term demand for additional, experiential type entertainment and retail commercial, indicated by the high rates of retail sales leakage that the City experiences. While the City cannot know for certain without additional study, it is very likely that Moreno Valley households are choosing to make their retail and entertainment expenditures in places like Downtown Riverside and Victoria Gardens, where the experience of the shopping event is just as important as the product or service purchased.

Future development within the East SR-60 Corridor is not without its challenges. For one, additional infrastructure will be needed. New roads will need to be built and existing roads will need to be expanded. Water and sewer infrastructure on the north side of SR-60 is incomplete or absent. Additional storm water control facilities, which are under design, will need to be constructed. Additionally, pollutants emitted by vehicles traveling on SR-60 can have deleterious effects on future and existing residents if new development is not design with appropriate mitigation measures such as hospital-grade air filters, setbacks from the freeway, and vegetation that removes pollutants from the atmosphere.

This study recommends Alternative I as the Preferred Alternative. Much work went into connecting with stakeholders, community leaders and policy makers, and the community to better understand concerns and desires for future development throughout the corridor. The project team identified this Preferred Alternative after review of three alternatives at an October 14, 2013 community meeting, and after additional analysis by City staff and the consultant team. The Preferred Alternative was selected because it offers the most complete blend of new businesses, new jobs, and new housing opportunities. This alternative presents the best option for introducing an experience-oriented retail use to Moreno Valley, providing the City with a strategy to help capture its leaking retail sales. This alternative also presents the most logical expansion area for the auto mall. Finally, this alternative minimizes freeway-adjacent residential, which was an important value shared by the community at the October 14, 2013 community meeting.





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Alternative 2 was rejected as the preferred alternative because this alternative makes a less effective use of the commercial opportunities associated with the Moreno Beach Drive interchange. Additionally, the alternative does not provide for as great a diversity of retail opportunities as Alternative 1 does. Alternative 2 is less compatible with existing residential uses. The industrial uses envisioned in Area 1 would place new housing adjacent to existing residences and a greater amount of housing would be placed next to the freeway. Finally, whereas there is already an emerging pattern of industrial uses on the south side of SR-60, this alternative would cause a more severe change in character for the low density, rural uses north of the freeway which do not have any nearby industrial uses.

or creating an apartment complex rife with land use compatibility issues. Finally, the commercial uses considered for both Area 2 and 4 are two similar in scale and nature to the existing Stoneridge shopping center to create distinct, interesting retail experiences that would not directly compete with the existing retail.

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Alternative 3 was rejected as the preferred alternative because the distribution of various uses dilutes the City's opportunity for using the available land within the corridor to create compelling new places. The smaller scale of the proposed uses would prevent the City from creating an experience-oriented commercial center, a town center, or even a complete industrial district. Additionally, the proposed residential areas are smaller in scale, reducing the potential for creating real neighborhoods. The frontage road concept for Area 1 would provide high quality access for new commercial development, but may be infeasible due to future right of way conflicts with SR-60. Additionally, the multifamily residential envisioned for Area 3 would be extremely hard to integrate into the existing shopping center without retrofitting the shopping center

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## Key Guidance for Future Development

Based on existing conditions, economic demand projections, and meeting with city staff, the following takeaway points are recommended for consideration by the City and developers for any new development in the corridor:

