THE VILLAGE SPECIFIC PLAN

- City of Moreno Valley, California -

PROLOGUE

PART I – THE VILLAGE CONCEPT

PART II – THE VILLAGE PLAN

PART III – THE VILLAGE IMPLEMENTATION SCHEDULE

THE VILLAGE EXHIBITS

Revised Specific Plan Document Adopted by Ordinance Number 1046 on 8/18/26

THE VILLAGE SPECIFIC PLAN

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THE VILLAGE SPECIFIC PLAN

- City of Moreno Valley, California -

PROLOGUE

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PROLOGUE

In the late 1970s and through the 1980s western Riverside County, including the City of Moreno Valley (see Exhibit A), experienced a phenomenal increase in new development. This development, which had its origins in Los Angeles and Orange counties, had spread east in response to lower prices for land, and provided affordable housing and commercial resources for the increase in population that was taking place in Southern California.

At the apex of this development wave, Moreno Valley, incorporated in 1984, was teeming with construction activity. Developers came from all over to invest. It was said that Moreno Valley at that time typified one of the boomtowns of the early west. During this boom time, the City's first General Plan was being developed, and City leaders were optimistic and confident as they identified their visions for the future and created the City's guidelines. This optimism and confidence were reflected in their direction for the existing Sunnymead Boulevard commercial area and the Village at Sunnymead Overlay District, a residential district south of the Boulevard (see Exhibit B).

Fast forward to today, Moreno Valley is the second most populous city in Riverside County with over 205,000 residents. As reflected in the MoVal 2040 General Plan, this can be attributed to a range of quality housing options including higher-end executive homes, affordable single-family homes, and condominiums; a family-friendly lifestyle; good schools; and impressive quality-of-life amenities and growing job centers. Since 2000, the City has added over 15,000 new homes, and with 8,900 acres of vacant land within the City limit, there is considerable opportunity for housing and employment-related development in the future. The strategic updates provided as part of the Village Specific Plan 204 Update (2026) recognize and honor the vision, guiding principles, and objectives in the MoVal 2040 General Plan and the City’s latest Housing Element (2021–2029), and serve as an implementation tool to diversify and grow the range of housing opportunities in the Specific Plan area.

Sunnymead Boulevard Specific Plan – The City Council, aware that adoption of the General Plan was possibly several years in the future and knowing that a plan was needed immediately to direct new development and redevelopment in the older core areas of the City, adopted an action plan for Sunnymead Boulevard in the form of the Sunnymead Boulevard

Specific Plan in 1987. (The General Plan was adopted in 1988.) The Plan identified an architectural and design format and a project approval process that proved later to hinder renovation and/or expansion of existing development as well as some new development.

Village at Sunnymead Overlay District – At the time the General Plan was adopted, there was the perception that new development could be steered to the older Sunnymead residential area through the creation of the Village at Sunnymead Overlay District. Although there was existing development in this area, there were many vacant or under-utilized lots. This District identified a large area just south of the Boulevard for office uses which would act as a transition area between the commercial Boulevard and the residential area to the south. It was anticipated that developers would consolidate the small parcels, perhaps eliminate some substandard housing, and update existing infrastructures while developing new office projects. The rest of the District was identified as mixed density residential with a density potential of 4 detached dwelling units per acre (du/ac) to 15 attached du/ac. This range of densities was intended to encourage lot consolidation and multi-family development by increasing the density of dwelling units in proportion to lot size. Several multi-family complexes have been developed since the District has been in place. With the downswing in development that southern California has experienced in the 1990s, it was time to reassess this area and identify whether the former vision for the Boulevard and the Village at Sunnymead is still viable. While new development has taken place on the Boulevard, much more was expected. The Office zoning in the Village area has not resulted in office development. The mixed density concept for the residential zone in the Village, however, has resulted in some new development. In recognition of the above, City Council directed staff to conduct a reassessment of the commercial and residential areas of Sunnymead in the context of current trends, economic realities and changes that have taken place in the community and the region and to identify visions and goals for the future of these two areas through community input. As a result of this reassessment, a new action plan was developed. The Village Plan, a new look at commercial and residential revitalization for the historic community of Sunnymead, proposes: unique zoning opportunities, planning policies, and development standards to help revitalization take place; and an implementation schedule identifying alternative funding mechanisms for outdated or needed infrastructure and other revitalization elements. To facilitate planning future development in the Village, a three-part Village document has been created as follows:

A. PART I – The Village Concept

In recognition of the historic character of the Sunnymead Boulevard commercial district and the residential community of Sunnymead and to address the need for commercial revitalization, the Village Concept reviews the Sunnymead Boulevard Specific Plan, the Village at Sunnymead Overlay District, and the revitalization strategies which were used to create the Village Plan. The Village Concept acts as the introduction, background and intent of the Village Plan and functions as the Staff Report or text.

B. PART II – The Village Plan

The Village Plan is the Design Manual for the Village. It establishes innovative zoning and development standards and policies for the Village and provides for the unique mixed land use and density opportunities. It creates a potential stimulus for new development, redevelopment, and upgrading of properties in the Village area and provides a catalyst to help develop the critical mass necessary for mixed-use development.

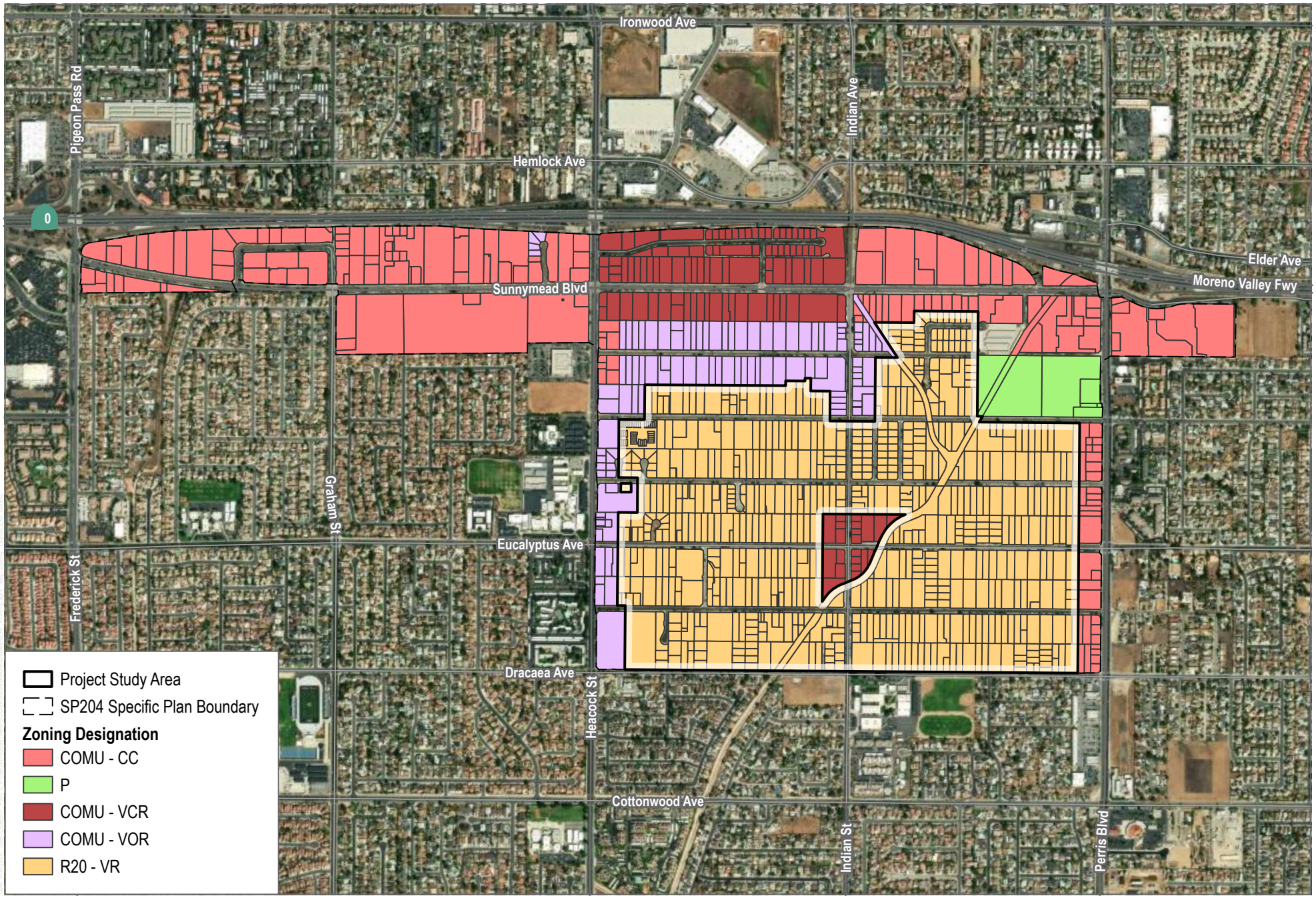
C. PART III – The Village Implementation Schedule

The Village Implementation Schedule identifies a yearly strategy for identifying and funding needed infrastructure improvements in the Village. Although the Schedule identifies a wish list for City Council consideration, each Village project must still compete with other projects and areas of the City for limited yearly funding available.

EXHIBIT A

Regional Map

Moreno Valley Village Specific Plan Update



SOURCE: County of Riverside (imagery), Open Street Map

MORENO VALLEY
WHERE DREAMS SOAR

0 650 1,300 Feet

EXHIBIT B

Specific Plan Boundary and Zoning Designations

Moreno Valley Village Specific Plan Update

THE VILLAGE SPECIFIC PLAN

- City of Moreno Valley, California –

1. PART I – THE VILLAGE CONCEPT

1. PART I – THE VILLAGE CONCEPT

- The City of Moreno Valley, California -

1.1 BACKGROUND

The Sunnymead Boulevard Specific Plan 204 has guided the development of the Sunnymead Boulevard corridor since its adoption on May 26, 1987. In the following years, the economic viability of the Boulevard, a two mile long "strip" commercial district, has been impacted by the development of the TownGate commercial area at the Boulevard's western terminus and other commercial centers throughout the City.

In response to City Council recognition of the need for revitalization of the Sunnymead Boulevard commercial and residential areas and from community input, a three-part Village Concept /Plan/Implementation Schedule has been developed.

The Village Specific Plan Update (2026) is based on direction established in the MoVal 2040 General Plan and the City's Housing Element (2021–2029). The MoVal 2040 General Plan established the framework for increasing allowable residential densities from 15 du/ac to 20 du/ac. Consistent with this direction, the Housing Element (2021–2029) includes Program 3-D (Lot Consolidation), which calls for updates to this specific plan to facilitate additional housing capacity.

> *Program 3-D: Offer incentives to encourage the development of higher density housing in the Sunnymead Village area, which has numerous small vacant and underutilized lots in proximity to transit stops, parks, and shopping. Incentives may include reductions in development standards (e.g., parking, common open space), expedited permit processing, or subsidizing a portion of development costs with available funding.*
>
> *Responsible Agency: City of Moreno Valley Planning Division and Moreno Valley Housing Authority*
>
> *Objective: Encourage the consolidation of smaller, adjacent lots in a centrally located area of the city where higher density would support retail vitality and more frequent/reliable transit service.*

The Village Specific Plan Update (2026) implements the MoVal 2040 General Plan and the City's Housing Element by increasing densities on residential parcels, updating development standards, and introducing incentives to facilitate lot

consolidation and improve development feasibility. Together, these changes are intended to support new housing production and accommodate a broader range of housing choices throughout the Plan area.

1.1.1 The City of Moreno Valley General Plan

The General Plan, adopted September 20, 1988, identified Sunnymead Boulevard as a major gateway into the City. The Boulevard initially acted as a freeway-oriented commercial focal point and provided a wide variety of office, retail and service-related uses and employment opportunities. Earlier General plan iterations anticipated that Sunnymead Boulevard would function as Moreno Valley's "downtown" area. Today's landscape highlights Sunnymead Boulevard as a local commercial spine lined with retail centers, malls, restaurants, older commercial corridors, and high-density residential neighborhoods along with small essential community businesses.

Since the City first adopted its general plan in 1988, there have been several updates, the most recent being the MoVal 2040 General Plan (adopted in 2026). Building on prior efforts, the current update reinforces a corridor-focused growth strategy that prioritizes reinvestment along key arterials such as Sunnymead Boulevard. Within the specific plan area, the General Plan promotes higher-density residential and mixed-use development, encourages the redevelopment of underutilized and aging commercial parcels, and calls for enhanced urban design, walkability, and streetscape improvements to transform the corridor into a more cohesive and vibrant environment.

1.1.2 Redevelopment Plan

Adopted by the City Council on December 29, 1987, the purpose of the Redevelopment Plan was to focus community resources on improving certain deteriorated or underutilized property. The Plan states that areas within the Redevelopment Project Area were targeted for redevelopment, rehabilitation, and revitalization and were to be accomplished through the use of the powers, duties and obligations of the former Redevelopment Agency. Effective February 1, 2012, the State of California ceased operating local redevelopment agencies. The goals for the Project Area include, but are not limited to, the following:

1. To eliminate and prevent blight and deterioration through conservation, rehabilitation and redevelopment.

2. To promote new and continuing private sector investment thereby preventing loss of commercial sales activity and facilitating capture of additional sales.
3. To achieve a positive visual image by promoting a high standard for design, architecture, and landscape through mutual cooperation and assistance of property owners, businesses and public agencies.
4. To retain and/or expand as many existing businesses as possible by utilizing redevelopment and rehabilitation activities.
5. To create and develop local job opportunities and to preserve and expand the City's existing employment base.
6. To improve inadequate or antiquated infrastructure adversely affecting the project area.
7. To improve housing supplies (including opportunities for low and moderate-income households and seniors), child care opportunities, and useable parkland accessibility within the project area.

