



Western Riverside Council of Governments Planning Directors Committee

AGENDA

**Thursday, May 14, 2026
9:30 AM**

**Western Riverside Council of Governments
1955 Chicago Avenue, Suite 200
Riverside, CA 92507**

Remote Meeting Locations:

**Corona City Hall
400 S. Vicentia Avenue
Planning & Development Conference Room
Corona, CA 92882**

**County of Riverside
4080 Lemon Street, 12th Floor
Riverside, CA 92501**

**March Joint Powers Authority
March Inland Port Airport
17405 Heacock Street
Moreno Valley, CA 92551**

**City of Perris
City Hall
101 N D Street
Perris, CA 92570**

**Norton Younglove Senior Center
Map Room
908 Park Avenue
Calimesa, CA 92320**

Members of the public are welcome to participate remotely from any location. Committee member participation is limited to locations that are listed on the published agenda.

[Public Zoom Link](#)

Meeting ID: 831 7685 5997

Passcode: 872456

Dial in: 669 444 9171 U.S.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the Planning Directors Committee meeting, please contact WRCOG at (951) 405-6706. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting. In compliance with Government Code Section 54957.5, agenda materials distributed within 72 hours prior to the meeting which are public records relating to an open session agenda item will be available for inspection by members of the public prior to the meeting at 1955 Chicago Avenue, Suite 200, Riverside, CA, 92507.

In addition to commenting at the Committee meeting, members of the public may also submit written comments before or during the meeting, prior to the close of public comment to lfelix@wrcog.us. To ensure distribution to Committee members prior to the meeting, please submit comments no later than two hours before the meeting is scheduled to begin. Public comments will also be accepted in person and via Zoom during the meeting.

Any member of the public requiring a reasonable accommodation to participate in this meeting in light of this announcement shall contact Lucy Felix at least 72 hours prior to the meeting at (951) 405-6706 or lfelix@wrcog.us. Later requests will be accommodated to the extent feasible.

The Committee may take any action on any item listed on the agenda, regardless of the Requested Action.

- 1. CALL TO ORDER (David Chantarangsu, Chair)**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. PUBLIC COMMENT**

At this time members of the public can address the Committee regarding any items within the subject matter jurisdiction of the Committee that are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. No action may be taken on items not listed on the agenda unless authorized by law. Whenever possible, lengthy testimony should be presented to the Committee in writing and only pertinent points presented orally.

- 5. CONSENT CALENDAR**

All items listed under the Consent Calendar are considered to be routine and may be enacted by one motion. Prior to the motion to consider any action by the Committee, any public comments on any of the Consent Items will be heard. There will be no separate action unless members of the Committee request specific items be removed from the Consent Calendar.

- A. Action Minutes from the April 9, 2026, Planning Directors Committee Meeting**

Requested Action(s): 1. Approve the Action Minutes from the April 9, 2026, Planning Directors Committee meeting.

B. Action Minutes from the February 12, 2026, Planning Directors Committee Meeting

Requested Action(s): 1. Approve the Action Minutes from the February 12, 2026, Planning Directors Committee meeting.

6. REPORTS / DISCUSSION

Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion.

A. Fee Comparison Analysis Findings

Requested Action(s): 1. Receive and file.

B. Rezoning Religiously Owned Land for Affordable Housing Toolkit

Requested Action(s): 1. Receive and file.

C. Regional Development Update

Requested Action(s): 1. Receive and file.

D. SCAG Connect SoCal 2050 Local Data Exchange

Requested Action(s): 1. Receive and file.

7. REPORT FROM THE INTERIM EXECUTIVE DIRECTOR

Chris Gray

8. ITEMS FOR FUTURE AGENDAS

Members are invited to suggest additional items to be brought forward for discussion at future Committee meetings.

9. GENERAL ANNOUNCEMENTS

Members are invited to announce items / activities which may be of general interest to the Committee.

10. NEXT MEETING

The next Planning Directors Committee meeting is scheduled for Thursday, August 13, 2026, at 9:30 a.m., at a location to be determined.

11. ADJOURNMENT

Planning Directors Committee

Action Minutes

1. CALL TO ORDER

The meeting of the WRCOG Planning Directors Committee meeting was called to order by Chair David Chantarangsu at 9:31 a.m. on April 9, 2026, in WRCOG's office.

2. PLEDGE OF ALLEGIANCE

Chair Chantarangsu led Committee members and guests in the Pledge of Allegiance.

3. ROLL CALL

- City of Beaumont - Steven Jones
- City of Corona - Sandra Vanian
- City of Eastvale - David Murray
- City of Jurupa Valley - Annette Tam Chyan
- City of Menifee - Orlando Hernandez
- City of Murrieta - David Chantarangsu (Chair)
- City of Perris - Kenneth Phung
- City of Riverside - Judy Equez
- City of Temecula - Brandon Rabidou
- City of Wildomar - Robert Flores
- Riverside Transit Agency (RTA) - Jennifer Nguyen

Absent:

- City of Banning
- City of Calimesa
- City of Canyon Lake
- City of Hemet
- City of Lake Elsinore
- City of Moreno Valley
- City of Norco
- City of San Jacinto
- County of Riverside
- March Inland Port Airport Authority (IPAA)
- Western Water

4. PUBLIC COMMENTS

There were no public comments.

5. CONSENT CALENDAR

A. Action Minutes from the February 12, 2026, Planning Directors Committee Meeting

Action:

1. This item was not approved due to a lack of quorum.

6. REPORTS / DISCUSSION

A. Housing Implementation Tool Update

Action:

1. Received and filed.

B. I-REN Energy Fellowship 2026/2027 Program Service Year Activities Update

Action:

1. Received and filed.

C. Future Meeting Topics

Action:

1. Received and filed.

7. REPORT FROM THE DEPUTY EXECUTIVE DIRECTOR

Chris Gray announced that the Executive Committee appointed him as WRCOG's Interim Executive Director on April 6, 2026, and he will continue to oversee planning functions in the near term. As additional staffing changes occur, the Committee will be updated.

Chris Tzeng, WRCOG Program Manager, reminded Committee members that he sent socio economic data review reminders and responses are due May 1, 2026.

8. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

9. GENERAL ANNOUNCEMENTS

There were no general announcements.

10. NEXT MEETING

The next Planning Directors Committee meeting is scheduled for Thursday, May 14, 2026, at 9:30 a.m., at WRCOG's office.

11. ADJOURNMENT

The meeting was adjourned at 10:37 a.m.

Planning Directors Committee

Action Minutes

1. CALL TO ORDER

The meeting of the WRCOG Planning Directors Committee meeting was called to order by Chair David Chantarangsu at 9:36 a.m. on February 12, 2026, in WRCOG's office.

2. PLEDGE OF ALLEGIANCE

Chair Chantarangsu led Committee members and guests in the Pledge of Allegiance.

3. ROLL CALL

- City of Banning - Mark Staples*
- City of Beaumont - Steven Jones
- City of Calimesa - Kelly Lucia
- City of Corona - Danny Castro
- City of Hemet - Monique Alaniz-Flejter
- City of Lake Elsinore - Damaris Abraham
- City of Menifee - Orlando Hernandez
- City of Moreno Valley - Julia Descoteaux
- City of Murrieta - David Chantarangsu (Chair)
- City of Norco - Colby Cataldi
- City of Perris - Kenneth Phung
- City of Riverside - Judy Eguez
- City of San Jacinto - Kevin White
- City of Temecula - Brandon Rabidou
- City of Wildomar - Robert Flores
- Riverside Transit Agency (RTA) - Jennifer Nguyen
- March IPAA - Cindy Camargo

*Arrived after Roll Call

Absent:

- City of Canyon Lake
- City of Eastvale
- City of Jurupa Valley
- County of Riverside
- Western Water

4. PUBLIC COMMENTS

There were no public comments.

5. CONSENT CALENDAR

RESULT:	APPROVED AS RECOMMENDED
MOVER:	San Jacinto
SECONDER:	Murrieta
AYES:	Beaumont, Calimesa, Corona, Hemet, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Perris, Riverside, San Jacinto, Temecula, Wildomar, RTA
ABSTAIN:	Banning, Norco

A. Action Minutes from the December 11, 2025, Planning Directors Committee Meeting

Action:

1. Approved the Action Minutes from the December 11, 2025, Planning Directors Committee meeting.

6. REPORTS / DISCUSSION

A. Socio-Economic Data Update for Riverside County Transportation Analysis Model

Action:

1. Received and filed.

B. Screening Criteria for Vehicle Miles Traveled Impacts on Small Projects

Action:

1. Received and filed.

C. Emergency Evacuation Network Resilience Study

Action:

1. Received and filed.

7. REPORT FROM THE DEPUTY EXECUTIVE DIRECTOR

Chris Gray, Deputy Executive Director, Mr. Gray reminded Committee members to RSVP for upcoming Committee meetings to assist administrative staff with planning and ensure efficient use of time, and further reported that remote participation is available with advance notice.

Staff has developed an AI tool that reviews City Council agendas and Planning Commission reports to compile a regional summary of development projects that have been recently approved or are currently in process. This tool is intended to support comprehensive tracking of regional development activity and provide additional visibility into projects occurring in neighboring jurisdictions.

WRCOG's General Assembly is scheduled for June 18, 2026, at 6:00 p.m. at Pechanga Resort Casino. Professional skateboarder and video game personality Tony Hawk will serve as the guest speaker.

Cameron Brown, WRCOG Program Manager, reported that the Construction Cost Index (CCI) fee increase was approved in December and the fee increase will take effect on July 1, 2026; ordinances

should be completed by approximately April to accommodate the typical 60-day delay between council approval and implementation. The goal is for all agencies to have the CCI fee increase in effect by July 1. WRCOG is available to attend jurisdictional meetings.

Mr. Gray reported that, as part of the WRCOG General Assembly, Community Service Awards will be presented to recognize community groups and nonprofit organizations. Eligible nominees must be private entities and not public agencies, elected officials, or public employees. The nomination application will be opening soon and is typically submitted by staff or city officials.

8. ITEMS FOR FUTURE AGENDAS

Chair Chantarangsu would like an update on the information SCAG is sharing regarding RHNA.

9. GENERAL ANNOUNCEMENTS

There were no general announcements.

10. NEXT MEETING

The next Planning Directors Committee meeting is scheduled for Thursday, April 9, 2026, at 9:30 a.m., at WRCOG's new office.

11. ADJOURNMENT

The meeting was adjourned at 10:50 a.m.



Western Riverside Council of Governments Planning Directors Committee

Staff Report

Subject: Fee Comparison Analysis Findings
Contact: Chris Tzeng, Program Manager, ctzeng@wrcog.us, (951) 405-6711
Date: May 14, 2026

Recommended Action(s):

1. Receive and file.

Summary:

WRCOG recently updated its fee comparison analysis to evaluate development impact fees across western Riverside County, including how fees vary by land use, how they have changed since 2022, and how they relate to total development costs. Using current (2025) fee schedules and standardized development prototypes, the analysis provides a consistent, regionwide comparison of fee levels and their role within overall project economics. The report is framed around the relationship between infrastructure funding needs and development feasibility, recognizing that fee-supported improvements are only realized as development occurs.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to provide a summary of findings of the fee comparison analysis. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Background

Since 2022, development impact fees have increased across the region, with average growth in the range of 16% to 21%, generally consistent with inflationary trends. Average fees are now approximately \$67,000 per single-family unit and \$37,000 per multi-family unit, with non-residential fees ranging from roughly \$8 to \$29 per square foot, depending on use. Changes have been driven by a combination of updated nexus studies, annual inflationary adjustments, and a shift in several jurisdictions from per-unit to per-square-foot residential fee structures pursuant to AB 602. While not all jurisdictions adopted new fee programs, changes to regional, school, and utility fees have contributed to increases in total fee levels.

The regional Transportation Uniform Mitigation Fee (TUMF) represents approximately 20% of total

development impact fees for residential uses and 12% to 25% for non-residential development, depending on land use type. When considered relative to total development costs, development impact fees account for approximately 3.5% to 10.6% across prototype projects, with TUMF representing less than 2% of total costs.

Construction cost escalation has been a more significant change since the prior study period. Between 2022 and 2025, hard construction costs increased by approximately 30% to 40% for most non-residential and multi-family development types, and by approximately 8% for single-family development. These increases, in combination with higher financing costs, have influenced overall development economics. While fee levels remain only a small portion of cost, increasing fee levels may add an additional layer of financial challenge for projects that are facing narrower feasibility margins than in years prior.

Present Situation

Analysis Findings:

Development prototype assumptions for this report were held consistent with the prior study and their appropriateness was confirmed through an updated development trend analysis. The largest shifts in development characteristics were seen in industrial development, which showed a slight reduction in average project size within the region due to fewer large-format projects, though median project size remained consistent. Market data also indicates a notable increase in single-family build-to-rent (BTR) development activity, reflecting an evolving development trend in the region. Across the board, fees as a percentage of total development costs decreased slightly, except for single-family and retail projects. Fees increased to 10.6% of single-family home development costs, decreased to 7.7% of multi-family development costs, and totaled between 3.5% to 7.0% for non-residential projects. While fee levels and structures continue to evolve, their impact on total development costs remains somewhat limited compared to broader changes in market conditions that impact project values and the costs of construction and financing.

All of these findings are summarized and provided in the attachments to this Staff Report.

Comparison Charts:

The figures attached to this Staff Report illustrate the distribution and relative share of development impact fees by category (e.g., regional transportation, water / sewer, school, and local fees) across prototype land uses, as well as variation in total fee levels by jurisdiction and a comparison to nearby regions. The charts also contextualize WRCOG fee levels relative to Coachella Valley and San Bernardino County, highlighting differences in total fees and fee types across the region.

Prior Action(s):

None.

Financial Summary:

Transportation and Planning Department activities are included in the Agency's adopted Fiscal Year 2025/2026 Budget under the Transportation Department. This analysis is covered under LTF (Fund 210).

Attachment(s):

[Attachment 1 - Jurisdiction Fee Comparison Charts.pdf](#)

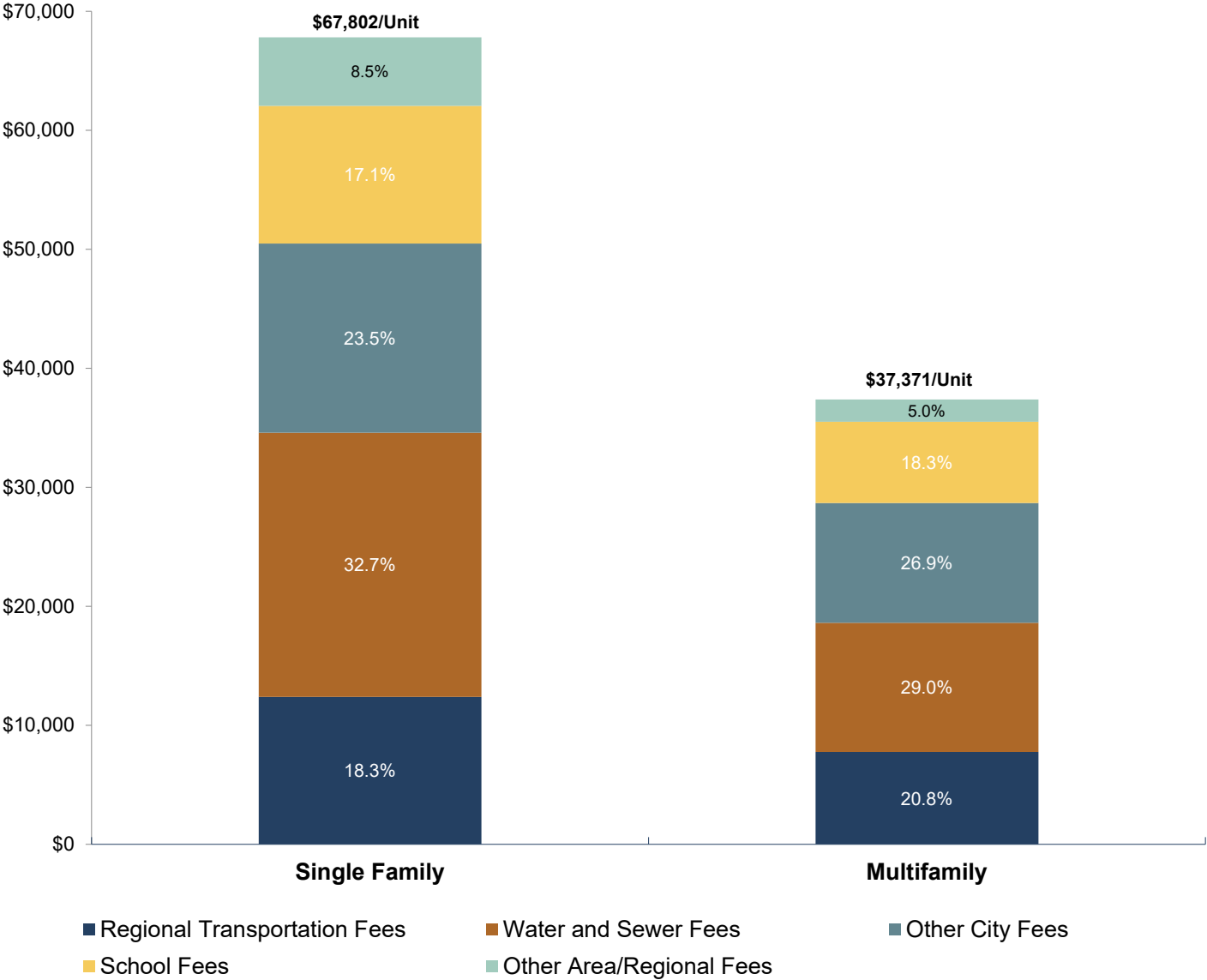
[Attachment 2 - Regional Fee Comparison Charts.pdf](#)

[Attachment 3 - Fee Comparison Analysis Draft Report.pdf](#)

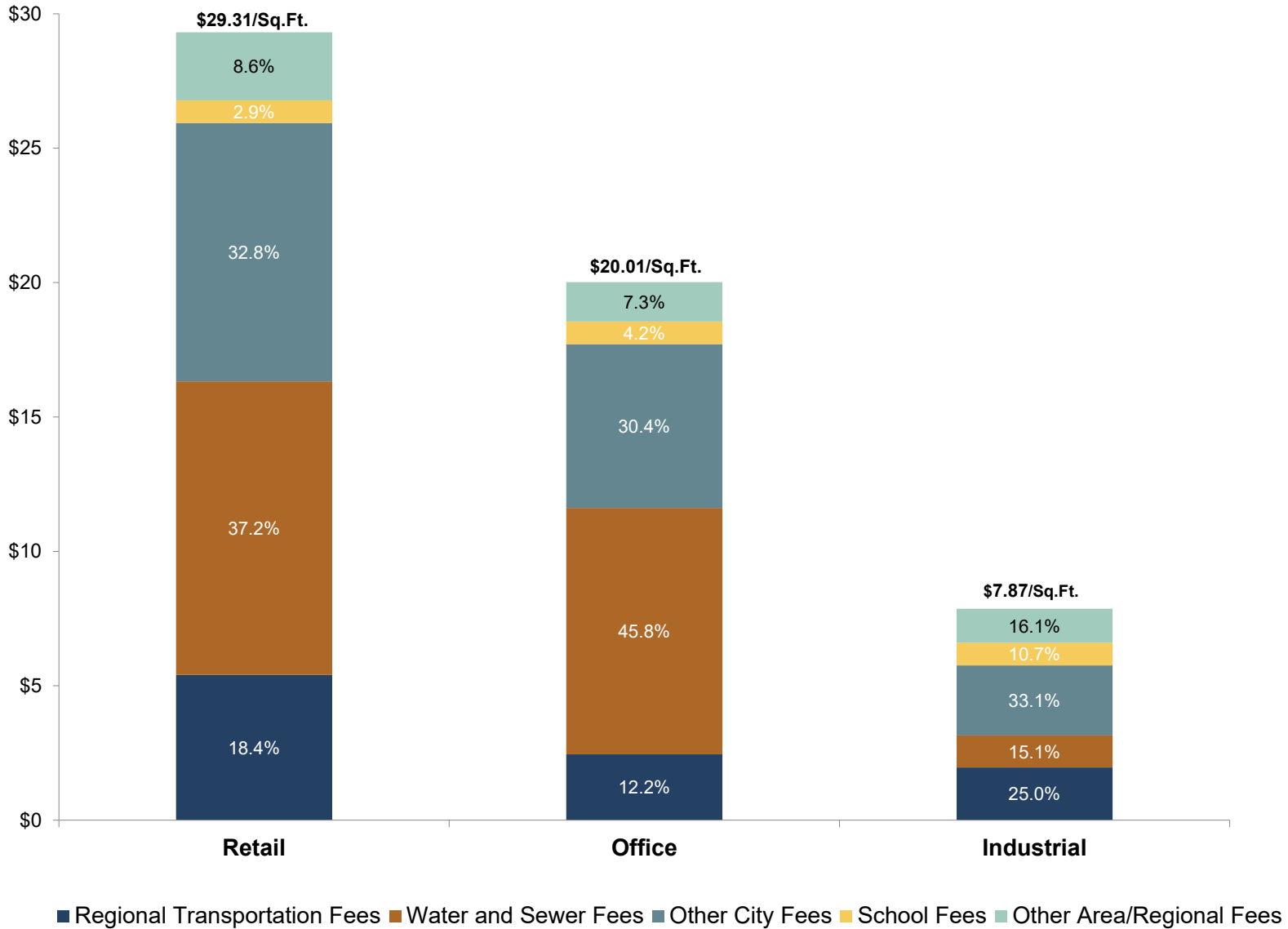
Attachment

Jurisdiction Fee Comparison Charts

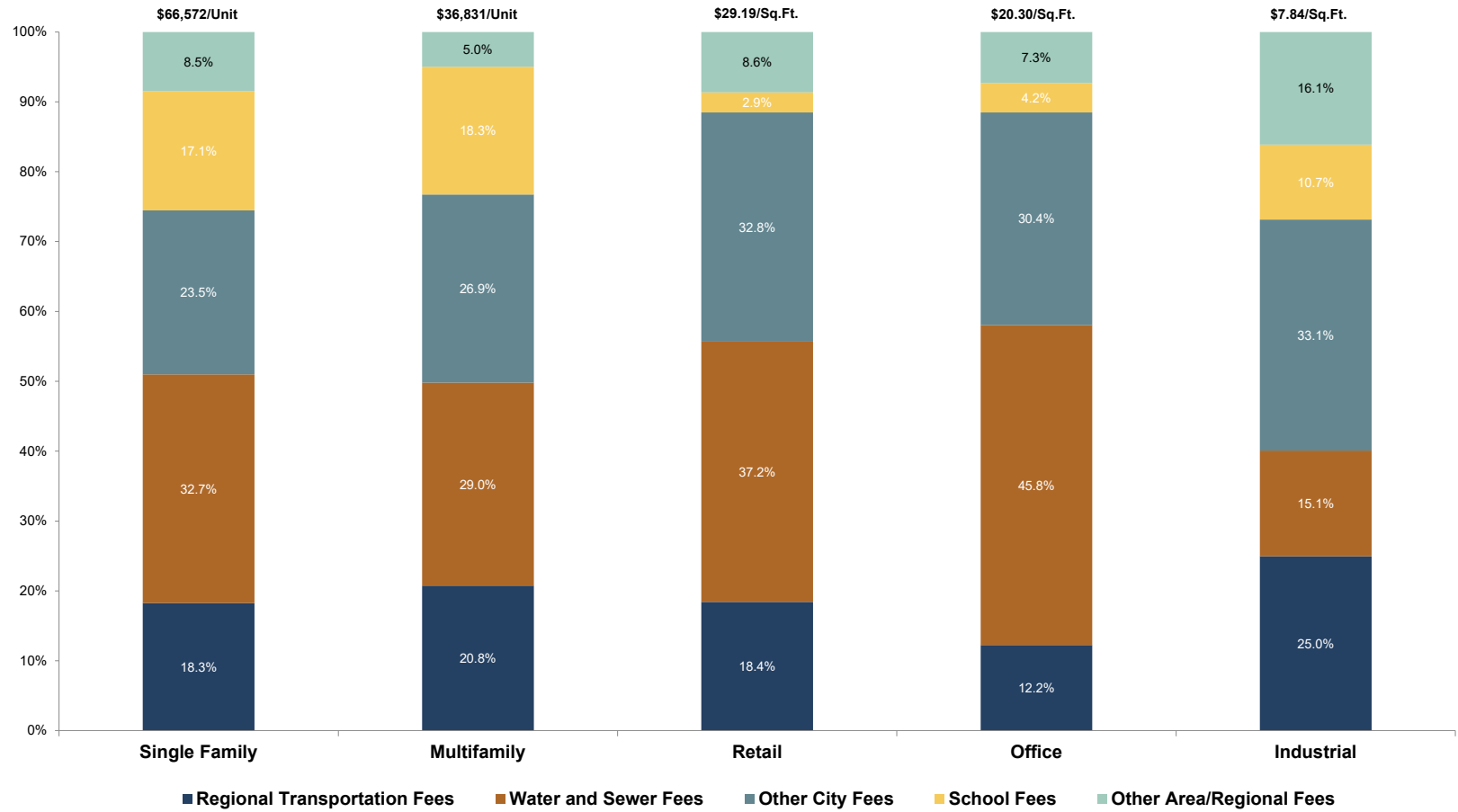
Residential Prototype Average Development Impact Fees for WRCOG Jurisdictions



