



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

A photograph of a modern transit station platform. In the foreground, there are train tracks with gravel ballast and a yellow tactile strip along the edge. A green chain-link fence runs across the middle ground. In the background, a large, multi-level station structure with a glass and metal facade is visible. The structure has a sign that reads 'NORTH MAIN CORONA'. To the right, there is a blue and white shelter with a curved roof and a tree in a planter. The sky is clear and blue. The image is overlaid with a large, semi-transparent green and orange geometric shape.

TOC STRATEGIC PLAN

STATION VISION PLAN

CORONA - NORTH MAIN

MARCH 2024

THIS PAGE INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

1. THE OPPORTUNITY	8
INTRODUCTION AND VISION PLAN OUTLINE	8
WHAT WE HOPE TO ACCOMPLISH	8
RCTC ROLE	8
STAKEHOLDERS	8
STATION VISION PLAN	8
THE STATION AREA TODAY	9
STATION AREA OPPORTUNITIES & BARRIERS	10
STATION QUICK FACTS	11
2. THE VISION	14
WHERE ARE WE NOW?	15
WHERE DO WE WANT TO GO? (LONG TERM VISION)	15
CORONA - NORTH MAIN FRAMEWORK PLAN	16
PRIORITY PROJECTS	16
LAND USE	17
MOBILITY	20
PLACEMAKING	27
3. HOW WE GET THERE	32
KEY LAND USE ACTIONS	32
KEY MOBILITY ACTIONS	36
KEY PLACEMAKING ACTIONS	40
PRIORITY PROJECTS AND IMPLEMENTATION MATRIX	42

THIS PAGE INTENTIONALLY LEFT BLANK.

1

THE OPPORTUNITY

WHAT IS TOC?

REGIONAL CONTEXT

INTRODUCTION AND VISION PLAN OUTLINE

THE STATION AREA TODAY

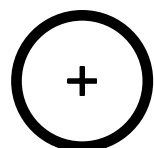
STATION AREA OPPORTUNITIES AND BARRIERS

STATION AREA QUICK FACTS

WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

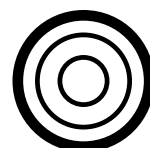
TOC IS 3D

WHAT DOES IT MEAN?



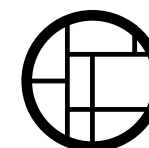
DENSITY

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

UNDERSTAND THE LOCAL MARKET

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

COMMUNITY PLANNING MATTERS

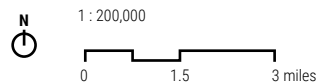
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

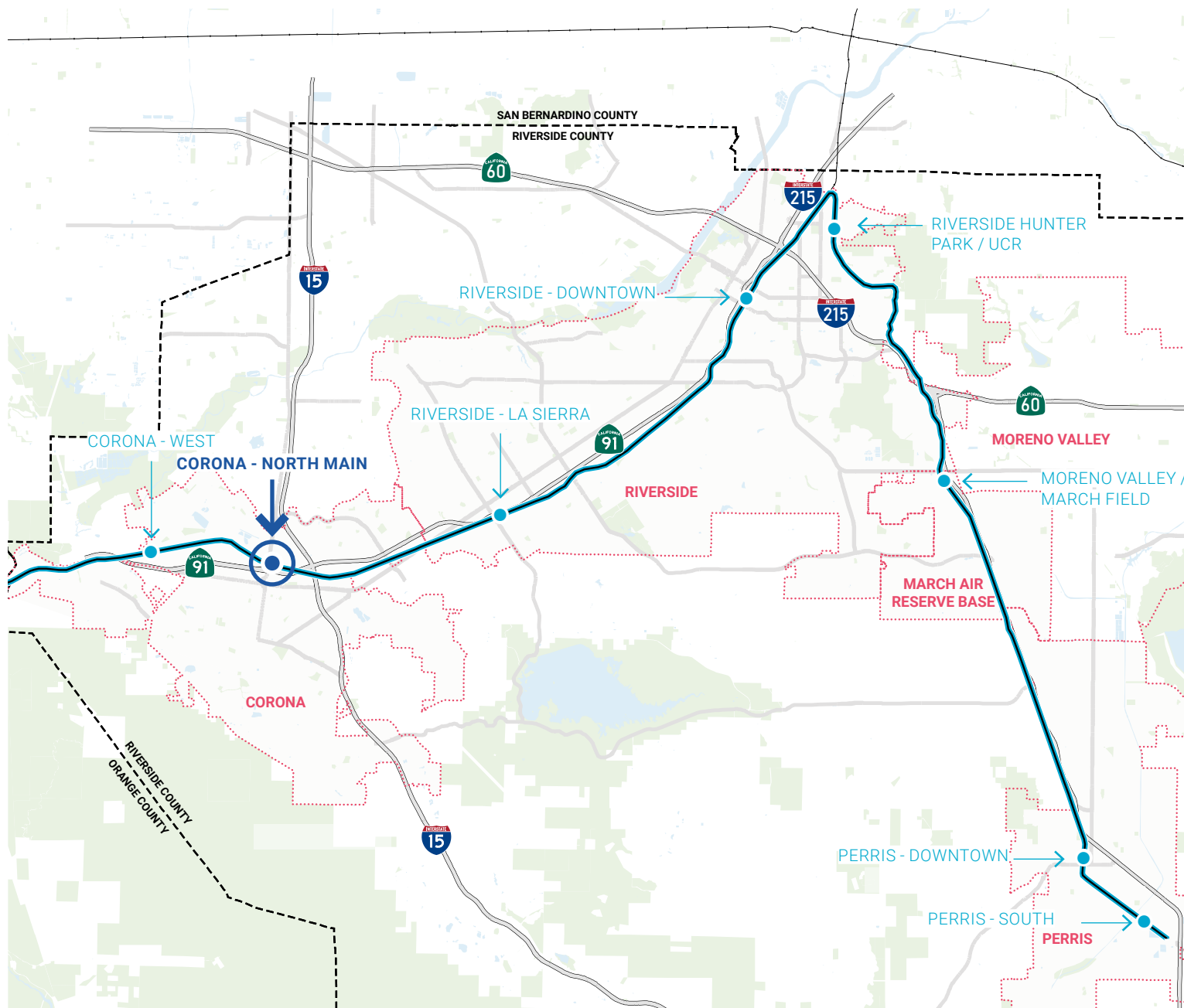
All elements of daily life need to work together to create a true community



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 **Corona - North Main 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 Corona - North

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

2. THE VISION

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

3. HOW WE GET THERE

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

THE STATION AREA TODAY

SOCIO-ECONOMIC PROFILE

The Corona - North Main Station's half-mile radius has the highest population within of all station areas in the study with a total of 5,819; 89% of the population is of Hispanic origin. The station area has shown an annual population growth of 15% for the 2010-2021 period, significantly higher than the Corona submarket and Riverside County. Most residents commute within the city, to Riverside, and Irvine for work.

Though the Corona - North Main station area has one of the highest employment concentrations, few workers live within the station area. Most jobs are construction-related (23%), followed by manufacturing (13%). Half of the station area's real estate is industrial, with another quarter being multi-family residential.

URBAN DESIGN

Corona - North Main Station is at the intersection of two very distinct urban areas, separated by highway and rail infrastructure. To the south is the historic heart of the City of Corona, built on an orthogonal grid enclosed within a half-mile radius circle boulevard, Grand Boulevard. This area contains several buildings and heritage landmarks, as well as several parks and a significant tree cover. To the north of the station is an arterial employment and commercial area, some of which is transitioning to Transit Oriented Development (TOD).

MOBILITY

The roadway network around the station area is influenced by Grand Boulevard, which serves as the boundary of the city's historic district. The 91 Freeway, located south of the station, represents a major barrier to the study area's mobility. The Corona - North Main Station is served by two train lines and provides several local bus connections. Before the COVID-19 pandemic, average monthly parking utilization and average annual weekday boardings were 66% and 11,171, respectively. In addition to bicycle parking on site, there are several bikeways within the station's immediate vicinity, though there are gaps in the bicycle network. Minimal pedestrian amenities are available on site and around the station area. Several overpass and underpass crossings also create an unfriendly environment for non-motorized transportation.

LAND USE

Land use around the station area is guided by four city planning documents, the Corona General Plan, the Corona North Main Street Specific Plan, the Downtown Specific Plan, and the Downtown Revitalization Plan. These documents provide localized land use designations, mobility recommendations, and urban design guidelines. The neighborhood surrounding the transit station is characterized by a mix of commercial, residential, and industrial uses. It is divided by the 91 Freeway, with North Main Street connecting the neighborhood. Station area housing is largely multi-family, and is found predominantly north of the station, off E Harrison Avenue and adjacent to Rincon Street. Commercial uses surround the residential uses, with a large concentration between N Main Street and Joy Street. Industrial uses exist on Sheridan Street.

STATION AREA OPPORTUNITIES & BARRIERS

The Corona - North Main Station is characterized by a somewhat dense urban environment where few residential mixed-use buildings are within walking distance. Industrial uses are also located north of the station along Blaine, Harrison, and Joy Streets. The 91 Freeway and railroad are major physical barriers to mobility and the main access between the north and the south of the station area is through Main Street. This station offers transfers to Riverside Transit Agency (RTA) and Corona Cruiser buses at the Corona Transit Center south of the station platform.

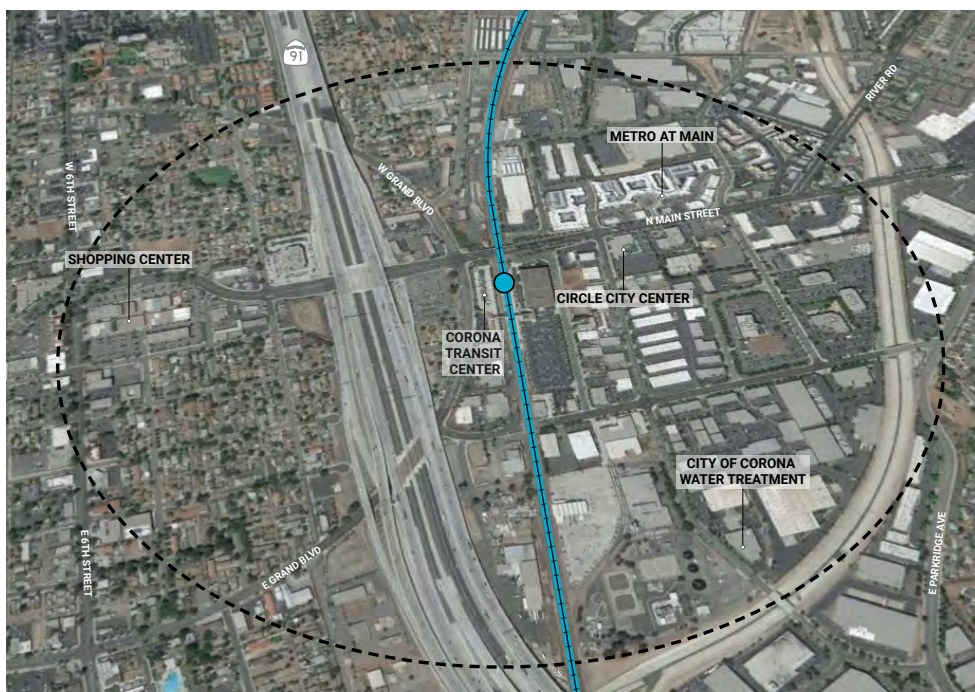


EXHIBIT 2.
POINTS OF INTEREST
AND STATION
CONTEXT



TOC area (half-mile radius)



Main arterials



Metrolink rail line



Corona - North Main Station

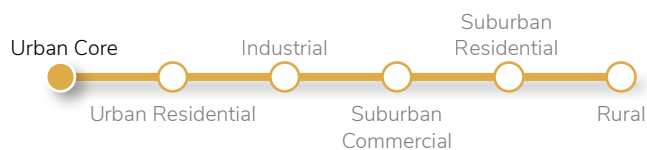
+ OPPORTUNITIES

- › Optimize and redevelop underutilized parcels (vacant land and surface parking) near the station
- › Incorporate mobility improvements that enhance connections between the station and the city's historic core
- › Break up large blocks with new through-roadways to improve access to the station

- BARRIERS

- › Inconsistent, auto-oriented development patterns have negative impacts on pedestrian and cyclist mobility
- › The 91 Freeway hinders connectivity between the station and the city's downtown
- › Industrial sites north of the station may require additional environmental assessments prior to redevelopment due to potential soil or groundwater contamination
- › High volumes of truck traffic

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)



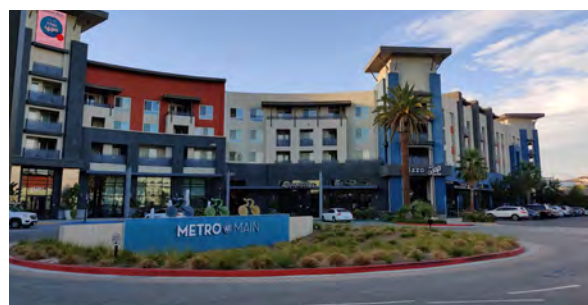
AMENITIES

- Parking
- Bike Racks
- Passenger Drop Off
- Overnight Parking
- Vending Machines
- Disabled Access

EXISTING CONDITIONS



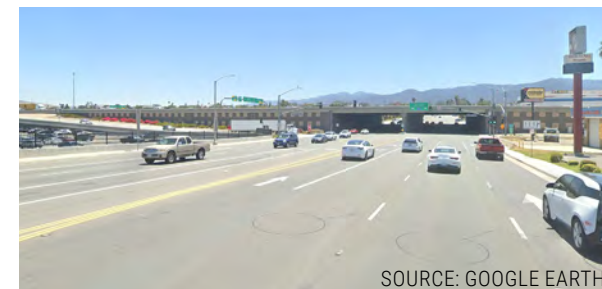
UNDERUTILIZED PARCELS - HARRISON ST LOOKING NORTH



METRO AT MAIN - NORTH OF HARRISON ST LOCATED AT N MAIN ST (TRANSIT-ADJACENT DEVELOPMENT)



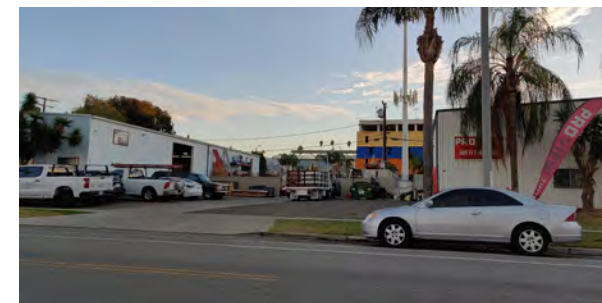
GRAND BLVD CORONA TRANSIT CENTER ENTRANCE



91 FREEWAY AUTO PRIORITIZATION - MAIN ST AT SR 91 LOOKING SOUTH



BLAINE AND MAIN ST UNDERPASS - AUTO-ORIENTED UNDERPASS DESIGN



INDUSTRIAL USES ON HARRISON ST NORTH OF METROLINK STATION

THIS PAGE INTENTIONALLY LEFT BLANK.

2

THE VISION

THE VISION

WHERE ARE WE NOW & WHERE DO WE WANT TO GO

FRAMEWORK

PRIORITY PROJECTS

LAND USE

MOBILITY

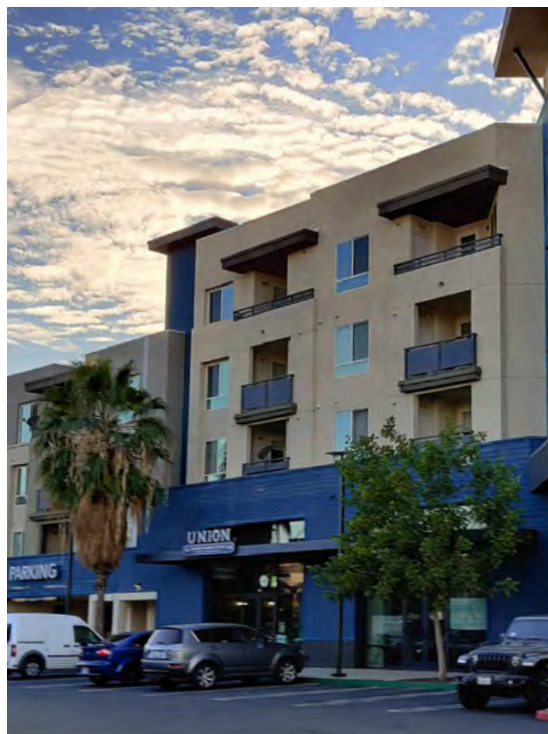
PLACEMAKING

2. THE VISION

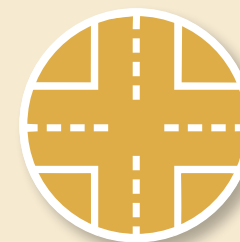
THE CORONA – NORTH MAIN STATION AREA SETS A NEW PRECEDENT FOR TRANSIT ORIENTED COMMUNITIES IN RIVERSIDE COUNTY WITH A DIVERSE MIX OF AMENITIES, GREEN SPACES, HOUSING OPTIONS, EMPLOYMENT, AND ENHANCED ACCESSIBILITY FOR ALL.

The City of Corona has already realized successful transit-oriented communities through the adoption of the North Main Street Specific Plan and development of the Metro at Main project. Metro at Main features higher density, mixed-use residential, and retail with high quality public spaces and structured parking. Building on the success of this project could establish Main Street as a pedestrian-friendly corridor with access to retail amenities, public parks and open spaces, a mix of market-rate and affordable housing, and improved connections to the North Main Station.

North of the station, industrial uses could be preserved while introducing higher density mixed-use development and a network of pedestrian paseos and new local streets, providing direct connections to the North Main Station. A public park adjacent to the existing Circle City Community Center could anchor this new residential neighborhood and provide open space for community events. The city has recently finalized a vision for Downtown Corona, located one-half mile south of the North Main Station. This plan identified key catalyst projects such as Corona Mall, City Park, as well as a network of public spaces and paseos to promote pedestrian connectivity. Downtown Corona is currently isolated from the North Main Station due to the 91 Freeway and limited pedestrian-friendly connections. Mobility improvements to better connect residents and workers living in Downtown Corona to the North Main Station could be considered to provide a safe and comfortable alternative to driving.



PRESERVE EXISTING BUSINESSES WHILE INTRODUCING HIGHER DENSITY MIXED-USE



BREAK UP LARGE BLOCKS TO IMPROVE ACCESS TO THE STATION

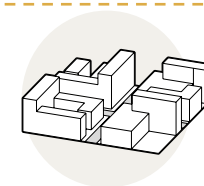
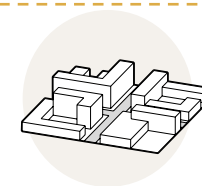
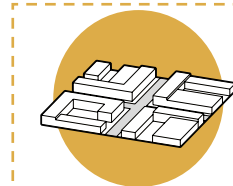
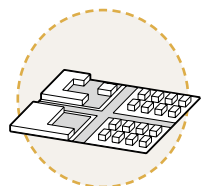
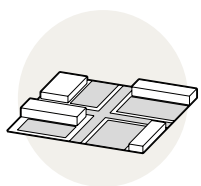
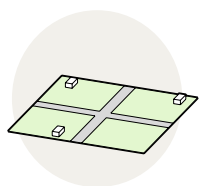


INCORPORATE MOBILITY STRATEGIES THAT STRENGTHEN CONNECTIONS BETWEEN THE STATION AND DOWNTOWN



CREATE A STRONG SENSE OF PLACE BY INTEGRATING DESIGN ELEMENTS UNIQUE TO THE CITY OF CORONA

TRANSIT-ORIENTED COMMUNITIES



LOWER DENSITY

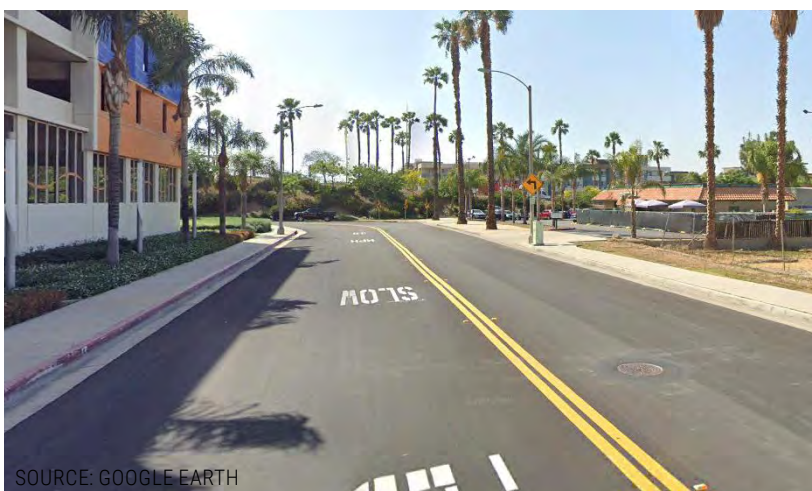
WHERE WE ARE

WHERE WE WANT TO GO

HIGHER DENSITY

WHERE ARE WE NOW?

According to place types defined by Southern California Association of Governments (SCAG), this station area currently functions as a **Mid Intensity Activity Center**. Mid Intensity Activity Centers include a mix of retail, office, and residential uses in moderate to intense densities. They are often anchored by major regional retail centers or office parks, and while they can contain a robust mix of uses, they most often display auto-oriented and non-walkable street and land use patterns. Parking can be structured and/or provided in surface lots.



SOURCE: GOOGLE EARTH

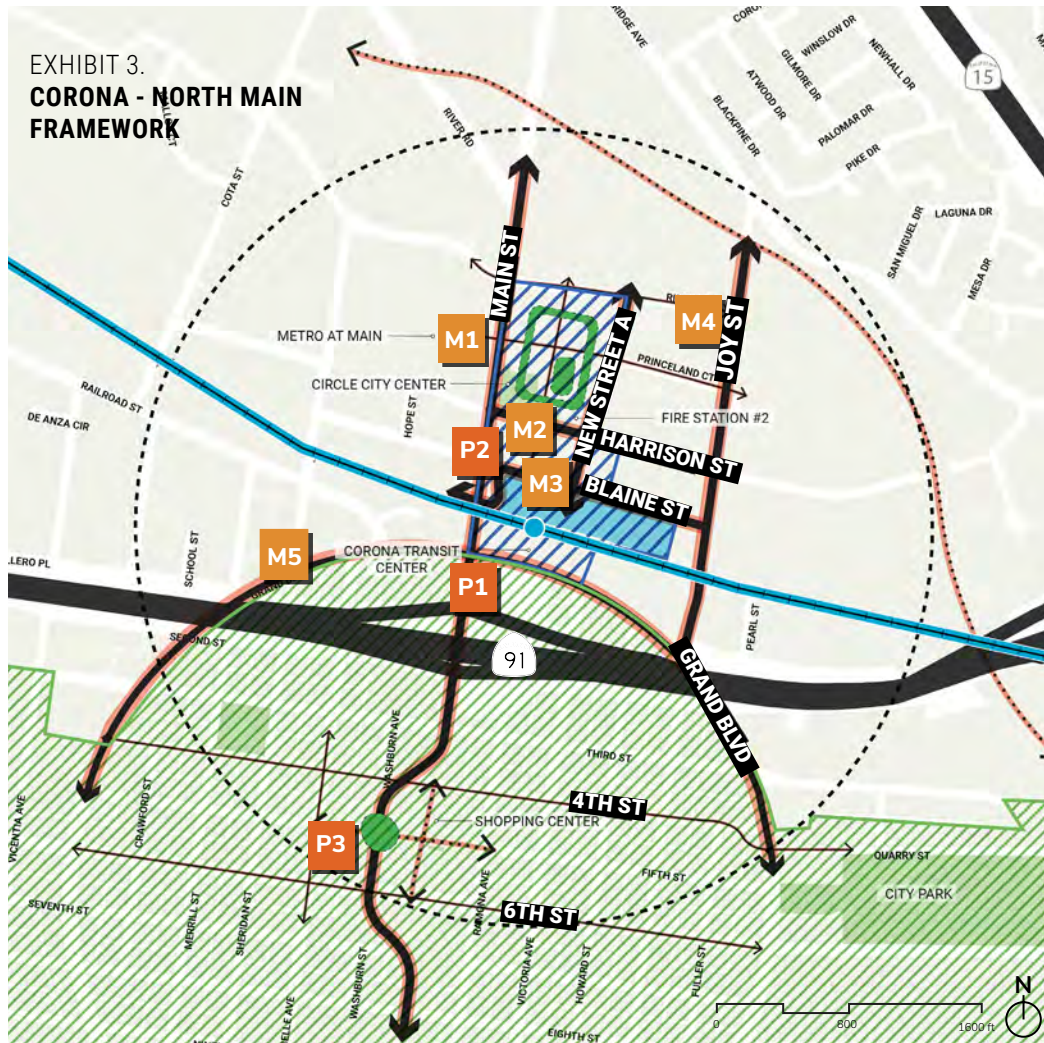
WHERE DO WE WANT TO GO? (LONG TERM VISION)

Town Mixed Use

Town Mixed Use areas are walkable mixed-use neighborhoods, such as the mixed-use core of a small city or transit-oriented development, with a variety of uses and building types. Typical buildings are between 3 and 8 stories tall, with ground-floor retail space and offices and/or residences on the floors above. However, based on community comment, height and density would fall closer to the lower end of the range.



EXHIBIT 3.
CORONA - NORTH MAIN FRAMEWORK



- TOC area (half-mile radius)
- Metrolink rail line
- Corona - North Main Station
- Station and RCTC Property
- Corona - North Main District
- Downtown District
- Pedestrian/greening projects
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

CORONA - NORTH MAIN FRAMEWORK

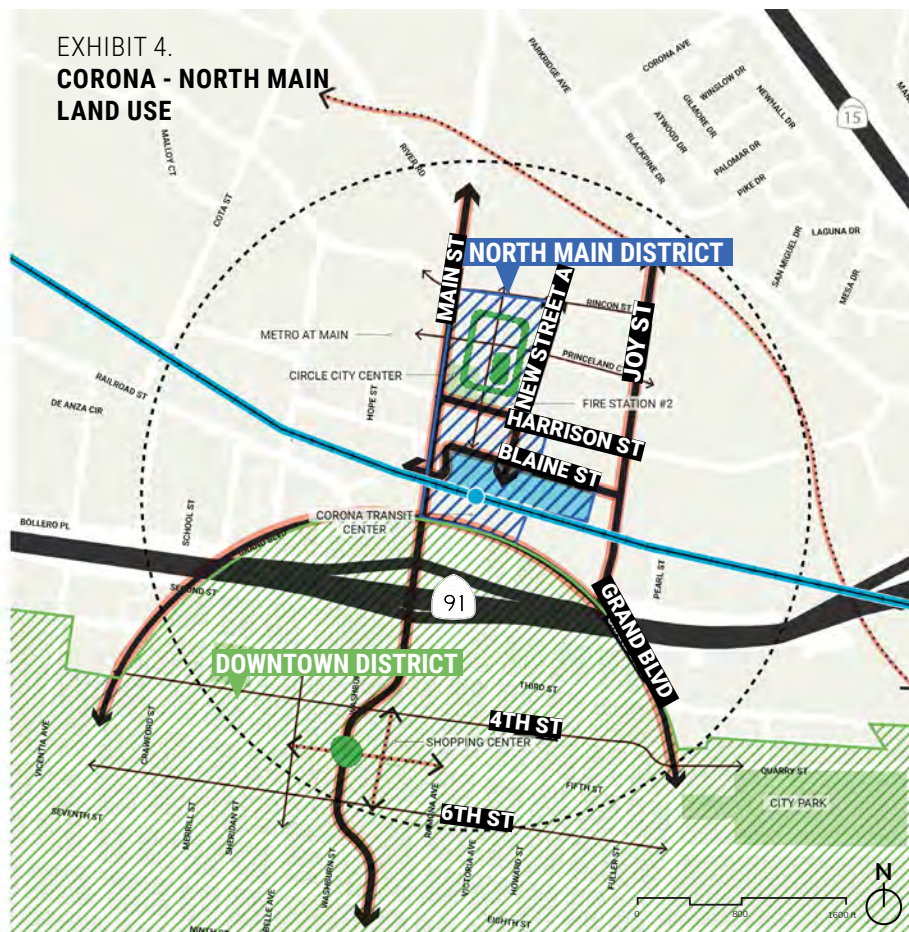
The Framework proposes enhancements to key mobility corridors and identifies two major districts. Major mobility corridors, such as Main Street, Grand Boulevard, and Joy Street serve as key connections to the north and south of the station and are envisioned to become enhanced to better serve any kind of user looking to connect to the station area. A new street is also proposed to break up large blocks in the North Main District and create a neighborhood scale to prioritize the pedestrian experience. The districts establish future land use patterns and densities designed to promote pedestrian and cyclist activity, while improving access to the station and other transit services.











PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Main Street	North Main District	P1	North Main Gateway
M2	Harrison Street	Downtown District	P2	North Main District Pedestrian Loop & Open Space
M3	Blaine Street			
M4	Joy Street		P3	Downtown Core
M5	Grand Boulevard			

LAND USE

EXHIBIT 4.
**CORONA - NORTH MAIN
LAND USE**

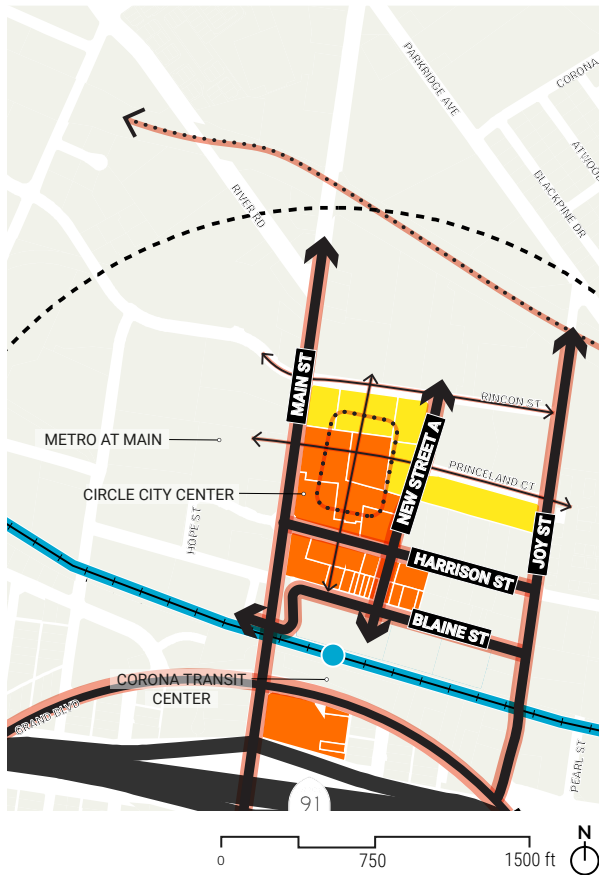


-  TOC area (half-mile radius)
-  Metrolink rail line
-  Corona - North Main Station
-  Station and RCTC Property
-  Corona - North Main District
-  Downtown District
-  Pedestrian/greening projects
-  Mobility corridor improvements
-  Secondary street improvements
-  New pedestrian/cyclist connections

The neighborhood surrounding the Corona - North Main Station is characterized by a mix of commercial, residential, and industrial uses. Existing transit-oriented development can be found along Main Street at the Metro at Main development. Opportunity areas reflect sites that have been identified for housing through existing specific plans and the City's rezoning program.

Potential land use project objectives:

- Dedicate underutilized lots south of the station to passenger-focused amenities
- Prioritize high density, mixed-use development adjacent to the station area and along Main Street
- Expand on existing TOD by providing a mix of land uses and public space improvements that promote more activity



POTENTIAL DEVELOPMENT SITES

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

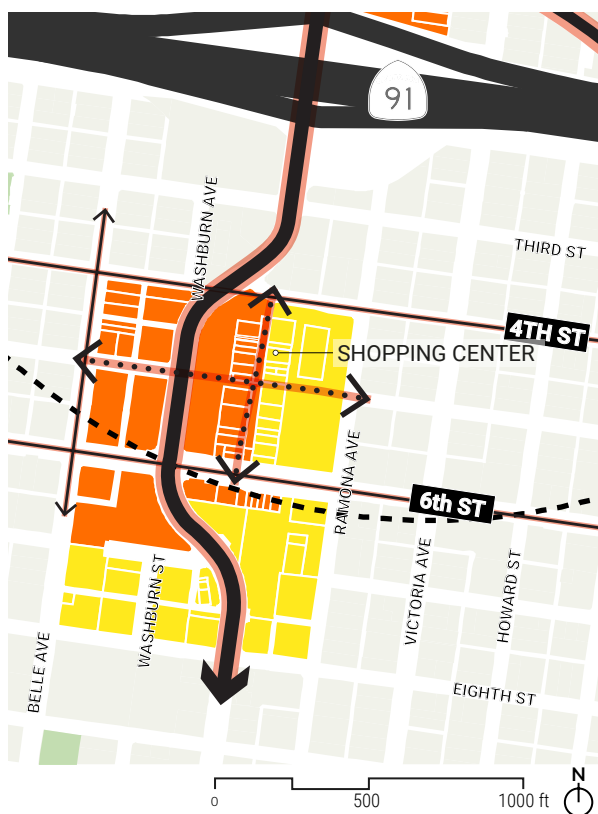


MIXED-USE RESIDENTIAL WITH GROUND-FLOOR RETAIL

NORTH MAIN DISTRICT

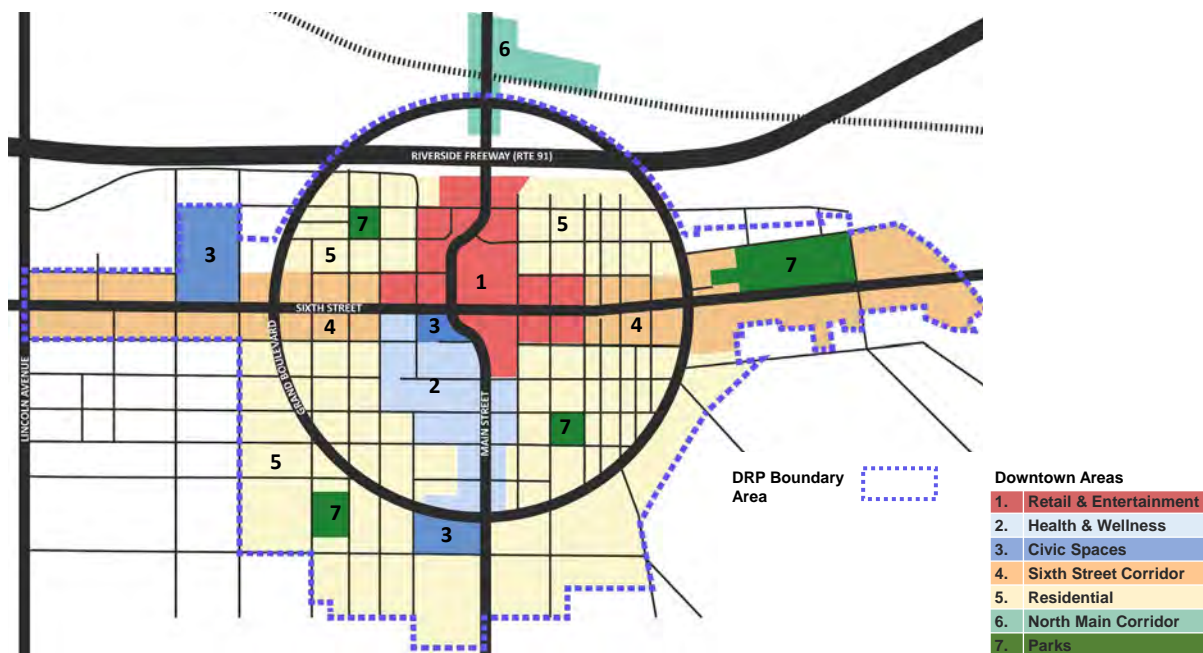
This Vision Plan suggests a new North Main District, which would fall within the North Main Street Specific Plan and be bounded by the 91 Freeway to the south, Rincon Street to the north, and Main Street to the west. This district would build on Metro at Main directly across Main Street, a successful transit-oriented development project that features mixed-use residential and retail with high-quality public spaces and structured parking. Similarly, future development within the North Main District could also incorporate higher density mixed-use, district parking, and additional park space, connected by a pedestrian greenway. The

City Community Center, off Harrison Street, might consider a new park to improve access to green space and also provide an opportunity to host community events like festivals and farmers markets. Large, existing street blocks could be broken up by new roadways to establish more direct connections to the station, improve walkability, and add visual interest.



POTENTIAL DEVELOPMENT SITES

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



CITY OF CORONA DOWNTOWN REVITALIZATION PLAN BOUNDARY
 SOURCE: CITY OF CORONA DOWNTOWN REVITALIZATION PLAN

DOWNTOWN DISTRICT

The City of Corona adopted the Downtown Revitalization Plan (DRP) in 2022. The plan serves as a blueprint to transform the city’s downtown into a vibrant destination through public and private investment around key catalytic sites. The City of Corona also prepared Downtown Revitalization Plan and Design Guidelines to inspire the look and feel of future development that could include a diverse mix of retail, residential, commercial, and entertainment uses. The Downtown District follows the DRP boundary and builds on the work that has been done through the Revitalization Plan to help catalyze redevelopment in the city’s historic core, specifically in the retail & entertainment area, and improve physical and aesthetic connections to the station.

MOBILITY



EXHIBIT 5.
RCTC PROPOSED STATION IMPROVEMENTS

- Station area
- Metrolink rail line
- Corona - North Main Station
- Existing parking
- Proposed parking garage

STATION IMPROVEMENTS

RCTC owns and operates all Metrolink stations in Riverside County, including the Corona – North Main 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. Corona – North Main Station improvement projects identified by RCTC and their estimated time frames are listed in the table below. Exhibit 5 indicates approximate project locations at the station; however each project will require additional scoping prior to implementation.

PRIORITY	PROJECT DESCRIPTION	TIME FRAME
Low	Design and construct a second parking garage (1000 spaces)	Over 10 years



CORRIDOR IMPROVEMENTS

The station area roadway network is primarily influenced by Grand Boulevard, a circular loop that serves as the boundary to the city’s historical district. The 91 Freeway, which is located south of the station area, is a major barrier that hinders the station’s mobility. There are several bikeways within the station’s immediate vicinity, though there are gaps within the bicycle network. There are also minimal pedestrian amenities on site and around the station area, and no pedestrian amenities on Blaine Street at the Main Street underpass.

Potential mobility project objectives:

- Provide safe connections north and south of the station area, including opportunities for new overpasses or underpasses connecting North Main District to Downtown District
- Build upon primary corridors Grand Boulevard, Main Street, and Joy Street to support all transportation types
- Enhance active transportation connections to Downtown Corona and major destinations in the historic core, including the new Corona Mall
- Add new streets to break up large blocks, improve circulation, and create direct routes
- Improve visibility at the 91 Freeway underpass at Grand Boulevard
- Improve transit and carpool/FasTrak access to the 91 Freeway

MAJOR MOBILITY CORRIDORS

- M1** Main Street
- M2** Harrison Street
- M3** Blaine Street
- M4** Joy Street
- M5** Grand Boulevard



SOURCE: GOOGLE EARTH

M1 MAIN STREET

Main Street could serve as a major mobility corridor between the Corona North Main District and the historic downtown, specifically the proposed revitalized Corona Mall. Improvements could include removing a traffic lane to widen the sidewalk, adding a protected cycle track with buffered landscaping, and incorporating additional pedestrian amenities such as shade trees, lighting, and seating where there is sufficient space.



MAIN STREET CONCEPTUAL VIEW



SIDEWALK WIDENING WITH PEDESTRIAN AMENITIES



PROTECTED CYCLE TRACK



SOURCE: GOOGLE EARTH

M2 HARRISON STREET

Harrison Street between Main Street and Joy Street could become a “slow street,” which is a street that prioritizes pedestrians and bicyclists. Although industrial uses currently dominate this corridor, the North Main Street Specific Plan designates abutting properties near Main Street as mixed-use and commercial. Pedestrian-oriented infrastructure to support such uses, such as adding sidewalks, bike lanes, shade trees, and traffic-calming features, can be integrated in future development projects. The city could explore rerouting truck traffic serving existing industrial uses to ensure this corridor is safe and inviting for alternative modes of transportation.



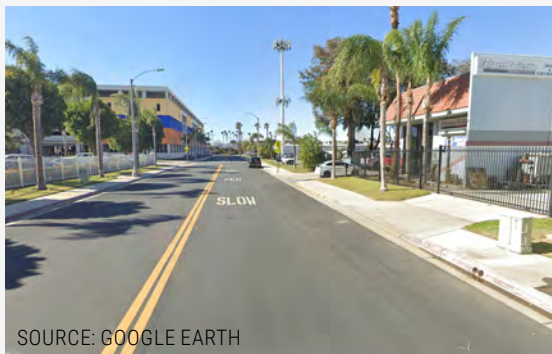
HARRISON STREET CONCEPTUAL VIEW



RAISED CROSSWALKS



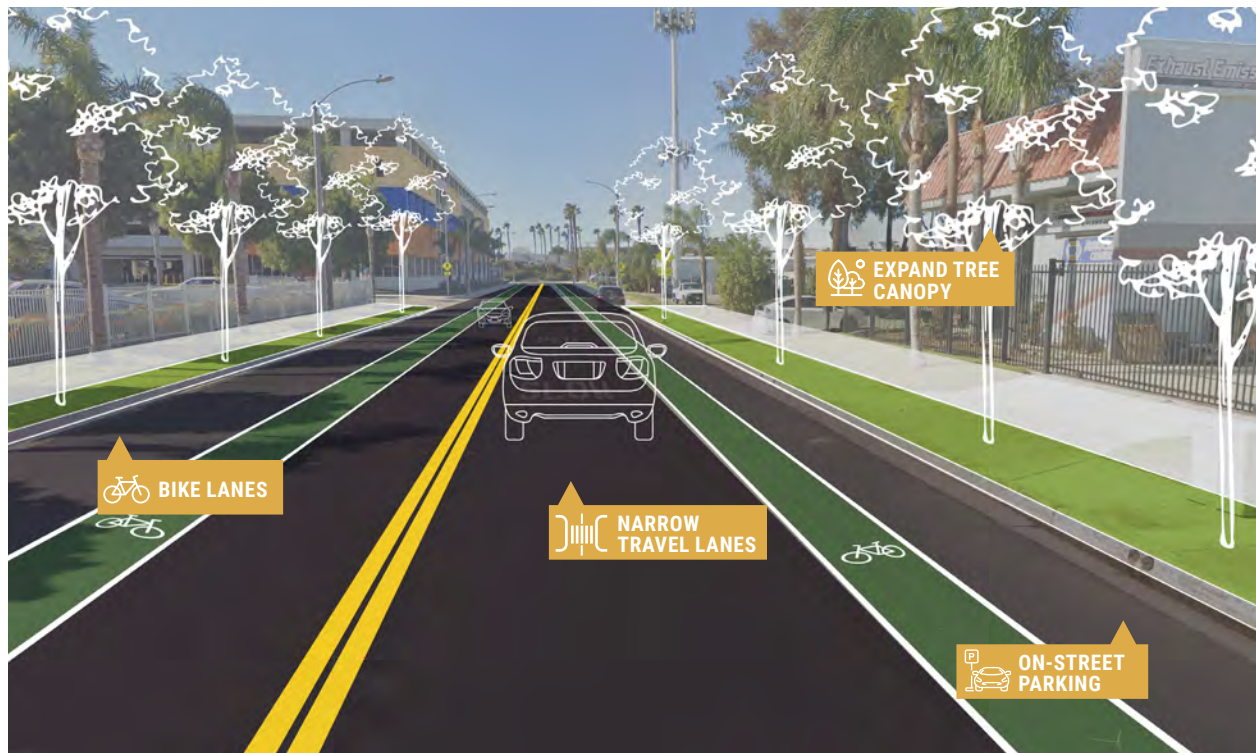
BUFFERED BIKE LANES



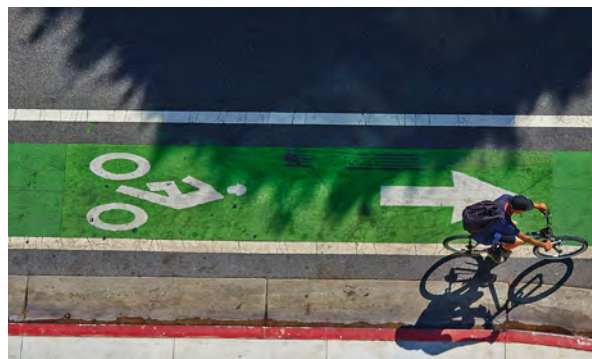
SOURCE: GOOGLE EARTH

M3 BLAINE STREET

Blaine Street provides direct access to the station and parking structure. Suggested Blaine Street improvements focus on enhanced underpass crossings under Main Street to improve cyclist and pedestrian connections to the station. Wider sidewalks, bike lanes, and shade trees also enhance visibility, pedestrian/bicyclist comfort, and access to the station.



BLAINE STREET CONCEPTUAL VIEW



BIKE LANES



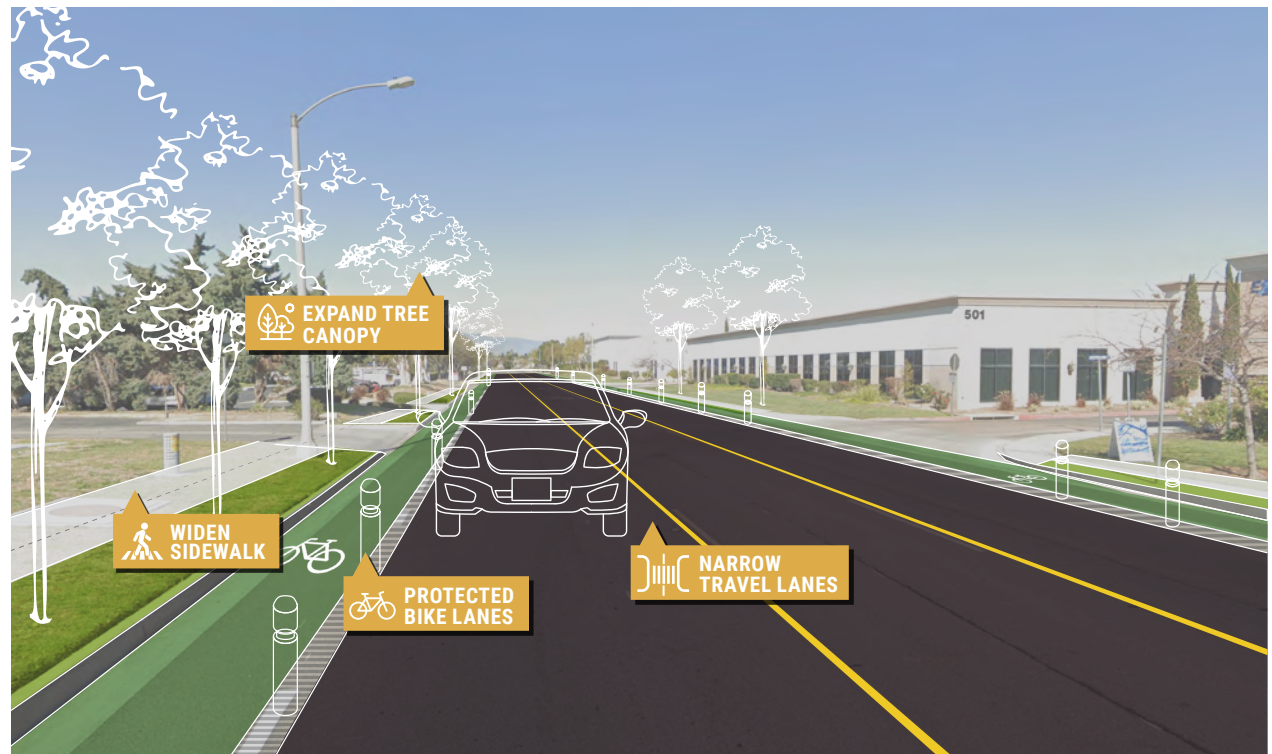
UNDERPASS IMPROVEMENTS



SOURCE: GOOGLE EARTH

M4 JOY STREET

Additional protected bike lanes and sidewalks on Joy Street could connect the station area to the proposed multi-use trail along the flood control channel to the north. The trail provides connections to neighborhoods south of the 91 Freeway towards Downtown and 6th Street. Other improvements should include shade trees where there is sufficient space available and street lighting to improve safety and the pedestrian experience.



JOY STREET CONCEPTUAL VIEW



BUFFERED BIKE LANES



LANDSCAPING AND PEDESTRIAN AMENITIES



SOURCE: GOOGLE EARTH

M5 GRAND BOULEVARD

Building on the City’s Trails Master Plan’s “Trail-to-Rail” projects, Grand Boulevard could incorporate a multi-use and recreational path, facilitating safer and more direct connections to the Metrolink station, other transit stops, City Park, and proposed bikeways north of the station linking to the Temescal Wash Flood Control Channel. The Trails Master Plan recommends a firm or hard surface for the route to accommodate various types of non-motorized travelers. Enhancements like additional wayfinding signage and pedestrian amenities, such as shade trees, lighting, and seating where sufficient space is available, should also be incorporated to enhance the user experience. The city has identified an overpass pedestrian connection as a potential improvement, currently under investigation for feasibility.



