



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

TOC STRATEGIC PLAN

STATION VISION PLAN

RIVERSIDE - DOWNTOWN

MARCH 2024



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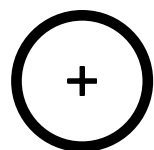
1

THE OPPORTUNITY

WHAT IS TOC?
REGIONAL CONTEXT
INTRODUCTION AND VISION PLAN OUTLINE
THE STATION AREA TODAY
STATION AREA OPPORTUNITIES AND BARRIERS
STATION AREA QUICK FACTS

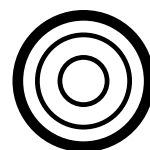
WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

TOC IS 3D



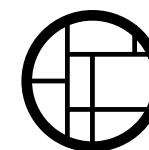
DENSITY

A selection of housing types that is customized to local needs



DIVERSITY

A variety of services, employment, mobility options and residents of different, ages/incomes/family composition



DESIGN

People-focused places that integrate private development, public spaces and transit.

WHAT DOES IT MEAN?

UNDERSTAND THE LOCAL MARKET

What works for large cities might not be best for smaller markets

COMMUNITY PLANNING MATTERS

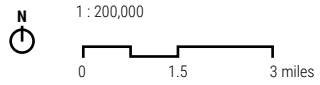
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

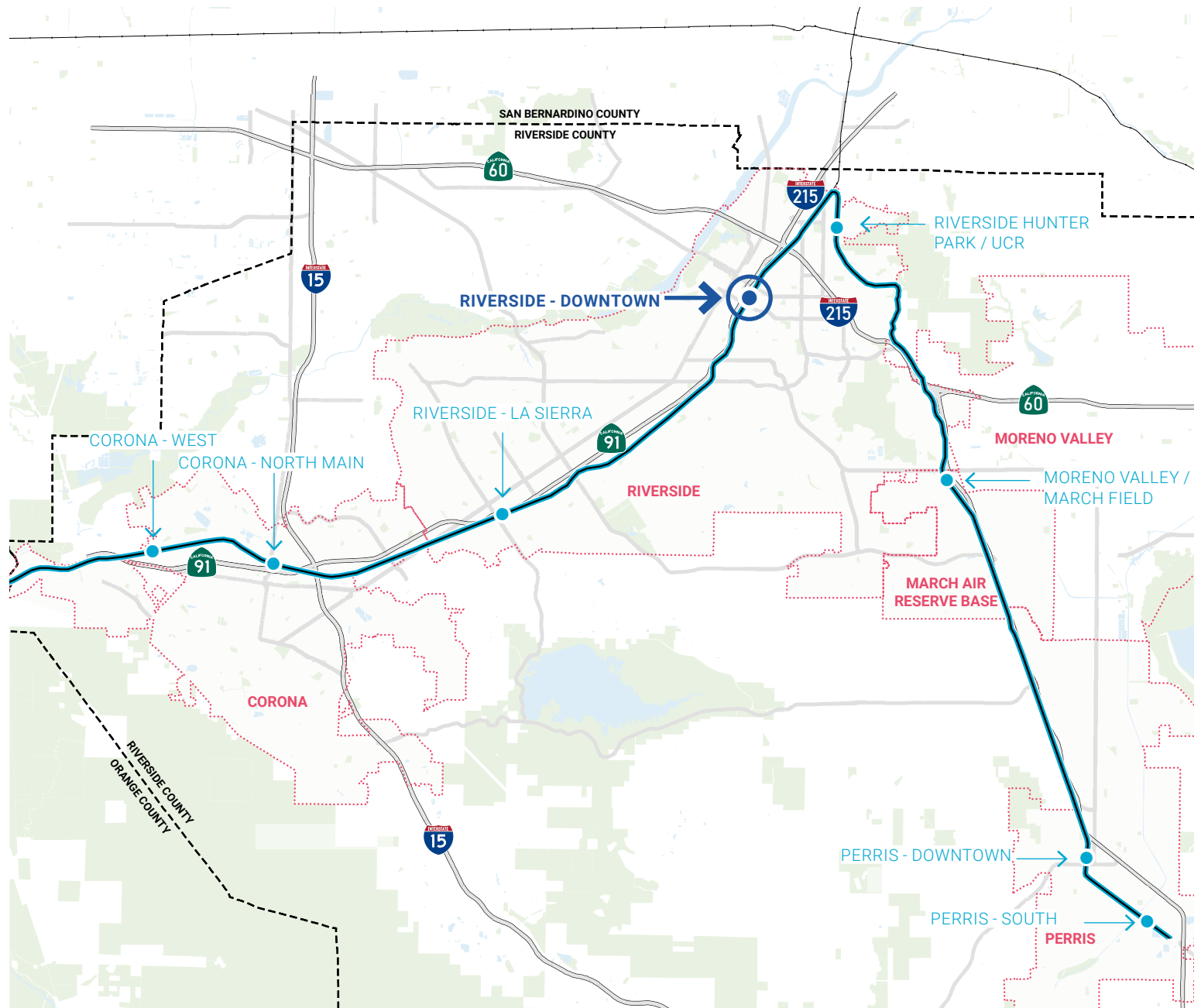
All elements of daily life need to work together to create a true community



EXHIBIT 1. REGIONAL CONTEXT



- County limits
- City limits
- Main arterials
- Metrolink rail line
- Metrolink rail stations
- Intercity rail lines



1.

THE OPPORTUNITY

INTRODUCTION AND VISION PLAN OUTLINE

This planning framework includes an overarching Transit Oriented Communities Strategic Plan (Strategic Plan) and Vision Plans for each individual station area. The Strategic Plan provides a resource for communities at the eight Metrolink stations along the 91/Perris Valley corridor within Riverside County. Vision Plans are being developed for each of the eight stations to provide station-specific frameworks and implementation guidance to promote TOC throughout the corridor. This Vision Plan addresses the **Riverside - Downtown Station**.

WHAT WE HOPE TO ACCOMPLISH

The goals of the Strategic Plan are to support local economic development, increase Metrolink ridership, and decrease overall auto trips; these latter two goals in particular focus on addressing local and regional traffic congestion. The Vision Plan builds on the corridor-wide Strategic Plan by refining station-specific goals, identifying key mobility and infrastructure projects, and outlining financial and phasing strategies to support cities and other stakeholders in realizing the station vision.

RCTC ROLE

The Riverside County Transportation Commission (RCTC) delivers transportation solutions that

improve the quality of life and business climate in Riverside County, California. It oversees funding and coordination of all public transportation services within Riverside County. RCTC has secured funding from the Federal Transportation Administration's (FTA) Pilot Program for Transit-Oriented Development Planning and is leading the development of this plan in partnership with corridor communities.

STAKEHOLDERS

A public engagement process supports the Strategic Plan effort. It is dedicated first and foremost to identifying the specific needs, desires, and interests of the communities surrounding each of the eight station areas. The Vision Plans propose solutions that preserve the best elements of each of the communities and enhance their well-being while allowing the benefits of TOC to take root and flourish.

STATION VISION PLAN

The Station Vision Plan is composed of three major sections:

1. THE OPPORTUNITY

This section presents key opportunities for TOC around a half-mile radius of the Riverside -

Downtown Station. It evaluates existing conditions and provides an overview of opportunities and barriers specific to the station area. This section also includes a snapshot of the station typology, service frequency, parking, and other amenities currently available at the station.

2. THE VISION

The Vision sets the stage for the future of the station. Based on existing conditions, opportunities, and constraints, the Vision lays out key mobility, land use, and placemaking projects that would catalyze TOC around the station area through a comprehensive framework plan. This section also looks at the existing conditions and development around the station, describes it as a "station typology," and compares it to the more transit-oriented future state that the station area can pursue as a long-term goal.

3. HOW WE GET THERE

This section provides implementation guidance by identifying key strategies, funding mechanisms, and policy recommendations to support TOC around the station area. This section also outlines estimated implementation timelines, key partnerships, and funding sources.

THE STATION AREA TODAY

SOCIO-ECONOMIC PROFILE

The Riverside - Downtown Station is the densest and largest employment hub of all station areas on the 91/ Perris Valley Line. Although separated from the city's urban center by the 91 Freeway, it has a large concentration of people and jobs, as well as the multi-family residential and office space associated with a dense regional core. Despite this fact, the station area has a high rate of unemployment and a lower median household income compared to the Riverside submarket and Riverside County. Due to the presence of county government offices, public administration accounts for nearly two-thirds of local jobs. The station area has a good mix of land uses as compared to other station areas under study, with office space making up the bulk of the land use. The housing market is characterized by the predominance of renter-occupied housing, accounting for more than 58% of all residential units.

URBAN DESIGN

Downtown Riverside is a dynamic and unique urban environment characterized by diversity in development patterns and architectural styles. It is a testament to the rich history of the City of Riverside, with many historical, cultural and architectural landmarks, unique buildings, and points of interest that extend beyond the TOC area. The streetscape near the station lacks human scale and offers somewhat sub-standard conditions for pedestrians, cyclists, and public transit.

