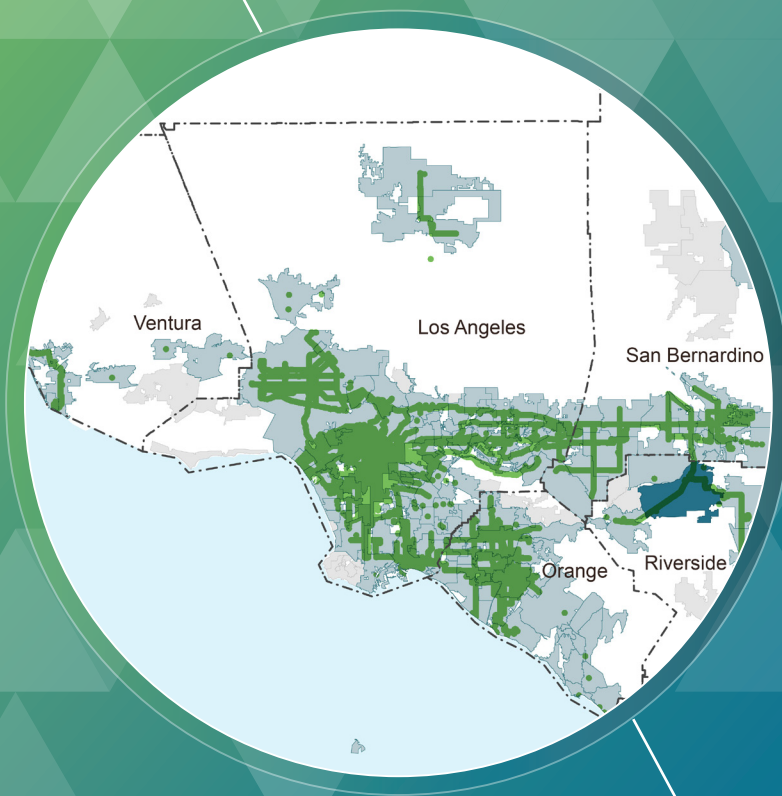


# Part 5 Vision



## A - Overview

- Vision Plan Goals
- Framework Plan
- Pilot Project Area - 2018
- Pilot Project Area - 2048 Potential Buildout
- Priority Projects

## B - Land Use Strategy

- Opportunity Sites
- Regulating Concept Plan
- District Profiles

## C - Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans



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# Part 5

## Vision

### A - OVERVIEW



**Vision Plan Goals**

**Framework Plan**

**Pilot Project Area - 2018**

**Pilot Project Area - 2048 Potential Buildout**

**Priority Projects**

## Vision Plan Goals

## OVERVIEW

The Marketplace HQTAs Vision Plan builds on the historic assets, transportation amenities, and unique character of the Marketplace District and Eastside community. To ensure the appropriate balance of neighborhood preservation, environmental sustainability, and promote walking, biking, and the use of transit, the plan is founded on the six goals described below. These goals were developed through a synthesis of adopted City initiatives, stakeholder interviews, and the opportunities and constraints analysis outlined in Parts 2 through 4 of this document. Initiatives and next steps that will help to carry through the goals of the plan are presented in Part 6 (Implementation Plan).

### Goal #1: Preserve and reinforce the unique industrial character that has defined the Marketplace District

The Marketplace District has a rich collection of industrial warehouses, packinghouses, depots, and manufacturing facilities that are remnants of the area's historic use as a place for processing and transporting agricultural products. These structures are focused along North Commerce Street, North Park, and Howard Avenue. Unique in the City of Riverside, these can become important catalysts for new hospitality, creative office, and small manufacturing businesses, attracting new jobs and residents to the area. Moreover, these buildings help to contribute to the area's sense of place.

### Goal #2: Ensure access to affordable housing for residents of the Marketplace District and Eastside neighborhood

A key ingredient of a robust, high quality transportation network is a large base of customers within easy walking distance, particularly those who rely on transit. Historically, the Eastside neighborhood has offered naturally-occurring affordable housing options to a tightly-knit and active community. As new market-rate housing is added to the Marketplace District, the City and its community partners should ensure that existing residents can continue to live in the neighborhood. The area should also include day care centers and preschools, job training facilities, a mix of retail appropriate for the residential population, and other key services. Further, new high-quality affordable housing should be part of the housing mix as the area continues to redevelop.

### Goal #3: Promote an environmentally-sustainable TOD district that can become a laboratory for new technologies and best practices

Through policies and incentive programs, the City can demonstrate the environmental benefits of best practices in sustainability such as EV charging stations, photovoltaic panels, and LEED-Certified buildings. A tree planting and green infrastructure plan, if developed and implemented, can help to promote stormwater infiltration and groundwater recharge in the District's alleys and open spaces.



Commerce Street

### Goal #4: Foster healthy and engaged residents through investments in active transportation infrastructure and programming

The County of Riverside is currently engaged in promoting healthy lifestyles through events and research. The Marketplace District can implement this vision by offering access to fresh produce and adding convenience retail and daily amenities within walking distance. New walkable and bikable streets and connections will encourage residents to make more trips without a car.

### Goal #5: Promote a complete streets approach that balances the needs of all users

While the movement of traffic through the Marketplace District will be an important consideration when reinvesting in transportation infrastructure, other modes should be given equal priority. Traffic calming devices like those identified in the HQTAs Toolkit should be considered. Further, bike and carshare programs, transportation pass subsidies, and walking/biking campaigns in the district can incentivize residents and workers to travel using alternative modes of transportation.

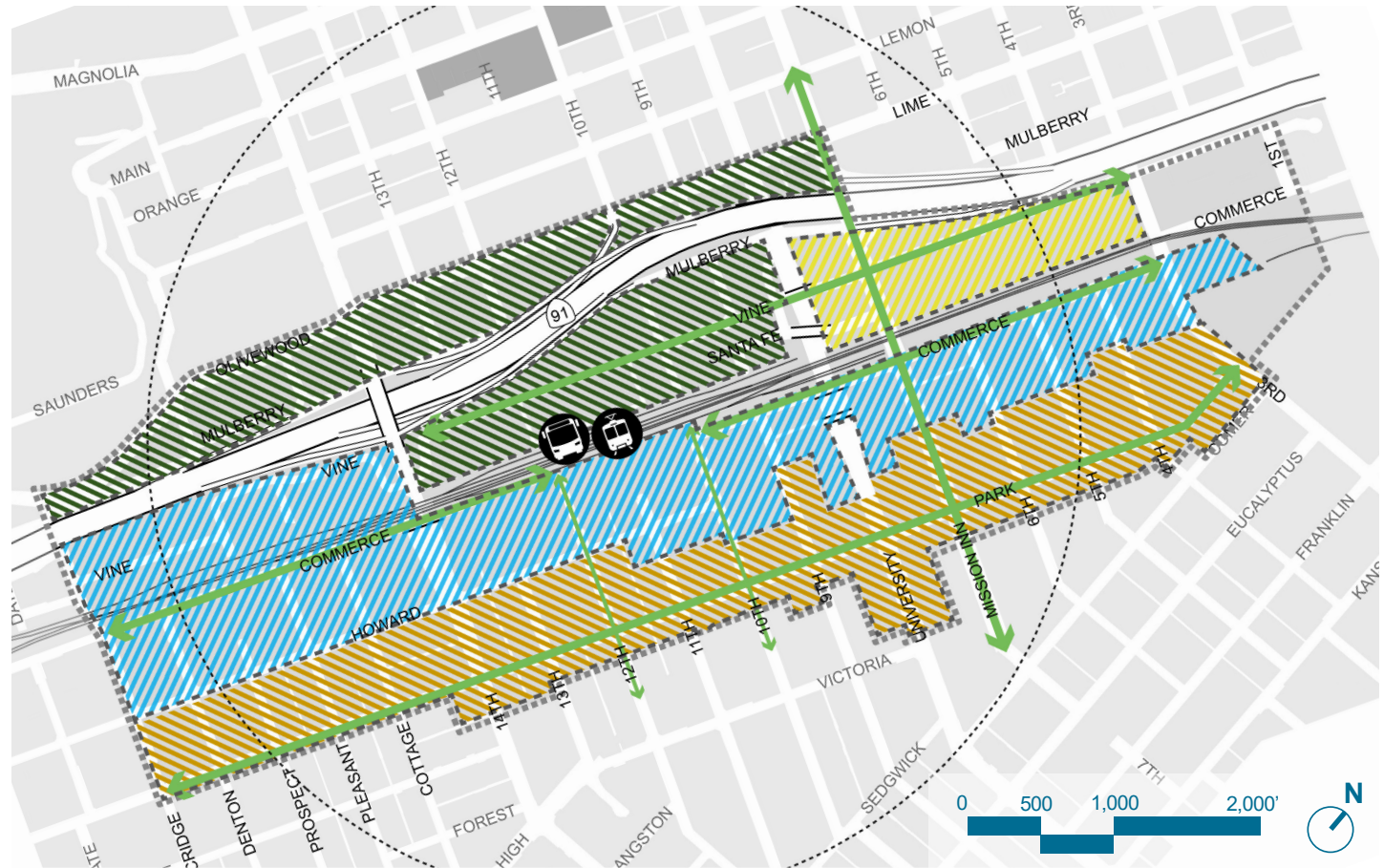
### Goal #6: Establish a unique brand for the Marketplace District through placemaking improvements




Public art programs, high quality public spaces, and the restoration of historic buildings can attract new investment and enhance the economic potential of the area. A strong arts program can also help to build social capital among residents of all ages.




# Framework Plan

# OVERVIEW

The Framework Plan includes four districts and four major active transportation corridors that will serve as the guiding vision for the Marketplace area. The districts are informed by future land use patterns, densities, activity centers, placemaking opportunities, and other factors that contribute to the character and function of the Riverside HQT. The **Transit Core** will serve as the heart of the HQT, with a Mobility Hub, high intensity development, and supporting retail. Key connections to and from the Mobility Hub include the Vine Street corridor and a new pedestrian and bicycle bridge that will connect Amtrak, Metrolink, and RTA transit services to workers and residents west of the 91 Freeway. The **Commerce Street Corridor** will serve as a key connection to areas north and south of the Mobility Hub. New entertainment, art, and restaurant offerings can take advantage of historic industrial warehouse buildings along the east side of Commerce. The Eastside neighborhood will be largely preserved, with opportunities for low-medium density infill and bike facilities along Park Avenue.

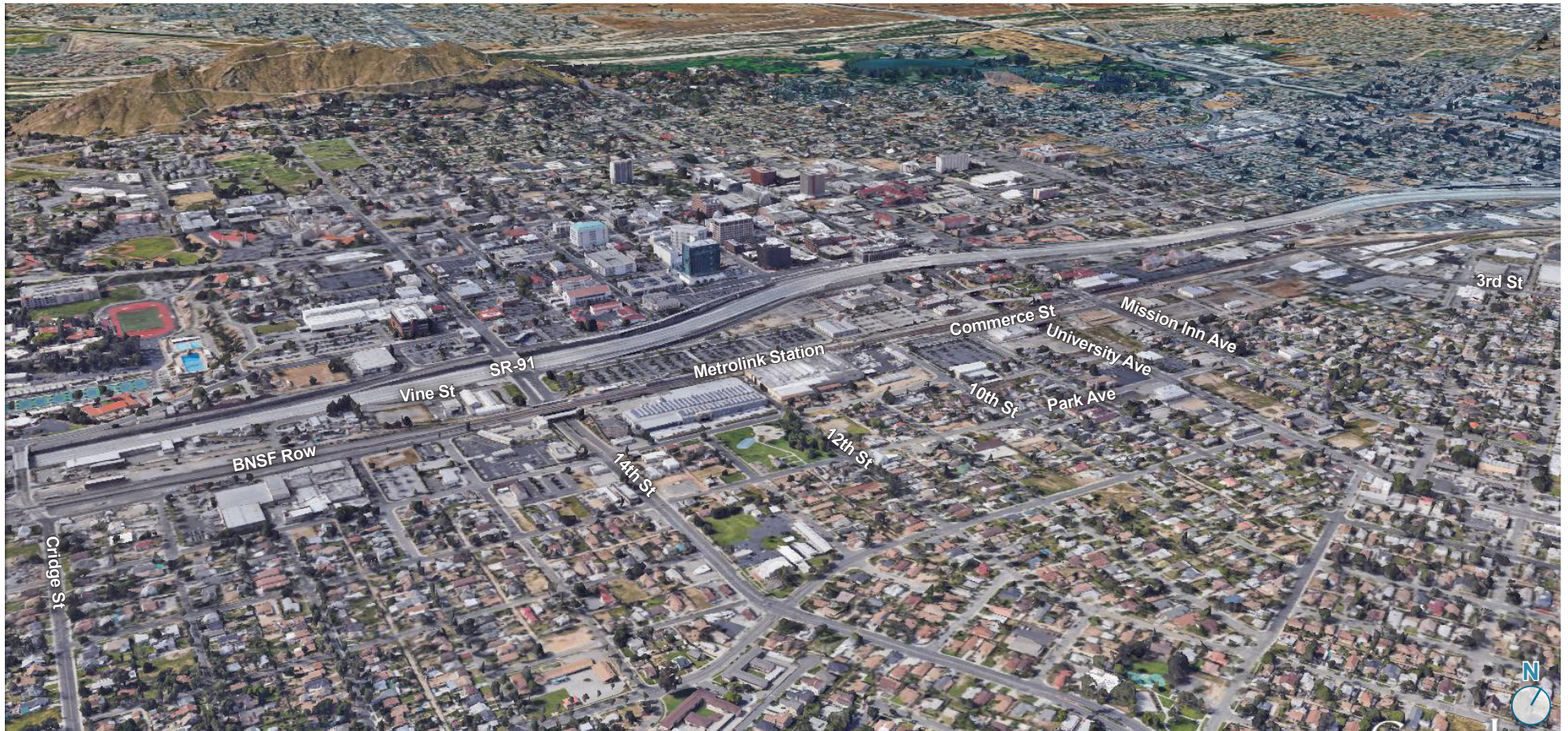


- 
**Vine Street:** Provides primary circulation route for bicyclists into Downtown Riverside along a cycle track connecting to Mission Inn Avenue. Multiple redevelopment opportunities on large properties with potential for high density/intensity.
- 
**Commerce Street Corridor:** Adaptive reuse of historic buildings as start-up and incubator space. First investments for office / development space and primary axis of innovation district. Medium density/intensity. Consider access across rail corridor.
- 
**Park Avenue:** Low density/intensity. Individual infill developments. Adaptable Standards. Mixed-use corridor. Adaptive reuse. Small, individual developments. Bicycle lane. Street trees, greening, parklets, and bioswales.

- 
**Mission Inn Avenue:** Protected bicycle lane and primary connection between Eastside and Downtown. Bioswales and greenway to create parkway between Main Street Pedestrian Mall (west) and Longfellow Elementary School (east).
- 
**Transit Core:** Joint development opportunities. Transit hub. Potential pedestrian and bicycle bridge spanning SR-91 from Riverside County land west of SR-91 to potential RCTC/RTA Mobility hub east of SR-91. Ability for development to occur with or without construction of the pedestrian and bicycle bridge.
- 
**North Park:** Mission Inn and Vine Street bicycle facilities intersection. North Park Redesign.

# Pilot Project Area - 2018

# OVERVIEW



# Pilot Project Area - 2048 Potential Buildout

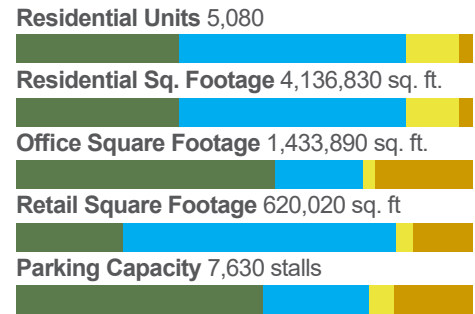
## OVERVIEW

The Land Use Strategy details an illustrative development buildout scenario that takes into account adopted land use regulations and parking requirements, and modifies densities and typologies when necessary to achieve SCAG's TOD goals for HQTAs. This 30-year Vision Plan presents a buildout scenario that allows for flexibility and recognizes that a number of factors will affect type and location of future developments. The ultimate buildout will be determined through a specific plan update and further discussions with property owners and interested developers.