GRAND BOULEVARD CONCEPTUAL VIEW

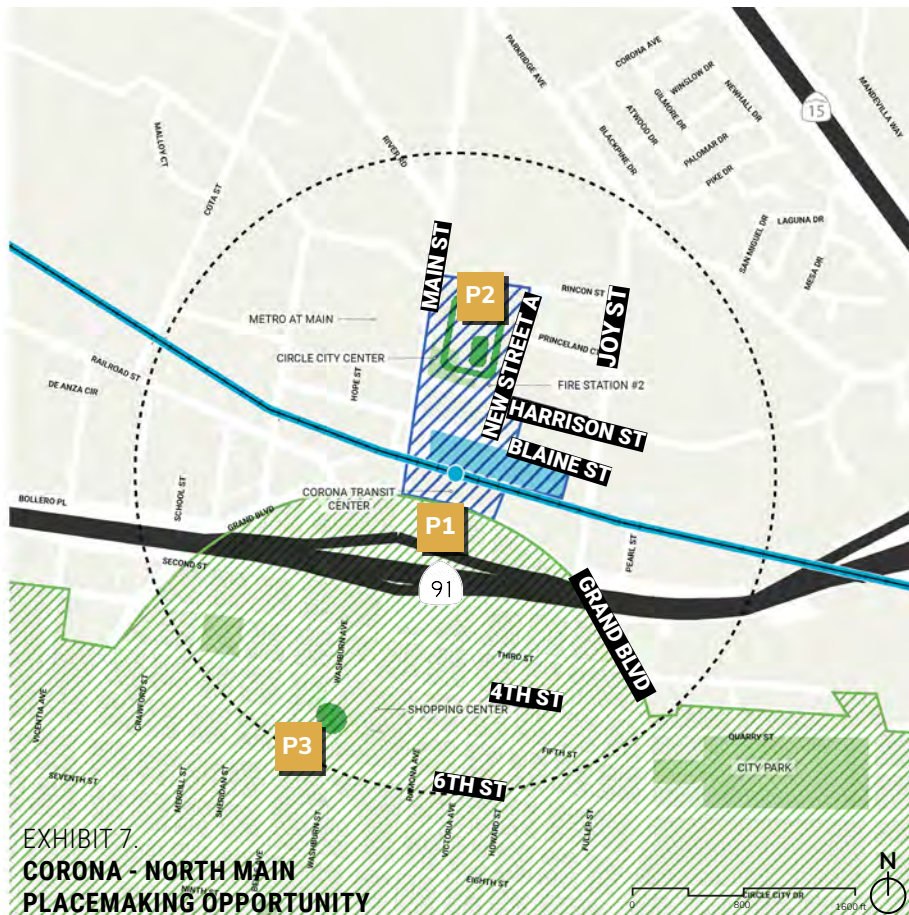


UNDERPASS IMPROVEMENTS
SOURCE: GOOGLE EARTH



MULTI-USE PATH

PLACEMAKING



- TOC area (half-mile radius)
- Metrolink rail line
- Corona - North Main Station
- Station and RCTC Property
- Corona - North Main District
- Downtown District
- Pedestrian/greening projects

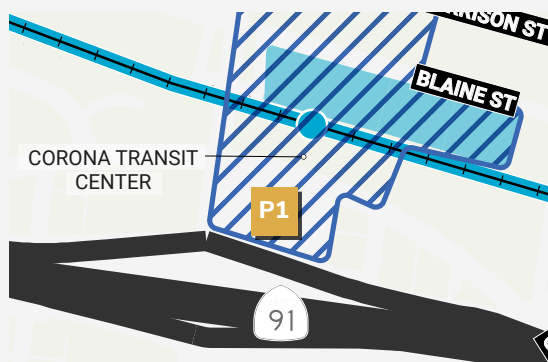
The station area is bisected by the railway and the 91 Freeway. South of the station is the historic heart of the city, containing several landmarks and historical buildings. Commercial, industrial, and office buildings are located north of the station. Building on downtown revitalization efforts and existing transit-oriented development such as Metro at Main, the Strategic Plan envisions integrating urban design strategies that could create a unified sense of place within the station area and the historic core.

Potential placemaking project objectives:

- Integrate downtown redevelopment design elements that brand the station area to create a stronger sense of place
- Incorporate art, lighting, and directional signage at Grand Boulevard and Main Street underpasses to improve sense of safety and comfort for non-motorized users
- Build on Circle City Center by providing additional open space to host community events
- Establish parks and open space for new residential projects
- Establish Main Street as a major pedestrian-oriented corridor that links the station area to Downtown Corona

PEDESTRIAN/GREENING PROJECTS

- P1 North Main Gateway
- P2 North Main District Pedestrian Loop & Open Space
- P3 Downtown Core

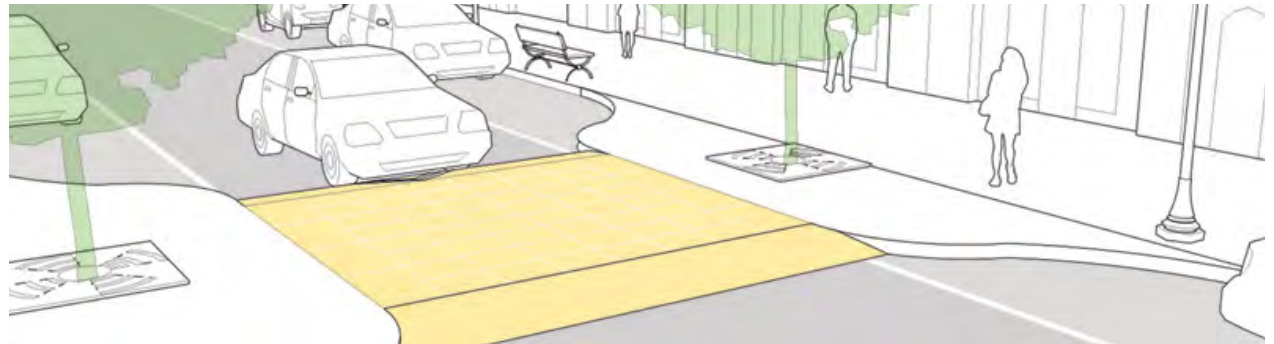


P1 NORTH MAIN GATEWAY

Located across the station area and along Grand Boulevard, the transit and pedestrian hub can be transformed to better serve pedestrians and cyclists while doubling as a gateway into the station and the North Main District. Safe crossings, art, lighting, shade structures, and gateway signage could be incorporated to create a functional connection between Downtown and the North Main District.

Potential placemaking project components:

- Gateway signage
- Safe crossings
- Shade structures



SAFE CROSSINGS
SOURCE: NACTO



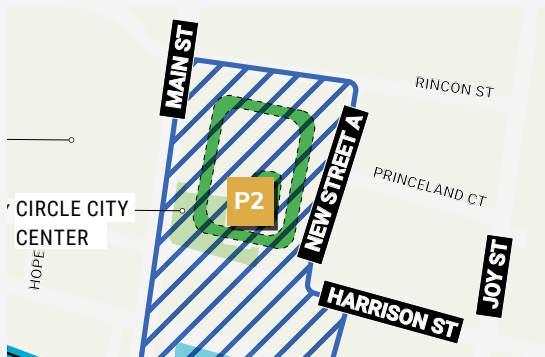
GATEWAY SIGNAGE



SHADE STRUCTURES



MOBILITY HUB



P2 NORTH MAIN DISTRICT PEDESTRIAN LOOP & OPEN SPACE

The North Main District pedestrian loop could expand on the Circle City Center and connect future residents to retail, transit, and open space. Additional trees, landscaping, lighting, art, public courtyards, and a centralized park hosting community-based events such as farmers markets could line the pedestrian walkway.

Potential placemaking project components:

- Tree canopy
- Drought-tolerant landscaping/trees
- Public art
- Lighting and seating



CENTRALIZED PARK



EXPANDED TREE CANOPY



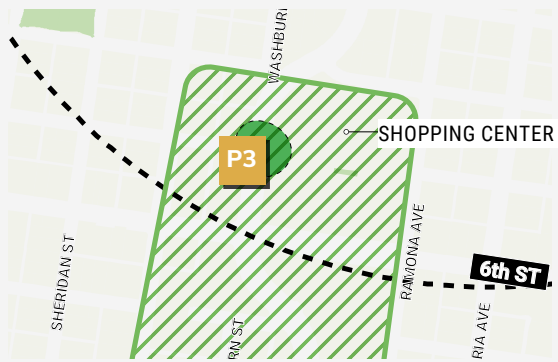
PUBLIC ART



DROUGHT-TOLERANT LANDSCAPING/TREES



OUTDOOR SEATING



P3 DOWNTOWN CORE

The City's Downtown Revitalization Plan proposes to restore the Corona Mall into a vibrant, mixed-use destination. The re-established mall would preserve historic buildings and the city's small-town feel while introducing new infill development that offers residents more opportunities to live, shop, and play in Downtown. Pedestrian-oriented building facades, paseos, smaller blocks, landmarks, murals, and pavilions have been proposed to encourage walkability.

Potential placemaking project components:

- Facade and streetscape improvements
- Historic tribute mural
- Event space
- Downtown gateway branding



PEDESTRIAN-SCALED COMMERCIAL BUILDINGS
SOURCE: THE CIRCLE DESIGN GUIDELINES



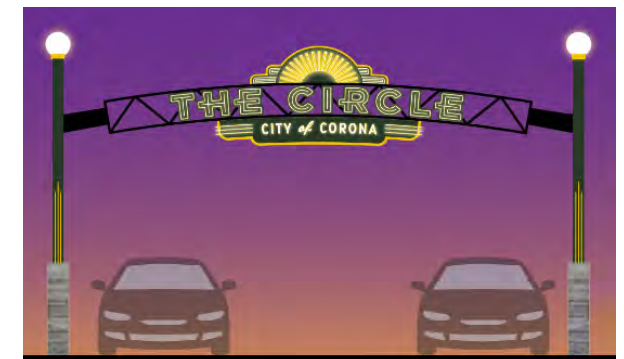
OUTDOOR EVENT SPACE



LANDMARK BUILDINGS WITH HISTORIC FACADE



CONCEPTUAL HISTORIC TRIBUTE MURAL
SOURCE: THE CIRCLE DESIGN GUIDELINES



THE CIRCLE GATEWAY BRANDING
SOURCE: THE CIRCLE DESIGN GUIDELINES

3

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 Corona – North Main Station has already started to integrate more mixed-use development with the construction of Metro at Main.** The following actions are intended to diversify land use mix and promote density in order to concentrate jobs, housing, and services around the station area.



LU1: Amend the North Main Street Specific Plan to reduce restrictive land uses and building typologies around the station area

The Corona – North Main Station falls within the North Main Street Specific Plan. By amending the specific plan to allow for more transit-supportive uses along critical corridors such as Main and Harrison Street, there would be opportunity to catalyze redevelopment around the station area and create a cohesive, mixed-use destination with direct connections to the station.

- **Review existing zoning regulations and land use policies** around Corona North - Main Station, identify any restrictions and barriers to flexible development
- **Engage with residents, businesses, and community organizations** to understand development needs around the station
- Amend the Specific Plan to **expand the area identified as Mixed-Use District** to allow for more housing and retail amenities along Main Street
- **Implement incentive programs** to encourage developers to build a diverse range of building typologies
- **Establish form-based codes** that prioritize physical character of development, such as architectural, landscaping, signage and environmental standards, over traditional zoning that over-regulates land use, lot sizes, and setbacks



LU2: Identify key sites for redevelopment

Redeveloping key sites within the proposed North Main District, such as the parcels west of the Circle City Center and parcels identified through the City's Housing Element update, could begin the transformation of underused sites into community assets. Once these sites are identified, the city could help assist both nonprofit and for-profit developers in the acquisition, construction, or rehabilitation of property.

- **Conduct a market study** to evaluate the demand for various land uses in the area based on current and projected trends in the development market
- **Conduct a pro forma analysis** to estimate the return for investment on each site, considering costs for acquisition, infrastructure upgrades, development, and revenue streams
- **Explore partnerships with developers, investors, and community organizations** that align with redevelopment goals



LU3: Identify funding sources and partnerships to facilitate affordable housing

The City of Corona has been working with SCAG to implement Program 13 of the Housing Element, which will incentivize and facilitate affordable housing for low- and very low-income and special needs residents through a density bonus. California also provides density-bonus benefits to developers who meet different affordability thresholds. The City of Corona could support project feasibility by identifying potential funding sources and aligning their affordability requirements with the State's program. The CA Department of Housing and Community Development (HCD) TOD Housing Program funds the development of apartments and condominiums within 1/4-mile of transit, with the specific goals of increasing public transit ridership, minimizing automobile trips, and promoting greenhouse gas (GHG) reduction.

- **Update and adopt the new density bonus ordinance** per the Housing Element to align with changes in the State Density Bonus Law
- **Engage with developers and provide technical assistance** to help describe density bonus provisions, qualifying criteria, fee deferral and waiver procedures, and available incentives
- **Consider a standardized policy to reduce development fee** for high-density multi-family housing that can support units for low-income household
- **Establish partnerships with potential affordable housing developers and non-profit organizations** that have the capacity to develop, acquire, and/or manage affordable housing
- **Collaborate with the Corona Housing Authority (CHA)** to identify and pursue local, state, and federal funding sources to support all phases of affordable housing



LU4: Implement strategic recommendations and action steps listed in the Downtown Revitalization Plan

The City of Corona recently prepared the Downtown Revitalization Plan, which serves as a blueprint and vision to create a vibrant and diverse Downtown District. The plan is supported by the Downtown Revitalization Design Guidelines, which was prepared to aid and inspire the look and feel of the city's Downtown core, including the Corona Mall redevelopment project a mile south of the Corona – North Main Station. Short-term and ongoing strategies related to the Circle include:

- Codify the Design Guidelines and **amend the Downtown Specific Plan**
- **Refine and finalize the Corona Mall development layout and vision concept** with a phasing plan with developers
- **Examine title, ownership, right of way, easements, infrastructure needs and costs, and project feasibility (pro forma) to determine specific conditions/constraints** that may impact ultimate development
- **Develop a community engagement process and protocol** to utilize the city's Downtown Revitalization Plan [website](#) to involve and inform the community of Downtown project status as well as other updates
- **Conduct a feasibility analysis** of recommended financing tools/mechanisms to support the proposed redevelopment of Corona Mall
- **Identify public/private acquisition/disposition opportunities** that may be supportive to overall redevelopment of the Corona Mall and assess any impact of specific legislative requirements e.g. the Surplus Land Act

THIS PAGE INTENTIONALLY LEFT BLANK.

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 Corona - North Main Station in order to establish a complete network that prioritizes pedestrians and cyclists over cars.



MO1: Update the City of Corona's Bicycle Master Plan or Active Transportation Plan

Corona's Bicycle Master Plan was last updated in 2001. In July 2023, the City was awarded funds from RCTC to update the plan. The update should revisit any unbuilt bikeways from 2001, introduce new policies that evaluate the overlap between bikeway infrastructure and microtransit, and build on planned and proposed efforts identified in this Vision Plan and Phase 1 of the 2021 Trails Master Plan. The following corridors should be considered priority for completion or further study:

- Main Street
- Grand Boulevard
- 6th Street
- Blaine Street
- Harrison Street



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

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

- Main Street: cycle track and sidewalk widening
- Joy Street: protected bike lanes and sidewalks
- Signal optimization at the intersection of Grand Boulevard and Main Street and/or Joy Street
- 6th Street road narrowing with on-street parking
- On-ramp and off-ramp at southbound Main Street to eastbound Blaine Street and a median drop ramp at East Grand Street and West Grand Street from the 91 freeway for transit and carpool/FasTrak access



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 California Department of Transportation (Caltrans). The Plan aims to increase transit ridership by identifying strategies to address first and last mile gaps to transit use in Riverside County. The Plan developed a set of station typologies to characterize RTA transit stops, identified various strategies to improve first and last mile access, and developed recommendations for each station typology. The Corona – North Main station area was classified as a Core District. The following strategies associated with the Core District typology should be considered priority for completion or further study:

- Wayfinding and information, specifically dynamic message signs that correlate to platform and track numbers for each service line
- Bicycle network improvements
- Access connections
- Pedestrian network improvements
- Bus and/or rail stop enhancements
- Ridesharing/carsharing
- Mobility hubs
- Transit Oriented Development
- Pedestrian friendly projects



MO4: Ensure planned improvements are aligned with recommendations identified in the City of Corona Transit Study

The City of Corona recently prepared a transit study that evaluated three microtransit lines with two microtransit zones and ten key destinations in Corona, including the Corona – North Main Station. Microtransit is a form of on-demand transport and provides more flexible service beyond a traditional fixed route system; it can include modes such as shuttle services. The integration of microtransit services in addition to the existing city-wide bus system (Corona Cruiser), as well as proposed corridor improvements, can help address first-last mile connections between the station and other destinations around the city, including Downtown, city parks, and the revitalized Corona Mall.



MO5: Right-size parking

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

- **Evaluate existing parking demand** to allow for shared parking between uses
- **Encourage the development of centralized parking structures** within the Corona – North Main District
- **Encourage residents and visitors to utilize existing and future parking at the station to provide additional parking and public transportation options** for downtown events during weekends when commuter parking utilization is low



MO6: Establish public-private partnerships

Coordination between public and private entities, including RCTC, City of Corona, RTA, and the Western Riverside Council of Governments (WRCOG) will be critical in identifying any transit service gaps in neighborhoods throughout the region, including the City of Corona. Implementation of the proposed improvements will also require multiple funding sources. The City of Corona should pursue both state and regional level grants to secure funding for the planning, design, and construction of proposed transit and mobility improvements.

THIS PAGE INTENTIONALLY LEFT BLANK.

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. The following strategies are designed to reinvigorate industrial parks and underutilized lots to create safe, interesting, and accessible places for people to enjoy.



PM1: Collaborate with local business owners, residents, non-profits, Chamber of Commerce, local artists, and other community stakeholders to ensure that design elements, art, and programming are rooted in community needs

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

- Corona Arts Association
- Historic Preservation Society
- Parks and Recreation Department



PM2: Prepare a gateway program to accentuate the entrance of the North Main District

Gateways are typically displayed at major intersections or highway interchanges, signaling to pedestrians and motorists that they are entering a distinct area of the city. Gateway design elements should reflect community values and architectural heritage to provide residents and businesses a renewed sense of place and pride. Design elements should complement recommendations made in the Circle Design Guidelines to ensure that branding is cohesive across both districts. Key locations within the North Main District to consider in the gateway program include:

- Main Street/Grand Boulevard intersection
- Main Street, between Grand Boulevard and Rincon Street
- Joy Street, between Grand Boulevard and Rincon Street



PM3: Incorporate design recommendations listed in the Downtown Revitalization Design Guidelines

The Circle Design Guidelines provide designers, developers, and property owners guidance on the buildings, public space, and circulation within Downtown. The guidelines were crafted to ensure that design elements emphasize placemaking elements, blend historic typologies with contemporary uses, and establish a more walkable, compact form. The guidelines are also intended to be used by the City to evaluate the design of buildings, signage, and public space.



PM4: Expand the urban tree canopy

In addition to providing aesthetic value to a community, trees help mitigate the urban heat island effect and improve carbon sequestration. The City of Corona prepared a Climate Action Plan in 2012 (later updated in 2019), which established goals and policies that aim to reduce GHGs to provide a more livable and equitable community. The Climate Action Plan lists area source reduction measures (R3) that relate to landscape strategies that reduce GHG and can be incorporated into development projects without an added cost. 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 reduce heat gain and choose native or adaptive tree species that are well-suited to the local climate
- **Identify and secure urban greening grants** to catalyze urban forestry projects that reduce greenhouse gas emissions
- **Implement best practices** identified in the City of Corona's Urban Forest Management Plan for planting, maintenance, removal, protection, and preservation of trees on public property
- **Initiate a tree planting program** that can enable residents to plant trees in their parkways for free. The city could also host volunteer events to plant trees in parks, schools, or along trails
- **Offer incentives** such as expedited permitting, decreased fees, and reduced stormwater requirements to developers who incorporate trees and green infrastructure practices in their projects

CORONA - NORTH MAIN 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 Corona – North Main station area.** The potential funding sources listed prioritizes the resources that would be most applicable to projects identified in this Vision Plan based on ease of access to the funding resources, level of potential competition for the resources, and restrictive covenants associated with the resources. Funding sources have also been identified for each phase of implementation. A number of value capture sources may also be used on a district-wide basis to support multiple projects within each phase or across implementation phases.

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
LAND USE					
Confirm and/or refine land use districts identified in the vision chapter of this plan and integrate into actions LU1 - LU4	-	17-19	Immediate	City: Planning Division	<ul style="list-style-type: none"> Assessment District Enhanced Infrastructure Financing District (EIFD) CDBG - Section 108 Loan Guarantee Program
Amend North Main Street Specific Plan	LU1	32	Near	City: Planning Division	<ul style="list-style-type: none"> Pilot Program for TOD Planning funded by CIG program (competitive) HOME Investment Partnerships Program
Identify and acquire key sites for acquisition	LU2	32	Mid	City: Planning Division	<ul style="list-style-type: none"> National Housing Trust Fund Infill Infrastructure Grant Program (IIG)
Identify funding sources and key partnerships to facilitate affordable housing	LU3	33	Mid	Corona Housing Authority	<ul style="list-style-type: none"> New Markets Tax Credit Historic Rehabilitation Tax Credit
Implement strategic recommendations and action steps in the Downtown Revitalization Plan	LU4	34	Long	City: various departments	<ul style="list-style-type: none"> Low Income Housing Tax Credit (LIHTC) Program Affordable Housing and Sustainable Communities (AHSC) Program Former Redevelopment [RDA] Bond Funds (HASA) Community Development Block Grant (CDBG)

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
MOBILITY					
Confirm, refine and prioritize mobility projects M1-M5 identified in the vision chapter of this plan	M1-M5	21-26	Immediate	City: Public Works Department	<ul style="list-style-type: none"> • Active Transportation Program (ATP) • Safe Routes to School • Sustainable Transportation Planning Grant Program • Surface Transportation Block Grant • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • California Infrastructure Economic Development Bank (I-Bank) State Revolving Loan Fund (SRF) • Cap and Trade - Transit and Intercity Rail Capital Program • Cap and Trade - Low Carbon Transit Operations Program (LCTOP) • Urbanized Area Formula Grants - 5307 • Capital Investment Grant (Small Starts) - 5309 • Joint Development or Public- Private Partnerships (P3) • Bicycle and Pedestrian Facilities Program SB-821 • ICARP Regional Resilience Planning and Implementation Grant Program • Infrastructure State Revolving Fund (ISRF) Program • Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program • Enhanced Mobility of Seniors & Individuals with Disabilities - 5310 • Innovative Coordinated Access and Mobility (ICAM) Grants • Office of Traffic Safety (OTS) Grants • Transit and Intercity Rail Capital Program (TIRCP) • Parking Fees • Assessment District • Development impact fees • Enhanced Infrastructure Financing District (EIFD)
Update the City of Corona Bicycle Master Plan	M01	36	Near	City: Public Works Department	
Identify Projects in the City of Corona CIP that can incorporate proposed corridor improvements	M02	36	Near	City: Public Works Department	
Implement first/last mile recommendations from RTA First and Last Mile Plan	M03	37	Mid	City: Community Services Department	
Confirm planned improvements are aligned with recommendations identified in the City of Corona Transit Study	M04	37	Near	City: Public Works Department	
Right-size parking	M05	38	Mid	City: Public Works Department	
Establish public-private partnerships	M06	38	Long	City: various departments	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
PLACEMAKING					
Confirm, refine and prioritize placemaking projects P1-P3 identified in the vision chapter of this plan	P1-P3	27-30	Immediate	City: various departments	<ul style="list-style-type: none"> • Active Transportation Program (ATP) • Assessment District • Bicycle and Pedestrian Facilities Program SB-821 • California Urban Greening Grant Program • CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program • California Urban Greening Grant Program • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Community Development Block Grant (CDBG) • Safe Routes to School • Sustainable Transportation Planning Grant Program • Surface Transportation Block Grant
Create Corona Placemaking Council	PM1	40	Near	City: Planning Division	
Prepare a gateway program for the entrance of the North Main District	PM2	40	Mid	City: Planning Division	
Incorporate design recommendations listed in the Circle Design Guidelines	PM3	41	Mid	City: Planning Division	
Expand the urban tree canopy	PM4	41	Long	City: Community Services Department	



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

TOC STRATEGIC PLAN STATION VISION PLAN CORONA - WEST

MARCH 2024



THIS PAGE INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

1. THE OPPORTUNITY	8
INTRODUCTION AND VISION PLAN OUTLINE	8
WHAT WE HOPE TO ACCOMPLISH	8
RCTC ROLE	8
STAKEHOLDERS	8
STATION VISION PLAN	8
THE STATION AREA TODAY	9
STATION AREA OPPORTUNITIES & BARRIERS	10
STATION QUICK FACTS	11
2. THE VISION	14
WHERE ARE WE NOW?	15
WHERE DO WE WANT TO GO? (LONG TERM VISION)	15
CORONA - WEST FRAMEWORK PLAN	16
PRIORITY PROJECTS	16
LAND USE	17
MOBILITY	21
PLACEMAKING	25
3. HOW WE GET THERE	32
KEY LAND USE ACTIONS	32
KEY MOBILITY ACTIONS	36
KEY PLACEMAKING ACTIONS	40
PRIORITY PROJECTS AND IMPLEMENTATION MATRIX	42

THIS PAGE INTENTIONALLY LEFT BLANK.

THE OPPORTUNITY

WHAT IS TOC?

REGIONAL CONTEXT

INTRODUCTION AND VISION PLAN OUTLINE

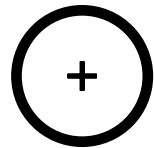
THE STATION AREA TODAY

STATION AREA OPPORTUNITIES AND BARRIERS

STATION AREA QUICK FACTS

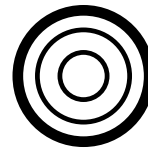
WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

TOC IS 3D



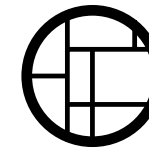
DENSITY

A selection of housing types that is customized to local needs



DIVERSITY

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



DESIGN

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

WHAT DOES IT MEAN?

UNDERSTAND THE LOCAL MARKET

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

COMMUNITY PLANNING MATTERS

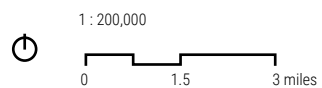
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

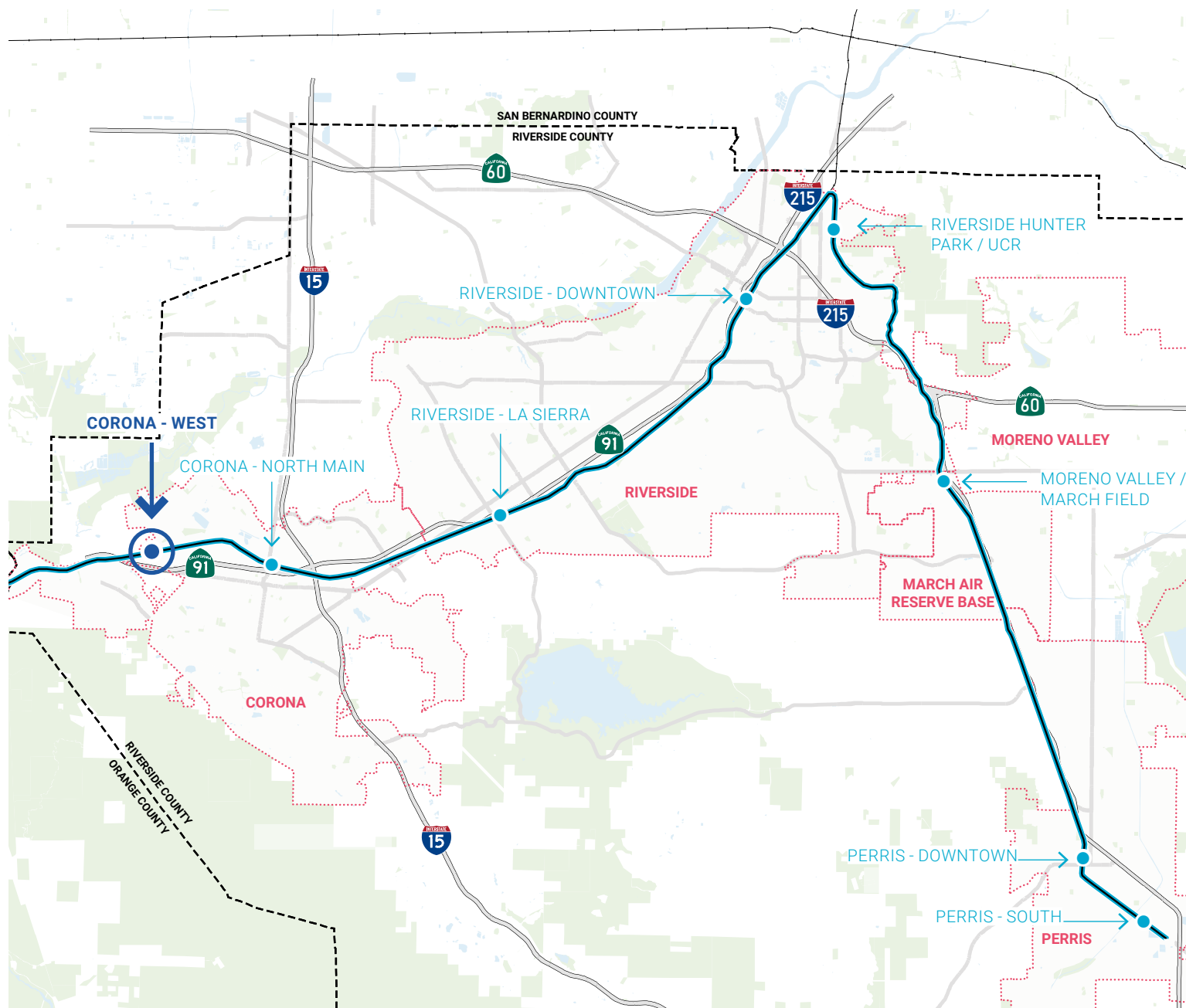
All elements of daily life need to work together to create a true community



EXHIBIT 1.
REGIONAL CONTEXT



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



1. THE OPPORTUNITY

INTRODUCTION AND VISION PLAN OUTLINE

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

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

2. THE VISION

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

3. HOW WE GET THERE

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

THE STATION AREA TODAY

SOCIO-ECONOMIC PROFILE

The Corona - West station area has a small population residing within its boundaries, approximately 620 people. The median household income is just over \$100k, which is higher than the Corona submarket and the County. More than half the population within the area is Hispanic. The station area has the highest job density relative to the submarket and Riverside County. More than 40% of these jobs are in manufacturing, contributing to the fact that 89% of commercial properties in the station area are in industrial use. The remaining real estate consists of office and retail.

URBAN DESIGN

Corona - West is a typical business park. It features large-footprint buildings with architecture typical of this type of use, situated on large sites with extensive surface parking areas. This layout creates an urban landscape with limited visual appeal, particularly for pedestrians. Many businesses capitalize on the high visibility created by highway proximity.

Environmentally, the station area has a high proportion of impervious surfaces – like surface parking and roofs of industrial/warehouse buildings - and minimal tree canopy. The area does offer distant landscape views of the surrounding mountains as well as several natural features like Country Club Creek and the Wardlow Wash. A wetland is also located just north of the station area, where it links to the 362,000 acre-feet Prado reservoir, formed by the Prado Dam and the Santa-Ana River.

MOBILITY

Due to the dominance of auto-oriented land uses surrounding the station, streets in the station area are designed primarily for cars. Winding and discontinuous streets make up most roadways within the station's study area. Corona - West Station is served by two train lines, but does not currently provide any local bus connections. Before the COVID-19 pandemic, average monthly parking utilization rates and annual boardings amounted to 86% and 6,100, respectively. Bicycle parking is provided at the station and bike lanes are present on streets adjacent to the station, extending approximately 2.8 miles through Serfas Club Drive, to Auto Center Drive, to Railroad Street, and continuously looping through Grand Boulevard in Corona North. The City of Corona has plans to add more bikeways to improve the existing bike network and connectivity to major destinations. There are few pedestrian-oriented amenities around the study area, creating an uncomfortable environment for pedestrians and cyclists.

LAND USE

Land use is guided by two urban planning documents, the Corona General Plan and the Corona Westgate 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. It is divided by the 91 Freeway, with Auto Center Drive connecting the neighborhood.

Industrial uses are located both north and south of the station off Wardlow Road and Pomona Road. Additional industrial uses are present on Railroad Street.

Commercial uses are surrounded by industrial uses with a large concentration to the east of Auto Center Drive and Wardlow Road.

STATION AREA OPPORTUNITIES & BARRIERS

The Corona - West station area is characterized by its primarily business park and auto-oriented surroundings, including auto dealerships, light industrial warehouses, retail, and mixed residential. The station has a single point of access from Auto Center Drive; this roadway is also the only arterial crossing of the 91 Freeway. All streets within the station area have a sidewalk on at least one side but the environment is not pedestrian friendly. The street widths are disproportioned to the human scale making walking uncomfortable and unsafe as users utilize the attached sidewalks. Buildings are typically set far back from public streets and public spaces and are of single industrial or commercial use. The residential sites that exist near the station are mobile home parks and single-family homes, located just outside of the study area.



EXHIBIT 2. POINTS OF INTEREST AND STATION CONTEXT



TOC area (half-mile radius)



Main arterials



Metrolink rail line



Corona - West Station

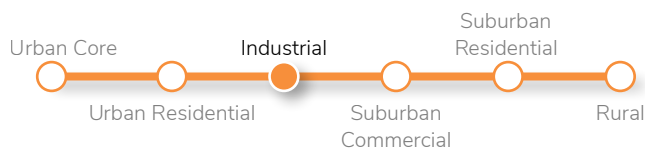
+ OPPORTUNITIES

- › Proximity to recreational activities such as the Santa Ana River Trail
- › Adaptive reuse of industrial buildings
- › Potential redevelopment/infill on sites with large parking lots

- BARRIERS

- › Auto-oriented land uses surround station
- › Wide streets, fast vehicle speeds, and heavy truck traffic
- › Few bike/pedestrian connections and uncomfortable overpass crossings to the station and surrounding destinations
- › Few parkway trees

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



Parking



Bike Racks



Passenger Drop Off



Overnight Parking



Vending Machines



Disabled Access

EXISTING CONDITIONS



SOURCE: RCTC

SANTA ANA RIVER TRAIL



SOURCE: GOOGLE EARTH

RAILROAD STREET LOOKING EAST - WIDE STREETS



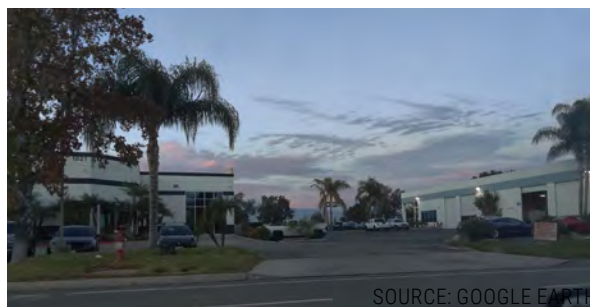
SOURCE: GOOGLE EARTH

EXISTING BUILDINGS



SOURCE: GOOGLE EARTH

AUTO CENTER DRIVE LOOKING NORTH-WEST



SOURCE: GOOGLE EARTH

LARGE PARKING LOTS AROUND THE STATION AREA



SOURCE: GOOGLE EARTH

AUTO CENTER DRIVE LOOKING TOWARD STATION ENTRANCE - FEW PEDESTRIAN & BICYCLIST CONNECTIONS TO STATION

THIS PAGE INTENTIONALLY LEFT BLANK.

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 CORONA - WEST STATION AREA PRESERVES ITS INDUSTRIAL ROOTS THROUGH THE BRIDGING OF COMMUNITY AND INDUSTRY, ENABLED THROUGH ADAPTIVE REUSE AND IMPROVED MOBILITY CONNECTIONS.

The Corona - West station area is mainly comprised of light-industrial uses – including manufacturing and distribution – and this TOC Vision Plan recommends to largely preserve these uses and associated jobs while introducing new complementary uses such as live-work units, restaurants, breweries, and space for artists and small manufacturing. The area could develop a “Corona Arts District,” with an emphasis on space for furniture making, visual arts, and other creative and small manufacturing uses that attract tourism and provide unique places for Corona residents. The Anaheim Packing District and Los Angeles Arts District are two Southern California examples of this concept.

The proposed expansion of the Santa Ana River Trail (SART) provides additional opportunities for the station area, including new wayfinding signage and improved bicycle and pedestrian connections that will be added with the proposed expansion. With this trail expansion, the Corona - West station area is poised to become an important trailhead for access to San Bernardino

and Orange County, and could provide a boost to recreational tourism and Metrolink ridership. Taken together with the Corona Arts District, the area could become a major destination for weekend tourism with easy access to Metrolink service. To support this activity, mid-size hotels could be considered along Wardlow Road that will also serve as a buffer from the 91 Freeway. Additionally, pedestrian and cyclist improvements are proposed by the City of Corona on Auto Center Drive leading south from the station and underneath the 91 Freeway to provide better access for residents living on the south side of the freeway.



BUILD ON EXISTING INDUSTRIAL USES AND ESTABLISH ART AND RETAIL DISTRICTS



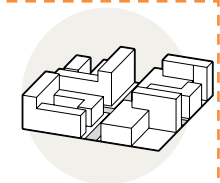
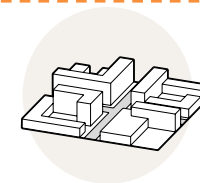
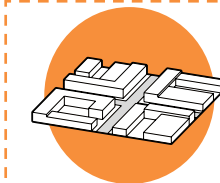
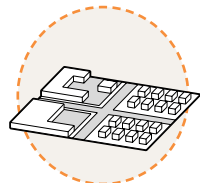
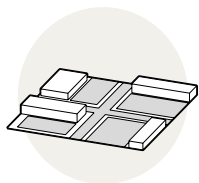
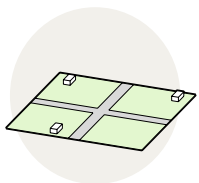
LEVERAGE CONNECTIONS TO THE SANTA ANA RIVER TRAIL



SOURCE: GOOGLE EARTH (2022)

EXAMPLE OF ADAPTIVE REUSE - ANAHEIM PACKING HOUSE

TRANSIT-ORIENTED COMMUNITIES



LOWER DENSITY

WHERE WE ARE

WHERE WE WANT TO GO

HIGHER DENSITY

WHERE ARE WE NOW?

The Corona - West area functions as an **Industrial/Office/Residential Mixed low activity center**. This neighborhood type is characterized by a wide-ranging, less-intensely developed mix of uses located in proximity and set in an automobile-oriented context. Building heights can range from one to two stories and uses can include but are not limited to industrial, warehouses, offices, residential, and retail.



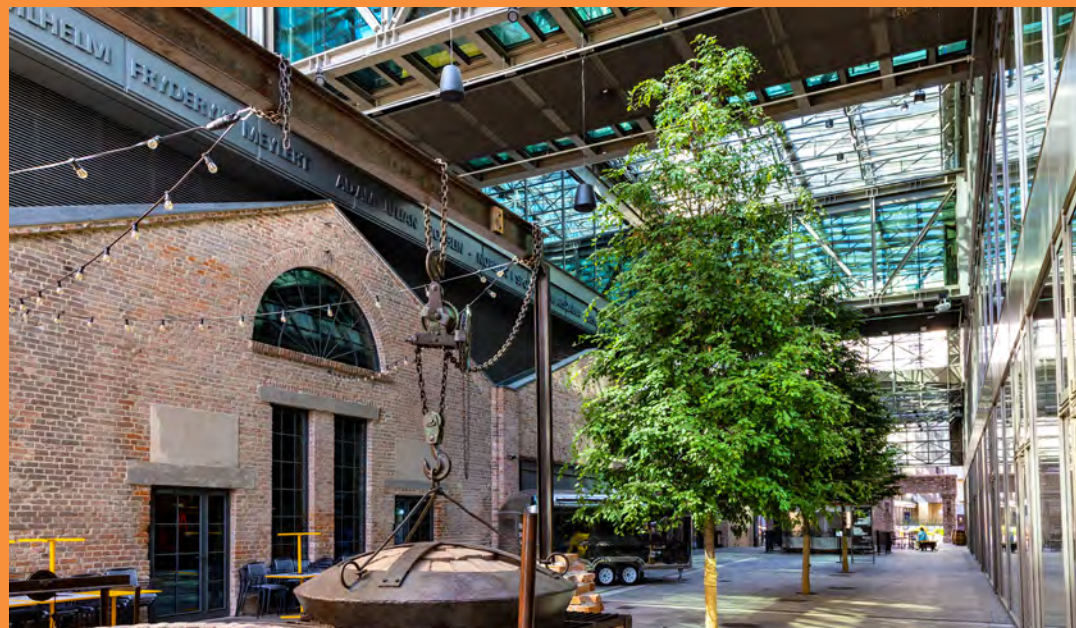
SOURCE: GOOGLE EARTH

RAILROAD STREET LOOKING EAST

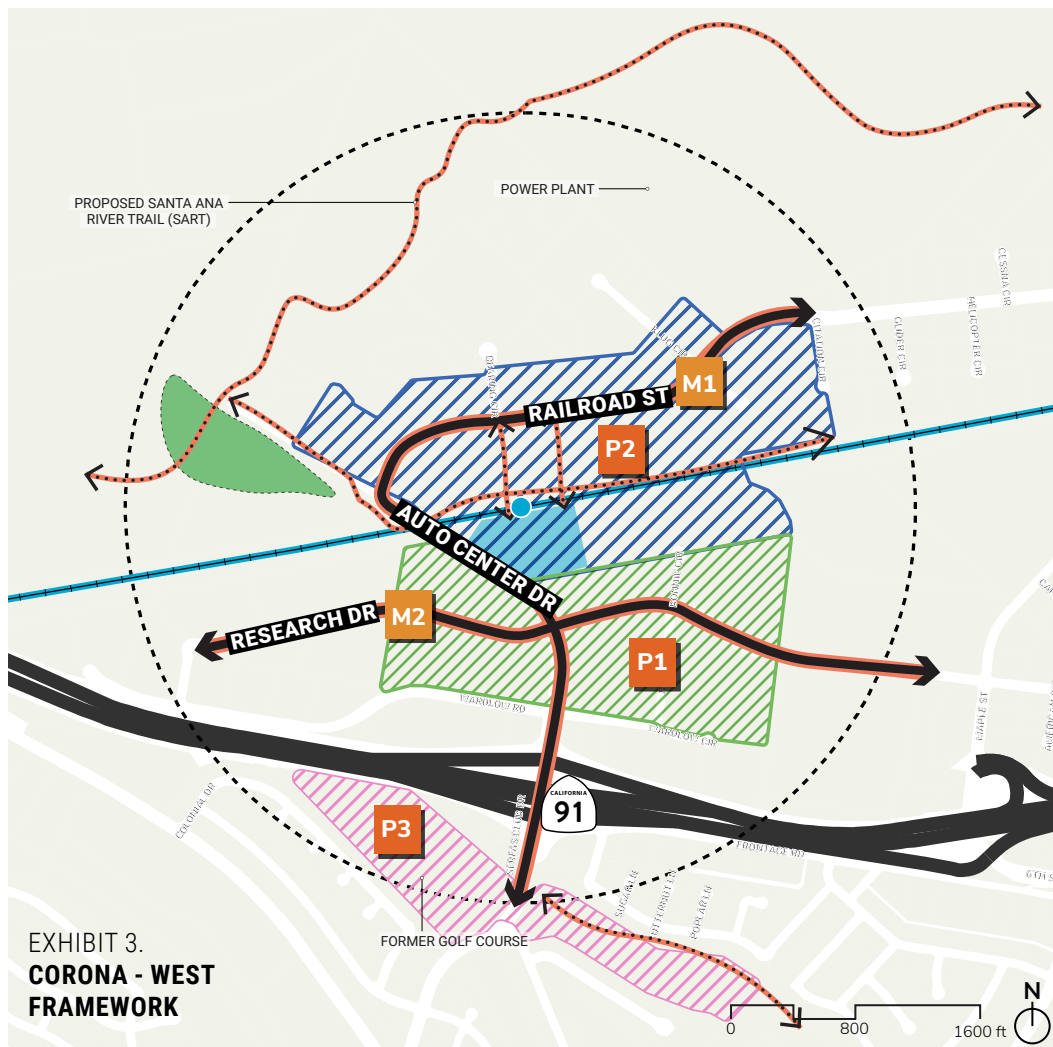
WHERE DO WE WANT TO GO? (LONG TERM VISION)

Industrial/Office/Residential Mixed High

Industrial/Office/Residential Mixed High neighborhoods are wide-ranging, intensely developed mix of uses located in close proximity and set in an automobile-oriented context. Building heights can range from one to four stories and uses can include but are not limited to industrial, warehouses, offices, residential, and retail.



CONCEPTUAL EXAMPLE OF ADAPTIVE REUSE - NORBLIN FACTORY MUSEUM



CORONA - WEST FRAMEWORK PLAN

The Framework includes three major districts and key mobility corridors that will serve as the guiding vision for the Corona–West station area. The districts establish future land use patterns and densities designed to promote pedestrian and cyclist activity while improving access to the station and other transit services. Major mobility corridors, including Research Drive and Railroad Street/Auto Center Drive, could include traffic calming features to improve the pedestrian and cyclist experience and create safer connections to the station. The Framework also builds on the city’s Trails Master Plan and capitalizes on the station’s proximity to the Santa Ana River Trail, located just northwest of the station. Additional publicly accessible trails located at the proposed Trails at Corona could also contribute to the station area’s network of bike and pedestrian infrastructure.

PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS		PLACEMAKING PROJECTS	
M1	Railroad Street		Arts District	P1	Arts District Branding
M2	Research Drive		Retail Core District	P2	New Retail Core
			Trails at Corona	P3	Santa Ana River Trailhead and Connections

- TOC area (half-mile radius)
- Arts District
- Retail Core District
- Trails at Corona
- Pedestrian/greening projects
- Metrolink rail line
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections
- Corona - West Station
- Station and RCTC Property

LAND USE

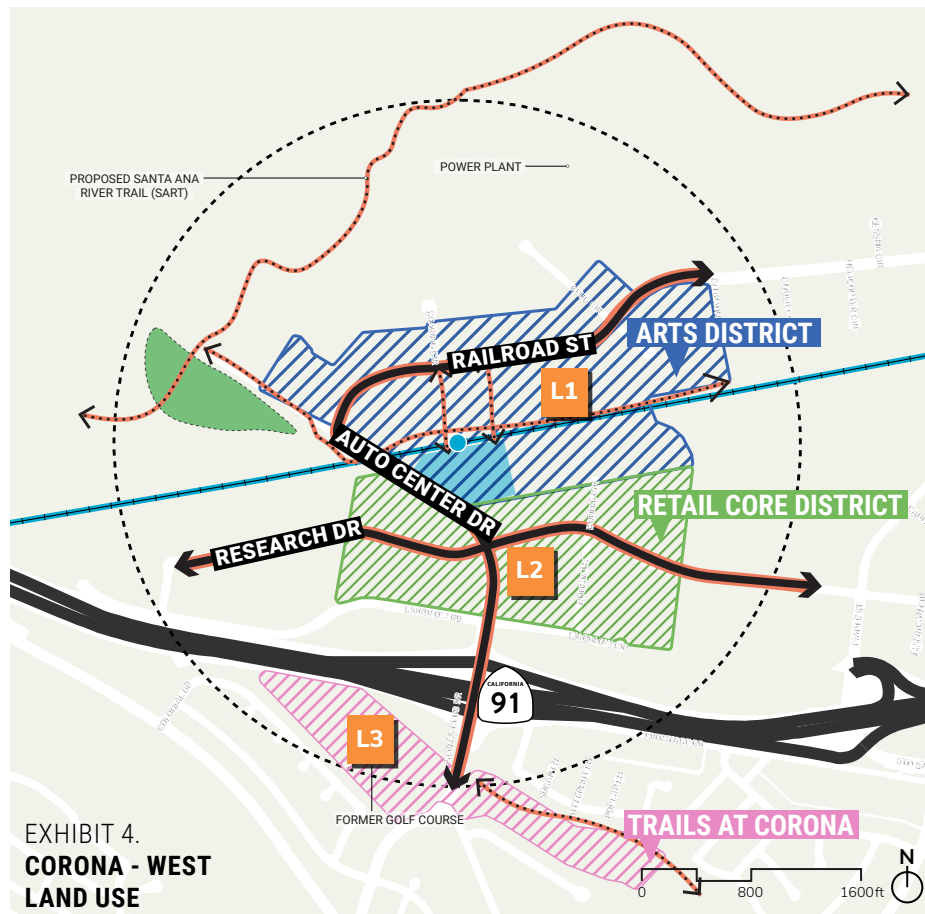


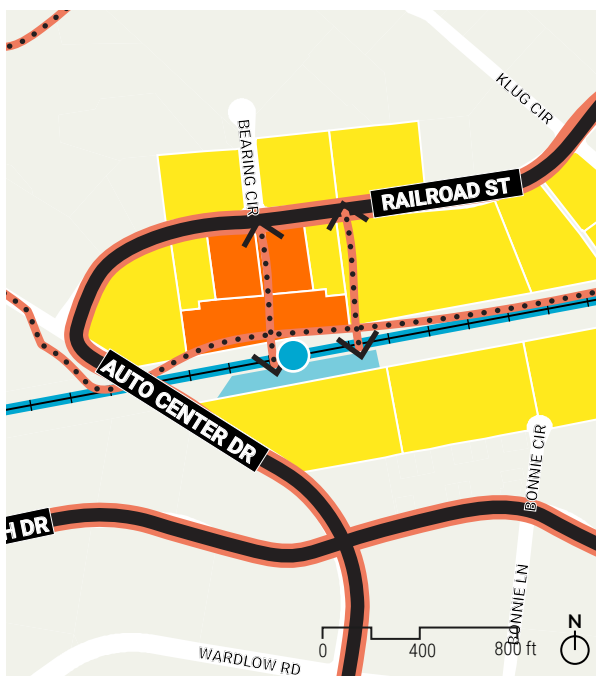
EXHIBIT 4.
CORONA - WEST
LAND USE

- TOC area (half-mile radius)
- Arts District
- Retail Core District
- Trails at Corona
- Pedestrian/greening projects
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections




The neighborhood surrounding the Corona - West station area is characterized by a mix of auto-oriented uses, including commercial and industrial. Many manufacturing and logistics-style warehouses are located adjacent to the station. Residential neighborhoods are located south of the 91 Freeway in the southernmost portion of the station area.