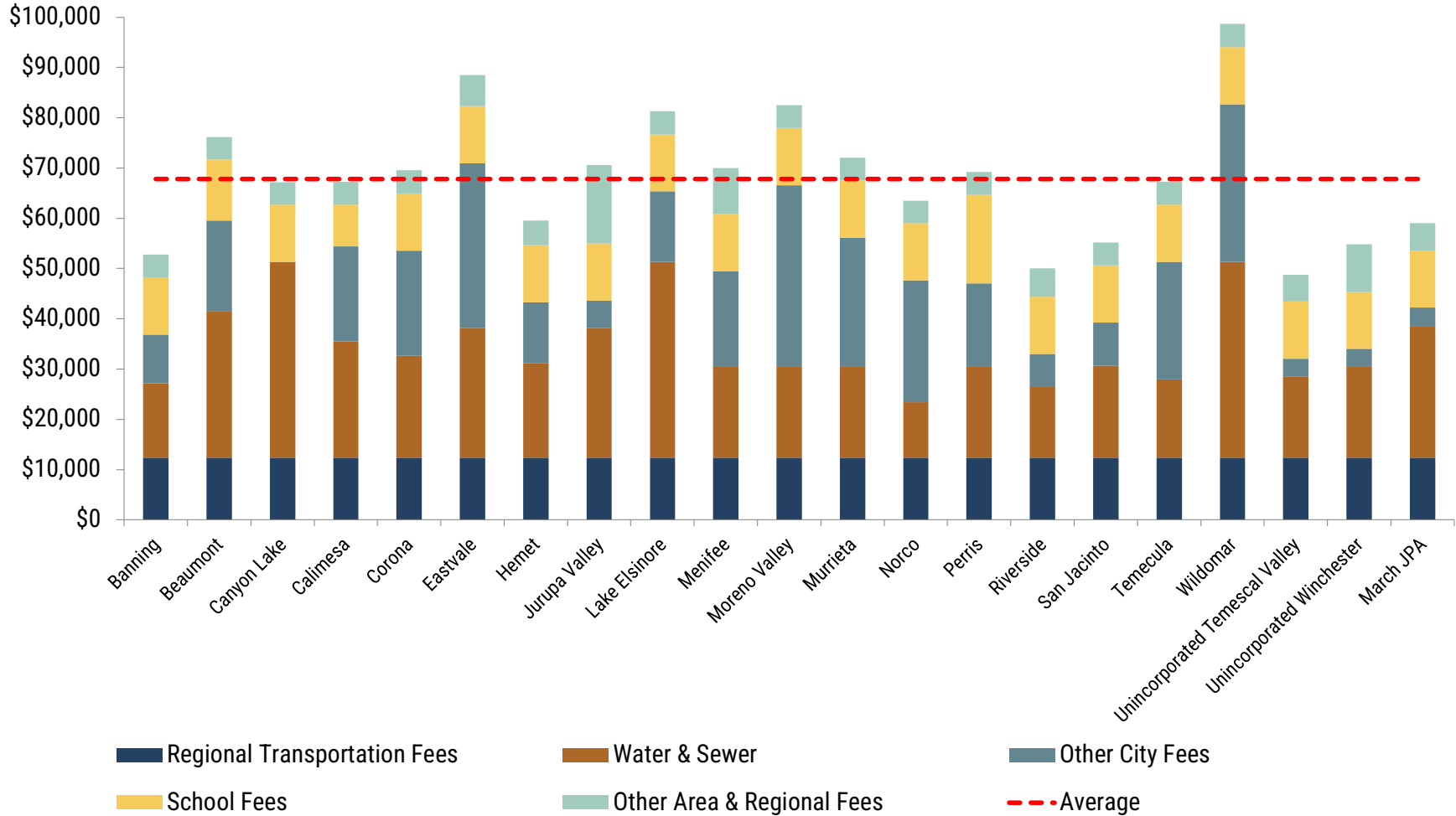
Non-Residential Prototype Average Development Impact Fees for WRCOG Jurisdictions



Development Impact Fee Component Comparison by Prototype for WRCOG Jurisdictions

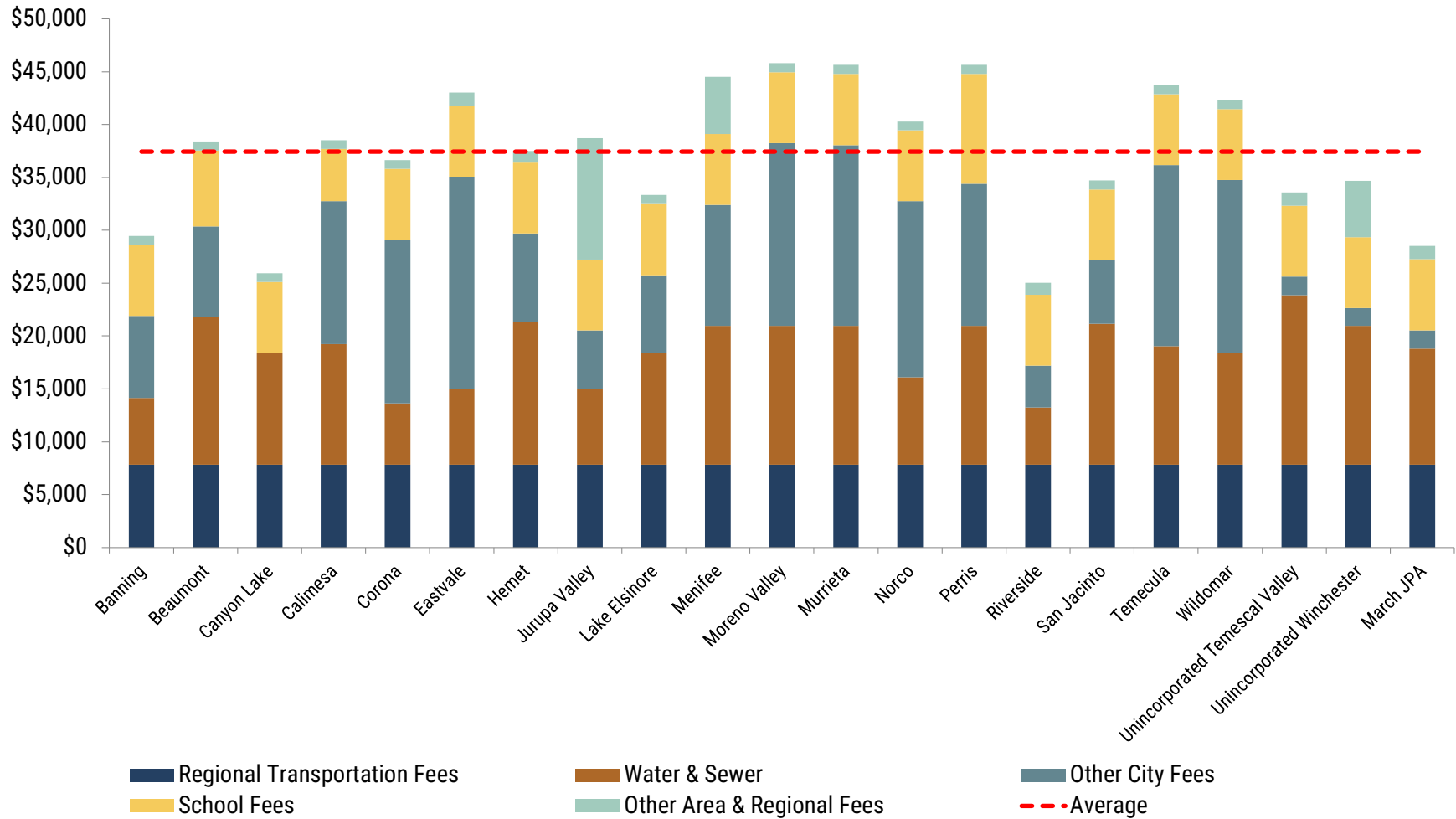


Single Family Prototype Development Fees by Jurisdiction (Per Unit)



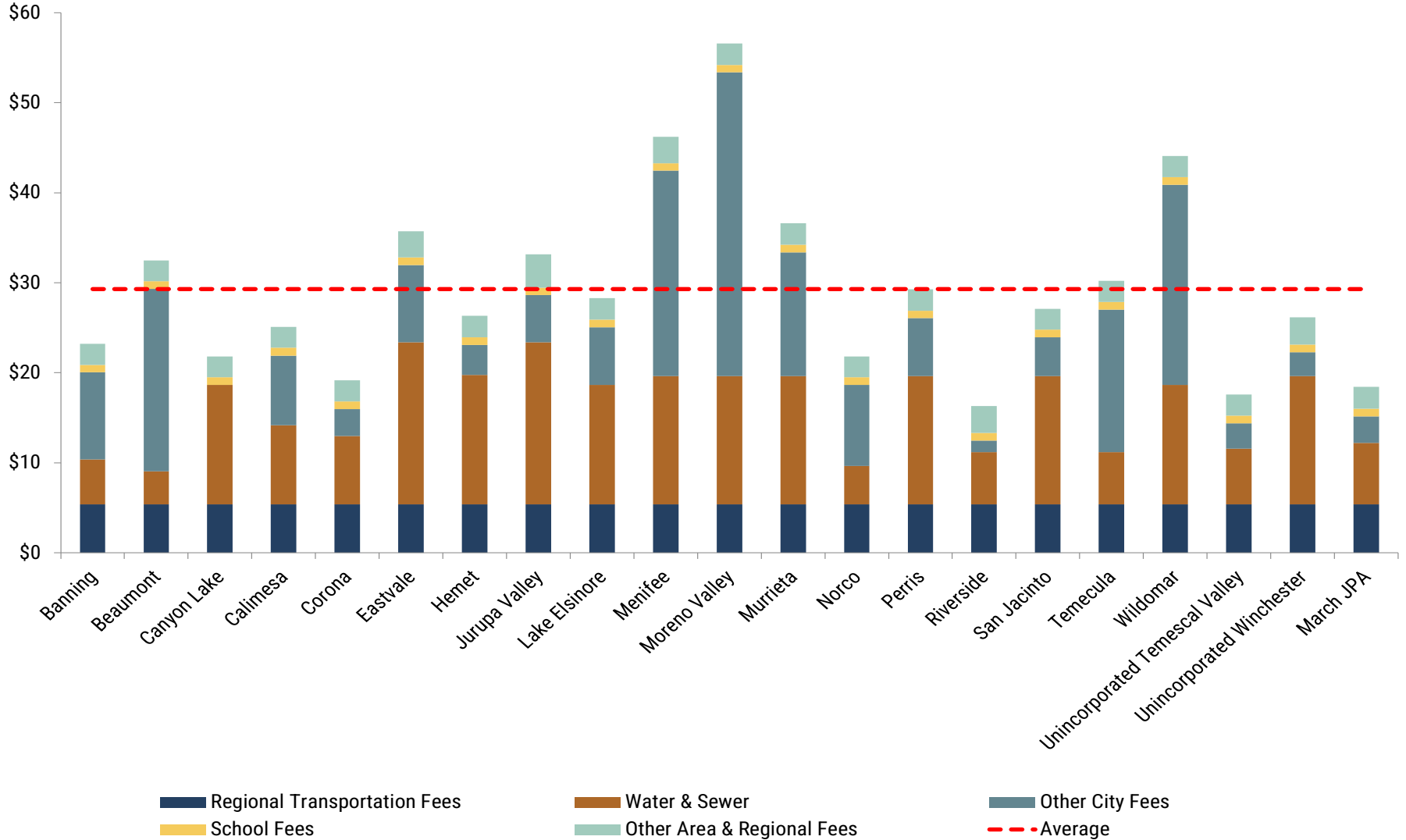
Fee estimates for specified development prototypes as of 2026. Actual fees will vary based on project specifics and any fee updates.
 "Other Area Fees/ Regional Fees" include, but are not limited to, roads and bridges, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Multifamily Prototype Development Fees by Jurisdiction (Per Unit)



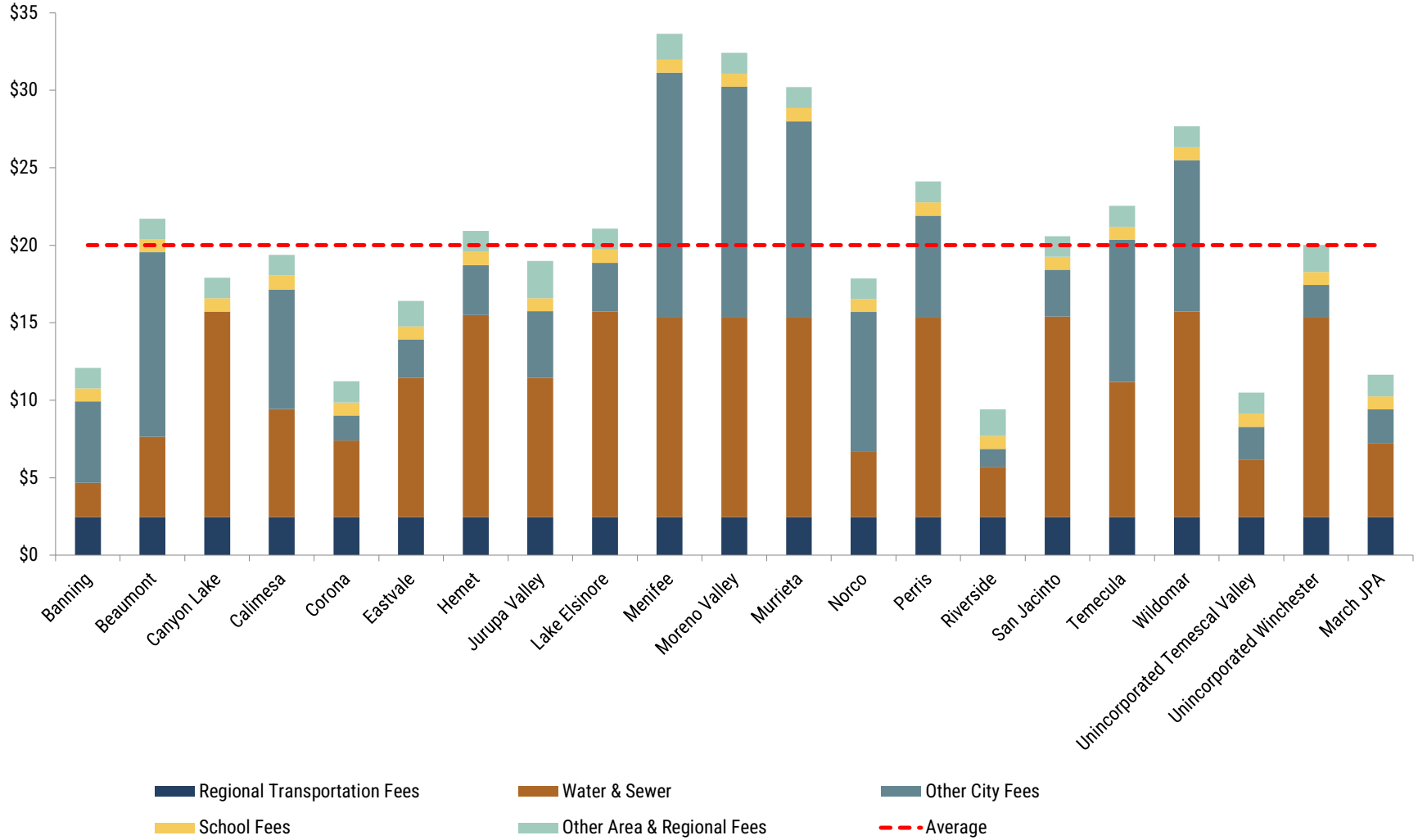
Fee estimates for specified development prototypes as of 2026. Actual fees will vary based on project specifics and any fee updates.
 "Other Area Fees/ Regional Fees" include, but are not limited to, roads and bridges, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

**Retail Prototype
Development Fees by Jurisdiction (Per Square Foot)**



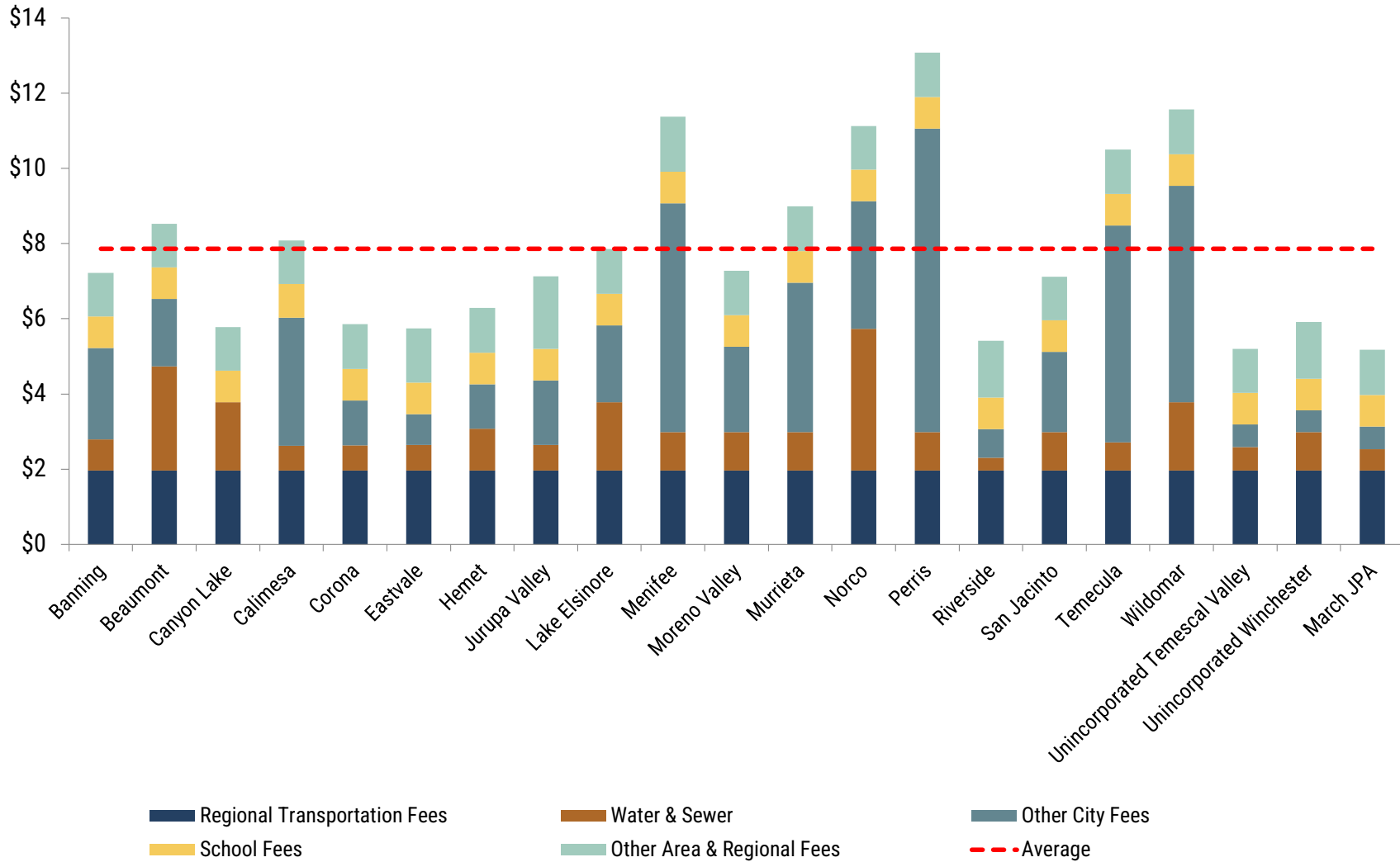
Fee estimates for specified development prototypes as of 2026. Actual fees will vary based on project specifics and any fee updates.
 "Other Area Fees/ Regional Fees" include, but are not limited to, roads and bridges, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

**Office Prototype
Development Fees by Jurisdiction (Per Square Foot)**



Fee estimates for specified development prototypes as of 2026. Actual fees will vary based on project specifics and any fee updates.
 Other Area Fees/ Regional Fees include, but are not limited to, roads and bridges, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Industrial Prototype Development Fees by Jurisdiction (Per Square Foot)

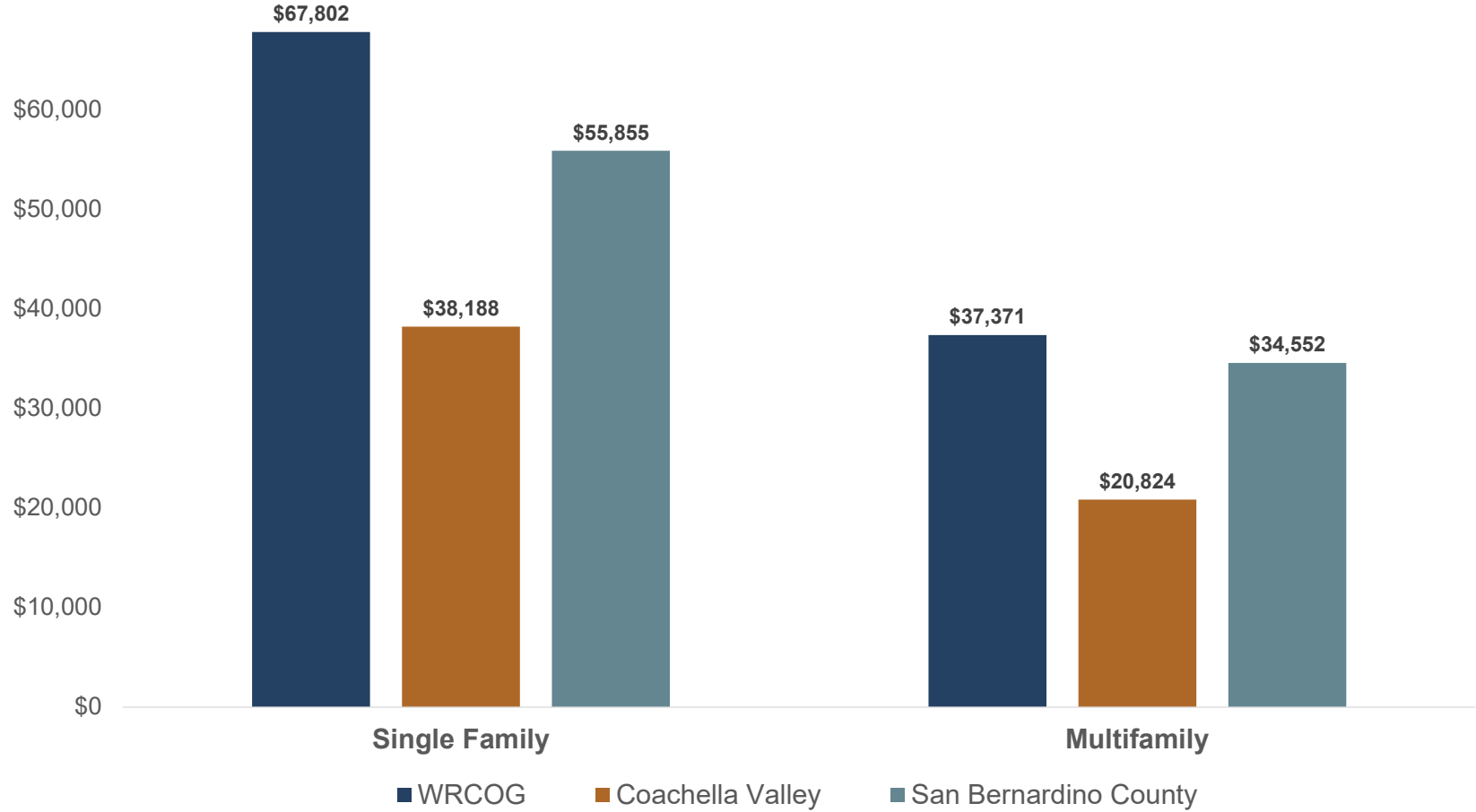


Fee estimates for specified development prototypes as of 2026. Actual fees will vary based on project specifics and any fee updates.
 "Other Area Fees/ Regional Fees" include, but are not limited to, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

