

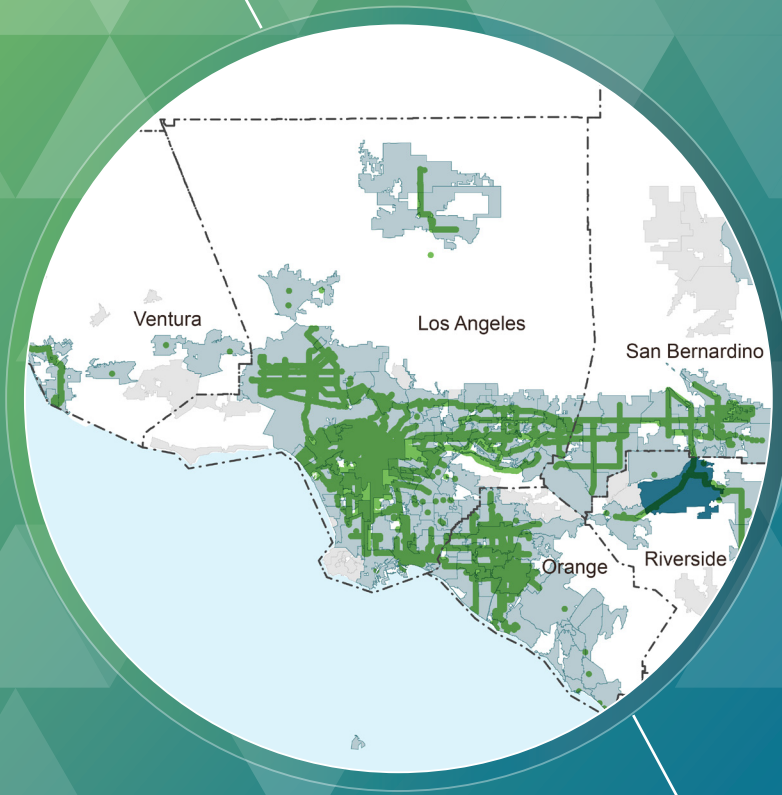
Part 6

Implementation Plan

Policies, programs, initiatives, and partnerships will be key to the success of the plan. A customized financial strategy is included that targets funding streams to specific priority projects outlined in the Vision Plan. In addition, the Vision Plan's full buildout is c

Phasing and Financial Strategy

Metrics



Overview

Phasing and Financial Strategy

Priority projects have been organized by Major Development Area (MDA). Projects that fall within multiple MDAs are summarized following the MDA profiles.

Phasing Strategy

The Implementation Plan generally identifies the order by which priority projects, grouped by MDA, can be approached between 2018 and 2048.

Cost Estimates

All order of magnitude cost estimates are conceptual and assume no modifications to utilities or escalation beyond 2018. Costs of Amenity Zones and other private property improvements have not been estimated.

Major street reconstruction cost estimates used an average per-mile cost of similar precedents. Other cost estimates used average unit costs for project elements in similar precedent projects.