Potential land use project objectives:

- Introduce a greater mix of uses including residential, retail, office, and hotel, as well as space for artists and small manufacturing



POTENTIAL DEVELOPMENT SITES

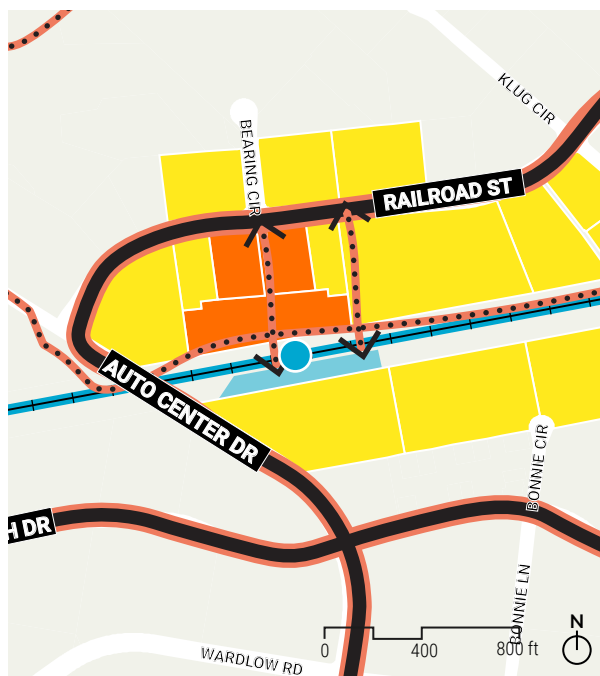
-  Metrolink rail line
-  Corona - West Station
-  Station and RCTC Property
-  Primary development sites
-  Secondary development sites
-  Mobility corridor improvements
-  Secondary street improvements
-  New pedestrian/cyclist connections



INDUSTRIAL REUSE WITH PEDESTRIAN AMENITIES

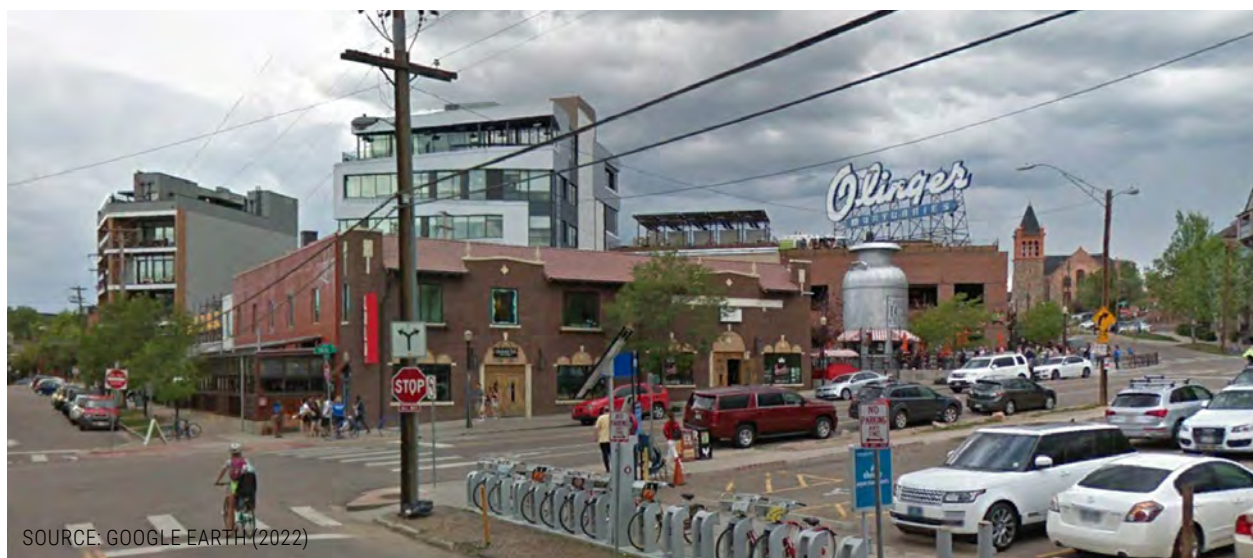
ARTS DISTRICT

The potential Arts District encompasses the area directly north and east of the Corona - West Station. Currently, this area consists of industrial and manufacturing businesses. This district's long-term vision capitalizes on its proximity to the station and involves adaptive reuse strategies that repurpose vacant and underutilized industrial buildings and surface parking lots into local artist studios, galleries, communal creative spaces, restaurants, breweries, food halls, and live-work units. This transition would be slow and prioritize existing businesses to stray away from displacement. In the interim, short-term improvements to existing industrial and office buildings could include façade improvements, expanded storefronts to accommodate outdoor activity, and signage improvements for businesses fronting Railroad Street.



POTENTIAL DEVELOPMENT SITES

- Metrolink rail line
- Corona - West Station
- Station and RCTC Property
- Primary development sites
- Secondary development sites
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

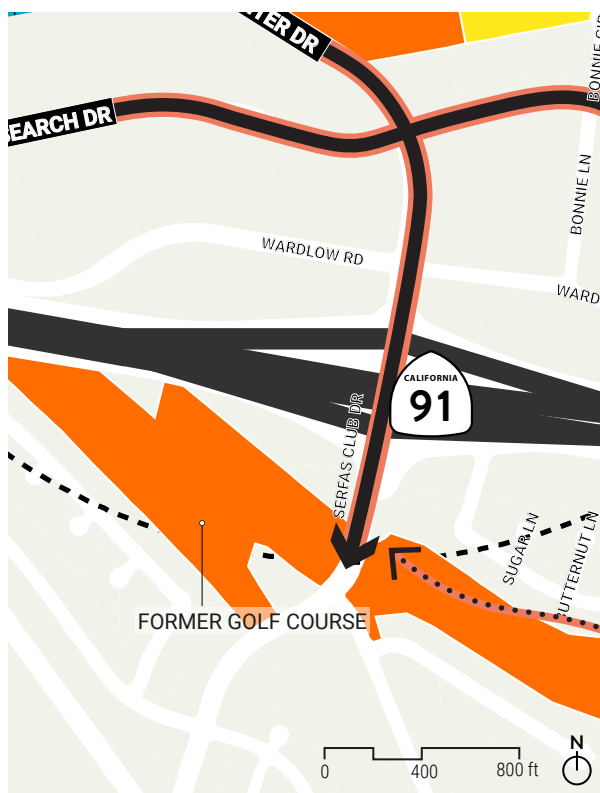


SOURCE: GOOGLE EARTH (2022)

MIXED-USE RETAIL & COMMERCIAL

RETAIL CORE DISTRICT

The potential Retail Core District encompasses the properties along Research Drive just south of the Station. The Retail Core could offer additional retail, commercial, and hotel uses near the 91 Freeway. Live-work units could also be included to promote the areas as both a destination and a 'home'. Additional neighborhood-serving retail could be located on the ground-floor of new multi-story developments, including restaurants, coffee shops, and markets to accommodate both residents and visitors.



POTENTIAL DEVELOPMENT SITES

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



PROPOSED SINGLE FAMILY HOMES

SOURCE: TRAILS AT CORONA

TRAILS AT CORONA

The Trails at Corona was proposed in 2018 to transform a decommissioned golf course into a new Active Adult Community (60+ years old). The project proposes single-family homes, parks, four miles of trails, and five acres of natural habitat. Other potential amenities include pickleball courts, yoga lawn, a clubhouse, and event hall. Parks and trails would be accessible to the public and connect to existing city bikeways to create a cohesive bike and pedestrian network around the station area.

MOBILITY



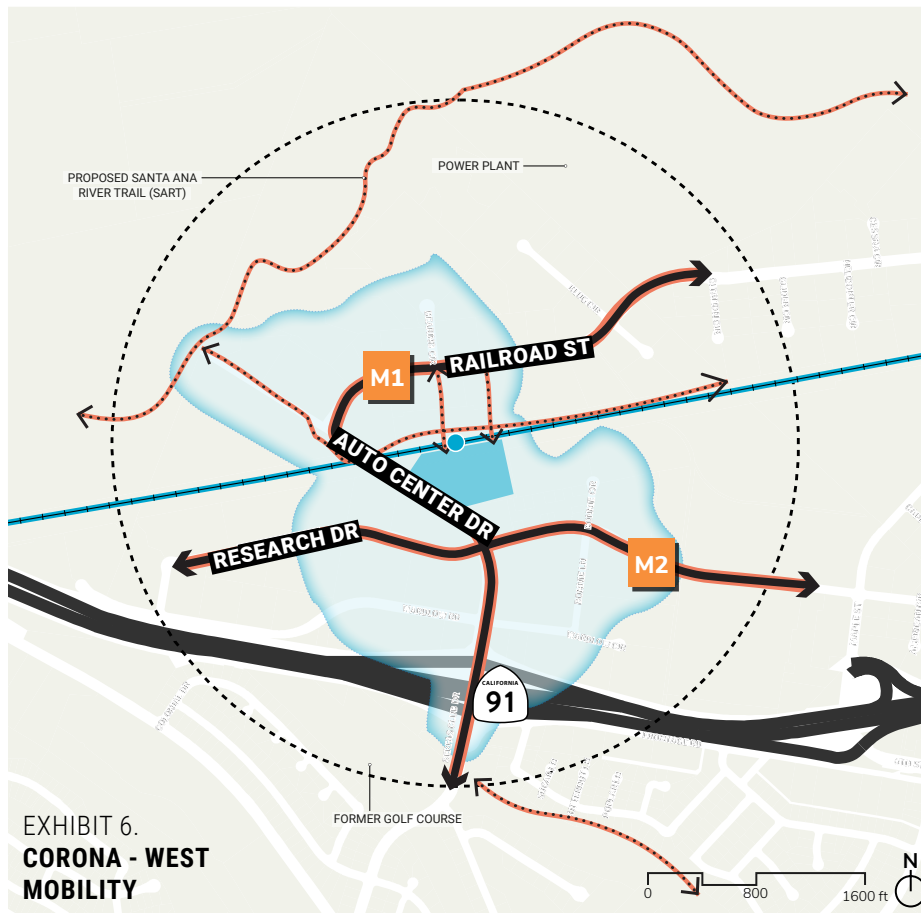
EXHIBIT 5.
RCTC PROPOSED STATION IMPROVEMENTS

- Station area
- Metrolink rail line
- Corona - West Station
- Existing parking
- Proposed parking garage
- Proposed permeable pavement

STATION IMPROVEMENTS

RCTC owns and operates all Metrolink stations in Riverside County, including the Corona - West 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. Corona - West 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	Adding permeable pavement	5-10 years
Low	Adding parking garage (1000 spaces)	Over 10 years



- | | |
|-----------------------------|------------------------------------|
| TOC area (half-mile radius) | Mobility corridor improvements |
| Metrolink rail line | Secondary street improvements |
| Corona - West Station | New pedestrian/cyclist connections |
| Station and RCTC Property | |
| 10-minute walk shed | |

CORRIDOR IMPROVEMENTS

The major corridor that runs through this station is Auto Center Drive which transitions into Railroad Street, as well as Auto Center Drive which connects users from surrounding warehouses to the 91 Freeway and connections to the station. These corridors are disproportioned to the human scale with wide, winding roadways to accommodate truck movements. They create an unsafe and uncomfortable walking and biking experience due to the adjacent proximity of the sidewalk and unbuffered bike lanes near high vehicular speeds.

Potential mobility project objectives:

- Improve upon already existing pedestrian and bicycle connections to residential areas and other major destinations by filling sidewalk gaps, widening sidewalks where possible, and adding buffers as safety elements to existing bike lanes
- Create more frequent pedestrian connections by cutting through blocks that lead from major corridors and locations to the station
- Enhance pedestrian and bicycle connections to existing trails, including the Santa Ana River Trail
- Install traffic calming features such as sidewalk widening and landscaping
- Consider shared or district parking at station

KEY MOBILITY CORRIDORS

M1 Railroad Street

M2 Research Drive



SOURCE: GOOGLE EARTH

M1 RAILROAD STREET

Railroad Street plays a critical role in connecting residents and Metrolink users to destinations and parks north of the tracks. This roadway runs north of the tracks connecting to Auto Center Drive to the west and offers bike lanes on both sides of the street although the bike lanes are narrow and not physically separated from travel lanes. This Vision Plan suggests an easement that could be used both to widen existing sidewalks and add buffers to the bike lanes to offer more protection from passing traffic, especially large trucks. The city should also seek opportunities to expand the tree canopy where there is sufficient space.



RAILROAD STREET CONCEPTUAL VIEW



PROTECTED BIKE LANE AND WIDER SIDEWALKS



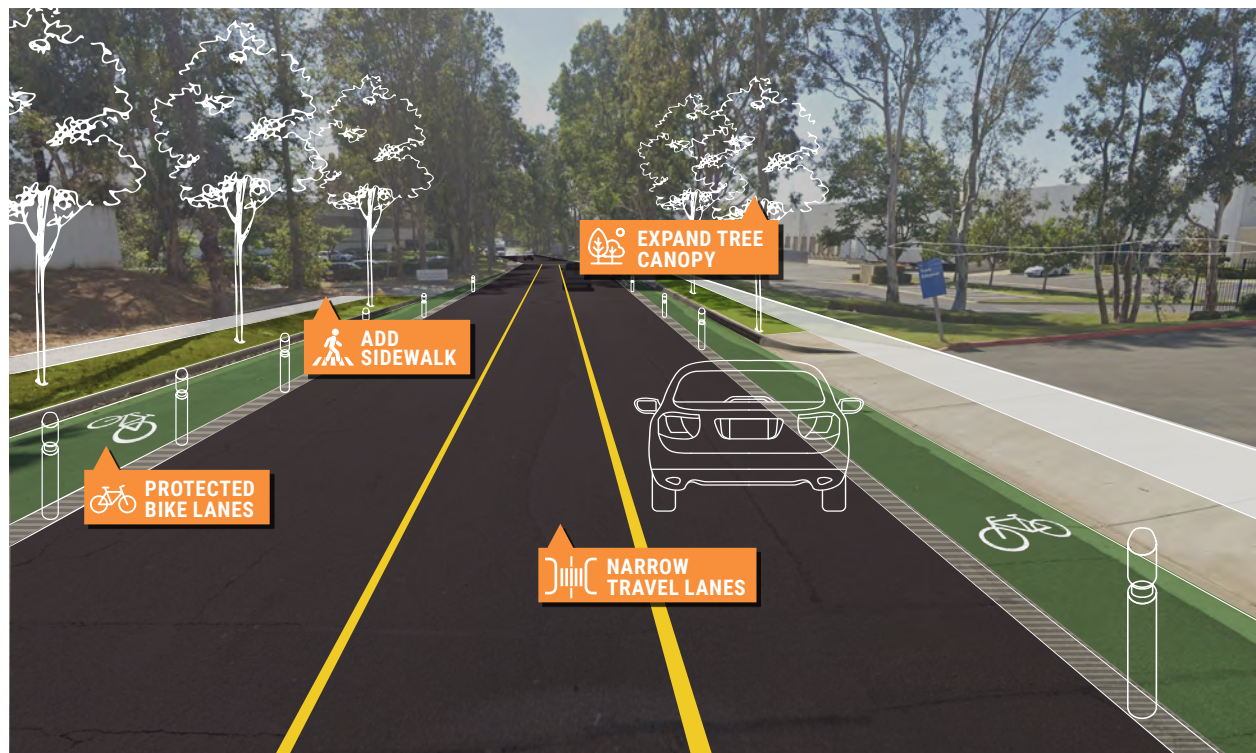
BUFFERED BIKE LANES



SOURCE: GOOGLE EARTH

M2 RESEARCH DRIVE

South of the station, Research Drive is a smaller east-west roadway that offers connections to highway retail adjacent to the 91 Freeway. There is no bike infrastructure on Research Drive and sidewalks are narrow and often discontinuous. Similar to Railroad Street, this Vision Plan suggests widening sidewalks and providing protected bike lanes with a landscaped buffer to create a more amenable environment for pedestrians and cyclists. The city should also seek opportunities to expand the tree canopy where there is sufficient space.



HARRISON STREET CONCEPTUAL VIEW



RAISED CROSSWALKS



BUFFERED BIKE LANES

PLACEMAKING

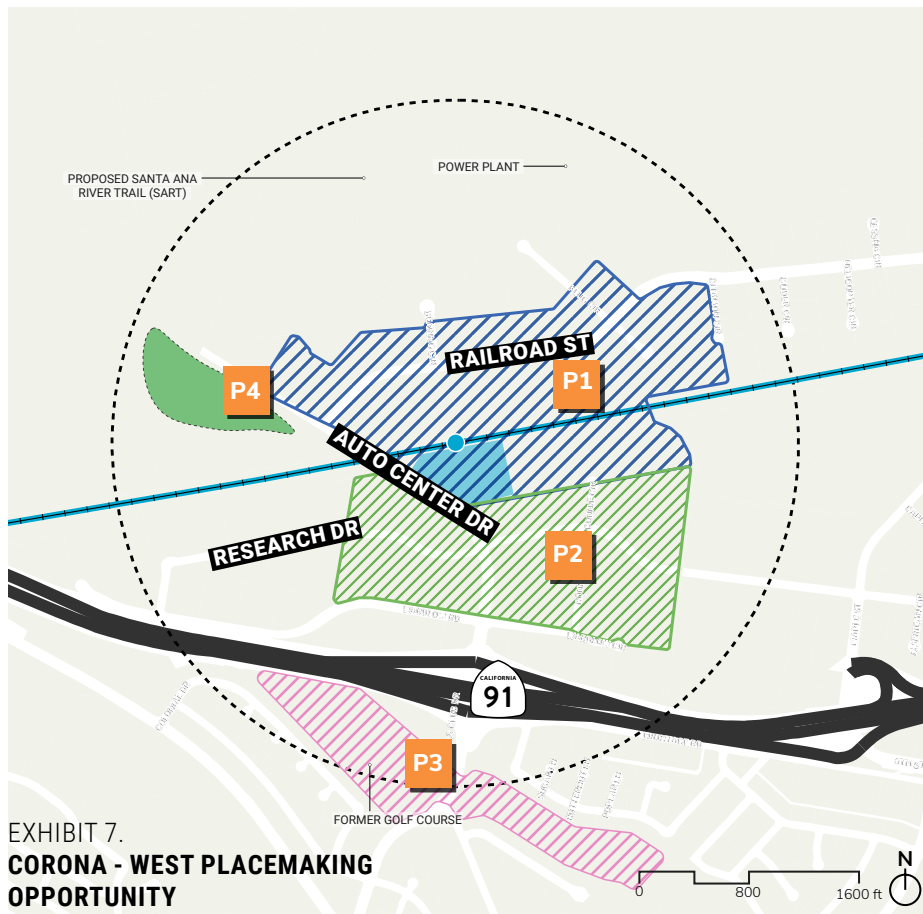


EXHIBIT 7.
CORONA - WEST PLACEMAKING OPPORTUNITY

- TOC area (half-mile radius)
- Metrolink rail line
- Corona - West Station
- Station and RCTC Property
- Arts District
- Retail Core District
- Trails at Corona
- Pedestrian/greening projects

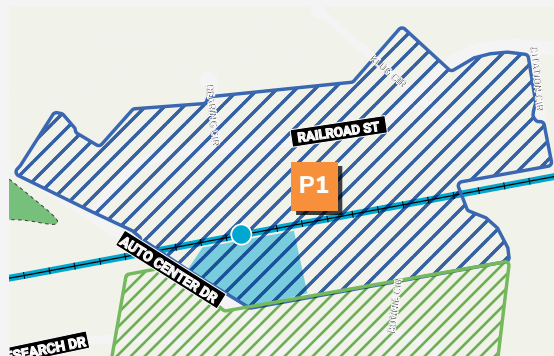
The Corona - West station area is characterized as a typical business/industrial park. It features large building footprints with light manufacturing/warehousing and extensive surface parking. Developing upon these existing buildings by implementing more adaptive reuse/infill strategies, creating an alluring and perceptually complex branding to attract users to the area, and improving existing trails could create a stronger sense of place and improve safety along the area's heavily trafficked roadways.

Potential placemaking project objectives:

- Create a brand for the emerging arts district
- Convert underutilized properties and potential connections to open space and placemaking opportunities
- Enhance façades to provide more visual interest from the street

PEDESTRIAN/GREENING PROJECTS

- Arts District Branding
- New Retail Core
- Trails and Greenways
- Santa Ana River Trailhead and Connections



P1 ARTS DISTRICT BRANDING

This Vision Plan envisions upgrading and reactivating unused space by updating surrounding industrial buildings and underutilized lots in the station area. Building off existing businesses, including breweries and cafes, existing and future development could upgrade or incorporate more outdoor seating, exterior signage, and façade improvements to create a brand unique to the station area.

Potential placemaking project components:

- Brewing company/activity destinations
- Outdoor seating
- Industrial/adaptive reuse
- Façade improvements
- Murals



BREWING COMPANY/ACTIVITY DESTINATIONS



RESTAURANT WITH INDUSTRIAL MATERIALS AND OUTDOOR SPACE



INDUSTRIAL/ADAPTIVE REUSE



INDUSTRIAL MATERIAL FAÇADE



MURALS



P2 NEW RETAIL CORE

Commercial and retail development in the Retail Core could repurpose and transform industrial buildings into multi-functional retail and dining hubs featuring local restaurants, gift shops, and artists. The building and streetscape design could reflect the historical uses of the area, specifically gearing toward the past of Corona through the recycled industrial materials.

Potential placemaking project components:

- Food hall
- Industrial materials with historical significance



INDUSTRIAL MATERIALS



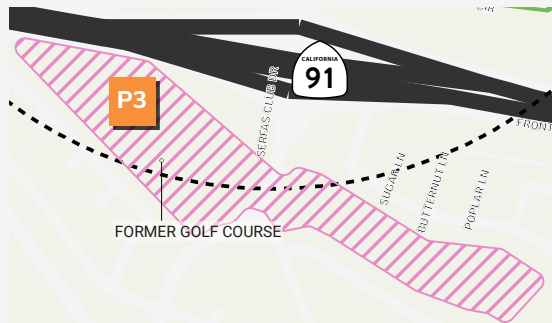
INDUSTRIAL MATERIALS IN DEVELOPED FOOD HALL



INDUSTRIAL MATERIALS



FOOD HALL



P3 TRAILS AND GREENWAYS

A new senior housing development called Trails at Corona has been proposed in this area. Located just south of the 91 Freeway, this site would redevelop the former Mountain Country Club golf course. An addition to this development could be a gateway into the station area. Creating an entryway to this site would welcome users to the development while acting as a communal space for enjoyment and activity. This entry would be connected by a network of trails leading to the station area and the SART trailhead.

Potential placemaking project components:

- Trailhead Community Center
- Residential fronting multi-use trail
- Informational signage
- Trees & landscaping



TRAILHEAD WITH COMMUNITY CENTER



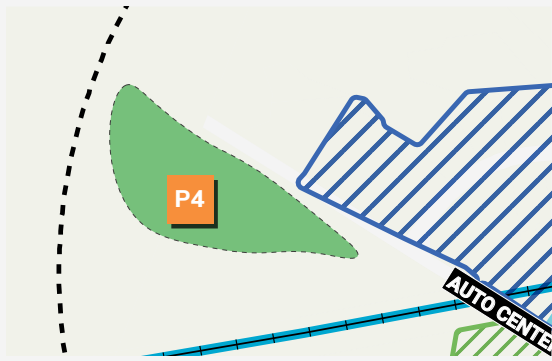
RESIDENTIAL FRONTING MULTI-USE TRAILS



INFORMATIONAL SIGNAGE



TREES & LANDSCAPING



P4 SANTA ANA RIVER TRAILHEAD AND CONNECTIONS

The Riverside County Regional Park and Open-Space District has proposed to construct a new 12.8-mile segment connecting two existing trails to create one continuous path for the Santa Ana River Trail. This new trail segment will provide direct trail connections to Orange, Riverside, and San Bernardino County. This Vision Plan considers adding parking, informational signs, maps, native landscaping, a dedicated restroom, and water facility near the trailhead.

Potential placemaking project components:

- Amenities & seating space
- Informational signs & mapping
- Drought tolerant landscaping
- Water facilities/restrooms
- Murals



DROUGHT TOLERANT LANDSCAPING



SEATING ALONG TRAIL



INFORMATIONAL SIGNS & MAPPING



WATER FACILITIES/RESTROOMS

THIS PAGE INTENTIONALLY LEFT BLANK.

3

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 strategies are intended to diversify land use mix and promote density in order to concentrate jobs, housing, and services around the station area.



LU1: Amend the Westgate Specific Plan to add more transit-oriented land uses and building typologies around the station area

The Corona - West Station falls within the Westgate Specific Plan which was adopted in 1987. The Specific Plan boundaries include approximately 127 acres in the northwestern portion of the City of Corona. The Specific Plan was designed to facilitate the development of an integrated auto sales center and encourage orderly development of industrial and commercial uses. As such, the Specific Plan includes policies, design guidelines, and development standards that reflect auto-oriented operations. Amending the plan to allow for more transit-supportive uses, such as residential, retail, and entertainment, would help catalyze redevelopment around the station area and create a cohesive, mixed-use destination with direct connections to the station and existing and planned trails.

- **Engage stakeholders, involving community business, property owners, and RCTC** to gather input
- **Clearly define the goals for the amendment**, such as fostering transit-oriented development, creating mixed-use spaces, and enhancing connectivity
- **Introduce new land use categories** such as residential, retail, and entertainment to accommodate transit-supportive uses
- **Identify underutilized spaces, vacant lots, and existing buildings with potential for reuse** to be repurposed for transit-oriented uses
- **Develop incentives for businesses and developers** to invest in transit-friendly projects
- **Develop an overlay zoning checklist for each site**, specifically evaluating pedestrian and vehicular access needs to better serve users of the area
- **Improve upon the safety and physical developments of the station area** to better serve residents and visitors



LU2: Preserve and expand on existing businesses through complementary uses and infill development

As outlined in the Westgate Specific Plan, the Corona - West station area consists primarily of manufacturing, distribution, auto-sales, and highway commercial uses. The City of Corona would build on these uses by introducing complementary uses such as live-work, restaurants, breweries, maker spaces, galleries, and space for artists and small manufacturing. In the long term, vacant, underutilized lots or buildings can be redeveloped with these new uses to establish the Arts District.

- **Update specific plans** to include a higher priority for adaptive reuse
- **Enhance active transportation connections** to major destinations
- **Restore major locations into mixed-use destinations** in order to preserve existing buildings while introducing new infill development that offers residents more opportunities to live, shop, and play



LU3: Prepare a market study to evaluate potential land uses for the catalytic sites in the Arts District

The City of Corona could prepare a market study to evaluate the sites north of the station based on real estate and economic development data and conversations with existing owners and community members. Market study findings could evaluate the feasibility of expanding existing and new businesses and inform phasing and site subdivision.

- **Define the market study scope**, determining specific information to be gathered and how to use it to inform decision making
- **Define the geographic boundaries** of the Arts District and identify the specific sites that are being evaluated



LU4: Identify funding sources and partnerships to facilitate affordable housing

California provides density-bonus benefits to developers that meet different affordability thresholds. Transit agencies can increase project feasibility by aligning their affordability requirements with the State's program. The CA Department of Housing and Community Development (HCD) Transit-Oriented Development (TOD) Housing Program funds the development of apartments and condominiums within 1/4-mile of transit, with the specific goals of increasing public transit ridership, minimizing automobile trips, and promoting greenhouse gas (GHG) reduction.

- **Connect with nonprofit organizations, community development corporations, and other affordable housing developers.** Collaborate with these partners to leverage their expertise and access funding
- **Engage with local stakeholders** to prepare Affordable Housing Incentive Guidelines to help describe density bonus provisions, qualifying criteria, and available incentives
- **Collaborate with the Housing Authority of Corona (CHA)** to identify and pursue local, state, and federal funding sources to support all phases of affordable housing, including predevelopment, development, operations, and supportive services
- **Establish partnerships with potential affordable housing developers** and non-profit organizations that have the capacity to develop, acquire, and/or manage affordable housing

THIS PAGE INTENTIONALLY LEFT BLANK.

KEY MOBILITY ACTIONS

Investment in transportation infrastructure and services is critical in realizing successful TOC. Mobility improvements in communities 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 Corona - West Station in order to establish a complete network that prioritizes pedestrians and cyclists over cars.



MO1: Identify projects in the City of Corona'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 corridors should be considered priority for completion or further study:

- Auto Center Drive/Railroad Street
- Research Drive



MO2: Update the City of Corona's Bicycle Master Plan to reflect potential mobility improvements identified in this Vision Plan

Corona's Bicycle Master Plan was last updated in 2001. In July 2023, the City of Corona was awarded funds from RCTC to update the plan. The update could revisit any unbuilt bikeways from 2001, introduce new policies that evaluate the overlap between bikeway infrastructure and micro-transit, and build on planned and proposed efforts identified in this Vision Plan and Phase 1 of the 2021 Trails Master Plan. The following corridors should be considered priority for completion or further study:

- Santa Ana River Trail connections
- Auto Center Drive/Railroad Street
- Research Drive



MO3: Implement recommendations for first/last mile connections as mentioned in the RTA First & Last Mile Mobility 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 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 connections, and developed recommendations for each station typology. Corona - West embodies an Industrial & Business Park typology and, through this plan, is suggested to rise in intensity. The rise in density and use means the need for quality first & last mile connections. The following strategies 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 (TOD)



MO4: Ensure planned improvements are aligned with recommendations identified in the City of Corona Transit Study

The City of Corona recently prepared a transit study that evaluated existing services, which included two fixed routes (Corona Cruiser and Dial-A-Ride services). The study recommended changing the two fixed routes to three smaller routes and introducing a pilot microtransit service. The microtransit service includes two zones and ten key destinations in Corona, including the Corona – West Station, to promote regional connectivity. Microtransit is a form of on-demand transit and provides more flexible service than a traditional fixed route system; it can include modes such as shuttle services. The addition of microtransit services and proposed corridor improvements can help address first-last mile connections between the station and other destinations around the city, including Downtown. Examples of types of microtransit that can be explored are as follows:

- Local on-demand pick-up/drop-off services
- Scheduled shuttle services
- Bike rental program



MO5: Establish public-private partnerships

Coordination between public and private entities, including RCTC, City of Corona, RTA, and Western Riverside Council of Governments (WRCOG) will be critical in identifying gaps and deficiencies within the service area. Implementation of the proposed improvements will also require multiple funding sources. The City of Corona should pursue both state or regional level grants to secure funding for the planning, design, and construction of proposed transit and mobility improvements.

THIS PAGE INTENTIONALLY LEFT BLANK.

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-scale 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. The following strategies are designed to reinvigorate industrial parks and underutilized lots to create safe, interesting, and accessible places for people to live, work, and play.



PM1: Develop design standards for the updated Westgate Specific Plan to help establish a brand unique to the Arts District and Retail Core District

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

- Corona Arts Association
- Parks and Recreation Department



PM2: Advance the City of Corona's "Trail-to-Rail" efforts by designing a safe and inviting trailhead for the proposed Santa Ana River Trail (SART)

Located within a 10-minute walk of the station, the new SART segment would provide community members with more recreational opportunities at a regional scale. The City of Corona could collaborate with community members and project partners, including RCTC and Riverside County Parks, to identify design elements that would benefit users, such as restrooms, educational signage, and landscaping.



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

Ongoing community engagement is critical at all stages of the planning process, including during and after implementation. Cities could engage with the public to identify organizations and help the city develop a better understanding of community priorities as it relates to urban design, art, events, amenities, and programming. The City of Corona could also collaborate with local artists to display murals or installations that celebrate the area's historic heritage. Some organizations that could be engaged include, but are not limited to:

- Corona Arts Association
- Historic Preservation Society
- Parks and Recreation Department



PM4: Expand the urban tree canopy

In addition to providing aesthetic value to a community, trees help mitigate the urban heat island effect and improve carbon sequestration. The City of Corona prepared a Climate Action Plan in 2012 (updated in 2019), which established goals and policies that aim to reduce GHGs to provide a more livable and equitable community. The Climate Action Plan lists area source reduction measures (R3) that relate to landscape strategies that reduce GHG and can be incorporated into development projects without an added cost. The following strategies should be considered:

- **Preserve native trees and vegetation** to the furthest extent possible
- **Develop a permitting system** when considering removing mature trees to enforce conscious and regulated tree removal processes
- **Amend the city-wide design guidelines** to encourage new development to incorporate strategies that would reduce heat gain and choose native or adaptive tree species that are well-suited to the local climate
- **Identify and secure urban greening grants** to catalyze urban forestry projects that reduce greenhouse gas emissions

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

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
LAND USE					
Confirm and/or refine land use districts identified in the vision chapter of this plan and integrate into projects L1 - L4	L1 - L3	17-19	Immediate	City: Planning Division	<ul style="list-style-type: none"> • Assessment District; Enhanced Infrastructure Financing District (EIFD) • CDBG - Section 108 Loan Guarantee Program • Pilot Program for TOD Planning funded by CIG program (competitive) • HOME Investment Partnerships Program • National Housing Trust Fund • Infill Infrastructure Grant Program (IIG) • New Markets Tax Credit • Historic Rehabilitation Tax Credit • Low Income Housing Tax Credit (LIHTC) Program • Affordable Housing and Sustainable Communities (AHSC) Program • Former Redevelopment [RDA] Bond Funds (HASA) • Community Development Block Grant (CDBG)
Amend the Westgate Specific Plan to add more transit-oriented land uses and building typologies around the station area	LU1	32	Near	City: Planning Division	
Preserve and expand on existing businesses through complementary uses and infill development	LU2	32	Mid	City: Planning Division	
Prepare a market study to evaluate potential land uses for the catalytic sites in the Arts District	LU3	33	Near	Planning & Housing Commission	
Identify funding sources and partnerships to facilitate affordable housing	LU4	34	Mid	City: various departments	

	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	21-24	Immediate	City: Public Works Department	<ul style="list-style-type: none"> • Active Transportation Program (ATP) • Safe Routes to School • Sustainable Transportation Planning Grant Program • Surface Transportation Block Grant • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • California Infrastructure Economic Development Bank (I-Bank) State Revolving Loan Fund (SRF) • Cap and Trade - Transit and Intercity Rail Capital Program • Cap and Trade - Low Carbon Transit Operations Program (LCTOP) • Urbanized Area Formula Grants - 5307 • Capital Investment Grant (Small Starts) - 5309 • Joint Development or Public- Private Partnerships (P3) • Bicycle and Pedestrian Facilities Program SB-821 • ICARP Regional Resilience Planning and Implementation Grant Program • Infrastructure State Revolving Fund (ISRF) Program • Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program • Enhanced Mobility of Seniors & Individuals with Disabilities - 5310 • Innovative Coordinated Access and Mobility (ICAM) Grants • Office of Traffic Safety (OTS) Grants • Transit and Intercity Rail Capital Program (TIRCP) • Parking Fees • Assessment District • Development impact fees • Enhanced Infrastructure Financing District (EIFD)
Identify projects in the City of Corona's Capital Improvement Plan that can incorporate proposed corridor improvements	M01	36	Near	City: Public Works Department	
Update the City of Corona's Bicycle Master Plan to reflect potential mobility improvements identified in this Station Vision Plan	M02	36	Near	City: Public Works Department	
Implement recommendations for first/last mile connections as mentioned in the RTA First & Last Mile Mobility Plan	M03	37	Mid	City: Community Services Department	
Ensure planned improvements are aligned with recommendations identified in the City of Corona Transit Study	M04	37	Near	City: Community Services Department	
Establish public-private partnerships	M05	38	Long	City: various departments	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
PLACEMAKING					
Confirm, refine, and prioritize place-making projects P1-P4 identified in the vision chapter of this plan	P1-P4	25-29	Immediate	City: various departments	<ul style="list-style-type: none"> • California Urban Greening Grant Program • CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program • California Urban Greening Grant Program • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Community Development Block Grant (CDBG) • Active Transportation Program (ATP) • Safe Routes to School • Sustainable Transportation Planning Grant Program • Surface Transportation Block Grant • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Bicycle and Pedestrian Facilities Program SB-821 • Assessment District
Develop design standards for the updated Westgate Specific Plan to help establish a brand unique to the Arts and Retail Core District	PM1	40	Near	City: Planning Division	
Advance the City's "Trail-to-Rail" efforts by designing a safe and inviting trailhead for the proposed Santa Ana River Trail (SART)	PM2	40	Mid	City: Planning Division	
Collaborate with local business owners, residents, non-profits, Chamber of Commerce, local artists, and other community stakeholders to ensure that design elements, art, and programming are rooted in community needs	PM3	41	Mid	City: Planning Division	
Expand the urban tree canopy	PM4	41	Long	City: Community Services Department	



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

TOC STRATEGIC PLAN

STATION VISION PLAN

MORENO VALLEY - MARCH FIELD

MARCH 2024

THIS PAGE INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

1. THE OPPORTUNITY	8
INTRODUCTION AND VISION PLAN OUTLINE	8
WHAT WE HOPE TO ACCOMPLISH	8
RCTC ROLE	8
STAKEHOLDERS	8
STATION VISION PLAN	8
THE STATION AREA TODAY	9
STATION AREA OPPORTUNITIES & BARRIERS	10
STATION QUICK FACTS	11
2. THE VISION	14
WHERE ARE WE NOW?	15
WHERE DO WE WANT TO GO? (LONG TERM VISION)	15
MORENO VALLEY - MARCH FIELD FRAMEWORK PLAN	16
PRIORITY PROJECTS	16
LAND USE	17
MOBILITY	20
PLACEMAKING	25
3. HOW WE GET THERE	30
KEY LAND USE ACTIONS	30
KEY MOBILITY ACTIONS	32
KEY PLACEMAKING ACTIONS	34
PRIORITY PROJECTS AND IMPLEMENTATION MATRIX	36

THIS PAGE INTENTIONALLY LEFT BLANK.

1

THE OPPORTUNITY

WHAT IS TOC?

REGIONAL CONTEXT

INTRODUCTION AND VISION PLAN OUTLINE

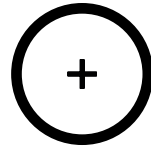
THE STATION AREA TODAY

STATION AREA OPPORTUNITIES AND BARRIERS

STATION AREA QUICK FACTS

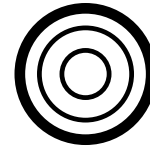
WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

TOC IS 3D



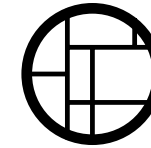
DENSITY

A selection of housing types that is customized to local needs



DIVERSITY

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



DESIGN

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

WHAT DOES IT MEAN?

UNDERSTAND THE LOCAL MARKET

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

COMMUNITY PLANNING MATTERS

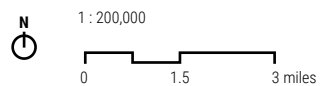
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

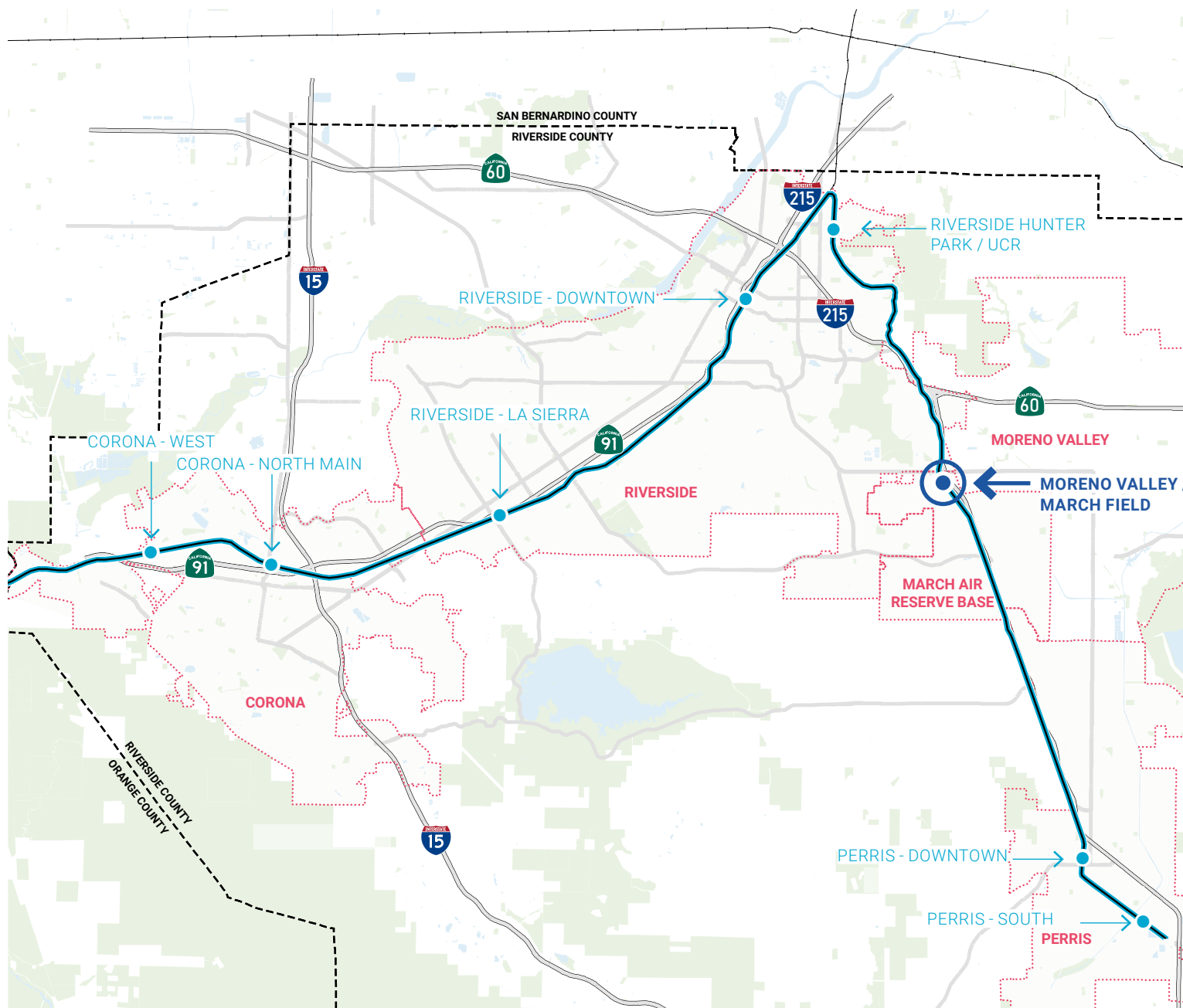
All elements of daily life need to work together to create a true community



EXHIBIT 1.
REGIONAL CONTEXT



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



1. THE OPPORTUNITY

INTRODUCTION AND VISION PLAN OUTLINE

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

Valley - March Field 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, and 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, funding sources, and cost estimates.

THE STATION AREA TODAY

SOCIO-ECONOMIC PROFILE

The Moreno Valley - March Field station area is largely industrial with a low employment density due to the nature of its mainly warehouse and distribution center uses. The station area also includes a modest cluster of medical office, administration, and general office uses immediately adjacent to the station. Most workers in the station area commute from Moreno Valley, Riverside, and Perris. The real estate market has a high inventory of industrial space, totaling more than 2.5 million square feet (SF). This space is in high demand with rents rising beyond the Riverside submarket and Riverside County.

URBAN DESIGN

The Moreno Valley - March Field Station is located in an urban industrial area that was developed on the grounds of the former March Air Force Base in June 2016.

The area is characterized by large-footprint manufacturing and warehousing with some outdoor storage and parking areas.

This urban environment is challenged by a poorly connected road network, large and pedestrian-unfriendly block sizes, isolated large buildings, a lack of open spaces, extensive impervious areas, and a scarce tree canopy. These urban conditions do not encourage active transportation or the use of public transit.

MOBILITY

Due to existing auto-oriented land uses surrounding the station, the roadway network around the study area is designed for heavy vehicular movement with minimal provisions for walking or cycling. Moreno Valley - March Field Station is served by one train line and one RTA bus route. Before the COVID-19 pandemic, average monthly parking utilization rate was 10% and average annual weekday boardings totaled 1,002. Bicycle facilities are limited to onsite parking and on-street class II bike lanes along roadways adjacent to the station. There are few pedestrian-oriented amenities around the study area creating an uncomfortable walking or rolling environment. The significant grade difference and location of the platform also results in long travel times for pedestrians, cyclists, and other patrons using strollers or mobility devices.

LAND USE

Land use within a half-mile of the station area is dictated by the March Joint Powers Authority General Plan and the March Business Center Specific Plan. These plans provide localized land use designations, mobility recommendations, and urban design guidelines. This plan focuses on the redevelopment of the former March Air Force Base bunkers into new development and land for conservation. There are flight path restrictions that impact the land use and intensity that are allowed in the area as well, and this is dictated by The March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan.

The neighborhood surrounding the station is characterized by a mix of commercial and industrial uses. Mostly zoned as business park along Meridian Parkway, some parcels are zoned commercial near the transit station with others in the north and south as mixed use. No industrial uses are permitted in those zones. Additionally, a small Open Space designation accommodates a flood drainage channel.

STATION AREA OPPORTUNITIES & BARRIERS

The Moreno Valley - March Field Station is served by the Metrolink 91/Perris Valley Line. It is located in the March Air Reserve Base area, previously known as March Air Force Base. The station connects to Riverside Transit Agency (RTA) buses and features a large parking area with just over 300 spaces, including rideshare and ADA-accessible spaces. The station sits in the Meridian Business Park where many warehouses and distribution centers are located, along with extensive parking and loading areas. This station area features several underutilized and vacant parcels with potential for development, however due to development limitations the focus of this site may be better allocated to mobility and placemaking efforts. There are no residential developments within the station area itself, but there are large tracts approximately 3 miles east of the station.

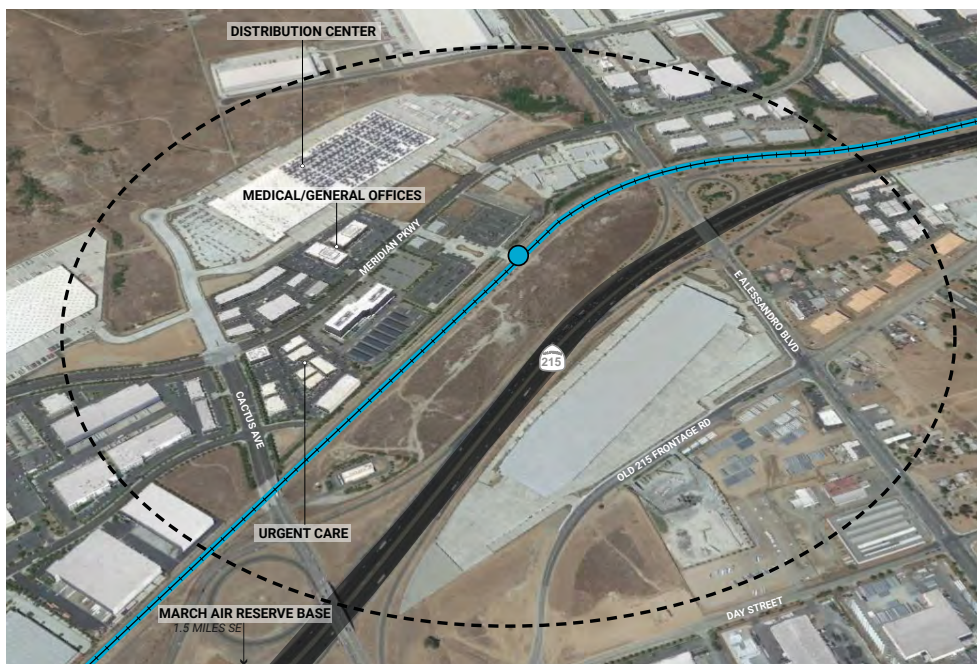


EXHIBIT 2.
POINTS OF INTEREST
AND STATION
CONTEXT



TOC area (half-mile radius)



Main arterials



Metrolink rail line



Moreno Valley -
March Field Station

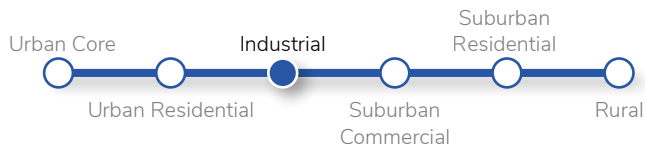
+ OPPORTUNITIES

- › Improve mobility infrastructure and bicycle facilities
- › Build connections to major community nodes and planned infrastructure (like bike lanes) to enhance mobility choices

- BARRIERS

- › Lack of continuous and intentional bicycle and pedestrian infrastructure
- › Inconsistent, auto-oriented urban fabric negatively impacting pedestrian and cyclist mobility
- › Little connection between transit station and surrounding residential areas
- › The March Air Reserve Base dictates the uses of the area with constraints due to flight path restrictions and noise considerations

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

- Parking
- Bike Racks
- Passenger Drop Off
- Overnight Parking
- Vending Machines
- Disabled Access

EXISTING CONDITIONS



SURFACE PARKING



PASSENGER DROP-OFF



VACANT LAND SURROUNDED BY LIGHT INDUSTRIAL



LIMITED BICYCLE INFRASTRUCTURE



AT-GRADE PEDESTRIAN CROSSING



EXISTING BICYCLE AMENITIES

THIS PAGE INTENTIONALLY LEFT BLANK.

2

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 MORENO VALLEY – MARCH FIELD STATION AREA IS A STATE-OF-THE-ART COMMERCE HUB THAT ADVANCES THE REGION'S INDUSTRIAL AND ECONOMIC DEVELOPMENT EFFORTS.

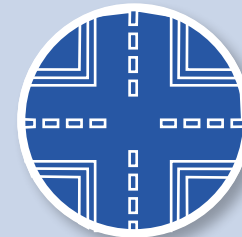
March Air Reserve Base, previously named March Field, operated military activities from 1917 to 1996. Throughout its history, March Air Reserve Base has played a role in many US military conflicts. Since 1996, a complete environmental cleanup and transfer of the property has been underway. The March Air Reserve Base has restructured and left several lots ready for reuse and redevelopment. The current Moreno Valley – March Field station area primarily consists of industrial uses and business parks, including manufacturing, distribution, and warehouses. Community pop-up events conducted as a part of the Strategic Plan revealed that many residents of Moreno Valley were unaware of a Metrolink station just outside city limits. As such, the vision for this station prioritizes station visibility, placemaking, and mobility connections to increase awareness and access to the station. The goal of this Vision Plan is to help advance the March Business Center Specific Plan goals, including providing more job opportunities, adding more park space and opportunities for recreation, and building out the planning area's roadway infrastructure, while providing better connections to the Metrolink station.



SOURCE: GOOGLE EARTH



PRESERVE INDUSTRIAL USES WHILE INTRODUCING HIGHER DENSITY MIXED-USE

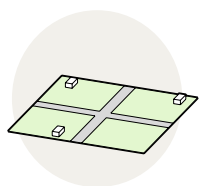


BREAK UP LARGE BLOCKS TO IMPROVE ACCESS TO THE STATION

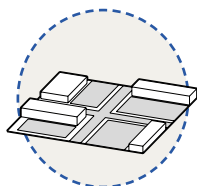


INTEGRATE MOBILITY AND PLACEMAKING STRATEGIES THAT ENHANCE CONNECTIONS BETWEEN THE STATION AND DOWNTOWN

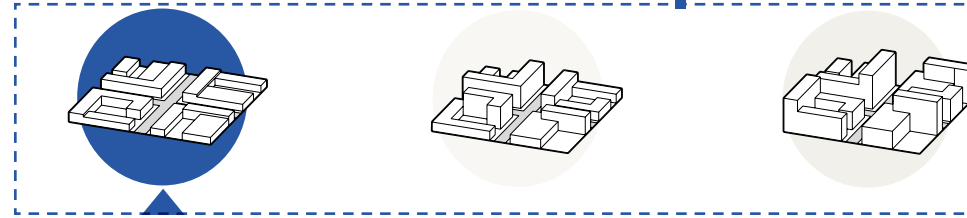
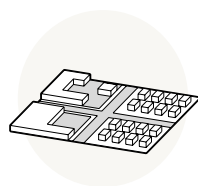
TRANSIT-ORIENTED COMMUNITIES



LOWER DENSITY



WHERE WE ARE



WHERE WE WANT TO GO

HIGHER DENSITY

WHERE ARE WE NOW?