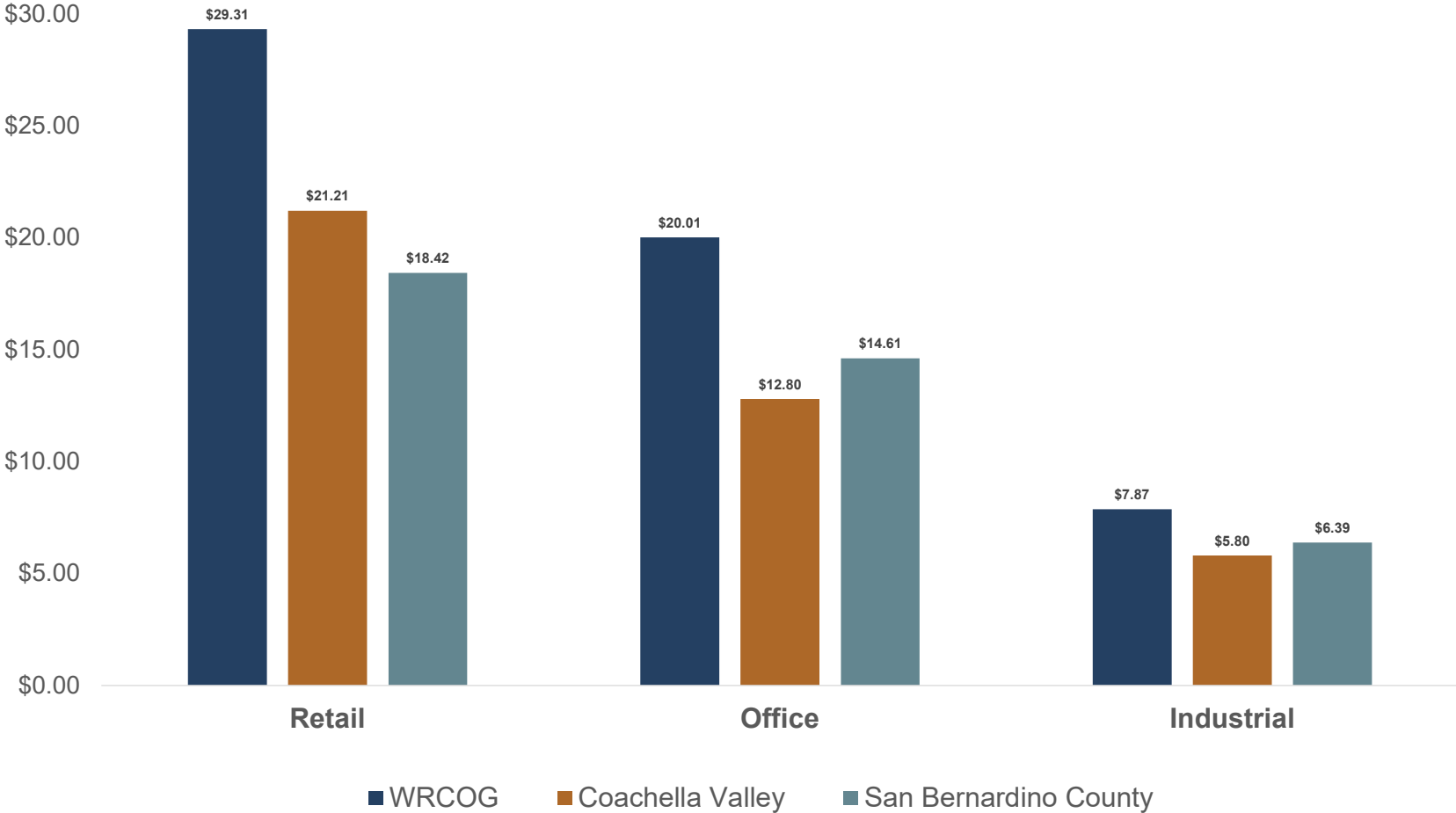
Attachment

Regional Fee Comparison Charts

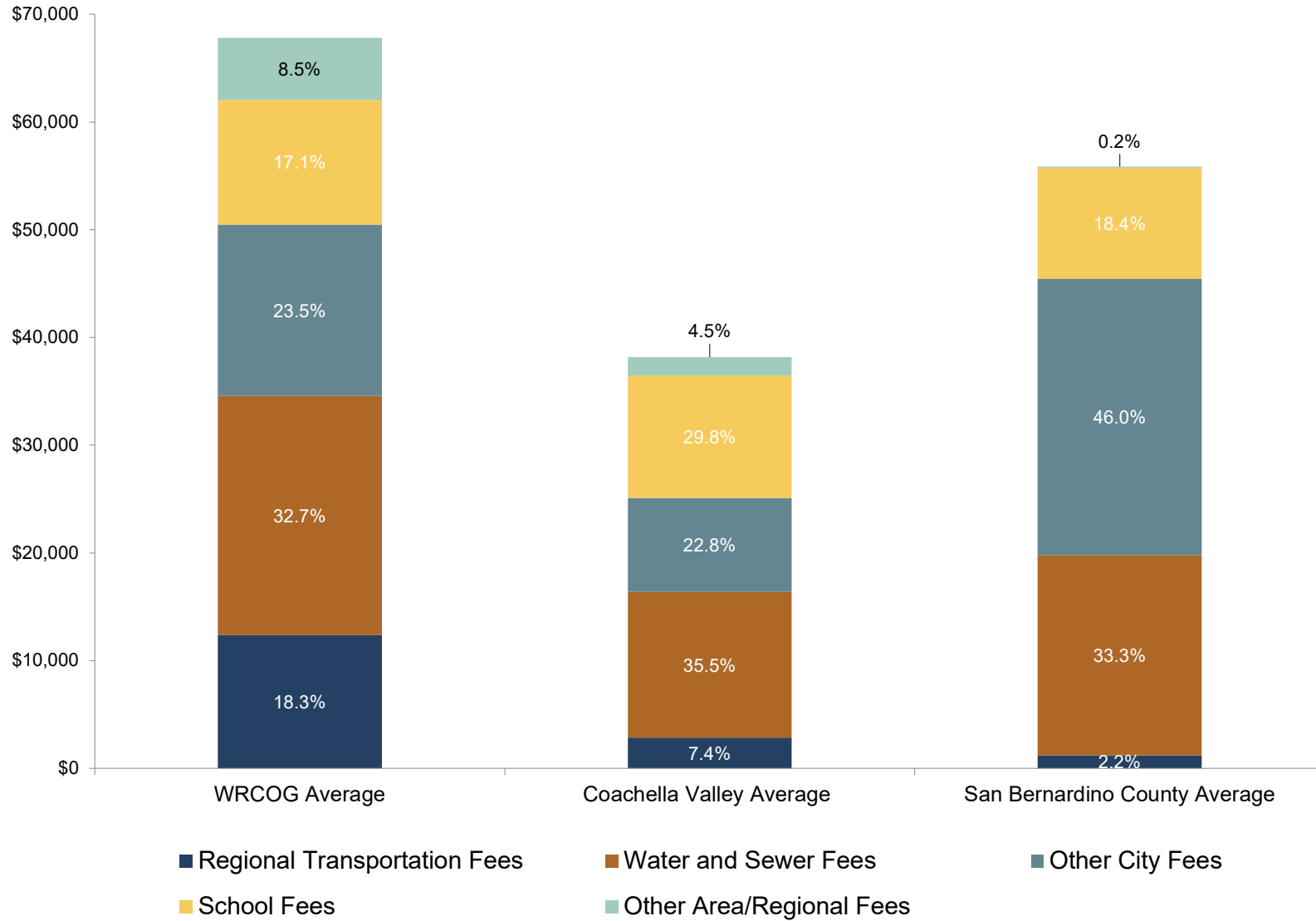
Residential Prototype Average Development Impact Fees in Neighboring Jurisdictions



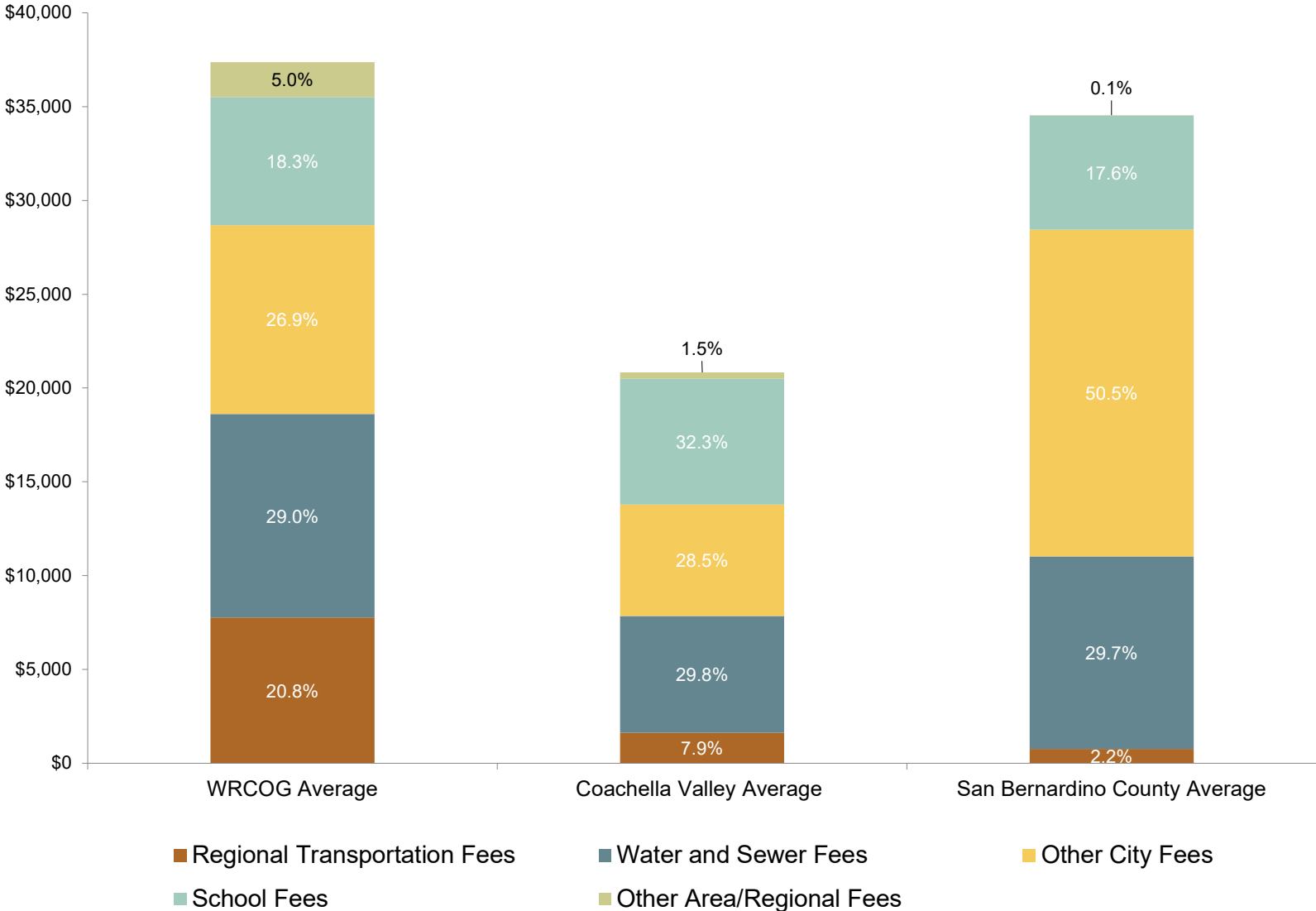
Non-Residential Prototype Average Development Impact Fees in Neighboring Jurisdictions



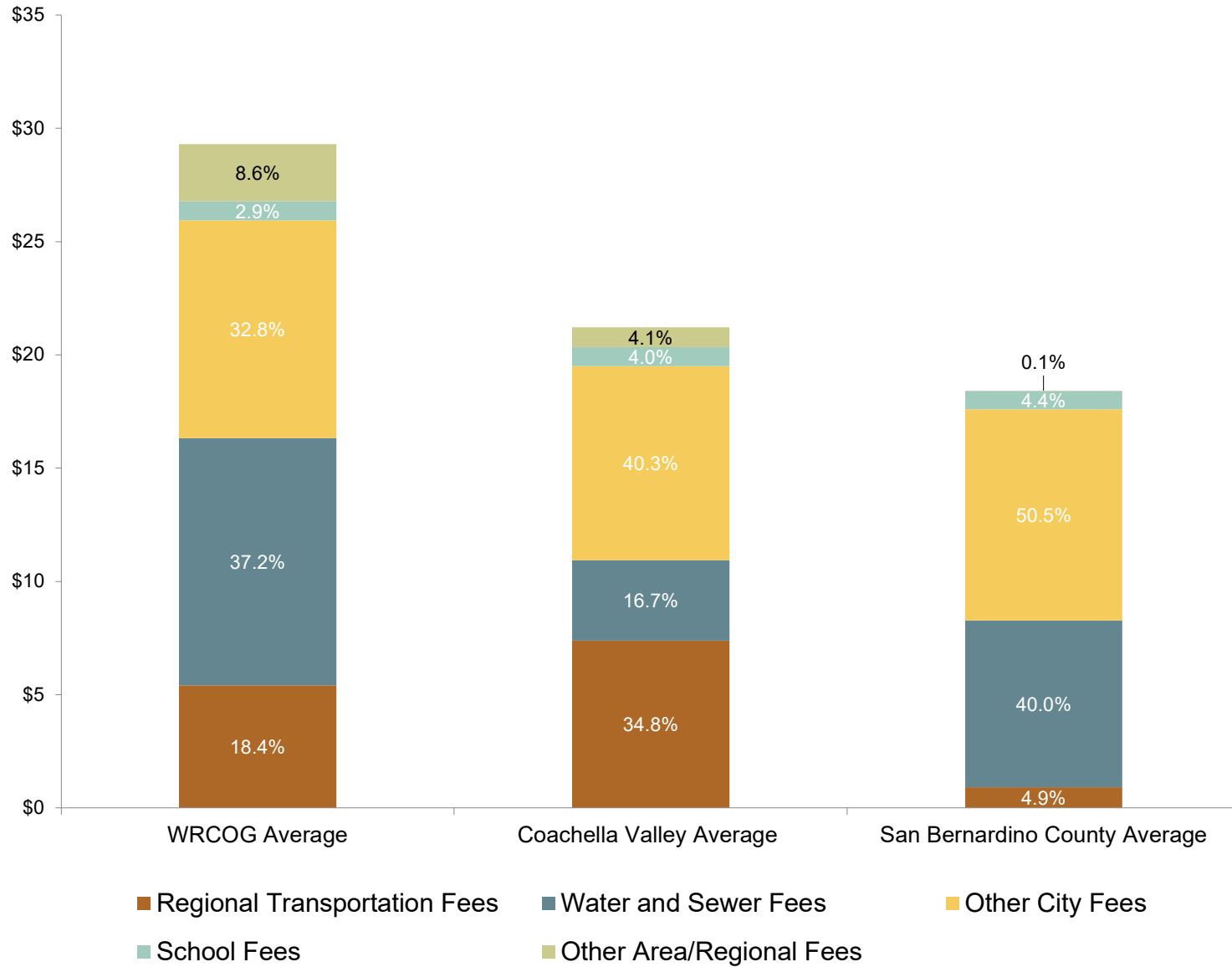
Single Family Prototype Development Impact Fees in Neighboring Jurisdictions



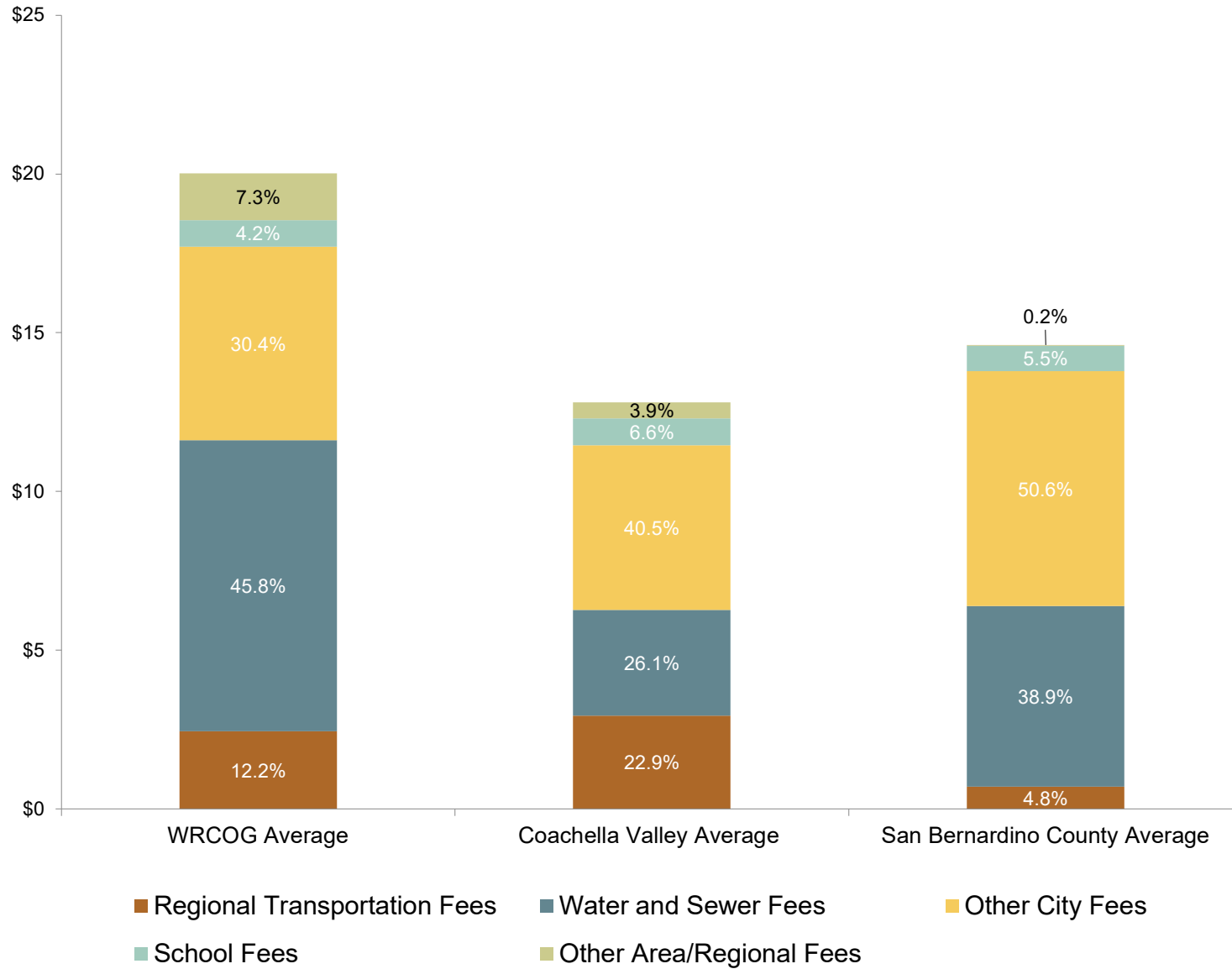
Multifamily Prototype Development Impact Fees in Neighboring Jurisdictions



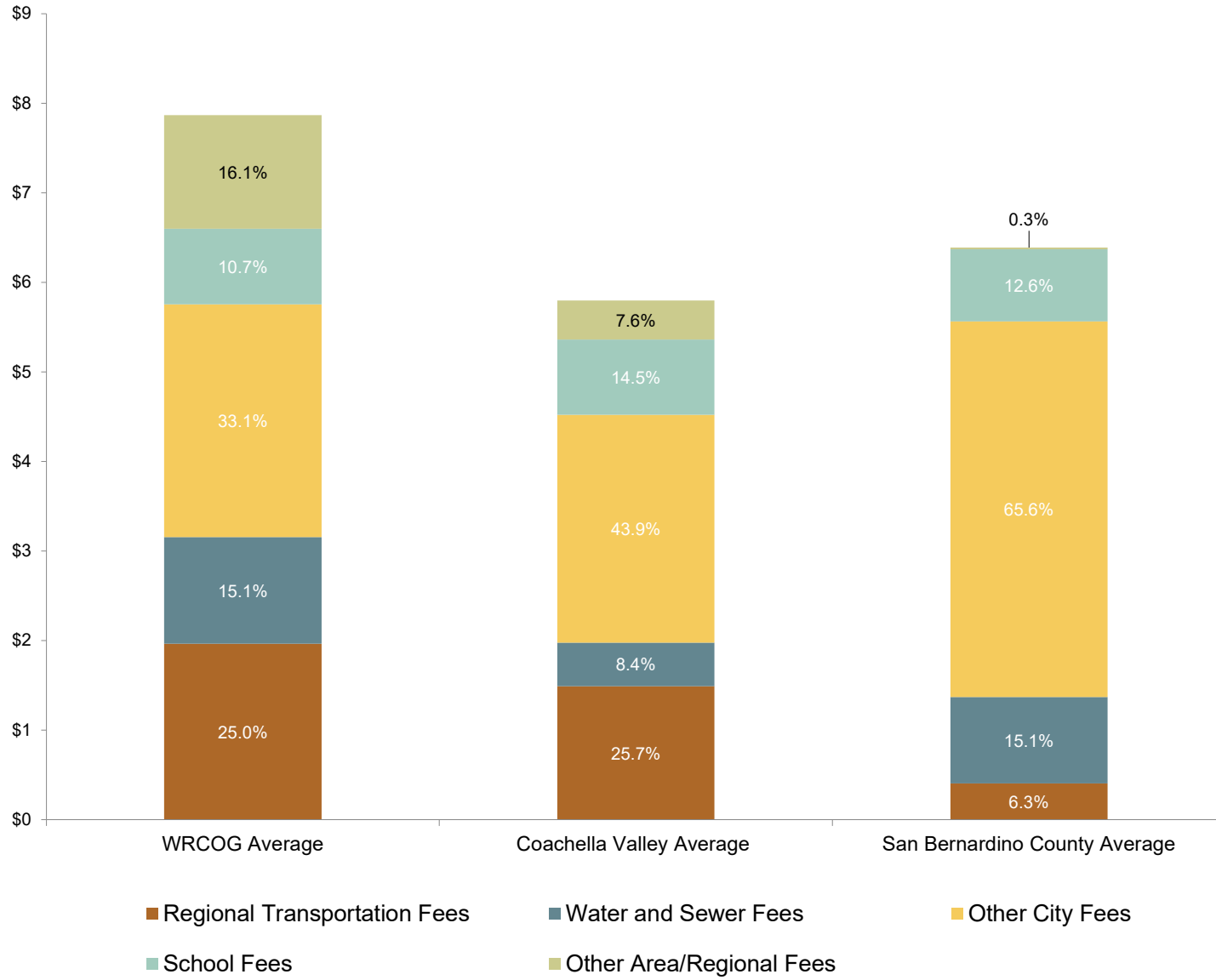
Retail Prototype Development Impact Fees in Neighboring Jurisdictions



Office Prototype Development Impact Fees in Neighboring Jurisdictions



Industrial Prototype Development Impact Fees in Neighboring Jurisdictions



Attachment

Fee Comparison Analysis Draft Report



**Economic & Planning
Systems, Inc.**
The Economics of Land Use

2025-26 ANALYSIS AND REGIONAL COMPARISON OF DEVELOPMENT IMPACT FEES IN WESTERN RIVERSIDE COUNTY

DRAFT REPORT

Prepared for:
Western Riverside Council of
Governments (WRCOG)

Prepared by:
Economic & Planning Systems, Inc.

April 29, 2026

EPS #254041

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Draft

1. Introduction and Summary of Findings

The Western Riverside Council of Governments (WRCOG) commissioned this Report to support and promote regional understanding of development impact fees on new development in Western Riverside County. More specifically, the purpose of this report is to: (1) indicate the types and relative scale of the development impact fees placed on different land uses within WRCOG member jurisdictions, and (2) indicate the level of fees relative to overall development costs in Western Riverside County. The report is also intended to provide helpful background information on the impact of the regional Transportation Uniform Mitigation Fee (TUMF) by placing the TUMF in the context of the broader development impact fee composition, overall development costs, and other regional dynamics.