### Cumulative Land Use Mix and Buildout Potential\*

Districts are areas within the Pilot Project Area that are envisioned in the buildout scenario to contain similar building densities and typologies. The districts for this Vision Plan are listed below; the buildout scenario land use totals are summarized at right.

- Transit Core District**
- Commerce Street District**
- Park Avenue District**
- North Park District**

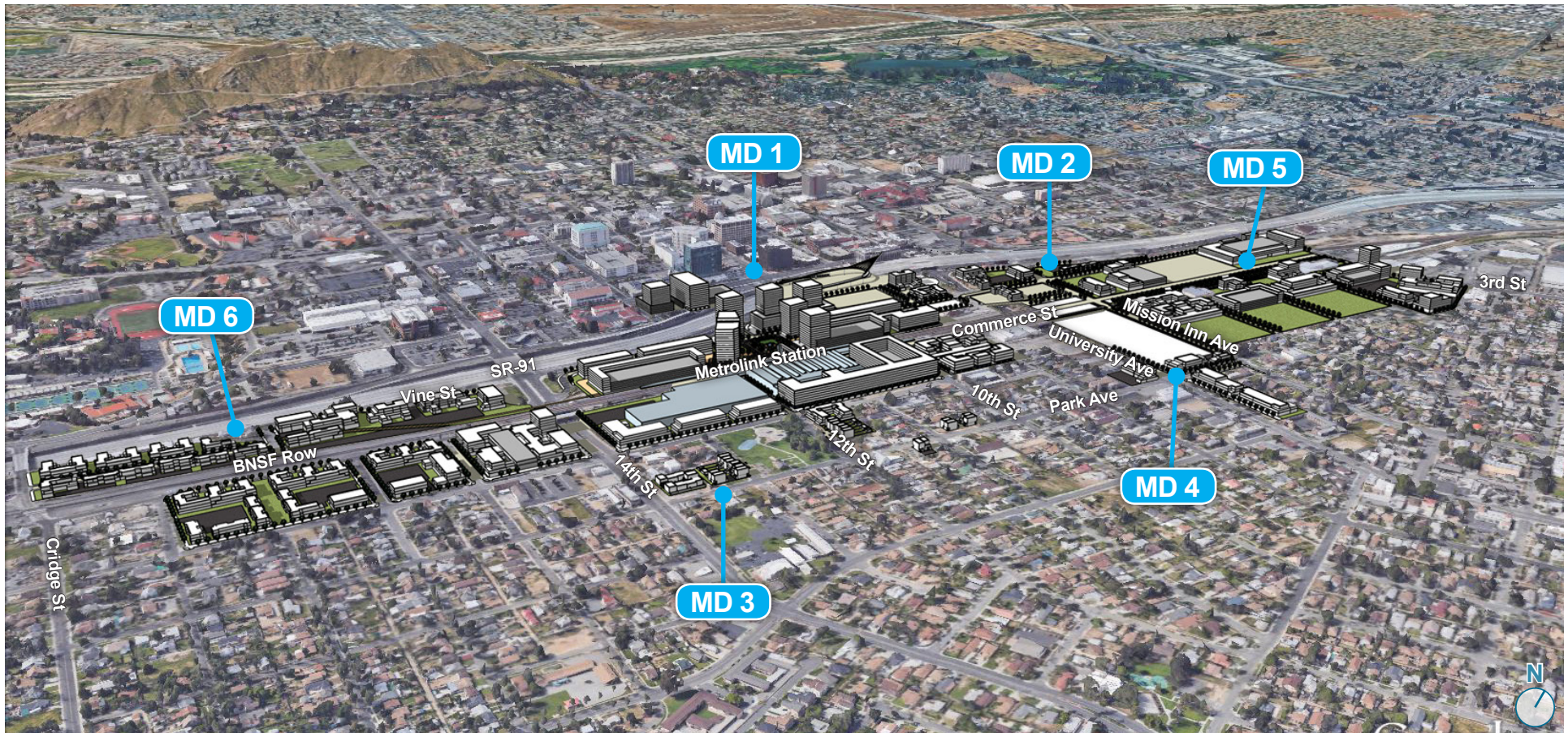


\* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

### Major Development Areas (MDA)

Major Development Areas contain clusters of complementary priority projects which may catalyze the development envisioned by the buildout scenario. An MDA phasing strategy is provided in Part 6 (Implementation).

- MD 1** Mobility Hub
- MD 2** North Park
- MD 3** Lincoln Park
- MD 4** University / Park
- MD 5** North Commerce Creative Hub
- MD 6** South Commerce



# Priority Projects

## OVERVIEW

### Corridor Projects

- C 1** Vine Street
- C 2** Mission Inn Avenue
- C 3** Commerce Complete Street Reconstruction

### Bicycle Projects

- B 1** Mission Inn / Vine Protected Bicycle Intersection
- B 2** Mission Inn / Commerce Protected Bicycle Intersection

### Pedestrian/Greening Projects

- PG 1** Transit Core Paseo
- PG 2** SR-91 Bicycle and Pedestrian Bridge
- PG 3** North Commerce Linear Park
- PG 4** North Commerce Complete Street Improvements
- PG 5** North Park Redesign
- PG 6** Riverside Canal Stormwater Management and Multi-use Path
- PG 7** 12th Street Pedestrian Tunnel

### Parking and Transit Projects

- PT 1** Mobility Hub and Plaza
- PT 2** Layover Facility
- PT 3** New Shared Public Parking Structures
- PT 4** Parking Management District

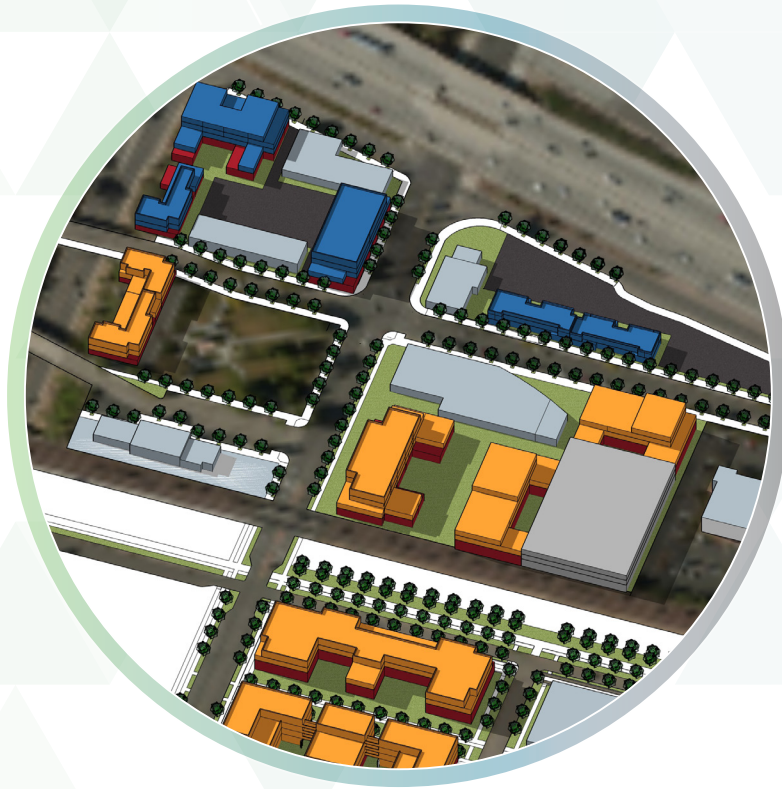




# Part 5

## Vision

### B - LAND USE STRATEGY



Development Opportunity Sites

Major Development Areas

Regulating Concept Plan

 Transit Core District

 Commerce Street District

 Park Avenue District

 North Park District

## Development Opportunity Sites

## LAND USE STRATEGY

Due to the abundance of surface parking lots, vacant parcels, and underutilized, isolated properties, there are several redevelopment opportunity sites located throughout the Pilot Project Area. However, some sites present a number of constraints that currently limit the potential for transit-oriented development. Additional factors that contribute to the selection of opportunity sites include proximity to the Mobility Hub, connectivity, and noise and air pollution concerns caused by the 91 Freeway and heavy use of the rail line for freight traffic. Using these factors, opportunity sites are grouped into the following categories:

single family or commercial sites that are underutilized and may be appropriate for medium-density infill. The City could consider rezoning certain districts to allow for small-lot subdivisions, townhomes, courtyard apartments, or live-work buildings that sensitively blend into the existing fabric of the neighborhood.



There is near-term interest in redeveloping the Ironworks site, which consists of two historic buildings and an adjacent parking lot



The 1000-stall commuter parking lots owned by RCTC are a prime redevelopment opportunity. The land closest to the platform should be preserved for future high density development.

### Primary Opportunity Sites

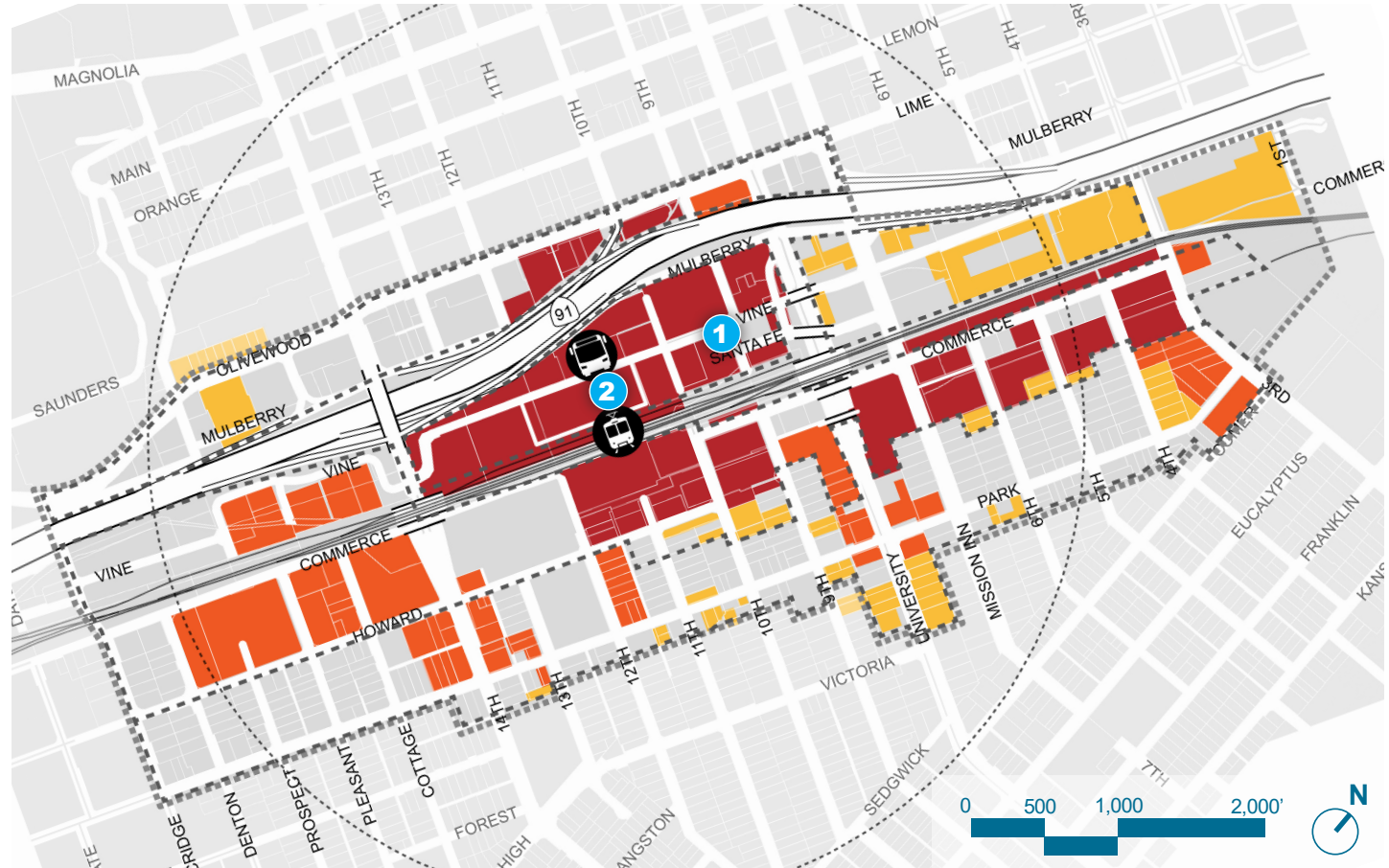
These commercial/industrial sites have the greatest potential for high-density TOD and are generally controlled by the City, RTA, or RCTC. With developer interest in the Scrapyard site and the historic Commerce Corridor, these parcels are also prime candidates for redevelopment.

### Secondary Opportunity Sites

These sites are generally less well connected to the proposed Mobility Hub/Station, are under private ownership, or are comprised of several smaller parcels that may be difficult to assemble. These sites may require active marketing, support for cleanup efforts, and rezoning by the City to allow for transit-supportive uses. Generally, medium-high density uses are envisioned.

### Tertiary Opportunity Sites

Located primarily in the Eastside neighborhood, these are lower-density



# Regulating Concept Plan

# LAND USE STRATEGY

The Regulating Concept Plan outlines the proposed height, density, intensity, and development guidelines for key redevelopment areas in the Pilot Project Area. Each of the building types below, keyed to the plan at right, has a more complete profile in the attached HQTAs Toolkit that shows a target range of building mass and intensities. Additional building types or different configurations of the illustrative plan not listed below may be appropriate, as long as the massing, design, and density targets listed below are satisfied.



The scale of Vine Street development north and south of the Mobility Hub

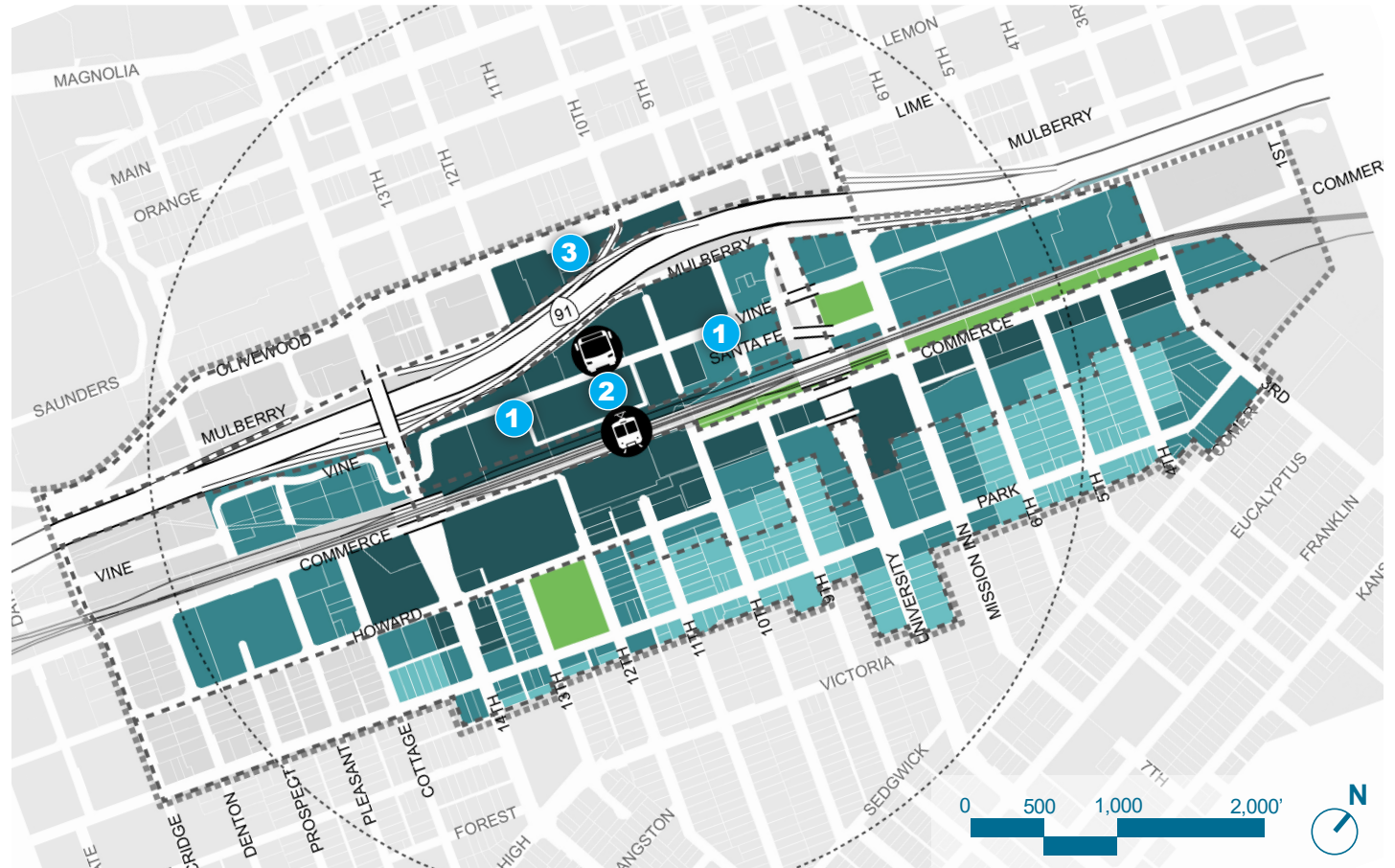


Towers are envisioned immediately adjacent to the Mobility Hub



A new pedestrian bridge across the SR-91 Freeway will leverage development in both the Downtown and HQTAs