Metrics

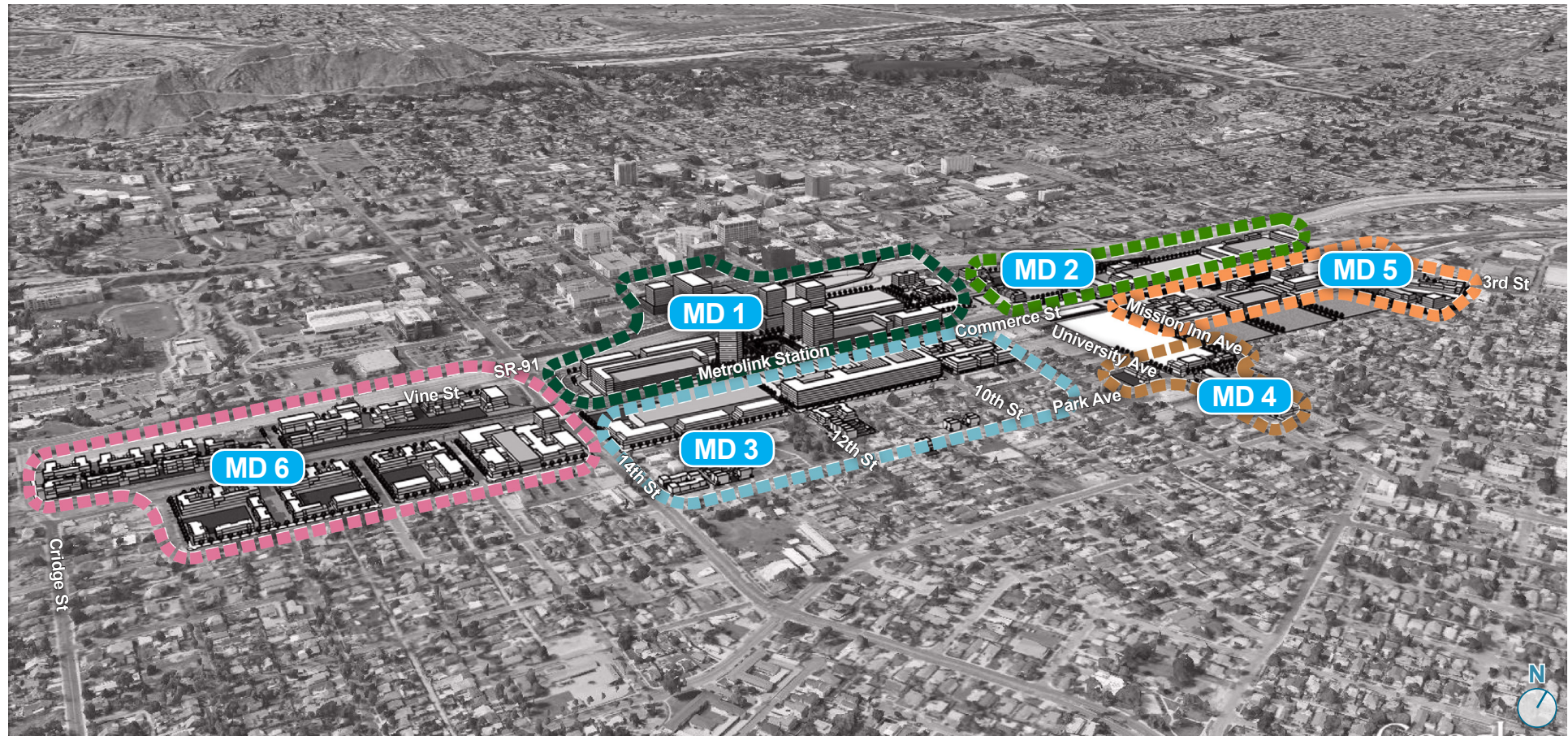
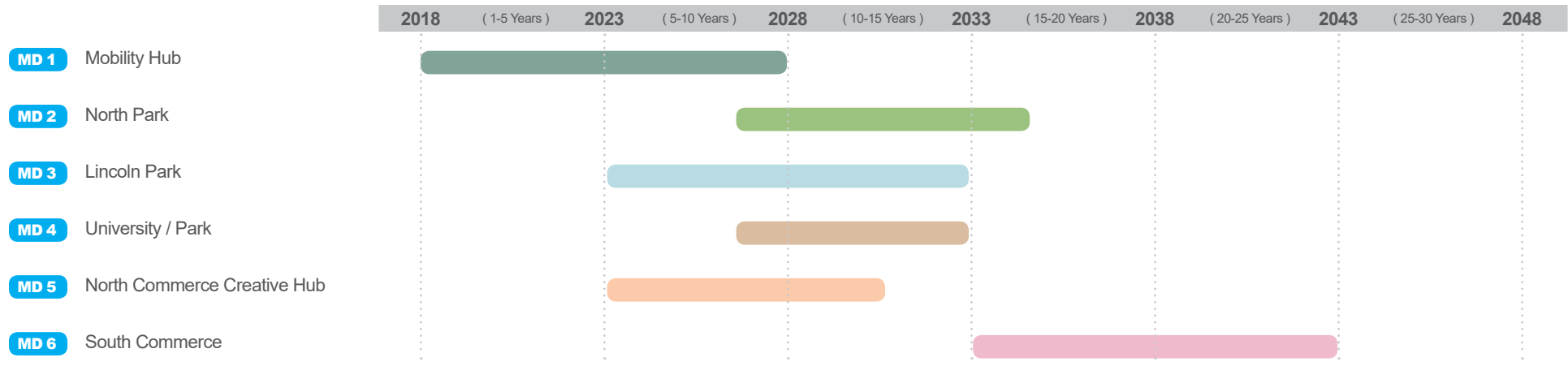
The Implementation Plan uses the SCAG 2016 RTP/SCS to establish baseline conditions and evaluates the impact of the Pilot Project Buildout through a series of metrics.

PHASING AND FINANCIAL STRATEGY



Prioritization of Major Development Areas and Associated Priority Projects

PHASING AND FINANCIAL STRATEGY



Priority Riverside Funding Sources

Based on the list of priority projects identified in the Vision Plan, this section identifies priority funding sources and value capture mechanisms, customized for the City of Riverside's HQTAs. The priority funding list is drawn from a larger master list of funding sources, which is included in the HQTAs toolkit. The master list contains additional information about each of the sources, including an overview of the funding source, eligibility criteria, description of the application process, and key considerations.

For the Vision Plan and its implementation strategy, the priority funding sources list, shown below, has been crafted to prioritize the resources that would be most applicable to projects identified within the 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.

Major Development Projects Funding Sources

- ER** Joint Development
- ER** CDBG – Community Development
- ER** New Market Tax Credits
- AF** Low-Income Housing Tax Credits
- AF** Affordable Housing and Sustainable Communities (AHSC)

Bicycle and Pedestrian Funding Sources

- BP** Active Transportation Program (ATP)
- BP** SB-821 – Bicycle and Pedestrian Facilities Programs
- BP** Safe Routes to School Programs
- BP** Surface Transportation Block Grant

Urban Greening & Environmental Funding Sources

- UG** Urban and Community Forestry Program
- UG** Urban Greening Grant Program
- UG** Infill Infrastructure Grant Program (IIG)

Parking and Transit Funding Sources

- PT** BEYOND Framework Funds Program
- PT** Cap and Trade – Transit and Intercity Rail Capital Program
- PT** SB-325 – Transit Assistance
- PT** Infrastructure State Revolving Fund
- PT** Capital Investment Grant

District-wide Value Capture Mechanisms

- VC** TIF/ EIFD
- VC** Parking Fees/ Congestion Pricing
- VC** Community Facilities/ Special Assessment District
- VC** Community Revitalization and Investment Authorities
- VC** Transportation Utility Fee
- VC** Bond/Debt Financing