According to place types defined by Southern California Association of Governments (SCAG), the Moreno Valley - March Field Station is characterized as a **Low-Density Office and Industrial Mixed area**, where suburban office and industrial areas could be present. Typical structures are one to five stories tall, surrounded by surface parking lots and truck loading bays.

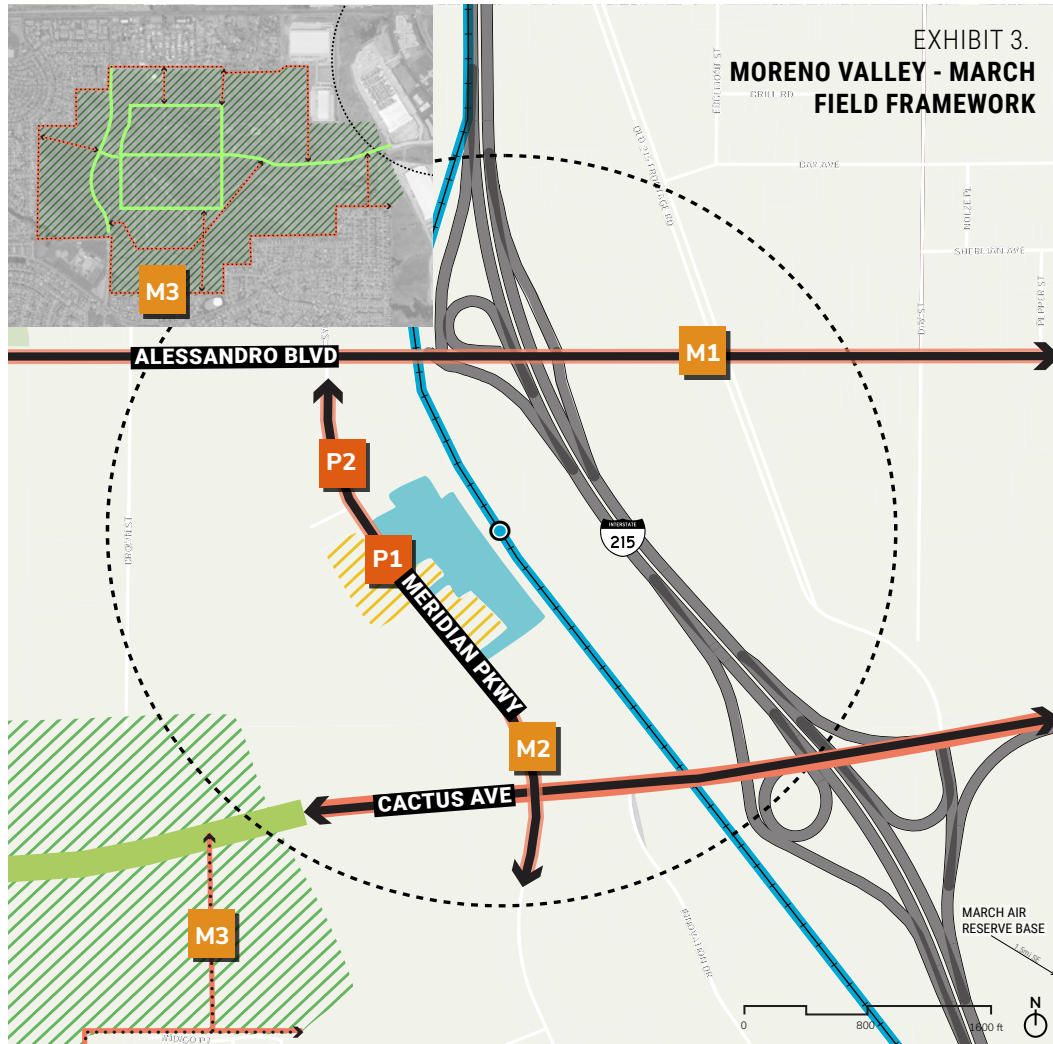


SOURCE: GOOGLE EARTH

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

The station area offers potential to transition to a medium level of intensification, primarily focused on adding more employment and a small amount of office-supportive retail and restaurant uses. This type of Mixed Office and Research & Development is characterized by a mix of employment buildings. Structures could be one to four stories tall, surrounded by surface or structured parking, as appropriate to demand and market values.





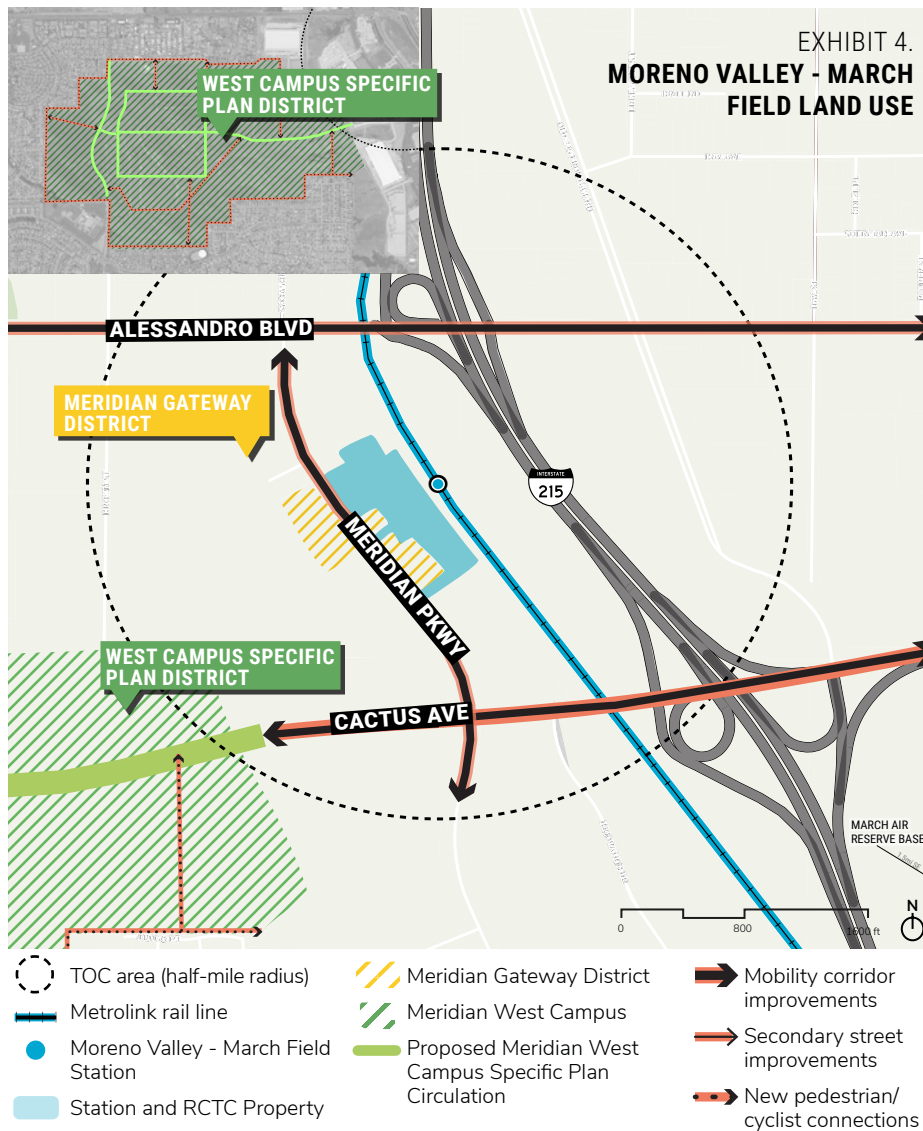
- TOC area (half-mile radius)
- Metrolink rail line
- Moreno Valley - March Field Station
- Station and RCTC Property
- Meridian Gateway District
- Meridian West Campus
- Proposed Meridian West Campus Specific Plan Circulation
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

MORENO VALLEY - MARCH FIELD FRAMEWORK

The Framework includes two major districts and three key mobility corridors that will serve as the guiding vision for the Moreno Valley – March Field station area. The districts reflect goals of planned development around the station area, including the proposed West Campus Upper Plateau project, to guide future land use patterns and improve access to the station and other transit services. Major mobility corridors, such as Alessandro Boulevard, Meridian Parkway, and the proposed mobility loop in the west campus plan, are envisioned to serve as key connections to residential neighborhoods east and west of the station. Placemaking strategies are also a priority in the Framework Plan to help improve visibility and increase station awareness for residents.

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Alessandro Boulevard	Meridian Gateway District	P1	Meridian Gateway
M2	Meridian Parkway	West Campus Specific Plan District	P2	Station Identity
M3	Mobility Loop - Ring Road			

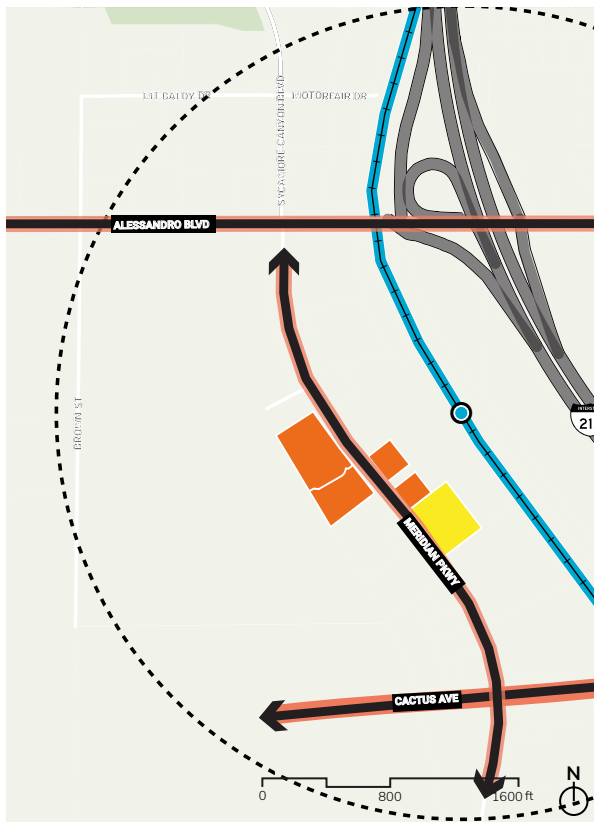
LAND USE



The Moreno Valley – March Field Metrolink station area is characterized by a mix of commercial and industrial uses, mostly zoned as a Business Park, as well as some parcels by the station area zoned as commercial and mixed-use. There are three jurisdictions for the area - The March Joint Powers Authority, The March Air Reserve Base, and the City of Moreno Valley - all impacting land use decisions and overall updates to this station area. Many mixed-use opportunities are not permitted within Business Park development areas, allowing only manufacturing and warehouse-like uses. There are several limitations to development including habitable floor limits, intensity limits, and only specific uses allowed due to the flightpath and noise impact as mentioned in the March Air Reserve Base / Inland Port Airport Land Use Compatibility plan (2014) and the Air Installations Compatible Use Zones Study (2018). However, there are a few commercial zoned parcels adjacent to the station that allow retail establishments. Supported by active transportation improvements along Meridian Parkway, these potential sites could create accessible retail opportunities to accommodate surrounding employees and commuters.

Potential land use project objectives:

- Promote transit ridership by increasing the amount of density and employment opportunities on both the east and west sides of the station where allowed
- Diversify the station area land use mix to include ground-floor retail and dining, as well as opportunities for multi-tenant and campus/cluster commercial
- Strengthen partnerships with March Joint Powers Authority, March Air Reserve Base, and the City of Moreno Valley to consider land use and infrastructure changes that benefit all three jurisdictions



POTENTIAL DEVELOPMENT SITES

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



MIXED-USE OFFICE AND RETAIL SPACE WITH GROUND-LEVEL DEVELOPMENT AT A PEDESTRIANIZED SCALE

MERIDIAN GATEWAY DISTRICT

Suggested enhancements in this area focus on increasing station visibility and introducing additional mixed-use office space along Meridian Parkway. Ground-floor retail and restaurants integrated into the ground level of this new development could serve employees and transit patrons alike. Buildings should have minimal setbacks to promote a pedestrian scale along Meridian Parkway, with parking to the rear, and with less than 3 aboveground habitable floors to stay in compliance with the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. Developments above 35 feet are possible, but would need to go through airspace review and be sure to comply with Federal Aviation Administration (FAA) Part 77.



MIXED-USE OFFICE WITH GROUND-FLOOR RETAIL



EMBRACING NATURE IN DEVELOPMENT



SOURCE: MERIDIAN WEST CAMPUS UPPER PLATEAU SPECIFIC PLAN

WEST CAMPUS SPECIFIC PLAN DISTRICT

The West Campus Upper Plateau Specific Plan was first proposed in 2022 by a private development corporation; the plan is currently being refined and is included above. It spans approximately 817.9 acres in the northwest area of the March JPA. The project proposes uses which include: industrial, business park, non-residential mixed-use, public facility, park, open space, and conservation land uses. A zoning update and general plan amendment would be required to reflect the changes to the existing land uses and roadway configuration. The vision aims to embrace the planned growth of this area and looks to future opportunities for further mobility connections and park access. This Vision Plan identifies additional potential points of non-vehicular access that could be considered to enhance the Upper Plateau's connectivity to the larger station area, but otherwise defers to recommendations of this already-in-progress planning process.

MOBILITY

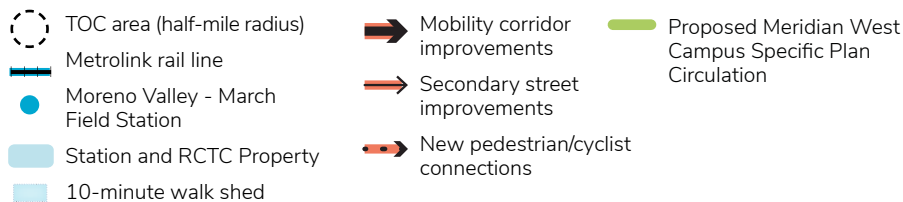
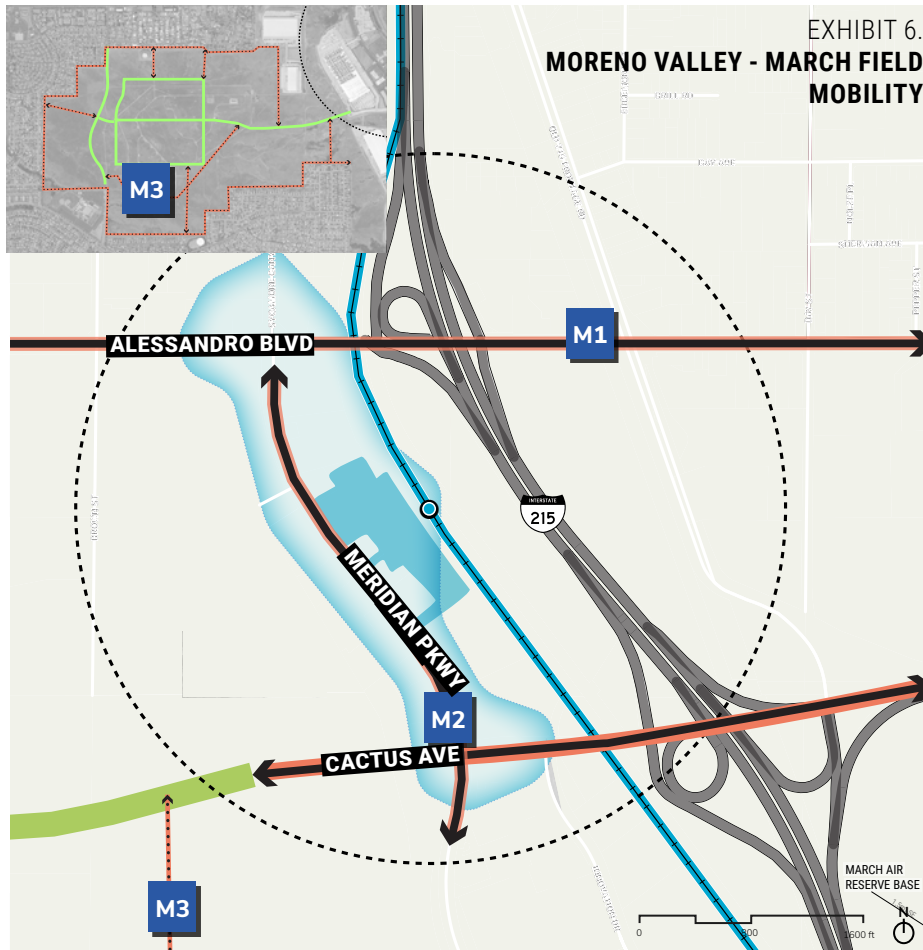


- Station area
- Metrolink rail line
- Moreno Valley - March Field Station
- Existing parking
- Existing station platform
- Proposed platform and platform extension
- Proposed pedestrian over-crossing
- Existing Car park shade structure
- New 2.7 miles of Metrolink Rail Line

STATION IMPROVEMENTS

RCTC owns and operates all Metrolink stations in Riverside County, including the Moreno Valley - March Field 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. Moreno Valley - March Field Station improvement projects identified by RCTC and their estimated time frames are listed in the table below. Exhibit 5 indicates approximate project locations at the station; however each project will require additional scoping prior to implementation.

PRIORITY	PROJECT DESCRIPTION	TIME FRAME
In-Progress	Expand Station add Passenger Loading Platform and 2.7 miles of upgraded rail	0 - 5 years
Medium	Add Pedestrian Overcrossing to the two passenger loading platforms	5 - 10 years
Completed	Car parking shade structures with solar	-



CORRIDOR IMPROVEMENTS

The station area roadway network is designed primarily for vehicular movement. This station is served by one train and one RTA bus line. Bicycle facilities are limited to bike lanes (on arterial roadways only) and bike parking at the station. Pedestrian-oriented amenities around the station area are minimal. The significant grade difference and location of the platform also results in long travel times by foot or wheel. The Meridian West Campus Upper Plateau Specific Plan proposes to extend Cactus Avenue westward to accommodate future business park development and connect users from surrounding residential neighborhoods to the station. Mobility improvements identified in this Vision Plan are designed to support these efforts and to create a cohesive transportation network to better connect residents to major employment centers, including connections to the Moreno Valley Mall.

Potential mobility project objectives:

- Enhance Alessandro Boulevard to act as a Complete Street offering balanced bike, pedestrian, transit, and vehicular circulation
- Provide more direct multimodal connections between surrounding residential neighborhoods and the station
- Enhance mobility options by introducing Bus Rapid Transit (BRT) and protected bike lanes
- Improve ADA access to the station area
- Implement traffic calming strategies along major corridors to improve pedestrian and cyclist safety while also accommodating freight trucks

KEY MOBILITY PROJECTS

M1 Alessandro Boulevard

M3 Mobility Loop - Ring Road

M2 Meridian Parkway



SOURCE: GOOGLE EARTH

M1 ALESSANDRO BOULEVARD

Alessandro Boulevard currently offers vehicular, transit (bus), pedestrian (sidewalk with some gaps), and bicycle connections (class II bike lanes). Enhancing current bicycle infrastructure to be buffered would better serve bicyclists and provide them with a higher level of protection.

There are several destinations that users must use Alessandro Boulevard to access. Destinations such as City Hall, The Moreno Valley Mall, and other major employment centers could be connected through these improvements as well as within micro-transportation options. This includes options such as utilizing Riverside Transit Agency Buses, utilizing ride share programs, and introducing more programs for bicycle rental. The addition of landscaping along the existing median could also create benefits through traffic calming as well as aesthetics. Wayfinding throughout this corridor could also be considered as an amenity.



ALESSANDRO BOULEVARD (LOOKING WEST) - CONCEPTUAL VIEW



LANDSCAPED MEDIAN



PROTECTED BIKE LANES



SOURCE: GOOGLE EARTH

M2 MERIDIAN PARKWAY

This corridor currently provides class II unprotected bike lanes and connects to major station area streets of Alessandro Boulevard and Cactus Avenue. The addition of a bike box where Meridian Parkway and Cactus Avenue meet would provide bicyclists with a safe and visible way to get ahead of the queuing traffic during the red signal phase. The addition of bollards protecting bike lanes would add an extra level of safety to bicyclists traveling to the station.



MERIDIAN PARKWAY (LOOKING SOUTH) - CONCEPTUAL VIEW



BIKE BOX

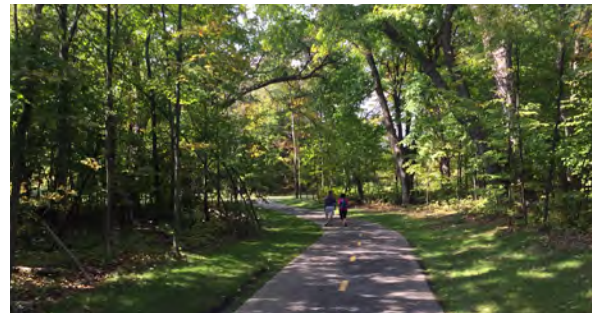


PROTECTED BIKE LANES
SOURCE: DEVELOTECH



M3 MOBILITY LOOP - RING ROAD

This Vision Plan envisions a potential centralized bicycle and pedestrian route that connects residents from the west to the station area. This mobility loop, named Ring Road, builds off of the connections proposed within the Meridian West Campus Upper Plateau Specific Plan. This includes seven connections and a loop that leads locals from the surrounding residential areas of Moreno Valley through the Meridian West Campus into Cactus Avenue and eventually to the entrance of the station. Not only could this mobility loop provide neighboring communities options for pedestrian and cyclist connections to the station, but it could also become an amenity and destination for recreational use. Pedestrian facilities such as seating, water stations, lighting, and mileage markers could be located along the loop.










PEDESTRIAN & BICYCLE ONLY CORRIDORS



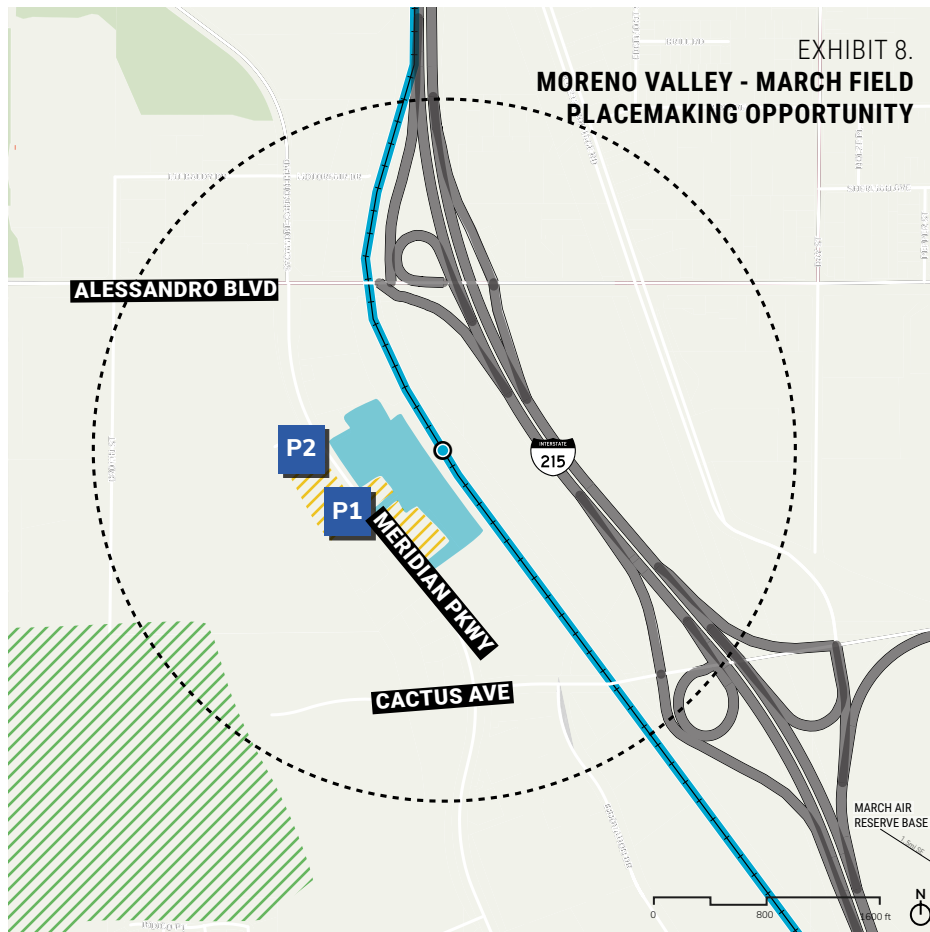
PATH CONNECTIONS NEAR RESIDENTIAL AND OPEN SPACE



EXHIBIT 7.
SPECIFIC PLAN CIRCULATION AND VISION PLAN PROPOSED MOBILITY LOOP

-  TOC area (half-mile radius)
-  Metrolink rail line
-  Moreno Valley - March Field Station
-  Mobility corridor improvements
-  Secondary street improvements
-  New pedestrian/cyclist connections
-  Proposed Meridian West Campus Specific Plan Circulation

PLACEMAKING



The station area is characterized by large-footprint manufacturing and warehousing, with some outdoor storage and parking areas. This area has been recently developed, transforming the former March Air Force Base into an urban industrial area.

Potential placemaking project objectives:

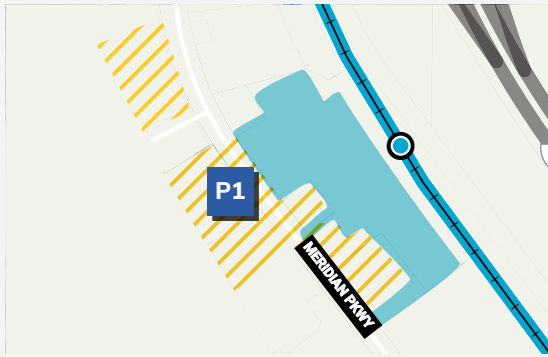
- Increase station awareness by creating a direct visual sight line between the adjacent freeway and station
- Use architecture and streetscape to support intuitive wayfinding and define a station area identity and character

PEDESTRIAN/GREENING PROJECTS

P1 Meridian Gateway

P2 Station Identity

- TOC area (half-mile radius)
- Metrolink rail line
- Moreno Valley - March Field Station
- Station and RCTC property
- Meridian Gateway District
- West Campus Specific Plan District
- Proposed Meridian West Campus Specific Plan Roadway



P1 MERIDIAN GATEWAY

The Meridian Gateway presents an opportunity for a vibrant and welcoming entryway into the station area. Immediately adjacent to a major arterial corridor, Meridian Parkway, this area represents a transition from the station area to the surrounding community. This area could include mixed-use office space with ground floor eateries, outdoor seating, boutique shops, and other day-to-day retail uses that could work as convenience shopping for commuters. Wayfinding signage and other gateway features could also be integrated to accentuate the station entrance.

Potential placemaking project components:

- Wayfinding
- Public Art
- Restaurants and outdoor dining space
- Monument signage



WAYFINDING



PUBLIC ART



MONUMENT SIGNAGE



RESTAURANTS AND OUTDOOR DINING SPACE
SOURCE: RAD LAB



CONVENIENCE RETAIL

P2 STATION IDENTITY

A significant grade difference between the development area and the rail corridor hides the actual station itself from public view. As a result, many local residents are entirely unaware of the station's existence or if they do know of it, don't know where to enter. This Vision Plan suggests a gateway program featuring monument signage off the 215 Freeway and at key intersections to increase station visibility, wayfinding, and provide more aesthetic value. Materials should complement existing building design and surrounding area and be durable enough to withstand harsh weather. The city could also conduct outreach to increase familiarity with Metrolink services.

Potential placemaking project components:

- Monument and wayfinding signage
- Metrolink branding
- Decorative lighting



ARCHITECTURAL MONUMENTS



TRANSIT BRANDING AND SIGNAGE



DECORATIVE LIGHTING



STURDY MATERIAL AND SHADE STRUCTURES

THIS PAGE INTENTIONALLY LEFT BLANK.

3



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. Although the immediate area surrounding the station is not conducive to residential development, other uses such as retail and office could be introduced to activate the station area. The following strategies are intended to diversify land use mix and promote density to concentrate jobs and services around the station area.



LU1: Implement the West Campus Upper Plateau Specific Plan

The Specific Plan allows the March JPA to facilitate the processing and approval of development plans and implementing permits to develop the project. Implementation of the Specific Plan could help catalyze development around the station area. The following steps should be prioritized to facilitate the implementation of the Specific Plan:

- Finalize tentative and parcel maps
- Finalize phasing plan
- Submit plans to begin Development Review Process



LU2: Engage with stakeholders to amend the March Business Center Specific Plan and introduce more mixed and commercial use into the area.

The Moreno Valley – March Field station falls within the March Business Center Specific Plan boundaries. The March Business Center Specific Plan was most recently amended and adopted in February 2021, providing direction for the community while aligning its goals with the March Joint Powers Authority General Plan. Parcels directly adjacent to the station area are classified as Business Park which permits administrative, financial, light manufacturing, and commercial services. In order to promote more activity adjacent to the station, the specific plan could be amended to **include more mixed-use or commercial use closer to the station, specifically the parcels that comprise of the Meridian Gateway District.**

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 Moreno Valley - March Field Station in order to establish a complete network that prioritizes pedestrians and cyclists over cars.



MO1: Coordinate with community members as well as local and regional entities to discuss needs in improving the current transit system along Alessandro Boulevard

Alessandro Boulevard currently connects the Metrolink station to major activity centers in Moreno Valley, including City Hall, county buildings, major hospitals, and shopping centers. Implementing strategies to improve the current transit system that existent along Alessandro Boulevard could be considered when discussing improvements with community, local, and regional entities. The following components could be explored when discussed:

- **Collect ridership data and coordinate with local transportation organizations to better understand improvement needs**, including RTA and Western Riverside Council of Governments (WRCOG)
- **Involve the community closely in the decision-making process** to understand their needs and concerns, ensuring the transit system along Alessandro aligns with the Community's needs and requirements
- **Consider improvements** such as Increasing frequency during peak hours to reduce waiting times for riders or implementing safety measure



MO2: Identify projects in the City of Moreno Valley's and March Joint Powers Authority's Capital Improvement Plan that can incorporate proposed corridor improvements

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

- Alessandro Boulevard
- Meridian Parkway



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 California Department of Transportation (CalTrans). The plan aims to increase transit ridership by identifying strategies to address first and last mile gaps to transit use in Riverside County. The plan developed a set of station typologies to characterize RTA transit stops, identified various strategies to improve first and last mile access, and developed recommendations for each station typology. First/last mile connections between the station and the proposed West Campus Upper Plateau project should also be prioritized. Moreno Valley – March Field embodies an Industrial & Business Park typology. The following strategies associated with the Industrial & Business Park 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 (TOD)

KEY PLACEMAKING ACTIONS

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



PM1: Prepare a gateway program to accentuate the entrance of the Moreno Valley – March Field Station with a distinct sequence of lighting, art, landscaping, and signage

Gateways are typically displayed at major intersections or highway interchanges, signaling to pedestrians and motorists that they are entering a distinct area of the city. Gateway design elements should reflect community values and architectural heritage to provide residents and businesses a renewed sense of place and pride. Key locations within the station area to consider in the gateway program include:

- Parcel east of the station, adjacent to the 215 Freeway
- Meridian Parkway entrance
- Intersection of Cactus Avenue and Meridian Parkway



PM2: Collaborate with local business owners, residents, non-profits, Chamber of Commerce, local artists, and other community stakeholders to ensure that design elements, art, and programming are rooted in community needs

Ongoing community engagement is critical at all stages of the planning process, including during and after implementation. The city could partner with community stakeholders to hold additional workshops, meetings, and events to develop a better understanding of community priorities as it relates to urban design, art, events, amenities, and programming. Organizations that could be engaged include, but are not limited to:

- Moreno Valley Cultural Arts Foundation
- Moreno Valley Arts Association
- Moreno Valley Historical Society

MORENO VALLEY - MARCH JOINT POWERS AUTHORITY 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 Moreno Valley - March Field station area.** The potential funding sources listed prioritizes the resources that would be most applicable to projects identified in this Vision Plan based on ease of access to the funding resources, level of potential competition for the resources, and restrictive covenants associated with the resources. Funding sources have also been identified for each phase of implementation. A number of value capture sources may also be used on a district-wide basis to support multiple projects within each phase or across implementation phases.

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
LAND USE					
Confirm and/or refine land use districts identified in the vision chapter of this plan and integrate into actions L1 - L2	-	17 - 19	Immediate	City of Moreno Valley: Planning Division	<ul style="list-style-type: none"> • Assessment District • Community Development Block Grant (CDBG) • Community Development Block Grant (CDBG) - State Administered • Enhanced Infrastructure Financing District (EIFD) • Pilot Program for TOD Planning funded by CIG program (competitive)
Implement the West Campus Upper Plateau Specific Plan	LU1	30	Mid	March JPA: Planning Division	
Amend the March Business Center Plan to reduce restrictive land uses around the station area	LU2	31	Mid	City if Moreno Valley: Planning Division	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
MOBILITY					
Confirm, refine and prioritize mobility projects M1-3 identified in the vision chapter of this plan	M1-M3	21 - 24	Mid	n/a	<ul style="list-style-type: none"> • Active Transportation Program (ATP) • Bicycle and Pedestrian Facilities Program SB-821 • Climate Adaptation Planning • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Enhanced Infrastructure Financing District (EIFD) • Local Transit Funds (LTF) Transportation Development Act (TDA) SB 325 • Office of Traffic Safety (OTS) Grants • RAISE Grant • State Transit Assistance (STA) - Transportation Development Act • Strategic Partnerships Transit - California Sustainable Planning Grant Program • Surface Transportation Block Grant • California Sustainable Planning Grant Program • Sustainable Transportation Planning Grant Program • Urbanized Area Formula Grants (5307)
Coordinate with local and regional entities to understand the interest and feasibility of implementing BRT Along Alessandro Boulevard	M01	32	Immediate	RAISE funds (federal), complete streets funding (state)	
Identify projects in the City of Moreno Valley's CIP that can incorporate proposed corridor improvements	M02	33	Near	City of Moreno Valley: Planning Division	
Implement first/last mile recommendations from RTA First and Last Mile Plan	M03	33	Mid	City of Moreno Valley: Planning Division	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
PLACEMAKING					
Confirm, refine and prioritize placemaking projects P1-P2 identified in the vision chapter of this plan	P1-P2	25 - 27	Immediate	City of Moreno Valley and March JPA: Planning Division	<ul style="list-style-type: none"> • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Community Development Block Grant (CDBG)
Collaborate with stakeholders on placemaking program	PM1	34	Near	City of Moreno Valley and March JPA: Planning Division	
Prepare a gateway program to accentuate the entrance of the Moreno Valley - March Field station area.	PM2	35	Mid	City of Moreno Valley: Planning Division	



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

TOC STRATEGIC PLAN

STATION VISION PLAN

PERRIS - DOWNTOWN

MARCH 2024

THIS PAGE INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

1. THE OPPORTUNITY	8
INTRODUCTION AND VISION PLAN OUTLINE	8
THE STATION AREA TODAY	9
STATION AREA OPPORTUNITIES & BARRIERS	10
STATION QUICK FACTS	11
EXISTING CONDITIONS	11
2. THE VISION	14
WHERE ARE WE NOW?	15
WHERE DO WE WANT TO GO? (LONG TERM VISION)	15
PERRIS - DOWNTOWN FRAMEWORK PLAN	16
PRIORITY PROJECTS	16
LAND USE	17
MOBILITY	20
PLACEMAKING	25
3. HOW WE GET THERE	30
KEY LAND USE ACTIONS	30
KEY MOBILITY ACTIONS	32
KEY PLACEMAKING ACTIONS	34
PRIORITY PROJECTS AND IMPLEMENTATION MATRIX	36

THIS PAGE INTENTIONALLY LEFT BLANK.

1

THE OPPORTUNITY

WHAT IS TOC?

REGIONAL CONTEXT

INTRODUCTION AND VISION PLAN OUTLINE

THE STATION AREA TODAY

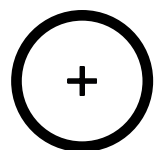
STATION AREA OPPORTUNITIES AND BARRIERS

STATION AREA QUICK FACTS

WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

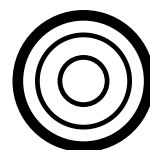
TOC IS 3D

WHAT DOES IT MEAN?



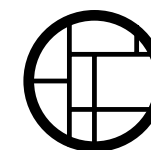
DENSITY

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

UNDERSTAND THE LOCAL MARKET

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

COMMUNITY PLANNING MATTERS

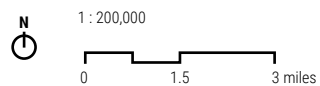
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

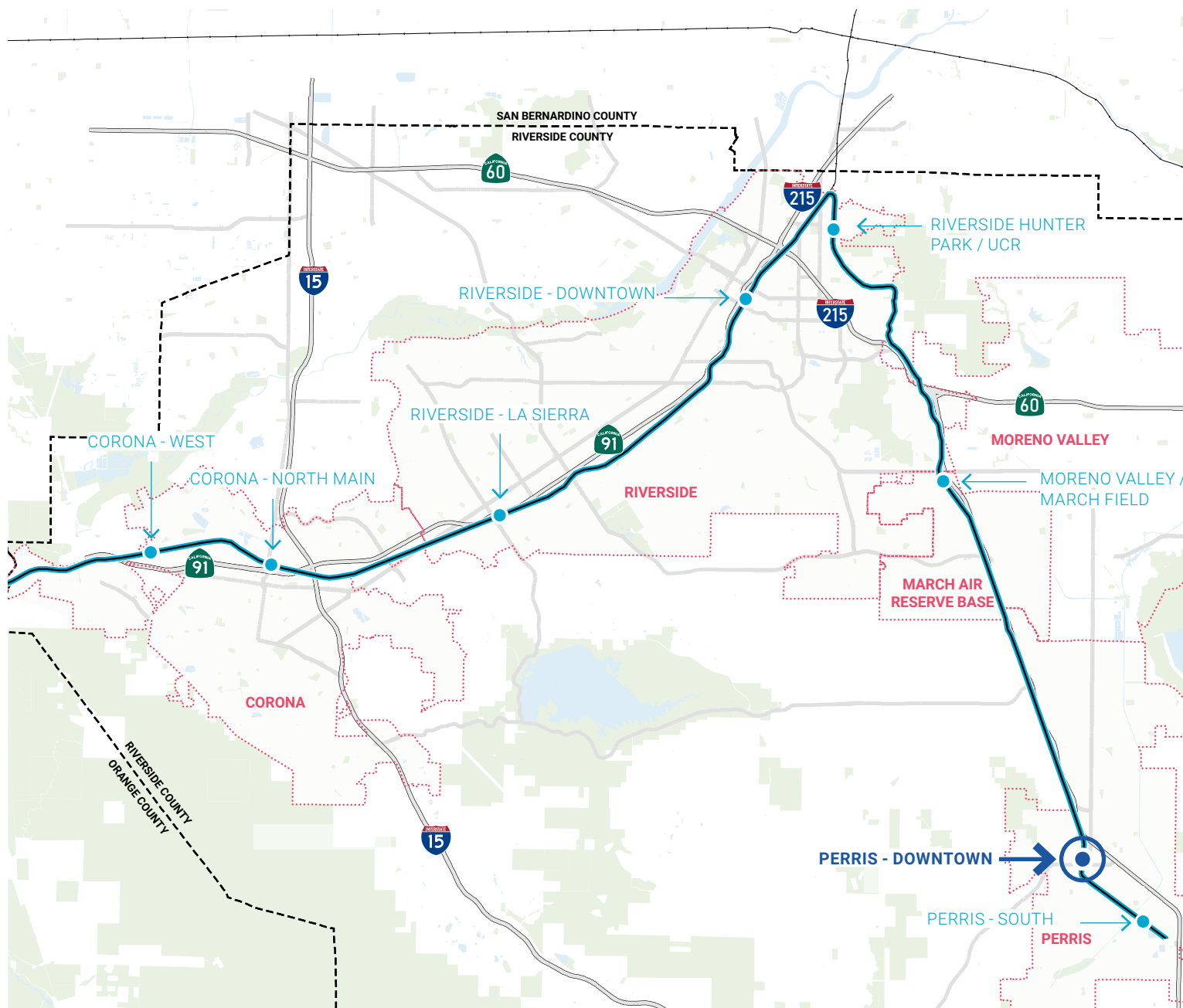
All elements of daily life need to work together to create a true community



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 **Perris - Downtown Station**.

WHAT WE HOPE TO ACCOMPLISH

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

RCTC ROLE

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

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

STAKEHOLDERS

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

STATION VISION PLAN

The Station Vision Plan is composed of three major sections:

1. THE OPPORTUNITY

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

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

2. THE VISION

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

3. HOW WE GET THERE

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

THE STATION AREA TODAY

SOCIO-ECONOMIC PROFILE

Downtown Perris has a relatively dense population, the majority of which is of Hispanic origin. More than 700 people live and work in the station area, more than any other station along the 91/Perris Valley Line (PVL). Other residents commute to Riverside and Moreno Valley for work and the overall unemployment rate is lower than the Perris submarket and Riverside County. Over 50% of workers in the station area work in public administration. The real estate market is diverse and has a mix of retail, industrial, office, and residential, with retail representing 42% of the inventory.

URBAN DESIGN

The Perris - Downtown Station is located right in the city's downtown. Downtown Perris is characterized by a varied urban character and a range of building types. The area has diverse residential products, retail, services, and several parks. The station area offers generally transit-supportive conditions, including multifamily mixed-use developments and quality public space.

Development east and outside of the half-mile station area, however, is less transit-supportive. This area includes a mix of industrial, commercial, and residential uses in a relatively fragmented urban environment that would require more investment in infrastructure improvements to support TOC and provide better connections to the station.

MOBILITY

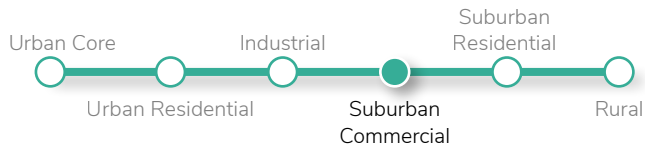
The roadway network around Downtown Perris is a standard grid of local streets and alleys and the station can be accessed from C Street or D Street. D Street serves as the city's main downtown corridor. The Perris - Downtown Station is also known as the Perris Transit Center and provides multiple local bus connections. Before the COVID-19 pandemic in 2020, the average monthly parking utilization rate was 9% and average weekday boardings totaled 905.

Currently, there are Class III bike routes along C Street, D Street, 4th Street, and Perris Boulevard. The station is relatively walkable due to the street grid and is complemented by enhanced pedestrian-oriented amenities such as special paving, wide sidewalks, and lighting clustered along D Street.

LAND USE

Land use is dictated by two city planning documents, the Perris General Plan and the Downtown Perris Specific Plan, which provides localized land use designations, mobility recommendations, and urban design guidelines. The neighborhood surrounding the transit station is characterized by a mix of residential, commercial, and industrial uses. Residential uses are present along the western and southern edge of the study area as well as a smaller amount on D Street. Commercial uses are present on and east of D Street and north of 4th Street. Some industrial uses can be found between 1st and 3rd Streets. Educational and institutional uses are concentrated in the southwest area.

STATION QUICK FACTS



PEAK PERIOD FREQUENCY (MIN)



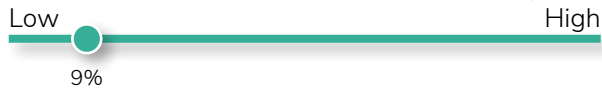
TRANSIT ROUTES WITHIN HALF-MILE RADIUS



STATION PARKING



MONTHLY AVG. PARKING UTILIZATION (2019)



AVG. ANNUAL WEEKDAY BOARDINGS (2019)



AMENITIES



Parking



Bike Racks



Passenger Drop Off



Overnight Parking



Vending Machines



Disabled Access

EXISTING CONDITIONS



GATEWAY MONUMENT



STATION MEMORIAL PLAQUE



RTA BUS TRANSFER AREA



AT-GRADE CROSSING



HISTORIC BANK BUILDING



PERRIS STATION APARTMENTS AND D STREET

THIS PAGE INTENTIONALLY LEFT BLANK.

2

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 PERRIS – DOWNTOWN STATION AREA IS A VIBRANT, CONNECTED LOCAL DESTINATION THAT CAPTURES THE CITY’S HISTORIC CHARM AND SMALL-TOWN FEEL.

The City of Perris recently made significant infrastructure investments to improve active transportation connections and position the downtown for transit-oriented development and economic growth. In July 2023, the city was awarded a \$7 million state grant for the Destination Perris Project, which will allow residents and visitors to travel between the station and the Railway Museum on a historic red trolley. The project calls for a track extension from the Perris – Downtown Station to south of Mapes Road, which would allow for the trolley to loop back to the station, a distance of 1.9 miles. The goals of this project are to drive economic growth, promote tourism, and enhance the Downtown Perris corridor.

This Vision Plan aims to build upon prior work by focusing on mobility improvements to enhance connections between the station and existing and proposed destinations around downtown, including the Railway Museum. The city has identified several underutilized downtown sites for housing through its Housing Element update. Additional housing and mixed-use development on city-owned sites could help catalyze additional redevelopment around the station area. A centralized parking structure could accommodate new mixed-use development and increased transit ridership. Prioritizing first-last mile connections, such as closing gaps in the pedestrian and bikeway network and activating alleyways, could also enhance the pedestrian experience. This Vision Plan could also build on the city’s recently revitalized D Street and reinforce the corridor as a “Main Street” by hosting community events, activating the sidewalk, and improving ground-floor transparency of buildings.



**REINFORCE
D STREET AS A
“MAIN STREET”**

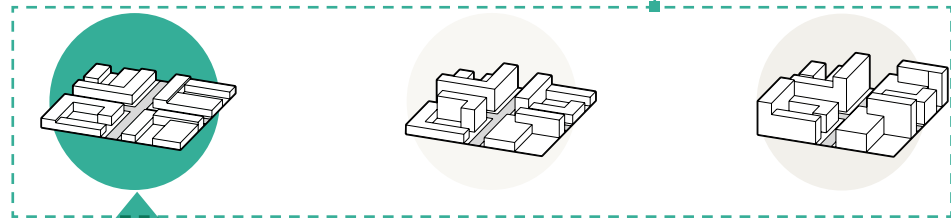
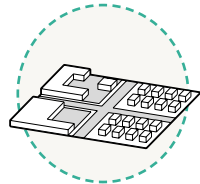
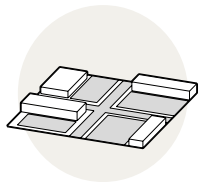
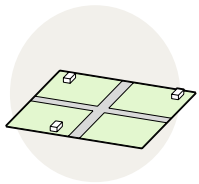


**ENHANCE FIRST-
LAST MILE
CONNECTIONS
BETWEEN
THE STATION
AND MAJOR
DESTINATIONS**



**LEVERAGE CITY-
OWNED SITES
TO CATALYZE
MIXED-USE
DEVELOPMENT**

TRANSIT-ORIENTED COMMUNITIES



LOWER DENSITY

WHERE WE ARE

WHERE WE WANT TO GO

HIGHER DENSITY

WHERE ARE WE NOW?

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

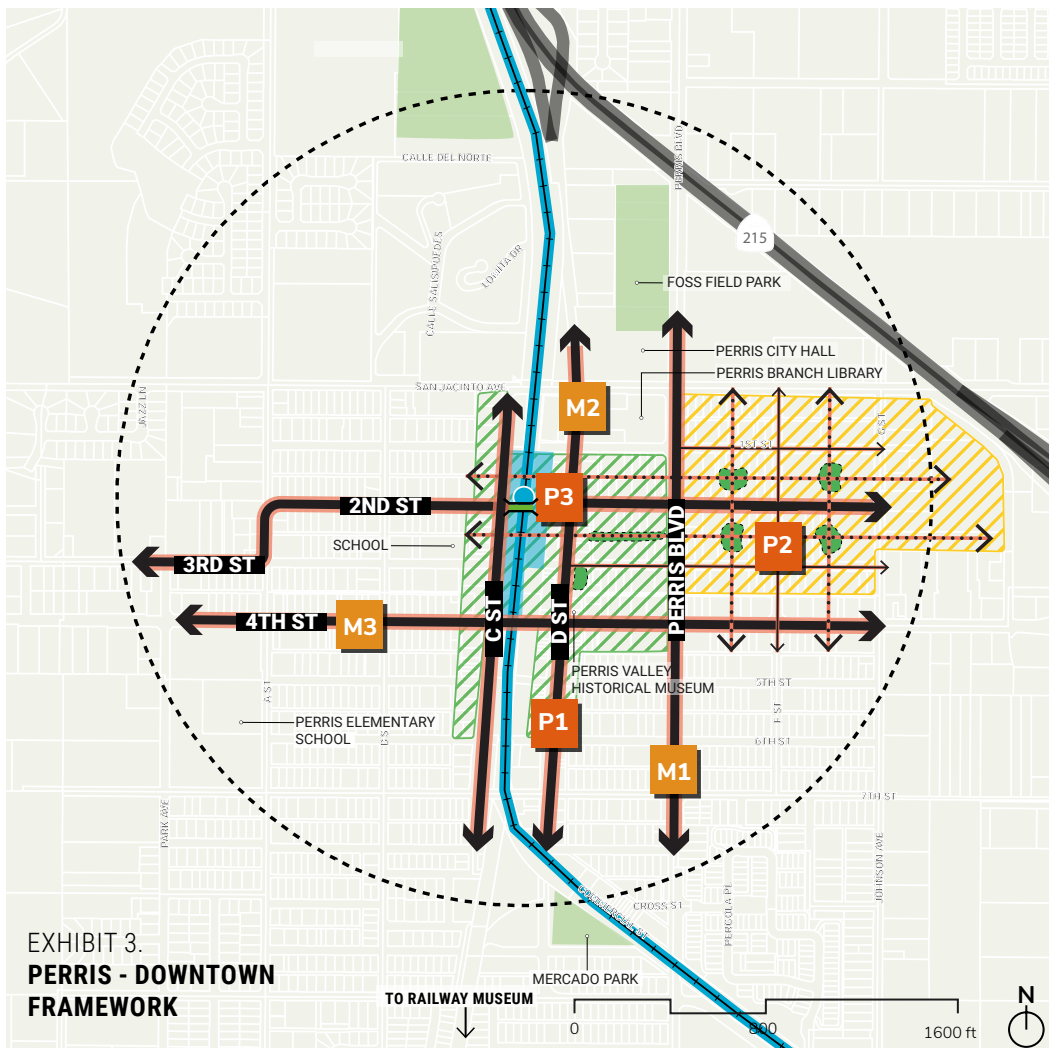


WHERE DO WE WANT TO GO? (LONG TERM VISION)

Town Mixed-Use

Perris – Downtown could transition to a Town Mixed-Use place type. Town Mixed-Use areas are walkable mixed-use neighborhoods, such as the mixed-use core of a small city or transit-oriented development, with a variety of uses and building types. Typical buildings are between 3 and 8 stories tall, with ground-floor retail space and offices and/or residences on the floors above. Parking is usually structured, either above or below ground.