Downtown Riverside benefits from the presence of parks of various scales as well as an extensive tree canopy, although both are unevenly distributed throughout the TOC area. There are also two waterways, the Santa Ana River and the Tequesquite Arroyo, as well as a 100-year floodplain to be considered in station area planning.

MOBILITY

The station area roadway network is primarily dedicated to vehicular movement. The 91 Freeway, which runs parallel to the train tracks, is a major barrier that hinders access to and from downtown. Due to the orientation and design of the station, there are no points of access south of the station. Riverside - Downtown Station acts as a major mobility hub, serving four train lines and providing six local bus connections. Before the COVID-19 pandemic, average monthly parking utilization rates and average annual weekday boardings were 80% and 11,221, respectively.

Bike and pedestrian facilities are limited within a half-mile radius of the station. Underpasses and at-grade crossings pose a risk to pedestrians and bicyclists traveling to and from the station due to the lack of pedestrian amenities. Other than bike parking on site, there are little bicycle facilities such as bike lanes within the station's immediate vicinity.

LAND USE

Land use is dictated by four planning documents: the Downtown Specific Plan, Magnolia Avenue Specific Plan, University Avenue Specific Plan, and the Riverside Marketplace Specific Plan. These plans provide localized land use designations, mobility recommendations, and urban design guidelines. There are also several special use overlays in the specific plan area, including historic districts and neighborhood conservation areas.

The neighborhood surrounding the transit station is characterized by a mix of commercial, residential, and some industrial uses. Residential uses are predominantly located east of the station, while office and commercial uses are found west of the station in Downtown. Downtown and the Eastside neighborhood are divided by the 91 Freeway, with University Avenue and 14th Street serving as main thoroughfares between the two neighborhoods. Residential uses in the Eastside neighborhood consist of single family and multi-family buildings.

STATION AREA OPPORTUNITIES & BARRIERS

The Downtown - Riverside station area is defined by the Eastside neighborhood and proximity to Downtown. Among the stations along the 91/Perris Valley Line, this station area is the densest and largest employment hub. Although separated from the city's urban center by the 91 Freeway, it has a large concentration of people and jobs, as well as the multi-family residential and office space associated with a dense regional core. Riverside City College is within a mile of the station area, University of California, Riverside (UCR) is roughly three miles east of the station area, and several cultural destinations such as cultural museums and art hubs are located within and just outside the station area as well. This station is a major transportation center where Riverside Transit Agency (RTA) bus routes converge, where connections to the new RTA Mobility hub that's proposed to be located just across the street of the station will be present as well.

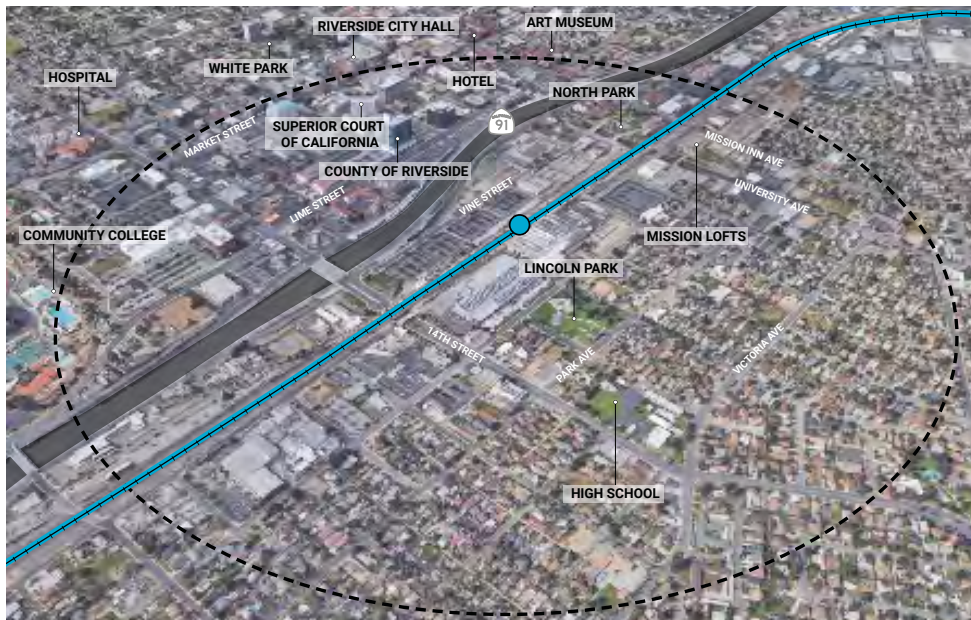


EXHIBIT 2.
POINTS OF INTEREST
AND STATION
CONTEXT



○ TOC area (half-mile radius)

— Main arterials

— Metrolink rail line

● Riverside - Downtown Station

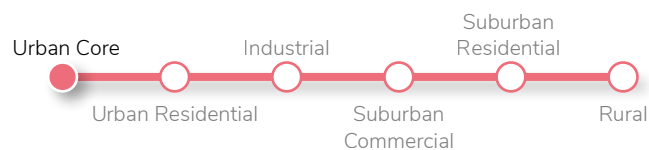
+ OPPORTUNITIES

- › Optimize and redevelop underutilized parcels (vacant land) near the station
- › Revitalize industrial districts that build upon the historic citrus industry
- › Connect to planned mobility infrastructure improvements that enhance connections to UCR and Downtown

- BARRIERS

- › Inconsistent, auto-oriented roadway patterns impacting pedestrian and cyclist mobility
- › Limited connectivity between the station and Downtown due to the 91 Freeway

STATION QUICK FACTS



PEAK PERIOD FREQUENCY (MIN)



TRANSIT ROUTES WITHIN HALF-MILE RADIUS



STATION PARKING



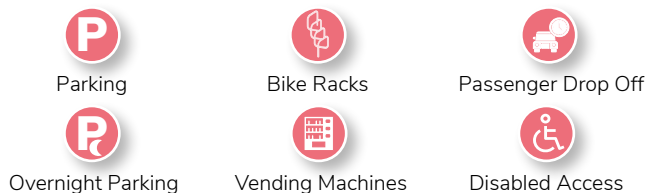
MONTHLY AVG. PARKING UTILIZATION (2019)



AVG. ANNUAL WEEKDAY BOARDINGS (2019)



AMENITIES



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

EXISTING CONDITIONS



PEDESTRIAN CROSSING OVER TRACKS



EXISTING TRANSIT ORIENTED DEVELOPMENT



HISTORIC ARCHITECTURAL STYLE



VINE STREET MOBILITY HUB



UNDERPASS CROSSINGS



INDUSTRIAL USES ON COMMERCE STREET

SOURCE: GOOGLE EARTH

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THE VISION

VISION STATEMENT
FRAMEWORK PLAN
PRIORITY PROJECTS
LAND USE
MOBILITY
PLACEMAKING

2. THE VISION

THE RIVERSIDE – DOWNTOWN STATION AREA IS A VIBRANT CITY CENTER, BALANCING INCREASED ECONOMIC ACTIVITY WITH PRESERVATION OF ITS HISTORIC IDENTITY.

The Riverside-Downtown Station is the densest station area along the 91/Perris Valley Line (PVL), consisting of a mix of land uses, jobs, and housing types. Previous planning efforts, specifically around Downtown and the Marketplace District, as well as transit service improvements, have set the foundation for enhanced mobility connections, transit access, and housing opportunities.

This Vision Plan aims to build on past planning efforts that have guided the development of the Riverside – Downtown station area. It envisions additional mixed-use building typologies compatible with the existing Eastside neighborhood, while preserving the Seventh Street Historic District, Seventh Street East Historic District, and the Citrus Thematic Industrial Potential Historic District which all overlap within the immediate vicinity of the station. Proposed development on catalytic sites could include both affordable and market-rate housing in the form of townhomes, live-work lofts, and mixed-use residential and retail buildings, as well as shared parking, office, and communal creative spaces. In June 2020, the City of Riverside was awarded Transformative Climate Communities Program (TCC) and Affordable Housing and Sustainable Communities Program (AHSC) Grants through the California Strategic Growth Council. This grant has funded several opportunities including Eastside Greening to implement street trees, Pedestrian & Bicycle Mobility Enhancements, and Housing projects. Efforts such as these have enhanced the City of Riverside - and the Vision Plan is designed to do the same.

With the 91 Freeway as a major barrier to Downtown, key mobility improvements are also critical in helping the station area facilitate TOC. Recent projects, including the RTA Mobility Hub off Vine Street, will improve first-last mile connections for passengers from local and commuter routes to other modes of transportation, such as bus, car sharing, ride hailing, bike sharing, and microtransit. Other bike and pedestrian improvements, identified in the PACT plan, have also been incorporated into this Vision Plan to create a safer and more cohesive active transportation network. The City of Riverside PACT consists of: a Pedestrian Target Safeguarding Plan (PTS), an Active Transportation Plan (AT Plan), a Complete Streets Ordinance (CSO), and a Trails Master Plan (TMP).