This report (the 2025-26 Study) represents an update to the 2022-23 Study, which provided similar information on development impact fees and development costs. Information in this report is primarily based on fee schedules and development cost estimates from 2025, while the prior study was primarily based on schedules and estimates from 2022.

This report recognizes that there are substantive and ongoing debates about the appropriate levels of development impact fees in regions throughout California and elsewhere in the United States. On the one hand, development impact fees provide revenue to support the construction of critical infrastructure and capital facilities (or in-kind capital facility development) that can unlock development value, generate economic development, and deliver quality of life benefits. On the other hand, these fees act as an additional development cost that can influence development feasibility and potentially impact the pace of new development. Importantly, fee benefits are only realized when development is able to move forward. **Each fee-adopting jurisdiction must weigh the costs and benefits of potential new or increased fee levels in the context of their goals, capital improvement needs, and economic and development dynamics.**

Development impact fees as considered in this report are one-time fees collected for the purposes of funding infrastructure and capital facilities.¹ This report estimates the fee levels for several development prototypes: single-family, multifamily, retail, Class A/B office, and large industrial use types. These prototypes reflect the broad range of land use and development projects in

¹ As used in this report and discussed further below, the phrase “development impact fee” includes all fees adopted pursuant to the Mitigation Fee Act and other monetary exactions due at the time of development. The term “fee,” as used in this report, means “development impact fee.”

Western Riverside County and support comparisons of fees in different jurisdictions.

A summary of key findings is provided below, followed by a description of the organization of this report.

Summary of Findings

FINDING #1: New development in Western Riverside County pays a wide range of one-time infrastructure/capital facilities associated fees with different public agencies.

Development impact fees charged on new development in Western Riverside County help fund the following:

- Water and Sewer Facilities
- School Facilities
- Regional Transportation Infrastructure
- Additional Local Infrastructure/Capital Facilities (local transportation, parks and recreation, public facility, community/civic facilities, and storm drain infrastructure).
- Subregional/Area Fees (habitat mitigation fees, road and bridge district fees, and other area-specific infrastructure/capital facilities fees).

These fees are set/administered by a combination of water districts, school districts, individual cities, the County, the Western Riverside Council of Governments, the Western Riverside County Resource Conservation Authority, and other special districts.

- **Fees for each land use type have increased across the board by an average of 16 and 21.5 percent since the prior 2022-23 Study.** As shown in **Table 1**, estimated fee totals for residential uses now average \$37,371 for multifamily units and \$66,802 for single family units. Estimated average fee totals for nonresidential uses range from \$7.87 per square foot for industrial projects to \$29.31 per square foot for retail projects.

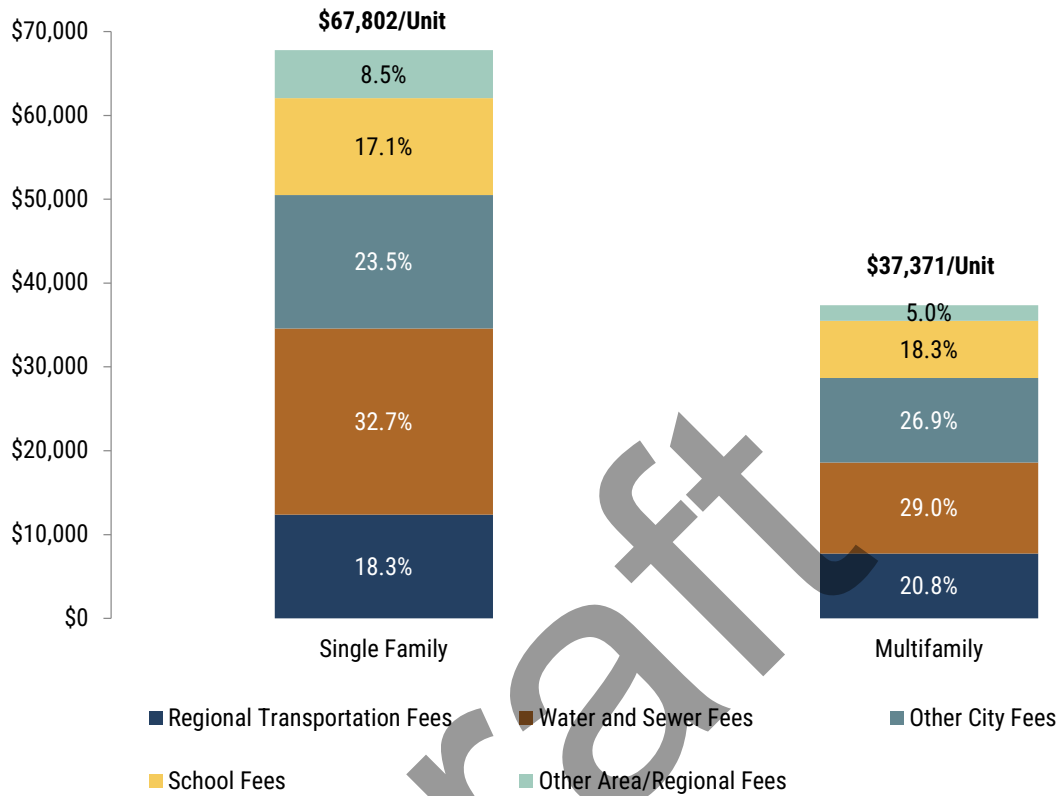
Table 1. Average Total Fee Amounts & Changes since 2022-23 Study by Land Use Type

Land Use	2025-26	2022-23	% Change
Single Family			
Total Fees per Unit	\$67,802	\$57,078	18.8%
Multifamily			
Total Fees per Unit	\$37,371	\$32,099	16.4%
Retail			
Total Fees per SF	\$29.31	\$25.27	16.0%
Office			
Total Fees per SF	\$20.01	\$17.04	17.4%
Industrial			
Total Fees per SF	\$7.87	\$6.48	21.5%

FINDING #2: TUMF represents a modest proportion of total residential development impact fees in Western Riverside County and a more variable proportion of nonresidential development impact fees.

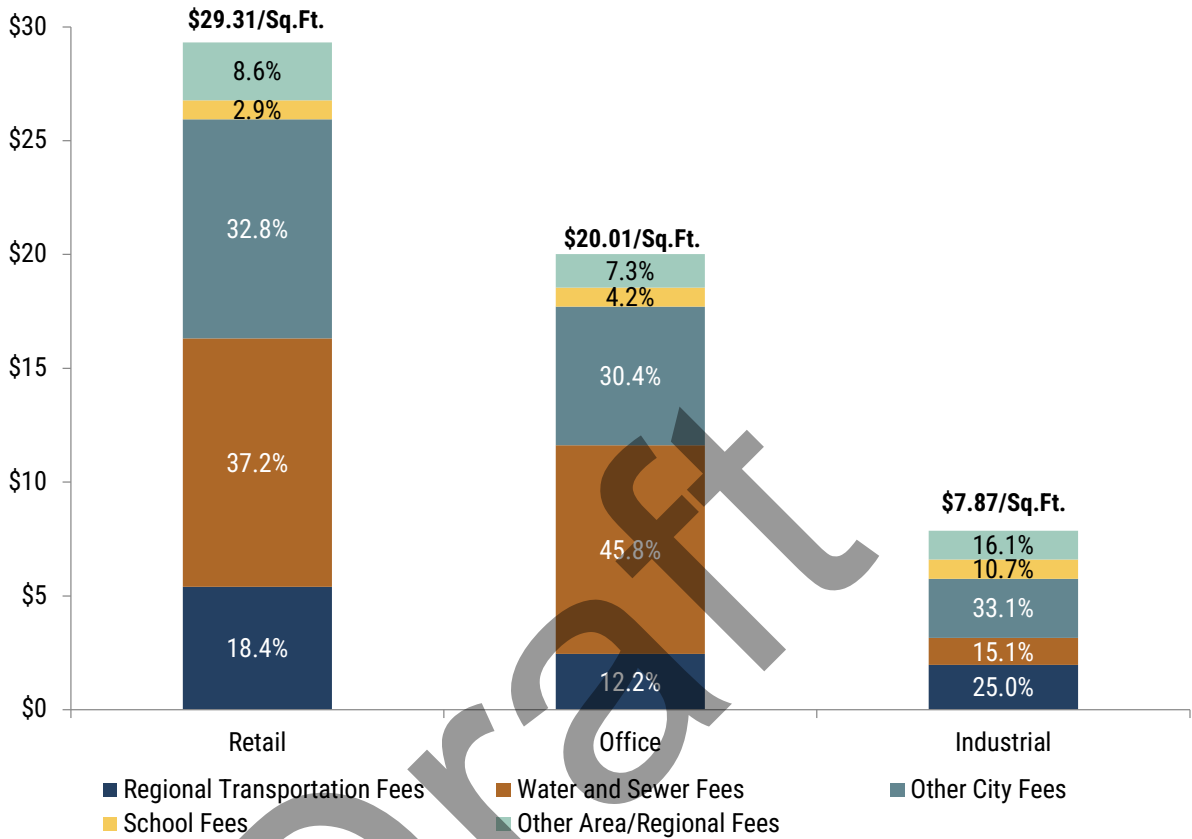
- For residential developments, the TUMF regional transportation fee represents close to 20 percent of total impact fees for both single family and multifamily development. Figure 1 shows the percentage of total fees attributable to various categories, including Regional Transportation Fees (TUMF). Water and Sewer Fees continue to represent the greatest proportion of residential fees, though they have decreased slightly in proportion since the prior 2022-23 study. Other City Fees and School fees continue to make up significant shares of fee totals, while Other Area/Regional Fees make up the smallest proportion.

Figure 1 Average WRCOG Residential Development Impact Fees by Fee Category



- Regional Transportation Fees (TUMF) as a proportion of total development impact fees vary for nonresidential land uses.** TUMF represents 12.2 percent, 18.4 percent, and 25 percent of total fee amounts for office, retail, and industrial, respectively. Overall, retail and office fee totals are dominated by Water and Sewer Fees. For industrial developments, Water and Sewer Fees make up a substantially lower share of the total, and Other City Fees make up the greatest proportion of total fees (**Figure 2**).

Figure 2. Average WRCOG Nonresidential Development Impact Fees

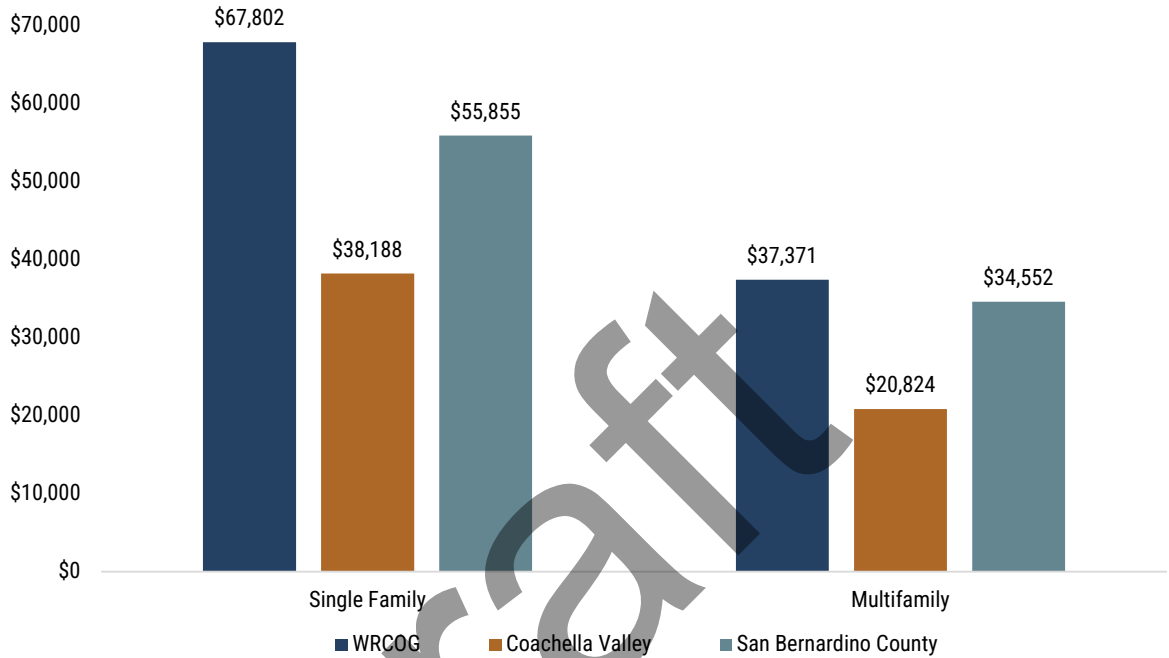


FINDING #3: Average development impact fees in WRCOG member jurisdictions are generally similar to those in San Bernardino County and higher than those in Coachella Valley. Residential fees in Western Riverside County also appear to be growing faster than in San Bernardino County and Coachella Valley.

- **Average residential development impact fees for WRCOG jurisdictions are equal to or higher than the average for selected cities in Coachella Valley and San Bernardino County.** Figure 3 below compares average fees in WRCOG with the average of selected San Bernardino County cities (Fontana, Yucaipa, San Bernardino, Ontario, Chino, and Rialto) and Coachella Valley cities (Indio, Palm Desert, and Palm Springs). WRCOG average fees are higher than the San Bernardino County fees for single family development and similar for multifamily development. Coachella Valley has substantially lower fees on both single family and multifamily development.
- **Residential fees in WRCOG appear to be increasing faster than in nearby areas.** The increases of 18.8 percent and 16.4 percent for single family and

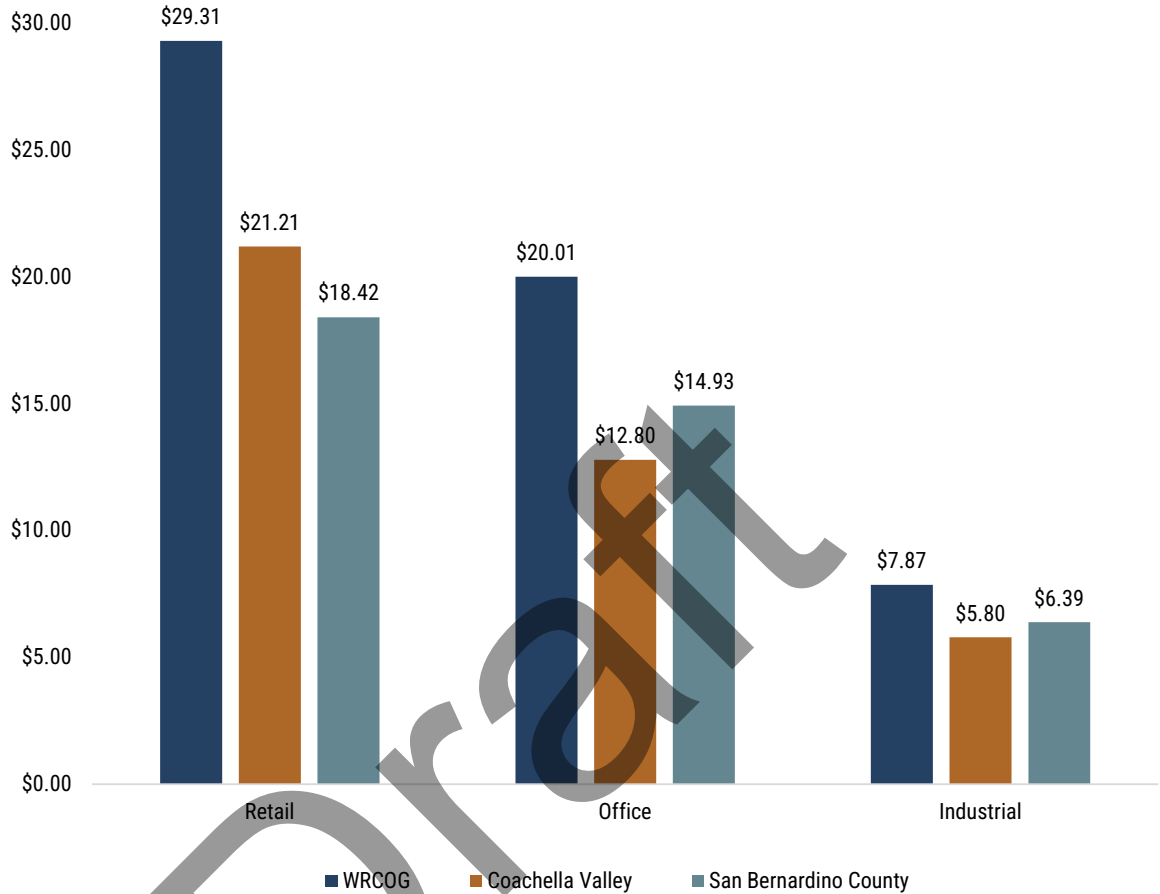
multifamily development fees (respectively) in WRCOG outpaced the increases of 3.1 percent and 7.8 percent in San Bernardino, as well as the increases of 6.9 and 7.7 percent in Coachella Valley.

Figure 3. Average Residential Development Impact Fees in Neighboring Jurisdictions



- Average impact fee totals for nonresidential developments in WRCOG are generally higher than the average impact fee totals of selected cities in Coachella Valley and San Bernardino County.** As seen in Figure 4 below, comparing average nonresidential development impact fees in WRCOG to selected San Bernardino County cities shows that WRCOG fees are substantially higher for retail, somewhat higher for office development, and slightly higher for industrial development.
- Nonresidential fees have increased more slowly than in the Coachella Valley.** Within the comparison of neighboring jurisdictions, cities in the Coachella Valley saw average fee totals for nonresidential developments increase the fastest, with 34.8 percent, 31 percent, and 22.9 percent increases for retail, office, and industrial development, respectively. Fee increases in WRCOG were next highest, while average fees in San Bernardino County cities generally did not increase, and even decreased slightly.

Figure 4 Average Nonresidential Development Impact Fees in Neighboring Jurisdictions



FINDING #4: Average impact fee levels among WRCOG member jurisdictions represent between 3.5 percent and 10.6 percent of total development costs, with TUMF as a lower fraction of these proportions.

- **Development impact fees represent between 3.5 percent and 10.6 percent of total development costs for the prototype projects.** As shown in Table 2 below, development impact fees represent 10.6 percent of total development costs for the prototype single family development and 7.7 percent of total costs for the prototype multifamily development. Nonresidential development impact fees are lower as a percent of total development costs at 7 percent of total costs for retail development and 4.6 percent for office development. For industrial development, the fee share is slightly lower, at 3.5 percent of total costs.
- **TUMF represents between 0.6 percent and 1.9 percent of total development costs/returns for the prototype feasible projects.** While changes in the TUMF can add or subtract from total development costs, it would take a substantial

change to increase/decrease overall development costs/returns by more than 1 percent. As a proportion of overall development costs, TUMF represents an estimated 1.9 percent for a single family project and 1.6 percent for a multifamily project. For nonresidential uses, TUMF represents 0.6 percent of total development costs for office development, 1.0 percent for industrial development, and 1.8 percent for retail development. TUMF represents between 12.2 percent and 29.6 percent of total development impact fees with the highest ratios for retail and industrial development and lowest for office development, as seen previously in **Figure 2**.

Table 2. Development Impact Fees as % of Total Developments Costs*

Development Impact Fees	Single Family	Multifamily	Industrial	Retail	Office
TUMF	1.9%	1.6%	1.0%	1.8%	0.6%
Other Development Impact Fees	8.7%	6.1%	2.5%	5.2%	4.1%
Total Development Fees	10.6%	7.7%	3.5%	7.0%	4.6%

*Totals may not sum due to rounding.

Organization of Report

After this initial chapter, this report is divided into three other chapters and several appendices. **Chapter 2** describes the definitions, methodology, and results of the fee review and comparison for WRCOG and non-WRCOG jurisdictions. **Chapter 3** describes the TUMF and other development impact fees as components of overall estimated development costs and returns for each development prototypes evaluated. Finally, **Chapter 4** provides a brief conclusion on the purposes and goals of this and other development impact fee comparison studies.

The appendices provide a substantial amount of additional supporting detail and information, including:

- **APPENDIX A** provides detailed information on the Development Prototypes.
- **APPENDIX B** provides information on assumptions around location and corresponding service provider (e.g., water district, school district) assignments within each jurisdiction.
- **APPENDIX C** provides fee comparison summaries and detailed fee estimation information for each WRCOG jurisdiction/area and each land use category.

2. Development Impact Fee Review and Comparison

To accomplish the study purpose outlined in **Chapter 1**, development impact fees were estimated for each WRCOG jurisdictions as well as for selected neighboring jurisdictions in Coachella Valley and San Bernardino County. This required detailed research into fee schedules and calculation methodologies for each of these jurisdictions and associated service providers.

All the development impact fee estimates shown are based on fee schedules and information available at the time the research was conducted, primarily during the fall and winter of 2025. EPS attempted to use the most current and up-to-date fee information to enhance comparability and create a representation of fee levels at a single moment in time. However, limited online availability of complete fee information in some jurisdictions and annual fee program updates scheduled for early 2026 in several jurisdictions added an additional challenge in pinpointing fees at a given moment in time. While every effort was made to ensure that fees are updated and comparable, the final estimates should be considered as planning-level approximations. The actual fees due for a particular project will depend on the specifications of the individual project and the fee schedule at the time of project application.

The first section below provides some key definitions. The subsequent section provides a detailed description of the fee research methodology. The final section provides findings concerning development impacts fees in WRCOG member jurisdictions and other jurisdictions studied. In general, the definitions and approach in this study are consistent with those in prior studies, including the 2022-23 Study, to maintain consistency. In some situations, as noted below, refinements were necessary; for example, some water districts provided new guidance on the water meter assumptions to be used in fee calculations.

Study Definition

Development impact fees have become an increasingly used mechanism among California jurisdictions to require new development to fund the demands it places on local and regional infrastructure and capital facilities. As noted, this report defines development impact fees as one-time fees collected for the purposes of funding infrastructure and capital facilities. This includes fees for the funding of a broad range of capital improvements, including water, sewer, storm drain, transportation, parks and recreation, public safety, and many other types of civic/community facilities. Almost all these fees are adopted under or consistent with the Mitigation Fee Act, though the analysis also includes other one-time

capital facilities fees, such as parkland in-lieu fees under the Quimby Act and one-time charges through Benefit Assessment Districts.

This report does not include estimates of other types of fees charged by cities including permitting, planning, and processing fees that are charged on new development, and that do not fund capital facilities/infrastructure. These fees are typically intended to recover a jurisdiction's costs associated with some sort of review or administrative service provided and are typically more modest charges relative to development impact fees (previous studies have found them to be in the 5 to 15 percent range of development impact fees, and between 1 and 2 percent of total development costs).

Some typical fee types that fall in this category of permitting, planning, and processing fees and that are standard across most development projects include:

- **Building Permit Fee** – This fee is charged in various ways. Jurisdictions charge based on development size, development valuation, or flat fee.
- **Plan Check Fee** – This fee is charged in various ways. Jurisdictions charge based on development size, development valuation, flat fee, percentage of the Building Permit Fee, or an hourly charge.
- **California Building Standards Commission Fee** – This fee is calculated by charging \$1 per \$25,000 of a development's valuation.
- **Strong Motion Instrumentation Program Fee** – This fee is calculated by charging \$13 per \$100,000 of a development's valuation for residential construction under three stories, or \$28 per \$100,000 for all other development types.
- **Technology Surcharge** – This fee is charged differently by jurisdiction. Some jurisdictions charge based on the development's valuation and area, while other jurisdictions choose to charge this as a percentage of the Building Permit Fee.

Many other fee types exist that are project-dependent and may be related to: inspections, tentative tract/parcel maps, conditional use permits, plan amendments, annexations, and a wide variety of minor permits. These are typically charged through some combination of flat fee, deposit, and/or actual hourly costs incurred by planning or building department staffs.

Methodology

To provide a fee comparison that can best serve as an “apples-to-apples” comparison, WRCGOG staff and EPS identified the following parameters that guide the study:

- Jurisdictions to be studied
- Land uses to be evaluated and associated development prototypes

- Selection of service providers where there are multiple service providers in the same jurisdiction
- Categorization of the various types of development impact fees

This section describes these study parameters as well as the process of review with the jurisdictions/relevant service providers.

