

1.0 Project Description

1.1 Project Location

Regionally, the project area is located in the southern portion of the City of Moreno Valley in western Riverside County. Locally, the project area includes an approximately 5.5-mile stretch of Alessandro Boulevard from the Old 215 Frontage Road on the west to Nason Street on the east. The project area has direct access to and from the I-215 Freeway at the Alessandro Boulevard interchange.

1.2 Environmental Setting

At 5.5 miles in length, the corridor is the longest of Moreno Valley's five corridors. It serves as an important transportation corridor that connects Interstate 215 and the nearby future planned Metrolink Station at the western end with the Riverside County Regional Medical Center approximately 5.5 miles to the east along Nason Street.

Existing physical conditions on the corridor are typical and characteristic to many suburban corridors – low intensity, automobile-oriented uses such as warehouses, office parks, drive-through restaurants and pharmacies, and multiple strip malls and community-oriented shopping centers. The roadway itself lacks consistent landscaping and an overall positive image. Buildings along the corridor tend to be located behind parking lots. Some new buildings have been built closer to the corridor, but are located behind drainage swales that are visually pleasant but tend to disconnect the building from the environment it is shaping. In some areas, established single-family neighborhoods are north and south of the corridor and present their backyard walls along the corridor. Multi-family apartments and townhomes are located in lesser amounts in the area. Some homes are located directly fronting Alessandro Boulevard, with direct driveway access along the corridor.

The natural setting of the area is very attractive, with long-distance views from the corridor of surrounding hills and mountain ranges, including large peaks in the San Bernardino National Forest and Mt. San Jacinto National State Wilderness. Remnants of agricultural fields, vineyards, and orchards are in the eastern end of the corridor. One mile east of the study area, at the intersection of Alessandro and Redlands Boulevards, is the location where Moreno Valley was established in 1891.

1.3 Existing Zoning and General Plan

General Plan: Multiple Designations

Zoning: Multiple Designations

1.4 Project Background

1.4.1 Vision Plan for Alessandro Boulevard Corridor

On June 30, 2010, the Moreno Valley City Council accepted the *Vision Plan for Alessandro Boulevard Corridor*, a Southern California Association of Governments (SCAG) Compass Blueprint Study. The *Vision Plan* looked at the Alessandro Boulevard corridor and the properties within ½-mile to its north and south between the I-215 Freeway and Nason Street. The purpose of the study was to identify the potential for the Boulevard becoming a transit corridor, linking a planned Metrolink Station with the 50-square mile, 186,000 person community of Moreno Valley. After learning that transit-oriented development would not be possible at the planned Metrolink Station due to restrictions involving aircraft patterns from the nearby March Air Force Base, the study broadened its focus to evaluate the corridor's potential for transit as part of the composite solution for revitalization of the corridor. Essentially, transit will play a role in the corridor, but it should not drive the community's efforts to recast this corridor.

The *Vision Plan* includes the following chapters: Introduction, Vision and Guiding Principles, Community Form and Role of Alessandro Boulevard, Recommendations, and Implementation. The following paragraphs have been excerpted from the *Vision Plan*.

Vision

Alessandro Boulevard is a thriving multi-modal boulevard that connects neighborhoods and employment centers with regional, community, and neighborhood-serving retail and services spaced along the corridor in activity nodes. Residents, employees, and visitors can walk to the corridor for a variety of needs ranging from personal services to restaurants and groceries.

Guiding Principles

The report evaluated the corridor in five ways – local perspective and vision along with existing physical, policy, economic, and sustainability conditions. Based upon the information obtained during the evaluation activities, the report identified and established the following underlying principles to guide the City's actions for Alessandro Boulevard's revitalization:

1. Alessandro Boulevard's future is established through a vision that has a clear purpose, is generated through a collaborative public process, focuses on placemaking, is implementable and adaptable through a framework of tangible policy and standards;
2. Positive change is realized through a variety of partnerships aimed at a diverse range of opportunities along the corridor;
3. The corridor is organized into a hierarchy of distinct and related activity nodes that respond to the adjacent existing and/or future neighborhoods and employment centers;
4. The physical scale of each activity node and connecting corridor segments is adjusted to the intended physical character to promote compatibility;
5. Streetscapes and rights-of-way accommodate the vehicle while focusing on the needs of pedestrians and cyclists, particularly at activity nodes;
6. Development is scaled to the pedestrian and consists of a mix of retail, housing, public facilities and types of buildings;
7. Commerce is focused at and near activity nodes to generate thriving pedestrian-oriented development and to share infrastructure such as parking;
8. A diverse mix of building types and styles generates an urban form along the corridor that enhances commerce at activity nodes, creating a positive identity;