The Redevelopment Plan identified the Sunnymead Boulevard corridor and the residential area to the south as part of the City's redevelopment Project Area. Although the Redevelopment Agency has since been dissolved, the underlying goals of the Redevelopment Plan remain relevant and continue to inform planning efforts in the Plan Area. The Village Plan works hand-in-hand with many of the goals of the Redevelopment Plan.

1.1.3 Sunnymead Boulevard Specific Plan 204

Adopted by the City Council in May of 1987, the Sunnymead Boulevard Specific Plan 204 was intended as a self-contained land use plan with design standards and guidelines for the development of the Sunnymead Boulevard commercial corridor. The standards and guidelines were created to enhance the "community gateway" and "commercial focal point" concepts.

The Specific Plan was intended as Phase I of an ultimate Specific Plan (Phase II) for the Boulevard. Phase I would remain in effect until the General Plan and a Redevelopment Plan were adopted. Then Phase II would be developed to conform with the adopted plans. The Village Plan fulfills the intent of Phase II and also addresses current concerns for revitalization.

Phase I proposed the following elements be addressed by Phase II:

1. Refinement of land uses and design standards/guidelines based on the adopted Moreno Valley General Plan and Redevelopment Plans.
2. Plan development and phasing of a median island along Sunnymead Boulevard.
3. Development of incentive programs for the consolidation of existing lots and drive entries.
4. Creation of site-specific design guidelines and proposals for various properties within the corridor.
5. Development plans, requirements and phasing of bus turnouts and acceleration/deceleration lanes along Sunnymead Boulevard.

In 1994, City Council directed staff to review and revise the Sunnymead Boulevard Specific Plan 204 with consideration of the elements to be addressed in the ultimate plan—Phase II. Staff was to evaluate the plan, existing policies and their viability with respect to current market trends and redevelopment opportunities. In addition, staff was directed to obtain public input from property owners, business owners, residents and interested citizens regarding their vision for the area.

1.1.4 The Village at Sunnymead Overlay District

The General Plan designated the area south of the Sunnymead Boulevard Specific Plan 204 to Dracaea Avenue between Heacock Street and Perris Boulevard as the Village at Sunnymead. The intent was to provide opportunities for a variety of residential, commercial, office, cultural, and recreational activities. The goals include the following:

1. To encourage a diversity of uses appropriate to a suburban "central city" area.
2. To reconfigure and consolidate elongated or flag parcels.
3. To foster logical and gradual replacement of older land uses functioning at less than their market potential.
4. To support or require consolidation of access points and creation of reciprocal access.
5. To advocate projects which strengthen the City's economic base and provide local job opportunities.
6. To encourage distinctive, high image/value commercial clusters at important intersections.
7. To develop harmonious transitions between commercial, office and residential uses.

8. To create a sense of human scale and provide pedestrian-oriented amenities.
9. Permit a mixed density residential area based on square footage of the proposed parcel.

City Council directed staff to include the Village at Sunnymead and the above goals for consideration in the Sunnymead Boulevard Specific Plan 204 review and revision. The Council felt that it was important to include the residential area as well as the commercial area in any studies undertaken because of the potential impacts each had on the vitality of the other. The importance of this was reiterated by participants during community workshops.

1.2 COMMUNITY WORKSHOPS

1.2.1 Step One – Community Involvement

The first step in the reassessment of the Sunnymead Boulevard Specific Plan 204 and the Village at Sunnymead was to involve the community. The City's former Redevelopment Agency conducted two public information gathering workshops to identify issues, visions, and options for the areas. Flyers announcing the workshops were sent to property owners within the two areas and to business owners on the Boulevard. Ads and articles about the workshops were published in the local Valley Times and regional Press-Enterprise newspapers. Announcements were made on cable/public access TV, and flyers were distributed at City Hall. Both workshops, well attended by residents, property owners and businessmen, were facilitated by an outside consultant and with the assistance of City staff. Results of the workshops were presented to City Council at a Study Session on July 5, 1994.

1.2.1.1 Workshop No. 1

Community Issues and Visions (April 25, 1994) Attendance - 78 (exclusive of staff)

The goal of this workshop was to focus on visions for the Boulevard and Village. Small group discussions were held for each area on the following:

a. Land Use/Activities
b. Circulation
c. Landscaping

d. Design

e. Infrastructure

1.2.1.2 Workshop No. 2

Planning and Design Options (May 23, 1994) Attendance - 67 (exclusive of staff)

The goal of this workshop was to rank options identified during Workshop No. 1 and establish direction for changes, modifications and revisions to the Specific Plan and Overlay District. The options were divided into the following categories:

a. The Boulevard

1. Alternative Boulevard Themes
2. Segment Themes
3. Entry Statements
4. Median Options
5. Street Trees
6. Planting Strips
7. Pedestrian Amenities
8. Building Placement and Orientation
9. Building Heights
10. Parking and Site Access
11. Street Signs
12. Strategic Sites for Community Facilities

b. The Village

1. Image and Identity
2. Streetscape
3. Flood Control Channel

4. Zoning

1.2.1.3 Summary Report – Workshop Nos. 1 and 2

A Summary Report of the workshop process and findings was created by the consultant in June 1994. The Report identified the participants preferences as follows:

a. Overall Study Area

1. Consider addressing the Boulevard and the Village areas as one planning area.
2. Improve the connection between the Boulevard and the Village through street and pedestrian improvements.

b. The Boulevard

1. Create a unique identity and character along the Boulevard.
2. Achieve a unified, rather than a uniform, appearance along the Boulevard through flexible design with guidelines for architectural elements and landscaping.
3. Establish a pedestrian-oriented shopping area or zone along the Boulevard.
4. Include people-friendly spaces, smaller scale building design, and landscaping amenities in the pedestrian-oriented area.
5. Establish entry statements at key locations throughout the study area.
6. Encourage community and civic facilities in the pedestrian-oriented zone.
7. Encourage mid-rise buildings in the auto-oriented zone.
8. Refrain from building continuous medians along the Boulevard.
9. Further study the advantages and disadvantages of on street parking along the Boulevard.

c. The Village

1. Improve the connection to the Boulevard.
2. Retain the residential nature of the Village.

3. Use unique signs, tree planting, street lighting and sidewalks to help bolster the identity of the Village area.
4. Study the feasibility of creating a public bike/pedestrian trail along the flood control channel.

1.2.2 Step Two – Community Involvement

After the two public workshops and City Council discussions, the Village Concept and Plan began to evolve. With direction from the public and Council, City staff explored the mixed use and mixed density (residential) concepts, developed a draft land use/zoning plan, identified potential land use conflicts, generated design guidelines and development standard, and presented them to the residents, business and property owners and interested citizens at a third Community Meeting held for discussion and input.

1.2.2.1 Workshop No. 3

The Village Concept and Plan (May 8, 1995) Attendance - 48 (exclusive of staff)

The goal of the third workshop was to familiarize the participants with the Village Concept and Plan and to receive confirmation and/or comment on the direction in which the plan was being developed.

1.2.2.2 Proposed Village Concept and Plan

The Village Concept and Plan were well received by the workshop participants, which included two Moreno Valley Planning Commissioners. Comments and suggestions, as well as neighborhood problems, were discussed. The following list identifies comments, concerns and suggestions offered at the meeting with a comment in parentheses as to the action taken by staff regarding the issue:

a. Provide more crosswalks on Sunnymead Boulevard in conjunction with medianettes. (This issue was addressed in the Traffic Study for the Village.)
b. Continue infrastructure and street improvements in the Village area. (The Village Implementation Schedule will address continued improvements in infrastructure and street improvements as funding becomes available. New development will also assist with improvements when applicable.)

c. Retain the Sunnymead Boulevard name - keep the historic character of the Boulevard in place. (There is no name change proposed.)

d. Explore a zone change to Office on the southeast corner of Heacock and Eucalyptus. (The parcel in question is an office building which was approved and constructed under Ordinance 348, the Riverside County zoning ordinance in place at the time. With adoption of the City's General Plan, the area was designated as residential which has no provision for office uses. Thus, the office became a legal non-conforming use. It is not necessary to change the zone to accommodate this existing use.)

e. Develop a looped trolley/bus line on the Boulevard and within the City. (This issue will be explored with the Riverside Transit Agency as bus routes are periodically reviewed within the City.)

f. Improve the view and identification of the Village from the freeway with signs and landscape. (This will be an ongoing project as Caltrans implements their landscape plans for the Moreno Valley Freeway between Day Street and Nason Street and by proposed entry monument signs at each end of the Village.)

g. Explore the possibility of the Village Office/Residential (VOR) land use designation on both sides of Indian Street. (The VOR zone has been expanded to include this area.)

h. Promote history of Moreno Valley with museums and cultural activities on the Boulevard. (Part of the Village downtown or pedestrian oriented area scenario is to encourage such uses and activities.)

i. Explore east-west access, such as rear parking lots and alleyways/drive aisles south of Sunnymead Boulevard to develop drainage facilities and access to the rear of properties fronting on the Boulevard. (This is to be encouraged and has been developed as a Village Policy).

j. Explore all parking alternatives to allow for new and expansion of existing development. (This issue is addressed in the Village Plan in the Section titled Development Standards.)

k. Security is an issue to consider when increasing pedestrian activities. (Security is always an issue when developing new proposals. Overall security issues are addressed in the City's Municipal Code and will be specifically addressed when individual projects are reviewed.)

Note: The feasibility of creating a public bike/pedestrian trail along the flood control channel was considered during City Council/Planning Commission Joint Study Sessions. It was deleted as an option in the Village Plan at this time due to security concerns.

l. The Heacock Street/Postal Avenue intersection was identified in the community workshops as an issue to be reviewed since it is very congested. (This issue is under consideration by the Public Works Department as a separate issue from the Village Plan.)

1.2.3 Step Three – Community Involvement

As part of the City's Sixth Cycle Housing Element implementation, the City included Housing Element Program (3-D) focused on updating the Village Specific Plan (SP 204) to support additional housing capacity and advance State housing goals. This update proactively increases residential capacity identified in the 2026 update to the City's General Plan, the MoVal 2040 General Plan, by increasing allowable densities on Village Residential (VR) from 15 du/ac to 20 du/ac through the implementation of the R-20 zone. Funding for this effort was provided through the State's Regional Early Action Planning (REAP) 2.0 grant program (working with both WRCOG & SCAG).

As part of the Village Specific Plan (SP 204) update, the City conducted two public workshops (Workshop No. 4 and Workshop No. 5, respectively) to share information and gather community input on the future of the plan area. The City hosted two open house events on April 22, 2026, and April 23, 2026. Both events featured Spanish interpretation and bilingual materials. To drive attendance, the City distributed over 900 bilingual mailers, posted flyers at community spaces, emailed elected officials and interested parties, and promoted the events on social media. The open houses drew approximately 13 attendees, including 3 City Commissioners, property owners, and developers.

Community feedback highlighted interest in a range of neighborhood amenities, including better access to high-quality transit and safe bike infrastructure, additional shade features and improved neighborhood lighting, access to daily needs and services (such as local markets, sit down restaurants, and childcare), and additional community gathering spaces within the Plan area. The Open Houses also provided opportunities for attendees to meet one-on-one with the project team. Through these conversations, the project team talked to multiple property owners and prospective developers within the Plan area, all of which were energized by the opportunity to modernize and update the Village Specific Plan. These conversations revealed near-term interest in developing or redeveloping their properties and affirmed support for updating and modernizing development standards (specifically related to parking, site design, open space, and lot consolidation incentives).

Balancing community feedback received through the public workshops, the City also conducted three interviews with developers and community partners to better understand the constraints and opportunities associated with developing in the Plan area. Interviewees included developers with past and/or current experience building in the City and therefore are familiar with the City's existing development landscape. Input from these interviews demonstrated development interest in the Plan area and confirmed the need for missing-middle housing types (e.g., duplexes, triplexes, fourplexes, and accessory dwelling units as an attractive housing option. The conversations highlighted key barriers to development, including limited financing availability, regulatory hurdles, and infrastructure deficiencies that increase project costs and timelines. Participants also identified lot consolidation incentives that could improve feasibility, such as density bonuses, reduced parking requirements, and more streamlined approval processes.

1.3 THE VILLAGE REVITALIZATION STRATEGIES

A strong message heard from the participants in the community workshops was to consider addressing the Boulevard and the Overlay District as one planning area. Another strong message was to encourage a mix of uses on the same piece of property, even within the same structure, to explore the possibility of living and working in the same building, "like in the past when you lived above your shop." These messages mesh strongly with the basic precepts found in revitalization plans for older areas: the need to increase the number of people living and working in the area; the need to decrease dependence on the auto; the need to provide opportunities for public, bicycle and pedestrian transit; and the need to provide opportunities for rehabilitation and expansion of existing structures without onerous requirements; and to provide incentives for new developments.