Selection of Jurisdictions for Prototype Analysis

Jurisdictions selected for this analysis include all eighteen (18) WRCOG member cities. WRCOG staff and the EPS also identified three additional unincorporated areas to study, the March JPA, Temescal Valley, and Winchester, all locations where substantial growth is occurring and/or planned within the WRCOG region.

For the comparison of WRCOG jurisdictions to neighboring/peer areas, additional jurisdictions were selected in the Coachella Valley area of eastern Riverside County and in nearby areas of San Bernardino County most expected to compete for development with neighboring WRCOG jurisdictions. The selected comparison jurisdictions remain the same as in the 2022-23 Study.

Fees were estimated for the prototypes in each land use category for each city within the WRCOG, for the three unincorporated areas, and for the comparison jurisdictions. Wherever possible, this analysis sought to use the same jurisdictional assumptions as in prior studies. Where cities or unincorporated areas are served by multiple school districts, utility districts, and other subdistricts or assessment zones, assumptions were made around subarea locations, as discussed later in this Chapter.

Table 3 shows the cities/communities evaluated, including the twenty-one (21) WRCOG cities/communities and the nine (9) non-WRCOG comparison communities.

Table 3. Jurisdictions Included in Fee Study

WRCOG Jurisdictions		Coachella Valley	San Bernardino County
Banning	Murrieta	Indio	Fontana
Beaumont	Norco	Palm Desert	Yucaipa
Calimesa	Perris	Palm Springs	San Bernardino
Canyon Lake	Riverside		Ontario
Corona	San Jacinto		Chino
Eastvale	Temecula		Rialto
Hemet	Wildomar		
Jurupa Valley	Temescal Valley		
Lake Elsinore	Winchester		
Menifee	March JPA		
Moreno Valley			

Land Uses and Development Prototypes

Land Uses

Development impact fees are levied on a variety of residential and nonresidential land uses with variations for different uses and certain product types often built into the fee programs.

For the purposes of this study, five (5) common land use types that reflect typical development projects and are consistent with prior studies were selected: single family residential, multifamily residential, retail, office, and “high-cube” industrial.²

Development Prototype Selections

Within each of the five (5) general land use types selected, this study identifies a detailed development prototype meant to represent a typical development that may occur anywhere within the WRCOG region. The characteristics of each prototype allow for the calculation of estimated development impact fees for each jurisdiction. Utilizing the same prototypes across all jurisdictions ensures that the fee comparison is “apples-to-apples”.

As a starting point, this study utilized the development prototypes used in the 2022-23 Study for each of the five land uses. EPS then compared the prototypes against development trend data from Redfin and Costar for single family, multifamily, office, retail, and industrial developments built between 2020 and 2050 throughout western Riverside County. Specifically, EPS focused on evaluating whether the prototypes still reflect recent data on median building/home size and lot size for each of the land use types. The review revealed that there have been only minor changes in average development project sizes since the 2022-23 Study, and EPS determined that the land use prototypes could be held constant, as they continue to reflect the characteristics of typical projects in the region.

The largest changes in development size, though still modest, were noted in industrial development, with average (mean) rentable building area (RBA) decreasing from 188,000 square feet to 167,000 square feet and average land area decreasing from 12.7 to 9.24 acres. However, while this decrease reflects a decrease in the quantity of larger projects, many projects of similar size and characteristics to the prototype continue to be developed in the area. The prototypes are summarized below along with images that represent example projects with matching characteristics.

² “High Cube” is defined as warehouses/distribution centers with a minimum gross floor area of 200,000 sq. ft., minimum ceiling height of 24 feet, and minimum dock-high door loading ratio of 1 door per 10,000 sq. ft.

Single Family Residential Development

50-unit residential subdivision; 2,700 square foot homes; 7,200 square foot lots



Example Prototype Single family Home, City of Riverside

Multifamily Residential Development

200-unit market-rate apartment building; 260,000 gross square feet



Example Prototype Multi-Family Development, City of Murrieta

Retail Development

10,000-gross-square-foot retail building



Office Development

20,000-gross-square-foot, Class A or Class B office building



Industrial Development

265,000-gross-square-foot, high-cube industrial building³



Example Prototype Industrial Development, City of Perris

In addition to building size, several other development characteristics can affect development impact fees, such as the number and size of water meters that are used in calculating many water facilities fees. Other fees are tied to the gross site or lot area. EPS utilized a set of additional development prototypes assumptions detailed in **Appendix A**.

In general, and wherever possible, these assumptions were kept consistent with those used in the 2022-23 Study to improve comparability. The assumptions were initially developed based on a review of equivalent assumptions used in other regional fee studies (e.g., in the San Joaquin Valley and the Sacramento Valley) and refined through feedback from Western Riverside County service providers. In a few cases, fee calculation formulas have required additional assumptions, such as estimates of water/sewage flow rates, which are specific to and have been provided by each service provider.

In the few cases where assumptions differed from 2022-23, the changes were primarily due to service providers providing updated guidance, such as recommended assumptions for typical water meter size associated with certain types of development. In certain cases, this has led to small deviations from listed prototype assumptions being used for fee calculation. For example, Jurupa Community Services District and Yucaipa Valley Water District (JCSD and YVWD) typically permit new single family homes with $\frac{3}{4}$ " water pipes, which is slightly smaller than the prototype assumption of a 1" pipe. The smaller pipe size was used for fee estimation because JCSD and YVMD have indicated that $\frac{3}{4}$ " is more

³ "High-cube" is defined as warehouses/distribution centers with a minimum gross floor area of 200,000 sq. ft., minimum ceiling height of 24 feet, and minimum dock-high door loading ratio of 1 door per 10,000 sq. ft.

representative of a typical development in their districts, and developers are unlikely to use larger 1" pipes due to much higher associated fee levels.

Subarea Location Assumptions

In some cities, there are multiple service providers providing the same type of facilities in different parts of the city. For example, some cities are served by two or more distinct school districts, and many cities are served by two or more water and/or sewer districts. Therefore, an assumption around location within a subarea or zone associated with a given service provider had to be made in order to calculate each fee estimate. These assumptions were kept consistent with those used in prior studies and were developed based on the following factors:

- Suggestions from the City.
- Commonality of service provider between multiple cities; for example, Eastern Municipal Water District serves many cities.
- Scale/nature of service areas was also considered; for example, in some cases the majority of a City was served by one service provider and/or the majority of the growth areas were served by a particular service provider.
- In some cases, there was one service provider – e.g., the City – with different fees by City subarea (e.g., storm drain). In these cases, an effort was made to select the area expected to see the most growth based on discussions with City and WRCOG staff.
- In other cases, area-specific one-time fees/assessments/special taxes were in place to cover the costs of capital facilities in a new growth area. Where substantial in scale, these areas and the associated area fees were used in the fee comparison.

The location and corresponding service provider assignment assumptions are shown in **Appendix B**.

Fee Types and Categories

The primary focus of the fee research is to develop estimates of existing development impact fees charged on new development in the selected jurisdictions. While some fees are highly uniform, such as school district fees, there is substantial variation in the naming and types of facilities included in other development impact fees. This fee review organized the full set of fees in a normalized set of categories to allow for easy comparison. The key fee categories are as follows, which are consistent with the prior studies:

- **Regional Transportation Fees.** This category includes the respective TUMFs in Western Riverside County and Coachella Valley. TUMF in Western Riverside County is charged by WRCOG directly on the following bases:
 - **Single Family Residential Development** - Per unit basis with different fee levels based on unit size.
 - **Multifamily Residential Development** - Per unit basis.
 - **Retail Development** - Per gross building square foot basis. There is no fee on the first 3,000 square feet of a retail development.
 - **Industrial Development** - Per gross building square foot basis. The industrial fee includes a base fee on square footage up to 200,000 square feet and then, where the building meets the definition of a high-cube building⁴, an effective discount of 48 percent in the base fee for all additional development above 200,000 square feet.
 - **Office Development** - Per gross building square foot basis.

This category also includes regional transportation impact fees in other subregions/jurisdictions where they are clearly called out. In San Bernardino County, cities are similarly required to contribute towards regional transportation funding, but not all of them distinguish between local and regional fees, in which case all transportation fees fall under the “Other City Fees” category.

- **Water and Sewer Fees.** All development locations studied were subject to some form of water and sewer development impact fees, whether a connection or capacity related charge, and these are combined into one category. These are typically collected either by a city or directly by a service provider.
- **Other City Fees.** Beyond water/sewer fees (which are sometimes charged or collected by cities), jurisdictions frequently adopt various additional citywide (or countywide) fees used to fund various capital facilities. This category captures a wide variety of fees including: local transportation fees, parks and recreation facilities fees, Quimby Act in-lieu parkland fees, storm drain fees, public safety facilities fees, other civic/community facilities fees, and, on occasion, affordable housing, or public art in-lieu fees.
- **School Fees.** School facilities fees are more restrictively governed by State law and therefore show more consistency between jurisdictions than most other fees. Under State law, School Districts can charge specified Level 1 development impact fees by preparing a justification report, similar to a nexus

⁴ High-cube is defined as warehouses/distribution centers with a minimum gross floor area of 200,000 sq. ft., minimum ceiling height of 24 feet, and minimum dock-high door loading ratio of 1 door per 10,000 sq. ft.

study. If School Districts identify and estimate greater required capital improvement costs through a School Facilities Needs Analysis (SFNA), higher Level 2 fees can be charged to fund up to 50 percent of the School District's capital improvement costs. An SFNA is only valid for one year at a time, and only three school districts serving WRCOG jurisdictions charged Level 2 fees at the time of this study.

- **Other Area/Regional Fees.** A final category was developed to capture other fees not included in the above categories, typically other sub-regional fees or area-specific fees. For example, this category includes the Western Riverside County Multiple Species Habitat Conservation Plan mitigation fee, various Road and Bridge Benefit Districts (RBBD) fees, as well as other district-based charges/fees for infrastructure/capital facilities applied in particular growth areas.

Fee Estimation and Review Process

For WRCOG member jurisdictions, EPS worked with WRCOG staff to complete the following data collection and review process to come up with each fee estimate:

- Confirm base assumptions including development prototype characteristics and set of service providers
- Use online sources to obtain development impact fee schedules from each jurisdiction or service provider
- Identify and list development impact fees charged in jurisdiction and/or for each service provider
- Where fee schedule provided insufficient information, review available mitigation fee nexus studies, ordinances, or resolutions, as applicable
- Where sufficient data was not available or incomplete, contact City, County, or other service provider to obtain/confirm appropriate fee schedules
- Develop initial estimates of each development impact fee for each development prototype
- Review estimates in comparison with 2022-23 fee amounts to identify unusual or unexpected discrepancies or large changes in fee levels
- Compile summary tables showing initial fee estimates and share with representatives of each jurisdiction and/or relevant service providers (e.g., Eastern Municipal Water District)
- Receive feedback, corrections, and refinements (and in some cases actual fee calculations)

- Refine fee estimates based on feedback and confirm changes with jurisdictions

For non-WRCOG jurisdictions, the process followed was largely the same, except that fee estimate information was not reviewed by jurisdiction representatives.

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Findings from WRCOG Member Jurisdiction Fee Review

General findings from fee research for the WRCOG region are summarized below.

On average, WRCOG TUMF residential fees represent close to 20 percent of total development impact fees for both single family and multifamily development. Regional Transportation Fees (or TUMF) for both single family TUMF and multifamily TUMF represent around 20 percent of the respective average total development impact fees, with the percentage for single family development being slightly lower at 18.3 percent compared with 20.9 percent for multifamily development. However, within individual jurisdictions, fee totals vary widely – from \$48,785 per unit to \$98,642 per unit for single family development and from \$23,797 per unit to \$45,806 per unit for multifamily development – and TUMF, which is the same across jurisdictions, therefore varies as a percent of total fees from 12.6 percent to 25.4 percent for single family development and 17.1 percent to 32.8 percent for multifamily development (see Table 4, and Figure 5). Nominal average fee totals by fee category are shown in Table 5.

Table 4. TUMF as a Proportion of Total Fees

Item	Average	Range	
		Low	High
Single Family			
Total Fees per Unit	\$67,802	\$48,785	\$98,642
TUMF as a % of Total Fees	18.3%	25.4%	12.6%
Multifamily			
Total Fees per Unit	\$37,371	\$23,797	\$45,806
TUMF as a % of Total Fees	20.9%	32.8%	17.1%
Industrial			
Total Fees per SF	\$7.87	\$5.17	\$13.08
TUMF as a % of Total Fees	29.6%	45.1%	17.8%
Retail			
Total Fees per SF	\$29.31	\$16.31	\$56.57
TUMF as a % of Total Fees	26.3%	47.3%	13.6%
Office			
Total Fees per SF	\$20.01	\$9.42	\$33.63
TUMF as a % of Total Fees	12.2%	26.0%	7.3%

* Average and ranges as shown encompass 21 jurisdiction, including 18 cities and the incorporated areas of Temescal Valley, Winchester, and March JPA.

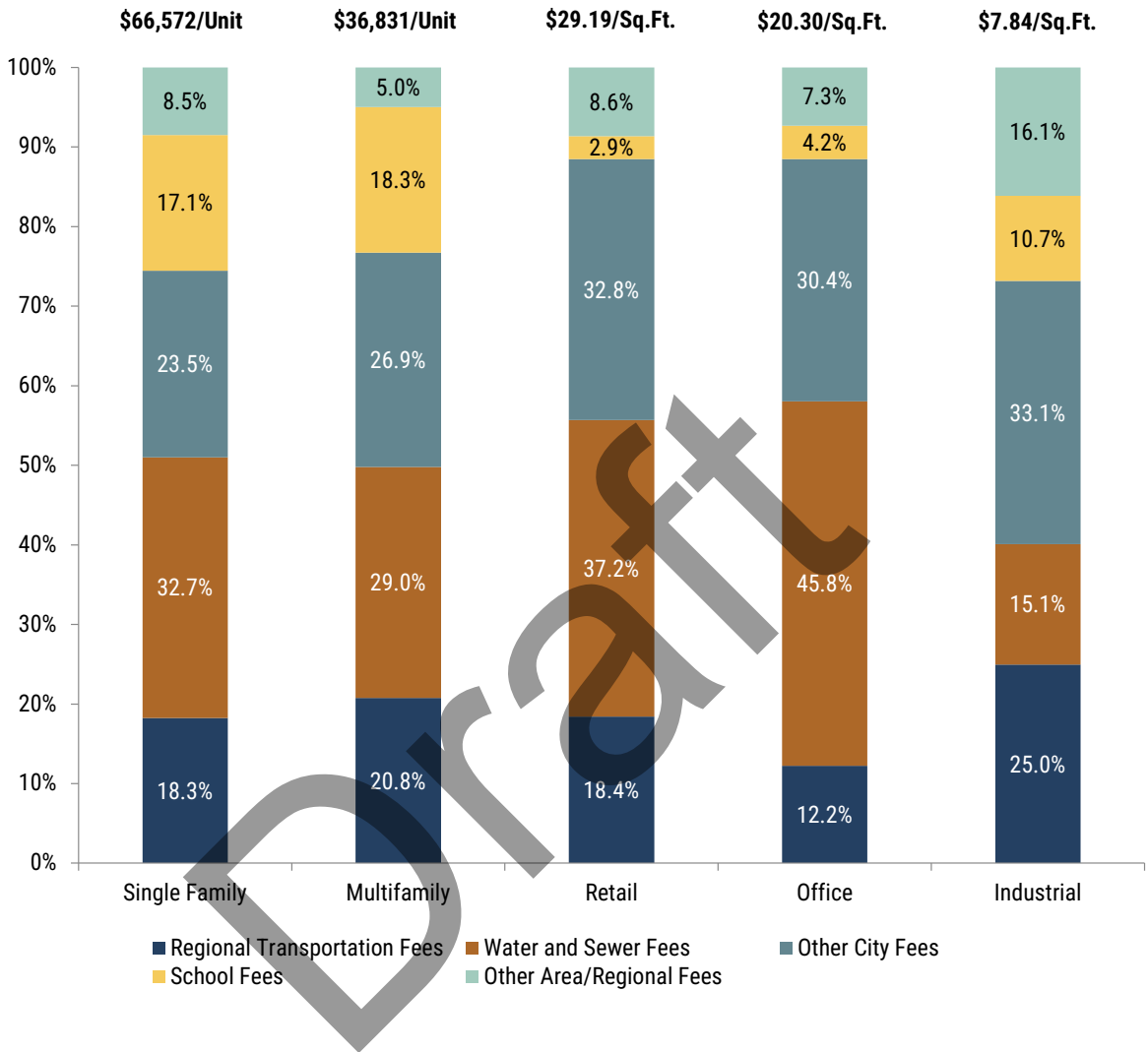
On average, WRCOG TUMF nonresidential fees show more variation in level and in proportion of overall development impact fees (between 7 percent and 48 percent) than for the residential fee categories. Average total retail fees are about \$29 per square foot, of which Regional Transportation Fees represent 26 percent. Due to the variation in the total fees on retail development among jurisdictions (from \$16.31 to \$56.57 per square foot), TUMF as a percent of total fees ranges from 13.6 percent to 47.3 percent. Average total industrial fees are substantially lower at \$7.87 per square foot with a range from \$5.17 per square foot to \$13.08 per square foot. TUMF represents about 30 percent of the average total industrial fees, with a range from 17.8 percent to 45.1 percent. Total fees on office development fall in between the retail and industrial fees at an average of \$20.01 per square foot and a range from \$9.42 to \$33.63 per square foot. The TUMF fee represents a relatively low 12.1 percent of average overall fees on office development with a range from 7.3 percent to 26 percent (see Table 4, Table 5, and Figure 5).

Nonresidential development impact fees show more variation in terms of the distribution between fee categories. Retail fees are dominated by water and sewer fees (37.3 percent) as well as Other City fees (32.8 percent). Office fees follow a similar pattern with Water and Sewer Fees at 45.8 percent of the total followed by Other City fees at 30.4 percent. Fees for industrial buildings, which are typically less intensive water users, are lower overall and more dominated on a proportionate basis by Other City fees (33 percent) and Regional Transportation Fees (24.9 percent) (see Table 5 and Figure 5).

Table 5. Average Development Impact Fee Costs by Category in WRCOG Region

	Single Family (per Unit)	Multifamily (per Unit)	Industrial (per Sq.Ft)	Retail (per Sq.Ft)	Office (per Sq.Ft)
Regional Transportation Fees	\$12,380	\$7,757	\$1.96	\$5.40	\$2.45
Water and Sewer Fees	\$22,204	\$10,856	\$1.19	\$10.92	\$9.17
Other City Fees	\$15,902	\$10,063	\$2.60	\$9.62	\$6.09
School Fees	\$11,563	\$6,832	\$0.84	\$0.84	\$0.84
Other Area/Regional Fees	<u>\$5,754</u>	<u>\$1,862</u>	<u>\$1.27</u>	<u>\$2.53</u>	<u>\$1.46</u>
Total Fees	\$67,802	\$37,371	\$7.87	\$29.31	\$20.01

Figure 5. Average Development Impact Fee Costs in WRCOG Jurisdictions



Unincorporated jurisdictions have slightly lower total fees as compared to the average for all WRCOG study jurisdictions. For single family and multifamily residential uses, total fees for the unincorporated study areas were 80 percent and 86 percent, respectively, of the WRCOG average total fee amount for residential uses, as shown in **Table 6**. For nonresidential uses, total fees for unincorporated study areas were between 67 and 70 percent of the WRCOG average for nonresidential uses. Across land use types, this difference can be primarily attributed to fewer fees in the Other City/(County) Fees category.

Table 6. Unincorporated Jurisdictions/March JPA and Total Jurisdictions Comparisons

	Single Family (per Unit)	Multifamily (per Unit)	Industrial (per Sq.Ft)	Retail (per Sq.Ft)	Office (per Sq.Ft)
Unincorporated Jurisdictions and March JPA	\$54,237	\$32,263	\$5.43	\$19.65	\$14.05
Total Jurisdictions	\$67,802	\$37,371	\$7.87	\$29.31	\$20.01
Unincorporated Jurisdictions and March JPA / Total Jurisdiction	80%	86%	69%	67%	70%

Fee Level Changes since 2022-23 Study

Table 7 through Table 11 provide additional detail on the changes in fee levels by fee category.

Table 7. Single Family 2022-23 Fee Comparison

Single Family	Average Fee Per Dwelling Unit			
	2022	2025	\$ Change	% Change
Regional Transportation Fees	\$10,104	\$12,380	\$2,276	22.5%
Water and Sewer Fees	\$20,772	\$22,204	\$1,433	6.9%
Other City Fees	\$12,075	\$15,902	\$3,827	31.7%
School Fees	\$9,275	\$11,563	\$2,288	24.7%
Other Area/Regional Fees	\$4,853	\$5,754	\$901	18.6%
Total Fees	\$57,078	\$67,802	\$10,724	18.8%

Table 8. Multifamily 2022-23 Fee Comparison

Multifamily	Average Fee Per Dwelling Unit			
	2022	2025	\$ Change	% Change
Regional Transportation Fees	\$6,580	\$7,757	\$1,177	17.9%
Water and Sewer Fees	\$10,012	\$10,856	\$844	8.4%
Other City Fees	\$8,608	\$10,063	\$1,455	16.9%
School Fees	\$5,480	\$6,832	\$1,352	24.7%
Other Area/Regional Fees	\$1,418	\$1,862	\$443	31.3%
Total Fees	\$32,099	\$37,371	\$5,272	16.4%

Table 9. Retail 2022-23 Fee Comparison

Retail	2022	Average Fee Per Square Foot		
		2025	\$ Change	% Change
Regional Transportation Fees	\$5.40	\$5.40	\$0.00	0.0%
Water and Sewer Fees	\$10.31	\$10.92	\$0.61	5.9%
Other City Fees	\$6.66	\$9.62	\$2.95	44.4%
School Fees	\$0.66	\$0.84	\$0.18	27.0%
Other Area/Regional Fees	\$2.23	\$2.53	\$0.30	13.6%
Total Fees	\$25.27	\$29.31	\$4.04	16.0%

Table 10. Office 2022-23 Fee Comparison

Office	2022	Average Fee Per Square Foot		
		2025	\$ Change	% Change
Regional Transportation Fees	\$2.45	\$2.45	\$0.00	0.0%
Water and Sewer Fees	\$8.19	\$9.17	\$0.98	12.0%
Other City Fees	\$4.47	\$6.09	\$1.62	36.3%
School Fees	\$0.66	\$0.84	\$0.18	27.0%
Other Area/Regional Fees	\$1.27	\$1.46	\$0.19	14.9%
Total Fees	\$17.04	\$20.01	\$2.97	17.4%

Table 11. Industrial 2022-23 Fee Comparison

Industrial	2022	Average Fee Per Square Foot		
		2025	\$ Change	% Change
Regional Transportation Fees	\$1.57	\$1.96	\$0.40	25.3%
Water and Sewer Fees	\$0.99	\$1.19	\$0.20	20.5%
Other City Fees	\$2.15	\$2.60	\$0.45	21.0%
School Fees	\$0.66	\$0.84	\$0.18	27.0%
Other Area/Regional Fees	\$1.11	\$1.27	\$0.16	14.8%
Total Fees	\$6.48	\$7.87	\$1.39	21.5%

Findings from Fee Comparison with Non-WRCOG Jurisdictions

Figure 6 through Figure 9 compare the average overall WRCOG development impact fees (and their proportionate distributions between the five major fee categories) with other cities/groups of cities for all five land uses/development prototypes studied. The comparative cities/subregions include selected jurisdictions in the Coachella Valley and San Bernardino County.

Average development impact fees for WRCOG jurisdictions are generally similar to the average of selected San Bernardino County cities. When compared with the average of selected San Bernardino County cities (Fontana, Yucaipa, San Bernardino, Ontario, Chino, and Rialto), the WRCOG average is higher for all land uses, though most similar for multifamily developments. New development in San Bernardino County cities is required to make payments towards regional transportation infrastructure, though the distinction between the regional and local transportation fees is often unclear. Overall, the combination of Regional Transportation Fees, Other City fees, and Area/Other Regional fees is lower in San Bernardino County than in Riverside County for all land uses.

The average development impact fees for selected Coachella Valley cities are lower than the WRCOG averages for all land uses. The average for selected Coachella Valley cities (Indio, Palm Desert, and Palm Springs) is substantially lower for single family, multifamily, office, and retail development, and modestly lower industrial development. In the case of residential uses, this is primarily due to lower Regional Transportation Fees and Other City Fees. For nonresidential uses, this is more generally attributable to lower Water and Sewer Fees and lower Other Area/Regional Fees.