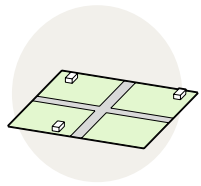
**ENHANCE
CONNECTIONS
TO MAJOR
DESTINATIONS
AROUND THE CITY**



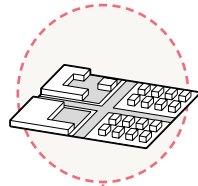
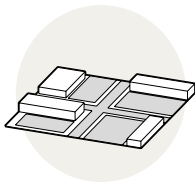
**PRESERVE
HISTORIC
CHARACTER
AROUND THE
STATION AREA**



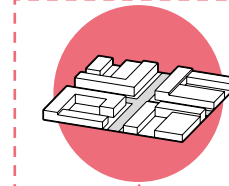
**INTRODUCE MORE
AFFORDABLE
HOUSING AND
MIXED-USE
WITHIN THE
STATION AREA**



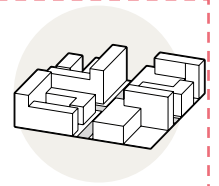
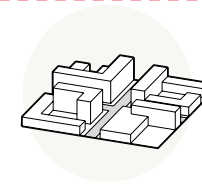
LOWER DENSITY



WHERE WE ARE



WHERE WE WANT TO GO



HIGHER DENSITY

TRANSIT-ORIENTED COMMUNITIES

WHERE ARE WE NOW?

According to place types defined by Southern California Association of Governments (SCAG), this station area is characterized as an **Industrial/Office/Residential Mixed High Density**. This station type is characterized by a wide-ranging, intensely developed mix of uses located in close proximity and set in an auto-oriented context. Building heights can range from 1 to 15 or more stories, and uses can include but are not limited to industrial, warehouses, offices, residential, and retail.

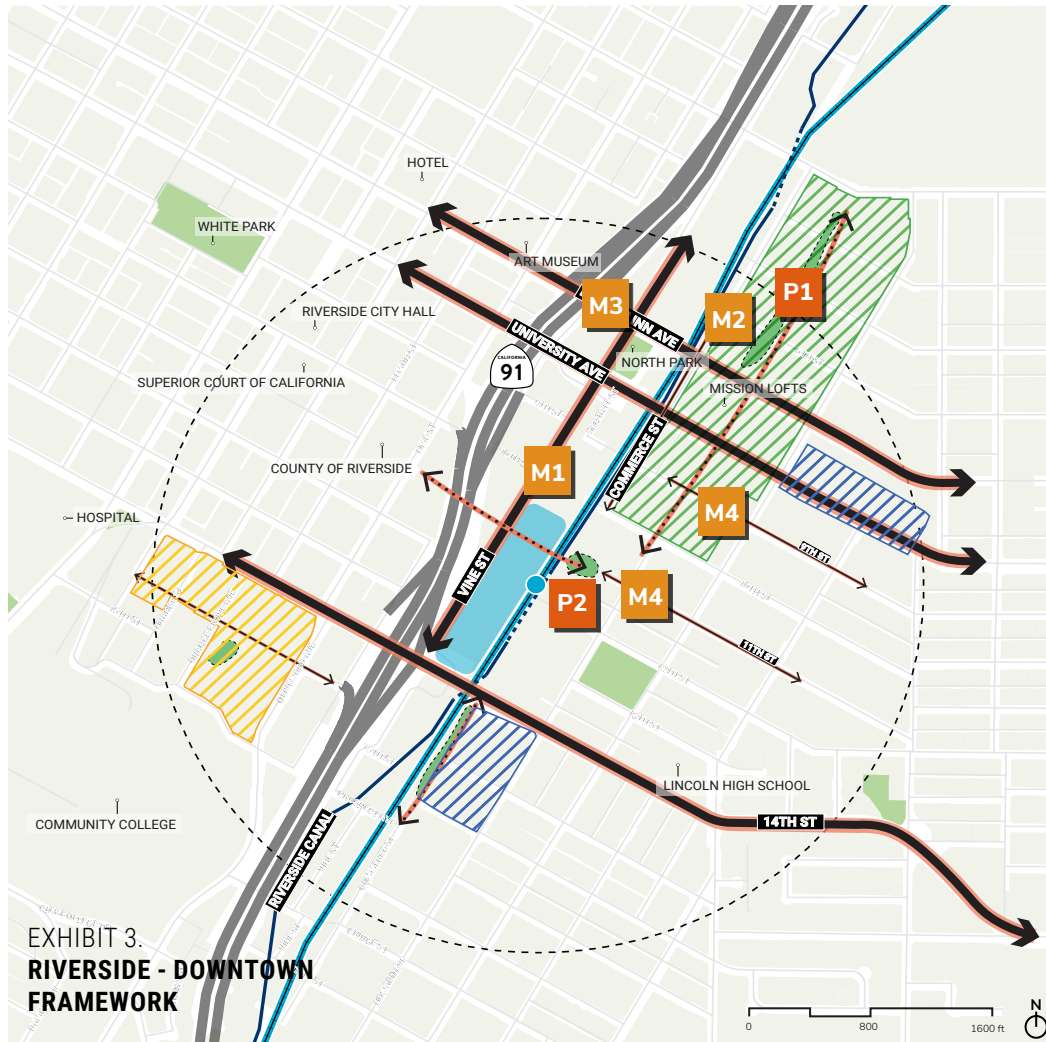


WHERE DO WE WANT TO GO? (LONG TERM VISION)

Village Mixed Use

Village Mixed Use areas are walkable and transit accessible mixed-use cores of traditional neighborhoods. Typical buildings are between 2 and 6 stories tall, with groundfloor retail space and offices and/or residences on the floors above. Parking is typically structured, tucked under, or placed behind buildings so that it does not detract from the pedestrian environment.





RIVERSIDE - DOWNTOWN FRAMEWORK

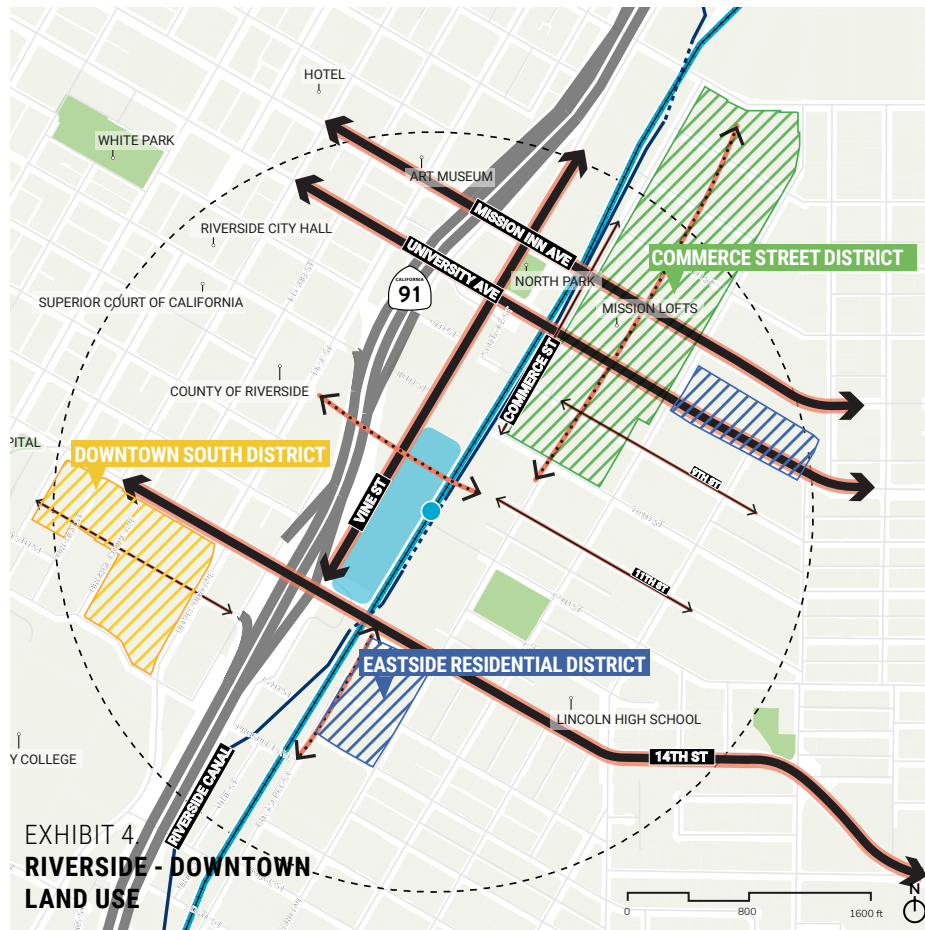
The Framework includes three major districts and several key mobility corridors that guide the vision for the Riverside - Downtown station area. The districts establish future land use patterns and densities designed to promote pedestrian and cyclist activity, while improving access to the station and other transit services. Major mobility corridors, such as Vine Street, Mission Inn Avenue, and Commerce Street will serve as key connections between Downtown and the Eastside neighborhood. The Framework also highlights several secondary street improvements that would serve as community “slow streets” to provide safer and more direct pedestrian and cyclist connections to the station.

PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS
M1	Vine Street	Commerce Street District	P1 Commerce Street Artisan District
M2	Commerce Street	Downtown South District	P2 Eastside Walkway
M3	Mission Inn Avenue	Residential District	
M4	9th & 11th Street		

- TOC area (half-mile radius)
- Metrolink rail line
- Riverside - Downtown Station
- Station and RCTC property
- Commerce Street District
- Downtown South District
- Eastside Residential District
- Riverside Canal / Covered Riverside Canal
- Pedestrian/greening projects
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

LAND USE

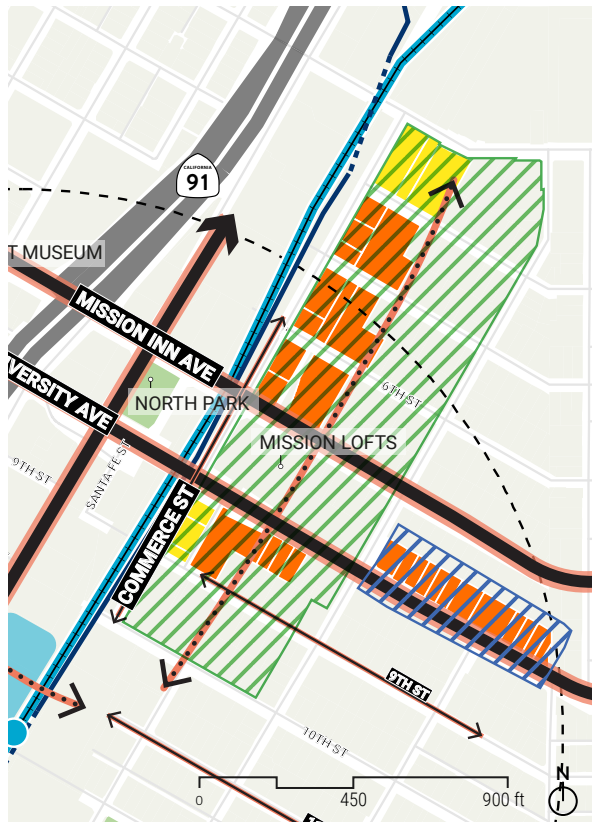


The neighborhood surrounding the Riverside - Downtown Station is characterized by a mix of commercial, residential, and some industrial uses. Surrounding sites near the station area have been zoned as high-density mixed-use development along with sites identified as Housing Opportunity Sites. To foster a transit oriented community, building upon the density and adding variation to the mix of uses could be increased.

Potential land use project objectives:

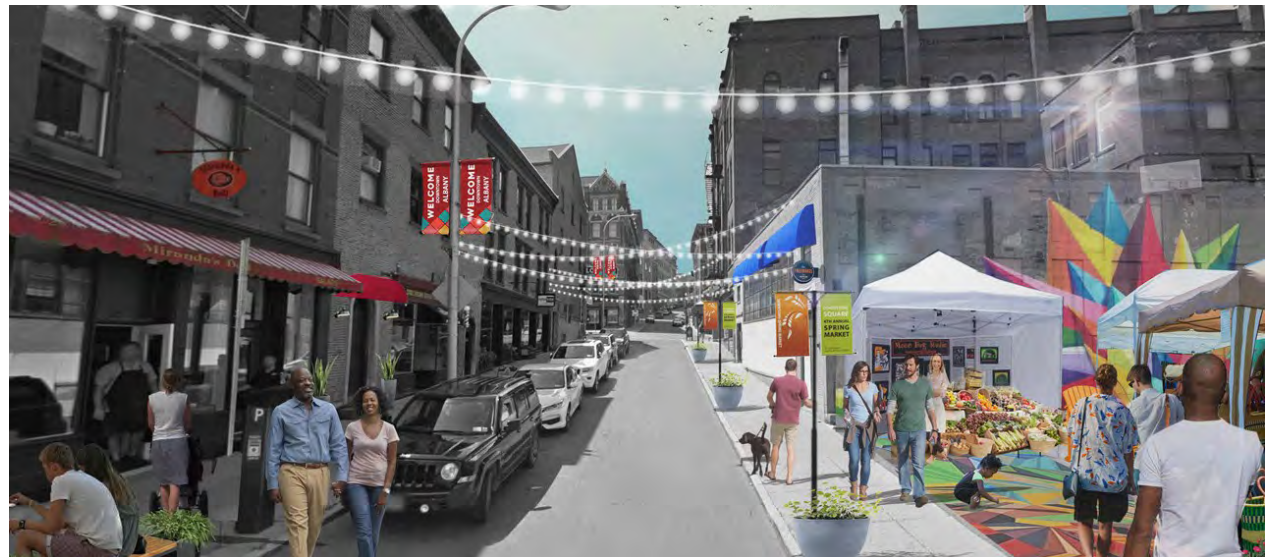
- Encourage mixed-use building typologies that are compatible with, and that preserve the character of, the existing residential Eastside community
- Provide opportunities for mixed-income affordable housing within the Marketplace District Specific Plan area
- Preserve and reinforce the unique industrial heritage that has defined the city's Seventh Street Historic District, Seventh Street East Historic District, and the Citrus Thematic Industrial Potential Historic District which all overlap within the immediate vicinity of the station





POTENTIAL DEVELOPMENT SITES

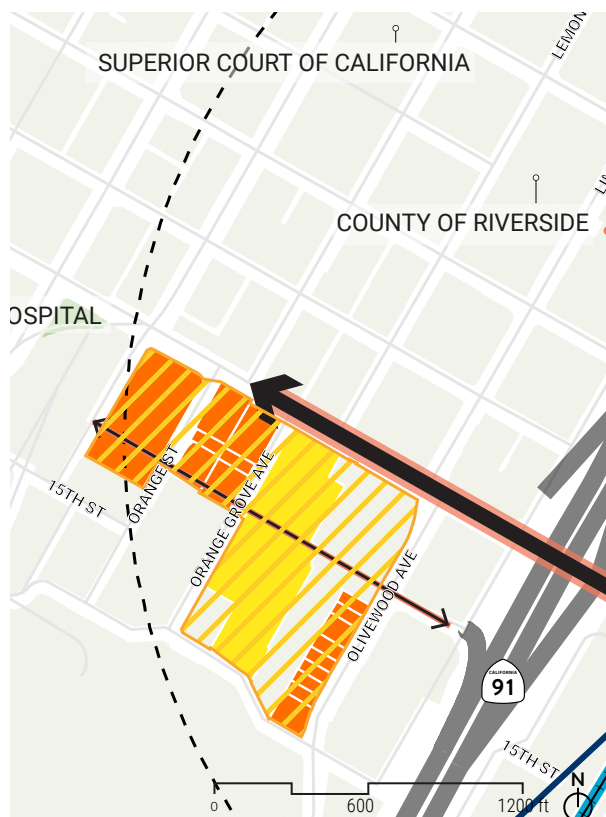
- Primary development sites
- Secondary development sites
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections



MIXED-USE RESIDENTIAL WITH PEDESTRIANIZED STREET

COMMERCE STREET DISTRICT

The Commerce Street District envisions a revitalized pedestrian-oriented corridor supported by mixed-use affordable housing, communal creative spaces, breweries, and artisan shops. This opportunity area could incorporate adaptive reuse strategies to restore existing industrial buildings and redevelop vacant sites. Though higher density could be concentrated closer to the station, building heights east of Commerce Street could transition down to ensure that the scale of new development is compatible with the Eastside neighborhood.



