



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

TOC STRATEGIC PLAN

STATION VISION PLAN

RIVERSIDE - HUNTER PARK/UCR

MARCH 2024

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THE OPPORTUNITY

INTRODUCTION AND VISION PLAN OUTLINE

THE STATION AREA TODAY

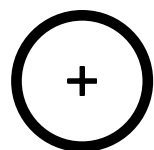
STATION AREA CONTEXT

STATION AREA OPPORTUNITIES AND BARRIERS

STATION AREA QUICK FACTS

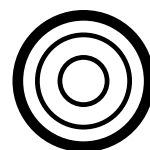
WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

TOC IS 3D



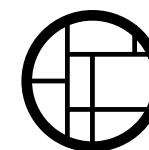
DENSITY

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

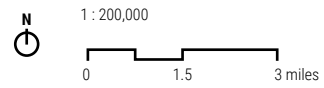
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

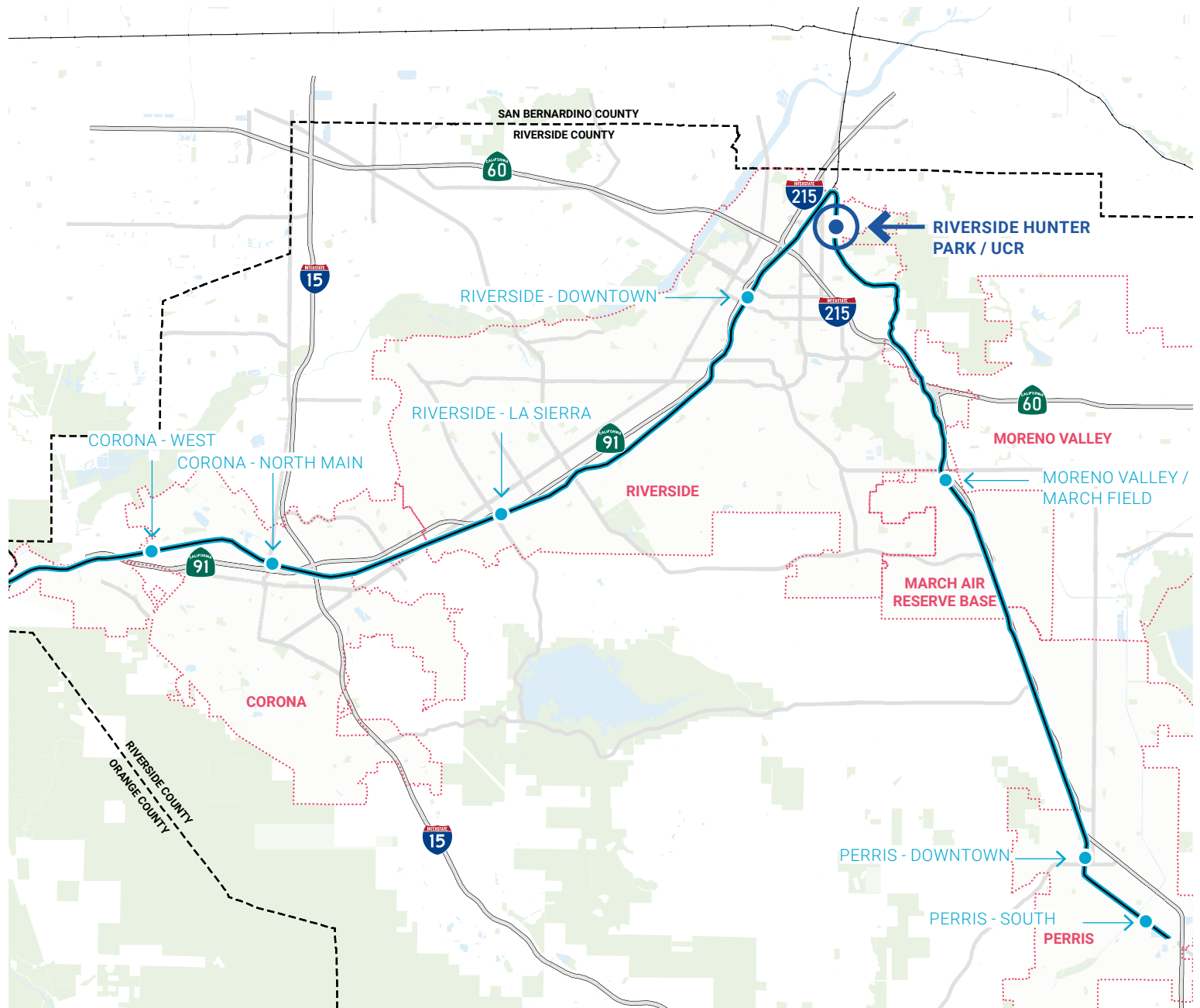
All elements of daily life need to work together to create a true community



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 - Hunter Park/UCR 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 - Hunter

Park/UCR 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

Riverside – Hunter Park/UCR station is largely light industrial, with no residential population. The socio-economic analysis focuses on the employment and commercial real estate landscape for the station area. Construction, health care, and social assistance are the leading employers and half the jobs in the station area pay more than \$3,333 per month. 82% of the real estate inventory is industrial, the remaining 18% is office space. Rent for these spaces is lower than the average for the City of Riverside and Riverside County.

