

Part 4

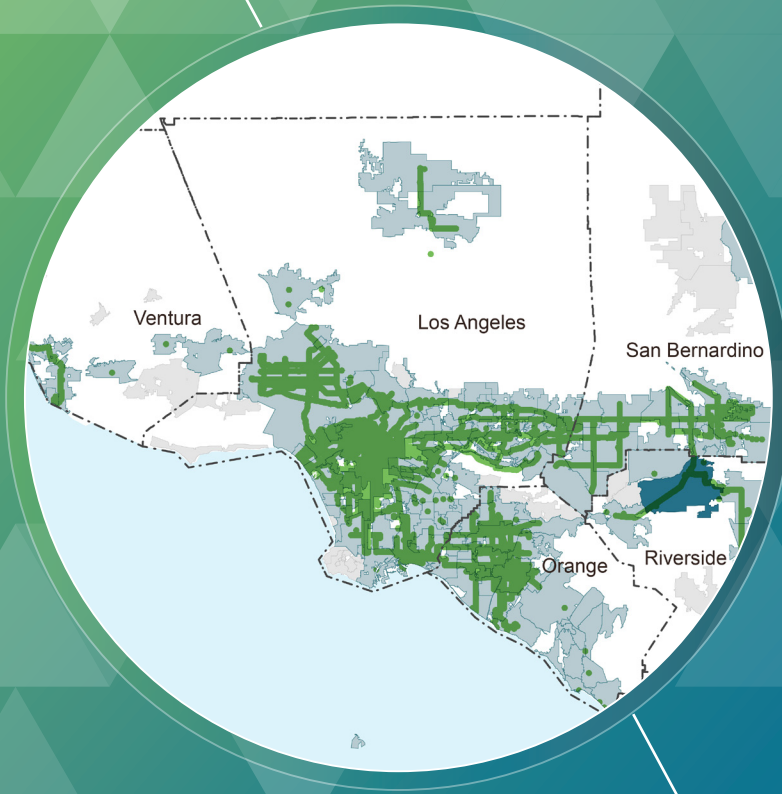
Opportunities and Constraints Analysis

The opportunities and constraints are viewed through the lens of High Quality Transit Areas and the principles of transit-oriented communities.

Mobility

Land Use

Urban Design



Constraints

MOBILITY

SR-91: SR-91 is the most significant physical feature within the Pilot Project Area, and most mobility constraints ultimately stem from the expressway and its current design. While allowing the movement of vehicles through the city, it produces significant negative impacts for local residents and workers including air pollution, noise pollution, and visual blight. In addition, it is a barrier to accessing downtown.