PERRIS - DOWNTOWN FRAMEWORK

The Framework proposes enhancements to key mobility corridors and identifies three major districts. Major mobility corridors, including D Street, 4th Street, and Perris Boulevard, could include traffic calming features and bikeways to improve the pedestrian and cyclist experience and create safer connections to the station. The districts build on the City of Perris' Downtown Specific Plan and Housing Element to establish future land use patterns and densities designed to promote pedestrian and cyclist activity while improving access to the station and other transit services.

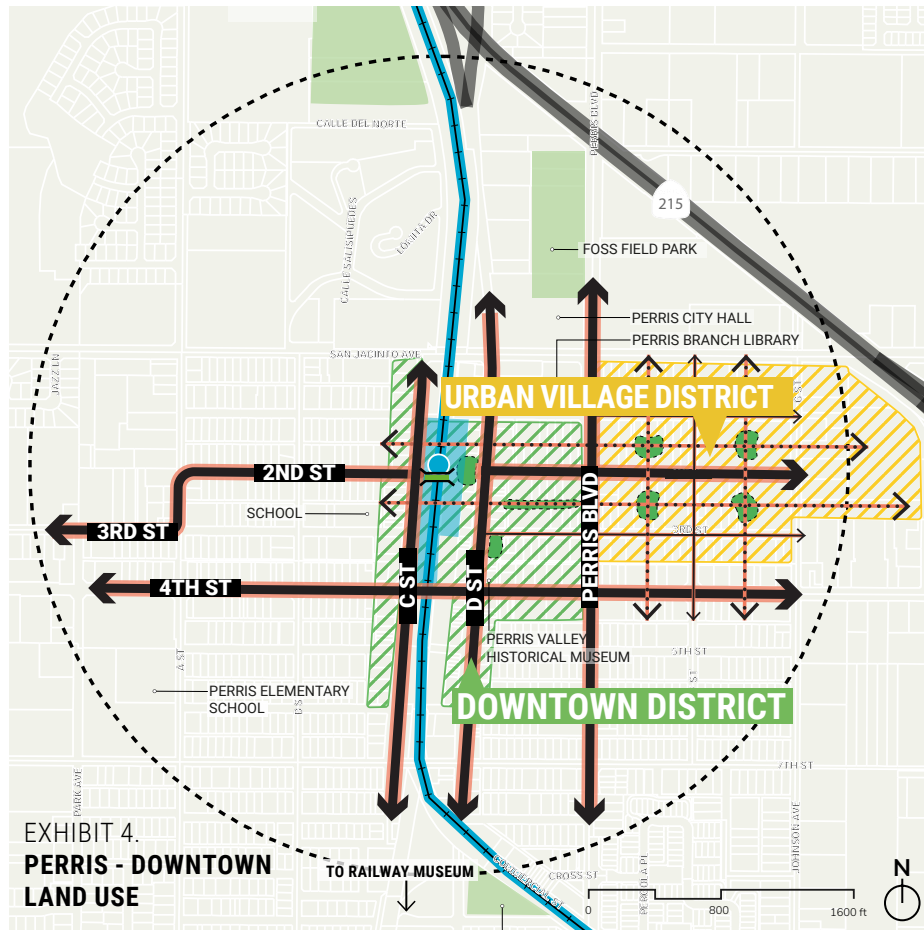
PERRIS - DOWNTOWN PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS		PLACEMAKING PROJECTS	
M1	Perris Boulevard		Downtown District	P1	Downtown Promenade
M2	D Street		Urban Village District	P2	Urban Village Greenways
M3	4th Street			P3	Perris Transit Plaza

EXHIBIT 3. PERRIS - DOWNTOWN FRAMEWORK

- TOC area (half-mile radius)
- Metrolink rail line
- Perris - Downtown Station
- Station and RCTC Property
- Downtown District
- Urban Village District
- Pedestrian/greening projects
- At-grade pedestrian crossing
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

LAND USE



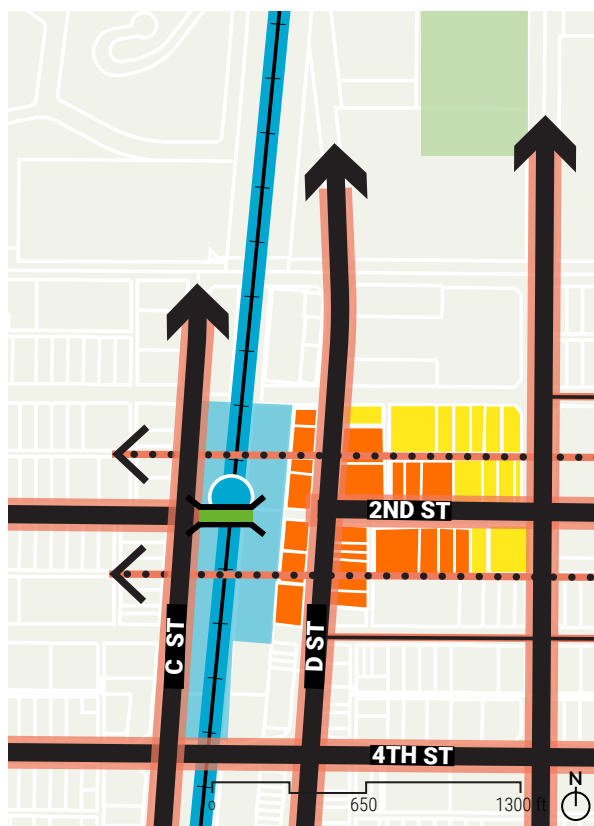
**EXHIBIT 4.
PERRIS - DOWNTOWN
LAND USE**

- TOC area (half-mile radius)
- Metrolink rail line
- Perris - Downtown Station
- Downtown District
- Urban Village District
- At-grade pedestrian crossing
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

The neighborhood surrounding the transit station is characterized by a mix of residential, commercial, and industrial uses with a small-town look and feel. This station area is home to a senior housing apartment complex, several government buildings, as well as educational and cultural institutions, providing major employment opportunities within the area. Single-family residential neighborhoods surround downtown to the west and east.

Potential land use project objectives:

- Prioritize parcels adjacent to the station as core opportunities for transit-oriented development
- Promote development consistent with each neighborhood pattern identified in the city's Downtown Specific Plan
- Actively market and remove barriers to site development on affordable housing infill sites identified in the City of Perris' Housing Element
- Provide district parking structures to balance parking needs between the Metrolink Station, local businesses, and residents



POTENTIAL DEVELOPMENT SITES

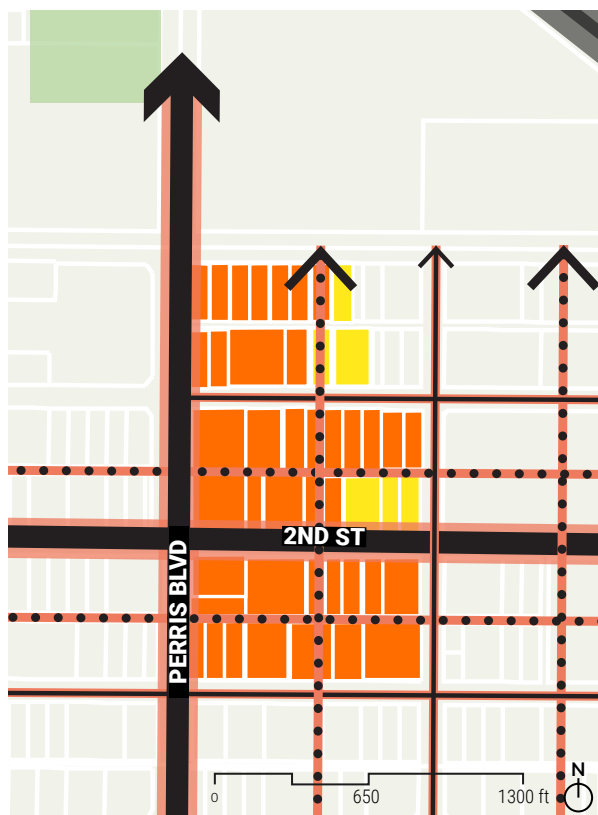
- Primary development sites
- Secondary development sites
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections
- At-grade pedestrian crossing



MIXED-USE WITH GROUND-FLOOR RETAIL

DOWNTOWN DISTRICT:

The Downtown District could feature compact, mixed-use development on vacant lots, including several city-owned properties adjacent to the station fronting D Street. Building types could be similar to the existing development at the southwest corner of San Jacinto Avenue and D Street, with neighborhood-serving retail at the ground floor and residential units above. A parking structure could be built in a centralized location along 2nd Street to serve both Metrolink users, residents, and retail businesses. Alleys linking to Perris Boulevard could be used to create direct connections from the urban village to the station and downtown. Two- to three-story mixed-use residential developments could be concentrated west of Perris Boulevard.



POTENTIAL DEVELOPMENT SITES

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



2- TO 4-STORY RESIDENTIAL VILLAGES

URBAN VILLAGE DISTRICT:

The Urban Village, designated by City of Perris' Downtown Specific Plan, could consist of up to five stories of mixed-use residential and commercial development fronting east of Perris Boulevard, with two- to three-story residential moving east toward the 215 Freeway. As identified in the Downtown Specific Plan, residential-only buildings could include stacked flats, courtyard flats, townhomes, and live-work units.

MOBILITY

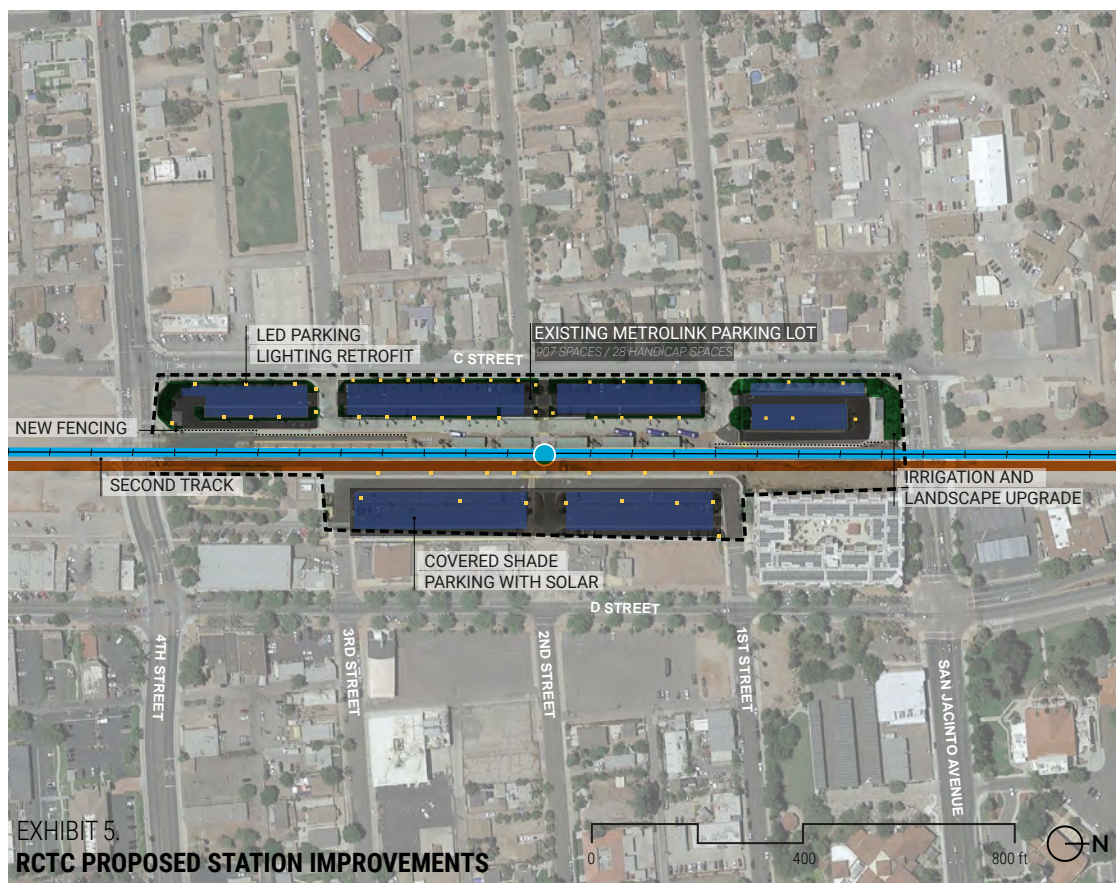


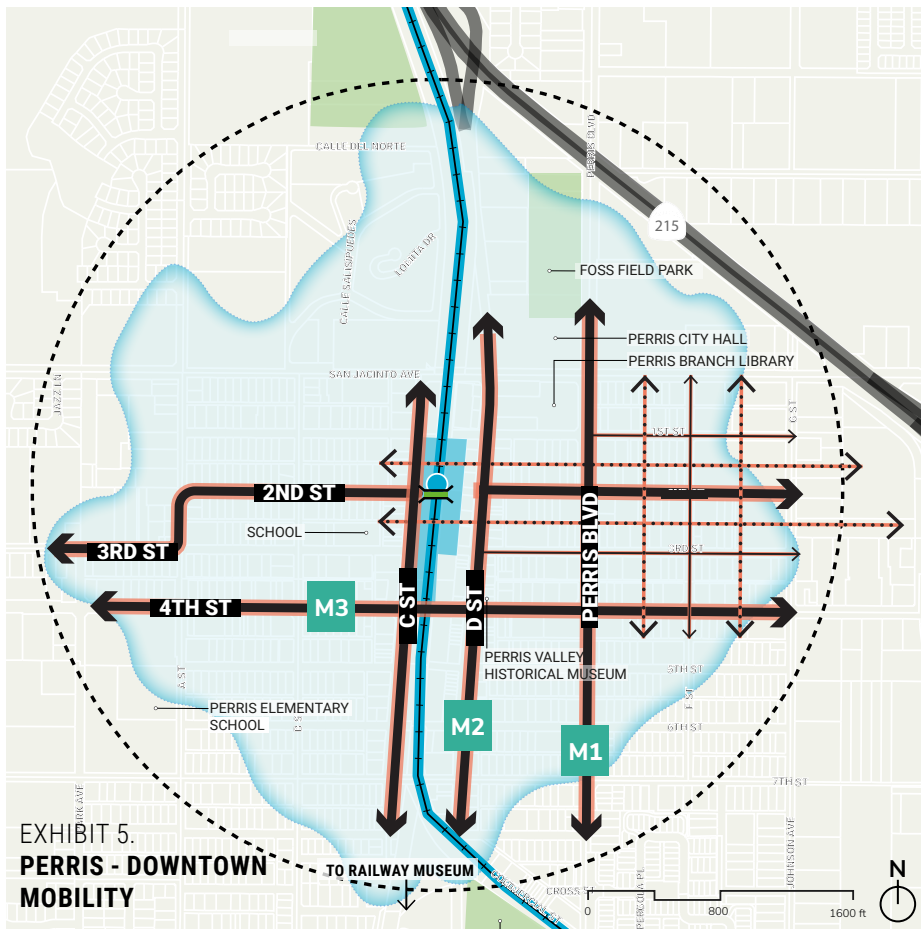
EXHIBIT 5.
RCTC PROPOSED STATION IMPROVEMENTS

- Station area
- Metrolink rail line
- Perris - Downtown Station
- Existing parking
- Covered shade parking with solar
- Irrigation and landscape upgrade
- LED lighting retrofit

STATION IMPROVEMENTS

RCTC owns and operates all Metrolink stations in Riverside County, including the Perris - Downtown 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. Perris - Downtown 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	Irrigation and landscape upgrade - desert tolerant	5-10 years
Medium	Covered shade parking with solar	5-10 years
Medium	LED parking lighting retrofit	5-10 years
Medium	New fencing for better access control	5-10 years
Medium	Second track	5-10 years



- TOC area (half-mile radius)
- Metrolink rail line
- Perris - Downtown Station
- Station and RCTC Property
- 10-minute walk shed
- At-grade pedestrian crossing
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

CORRIDOR IMPROVEMENTS

This station area has a well-connected grid of streets and alleys. The platform can be accessed from C or D Streets, with D Street serving as the city’s main downtown corridor. D Street provides a walkable pedestrian corridor integrated into the city’s larger street grid pattern. Although none of the roadways in the immediate station area provide dedicated bicycle facilities, several mobility improvements are identified in the city’s Active Transportation Plan, including the addition of bicycle boulevards and bike lanes.

Potential mobility project objectives:

- Reinforce D Street as the community’s “Main Street” that prioritizes pedestrians, cyclists, and community celebrations
- Incorporate traffic calming strategies along major thoroughfares into the City of Perris, including Perris Boulevard and 4th Street
- Build on the city’s Active Transportation Plan by upgrading bicycle infrastructure within the station area
- Create “slow streets” east of Perris Boulevard that connect the Perris - Downtown Station to housing redevelopment opportunity sites identified by the city

MAJOR MOBILITY CORRIDORS

- Perris Boulevard
- D Street
- 4th Street



SOURCE: GOOGLE EARTH

M1 PERRIS BOULEVARD

Perris Boulevard is a major north-south thoroughfare into the City of Perris. Building on the City of Perris Active Transportation Plan, improvements to Perris Boulevard could include protected bike lanes to create better cyclist connections between proposed residential development and major destinations around the city. It's recommended that the roadway is widened to fit a protected bike lane, landscaping, and sidewalk.



PERRIS BOULEVARD CONCEPTUAL VIEW



PROTECTED BIKE LANES



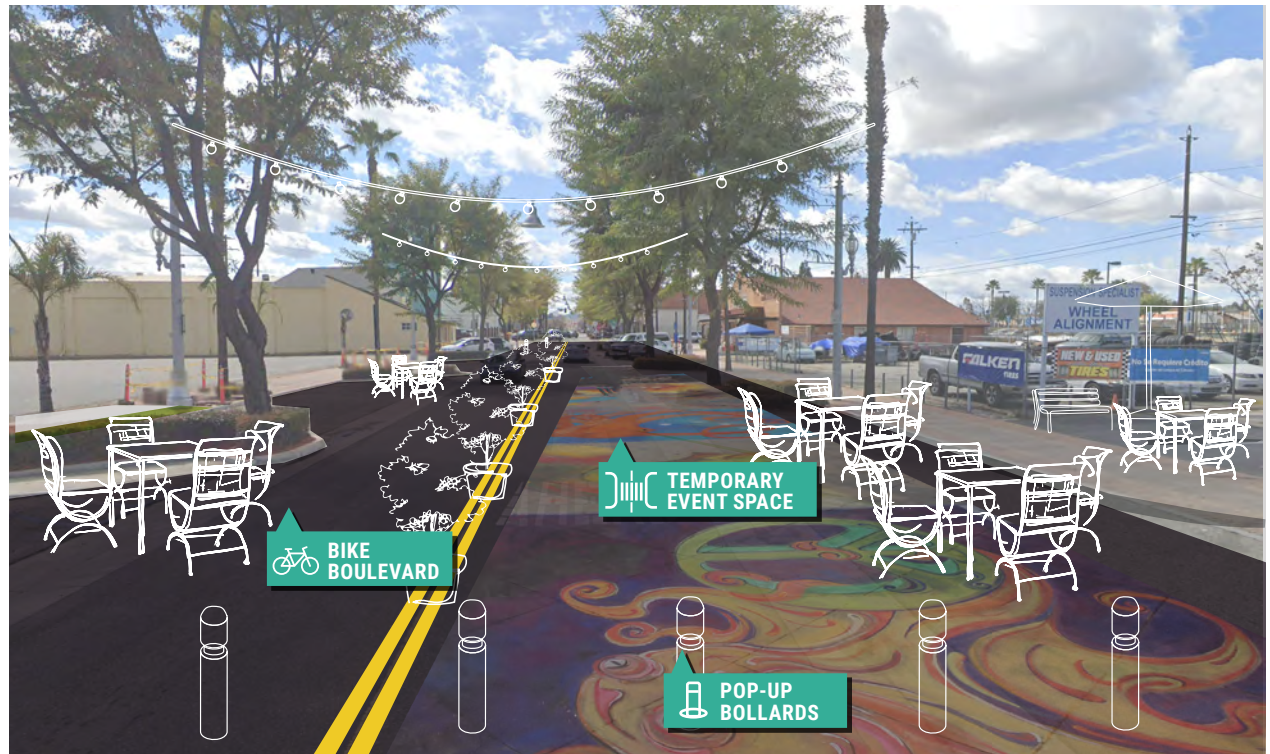
LANDSCAPING



SOURCE: GOOGLE EARTH

M2 D STREET

D Street is known as the city’s Downtown Promenade. It provides wide sidewalks, marked crosswalks, and diagonal parking, but lacks bicycle infrastructure. The City of Perris Active Transportation Plan proposes a Class III B bicycle boulevard along D Street to create a safer cycling environment for those traveling through Downtown. The plan defines a bicycle boulevard as a low-speed, low-volume roadway that is designed to enhance comfort and convenience for people bicycling and walking. This Vision Plan also aims to expand upon recent infrastructure improvements to the Downtown Promenade by temporarily pedestrianizing the street during community events using pop-up bollards.



D STREET CONCEPTUAL VIEW



POP-UP BOLLARDS FOR STREET EVENTS



BIKE BOULEVARD
SOURCE: GOOGLE EARTH



SOURCE: GOOGLE EARTH

M3 4TH STREET

4th Street is a major east-west thoroughfare through the City of Perris. Improvements to 4th Street could include protected bike lanes and a bike box at the intersection of D and C Streets to create safe and more efficient bike routes to the station and downtown. A bike box at a signalized intersection would allow eastbound cyclists to safely make left turns by increasing visibility and reducing signal delay. The city should also seek opportunities to expand the tree canopy where there is sufficient space for more trees behind the sidewalk.



D STREET CONCEPTUAL VIEW



BIKE BOX

PLACEMAKING

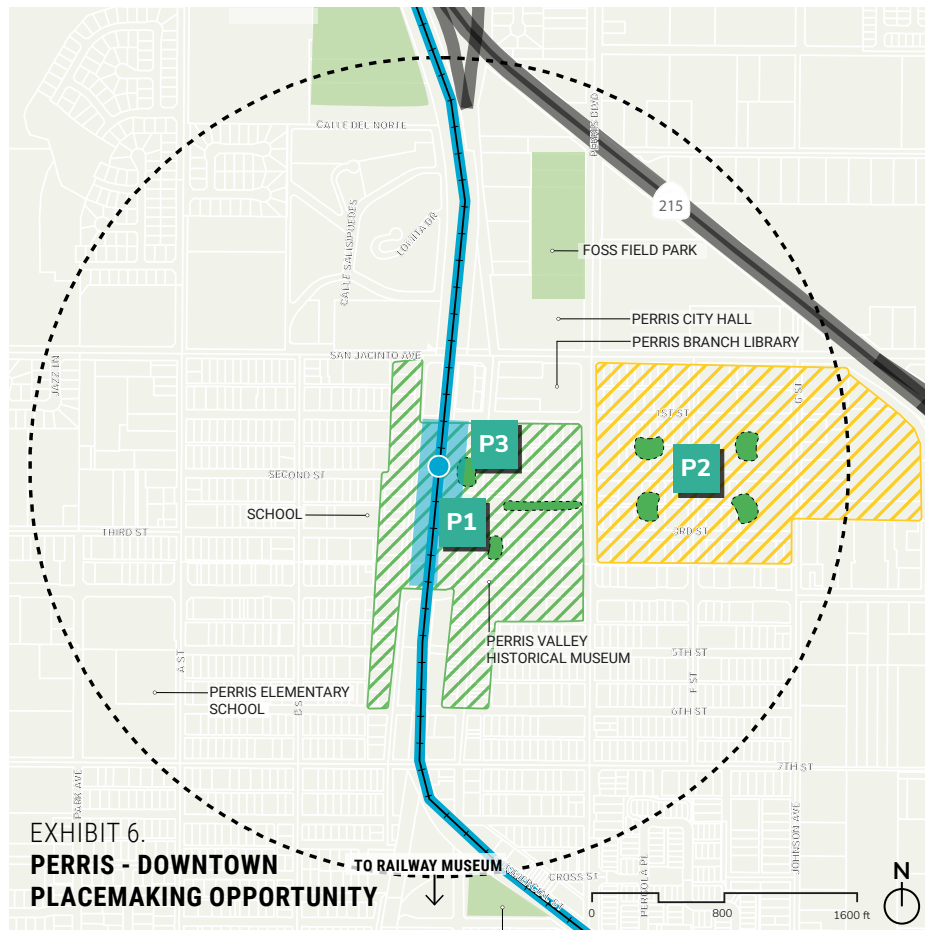


EXHIBIT 6.
PERRIS - DOWNTOWN
PLACEMAKING OPPORTUNITY

- TOC area (half-mile radius)
- Metrolink rail line
- Perris - Downtown Station
- Station and RCTC Property
- Downtown District
- Urban Village District
- Pedestrian/greening projects

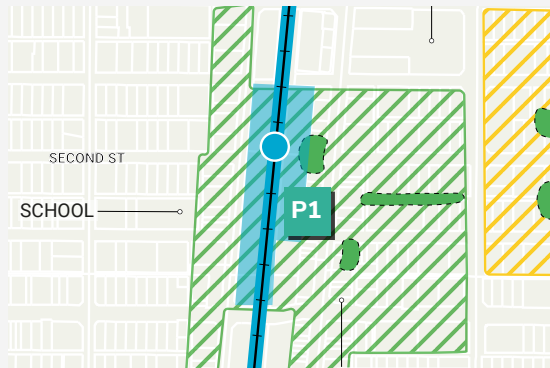
The Perris - Downtown station area is characterized by its traditional grid street pattern, pedestrian-oriented amenities, and a range of building types and historic structures. The station area's most notable design elements can be found along D Street, the city's Downtown Promenade. D Street is lined with wide sidewalks, overhead string lighting, wayfinding and destination signage, and brick paving, reminiscent of the city's industrial heritage. Expanding on existing design features and programming can elevate the city's downtown core and attract more residents and visitors. The Destination Perris Project, which will connect the station with the Railway Museum via a historic red trolley, also contributes to a unique identity and sense of place authentic to the history of Perris.

Potential placemaking project objectives:

- Promote more activity around the Downtown Promenade by providing more opportunities for recreation and leisure
- Incorporate design elements representative of the city's unique history to create a stronger sense of place and identity
- Implement the city's Downtown Specific Plan architectural styles and design elements throughout the station area to create a cohesive community

PEDESTRIAN/GREENING PROJECTS

- P1** Downtown Promenade
- P2** Urban Village Greenways
- P3** Perris Transit Plaza



P1 DOWNTOWN PROMENADE

D Street, better known as the Downtown Promenade, is the heart and center of culture in the City of Perris. It features wide sidewalks, historic buildings, including the Historic Train Depot and Bank of Perris, and other retail and restaurant uses. This Vision Plan aims to expand upon recent infrastructure improvements to the Downtown Promenade by temporarily pedestrianizing the street during community events using pop-up bollards. Providing more recreational amenities and programs could help reinforce downtown as a vibrant destination and stimulate additional economic activity.

Potential placemaking project components:

- Pop-up bollards for street events
- Public art, lighting, and other streetscape elements



STREET EVENTS



MARKED CROSSWALKS



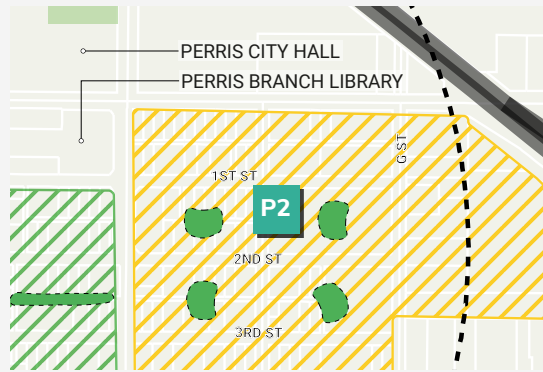
PEDESTRIAN-ORIENTED AMENITIES



DOWNTOWN WAYFINDING SIGNAGE



MONUMENT AND CHILDREN'S PLAY AREA



P2 URBAN VILLAGE GREENWAYS

According to the Downtown Perris Specific Plan, the Urban Village District is envisioned to consist of mixed-use and multi-family residential buildings with a network of walkways, greenways, and pocket parks connecting to downtown and the station. Pocket parks are small, publicly accessible outdoor spaces typically less than one acre in size. Buildings in this district should be designed to provide direct access from businesses or dwellings to greenways or a shared common courtyard.

Potential placemaking project components:

- Shaded greenways
- Lighting
- Seating
- Tree canopy



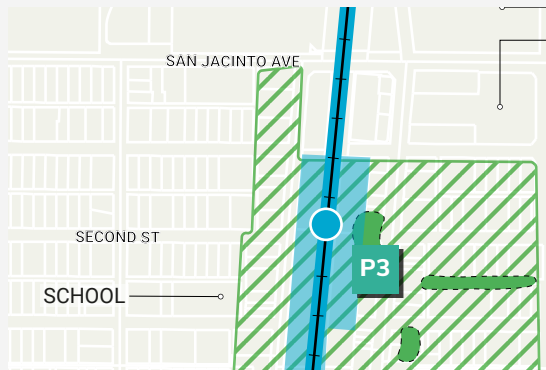
URBAN VILLAGE AND PARK



SHADED GREENWAYS



WALKWAY AND SEATING AREA



P3 PERRIS TRANSIT PLAZA

The Downtown Perris Specific Plan proposes a new plaza at the entrance of the station at the intersection of 2nd and D Streets. The plaza would function as a gathering space for Metrolink users and visitors and could also serve as an extension of D Street during community events. Incorporating monument signage, splash pads, and architectural elements and materials that tie into the character of Perris could also help strengthen the identity of downtown.

Potential placemaking project components:

- Monument signage
- Seating and lighting
- Splash pads
- Bike storage
- Architectural elements and materials



BIKE SHARE



SPLASH PAD



TRANSIT PLAZA



WATER REFILL STATION



SEATING



HOW WE GET THERE

KEY MOBILITY ACTIONS

KEY LAND USE ACTIONS

KEY PLACEMAKING ACTIONS

PRIORITY PROJECTS AND IMPLEMENTATION MATRIX

3.

HOW WE GET THERE

KEY LAND USE ACTIONS

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



LU1: Position city-owned Regional Housing Needs Allocation (RHNA) sites for redevelopment

Through RHNA, cities in California must plan for new housing to accommodate projected population growth. Perris' RHNA for the 2021-2029 planning period has been determined by SCAG to be 7,805 housing units. The Housing Element will describe policies and programs the city will use to facilitate and encourage housing development appropriate for extremely low-income households. The city identified land suitable for residential sites, including several city-owned properties adjacent to the station. The City of Perris could consider the following:

- **Update the Development Plan Review** process to allow for a streamlined ministerial approval process for affordable housing
- **Conduct a market study** to evaluate the demand for various land uses in the area based on current and projected market trends
- **Conduct a financial analysis** to estimate the return on investment (ROI) on each site, considering costs for acquisition, infrastructure upgrades, development, and revenue streams
- **Explore partnerships with developers, investors, and community organizations** that align with redevelopment goals



LU2: Identify funding sources and partnerships to facilitate affordable housing

California provides density-bonus benefits to developers that meet different affordability thresholds. The City of Perris could support project feasibility by identifying potential funding sources and aligning their affordability requirements with the state's program. The CA Department of Housing and Community Development (HCD) TOD Housing Program funds the development of apartments and condominiums within 1/4-mile of transit, with the specific goals of increasing public transit ridership, minimizing automobile trips, and promoting greenhouse gas (GHG) reduction.

- **Engage with local stakeholders** to prepare Affordable Housing Incentive Guidelines to help describe density bonus provisions, qualifying criteria, and available incentives
- **Collaborate with the Perris Housing Authority** to identify and pursue local, state, and federal funding sources to support all phases of affordable housing, including predevelopment, development, operations, and supportive services
- **Leverage federal programs** like the low-income housing tax credit, community development block grants, partnership programs, and housing programs
- **Establish partnerships with potential affordable housing developers and non-profit organizations** that have the capacity to develop, acquire, and/or manage affordable housing. Look for opportunities to facilitate the acquisition of sites, at low or no cost, to develop affordable housing for lower income households



LU3: Verify and refine projects outside the immediate downtown area as opportunities arise

As a conceptual, aspirational document, this Vision Plan generally aligns with the City's Downtown Specific Plan. It does include long-term development concepts outside the geographic area and general purview of the Specific Plan. These long-term potential projects would involve fiscal commitment from the city as well as community input, and should be further vetted and refined in a way that will best meet with the community's goals when opportunities for their implementation are identified.

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 Perris - Downtown Station in order to establish a complete network that prioritizes pedestrians and cyclists over cars.



MO1: Identify projects in the City of Perris' Capital Improvement Plan that can incorporate proposed corridor improvements

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

- D Street: bike boulevard
- Perris Boulevard: bike lanes and sidewalk widening
- 4th Street at C and D Streets: bike box



MO2: 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 California Department of Transportation (CalTrans). The Plan aims to increase transit ridership by identifying strategies to address first and last mile gaps to transit use in Riverside County. The Plan developed a set of station typologies to characterize RTA transit stops, identified various strategies to improve first and last mile access, and developed recommendations for each station typology. The Perris - Downtown station area was classified as a Core District. The following strategies associated with the Core District typology should be considered priority for completion or further study:

- Wayfinding and information
- Bicycle network improvements
- Access connections
- Pedestrian network improvements
- Bus and/or rail stop enhancements
- Ridesharing/carsharing
- Mobility hubs
- Transit Oriented Development
- Pedestrian friendly projects



MO3: Establish public-private partnerships

Coordination between public and private entities, including RCTC, City of Perris, RTA, and the Western Riverside Council of Governments (WRCOG) will be critical in identifying gaps in specific areas where resources are needed to be allocated to create TOD. Implementation of the proposed improvements will also require multiple funding sources. The City of Perris 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. The following strategies are designed to reinvigorate industrial parks and underutilized lots to create safe, interesting, and accessible places for people to enjoy.



PM1: Collaborate with local business owners, residents, non-profits, Chamber of Commerce, local artists, and other community stakeholders to ensure that design elements, art, and programming are rooted in community needs

Ongoing community engagement is critical at all stages of the planning process, including during and after implementation. The City of Perris could advance their Public Art Initiative and partner with community stakeholders to hold additional workshops, meetings, and events to develop a better understanding of community priorities as it relates to urban design, art, events, amenities, and programming. Perris could also collaborate with local artists to display murals or installations that celebrate the city's historic heritage.



PM2: Allow temporary street closures on D Street to host community events

As the “heart” of the city, D Street already features renovated storefronts, human-scaled amenities, lighting, and expanded sidewalks. Closing off vehicular traffic during off-peak hours, such as evenings or weekends, and using bollards or movable dividers can allow the City of Perris to dedicate more space to pedestrians and cyclists while promoting local businesses and destinations with foot traffic. Art festivals, farmers markets, and other events could strengthen the neighborhood’s sense of community and reinforce D Street as a major community corridor. The City of Perris could consider the following strategies:

- Establish a **special event street closure** application process
- Coordinate efforts between public works and business owners to **prepare a special event traffic plan** for D Street, which can include proposed detours, safety devices, lane closures, and traffic controls



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. 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
- **Prepare an Urban Forestry Policy Manual** for planting, maintenance, removal, protection, and preservation of trees on public property
- **Initiate a tree planting program** that can enable residents to plant trees in their parkways for free. The city could also host volunteer events to plant trees in parks, schools, or along trails
- **Offer incentives** such as expedited permitting, decreased fees, and reduced stormwater requirements to developers that incorporate trees and green infrastructure practices in their projects

PERRIS - DOWNTOWN PRIORITY PROJECTS AND IMPLEMENTATION MATRIX

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

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
LAND USE					
Confirm and/or refine land use districts identified in the vision chapter of this plan and integrate into actions LU1 - LU3	-	17-19	Immediate	City: Planning Division	<ul style="list-style-type: none"> Affordable Housing and Sustainable Communities (AHSC) Program Choice Neighborhood Community Development Block Grant (CDBG)
Position city-owned RHNA sites for redevelopment	LU1	30	Mid	City: Planning Division; Economic Development & Housing Department	<ul style="list-style-type: none"> Community Development Block Grant (CDBG) - State Administered Community Development Block Grant (CDBG) - Section 108 Loan Guarantee Program
Identify funding sources and partnerships to facilitate affordable housing	LU2	31	Mid	City: Planning Division; Economic Development & Housing Department	<ul style="list-style-type: none"> HOME Investment Partnerships Program Infill Infrastructure Grant Program (IIG) Low Income Housing Tax Credit (LIHTC) Program
Verify and refine projects outside the immediate downtown area as opportunities arise	LU3	31	Long	City: Planning Division; Economic Development & Housing Department	<ul style="list-style-type: none"> National Housing Trust Fund

	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-M3	21-24	Long	City: Engineering Department	<ul style="list-style-type: none"> • Active Transportation Program (ATP) • Assessment District • Bicycle and Pedestrian Facilities Program SB-821 • Cap and Trade - Transit and Intercity Rail Capital Program (TIRCP) • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Enhanced Infrastructure Financing District (EIFD) • Joint Development or Public- Private Partnerships (P3) • Office of Traffice Safety (OTS) Grants • Safe Routes to School • Surface Transportation Block Grant • Sustainable Transportation Planning Grant Program
Identify projects in the City of Perris CIP that can incorporate proposed corridor improvements	M01	32	Long	City: Engineering Department	
Implement first/last mile recommendations from RTA First and Last Mile Mobility Plan	M02	33	Long	City: Engineering Department	
Establish public-private partnerships	M03	33	Long	City: various departments	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
PLACEMAKING					
Confirm, refine, and prioritize place-making projects P1-P3 identified in the vision chapter of this plan	P1-P3	23-26	Mid	City: various departments	<ul style="list-style-type: none"> California Urban Greening Grant Program CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program California Urban Greening Grant Program Congestions Mitigation and Air Quality Improvement Program (CMAQ) Community Development Block Grant (CDBG)
Create Perris Placemaking Council	PM1	34	Near	City: Planning Division	
Allow temporary street closures on D Street to host community events	PM2	34	Near	City: Planning Division, Public Works Department	
Expand the urban tree canopy	PM3	35	Long	City: Public Works Department	



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

The background of the cover features a photograph of a train station platform with tracks receding into the distance under a blue sky with scattered clouds. A large, semi-transparent green triangle is overlaid on the left side of the image, framing the text.

TOC STRATEGIC PLAN

STATION VISION PLAN

PERRIS - SOUTH

MARCH 2024

THIS PAGE INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

1. THE OPPORTUNITY	8
INTRODUCTION AND VISION PLAN OUTLINE	8
WHAT WE HOPE TO ACCOMPLISH	8
RCTC ROLE	8
STAKEHOLDERS	8
STATION VISION PLAN	8
THE STATION AREA TODAY	9
STATION AREA OPPORTUNITIES & BARRIERS	10
STATION QUICK FACTS	11
2. THE VISION	14
WHERE ARE WE NOW?	15
WHERE DO WE WANT TO GO? (LONG TERM VISION)	15
CORONA - NORTH MAIN FRAMEWORK PLAN	16
PRIORITY PROJECTS	16
LAND USE	17
MOBILITY	20
PLACEMAKING	25
3. HOW WE GET THERE	30
KEY LAND USE ACTIONS	30
KEY MOBILITY ACTIONS	32
KEY PLACEMAKING ACTIONS	34
PRIORITY PROJECTS AND IMPLEMENTATION MATRIX	36

THIS PAGE INTENTIONALLY LEFT BLANK.

1

THE OPPORTUNITY

WHAT IS TOC?

REGIONAL CONTEXT

INTRODUCTION AND VISION PLAN OUTLINE

THE STATION AREA TODAY

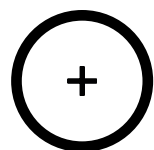
STATION AREA OPPORTUNITIES AND BARRIERS

STATION AREA QUICK FACTS

WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

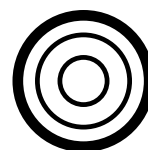
TOC IS 3D

WHAT DOES IT MEAN?



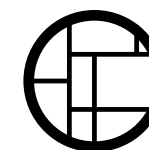
DENSITY

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

UNDERSTAND THE LOCAL MARKET

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

COMMUNITY PLANNING MATTERS

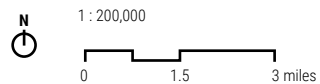
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

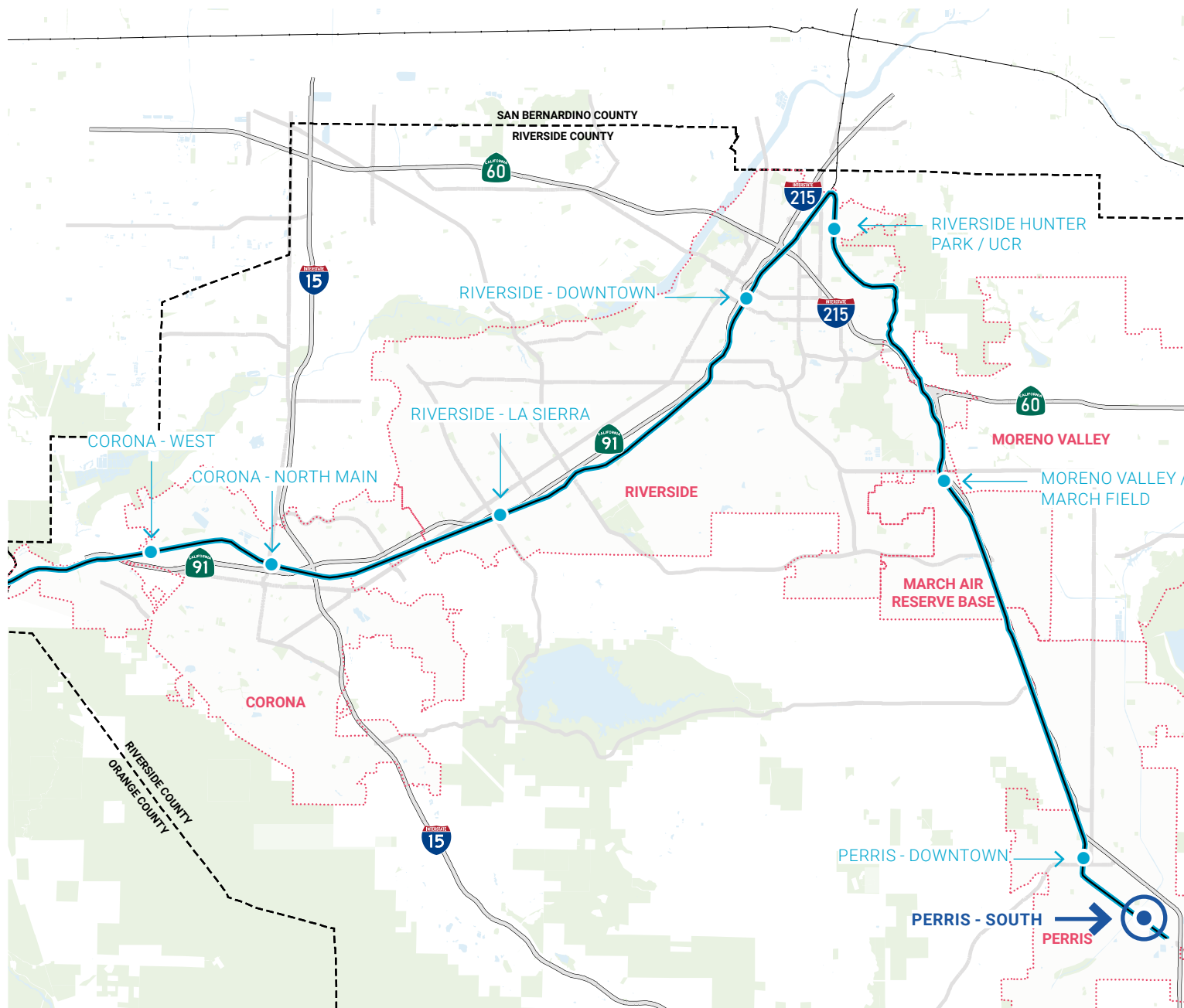
All elements of daily life need to work together to create a true community



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 **Perris - South 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 Perris - South

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

2. THE VISION

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

3. HOW WE GET THERE

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

THE STATION AREA TODAY

SOCIO-ECONOMIC PROFILE

The Perris - South station area is currently agricultural with few scattered industrial buildings. No residents live currently within the area boundaries. However, just outside of the station area, several developments are planned or under construction. Due to 100-year floodplain restrictions, development immediately near the station is only possible after the flood control mitigation project is complete, such as the Green Valley Development. The Green Valley Development, guided by the Green Valley Specific Plan, is a planned community that proposes approximately 4,210 dwelling units on approximately 1,269.2 acres.

URBAN DESIGN

The urban character of South Perris is rural. The road network is sparse and there are no buildings or landmarks. The railroad and the channelized San Jacinto River are major features that mark the agricultural landscape of the station area.

These open spaces are characterized by ground vegetation and the absence of tree canopy throughout. The entire station area is located within a 100-year floodplain, which severely limits development opportunities within walking distance of the Perris - South Station.

MOBILITY

The Perris - South Station is in a rural area with very few established roadways. The station can be accessed from Perris - South Metrolink Station Road via the 215 Freeway. Perris - South is the southern terminus of the Metrolink 91/Perris Valley Line. Before the COVID-19 pandemic, average monthly parking utilization rate was 10% and average annual weekday boardings totaled 1,138. There are currently two local bus connections available at the station, and are serviced by bus bays and passenger waiting areas.

Bicycle parking is provided on site. Although there are currently no other bicycle facilities within the station's immediate vicinity, additional bicycle infrastructure has been planned for the station. The station has a low level of walkability; there are no major destinations or points of interest within a 10-minute walking distance.

LAND USE

Land use is dictated by three City of Perris planning documents, the Perris General Plan, the Green Valley Specific Plan, and the Riverglen Specific Plan which provide localized land use designations, mobility recommendations, and design guidelines. The General Plan also addresses conservation, which includes incentive programs that implement the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP was prepared to conserve natural habitats and species native to the region, while providing a streamlined environmental regulation process for new development.

Currently, the station area is dominated by agricultural uses and a few industrial buildings. Planned residential land designations are present north and south of the station. There are some industrial uses northwest of the half-mile planning area.

STATION AREA OPPORTUNITIES & BARRIERS

This station is at the southern end of the 91/Perris Valley Line and currently lacks distinct form, due to its existing agricultural and industrial land uses. While this station's closest residential development is over a mile away south of Murrieta Road, there are several proposed projects due to opportunities for development within the area, including the Green Valley Specific Plan. This station connects to Riverside Transit Agency (RTA) buses and has a large parking area with over 900 spaces. This station also sits upon a 100-year floodplain. Flood management strategies have been planned along the San Jacinto River to mitigate flooding and allow future development around the station area. Proposed development will also be subject to project-level environmental evaluation to identify and address any impacts to MSHCP resources.



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



TOC area (half-mile radius)



Main arterials



Metrolink rail line



Perris - South Station

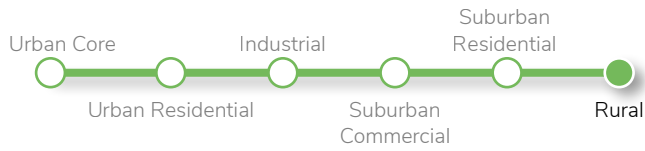
+ OPPORTUNITIES

- › Leverage planned trail connections along the San Jacinto River
- › Ready the area for eventual development post floodplain mitigation
- › Develop vacant parcels into walkable and bikeable neighborhoods that connect to the Metrolink Station
- › Gateway into the City of Perris

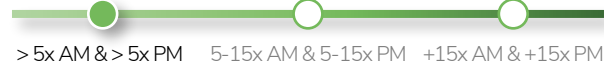
- BARRIERS

- › Proximity to the Water Reclamation Facility and the 215 Freeway
- › Floodplain restricts near-term development potential

STATION QUICK FACTS



PEAK PERIOD FREQUENCY (MIN)



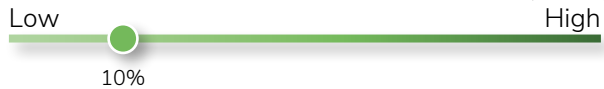
TRANSIT ROUTES WITHIN HALF-MILE RADIUS



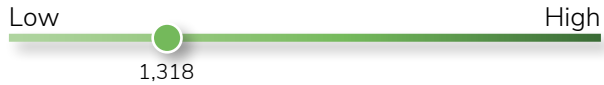
STATION PARKING



MONTHLY AVG. PARKING UTILIZATION (2019)



AVG. ANNUAL WEEKDAY BOARDINGS (2019)



AMENITIES



Parking



Bike Racks



Passenger Drop Off



Overnight Parking



Vending Machines



Disabled Access

EXISTING CONDITIONS



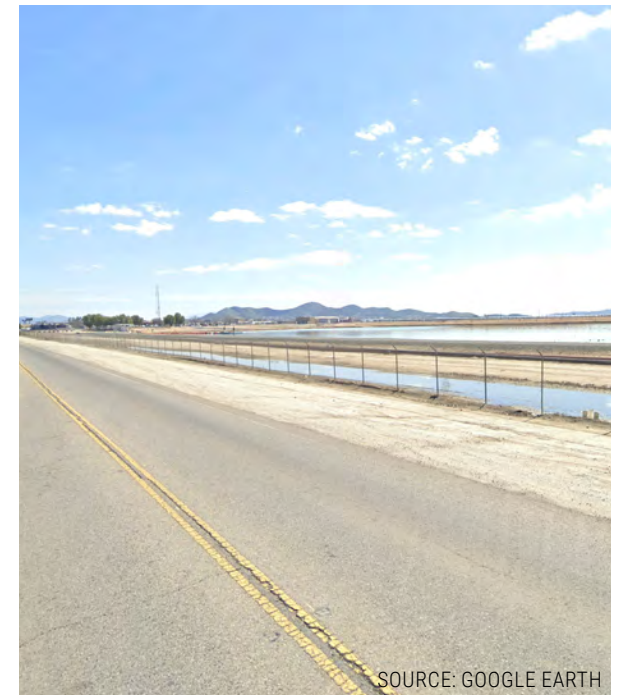
SAN JACINTO RIVER AND FLOODPLAIN SURROUNDINGS



TRACKS ALONG CASE ROAD



LANDSCAPING



PERRIS VALLEY REGIONAL WATER RECLAMATION FACILITY

THIS PAGE INTENTIONALLY LEFT BLANK.