URBAN DESIGN

The station area is mainly industrial, although Hunter Hobby Park, Box Springs Reserve Park, and the Gage Canal are within walking distance. Industrial buildings are diverse in size and form allowing a variety of industrial and business activities. Despite being almost fully developed, the station area is not conducive to active transportation due to large building footprints, extensive surface parking, and loading areas. Diversifying land uses and enhancing connectivity within the Riverside – Hunter Park/UCR station area is important to support increased ridership on the 91 Perris Valley Line (91/PVL), which is why a transit-oriented community approach is warranted.

MOBILITY

Due to existing auto-oriented land uses surrounding the station, the roadway network around the study area is dedicated to heavy vehicular movement. Riverside – Hunter Park/UCR station is a small station with low passenger numbers and offers two Riverside Transit Agency (RTA) bus connections, including Route 56. Route 56 provides students with direct connections between the station and University of California at Riverside (UCR) for free. Before the COVID-19 pandemic, the station had the lowest parking utilization rate (5%) and average annual weekday boardings (461) among the eight stations along the 91/PVL.

There are several bicycle facilities within the station's immediate vicinity that could be extended to connect to existing bicycle infrastructure near UCR. However, the study area is not pedestrian-friendly due in large part to low density office buildings and distribution warehouses that dominate the station's 10-minute walkshed (a roughly half-mile radius).

LAND USE

Land use is dictated by two city planning documents, the Riverside General Plan and the Hunter Business Park Specific Plan, which provide localized land use designations, mobility recommendations, and urban design guidelines.

The neighborhood surrounding the transit station is characterized by a mix of commercial and industrial uses. The station area is generally divided into three industrial land use designations: General Industrial, Garden Industrial, and Industrial Park. The General Industrial use, which allows for a range of light to medium industrial and commercial activities, is present on the west side of the plan area. Garden Industrial, which permits industrial use only, generally follows along Iowa Avenue. Industrial Park – the largest designation that allows industrial uses in a more cohesive environment – covers the eastern portions of the plan area.

STATION AREA OPPORTUNITIES & BARRIERS

The Riverside - Hunter Park/UCR station area sits in an industrial environment among warehouses and manufacturing buildings of different sizes. It is east of Downtown Riverside and north of UCR. Although there are few vacant parcels within walking distance, TOC around the station area could prioritize infill development. Access to the station platform is available through Marlborough Avenue, though adding additional sidewalks, bike lanes, and lighting would make the street more attractive to pedestrians and cyclists.



EXHIBIT 2.
**POINTS OF INTEREST
AND STATION
CONTEXT**



○ TOC area (half-mile radius)

— Main arterials

— Metrolink rail line

● Riverside - Hunter Park/UCR Station

--- Proposed Gage Canal alignment

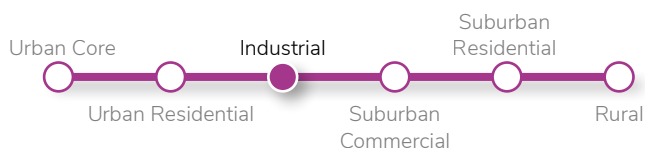
+ OPPORTUNITIES

- › Optimize and redevelop underutilized parcels, such as surface parking
- › Enhance streetscape along Columbia, Iowa, and Marlborough Avenue to act as gateways
- › Link to the future Gage Canal Recreational Trail

- BARRIERS

- › Auto-centric design of arterial and collector roads that carry heavy truck traffic, an environment not conducive to pedestrians and cyclists
- › Located among industrial parks with limited regional destinations and activity centers

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



BIKE SHELLS



AT-GRADE CROSSING

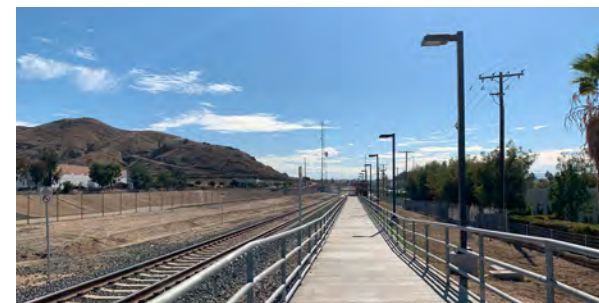


MARLBOROUGH AVENUE LOOKING EAST

SOURCE: GOOGLE EARTH



STATION PLATFORM



PEDESTRIAN ACCESS



INSTITUTIONAL USES

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THE VISION

THE VISION

WHERE ARE WE NOW & WHERE DO WE WANT TO GO

FRAMEWORK

PRIORITY PROJECTS

LAND USE

MOBILITY

PLACEMAKING

2. THE VISION

THE RIVERSIDE – HUNTER PARK/UCR STATION AREA IS AN EMERGING RETAIL AND EMPLOYMENT HUB THAT PROVIDES ACCESS TO LOCAL INSTITUTIONS AND REGIONAL DESTINATIONS.