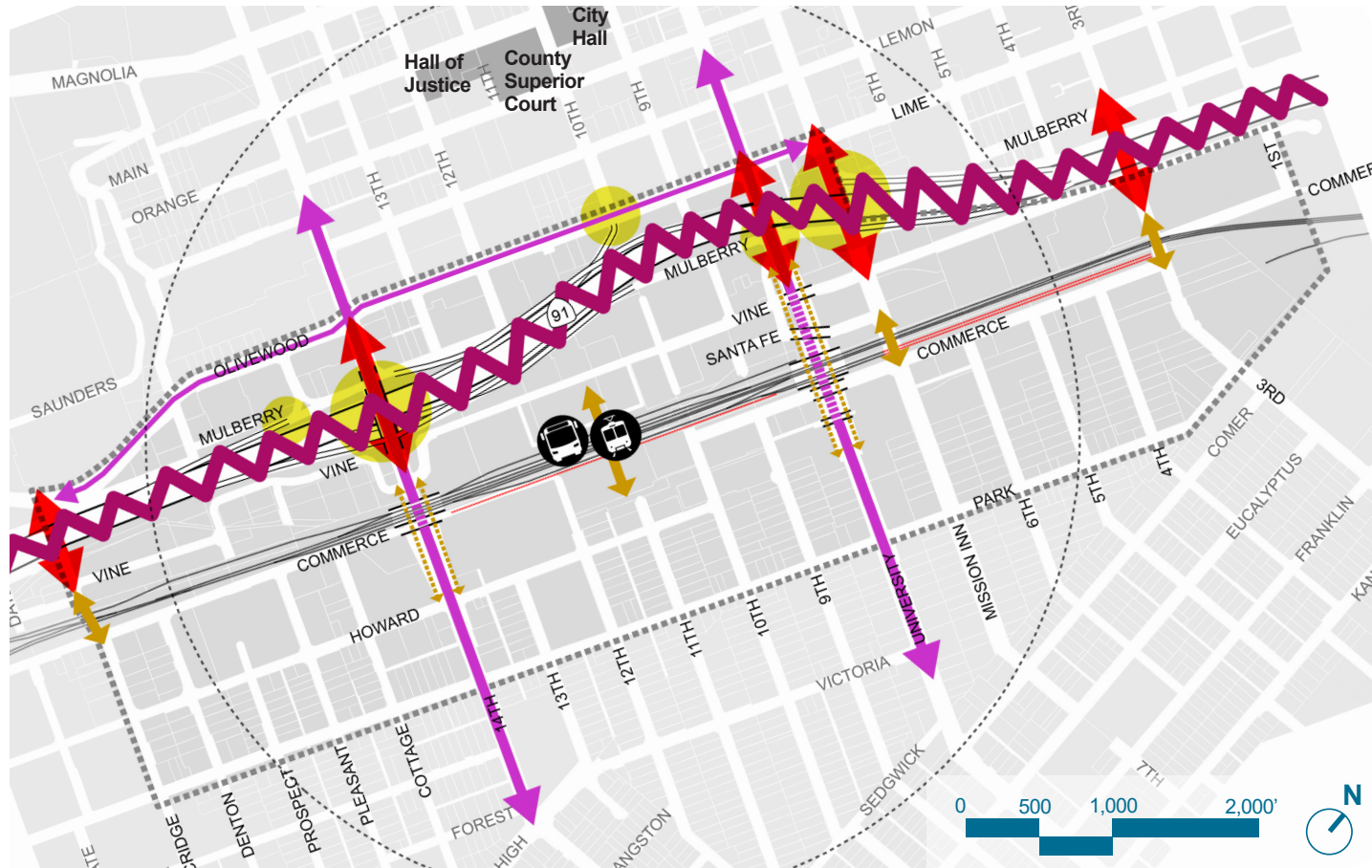
SR-91 Access: SR-91 on-/off-ramps produce traffic congestion, which can be hazardous for bicyclists and pedestrians. Poor visibility for pedestrians and bicyclists due to on-/off-ramps and highway over crossings.

Rail Corridor and Expansion: The potential expansion of rail corridor which includes two spur lines to 3rd Street, additional main line through the Pilot Project Area, and relocation of eastern platform reduces land available for redevelopment.

Vehicle-oriented Corridors: These roads have high traffic volumes and are structured to give priority to vehicle throughput over other modes. They act as barriers to cross, and are unpleasant for pedestrians and bicycles to travel along.

Limited Connectivity Across Rail Corridor: At grade crossings are located at Cridge Street, Mission Inn Avenue, and 3rd Street (solid). Pedestrian access across rail corridor at 14th Street and University Avenue are along roads depressed under rail corridor (dashed). There is a pedestrian bridge above the tracks located at Metrolink station along 11th Street corridor.

Limited Connectivity Across SR-91: Crossing SR-91 is limited to bridges at Cridge Street and 14th Street. Crossing SR-91 through freeway overpass at University Avenue, Mission Inn Avenue, and 3rd Street. Crossing SR-91 combined with freeway on-/off-ramps at 14th Street, University Avenue, and Mission Inn Avenue.



Opportunities

MOBILITY

Street Grid: The Pilot Project Area has a regular street grid with a hierarchy of street types (arterial to local) that allows easy orientation, multiple alternative routes to destinations, and the potential to reduce vehicle priority along some corridors. Parallel/perpendicular to rail corridor visual guide to Metrolink Station.

Connected Bicycle Network: Existing bicycle facilities were identified in Riverside Bicycle Master Plan (2007). Potential streets for protected/buffered bicycle facilities include Vine Street, Lime Street, Mission Inn, Commerce Street, and 3rd Street. Local streets such as 12th and 10th Streets would be good candidates for bicycle boulevards. Potential extension of Commerce Street between 10th and 12th Streets.