2

South Perris

Do Not Enter
Railroad Right of Way
No Entry, Dirección
de Vía de Ferrocarril

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 PERRIS – SOUTH STATION AREA CAN BE A LONG-TERM THRIVING SUBURBAN VILLAGE WHICH WILL SUPPORT A BROAD MIX OF HOUSING TYPES ALONG WITH PRESERVING OPPORTUNITIES FOR GREATER DENSITY IN THE FUTURE.

The Perris – South Station is the least developed station among the 91/Perris Valley Line. Due to inadequate infrastructure and environmental constraints, including the floodplain and designated conservation areas, new development may not be feasible in the near-term. As such, improvements to existing roadways, trails, and urban design could be prioritized to set the stage for TOC around the station area later down the line. The proximity to the San Jacinto River also poses a unique opportunity for recreation and could feature equestrian and multi-use trails connecting to other areas of the city. Once flood management control measures are in place, investments could focus on infrastructure upgrades and development along existing roadways, such as Case Road and Murrieta Road. Residential, mixed-use development could slowly be introduced as the station area begins to build out in the long-term.



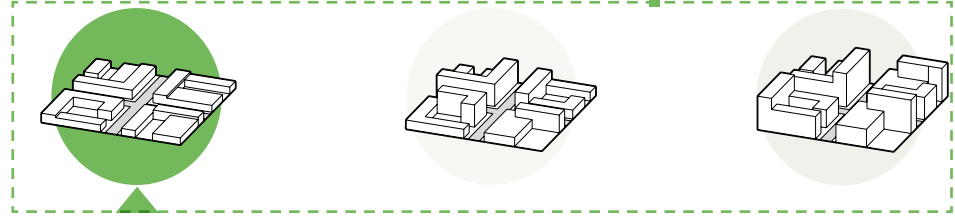
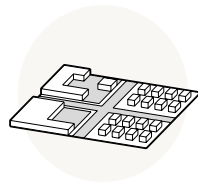
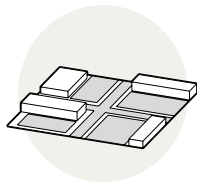
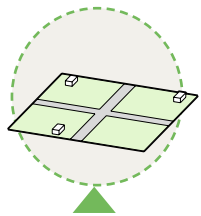
**FLOODPLAIN
MITIGATION
FOLLOWING THE
IMPLEMENTATION OF
THE SAN JACINTO
RIVER STAGE 3
CONCEPTUAL PLAN**



**ENHANCE EXISTING
ROADWAYS
TO SUPPORT
MULTIMODAL
INFRASTRUCTURE**



**ESTABLISH TRAIL
CONNECTIONS TO
THE SAN JACINTO
RIVER**



WHERE WE ARE
LOWER DENSITY

WHERE WE WANT TO GO

HIGHER DENSITY

WHERE ARE WE NOW?

The Perris – South Station currently lacks a formal station typology due to the lack of development surrounding the station area. This station’s role is to primarily serve as a park-and-ride function, due to the limited opportunities for development.



SOURCE: GOOGLE EARTH

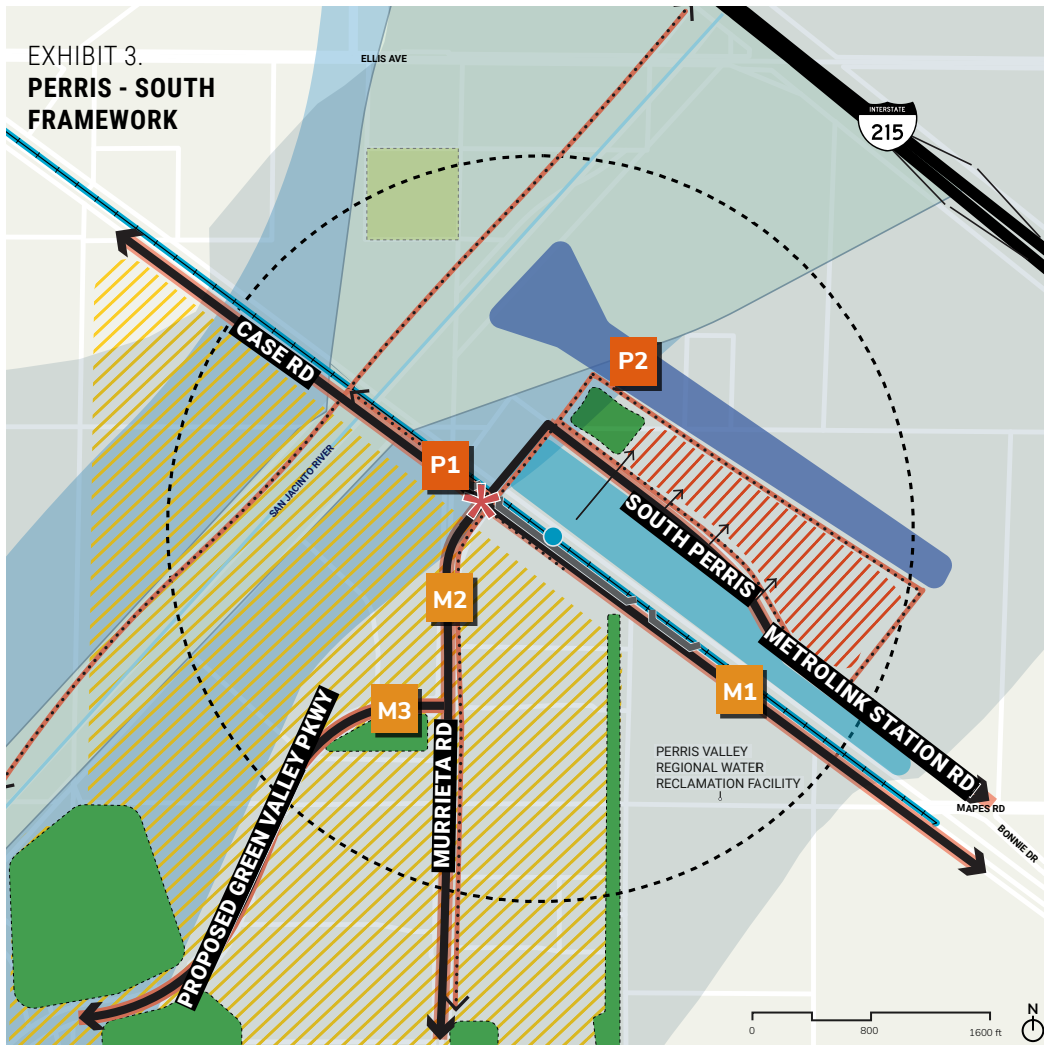
WHERE DO WE WANT TO GO? (LONG TERM VISION)

Suburban Village

Perris – South could embody a Suburban Village station typology. Suburban Village typologies include a mix of low-to-moderate densities of residential, retail, and office uses. Compact, 2-4 story mixed-use development is located closer to the station. Auto-oriented big box commercial uses are situated further from the station, typically near freeways. Parking can be structured and/or provided on surface lots.

The aim of this typology is to set the stage for intensification over time. Consideration of how road patterns, block structures, and amenity distribution that support walkable, compact development in an initial strategy are vital to successful implementation of a suburban village.





PERRIS - SOUTH FRAMEWORK

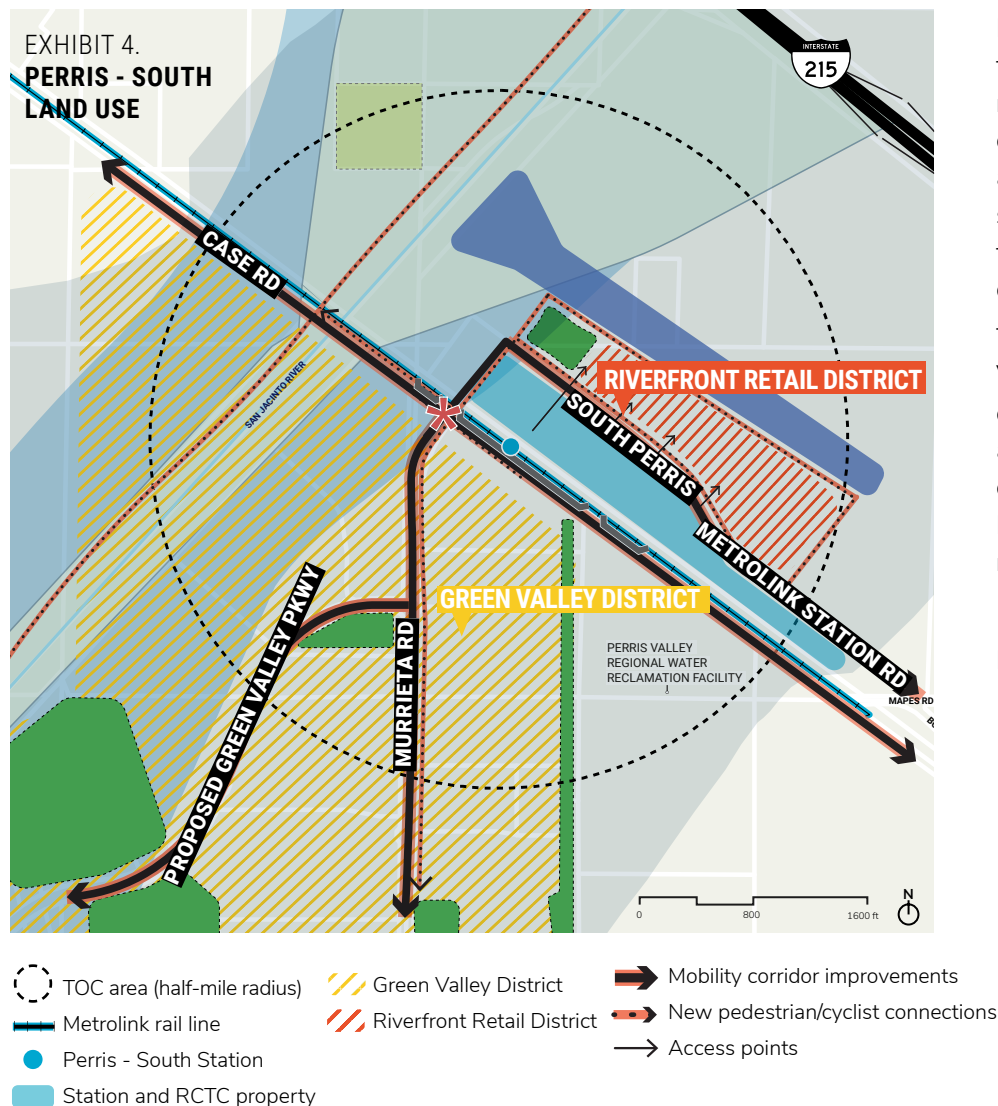
The Framework focuses on key mobility corridors that will serve as the guiding vision for the Perris – South station area. Since new development is limited by the existing floodplain in the near-term, key infrastructure improvements would set the stage for development in the long-term. Case Road specifically is a major mobility corridor that acts as a gateway into Perris. This roadway could include traffic calming features, trees, and a trail to improve the pedestrian and cyclist experience and create safer connections to the station and residential neighborhoods to the south. The Framework Plan also builds on the City of Perris’ Active Transportation Plan and capitalizes on the station’s proximity to the proposed San Jacinto River trail, located just west of the station.

PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Case Road	Green Valley District	P1	Perris Gateway
M2	Murrieta Road		Riverfront Retail District	P2
M3	Proposed Green Valley Parkway			

- TOC area (half-mile radius)
- Metrolink rail line
- Perris - South Station
- Station and RCTC property
- Green Valley District
- Riverfront Retail District
- Proposed Parks/Greenways
- Existing 100-year floodplain
- Terraced Funnel/Channel
- Future Floodplain
- Flood Control Channel
- Retaining Wall
- Mobility corridor improvements
- New pedestrian/cyclist connections
- Access points
- Gateway

LAND USE

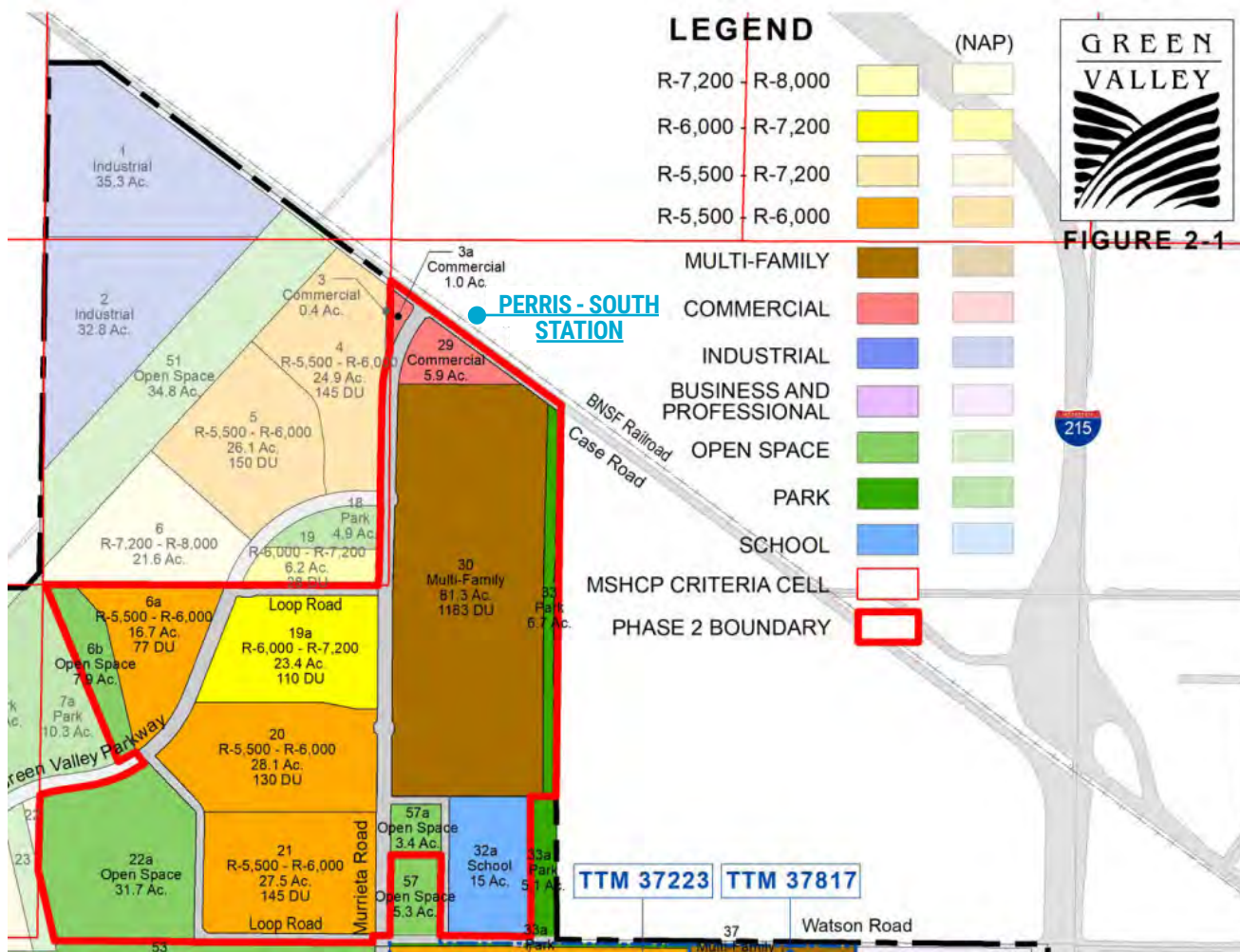


Land uses surrounding the transit station are largely vacant at this time due to the floodplain restriction. New land uses will be viable once floodplain mitigation measures are in place. Grading for any new development would also be designed to facilitate drainage. Two development districts could be envisioned at the station area, the predominantly residential Green Valley District to the south of Case Road and the station, and the mixed use Riverfront Retail District to the north of the station. Murrieta Road crosses the tracks and connects both development areas.

This station area is the most rural and undeveloped along the 91/Perris Valley Line. Since new development is not permitted due to the floodplain, development cannot logically occur until flood management control measures are in place. Near-term investments could focus on infrastructure upgrades and development along existing roadways, such as Case Road and Murrieta Road. In the long-term (30+ years), station build-out could integrate more residential, mixed-use development.

Potential land use project objectives:

- Introduce residential and focused mixed-use development adjacent to the station along Case Road
- Buffer residential buildings from undesirable uses including the 215 Freeway and Water Reclamation Center Facility
- Elevate sites along the Metrolink tracks to provide seamless, above-grade connections; below-grade parking structures can also be used to elevate sites in this area
- Incorporate transition zones between the station area and low-density communities to the south



GREEN VALLEY DISTRICT

The Green Valley District is based on the Green Valley Specific Plan, which was originally approved in 1990. The Specific Plan called for a planned community consisting of 4,210 dwelling units on approximately 1,269 acres just south of the Perris – South Station. Since plan adoption in 1990, several changes to state and county laws impacted proposed development, including the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the Perris Valley Airport Land Use Compatibility Plan (ALUCP), the San Jacinto River Stage 3 Conceptual Plan, and the location of the Metrolink Station. Two Specific Plan amendments were made to respond to these changes, with the most recent amendment approved in April 2023. These changes included increasing residential density near Case Road and adding regional open space. The goal of the Specific Plan amendment is to establish a complete community that provides multiple residential products, including single-family, townhomes, and apartments, new commercial uses, job opportunities, and parks and open space. Green Valley development would coincide with the phasing plan of the Riverside County Flood Control.

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)



RETAIL AND ACCESS TO TRAILS

RIVERFRONT RETAIL DISTRICT

This Vision Plan establishes the Riverfront Retail District that's envisioned to feature mixed-use development along Perris South Metrolink Road following the construction of the San Jacinto River flood mitigation project. The District leverages its proximity to the river and open space and could introduce a network of trails to promote walking, biking, and hiking. This could be supported by rest areas, picnic spots, and observation decks overlooking the river. Proposed uses could include cafes, local artisan shops, and active lifestyle retailers.

MOBILITY



EXHIBIT 5.
RCTC PROPOSED STATION IMPROVEMENTS

- Station area
- Metrolink rail line
- Perris - South Station
- Existing parking
- Proposed passenger loading platform and 2nd station track
- Proposed 4th layover facility track
- Car parking shade structures with solar

STATION IMPROVEMENTS

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

PRIORITY	PROJECT DESCRIPTION	TIME FRAME
Commenced	Add Passenger Loading Platform and 2nd Station Track	0 - 5 years
Commenced	Add 4th Layover Facility Track	0 - 5 years
Completed	Car parking shade structures with solar	-



CORRIDOR IMPROVEMENTS

There are currently no major destinations or points of interest within the immediate station area. However, as flood management control measures are implemented and development starts to occur, the lack of pedestrian and bicycle infrastructure will hinder access to the station. Mobility projects should establish connections to the future development areas the station is meant to serve, as well as area amenities such as the San Jacinto River.

Potential mobility project objectives:

- Establish Case Road as a primary mobility corridor connecting the station to other neighborhoods in the City of Perris through bike, pedestrian, and transit connections
- Introduce new pedestrian and cyclist connections that link proposed trails along the San Jacinto River
- Consider the creation of new direct connections from communities that will be developed after the floodplain mitigation projects are completed

KEY MOBILITY PROJECTS

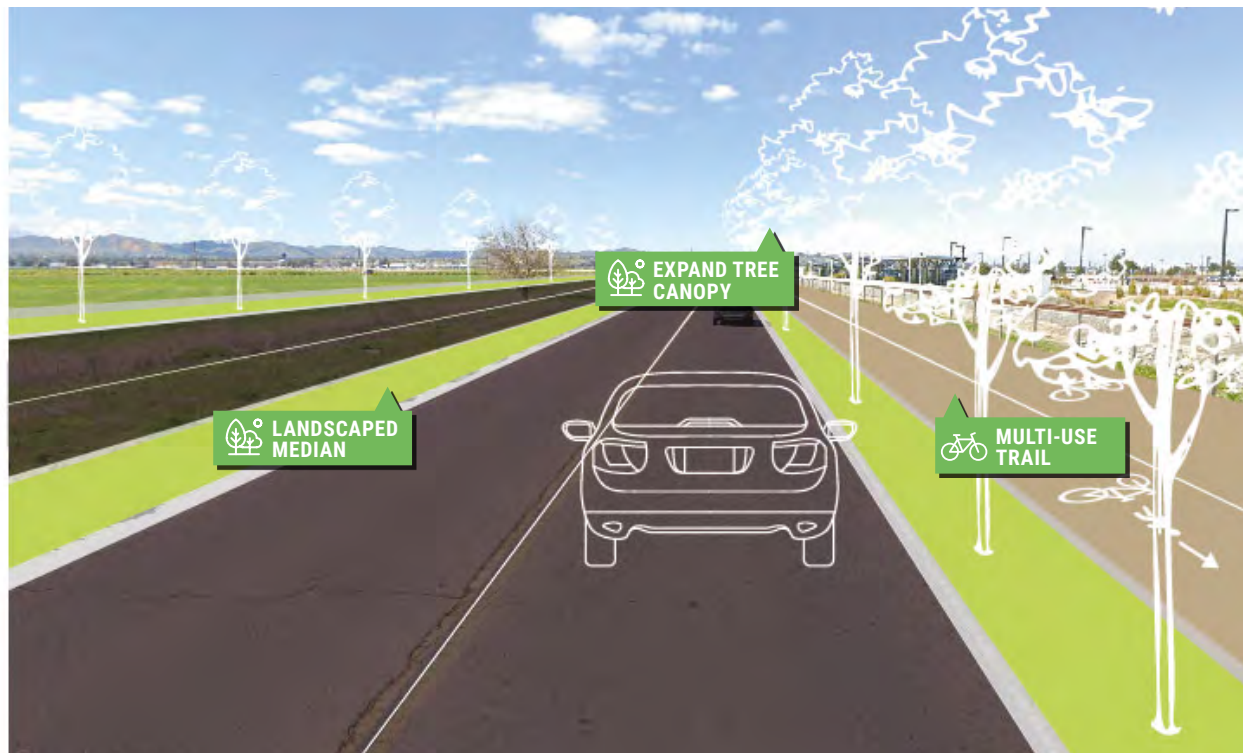
- M1** Case Road
- M2** Murrieta Road
- M3** Proposed Green Valley Parkway



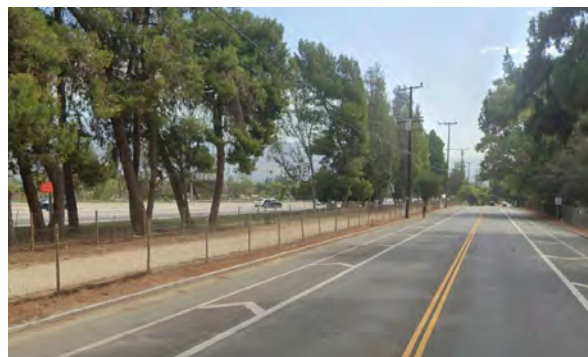
SOURCE: GOOGLE EARTH

M1 CASE ROAD

Case Road could serve as a major mobility corridor feeding into the station area and the City of Perris. Improvements to Case Road could include a multi-use path and equestrian trail that would connect to the proposed San Jacinto River trail, the Perris – South station area, and proposed development to the south. Case Road could be lined with drought-tolerant landscaping and trees to create a gateway into the station area.



PERRIS BOULEVARD CONCEPTUAL VIEW



ROADWAY WITH BIKE LANES AND TRAIL
SOURCE: GOOGLE EARTH



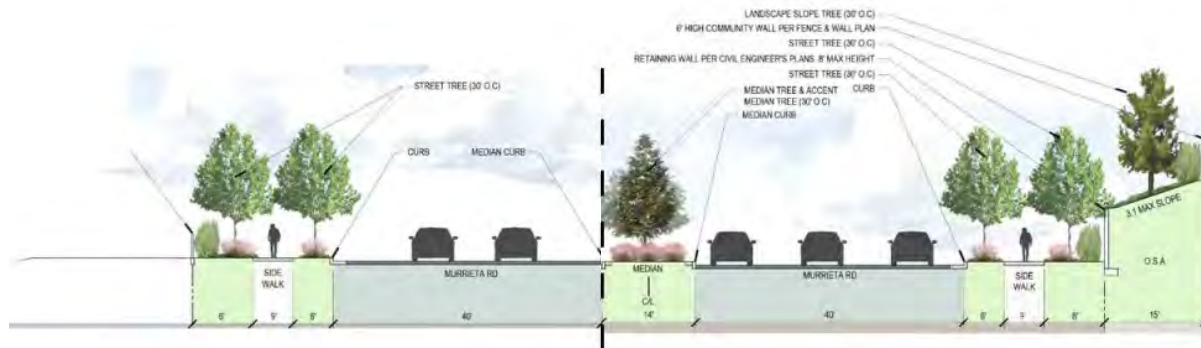
RETAINING WALL



SOURCE: GOOGLE EARTH

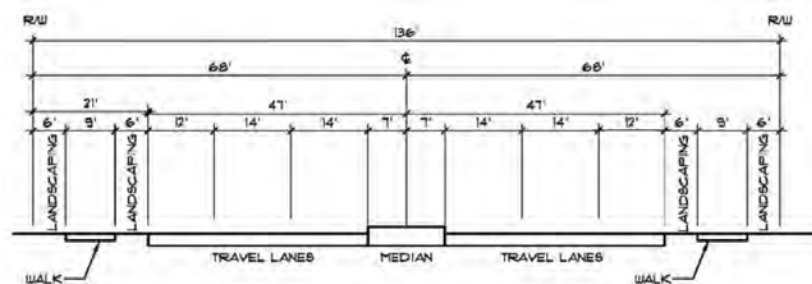
M2 MURRIETA ROAD

Murrieta Road is an existing major mobility corridor within the Perris South station area. This road currently is the major connector between users of the south to the station area, and directly connects into the City of Perris Green Valley Specific Plan area. This plan proposes that Murrieta Road be improved through the addition of a landscaped walkway, a median curb, and six travel lanes as a secondary arterial with a 136' right-of-way. Murrieta Road is an MSHCP arterial Covered Road with an allowable width of 128'. As such, any improvements beyond 128' will require additional review. Any future roadway extension will require further analysis at the CEQA/environmental stage with permittees.



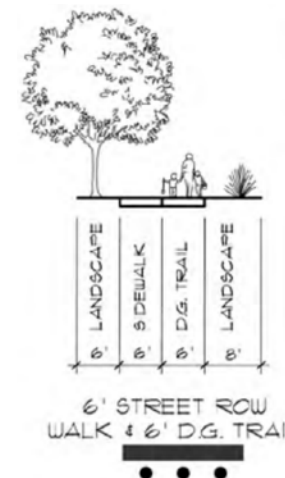
MURRIETA ROAD CROSS-SECTION

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)



MURRIETA ROAD CROSS-SECTION (SECONDARY ARTERIAL (136'))

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)

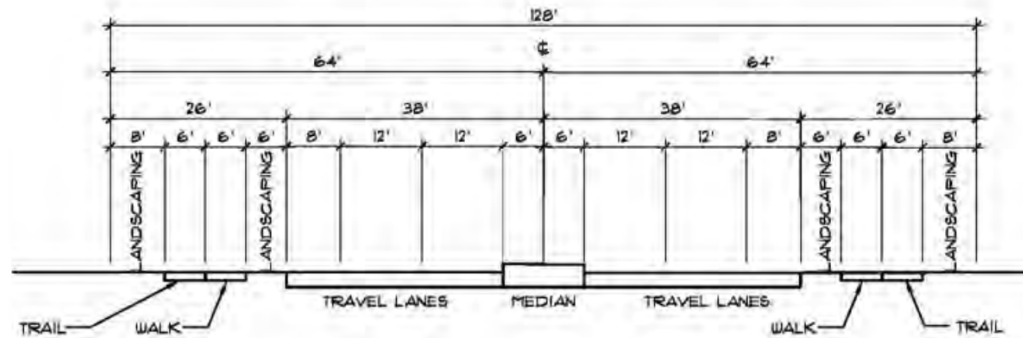


PROPOSED SIDEWALK & TRAIL CROSS SECTION

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)

M3 PROPOSED GREEN VALLEY PARKWAY

A main access point that has been proposed through City of Perris' Green Valley Specific Plan is the Green Valley Parkway. This street would connect Murrieta Road to the rest of the area to the west and south of the station. It includes a partial 128' right-of-way as a secondary arterial, and is proposed to include decomposed granite trails, 6' of sidewalk, and 6'-8' of landscaping on both sides of the pathway. In order to demonstrate consistency with the MSHCP, the Green Valley Parkway will require further analysis at the CEQA/ environmental stage with permittees.



PROPOSED GREEN VALLEY PARKWAY CROSS-SECTION (SECONDARY ARTERIAL 128')

SOURCE: CITY OF PERRIS, GREEN VALLEY SPECIFIC PLAN (AMENDMENT 2)



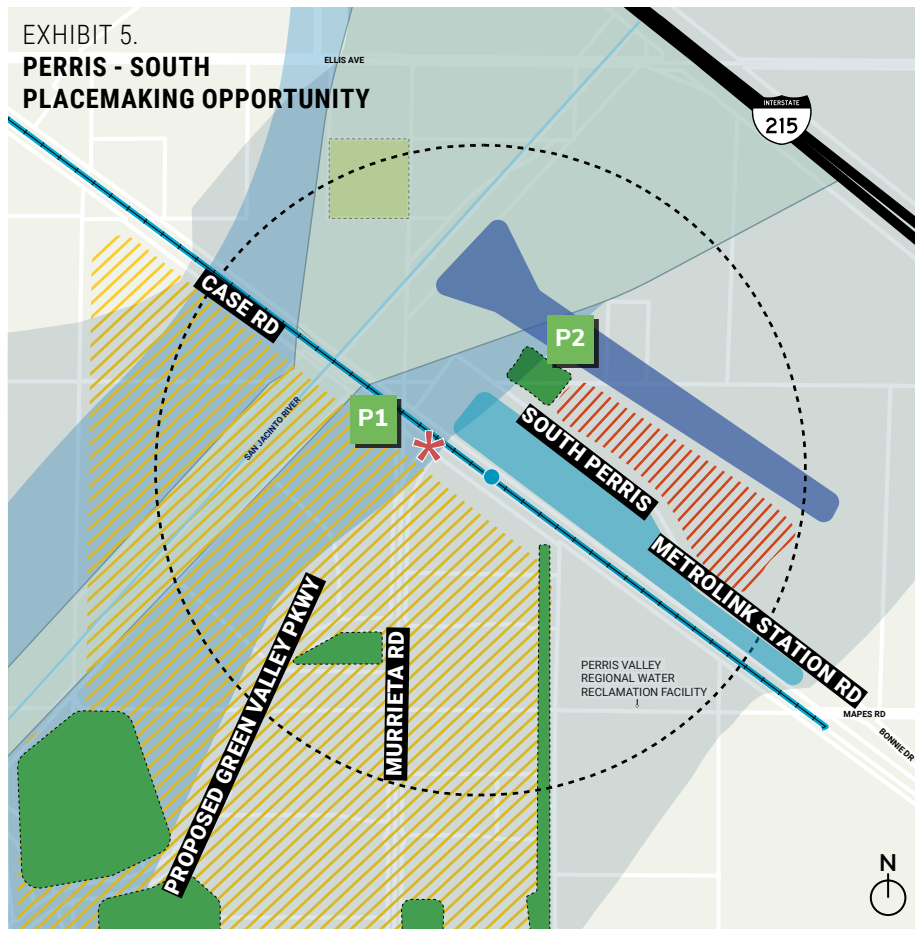
CO-LOCATED TRAIL AND WALKING PATH



ROADWAY WITH PEDESTRIAN INFRASTRUCTURE

PLACEMAKING

EXHIBIT 5.
**PERRIS - SOUTH
PLACEMAKING OPPORTUNITY**



- | | | | |
|--|-----------------------------|--|----------------------------|
| | TOC area (half-mile radius) | | Green Valley District |
| | Metrolink rail line | | Riverfront Retail District |
| | Perris - South Station | | Proposed Parks/Greenways |
| | Station and RCTC property | | Gateway |

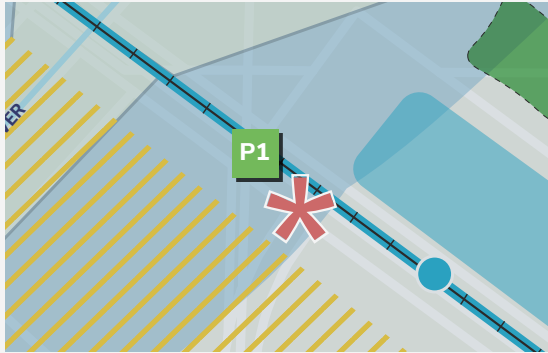
The Perris-South station area is characterized by its rural surroundings, sparse road network, and lack of buildings and landmarks. The San Jacinto River is a notable natural feature that runs through the station area. The open space that exists within the area is characterized by ground vegetation and little tree shading coverage. As little development is possible in the near-term, the following placemaking ideas could be implemented in the future once flood control measures are in place and development is enabled:

Potential placemaking objectives:

- Create a gateway into the station area by building on existing scenic connections and other natural elements
- Build upon the rural and agricultural history of the station area by providing urban gardening opportunities within new neighborhood parks
- Provide both functional and recreational opportunities by introducing a flood control network and greenway connections from the San Jacinto River corridor to communities within the station area

PEDESTRIAN/GREENING PROJECTS

- P1** Perris Gateway
- P2** Flood Control and Greenway Connections



P1 PERRIS GATEWAY

Perris Gateway could serve as a gateway into the station area and the City of Perris. Monument signage, landmarks, and drought-tolerant landscaping could leverage existing scenic connections to the mountains, San Jacinto River, and other natural elements to establish a new character for the station area. Murals and other forms of public art can also be incorporated to create memorable spaces that strengthen the community’s sense of belonging.

Potential placemaking project components:

- Outdoor courtyards and event space
- Monument signage and wayfinding
- Drought tolerant landscaping
- Trail connections
- Murals and public art



OUTDOOR COURTYARDS AND EVENT SPACE



TRAIL CONNECTIONS



MURALS AND PUBLIC ART



DROUGHT TOLERANT LANDSCAPING



WAYFINDING

P2 FLOOD CONTROL AND GREENWAY CONNECTIONS

Infrastructure improvements and flood mitigation measures could include natural flood control channels. These could be incorporated throughout the development to aid in flood management and stormwater management while providing additional opportunities to expand access to open recreation and green space. The channels could integrate wetlands and riparian habitat to mitigate flooding, slow runoff, and aid in water filtration. Equestrian trails, multi-use paths, and linear parks could follow the alignment of the channels leading to the San Jacinto River and connect to proposed pedestrian and cycling pathways. Directional signage, maps, and other pedestrian amenities such as seating, shade, lighting, and trash receptacles may also be located along the channels.

Potential placemaking project components:

- Multi-use paths
- Linear parks
- Directional signage
- Maps
- Seating & shade
- Restroom & trash receptacles



LINEAR PARK AND WALKWAY ADJACENT TO WATER CHANNEL



MULTI-USE PATH



MAP AND DIRECTIONAL SIGNAGE

THIS PAGE INTENTIONALLY LEFT BLANK.

3

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 strategies are intended to diversify land use mix and promote density in order to concentrate jobs, housing, and services around the station area.



LU1: Implement the preferred alternative from the San Jacinto River Stage 3 Conceptual Planning Report to manage flood hazards

In 2017, Albert A. Webb Associates prepared the San Jacinto River Stage 3 Conceptual Planning Report for the Riverside County Flood Control Water Conservation District. The report was the result of an interagency planning effort to better manage flood hazards that impact this region. The report details the preferred project alternative, which addresses the area's most prevalent environmental, public safety, and transportation needs. The preferred alternative includes the following components:

- Embankment protection
- Drainage improvements
- Low-flow channel
- Underground storm drain
- Excavating/filling portions of the shallow pond floodplain
- Modifying low-flow channel
- Terrace to reduce floodplain acreage



LU2: Conduct an economic and utility feasibility study to better understand fiscal impacts and needs based on future demand

Conducting a capacity study for utilities around the Perris – South station area, including water, wastewater, sewer, stormwater, and telecommunications, would help determine if capacity is available within the city’s infrastructure networks and the cost of extending the network. This study could help the City of Perris manage expectations on how much development is feasible in the future.



LU3: Identify funding sources and partnerships to facilitate affordable housing

California provides density-bonus benefits to developers who meet different affordability thresholds. The City of Perris could support project feasibility by identifying potential funding sources and aligning their affordability requirements with the State’s program. The CA Department of Housing and Community Development (HCD) TOD Housing Program funds the development of apartments and condominiums within 1/4-mile of transit, with the specific goals of increasing public transit ridership, minimizing automobile trips, and promoting greenhouse gas (GHG) reduction.

- **Engage with local stakeholders** to prepare Affordable Housing Incentive Guidelines to help describe density bonus provisions, qualifying criteria, and available incentives
- **Collaborate with the city’s Economic Development & Housing Division** to identify and pursue local, state, and federal funding sources to support all phases of affordable housing, including predevelopment, development, operations, and supportive services
- **Leverage Federal Programs** like the low-income housing tax credit, community development block grants, partnership programs, and housing programs
- **Establish partnerships with potential affordable housing developers and non-profit organizations** that have the capacity to develop, acquire, and/or manage affordable housing. Look for opportunities to facilitate the acquisition of sites, at low or no cost, to develop affordable housing for lower income households

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 Perris - South Station in order to establish a complete network that prioritizes pedestrians and cyclists over cars.



MO1: Identify projects in the City of Perris' Capital Improvement Plan that can incorporate proposed corridor improvements

Capital Improvement Projects include street reconfiguration of lanes, geometry, curbs, and utility systems upgrades. Proposed active transportation improvements, such as the addition of bike lanes, buffers, medians, and sidewalks could be integrated into the Capital Improvement Projects to maximize cost savings and efficiency.

- Case Road widening: street improvements will be required as part of private development



MO2: 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, Southern California Association of Governments (SCAG), and California Department of Transportation (CalTrans). The plan aims to increase transit ridership by identifying strategies to address first and last mile gaps to transit use in Riverside County. The plan developed a set of station typologies to characterize RTA transit stops, identified various strategies to improve first and last mile access, and developed recommendations for each station typology. Perris – South embodies a Rural typology. The following strategies associated with the Rural typology should be considered priority for completion or further study:

- Wayfinding and information
- Bicycle network improvements
- Access connections
- Pedestrian network improvements
- Crossing treatments
- Bus stop enhancements



MO3: Prepare a “rail-to-trails” initiative following the implementation of the San Jacinto River Trail

This 42-mile, channelized river originates in the Santa Rosa and San Jacinto Mountains National Monument and flows downstream to Lake Elsinore. The city’s 2020 Active Transportation Plan proposed a Class I multi-use trail along the San Jacinto River. Future mobility improvements around the station area, including Case Road, should consider enhanced pedestrian and cyclist connections to the trail to provide Metrolink patrons access to this natural community asset.



MO4: Establish public-private partnerships

Coordination between public and private entities, including RCTC, City of Perris, RTA, and WRCOG (Western Riverside Council of Governments) will be critical in identifying gaps and deficiencies within the service area. Implementation of the proposed improvements will also require multiple funding sources. The City of Perris 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. The following strategies are designed to reinvigorate industrial parks and underutilized lots to create safe, interesting, and accessible places for people to live, work, and play.



PM1: Design a safe and inviting trailhead for the proposed San Jacinto River Trail

The City of Perris has proposed a Class I multi-use trail along the San Jacinto River in their Active Transportation Plan. Part of this segment is located less than a 1/4-mile west of the station. New access to the trail would provide community members with more recreational opportunities on a regional scale. The city could collaborate with community members and project partners, including RCTC and Riverside County Parks, to identify design elements that would benefit users, such as hygiene facilities, educational signage, and landscaping.



PM2: 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. The City of Perris prepared a Climate Action Plan in 2016, which established goals and policies that aim to reduce GHGs to provide a more livable and equitable community. The Climate Action Plan lists area source reduction measures that relate to landscape strategies that reduce GHG and can be incorporated into development projects without an added cost. 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 or adaptive tree species that are well-suited to the local climate
- **Identify and secure urban greening grants** to catalyze urban forestry projects that reduce greenhouse gas emissions
- **Initiate a volunteer tree planting program**
- **Offer incentives** such as expedited permitting, decreased fees, and reduced stormwater requirements to developers who incorporate trees and green infrastructure practices in their projects



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

Ongoing community engagement is critical at all stages of the planning process, including during and after implementation. The City of Perris could partner with community stakeholders to hold additional workshops, meetings, and events to develop a better understanding of community priorities as it relates to urban design, art, events, amenities, and programming. The city could also collaborate with local artists to display murals or installations that celebrate Perris' historic heritage.

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

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
LAND USE					
Confirm and/or refine land use districts identified in the vision chapter of this plan and integrate into actions L1 - L3	-	15-17	Long	City: Planning Division	<ul style="list-style-type: none"> • CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • California Urban Greening Grant Program • Community Development Block Grant (CDBG) • Hazard Mitigation Grant Program • Building Resilient Infrastructure and Communities (BRIC) and Flood Mitigation Assistance (FMA) • Planning and Capital Funding • National Housing Trust Fund • HOME Investment Partnerships Program • Affordable Housing and Sustainable Communities (AHSC) Program • Infill Infrastructure Grant Program (IIG) • Low Income Housing Tax Credit (LIHTC) Program • Affordable Housing and Sustainable Communities (AHSC) Program • Assessment District • Enhanced Infrastructure Financing District (EIFD)
Implement the preferred alternative from the San Jacinto River Stage 3 Conceptual Planning Report to manage flood hazards.	LU1	28	Long	City: Planning Division; Riverside County Flood Control	
Conduct an economic and utility feasibility study to better understand fiscal impacts and needs based on future demand.	LU2	29	Mid	City: Planning Division	
Identify funding sources and key partnerships to facilitate affordable housing	LU3	29	Mid	City: Planning Division; Economic Development & Housing Department	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
MOBILITY					
Confirm, refine and prioritize mobility actions M1-M4 identified in the vision chapter of this plan	M1-M4	19-22	Long	City: Engineering Department	<ul style="list-style-type: none"> • Active Transportation Program (ATP) • Safe Routes to School • Sustainable Transportation Planning Grant Program • Surface Transportation Block Grant • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • California Urban Greening Grant Program • Bicycle and Pedestrian Facilities Program SB-821 • Office of Traffic Safety (OTS) Grants • Transit and Intercity Rail Capital Program (TIRCP) • Assessment District • Enhanced Infrastructure Financing District (EIFD)
Identify projects in the City of Perris' Capital Improvement Plan that can incorporate proposed corridor improvements.	M01	30	Long	City: Engineering Department	
Implement first/last mile recommendations from RTA First and Last Mile Plan	M02	30	Long	City: Engineering Department	
Prepare a "rail-to-trails" initiative following the implementation of the San Jacinto River Trail	M03	31	Long	City: Community Services Department and Public Works Department	
Establish public-private partnerships	M04	31	Long	City: various departments	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
PLACEMAKING					
Confirm, refine and prioritize placemaking actions P1-P3 identified in the vision chapter of this plan	P1-P3	23-25	Mid	City: various departments	<ul style="list-style-type: none"> California Urban Greening Grant Program CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program California Urban Greening Grant Program Congestions Mitigation and Air Quality Improvement Program (CMAQ) Community Development Block Grant (CDBG) Active Transportation Program (ATP) Safe Routes to School Sustainable Transportation Planning Grant Program Surface Transportation Block Grant Bicycle and Pedestrian Facilities Program SB-821 Affordable Housing and Sustainable Communities (AHSC) Program Assessment District
Design a safe and inviting trailhead for the proposed San Jacinto River Trail	PM1	32	Mid	City: Planning Division	
Expand the urban tree canopy	PM2	33	Long	City: Public Works Department	
Collaborate with stakeholders on placemaking program	PM3	33	Long	City: Planning Division	



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

A photograph of the Riverside Downtown Station, a transit hub with a prominent brick tower and a large, arched, green metal structure with glass panels. The station is set against a clear blue sky. In the foreground, there are signs for 'Tickets' and 'PASSENGER LOADING DROP-OFF', and a 'WASH YOUR FACE' sign. A street lamp and a fence are also visible.

TOC STRATEGIC PLAN

STATION VISION PLAN

RIVERSIDE - DOWNTOWN

MARCH 2024

THIS PAGE INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

1. THE OPPORTUNITY	8
INTRODUCTION AND VISION PLAN OUTLINE	8
WHAT WE HOPE TO ACCOMPLISH	8
RCTC ROLE	8
STAKEHOLDERS	8
STATION VISION PLAN	8
THE STATION AREA TODAY	9
STATION AREA OPPORTUNITIES & BARRIERS	10
STATION QUICK FACTS	11
2. THE VISION	14
WHERE ARE WE NOW?	15
WHERE DO WE WANT TO GO? (LONG TERM VISION)	15
CORONA - NORTH MAIN FRAMEWORK PLAN	16
PRIORITY PROJECTS	16
LAND USE	17
MOBILITY	20
PLACEMAKING	27
3. HOW WE GET THERE	32
KEY LAND USE ACTIONS	32
KEY MOBILITY ACTIONS	34
KEY PLACEMAKING ACTIONS	38
PRIORITY PROJECTS AND IMPLEMENTATION MATRIX	40

THIS PAGE INTENTIONALLY LEFT BLANK.

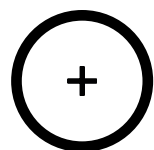
1

THE OPPORTUNITY

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

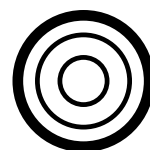
WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

TOC IS 3D



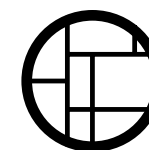
DENSITY

A selection of housing types that is customized to local needs



DIVERSITY

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



DESIGN

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

WHAT DOES IT MEAN?

UNDERSTAND THE LOCAL MARKET

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

COMMUNITY PLANNING MATTERS

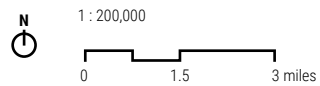
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

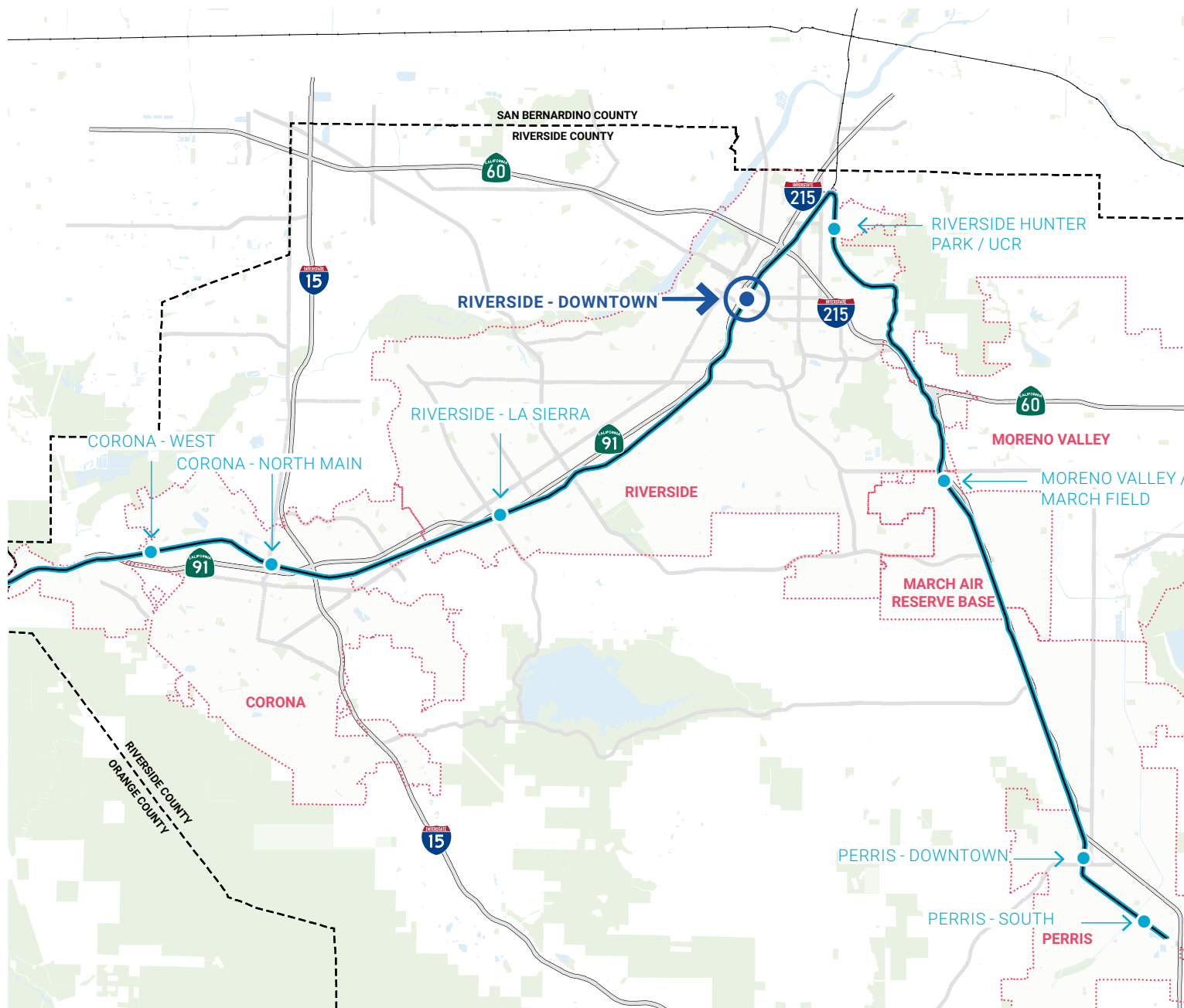
All elements of daily life need to work together to create a true community



EXHIBIT 1.
REGIONAL CONTEXT



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



1. THE OPPORTUNITY

INTRODUCTION AND VISION PLAN OUTLINE

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

WHAT WE HOPE TO ACCOMPLISH

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

RCTC ROLE

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

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

STAKEHOLDERS

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

STATION VISION PLAN

The Station Vision Plan is composed of three major sections:

1. THE OPPORTUNITY

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

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

2. THE VISION

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

3. HOW WE GET THERE

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

THE STATION AREA TODAY

SOCIO-ECONOMIC PROFILE

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

URBAN DESIGN

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

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

MOBILITY

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

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

LAND USE

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

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

STATION AREA OPPORTUNITIES & BARRIERS

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

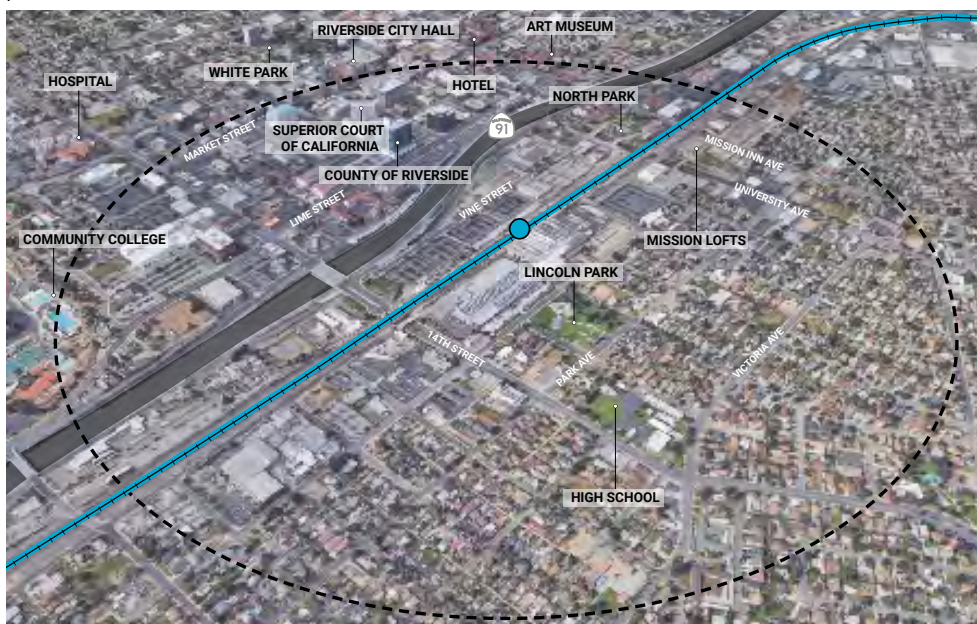






EXHIBIT 2.
**POINTS OF INTEREST
AND STATION
CONTEXT**



-  TOC area (half-mile radius)
-  Main arterials
-  Metrolink rail line
-  Riverside - Downtown Station

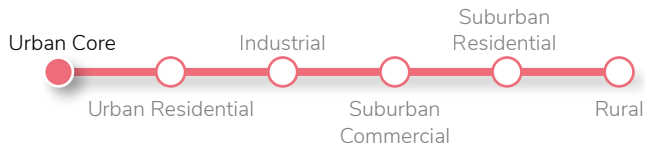
+ OPPORTUNITIES

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

- BARRIERS

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

STATION QUICK FACTS



PEAK PERIOD FREQUENCY (MIN)



TRANSIT ROUTES WITHIN HALF-MILE RADIUS



STATION PARKING



MONTHLY AVG. PARKING UTILIZATION (2019)



AVG. ANNUAL WEEKDAY BOARDINGS (2019)



AMENITIES



Parking



Bike Racks



Passenger Drop Off



Overnight Parking



Vending Machines



Disabled Access

EXISTING CONDITIONS



PEDESTRIAN CROSSING OVER TRACKS



VINE STREET MOBILITY HUB



EXISTING TRANSIT ORIENTED DEVELOPMENT



UNDERPASS CROSSINGS



HISTORIC ARCHITECTURAL STYLE



INDUSTRIAL USES ON COMMERCE STREET

SOURCE: GOOGLE EARTH

THIS PAGE INTENTIONALLY LEFT BLANK.