1.3.1 Revitalization Strategies

There are several strategies currently identified for commercial as well as community revitalization. Common to all of the strategies is the identification that the people—the residents, the business owners and the property owners—of the community must be involved in the plan. The strategies state that community meetings should be held to bring citizens together in an open forum to discuss their visions and concerns. The goal of the meetings should be to create a sense of community and to identify a common list of project goals. The Village Plan was developed utilizing concepts from each of the following revitalization strategies to create a unique, viable approach for the Village—the Sunnymead Boulevard commercial center and the residential community of Sunnymead Boulevard.

1.3.1.1 Heterogeneity

The idea of multi-activities in one space, or heterogeneity, has been identified as a modern-day reincarnation of a lifestyle common earlier in the twentieth century. This concept is found in compact, walkable communities and is a model for revitalization of older developments. It is a reversal of the "separate uses/separate zones" concept which is a basic axiom of most suburban land use plans. The Federal government popularized low cost new home loans for returning GI's after World War II. As a result, middle-class Americans moved out to the suburbs to buy into the American dream - a developer built, freestanding, single family home with a large lawn located in neighborhoods removed from shopping and the work place. **The result was decay of existing homes and cities which did not qualify for the loans and the creation of exclusive dependence on the automobile because everything was now separated out.**

1.3.1.2 New Urbanism

"New Urbanism," a term coupled with "livable communities," "healthy cities," "sustainable growth," and "neo-traditional town planning," also reflects infill development, transit-orientated development, and complete communities. Plans guided by these principles typically support a mix of land uses and housing types, designed with high-quality urban design to encourage social and community interaction and accessibility. Development is designed to accommodate multiple modes of travel, including walking, bicycling, transit, and vehicles.

This concept, with adaptation for modern life, is based on town planning principles of the 1920s, which emphasized compact, walkable neighborhood design. That time was typified by the following:

a. Narrow streets
b. Houses and buildings oriented to the sidewalk and to the neighbors while still providing privacy
c. Neighborhoods with a variety of uses
d. Buildings of civic importance

Communities planned with these principles are intended to support more efficient land use patterns, reduce reliance on long vehicle trips, and enhance overall livability by improving access to daily needs, services, and amenities.

1.3.1.3 Ahwahnee Principles

Another popular revitalization concept is based on the Ahwahnee Principles. This strategy was the subject of an article in the September 1994, issue of Western City published by the League of California Cities. A group of architects developed a set of community principles and defined how these principles might be implemented to provide an alternative to the problem of urban sprawl. The principles, divided into community, regional and implementation categories were presented to about 100 local elected officials at the Ahwahnee Hotel in Yosemite. They were subsequently identified as the Ahwahnee Principles.

The principles developed for the return to the walkable city at the community, or Village level, are as follows:

a. All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
b. Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
c. As many activities as possible should be located within easy walking distance of transit stops.
d. A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
e. Business within the community should provide a range of job types for the community's residents.
f. The location and character of the community should be consistent with a larger transit network.
g. The community should have a center focus that combines commercial, civic, cultural and recreational uses.
h. The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
i. Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.
j. Each community or cluster of communities should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.

k. Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations, Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.

l. Whenever possible, the natural terrain, drainage, and vegetation of the community should be preserved. Superior examples should be contained within parks or greenbelts.

m. The community design should help conserve resources and minimize waste.

n. Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.

o. The street orientation, placement of buildings, and use of shading should contribute to the energy efficiency of the community.

1.3.2 The Village Concept and Plan

The Village incorporates most of the above strategies as well as other current strategies for commercial and community revitalization in its Concept and Plan. The emphasis of these strategies is directed, however, primarily toward the commercial area of Sunnymead Boulevard between Heacock Street and Indian Street. This 2 mile long portion has been identified as having the potential for a pedestrian oriented downtown concept. It is the center of the Village Plan area, or rather the Village Center, and has a current mix of existing residential uses and small business found on narrow lots within small structures. This area provides a higher density than anywhere else on the Boulevard. The concept of mixed use, an important component of any downtown revitalization strategy, is already existing. Expanding on that concept allows for new mixed use opportunities, as well as expansion of older structures and/or uses, to increase density and economic viability.

The concept of heterogeneity, which is mixed uses and mixed density, will impart a sense of a "special place." Utilizing the concepts of New Urbanism, including special setbacks and development standards, a pedestrian-oriented area in the Village will be possible. The Ahwahnee Community Principles give direction for site planning and give relevance to community-oriented policies within the Village.

Independent and without knowledge of the above revitalization strategies, the participants in the Community Workshops expressed a desire to go back in time to the "olden days" when you could live behind or above your

shop or office. This concept was abandoned during the explosive residential building boom in the United States which occurred after the Second World War. The postwar idyllic life style occurred away from the heterogeneous city, away from the work place; it occurred in the newly created suburbs. As was stated before, this attempt at creating an exemplary life style created separate zones for separate uses. This type of land use planning has its limitations. Separation of uses makes it impossible to live an independent life style, independent, that is, of the automobile. Now, however, people are finding it more economic and less time consuming to live in mixed use developments - walkable cities.

Citizen input, current planning land use theory, and the existing land uses in the area provided the direction to propose mixed land use opportunities in the Village - the development of a neighborhood commercial area within walking distance of most of the Village, be it the Boulevard or at the intersection of Indian Street and Eucalyptus Avenue. By retaining and encouraging residential uses, the number of users in close proximity can be increased. In response to the mixed uses, the Village Plan is designed to encouraged pedestrian uses to create a sense of neighborhood.

Building on these foundational concepts and community input, the Specific Plan focuses on targeted regulatory and land use changes to support reinvestment and housing production within the Village. This includes the introduction of implementing zones aligned with updated land use designations, as well as increases in allowable residential densities to better reflect current market conditions and community needs. The update places a strong emphasis on expanding housing opportunities, including affordable housing, through a broader range of housing types, including clustered development, zero lot line homes, and “missing middle” formats such as duplexes, triplexes, and small multi-unit buildings. These changes respond to shifting demographics, evolving household preferences, and the need for more diverse and attainable housing options. Collectively, the updated framework is intended to reinforce the Village Center as a more active, walkable, and inclusive mixed-use environment.

1.3.3 The Village Plan Format

With more than 750 acres involved in the Village Plan area, it is important to identify the planning tool or vehicle by which this revitalization plan can be facilitated. The California Government Code (Sections 65450, et. seq.) identifies the specific plan as a significant tool available to cities to aid in the development of large scale planned development which includes heterogeneity, that is, the concept of mixed uses. To facilitate development of the Village Plan, to

provide the necessary flexibility for the special Village mixed use and mixed density zones and development standards, and to enhance the strategies that identify the Village as a special place, it is necessary to utilize the specific plan format. This format will ensure that the Village:

1. Complies with the City's existing General Plan goals and objectives.
2. Creates the zoning and development standards unique only to the Village.
3. Expands the existing RDA implementation program through the creation of a focused Village Implementation Schedule.
4. Identifies alternative funding mechanisms for new and redevelopment.

1.4 THE PROJECT AREA

1.4.1 Sunnymead Boulevard Specific Plan Area

The Sunnymead Boulevard Specific Plan area consists of approximately 250 acres of older, mostly strip commercial development and, for many years, served as the commercial and residential center of the Valley. With the phenomenal growth experienced in the region in the 1980s, residential development took place in other areas of the City and commercial centers developed in those areas to service them. Examples of commercial growth include the Moreno Valley Mall at TownGate, strip centers and shopping centers found along Alessandro Boulevard, Heacock Street, Perris Boulevard, at TownGate and north of the freeway along Ironwood Avenue.

As a result, portions of the Sunnymead Boulevard corridor have experienced limited reinvestment over time and today are characterized by aging commercial development, fragmented parcel patterns, and underutilized sites. These conditions present a significant opportunity for targeted reinvestment, particularly through the introduction of new housing, mixed-use development, and improved urban design.

Although the majority of development adjacent to the Boulevard predates the City's incorporation, ultimate right-of-way, sidewalks and streetlights are existing for all reaches on the south side of the Boulevard. Most of the north side needs to be widened to bring it into compliance with the current standard for Sunnymead Boulevard: a 100 foot right-of-way with a 76 foot curb separation and median. This standard has been achieved in some areas of the Boulevard

by newer development and various local, State and Federal programs. Small areas are left to improve. However, many of the streets and much of the infrastructure directly north of the Boulevard to State Highway 60 remain substandard.

1.4.2 Village Overlay District

The Village Overlay District, located south of the Sunnymead Boulevard Specific Plan to Dracaea Avenue between Heacock Street and Perris Boulevard, consists of approximately 500 acres of primarily older housing stock with minimum street improvements and antiquated infrastructure. The district is unique as it contains many elongated parcels, flag lots, and a mixed density from single family residences to duplexes, triplexes and on up. The mixed density frequently occurs on the same parcel and is intermixed with almost a homogenous checkerboard of vacant land throughout the area.

With the adoption of the General Plan, a large area in the Overlay District was zoned Office in anticipation of bringing new development to the area. This new development would bring consolidation of parcels and infrastructure improvements. Office development, as anticipated, has not taken place, and the residential nature of the Village Overlay District has remained intact.

Through special programs, such as the Community Development Block Grant (CDBG), Measure A (special gasoline tax), and federal surface transportation program, funding has been available for some sidewalks, streetlights, curb and gutter, and water line replacements, and for flood control measures. As funding becomes available, additional improvements will be installed.

1.4.3 Existing Setting

California State Planning and Zoning Law (Article 8, Section 65451) requires that a large project, such as this, identify the proposed distribution, location, extent and intensity of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities to be located within the plan area, and those needed to support the land uses described in the plan. The premise of this requirement is directed primarily toward the impact that new development will have on existing and future facility planning. The Village Plan involves an existing urban setting with opportunities for demolition of substandard structures and/or uses, rehabilitation and/or expansion of

existing structures and uses, and new development as in fill. The General Plan and General Plan Environmental Impact Report (EIR) considered build-out of this area with uses as proposed through the Sunnymead Boulevard Specific Plan and the Village at Sunnymead Overlay District.

1.4.3.1 Land Use Pattern

The existing Village land use pattern identifies a checkerboard of developed land and vacant land, with the majority of parcels as developed but underutilized, often characterized by low building intensity relative to parcel size. Uses are mixed with residential in the commercial and office areas and densities are mixed in the residential area. The existing land use pattern clearly identifies that the mixed density concept in the Overlay residential zone encouraged development, primarily of multi-family complexes, since the concept was approved. Just as clearly, the pattern shows that no office development took place in the Office zone with the exception of a small area adjacent to Heacock Street.

1.4.3.2 Circulation

A north-south/east-west grid system was established for the parcels and streets in the Village years before the City incorporated in 1984. In the Village, parcels are commonly 66 feet wide (street frontage) with a depth of 300 feet.

a. North-South Streets - North-south streets are on a half-mile spacing starting with Frederick Street on the west, then Graham Street, Heacock Street, Indian Avenue and Perris Boulevard on the east. Only a few additional north-south streets occur in the Village. They are short and do not offer opportunities for through traffic. They are:

   1. Ruby Court and Mead Court - two cul-de-sacs, each a half block long on the north side of Myers Avenue.
   2. Val View Street is comprised of two legs, each half a block long, either side of Webster Avenue. The southern portion is a cul-de-sac.
   3. Ross and Lee Streets - each a block long between Fir Avenue and Myers Avenue just east of Indian Avenue.
   4. Back Way (in the Village Center) - extends north from the Boulevard to Postal Avenue.

5. Loraine Terrace (on the west-end of the Village) - a short cul-de-sac which extends north from the Boulevard.
6. On the west-end - two private streets, Strip Drive and Beacon Drive, connect properties north of the Boulevard

b. East-West Streets - East-west streets are spaced at approximately 660 feet and include Sunnymead Boulevard on the north, Webster, Fir, Myers, Eucalyptus, Atwood and Dracaea Avenues. Dracaea Avenue is the southern most boundary of the Village. There are a few additional east-west streets. They are short and do not offer opportunities for through traffic.

1. Starcrest Drive - a short street which ends in a cul-de-sac east of Val View Street.
2. Postal Avenue - extends east-west to connect Back Way with Heacock Street to the west on the north side of the Boulevard.
3. Olive Wood Plaza Drive (west side of the Village) - extends north from the Boulevard and then east to connect with Graham Street.
4. On the west end - two private streets, Flight Street and Tower Street, connect properties north of the Boulevard between Strip Drive and Beacon Drive.

1.4.3.3 Current Resources and Infrastructure

The resources and infrastructure for the Village are discussed in the General Plan and General Plan EIR.