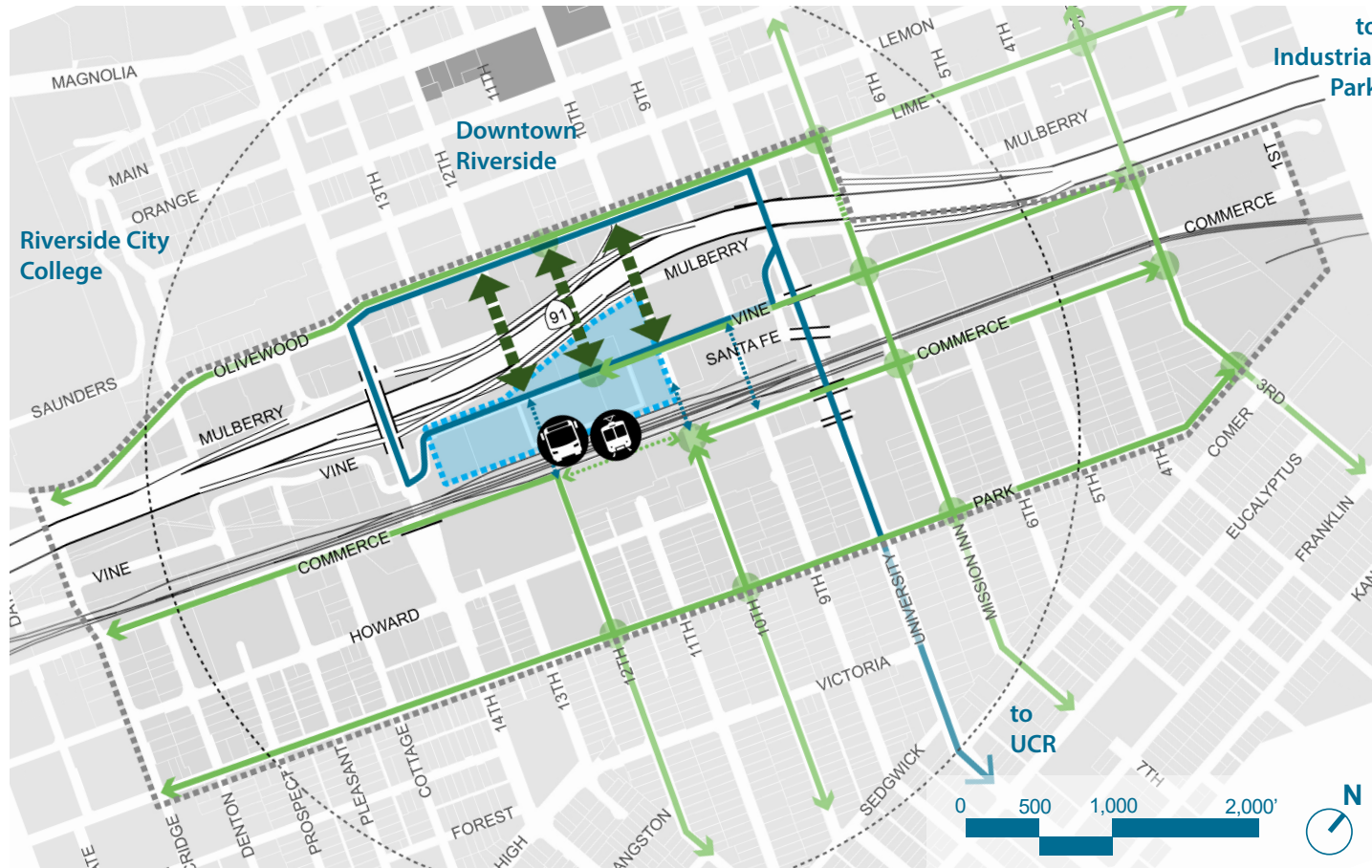
SR-91 Bicycle and Pedestrian Crossing: Multiple potential locations for an iconic bicycle/pedestrian bridge connecting Downtown Riverside to areas east of SR-91.

Transit Priority Corridors: Lime Street, Vine Street, University Avenue have potential for transit amenities (bus shelter) and priority (bus-only lanes) that raise the convenience and dignity of public transit over personal vehicle travel modes.

Transit Connectivity / Integration: Site for the potential development of a mobility hub at Metrolink Station (joint development opportunity).

Rail Corridor Crossings: Potential crossings (at-grade or undercrossing) between University Avenue and 14th Street.

Proximity to Job Centers: Downtown (west of SR-91), UC - Riverside (along University Avenue), Industrial Park (north along rail corridor), and Riverside City College are job centers that can be reached via non-vehicular transportation modes.