9. Housing types include a mix of dwellings by size and income levels to generate a wide range of housing choices and to enhance the customer base along the corridor;
10. Mixed use and/or higher density buildings are located at the core of activity nodes to physically shape and activate public space/streetscapes at these important locations;
11. Open Space is distributed along the corridor and consists of a mix of public open spaces -- streetscapes, linear parks, plazas -- depending upon the intended physical scale of the location;
12. Streets are multi-modal -- rail, bus, car, bike, pedestrian -- aimed at providing a range of choices and to support the corridor as a series of distinct and related pieces;
13. The corridor is designed for efficient traffic flow while at speeds that are compatible with pedestrian activity and support commercial activity;
14. The streetscape provides shade and comfort for pedestrians and cyclists with consistent elements to spatially define the corridor and to emphasize the commercial nature of activity nodes;
15. Parking in non-residential areas and activity nodes is addressed through a 'park-once' approach, which groups and shares parking responsibilities with the parking ratio calibrated to the different intensities of the activity nodes. Residential parking is provided for each property in ways that are supportive of the living environment and that maintain the integrity of the public streetscape.

Community Form and Role of Alessandro Boulevard

The Vision Plan proposed an overall Community Form that included Activity Nodes linked by Primary and Secondary Corridor Zones located in between along Alessandro Boulevard. Both the Activity Nodes and the Corridor Zones are surrounded by Corridor-Adjacent Zones that are unlikely to change. Each Activity Node is located at a major street intersection and projects outward from the intersection for approximately a ¼-mile walking radius. The Activity Nodes range in intensity from regional-level attractions, such as the Moreno Valley Town Center, to community-level collections of retail and services, such as the shops along Sunnymead Boulevard. In total, four types of nodes were identified: Regional, Medical Center, Community, and Neighborhood.

The intended role of Alessandro Boulevard is summarized below:

- A. Alessandro Boulevard as a series of nodes.
- B. A new image to attract business, office, and housing to the corridor.
- C. Serve the local economy.
- D. Transportation, circulation, and access.

Recommendations

The report's key recommendation is that the corridor become a series of independent but related nodes. These nodes work in concert with Moreno Valley's existing nodes to provide a complete and strategically dispersed set of places aimed at regional, community, or neighborhood retail and services. The Vision Plan also included recommendations for Transportation, Circulation, and Access; and Sustainability.

1.4.2 2008-2014 Housing Element

On February 22, 2011, the Moreno Valley City Council approved the 2008-2014 Housing Element to the General Plan, in compliance with State law. The Housing Element was certified by the California Department of Housing and Community Development (HCD), and was found to be in full compliance with State housing element law on October 13, 2010.

In order to maintain its compliance with State housing element law, the City of Moreno Valley is in the process of implementing programs set forth in the 2008-2014 Housing Element. Accordingly, amendments to the Moreno Valley General Plan and Moreno Valley Zoning Code are required to increase the City's maximum housing density in certain limited areas of the City. The following objective, policies, and programs are pertinent to the proposed project.

Housing Element Objective 8.13

Propose general plan amendment to R-30 for sites at Alessandro (calculation 5) and Alessandro/hospital (calculation 3) and Perris/Iris (calculation 4) per attachment 1. (Refer to Exhibits x-x).

Policies:

8.13.1 Designate land appropriately zoned for the development higher density housing.

Programs:

8.23 Establish an R-30 zone.

8.24 Process General Plan Amendment to apply R-30 zoning to designated sites or alternative sites of equivalent acreage.

1.4.3 R30 General Plan and Zoning Designation

On September 22, 2009, the Moreno Valley City Council approved PA09-0018 (General Plan Amendment) and PA08-0099 (Municipal Code Amendment), which added a new zoning designation to the General Plan creating the Residential 30 (R30) zoning district and amend a range of zoning regulations contained in Title 9 of the City of Moreno Valley Municipal Code regarding multiple family development standards.