Residential fees in Western Riverside County also appear to be growing faster than in San Bernardino County and Coachella Valley. The increases of 18.8 percent and 16.4 percent for single family and multifamily development fees (respectively) in WRCOG outpaced the increases of 3.1 percent and 7.8 percent in San Bernardino, as well as the increases of 6.9 percent and 7.7 percent in Coachella Valley.

Nonresidential fees have increased more slowly than in the Coachella Valley. Within the comparison of neighboring jurisdictions, cities in the Coachella Valley saw average fee totals for nonresidential developments increase the fastest, with 34.8 percent, 31 percent, and 22.9 percent increases for retail, office, and industrial development, respectively. Fee increases in WRCOG were next highest, while average fees in San Bernardino County cities generally did not increase, and even decreased slightly.

Figure 6. Average Single Family Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

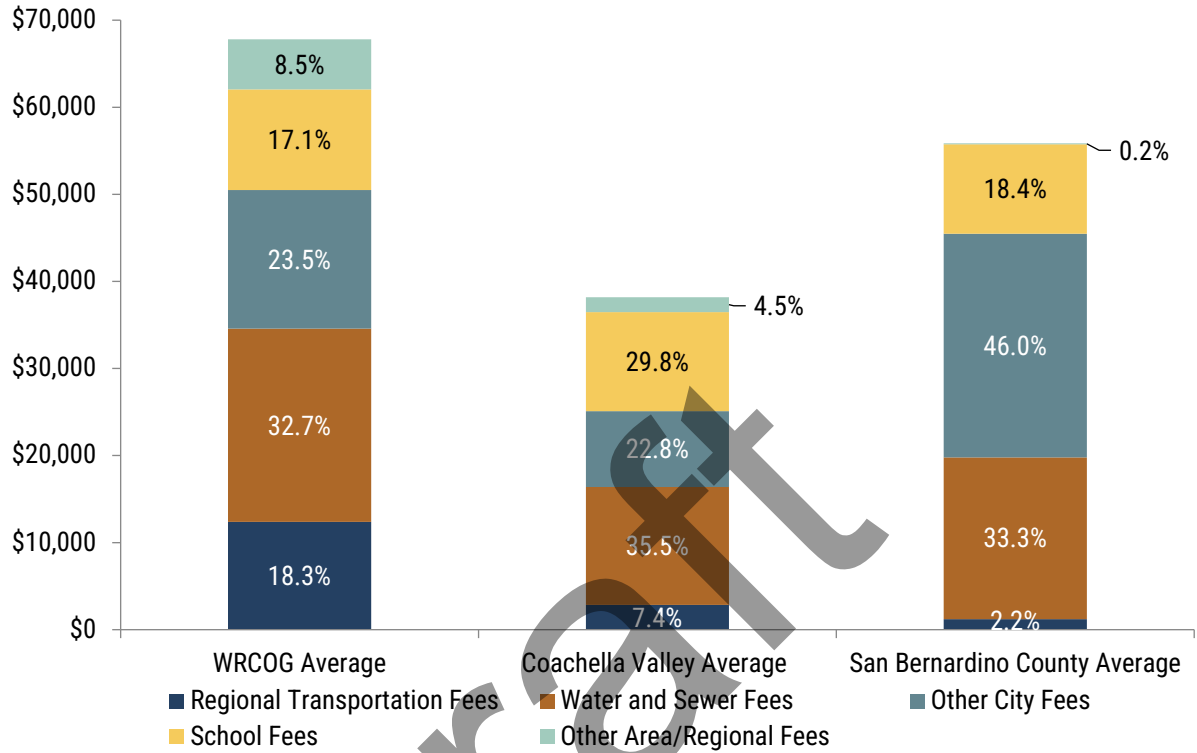


Figure 7. Average Multifamily Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

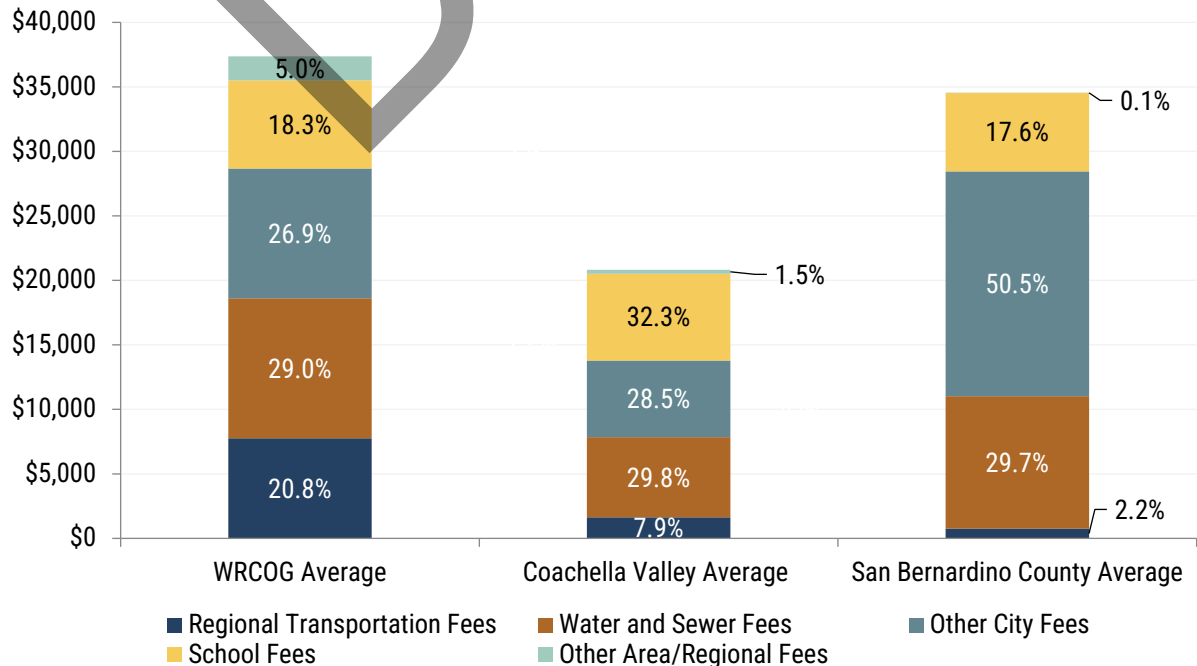


Figure 8. Average Retail Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

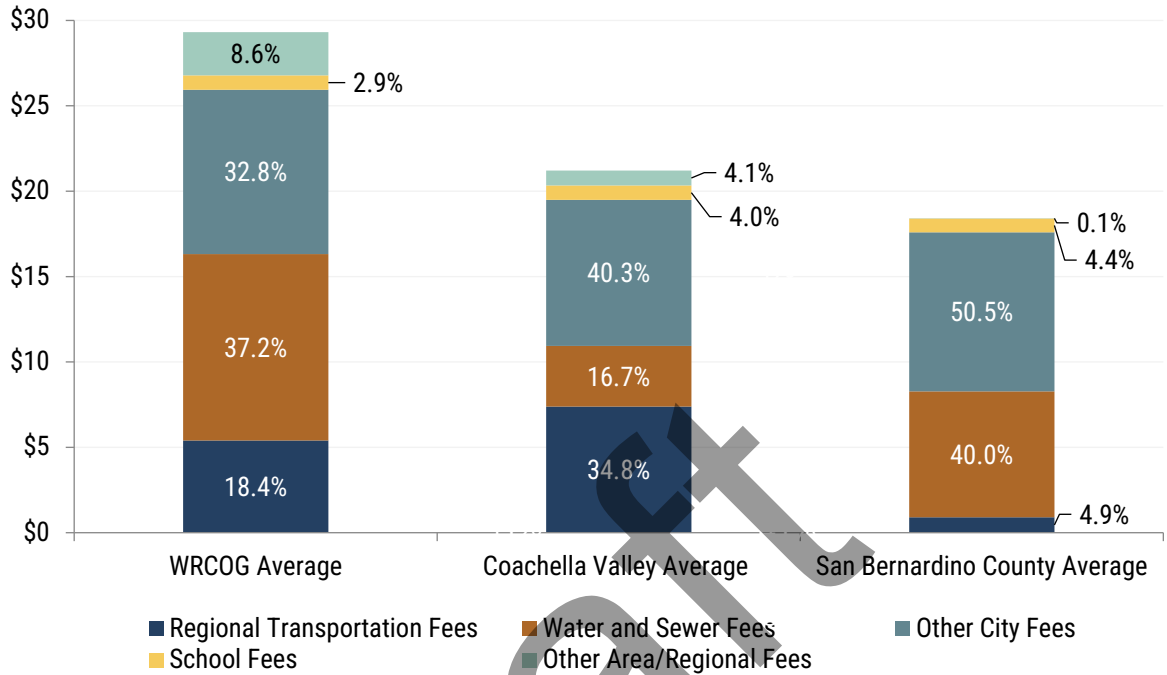


Figure 9. Average Office Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

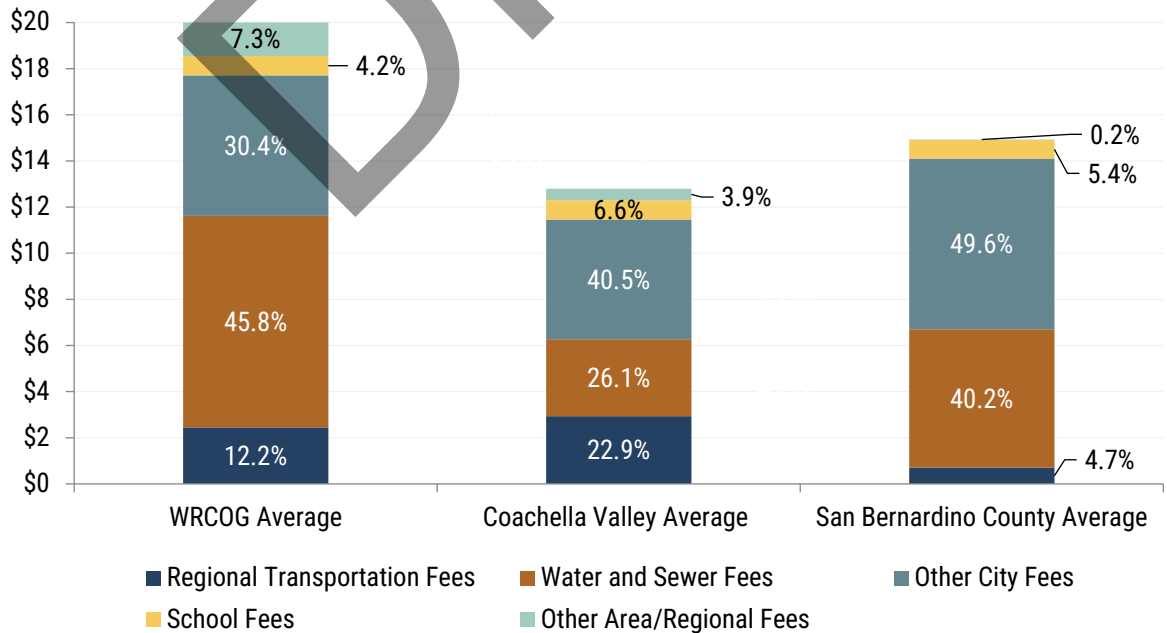
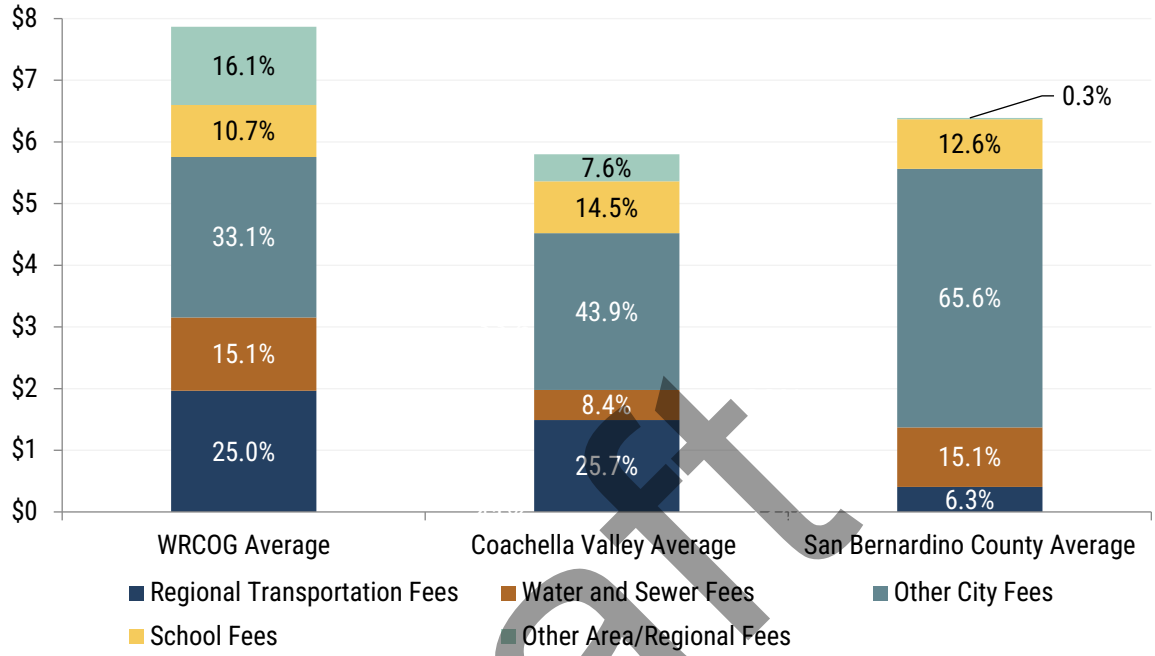


Figure 10. Average Industrial Development Impact Fee Costs and Proportions in Neighboring Jurisdictions



Draft

3. Development Impact Fees and Development Costs

This chapter evaluates development impact fees, including the TUMF, in Western Riverside County in the context of overall development costs. The first section below provides an overview of the complex factors that influence decisions to develop, one of which is development cost. The subsequent section describes the methodology used to estimate development costs for different land use types. The next section provides conclusions concerning the level of fees and TUMF in the context of overall costs.

It is critical to note that this analysis uses generalized development prototypes and development cost and return estimates to draw overall conclusions about development impact fees relative to development costs. This analysis does not represent a project-specific analysis as the development program, development costs, and returns associated with any individual project can vary widely. No conclusions concerning the feasibility of any specific project should be drawn from this analysis.

Economics of Development

Key Factors in New Development

The drivers of growth and development are complex and multifaceted, and market conditions—influenced by broader global, national, and regional economic conditions—are typically the strongest factor. Though regional and local policies (including the choice of whether and how much to charge in impact fees) will not be sufficient to attract or capture development when market conditions are poor, they can influence the feasibility and pace of development during more moderate or strong market conditions. Market strength is typically reflected by the price point or lease rate that users/homeowners/renters are willing to pay.

Developers (whether looking to do speculative development or to provide build-to-suit developments for larger users) will review a number of conditions before determining whether to move forward with site acquisition/optioning and pre-development activities. Factors will include: (1) the availability of appropriate sites, (2) the availability of/proximity to/quality of infrastructure/facilities (e.g., proximity to transportation corridors, schools, and other amenities), (3) local market strength (achievable sales prices/lease rates) in the context of competitive supply, (4) expected development costs (including land acquisition costs, construction materials and labor costs, the availability and costs of financing, and development impact fees, among others), and, (5) where sites are unentitled, the entitlement risk.

When the strength of market demand for new residential and nonresidential development is sufficient, it typically spurs more detailed review and evaluation of sites by developers. Even in cases where market factors look strong, there is a complex balance between development revenues, development costs, land costs, and required developer returns that must be achieved to catalyze new development. Modest fluctuations in development revenues (i.e., market prices), development costs (materials, labor costs, etc.), and landowner expectations (perceived value of land) can all affect development decisions, as can assessments of entitlement risk and complexity, where entitlements are still required.

While many of these factors, such as the price of steel, tariffs, the complexities of CEQA, the market for labor, and land values, are outside of the control of local public agencies, development impact fees represent one factor that can be adjusted at the local level. That said, given limited sources of revenue for local jurisdictions, there are policy tradeoffs to not charging development impact fees, especially as they can have long-term influence on other factors that influence market demand, including local infrastructure/amenities, transportation connections to job centers, and school district quality.

Methodology

Every development project is different and will have different development costs. For the purposes of this analysis, EPS considered the same set of land use prototypes as for the fee review and comparison and developed an illustrative estimate of the full set of development costs. The steps taken in developing the development cost estimates are described in the subsections below.

Land Uses Evaluated

The development cost evaluation was completed for the same development prototypes as used in the estimation of development impact fees described in **Chapter 2**:

- Residential Single Family Development – Single family homes in a 50-unit subdivision
- Residential Multifamily Development – Multifamily apartments in a 200-unit building
- Industrial Development – High-cube industrial space in a 265,000-square-foot building
- Office Development – Office space in a 20,000-square-foot office building
- Retail Development – Retail space in a 10,000-square-foot retail building

Development Cost Estimates

An illustrative static pro forma structure was developed. The pro forma incorporated different categories of development costs (see below). It also considered potential land values/acquisition costs based on a residual land value approach that considered potential development values, subtracted direct and indirect development costs and developer return requirements, and indicated a potential residual land value. The development values were refined based on available market data ranges and the need to generate a land value of an appropriate level to support land acquisition and new development. As noted above, this analysis is designed to provide overall insights on general economic relationships and does not draw conclusions concerning the feasibility of individual projects.

It is also important to note that the pro formas developed were specifically configured to represent a potentially feasible set of relationships, in terms of revenues, costs, and returns. This allows for consideration of development impact fees in the context of illustrative projects that would make sense to undertake. To the extent, development costs are higher than those indicated – a reality which could certainly be true for many projects – development values would need to be higher or feasibility is not likely to be attained. To the extent, this is true, development impact fees as a proportion of development costs would be lower than those shown.

In this study, major cost categories were revised from the 2022-23 Study, including direct construction costs, land costs, and development impact fees.

- **Direct Construction Costs** – Site Work/Improvements and Vertical Construction Costs. Estimates were taken from Marshal & Swift (a construction cost data provider) estimates, available pro formas, and information from developers where available.
- **Indirect Costs** – Architecture and Engineering Costs, Sales and Marketing, Financing, Development Impact Fee, and other soft costs. Estimates were taken from Marshal & Swift, the WRCOG Fee Comparison, available pro formas, and information from developers where available.
- **Developer Return Requirements** – Developer return requirements were set to be equal to between 10 and 14 percent of development value for all land uses. This represented between 8 and 16 percent of direct and indirect construction costs consistent with typical developer hurdle returns.
- **Land Costs** – Land costs were based on the estimated residual land values when costs and returns were subtracted from estimates of development value and/or information on actual land transactions. Land costs as a percent of development value were reviewed to make sure they fell within a viable range.

It is also important to note that the following additional assumptions was used in this analysis:

- **Quimby Act** - Two approaches were used to estimate Quimby requirements. The standard methodology applied a 2016 land value per acre, **derived during the first iteration of this study**, with the value escalated to current levels using average Zillow Home Value Index (ZHVI) growth across jurisdictions to maintain consistency where local data is limited. Alternatively, where available, the analysis used city-provided fees (per unit) or appraised land values, reflecting current local conditions.

Results

As context for the description of the results of this analysis, it is worth repeating that there will be considerable variation throughout Western Riverside County in terms of different development cost components and overall development costs. On an average/illustrative basis, overall development costs included in this analysis may be conservative as they do not include union labor costs or entitlement costs. Given that the focus of this analysis is on the relationship between development impact fees and total development costs, an underestimate in total development costs would mean that the proportionate significance of impact fees has been overestimated.

It is again important to note that the analysis shown here is not an evaluation of development feasibility. Such an analysis would require a more-location specific analysis and is highly dependent on-site characteristics, local market conditions, and site land values, among other factors.

Table 12 summarizes the estimated development costs on a per-residential-unit and per-nonresidential-building-square-foot basis. **Table 13** converts the cost estimates into percent allocations out of the total development/return. It should be noted that the total cost (equivalent to the 100 percent) equals the sum of direct and indirect costs, estimated land costs, and required development return. This total cost is equivalent to the sales prices/capitalized building value a developer would need to command to cover all cost/return requirements. To the extent actual costs are higher (e.g., higher land costs or construction costs), the achievable sales prices/capitalized lease rates would also need to be higher.

Table 12. Average Development Cost Estimates by Development Prototype

Development Costs, Land Values, and Return	Single Family (per Unit)	Multifamily (per Unit)	Industrial (per Sq.Ft)	Retail (per Sq.Ft)	Office (per Sq.Ft)
<u>DIRECT</u>					
Basic Site Work/ Lot Improvement:	\$43,560	\$9,257	\$10.87	\$25.00	\$14.29
Direct Construction Cost	<u>\$326,700</u>	<u>\$305,500</u>	<u>\$108.00</u>	<u>\$210.00</u>	<u>\$259.00</u>
Hard Cost Total	\$370,260	\$314,757	\$118.87	\$235.00	\$273.29
<u>INDIRECT</u>					
TUMF	\$12,380	\$7,816	\$2.33	\$7.72	\$2.45
Other Development Impact Fees	\$55,422	\$29,555	\$5.54	\$21.59	\$17.56
Other Soft Costs	<u>\$79,888</u>	<u>\$73,571</u>	<u>\$23.77</u>	<u>\$46.31</u>	<u>\$54.86</u>
Soft Cost Total	\$147,690	\$110,942	\$31.64	\$75.62	\$74.87
Total Direct and Indirect Costs	\$517,950	\$425,699	\$150.51	\$310.62	\$348.15
Developer Return Requirement	\$63,800	\$46,887	\$19.42	\$44.11	\$47.70
Land Value	\$56,251	\$11,953	\$52.92	\$63.77	\$32.80
TOTAL COST	\$638,000	\$484,539	\$222.85	\$418.50	\$428.65

Table 13. Proportional Development Costs by Development Prototype

Development Costs, Land Values, and Return	Single Family	Multifamily	Industrial	Retail	Office
<u>DIRECT</u>					
Basic Site Work/ Lot Improvement:	6.8%	1.9%	4.9%	6.0%	3.3%
Direct Construction Cost	<u>51.2%</u>	<u>63.0%</u>	<u>48.5%</u>	<u>50.2%</u>	<u>60.4%</u>
Hard Cost Total	58.0%	65.0%	53.3%	56.2%	63.8%
<u>INDIRECT</u>					
TUMF	1.9%	1.6%	1.0%	1.8%	0.6%
Other Development Impact Fees	8.7%	6.1%	2.5%	5.2%	4.1%
Other Soft Costs	<u>12.5%</u>	<u>15.2%</u>	<u>10.7%</u>	<u>11.1%</u>	<u>12.8%</u>
Soft Cost Total	23.1%	22.9%	14.2%	18.1%	17.5%
Total Direct and Indirect Costs	81.2%	87.9%	67.5%	74.2%	81.2%
Developer Return Requirement	10.0%	9.7%	8.7%	10.5%	11.1%
Land Value	8.8%	2.5%	23.7%	15.2%	7.7%
TOTAL COST (%)	100.0%	100.0%	100.0%	100.0%	100.0%

Key findings include:

- **Direct construction costs represent the largest proportion of total development costs, typically followed by other land costs, other soft costs (collectively), developer returns, and development impact fees.** Direct construction costs are the largest cost, representing between 53.3 percent and 65 percent of total costs for the prototypes evaluated. Land costs are likely to be most variable, and depending on circumstance, range from 2.5 percent to 23.7 percent for the prototypes. Other soft costs collectively are the next highest component, though their subcomponents (not shown), such as sales and marketing, architecture and engineering, financing costs, are smaller. The expected hurdle developer return at 8.7 to 11.1 percent is the next highest factor. The range for total development impact fees is below all these other ranges, though when indirect costs are considered individually development impact fees are larger than other subcomponents.
- **Total development impact fees represent between 3.5 percent and 10.6 percent of total development costs for the prototype projects.** Total development impact fees represent 10.6 percent and 8 percent of total development costs respectively for single family and multifamily developments, respectively. As discussed in Chapter 2, these capital facilities fees included water and sewer fees, school district fees, other local jurisdiction fees, TUMF, and other agency/subarea fees. As is common, nonresidential development impact fees are lower as a percent though show a significant range from 3.5 percent for industrial development, to 5.7 percent for office development, to 7 percent for retail development. Since the 2022-23 Study, the percent of costs that the development impact fees represent has seen a minimal change. The largest change was seen in the proportion of fees on office projects, which increased by two percentage points.
- **TUMF represents between 0.6 percent and 1.9 percent of total development costs for the prototype projects.** As a proportion of overall development costs, TUMF represent 1.9 percent total residential development costs for single family and 1.6 percent for multifamily. For nonresidential uses there is greater variation with TUMF representing 0.6 percent of total costs for office development, 1 percent of total costs for industrial development, and 1.8 percent of total costs for retail development. TUMF represent between 12.2 percent and 29.6 percent of total development impact fees, on average, as indicated in the Fee Comparison with the highest ratios for industrial development and lowest for office development.