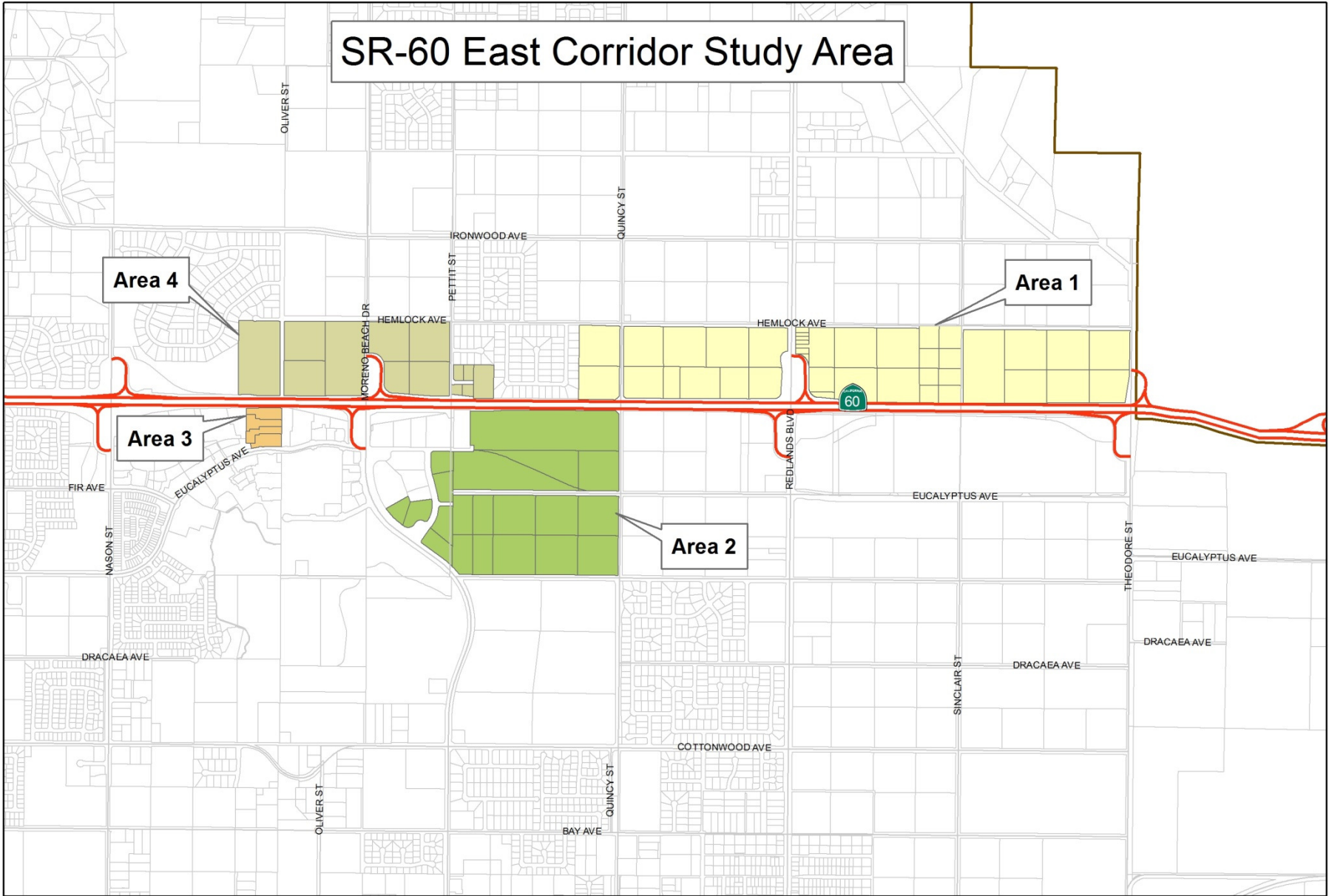
- **Area 1 North-South Connectivity.** For the existing and future residents in the vicinity of Area 1 to form true, complete neighborhoods, it is critical that they be well connected with several additional north-south connector streets. Through streets should be built every  $\frac{1}{4}$  to  $\frac{1}{2}$  mile for adequate connectivity with Area 1.
- **Area 4 Commercial Center.** For the Area 4 commercial concept to be successful, it must be appropriately different from nearby retail areas and it must be designed with an emphasis on creating a pleasant, attractive destination. Area 4 commercial retail must be designed with a scale and character that reflects the rural heritage of the Ironwood corridor area. Big box retail buildings would be far too big for this area. Restaurants and cafes should have outdoor dining opportunities that front on large internal walkways. Pedestrian crossings and broad canopy shade trees should be used to manage the scale and encourage patrons to park once and stay in the shopping center. Walkways and shopfronts should be designed to create a pleasant pedestrian experience for shoppers with wide walkways, scattered plazas, and plentiful benches. Building architecture should be of exceptional quality. It is expected that this would be accomplished through moderate signage, buildings that consistent and complete style on all sides, screened loading areas, high quality materials, and an architectural style that reinforces the rural character intended for this area.
- **Commercial Area Expansion.** The City should also seriously consider expanding the Area 4 proposed commercial area north along the eastern side of Moreno Beach Drive to Ironwood in order to create a greater opportunity site. While large scale development is not sought, a larger footprint commercial center would allow for the inclusion of supporting uses such as a hotel, office commercial, or mixed-use multifamily.
- **Neighborhood Connectivity.** Connectivity to surrounding neighborhoods is especially critical for new development in Area 1 and Area 4. Bicycle and pedestrian connections should be key design strategies to ensure retail areas and neighborhoods are well integrated and self-supportive.
- **Zoning Updates.** The City may need a new zoning district to provide for an experiential commercial use in Sub-Area 4. Retail of this scale and character is not present in Moreno Valley, so specific design guidance and vision-setting would help encourage implementation.



- 
- **Industrial Architecture.** Industrial development in the corridor should reflect exceptional architectural design and landscaping to minimize any negative aesthetic effects of large buildings.
  - **Auto Mall.** The auto mall should be designed to emphasize a park-once strategy and slow-moving traffic through narrow streets, on street parking, innovative product display opportunities that tie the dealership sites into the public realm, and an emphasis on a pleasant pedestrian environment.
  - **Multifamily Residential.** Multifamily residential should be designed with resort-style amenities to attract mid-career professionals who would desire easy access to the regional transportation network. The buildings and internal streets should be designed as a traditional walkable neighborhood that emphasizes community.
  - **Detention Basins.** The detention basins in Area 1 should be visually attractive amenities with lush landscaping that provides an aesthetic benefit to views for travelers on SR-60. This area would also serve a joint-use for recreation purposed with bicycle and pedestrian access for use by local residents and visitors.
  - **Future Residential Connectivity.** Future residential neighborhoods, both within the study areas and around the study areas, should be planned as a series of connected residential neighborhoods, not individual residential subdivisions.
  - **Hemlock Avenue.** Hemlock Avenue along Area 1 should be designed to connect the residential uses of Area 1 and Area 4 with future residential development. Wide landscaping setbacks, curb adjacent planters, wide sidewalks, ample street trees, and bicycle lanes are envisioned components of this strategy.
  - **Pedestrian and Bicycle Connectivity.** Development should be designed so as to be highly connected for easy access by pedestrians and bicycles and to ensure residential uses that surround retail uses support local retail activity.
  - **Tree and Landscaping Impact on Air Pollution.** Throughout the corridor, select tree and planting locations that minimize air born pollutants from migrating from the freeway and busy roads to surroundings areas.