2

3020

THE VISION

VISION STATEMENT

FRAMEWORK PLAN

PRIORITY PROJECTS

LAND USE

MOBILITY

PLACEMAKING

2. THE VISION

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

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

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

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



ENHANCE CONNECTIONS TO MAJOR DESTINATIONS AROUND THE CITY

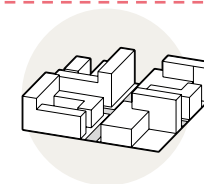
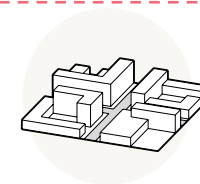
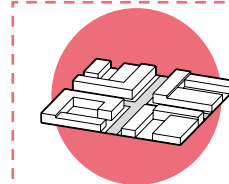
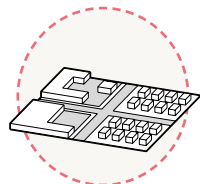
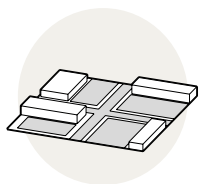
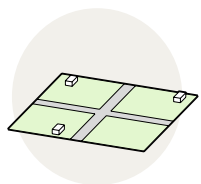


PRESERVE HISTORIC CHARACTER AROUND THE STATION AREA



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

TRANSIT-ORIENTED COMMUNITIES



LOWER DENSITY

WHERE WE ARE

WHERE WE WANT TO GO

HIGHER DENSITY

WHERE ARE WE NOW?

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

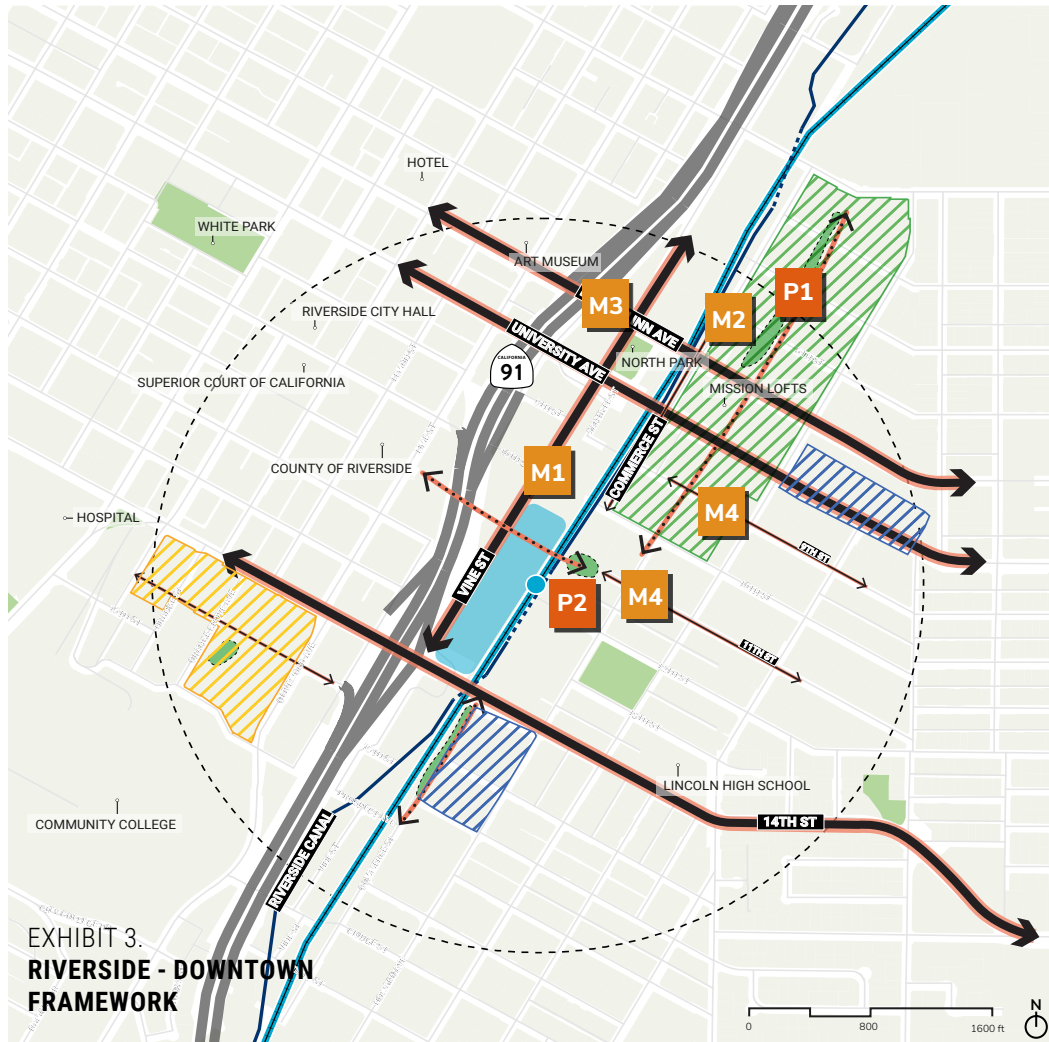


WHERE DO WE WANT TO GO? (LONG TERM VISION)

Village Mixed Use

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





RIVERSIDE - DOWNTOWN FRAMEWORK

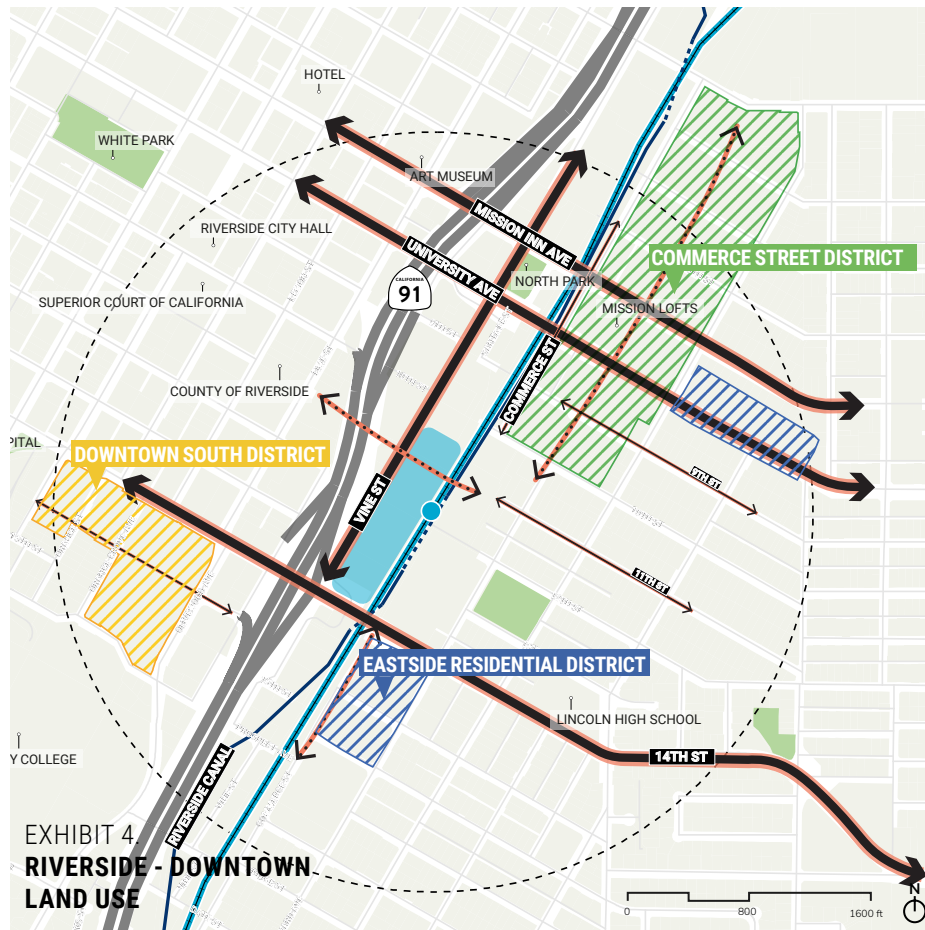
The Framework includes three major districts and several key mobility corridors that guide the vision for the Riverside - Downtown station area. The districts establish future land use patterns and densities designed to promote pedestrian and cyclist activity, while improving access to the station and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

PRIORITY PROJECTS

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

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

LAND USE

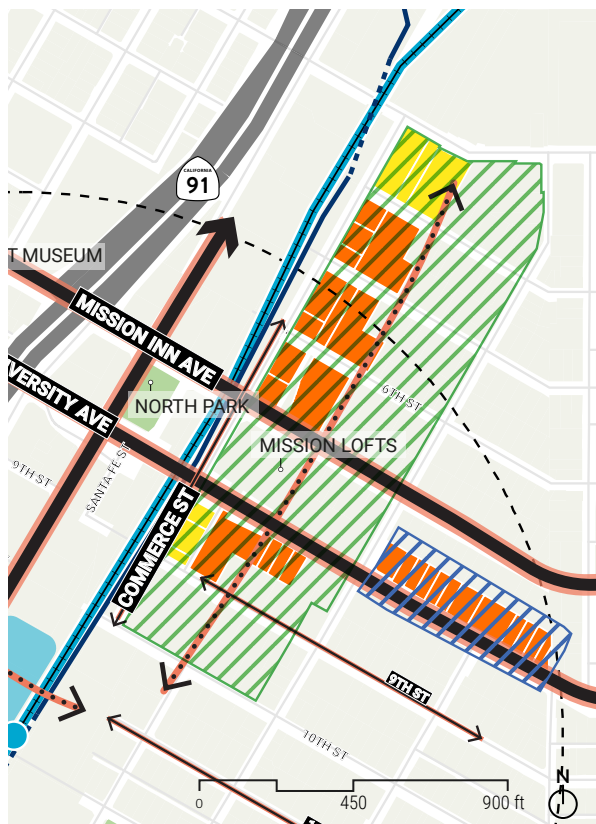


The neighborhood surrounding the Riverside - Downtown Station is characterized by a mix of commercial, residential, and some industrial uses. Surrounding sites near the station area have been zoned as high-density mixed-use development along with sites identified as Housing Opportunity Sites. To foster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

Potential land use project objectives:

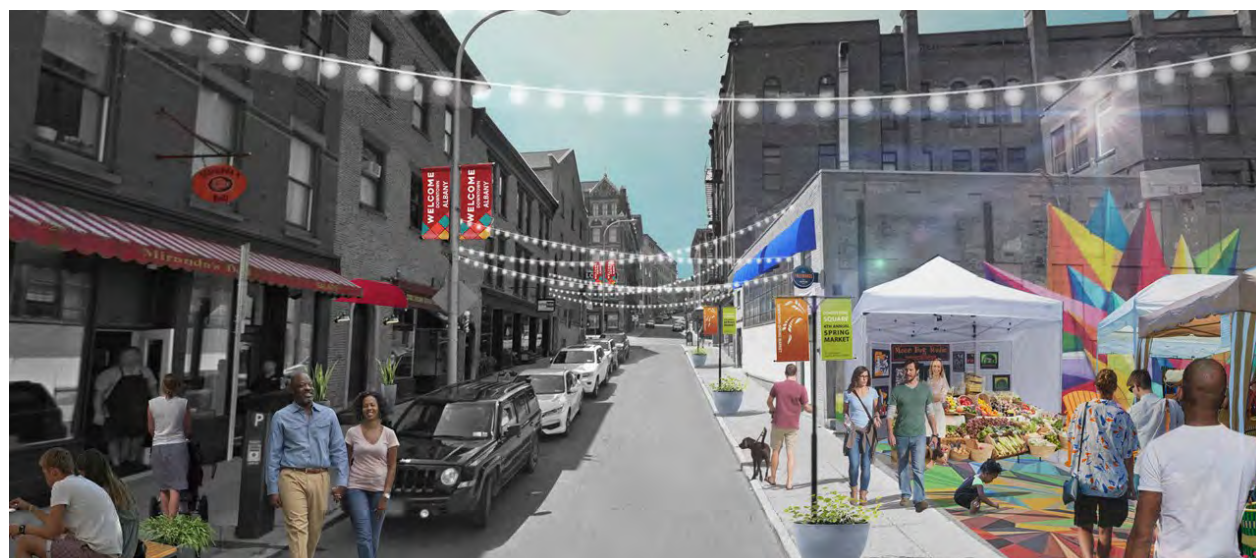
- Encourage mixed-use building typologies that are compatible with, and that preserve the character of, the existing residential Eastside community
- Provide opportunities for mixed-income affordable housing within the Marketplace District Specific Plan area
- Preserve and reinforce the unique industrial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





POTENTIAL DEVELOPMENT SITES

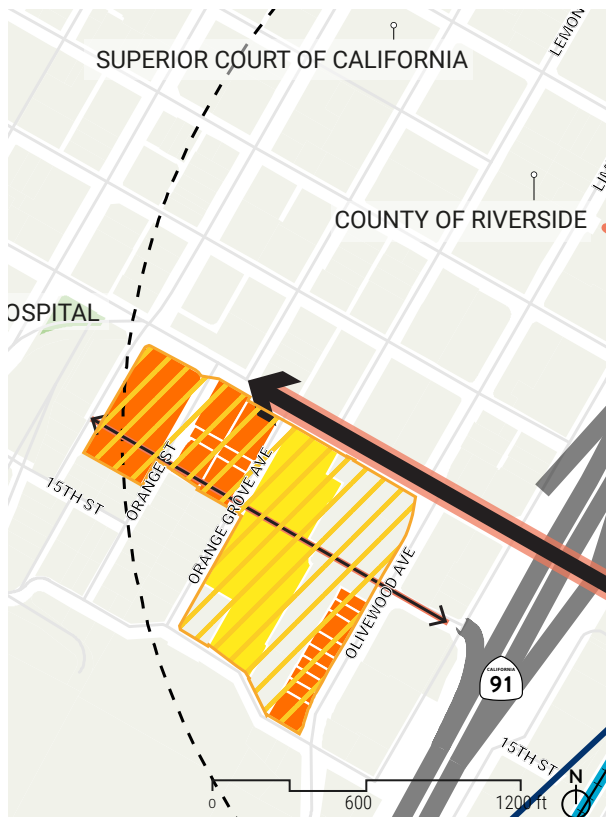
- Primary development sites
- Secondary development sites
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections



MIXED-USE RESIDENTIAL WITH PEDESTRIANIZED STREET

COMMERCE STREET DISTRICT

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



POTENTIAL DEVELOPMENT SITES

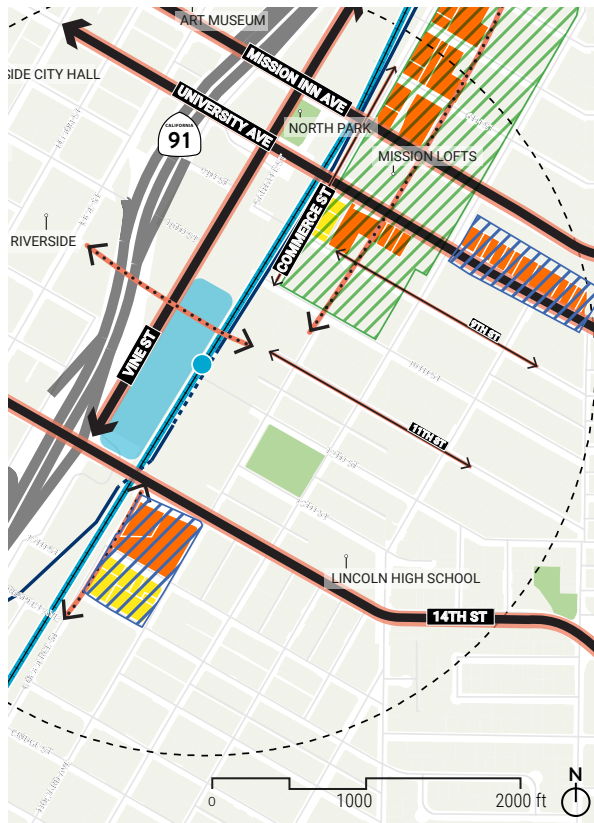
- Primary development sites
- Secondary development sites
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections



HIGH DENSITY RESIDENTIAL WITH GROUND-FLOOR RETAIL

DOWNTOWN SOUTH DISTRICT

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



TOWNHOMES
SOURCE: GOOGLE EARTH

EASTSIDE RESIDENTIAL DISTRICT

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

MOBILITY



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

STATION IMPROVEMENTS

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

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

*Project not shown in exhibit

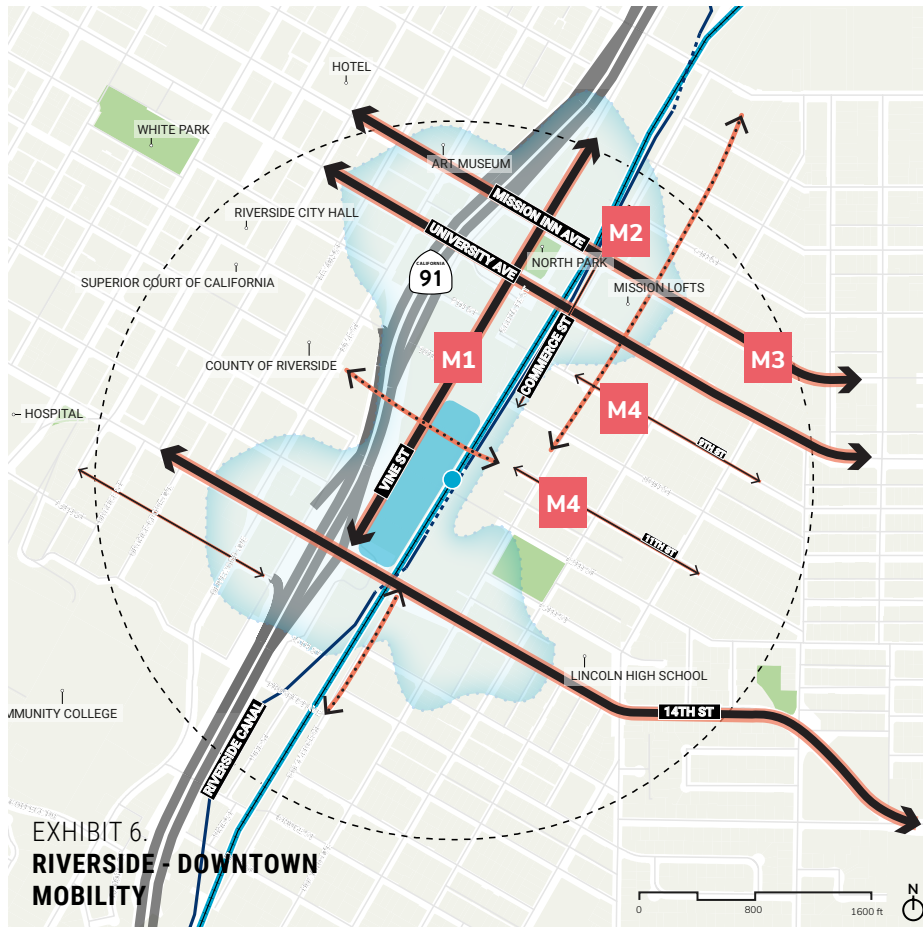


EXHIBIT 6. RIVERSIDE - DOWNTOWN MOBILITY

- TOC area (half-mile radius)
- Metrolink rail line
- Riverside - Downtown Station
- 10-minute walk shed
- Station and RCTC property
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections
- Riverside Canal / Covered Riverside Canal

CORRIDOR IMPROVEMENTS

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

Potential mobility project objectives:

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

KEY MOBILITY PROJECTS

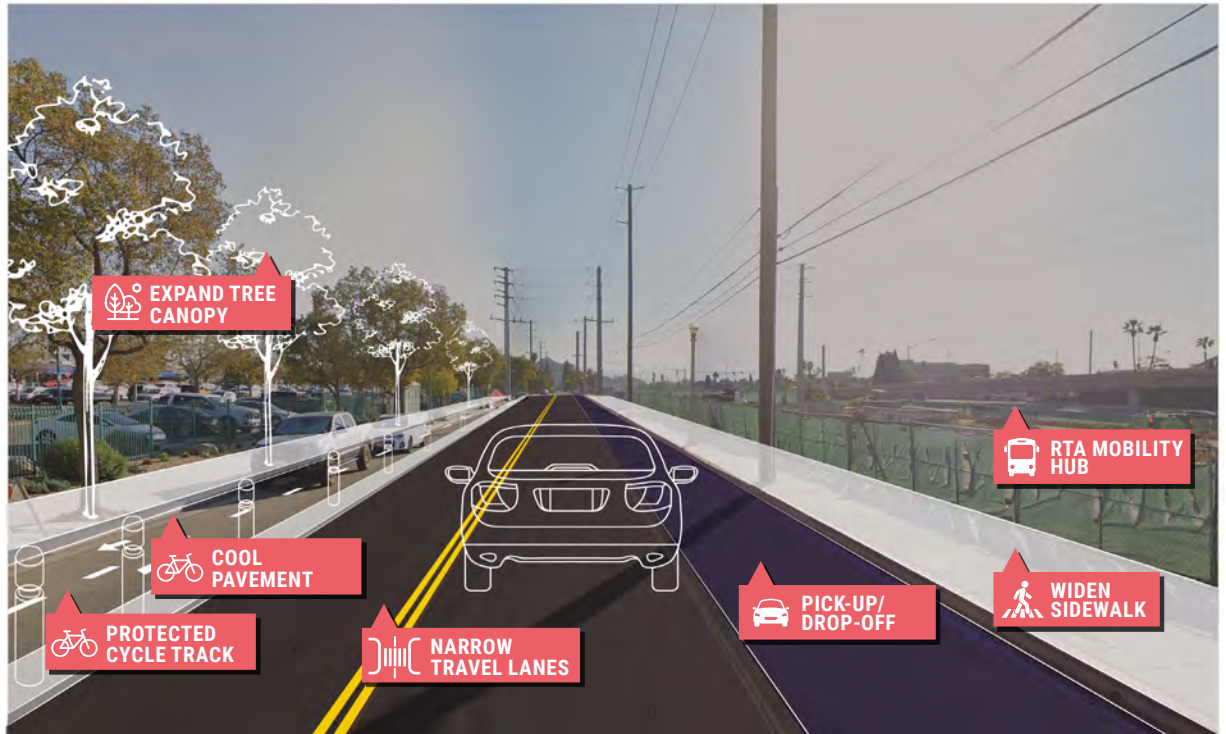
- Vine Street
- Commerce Street
- Mission Inn Avenue
- 9th & 11th Street



SOURCE: GOOGLE EARTH

M1 VINE STREET

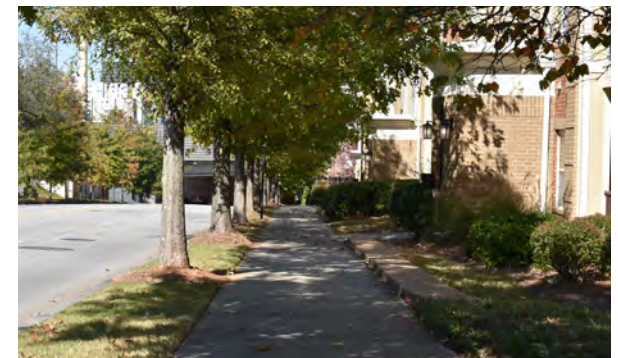
Vine Street could become a primary mobility corridor with direct access into the station as well as the RTA Vine Street Mobility Hub, which is located across the street from the station. The right-of-way on this street is reflective of a 66-foot collector with 40-feet of curb-to-curb room to add a cycle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



VINE STREET CONCEPTUAL VIEW



TWO-WAY CYCLE TRACK



TREE CANOPY



SOURCE: GOOGLE EARTH

M2 COMMERCE STREET

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



COMMERCE STREET CONCEPTUAL VIEW



PROTECTED CYCLE TRACK



TEMPORARY EVENT SPACE



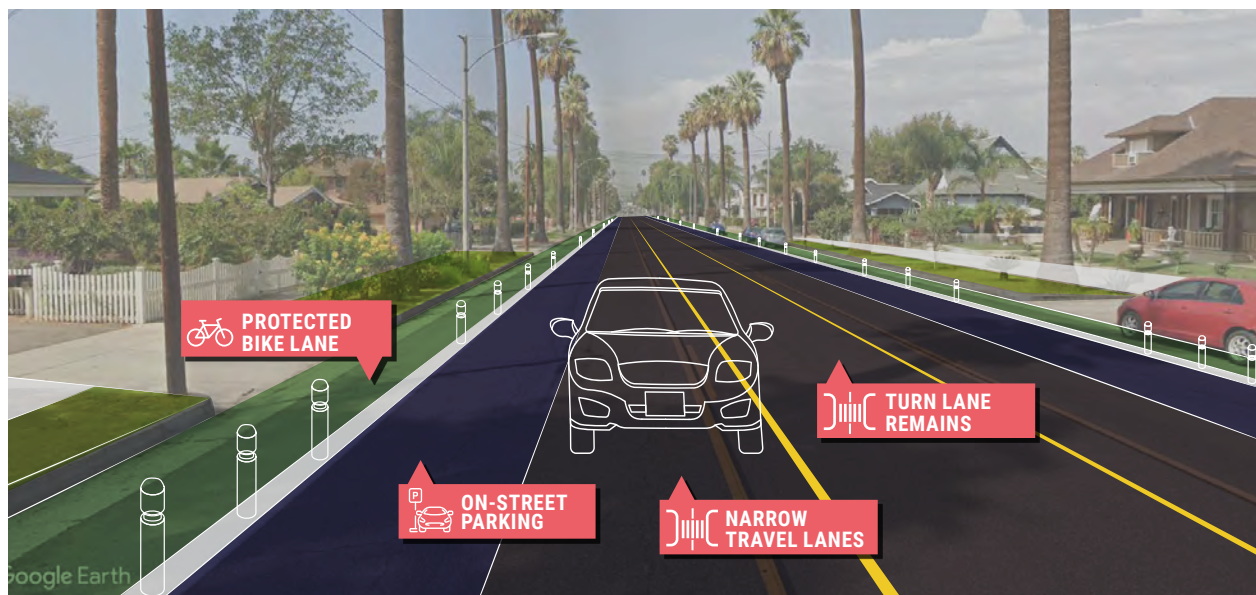
SOURCE: GOOGLE EARTH

M3 MISSION INN AVENUE

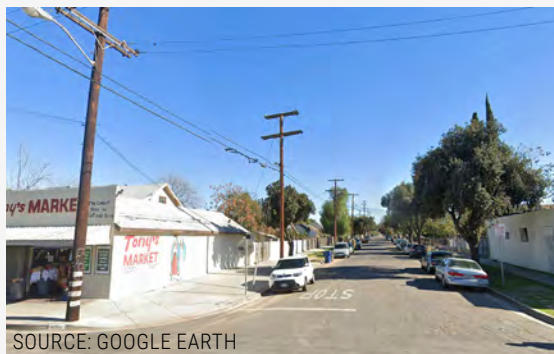
Mission Inn Avenue could feature a protected bike lane that would connect to buffered bike lanes along Main Street and Kansas Avenue, creating a circulator between Downtown, the Metrolink station, and the Eastside neighborhood. Alternatives to this improvement could consider adjusting the lanes to create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



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



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



SOURCE: GOOGLE EARTH

M4 9TH & 11TH STREET

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



11TH STREET CONCEPTUAL VIEW



VISIBLE PEDESTRIAN CROSSWALKS



TRAFFIC CIRCLE

PLACEMAKING

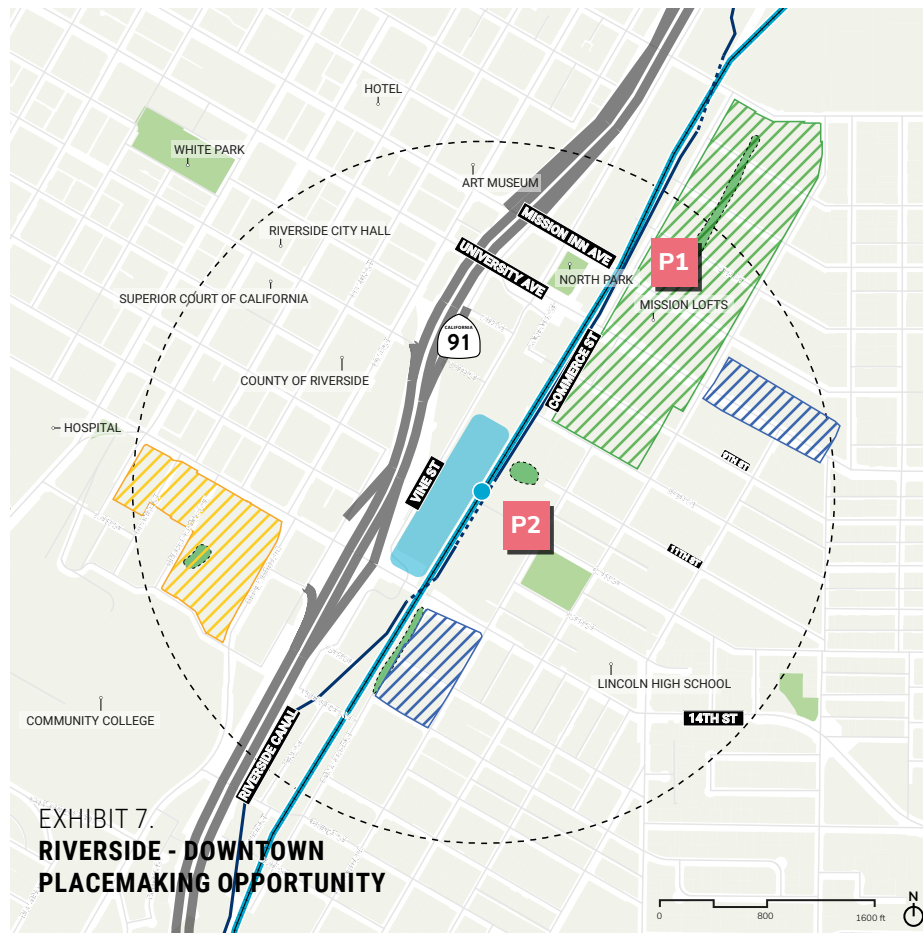


EXHIBIT 7.
RIVERSIDE - DOWNTOWN
PLACEMAKING OPPORTUNITY



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

Potential placemaking project objectives:

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

PEDESTRIAN/GREENING PROJECTS

- P1** Commerce Street Artisan District
- P2** Eastside Walkway



P1 COMMERCE STREET ARTISAN DISTRICT

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

Potential placemaking project components:

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



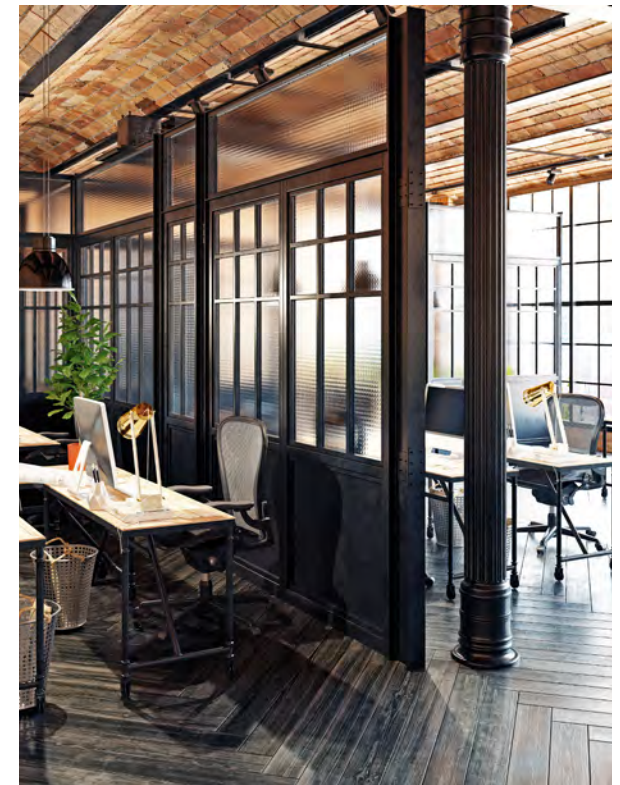
PEDESTRIANIZED TEMPORARY EVENT SPACE



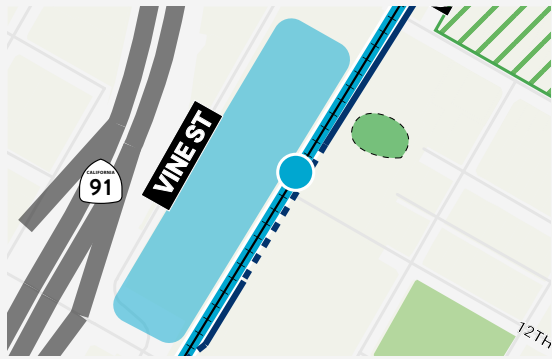
CITRUS TREES



OUTDOOR SEATING



RECYCLED BUILDING MATERIALS



P2 EASTSIDE WALKWAY

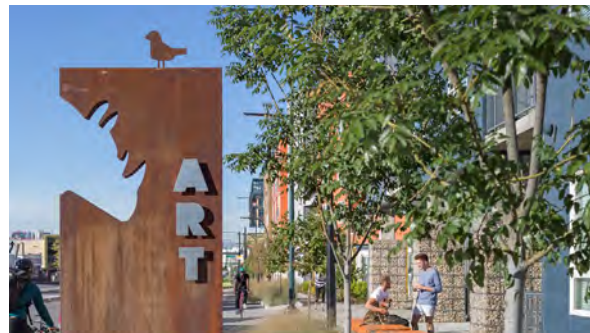
The Eastside Walkway could function as the main pedestrian entrance from the Eastside community. Additional trees, landscaping, and directional signage may provide additional visual cues to lead patrons to the station's Commerce Street entrance.

Potential placemaking project components:

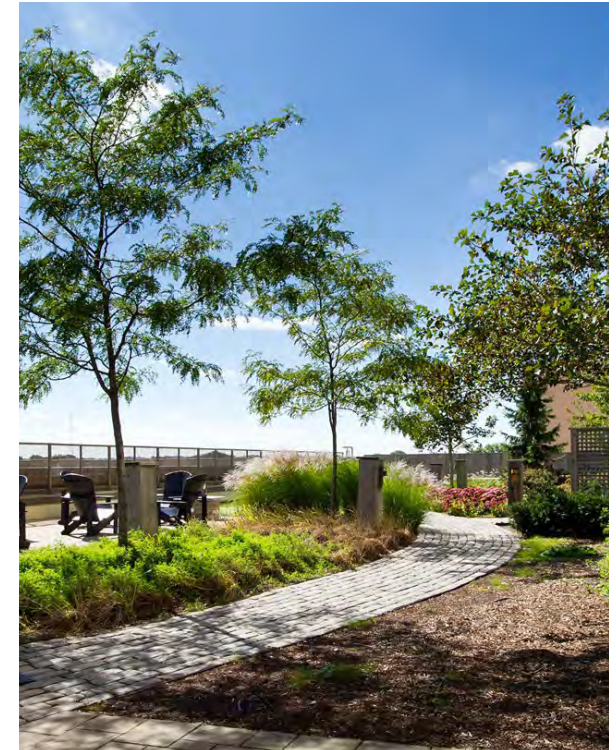
- Additional trees/planters
- Historic directional signage
- Public art
- Shaded walkway



PEDESTRIAN AMENITIES



PUBLIC ART



ADDITIONAL TREES/PLANTERS



SHADED WALKWAY



HISTORIC DIRECTIONAL SIGNAGE

THIS PAGE INTENTIONALLY LEFT BLANK.

3

HOW WE GET THERE

KEY LAND USE ACTIONS

KEY MOBILITY ACTIONS

KEY PLACEMAKING ACTIONS

PRIORITY PROJECTS AND IMPLEMENTATION MATRIX

3.

HOW WE GET THERE

KEY LAND USE ACTIONS

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



LU1: Streamline affordable housing development

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

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



LU2: Identify key sites for redevelopment

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

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



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

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

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



LU4: Update Specific Plans that dictate the station area

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

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

KEY MOBILITY ACTIONS

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



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

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

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



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

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

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



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

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

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



MO4: Right-size parking

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

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



MO5: Establish public-private partnerships

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

THIS PAGE INTENTIONALLY LEFT BLANK.

KEY PLACEMAKING ACTIONS

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



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

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



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

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



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

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

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



PM4: Expand the urban tree canopy

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

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

RIVERSIDE - DOWNTOWN PRIORITY PROJECTS AND IMPLEMENTATION MATRIX

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

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

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

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



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

TOC STRATEGIC PLAN

STATION VISION PLAN

RIVERSIDE - HUNTER PARK/UCR

MARCH 2024

THIS PAGE INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

1. THE OPPORTUNITY	8
INTRODUCTION AND VISION PLAN OUTLINE	8
THE STATION AREA TODAY	9
STATION AREA OPPORTUNITIES & BARRIERS	10
STATION QUICK FACTS	11
EXISTING CONDITIONS	11
2. THE VISION	14
WHERE ARE WE NOW?	15
WHERE DO WE WANT TO GO? (LONG TERM VISION)	15
RIVERSIDE - HUNTER PARK/UCR FRAMEWORK PLAN	16
PRIORITY PROJECTS	16
LAND USE	17
MOBILITY	19
PLACEMAKING	23
3. HOW WE GET THERE	28
KEY LAND USE ACTIONS	28
KEY MOBILITY ACTIONS	30
KEY PLACEMAKING ACTIONS	32
PRIORITY PROJECTS AND IMPLEMENTATION MATRIX	34

THIS PAGE INTENTIONALLY LEFT BLANK.

1

THE OPPORTUNITY

INTRODUCTION AND VISION PLAN OUTLINE

THE STATION AREA TODAY

STATION AREA CONTEXT

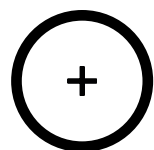
STATION AREA OPPORTUNITIES AND BARRIERS

STATION AREA QUICK FACTS

WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

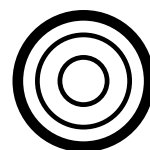
TOC IS 3D

WHAT DOES IT MEAN?



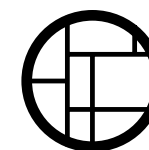
DENSITY

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

UNDERSTAND THE LOCAL MARKET

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

COMMUNITY PLANNING MATTERS

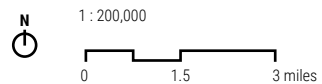
TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

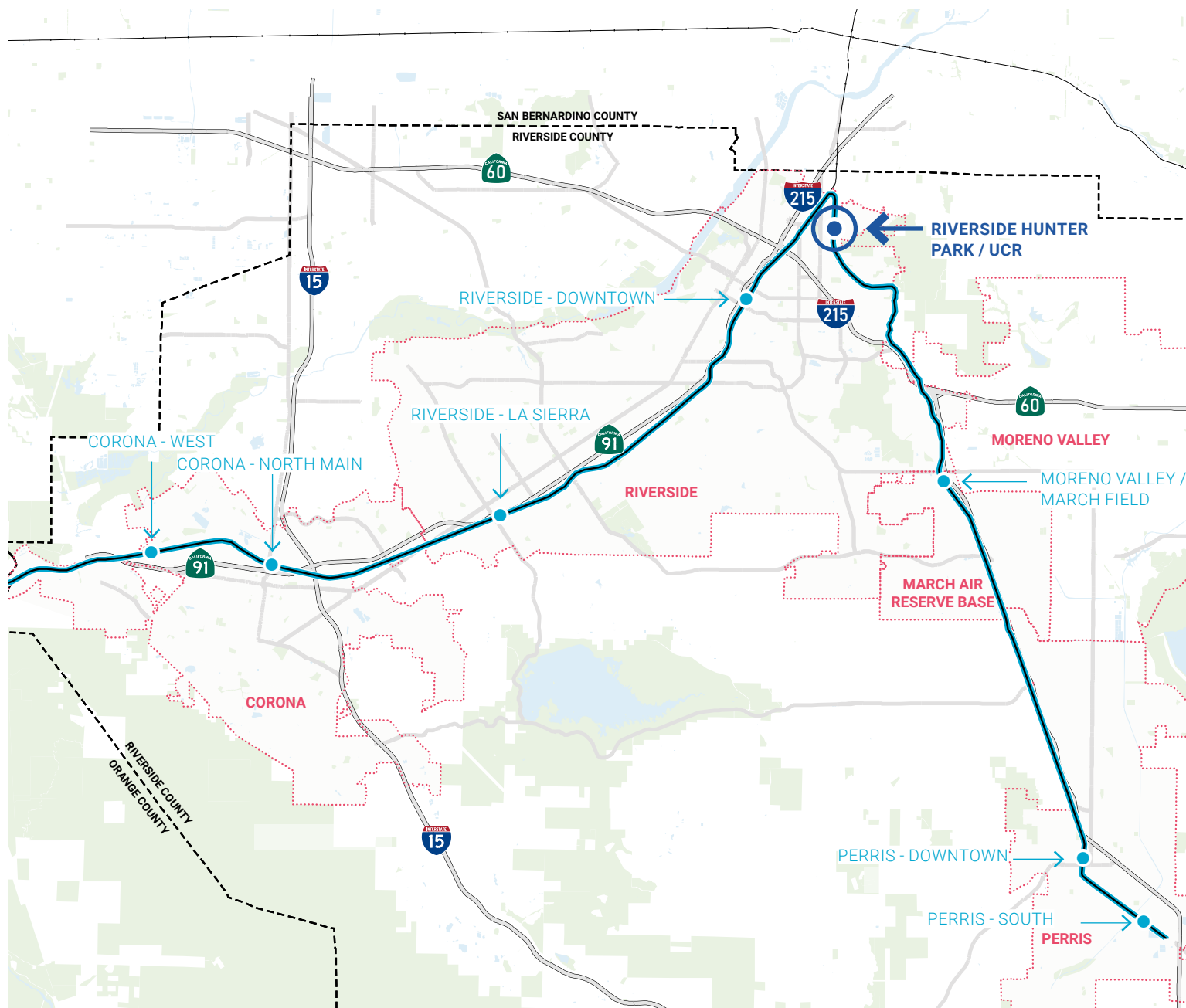
All elements of daily life need to work together to create a true community



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**

- N
- TOC area (half-mile radius)
- Main arterials
- Metrolink rail line
- Riverside - Hunter Park/UCR Station
- Proposed Gage Canal alignment

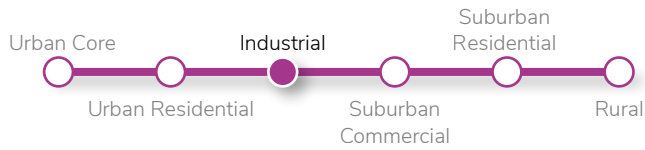
+ OPPORTUNITIES

- › 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



Parking



Bike Racks



Passenger Drop Off



Overnight Parking



Vending Machines



Disabled Access

EXISTING CONDITIONS



BIKE SHELLS



STATION PLATFORM



AT-GRADE CROSSING



PEDESTRIAN ACCESS



MARLBOROUGH AVENUE LOOKING EAST

SOURCE: GOOGLE EARTH



INSTITUTIONAL USES

THIS PAGE INTENTIONALLY LEFT BLANK.

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.



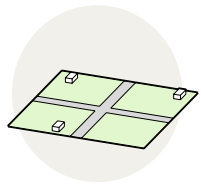
DIVERSIFY RETAIL AND EMPLOYMENT OPPORTUNITIES



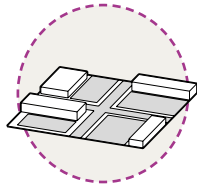
CAPITALIZE ON THE RIVERSIDE INNOVATION DISTRICT (RID) DESIGNATION



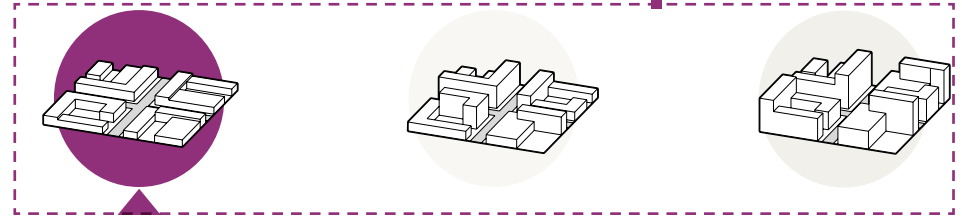
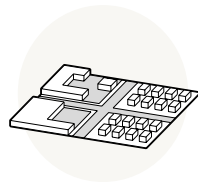
ESTABLISH DIRECT CONNECTIONS TO UCR



LOWER DENSITY



WHERE WE ARE



WHERE WE WANT TO GO

HIGHER DENSITY

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.





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.