4. Conclusions

The Western Riverside Council of Governments (WRCOG) commissioned this and prior studies to provide increased regional understanding of development impact fees charged on new development in Western Riverside County. It is common practice for new and updated impact fee nexus studies to be accompanied by some consideration of impact fees in neighboring and peer communities and, less frequently, by consideration of impact fees in the context of overall development costs and economics. This is true where individual jurisdictions are introducing/updating a single development impact fee category (e.g., transportation or parks), as well as when undertaking a more comprehensive update to multiple fee categories.

Following the first study in 2016, WRCOG recommended that this report and study be updated periodically to ensure the regional understanding of the region's impact fees remains current in the context of: (1) frequent adjustments to fee levels by individual jurisdictions, (2) changing development cost and economic conditions, and (3) less frequent, but highly significant changes in State law that affect the use and availability of other public financing tools.

The development of this updated study follows that recommendation and represents the second effort to bring the original study up to date.

Appendix A: Development Prototypes

Draft

WRCOG Project Prototypes

- EPS reviewed regionwide data (CoStar and Redfin) on new developments built since 2020 to identify recent development patterns for each major land use
- Confirmed that each of the prototypes are still representative of common developments and identified new example projects to include as references
- The resulting development prototypes remain consistent with those evaluated in the prior fee comparison studies
- Water facilities fees are partly driven by assumed water meter sizes, which for this analysis were standardized as shown. In some cases, different assumptions were used where recommended by individual jurisdictions

Single Family Prototype

Product Type:	Single Family Detached Residential Unit
Development Type:	Residential Subdivision
Number of Acres:	10 Gross Acres
Number of Units:	50 Units
Building Sq.Ft.:	2,700 Sq.Ft.
No. of Bedrooms:	4
No. Of Bathrooms:	3
Garage Space:	500 Sq.Ft.
Habitable Space:	2,200 Sq.Ft.
Total Lot Size:	7,200 Sq.Ft.
Density:	5 DU/AC
Lot Width:	60 Ft.
Lot Depth:	120 Ft.
Water Meter Size:	One (1x) 1-Inch Meter



Similar Single Family Home
19180 El Gallo St. (Catania at Citrine), City of Riverside

Multi-Family Prototype



Product Type:	Multifamily Apartment Unit
Development Type:	Multi Family Apartment Building
Number of Acres:	10 Gross Acres
Apartment Building Square Feet:	260,000 Sq.Ft.
FAR:	0.60
Number of Stories:	3
Number of Dwelling Units:	200
Density	20 DU/AC
Average Unit Size:	1,100 Sq.Ft.
Water Meter Size:	Eight (8x) 2-Inch Meters
Roof Area:	86,667 Sq.Ft.
Lot Width:	515.00 Ft.
Lot Depth:	846.60 Ft.

Similar Multifamily Project

23650 Washington Ave (The Park on Washington), Murrieta, CA

Retail Prototype



Similar Retail Development

30910 Benton Rd (Dollar Tree), Winchester, CA

Product Type:

Number of Acres:

Rentable Square Feet:

FAR:

Number of Stories:

Water Meter Size:

Roof Area:

Lot Width:

Lot Depth:

Retail Building

1.15 Gross Acres

10,000 Sq.Ft.

0.20

1

One (1x) 2-Inch Meter

10,000 Sq.Ft.

223.60 Ft.

223.60 Ft.

Office Prototype

- Reflects median building size for office developments since 2010

Product Type:	Office Building
Number of Acres:	1.3 Gross Acres
Rentable Square Feet:	20,000 Sq.Ft.
FAR:	0.35
Number of Stories:	2
Water Meter Size:	One (1x) 2-Inch Meter
Roof Area:	10,000 Sq.Ft.
Lot Width:	239.00 Ft.
Lot Depth:	239.00 Ft.



Similar Office Development
25130 Hancock Ave, Murrieta, CA 92562

Industrial Prototype

Product Type:	Warehouse/Distribution
Criteria:	Meets criteria for High-Cube
Number of Acres:	15.2 Gross Acres
Rentable Square Feet:	265,000 Sq.Ft.
FAR:	0.40
Water Meter Size:	One (1x) 2-Inch Meter
Roof Area:	265,000 Sq.Ft.
Lot Width:	813.70 Ft.
Lot Depth:	813.70 Ft.



Similar Industrial Development
14935 Limonite Ave (The Ranch by Transwestern
Warehouse Bldg 1)
Eastvale, CA

Appendix B: Location & Service Provider Assumptions

Draft

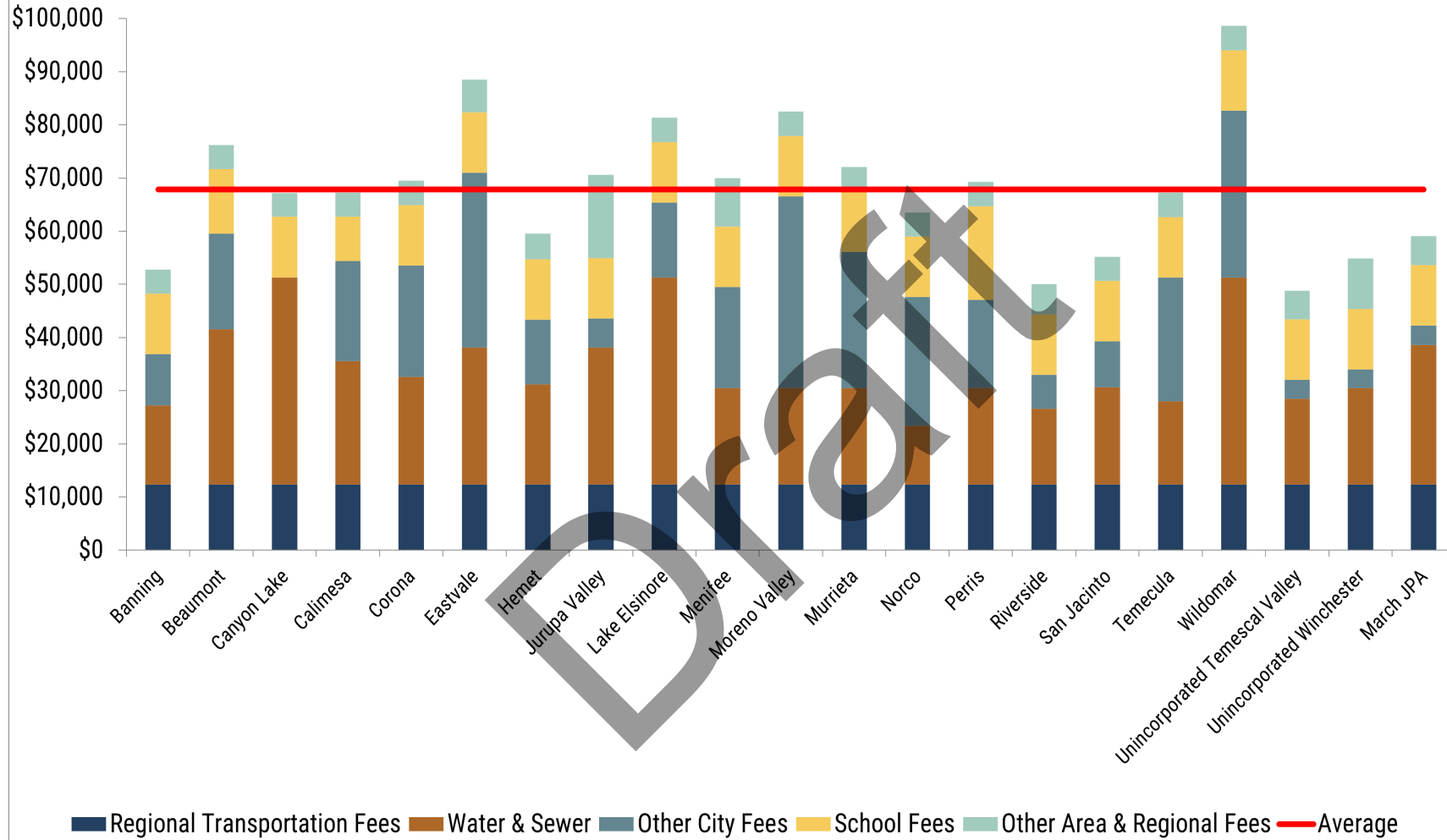
Study Location and Service Provider Assumptions

City / Location	School District	Water District	Sewer District
<i>Western Riverside Council of Governments</i>			
1 Banning	Banning Unified School District	City of Banning	City of Banning
2 Beaumont	Beaumont Unified School District	Beaumont-Cherry Valley Water District	City of Beaumont Sewer & Refuse Service
3 Calimesa	Yucaipa- Calimesa Joint Unified School District	Yucaipa Valley Water District	Yucaipa Valley Water District
4 Canyon Lake	Lake Elsinore Unified School District	Elsinore Valley Municipal Water District	Elsinore Valley Municipal Water District
5 Corona	Corona-Norco Unified School District	City of Corona	City of Corona
6 Eastvale	Corona-Norco Unified School District	Jurupa Community Services District (JCSD)	Jurupa Community Services District (JCSD)
7 Hemet	Hemet Unified School District	Eastern Municipal Water District (EMWD)	Eastern Municipal Water District (EMWD)
8 Jurupa Valley	Jurupa Unified School District	Jurupa Community Services District (JCSD)	Jurupa Community Services District (JCSD)
9 Lake Elsinore	Lake Elsinore Unified School District	Elsinore Valley Municipal Water District	Elsinore Valley Municipal Water District
10 Menifee	Menifee Union (Elementary) & Perris Union (High)	Eastern Municipal Water District (EMWD)	Eastern Municipal Water District (EMWD)
11 Moreno Valley	Moreno Valley Unified School District	Eastern Municipal Water District (EMWD)	Eastern Municipal Water District (EMWD)
12 Murrieta	Murrieta Valley Unified School District	Eastern Municipal Water District (EMWD)	Eastern Municipal Water District (EMWD)
13 Norco	Corona-Norco Unified School District	City of Norco	City of Norco
14 Perris	Perris Union High & Perris Union Elementary	Eastern Municipal Water District (EMWD)	Eastern Municipal Water District (EMWD)
15 Riverside	Riverside Unified School District	City of Riverside	City of Riverside
16 San Jacinto	San Jacinto Unified School District	Eastern Municipal Water District (EMWD)	Eastern Municipal Water District (EMWD)
17 Temecula	Temecula Valley Unified School District	Rancho California Water District	Eastern Municipal Water District (EMWD)
18 Wildomar	Lake Elsinore Unified School District	Elsinore Valley Municipal Water District	Elsinore Valley Municipal Water District
19 Unincorporated Temescal Valley	Corona-Norco Unified School District	Temescal Valley Water District	Temescal Valley Water District
20 Unincorporated Winchester	Menifee Union (Elementary) & Perris Union (High)	Eastern Municipal Water District (EMWD)	Eastern Municipal Water District (EMWD)
21 March JPA	Moreno Valley Unified School District	Western Municipal Water District (WMWD)	Western Municipal Water District (WMWD)
<i>San Bernardino County</i>			
1 Fontana	Fontana Unified School District	Fontana Water Company	City of Fontana
2 Yucaipa	Yucaipa- Calimesa Joint Unified School District	Yucaipa Valley Water District	Yucaipa Valley Water District
3 San Bernardino	San Bernardino City Unified School District	East Valley Water District	San Bernardino Municipal Water Department
4 Ontario	Ontario-Montclier School District	Inland Empire Utilities Agency	Inland Empire Utilities Agency
5 Chino	Chino Valley Unified School District	Inland Empire Utilities Agency	Inland Empire Utilities Agency
6 Rialto	Rialto Unified School District	Rialto Water Services	Rialto Water Services
<i>Coachella Valley Association of Governments</i>			
1 Indio	Desert Sands Unified School District	Indio Water Authority	Valley Sanitary District
2 Palm Desert	Desert Sands Unified School District	Coachella Valley Water District	Coachella Valley Water District
3 Palm Springs	Palm Springs Unified School District	Desert Water Agency	City of Palm Springs

Appendix C: Development Impact Fee Comparison by WRCOG Jurisdictions

Draft

Single Family Prototype Development Fees by Jurisdiction (Per Unit)



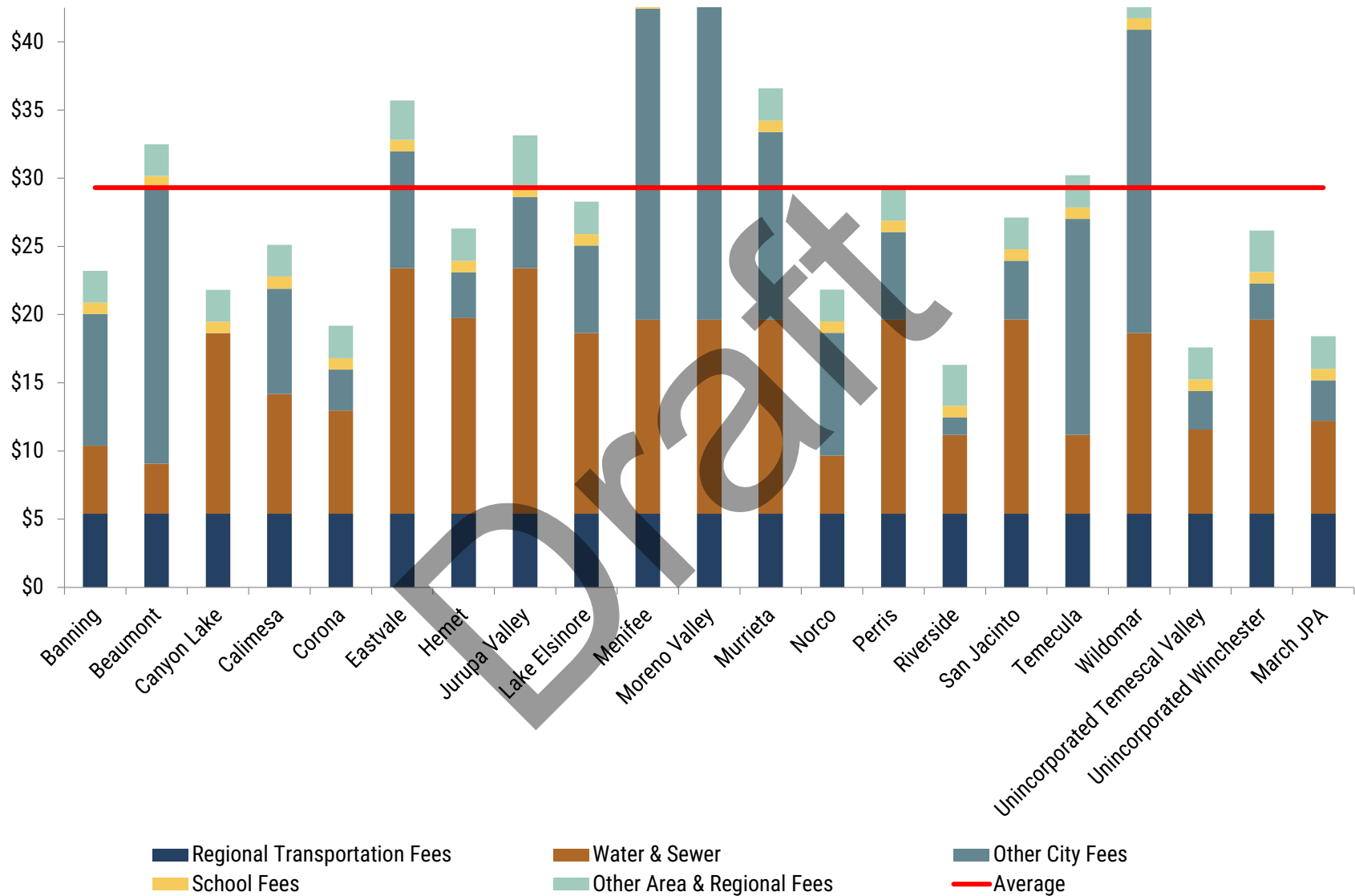
Fee estimates for specified development prototypes as of 2026. Actual fees will vary based on project specifics and any fee updates.
 "Other Area Fees/ Regional Fees" include, but are not limited to, roads and bridges, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Multifamily Prototype Development Fees by Jurisdiction (Per Unit)



Fee estimates for specified development prototypes as of 2026. Actual fees will vary based on project specifics and any fee updates.
 "Other Area Fees/ Regional Fees" include, but are not limited to, roads and bridges, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Retail Prototype Development Fees by Jurisdiction (Per Square Foot)



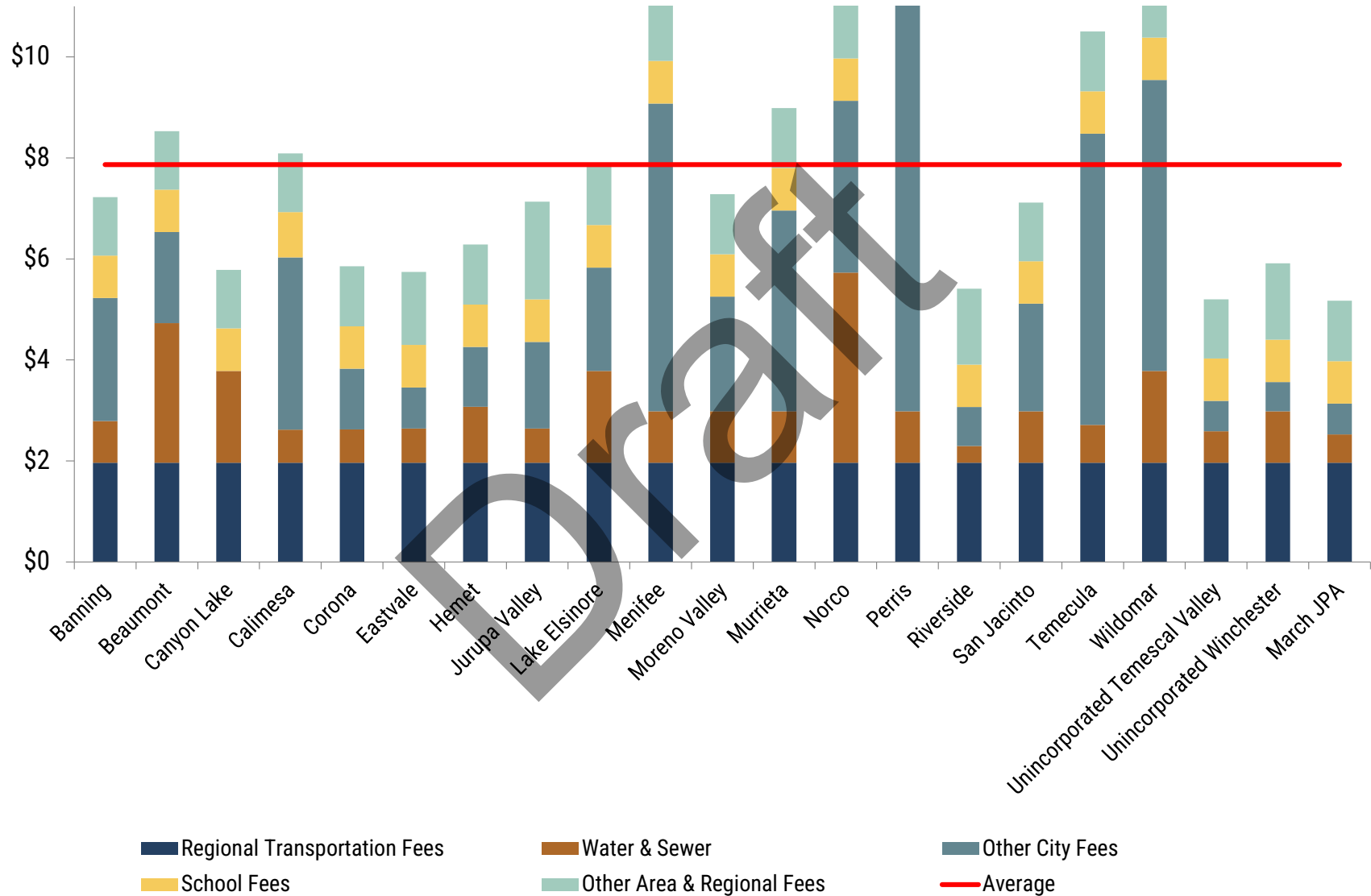
Fee estimates for specified development prototypes as of 2022. Actual fees will vary based on project specifics and any fee updates. "Other Area Fees/ Regional Fees" include, but are not limited to, roads and bridges, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Office Prototype Development Fees by Jurisdiction (Per Square Foot)



Fee estimates for specified development prototypes as of 2022. Actual fees will vary based on project specifics and any fee updates.
 "Other Area Fees/ Regional Fees" include, but are not limited to, roads and bridges, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Industrial Prototype Development Fees by Jurisdiction (Per Square Foot)



Fee estimates for specified development prototypes as of 2022. Actual fees will vary based on project specifics and any fee updates.
 "Other Area Fees/ Regional Fees" include, but are not limited to, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.



Western Riverside Council of Governments Planning Directors Committee

Staff Report

Subject: Rezoning Religiously Owned Land for Affordable Housing Toolkit
Contact: Cynthia Mejia, Amplify Communities, Community Engagement Strategist,
cmejia@amplifycommunities.org, (909) 276-9471
Date: May 14, 2026

Recommended Action(s):

1. Receive and file.

Summary:

Cynthia Mejia from Amplify Communities will provide an update on the development of the Rezoning Religiously Owned Land for Affordable Housing Toolkit that was developed in partnership with WRCOG and the City of Moreno Valley, and is designed to provide insight on rezoning religiously owned land to facilitate affordable housing development.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to share information about rezoning religiously owned land in order to allow for affordable housing. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Amplify Communities will provide an update on the technical assistance it has provided to the City of Moreno Valley through a WRCOG planning bench task order. WRCOG retained Amplify Communities to support implementation of Program 2B of the City's 6th Cycle Housing Element, which focuses on rezoning religiously owned properties to facilitate affordable housing development. This effort has included research on best practices from comparable jurisdictions, engagement with faith-based organizations, collaboration with City staff to draft zoning regulations that enable ministerial (by-right) development of affordable housing on eligible sites, and preparation of a toolkit to assist faith-based property owners in evaluating and pursuing housing development opportunities on their land.

Prior Action(s):

None.

Financial Summary:

This item is for informational purposes only; therefore, there is no fiscal impact.

Attachment(s):

None.



Western Riverside Council of Governments Planning Directors Committee

Staff Report

Subject: Regional Development Update
Contact: Cameron Brown, WRCOG Program Manager, cbrown@wrcog.us, (951) 405-6712
Date: May 14, 2026

Recommended Action(s):

1. Receive and file.

Summary:

The TUMF Program at WRCOG routinely monitors development activity in the region. Development contributes revenue to the TUMF Program for infrastructure development. This item provides a summary of the major development occurring within WRCOG's member agencies. The report focuses on development projects approved in council meetings, construction activities, and projects requiring CEQA authorization. Included in this monitoring are local policies that may affect future residential and non-residential development, including state and local legislation.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to provide an update on residential and non-residential development in the region. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Background

The TUMF Program was established to provide a regional funding mechanism for transportation improvements needed to accommodate growth throughout western Riverside County. WRCOG administers the TUMF Program on behalf of its member agencies, including the collection of TUMF revenue, administration of reimbursement and credit agreements, oversight of the Transportation Improvement Program (TIP), and reimbursement of eligible project costs for regionally significant transportation improvements identified in the TUMF Nexus Study.

As part of ongoing Program administration, WRCOG staff periodically provides updates to the Public Works Committee regarding current TUMF revenue activity, project reimbursement activity, agreement execution, and development trends throughout the region. These updates assist the Committee in monitoring overall Program health, project delivery activity, and regional development patterns that

influence future TUMF revenue and transportation infrastructure demand.