POTENTIAL DEVELOPMENT SITES

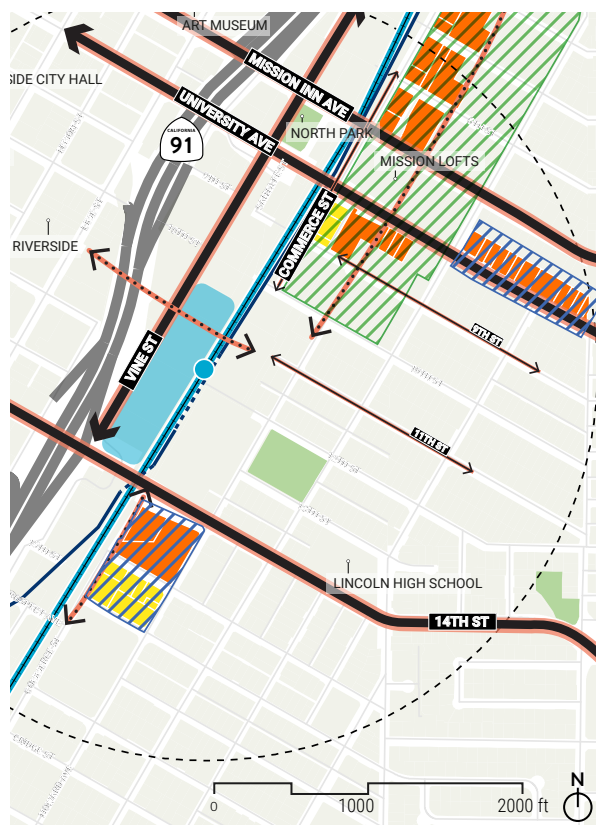
- Primary development sites
- Secondary development sites
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections



HIGH DENSITY RESIDENTIAL WITH GROUND-FLOOR RETAIL

DOWNTOWN SOUTH DISTRICT

Sites along 14th Street and Olivewood Avenue were identified as potential Housing Element Opportunity sites by the City of Riverside. These selected sites are located within the Prospect Place Office District as defined by the City of Riverside's Downtown Specific Plan, where high-density residential and mixed-use development are allowed. The proposed development could feature 4 to 6-story multi-family residential with a shared courtyard; such development should decrease in height closer to Riverside Community College in order to create an appropriate visual transition of heights. Ground-floor retail could also be provided along 14th Street. Due to its proximity to major employment and activity centers, the Downtown South District is a prime location for higher-densities. Connections that could be implemented to serve this district include a roadway extending along the existing Kane Street and to Magnolia Avenue. This could break up the large blocks within this district to better serve its users and curate a more human scale.



POTENTIAL DEVELOPMENT SITES

- Primary development sites
- Secondary development sites
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections



TOWNHOMES
SOURCE: GOOGLE EARTH

EASTSIDE RESIDENTIAL DISTRICT

The Eastside Residential District builds upon housing opportunity sites identified by the City of Riverside's Housing Element. The proposed development could also catalyze mobility improvements along University Avenue. The district section along University Avenue could have more intense development as these sites are zoned to have density that ranges from 40 - 60 dwelling units per acre. The district section along 14th Street and Commerce could have similar densities closer to the major arterial of 14th street, and lower in density with consideration of the surroundings of the block. This could include Multi-family housing units along 14th street, and as we move away from the major Arterial of 14th street, density would lower where townhomes, duplexes/triplexes/fourplexes, and accessory dwelling units (ADU) compatible with single family residential homes could be present.

MOBILITY

EXHIBIT 5.
RCTC STATION IMPROVEMENTS



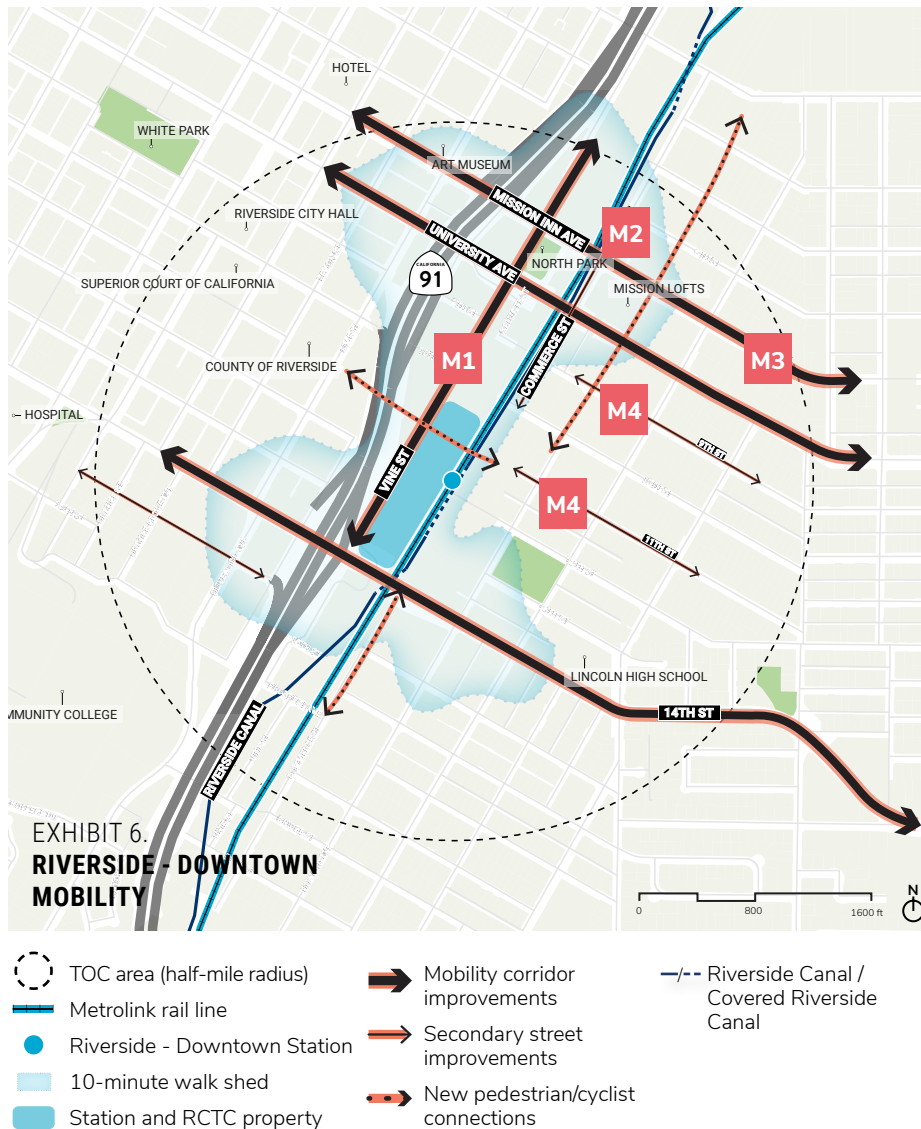
- Station area
- Metrolink rail line
- Existing parking
- Eastside Layover Facility Expansion
- Riverside - Downtown Station

STATION IMPROVEMENTS

RCTC owns and operates the Metrolink stations in Riverside County, including the Riverside - Downtown Station. Many short and long-range improvements at the stations have been identified to meet the needs of commuters and ensure that passengers have a positive experience using public transportation. These include station rehabilitation projects, increasing parking capacity, and general service improvements. Regional improvements, such as adding tracks and expanding services, can be found in the corridor-wide Strategic Plan. Riverside - Downtown Station improvement projects identified by RCTC and their estimated time frames are listed in the table below. Exhibit 5 indicates approximate project locations at the station; however each project will require additional scoping prior to implementation.

PRIORITY	PROJECT DESCRIPTION	TIME FRAME
TBD	Add passenger loading platform and two station tracks	TBD
Low	Eastside Layover Facility Expansion - extend layover facility across Mission Inn Avenue and along Commerce Street	10+ years
Low	PVL track connection to Riverside Downtown Station - 4th Main*	10+ years

*Project not shown in exhibit



CORRIDOR IMPROVEMENTS

The station area roadway network is primarily dedicated to vehicles. The 91 Freeway, which runs parallel to the train tracks, is a major barrier that hinders access to and from Downtown. Recent bike and pedestrian infrastructure improvements have been implemented around Downtown as a result of the city's PACT Plan. This Vision Plan could build on existing and planned efforts and create a more robust pedestrian and cyclist network between Downtown, the station, and the Eastside neighborhood.

Potential mobility project objectives:

- Enhance pedestrian and bicycle safety, and provide additional connections to Downtown across the 91 Freeway
- Strengthen connections between UCR, the Eastside community, and the station
- Establish Commerce Street as a primary mobility corridor
- Reduce parking demand by investing in alternative modes of transportation

KEY MOBILITY PROJECTS

- | | |
|---------------------------|------------------------------|
| M1 Vine Street | M3 Mission Inn Avenue |
| M2 Commerce Street | M4 9th & 11th Street |



M1 VINE STREET

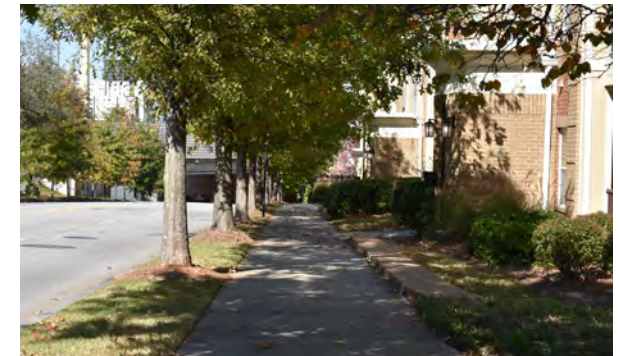
Vine Street could become a primary mobility corridor with direct access into the station as well as the RTA Vine Street Mobility Hub, which is located across the street from the station. The right-of-way on this street is reflective of a 66-foot collector with 40-feet of curb-to-curb room to add a cycle track and additional pedestrian amenities, such as lighting, seating, landscaping, and public art. There would be some lane narrowing necessary to make room for these amenities. Protected crosswalks between the station and mobility hub would provide a seamless transition between Metrolink trains and bus transfer facilities.