PHASING AND FINANCIAL STRATEGY

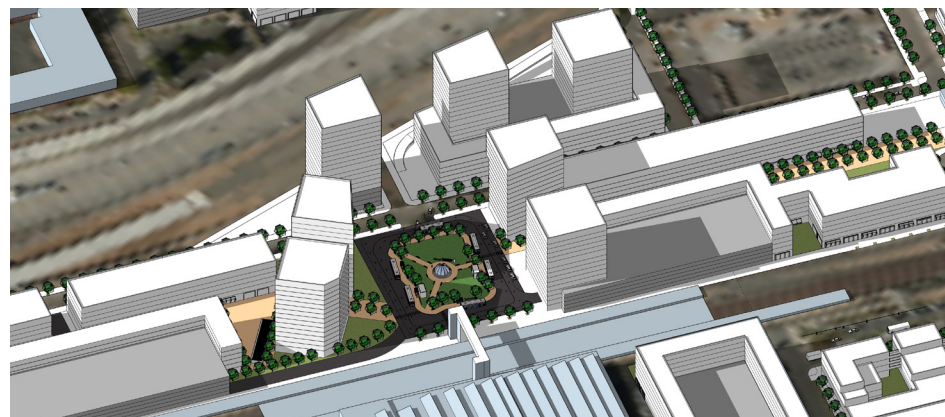
Funding sources have also been presented by implementation phase. It may be helpful to strategically pursue funding for multiple projects at once by implementation phase. There are also a number of value capture sources that could be used on a district-wide basis to support multiple projects within each phase or across implementation phases.

It should be noted that the funding sources presented here represent those resources the City could potentially utilize to support implementation. However, the City should carefully consider its ability to mobilize these funds based on its existing capital plans, citywide budget, and other existing funding commitments.

MD 1 Mobility Hub MDA Priority Projects

PHASING AND FINANCIAL STRATEGY

Growth in the Transit Core will be catalyzed by a new freeway pedestrian/bicycle bridge and Mobility Hub. These infrastructure investments will define the Transit Core MDA as the primary transit-serving asset for Downtown Riverside. The development envisioned immediately adjacent to the Mobility Hub will have office space to form a major employment cluster as well as housing for future residents.



Priority Projects within MD 1	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
<p>PG 1 Transit Core Paseo At the center of the block between Vine Street and the BNSF Row will be a pedestrian paseo with attractive seating, lighting, and landscaping.</p>	Start 2020 → End 2020	- City of Riverside - RCTC / RTA	<i>More detailed design documentation is required to provide accurate cost estimates</i>	N/A	<p>BP Active Transportation Program (ATP)</p> <p>BP SB-821 – Bicycle and Pedestrian Facilities Programs</p> <p>BP Surface Transportation Block Grant</p> <p>PT BEYOND Framework Funds Program</p>
<p>PG 2 SR-91 Bicycle and Pedestrian Bridge A new pedestrian bridge crossing the SR-91 Freeway with protected bicycle lanes.</p>	Start 2020 → End 2020	- City of Riverside - RCTC / RTA - Riverside County	\$48.29M - \$121.71M	Precedents: Universal Studios Pedestrian Bridge (2015) & Martin Olav Sabo Bridge (2007)	<p>BP SB-821 – Bicycle and Pedestrian Facilities Programs</p> <p>BP Surface Transportation Block Grant</p> <p>PT Capital Investment Grant</p> <p>PT SB-325 – Transit Assistance</p> <p>VC TIF/ EIFD</p> <p>VC Parking Fees/ Congestion Pricing</p>
<p>PT 1 Mobility Hub The hub will have a central town square with transit-supportive amenities such as a bike hub, fix-it stations, small retailers, and passive recreation space. There will be a counter-clockwise loop for cars and a clockwise loop for bus and shuttle boarding.</p>	Start 2020 → End 2020	- City of Riverside - RCTC / RTA	\$2.80M - \$4.20M	Precedent: UC Riverside Mobility Hub (2018)	<p>BP SB-821 – Bicycle and Pedestrian Facilities Programs</p> <p>BP Surface Transportation Block Grant</p>
<p>PT 2 Layover Facility A 12-bay facility to be incorporated into podium parking structures over time.</p>	Start 2020 → End 2020	- City of Riverside - RCTC / RTA	<i>More detailed design documentation is required to provide accurate cost estimates</i>	N/A	<p>PT Capital Investment Grant</p> <p>PT SB-325 – Transit Assistance</p> <p>VC TIF/ EIFD</p> <p>VC Parking Fees/ Congestion Pricing</p>
<p>PT 3 New Shared Public Parking Structures Three new shared public structures near the Mobility Hub will serve the Metrolink Station and new development.</p>	Start 2020 → End 2020	- City of Riverside - Private Developers	\$76.62M - \$102.12M	2,554 stalls in 3 structures at \$30,000 - \$40,000 per stall	
Other Associated Projects (see page 89 for more detail)					
C 1 Vine Street Corridor Improvements, C 3 Commerce Street Corridor Improvements, PT 4 Parking Management District					

* All rough order of magnitude cost estimates are conceptual and assume no modifications to utilities or cost escalation beyond 2018. The cost of Amenity Zones and other private property improvements have not been included.

MD 2 North Park MDA Priority Projects

PHASING AND FINANCIAL STRATEGY

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



Priority Projects within MD 2	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
B 1 Mission Inn / Vine Protected Bicycle Intersection Curb extensions to form a protected intersection at Mission Inn Avenue and Vine Street	Start 2020 → End 2020	- City of Riverside	\$75,000 - \$150,000		UG Urban and Community Forestry Program UG Urban Greening Grant Program
PG 5 North Park Redesign New landscaping, pavement, lighting, seating, signage, etc.	Start 2020 → End 2020	- City of Riverside	<i>More detailed design documentation is required to provide accurate cost estimates</i>	N/A	UG Infill Infrastructure Grant Program (IIG) PT BEYOND Framework Funds Program PT SB-325 – Transit Assistance

<p>Other Associated Projects (see page 89 for more detail)</p> <ul style="list-style-type: none"> C 1 Vine Street Corridor Improvements C 2 Mission Inn Avenue Corridor Improvements C 3 Commerce Street Corridor Improvements B 2 Mission Inn / Commerce Protected Bicycle Intersection PT 4 Parking Management District

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MD 3 Lincoln Park MDA Priority Projects

PHASING AND FINANCIAL STRATEGY

Site with the potential for infill development along Park Avenue generally fall between 3rd Street on the northern end and Lincoln Park on the southern end. The Lincoln Park Major Development Area's adjacency to the Metrolink Station means it will serve as an important transition from a higher mixed-use intensity to a more residential neighborhood scale in complementing the Lincoln Park single-family fabric. A pedestrian tunnel may help connect this MDA to the Mobility Hub Hub.