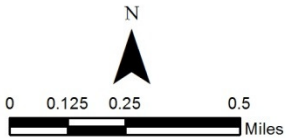


# SR-60 East Corridor Study Area



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The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

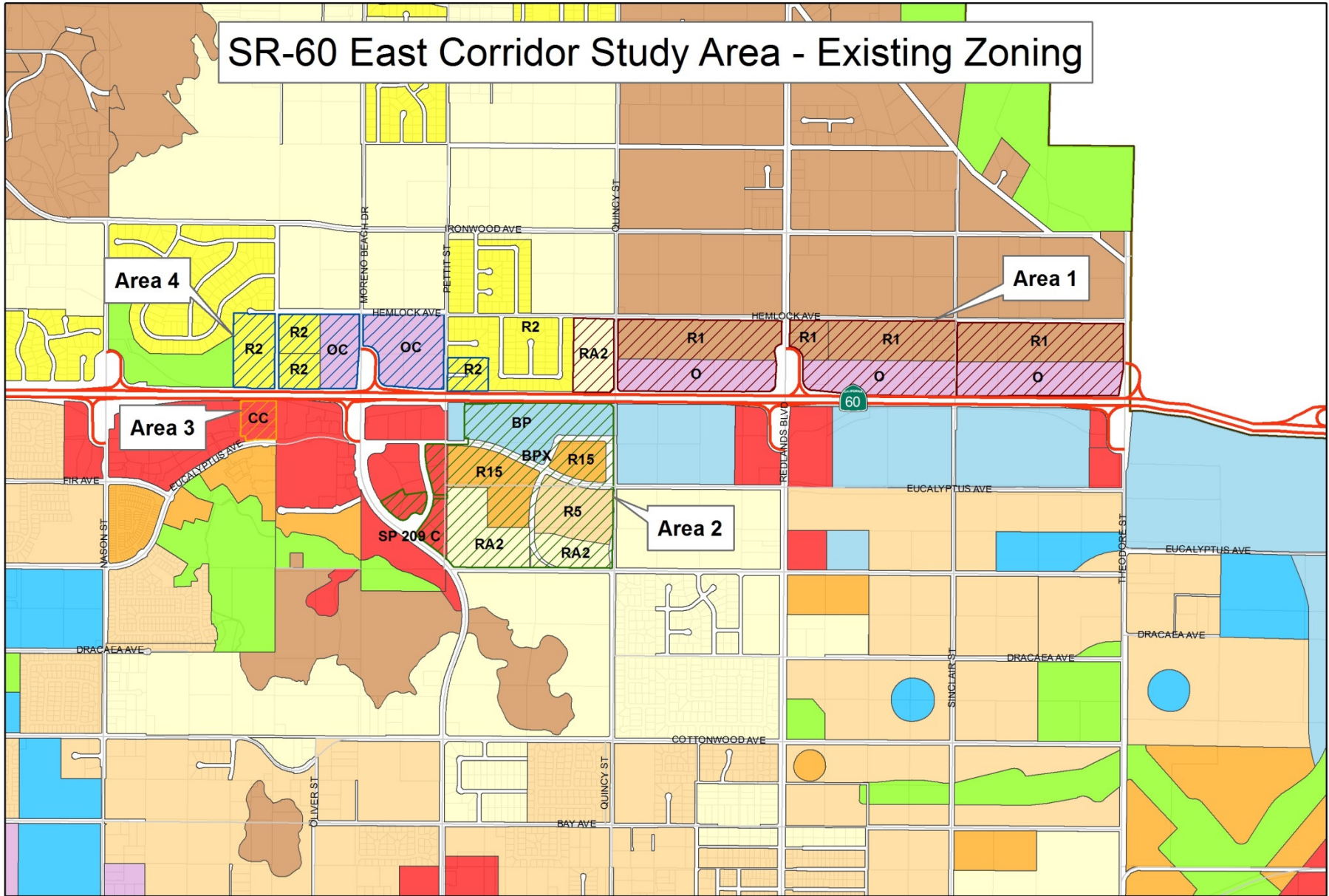


- Area 1
- Area 2
- Area 3
- Area 4
- Parcels
- City Boundary



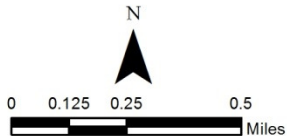


# SR-60 East Corridor Study Area - Existing Zoning



-274-

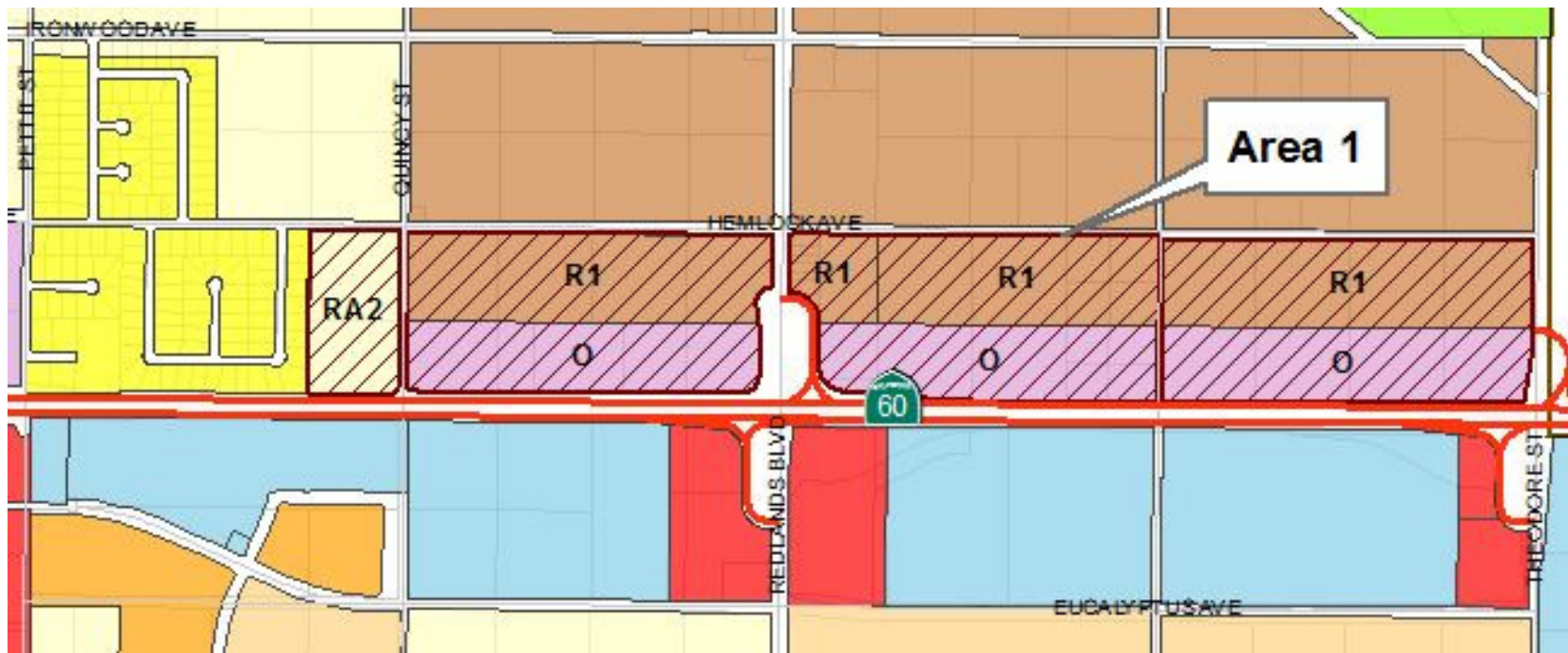
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- |        |                          |                                 |                      |
|--------|--------------------------|---------------------------------|----------------------|
| Area 1 | Commercial               | Planned Development             | Suburban Residential |
| Area 2 | Industrial/Business Park | Large Lot Residential           | Multi-family         |
| Area 3 | Public Facilities        | Residential Agriculture 2 DU/AC | Open Space/Park      |
| Area 4 | Office                   | Residential 2 DU/AC             | City Boundary        |