With the station area dominated by office and industrial business parks, this Vision Plan envisions a station that introduces more retail and higher density employment. The Riverside – Hunter Park/UCR Station is located in an Opportunity Zone, defined as an economically-distressed area that incentivizes new investment by allowing developers and investors to defer paying capital gains taxes. This deferral promotes investment in zones which might otherwise not be attractive. Development within Opportunity Zones can also be streamlined through the city's "One Stop Shop," a faster entitlement process that cuts review times and costs. Station area improvements could mirror the planned efforts of the Riverside Innovation District (RID), which is also located in the Opportunity Zone. The RID is planned to house technology-based jobs, research & development, education, the arts, housing, and transportation alternatives.

Proposed development around the station area should prioritize investment that would introduce more retail, support existing businesses, and add more jobs in order to set the foundation for future TOD. Aspirationally, an increased critical mass of these retail and employment uses could make future residential (including student housing) a possibility. Transit and active transportation improvements around the station area would also facilitate an environment more conducive to TOD. In early 2023, RTA added Route 56 providing students with direct connections between Riverside - Hunter Park/UCR Station and UCR for free. Additional active transportation investments such as the addition of trail and bikeway facilities – plus transit service improvements – could also improve connections to the university and other proposed student housing such as North District, located along Blaine Street between Canyon Crest Drive and Watkins. Construction of a new trail along Gage Canal is also in the works to improve community access to city parks, trails, and other destinations around the city.



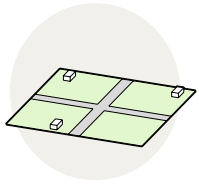
**DIVERSIFY RETAIL
AND EMPLOYMENT
OPPORTUNITIES**



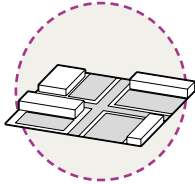
**CAPITALIZE ON
THE RIVERSIDE
INNOVATION
DISTRICT (RID)
DESIGNATION**



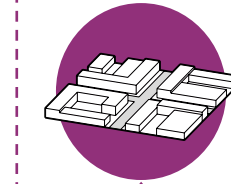
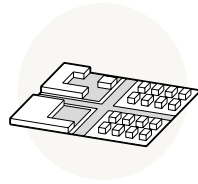
**ESTABLISH DIRECT
CONNECTIONS TO
UCR**



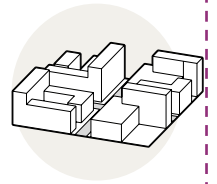
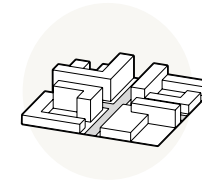
LOWER DENSITY



WHERE WE ARE



WHERE WE WANT TO GO



HIGHER DENSITY

TRANSIT-ORIENTED COMMUNITIES

WHERE ARE WE NOW?

This station area is characterized as a **Low Density Employment Park**. Low-Density Employment Parks include suburban low-intensity non-retail business areas. Typical uses include warehousing, offices, industrial, construction yards, transportation fleet services, and freight depots. Typical structures are 1-2 stories tall, surrounded by surface parking lots and truck loading bays.



SOURCE: GOOGLE EARTH

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

Mixed Office and Research and Development (R&D)

Representing intense suburban office/industrial/research areas, Mixed Office and R&D is characterized by a mix of employment buildings and supportive uses, including retail and commercial services. Typical structures are 1-4 stories tall, surrounded by surface parking and some structured parking where appropriate.



EXHIBIT 3.
RIVERSIDE - HUNTER PARK/UCR
FRAMEWORK



- TOC area (half-mile radius)
- Metrolink rail line
- Riverside - Hunter Park/UCR Station
- Station and RCTC Property
- Retail District
- Pedestrian/greening projects
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