Priority Projects within MD 3	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
<p>PG 7 12th Street Pedestrian Tunnel</p> <p>A new pedestrian tunnel at the western terminus of 12th Street that runs underneath the rail line and resurfaces at the Mobility Hub paseo.</p>	<p>Start End</p> <p>2020 → 2020</p>	- City of Riverside	<p><i>More detailed design documentation is required to provide accurate cost estimates</i></p>	N/A	<p>BP Active Transportation Program (ATP)</p> <p>BP SB-821 – Bicycle and Pedestrian Facilities Programs</p> <p>BP Surface Transportation Block Grant</p> <p>PT Cap and Trade – Transit and Intercity Rail Capital Program</p>
<p>Other Associated Projects (see page 89 for more detail)</p>					
<p>PT 4 Parking Management District</p>					

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MD 4 University / Park MDA Priority Projects

PHASING AND FINANCIAL STRATEGY

Park Avenue serves as an important spine linking the residential neighborhood to Downtown Riverside. Although infill along Park Avenue will be primarily residential, there are critical nodes which call for higher intensities and a mix of uses to complement both Downtown, the Metrolink Station area and local residents. One of these nodes is at the intersection of University Avenue and Park Avenue where limited retail and office, and residential uses are envisioned to amplify University Avenue as vital link to Downtown. This node will augment the development pattern begun by the Mission Lofts at the corner of Mission Inn Avenue and Commerce Street. Mixed use developments in this area may become even more desirable with the implementation of a parking management district.



Priority Projects within MD 4	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
Other Associated Projects (see page 89 for more detail)					
PT 4 Parking Management District					

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MD 5 North Commerce Creative Hub MDA Priority Projects

PHASING AND FINANCIAL STRATEGY

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



Priority Projects within MD 5	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
PG 3 Commerce Linear Park The partial conversion of an existing vacant lot into a linear park with landscaping, street furniture, and enhanced lighting.	Start 2020 → End 2020	- City of Riverside	<i>More detailed design documentation is required to provide accurate cost estimates</i>	N/A	<ul style="list-style-type: none"> UG Urban and Community Forestry Program UG Urban Greening Grant Program UG Infill Infrastructure Grant Program (IIG)
PG 4 Commerce Complete Street Improvements The conversion of existing right-of-way with abandoned rail spurs into a pedestrian promenade with landscaping, vendor space, street furniture, and enhanced lighting. For more details see Project C 3 .	Start 2020 → End 2020	- City of Riverside - CalTrans	<i>Cost of project included in cost estimation for Project C 3</i>		<ul style="list-style-type: none"> BP Active Transportation Program (ATP) BP SB-821 – Bicycle and Pedestrian Facilities Programs PT BEYOND Framework Funds Program
Other Associated Projects (see page 89 for more detail)					
<ul style="list-style-type: none"> C 2 Mission Inn Avenue Corridor Improvements C 3 Commerce Street Corridor Improvements C 4 10th and 12th Street Corridor Improvements B 2 Mission Inn / Commerce Protected Bicycle Intersection PT 4 Parking Management District 					

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MD 6 South Commerce MDA Priority Projects

PHASING AND FINANCIAL STRATEGY

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



Priority Projects within MD 6	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
<p>PG 6 Riverside Canal Stormwater Management and Multi-use Path</p> <p>Canal greening with landscaping, including bioswales, and other methods to reduce the amount of stormwater discharge.</p>	<p>Start End</p> <p>2020 → 2020</p>	- City of Riverside	<p><i>More detailed design documentation is required to provide accurate cost estimates</i></p>	N/A	
Other Associated Projects (see page 89 for more detail)					
PT 4 Parking Management District					

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Priority Projects in Multiple Major Development Areas

PHASING AND FINANCIAL STRATEGY

Priority Projects	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
C 1 Vine Street Corridor Improvements Cycle Track, Bus Only Lane, Curb Extension, Greenway / Street Trees / Bioswale, Transit Shelter / Plaza	Start 2020 → End 2020	- City of Riverside	\$1.03M - \$1.34M	Moderate interventions from Cridge St to Mission Inn Ave	BP Active Transportation Program (ATP) BP SB-821 – Bicycle and Pedestrian Facilities Programs BP Safe Routes to School Programs
C 2 Mission Inn Avenue Corridor Improvements Lane Width Reduction, Bicycle Lanes, Curb Extensions, Greenway / Street Trees / Bioswale	Start 2020 → End 2020	- City of Riverside	\$6.28M - \$8.57M	Major street reconstruction from Vine St to Eucalyptus Ave	UG Urban and Community Forestry Program UG Urban Greening Grant Program UG Infill Infrastructure Grant Program (IIG) VC TIF/ EIFD
C 3 Commerce Street Corridor Improvements Reconstructed Median, Enhanced Bus Stop / Shelter for BRT, Gateway Element / Wayfinding Signage, Scramble Crosswalk, Refuge Islands	Start 2020 → End 2020	- City of Riverside	\$11.47M - \$15.64M	Complete street reconstruction from 3rd St to Cridge St	VC TIF/ EIFD
B 2 Mission Inn / Commerce Protected Bicycle Intersection Curb extensions to form a protected intersection at Mission Inn Avenue and Commerce Street.	Start 2020 → End 2020	- City of Riverside	\$75,000 - \$150,000	Cost of project included in cost estimation for Project C 2	BP Active Transportation Program (ATP) BP SB-821 – Bicycle and Pedestrian Facilities Programs
PT 4 Parking Management District Several potential new privately owned and managed parking structures shared with nearby uses.	Start 2020 → End 2020	- City of Riverside - Private Developers - RCTC / RTA - Riverside County	Further study required to estimate cost.	N/A	BP Safe Routes to School Programs BP Surface Transportation Block Grant PT BEYOND Framework Funds Program VC Parking Fees/ Congestion Pricing