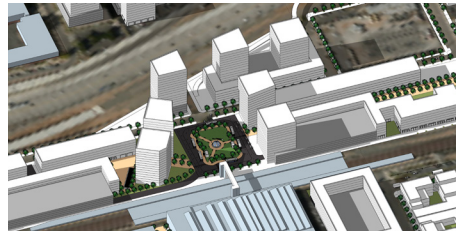
Appropriate Building Types	Bldg. Height (stories)	Toolkit Page
<a href="#">View the Toolkit to learn more about the following building types. PDF: <a href="#">click to navigate.</a></a>		
High Rise	15+	II-C-D-2
Podium Tower	10-15	II-C-D-2
Podium Mid-Rise	4-6	II-C-D-2
Flex/ Hybrid	4-6	II-C-C-3
Commercial Block/ Liner	1-3	II-C-C-3
Townhouse/ Small Lot Subdivision	up to 3	II-C-B-2
Live/ Work	up to 3	II-C-B-3



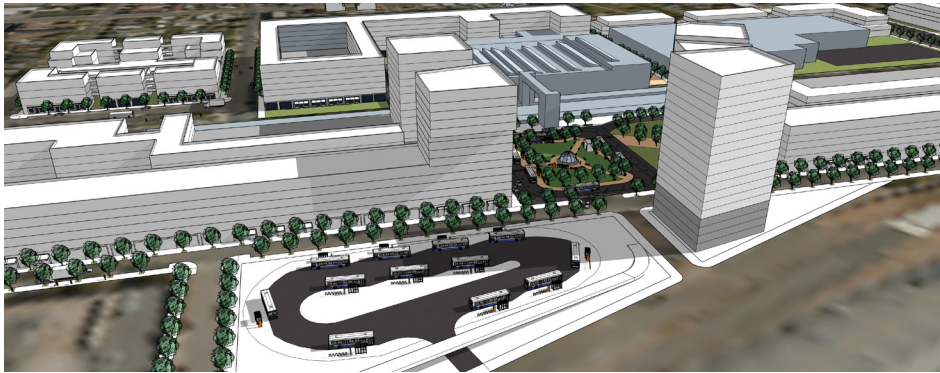
# Major Development Areas

## MD 1 Mobility Hub

Growth in the Transit Core will be catalyzed by a new freeway pedestrian/bicycle bridge and Mobility Hub. These infrastructure investments will define Major Development Area as the primary transit-serving asset for Downtown Riverside. Envisioned immediately adjacent to the Mobility Hub will be reserved for future residents and a major employment center.

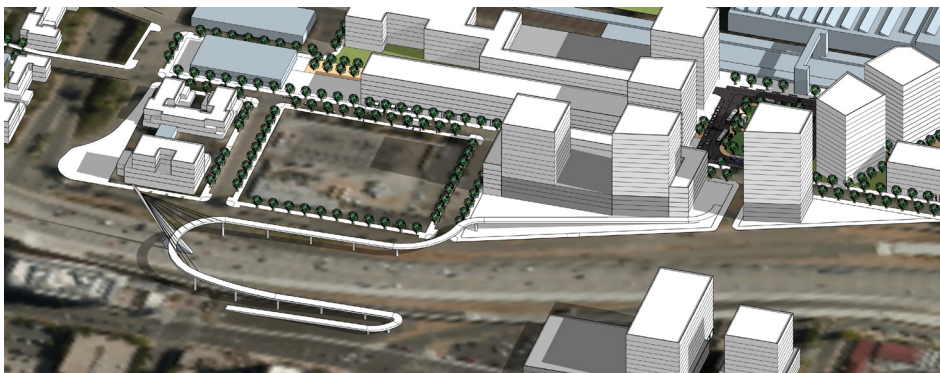


### Mobility Hub and Layover Facility



The mobility hub, developed in stages, will have an adjacent layover facility with access to the pedestrian bridge

### Pedestrian Bridge



The envisioned bicycle and pedestrian bridge will cross the SR-91 and land at the layover facility

# LAND USE STRATEGY

## MD 2 North Park

Primarily reserved for future mixed-use office and residential uses, the North Park Major Development Area will enhance pedestrian activity around Downtown Riverside's Historic North Park. The influx of a critical mass of both residents and workers, along with proposed corridor improvements will revitalize a sense of place for this historic core and strengthen an essential link into Downtown Riverside.



### Mixed-use Development around North Park



Mixed-use buildings fronting Thoreau Path, Boston, MA

### Wide Sidewalks and Linear Parks



Santa Monica Boulevard, Los Angeles, CA



Linear Park, Mexico City, Mexico

## Major Development Areas

### MD 3 Lincoln Park

Infill along Park Avenue culminates at 3rd Street on the northern end and Lincoln Park on the southern end. Being adjacent to the Metrolink Station the Lincoln Park Infill Major Development Area will serve as an important transition from a higher mixed-use intensity to a more residential neighborhood scale in complementing the Lincoln Park single-family fabric.



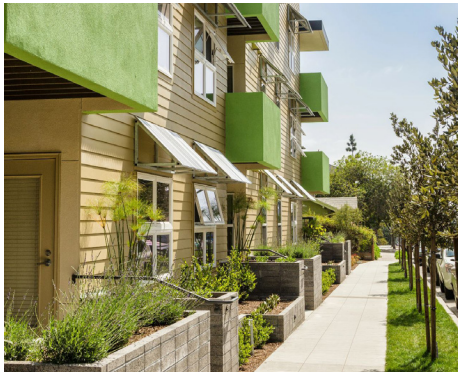
### MD 4 University / Park

Park Avenue serves as an important spine linking the residential neighborhood to Downtown Riverside. Although infill along Park Avenue will be primarily residential, there are critical nodes which call for higher intensities and a mix of uses to complement both Downtown, the Metrolink Station area and local residents. One of these nodes is at the intersection of University Avenue and Park Avenue where limited retail and office, and residential uses are envisioned to amplify University Avenue as vital link



to Downtown. This node will augment the development pattern begun by the Mission Inn Lofts at the corner of Mission Inn Avenue and Commerce Street.

### Multi-family Housing



Kalos Apartments, San Diego, CA



Small Lot housing



Martin Corner, Nashville, TN



East Beach Live Work apartments, Norfolk, VA



Duplex apartments



Terraces at Santiago, Santa Ana, CA



Takoma Central, Washington DC

## LAND USE STRATEGY

### Mixed-use Development along Major Streets

## Major Development Areas

### MD 5 North Commerce Creative Hub

Defined by a significant improvement in the public realm, the Commerce Street Rail Corridor Major Development Area seeks to integrate existing assets along this segment of Commerce Street. The Metrolink rail corridor, decommissioned rail spurs, and existing buildings of great historic character will contribute to a rich walkable atmosphere. A boardwalk and linear park will complement a pedestrian-driven mix of uses, including high-density residential, and serves to



welcome the rail corridor as its front door.

#### Mixed-use Buildings Fronting Multi-use Path



Village Walk



Fruitvale Transit Village, Oakland, CA



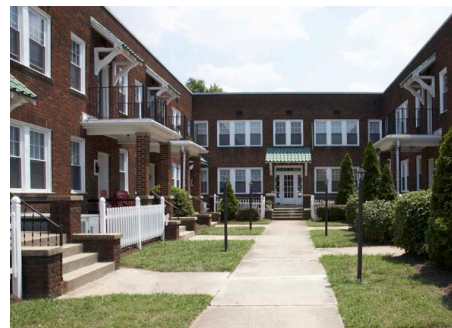
Takoma Central, Washington DC

### MD 6 South Commerce

Framed by the Metrolink rail corridor and an existing canal, mixed-use courtyard buildings in small-scale residential patterns and more intense commercial form primarily make up the Commerce Street Canal Corridor Major Development Area, enhancing the existing industrial character by providing a valuable increase in open space. This surge in open space will buffer from and balance out the public and private realm from the freeway and rail corridor, and support an integrated environment for future residents and workers.



#### Courtyard Housing

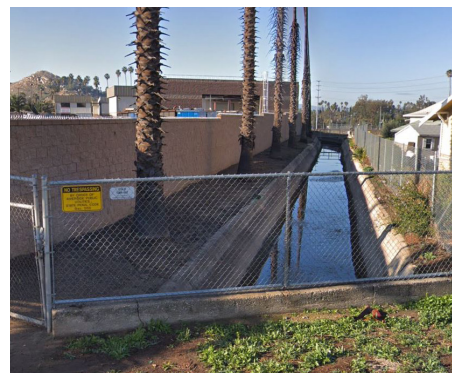


Courtyard Apartments, Burlington, NC



Lincoln Place, Venice, CA

#### Restored Canal



Riverside Canal, Riverside, CA



Bioswale, Seattle, WA

## LAND USE STRATEGY

## Transit Core District

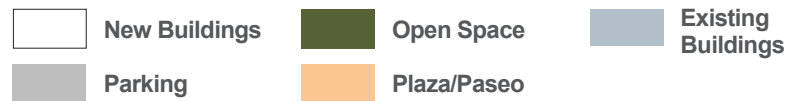
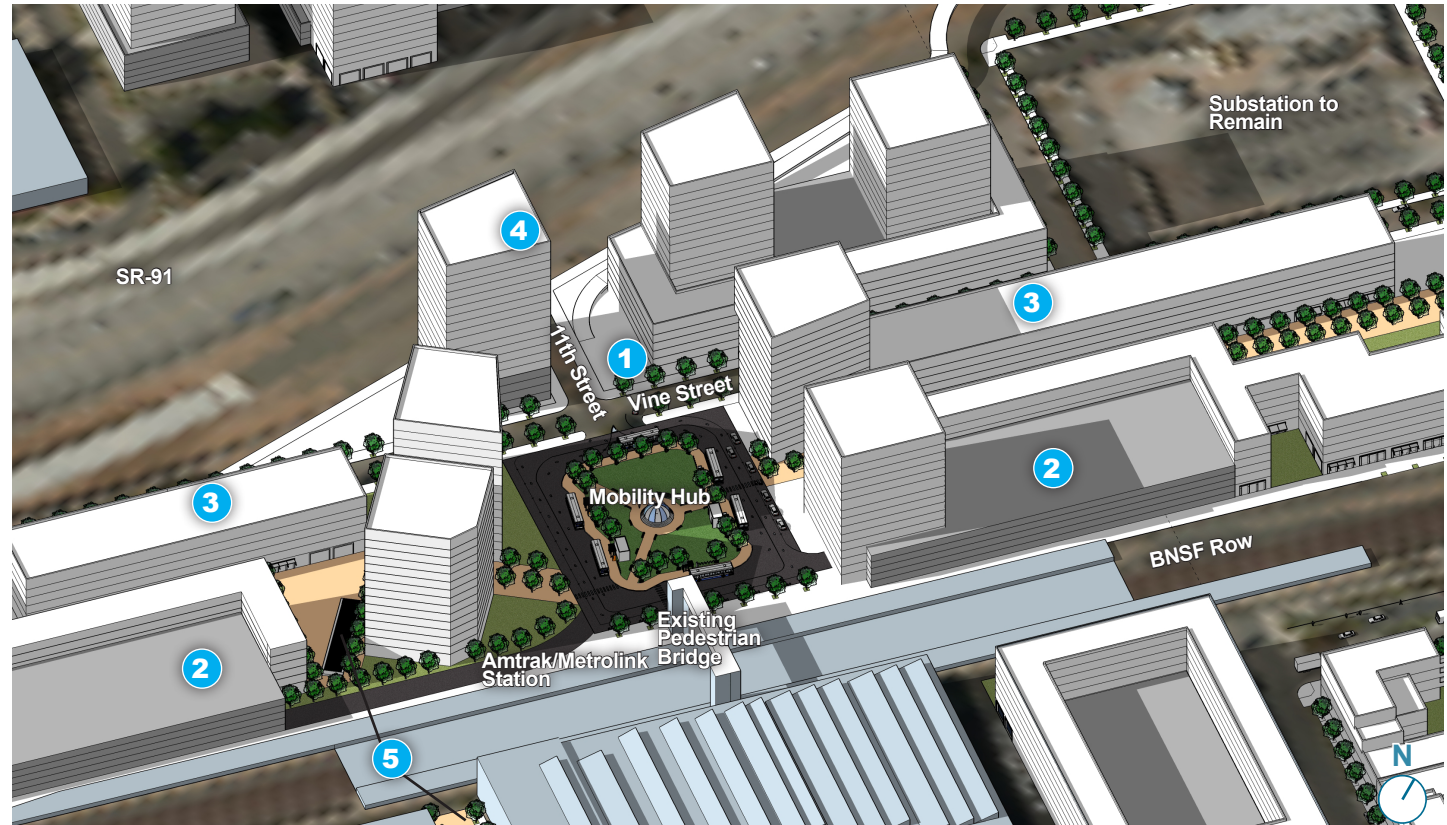
## LAND USE STRATEGY

### Illustrative Plan

The 2048 vision for the Transit Core is built upon key transit and infrastructure investments including a freeway pedestrian/bicycle bridge and a new Mobility Hub. These investments, among others, could help to catalyze a significant amount of growth in the Transit Core while linking Downtown Riverside to a significant transit asset. Land immediately next to the Mobility Hub should be reserved for very high density development as permitted by local market conditions, leading to an extension of Downtown Riverside and locating a critical mass of residents and workers near key transit asset.

### Key Elements

- 1** Land banking for future high density/intensity development surrounding the Mobility Hub. Near-term development of a layover facility on land immediately south of the substation.
- 2** District-wide parking plan with shared parking and a parking monitoring and pricing scheme to encourage alternative first-last mile connections to the Mobility Hub.
- 3** Medium-density, 4-6 story development planned as part of earlier phases, wrapped around parking structures to buffer freight train noise.
- 4** High density office, retail, hospitality, and residential towers in the long-term, immediately adjacent to a new Mobility Hub at 11th and Vine.
- 5** New tunnel connection at 12th Street



# Transit Core District

The Transit Core will evolve over time as the market for higher density/intensity development in Riverside matures. At present and for the foreseeable future, multi-family projects with Type V construction and surface parking are generally preferred by developers in the area, as evidenced by the Mission Lofts project. The presence of land owned by the City, RCTC and County in the Transit Core, however, presents a major opportunity to phase and catalyze very high intensity development near the Mobility Hub in the long-term. A phased approach, with a broad collaboration among the City of Riverside, RTA, RCTC, and other key partners, will be essential to realizing the transit-oriented vision of the HQT. These public partners can, over time, convert commuter parking lots to mixed-use development through the construction of shared parking facilities, offering an incentive to surrounding private owners to redevelop their properties for transit-supportive uses.