The following list identifies the Village resource, responsible agency, and status of infrastructure as of 2026:

a. Water – Eastern Municipal Water District (EMWD) supplies water and has prepared an Urban Water Management Plan to demonstrate sufficient supply to meet projected demand in their service areas through the year 2040 under normal, dry, and multiple dry year scenarios.

b. Sewers – Sewage collection, treatment, and disposal services within the Village are under the jurisdiction of EMWD. Treatment takes place in the southeast corner of Moreno Valley at Eastern Moreno Valley Reclamation Plant. EMWD has prepared a Wastewater Collection System Master Plan that identifies collection and conveyance improvements. It is not anticipated that redevelopment within

the ECSD service area will require any substantial upgrades. Sewer mains of 12 to 21 inches in size currently serve the area. Some older structures in the Village, primarily within the residential areas, may still rely on septic tanks. As development occurs, whether new, expansion or rehabilitation, connection to the sewer will be required where applicable. The existing sewer system in the Village area is adequate for the increase in residential land use designations with the new zones.

c. Electricity – Southern California Edison (SCE) and the Moreno Valley Electric Utility (MVU) provide electricity. Electricity is delivered from two nearby substations. A local network of overhead and underground service lines emanates from the two substations and distributes 33KV to customers.

d. Natural Gas – SoCalGas, the nation's largest natural gas distribution utility, provides Moreno Valley with natural gas services. Southern California Edison (SCE) and the Moreno Valley Electric Utility (MVU) provide electricity to the city.

e. Telecommunications and Internet Services – Frontier, Spectrum and AT&T provide telecommunications/internet to the Village. Additionally, in October 2020, the City launched the CLiC Initiative (Computer Learning & Internet Connectivity) intended to bring more residents into the digital age, including 150 Wi-Fi hotspots that can be borrowed from the City's three library branches; creation of Wi-Fi Garden locations (free Wi-Fi access at various City facilities); public-use computers at libraries and the Senior Center; and a free, comprehensive virtual community portal with information to help build users' computer knowledge and skills. The CLiC portal, located on the City's website and available in both English and Spanish, provides information for free and low-cost ways of getting a computer and accessing the internet and also free resources to help users take advantage of their internet access to enhance learning, seek employment, manage their finances, do business, and have fun online.

f. Solid Waste – Waste Management provides trash, recycling, composting, and special waste handling services to local residents and businesses. The majority of solid waste generated within the city is disposed of at El Sobrante Landfill, which has sufficient capacity to accommodate the community.

g. Flood Control – The Village is located in the Sunnymead Area Drainage Plan as defined by and under the jurisdiction of the Riverside County Flood Control and Water Conservation District.

h. Transportation/Traffic

A Village Plan Traffic Study was completed in October 1998. The study was required to assess impacts from the following elements identified as necessary for the commercial and residential revitalization strategies to be implemented in the Village:

1. The proposed zone changes in the Village Plan, and
2. The proposed street modifications, and alternatives, to Sunnymead Boulevard within the Village Center.

The study stated that the anticipated increased traffic generation from build out of the proposed zones in comparison with build out of the existing General Plan land uses would be an increase in traffic volumes of approximately 14%. This added congestion would be the result of the effects of an overall increase of 836 residential units and 227,900 square feet of retail commercial development and a decrease of 814,100 square feet of professional office space with the new Village zoning. These figures would be at maximum build-out of the Village which is unlikely due to the existing pattern of development and parcelization of the lots within the Village.

The Village Specific Plan has been designed specifically for commercial and residential revitalization of the Village as a whole. However, the alternative land uses and new zones that affect the entire Village are only part of the strategy for revitalization. Another very important part of the revitalization strategy is to concentrate commercial activity on both sides of the Boulevard. Field analysis of this area shows a mix of small commercial and residential uses. There are vacant areas, and there is the potential for new development, as well as enhancement of the existing uses. It was identified that the area between Heacock Street and Indian Street showed the most potential for revitalization, hence the development of a Village Center there with special zoning and development standards.

With the above in mind, the Village Plan Traffic Study was directed to explore street modifications including such elements as on-street parking, installation of raised medians, and mid-block signalized pedestrian crosswalks to effect desired traffic calming between Heacock Street and Indian Street. These elements were to slow traffic speeds on the Boulevard by discouraging cross town traffic and to encourage more pedestrian activity. The study identified that the traffic calming elements proposed in the alternatives would strategically reduce the role of Sunnymead Boulevard as a regional roadway or

as a bypass to State Highway 60 during congested peak hours. Instead, the roadway would facilitate local access and circulation, and support the local land uses.

The study assessed potential traffic related impacts of the proposed project on surrounding roads particularly at peak hours at key intersections. The study identified measures to mitigate identified impacts. Of issue is the current status of Sunnymead Boulevard which plays a dual role in the City's circulation system. It acts as an alternative to Highway 60 during peak congestion hours and is classified as an arterial in the City's circulation plan. Currently it has the capacity to accommodate both local and regional traffic, however, downsizing the roadway in the Village Center to a local street will cause a decrease in levels of service better matching traffic volumes to capacity to achieve slower speeds - traffic calming - desired for increased visibility and access to the commercial uses in the Village Center.

The major traffic calming devices that are proposed in the Village Center are: primary consideration of single lane of traffic in each direction; raised, landscaped medians; on-street parking; a signalized mid-block pedestrian crosswalk between Heacock Street and Back Way; and a lane standard. The proposed modifications would not create impacts beyond those already anticipated by build-out of the City wide General. Specific street cross-section designs will be determined subsequent to approval of the Village Specific Plan. Additional information on these issues is found in Chapter 2, Part II – The Village Plan.

i. Parking – As development occurs, parking in both residential and commercial areas will be provided as required by the Village Plan Development Standards and the Municipal Code (see Parking in Section 2.3.3, Village Development Policies).

THE VILLAGE SPECIFIC PLAN

- City of Moreno Valley, California -

2. PART II – THE VILLAGE PLAN

2. PART II – THE VILLAGE PLAN

- The City of Moreno Valley, California -

2.1 VILLAGE PROJECT APPROVAL PROCESS

The Village Specific Plan is intended as a land use plan with development standards and design guidelines specifically tailored for commercial and residential revitalization of the Village. The Village Specific Plan, upon being adopted by the City Council, shall be binding upon any person or persons, company, agency, or entity which intends to alter a land use or construct, reconstruct, or modify any permanent or temporary improvement within the Village.

For all issues such as, but not limited to, project approval process and development policies and standards not covered specifically in the Village Plan, the project shall defer to the City's Municipal Code in place at the time the application is deemed complete by the City.

2.2 VILLAGE LAND USE DESIGNATIONS

The following land use designations have been identified for the Village (see Exhibit B)for a complete map of the Village land use designations).

2.2.1 Community Commercial

2.2.1.1 Location

Community Commercial (CC) land use designations occur at each end of the Boulevard commercial district (see Exhibit C). They are located on both sides of the Boulevard between Frederick and Heacock Streets and between Indian Avenue and Perris Boulevard. In addition, CC is located south of the Boulevard on the west side of Perris Boulevard and the east side of Heacock Street.

2.2.1.2 Intent

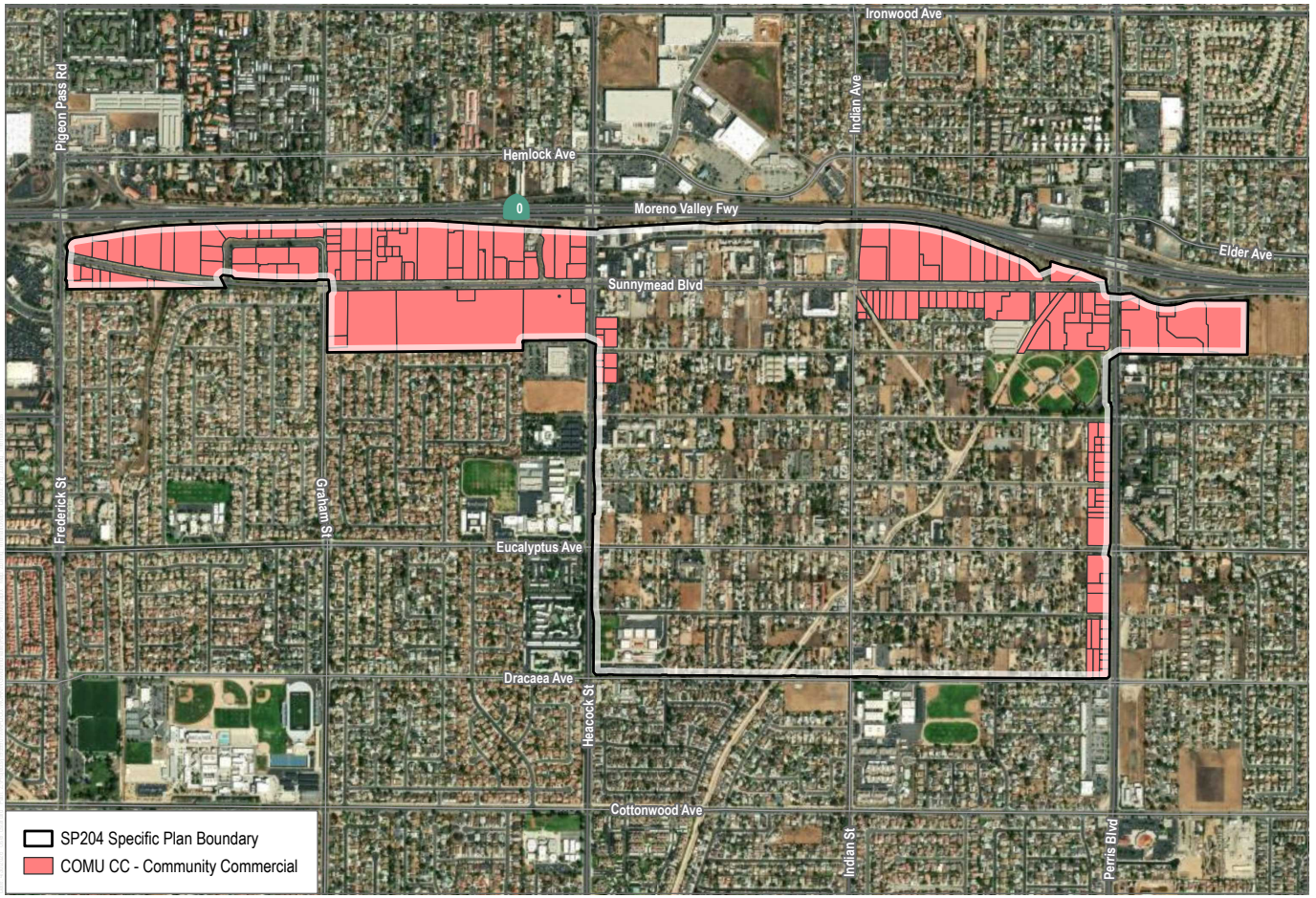
The size and scope of the CC areas of the Village require vehicular movement of the users. It allows for a “grander scale" in size and height of projects. It contains most of the new development projects on the Boulevard and serves as both the eastern and western entrances to the Village. Those areas on Heacock Street and Perris Boulevard just south of Sunnymead Boulevard provide additional commercial opportunities.

2.2.1.3 Primary Focus

The primary focus of the CC land use designation is to provide for the general shopping and service needs of freeway travelers, area residents, and workers by providing a wide variety of travel related and local business services which include motels, gas stations, fast food and sit-down restaurants, general retail and personal uses. CC is the basic commercial zoning for the City of Moreno Valley and the Village.

2.2.1.4 Governing Document for Development

The CC areas within the Village are subject to the development standards and permitted uses table of the City's Municipal Code.



SOURCE: County of Riverside (imagery), Open Street Map

MORENO VALLEY
WHERE DREAMS SOAR

0 625 1,250 Feet

Community Commercial

Moreno Valley Village Specific Plan Update

2.2.2 Village Commercial/Residential

2.2.2.1 Location

The Village Commercial/Residential (VCR) land use designation IS located on either side of the Boulevard between Heacock Street and India Street and north to State Highway 60 (see Exhibit D). Parcels designated as VCR are also located at the intersection of Indian Street and Eucalyptus Avenue.

2.2.2.2 Intent

The intent of this designation is to encourage the development of a pedestrian oriented shopping area with smaller, service related and specialty types of businesses with an allowance for residential as a secondary land use to the primary commercial use. The addition of the residential component is to increase the level of activity in the central commercial area and provide better linkages and compatibility with the adjacent residential neighborhoods in the Village. The small VCR area at the intersection of Indian Street and Eucalyptus Avenue is to provide opportunities for neighborhood commercial activities in the middle of the residential area of the Village.

2.2.2.3 Primary Focus

The primary focus of the VCR land use designation is to provide opportunities for small scale commercial uses to enhance and service an older, mixed density residential neighborhood. The concept of a mixed use zone with both commercial and residential uses recognizes the existing mixed uses in the area and provides for enhancement of each component–residential or commercial–and the opportunity to develop new mixed uses in various combinations.

Residential uses are permitted with commercial uses on a separate parcel or in a separate structure, as part of the same structure (shop in the front, residence in the back, for example); and/or as a mixed use large scale development. It allows for the addition of, or expansion in, the number of residential units on a parcel with existing residences heretofore prohibited because of the commercial-only zoning designation. The underlying focus of parcels designated as VCR, however, is enhancement of commercial opportunities with residential as a secondary use. Therefore,

commercial uses should occur on the first floor facing the Boulevard whenever possible. Residential uses should occur above the first floor and/or be located away from the Boulevard.