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Metrics Overview

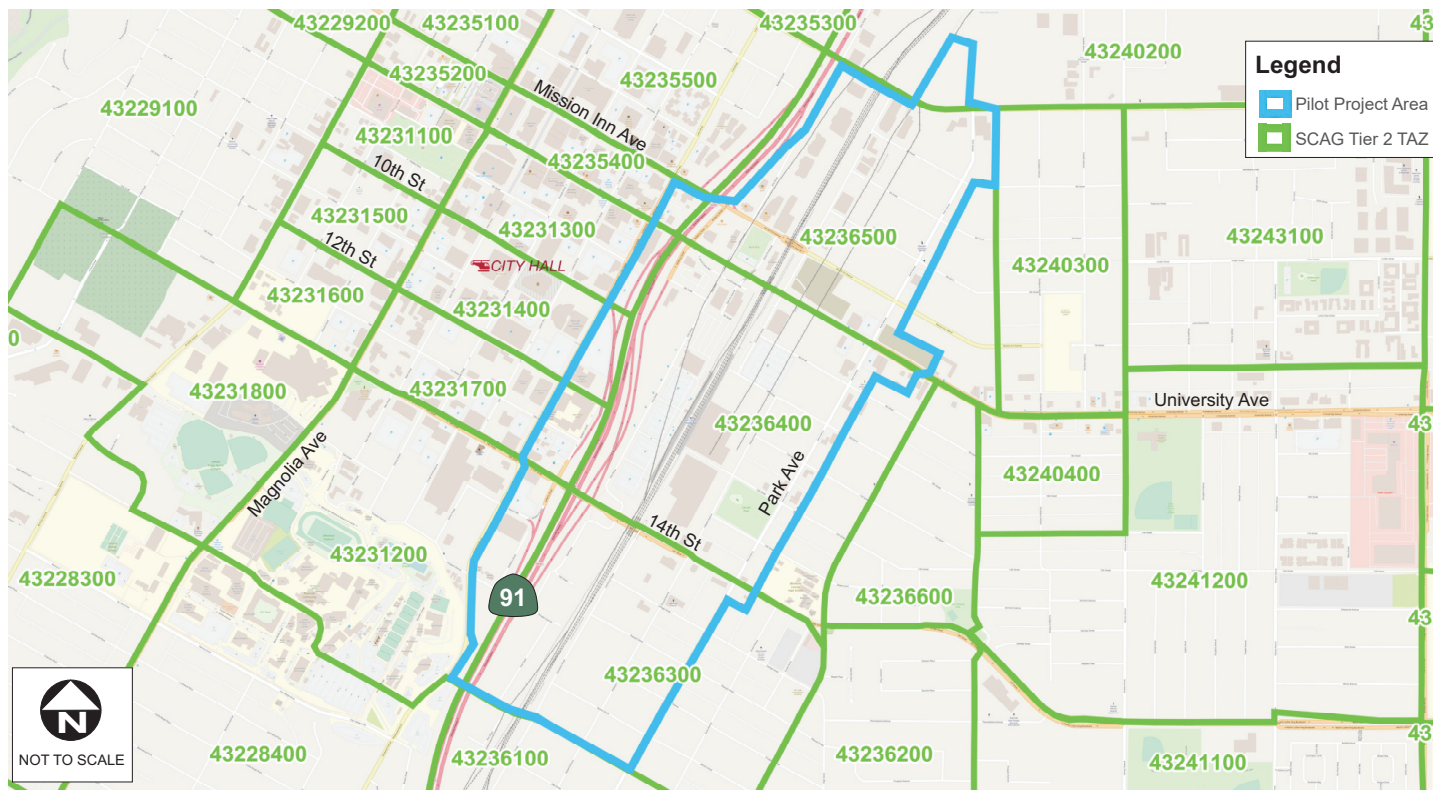
METRICS

The Riverside Marketplace HQTa Pilot Project Vision Plan is made up of four districts: Transit Core District, Commerce Street District, Park Avenue District, and North Park District. The districts consist of or overlap with eight SCAG Model TAZ's (Tier 2 level).

The current 2040 SCAG Model scenario Socio-economic data (SED) is considered as the "No Build" (i.e., business as usual) condition for the purposes of evaluating the effectiveness of the HQTa Vision Plan on transportation metrics. The HQTa Vision Plan land use was converted to SED (households, population, employment) for use in the model, using industry standard factors. Residential dwelling units were used to calculate the estimated population, and office and retail square footage was used to calculate employment. The Vision Plan SED was then proportionally added to the appropriate TAZ's based on the district, thus creating a 2040 With Vision Plan scenario, considered the "Build" scenario.

The following pages compare the No Build scenario to the HQTa Vision Plan using the following metrics: vehicular delay (in hours), transit mode share (in % of total travel trips), public transit usage, vehicular miles traveled (VMT), and vehicular hours traveled (VHT).

