

AGENDA

**CITY COUNCIL OF THE CITY OF MORENO VALLEY
MORENO VALLEY COMMUNITY SERVICES DISTRICT
CITY AS SUCCESSOR AGENCY FOR THE
COMMUNITY REDEVELOPMENT AGENCY OF
THE CITY OF MORENO VALLEY
MORENO VALLEY HOUSING AUTHORITY
BOARD OF LIBRARY TRUSTEES
AND PLANNING COMMISSION**

October 29, 2015

SPECIAL MEETING (JOINT MEETING) – 5:30 PM

City Council Study Sessions

First & Third Tuesdays of each month – 6:00 p.m.

City Council Meetings

Special Presentations – 5:30 P.M.

Second & Fourth Tuesdays of each month – 6:00 p.m.

City Council Closed Session

Will be scheduled as needed at 4:30 p.m.

City Hall Council Chamber – 14177 Frederick Street

Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, in compliance with the Americans with Disabilities Act of 1990. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Guy Pegan, ADA Coordinator, at 951.413.3120 at least 48 hours before the meeting. The 48-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

City Council

Jesse L. Molina, Mayor

Dr. Yxstian A. Gutierrez, Mayor Pro Tem
Jeffrey J. Giba, Council Member

George E. Price, Council Member
D. LaDonna Jempson, Council Member

Planning Commission

Brian Lowell, Chair

Jeffrey Sims Vice-Chair
Jeffrey Barnes Commissioner
Patricia Korzec Commissioner

Ray L. Baker Commissioner
Carlos Ramirez Commissioner
Meli Van Natta Commissioner

**AGENDA
JOINT MEETING OF THE
CITY COUNCIL OF THE CITY OF MORENO VALLEY
MORENO VALLEY COMMUNITY SERVICES DISTRICT
CITY AS SUCCESSOR AGENCY FOR THE
COMMUNITY REDEVELOPMENT AGENCY OF THE
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MORENO VALLEY HOUSING AUTHORITY
THE BOARD OF LIBRARY TRUSTEES
AND PLANNING COMMISSION**

***THE CITY COUNCIL RECEIVES A SEPARATE STIPEND FOR CSD
MEETINGS***

**SPECIAL MEETING (JOINT MEETING) – 5:30 PM
OCTOBER 29, 2015**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

INVOCATION

ROLL CALL

INTRODUCTIONS

PUBLIC COMMENTS ON MATTERS UNDER THE SPECIAL MEETING AGENDA

There is a three-minute time limit per person. Please complete and submit a BLUE speaker slip to the City Clerk. All public comments shall be addressed to the presiding officer or to the City Council and be limited to the items listed on the Special Meeting Agenda, pursuant to Government Code §54954.3.

A. SPECIAL ORDER OF BUSINESS

- A.1. DISCUSSION OF VINEYARDS AND VINEYARD ZONING (Report of: Community Development)

Recommendations: That the City Council and Planning Commission:

1. Review and discuss vineyards and vineyard zoning

- A.2. "NASON STREET CORRIDOR PLAN" (PA14-0040) (Report of: Community Development)

Recommendation: That the City Council and Planning Commission:

- 1) Receive and file the "Nason Street Corridor Plan" completed for the City of Moreno Valley under a Southern California Association of Governments' (SCAG) Sustainable Communities Strategy (SCS) grant.

A.3. HILLSIDE RESIDENTIAL DEVELOPMENT (Report of: Community Development)

Recommendations: That the City Council and Planning Commission:

1. Review and Discuss development opportunities for properties located in the Hillside Residential and Rural Residential zones.

A.4. CITY COUNCIL AND PLANNING COMMISSION REQUESTS AND COMMUNICATIONS

ITEMS MAY BE DEFERRED BY COUNCIL IF TIME DOES NOT PERMIT FULL REVIEW.

- ❖ Oral Presentation only - No written material provided

PUBLIC INSPECTION

The contents of the agenda packet are available for public inspection on the City's website at www.moval.org and in the City Clerk's office at 14177 Frederick Street during normal business hours.

Any written information related to an open session agenda item that is known by the City to have been distributed to all or a majority of the City Council less than 72 hours prior to this meeting will be made available for public inspection on the City's website at www.moval.org and in the City Clerk's office at 14177 Frederick Street during normal business hours.

ADJOURNMENT

CERTIFICATION

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, certify that 72 hours prior to this Study Session, the City Council Agenda was posted on the City's website at: www.moval.org and in the following three public places pursuant to City of Moreno Valley Resolution No. 2007-40:

City Hall, City of Moreno Valley
14177 Frederick Street

Moreno Valley Library
25480 Alessandro Boulevard

Moreno Valley Senior/Community Center
25075 Fir Avenue

Jane Halstead, CMC,
City Clerk

Date Posted:



Report to City Council

TO: Mayor and City Council
Planning Commission

FROM: Allen Brock, Community Development Director

AGENDA DATE: October 29, 2015

TITLE: DISCUSSION OF VINEYARDS AND VINEYARD ZONING

RECOMMENDED ACTION

Recommendations: That the City Council and Planning Commission:

1. Review and discuss vineyards and vineyard zoning

CITY COUNCIL GOALS

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

Community Image, Neighborhood Pride and Cleanliness. Promote a sense of community pride and foster an excellent image about our City by developing and executing programs which will result in quality development, enhanced neighborhood preservation efforts, including home rehabilitation and neighborhood restoration.

ATTACHMENTS

1. Agriculture and Vineyards_finalrev

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	10/22/15 5:17 PM
City Attorney Approval	<u>✓ Approved</u>	10/22/15 5:49 PM
City Manager Approval	<u>✓ Approved</u>	



Agriculture and Vineyards:

An Overview

Purpose

- Consider Establishing an Ordinance related to zoning for vineyards and/or wineries



Topics

- Review of the City's existing regulations pertaining to agricultural use
- Viticulture and terroir
- Climate
- Amenities of wineries
- Regulation of viticulture/wineries by other jurisdictions
- General Considerations for Vineyards/Wineries

City Regulation of Agricultural Uses

- Agricultural crops are currently permitted in all land use zones
- Agricultural uses involving structures are only permitted in the Industrial zone
- The Municipal Code allows for temporary produce stands for farms/orchards
- There is NO reference to “Vineyards” in the Municipal Code. Staff recommends this be considered

Viticulture

- Defined as the cultivation of grapevines and the study of grape cultivation



Terroir

Terroir is the complete natural environment in which a particular wine is produced.

Key factors:

Climate

Soils/Geology – depth of soil, texture

Grapes

Soil Hydrology – drainage

Physiography – Orientation of slope, elevation

Other Factors

- The Winemaker
- Vineyard Management



Climate and Grape Growing

Climate is the key factor in viticulture

- Climate affects whether grapes for wine can be grown
- Wine grapes are very sensitive to changes in temperature
- Climate affects the grape varieties that would achieve success and overall yield

Climate Considerations

- Moreno Valley is considered within the “hot” range of vineyard growing regions
- The San Joaquin Valley, which is also in the “hot” range produces 60% of all California wine
- The Temecula wine country is a micro-climate within the “hot” range, that can produce fine wine
- Vineyards are very sensitive to changes in temperature
- If the region is too hot, the region or a micro-climate within the region might only be appropriate for table grapes and/or raisins

Other Considerations for Vineyards

- Water Availability
- Environmental issues – Pesticides, herbicides, water quality
- Land Use compatibility
- Possible permitting

Viticulture and Wineries Today Inland Empire

- Temecula Valley has expanded since the 1980's to over 30 wineries; many include a full range of amenities
- One other commercial winery in the Inland Empire – the Suveg Winery in Yucaipa grows grapes at the 3,000 – 3,500 foot level.

Wineries Today - Amenities

- Tasting Rooms
- Gift Shops
- Restaurants
- Bed and Breakfasts
- Wedding and Event Venues



County of Riverside

- County has established zoning categories for wineries consistent with the Temecula Valley Wine Country Policy Area of the General Plan
- Most uses related to a winery are conditionally permitted uses
- A winery is required to have an established on-site vineyard with a minimum of 10 acres

Other Jurisdictions

Standards vary considerably among jurisdictions

- Napa County – The use permit review takes nine to twelve months for a new winery
- Sonoma County – Very limited specific standards for wineries and related amenities