# SR60 East Corridor – Study Area 1





# Proposed Moreno MDP: Sinclair Basin Location

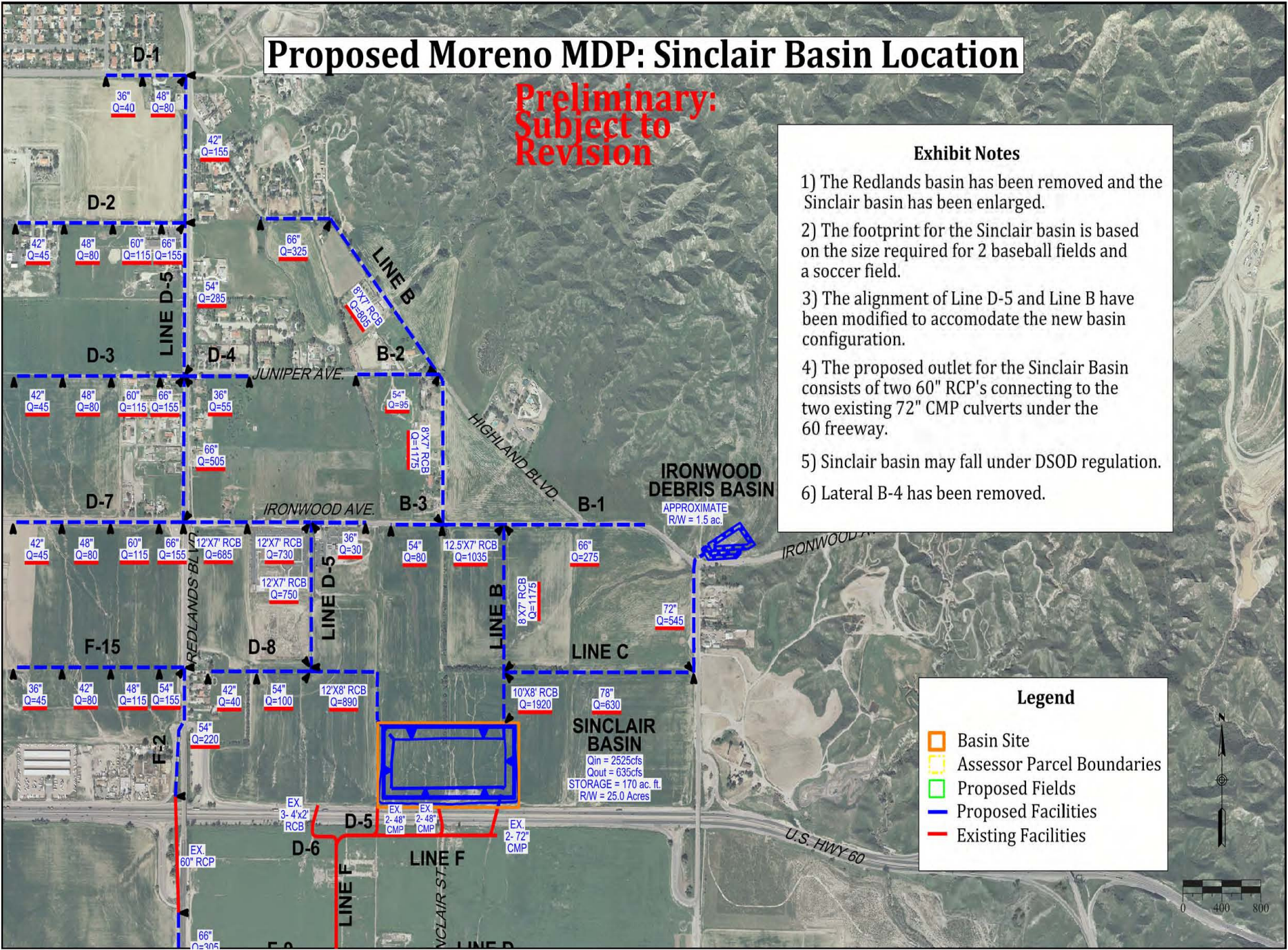
**Preliminary:  
Subject to  
Revision**

