

Years in Community	No Change Desired	Some Change Desired	Significant Change Desired	Comments *
30	X			Moved here for the rural lifestyle and would like to keep it.
30 +				Is it going commercial and the flooding on Hwy 74 and Caltrans is not cleaning up.
30 +, since 1967		X	X	What is the significance of 1,000 lf set back? How will that affect residential code?
25		X	X	Highway 74 would benefit greatly from sidewalks and possibly some form of railing to protect pedestrians and some additional lighting. Being a food desert, (Perris as a whole) this area needs supermarkets. Oh, and a gas station would be lovely.
8	X			We moved here seeking the country life. We spent our money to have a style of retirement and these changes are not welcomed. We, are property owners . We invested in building our house there because we want to be part of a rural residential community. Having farm animals and horses in our neighborhood are a large part of the lifestyle for our residents and property owners. We are a family based community. We would rather see our community continue to develop as a rural residential neighborhood, with more single family residential construction, more new schools for our children, and more community parks and churches for our families. It is our opinion that the business development should be left to take place in the City of Lake Elsinore, at the East end of the Hwy 74 corridor, and in the downtown area of Perris, at the East end of Hwy 74 corridor.
16		X	X	Commercial for 345-080-067/068/070, 342-210-005, 345-080-041 /063/064/071/072 were c-1/cp in the past. Need to put commercial zone back. Mapes - A paper street N.W. of New Theda. Traffic light need vacat. Due to 17' drop with Highway 74. Just want you to know on behalf of Good Hope Community much appreciated for your effort to address the key concerns to enable this crucial segment of Highway 74 finacial feasible from an self sustainability view point. Here are major elements of our discussion: 1. A reasonable and development possible zoning. 2. Sewer main along highway from EMWD. 3. Storm drain setups. 4. Deal with Highway Excess Land which prevent access from adjacent property owner to reach highway. 5. Removal of non connectable paper streets due to topographic constrain from county street and road system. 6. A self tax or any creative bond proposal to make local pay for all of infrastructure upgrades. 7. Establish key commerce and job centers to keep local money local and cut down excess driving from shopping or go to work far away. 8. The key to elevate our section of Hwy 74 financially would be hinged upon the develop-ability of Hwy property.
23		X	X	Commercial, street lighting, sewer.
10		X	X	Commercial, small business use. Request any overlay study place in effect. Thank you!
15			X	Small business use.
20		X	X	I would like to see more stoplights to slow down the traffic some. I would like to commercialize my lot so I can start a small business here.
50				Not safe, Spring Street and Highway 74.
51		X		Need more services for seniors, better road circulation, better lighting along roadways.
10		X		Park areas, market in our area.
6		X		Gas stations, 74 & Mountain and 74 & River area gas stations please.
20		X	X	I would like to have pavement in my street since it gets flooding when it rains. And also water comes from raining from the top of the mountain and the road gets damaged.
		X		The street has a dead end that is made from some trees and it needs to be cleaned because some people need to cross the street for their own needs.
6			X	Along Highway 74 change the zoning to light industrial.
29	X			Moved here for a rural lifestyle and would like to keep it that way. Everything we need is within 5 miles.
14	X			We like the way things are. Rural.
30		X	X	Would like to develop into small warehouse or auto dealership. Along Highway 74 to be more commerical and Industry since so much traffic.
20		X		Would like to build senior housing complex and apartments.
13 yrs selling real estate in I.E.			X	We need to provide for heavy and light industrial uses inside of this Hwy 74 corridor. It is important to the economy and tax bass. My buyer has been trying for near a year to buy a property. Please help make the changes necessary.
40		X		Yes some well done development is needed.
46				
45 +			X	Sewer, water, gas.
				Very interested in changing our property to commercial. We want our property to be commercial.

This table summarizes the comments that were submitted for consideration since the start of the Community outreach process. The comments were submitted either through emails, written correspondences, and community surveys.