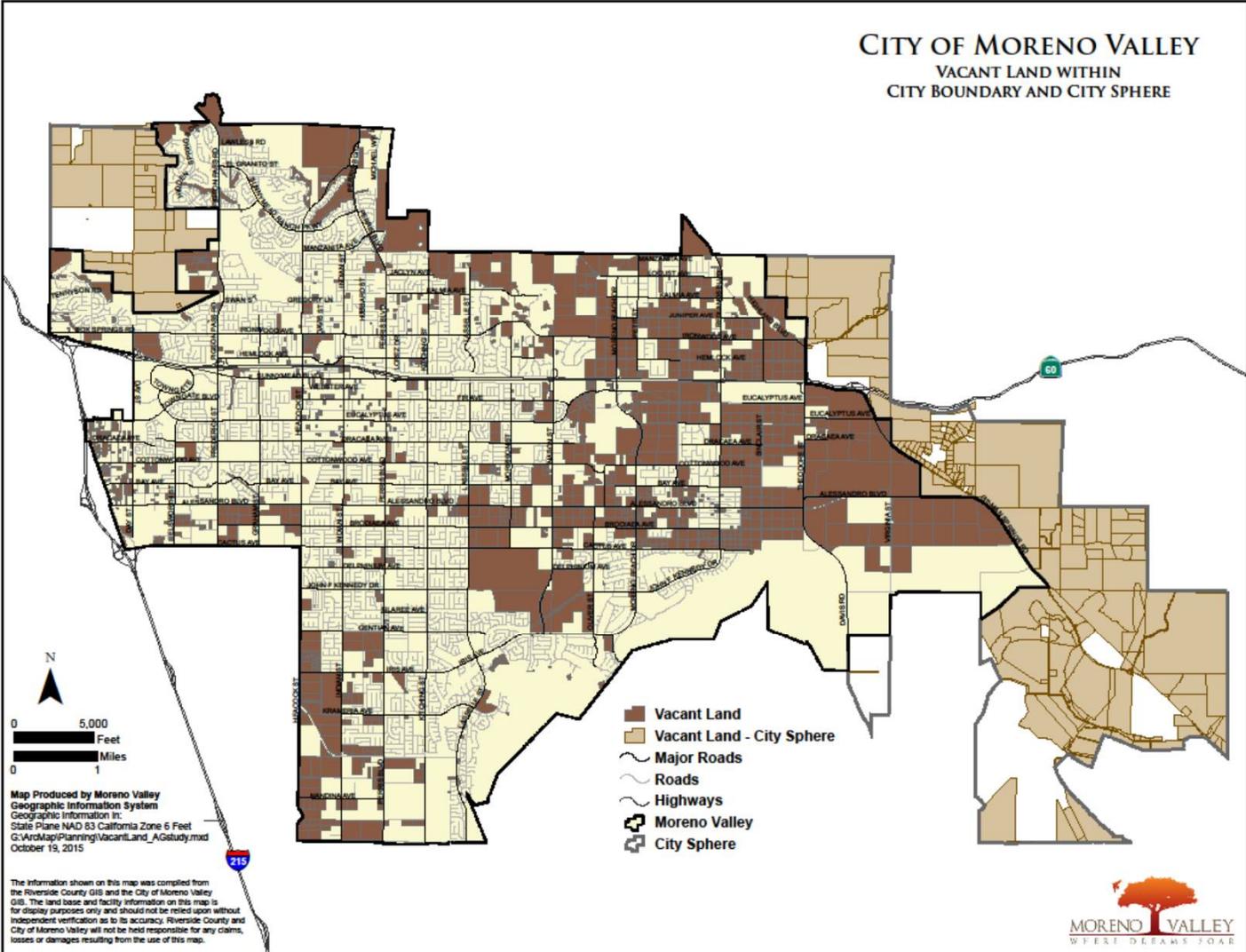
Other Considerations for Wineries

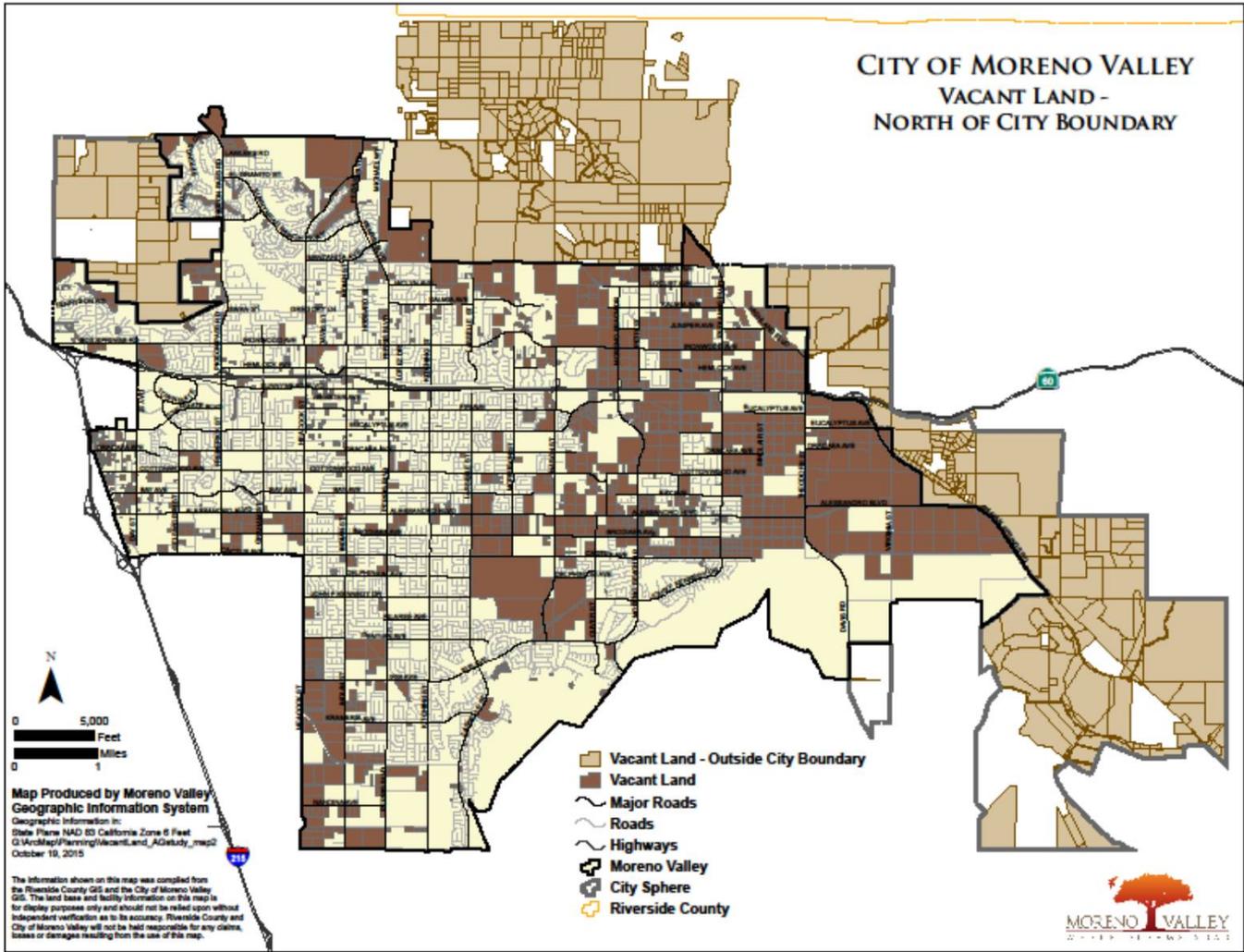
- Infrastructure/Traffic
- Land Use compatibility
- Licensing – California Department of Alcoholic Beverage Control (for retail sale of wine and wine tasting); Distance requirements to schools and churches

Moreno Valley Potential Limitations

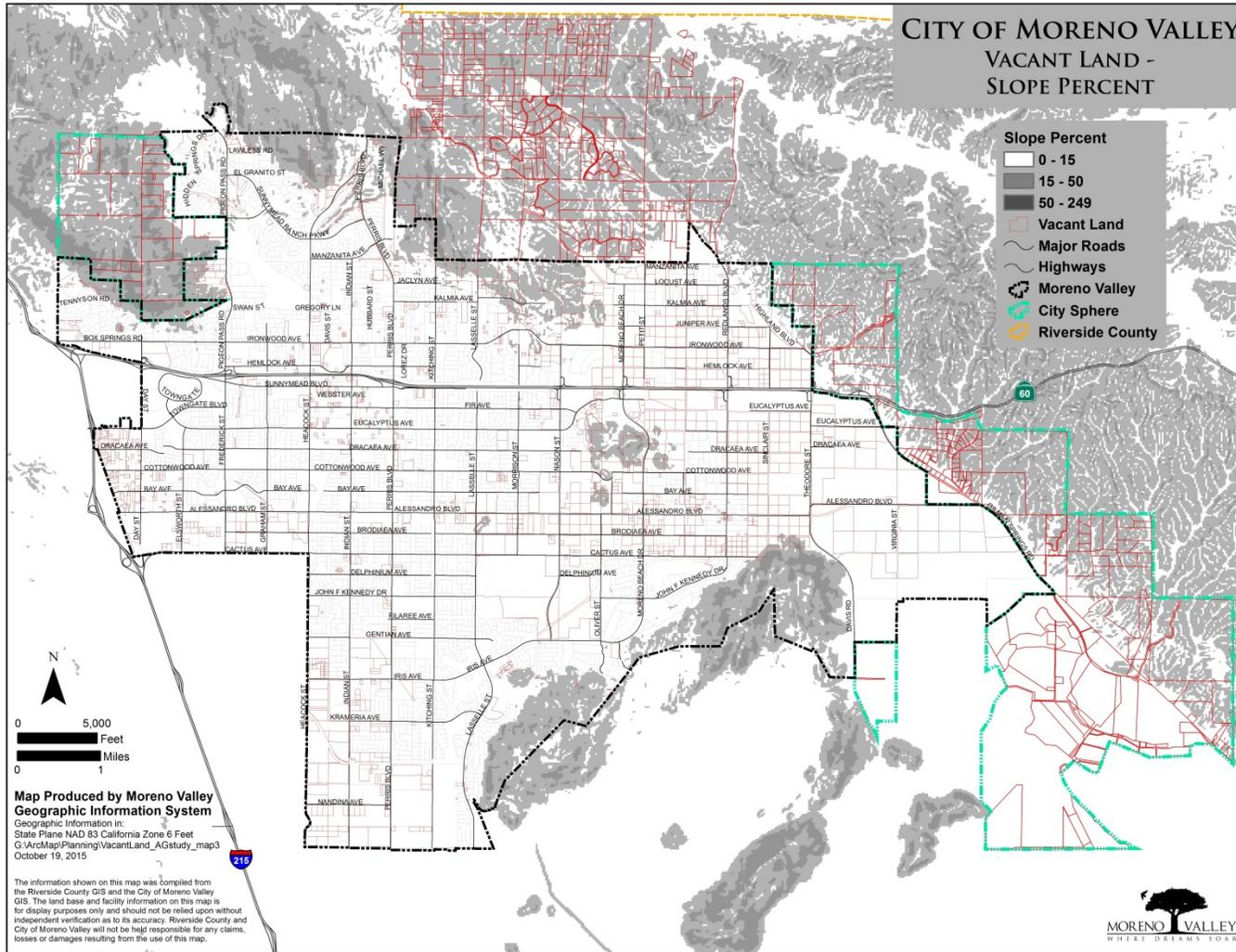
- Moreno Valley is within the hottest of the climate zones, Zone 5, for vineyards
- Vacant land
- Slopes of 15% or greater
- Wildlife areas