General Plan

The following changes were made to the General Plan:

- Residential 30 (R30) Zoning District was added.
- Amended Section 9.2.2 under "Policies" (page 9-4) of the General Plan as follows:

2.2.1 The primary purpose of areas designated Residential 30 is to provide a range of high density multi-family housing types in an urban setting. Developments within Residential 30 areas shall also provide amenities, such as common open spaces and recreational facilities. The maximum density shall be 30 dwelling units per acre.

- The rest of the policies of Objective 2.2 were renumbered.

Municipal Code

For Section 9.01.090(A) under “Residential Districts,” the following changes were made:

- Added k. Residential 30 (R30) District.
- Changed k. to l. Residential Single-Family 10 (RS10) District.

For Section 9.03.020 under “Residential Districts,” L was added:

L. Residential 30 District (R30). The primary purpose of the R30 district is to provide a broadened range of housing types in a more urban setting than is typically found within other areas of the city. This district is intended as an area for development of multifamily residential dwelling units at a maximum allowable density of thirty (30) DU's per net acre in accordance with the provisions outlined herein.

1.5 Project Characteristics

The proposed project is a City-initiated project to: 1) create the Mixed Use Overlay Districts to implement the Vision Plan for Alessandro Boulevard Corridor, and 2) increase the maximum permitted density to 30 dwelling units per acre in specified areas of the City (refer to Exhibits x to x). The proposed changes affect approximately 294 acres along or adjacent to Alessandro Boulevard.

1.5.1 Project Approvals

A summary of the regulatory amendments are identified below.

General Plan

- Amend the General Plan Land Use Map (Figure 2-2) to designate parcels for the Residential: Maximum 30 dwelling units per acre designation consistent with the Housing Element Objective 8.13, which is depicted on Exhibits x – x.

Zoning Code

Amend the Moreno Valley Zoning Code to:

- Add Chapter 9.075 – Mixed-Use Overlay Districts
- Add Chapter 9.09 – Specific Use Standards
- Revise Section 9.02.090 – Administrative Variances
- Revise Chapter 9.11 – Parking, Pedestrian, and Loading Requirements,
- Revise Chapter 9.15 – Definitions
- Amend the Zoning Map to Include MUC, MUI, MU Classifications
- Amend the Zoning Map to designate parcels for the Residential 30 designation consistent with the Housing Element Objective 8.13, which is depicted on Exhibits x – x.

1.5.2 Summary of Changes to Moreno Valley Zoning Code

Creation of Zoning Code Chapter 9.075 – Mixed-Use Overlay Districts

Chapter 9.075 will include the following sections:

- 9.075.010 – Purpose and Intent
- 9.075.020 – Applicability
- 9.075.030 – Purposes of Mixed-Use Overlay District
- 9.075.040 – Permitted Uses in Mixed-Use Overlay Districts
- 9.075.050 – Mixed-Use Site Development Standards
- 9.075.060 – Building Frontage Type Standards
- 9.075.070 – Open Space Standards – Publicly-Accessible Open Space
- 9.075.080 – Open Space Standards – Private/Common Open Space
- 9.075.090 – Lot Area Requirements and Lot Consolidation Incentives

9.075.010 – Purpose and Intent

A. Purpose. The purpose of this Chapter to provide regulations that implement the goals and policies of the General Plan, the Alessandro Boulevard Corridor Vision Plan (accepted by the Moreno Valley City Council on June 30, 2010), and other similar long-range planning documents aimed at encouraging mixed-use development within the City.

B. Intent. The Mixed-Use Overlay Districts are intended to:

1. Stimulate economic development and reinvestment through regulations based upon recognized urban design principles that allow property owners to respond with flexibility to market forces;
2. Create specific development nodes at street intersections with a pedestrian-oriented mix of uses with convenient access between area neighborhoods, housing, employment centers, and retail services;
3. Accommodate intensities and patterns of development that can support multiple modes of transportation including public transit, bicycles, and walking;
4. Facilitate well-designed new mixed-use development projects that combine residential and nonresidential uses (e.g., office, retail, business services, personal services, public spaces and uses, other community amenities, etc.) to promote a better balance of jobs and housing;
5. Ensure compatibility with adjacent existing single-family neighborhoods and harmonious integration with existing commercial areas;
6. Encourage the development of unique district character through a streetscape that provides attractive features (e.g., landscaping, street furniture, niche or linear parks, public places, courtyards, public transportation shelters; etc.) designed to integrate the public realm (e.g., streets, sidewalks, etc.) with adjacent development on private property; and

7. Provide additional property rights while preserving existing property rights. This intent is achieved by providing additional development rights in compliance with this Chapter, which property owners may exercise under certain conditions, while retaining all development rights conferred by the underlying district to property owners in the mixed-use overlay districts. Incentives and advantages include allowing a greater range and mix of uses; more permissive dimensional specifications (e.g., greater floor area ratio, lot coverage ratio, and height; reduced setbacks; etc.); exemption from certain design review requirements; and fee reductions or waivers.