SCAG 2016 Tier 2 TAZ Boundaries



Source: Iteris, SCAG 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS)

Vision Plan Outcomes

As described, with the increased density resulting from buildout of the Vision Plans in the Riverside Marketplace HQTa Pilot Project Area, several long-range transportation benefits enumerated in the 2016 RTP/SCS have the potential to be achieved.

A comparison of the 2040 "Build" versus "No Build" model results show the following anticipated projections for the HQTa with full buildout of the Vision Plan:



in non-freeway vehicular delay (per capita)



in transit mode share (as a percentage of total travel trips)







in vehicular miles traveled (VMT) (per capita)



in vehicular hours traveled (VHT) (per capita)

SCAG Model Output Data

Socio Economic Data (input)

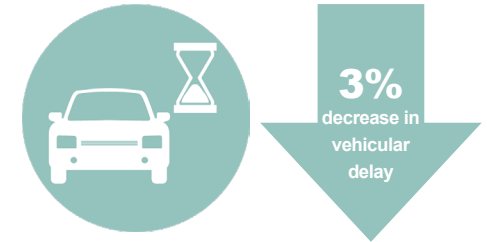
	 Households	 Population	 Retail Employment	 Non-Retail Employment
2016	1,218	5,783	345	11,173
2040 (No Build)	1,078	5,428	557	11,582
2040 (Vision Plan)	5,798	18,644	1,801	16,318

Additional Factors which may Affect Outcomes

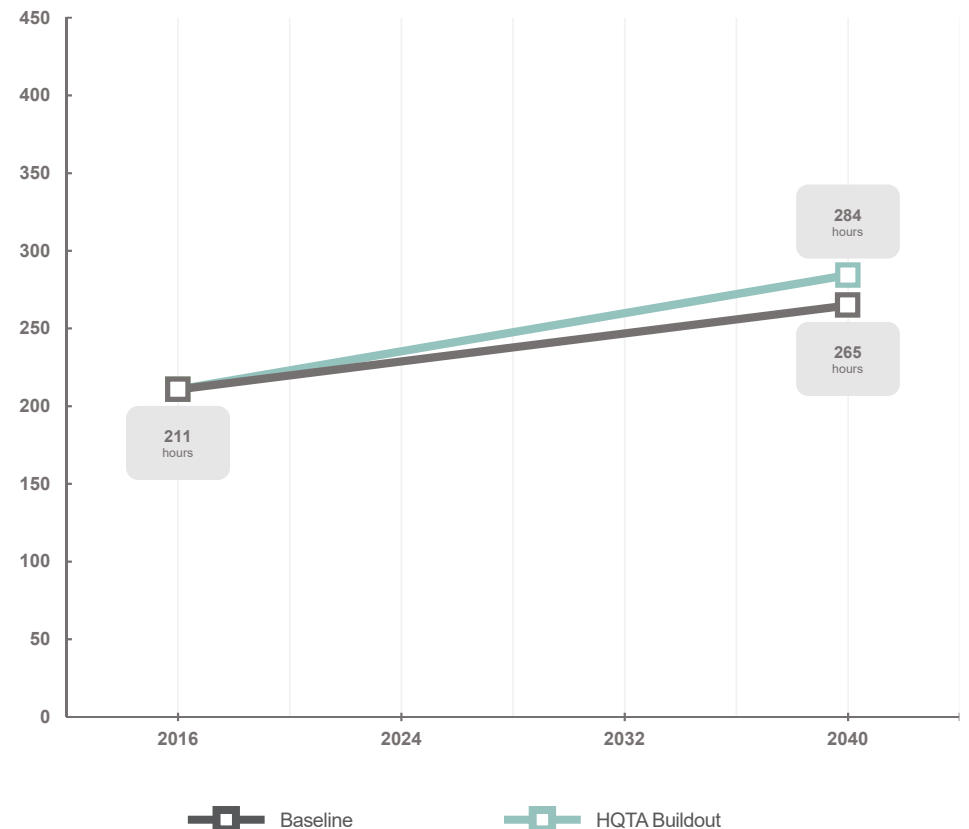
The estimates provided in the Implementation Plan are estimates, and actual numbers may increase or decrease due to a variety of factors. Additional investments in transit infrastructure, for instance, may increase public transit usage and decrease vehicular miles traveled.

Non-freeway Vehicular Delay

Non-freeway vehicular delay is measured in total hours, limited to the Pilot Project Area. The Riverside Marketplace Pilot Project Area can potentially achieve a 3% decrease in non-freeway vehicular delay in hours total, and a 72% decrease in non-freeway vehicular delay per capita by the year 2040 compared to baseline delay projections.



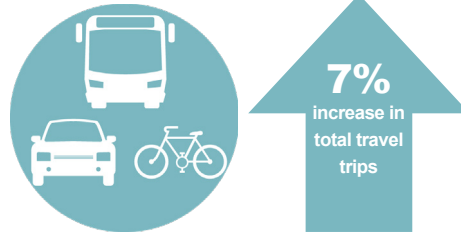
METRICS



SCAG Model Output Data

Transit Mode Share

Transit usage estimates are limited to the Pilot Project Area boundary. The Riverside Marketplace Pilot Project Area can potentially achieve a 7% increase in the proportion of travel trips by public transit to other modes by the year 2040 compared to baseline transit usage projections.