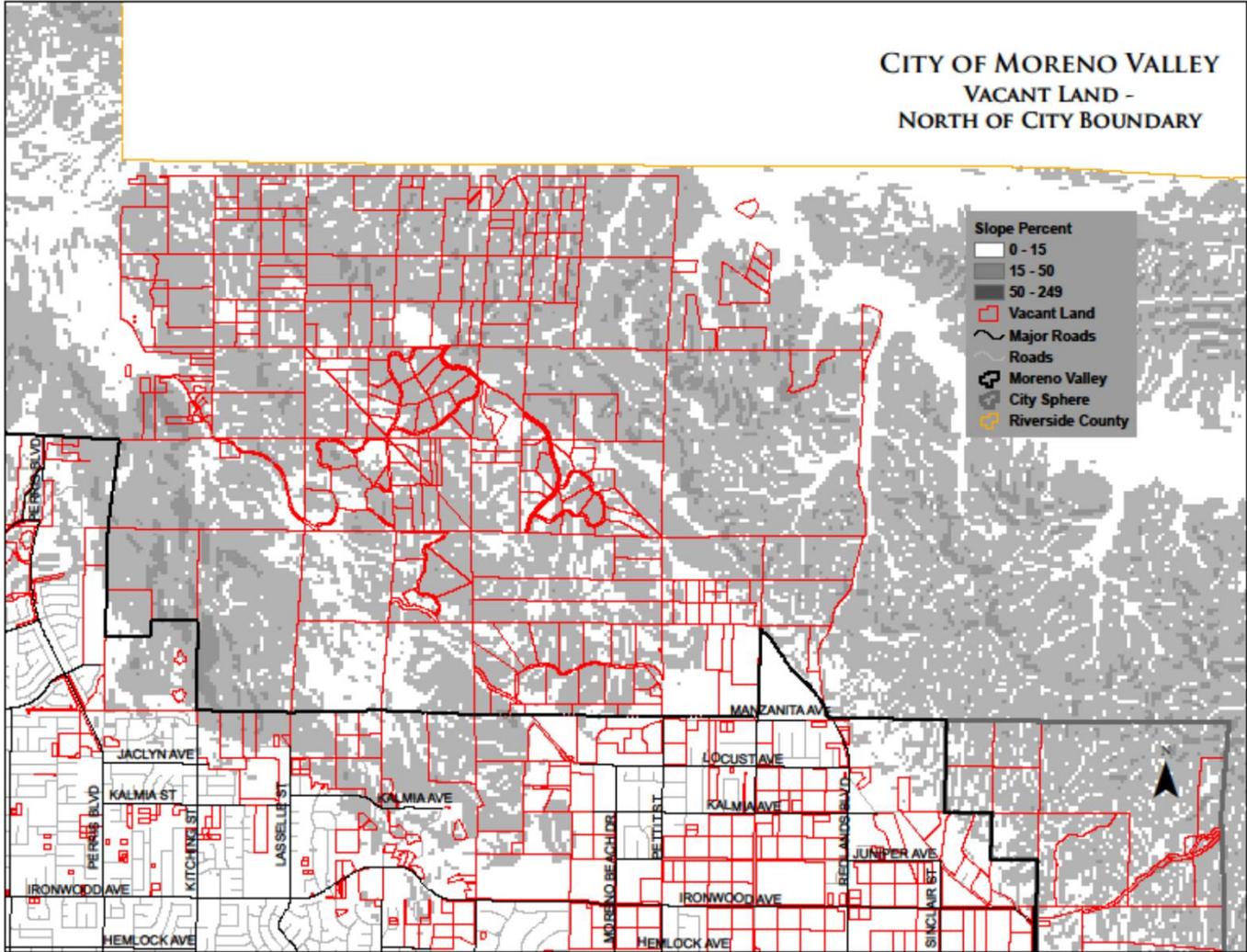
Availability of Vacant Land



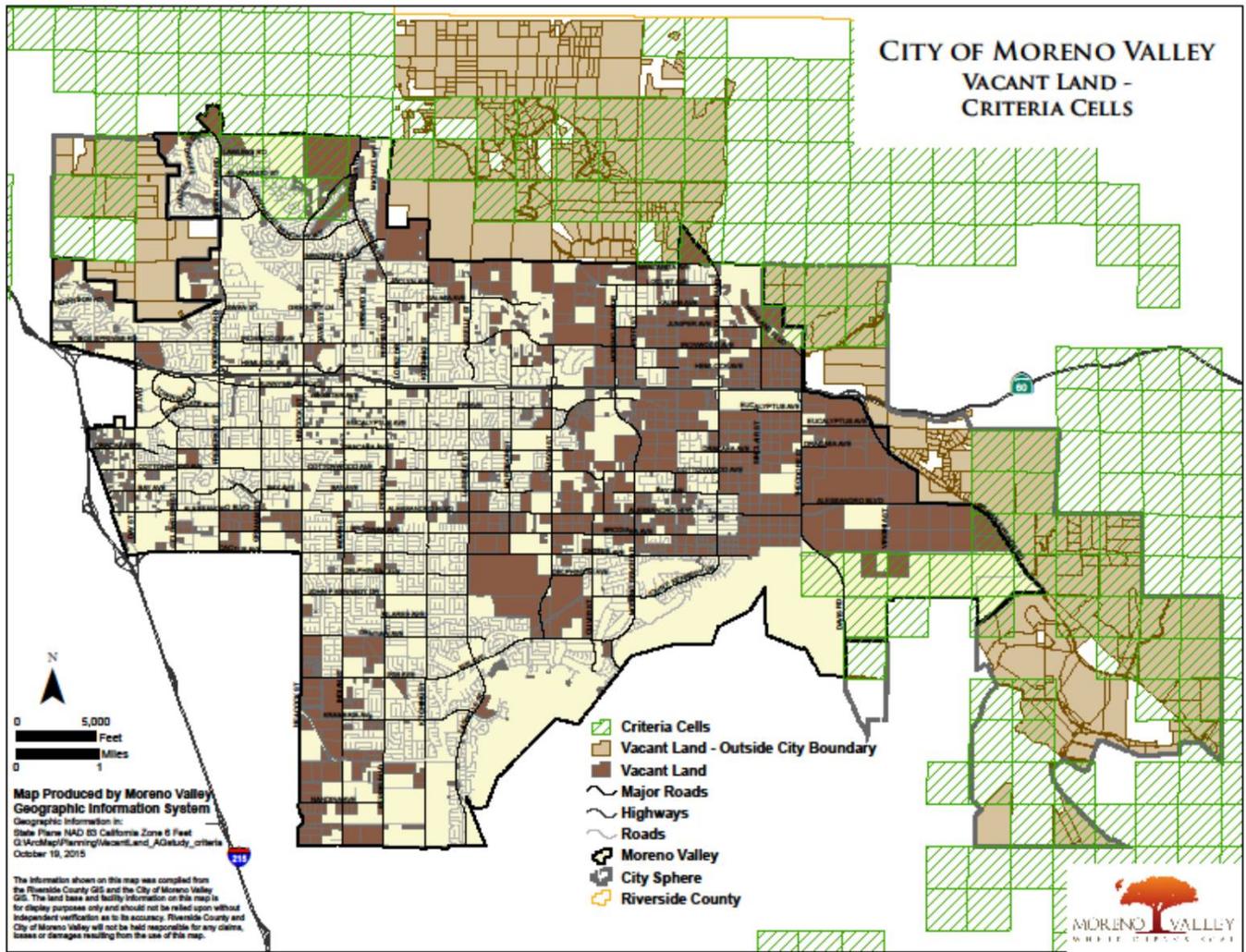


Slopes – 15% or greater





Wildlife Areas



Conclusion

- Climate could be a challenge for vineyards in Moreno Valley
- There is available vacant land for vineyards
- Slopes in some hillside areas may be a constraint
- Further consideration of Wildlife Areas would be required



Questions and Discussion



Report to City Council

TO: Mayor and City Council
Planning Commission

FROM: Allen Brock, Community Development Director
Richard J. Sandzimier, Planning Official

AGENDA DATE: October 29, 2015

TITLE: "NASON STREET CORRIDOR PLAN" (PA14-0040)

RECOMMENDED ACTION

Recommendation:

- 1) Receive and file the "Nason Street Corridor Plan" completed for the City of Moreno Valley under a Southern California Association of Governments' (SCAG) Sustainable Communities Strategy (SCS) grant.