Santa Monica, CA (Rendering)

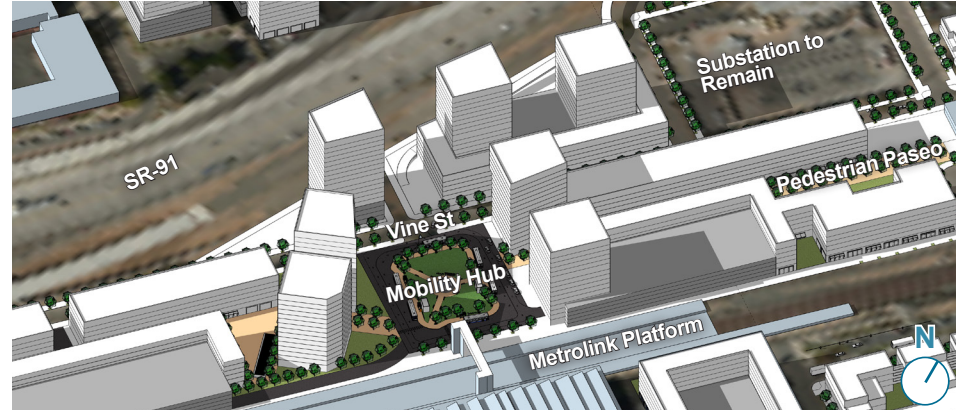


Cykelstangen; Copenhagen, Denmark



Denver, CO

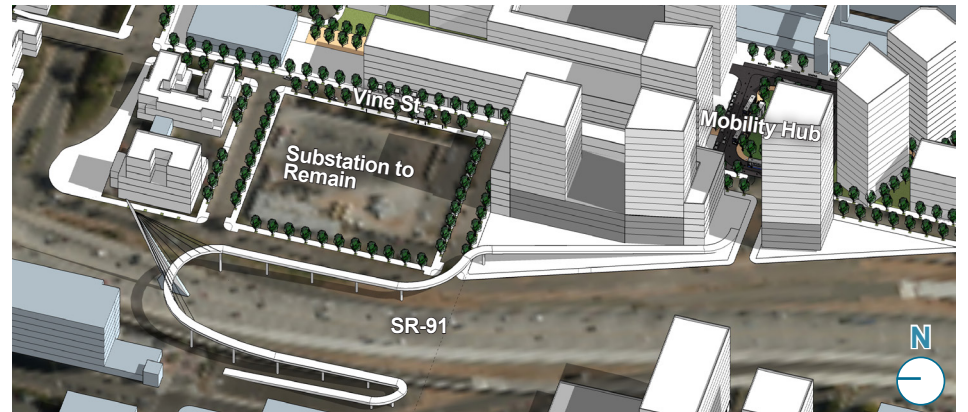
# LAND USE STRATEGY



From Platform Looking West



From Platform Looking West



From Freeway Looking East



# Transit Core District

# LAND USE STRATEGY

## Land Use Mix and Targets

While the area appears to be “landlocked” between the 91 Freeway and railway, there are ample opportunities to create a vibrant transit village along Vine Street. Since many of the key parcels are owned by public entities such as RTA and the City of Riverside, these agencies can make select infrastructure investments that will catalyze a mix of transit-supportive uses.

In the short-term, Type V or modified podium construction, up to six stories, will likely be supported by the market, provided there is ample surface parking. RCTC may want to consider building parking structures along tracks, both to serve as a visual and noise buffer for adjacent development, and to support shared parking for commuters and commercial/residential uses. The agency could also consider a similar type of development north of the Mobility Hub, which would require a partnership with the private owners of a two story office building and the Ironworks building. Most of the Vine Street frontage should consist of active uses such as neighborhood-serving retail, restaurants, and live/work units.

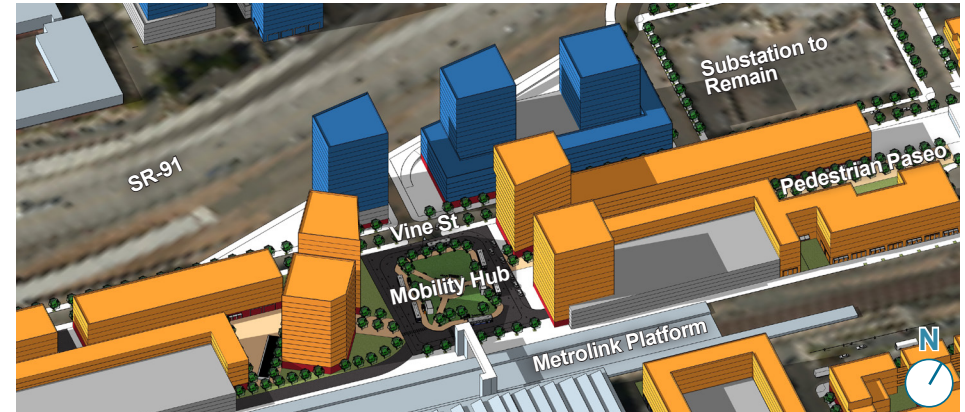
Residential uses should line the parking structures. Pedestrian paseos along the middle of these blocks can connect the north and south ends of the station area, with ample trees and vegetation, pocket parks, and some retail and live/work units to enliven the pedestrian experience. Over time, office and residential towers could cluster in and around the Mobility Hub and Pedestrian/Bicycle bridge, creating the necessary critical mass to support robust transit ridership.

## Potential Buildout Land Use Mix\*

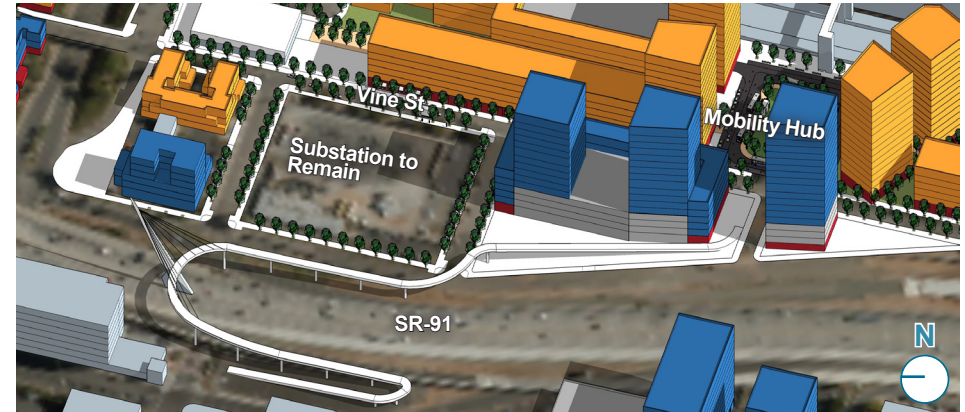
\* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

<b>Residential Units</b> 1,620
<b>Residential Sq. Footage</b> 1,478,960 sq. ft.
<b>Office Square Footage</b> 811,630 sq. ft.
<b>Retail Square Footage</b> 144,970 sq. ft.
<b>Parking Capacity</b> 4,150 stalls
<b>Average Net Dwelling Units/Acre</b>
80+    51 - 80    30 - 50    < 30
<b>Average Net FAR</b>
4.0 +    3.0 - 3.9    2.0 - 2.9    < 1.9

- Multi-Family Residential
- Retail
- Office
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space
- Existing Buildings



From Platform Looking West



From Freeway Looking East



Vine Street Mixed Use



Pedestrian Paseo

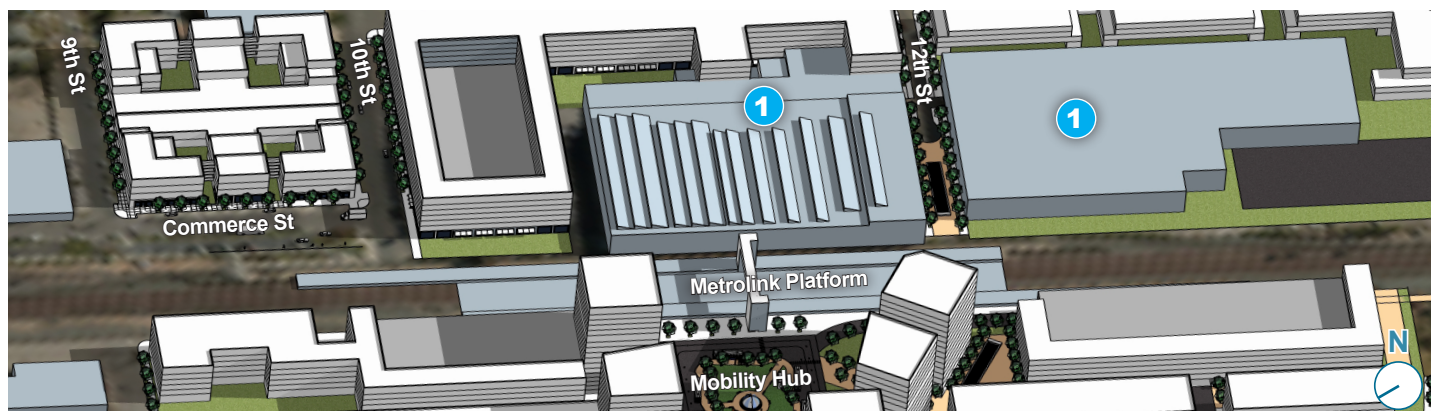
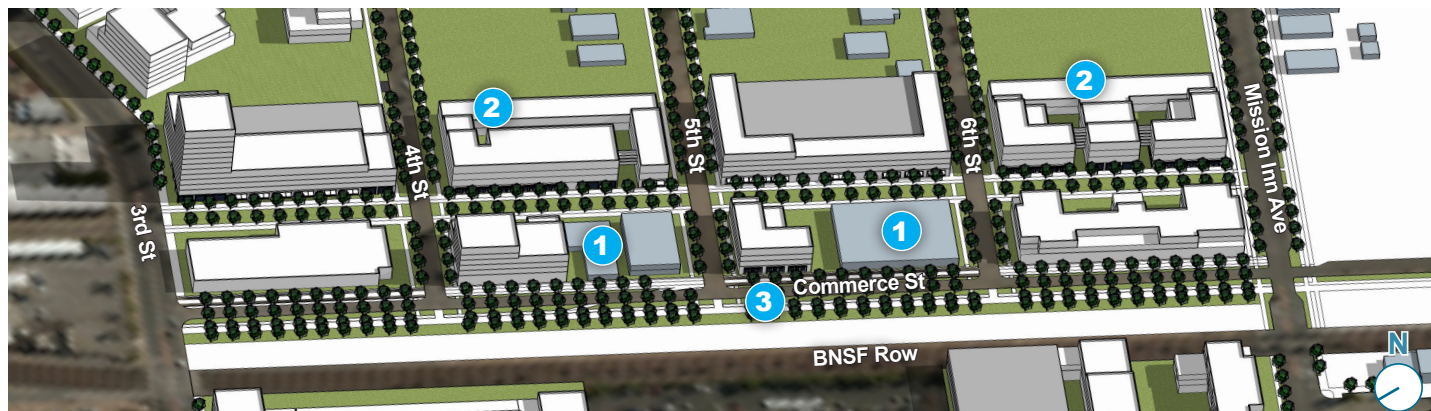
# Commerce Street District

## LAND USE STRATEGY

### Illustrative Plan






#### North Commerce Street Corridor

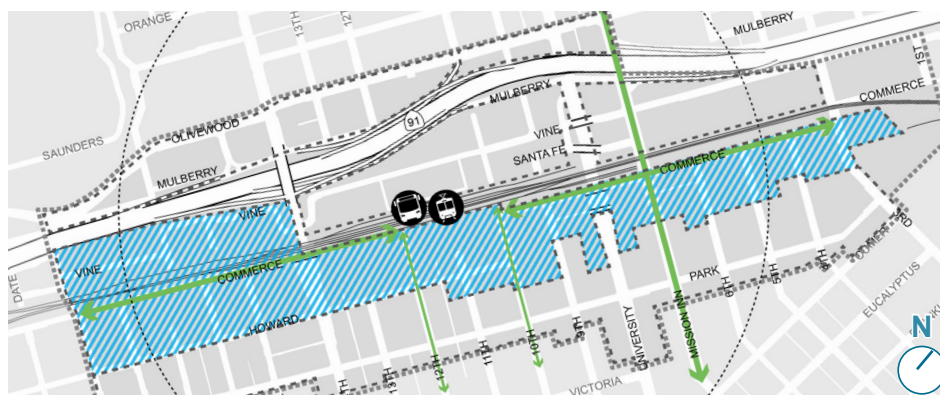
The section of the Commerce Street Corridor District between 14th Street and 3rd Street will see substantial increases in open space. Improvements to the streetscape and rail corridor will help anchor the district as a walkable and pedestrian-friendly neighborhood. Building heights in the district will be tallest along Commerce Street and will decrease closer to neighboring residential areas. Residential buildings along Vine Street will primarily be courtyard-style.



#### Key Elements

- 1** Adaptive reuse of historic warehouses for retail, hospitality, food halls, or creative office.
- 2** Transition height into Eastside Neighborhood.
- 3** New innovative Commerce Complete Street project with actively programmed and unique public spaces, re-purposed rail spurs, and bicycle facilities connecting to the station.

 New Buildings	 Open Space	 Existing Buildings
 Parking	 Plaza/Paseo	



# Commerce Street District

## LAND USE STRATEGY

### Illustrative Plan






#### South Commerce Street Corridor

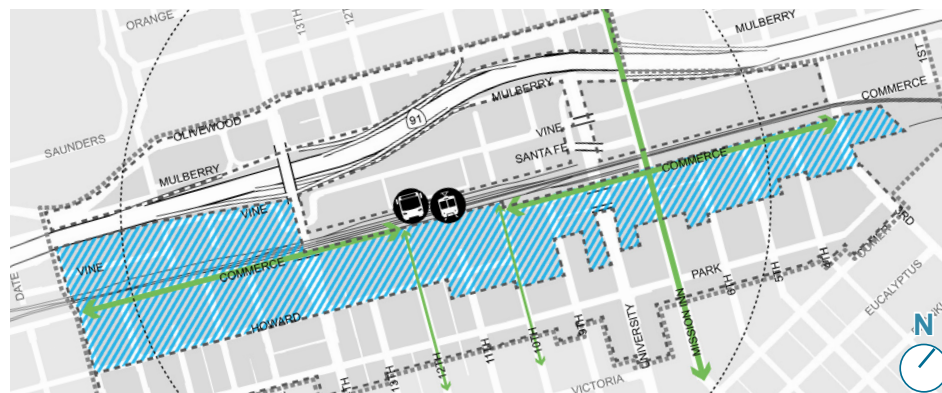
The area of the Commerce Street Corridor District south of 14th Street will see substantial increases in open space. Improvements to the streetscape and rail corridor will help anchor the district as a walkable and pedestrian-friendly neighborhood. Building heights in the district will be tallest along Commerce Street and will decrease closer to neighboring residential areas. Residential buildings along Vine Street will primarily be courtyard-style. The vision includes enhanced pedestrian connections from the district across the SR-91 on Cridge Street.



#### Key Elements

- 1** Privately built and managed district parking
- 2** Pedestrian/bicycle connection to the station

	New Buildings		Open Space		Existing Buildings
	Parking		Plaza/Paseo		



# Commerce Street District

## LAND USE STRATEGY



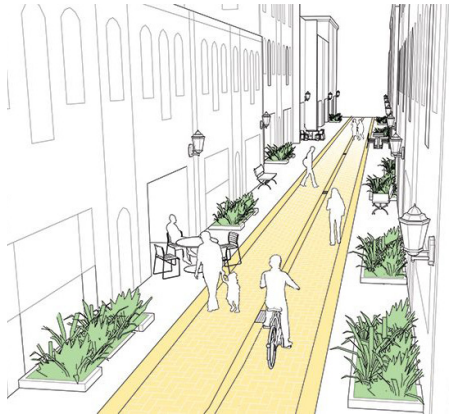
Source: NACTO



Los Angeles, CA



Commerce Street Residential Looking South



Source: NACTO



Pasadena, CA



From Platform Looking East



Pasadena, CA



Manhattan, NY



Residential and Mixed-Use Development Looking Northeast

# Commerce Street District

## LAND USE STRATEGY

### Land Use Mix and Targets

The Commerce Street Corridor primarily consists of residential uses and contains nearly half of all proposed residential square footage. The district also contains approximately 60% of the Pilot Project Area's new retail space. Select buildings fronting on Commerce Street have ground-floor retail or office spaces.

### North Commerce Street District

The proposed developments along Commerce Street north of 14th Street are envisioned to be occupied by hospitality, creative office, and other mixed uses. This area is relatively more dense than the southern portion of Commerce Street District.