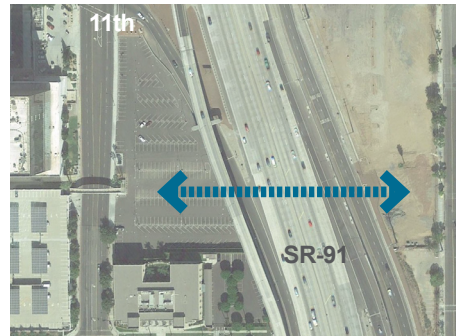


Opportunities

SR - 91 Pedestrian/Bicycle Bridge

The 91 Freeway presents a major barrier between the Marketplace District and Downtown Riverside. With the recent addition of a southbound flyway/offramp along the western edge of the freeway, the options for linking the two areas have become even more limited. The matrix at right explores the pros and cons of locating a pedestrian/bicycle bridge at three potential locations.

Based on this evaluation, the 11th Street option appears to be the best alignment. Further studies will be needed to explore the structural, urban design, agency coordination, and financial implications of a bridge at this location.



Alignment	Pros	Cons
12th Street	<ul style="list-style-type: none"> - Continuous path along 12th Street corridor on both sides of SR-91 	<ul style="list-style-type: none"> - Existing buildings located on both sides of 12th Street west of SR-91
11th Street	<ul style="list-style-type: none"> - Prominent visual terminus at former FMC Building - LA County property provides potential for bridge integrated with new public space and/or development - Existing pedestrian bridge across Lime Street at 11th - Center of Metrolink Platform 	<ul style="list-style-type: none"> - FMC Building breaks continuous path along 11th Street corridor across both sides of SR-91 - Highest point of SR-91 flyway off-ramp (though not significantly higher)
10th Street	<ul style="list-style-type: none"> - Continuous path along 10th Street corridor on both sides of SR-91 - LA County property provides potential for bridge integrated with new public space and/or development 	<ul style="list-style-type: none"> - Existing SR-91 southbound on-ramp located at 10th Street would need to be reconfigured

Constraints

LAND USE

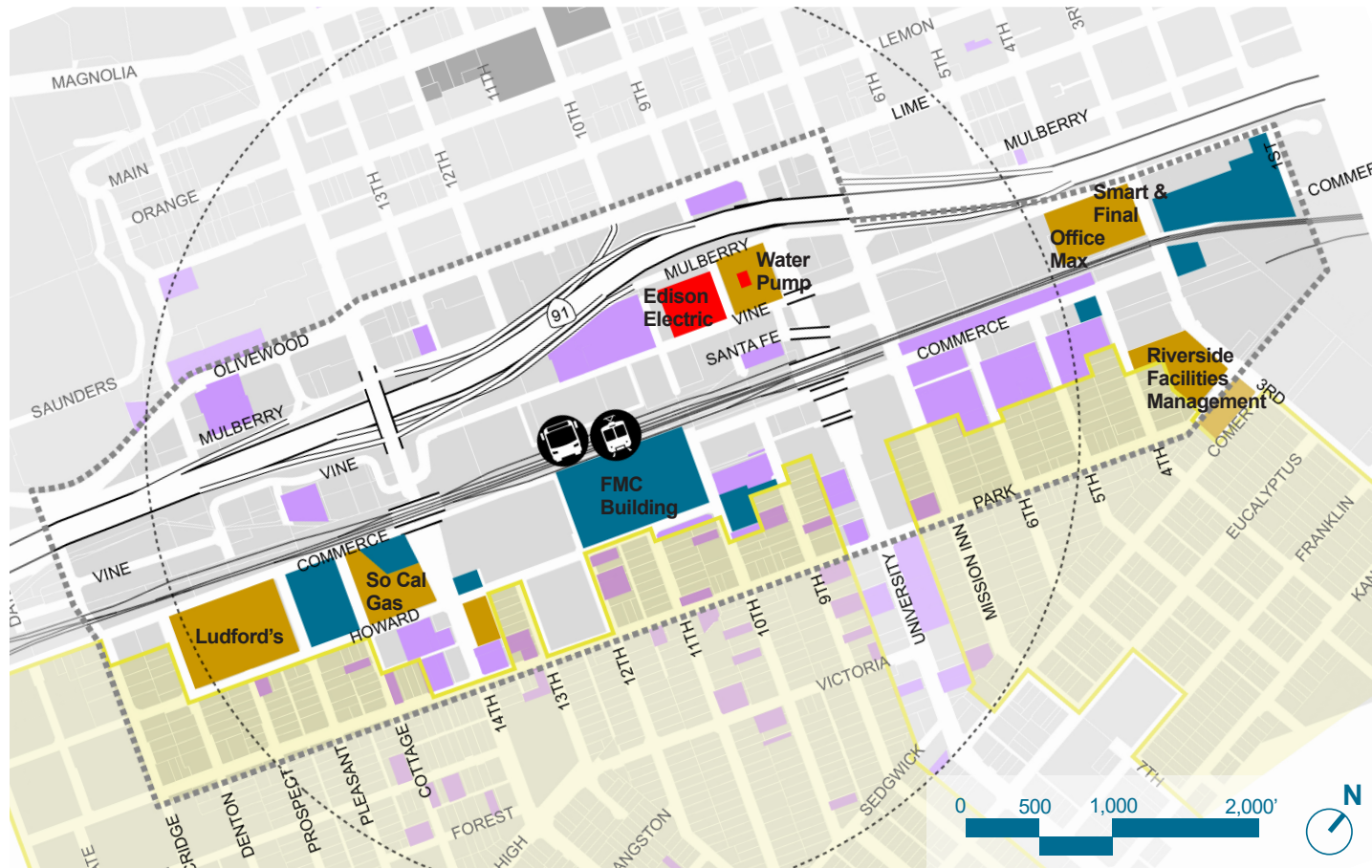
Underutilized Industrial and Transportation Uses: These areas include large parking areas and outdoor storage areas such as a scrapyards and are typically concentrated along Commerce Street, but found throughout the Pilot Project Area. Can include portions of properties that are underutilized or could be better organized.