SUMMARY

This report recommends the Planning Commission and City Council:

- 1) Receive and file the study entitled "Nason Street Corridor Plan" completed for the City of Moreno Valley under a Southern California Association of Governments' (SCAG) Sustainable Communities Strategy (SCS) grant.

BACKGROUND

In 2001, the Southern California Association of Governments (SCAG) started a regional visioning process that culminated in a strategy for regional growth that would accommodate the coming growth while providing for livability, mobility, prosperity, and sustainability. This strategy, called "Sustainable Communities Strategy (SCS)," promotes a stronger link between region wide transportation and land use planning and encourages creative, forward-thinking and sustainable development solutions that fit local needs and support shared regional values. The strategy is broadly based on the following four key principles:

- Mobility - Getting where we want to go
- Livability - Creating positive communities
- Prosperity - Long-term health for the region
- Sustainability - Promoting efficient use of natural resources

The Sustainability Planning Grant Program (formerly known as Compass Blueprint Grant Program) was established as an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. By supporting exemplary projects, the Sustainability Planning Grants Program illustrates the value effective growth planning can bring to our regional partners and the region as a whole.

The Sustainability Planning Grants Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Grants have been made available in the following three categories:

- Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration
- Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans
- Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs

The City of Moreno Valley applied for a Sustainability Planning Grant under the Active Transportation category in May 2013 for the “Nason Street Corridor Plan”. On September 12, 2013, the City was awarded a grant of approximately \$150,000 in planning services (Attachment 1: Award Letter).

Under the grant, consultants “work for” the local governments and SCAG is responsible for consultant costs and consultant contract management. SCAG conducted the request for proposal (RFP) process and five proposals were submitted for the City’s review in April 2014. Out of the five proposals, three consultant firms were interviewed and the City selected the firm of Raimi and Associates.

DISCUSSION

The Nason Street Corridor Plan can serve as a guiding document for transforming the lands along, and in the vicinity of, Nason Street into a walkable, livable hub in Moreno Valley with a dynamic mix of high quality jobs, housing, open space and well-connected neighborhoods and transit.

The completed study for the Nason Street Corridor Plan fosters a better understanding of development potential along the boulevard and surrounding areas (Attachment 2: Scope of Work). The realized potential will depend upon many variables, including socioeconomic trends, market demand, surrounding development patterns, and the commitment to high quality design and maintenance. This vision plan is the first step in evaluating existing conditions, focusing future strategy, and making a series of recommendations for next steps. These components are presented for the Planning Commission and City Council consideration at this joint Study Session.

THE PLAN

The Nason Street Corridor Plan builds upon existing conditions (Attachment 3: Existing Conditions Report), including the geographical location of Nason Street, the expressed interests of the community for an attractive, desirable place to live and work, and recognition of prior economic development considerations associated with the Regional Medical Center and available City owned land in the study area. Through the 2011 Economic Action Plan and a prior Alessandro Boulevard Plan, the area of Nason Street at Alessandro Boulevard has been considered for a potential town center. The Nason Street Corridor Plan is consistent with these previous planning efforts. The Plan includes the following strategies for realizing the community vision.

- Create a town center for Moreno Valley at Nason Street and Alessandro Boulevard with an array of civic amenities, neighborhood shopping, and entertainment venues, high quality housing and office space.
- Create a livable corridor that includes multi-modal streets, and safe efficient movement of all users along attractive well landscaped and designed infrastructure.
- Prioritize pedestrian-oriented urban design and building form.
- Create an interconnected open space network to promote healthy lifestyles, social connections, and a sense of place.
- Preserve, connect and serve adjacent neighborhoods through transitions and buffers.
- Improve bicycle access and facilities throughout the corridor.
- Enhance local and regional connectivity especially bicycle, pedestrian and transit connections.
- Capitalize on Health Districts by creating opportunities for generating an array of new healthcare-related jobs.
- Provide for diverse housing including neighborhood housing, high-quality, attractive medium density housing such as townhouses, courtyard homes, duplex, and triplexes, as well as opportunity for rural residential.

The Nason Street Corridor Plan (Attachment 4: Nason Street Corridor Plan Document) will guide decision-makers, community leaders, and developers as Nason Street Corridor and Moreno Valley develop. Because the Corridor will be developed over a long-term period, subsequent refinements to the Plan may become warranted. The Plan is considered a high level planning tool, and no specific capital improvements or land development projects are approved with the Plan. The Plan provides general guidance for types of land uses and design that could be pursued, as well as policy guidance for changes or amendments to codes and ordinances that may be desired. Further direction would be required from the City Council to program and budget for specific public improvements or for further consideration of land planning and development of land, particularly City owned land, within the Nason Corridor study area.

PREPARATION OF STAFF REPORT

Prepared By:
Claudia Manrique
Associate Planner

Department Head Approval:
Allen D. Brock, CBO
Community Development Director

Concurred By:
Richard J. Sandzimier
Planning Official

CITY COUNCIL GOALS

None

ATTACHMENTS

1. Award letter
2. Scope of Work
3. Existing Conditions Report
4. Nason Street Corridor Plan

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	10/22/15 2:46 PM
City Attorney Approval	<u>✓ Approved</u>	10/22/15 4:22 PM
City Manager Approval	<u>✓ Approved</u>	

SOUTHERN CALIFORNIA


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GOVERNMENTS**
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Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County
Transportation Commission

October 3, 2013

Hon. Tom Owings
City of Moreno Valley
14177 Frederick St.
Moreno Valley, CA 92552

Re: SCAG Sustainability Planning Grant Award

To Hon. Tom Owings:

Congratulations! On behalf of the Regional Council, I am pleased to inform you that the City of Moreno Valley submittal for the Nason Street Corridor Plan project has been approved at the meeting on September 12th. The City of Moreno Valley has been awarded a Sustainability Program grant valued at approximately \$150,000 in planning services. The Southern California Association of Governments' (SCAG) looks forward to partnering with the City on this planning grant and appreciates your interest.

This project is another step towards implementing the approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that was developed with a bottom-up partnership for a livable and prosperous Southern California through 2035. The Sustainability grant program enables SCAG to partner directly with our members by providing financial assistance to local planning initiatives that help implement the 2012-2035 RTP/SCS and, at the same time, support local priorities. The City's proposal is consistent with the Sustainability Program's goals of improving livability, mobility, prosperity and sustainability and moves us one step closer to realizing our shared vision.

SCAG is pleased to be able to offer you consultant services, free of charge, to implement your project. The next step will be to work from the project proposal to develop a scope of work and "Request for Proposals" (RFP) for bid by a qualified consultant team to support your effort.

SCAG staff will be in touch shortly to discuss this process. In the meantime, if you have any questions please do not hesitate to contact Peter Brandenburg, Program Manager, at (213) 236-1937 or by email at brandenb@scag.ca.gov. Thank you again for your interest in partnering with SCAG to plan for a better future for your community and the entire SCAG region.

Sincerely,

Greg Pettis
President

Cc: Ms. Michelle Dawson, City Manager
John Terell, Interim Community & Economic Development Director
City Council

Attachment: Award letter (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))



sustainability PROGRAM



CONSOLIDATED CALL FOR PROPOSALS

2013-2014 FISCAL YEAR APPLICATION

Please complete this form using only the space provided.

Nason Street Corridor Plan

Project Name

City of Moreno Valley

Agency Sponsor

John Terell

Primary Contact Person

Interim Community & Economic Development Director

Title

14177 Frederick Street

Address

Moreno Valley CA 92553

City

State

Zip

951-413-3206

Phone

johnnt@moval.org

Email

Type of Planning Assistance Requested: *Please check one*

Compass Blueprint Green Region Initiative Active Transportation

Please provide one to two paragraph description of the planning project:

The City of Moreno Valley is proposing to use grant funds to develop the Nason Street Corridor Plan. The goal of the Nason Street Corridor Plan is to enhance mobility and quality of life by expanding potential lifestyle, employment, shopping and entertainment opportunities, improving coordination of transportation services, expanding modal choices and creating a safe environment for pedestrians and cyclists along Nason Street. The proposed Nason Street Corridor Plan will create a transportation corridor that will embrace pedestrians, bicyclists and public transit to maintain traffic flows and reduce traffic conflicts along one of Moreno Valley's major arterials.