RIVERSIDE - HUNTER PARK/UCR FRAMEWORK

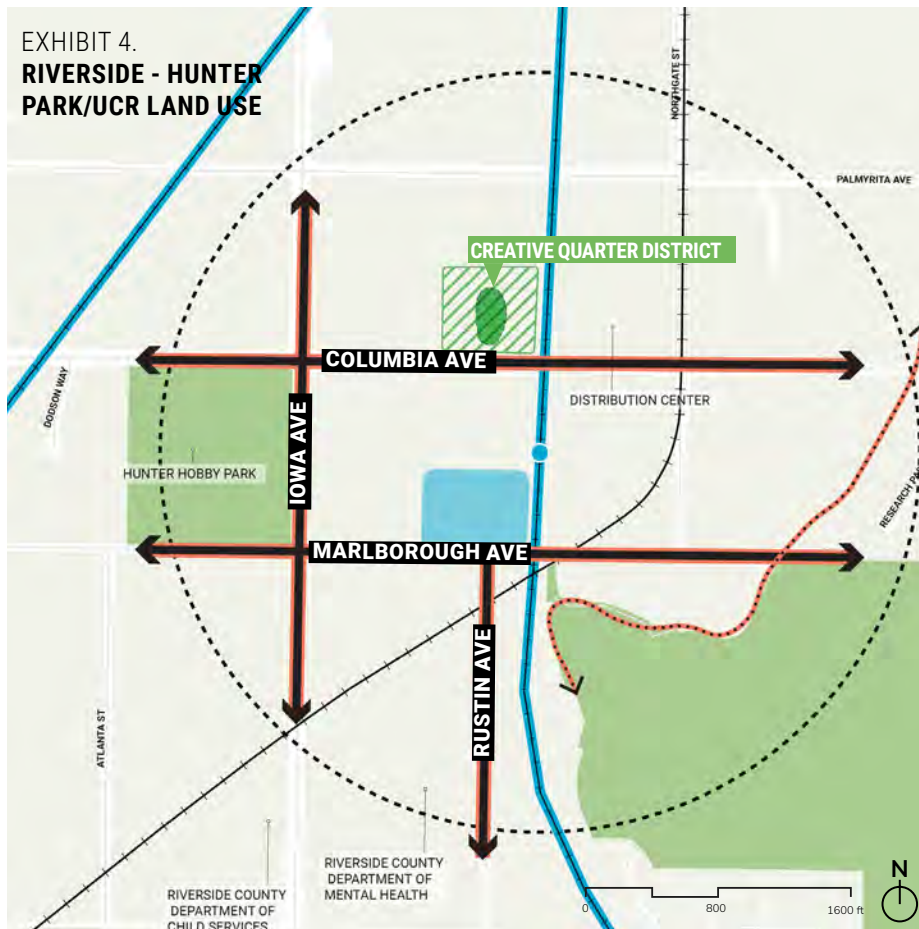
This Vision Plan Framework proposes enhancements to key mobility corridors and identifies one major district. Major mobility corridors adjacent to the station, including Marlborough Avenue, could include bikeway improvements to enhance connections between the station, UCR, and other major destinations around the city. This Framework also highlights the Gage Canal, located west of the tracks, as another opportunity to provide safer and more direct connections to UCR. The city could conduct a more detailed study to explore potential connections to bridge the gap between the station and proposed trail along the canal. Since the area is mostly built out, this Framework identifies a vacant lot north of Columbia Avenue for retail, commercial, and other neighborhood-serving amenities to support existing and future businesses. This district establishes future land use patterns designed to set the stage for future TOD while improving access to the station and other transit services.

PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Marlborough Avenue	Retail District	P1	Greening Streets
M2	Gage Canal		P2	Communal Green Spaces

LAND USE

EXHIBIT 4.
RIVERSIDE - HUNTER PARK/UCR LAND USE



- | | |
|-------------------------------------|------------------------------------|
| TOC area (half-mile radius) | Retail District |
| Metrolink rail line | Mobility corridor improvements |
| Riverside - Hunter Park/UCR Station | Secondary street improvements |
| Station and RCTC Property | New pedestrian/cyclist connections |

The Riverside - Hunter Park/UCR station area is characterized by mostly commercial and industrial uses with large surface parking lots that create an environment that is not transit-supportive. The City of Riverside could collaborate with developers to leverage incentives established through the Opportunity Zone and transform the station area into a more urban, retail center. Intensifying employment and attracting new businesses could help set the stage for long term investment in affordable or market-rate housing.

Potential land use project objectives:

- Introduce more retail, commercial, and office uses to serve existing employees and add more activity to the station area
- Provide more services and amenities to support future residential uses in the long-term

**RETAIL AND OFFICE BUILDING FACADES****RETAIL AND OFFICE BUILDINGS**

RETAIL DISTRICT

This district could introduce more retail to support existing employees around the station area. This could feature uses that serve daily needs such as restaurants, small grocery stores or bodegas, bakeries, coffee shops, and fitness centers. Shared common spaces and amenities could also be integrated into new building designs to foster more interaction and provide access to outdoor spaces.