2.2.2.4 Governing Documents for Development

The land use requirements for VCR are found in Section 2.3, Village Land Use Requirements. Development on parcels designated as VCR shall comply with the development standards and permitted uses established by this Specific Plan. The corresponding COMU–SP-204 VCR zoning district applies. Where this Specific Plan is silent, the provisions of the City's Municipal Code shall apply.

The permitted uses for this zone are the same as the Neighborhood Commercial uses found in the Municipal Code except as specified below:

Additional Permitted Uses:

- Residential (not permitted on first floor along the Sunnymead Boulevard frontage)
- Bed and Breakfast
- Parking Lot
- Hotels (with or without kitchens in guest rooms)

Uses Not Permitted:

- Auto Service Station/Gas Station
- Auto, Boat, Motorcycle and RV Repair
- Auto Supply Stores
- Bail Bond Service
- Car Wash
- Drive Through Facilities of Any Kind
- Kennels and Catteries

- Mortuaries
- Rental Service with Outdoor Storage and Display (vehicles, equipment, etc.)
- Supermarket (greater than 10,000 square feet gross floor area)
- Uses Similar in Type and Intensity

SOURCE: County of Riverside (imagery), Open Street Map

MORENO VALLEY
WHERE DREAMS SOAR

0 625 1,250 Feet

Village Commercial/Residential

Moreno Valley Village Specific Plan Update

2.2.3 Village Office/Residential

2.2.3.1 Location

The VOR land use designation is located south of the VCR designation along Sunnymead Boulevard and the east side of Heacock south of the CC designation (see Exhibit E).

2.2.3.2 Intent

The intent of the VOR land use is to create a transition or buffer zone between the high activity commercial district to the north and the residential district to the south. While the office development remains the primary intent, it is anticipated that the addition of the residential component as a secondary use will increase the level of activity in this area and provide better linkage and compatibility with the adjacent residential neighborhoods in the Village.

2.2.3.3 Primary Focus

The primary focus of the VOR land use designation is to provide opportunities for small scale office uses as well as for larger office complexes. The concept of a mixed area with both office and residential uses provides for enhancement of each component–residential or office–and the opportunity to develop each use or mix uses in various combinations. Residential uses are permitted with office uses on a separate parcel or in a separate structure, as part of the same structure (office in the front, residence in the back, for example), and/or as a mixed use large scale development. It allows for expansion in the number of residential units on a parcel with existing residences, heretofore, prohibited because of the office-only zoning designation.

2.2.3.4 Governing Document for Development

The land use requirements for VOR are found in Section 2.3, Village Land Use Requirements. Development on parcels designated as VOR shall comply with the development standards and permitted uses established by this Specific Plan. The corresponding COMU–SP-204 VOR zoning district applies. Where this Specific Plan is silent, the provisions of the City's Municipal Code shall apply

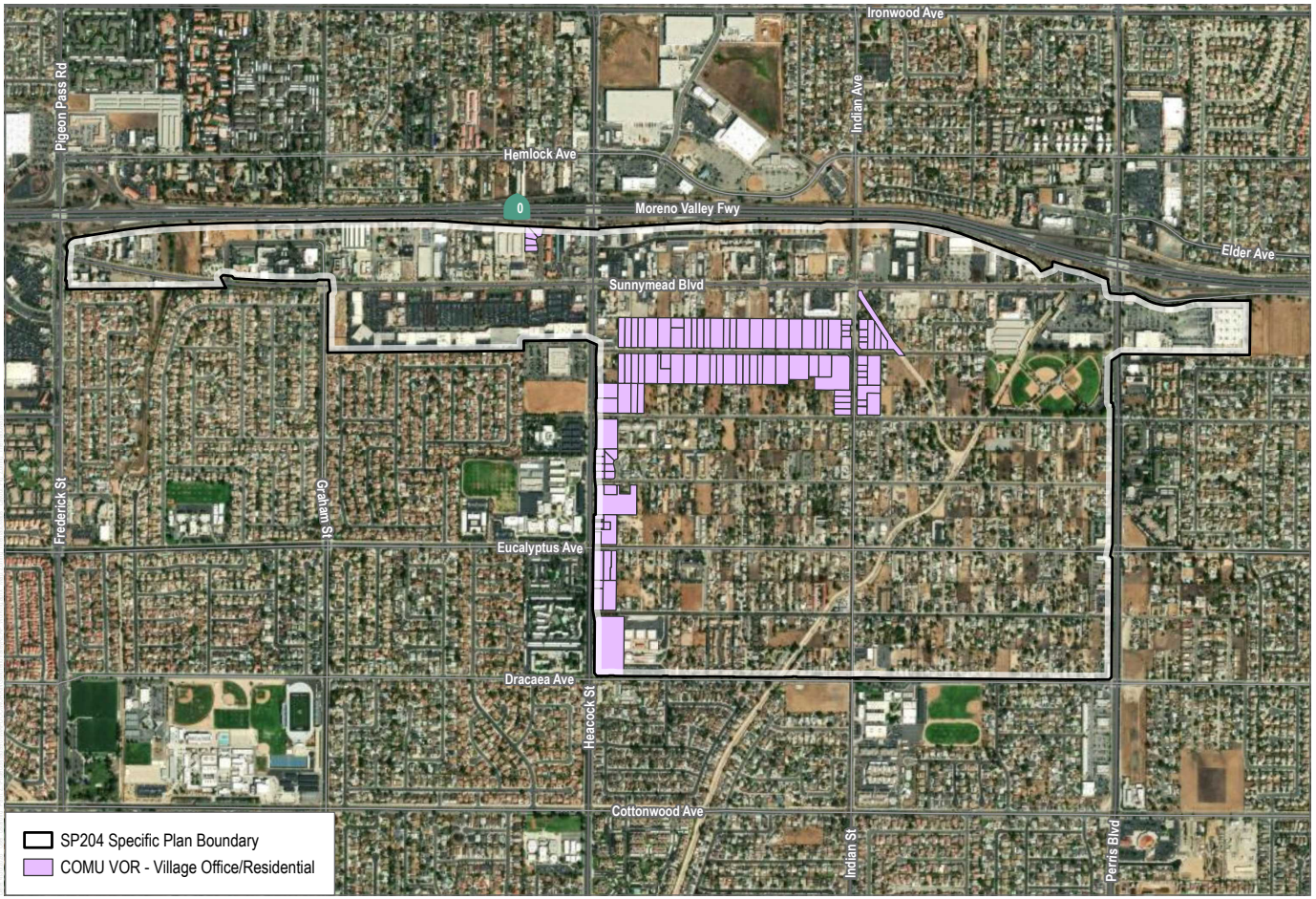
The permitted uses for this zone are the same as the Office uses found in the Municipal Code except as specified below:

Additional Uses Permitted

- Residential
- Bed and Breakfast

Uses Not Permitted

- Aircraft Landing Facilities
- Bailbond Service
- Homeless Shelters
- Hospitals
- Kennels and Catteries
- Uses Similar in Type and Intensity



SOURCE: County of Riverside (imagery), Open Street Map

MORENO VALLEY
WHERE DREAMS SOAR

0 625 1,250 Feet

Village Office/Residential

Moreno Valley Village Specific Plan Update

2.2.4 Village Residential

2.2.4.1 Location

The VR land use designation occupies the balance of the Village Plan area with the exception identified in Section F below (see Exhibit F).

2.2.4.2 Intent

The intent of the VR land use designation is to allow for a mix of densities that addresses the wide ranges of parcel sizes and lot configurations in this area of the Village. It encourages higher densities than typical in suburban areas in order to support the Village commercial areas. It recognizes the wide range of housing types that have evolved over time in the area, including the existing mix of housing types found, even on the same parcel. Throughout the Village there are examples of successful "mini neighborhoods" composed of combinations of single family detached units, duplexes, triplexes and fourplexes all with common courtyards. In addition, there are single family detached residences surrounded by duplexes and multi-family complexes within single family neighborhoods.

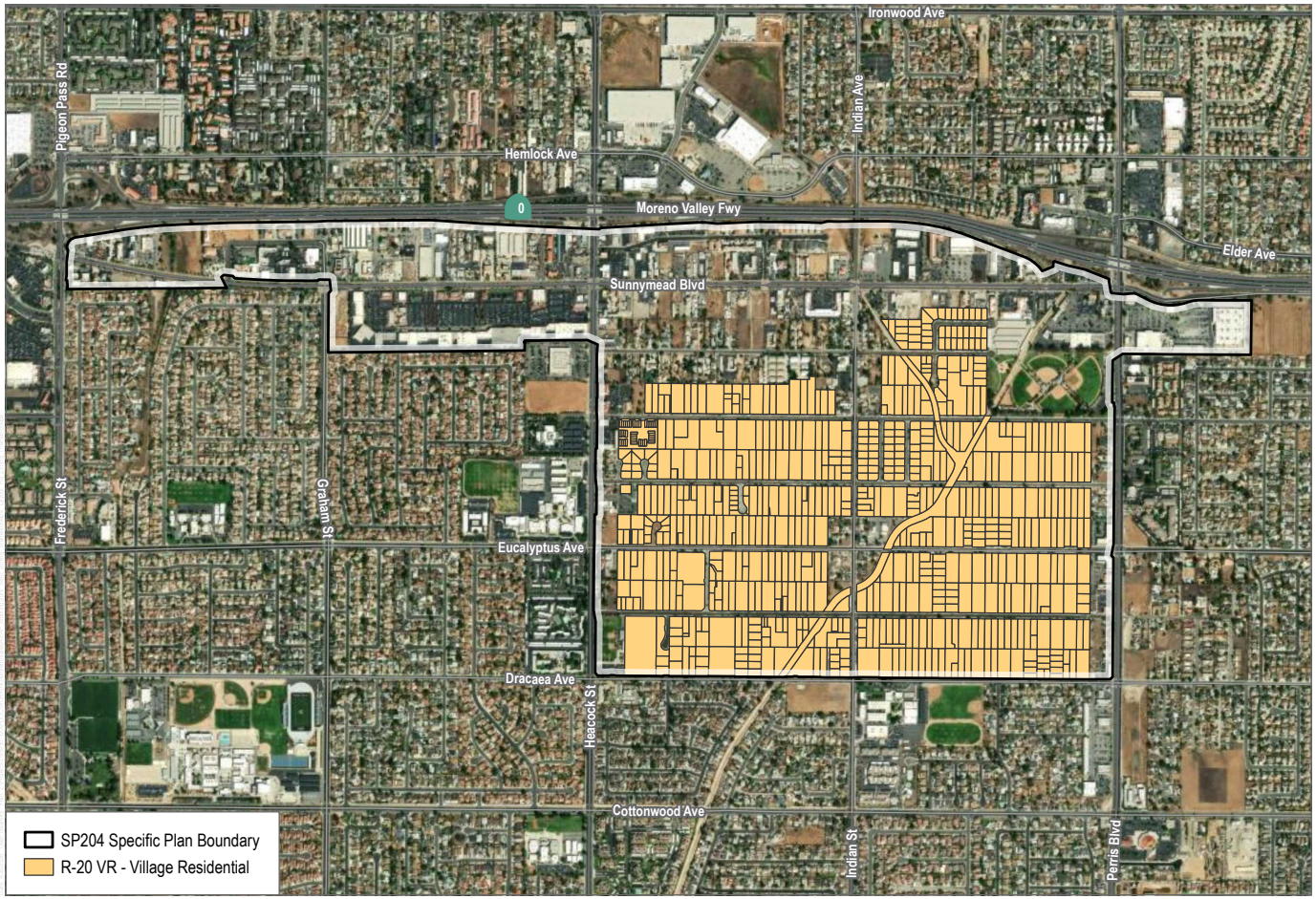
2.2.4.3 Primary Focus

The VR land use designation provides for a range of densities from small, single family lots with detached homes to attached multi-family complexes. Additional uses are provided for in residential zones such as day care centers, churches and recreational facilities.

2.2.4.4 Governing Document for Development

The land use requirements for the VR designation are found in Section 2.3, Village Land Use Requirements. Development on parcels designated as VR shall comply with the development standards and permitted uses established by this Specific Plan. The corresponding R-20 SP-204 VR zoning district applies. Where this Specific Plan is silent, the provisions of the City’s Municipal Code shall apply.

The additional permitted uses for this zone are the full range of uses found in other residential zones in the City's Municipal Code.



SOURCE: County of Riverside (imagery), Open Street Map

MORENO VALLEY
WHERE DREAMS SOAR

0 625 1,250 Feet

Village Residential

Moreno Valley Village Specific Plan Update

2.2.5 Public

2.2.5.1 Location

There is one Public (P) land use designation proposed within the Village Plan, heretofore identified as an Open Space zone. It is located at the northwest corner of Perris Boulevard and Fir Avenue.

2.2.5.2 Intent

The primary purpose of this designation is to provide for the conduct of public and institutional activities and to protect designated areas for public and institutional facilities.

2.2.5.3 Primary Focus

Sunnymead Park, the oldest park in the City of Moreno Valley, completely occupies the proposed P zone. Renovation of the park was completed in 1998 and now includes a neighborhood park adjacent to the Webster Street neighborhood in the northwest corner of the site.

2.2.5.4 Governing Document for Development

The P area within the Village is subject to the permitted uses table and development standards of the City's Municipal Code.