### Exhibit Notes

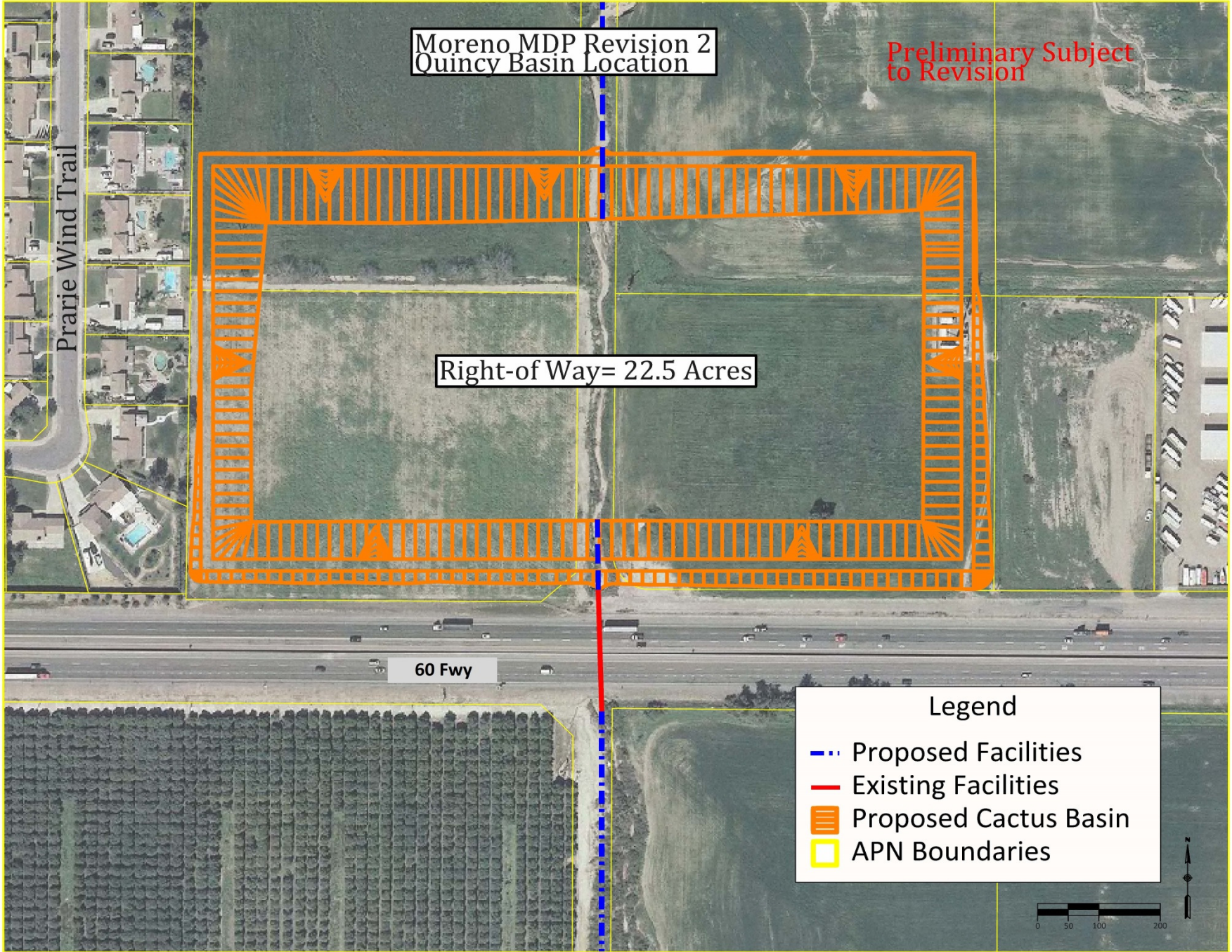
- 1) The Redlands basin has been removed and the Sinclair basin has been enlarged.
- 2) The footprint for the Sinclair basin is based on the size required for 2 baseball fields and a soccer field.
- 3) The alignment of Line D-5 and Line B have been modified to accommodate the new basin configuration.
- 4) The proposed outlet for the Sinclair Basin consists of two 60" RCP's connecting to the two existing 72" CMP culverts under the 60 freeway.
- 5) Sinclair basin may fall under DSOD regulation.
- 6) Lateral B-4 has been removed.

### Legend

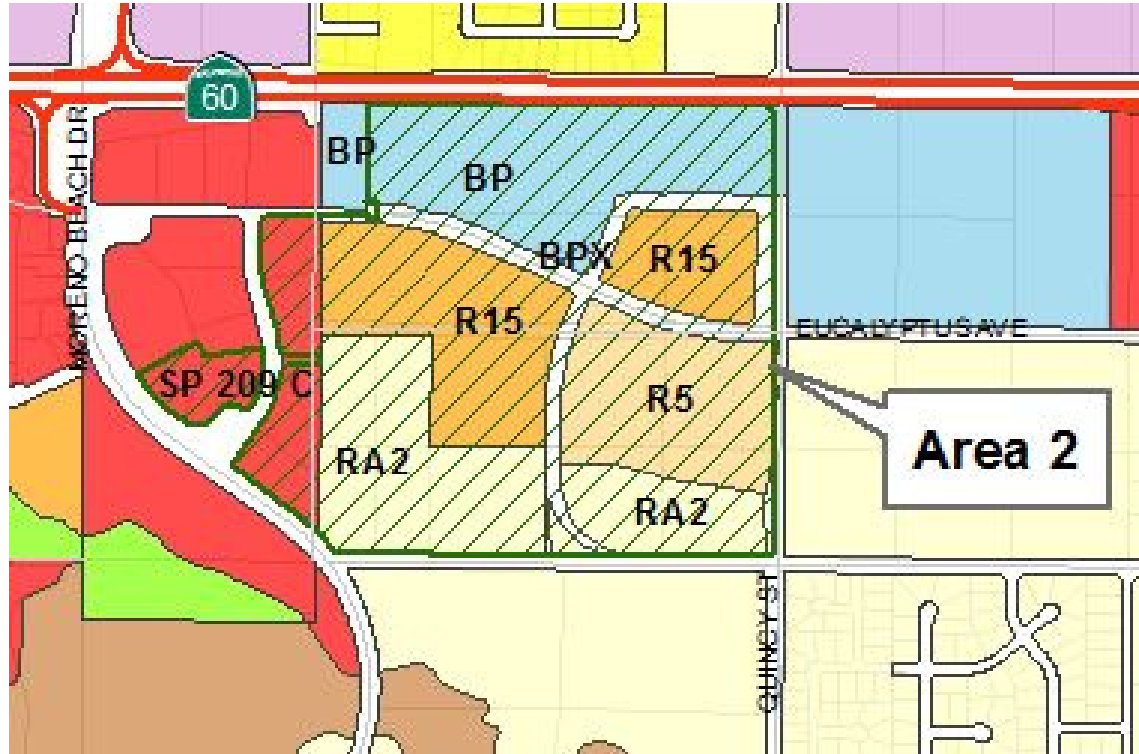
-  Basin Site
-  Assessor Parcel Boundaries
-  Proposed Fields
-  Proposed Facilities
-  Existing Facilities