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				We own the above-described parcel, which is identified by the above Assessor Parcel Numbers and ownership under. On March 3, 2016 at 6:30 pm the County of Riverside is conducting a workshop for State Highway (SR 74). The purpose of this workshop is analyzing and taking inventory of the existing land uses for the potential enhancement of development in this corridor. The Parcel herein is currently zoned Rural Residential, but we are very much interested and will seek R2, Multi-Family zoning. We have expressed this before and we would like this expression noted as to these parcels.
				This project was just done about 15 years ago where they to plan to expand the highway 74. We are not busy enough to have an extension now and we don't need to take away any more business on the corridor. There are side street such as Patty Rd. north and south Main Rd. or part of it is still dirt the company roads many fans and I think Sandpiper and Mountain Ave. could use a lot of work. Sidewalks are needed because of the children who walk home from school and major weed abatement should be taken care of by the county on Mountain if the name is undeveloped. Seems like this is a rush to judgement and the people were only given a week to respond and it seems like it's going to be pushed through no matter what people are saying. I would say no to this project because like once before I said 74 is not big enough anytime you need more room would be towards the Lake Elsinore area past metal broke and that's only because the lights that they put down there's a mini lights or not sequenced well. Once again look at the real issues and at the side street serenity highway 74 in the Perris Valley area many people take their old self down to maps over to get and then they go up to even acting on the freeway because its faster. In the people who live in there should be protected against high speed because they do this.
				Has over 3 acres and wants commercial.
				We are not busy enough to have an extension on Highway 74 now and we don't need to take away any more businesses on the corridor. There are side streets such as Betty Road north and south, Mapes road, part of Mapes is still dirt. These county roads have many cars passing from the freeway, not because we need a wider highway, but because it's faster by at least 15 minutes than taking all the lights and miles to go through the City of Perris. Sandpiper, Sunny Sands and Mountain Avenue could use a lot of work because of this reason. Geotz road is getting improved by the City of Perris this is where Perris drivers and folks off the back roads I just mentioned meet to exit through Ethanac and out to I215 others go over the hill into Quail Valley instead of using a highway or freeway. These paths are shorter and the biggest wait is at a Stop sign waiting for traffic to clear, especially on Geotz Road. Metrolink will bring more traffic through all these roads. So it's a sure bet more people will take the same side roads for the same reason. Then all roads running North and South will get busier including 11th Street. But that another concern for the City. I drive local bus in the city and lived here most of my life. Commuters have their own ideas, one can't make them drive only one path so it would be wise to follow and improve on what is their preference. I watch, this is why my opinion is important. I drive these paths myself, I live on Road South and see more traffic than ever because of the preferred paths others choose to take, Sophie Street I add as another street highly used. So I see that these vehicles are not just going home. I see them as I wait to exit my driveway. I see them pass through the neighborhoods by a good 85%. They don't live in Good Hope, they are commuters going from one point to another caring less about the speed limits as they do on Highway 74. Sidewalks are needed because of the children who walk home from school and major weed abatement should be taken care of by the county on these back roads as well. And to take them out of the path of speeders. Is this going to be pushed through no matter what people are saying? My concern is the property owned by minorities. Help to develop their plans would be more helpful to the community than cashing them out like was done less than 20 years ago to widen the highway. I would say no to this project because like once before I said 74 is not big enough anytime you need more room would be towards the lake Elsinore area past Meadow aBrook and that's mainly because of lights the many lights not sequenced well. Any vehicle that reaches the light from those housing tracks stops the entire flow of traffic on the highway causing slower speeds so not to have to put on brakes every quarter mile for one car, during rush hour. So annoying. Lastly, only widen or extend the left and right turn lanes that already exist. Please add to this community instead of taking away from it. No matter how these letters read I hear, let's throw more more money to these people, if they don't want it we'll find a way to take their land anyway. Tell me I am wrong about this intent and mean it. Show me, and you'll have my complete support on your endeavors.
				Is there a link to the Highway 74 project information you can direct me to – I would like to read about the proposed study – thanks
30 yrs	X	X	X	No more alcohol stores. Change is welcome. Gas station would be welcome. Better lighting.
25	X			Leave things as is.
30 yrs	X			We need more business, we need a fire shop, we need a gas station.
25 yrs		X		I interested in setting up a small business on this property (). I would like to see on Highway 74 more commercial business, stores, restuarants, ect.