VINE STREET CONCEPTUAL VIEW



TWO-WAY CYCLE TRACK



TREE CANOPY



M2 COMMERCE STREET

Commerce Street could become another major mobility corridor running northeast-southwest between 10th Street and 3rd Street. A protected cycle track along Commerce Street could provide safe and direct connections to the station's eastern entrance. Commerce Street may also limit vehicular access and speed to create a multi-modal street that prioritizes the pedestrian and cyclist experience.



COMMERCE STREET CONCEPTUAL VIEW



PROTECTED CYCLE TRACK



TEMPORARY EVENT SPACE



M3 MISSION INN AVENUE

Mission Inn Avenue could feature a protected bike lane that would connect to buffered bike lanes along Main Street and Kansas Avenue, creating a circulator between Downtown, the Metrolink station, and the Eastside neighborhood. Alternatives to this improvement could consider adjusting the lanes to create room for bicycle infrastructure either through (1) eliminating the turning lane or (2) narrowing all lanes.



ALTERNATIVE 1 - MISSION INN AVENUE CONCEPTUAL VIEW - TURN LANE REMOVED



ALTERNATIVE 2 - MISSION INN AVENUE CONCEPTUAL VIEW - TURN LANE MAINTAINED, ROAD DIET BY NARROWING ALL LANES



SOURCE: GOOGLE EARTH

M4 9TH & 11TH STREET

11th Street and 9th Street could be designated as Community Corridors – green streets that are intended to slow down vehicle speeds and prioritize pedestrians and cyclists. Additional shade trees, traffic calming measures, landscaping, and art could also be added to enhance and bring more activity to public spaces. The addition of traffic circles could also be implemented along these community corridor intersections.



11TH STREET CONCEPTUAL VIEW



VISIBLE PEDESTRIAN CROSSWALKS



TRAFFIC CIRCLE

PLACEMAKING

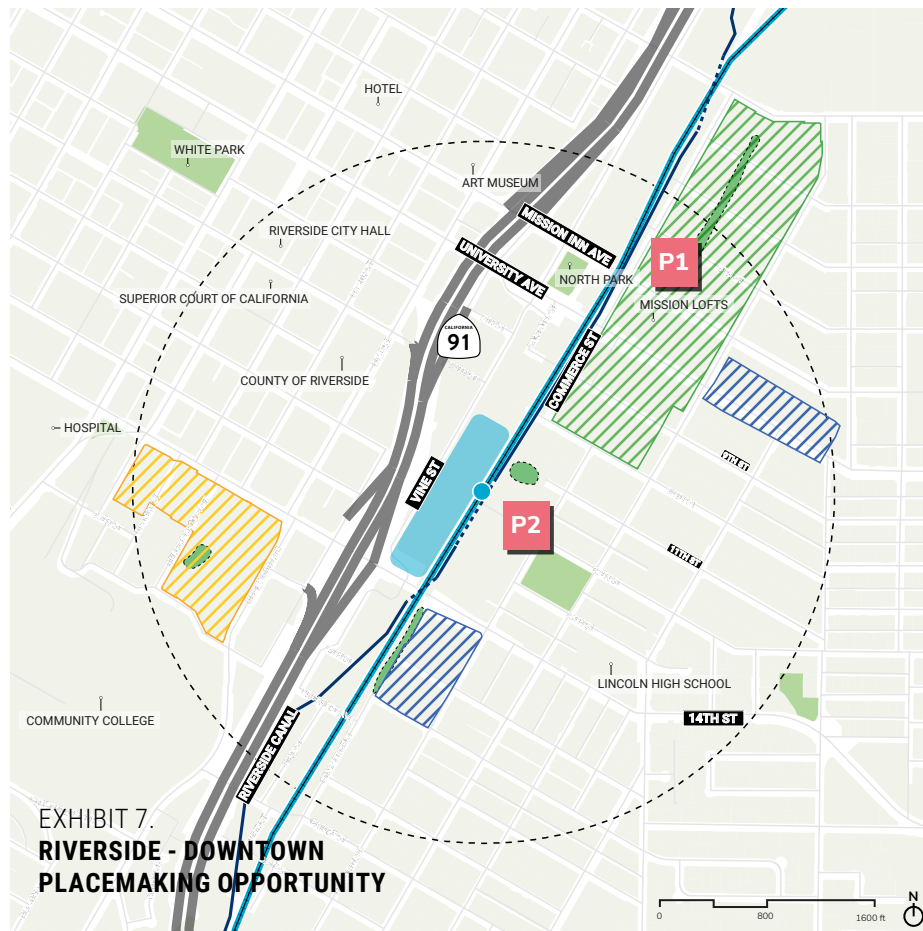


EXHIBIT 7.
**RIVERSIDE - DOWNTOWN
PLACEMAKING OPPORTUNITY**



The station area is characterized by diverse development patterns and architectural styles that are reflective of the City of Riverside's rich history. Pedestrian and cyclist-oriented amenities, such as street furniture, art, lighting, and signage could build on existing character to promote human scale and create a strong sense of place.

Potential placemaking project objectives:

- Improve the pedestrian and cyclist experience along Vine Street, Mission Inn Avenue, 14th Street, and University Avenue
- Develop programming in key public spaces that builds on the brand of the citrus industry identified in the City of Riverside Marketplace District Specific Plan

PEDESTRIAN/GREENING PROJECTS

P1 Commerce Street Artisan District

P2 Eastside Walkway



P1 COMMERCE STREET ARTISAN DISTRICT

This district could revitalize vacant industrial buildings into a vibrant, mixed-use destination dedicated to local artists, musicians, boutiques, restaurants, breweries, and galleries. The Artisan District could attract students, locals, and tourists to enjoy a wide range of activities around the clock. Commerce Street could serve as a “festival street,” where the road is temporarily closed off to cars to create a pedestrianized event space.

Potential placemaking project components:

- Citrus trees
- Communal creative space
- Recycled building materials
- Festival / pedestrianized streets
- Linear park and multi-use path



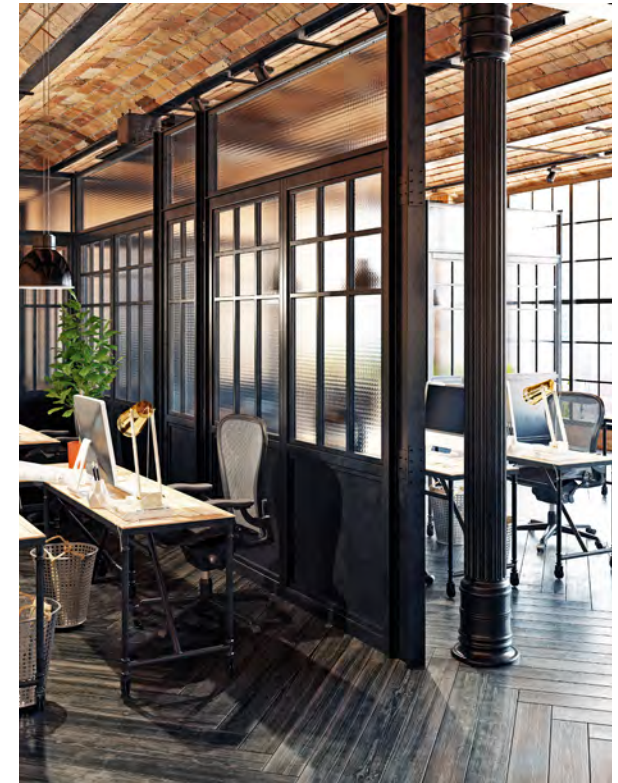
PEDESTRIANIZED TEMPORARY EVENT SPACE



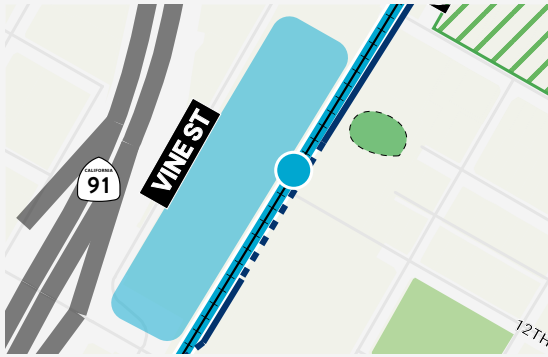
CITRUS TREES



OUTDOOR SEATING



RECYCLED BUILDING MATERIALS



P2 EASTSIDE WALKWAY

The Eastside Walkway could function as the main pedestrian entrance from the Eastside community. Additional trees, landscaping, and directional signage may provide additional visual cues to lead patrons to the station's Commerce Street entrance.