9.075.020 – Applicability

This Section describes the applicability of mixed-use overlay district standards to a property when the property is located within two districts – a base district (e.g., Commercial (C), Office (O), Business Park/Light Industrial (BP), etc.) and a mixed-use overlay district.

A. Relationship between overlay district standards and base district standards. For property within a mixed-use overlay district, the regulations in this Chapter allow mixed-use development as an alternative to the type of development allowed under the base (underlying) district standards.

B. Base district standards.

1. The provisions in this Chapter shall apply to all properties within their respective mixed-use overlay districts, but the provisions do not supersede the underlying base district provisions until a property is developed in compliance with the provisions of this Chapter.
2. New projects may be developed in compliance with the existing underlying base district, provided that all standards and requirements of the underlying base district are met.
3. Regulations, development standards, and requirements in the underlying base district shall continue to apply to those projects that are currently developed according to the existing standards.
4. For legal non-conforming uses (i.e., uses that do not comply with the provisions of the base district or this Chapter), the provisions in Section 9.02.180 (Legal Nonconforming Uses, Improvements, and Parcels) shall apply.

C. Option to apply mixed-use overlay district standards.

1. The owner or developer of any property within any mixed-use overlay district may choose to develop in compliance with the standards and procedures in this Chapter that apply to the particular mixed-use overlay district in which the property is located.
2. In order to exercise the option to develop under the provisions in this Chapter, approval of a development review application shall be required in compliance with Chapter 9.02.030 (Development Review Process). In granting the approval, the review authority shall find that:

- a. The proposed development is in compliance with the provisions in this Chapter; and
- b. Approval of the project will not reduce the amount of land available in mixed-use overlay zone areas to a point where the City's affordable housing needs under the Regional Housing Needs Assessment (RHNA) cannot be met.

D. Other applicable regulations. Other applicable regulations can be found in Section 9.09.250 (Live-Work Development) and Section 9.09.260 (Mixed-Use Development).

E. Applicable regulations after completion of development. Once a property is developed in compliance with the provisions in this Chapter, the provisions of this Chapter completely supersede the provisions of the underlying base district. Whenever the requirements of the overlay district impose a more or less restrictive standard than the provisions of the underlying base district, the requirements of the overlay district shall govern.

F. Effect of Alessandro Boulevard Streetscape Master Plan. Projects on property located with frontage directly along Alessandro Boulevard shall be subject to the guidelines in the *Alessandro Boulevard Streetscape Master Plan*. The plan provides guidelines for street right-of-way design, streetscape furniture enhancements, and pedestrian and bicycle amenities along Alessandro Boulevard between Day Street on the west end and Nason Street on the east end. If there is a conflict between the standards in this Chapter and the guidelines in the *Alessandro Boulevard Streetscape Master Plan*, the standards of this Chapter shall apply.

G. Use of photographs. Photographs and illustrations are included in this Chapter for illustrative purposes only. Specific development standards in this Chapter are the controlling language for purposes of development regulation.

9.075.030 – Purposes of Mixed-Use Overlay Districts

This Section describes the purpose and intent of each mixed-use overlay district.

A. Mixed-Use Institutional Anchor (MUI) Overlay District. The Mixed-Use Institutional Anchor (MUI) Overlay District applies to areas around prominent anchor institutions, such as civic centers, medical centers, and educational campuses. The intent is to build upon the role of the institutions by providing opportunities for urban, high-intensity development that serves the needs of visitors, employees, and residents affiliated with the anchor institution and the surrounding region. Development is allowed up to five stories in height with building frontages near or at the sidewalk, wide sidewalks, and parking under or behind buildings. Vertical mixed-use development (ground-floor retail with offices or housing above) is required at important street intersections. Horizontally-integrated or vertically-integrated mixed-use development, with no requirement for ground-floor retail, is allowed in other locations. The overlay district name may be expanded to include the name of the type of anchor institution (e.g., "MUI – Medical Center"). See Figure 9.075.030-1 (Examples of Development in Mixed-Use Institutional Anchor (MUI) Overlay District).