5 yrs			X	Interested in zone change to commercial from residential.
10	X			We bought here to retire here for peace and quiet.
20	X			
Since 40's (fam)		X		
44 yrs			X	Commercial, lots of development.
37 yrs			X	Allow commercial development.
13 yrs		X	X	Changes are good for everyone. Commercial.
20 yrs		X	X	Show me the money.

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4 yrs			X	Commercial and apartment buildings.
35 yrs			X	Zone change, development desired, commercial, gas stations
12 yrs		X	X	Commercial, light industrial, storage, zone change.
4 yrs		X	X	Commercial
26				
20 yr owner		X		Highest density multi-family with small 1 acre commercial in front.
46 yrs		X	X	Re designate "Urban Village" boundary? Corridor change to commercial, ie, allow for retail, warehousing, hotel, assisted living, restaurant, lanco, multi-family bldg.
43 yrs	X			?
		X		Commercial (add sewer line)
25 yrs			X	Zone change, commercial, shopping centers, lights, sewer.
46 yrs		X		To be commercial and improve area on dirt road.
15 yrs		X		Commercial.
				Tom, Glad to meet you Monday and had learned more of public inputs from the most recent public hearing on 3/30. This 4.76 ac acquisition one year ago was another step moving forward for the land assembly of whole block from Hwy 74 to old Theda street and Betty road to new Theda street. a 22 ac future commerce/community hub. At the time being I already have 10 ac secured at SW corner of hwy 74/new Theda street intersection. Just like to give you a heads up per your request.
				Hi Tom, Below is a list of Addresses and APNs for the properties that I own along Highway 74 in Perris, CA Per our conversation, I am very interested in working with the county to improve the conditions of the Hwy 74 corridor. Like the county, I believe this to be an integral east - west bypass for the County of Riverside. My intentions are to develop a self storage location on 2 of the parcels (see *). If the county has any other ideas or thoughts, I'd be open to discussion to better utilize the properties. Should you have any questions or ideas, please feel free to call me anytime on my cell phone (). Best Regards
			X	On February 26, 2016, I received a Notice of Public Workshop to be held on March 3, 2016 at Moses-Schaffer Community Center concerning a proposed Project on the development of Highway 74 Business Corridor Study Area that includes my property, a 10-acre vacant land (APN) located in the jurisdiction of County of Riverside. It is commonly addressed as. (See composite map below). Being a Houston, Texas resident since 1984 and unable to attend the March 3, 2016 workshop, I would like to submit my comments through this email and its attached record in support of the subject proposed Highway 74 Business Corridor Study Area as follows: 1. Past subdivisions of land not in compliance with current California Subdivision Map Act in SE quarter of T4S, R4W, Section 36, east of Highway 74 in the subject Business Corridor Study Area should be gradually ushered into its full compliance. Through U. S. Land Patent 3265, SE quarter of T4S, R4W, Section 36 was granted to Mr. John M. Brod on 12/27/1898. (See attached). As shown in a deed conveying land from C. L. and Catherine L. Edmundson to County of Riverside for the development of today's State Highway 74, recorded on August 5, 1915 in Book 406, Page 325 of Deeds, in the Office of the County Recorder of Riverside County, the said SEQ of T4S, R4W, §36, east of Highway 74 had been subdivided by metes-and-bounds into 16 five-acre parcels No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 15, 16, 17, 18, 23, and 24 shown below: Sadly, through unregulated subdivisions, these nice 5-acres parcels have been reduced to the following disproportional-shaped lots as follows: - (See map below). No sustainable, prosperous, high-quality business corridor can be developed on these dis-proportionally-shaped narrow lots. The policy of the proposed Highway 74 Business Corridor should be encouraging the merger of these narrow "retail" lots into more commercially develop-able large parcel of land for the benefit of future job growth. 