# SR60 East Corridor – Study Area 2



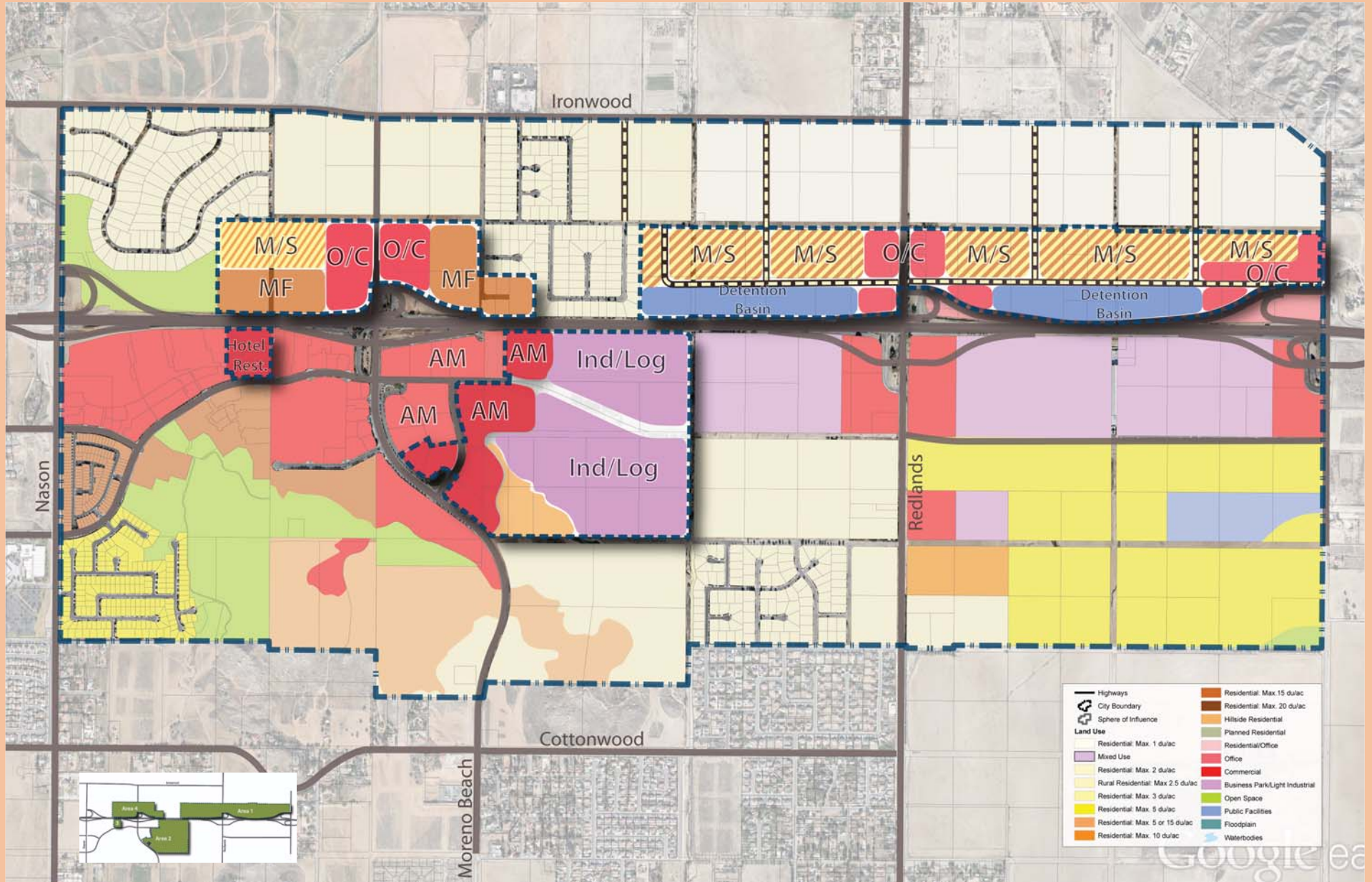
SR60 East Corridor – Study Area 3