MOBILITY

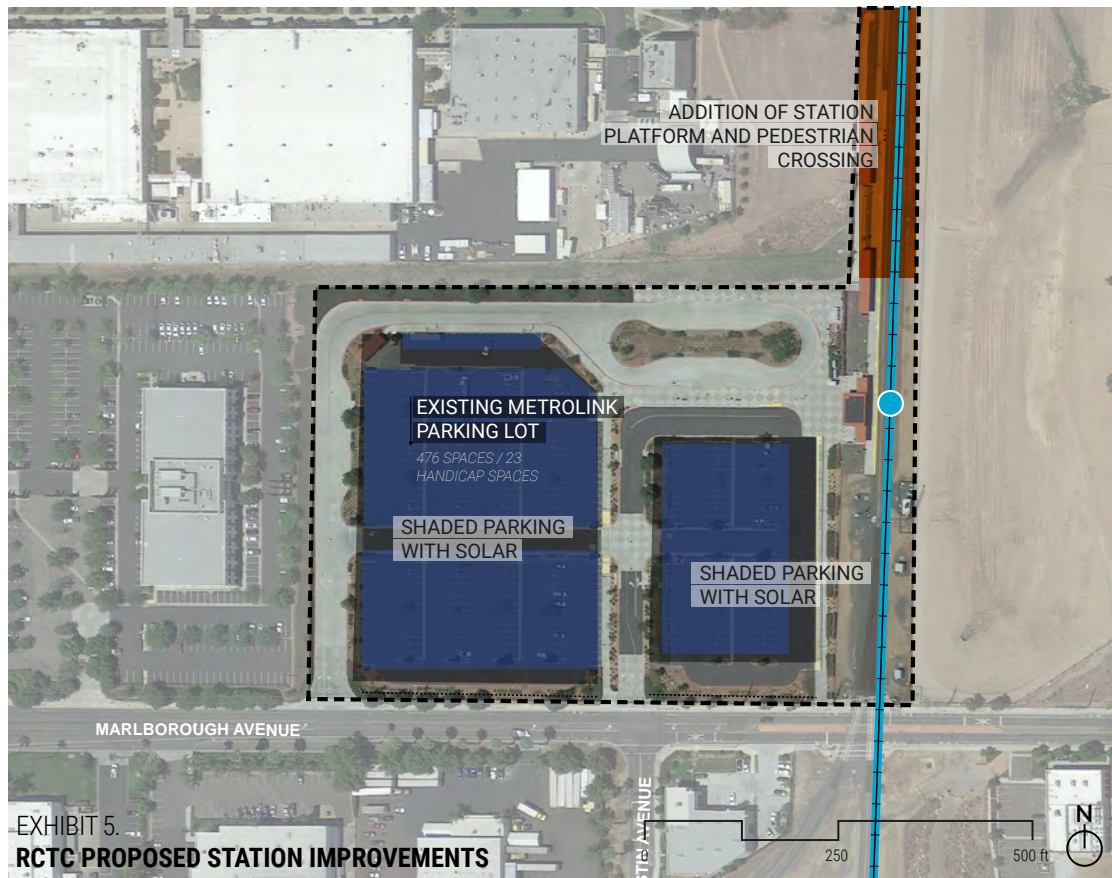


EXHIBIT 5
RCTC PROPOSED STATION IMPROVEMENTS

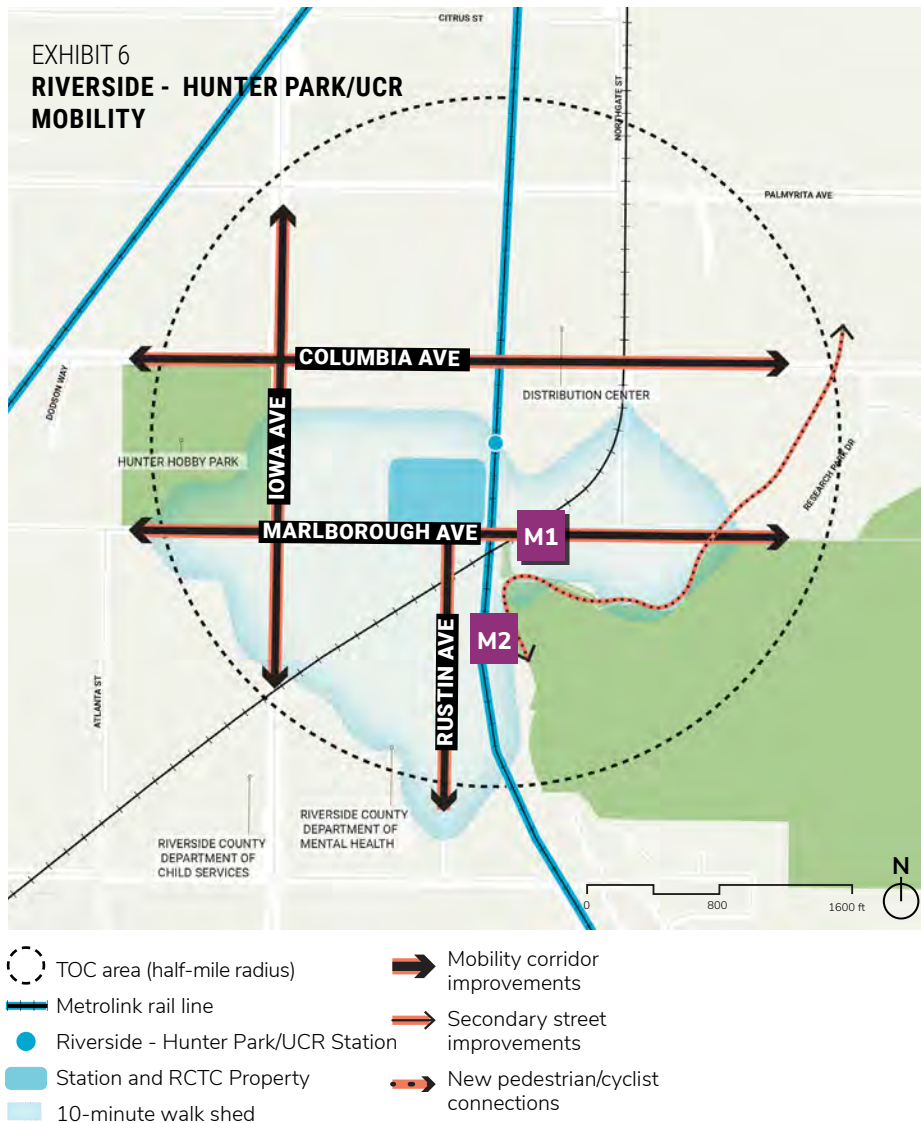
- Station area
- Metrolink rail line
- Riverside - Hunter Park/UCR Station
- Existing parking
- Shade parking with solar panels
- Station and platform expansion
- Fencing