B. Mixed-Use Community (MUC) Overlay District. The Mixed-Use Community (MUC) Overlay District applies to areas along major arterials and arterials. The intent is to provide opportunities for the development of pedestrian-oriented blocks with medium-intense development that serves the needs of residents, visitors, and employees from the surrounding community. Development is allowed up to four stories in height with building

frontages near or at the sidewalk, wide sidewalks, and parking under or behind buildings. Vertical mixed-use development (ground-floor retail with offices or housing above) is required at important street intersections. Horizontally-integrated or vertically-integrated mixed-use development, with no requirement for ground-floor retail, is allowed in other locations. The overlay district name may be expanded to include the community name (e.g., "MUC – East Alessandro"). See Figure 9.075.030-2 (Examples of Development in Mixed-Use Community (MUC) Overlay District).

C. *Mixed-Use Neighborhood (MUN) Overlay District.* The Mixed-Use Neighborhood (MUN) Overlay District applies to areas along arterials and minor arterials. The intent is to provide an area for low-rise mixed-use development that serves the needs of residents, visitors, and employees from the surrounding immediate neighborhood. Development is allowed up to three stories in height with building frontages near or at the sidewalk, wide sidewalks, and parking under or behind buildings. Vertical mixed-use development (ground-floor retail with offices or housing above) is required at important street intersections. Horizontally-integrated or vertically-integrated mixed-use development, with no requirement for ground-floor retail, is allowed in other locations. The overlay district name may be expanded to include the neighborhood name (e.g., "MUN – Lasselle Crossing"). See Figure 9.075.030-3 (Examples of Development in Mixed-Use Neighborhood (MUN) Overlay District).

9.075.040 – Permitted Uses in Mixed-Use Overlay Districts

For the mixed-use overlay districts, unless otherwise expressly provided in this Title, permitted uses are limited to those described in the Permitted Uses Table 9.02.020-1 in Section 9.02.020 (Permitted Uses) of this Title. Any use not listed in Table 9.02.020-1 as a permitted use, conditional use, or accessory use shall be prohibited.

9.075.050 – Mixed-Use Overlay District Site Development Standards

This Section provides standards that govern development on properties located in the Mixed-Use Overlay Districts. See Table 9.075.050-10 (Mixed-Use Overlay District Development Standards) and related illustrations. For the purpose of this Zoning Code, mixed-use projects shall comply with nonresidential standards when no mixed-use standards exist.

9.075.060 – Building Frontage Type Standards

This Section provides frontage type standards for buildings in the mixed-use overlay districts. Table 9.075.050-10 specifies allowable building frontage types for each mixed-use overlay district.

9.075.070 – Open Space Standards – Publicly-Accessible Open Space

This Section provides standards for publicly accessible open space areas in order to ensure a high level of pedestrian connectivity and activity between the public realm and the private realm, as defined in Chapter 9.15 (Definitions)..

9.075.080 – Open Space Standards – Private/Common Open Space

This Section provides standards for private and/or common open space for residential uses. Private and/or common open space shall be provided in addition to the required publicly

accessible open space in Section 9.075.080 (Open Space Standards – Publicly-Accessible Open Space).

9.075.090 – Lot Consolidation Incentives

This Section provides incentives to encourage the assembly of smaller existing lots into larger lots that can be more efficiently developed into a mixed-use project.

Creation of Chapter 9.09 – Specific Use Development Standards [New]

Chapter 9.09 will include the following sections:

- 9.09.250 – Live-Work Development
- 9.09.260 – Mixed-Use Development
- 9.09.270 – Outdoor Dining

9.09.250 – Live-Work Development

This Section provides operational and compatibility standards for the development of live/work units. These standards are in addition to the standards for live-work development provided in Chapter 9.075 (Mixed-Use Overlay Districts).

9.09.260 – Mixed-Use Development

This Section provides operational and compatibility standards for mixed-use development. These standards are in addition to the standards provided in Chapter 9.075 (Mixed-Use Overlay Districts).

9.09.270 – Outdoor Dining

This Section provides standards for outdoor dining areas.