Utilities: The Edison Electric utility substation and water pump are facilities that cannot be moved. Treatment of these facilities could involve screening through the use of vegetation, fences, or walls. A parking structure could be located to the south of the substation to serve as a barrier between it and the Mobility Hub.

Vacant Land: Vacant parcels reduce economic value of surrounding properties. These are spread throughout the Pilot Project Area, but mostly concentrated south of the rail corridor and include a mixture of larger parcels suitable for redevelopment and smaller parcels suitable for infill residential development.

Non-complementary Uses: These uses appear to be active businesses and generate jobs and activity in the short-term, but may not have employment densities or uses most appropriate for a transit-oriented community in the long-term. Marked properties include industrial and transportation facilities, as well as big box retail.

Eastside Neighborhood Proximity: Eastside neighborhood consists of lower-density single-family residential; any future development needs to complement this scale and density.



Opportunities

LAND USE

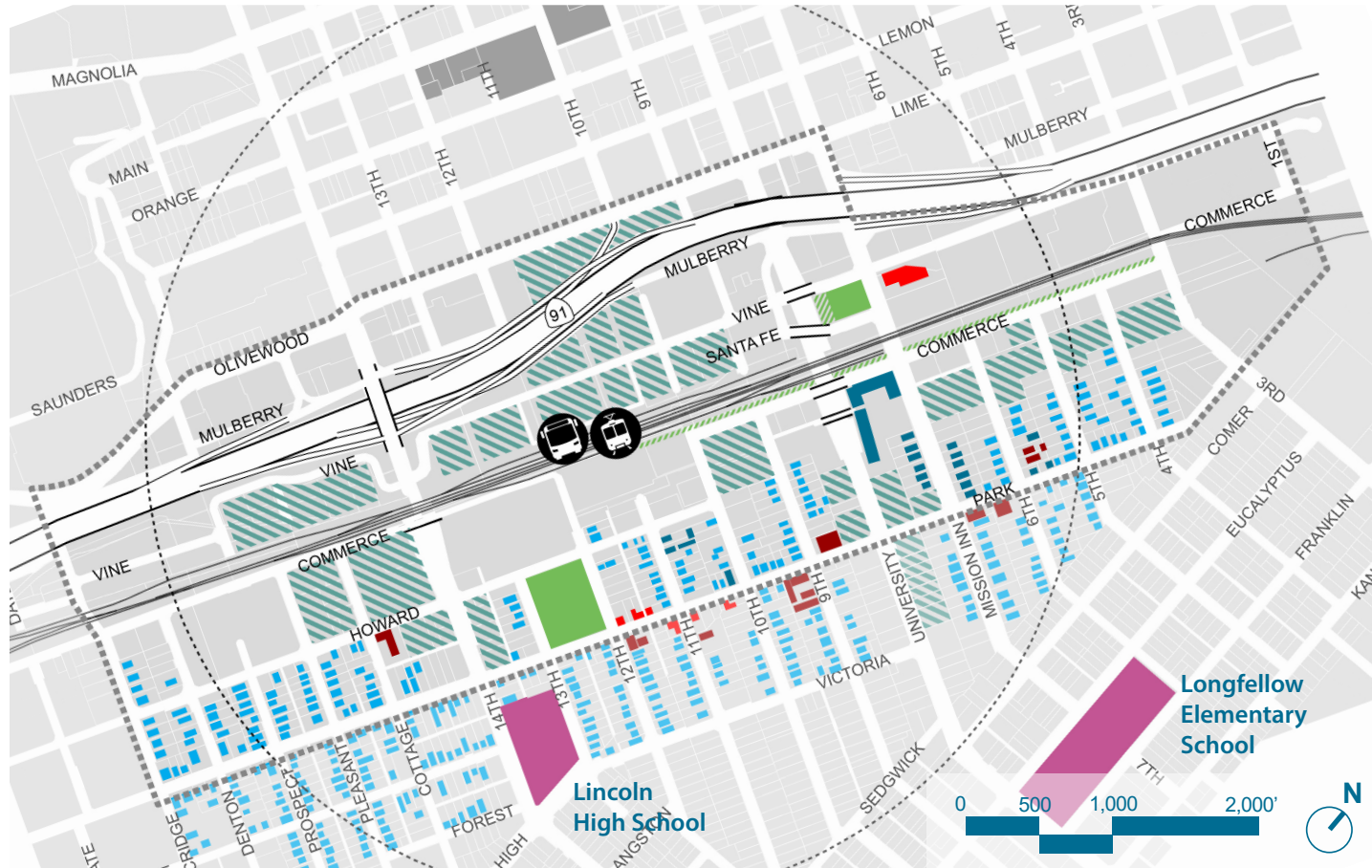
Single-family Residential: Eastside neighborhood has quality housing stock, variety of styles, affordable, and at transit-supportive densities. This mix provides the backbone for an engaged neighborhood, and starting point for building a more attractive neighborhood for families to live.