### South Commerce Street District

These lots are relatively more difficult to assemble than the lots in the north segment of Commerce Street District. As such, these parcels are envisioned as long-term development opportunities. The block along Commerce Street between Pleasant Street and 14th Street will be an office park with limited ground-floor neighborhood-serving retail fronting a linear green space. The use and typology of these buildings may change with updated information in the environmental review for the any future updates to Marketplace Specific Plan.

### Potential Buildout Land Use Mix\*

\* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

<b>Residential Units</b> 2,730
<b>Residential Sq. Footage</b> 2,051,180 sq. ft.
<b>Office Square Footage</b> 278,680 sq. ft.
<b>Retail Square Footage</b> 371,440 sq. ft.
<b>Parking Capacity</b> 1,750 stalls
<b>Average Net Dwelling Units/Acre</b>
80+    51 - 80    30 - 50    < 30
<b>Average Net FAR</b>
4.0 +    3.0 - 3.9    2.0 - 2.9    < 1.9

- Multi-Family Residential
- Retail
- Office
- Transit Center
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space



Commerce Street Residential Looking South



From Platform Looking East



Activated street with sidewalk dining



Residential and Mixed-Use Development Looking Northeast

# Park Avenue District

# LAND USE STRATEGY






## Illustrative Plan

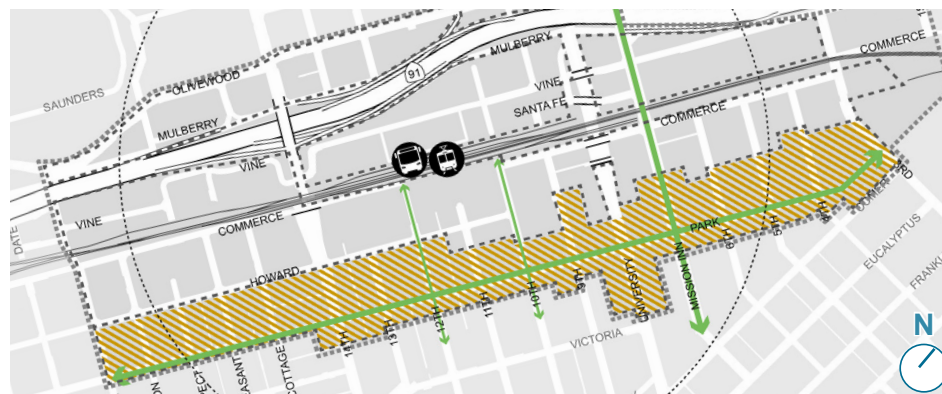
The Park Avenue Corridor introduces limited infill developments, primarily concentrated on 3rd Street. Residential uses are typically row houses and mixed-use towers line 3rd Street.



## Key Elements

- 1** High-density residential closer to 3rd Street with district parking.
- 2** Infill town-home and small lot developments near major cross streets along Park Avenue.
- 3** Hybrid courtyard and shopfront housing along Park Avenue.

	New Buildings		Open Space		Existing Buildings
	Parking		Plaza/Paseo		



# Park Avenue District

## LAND USE STRATEGY



Source: NACTO



Buffalo, NY



From 3rd Street Looking West



Source: NACTO



Long Beach, CA



From Victoria Avenue Looking Northwest



University Avenue/Park Avenue Mixed Use

# Park Avenue District

## Land Use Mix and Targets

The Park Avenue Corridor will primarily consist of residential uses with limited office space and very limited retail space. Commercial and retail spaces are concentrated along Park Avenue and University Avenue.

## Potential Buildout Land Use Mix\*

\* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

**Residential Units** 590

**Residential Sq. Footage** 491,020 sq. ft.

**Office Square Footage** 36,030 sq. ft.

**Retail Square Footage** 24,410 sq. ft.

**Parking Capacity** 410 stalls

### Average Net Dwelling Units/Acre

80+	51 - 80	30 - 50	< 30
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### Average Net FAR

4.0 +	3.0 - 3.9	2.0 - 2.9	< 1.9
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- Multi-Family Residential
- Retail
- Office
- Parking Structure
- Public Open Space
- Existing Buildings

## LAND USE STRATEGY



From 3rd Street Looking West



From Victoria Avenue Looking Northwest



University Avenue/Park Avenue Mixed Use



# North Park District

## LAND USE STRATEGY

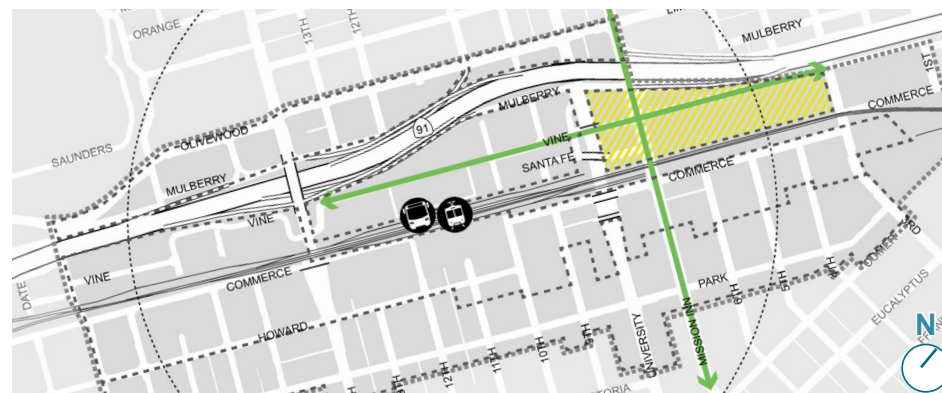
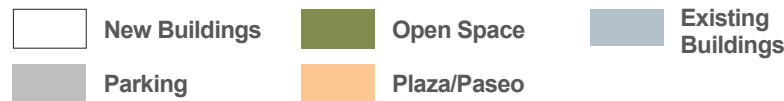
### Illustrative Plan

Improvements to the North Park District include the addition of street trees where there are gaps.



### Key Elements

- 1** Line North Park with retail to activate the town square; mixed-use residential above where feasible.
- 2** Infill residential with district parking north of Mission Inn Avenue.
- 3** Preserve some office buildings.



# North Park District

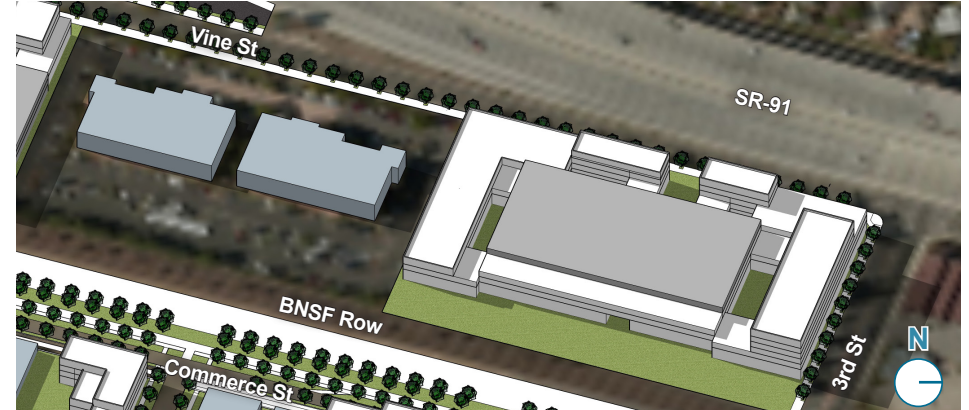
# LAND USE STRATEGY



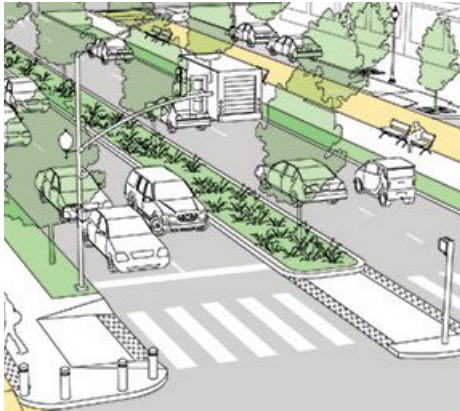
Source: NACTO



Rosemead Boulevard; Temple City, CA



Office Building at Commerce Street and 3rd Street



Source: NACTO



Chapin Parkway; Buffalo, NY



Potential Development Surrounding North Park



Source: NACTO



Houston, TX

## North Park District

## LAND USE STRATEGY

### Land Use Mix and Targets

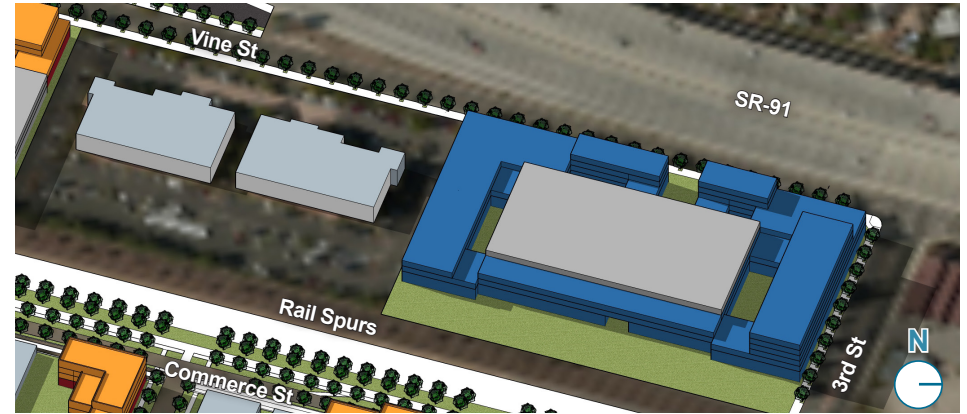
Additions to the North Park District will largely consist of office space and will introduce new parking structures to be shared amongst the proposed developments. In addition to the infill development shown at right, the county office building fronting North Park is another development opportunity for an adaptive reuse project. A large office complex is proposed at the corner of Commerce Street and 3rd Street. Mixed-use office/retail buildings are proposed along the 91 Freeway, while mixed-use retail/residential buildings are proposed fronting North Park.

### Potential Buildout Land Use Mix\*

\* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

<b>Residential Units</b> 140
<b>Residential Sq. Footage</b> 115,670 sq. ft.
<b>Office Square Footage</b> 307,550 sq. ft.
<b>Retail Square Footage</b> 79,200 sq. ft.
<b>Parking Capacity</b> 1,320 stalls
<b>Average Net Dwelling Units/Acre</b>
80+    51 - 80    30 - 50    < 30
<b>Average Net FAR</b>
4.0 +    3.0 - 3.9    2.0 - 2.9    < 1.9

- Multi-Family Residential
- Retail
- Office
- Parking Structure
- Public Open Space
- Existing Buildings



Office Building at Commerce Street and 3rd Street



Potential Development Surrounding North Park

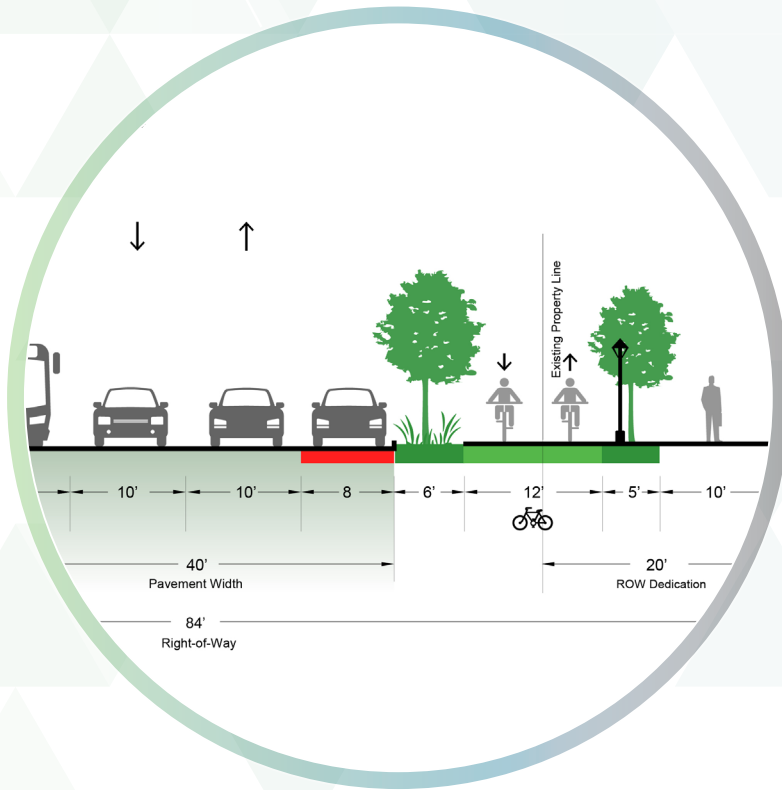
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# Part 5

## Marketplace District

### Vision

#### C - INFRASTRUCTURE AND PUBLIC REALM STRATEGY



Priority Projects

Bicycle Network

Pedestrian/Greening Network

Parking and Transportation Network

Key Improvements

**C 1** Vine Street

**C 2** Mission Inn Avenue

**C 3** Commerce Street

# Priority Projects

# INFRASTRUCTURE & PUBLIC REALM STRATEGY

## Corridor Projects

- C 1** Vine Street
- C 2** Mission Inn Avenue
- C 3** Commerce Complete Street Reconstruction

## Bicycle Projects

- B 1** Mission Inn / Vine Protected Bicycle Intersection
- B 2** Mission Inn / Commerce Protected Bicycle Intersection

## Pedestrian/Greening Projects

- PG 1** Transit Core Paseo
- PG 2** SR-91 Bicycle and Pedestrian Bridge
- PG 3** North Commerce Linear Park
- PG 4** North Commerce Complete Street Improvements
- PG 5** North Park Redesign
- PG 6** Riverside Canal Stormwater Management and Multi-use Path
- PG 7** 12th Street Pedestrian Tunnel

## Parking and Transit Projects

- PT 1** Mobility Hub and Plaza
- PT 2** Layover Facility
- PT 3** New Shared Public Parking Structures
- PT 4** Parking Management District



# Bicycle Network

# INFRASTRUCTURE & PUBLIC REALM STRATEGY

Bicycle improvements as part of the Vision Plan are proposed in order to create a connected network of protected bicycle facilities that serve many destinations and multiple neighborhoods surrounding the Pilot Project Area. A connected network of bicycle facilities will provide more benefits such as higher bicycle ridership and improved safety than a few (potentially unconnected) individual projects while creating a district that is easier, and more enjoyable to bike and walk than drive.