2.3 VILLAGE LAND USE REQUIREMENTS

The Village land use requirements have been established: in response to the unique mixed use and mixed density zones; to provide flexibility for those uses and densities; to ensure and maintain quality of life; to create a "Village" identity; and to

provide adequate light, air, privacy, open space, protection from objectionable noise and odors for each dwelling unit and mixed use. The land use requirements are grouped into: General, Density, Site/Structure (Policies and Standards), and Design Elements (Boulevard Calming Devices, Streetscape, Signage, Banner Program and Lane Concept).

Qualifying residential and mixed-use projects may elect to comply with the City of Moreno Valley's adopted Objective Design Standards (ODS). For such projects, compliance with the ODS shall be deemed sufficient to satisfy the design requirements of this Specific Plan, and any conflicting design-related policies of this Specific Plan shall not apply. Projects that do not utilize the ODS shall be reviewed for consistency with the design policies of this Specific Plan.

2.3.1 General

All projects in the Village shall be subject to and shall be developed in compliance with all current model codes as adopted by the City to include the Uniform Building Code, Uniform Fire Code, Uniform Mechanical Code, National Electrical Code, Uniform Plumbing Code, Americans with Disabilities Act, Title 24, and all other applicable State and Federal codes.

2.3.2 Site/Structure

Discretionary projects in the Village are subject to Municipal Code Section 9.02 regarding permits and approval. The decision making body identified by the code for the project shall have the authority to reasonably condition any such project to ensure proper transition and compatibility with adjacent developments, existing or proposed, in the Village. Projects located within the VCR, VOR, and VR zones shall be subject to the following Village Development policies and standards (Table 1). If the Village Plan is silent on an issue, the issue is subject to the provisions of the City's Municipal Code.

2.3.3 Village Development Policies

1. Whenever possible, consideration shall be made to increase circulation and drainage capabilities within the Village by the addition of linkages, that is, by the addition of east-west and north-south streets, lanes (Section 2.3.6, The Lane Concept) and drive aisles between projects and areas.

2. Streetlights, sidewalks, curb and gutter shall be required per City standards. Barring special circumstances, the right-of-way is encouraged to end at the back edge of the sidewalk

    a. Village Residential – In the residential portion of the Village, a minimum sidewalk width of 4 feet is permitted if unobstructed (no signs, streetlights, fire hydrants, and the like). The standard width is 6 feet, or as required to meet local, state and federal standards, and provide minimum 4 feet unobstructed.

    b. Village Center – In the Village Center, the sidewalk shall extend from the back of curb to the right-of-way line. A wider sidewalk may be permitted to the building face in lieu of landscaping to provide for pedestrian activities and view sheds into commercial projects. Street furniture, plazas, planters, enhanced paving and the like are amenities to be located in this area.

3. All signs within the Village shall be subject to the City's Municipal Code Sign Regulations (Section 9.12) and Chapter D.3 of the Village Plan with the following exception: freeway pole signs shall be prohibited within 350 feet of the centerline of Sunnymead Boulevard between Heacock Street on the west and Indian Avenue on the east.

4. The following parking strategies, although potentially available in other areas, are strongly encouraged in the Village Center to provide additional parking opportunities. They shall be subject to City review and approval:

    a. Consolidation of driveways/entries may be required to provide the following: a more directed and less confusing access to and from projects and to provide more on-site parking.

    b. Shared Parking – Shared parking is encouraged where applicable. A parking study shall be prepared in accordance with the standards provided in the City's Municipal Code.

    c. Off-Site Parking – Off-site parking may provide required parking; however, it must occur within 300 feet of a reasonable access point or entrance to a use or structure.

    d. Community Parking Lots – One or more community parking lots may be located within the Village Center. Such lots are located off-site and must be within 300 feet of a reasonable access point or entrance to a use or structure if used to provide required parking. Identification of and funding for community parking lots will be determined through the Village Implementation Schedule.

e. On-street parking on Sunnymead Boulevard in the Village Center will be permitted where space permits.

5. Commercial and Mixed Use Zones – In the commercial and mixed use zones, architecture and design of new development, redevelopment, rehabilitation and expansion shall rely on color to preserve, a sense of place. Light, natural earth tones are identified. While the architecture and design are not restricted to one style, they are required to be compatible with adjoining development and shall address items listed below.

    a. Projects shall avoid monotonous facades by incorporating variety, articulation, vertical elements, color and material changes.

    b. Architectural treatments shall be carried around all sides of a structure.

    c. Roofs

        i. Flat roofs without parapets are discouraged.

        ii. Terra cotta colored tile is encouraged for roofs in the Village, however, natural earth tones such as gray or brown may be used.

    d. Color Palette

        i. Walls shall retain natural light earth colors such as ivory, cream, sand, beige and gray.

        ii. Trim tones cand colors shall complement the dominant building color.

        iii. Accent colors are encouraged in limit areas.

    e. Architectural use of neon lighting is subject to review and approval by the Planning Commission.

6. Village Center – Within the Village Center the following elements shall be considered to achieve a "Village" like atmosphere. At least two elements from the architectural list and one from the accent list shall be included in the design of each project:

a. Architectural Elements

   i. Balconies and/or decks

   ii. Towers

   iii. Recessed window openings

   iv. Lattice overheads/covered walkways

   v. Plazas and/or fountains

b. Accent Elements

   i. Panel treatments

   ii. Awnings

   iii. Decorative windows

   iv. Window boxes

   v. Benches, seating walls and other street furniture

   vi. Raised planters, flower pots, hanging pots

   vii. Pedestrian scale lighting in plazas, walkways, etc.,

   viii. Pavement treatments (such as entries, pedestrian walkways, plazas).

7. Village Center – Site landscape requirements within the Village Center will remain consistent with the Municipal Code. However, rather than requiring large landscape setbacks which could account for the bulk of the landscape, landscaping is intended as a means of creating pleasant people spaces, gardens, courtyards, seating areas, roof gardens, and walkways.

8. Mixed Use – Security and safety should be addressed in mixed use development through the following:

    a. Public, semi-private and private spaces should be clearly defined. Public and semi-private space should be configured to maximize visibility.

b. Separate main or primary access points, circulation and parking should be provided for commercial and residential uses. These access points should be visible from the street.

c. On corner sites, a side street residential entry or entries should be provided. At mid-block, residential entries should be separate and distinct from retail or office entries or lobbies.

9. Mixed Use – Any mixed use on or near the Boulevard may be subject to noise impacts from vehicular and pedestrian traffic as well as from adjacent or nearby commercial activity. Design of the residential component shall address excessive noise as follows:

    a. Bedrooms should be oriented away from noise sources.

    b. Sound-deadening construction materials and techniques should be used where appropriate.

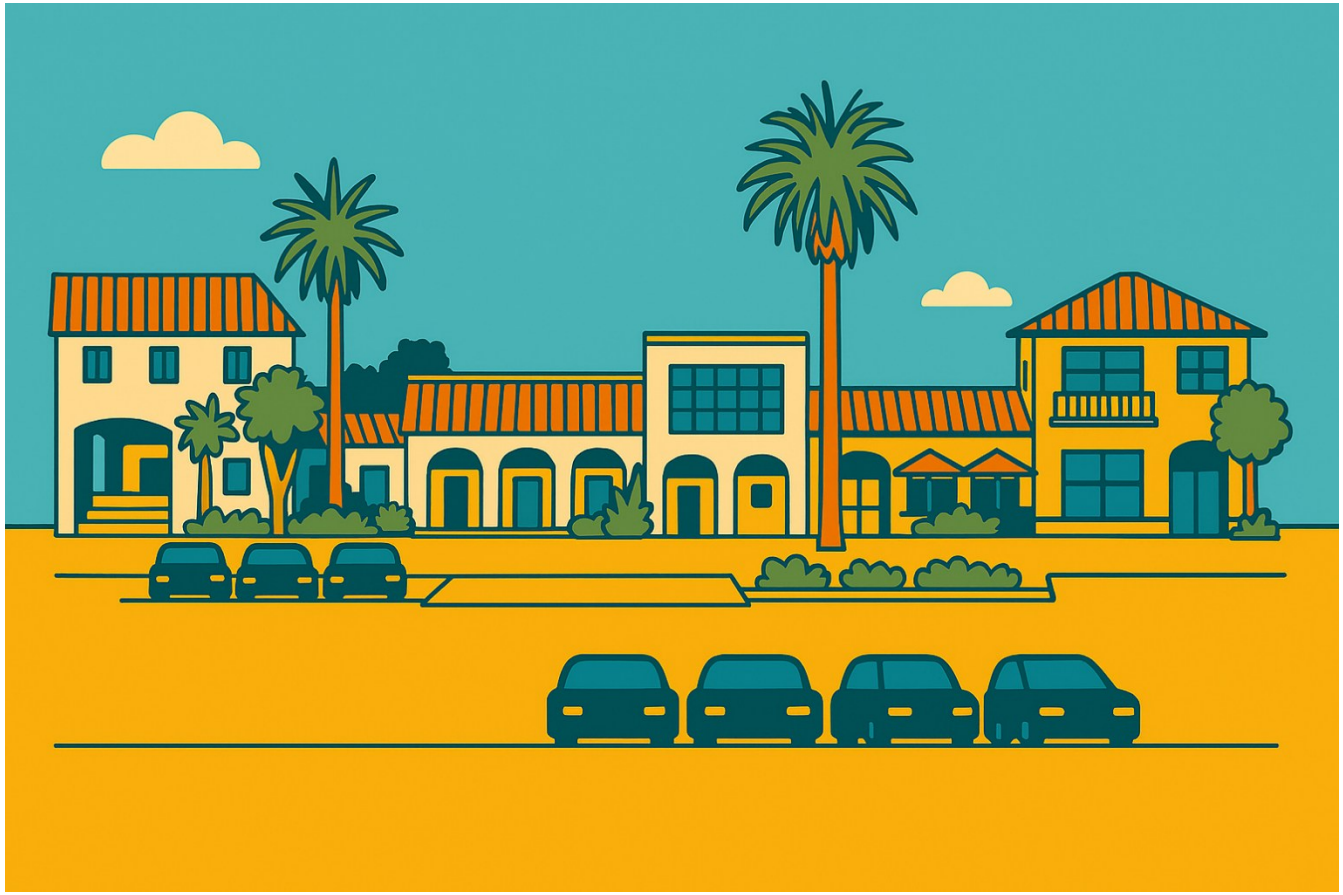
10. Mixed Use – Common space, sometimes referred to as "active" or "social" open space, should be designed primarily for the use of the residents components by attention to the following:

    a. In courtyard projects, common open space should serve as a combination of functions—for circulation, as a buffer between units, and as a source of daylight and air to courtyard-facing rooms.

    b. Common open space for residents should be provided wherever possible with access to residents only.

    c. Common rooftop decks above the second floor are encouraged.

11. Mixed Use – If any residential units are proposed or existing within the VCR, VOR or VR zones, any new construction and/or expansion of an existing structure or a use shall comply with the requirements for common and private open space as identified in the Village Development Standards to ensure that the expansion retains the potential for those elements, whether existing or not. In multi-family projects, the common open space shall include plant material (trees, shrubs, ground cover) and should include people places such as a "tot lot" or tables or benches to provide residents with quality "green" space in a setting with potentially limited "outdoor" space.



12. Mixed Use – Landscaping should address the need for green space for the residential component by providing:

    a. Special landscaped areas such as roof decks or gardens and screening at the property line at the first and second floor levels to provide privacy from or for neighboring sites.

    b. Landscaping adjacent to rear drive aisles or walk ways to buffer adjacent uses.

13. Mixed Use – The project design should consider privacy for the resident component with respect to other residential units, passersby, and adjacent development:

    a. Windows, balconies and decks should be oriented to reduce direct view or overlook of adjacent residential uses, and they should be designed to maximize sunlight into units.

    b. In mixed use areas minimum setbacks (see Table 1) shall be maintained for the first story of a residential use (except-a stairway) from the front property line.

14. Mixed Use – Off-street parking and loading areas should be designed to have as little impact on the residential component as possible. Such areas should be located away from the residences and/or be screened effectively from any adjacent residential uses. Depending on the specific site, this may include covered parking to minimize noise and visual impacts to dwelling units above, and screen walls, gates and landscaping along travel ways to reduce impacts on adjacent dwelling units.

15. **Lot Consolidation Incentives**: The purpose of the incentives listed below is to encourage the consolidation of adjacent Village Residential parcels to enable coordinated site planning, increase development feasibility on small and mid-sized sites, and facilitate missing middle and small-scale multifamily housing.

    a. **Eligibility Criteria.** Projects may qualify for lot consolidation incentives when all of the following criteria are met:

        i. Parcel Consolidation: A minimum of two contiguous legal parcels are consolidated, resulting in a combined site area of at least 20,000 square feet.

ii. Land Use Consistency: The proposed development is consistent with the General Plan land use designation and applicable Village Residential (VR) zoning standards.

iii. Unified Development: The consolidated parcels are developed as a single project under common ownership or control.

iv. Displacement Protections: The project does not result in the displacement of protected residential units unless replacement units are provided in compliance with California Government Code Section 7060 et seq.

b. **Menu of Incentives.** Eligible lot consolidation projects may request one or more of the following incentives, subject to review and approval by the Community Development Director or Planning Commission, depending on the entitlement path. Projects that meet the eligibility criteria may utilize one or more of the following incentives, subject to compliance with applicable development standards:

i. **Density Incentive:** Up to a 5 percent increase over the base allowable density, with a minimum of one additional unit permitted for sites of at least 20,000 square feet.