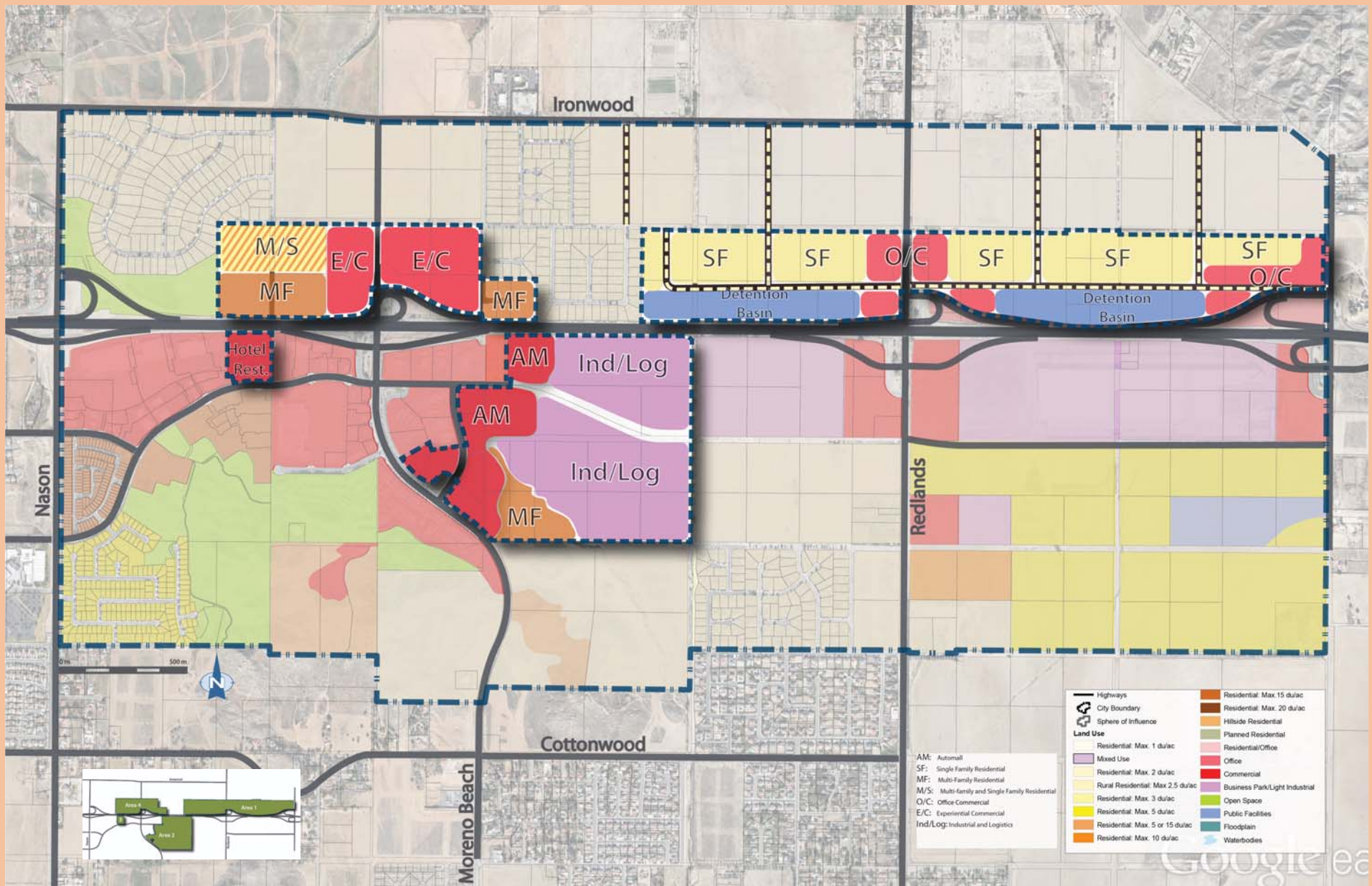
# SR60 East Corridor – Study Area 4





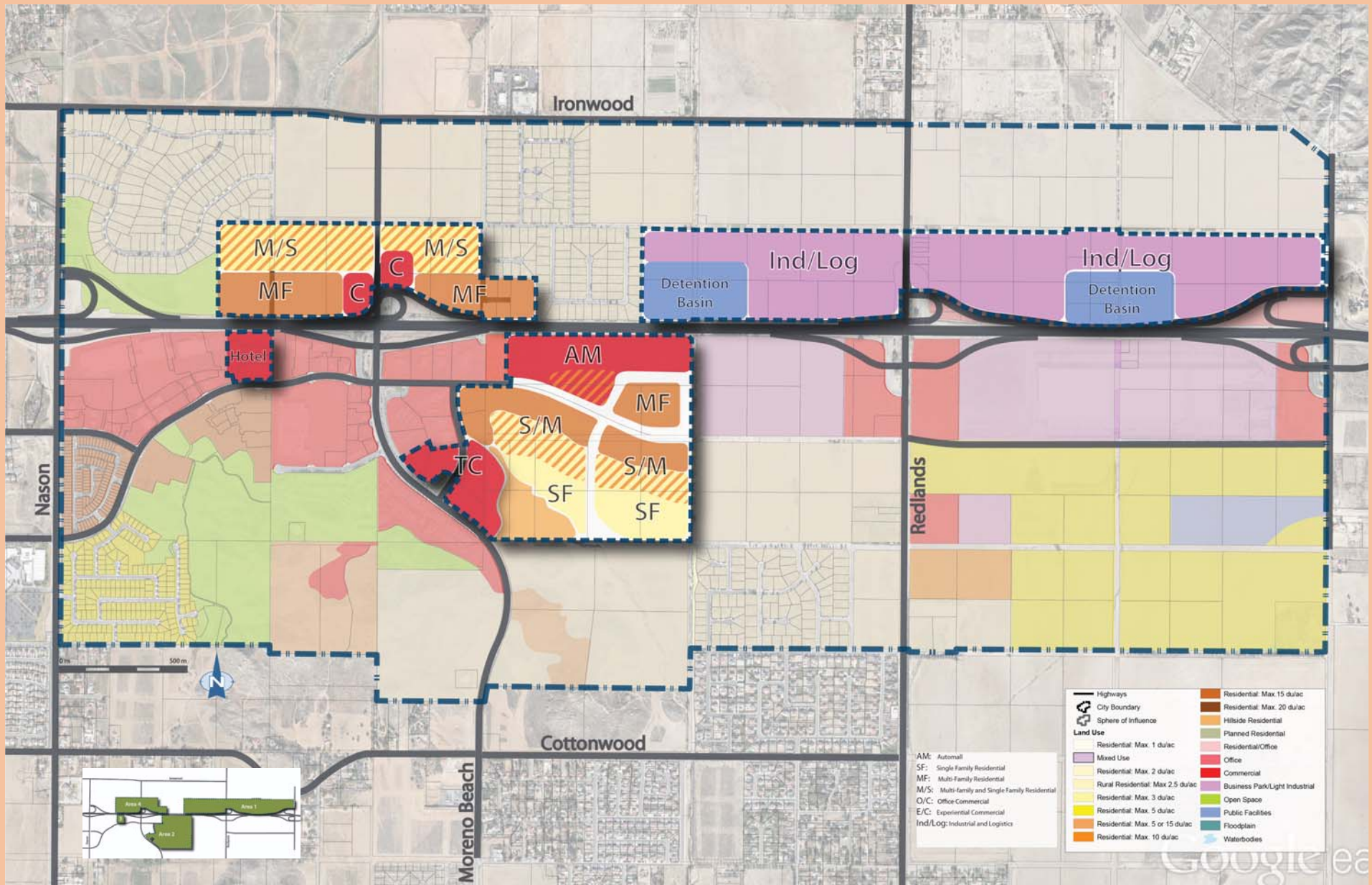