STATION IMPROVEMENTS

RCTC owns and operates all Metrolink stations in Riverside County, including the Riverside - Hunter Park/UCR Station. Many short and long-range improvements at the stations have been identified by RCTC 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 - Hunter Park/UCR 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
Medium	Expand station and add second passenger loading platform to the north along with pedestrian crossing	5-10 years
Medium	Shade Parking with Solar Panels	5-10 years
Low	Architectural Fencing on Marlborough Street	5-10 years

EXHIBIT 6
RIVERSIDE - HUNTER PARK/UCR
MOBILITY



CORRIDOR IMPROVEMENTS

The station area roadway network is primarily dedicated to vehicles. Despite its proximity to UCR, there are no direct active transportation connections to the university. Due to adjacent industrial and office uses, there is minimal infrastructure dedicated to cyclists and pedestrians.

Potential mobility project objectives:

- Identify Marlborough, Iowa, and Columbia Avenue as primary access corridors to the Riverside - Hunter Park/UCR Station
- Connect the Gage Canal Recreational Trail to proposed and existing bike and pedestrian infrastructure
- Enhance connections between the station, UCR, and surrounding facilities, such as Bourns Engineering campus
- Improve crossing across tracks at Columbia Avenue to enhance pedestrian access and safety

KEY MOBILITY PROJECTS

M1 Marlborough Avenue

M2 Gage Canal



SOURCE: GOOGLE EARTH

M1 MARLBOROUGH AVENUE

Marlborough Avenue offers a Class II bike lane on each side of the road with no buffer. A sidewalk exists only on the north side, near the station parking lot. It is worth noting that the current roadway cross section does not occupy all of the available public right-of-way, such that an ideal, enhanced configuration of this street could feature Class II protected bicycle lanes. The city should seek opportunities to expand the tree canopy where there is sufficient space for more trees along the sidewalk. A sidewalk could also be added to the south side of the street to make Marlborough Avenue a complete street.



MARLBOROUGH AVE CONCEPTUAL VIEW



PROTECTED BIKE LANES (WATKINS DRIVE)

SOURCE: GOOGLE EARTH

M2 GAGE CANAL

The Gage Canal is a 13-mile waterway that runs north-south through the City of Riverside. The Gage Canal is one of the most iconic irrigation canals in Riverside and a historic landmark. Sections of the proposed Gage Canal trail cross roadways and will require mid-block crossings. Part of the alignment proposes a connection to the Riverside - Hunter Park/UCR Station, which will be funded by the California Natural Resources Agency Urban Greening Grant. Once constructed, students would have better access to regional destinations via trails, transit, and Metrolink.

The city has plans to construct a 10-foot wide gravel trail for walkers and runners and a 10-foot wide path to accommodate cyclists and skaters. The city is also planning to plant approximately 700 drought-tolerant trees along the trail to provide more greenery and shade. The plan calls for solar-powered lighting in certain sections to increase visibility and safety. Once constructed, the Gage Canal trail could provide more direct connections to UCR, the Metrolink station, and other regional destinations.



TRAILS MASTER PLAN - GAGE CANAL

SOURCE: CITY OF RIVERSIDE

★ STATION AREA



GAGE CANAL RENDERING

SOURCE: CITY OF RIVERSIDE



GAGE CANAL RENDERING

SOURCE: CITY OF RIVERSIDE

PLACEMAKING



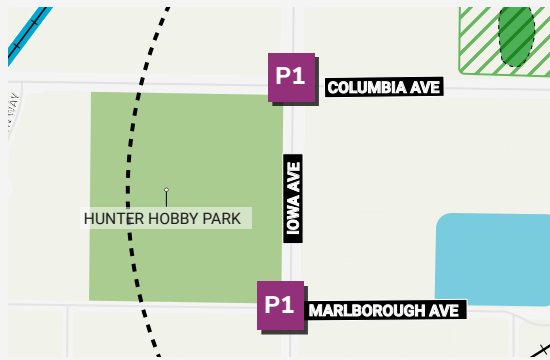
The station area consists primarily of industrial uses, big box buildings, and parking lots. Placemaking strategies could expand on the vision defined in the City's proposed Triangle District which revolves around technology-based jobs and work, research and development, education, and art. Architectural materials, landscaping, massing, signage, and other urban design elements could embody a contemporary theme to reflect the modern, dynamic nature of startups, creative industries, and incubators.