Potential placemaking project components:

- Additional trees/planters
- Historic directional signage
- Public art
- Shaded walkway



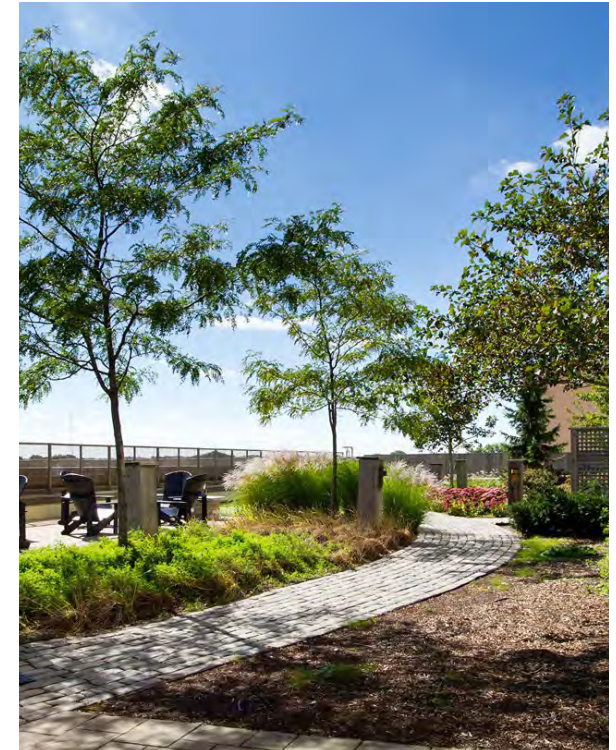
PEDESTRIAN AMENITIES



PUBLIC ART



SHADED WALKWAY



ADDITIONAL TREES/PLANTERS



HISTORIC DIRECTIONAL SIGNAGE

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HOW WE GET THERE

KEY LAND USE ACTIONS

KEY MOBILITY ACTIONS

KEY PLACEMAKING ACTIONS

PRIORITY PROJECTS AND IMPLEMENTATION MATRIX

3.

HOW WE GET THERE

KEY LAND USE ACTIONS

Land use factors, such as density and land use mix, significantly impact the way people travel and get to their destinations. Transit-oriented communities are comprised of compact, mixed-use urban development. Optimizing land use is pivotal in providing affordable and safe access to employment, education, recreation, and other day-to-day needs. When destinations are walkable or accessible by transit, there is a significant reduction in energy consumption, pollution emissions, and vehicle collisions. The following actions are intended to diversify land use mix and promote density in order to concentrate jobs, housing, and services around the station area.



LU1: Streamline affordable housing development

The City of Riverside adopted and certified their Housing Element in September 2022. The total unit count allocated to the City of Riverside by the Regional Housing Needs Assessment Allocation Plan is 18,458 units. Of these, 4,861 units were allocated to Very-Low income groups, 3,064 units to Low-Income groups, 3,139 units to Moderate Income groups, and 7,394 units to Above-Moderate income groups. The following actions should be considered priority for completion or further study to streamline affordable housing development:

- **Establish objective development standards and design guidelines** to streamline affordable housing production. Eligible development projects must include a specified level of affordability, be on an infill site, and comply with residential and mixed-use general plan or zoning provisions
- **Engage with local stakeholders to prepare Affordable Housing Incentive Guidelines** to help describe density bonus provisions, qualifying criteria, and available incentives as an online city resource for future development
- **Strengthen partnerships with potential affordable housing developers and non-profit organizations** that have the capacity to develop, acquire, and/or manage affordable housing



LU2: Identify key sites for redevelopment

Redeveloping key sites within the Riverside - Downtown station area, such as the housing element opportunity sites identified in Downtown and the Eastside neighborhood, could help begin the transformation of underused sites into community assets. In the long term, redeveloping these sites can begin to attract new businesses, increase affordable housing units, and create more job opportunities.

- **Define redevelopment goals**, such as promoting mixed-use development, increasing transit ridership, or enhancing the urban fabric while engaging with stakeholders to better understand their perspective and needs surrounding the specific site
- **Conduct a market study** to evaluate the demand for various land uses in the area based on current and projected trends in the market
- **Conduct a pro forma analysis** to estimate the return for investment on each site, considering costs for acquisition, infrastructure upgrades, development, and revenue streams
- **Explore partnerships with developers, investors, and community organizations** that align with redevelopment goals



LU3: Conduct a feasibility study for potential adaptive reuse projects along Commerce Street

As part of the land use vision, vacant and underutilized industrial properties along Commerce Street could be restored and transformed into community assets, such as housing, shared spaces, retail, or entertainment. A feasibility study could allow the City of Riverside to begin evaluating potential reuse options, environmental constraints, cost of rehabilitation, and traffic considerations. The city's Action Plan has also proposed implementation strategies related to adaptive reuse to reduce barriers to housing production:

- Prepare an **Adaptive Reuse Ordinance** to encourage redevelopment of underutilized commercial and industrial properties and allow by-right residential development in exchange for providing a certain number of affordable units in non-residential zones



LU4: Update Specific Plans that dictate the station area

The station area is currently being dictated by the Downtown Specific Plan, the Magnolia Avenue Specific Plan, the University Avenue Specific Plan, and the Riverside Marketplace Specific Plan. All need to be updated to better serve the area, working with efforts of the general plan and its potential updates. The following actions should be considered priority for completion or further study:

- Update the Downtown Specific Plan
- Update the Magnolia Avenue Specific Plan
- Update the University Avenue Specific Plan
- Update the Riverside Marketplace Specific Plan

KEY MOBILITY ACTIONS

Investment in transportation infrastructure and services is critical in realizing successful TOC, particularly active transportation improvements. Active transportation improvements in station areas enable people to better access and use transit, foster more active lifestyles, and reduce greenhouse gas emissions. Building on previous planning efforts, the following strategies are intended to catalyze mobility improvements around the Riverside - Downtown Station in order to establish a complete network that prioritizes pedestrians and cyclists over cars.



MO1: Conduct feasibility studies of high priority projects listed in the city's PACT plan to evaluate their impact on residents and through traffic, and amend PACT Plan to align with recommendations from this Vision Plan

The City of Riverside Active Transportation Plan, which is a component of the PACT plan, integrates walking, bicycling, and other transportation modes into a single plan that includes policies, infrastructure recommendations, and supporting programs. It identifies context specific funding sources, prioritized infrastructure projects, and implementation strategies. With key projects already identified, the **city could advance the implementation process by developing a phasing strategy, evaluating the feasibility of roadway reconfigurations**, and coordinating with applicable local and regional agencies. Recommended projects sourced from the PACT Plan that call for completion or further study include:

- Intersection improvement at 14th and Olivewood Avenue
- Intersection improvement at University Avenue and Market Street
- Intersection improvement at 14th Street and Victoria Avenue
- Install sidewalk along 5th Street, along both sides of the street from Commerce Street to Park Avenue
- Install sidewalk along Grove Avenue, between 14th Street and Cridge Street
- Install sidewalk to complete gap on Howard Avenue; add curb, curb ramp, and gutter from Denton Street to Date Street
- Class IIB bikeway on University Avenue, from Iowa Avenue to W Campus Drive
- Class IV bikeway on Vine Street, from 14th Street to University Avenue
- Class IIIB bikeway on Park Avenue, from Cridge Street to 14th Street
- Class IIIB bikeway on Park Avenue, from University Avenue to 3rd Street
- Class II bikeway on 14th Street, from Brockton Avenue to Kansas Avenue



MO2: Identify projects in the City of Riverside's Capital Improvement Plan that can incorporate proposed corridor improvements

Capital Improvement Projects include street reconfiguration of lanes, geometry, curbs, and utility systems upgrades. Proposed active transportation improvements, such as the addition of bike lanes, buffers, medians, and sidewalks could be integrated into the Capital Improvement Projects to maximize cost savings and efficiency. The following corridors should be considered priority for completion or further study to be included in the Capital Improvement Plan:

- South Main Street: complete street enhancement with cycle track and sidewalk widening



MO3: Implement recommendations for first/last mile connections as mentioned in the RTA First & Last Mile Plan.

This plan was prepared in collaboration with RTA, Southern California Association of Governments (SCAG), and the California Department of Transportation (CalTrans). The Plan aims to increase transit ridership by identifying strategies to address first and last mile gaps to transit use in Riverside County. The Plan developed a set of station typologies to characterize RTA transit stops, identified various strategies to improve first and last mile access, and developed recommendations for each station typology. Riverside – Downtown embodies an Urban Core typology. The following strategies associated with the Urban Core typology should be considered priority for completion or further study:

- Wayfinding and information
- Bicycle network improvements
- Bikesharing
- Ridesharing/carsharing
- Bus and/or rail stop enhancements
- Placemaking
- Mobility Hub
- Pedestrian friendly projects



MO4: Right-size parking

Replacement parking requirements and minimum parking requirements that exceed those set by the local municipality add costs for developers that reduce project feasibility. Parking districts could be established within the proposed land use district to free up land for future development and reduce development costs. Shared-use parking agreements with complementary, nearby land uses could also generate a revenue stream for RCTC. With the rise of autonomous vehicles, micromobility, and flexible work arrangements, parking demand in cities may be in decline. The following strategies should be considered priority for completion or further study:

- **Evaluate existing parking demand** to allow for shared parking between uses
- **Encourage the development of centralized parking structures** within the Downtown District
- **Establish Parking Maximums continue to eliminate parking minimums** near the station and its developments to prioritize room for other improvements
- **Develop partnerships** to better determine the appropriate quantity of parking and coordinate partnership efforts to reduce costs for development and housing



MO5: Establish public-private partnerships

Coordination between public and private entities, including RCTC, City of Riverside, RTA, Western Riverside Council of Governments (WRCOG), major employment centers, and surrounding businesses will be critical in identifying gaps in specific areas where resources are needed to be allocated to create TOD. Implementation of the proposed improvements will also require multiple funding sources. The City of Riverside should pursue both state or regional level grants to secure funding for the planning, design, and construction of proposed transit and mobility improvements.