Attach a proposal that includes detail on:

- Location (include maps)
- Scope of the overall project
- Scope of the planning assistance requested from the SCAG Sustainability Program
- Project timeline including anticipated start date for requested services (funds expected to be available July 2013)
- Estimated cost of requested services
- Product(s) expected (e.g. written report, visual/video aids, plans, events, etc.)
- How the planning project will help meet local goals and assist the region in implementing the Sustainable Communities Strategy
- The jurisdiction's commitment to implement the plans, policies and/or recommendations that result from the project

Applicants are encouraged to include statements of support from City Council/County Board of Supervisors, subregional organizations and other key stakeholders.

Applicants are encouraged to contact SCAG for assistance in assembling a winning application.

Proposals (not including support letters) should not exceed 10 pages and must include an electronic copy (PDF preferred) of all application materials.

Proposals under 10MB may be submitted via email.

Submit your proposal by 5:00 p.m. on May 31, 2013 to

Peter Brandenburg
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017-3435

For more information on Sustainability Program assistance, go to www.compassblueprint.org
E-mail: brandenburg@scag.ca.gov
Or call: (213) 236-1937

Awards will be announced in Summer 2013, with work on awarded planning projects to begin shortly after.

Attachment: Scope of Work (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Nason Street Corridor Plan

– City of Moreno Valley

Proposal Summary

The City of Moreno Valley is proposing to use grant funds to develop the Nason Street Corridor Plan. The goal of the Nason Street Corridor Plan is to enhance mobility and quality of life by expanding potential lifestyle, employment, shopping and entertainment opportunities, improving coordination of transportation services, expanding modal choices and creating a safe environment for pedestrians and cyclists along Nason Street. The proposed Nason Street Corridor Plan will create a transportation corridor that will embrace pedestrians, bicyclists and public transit to maintain traffic flows and reduce traffic conflicts along one of Moreno Valley’s major arterials.

To assist the City in developing the Nason Street Corridor Plan into a vibrant and safe transit corridor, staff is proposing to use grant funds to:

- The introduction of a “Bike Friendly District” along the Nason Street Corridor;
- Development of a “Safe Routes to School (SRTS)” plan to improve safety conditions to walk and bicycle to schools in and adjacent to the Nason Street Corridor;
- Development of a plan to coordinate current and future infrastructure improvements projects with transit and land use projects;
- Development of a set of specialized street section standards for the Nason Street Corridor to enhance transit, pedestrian and biking opportunities (Complete Streets);
- Identify segments along the Nason Street Corridor suited for specialized street section standards;
- Identify gaps in transit services; determine necessary transit connections and develop an implementation plan;
- Development of a Community outreach process;
- Strategies for economic development including coordination with adopted City-wide Economic Development Action Plan;
- Refinement of land use policies;
- Preparation of land use alternatives for 65 acre City-owned property at the mid-point of the Nason Street Corridor as an activity node for the corridor; and
- Coordinate connection to previously developed Alessandro Boulevard Corridor Plan.

Nason Street Corridor Plan

– City of Moreno Valley

The proposed Nason Street Corridor Plan will incorporate and build upon the previous work completed with Alessandro Boulevard Corridor Plan Phase I and II (SCAG Compass Blueprint Demonstration Projects) and Public Work improvements and plans along Nason Street, Highway 60 and Moreno Beach Drive as well as coordination with new projects such as the City's Bike Plan Update. The following list includes projects from various City Departments that will complement the work envisioned for the Nason Street Corridor Plan:

Planning Related Projects:

- Alessandro Boulevard Corridor Plan – Phase II (2011/12 SCAG Compass Blueprint Demonstration Project) included the creation of the Mixed Use Districts Overlay, rezoning of approximately 146 acres to Residential 30 (R30), amendments to the General Plan and Municipal Code to include all the new standards and required environmental studies. Plan approved by City Council on April 23, 2013.
- Alessandro Boulevard Corridor Plan – Vision Plan (2009/10 SCAG Compass Blueprint Demonstration Project) explored opportunities for transit-oriented development along Alessandro Boulevard and provided a vision plan complete with a series of recommendations to promote the multi-modal use of Alessandro Boulevard as a way to reduce the impacts of transportation on the environment and to provide efficient access to jobs and services.
- The Medical Use Overlay District (2006) is a medical corridor that promotes land uses that are supportive of and compatible with the City's two existing hospitals, which are both located in the Nason Street Corridor Plan project area.
- The Nason Street Property consists of 65 acres of City owned land that was originally purchased for a future civic center. The property is no longer slated for this use and is available for reuse.

Transportation Related Project:

- The City of Moreno Valley Bicycle Master Plan Update project (2012-2103 Caltrans Community-Based Transportation Planning Grant) will update the City of Moreno Valley's Bicycle Transportation Plan such that it conforms to the Western Riverside Council of Governments Non-motorized Transportation Plan and position the City to assist in the regional effort to reduce greenhouse gases. Furthermore, the update would identify deficiencies in the existing system of bicycle lanes located within the City and connectivity to adjacent jurisdictions.

Public Works Related Projects (Completed or Current):

- The reconfiguration of the State Route 60 / Nason Street Interchange Ramps and widening Nason Street between Fir Avenue and Hemlock Street to four lanes will reduce traffic congestion, improve traffic circulation, and enhance access to the Stoneridge Towne Centre (Regional Retail Commercial Center).
- The replacement of the existing State Route 60 / Nason Street two-lane bridge with a four-lane bridge will improve access to the Stoneridge Towne Centre by reducing traffic congestion.
- Street improvements to Cactus Avenue from Lasselle Street to Nason Street will enhance access to the Riverside County Regional Medical Center and strengthen economic development efforts in the City Center area of the community.
- The extension of Nason Street from Cactus Avenue to Iris Avenue will enhance traffic flow in the central area of the community by providing residents in the southerly section of Moreno Valley a more efficient commuter route to Stoneridge Towne Centre, Moreno Beach Plaza, and the Moreno Valley Auto Mall.
- The reconfiguration of the State Route 60 / Moreno Beach Drive Interchange Ramps and opening Eucalyptus Avenue at Moreno Beach Drive, allowing for a more efficient commuter route to Stoneridge Towne Centre, west to Nason Street and to the southerly section of Moreno Valley.

Public Works Related Projects (Future):

- The Nason Street Improvement Project proposes to construct improvements along Nason Street from Cactus Avenue to Fir Avenue for a 4-Lane Divided Arterial, Augmented Parkway with 120 foot right of way and 86 foot roadway width. The improvements will include curb and gutter, sidewalk, street lights, drainage facilities, and undergrounding of overhead utilities.
- Traffic signal improvements will be constructed along Nason Street at Fir Avenue, Eucalyptus Avenue, Dracaea Avenue, Cottonwood Avenue, and Alessandro Boulevard. A new traffic signal at Medical Center Drive will also be completed.
- A 24" Eastern Municipal Water District (EMWD) water line, on Nason Street from Dracaea Avenue to Cottonwood Avenue and on Cottonwood Avenue from Nason Street to 1,300 feet to the west, may be incorporated into the project. At intersections, including Fir Avenue, Dracaea Avenue, Cottonwood Avenue, and Alessandro Boulevard, there will be improvements from approximately 200 to 600 feet on each side of Nason Street.

Nason Street Corridor Plan – City of Moreno Valley

The Sustainability Program

The Sustainability Program combines Compass Blueprint assistance for integrated land use and transportation planning with new Green Region initiative assistance aimed at local sustainability and Active Transportation assistance for bicycle and pedestrian planning efforts.