Potential placemaking project objectives:

- Provide wider sidewalks, protected bike lanes, and shade along major mobility corridors
- Add wayfinding signage to direct users to existing and proposed trails
- Capitalize on the proximity to Hunter Park and the Box Springs Mountain Reserve Park to create a network of public spaces for community gatherings

PEDESTRIAN/GREENING PROJECTS

- P1** Greening Streets
- P2** Communal Green Spaces



P1 GREENING STREETS

The streetscape along primary mobility corridors adjacent to the station, including Marlborough Avenue and Iowa Avenue, could feature additional trees to provide shade for pedestrians and cyclists. Stormwater management strategies, such as bioswales and rainwater gardens, can also be integrated in parkways or medians to add functional and visual value.

Potential placemaking project components:

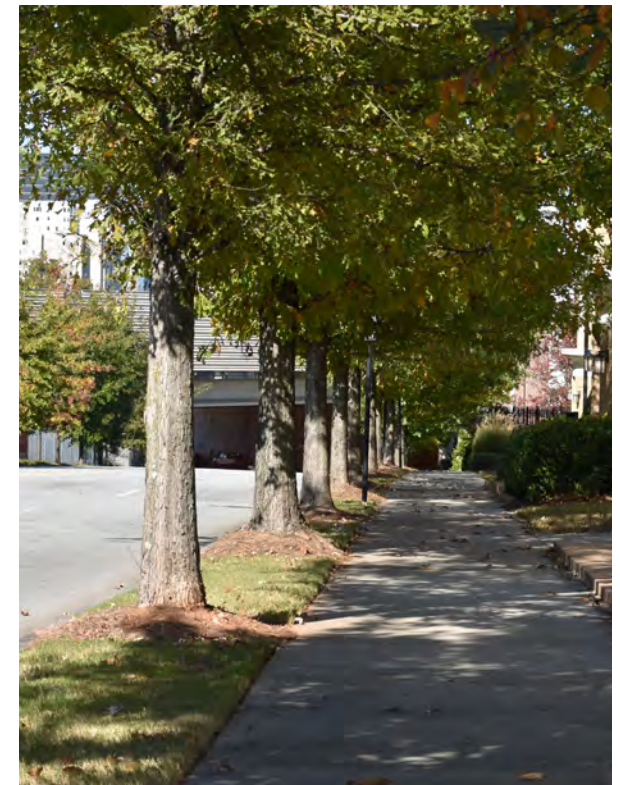
- Bioswales
- Rainwater gardens
- Drought-tolerant landscaping/trees



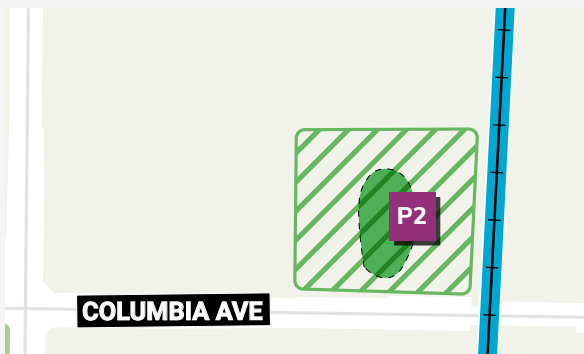
DROUGHT TOLERANT LANDSCAPING



BIOSWALES



TREE CANOPY



P2 COMMUNAL GREEN SPACES

This Vision Plan identifies key green spaces with common areas to provide gathering opportunities and amenities for employees working near the Riverside-Hunter Park/UCR Station. Proposed green space would be a component of future private retail development.

Potential placemaking project components:

- Amphitheater
- Outdoor seating
- Art installations
- Community gardens



COMMUNAL GREEN SPACE

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A photograph of a train track with a purple overlay and a diagonal line. The image shows a perspective view of a train track with a concrete walkway and metal railings. In the background, there are hills, a fence, and a radio tower. The sky is blue with some clouds. A large purple overlay covers the right side of the image, with a diagonal line separating it from the left side.

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 and services around the station area.



LU1: Identify parcels suitable for infill development to bring in more retail and commercial uses around the station area

The Riverside - Hunter Park/UCR station area is characterized by light industrial and office parks. Since most of the station area is built out, infill development is a strategy that the City of Riverside could use to incrementally add density while ensuring that scale and character transitions appropriately with adjoining properties. The city could identify and prioritize underutilized lots or parking lots for infill development based on proximity to the station, transit stops, and other activity centers.

- **Conduct a parking utilization study** with current business owners to identify surplus parking, preserve existing well-utilized lots, and explore shared-parking opportunities. This study could support amendments to the zoning code and a Specific Plan update that would relax off-site parking regulations.
- **Engage with key stakeholders** to gather insight on neighborhood priorities and concerns related to infill development
- **Define the criteria for infill development**, such as proximity to the station, transit stops, activity centers, and compatibility with surrounding properties
- **Conduct a feasibility assessment of identified parcels** to understand factors such as site conditions, utilities, environmental considerations, and development costs



LU2: Amend the Hunter Business Park Specific Plan to diversify land uses and building typologies around the station area

The Riverside – Hunter Park/UCR Station falls within the Hunter Business Park Specific Plan, specifically the Industrial Park District. The Hunter Business Park Specific Plan was originally adopted in April 1988. Amending the specific plan to allow for more flexible uses and intensities, such as retail, commercial, and office would help catalyze redevelopment around the station area.