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KEY PLACEMAKING ACTIONS

Successful TOC features lively, vibrant places that prioritize the pedestrian experience, promote better health, improve the economy, and foster more civic engagement. Great placemaking incorporates human-scaled design elements such as public plazas, art, signage, trees, landscaping, and ground-floor activation to enhance the quality of life and strengthen connections between people and places. Placemaking strategies along the 91/PVL should uplift existing assets and reflect cultural values engrained in the community, such as the city's citrus legacy. The following strategies are designed to reinvigorate industrial parks and underutilized lots to create safe, interesting, and accessible places for people to enjoy.



PM1: Amend the Marketplace Specific Plan to include design standards for the Commerce Street District

These standards could model the character of the Mission Inn District and encourage building design elements that are reminiscent of the rail and citrus industries in new construction and adaptive reuse projects. The historic theme could be integrated through the use of **specific architectural materials, building form, massing, lighting, signage, and streetscape design.**



PM2: Incorporate wayfinding signage at the station to guide visitors to transit connections and major destinations around the station area

Riverside - Downtown Station is a major mobility hub in the City of Riverside. Several trains and bus routes converge at this station, connecting visitors and residents to local and regional destinations, such as Downtown, the Eastside neighborhood, and the historic Mission Inn District. In order to facilitate efficient connections, the city could collaborate with RCTC to integrate wayfinding signage and maps around the station area, especially at the station platform and Vine Street, to help orient Metrolink patrons to their destinations. Wayfinding **signage could embody Riverside's historic Mission Inn theme and citrus heritage by using specific architectural materials, typography, and graphics.**



PM3: Collaborate with local business owners, residents, non-profits, Chamber of Commerce, local artists, and other community stakeholders to ensure that design elements, art, and programming are rooted in community needs

Ongoing community engagement is critical at all stages of the planning process, including during and after implementation. The City of Riverside could partner with community stakeholders to hold additional workshops, meetings, and events to develop a better understanding of community priorities as it relates to urban design, art, events, amenities, and programming. The city could also collaborate with local artists to display murals or installations that celebrate the city's historic heritage. Organizations that could be engaged include, but are not limited to:

- Riverside Community Arts Association (RCAA)
- Riverside Arts Council (RAC)
- Riverside Parks, Recreation and Community Services Department (PRCSD)



PM4: Expand the urban tree canopy

In addition to providing aesthetic value to a community, trees help mitigate the urban heat island effect and improve carbon sequestration. Riverside County typically experiences moderate to extreme heat during the summer months. Average summertime temperatures can range between 85 degrees to 92 degrees Fahrenheit from June to September. Not only does extreme heat affect people's health, it can also take a toll on infrastructure. Children, elderly, unhoused population, those with a medical conditions, and low-income communities are especially vulnerable to the impacts of extreme heat. The following strategies should be considered for further study:

- Future development should **preserve native trees and vegetation** to the furthest extent possible
- **Amend the city-wide design guidelines** to encourage new development to incorporate strategies that would reduce heat gain and choose native tree species that are well-suited to the local climate
- **Identify and secure urban greening grants** to catalyze urban forestry projects that reduce greenhouse gas emissions
- **Implement best practices** identified in the City of Riverside Urban Forestry Policy Manual for planting, maintenance, removal, protection, and preservation of trees on public property
- **Initiate a tree planting program** that can enable residents to plant trees in their parkways for free. The city could also host volunteer events to plant trees in parks, schools, or along trails.
- **Offer incentives** such as expedited permitting, decreased fees, and reduced stormwater requirements to developers who incorporate trees and green infrastructure practices in their projects

RIVERSIDE - DOWNTOWN PRIORITY PROJECTS AND IMPLEMENTATION MATRIX

Based on the list of priority projects identified in this Vision Plan, **this section identifies projects being considered and their funding sources for the Riverside - Downtown station area.** The potential funding sources listed prioritizes the resources that would be most applicable to projects identified in this Vision Plan based on ease of access to the funding resources, level of potential competition for the resources, and restrictive covenants associated with the resources. Funding sources have also been identified for each phase of implementation. A number of value capture sources may also be used on a district-wide basis to support multiple projects within each phase or across implementation phases.

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
LAND USE					
Confirm and/or refine land use districts identified in the vision chapter of this plan and integrate into actions LU1 - LU4	-	17-20	Immediate	City: Planning Division	<ul style="list-style-type: none"> Affordable Housing and Sustainable Communities (AHSC) Program Community Development Block Grant (CDBG) Community Development Block Grant (CDBG) - Section 108 Loan Community Development Block Grant (CDBG) - State Administered Enhanced Infrastructure Financing District (EIFD) Former Redevelopment [RDA] Bond Funds (HASA) Historic Rehabilitation Tax Credit HOME Investment Partnerships Program Infill Infrastructure Grant Program (IIG) Low Income Housing Tax Credit (LIHTC) Program National Housing Trust Fund New Markets Tax Credit Pilot Program for TOD Planning funded by CIG program (competitive)
Streamline affordable housing development	LU1	32	Near	City: Housing & Human Services Department	
Identify and acquire key sites for acquisition	LU2	32	Mid	City: Planning Division	
Conduct a feasibility study for potential adaptive reuse projects along Commerce Street	LU3	33	Mid	City: Planning Division	
Update Specific Plans that dictate the station area	LU4	33	Near	City: Planning Division	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
MOBILITY					
Confirm, refine and prioritize mobility projects M1-M6 identified in the vision chapter of this plan	M1-M6	22-26	Immediate	City: Public Works Department	<ul style="list-style-type: none"> • Active Transportation Program (ATP) • Bicycle and Pedestrian Facilities Program SB-821 • California Infrastructure Economic Development Bank (I-Bank) State Revolving Loan Fund (SRF) • California Urban Greening Grant Program • Cap and Trade - Low Carbon Transit Operations Program (LCTOP) • Cap and Trade - Transit and Intercity Rail Capital Program (TIRCP) • Capital Investment Grant (Small Starts) - 5309 • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Development impact fees • Enhanced Mobility of Seniors & Individuals with Disabilities - 5310 • ICARP Regional Resilience Planning and Implementation Grant Program • Infrastructure State Revolving Fund (ISRF) Program • Innovative Coordinated Access and Mobility (ICAM) Grants • Joint Development or Public- Private Partnerships (P3) • Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program • Office of Traffic Safety (OTS) Grants • Parking Fees / Congestion Pricing • Surface Transportation Block Grant • Sustainable Transportation Planning Grant Program • Transit and Intercity Rail Capital Program (TIRCP) • Urbanized Area Formula Grants (5307)
Conduct feasibility studies of high priority projects listed in the city's PACT plan to evaluate their impact on residents and through traffic, and amend PACT Plan to align with recommendations from this Vision Plan	M01	34	Near	City: Public Works Department	
Identify Projects in the city of Riverside's CIP that can incorporate proposed corridor improvements	M02	35	Near	City: Public Works Department	
Implement first/last mile recommendations from RTA First and Last Mile Plan	M03	35	Mid	City: Public Works Department	
Right-size parking	M04	36	Mid	City: Public Works Department	
Establish public-private partnerships to identify gaps in specific areas where resources are needed to be allocated to create TOD	M05	36	Long	City: various departments	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
PLACEMAKING					
Confirm, refine and prioritize place-making projects P1-P2 identified in the vision chapter of this plan	P1-P2	27 - 29	Immediate	City: Planning Division	<ul style="list-style-type: none"> • Assessment District • CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program • California Urban Greening Grant Program
Amend the Marketplace Specific Plan to include design standards for the Commerce Street District	PM1	38	Near	City: Planning Division	
Incorporate wayfinding signage at the Riverside – Downtown station to guide visitors to transit connections and major destinations around the station area.	PM2	38	Mid	City: Public Works	
Collaborate with local business owners, residents, non-profits, Chamber of Commerce, local artists, and other community stakeholders to ensure that design elements, art, and programming are rooted in community needs	PM3	39	Mid	City: Planning Division	
Expand the urban tree canopy	PM4	39	Long	City: Public Works Department	