The proposed “Nason Street Corridor Plan” promotes the Sustainability Program Principles of Active Transportation by encouraging strategies to integrate transportation and community. The proposed plan strives to:

- Promotes Active (Bicycle and Pedestrian) Transportation Planning
- Promotes physical activity, safety, education and outreach
- Promotes linkages within existing active transportation and transit networks
- Promotes shift from cars to active transportation

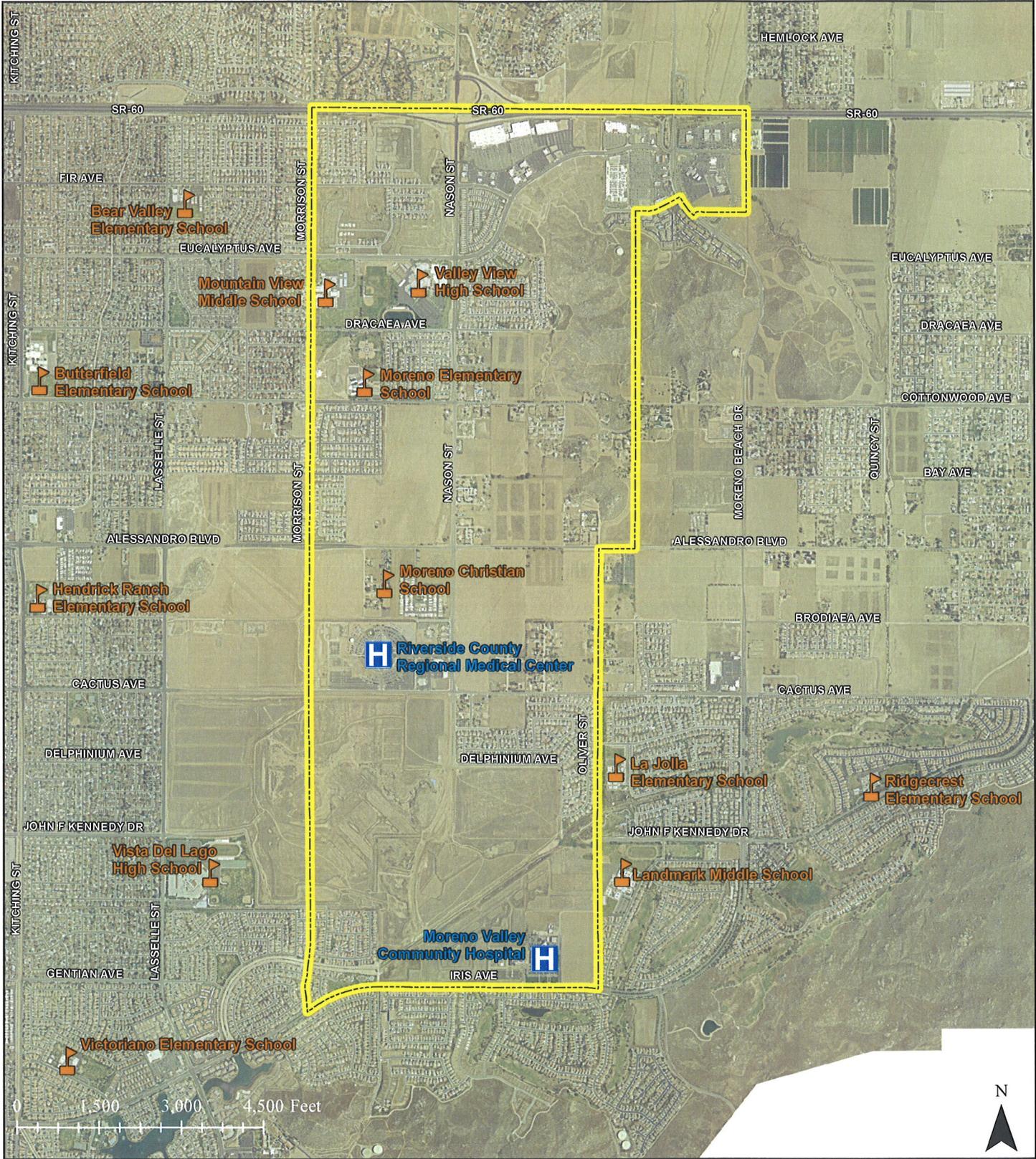
This Project will explore opportunities to enhance mobility and quality of life by expanding potential lifestyle, employment, shopping and entertainment opportunities, improving coordination of transportation services, expanding modal choices and creating a safe environment for pedestrians and cyclists along Nason Street.

The proposed study area includes Nason Street from State Highway 60 in the north, south to Iris Avenue. The proposed study area also includes land uses between Morrison Street in the west to Oliver Street in the east, along with the regional shopping centers and Auto Mall area on Moreno Beach Drive, north of Eucalyptus Avenue (Attachment 1: Nason Street Corridor Plan Map).

Community amenities within the study area include:

- Riverside County Hospital
- Kaiser Permanente - Moreno Valley Community Hospital
- Moreno Elementary School
- Mountain View Middle School
- Valley View High School
- Moreno Valley Christian Academy
- Morrison Park (City Park)
- Stoneridge Towne Center (Commercial Center)
- Moreno Beach Plaza (Commercial Center)
- Moreno Valley Auto Mall

NASON STREET CORRIDOR PLAN



Attachment: Scope of Work (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Map Produced by Moreno Valley Geographic Information System

Geographic Information in:
State Plane NAD 83 California Zone 6 Feet
G:\ArcMap\Planning\NasonCorridor.mxd
May 28, 2013

The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

Legend

-  Nason Street Corridor Plan
-  Moreno Valley Hospitals
-  Moreno Valley Schools



Nason Street Corridor Plan

– City of Moreno Valley

Scope of Planning Assistance/Estimated Cost of Services/Products Expected

Scope of planning assistance requested from the Sustainability Program: Consulting Services

Products expected: Written report including a vision for the Nason Street Corridor, “Safe Routes to School” plan, Street Design, Bike Friendly District standards, and related strategies.

Estimated costs:

Consultant Services	\$150,000
Total	\$150,000

Attachment: Scope of Work (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

**City of Moreno Valley - Planning Department
 COMPASS Blueprint - Alessandro Boulevard Corridor Demonstration Project
 July 2013 - July 2014**

PROJECT TIMELINE

Tasks	Responsible Party	7/2013-7/2014												Deliverable	
		J	A	S	O	N	D	J	F	M	A	M	J		J
Project Startup															
Task 1.1 Award Meeting	City/SCAG	█													meet with SCAG/Compass Blueprint to review approved application and discuss expectations
Task 1.2 Hire Consultant	City		█	█											Prepare contracts
Task 1.3 Kick-off Meeting	City/Consultant			█											Conduct meeting
Data Collection															
Task 2.1 Inventory existing data	City				█	█									Inventory of existing data
Task 2.2 Request data	City				█	█	█								Requests to outside sources for additional needed data.
Task 2.3 Analyze data	City/Consultant				█	█									Identify and document findings
Task 2.4 Develop Alternatives					█	█									Identify and document findings for alternatives
Task 2.5 Prepare report							█								Prepare report
Products of the Compass Blueprint															
Task 3.1 Report - Draft and Final	Consultant							█						█	Draft report due at 6 month point.
Task 3.2 Public Workshop	City/Consultant													█	Final report and public workshop
Public Meetings															
Task 4.1 Prepare materials for public meeting	City/Consultant												█	█	Fact sheets, exhibits, presentation boards
Task 4.2 Identify and Contact stakeholders	City				█				█					█	Identify and notify stakeholders
Task 4.3 Conduct public meeting	City/Consultant					█								█	Public meeting
Task 4.4 Present Plan to Commission, and Council	City/Consultant									█				█	Presentations
Administration															
Task 5.1 Project monitoring and contract management	City		█	█	█	█	█	█	█	█	█	█	█	█	Monitor project and contract management
Task 5.2 Fiscal management	City/SCAG		█	█	█	█	█	█	█	█	█	█	█	█	Fiscal management
Task 5.3 Report milestone	City			█			█			█			█		Report of milestone progress to Planning Official/Community Development Director

Attachment: Scope of Work (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Nason Street Corridor Plan

– City of Moreno Valley

The City of Moreno Valley has a strong commitment to implement the plan, policies and/or recommendations that result from the Nason Street Corridor Plan.

We look forward to opportunities to work with various subregional organizations and other key stakeholders in the Moreno Valley area.

Letters of Support

- 1) Riverside Transit Agency (RTA)
- 2) Inland Empire Biking Alliance (IEBA)
- 3) City of Moreno Valley – City Manager



Riverside Transit Agency
1825 Third Street
P.O. Box 59968
Riverside, CA 92517-1968
Phone: (951) 565-5000
Fax: (951) 565-5001

May 20, 2013

John C. Terell, AICP
City of Moreno Valley
Planning Department
14177 Frederick St.
Moreno Valley, CA 92552

Subject: Letter in Support of the Nason Street Corridor Plan Application for SCAG's Sustainability Program for the City of Moreno Valley

Dear Mr. Terell:

The Riverside Transit Agency is pleased to support the City of Moreno Valley in their submittal of a grant proposal to use grant funds to develop the Nason Street Corridor Plan through a grant from SCAG's Sustainability Program. The goal of the Nason Street Corridor Plan is to enhance mobility and quality of life by expanding potential lifestyle, employment, shopping and entertainment opportunities, improving coordination of transportation services, expanding modal choices and creating a safe environment for pedestrians and cyclists along Nason Street.

The proposed Nason Street Corridor Plan will create a transportation corridor that will embrace pedestrians, bicyclists and public transit to maintain traffic flows and reduce traffic conflicts along one of Moreno Valley's major arterials. The plan would also incorporate and build upon the previous work completed with Alessandro Boulevard Corridor Plan (SCAG Compass Blueprint) and Public Work improvements and plans along Nason Street, Highway 60 and Moreno Beach Drive as well as coordination with new projects such as the City's Bike Plan Update.

Again, I am pleased to support the submission of this proposal, and look forward to providing input and support for a successful Nason Street Corridor Plan application. If you have any questions regarding this correspondence, please feel free to contact me at (951) 565-5130.

I thank you for the opportunity to express our support of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gordon Robinson', is written over a light blue horizontal line.