- **Engage with businesses and community organizations** around the station area to understand their needs and identify a lack of amenities or services
- **Review existing zoning regulations and land use policies** around the Riverside - Hunter Park/UCR Station; identify any restrictions and barriers to flexible development
- Amend the specific plan to **add objective design and development standards** that help streamline the review process for TOD
- **Market incentives associated with Opportunity Zones** to encourage developers to invest in retail and commercial development around the station; these may include tax breaks and a streamlined entitlement process

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 - Hunter Park/UCR 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 their consistency with this Vision Plan

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). 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. High priority projects located around the Riverside – Hunter Park/UCR Station that should be considered include:

- Installing sidewalks and curb ramps on Rustin Avenue between Spruce Street and Marlborough Avenue



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

Capital Improvement Projects include reconfiguration of roadway 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 projects should be considered priority for completion or further study to be included in the Capital Improvement Plan:

- Buffered bike lane and addition of sidewalk on Marlborough Avenue
- Pedestrian track crossing improvement at Columbia Avenue



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

The First and Last Mile Mobility Plan was prepared in collaboration with RTA, SCAG, and 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. The Riverside – Hunter Park/UCR station area was classified as an Industrial & Business Park. The following strategies associated with the Industrial & Business typology should be considered priority for completion or further study:

- Bicycle network improvements
- Ridesharing
- Bikesharing
- Bus stop enhancements
- Transportation Demand Management (TDM) options
- Transit Oriented Development



MO4: Establish public-private partnerships

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

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/Perris Valley Line should uplift existing assets and reflect cultural values engrained in the community, such as the region's agricultural legacy, and set the stage/build critical mass of amenities for future TOD in the station area. The following strategies are designed to reinvigorate industrial parks and underutilized lots to create safe, interesting, and accessible places for people to enjoy.



PM1: Develop design standards for the Retail District to establish a brand that's compatible with the surrounding context

The City of Riverside could provide design regulations as a part of the specific plan amendment to guide the development of the Retail District, create distinct character, and improve visual interest. These standards could be modeled on the Triangle District and encourage new and retrofit elements such as smart grid technology, solar panels, and energy efficient infrastructure. The “innovation” theme could be integrated through the use of specific architectural materials, building form, massing, lighting, signage, and streetscape design.

- **Engage with businesses and other stakeholders** in the design development process to determine preferred design features
- **Prepare design standards** to allow developers to implement projects with more ease, creativity, and innovation



PM2: Incorporate wayfinding signage at the Riverside – Hunter Park/UCR Station to guide visitors to trails, parks, and other major destinations around the station area

Despite the industrial land use patterns, there are several parks and trails within the half-mile radius of the station, including Hunter Hobby Park, Box Springs Mountain Reserve Park, and the Gage Canal. The station area could incorporate wayfinding signage and maps at and around the station to effectively navigate visitors and Metrolink passengers to these destinations. Wayfinding signage design could also be branded to create a unique and consistent theme throughout the station area.



PM3: 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 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 businesses 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 that incorporate trees and green infrastructure practices in their projects

RIVERSIDE - HUNTER PARK/UCR 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 - Hunter Park/UCR 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 district identified in the vision chapter of this plan and integrate into actions LU1 - LU2	-	17-18	Immediate	City: Planning Division	<ul style="list-style-type: none"> • CDBG - Section 108 Loan Guarantee Program • Community Development Block Grant (CDBG) • Community Development Block Grant (CDBG) - State Administered • Development impact fees • Infill Infrastructure Grant Program (IIG) • Urbanized Area Formula Grants (5307)
Amend the Hunter Business Park Specific Plan	LU1	28	Near	City: Planning Division	
Identify parcels suitable for infill development	LU2	29	Mid	City: Planning Division	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
MOBILITY					
Confirm, refine, and prioritize mobility projects M1-M2 identified in the vision chapter of this plan	M1-M2	20-22	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) • 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) • Enhanced Mobility of Seniors & Individuals with Disabilities - 5310 • ICARP Regional Resilience Planning and Implementation Grant 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
Amend the PACT plan to align with the recommendations of the Vision Plan	M01	30	Near	City: Public Works Department	
Identify projects in the City of Riverside CIP that can incorporate proposed corridor improvements	M02	31	Near	City: Public Works Department	
Implement first/last mile recommendations from RTA First and Last Mile Mobility Plan	M03	31	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	M04	31	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	23-25	Immediate	City: various departments	<ul style="list-style-type: none"> • CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program • California Urban Greening Grant Program • Assessment District
Develop design standards for the Retail District in conjunction with Hunter Business Park Specific Plan Amendment identified in LU2	PM1	32	Mid	City: Planning Division	
Incorporate wayfinding signage	PM2	32	Near	City: Public Works	
Expand the urban tree canopy	PM3	33	Long	City: Public Works Department	