2. Use of E. Ellis Avenue in the future to divert some Highway 74 traffic to I215. The Fourth Street will be over its capacity when Metro Light Rail Station in downtown Perris goes into full operation in March 2016. E. Ellis Avenue near the northern end of subject Business Corridor Study Area can be used to divert those Highway 74 traffic that does not need to pass through downtown Perris directly into I215. 3. Development of new outdoor archery and shooting range on City of Perris' property () is consistent with the proposed Highway 74 Business Corridor. City of Perris entered into a Ground Lease Agreement (See attached) of its ~ 24-acre parcel of land (APN) with WSRP, LLC effective November 7, 2013 for initial ten years and two optional five years terms to develop a private outdoor archery and shooting range (See site plan attached) adjoining my property (APN) to the east. (Gun range is shown on the left side of the photo below while my property is on the right-hand side of chain link fence.) The said outdoor gun range has been in operation since November 2014. The rifle range shown below is still under construction. Due to the development of the said gun range, the surrounding property is no longer suitable for current Median Density Residential use, as no one, especially family with small kids, would live next to a noisy and dangerous gun range. However, such commercial development and operation of gun range is consistent with the proposed Highway 74 Business Corridor where the subject gun range is clearly visible from Highway 74. With the construction of Metro Light Rail Station in downtown Perris and the proposed Highway 74 Business Corridor, the best and highest use of City of Perris 24-acres parcel (APN) is no longer an outdoor gun range any more. 4. Existing vineyards on APN is consistent with the proposed Highway 74 Business Corridor. 5. Existing City of Perris South Side Reservoirs on APN is consistent with the proposed Highway 74 Business Corridor. In summary, I am in full support of the proposed Highway 74 Business Corridor.
40 yrs		X		Some changes are needed in areas, examples - traffic, flood control, right kind of businesses, community center.
10 yrs		X		If this change is going to happen, keep 74 as big as possible to keep traffic flowing. I'm on a fixed income and worry about my taxes increased.

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Since 1979			X	Convert my property into light industrial or commercial zone. We need to bring in high-value manufacturers like Samsung or FoxCon to build semiconductor/cell phone/precision electronic products to Riverside County!
30 yrs	X			Please leave us alone. We live 600 feet from Highway 74 and we love our horse property. Please don't remove us horse folks. Please.
11 1/2 yrs				We would like to have commercial zoning.
				Application - GPA01064, Proposal - MDR to BP. Application BZ214970, Proposal - Office Bldg to service station.
				Application - GPA01064, Proposal - MDR to BP.
				Application - GPA01064, Proposal - MDR to BP.
				Application - GPA01064, Proposal - MDR to BP.
				Application - BDE100036, Proposal - Demo SFR
				Application - GPA01046, Proposal - CR, MDR to VHDR, CR. Application - CZ07637, Proposal - RR to R-4, CPS. Application - CUP03586, Proposal - Proposed auto service, service station, 2 restaurants. Application - PM35953, Proposal - Subdivide 4.4 acres into 4 commercial lots. Application - TR35441, Proposal - PRD 192 multi-family residential development. Application - MAP35156.
				Application - CZ07790, Proposal R-R to M-M. Application - CUP02734R, Proposal - Renew wrecking yard and include recycling. Application - CUP03691.
				Application - GPA01066, Proposal - CD:MDR to CD:LI.
				Application - CZ07707, Proposal - R-R to IP.
				Application - PP24050, Proposal - Offices and small warehouse.
				Application - GPA01046, Proposal - CR, MDR to VHDR, CR. Application - CZ07637, Proposal - RR to R-4, CPS. Application - MAP35441. Application - MAP35953. Application TR35441, Proposal - PRD 192 multi-family residential development.
				Application - GPA01070, Proposal - To CR. Application - CZ07685, Proposal - RR to CPS. Application - PP23327, Proposal - Legalize feed and grain sales.