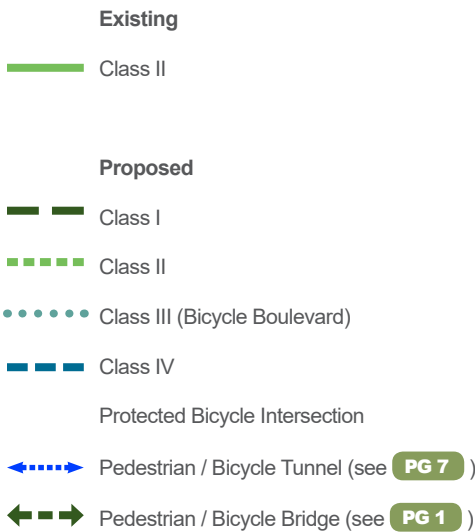
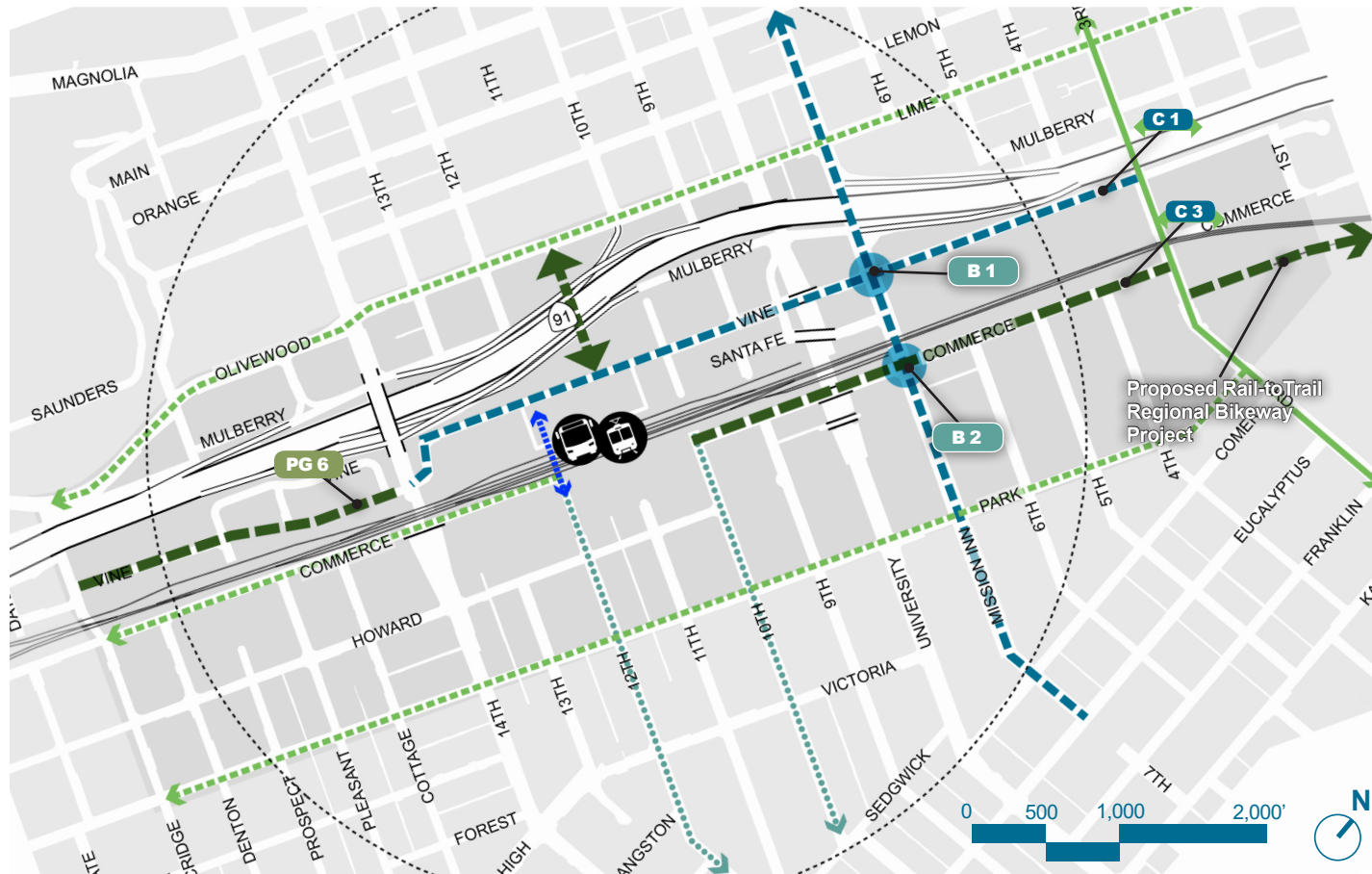
The proposed network includes a range of bicycle facilities, east-west and north-south routes, and is concentrated north of 14th Street due to physical conditions such as: lower traffic volumes, concentration of destinations, redevelopment potential, and connections between Downtown Riverside and the Eastside neighborhood. The primary east-west spine of the network is proposed to be Mission Inn Avenue, which could be improved with protected bicycle facilities and increased landscaping to create a beautiful parkway corridor leading into Downtown Riverside. Both Vine Street and pathways along the Commerce Street Corridor are proposed to act as primary north-south axes. Vine Street's importance is primarily within the Pilot Project Area and used to travel from the Metrolink Station to Downtown, while the Commerce Street rail spur corridor extends north beyond the Pilot Project Area connecting to other neighborhoods of Riverside. These main corridors of off-street or protected facilities will connect with existing bicycle lanes along 3rd Street, as well as proposed facilities along Lime, Park, 10th, 12th, and Commerce.

### Priority Projects

- B 1** Mission Inn / Vine Protected Bicycle Intersection
- B 2** Mission Inn / Commerce Protected Bicycle Intersection

### Related Projects

- PG 2** SR-91 Bicycle and Pedestrian Bridge
- PG 6** Riverside Canal Stormwater Management and Multi-use Path
- PG 7** 12th Street Pedestrian Tunnel
- Vine Street Cycle Track (see **C 1**)
- North Commerce Street Cycle Track (see **C 3**)
- Proposed Rail-to-Trail Regional Bikeway Project



# Pedestrian / Greening Network

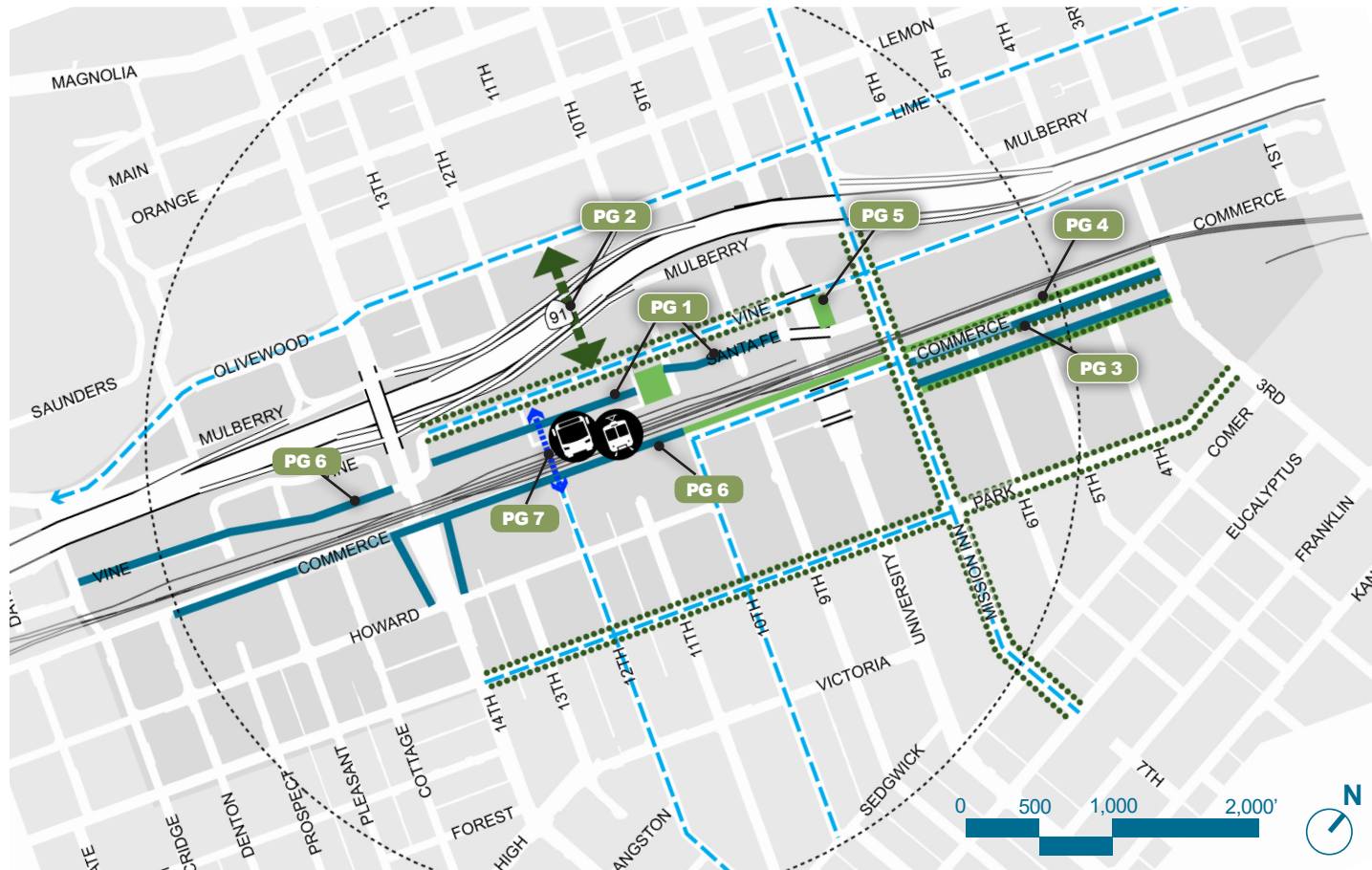
# INFRASTRUCTURE & PUBLIC REALM STRATEGY

Green (landscaping and sustainability) and pedestrian improvements proposed in the Vision Plan not only complement, but are often associated with envisioned bicycle improvements.

As the existing residential streets within the Pilot Project Area already have many walkable characteristics, such as wide sidewalk greenways and low traffic volumes, green and pedestrian improvements are concentrated along the corridors of city-wide importance through the Pilot Project Area and non-residential streets to maximize the impact of improvements for increasing walkability and sustainability. Wherever possible, this Vision Plan will capitalize on these improvements as opportunities for stormwater filtration and recapture through the use of bioswales and other means, especially along the Riverside Canal, which runs parallel just west of the BNSF Row.

### Priority Projects

- PG 1** Transit Core Paseo
- PG 2** SR-91 Bicycle and Pedestrian Bridge
- PG 3** North Commerce Linear Park
- PG 4** North Commerce Complete Street Improvements (see Project **C3**)
- PG 5** North Park Redesign
- PG 6** Riverside Canal Stormwater Management and Multi-use Path
- PG 7** 12th Street Pedestrian Tunnel



- Traffic Calming Elements
- New Pedestrian Path / Sidewalks
- Street Trees / Bioswales
- New / Expanded Park
- Pedestrian / Bicycle Tunnel
- Pedestrian / Bicycle Bridge



# Parking and Transportation Network

The Parking and Transportation Strategy proposes a network of park-once districts. Shared parking is encouraged amongst neighboring properties, new structures are consolidated in dense pockets of the HQTAs, and additional connections to existing transit infrastructure are added. The strategy supplements the existing parking supply with new shared parking structures at and around the Metrolink station.

Parking in the HQTAs can be accommodated using a combination of shared facilities, which can be publicly owned, jointly-owned through a public/private partnership (P3), or privately owned. Several new public and private shared parking structures are proposed to support the envisioned development density for the Pilot Project Area. The table at right details the parking capacity at the three new public structures.

# INFRASTRUCTURE & PUBLIC REALM STRATEGY

Parking Structure	Floors	Parking Stall Capacity	Assumptions
3.1	5	1,207	Parking to replace existing 1,000 RCTC stalls, plus an add'l 500, and parking for nearby development
3.2	5	700	
3.3	4	647	Public/private parking

## Priority Projects

- PT 1 Mobility Hub and Plaza**  
The Mobility Hub will have a passive park and capacity for five buses, temporary off-street parking for pick-up and drop-off, as well as access to shared parking structures nearby.
- PT 2 Layover Facility**  
This is a 12 bus layover station along Vine Street to supplement the Transit Plaza Mobility Hub.

## PT 3 New Shared Public Parking Structures

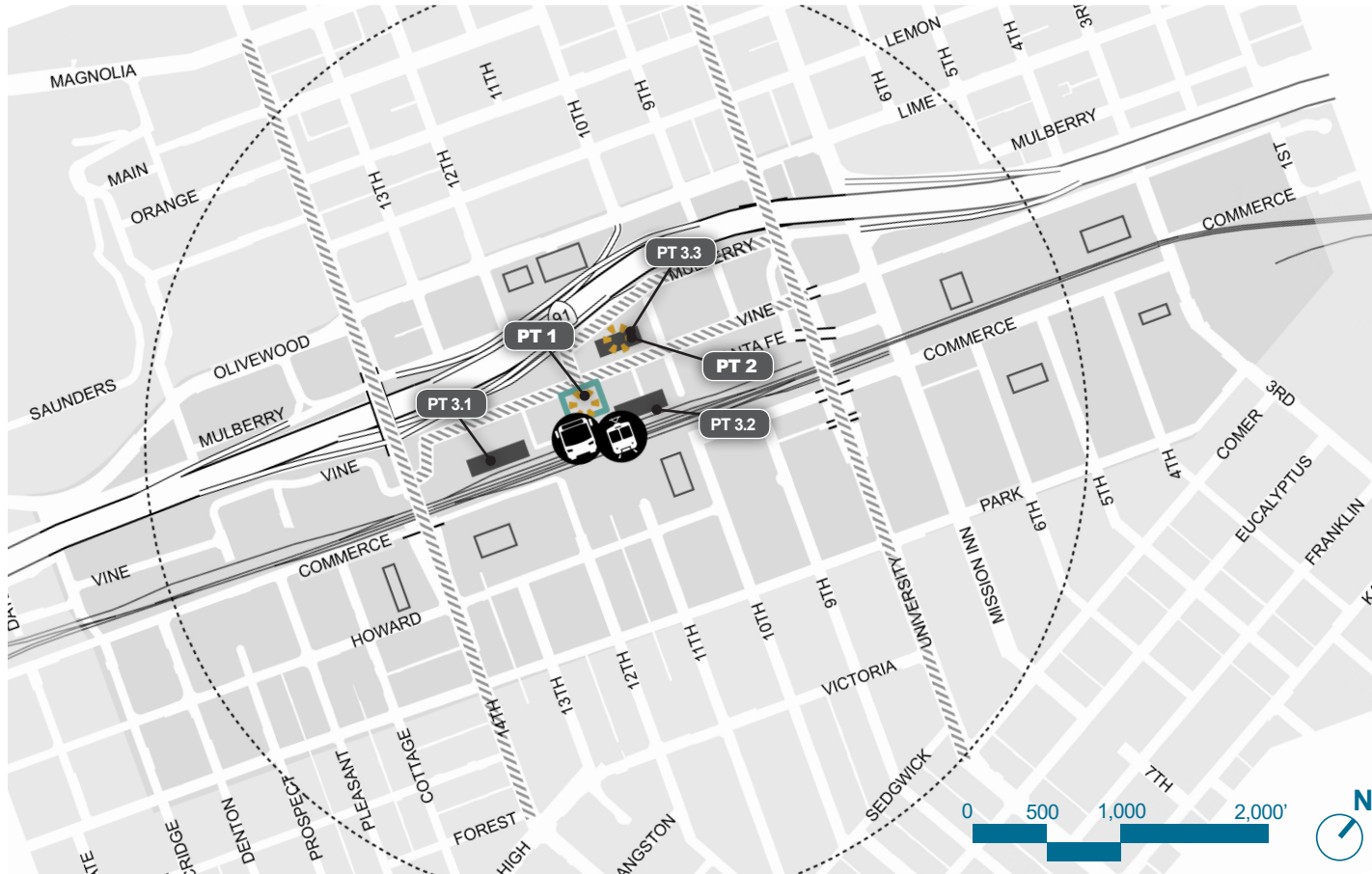
There are three proposed public parking structures, detailed in the table above.

**PT 3.1 and 3.2:** These two structures will accommodate the current 1,000 parking stalls provided for the Metrolink Station, an additional 500 stalls as requested by RCTC, and 400 stalls for the proposed development.

**PT 3.3:** This structure will house the Layover Facility on the ground floor and provide parking for new development.

- PT 4 Parking Management District**  
These are potential new privately-owned and managed parking facilities shared with nearby uses. Sharing parking amongst private developments through a Parking Benefit District frees up land available for development and increases property values.

- Bus Layover Station
- Mobility Hub
- Transit Priority Corridor
- New Shared Private Parking Structure
- New Shared Public Parking Structure



## Key Improvements

### PT 1 Mobility Hub

During discussions with the City of Riverside, RTA, and RCTC, a preliminary program for a new layover facility was developed. These discussions will continue during the development of a new Marketplace Specific Plan. At present, RTA envisions a layover facility south of the existing substation along Vine Street, with up to 13 bus bays. A conceptual design for this facility is presented in the rendering below.

RTA and RCTC also expressed the need for up to five bus bays next to the Amtrak/ Metrolink platforms for easy transfers between bus and rail. To initiate discussions among key partners about a potential Mobility Hub design, Gruen Associates has developed a preliminary concept, presented in the renderings at right and below.

The proposed Mobility Hub includes a loop that frames a central town square. Within the town square, transit-supportive amenities such as bike racks, a bike hub, fix-it stations, boutiques and small retailers, and passive recreation could be incorporated into the design. The outside of the loop is intended for counter-clockwise circulation that would serve adjacent ground-level retail, on-street parking for customers, pick-up and drop off, and access to shared parking structures along the tracks. A clockwise loop would be used by buses for RTA and shuttle passenger boarding and alighting. Once bus-to-rail transfers are made, buses may drive across Vine Street to access the new layover facility. Over time, this layover facility can be incorporated into podium parking structures.