1. Density shall be calculated based on the underlying zoning at the time of application.

2. This incentive shall be applied prior to any additional incentives granted under State Density Bonus Law and shall not be combined with other density increases except as permitted by state law.

ii. **Setback Flexibility:** Required side and rear yard setbacks may be reduced by up to 25 percent, provided all applicable building, fire, and life safety standards are met.

iii. **Lot Coverage Adjustment:** Maximum lot coverage may be increased by up to 10 percent for consolidated sites.

iv. **Parking Reduction:** Required parking may be reduced by up to 10 percent.

2.3.4 Development Standards

Refer to the following table for specific Village Development Standards. These standards may be modified through the approval of a planned unit development as provided in the City's Municipal Code.

VILLAGE DEVELOPMENT STANDARDS

Table 1

** For Multi-Family and Single-Family in VCR and VOR, projects may use VR Standards

Requirement	Village Commercial Residential (VCR)	Village Office Residential (VOR)	Village Residential (VR)
Implementing Zoning District[1]	COMU – SP-204 VCR	COMU – SP-204 VOR	R-20 – SP-204 VR
Non-Residential: Minimum Front Building Setback	Minimum 0 feet with an average of 10 feet required	20 feet*	N/A
Residential: Minimum Front Building Setback	N/A	N/A	SF – 20 feet* MF – 15 feet
Minimum Street Side Building Setback	Minimum 0 feet with an average of 10 feet required	20 feet	SF – 15 feet MF – 15 feet
Minimum Side Yard Building Setback	0 feet or 5 feet	10 feet	SF – 5 feet MF – 10 feet
Rear Yard Building Setback	0 feet or 5 feet	10 feet	SF – 15 feet MF – 15 feet
Maximum Height of Building in Feet/Stories	50 feet/4 stories – whichever is less**	50 feet/3 stories – whichever is less**	SF – 35 feet/2 stories MF – 50 feet/3 stories – whichever is less**
Maximum Lot Coverage	N/A	N/A	SF – 40% MF – 60%

[1] Underlying zoning districts established by the City's Municipal Code.

Requirement	Village Commercial Residential (VCR)	Village Office Residential (VOR)	Village Residential (VR)
Minimum Lot Dimensions*** Width/Depth (in feet) Size (in square feet)	100' × 100' 10,000 square feet	100' × 100' 10,000 square feet	SF – 45' × 85' – (35' cul-de-sac) 4,500 sq. ft. Small-scale MF (3-4 units) 75′ × 100′ 7,500 sq ft MF – 100' × 100' 10,000 sq. ft.
Minimum Distance between Structures (DU and/or Accessory)	0 feet or 10 feet	0 feet or 10 feet	SF – 10 feet MF – 10 feet
Maximum Density[2]	20 dwelling units per net acre	20 dwelling units per net acre	20 dwelling units per net acre
Multi-Family Open Space (for all new development including expansion of existing)	Private Open Space – a minimum of 150 square feet of private open space per downstairs unit and a minimum of 100 square feet of private open space per upstairs unit. Common Open Space – a minimum of 300 square feet for each residential dwelling unit in the project.		
Concrete Block Walls	A 6-foot-high, decorative concrete block wall and a 10-foot wide landscape buffer shall be required between commercial and residential land uses on adjacent parcels or, per the Community Development Director based on a need to ensure privacy and create a noise barrier for the residential uses.		A 6-foot-high, decorative concrete block wall shall be required between any single-family and multi-family land use on adjacent parcels or per the Community Development Director based on a need to ensure privacy and create a noise barrier for the residential uses.

Notes: N/A = Not Applicable; SF = Single-family (detached) or duplex (attached); MF = Three dwelling units or more (attached).
* Subject to plot plan review, it may be possible to reduce the setback to ten feet for buildings other than front-facing garages.
** For the portion of the building above 35 feet, the setback shall be a minimum of ten feet from the minimum setback required for that side.
*** If creating new lots/parcels

(Ord. 997, 2023, Ord. 1046,2026)

VILLAGE RESIDENTIAL (VR)
PARKING STANDARDS
Table 2

** For Multi-Family and Single-Family Development in VCR and VOR, projects may use VR Standards

Requirement[3]	**Village Residential (VR)**
Applicability	Applies to all development within the Village Residential (VR) designation.
Residential Parking Standards	SF – 1 space per dwelling unit MF – 1 space per dwelling unit
Covered/Enclosed Parking	Covered or garage parking is not required, except as otherwise required by the Building Code or Fire Code.
Guest Parking	For projects adding three or more dwelling units, a minimum of 0.25 spaces per dwelling unit shall be provided for guest parking and shall be included within the minimum required parking total.
Tandem Parking	Tandem parking is permitted to satisfy required parking, including within garages and driveways.
Use of Driveways to address parking requirements	Uncovered driveway parking spaces may be used to satisfy required parking, as determined by the Community Development Director, provided that the use of such spaces does not obstruct or impair vehicular access through designated driveway aisles.

[2] The number of units allowed on any specific parcel shall be determined through the project review process. The project shall be required to meet all development requirements for the density and any other use(s), if applicable, for approval. Notwithstanding Table 9.03.040-8 and Section 9.03.040 of the Moreno Valley Municipal Code, residential development within the Village Specific Plan area shall not be subject to any minimum density or eighty percent (80%) density achievement requirements.

[3] If calculation of the parking spaces and bicycle facilities results in a fractional space, then the fraction shall be rounded to the next higher whole number.

Requirement[3]	Village Residential (VR)
On-Street Parking Credit	On-street parking spaces located adjacent to the subject parcel may be credited toward required parking, as determined by the Community Development Director.
Parking Studies	Parking studies are not required to utilize or comply with these standards.
Maximum Distance to Parking	Same unless otherwise modified

2.3.5 Design Elements

2.3.5.1 Applicability

The Village Specific Plan includes general design elements intended to convey the desired character, scale, and form of development within the Village area.

However, qualifying residential projects may comply with the City of Moreno Valley's adopted ODS in lieu of the design elements listed in this section, provided the applicable ODS are met.

For projects electing to utilize the City's ODS, compliance with those standards shall be deemed compliance with the design elements of this Specific Plan. Projects not utilizing the ODS shall be reviewed for consistency with the design elements of this Specific Plan.

1. **Sunnymead Boulevard Traffic Calming Devices (within the Village Center only)**

   New cross-section street designs will be developed after approval of the Village Plan, and may include one or more of the following elements:

a. Modified double lane of traffic in each direction.

b. Raised Landscape Medians or medianettes.

c. On-Street Parking.

d. Signalized Mid-Block Pedestrian Crosswalk between Heacock Street and Back Way.

e. Decorative paving bands, flush sidewalk "pop outs" intersections, mid-block landscape "pop outs, and similar devices to visually break up the existing expanse of asphalt paving.

2. Streetscape

a. Sunnymead Boulevard

1. Village Center – Between Heacock Street and Indian Avenue, the pedestrian scale Trachycarpus fortunei (Windmill Palm) is the designated street tree at 40 feet on center (minimum five foot brown trunk), including up-lighting, as appropriate.

2. Sunnymead Boulevard (balance) – Washingtonia filifera (California Fan Palm) is the designated street tree between Frederick and Heacock Streets and Indian Avenue and Perris Boulevard at 40 feet on center (minimum ten foot brown trunk).

b. **Village (balance) –** All new development in the Village is required to have street trees per the Municipal Code. There are designated street trees for some of the streets in the Village (see above and the City of Moreno Valley "Street Tree List"). If a street tree has not been identified, the developer shall continue any pattern already in place or shall choose a tree from the list per City approval.

3. Signage

a. Village Street Identification Signs: The design of Village street identification signs is to be determined pursuant to the approval of the Village Plan. Funding for the design and signs will be determined through the Village Implementation Schedule.

b. **Village Entry Monument Signs:** The design of Village entry signs is to be determined pursuant to the approval of the Village Plan. Funding for the design and signs will be determined through the Village Implementation Schedule.

1. Major Village entry monument signs are proposed to be located at the west entry to the Village at Frederick Street and at the east entrance to the Village at Perris Boulevard.
2. Minor Village entry monument signs and Village directional signs identifying the Village Center are proposed to be located at the west entry to the Village Center at Heacock Street and at the east entry at Indian Avenue. Directional signs shall occur at the intersection of the Perris Avenue freeway off-ramp with Sunnymead Boulevard directing travelers west on the Boulevard to the Village Center.

c. **Village Signs**

All signs within the Village Specific Plan shall default to the Municipal Code Chapter 9.12 (Sign ~~Regulations~~) with the following exception: freeway pole signs shall be prohibited within 350 feet of the centerline of Sunnymead Boulevard between Heacock Street on the west and Indian Avenue on the east.

d. Banner Program

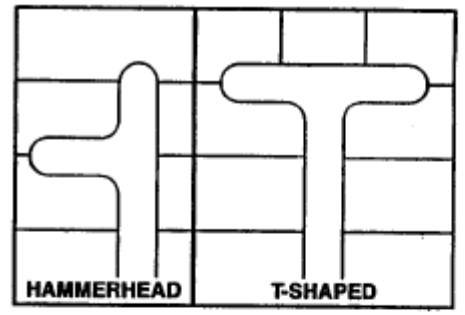
A Village Banner Program will be studied in the future. Village Banners could be placed on every mission bell light standard on the Boulevard to identify the Village, or Village Center, and an event or banner sponsor. Some of the items to be included in a Banner Program would be design, funding, replacement, and sponsorships.

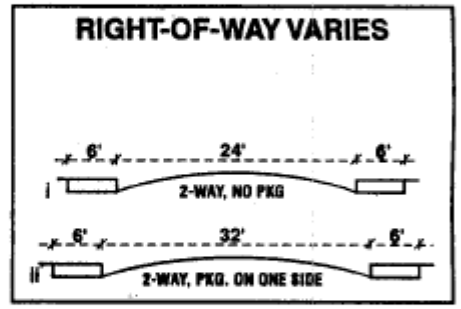
2.3.6 The Lane Concept

The lane concept is intended to facilitate efficient access, circulation, and infrastructure coordination in areas characterized by narrow, elongated, or irregular parcels. Lanes are particularly encouraged where development is proposed on consolidated or assembled parcels, as a means of reducing redundant access points, improving internal circulation, and supporting higher-intensity infill and redevelopment consistent with the Village Plan.

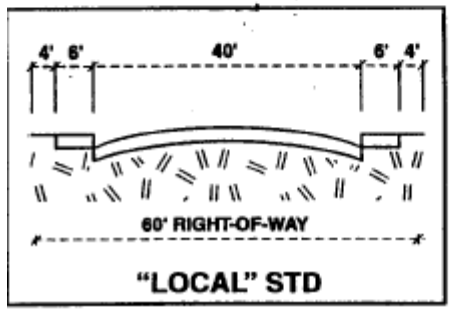
The lane concept is a "mini-street" for the Village and has been designed for areas where a linkage is desired, but less than 60 feet (40 foot paved section curb to curb) is available. On-street parking may be limited or facilitated with new designs such as parking bays or alternating rights-of-way, or may not be permitted depending on the amount of right-of-way available and the need to ensure adequate space for emergency vehicle access. Creative parking areas, hammerhead turnarounds, and T-shaped plotting of parcels may be used in conjunction with lanes to create links and still provide some on street parking and emergency vehicle access.

The use of lanes may be prioritized or required by the City where two or more legal parcels are consolidated or developed as a unified project. Consolidated parcels utilizing lane access may be eligible for greater flexibility in site layout, access configuration, and parking design, subject to review and approval by the Public Works Director and/or City Engineer.





"LANE" ALTERNATIVES



Lanes are subject to the approval of the Public Works Director and/or City Engineer and shall comply with the following standards:

1. Maintain a minimum offset of 100 feet with adjacent intersections.
2. Maintain the following minimum paved widths:
    a. 24 feet for two-way traffic, no on-street parking
    b. 32 feet for two-way traffic, on-street parallel parking on one side.

THE VILLAGE SPECIFIC PLAN

- City of Moreno Valley, California -

3. PART III – THE VILLAGE IMPLEMENTATION SCHEDULE

3. PART III – THE VILLAGE IMPLEMENTATION SCHEDULE

- The City of Moreno Valley, California -

3.1 VILLAGE IMPLEMENTATION SCHEDULE

Most of the Village area is part of the City's redevelopment project area. The major portion of the residential area is located within the Community Development Block Grant target area (CDBG). With both designations, property owners in the Village can benefit from a number of Federal, State and local assistance programs to fund infrastructure improvements like street improvements and street lights. Funding is also available for facade upgrades and landscaping. In addition, there are funding opportunities for affordable residential development.

Programs and grants to address new development and redevelopment vary with time. To effectively utilize the myriad of funding mechanisms available, the Village revitalization strategy includes an Implementation Schedule. The Village Implementation Schedule will be, by necessity, a living document - always changing in response to current conditions, priorities and available funding. Since this will need frequent updating and revision in order to meet the goals and objectives of the Village Plan, it is important to develop it as a separate document and provide for its yearly review to reflect the current needs of the Village. The Schedule shall be reviewed each year and be revised as needed. Village projects will compete with other projects throughout the City for funding.