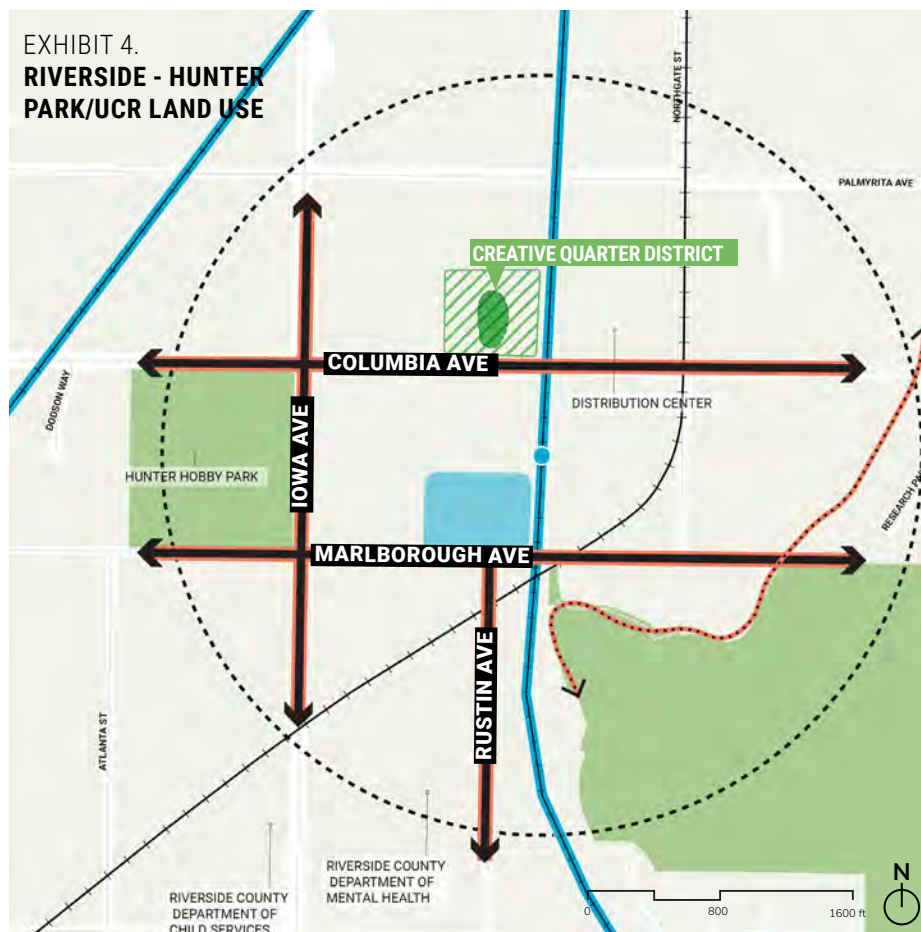
PRIORITY PROJECTS

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

- 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

LAND USE

EXHIBIT 4.
RIVERSIDE - HUNTER PARK/UCR LAND USE



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

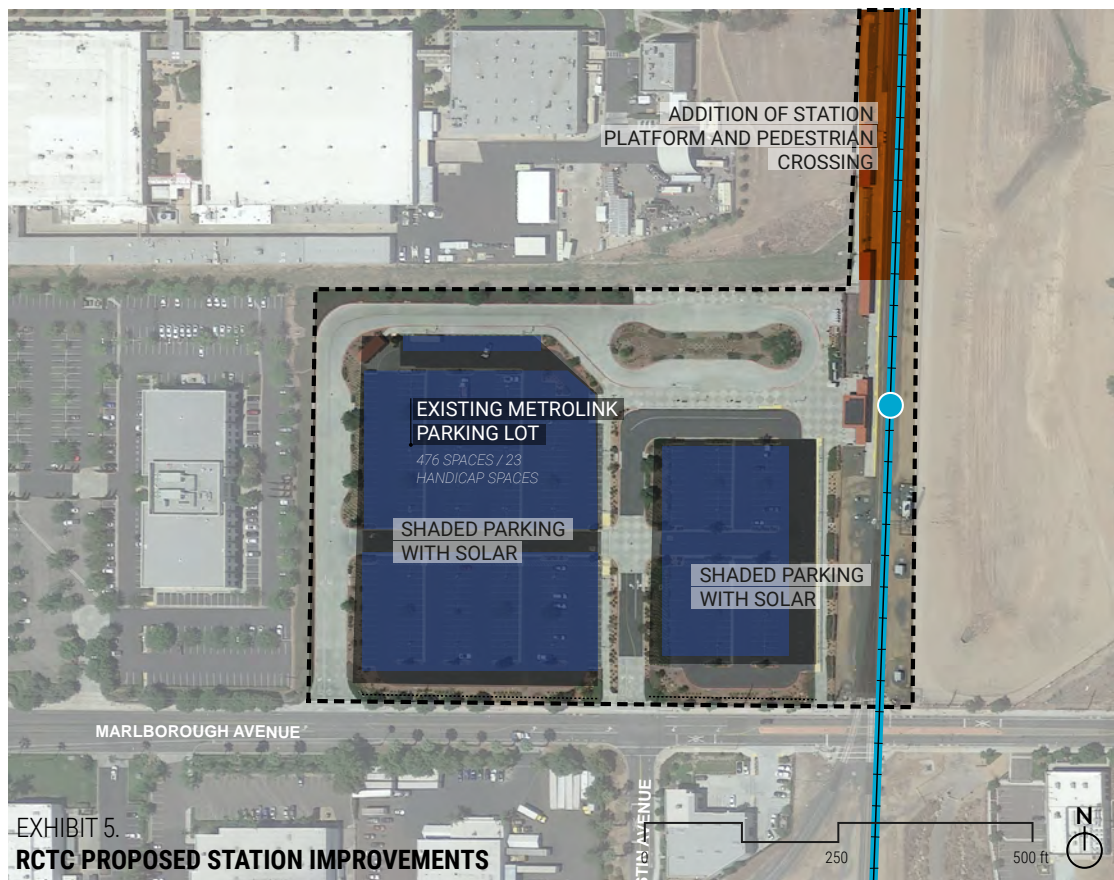


EXHIBIT 5. RCTC PROPOSED STATION IMPROVEMENTS

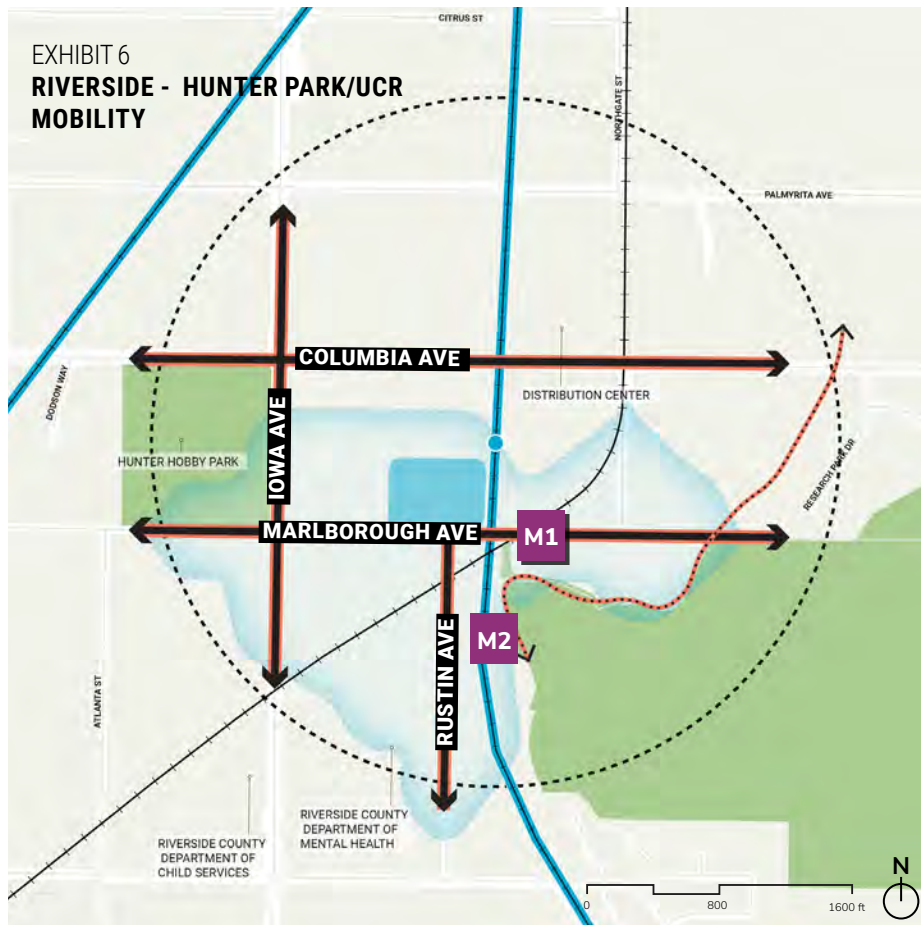
- Station area
- Metrolink rail line
- Riverside - Hunter Park/UCR Station
- Existing parking
- Shade parking with solar panels
- Station and platform expansion
- Fencing









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**



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



CORRIDOR IMPROVEMENTS

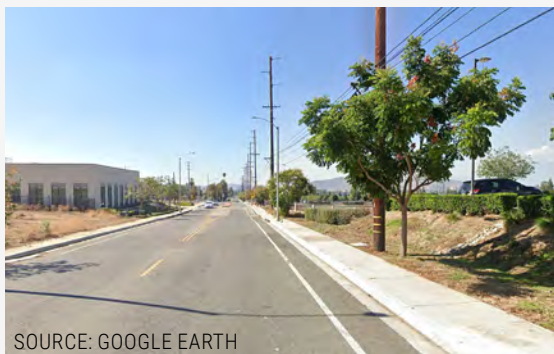
The station area roadway network is primarily dedicated to vehicles. Despite its proximity to UCR, there are no direct active transportation connections to the university. Due to adjacent industrial and office uses, there is minimal infrastructure dedicated to cyclists and pedestrians.

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

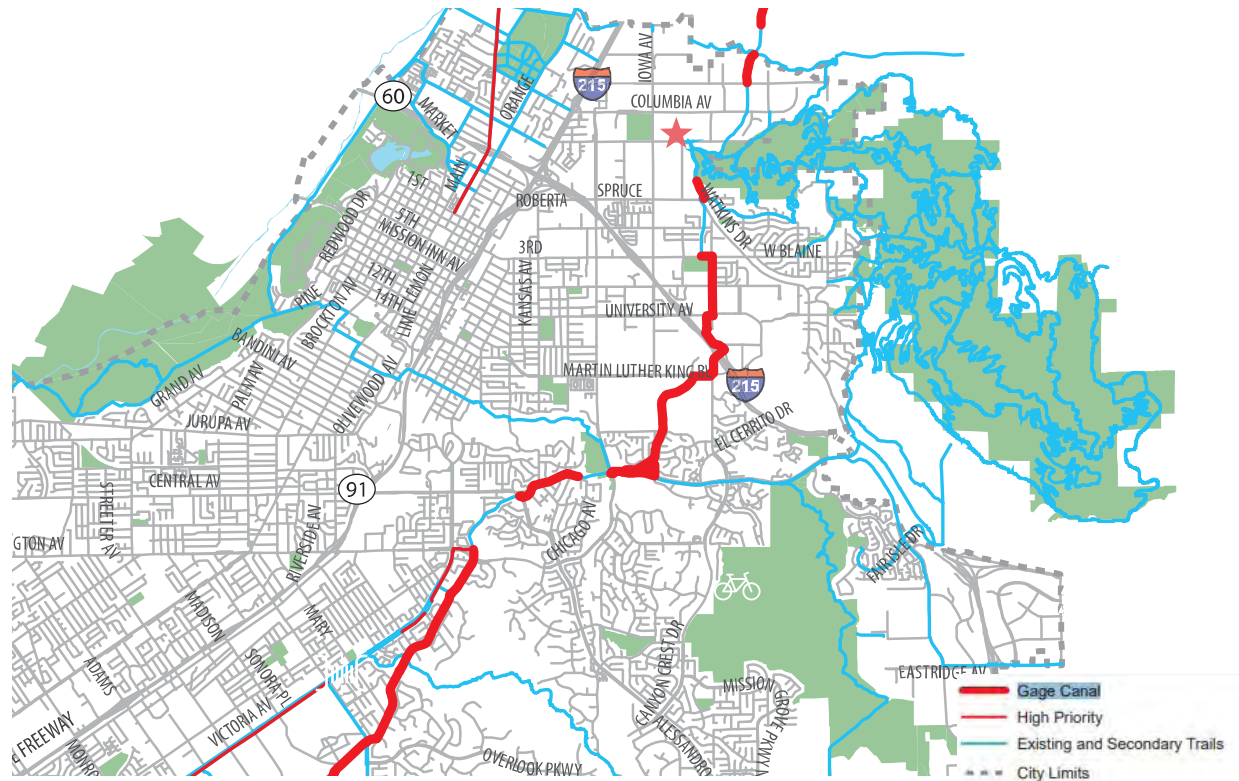


PROTECTED BIKE LANES (WATKINS DRIVE)
SOURCE: GOOGLE EARTH

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





-  TOC area (half-mile radius)
-  Metrolink rail line
-  Riverside - Hunter Park/UCR Station
-  Station and RCTC Property
-  Retail District

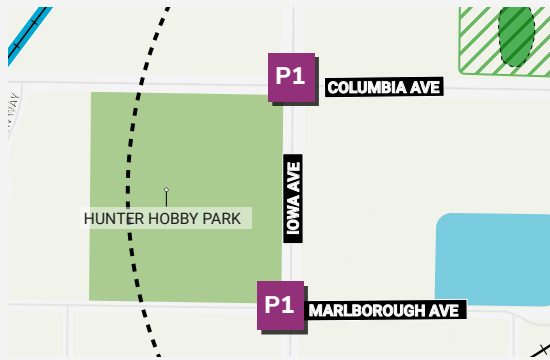
The station area consists primarily of industrial uses, big box buildings, and parking lots. Placemaking strategies could expand on the vision defined in the City's proposed Triangle District which revolves around technology-based jobs and work, research and development, education, and art. Architectural 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:

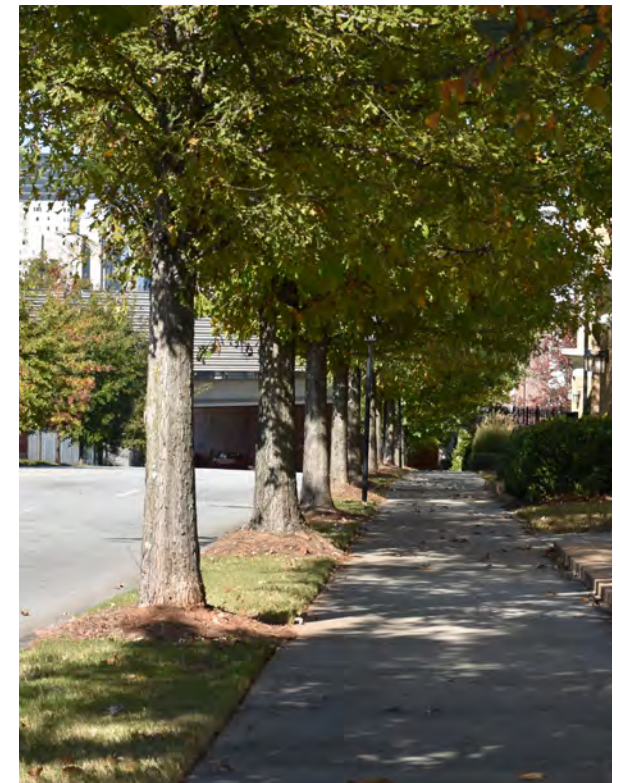
- Bioswales
- Rainwater gardens
- Drought-tolerant landscaping/trees



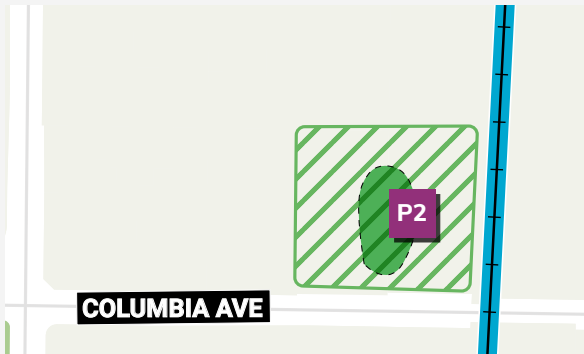
DROUGHT TOLERANT LANDSCAPING



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

THIS PAGE INTENTIONALLY LEFT BLANK.



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
Amend the Hunter Business Park Specific Plan	LU1	28	Near	City: Planning Division	<ul style="list-style-type: none"> • Development impact fees • Infill Infrastructure Grant Program (IIG)
Identify parcels suitable for infill development	LU2	29	Mid	City: Planning Division	<ul style="list-style-type: none"> • Urbanized Area Formula Grants (5307)

	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 Traffice 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	

THIS PAGE INTENTIONALLY LEFT BLANK.

2

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 - LA SIERRA STATION AREA IS A VIBRANT HUB THAT IS STRATEGICALLY PLACED NEAR MAJOR DESTINATIONS, FOSTERING A SENSE OF COMMUNITY AND ACCESSIBILITY LEADING TO THOUGHTFUL DEVELOPMENT AND COMMUNITY FOCUSED PRACTICES.

The Riverside – La Sierra station area is surrounded by strip malls and residential neighborhoods that comprise single-family homes and apartments. The Metro Gateway Apartments could be a potential catalyst for TOD (Transit Oriented Development) in Riverside and is the first project to display transit-oriented character near the station. With the number of employment centers within the station area - such as Kaiser Permanente campus, Galleria at Tyler, and County buildings - the Strategic Plan envisions additional housing, mobility improvements, and retail to support existing and future residents and commuters. Large parking lots, strip mall centers, and vacant lots could gradually transition into a mixed-use community with residential, office, and neighborhood-serving retail. These districts could serve as a major gateway into the La Sierra neighborhood. Galleria at Tyler could also explore the possibility of revitalization by converting underutilized retail and parking space into residential uses, communal spaces, and neighborhood-serving retail. Major corridors such as La Sierra Avenue, Magnolia Avenue, and Indiana Avenue could be improved via transit, bike, or on-foot to facilitate better connections between the station, employers, and major destinations. Micro-transit and shuttle services could also be explored through partnerships with surrounding employers to improve first-last mile connections and reduce automobile dependency.



SOURCE: GOOGLE EARTH



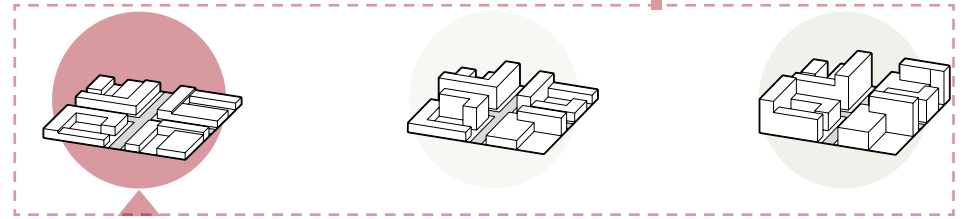
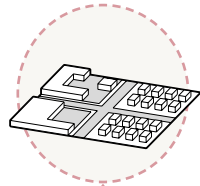
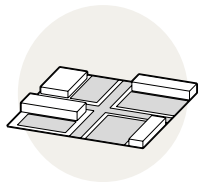
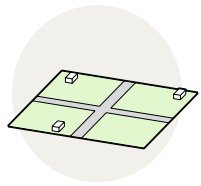
BUILD ON EXISTING TOD AND ESTABLISH A MIXED-USE COMMUTER HUB



RETROFIT UNDERUSED ACTIVITY CENTERS DOMINATED BY LARGE PARKING LOTS TO INCREMENTALLY REVITALIZE THE AREA



PARTNER WITH NEIGHBORING EMPLOYERS TO CLOSE THE FIRST-LAST MILE GAP



TRANSIT-ORIENTED COMMUNITIES

LOWER DENSITY

WHERE WE ARE

WHERE WE WANT TO GO

HIGHER DENSITY

WHERE ARE WE NOW?

The station area is characterized as a Mid Intensity Activity Center neighborhood. These centers typically display a mix of moderate to intense densities of retail, office, and residential uses. They are often anchored by major retail centers or office parks. While they can contain a robust mix of uses, they are most often oriented within an auto-oriented and non-walkable street and land use pattern. Vehicle parking can be in a multi-level parking structure and/or a surface lot.



SOURCE: GOOGLE EARTH

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

Town Mixed Use

Town Mixed Use areas are walkable neighborhoods, such as the core of a small city or transit-oriented development, with a variety of uses and building types - all entailing building mixed-uses. Typical buildings are between three and eight stories tall with ground-floor retail space and offices and/or residences on the floors above. Above or below ground parking structures are present in these communities.





EXHIBIT 3.
RIVERSIDE - LA SIERRA
FRAMEWORK

- TOC area (half-mile radius)
- Magnolia Mixed-Use District
- La Sierra Commuter District
- Pedestrian/greening projects
- Metrolink rail line
- Secondary street improvements
- New pedestrian/cyclist connections
- Riverside - La Sierra Station
- Station and RCTC Property
- Mobility corridor improvements

RIVERSIDE - LA SIERRA FRAMEWORK

The Framework includes two major districts and three key mobility corridors that could serve as the guiding vision for the Riverside – La Sierra station area. The districts establish future land use patterns and densities designed to promote pedestrian and cyclist activity while improving access to the station and other transit services. Major mobility corridors, including Indiana Avenue, La Sierra Avenue, Magnolia Avenue, and Tyler Street, are auto-oriented roadways that could include more bike and pedestrian infrastructure, such as protected bike lanes, trees, landscaping, and lighting. “Slow streets” could double as secondary roadways to break up large blocks and establish more direct connections to the station. Publicly accessible open spaces could be integrated throughout the districts to provide more access to parks. A pedestrian bridge could also be considered across the 91 Freeway to reduce pedestrian and vehicle conflict, improve access to key destinations, function as a catalyst project for major mixed-use redevelopment projects, and potentially become an iconic monument that enhances the identity of the City’s west side.

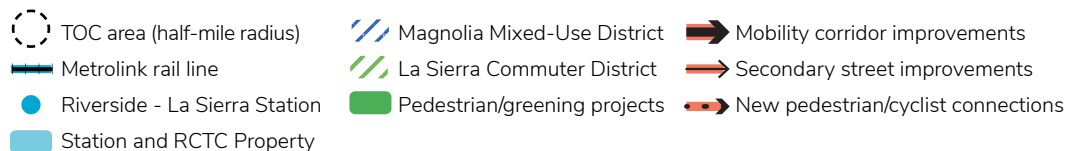
PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS		PLACEMAKING PROJECTS	
M1	Indiana Avenue		Magnolia Mixed-Use District	P1	La Sierra Gateway
M2	Magnolia District Greenways		La Sierra Commuter District	P2	La Sierra Commuter Hub
M3	Pedestrian Bridge		Galleria at Tyler Development District	P3	Magnolia Mixed-use District
M4	Tyler Street			P4	Magnolia Mixed-use District Greenways

LAND USE



EXHIBIT 4.
RIVERSIDE - LA SIERRA
LAND USE



The neighborhood surrounding the Riverside - La Sierra Station is characterized by a mix of commercial, retail, and residential uses. Most residential density near the station area is single-family, with the exception of The Metro Gateway Apartments. Increasing density within the station area could foster more TOD.

Potential land use project objectives:

- Optimize and redevelop underutilized parcels (underutilized commercial property, vacant land, and surface parking) within the station area
- Provide opportunities for live-work units
- Build off of existing developments, such as The Metro Gateway Apartments, to foster more TOD
- Establish height transition zones to preserve and reinforce existing neighborhood character and scale
- Encourage redevelopment of commercial center within Magnolia Mixed-Use District through the implementation of an urban-scale mixed-use development



POTENTIAL DEVELOPMENT SITES

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



MIXED-USE RESIDENTIAL

MAGNOLIA MIXED-USE DISTRICT

Located adjacent to the Kaiser Permanente campus on Park Sierra Drive, the Magnolia Mixed-Use District could complement existing administration and office space with additional residential, office, and retail uses. This blended mix of uses could serve existing and future office workers, residents, and commuters. Ground floor retail could be developed and have access points along major arterial roads such as La Sierra Avenue and Magnolia Avenue to aid accessibility to amenities. Most buildings could feature U-shaped or L-shaped structures to optimize green space, create a sense of enclosure, and facilitate more efficient circulation throughout the entire district. Due to the proximity to the Kaiser Permanente campus, the new district could also accommodate future expansion of medical office operations if needed.



POTENTIAL DEVELOPMENT SITES

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



MULTI-FAMILY RESIDENTIAL

LA SIERRA COMMUTER DISTRICT

The La Sierra Commuter District is east and west of the station along Indiana Avenue. This district could mirror the existing Metro Gateway Apartments and add more multi-family housing to serve Metrolink commuters. Residential building typologies could range in density and scale and include townhomes, multiplexes, and courtyard style apartments. Neighborhood-serving retail and services, such as grocery stores, gyms, and restaurants, could also be integrated at the ground floor to meet residents' daily needs. Proposed buildings should be scaled to ensure that proportions and massing are compatible with surrounding low-density neighborhoods.



POTENTIAL DEVELOPMENT SITE

- Densification Areas
- Mobility corridor improvements



MIXED-USE RESIDENTIAL AND RETAIL

GALLERIA AT TYLER DEVELOPMENT DISTRICT

Located approximately a mile from the Riverside - La Sierra Station, the Galleria at Tyler is a key area destination. Exploring residential or additional retail development at the site's edges - similar to the existing outparcel development on the site's corners - could diversify housing options, introduce more pedestrian scale amenities, and reposition the larger mall superbloc as a lifestyle center. Enhancing pedestrian and bicycle connectivity could be achieved by incorporating a multi-use path along Tyler Street. This pathway would seamlessly link with the mobility enhancements on Indiana Avenue, including the implementation of class II bike lanes, ultimately providing a well-connected route leading to the station.

MOBILITY



- Station area
- Metrolink rail line
- Riverside - La Sierra Station
- Existing parking
- Parking Garage
- Drought Tolerant Landscaping and Irrigation

STATION IMPROVEMENTS

RCTC owns and operates all Metrolink stations in Riverside County, including the Riverside - La Sierra 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 - La Sierra 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	Addition of drought tolerant landscape and irrigation	5-10 years
Low	Addition of parking garage (1000 spaces)	> 10 years



EXHIBIT 6.
RIVERSIDE - LA SIERRA
MOBILITY

- TOC area (half-mile radius)
- Metrolink rail line
- Riverside - La Sierra Station
- 10-minute walk shed
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

CORRIDOR IMPROVEMENTS

The station area is characterized by low-density, sprawling development patterns. The 91 Freeway, which bisects the station area east to west, is a major barrier that hinders access to and from the station area. This station is served by two train lines and provides several local bus connections. There is bike parking on site and several bike lanes adjacent to the station on Indiana Avenue and La Sierra Avenue. Few pedestrian amenities exist within the immediate vicinity and reaching points of interest requires an overpass crossing upon La Sierra Avenue - a large roadway with fast speeds.

Potential mobility project objectives:

- Provide safe connections across the 91 Freeway, including but not limited to addition of a pedestrian bridge
- Improve the pedestrian crossing experience through major corridors
- Establish La Sierra Avenue and Indiana Avenue as primary mobility corridors
- Provide connections to establish a sense of place and provide a higher level of accessibility surrounding the station area

KEY MOBILITY PROJECTS

- M1 Indiana Avenue
- M2 Magnolia District Greenways
- M3 Pedestrian Bridge
- M4 Tyler Street



SOURCE: GOOGLE EARTH

M1 INDIANA AVENUE

The Riverside PACT Plan (consisting of a Pedestrian Target Safeguarding Plan, an Active Transportation Plan, a Complete Streets Ordinance, and a Trails Master Plan) proposes the addition of Class II bike lanes on Indiana Avenue that would connect the west residential areas to La Sierra Avenue. Adding to these planned efforts, the Strategic Plan explores improving bicycle infrastructure and creating a direct and safe access point to the Riverside - La Sierra Station through the addition of bollards between the bike lane and the roadway to separate bicyclists from cars. For further bicyclist protection, the addition of on-street parking would provide separation between bicyclists and travel lanes.



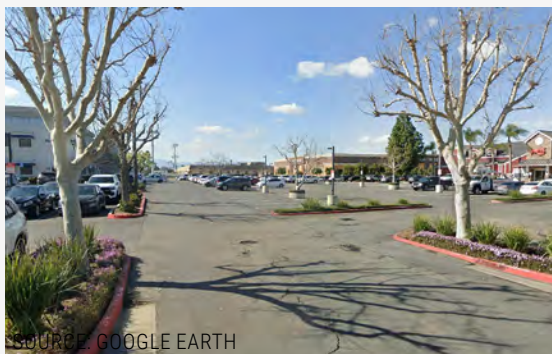
INDIANA AVENUE CONCEPTUAL VIEW



ON-STREET PARKING AND PROTECTED BIKE LANE
SOURCE: GOOGLE EARTH



PROTECTED BIKE LANES (WATKINS DRIVE)
SOURCE: GOOGLE EARTH



SOURCE: GOOGLE EARTH

M2 **MAGNOLIA MIXED-USE DISTRICT GREENWAYS**

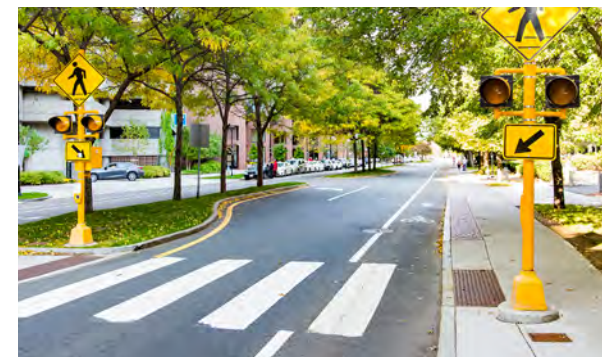
The Magnolia Mixed-use District could offer five safe and comfortable routes for pedestrians and cyclists to access the station. This district would have a series of greenways where the street right-of-way could be limited to 40 - 60 feet in width. These greenways could have parkways, large sidewalks, bike boulevards, and traffic calming strategies present throughout the district. A pedestrian bridge could connect the station area to the Magnolia District. Anticipated placemaking enhancements for the greenways are listed in the placemaking section of this plan.



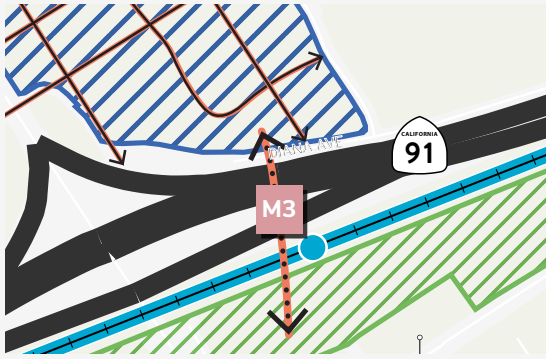
MAGNOLIA GREENWAY CONCEPTUAL VIEW



TRAFFIC CALMING



NARROW CORRIDORS

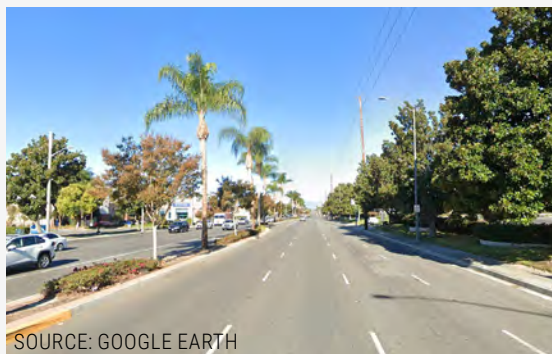


M3 PEDESTRIAN BRIDGE

A pedestrian bridge could connect the station to major activity centers across the 91 Freeway. Starting from the station and extending towards the Magnolia Mixed-Use District, this new bridge could avoid pedestrian and vehicle conflict on La Sierra Avenue and provide a more direct connection to key destinations, such as Kaiser Permanente campus and Galleria at Tyler. The addition of a pedestrian bridge could also serve as an iconic gateway to the station area, providing community identity for the La Sierra neighborhood.



PEDESTRIAN BRIDGE



SOURCE: GOOGLE EARTH

M4 TYLER STREET

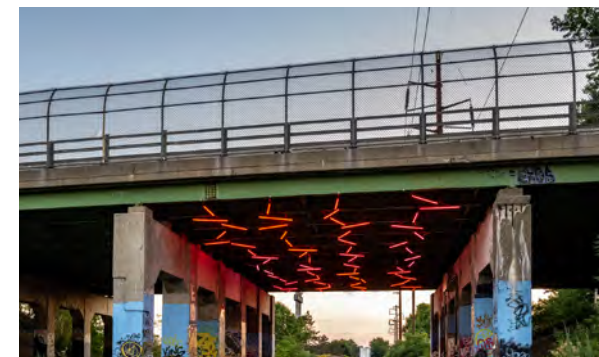
Tyler Street is a six- to eight-lane arterial with narrow sidewalks and few pedestrian amenities. The addition of a protected multi-use path would enhance the pedestrian and bicycle infrastructure around the Galleria at Tyler while also utilizing road diet techniques to slow traffic and create an overall safer and more enjoyable corridor for bikes and pedestrians. This street could also strengthen the connection from residential areas to various PACT Plan and Strategic Plan improvements, the most significant being Magnolia Avenue. This street continues through an underpass of the 91 Freeway. The underpass could include amenities that are welcoming to pedestrians such as the introduction of lighting and the enhancement of public art.



TYLER STREET CONCEPTUAL VIEW

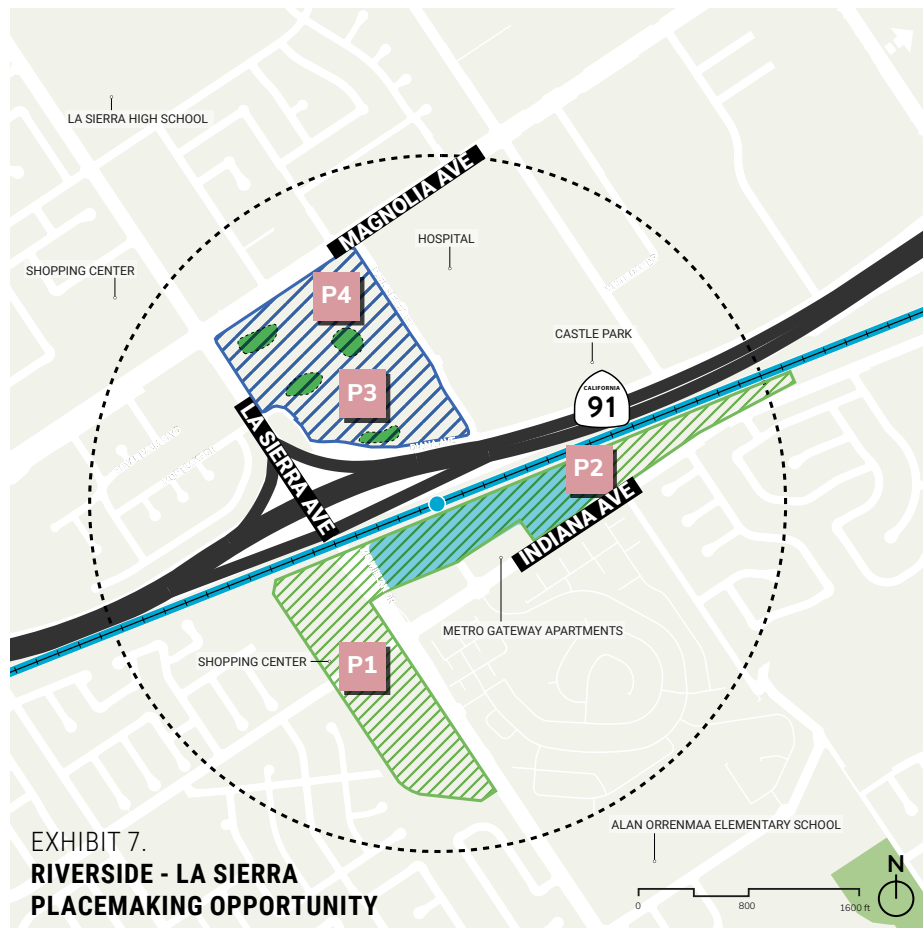


PROTECTED MULTI-USE PATH



UNDERPASS AMMENITIES

PLACEMAKING



This station area has a complex urban character with a variety of land uses where its major corridors, such as Magnolia Avenue, La Sierra Avenue, and Indiana Avenue, have played historic roles in Riverside's urban development. Today, it is characterized by sprawling, dispersed developments that have vast surface parking, poor sidewalk continuity, and car-centric streets. The freeway and railway corridor create a physical barrier in the roadway patterns of the area as there is only one crossing point between the north and south. However, the area itself has high potential for transit-oriented urban transformation.

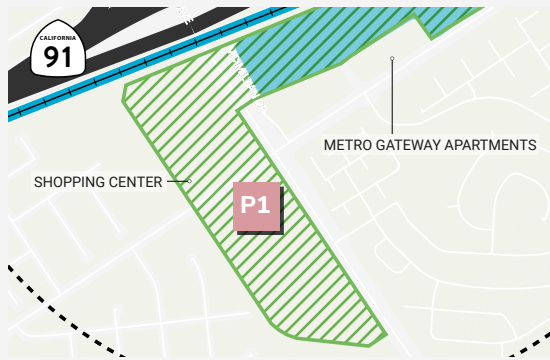
Potential placemaking project objectives:

- Create a sense of place and provide open space amenities along La Sierra Avenue, Magnolia Avenue, and Indiana Avenue
- Provide a non-motorized, grade-separated connection for bikes and pedestrians to mitigate the physical barriers of the railway and the 91 Freeway
- Develop key public spaces that build on the current attributes and opportunities that exist within the area

PEDESTRIAN/GREENING PROJECTS

- P1** La Sierra Gateway
- P2** La Sierra Commuter Hub
- P3** Magnolia Mixed-use District
- P4** Magnolia Mixed-use District Greenways

- TOC area (half-mile radius)
- Metrolink rail line
- Riverside - La Sierra Station
- Magnolia Mixed-Use District
- La Sierra Commuter District
- Pedestrian/greening projects



P1 LA SIERRA GATEWAY

Located just off the La Sierra Avenue main corridor, the La Sierra Gateway could serve as a transitional zone for new areas that have been identified for TOC investment. Using infill development strategies, such as developing additional buildings against the roadway, existing strip mall development could become a vibrant destination with distinct character and design elements to signify a clear gateway into the station area. Other enhancements could include transparent ground-floor facades, outdoor dining, and pedestrian amenities to activate the public realm.

Potential placemaking project components:

- Historical signage
- Redeveloping underutilized industrial buildings into new uses
- Pedestrian plaza/activity areas



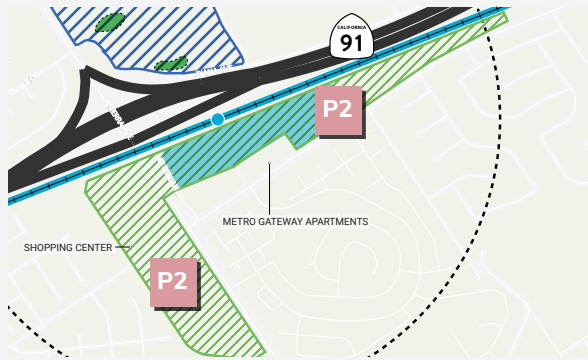
GATEWAY SIGNAGE



DEVELOPMENT TRANSITION ZONE/ADAPTIVE REUSE



PEDESTRIAN PLAZA/ACTIVITY AREAS



P2 LA SIERRA COMMUTER HUB

Located adjacent to the station platform, the La Sierra Commuter Hub could include residential, retail, and parking for commuters. The recommended parking structure could have active uses on the ground floor that would act to preserve human scale. Direct pedestrian connections to the station platform could be prioritized through wayfinding signs, maps, lighting, and other pedestrian amenities.

Potential placemaking project components:

- Retail-wrapped parking structures
- Streetscapes with attractive and enhanced amenities and aesthetics
- Pedestrian amenities and pathways
- Public art

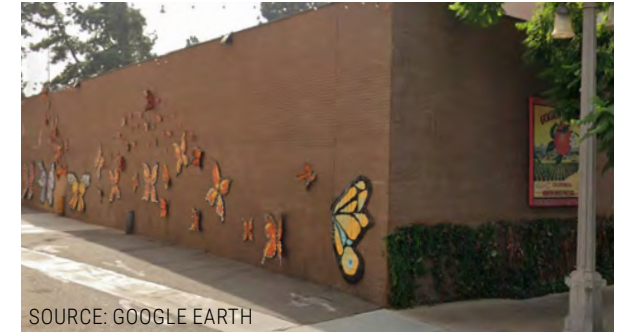


SOURCE: GOOGLE EARTH

CONVENIENCE RETAIL

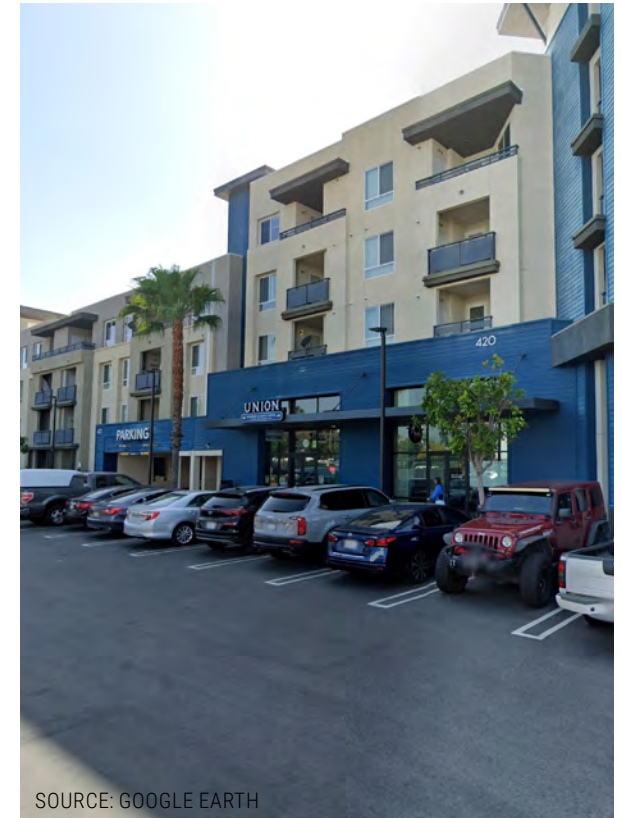


INFILL DEVELOPMENT



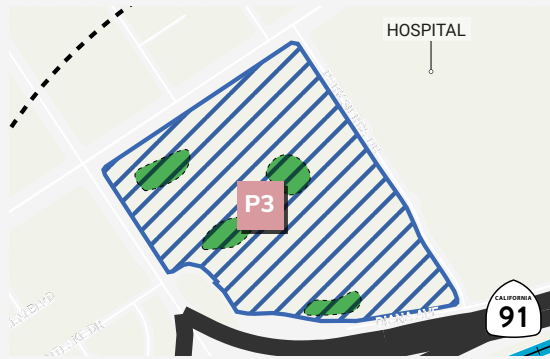
SOURCE: GOOGLE EARTH

PUBLIC ART



SOURCE: GOOGLE EARTH

PARKING STRUCTURE WITH GROUND LEVEL RETAIL



P3 MAGNOLIA MIXED-USE DISTRICT

The Magnolia Mixed-Use District could revitalize underutilized parking lots and strip mall retail into a mixed-use area through developing a mix of uses with focus along the major corridors of Magnolia Avenue and La Sierra Avenue. These corridors would include traffic calming strategies as well as amenities for pedestrians and bicyclists, including this plan's proposed pedestrian bridge and Magnolia District Greenways.

Potential placemaking project components:

- Pedestrian/bicycle amenities
- Town square/event space
- Curb 'bump-outs' at intersections to reduce pedestrian crossing distance



CYCLE TRACK



GREENWAYS



TOWN CENTER EVENT SPACE

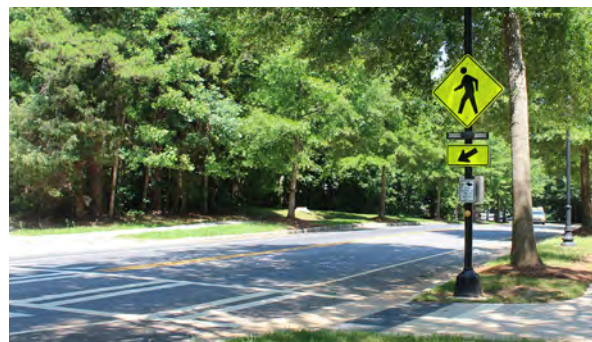


P4 MAGNOLIA MIXED-USE DISTRICT GREENWAYS

Building upon the proposed Magnolia Mixed-use District Greenways, placemaking enhancements could be implemented to better enhance pedestrian and cyclist connections throughout the new district and lead users to the station. Potential amenities within these greenways could include trees, landscaping, urban furniture, wayfinding signage, and public art.

Potential placemaking project components:

- Tree canopy
- Public art
- Wayfinding signage
- Urban furniture



TREE CANOPY



PUBLIC ART



PEDESTRIAN AMENITIES - URBAN FURNITURE



WAYFINDING SIGNAGE

THIS PAGE INTENTIONALLY LEFT BLANK.

3

HOW WE GET THERE

KEY LAND USE ACTIONS

KEY MOBILITY ACTIONS

KEY PLACEMAKING ACTIONS

PRIORITY PROJECTS AND IMPLEMENTATION MATRIX

3.

HOW WE GET THERE

KEY LAND USE ACTIONS

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



LU1: Build upon and update the Magnolia Avenue Specific Plan to better guide future development and design

A specific plan would serve as a roadmap to develop a new mixed-use district intended to serve commuters, new residents, and employees at existing activity centers. The plan would facilitate the expansion of existing medical facilities, provide additional employment opportunities, add additional housing closer to transit, and establish development and design standards compatible with surrounding neighborhoods.

- **Analyze the district for opportunities** through current market trends and economic projections as well as existing land use, infrastructure, transportation networks, and economic activity areas
- **Engage with key stakeholders** to gather insight on desired development and design elements
- **Define a clear and comprehensive vision for the Magnolia Mixed-use District** considering its role as a commuter hub, residential area, and employment center
- **Develop zoning regulations** that align with the vision and goals of the area, allowing for a mix of uses and promoting TOC



LU2: Identify parcels suitable for infill development and that could bring in more transit-oriented uses around the station area

The Riverside - La Sierra station area is characterized by single-family residential homes and strip mall-style development. 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 the scale and character transitions appropriately with adjoining properties.

- **Define the criteria for evaluating parcels**, such as proximity to the station, transit stops, activity centers, and compatibility with surrounding properties
- **Engage with key stakeholders** to gather insight on neighborhood priorities and concerns related to infill development
- **Conduct a feasibility assessment** of identified parcels to understand factors such as site conditions, utilities, environmental considerations, and development costs



LU3: Rezone the Galleria at Tyler parcels to allow for more housing and other uses that better serve the La Sierra community

Transforming aging shopping hubs, such as the Galleria at Tyler or underutilized shopping centers, could add a significant number of homes at different income levels, create new public spaces, and provide more community-oriented services and amenities. Constructed in the 1970s, the mall presents an opportunity to convert vacant uses and large parking lots into a vibrant community less than two miles away from the Metrolink Station. Rezoning the mall could be a first step to introducing additional uses into spaces that were once exclusively non-residential.

- **Conduct a thorough analysis of the existing site**, surrounding context, and the needs of the surrounding community, determining the optimal mix of land uses that align with community goals and needs
- **Introduce new zoning categories** that cater to mixed-use, transit-oriented development, and innovative community spaces
- **Collaborate and form partnerships** with current property owners and developers that are interested in participating in the redevelopment of the mall
- **Prioritize key areas** for development and identify infrastructure improvements needed

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 - La Sierra 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 of Riverside's PACT plan to evaluate their impact on residents and through traffic and consistency with the Strategic Plan

The City of Riverside Active Transportation Plan, which is a component of the PACT plan, integrates walking, bicycling, and other transportation modes into a single plan that includes policies, infrastructure recommendations, and supporting programs. It identifies context specific funding sources, prioritized infrastructure projects, and implementation strategies. With key projects already identified, the City of Riverside could advance the implementation process by developing a phasing strategy, evaluating the feasibility of roadway reconfigurations, and coordinating with applicable local and regional agencies. The following roadways should be priorities for improvements:

- La Sierra Avenue
- Indiana Avenue



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

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

- Indiana Avenue
- Tyler Street
- Magnolia Avenue
- Pedestrian Bridge connecting to key destinations



MO3: Implement parking and transportation demand management (TDM) strategies around the station area to maximize TOC benefits and reduce the need to drive

Given the blend of residential, office, and retail uses around the La Sierra neighborhood, TDM and parking solutions could be considered to maximize parking efficiency and close first-last mile gaps. Strategies could include consolidating parking into a structure, reducing parking requirements for residential and mixed-use buildings, implementing a shared parking system and paid parking program with local businesses, and coordinating with major employers to implement a shuttle service.

- District parking
- Bicycle hubs
- Transit passes for consistent commuters



MO4: Establish public-private partnerships

Coordination between public and private entities, including RCTC, City of Riverside, RTA (Riverside Transit Agency), and WRCOG (Western Riverside Council of Governments) will be critical in identifying gaps and deficiencies within the service area. Implementation of the proposed improvements will also require multiple funding sources. The City of Riverside should pursue both state or regional level grants to secure funding for the planning, design, and construction of proposed transit and mobility improvements.

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. The following strategies are designed to reinvigorate underutilized commercial property and vacant land within the station area to create safe, interesting, and accessible places for people to enjoy.



PM1: Develop design standards for the Magnolia Mixed-use District to establish a character compatible with the surrounding context

The City of Riverside could provide design regulations as a part of the new specific plan to guide the development of the Magnolia Mixed-use District, create distinct character, and promote a high level of visual appeal. These standards could enhance and build on existing office and retail uses and might define specific architectural materials, building form, massing, lighting, signage, and streetscape design.

- **Engage with residents, businesses, and other stakeholders** in the design development process to identify preferred character
- **Allow flexibility in design standards** to allow developers to implement projects with more ease, creativity, and innovation



PM2: Prepare a station area gateway program with a distinct sequence of lighting, art, landscaping, and signage

Gateway features are typically found at major intersections or highway interchanges, signaling to pedestrians and motorists that they are entering a distinct area of the city. Gateway design elements should reflect community values and architectural heritage to provide residents and businesses a renewed sense of place and pride. Key locations to consider include:

- La Sierra Avenue/Indiana Avenue intersection
- Station entrance
- Magnolia Avenue/La Sierra Avenue intersection



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. The following strategies should be considered for further study:

- **Preserve native trees and vegetation** to the furthest extent possible
- **Develop a permitting system** when considering removing mature trees to enforce conscious and regulated tree removal processes
- Amend the city-wide design guidelines to encourage new development to incorporate strategies that would reduce heat gain and **choose native or adaptive tree species** that are well-suited to the local climate
- **Identify and secure urban greening grants** to catalyze urban forestry projects that reduce greenhouse gas emissions



PM4: Collaborate with local business owners, residents, non-profits, Chamber of Commerce, local artists, and other community stakeholders to ensure that design elements, art, and programming are rooted in community needs

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

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

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

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
LAND USE					
Confirm and/or refine land use districts identified in the vision chapter of this plan and integrate into projects L1 - L3	-	17-20	Immediate	City: Planning Division	
Develop a specific plan for the Magnolia Mixed-use District to guide future development and design	LU1	34	Near	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)
Identify parcels suitable for infill development to bring in more transit-oriented uses around the station area	LU2	35	Mid	City: Planning Division	
Rezzone the Galleria at Tyler parcels to allow for more housing and uses that better serve the La Sierra community	LU3	35	Mid	City: Planning Division	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
MOBILITY					
Confirm, refine, and prioritize mobility projects M1-M3 identified in the vision chapter of this plan	M1-M3	23-25	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) • Congestions Mitigation and Air Quality Improvement Program (CMAQ) • Capital Investment Grant (Small Starts) - 5309 • 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 • Urbanized Area Formula Grants (5307)
Conduct feasibility studies of high priority projects listed in the City's PACT plan to evaluate their impact on residents and through traffic and consistency with the Vision Plan	M01	36	Near	City: Public Works Department	
Identify projects in the City of Riverside CIP that can incorporate proposed corridor improvements	M02	37	Near	City: Public Works Department	
Implement parking and transportation demand management (TDM) strategies around the station area to maximize TOC benefits and reduce the need to drive	M03	37	Near	City: Public Works Department	
Establish public-private partnerships	M04	37	Long	City: various departments	

	KEY	PAGE	TIMEFRAME	CHAMPION	POTENTIAL FUNDING SOURCES
PLACEMAKING					
Confirm, refine and prioritize placemaking projects P1-P5 identified in the vision chapter of this plan	P1-P5	26 - 31	Immediate	City: Planning Division	<ul style="list-style-type: none"> • Assessment District • CalFIRE California Climate Investments (CCI) Grants - Urban and Community Forestry Program • California Urban Greening Grant Program
Develop design standards for the Magnolia Mixed-use District to establish a brand that's compatible with the surrounding context	PM1	38	Near	City: Planning Division	
Prepare a station area gateway program with a distinct sequence of lighting, art, landscaping, and signage	PM2	38	Mid	City: Public Works Department	
Expand the urban tree canopy	PM3	39	Long	City: Public Works Department	
Collaborate with local business owners, residents, non-profits, Chamber of Commerce, local artists, and other community stakeholders to ensure that design elements, art, and programming are rooted in community needs	PM4	39	Mid	City: Public Works Department	