Mobility Hub - Birdseye Perspective

## INFRASTRUCTURE & PUBLIC REALM STRATEGY

### PT 2 Layover Facility



Layover Facility - Perspective from SR-91



Mobility Hub - Perspective from Vine Street

## Key Improvements

### PG 2 Bicycle/Pedestrian Bridge

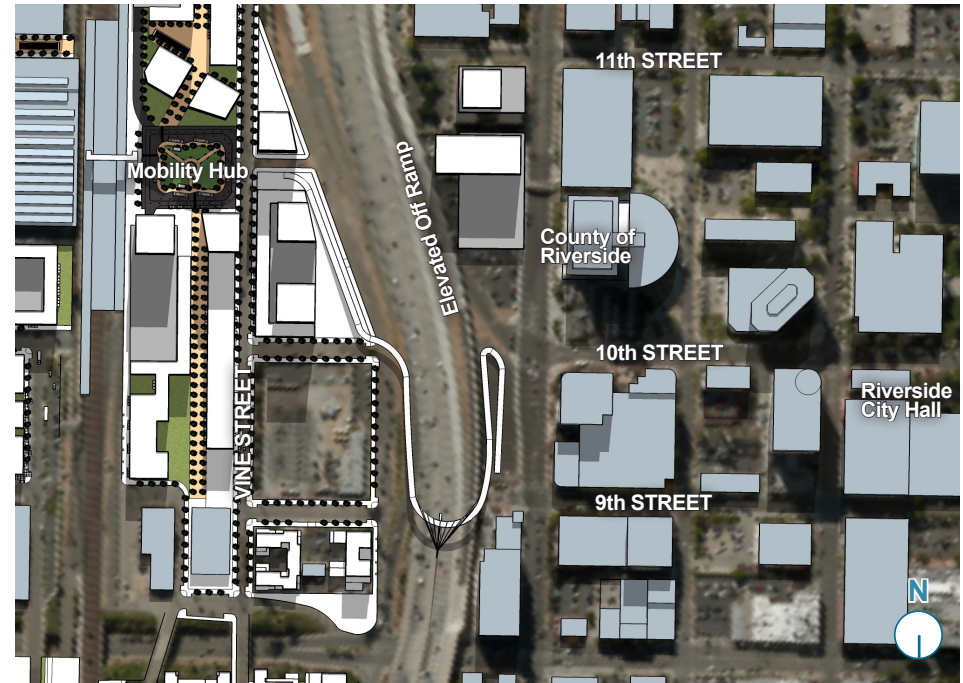
The success of the Transit Core is critical to the success of Downtown Riverside due to the extensive transit offerings; likewise, the Transit Core will derive its success from key connections throughout the HQTAs and to Downtown. To make this critical link, the City of Riverside has explored the potential for a pedestrian and bicycle bridge that would span the 91 Freeway. While a bridge that directly crosses the Freeway at 13th Street is preferable, since it connects to an existing pedestrian bridge across Lime and into the Riverside County complex, an off-ramp flyover makes this crossing difficult.

Precedents on the following pages show bridges that use serpentine alignments, tensile structures, and other features to create context-sensitive, iconic structures.

The bridge should serve as a major gateway and make an architectural statement for the City of Riverside, calling attention to the 21st Century transit village just east of the Freeway. To that end, a conceptual alignment has been proposed that connects the Transit Core and Mobility hub to Downtown Riverside. The western end of the bridge connects directly to 9th Street, which provides a direct connection to City Hall and the Riverside Mall. This alignment avoids the freeway and makes use of land owned by Riverside County and the City, thereby avoiding the elevated Freeway off-ramp.

Additional concepts, as well as an in-depth feasibility study, should be explored as part of a potential Marketplace Specific Plan update.

## INFRASTRUCTURE & PUBLIC REALM STRATEGY



Plan: Pedestrian/Bicycle Bridge



View of Pedestrian/Bicycle Bridge Looking South

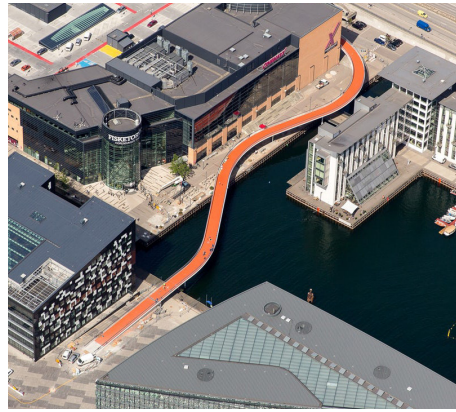


View of Pedestrian Bridge from City Hall/Riverside Mall, down 9th Street

# Key Improvements

## PG 2 Bicycle/Pedestrian Bridge Cykelslangen; Copenhagen, Denmark

- Transitions from higher elevation to lower elevation; approximately 600 feet long



Cykelslangen; Copenhagen, Denmark



Cykelslangen; Copenhagen, Denmark

## Highland Bridge; Denver, CO

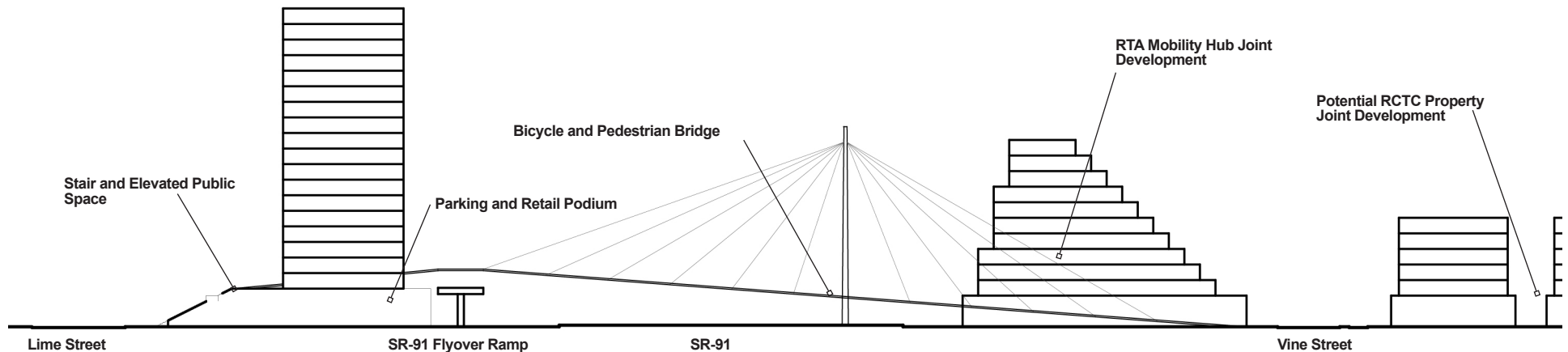
- Connects Downtown Denver with Highland Park residential and walkable, mixed-use neighborhood
- Spans I-25, approximately 300 feet



Bicycle Bridge; Xiamen, China



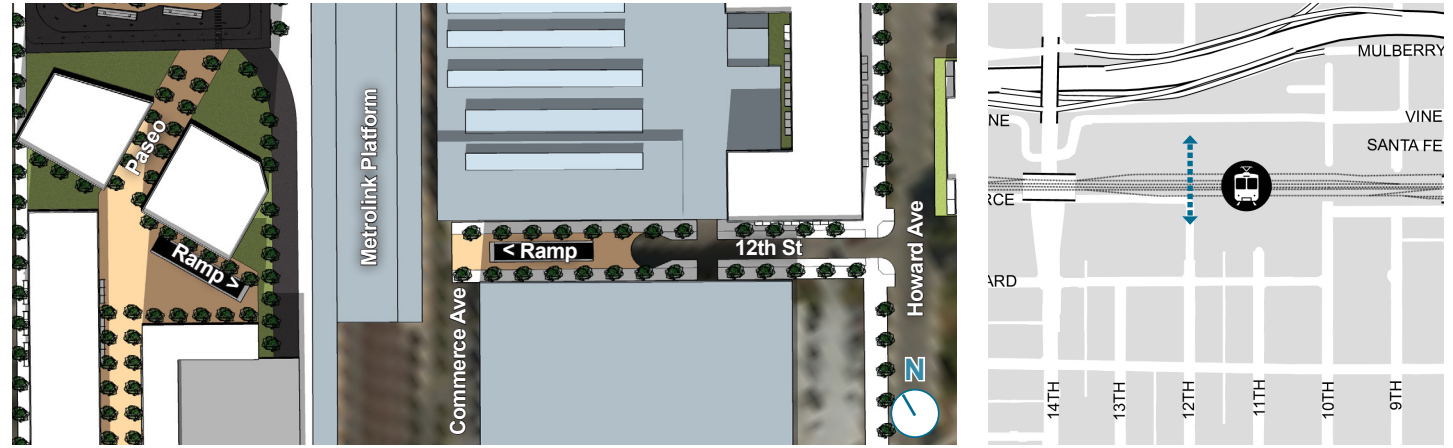
Hovenring; Denmark



## Key Improvements

### PG 8 12th Street Pedestrian Tunnel

Should the pedestrian bridge at the Metrolink Station be taken down, 12th Street can become a key bicycle and pedestrian corridor leading to the station by providing a pedestrian and bicycle tunnel underneath the existing rail corridor.



### Oceanside, CA (at right):

- Publicly-accessible ramps and stairs allow pedestrians to move underneath Amtrak and freight rail corridor along a comfortable, well-lit, and gradually sloping tunnel.



### Union Station; Los Angeles, CA (at right):

- Train platforms at LAUS are accessed from concourse below by using stairs or ADA accessible ramps
- This scheme could be adopted at Riverside if public pedestrian ramps are constructed across the rail corridor at 12th Street
- Would be able to remove the pedestrian bridge to improve ease of circulation, as well as remove long-term elevator operation and maintenance costs



**C1** Vine Street

Vine Street, north to Mission Inn Avenue, is envisioned as the first part of the primary bicycle and pedestrian connection between the Metrolink Station and Downtown Riverside along with Mission Inn Avenue. As this primary connection, Vine Street is envisioned to prioritize a transit, bicycle, and pedestrian environment that complements new mixed-use development and a mobility hub on the current RTA site west of Vine Street. Reconfiguration of the corridor is anticipated to take advantage of publicly-owned land, and redevelopment of the former movie theatre site, to add a cycle-track, widened sidewalks, new greenway and landscaping while still preserving on-street parking (future pick-up / drop-off areas) and not increasing number of vehicle lanes. Finally, additional sustainability features such as permeable paving would be appropriate for a total street reconfiguration.

**Cycle Track:** New two-way cycle track along east side of Vine Street from 14th Street to Mission Inn Avenue, utilizing land dedication. May potentially require reconfiguration of sidewalk.

**Bus-only Lane:** Extend the existing bus-only lane the entire length between 14th Street and Jack B. Clarke Street.

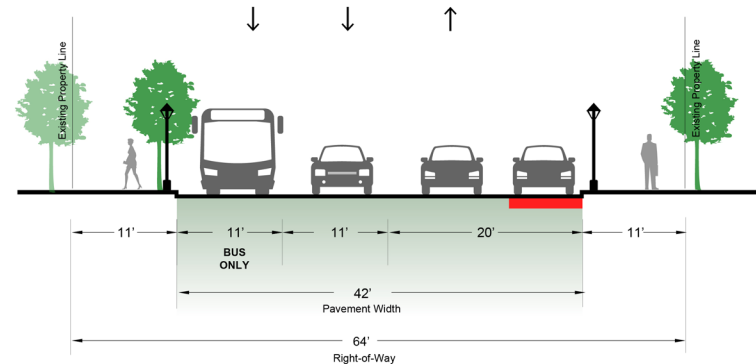
**Curb Extension:** Curb extensions at the 13th Street, 12th Street, 11th Street, 10th Street, and 9th Street intersections.

**Greenway / Street Trees / Bioswale:** Bioswales separating cyclists from on-street parking along Vine Street as well as street trees to fill landscaping gaps.

**Transit Shelter / Plaza:** Enhanced bus shelter between 11th Street and 10th Street.

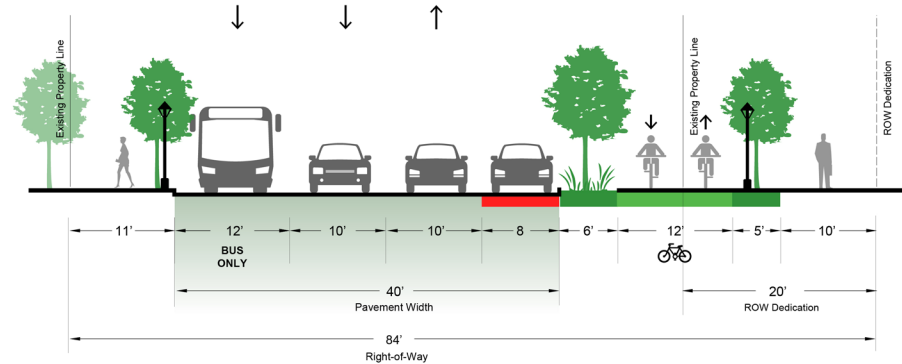
INFRASTRUCTURE & PUBLIC REALM STRATEGY

Existing - Typical Section

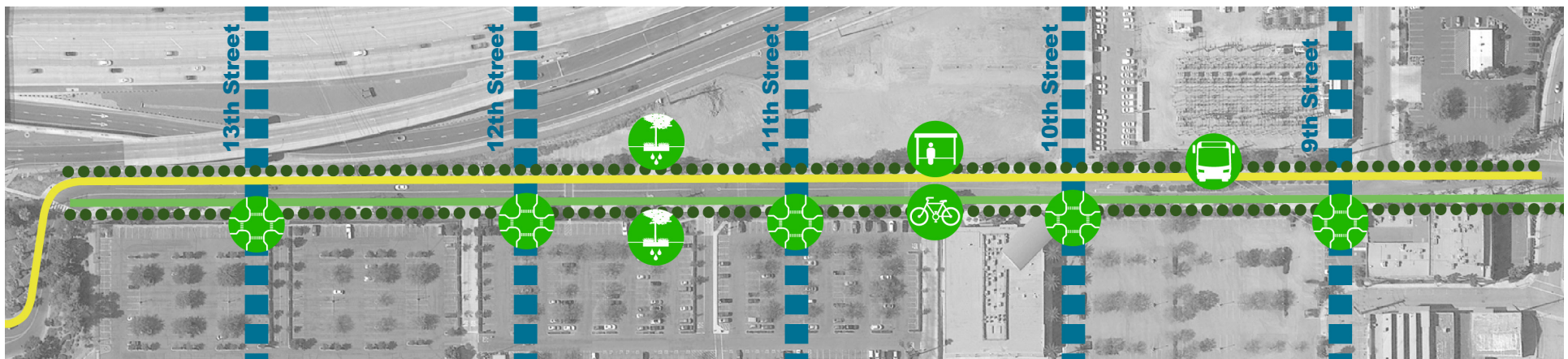


\* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section







\*\* All cross sections to be refined through public/city input.



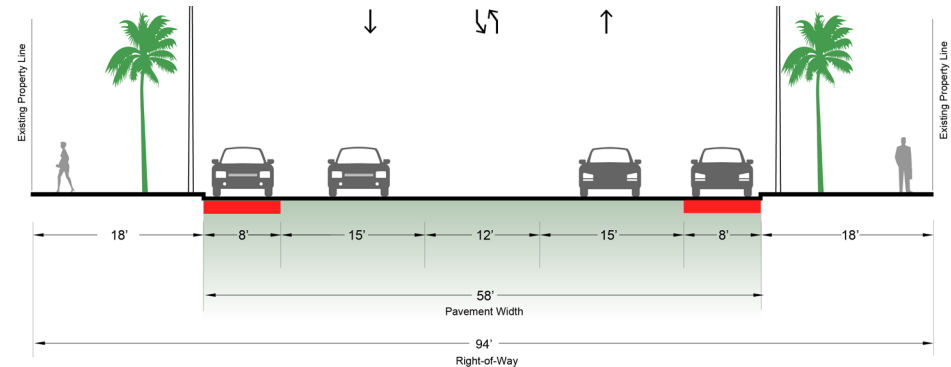
**C2** Mission Inn Avenue - Alternative 1

An alternative for the reconfiguration of Mission Inn Avenue introduces new protected bicycle lanes and other landscaping improvements such as shade trees and potential bioswales within the existing street and sidewalk right-of-way. In this scenario the protected bicycle lane would be located within the existing greenway, but reduction of travel lane widths would provide additional areas for landscaping on both sides of the street, which would preserve the existing greenway width. The double row of greenway and shade trees on both sides of the street would complement the new center landscaped median that would create a continuous tree canopy that protects bicyclists and pedestrians from the summer heat and serves as a parkway.