Gordon Robinson
Director of Planning



INLAND EMPIRE BIKING ALLIANCE

May 17, 2013

John C. Terell AICP
City of Moreno Valley
Planning Department
14177 Frederick St.
Moreno Valley, CA 92552

Subject: Letter in Support of the Nason Street Corridor Plan Application for SCAG's Sustainability Program for the City of Moreno Valley

Dear Mr. Terell:

The Inland Empire Biking Alliance is pleased to support the City of Moreno Valley in their submittal of a grant proposal to use grant funds to develop the Nason Street Corridor Plan through a grant from SCAG's Sustainability Program. The goal of the Nason Street Corridor Plan is to enhance mobility and quality of life by expanding potential lifestyle, employment, shopping and entertainment opportunities, improving coordination of transportation services, expanding modal choices and creating a safe environment for pedestrians and cyclists along Nason Street.

The proposed Nason Street Corridor Plan will create a transportation corridor that will embrace pedestrians, bicyclists and public transit to maintain traffic flows and reduce traffic conflicts along one of Moreno Valley's major arterials. The plan would also incorporate and build upon the previous work completed with Alessandro Boulevard Corridor Plan (SCAG Compass Blueprint) and Public Work improvements and plans along Nason Street, Highway 60 and Moreno Beach Drive as well as coordination with new projects such as the City's Bike Plan Update.

Again, I am pleased to support the submission of this proposal, and look forward to providing input and support for a successful Nason Street Corridor Plan application. If you have any questions regarding this correspondence, please feel free to contact me at (909)800-4322

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Friis".

Mark Friis
Executive Director

May 30, 2013

Peter Brandenburg
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Subject: Letter in Support of the City of Moreno Valley's Nason Street Corridor Plan Application for SCAG's Sustainability Program

Dear Mr. Brandenburg:

The City of Moreno Valley is pleased to submit the proposed Nason Street Corridor Plan application for funding. The goal of the Nason Street Corridor Plan is to enhance mobility and quality of life by expanding potential lifestyle, employment, shopping and entertainment opportunities, improving coordination of transportation services, expanding modal choices and creating a safe environment for pedestrians and cyclists along Nason Street.

The proposed Nason Street Corridor Plan will create a transportation corridor that will embrace pedestrians, bicyclists and public transit to maintain traffic flows and reduce traffic conflicts along one of Moreno Valley's major arterials. The plan would also incorporate and build upon the previous work completed with Alessandro Boulevard Corridor Plan (SCAG Compass Blueprint) and Public Work improvements and plans along Nason Street, Highway 60 and Moreno Beach Drive as well as coordination with new projects such as the City's Bike Plan Update and the recently adopted City-wide Economic Development Action Plan.

Again, I am pleased to support the submission of this proposal, and look forward to providing input and support for a successful Nason Street Corridor Plan application. If you have any questions regarding this correspondence, please feel free to contact me at (951) 413-3020.

Sincerely,



Michelle Dawson
City Manager

Attachment: Scope of Work (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))



Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Nason Street Corridor Existing Conditions Report

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Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

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1. Introduction

This study of the Nason Street Corridor Plan Area (henceforth referred to as “the Corridor”) assesses the potential for new development with a priority on quality of life, mobility, wellness, and economic prosperity. This analysis of the Corridor’s current conditions provides the context needed to determine the potential and preferred uses for the site, and how those proposed uses can build upon the existing uses and character of the site. This assessment is organized by four key areas:

- Land Use — describes existing development, General Plan land use designations and policies, Zoning designations, and identifies potential for new uses and development
- Urban Design — describes the physical layout and urban design features of the existing area and assesses future potential
- Transportation — identifies current and potential bicycle, pedestrian, and transit issues
- Market Conditions — analyzes current and future housing, retail, and employment market

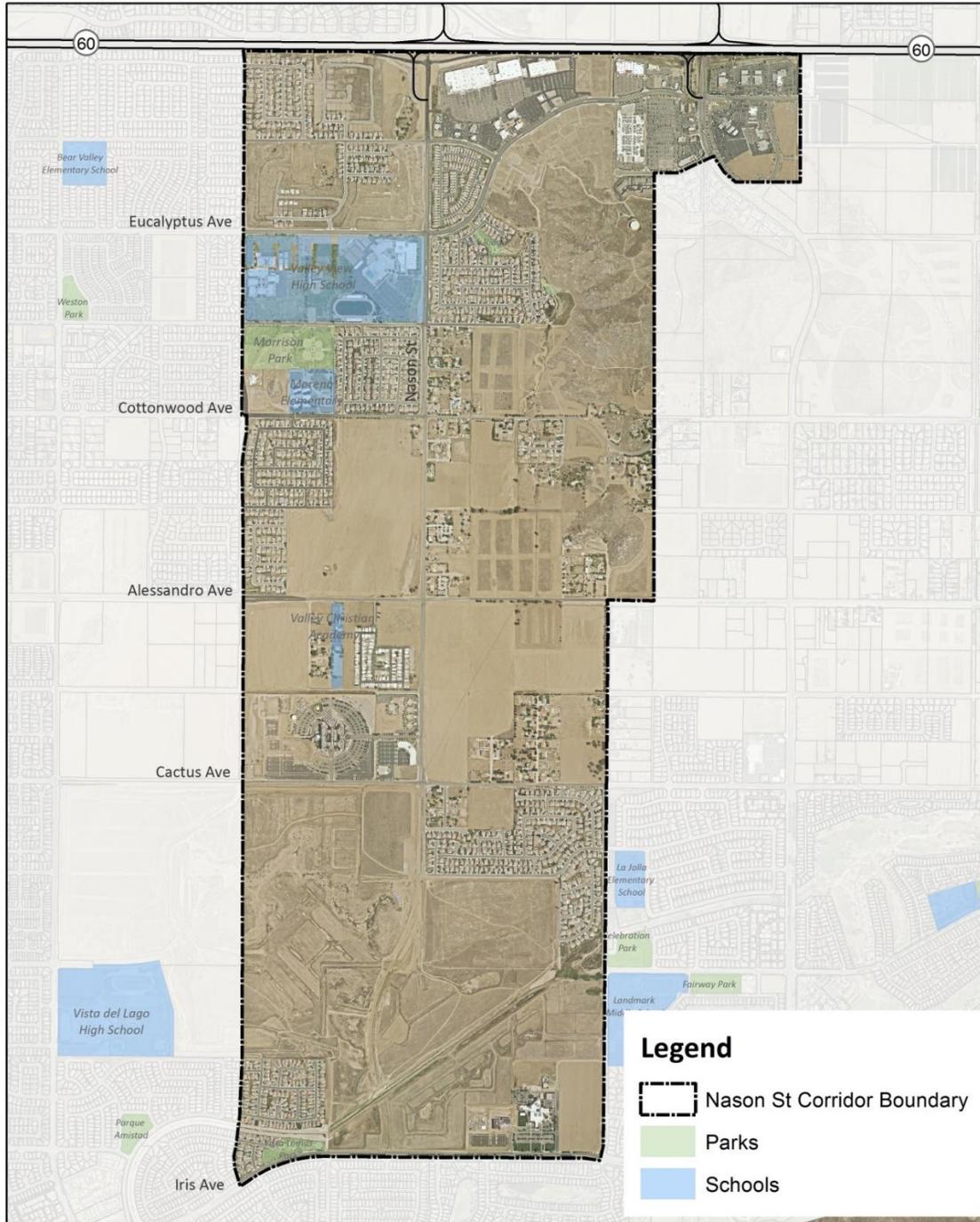
Within each of these topics, a comprehensive range of issues are evaluated including current General Plan policies, bicycle and pedestrian data, and economic conditions. Ultimately, the information and conclusions yielded from this study will not only improve understanding of current and future needs, but it will inform the planning process including a public workshop, community vision, and plan for the Corridor.

1.1 Plan Area

The Corridor is centrally located in the City of Moreno Valley, south of State Route 60 (SR-60). The 2,133 acre site is bordered by Oliver Street to the east and Morrison Street to the west, and extends for three miles along Nason Street to the southern boundary line at Iris Avenue. (Figure 1.1)

Existing conditions on the Corridor include automobile-oriented commercial uses and low density, single family residential neighborhoods, parks, schools and hospitals. There also currently vacant parcels that are zoned for public facilities, office, and mixed-use.