Present Situation

WRCOG staff has prepared a Development Intelligence Monitoring Report summarizing major development and infrastructure activity occurring throughout western Riverside County since January 1, 2026 (Attachment 1). The Report identifies continued strong regional development activity, particularly in the industrial / logistics sector, with several major entitlement actions, environmental review processes, and active construction projects occurring throughout the region. Significant projects highlighted in the report include the proposed 5.5 million square foot Sunset Crossroads industrial Project in Banning, the Elsinore Heights Industrial Project in Lake Elsinore, major industrial development activity in Moreno Valley, and ongoing implementation of the Menifee Valley Specific Plan. The Report also notes continued progress on major transportation infrastructure projects, including the Jurupa Road / Van Buren Boulevard Grade Separation Project and the Palomar Street Widening Project in Wildomar.

The Report further identifies several policy and market trends that may significantly influence future TUMF revenues and regional transportation planning, including warehouse moratorium discussions in Perris and Moreno Valley, continued industrial expansion throughout multiple jurisdictions, and increasing pressure on regional transportation infrastructure systems. Attachment 1 to this Staff Report provides a detailed jurisdiction-by-jurisdiction summary of major projects, infrastructure activity, policy actions, and a regional risk / watchlist intended to assist WRCOG and its member agencies in monitoring long-term transportation and growth trends throughout western Riverside County.

Prior Action(s):

None.

Financial Summary:

This item is for informational purposes only; therefore, there is no fiscal impact.

Attachment(s):

[Attachment 1 - WRCOG TUMF " Development Intelligence Monitor.pdf](#)

WRCOG TUMF – Development Intelligence Monitor

New items and construction updates since January 1 2026 (excluding TUMF fee resolutions)

High-Level Executive Summary

Western Riverside County jurisdictions saw a surge of new entitlements, environmental filings and construction starts in early 2026. Large industrial-logistics and mixed-use projects continue to dominate, while several cities advanced specific plans or extended moratoria affecting warehousing. Public agencies also moved multiple capital-improvement projects into active construction, including grade separations and sports facilities. Overall, the region's development pipeline remains robust, with significant implications for long-term transportation demand, infrastructure timing and potential TUMF revenues. Key trends include:

- **Major entitlement actions:** The City of Banning held a public hearing on **January 28 2026** for the 533-acre **Sunset Crossroads** project, which proposes up to **5.545 million ft²** of industrial uses and **268,400 ft²** of medical/office/retail uses with a hotel, requiring a specific plan, general plan amendment, zone change, development agreement and tentative parcel map ¹. Eastvale advanced a **159-unit Sumner Place** townhouse project with a general plan amendment and zone change ². In March the City of Perris processed a final parcel map for **3.316 million ft²** of logistics warehouses and considered a development agreement amendment for the **Harvest Landing Specific Plan** ³. Moreno Valley's January New Development Summary lists multiple industrial projects approved or in plan check, including the **212,313 ft² District Business Park** (approved), two **Compass Danbe** buildings totaling **278,460 ft² and 96,139 ft²** (approved) and a **1.125-million-ft² Kaiser Permanente** hospital expansion ⁴.
- **Environmental filings and project positioning:** Lake Elsinore released a notice of preparation on **Feb 18 2026** for the **Elsinore Heights Industrial Project** (61-acre site) proposing four warehouses or three warehouses plus a data-center totaling **≈555,060 ft²** with significant off-site road improvements ⁵. Corona issued a notice of preparation for the **Shea Cajalco Commerce Center**, a light-industrial project on 58.69 acres with **≈805,400 ft²** of logistics uses ⁶. Menifee prepared an **EIR addendum** for its **590-acre Menifee Valley Specific Plan**, noting the plan allows up to **1,718 homes**, a civic node, parks and a commercial business park; off-site improvements along Briggs Road, Menifee Road, CA-74 and Matthews Road are needed ⁷.
- **Public infrastructure and capital improvements:** Jurupa Valley's **Van Buren Boulevard / Jurupa Road grade separation** entered active construction; shoring and excavation were completed in January 2026 allowing construction of the Union Pacific Railroad bridge and permanent track, with completion expected by late 2026 ⁸. Murrieta started several capital projects in January, including synthetic turf replacements at Los Alamos Hills Sports Park and Torrey Pines Park ⁹, new pickleball courts at Alderwood Park ¹⁰, and fire station site improvements ¹¹. Wildomar continued work on the **Palomar Street Road Widening & Cemetery Improvements** project—adding roadway widening, bike lanes and cemetery enhancements—with completion anticipated by March 2026 ¹².

- **New residential and mixed-use development:** Jurupa Valley celebrated the **grand opening of Serrano Oaks**, a townhome community offering 3–4 bedroom homes (1,502–1,600 ft²) and smart-home technology ¹³. Temecula continued grading and infrastructure for large communities such as **Altair** (1,750 homes) and **Elderberry Park** ¹⁴. Calimesa processed a tentative tract map to subdivide **1.72 acres into seven residential lots** ¹⁵. Murrieta’s planning commission (March 25 2026) reviewed development agreements for **French Valley Crossings** (≈63,768 ft² of retail on 6.5 acres) ¹⁶ and **Murrieta Marketplace** (≈504,318 ft² retail center) ¹⁷.
- **Policy actions affecting logistics:** Several jurisdictions continued to wrestle with warehouse growth. Perris extended its warehouse moratorium from **45 days to 10 months**, halting approvals for 13 million ft² of proposed warehouses ¹⁸. Moreno Valley rejected a temporary warehouse moratorium but noted that only 92 acres remain for industrial development; the city continues to approve new buildings and is proceeding with the **40.6-million-ft² World Logistics Center** (entitled) ¹⁹. These policy dynamics pose long-term risks for TUMF revenue and program sustainability.

Agency-by-Agency Findings (New Items since January 1 2026)

Banning

- **Sunset Crossroads Specific Plan (entitlement hearing – Jan 28 2026):** The City Council held a special meeting to consider the **Sunset Crossroads** project, a 533.8-acre specific plan south of I-10. The plan proposes up to **268,400 ft²** of medical/office/retail uses (including a travel center and 125-room hotel) and **5.545 million ft²** of industrial uses with cold storage ²⁰. The project requires a general plan amendment, zone change, development agreement and tentative parcel map ²¹. Council deliberated on whether to deny or approve the project, underscoring community concerns about traffic and environmental impacts. Approval would yield high industrial-category TUMF revenue but faces litigation risk and timing uncertainty.

Beaumont

- **Capital improvement updates:** No major private entitlements were identified in early 2026. The city’s monthly CIP tracking list (March 10 report) noted ongoing infrastructure projects but provided limited detail ²². Monitoring will continue for any major master-planned communities or industrial projects.

Calimesa

- **Sandalwood Travel Center (CEQA notice – Feb 2026):** The city issued a mitigated negative declaration for an **11.2-acre travel center** featuring a **4,884 ft² convenience store with alcohol sales**, 4-pump gasoline canopy, **12 EV chargers**, 5 diesel fuel positions, truck parking, and off-site improvements. Entitlements include a tentative parcel map, development plan review, two conditional-use permits and a variance ²³. Construction could generate moderate retail/industrial TUMF revenues and require coordination with nearby interchange improvements.
- **Residential subdivision (Tentative Tract Map 39100):** A public hearing notice detailed a proposal to subdivide **1.72 acres into seven residential lots** at 430 W Avenue L. The project is CEQA-exempt under infill provisions ¹⁵.

Eastvale

- **Sumner Place Townhouses:** A planning commission hearing considered a **159-unit townhouse development** on 7.54 acres. The project requires a general plan amendment (commercial retail to multi-family), zone change, major development review and tentative tract map. Off-site improvements are proposed on Schleisman Road, Sumner Avenue and Orange Street ². Approval would yield moderate residential TUMF revenue and intensify traffic near nearby schools.

Corona

- **Shea Cajalco Commerce Center (NOP – Mar 2026):** The city released a notice of preparation for the **Cajalco Commerce Center**, a 58.69-acre project proposing **≈805,400 ft²** of light-industrial and logistics space on 49.15 acres. The project includes a general plan amendment, zone change and tentative tract map ⁶. Developer materials indicate the facility could approach **one million ft²** and includes a community park ²⁴. With entitlements still in process, this project could deliver substantial TUMF revenue in the industrial category.
- **Other development:** A February 2026 development plan review agenda referenced a **3,142 ft² two-story office building** but no major projects ²⁵. Further review of spring agendas was restricted; no significant entitlements were identified for January–February.

Jurupa Valley

- **Jurupa Road/Van Buren Boulevard grade separation:** Construction progressed to a major phase. Shoring and excavation completed in January 2026 allowed construction of the **Union Pacific Railroad bridge and permanent track**; track grading also began, with completion expected by late 2026 ⁸. This underpass eliminates at-grade rail crossings and is funded by multiple sources, including TUMF. Businesses along the corridor remain open, and the city urges residents to shop locally during construction ²⁶.
- **Serrano Oaks Townhomes:** The city celebrated the **grand opening** of Serrano Oaks on **February 14 2026**, offering two-story townhomes (1,502–1,600 ft², 3–4 bedrooms) with smart-home technology and amenities such as a dog park and fire pits ¹³. While not a large master plan, this marks new housing supply and near-term residential TUMF revenue.
- **Industrial property marketing:** The city's April economic development bulletin advertised the availability of **mid-bay six-pack industrial buildings** (six buildings totaling **≈326,885 ft²** on 18.51 acres) near major freeways ²⁷. Attracting a high-cube warehouse tenant could generate high industrial TUMF fees.

Lake Elsinore

- **Elsinore Heights Industrial Project (NOP – Feb 18 2026):** A notice of preparation outlines a 61-acre industrial project with two development options. **Option 1** proposes four warehouses totaling **≈555,060 ft²**; **Option 2** proposes three warehouses plus a data center with the same total area. The project includes a general plan amendment, zone change, industrial design review, tentative parcel map and conditional use permit. Off-site improvements include widening Camino Del Norte, adding signals at multiple intersections and creating emergency access ⁵. This project is an early signal of significant future TUMF revenue.
- **Ice Cave sports facility:** The city announced development of the **Ice Cave**, a private indoor hockey rink scheduled to open in April 2026, as part of the city's action sports initiative. Located off

Corydon Road, the facility will host hockey leagues and tournaments and is expected to draw visitors and spur local spending ²⁸ .

- **Rome Hill & Baker Street warehouses:** The city considered two warehouse projects in late 2025; no new entitlements emerged after Jan 1 2026. Monitoring continues.

Menifee

- **Menifee Valley Specific Plan (EIR Addendum – Jan 2026):** An addendum to the certified EIR addresses the potential presence of the **Crotch’s bumble bee**. The approved plan covers **590.3 acres**, allowing up to **1,718 housing units**, an elementary school, sports park, civic node and business park. Off-site improvements include roadways and utilities along Briggs Road, Menifee Road, CA-74 and Matthews Road; infrastructure such as a non-vehicular bridge over the railroad may be required ⁷ . The addendum ensures compliance without altering the development footprint.
- **Menifee Valley mixed-use project construction:** In March a local article reported that grading was underway for residential portions of the Menifee Valley Specific Plan and that tilt-up buildings for the **215.5-acre business park**—anticipated to house light-industrial, manufacturing and e-commerce uses with some buildings exceeding **1 million ft²**—were being erected ²⁹ . This indicates active construction and future high industrial TUMF revenue.
- **Other projects:** The city continued to implement small road improvements (Encanto Drive widening, Rouse Road improvements), but these predated the January cutoff. No additional entitlements were identified.

Murrieta

- **Capital projects:** The city’s capital improvement program lists several projects with construction start dates in **January 2026**. Key projects include:
- **Los Alamos Hills Sports Park & Torrey Pines Park turf replacement:** Removing and replacing synthetic turf at soccer and baseball fields; construction started January 2026 (Los Alamos) and March 2026 (Torrey Pines) with completion expected by March/May 2026 ⁹ .
- **Alderwood Park Pickleball Courts:** Building three new pickleball courts with fencing, landscaping and shade structures; start date January 2026 with completion in April ¹⁰ .
- **Fire Station 1 site improvements:** Upgrading infrastructure, connecting to municipal sewer, installing modular wetlands for stormwater, improving accessibility and security; start date December 2025 with completion in May 2026 ¹¹ .
- **Murrieta Hot Springs Road & Alta Murrieta Drive intersection:** Adding a dedicated right turn lane, signal modifications, median and sidewalk improvements; construction is underway with completion expected summer 2026 ³⁰ .
- **Murrieta Hot Springs Road widening:** Widening Murrieta Hot Springs Road from four to six lanes between Via Princesa and Del Haven; includes new traffic signal, medians, bike lanes and retaining walls with completion in fall 2026 ³¹ .
- **Retail development agreements:** On March 25 2026 the planning commission held hearings on two development agreements: **French Valley Crossings**, a 6.53-acre retail hub with ~63,768 ft² of space ¹⁶ ; and **Murrieta Marketplace**, a 504,318-ft² retail center anchored by a national grocery store ¹⁷ . These projects are in pre-construction and, if approved, will yield significant retail TUMF revenue.

Perris

- **Warehouse moratorium extension (Jan 13 2026):** The City Council extended its 45-day moratorium on new warehouses to **ten months**, halting consideration of more than a dozen proposals totaling about **13 million ft²** of industrial space ¹⁸. This action reflects community concerns about environmental impacts and will delay potential TUMF revenue.
- **Industrial entitlements (Mar 10 2026):** Council approved a final parcel map that consolidates six parcels for **three large warehouses totaling 3,316,317 ft²** at the north-south ends of Perris Boulevard ³. It also held hearings on the **Harvest Landing Specific Plan** amendment to relocate a 391,725-ft² warehouse hub and denied the **Perris Gateway Commercial Center** (157,928 ft²). The city approved minor modifications to the **Expressway Commerce Center** (two 11,681-ft² buildings) ³². These actions highlight a nuanced stance: large logistics projects still advance despite the moratorium.

Moreno Valley

- **January 2026 Economic Development Summary:** The city's monthly report lists numerous commercial, industrial and medical projects at varying stages. Highlights include:
- **Kaiser Permanente Hospital expansion:** A 20-year, three-phase plan to add **1.125 million ft²** to the existing hospital campus; the project is approved ⁴.
- **District Business Park (Ledo Capital):** A **212,313 ft²** industrial building approved at Heacock & Ironwood ⁴.
- **Compass Danbe industrial buildings:** Two buildings of **278,460 ft²** and **96,139 ft²** approved on Alessandro Avenue ⁴.
- **Liberty Logistics Center:** A **522,772-ft²** building leased to Hisense and opened ³³.
- **Skechers USA Phases II & III:** Phase II (776,672 ft²) opened; **Phase III** (950,530 ft²) is under construction ¹⁹.
- **World Logistics Center:** An entitled **40.6-million-ft²** campus remains in pre-construction. Multiple smaller projects—medical offices, neighborhood retail and standalone restaurants—are in building plan check or under construction ⁴. Collectively these projects will drive high industrial and commercial TUMF revenue.

Riverside / San Jacinto / Norco / Wildomar / March JPA

- **Riverside & San Jacinto:** No significant new entitlements were identified within the January–April 2026 period. Monitoring continues for developments near the Riverside County line and San Jacinto's master plans.
- **Norco:** Information is limited; the city has an existing warehouse moratorium (adopted in 2022), but no new projects were found.
- **Wildomar:** The **Palomar Street Road Widening & Cemetery Improvements** project is under construction. The project will widen Palomar Street, add a multi-purpose trail, bike lanes, sidewalks, intersection improvements, new signals and cemetery enhancements using a mix of ARPA funds, Measure AA, cemetery funds, development impact fees, TUMF and RCTC funds ³⁴ ³⁵. Completion is targeted for March 2026 ³⁶. No major private development entitlements were identified.
- **March Joint Powers Authority:** The March JPA Board agenda for early 2026 was not publicly accessible; no new entitlements were located.

Risk & Watchlist (6–24 Month Outlook)

Item / Location	Status & Potential Impact
Sunset Crossroads (Banning)	Council deliberation on Jan 28 2026 considered whether to deny or approve a 533-acre industrial/retail specific plan with 5.545 M ft ² industrial and 268 k ft ² commercial uses ²⁰ . If approved, the project will generate high industrial TUMF revenue; however, community opposition and litigation could delay or downsize the project.
Elsinore Heights Industrial Project (Lake Elsinore)	Notice of preparation (Feb 18 2026) signals early planning for a 61-acre industrial park with four warehouses or a three-warehouse + data-center option totaling ≈555 k ft ² ⁵ . Environmental review and entitlement hearings will occur in 2026; watch for local resistance to air-quality impacts.
Cajalco Commerce Center (Corona)	NOP (March 9 2026) proposes ≈805 k ft ² of logistics uses on 58.69 acres ⁶ . Project success would add significant industrial TUMF revenue, but site adjacency to Cajalco Road/Bedford Canyon may trigger traffic mitigation requirements.
Sumner Place Townhomes (Eastvale)	159-unit project requiring GP amendment/zone change ² . Approval would add medium residential TUMF revenue; watch for infrastructure funding to widen Schleisman Road and relieve school capacity concerns.
Menifee Valley Specific Plan implementation	EIR addendum ensures project compliance while construction of residential neighborhoods and the 215.5-acre business park proceeds ⁷ ²⁹ . Large industrial buildings (>1 M ft ²) could deliver high TUMF revenue but depend on market absorption and environmental permits.
French Valley Crossings & Murrieta Marketplace (Murrieta)	Development agreements under review; if approved, ~63,768 ft ² and 504,318 ft ² of retail space will proceed ¹⁶ ¹⁷ . These centers will boost commercial TUMF revenue and could shift regional shopping patterns.
Perris industrial pipeline	Despite a moratorium extension (Jan 13 2026) halting many proposals ¹⁸ , the city processed a final parcel map for 3.3 M ft ² of warehouses and considered amendments to the Harvest Landing plan ³ . Watch for litigation and policy shifts that might reinstate or broaden the moratorium.
Moreno Valley industrial surge	January 2026 summary shows numerous industrial approvals and plan checks, including the District Business Park (212 k ft ²), Compass Danbe buildings (278/96 k ft ²), hospital expansion (1.125 M ft ²) and Liberty Logistics Center (522 k ft ²) ⁴ . Together with the World Logistics Center (40.6 M ft ²) and Skechers Phase III (950 k ft ²) ¹⁹ , these projects will substantially increase TUMF revenue but may strain transportation infrastructure and face regional warehousing pushback.

Item / Location	Status & Potential Impact
Jurupa Grade Separation & Industrial marketing	Construction of the UPRR bridge and permanent track is underway with completion in late 2026 ⁸ . This infrastructure will enhance mobility but may shift traffic during construction. Marketing of 326 k ft ² of available industrial space ²⁷ signals potential new warehouse tenants.
Wildomar Palomar Street Widening & Cemetery Improvements	Roadway widening and cemetery upgrades are in final construction stages (completion March 2026) ¹² ³⁶ . The project uses TUMF funds and may open adjacent land for future development.

¹ ²⁰ banningca.gov

<https://banningca.gov/Archive.aspx?ADID=3081>

² ceqanet.lci.ca.gov

<https://ceqanet.lci.ca.gov/2026010841/1/Attachment/Mr9hc1>

³ **Regular City Council Meeting March 10, 2026**

https://perris.granicus.com/GeneratedAgendaViewer.php?view_id=4&event_id=920

⁴ ¹⁹ ³³ [moval.org](http://www.moval.org)

<http://www.moval.org/edd/pdfs/new-development/2026/January26.pdf>

⁵ **10830020 Elsinore Heights Industrial Project NOP.pdf**

<https://www.lake-elsinore.org/DocumentCenter/View/5343/Elsinore-Heights-NOP>

⁶ **Shea Cajalco Commerce Center Project**

<https://ceqanet.lci.ca.gov/2026030378>

⁷ ceqanet.lci.ca.gov

<https://ceqanet.lci.ca.gov/2022030233/9/Attachment/L7DHjk>

⁸ ²⁶ ²⁷ **Don't miss this month's Economic Development News!**

<https://content.govdelivery.com/accounts/CAJURUPAVALLEY/bulletins/4117205>

⁹ ¹⁰ ¹¹ ³⁰ ³¹ **Capital Improvement Projects | Murrieta, CA**

<https://www.murrietaca.gov/1582/Capital-Improvement-Projects>

¹² ³⁴ ³⁵ ³⁶ **Palomar Street Road Widening & Cemetery Improvements Project (CIP 028-2, 067-1) | Wildomar, CA**

<https://www.wildomar.gov/267/Palomar-Street-Road-Widening-Cemetery-Im>

¹³ **Don't miss this month's Economic Development News!**

<https://content.govdelivery.com/accounts/CAJURUPAVALLEY/bulletins/40aac7e>

¹⁴ **Microsoft Word - 1 - March 2026 Project Status Report.docx**

<https://www.temeculaca.gov/DocumentCenter/View/20252/Project-Status-Land-Development-Projects>

¹⁵ [calimesa.gov](https://www.calimesa.gov)

<https://www.calimesa.gov/DocumentCenter/View/2070>

16 Retail Hub | Murrieta, CA

<https://www.jntmgt.com/french-valley-crossings621b6635>

17 Gas Station Development | California

<https://www.jntmgt.com/murrieta-marketplace66e2aed7>

18 Too Many Warehouses: Industrial Expansion Meets Community Resistance in a California Town - The Click

<https://theclick.news/too-many-warehouses-industrial-expansion-meets-community-resistance-in-a-california-town/>

21 6dbcb44a-e030-11f0-bb28-005056a89546-38305488-93fe-4918-9dd7-c67857e7b6c7-1769629935.pdf

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23 calimesa.gov

<https://www.calimesa.gov/DocumentCenter/View/2057>

24 Cajalco Commerce Center

<https://www.cajalcocommercecenter.com/>

25 vdvddvc

https://cdn.prod.website-files.com/65799af8ef225180fdf1ba2e/697ba9ec3db9043c9fc3e003_Dpr02122026.pdf

28 Lake Elsinore Announces Development of Region's First Private Indoor Hockey Ice Rink

<https://myemail.constantcontact.com/Lake-Elsinore-Announces-Development-of-Region-s-First-Private-Indoor-Hockey-Ice-Rink-.html?soid=1139022557797&aid=Hn3F626rY0I>

29 Mixed-use development begins on 590 acres west, south of Heritage High School - Menifee 24/7

<https://menifee247.com/2026/03/mixed-use-development-begins-on-590-acres-west-south-of-heritage-high-school.html>

32 March 10, 2026, Perris City... - City of Perris - Government | Facebook

<https://www.facebook.com/CityOfPerris/posts/march-10-2026-perris-city-council-meeting-highlightsat-its-regular-meeting-the-c/1229730595980937/>



Western Riverside Council of Governments Planning Directors Committee

Staff Report

Subject: SCAG Connect SoCal 2050 Local Data Exchange
Contact: Kevin Kane, SCAG Program Manager, kane@scag.ca.gov, (213) 236-1828
Date: May 14, 2026

Recommended Action(s):

1. Receive and file.

Summary:

To support the development of Connect SoCal 2050, the Local Data Exchange, or LDX, process aims to meet with and exchange local information for regional purposes with all local jurisdictions in southern California. A key purpose of this process is the requirement that SCAG “set forth a forecasted development pattern for the region” as a core element of the sustainable communities strategy. SCAG is asking local planning departments to schedule one-on-one meetings with SCAG staff in July and August 2026.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to provide a summary of the Local Data Exchange process to support the development of Connect SoCal 2050. This effort aligns with WRCOG's 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Background

To support the development of Connect SoCal 2050, the Local Data Exchange, or LDX, process aims to meet with and exchange local information for regional purposes with all local jurisdictions in southern California. A key purpose of this process is the requirement that SCAG “set forth a forecasted development pattern for the region” as a core element of the sustainable communities strategy.

Present Situation

SCAG's Regional Council adopted three guiding principles to achieve this that are rooted in local planning policies, aligned with state policy, and steered by a regional vision, and also approved the use of LDX as the process for developing the forecasted development pattern. LDX is the primary input

opportunity for local jurisdictions into Connect SoCal. SCAG staff are coordinating the data review process with WRCOG to ensure that RVCOM inputs can be updated at the same time. LDX launched on April 9, 2026, see www.scag.ca.gov/local-data-exchanged, with an input deadline of November 20, 2026.

SCAG is asking local planning departments to schedule a 1-on-1 meeting with a dedicated SCAG point of contact at <https://form.jotform.com/SCAGweb/csc-2050-ldx-meetings>. Meetings with Riverside County jurisdictions will run during July and August 2026.

Prior Action(s):

None.

Financial Summary:

This item is for informational purposes only; therefore, there is no fiscal impact.

Attachment(s):

None.