				detailed response to my questions were sincerely appreciated. As property owners in the Hwy 74 corridor we are submitting our written comments and suggestions to the TMA Director to consider our requests to implement the suggested uses for our property based on an Outdoor and Indoor Storage, Transportation, Light Industrial, Commercial Mixed Use, General Plan and Zoning designation consistent with existing uses in place and on properties within the Hwy 74 Corridor. Background: I purchased the subject property on March 4, 2005 from who operated a communications installation, storage and excavation business from the property. The prior owner, obtained permits and a Parcel Map 9467 approval for driveways to enter the property from Hwy 74 in 1977. The property included a 3 bedroom, 2 bath modular home of 1,812 sq feet and adjacent garage and equipment concrete pads constructed in 1977 by and a separate concrete pad below the home for parking of equipment and materials storage as operated a small business from the property as well. There is an access driveway from Mazie Rd. to the property that was created as part of the Parcel Map 40/34, PM 9467 approved by the County on October 7, 1977 that completed access to Hwy 74 for circulation on site, however the driveways from the property to the Hwy 74 frontage have always been the vested primary and secondary access to our property since 1977. I occupied the property in March, 2005 added some additional concrete pad areas for parking and I operated a business from the property that consisted of transport receiving and delivery of high temperature alloy metal used in the aerospace, automotive and recreational vehicle fabrication industry. In addition, the property has been used for equipment storage and for storage and delivery of our transportable metal bins and containers. The property has been used continuously since 1977 as a small family owned business operation and home site, with the exception of a thirty (30) month interval when we submitted an application for a Conditional Use Permit (CUP) to Riverside County to operate a transport, storage and distribution business on the property. No action was taken after we spent over \$20,000 on engineering drawings, site plans, improvement plans, landscape design and an application and we were asked to "withdraw our application as no action could be taken, despite the costs and processing paid to operate the business. Code Enforcement demanded we relocate our business or pay fines to operate the business. After submitting applications locating a suitable property in Lake Elsinore, in March of 2012 we made applications and paid nearly \$25,000 for plans and paid City fees to operate our business less than 4 miles from our Hwy 74 property. We relocated the business to Lake Elsinore in June 2012. During the economic recession and with the resulting collapse of commodities prices in December of 2015 our storage and transport business lost its lease in Lake Elsinore and we were forced to relocate back to my property at . Request and Recommendation: We support the Hwy 74 Corridor Study and a General Plan Update that will promote the Hwy 74 Corridor as a lower cost, higher value proposition for expanding businesses like ours that may be attracted to other areas. The Hwy 74 "Corridor" is the best alternative for future growth between Lake Elsinore, Perris, and eastern Riverside County and is best suited for us as property owners due to its strategic location. The Hwy 74 Corridor between the I-15 and the I-215 is poised to become a "Growth Cluster" of interconnected businesses, materials suppliers, equipment, storage, distribution hub and transportation center for all service providers and associated companies in multiple industry sectors. Specialty Storage and Transport is a storage and materials transportation and service provider to the Automotive parts, Aerospace Equipment and manufacturing business sectors from south San Diego to north Los Angeles, Riverside and San Bernardino Counties. Hwy 74 is the "Epicenter" of our storage and transportation service area in Southern California Small business development, enhanced business development patterns, "employment and growth" while preserving the existing environment outside the 1,000 foot corridor line east and west of Hwy 74 "with a sensitivity to existing uses" as you have presented for our property and that of our adjacent neighbors seeking light industrial, commercial, retail or other mixed use zoning for this Hwy 74 corridor today and in the future, has our full

8/3/2017 Community Meeting

30				
28	X	X		Keep us country. Encourage more rural: gardens, nurseries, equestrian, recreation, parks. No trucks, warehouses, high density housing, large corporate shopping centers. Rural Country environment have become rare & valuable. Emphasis farms, gardens, parks, fairground.
4				
3				
1				
30				
30	X			Light industrial would be right in my front yard.
15				
14				

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14				
1958	X			I do not want any gas stations on Hwy 74 between Perris and Lake Elsinore. There are a lot of wells and water underground.
20				
22				
1953				
2013				
2				
37				
30				We like our rural area and don't need gas stations or 99 cent stores here.
30				
30				
20			X	Yes.
53				
17	X			Your plan is an urban plan, not a community plan. We do not want more traffic, restaurants, etc. We want quiet and country. My husband, a retired marine deserves for his country to respect him.
31		X		
15		X		
10				
25				
				Use a form-based code, not traditional zoning. Ensure that bike and pedestrian access is improved by all changes. Encourage mixed-use changes to rural character.
10			X	
30				