Multi-family Residential: The multi-family residential maintains a similar character to the single-family residential and provides housing types that accommodate residents other than families that can support a mixed-income and intergenerational neighborhood.

Park / Open Space: Existing parks provide neighborhood anchors and could be elevated in importance and use. Areas include a planned redesign of North Park on the existing surface parking lot and a potential Parkway along Commerce Street.

1 Community Institutions: Market properties include churches, schools, local shops and markets, and other organizations that increase the social capital of the Eastside neighborhood. Preserve existing neighborhood-serving uses. (1) Churches (2) Local Retail, and (3) Schools

Major Redevelopment Opportunities: Large vacant land properties and publicly-owned properties have the greatest potential for redevelopment. Development opportunities should plan for reestablishing the street grid through properties where applicable. There are several opportunities along Commerce, north of Mission Inn, and along Vine Street between 14th Street and University Avenue.



Opportunities

LAND USE

Single-family Residential

- Cottage
- Bungalow



Multi-family Residential:

- Duplex
- Fourplex
- Modified Dingbat



Community Institutions:

- Our Lady of Guadalupe Shrine
- Second Baptist Church
- Iglesia de Dios en Riverside
- Rehoboth Tabernacle Church
- Tony's Market
- El Trigo
- Chela's Bakery
- Orange Valley Lodge