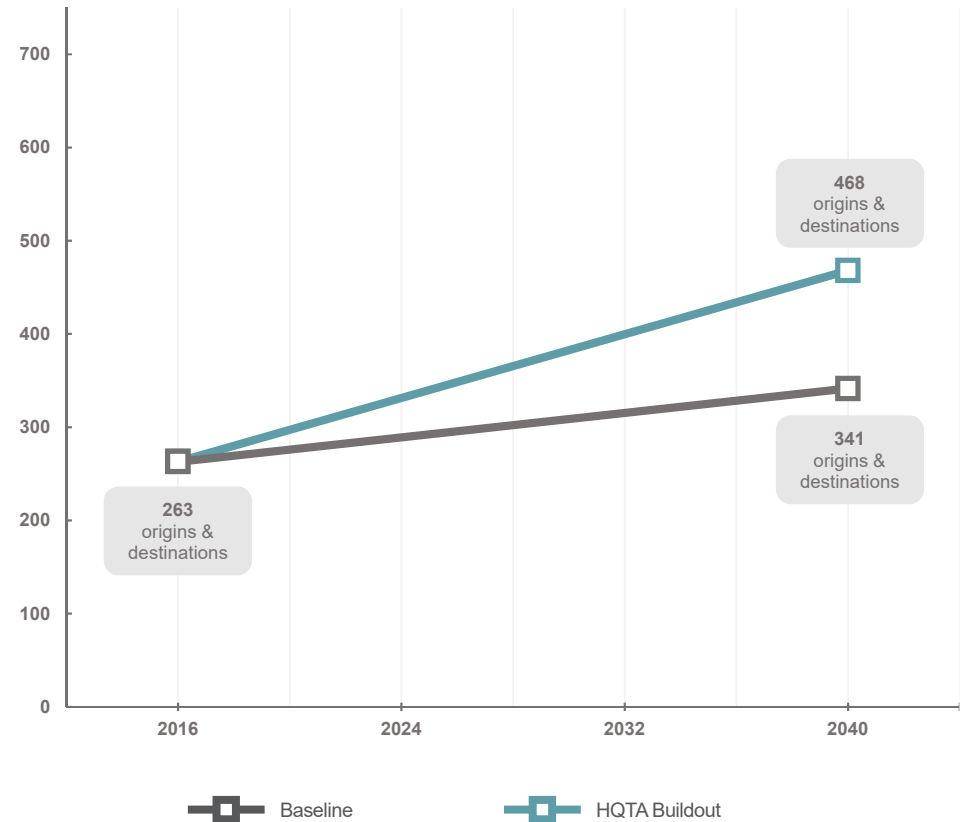
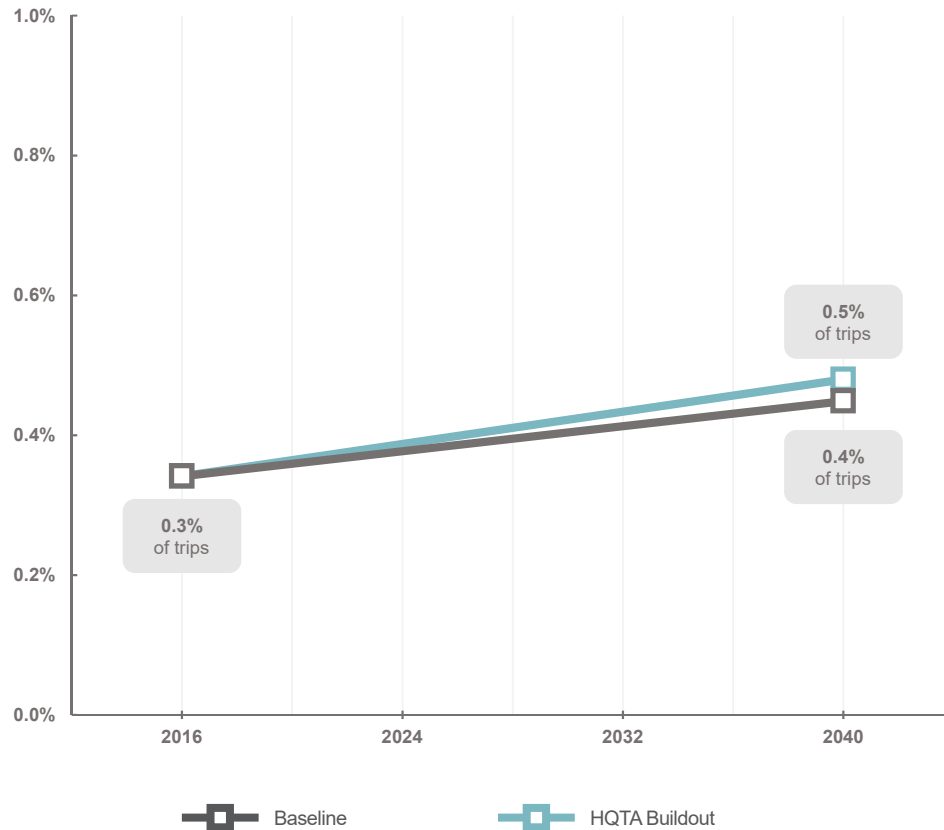


Public Transit Usage

Transit usage estimates are limited to the Pilot Project Area boundary. The Riverside Marketplace Pilot Project Area can potentially achieve a 41% increase in public transit origins and destinations by the year 2040 compared to baseline transit usage projections.