-  **Bicycle Lane:** Protected bicycle lanes on each side of Mission Inn Avenue would be buffered from parked vehicles and sidewalk by a greenway of shade trees on either side of the bicycle lane.
-  **Lane Width Reduction:** Existing travel lane widths can be reduced to 10' wide and parking lane widths can be reduced to 8' wide.
-  **Curb Extensions:** Curb extensions located at all intersections: Vine Street, Santa Fe Avenue, Commerce Street, Park Avenue, Comer Avenue and Eucalyptus Avenue.
-  **Greenway / Street Trees / Bioswale:** Replace existing palm trees with double row of shade trees on each side of Mission Inn Avenue. Replace existing center-turn lane with center landscaped median with additional shade trees.

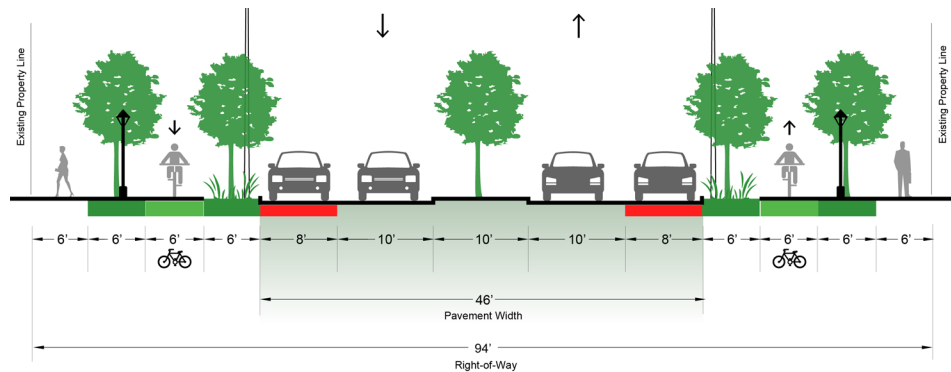
INFRASTRUCTURE & PUBLIC REALM STRATEGY

Existing - Typical Section

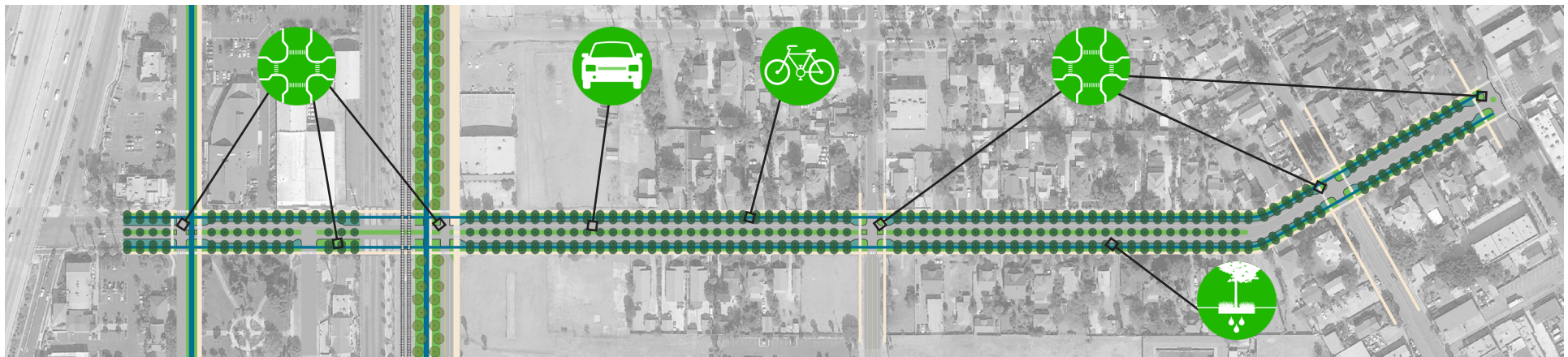


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Proposed - Typical Section



\*\* All cross sections to be refined through public/city input.



**C2** Mission Inn Avenue - Alternative 2

INFRASTRUCTURE & PUBLIC REALM STRATEGY

A second alternative for the reconfiguration of Mission Inn Avenue has some of the same features such as: protected bicycle lane, double row of shade trees, potential bioswale, reduced lane widths, and curb extensions. However, this second alternative does not include a center landscaped median so there is no barrier between vehicle travel lanes. At each intersection a traffic circle is proposed to act as a traffic calming measure instead of the center landscaped median. By removing the center landscaped median, the existing landscaped parkway width can be preserved and a new greenway/bioswale can be added to each side as the buffer between the new protected bicycle lane and preserved vehicle parking lane.

**Bicycle Lane:** Protected bicycle lanes on each side of Mission Inn Avenue would be buffered from parked vehicles and sidewalk by a greenway of shade trees on either side of the bicycle lane.

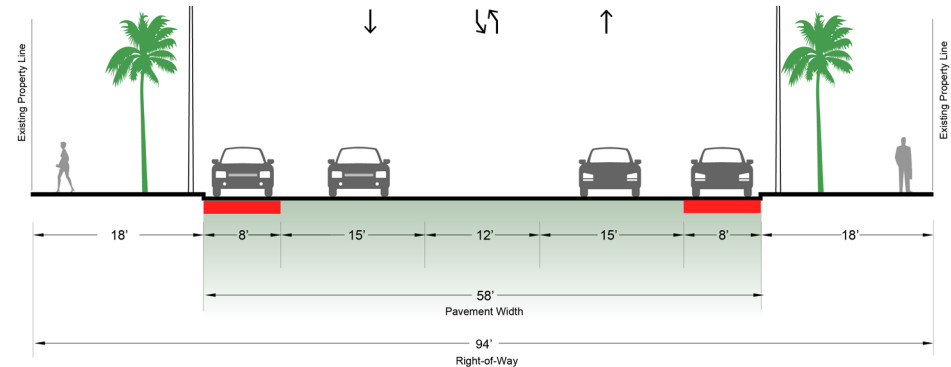
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**Curb Extensions:** Curb extensions located at all intersections: Vine Street, Santa Fe Avenue, Commerce Street, Park Avenue, Comer Avenue and Eucalyptus Avenue.

**Greenway / Street Trees / Bioswale:** Replace existing palm trees with double row of shade trees on each side of Mission Inn Avenue. Replace existing center-turn lane with center landscaped median with additional shade trees.

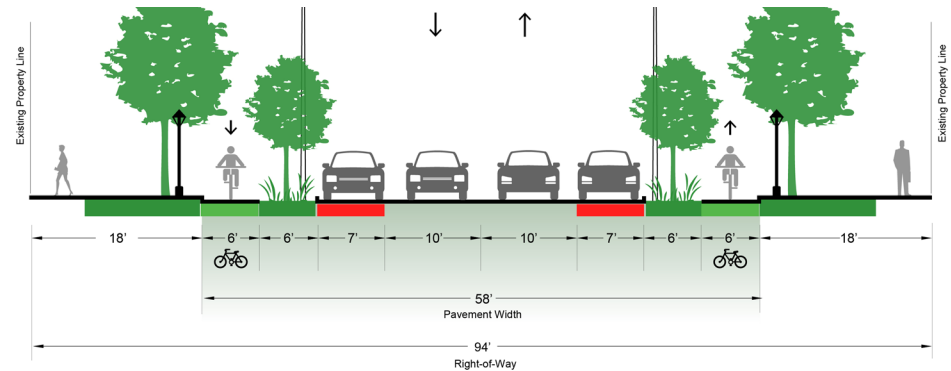
**Traffic Circle:** New traffic circles located at Mission Inn Avenue intersections with: Vine Street, Commerce Street, Park Avenue, Comer Avenue, and Eucalyptus Avenue.

Existing - Typical Section

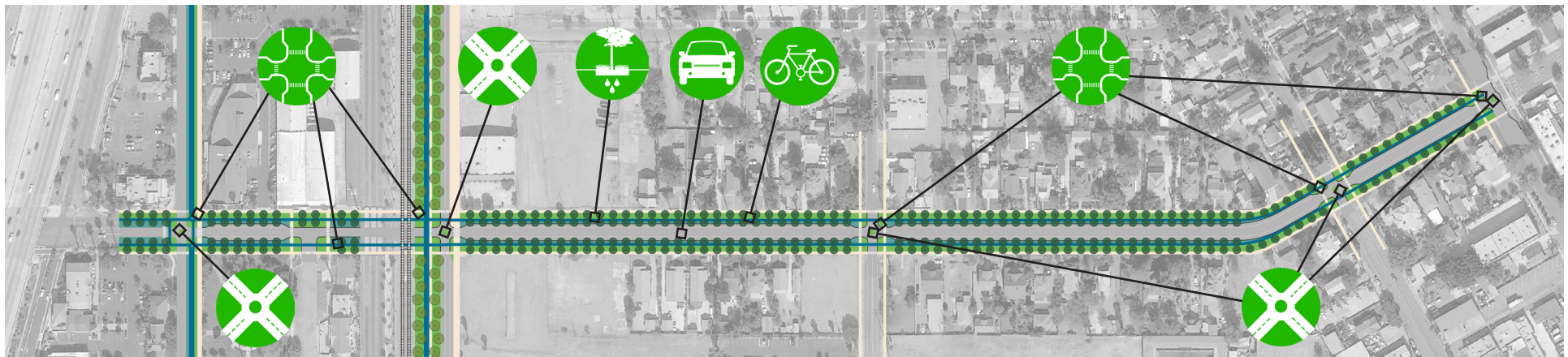


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Proposed - Typical Section



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**C3 Commerce Street**

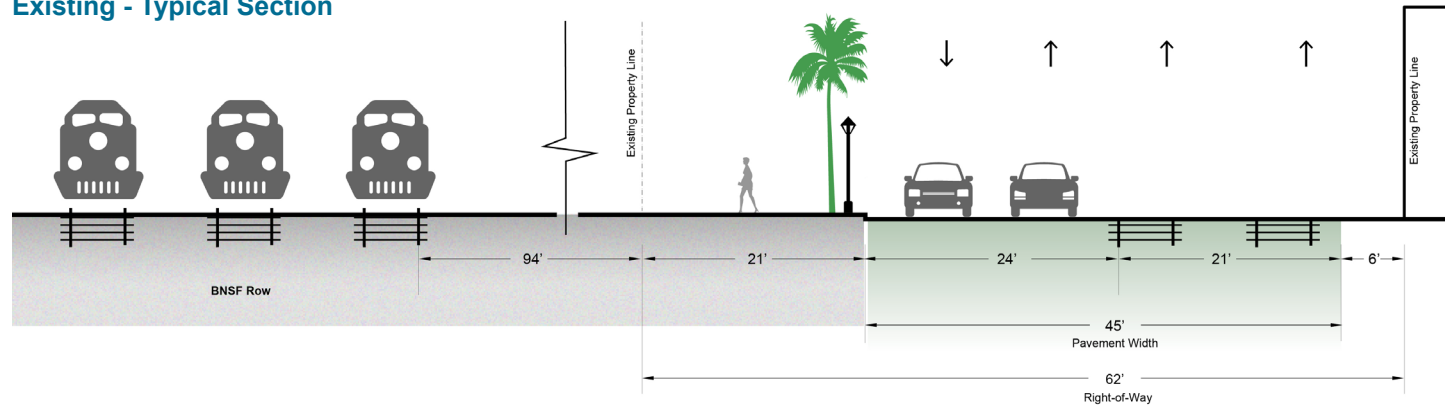
**INFRASTRUCTURE & PUBLIC REALM STRATEGY**

Commerce Street is envisioned as the showcase project for the Pilot Project Area. Commerce Street would be transformed into a multi-modal, complete street corridor that provides a enjoyable environment for pedestrians, cyclists, and vehicles. The primary element is conversion of existing right-of-way with abandoned rail spurs into a pedestrian promenade that incorporates unique urban design features. The existing rail spurs could be utilized as part of the new boardwalk to provide a mix of green space and pedestrian walkway similar to the approach utilized by the Highline Park in New York City, shown below.

A second major element could be the conversion of existing vacant land on the west side of Commerce Street into a linear park with green space, shade trees, and a multi-purpose path for pedestrians and bicycles. There may also be potential for expanding the linear park into the existing fenced rail corridor if there is any leftover land after extending two rail spurs to 3rd Street, and any other track improvements. Other elements include retaining existing vehicle travel lanes, new pedestrian-oriented lighting, and bioswales.

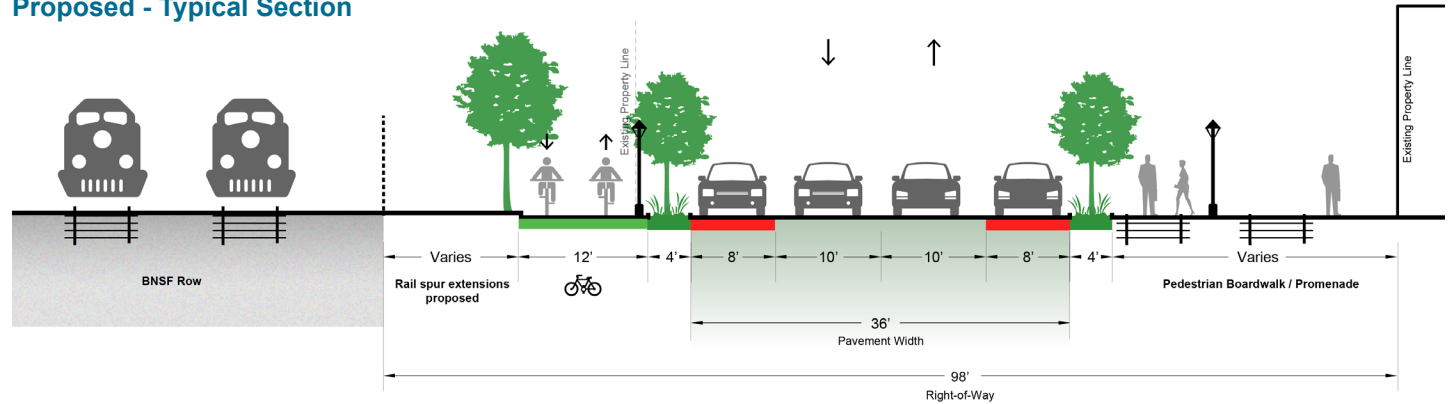
Existing buildings along Commerce Street are proposed to be adaptively reused for neighborhood serving uses, or new restaurants, coffee shops, brewpubs, or creative offices. Unique features of historic warehouses, such as raised loading docks, are proposed to highlight adaptive reuse of structures, like the Smack Shack Restaurant in Minneapolis, MN shown at right.

**Existing - Typical Section**

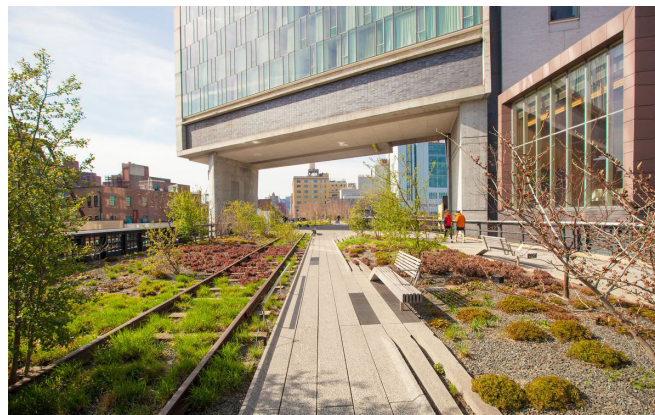


\* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

**Proposed - Typical Section**



\*\* All cross sections to be refined through public/city input.



Highline; New York City, NY



Smack Shack; Minneapolis, MN

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