Constraints

URBAN DESIGN

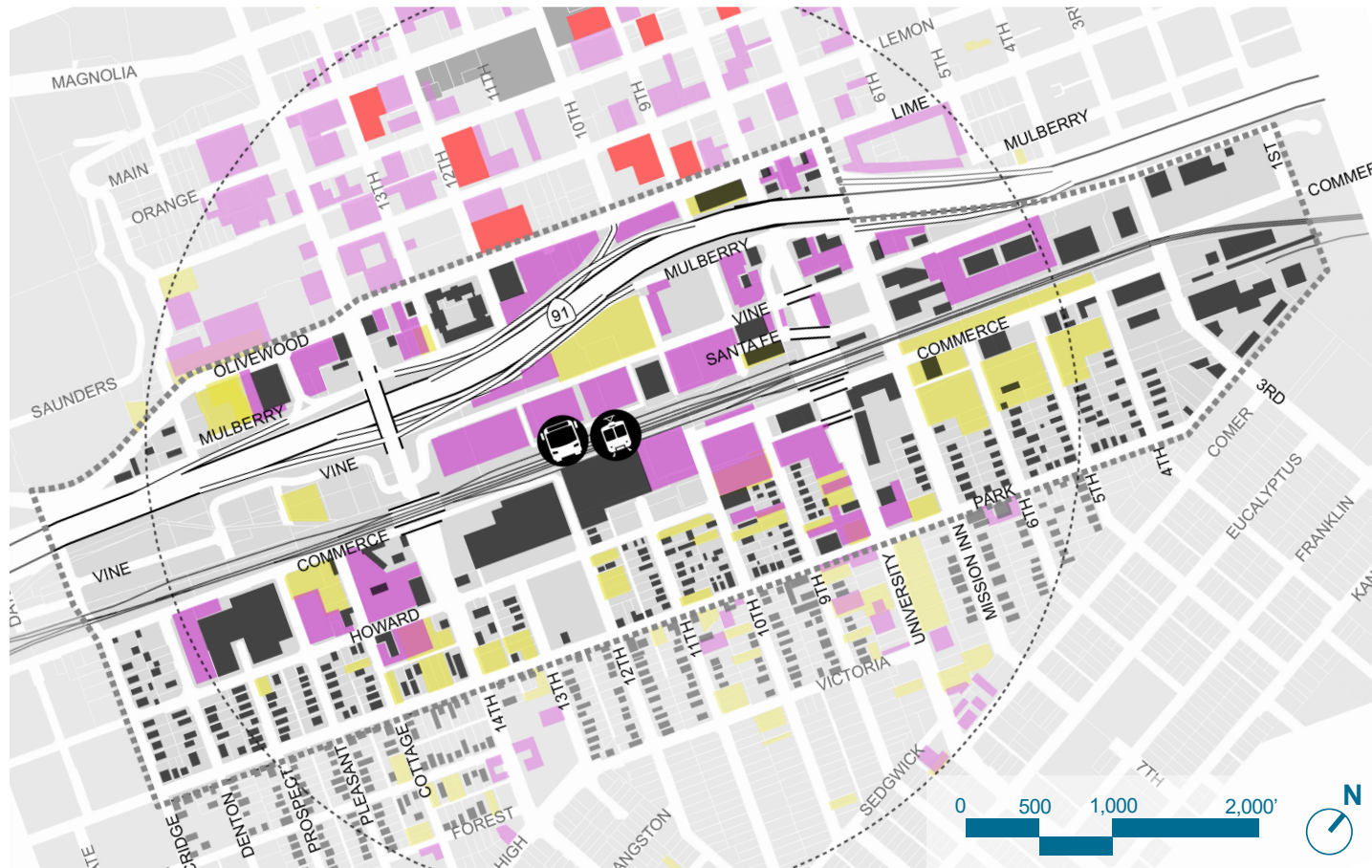
Reduction of the Urban Fabric: Continuous street facades and consistent walkable urban blocks have been reduced to accommodate vehicle uses, limiting the attractiveness and ability for pedestrians and cyclists to circulate through the area.

Vacant Land: There are several vacant sites located throughout the Pilot Project Area including parcels of all sizes from individual residential lots to full blocks.

Surface Parking: Surface parking lots are located throughout the Pilot Project Area with significant concentrations located along Vine Street near existing Metrolink Station.

Structured Parking: There are no parking structures in the Pilot Project Area; nearby structures are located in Downtown Riverside west of the SR-91.

Existing Building Figure - Ground: The strongest consistency of urban form occurs along local residential streets (6th, 9th, 10th, 11th, 12th, 13th, and Mission Inn) with single-family and multi-family housing set back from sidewalk line behind small front yards. No consistency of urban fabric along formerly industrial streets west of Howard Avenue (Commerce, Vine, Mulberry, Lime) or along commercial corridors of 14th Street and University Avenue.



Opportunities

URBAN DESIGN

Historic Resources: Spread throughout the Pilot Project Area with significant percentage of local landmarks along Mission Inn Avenue. Many buildings that contribute historic character that are not current landmarks, such as civic buildings, industrial buildings, packinghouse, residences, churches, and train depots.

Greening / Environmental Benefits: There is great potential for street trees and bioswales to fill the substantial street tree gaps along Lime Street, Commerce Street and Park Street. Other streets would also benefit from new street trees.

Open Space / Parks: These parks are neighborhood centers with potential for increased densities/intensities around them. Lincoln Park has more active and recreational uses and North Park is historic park of formal character. There is potential for an expansion of North Park on the existing surface parking lot to south.