METRICS

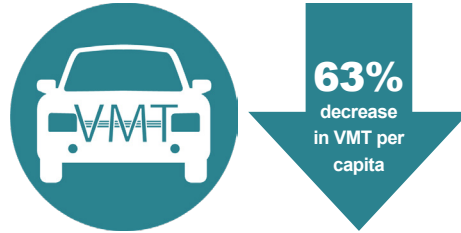


SCAG Model Output Data

METRICS

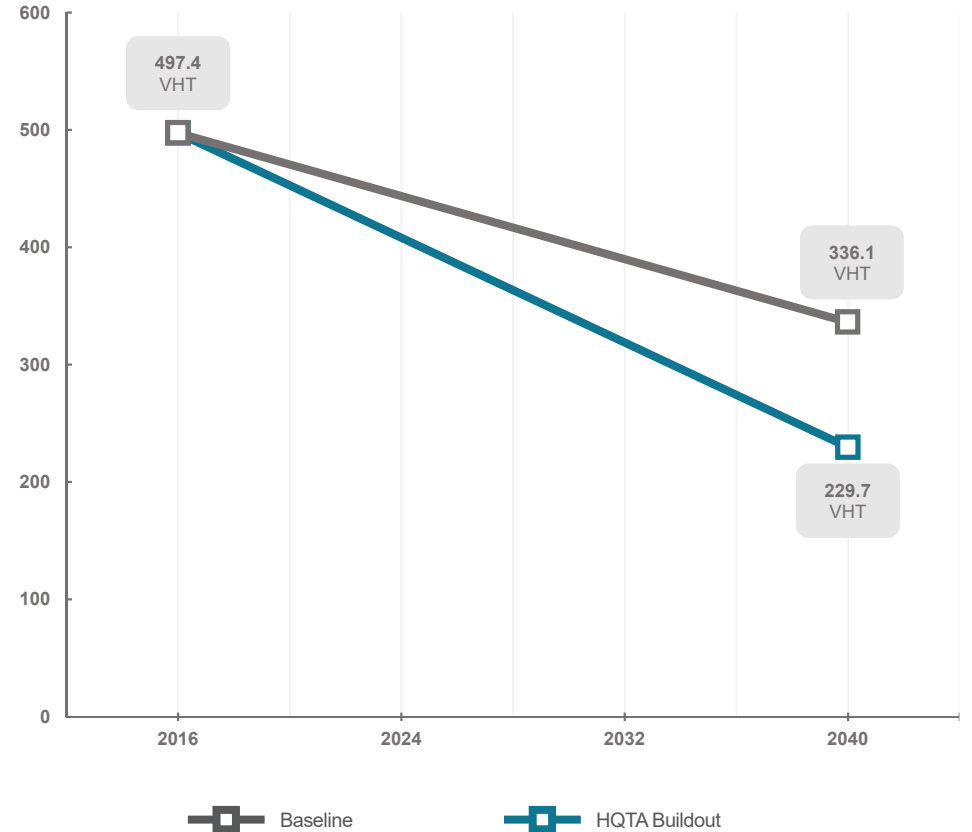
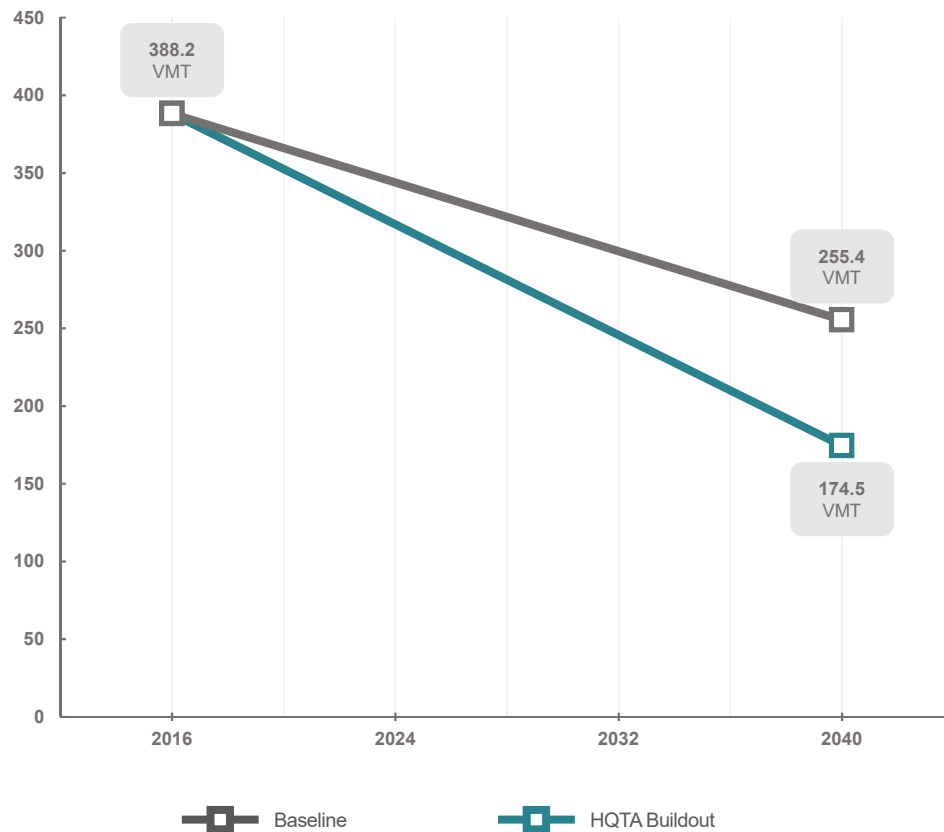
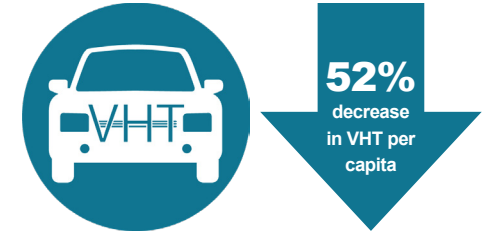
Vehicular Miles Traveled (VMT)

VMT is measured in miles per capita. The Riverside Marketplace Pilot Project Area can potentially achieve a 63% decrease in vehicle miles traveled per capita by the year 2040 compared to baseline VMT projections.



Vehicular Hours Traveled (VHT)

VHT is measured in miles per capita. The Riverside Marketplace Pilot Project Area can potentially achieve a 52% decrease in vehicle hours traveled per capita by the year 2040 compared to baseline VHT projections.



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