Revision to Subsection 9.02.090.C. (Administrative Variances – Limitations on Administrative Variances)

The following subparagraph is added to Paragraph C:

5. Decrease in building frontage requirements. In any mixed-use overlay district, the community development director may authorize up to a ten (10) percent decrease in the distance threshold established to specify the required percentage of a building frontage to be built to the Build-To-Zone, as indicated in Table 9.075.050-10 (Mixed-Use Overlay District Development Standards) (i.e., the distance threshold from street intersections for the purposes of calculating building frontage length may be reduced from 300 feet to 270 feet). The community development director is not authorized to reduce the percentage of the building frontage that is required to be built to the Build-To-Zone.

Revisions to Chapter 9.11 – Parking, Pedestrian, and Loading Requirements [New/Revised]

9.11.030 – General Regulations

H. Rear Parking. Parking in the rear of buildings and service area shall be limited to five percent of the total required off-street parking, except in the mixed-use overlay districts identified in Chapter 9.075 (Mixed-Use Overlay Districts).

9.11.040 – Off-Street Parking Requirements

The addition of a parking ratio for live-work units – 2 covered spaces per unit and 0.25 guest parking spaces per unit, which can be shared with business aspect of the live-work parking standard.

9.11.060 – Off-Street Bicycle Parking Requirements

Revisions to Chapter 9.15 – Definitions [New]

The following terms will be added:

- Block
- Block Length
- Block Perimeter
- Build-to-Zone
- Building Façade Line
- Commercial-Ready Space
- Floor Area Ratio (FAR)
- Integration of uses
- Live-Work
- Live/Work Unit
- Mezzanine
- Mixed-Use Overlay District
- Podium Parking
- Private Realm
- Public Realm
- Surface Parking
- Tuck-Under Parking
- Underground Level

1.5.3 Development Potential Associated with Proposed General Plan and Zoning Changes

For purposes of analysis, it is assumed that 100 percent of the parcels in the Mixed Use Overlay Districts (which include Housing Element Calculation 3 and 5 areas) and the Housing Element Calculation 4 area would be redeveloped. This takes in account existing vacant and underutilized parcels. The change over existing conditions is shown in **Table x-x**, Development Potential in Mixed Use Overlay Districts and Housing Element Calculation 4 Areas.

At full implementation, the proposed project would include 7,288 multi-family dwelling units and 931,858 square feet of commercial uses. This represents a change in the following over existing uses:

- Decrease of 46 single-family dwelling units
- Decrease of 65,249 square feet of commercial uses
- Decrease of 31,786 square feet of commercial uses
- Increase of 7,160 multi-family dwelling units

**Table x-x
Development Potential in Mixed Use Overlay Districts
and Housing Element Calculation 4 Area**

Node/Use	Existing	Proposed	Change Over Existing Conditions
Node 1 – R-30 (Housing Element Calculation 5 Area)			
Single-Family Residential (DU)	15	0	-15
Multi-Family Residential (DU)	3	681	678
Commercial (SF)	177,881	0	-177,881
Acres	27.59		
Node 2 – Mixed Use Overlay District MUI			
Multi-Family Residential (DU)	125	844	719
Commercial (SF)	139,488	211,092	71,604
Acres	24.23		
Node 3 – Mixed Use Overlay District MUN			
Multiple-Family Residential (DU)	0	471	471
Commercial (SF)	188,333	117,656	-70,677
Acres	27.01		
Node 4 – Mixed Use Overlay District MUN			
Multiple-Family Residential (DU)	0	871	871
Commercial (SF)	491,405	217,648	-273,757
Acres	33.31		
Node 5 – Mixed Use Overlay District MUN			
Multiple-Family Residential (DU)	0	487	487
Commercial (SF)	0	121,750	121,750
Acres	27.95		
Node 6 – Mixed Use Overlay District MUI & R-30 (Housing Element Calculation 3 Area)			
Single-Family Residential (DU)	21	0	-21
Multi-Family Residential (DU)	0	3,021	3,021
Commercial (SF)	0	263,712	263,712
Office (SF)	31,786	0	-31,786
Acres	111.78		
Housing Element Calculation 4 Area – R-30			
Single-Family Residential (DU)	10	0	-10
Multi-Family Residential (DU)	0	913	913
Acres	41.74		
TOTALS			
Single-Family Residential (DU)	46	0	-46
Multi-Family Residential (DU)	128	7,288	7,160
Commercial (SF)	997,107	931,858	-65,249
Office (SF)	31,786	0	-31,786
Acres	293.61		