Alternative 1





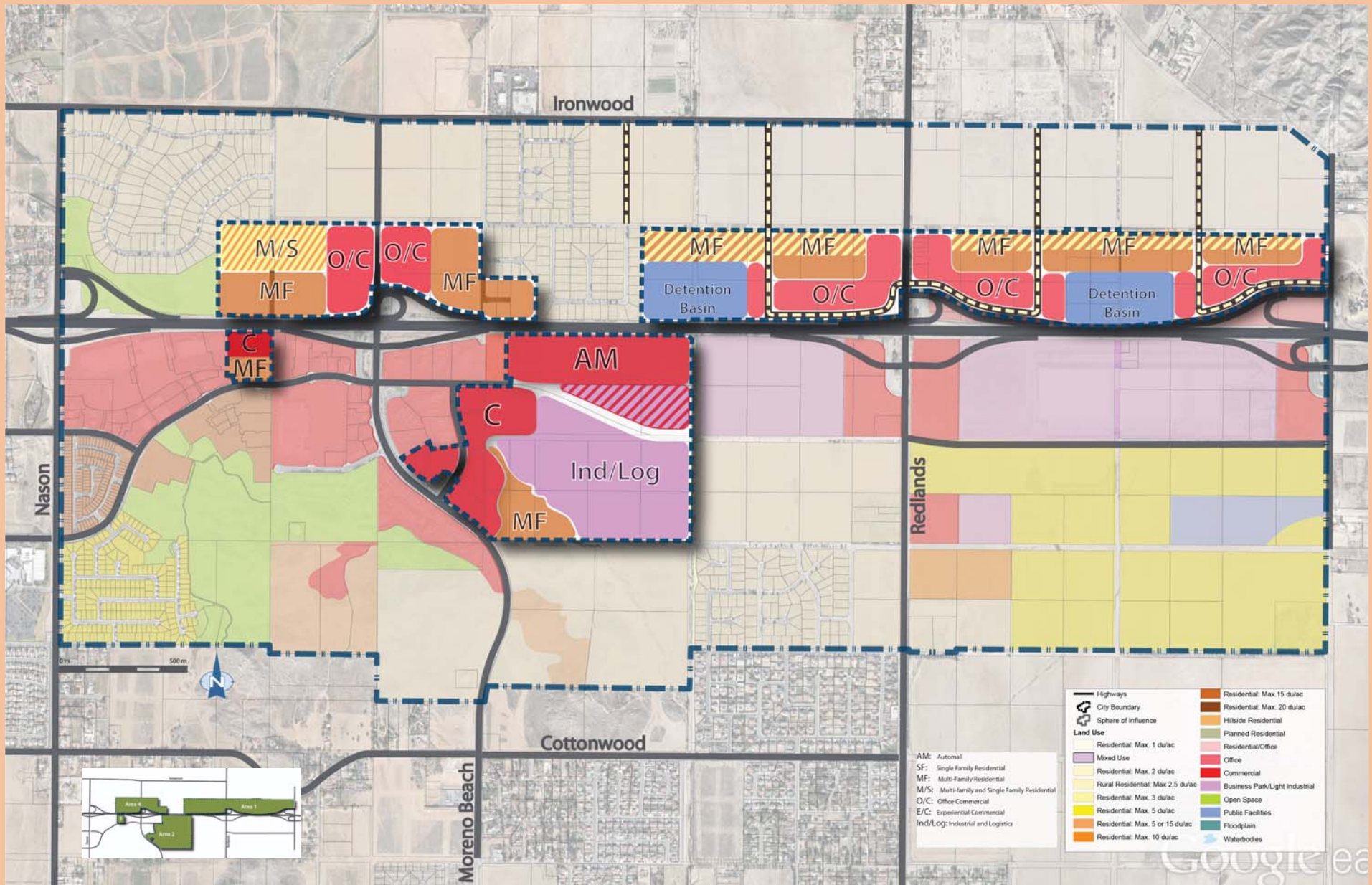
Preferred Alternative





Alternative 2





Alternative 3