Following is a list of programs that have been used to implement improvements in the Village. It is an example of the type of elements that would be included in the Implementation Schedule.

3.1.1 Programs and Funded Improvements

1. Community Development Block Grant (CDBG)

CDBG funds are provided by the Federal Government for use in projects and programs which benefit low and moderate income persons and neighborhoods. The residential portions of the area bounded by Perris

Boulevard on the east, Dracaea Avenue on the south, Heacock Street on the west, and the Moreno Valley Freeway on the north are identified as low and moderate income neighborhoods and qualify for the use of CDBG funds. Several other areas in the City qualify as well. Projects in the proposed Village area that have been funded through the CDBG program include the following: the installation of curb, gutter and sidewalk on Ross and Lee Streets; the expansion and reconstruction of Sunnymead Park; the Neighborhood Policing Program; and the installation of full street improvements on Webster Avenue between Indian and Val View Streets. CDBG also funds an enhanced code enforcement program for the Village area. Most of the projects have been completed to date or are currently funded. CDBG funds are allocated on an annual basis by the City Council.

2. Permanent Local Housing Allocation Program

The Permanent Local Housing Allocation Program provides funding to local governments in California for housing-related projects and programs that assist in addressing the unmet housing needs of their local communities. The program provides formula grants to entitlement and non-entitlement jurisdictions and competitive grants to non-entitlement jurisdictions. In 2023, the City received $679,000 to accelerate affordable housing by funding multifamily rental development and preservation, operating support, and down payment assistance for lower-income households.

3. Measure A Transportation Program

Measure A funds are provided through a special one half-cent sales tax approved by the voters of Riverside County for transportation improvements. Most public streets in the City of Moreno Valley qualify for the use of Measure A funds. The funds are generally allocated based on the City's priorities, but must also be approved by the Riverside County Transportation Commission.

Funded projects include the following: the installation of street improvements on Indian Street between Sunnymead Boulevard and Fir Avenue (completed); storm drain improvements and pavement reconstruction on Perris Boulevard from Webster Avenue to Dracaea Avenue; and installation of full street improvements on Fir Avenue between Perris Boulevard and Heacock Street (completed).

Measure A projects are identified on an annual basis by the City Council, and then they are submitted to the Riverside County Transportation Commission for final approval.

4. Federal Surface Transportation Authorization Programs

Federal transportation funding for improvements to major and secondary arterial streets is provided through the federal surface transportation authorization program, which is reauthorized periodically by Congress. These funds support improvements to key roadway corridors that enhance safety, mobility, and regional connectivity among other objectives.

Funded and completed projects in the Village include the following: the installation of street improvements on Eucalyptus Avenue between Perris Boulevard and Heacock Street and the reconstruction and widening of Heacock Street between Sunnymead Boulevard and Dracaea Avenue.

Projects are identified annually by the City Council. Project funding is awarded on a competitive basis based on an application. The Riverside County Transportation Commission reviews all Riverside County applications and makes recommendations to the State Transportation Commission. The State Commission makes the final decision on those projects to be funded within the State.

5. Redevelopment General Funds

Redevelopment general funds were historically provided through redevelopment tax increment financing for use within the redevelopment project area. Redevelopment funding is no longer available, as redevelopment agencies in California were dissolved pursuant to State law. The improvements described below reflect previously funded and completed projects within the Village Plan Area and are included for historical reference only. Redevelopment general funds were provided from redevelopment tax increment monies and were previously available for use within the redevelopment project area. The redevelopment tax increment originally came from a reallocation of increases in local property taxes paid on parcels located within the boundaries of the redevelopment project area. The reallocation reflected the need to reinvest in the older neighborhoods to improve their ability to compete effectively with other portions of the community. With the exception of Moreno Valley Plaza, located on the southwest corner of Sunnymead Boulevard and Heacock

Street, the entire Village Plan area is located within the redevelopment project area. In addition, street improvements on Indian Street between Fir and Dracaea Avenues were funded.

Previously completed projects include: street lights on Sunnymead Boulevard; sidewalks along portions of Sunnymead Boulevard; widening of Perris Boulevard from Sunnymead Boulevard to Dracaea Avenue; upgrades to the overpasses and off ramps at Perris Boulevard and Heacock Street with the Moreno Valley Freeway (State Highway 60); upgraded waterlines on Webster Avenue (east of Indian Street), Eucalyptus Avenue, Indian Street, and Atwood Avenue; storm drain improvements on Webster Avenue, Fir Avenue, Eucalyptus Avenue and Perris Boulevard; and street improvements on Indian Street between Fir Avenue and Sunnymead Boulevard.

Funded projects include the following: the construction of upgraded waterlines on Myers between Heacock Street and Perris Boulevard; the installation of streetlights on Indian Street north of Sunnymead Boulevard and on Postal Avenue; the expansion and reconstruction of Sunnymead Park; and installation of a storm drain along Perris Boulevard from Webster Avenue to Dracaea Avenue. Completed projects include the following: the construction of upgraded waterlines on Indian Street from Sunnymead Boulevard to Dracaea Avenue, upgraded waterlines on Atwood Avenue between Heacock Street and Perris Boulevard; Webster Avenue east of Indian Street, and Eucalyptus Avenue between Heacock Street and Indian Street; sidewalks and decorative streetlights along Sunnymead Boulevard; and street improvements along Atwood Avenue and Dracaea Avenue between Heacock Street and Indian Street for approximately 300 feet and along Sunnymead Boulevard near Back Way for approximately 400 feet. Five commercial properties have also received facade and property improvement loans from the former Redevelopment Agency's Commercial Rehabilitation Program.

6. Redevelopment Housing Funds

Redevelopment Housing Funds were historically generated through a required set-aside of redevelopment tax increment to support affordable housing activities. This funding source is no longer available, following the dissolution of redevelopment agencies.

The housing programs and activities described below reflect prior investments and initiatives within the Village Plan Area and are included for background and historical context.

Funded programs that were previously available in the Village include the following: rehabilitation loan programs for single family ownership and rental properties; a first time buyer home ownership program; and a single family home ownership program through Habitat for Humanity, a national nonprofit organization. The Agency has assisted in the development of three Habitat for Humanity homes in the Village located on Scotty Lane. Two additional homes are planned on Eucalyptus Avenue. In addition, the Agency owns properties on Eucalyptus Avenue, Atwood Avenue, Myers Avenue and Fir Avenue purchased with housing funds for use in future affordable housing developments.

7. Regional Early Action Planning (REAP 2.0) Grant Program of 2021

REAP grant funds are provided by the State of California through the Department of Housing and Community Development to support broader planning and implementation investments that support infill development to facilitate housing supply, choices and affordability. REAP grant funding has been used for the 2026 updates of the Village Specific Plan. These updates included redesignating VR–zoned parcels to allow up to 20 du/ac through application of the R-20 zoning designation. In addition, the City updated development standards to promote a wider variety of housing types and development options on individual lots. REAP was a one-time grant program; funding availability and program requirements are subject to change over time based on State priorities and legislative appropriations.

8. Private Investment

Most improvements in the City are provided by private investment, whether for new construction, new business development, rehabilitation or maintenance. One major intent of this implementation program is to use limited public funds and development strategies to leverage private investment funding.

3.1.2 Potential Programs – Assessment Districts

Although not in place at this time, the following listed programs are widely used in commercial rehabilitation and could greatly augment potential Village improvement funds. Formation of any type of special district to provide funding for

either capital improvements or maintenance costs will be subject to provisions of Proposition 218, 'Right to Vote on Taxes' constitutional amendment.

1. Street Improvement Districts

This type of district allows for the sale of bonds to provide long-term tax-exempt financing for street improvements. The annual payments are included in the property tax bills for the parcels benefitting from the street improvements.

2. Parking Improvement Districts

This type of district allows for the creation of shared parking facilities and the allocation of development and maintenance costs of such facilities to the benefitting businesses and properties.

3. Business Improvement Districts

This type of district provides a financing vehicle for promotional activities benefitting a specific commercial area of the community. Promotional activities might include special events, advertising, and tenant attraction activities. Parking facilities and other public improvements such as common space landscaping, decorative sidewalks and benches may also be financed through such a district.

3.1.3 Village Infrastructure Needs/Potential Funding Sources

1. Waterlines

Upgrades required to waterlines in the residential portion of Village formerly served by Moreno Valley Mutual Water Company, now served by Eastern Municipal Water District, are as follows:

a. Myers Avenue (Heacock Street to Perris Boulevard)	
Estimated Cost:	$325,000
Recommended Funding Source:	EMWD
b. Webster Avenue (Heacock Street to Indian Street)	
Estimated Cost:	$175,000
Recommended Funding Source:	EMWD

2. Street Improvements

Following is a list, in order of priority, of street improvements required so that all streets in the residential portion of the Village have curb, gutter, pavement and sidewalk:

a. Indian Street (Fir Avenue to Dracaea Avenue)	
Estimated Cost:	$600,000
Recommended Funding Source:	RDA General Fund (FY 98-99)
b. Dracaea Avenue (Heacock Street to Perris Boulevard)	
Estimated Cost:	$700,000
Recommended Funding Source:	Measure A, RDA
c. Heacock Street (east side of Fir Avenue to Dracaea Avenue)	
Estimated Cost:	$350,000
Recommended Funding Source:	Measure A, ISTEA
d. Webster Avenue (Heacock Street to Indian Street)	
Estimated Cost:	$400,000
Recommended Funding Source:	CDBG/RDA
e. Myers Avenue (Heacock Street to Perris Boulevard)	
Estimated Cost:	$800,000
Recommended Funding Source:	CDBG/RDA
f. Atwood Avenue (Heacock Street to Perris Boulevard)	
Estimated Cost:	$800,000
Recommended Funding Source:	CDBG/RDA

3. Flood Control Improvements

Following is a list of improvements needed, in order of priority, to complete master plan drainage facilities in the residential portion of the Village:

a. Storm drain Line P-4 (Dracaea Avenue - Perris Boulevard to 400' west)	$100,000
b. Storm drain Line P-5 (Atwood Avenue - Perris Boulevard to 400' west)	$75,000
c. Storm drain Line B-7 (Dracaea Avenue - Channel easterly)	$350,000

4. Overhead Utilities/Undergrounding

Undergrounding or relocation of overhead utility lines is proposed on the south side of Sunnymead Boulevard between Heacock Avenue and Perris Boulevard.

Estimated Cost:	$750,000
Recommended Funding Source:	Rule 21 (SCE)

5. Sidewalk Improvements

Sidewalk improvements are proposed along Sunnymead Boulevard to provide sidewalks where missing and to replace asphalt sidewalks with concrete. In addition, improvements are planned to widen all sidewalks in the Village Center where applicable. The improvements needed to achieve the above, in order of priority, are:

a. Enhancement and widening in the Village Center (Heacock Street to Indian Street)

Estimated Cost:	TBD at time of design approval
Recommended Funding Source:	ISTEA, Measure A, RDA General Fund

b. Replacement (Graham Street to Heacock Street and Indian Street to Perris Boulevard)

Estimated Cost:	$35,000
Recommended Funding Source:	RDA General Fund

c. Installation/north side (Frederick Street to Graham Street)

Estimated Cost:	$30,000
Recommended Funding Source:	Private Development

6. Street Lighting

Installation of additional pedestrian scale lighting in the Village Center along Sunnymead Boulevard is proposed as follows:

Estimated Cost:	$TBD (To be determined)
Recommended Funding Source:	RDA General Fund, Business Improvement District (BID)

7. Entry Statement Landscaping and Signage

Major and minor entry statements including landscaping and signage are proposed along major entrances to Village and Village Center along Sunnymead Boulevard. Following is a list, in order of priority, for installation and maintenance of the entry statements:

a. Frederick Street/Sunnymead Boulevard and Perris Boulevard/Sunnymead Boulevard (Major Entry to Village)

Estimated Cost:	$TBD at time of design approval
Recommended Funding Source:	RDA General Fund, BID

b. Heacock Street/Sunnymead Boulevard and Indian Street/Sunnymead Boulevard (Minor Entry to Village Center)

Estimated Cost:	$TBD at time of design approval
Recommended Funding Source:	RDA General Fund, BID

c. Perris Boulevard off ramp/Sunnymead Boulevard (Directional Signage to Village Center & Welcome to Village Sign)

Estimated Cost:	$TBD at time of design approval
Recommended Funding Source:	RDA General Fund, BID

8. Street Trees – Village Center

Street trees on the north and south sides of Sunnymead Boulevard between Heacock Street and Indian Street

Estimated Cost:	TBD at time of design approval
Recommended Funding Source:	ISTEA, RDA General Fund, BID

9. **Pedestrian Signal on Sunnymead Boulevard** (approximately half way between Back Way and Heacock Street)

Estimated Cost:	$75,000
Recommended Funding Source:	RDA General Fund

11. North-South Connector (at Back Way from Sunnymead Boulevard to Webster Street; Atwood and Eucalyptus between Indian and Heacock; and, Medians – Village Core Hospitals and Perris Boulevard.)

Estimated Cost:	TBD at time of design approval
Recommended Funding Source:	RDA General Fund