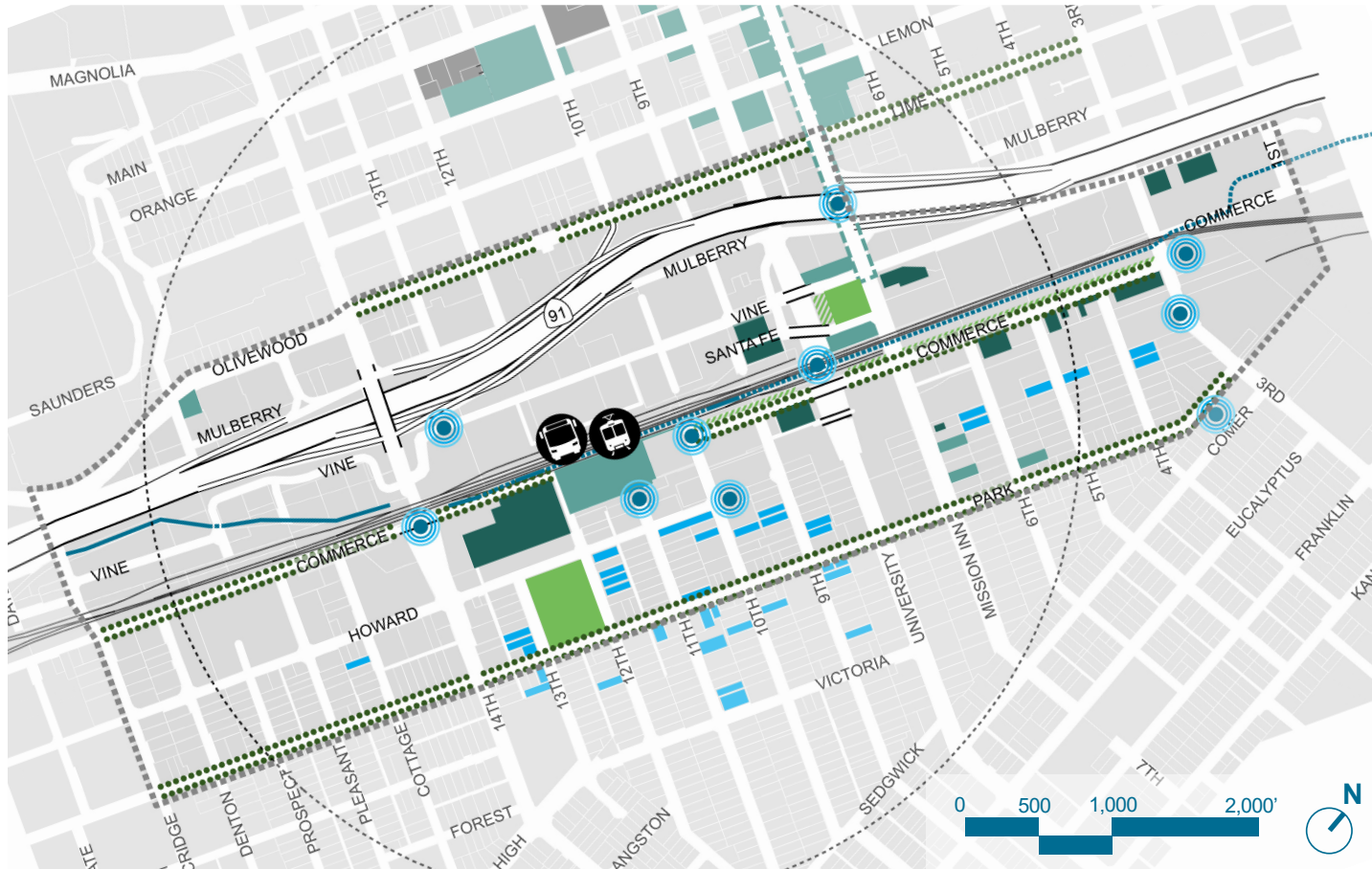
Vista Terminus: Points where streets end and shifts in the street grid provide opportunities for visual nodes such as architecturally significant / taller buildings, landmarks and/or open space. These vista terminus can indicate edges of or entrances into the Pilot Project Area to foster a more defined sense of place.



Minor Redevelopment Opportunities: Individual properties along residential streets with opportunities for small infill development (single-family or multi-family) that complements existing block fabric, or pocket parks with various programming to serve local residents.



Riverside Canal: There is potential to daylight buried canal in some areas, which can be used as organizing design element for public space / green space.



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