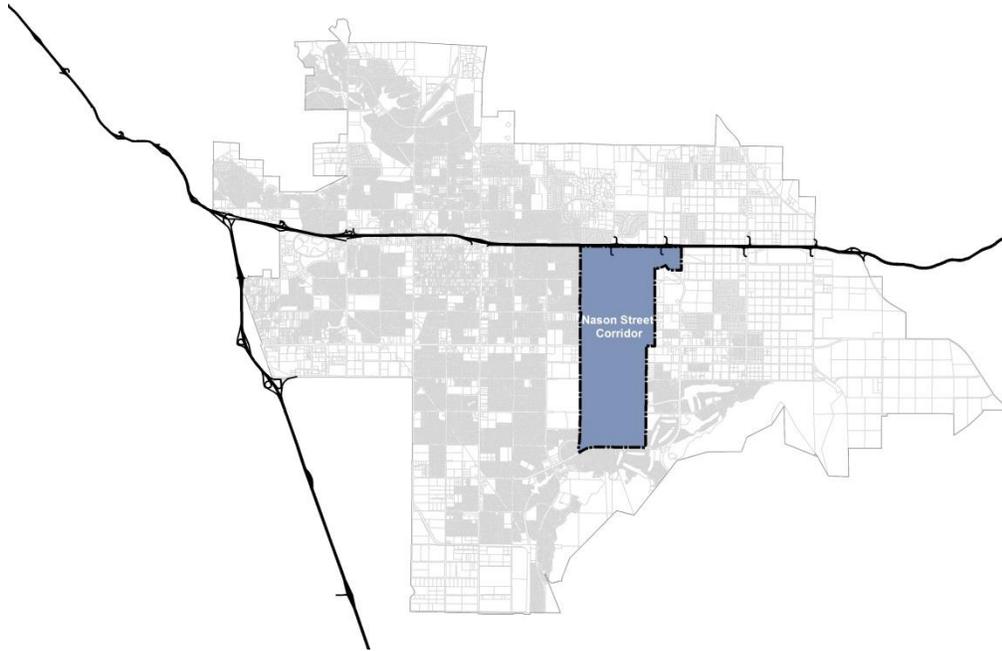
FIGURE 1.1: THE NASON STREET CORRIDOR PLAN AREA



Source: City of Moreno Valley, GIS
October 14, 2014

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

FIGURE 1.2: THE NASON STREET CORRIDOR



1.2 Site Context

The Corridor is located in the core of Moreno Valley's regional retail stretch which attracts regional traffic through SR-60. SR-60 connects west to Los Angeles, east to the Coachella Valley through Interstate-10, north along Interstate-215 linking Moreno Valley to the High Desert, and south to San Diego. The concentration of consumer goods along SR-60 near the Corridor draws shoppers, diners, and those in search of a one-stop shopping location. Another key connection with the Corridor is Interstate-215 which is located approximately 5 miles from Nason Street via Alessandro Boulevard and Cactus Avenue. I-215 is a key north-south connection in the Inland Empire. That connects Moreno Valley with cities to the south including Perris and Menifee. (Figure 1.2) The Corridor's close proximity to two key Inland Empire freeways makes the Corridor well-positioned for drawing additional consumers from the Southern California region in addition to local residents and workers. Additionally, freeway connectivity makes the Corridor an attractive place for residential development for those that desire to reside in Moreno Valley while commuting outside for the City for work.

The natural setting of the area is visually attractive and striking with sweeping vistas of the surrounding mountains of the San Bernardino National Forest and small rock outcrops in and around the Corridor. The southern portion of the site is less than one-quarter mile from the Lake Perris State Recreation Area.

1.3 Project Description

The Nason Street Corridor Plan will address key issues and opportunities to enhance mobility and quality of life for residents and businesses, associated service providers. The Corridor Plan will also build upon the regional and local transportation planning efforts to create a safe, active, and user-friendly environment. Initial phases of the Corridor Plan will explore existing strengths and potential areas for improvement in the context of the local and regional setting. Any needs, key issues, or opportunities in the initial assessment will better develop a relevant and effective plan that will attract and retain economic investment, increase employment; expand shopping and entertainment opportunities; improve transportation services; and create a safe, healthy, and active environment along this local and regional thoroughfare.

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2. Land Use

The section of the Existing Conditions Report analyzes the land patterns and policy context of the Nason Street Corridor with consideration for connectivity. This analysis examines current land uses and amenities, the existing land uses, the General Plan land uses and applicable policies, existing zoning, and parcel size and ownership patterns.

2.1 Existing Land Use Context

Current Uses and Amenities

Current uses along the Corridor include a variety of large shopping centers, schools, single family housing, and a regional hospital. Target, Kohl's Department Store, and small franchise restaurants serve as regional and local amenities for the Corridor and are freeway adjacent along the northern border of the Corridor along Nason Street. Wal-Mart, various restaurants, and the Moreno Valley Auto-Mall located in the northeast corner of the Corridor also serve local and regional consumers. These developments are vehicle-dominant designed parcels that include freestanding structures sporadically placed in the parking lots of larger stores and allow ease of access for patrons arriving via motor vehicle. However, the extensive setback of the anchor stores, such as Target and Wal-Mart, does little for pedestrian connectivity, aesthetic urban form, and equitable ease of accessibility for patrons.

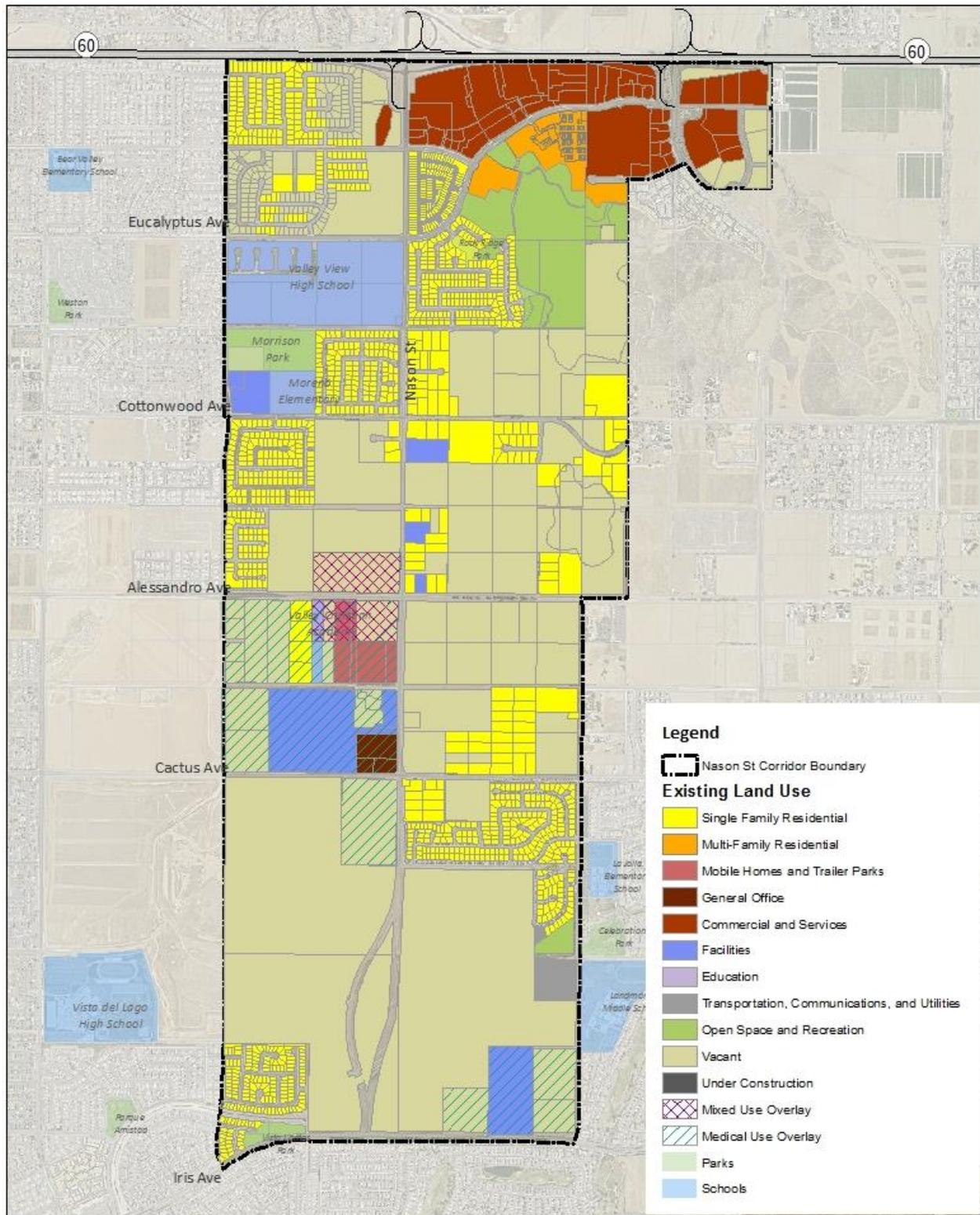
As the Corridor extends south, existing uses serve local residents with single family residential comprising a significant portion of the existing land use. These

residents are served by several community parks; Valley View High School and Moreno Elementary School along Nason Street; Landmark Middle School in the southeastern portion of the Corridor; and Vista Del Lago High School in the southwest portion. (Figure 2.1) There are also several places of worship along the Nason Street Corridor between Cottonwood Avenue and Alessandro Avenue.

The Riverside County Regional Medical Center (RCRMC) acts as a regional landmark and special facility in the southern portion of the Corridor. The RCRMC provides an extensive range of services, including an emergency room, and allows around-the-clock access to clientele through the connecting streets including Nason Street and Cactus Avenue. The needs and mobility requirements of the RCRMC will be an important factor in the Corridor Plan to ensure adequate accessibility is maintained.

South of Cactus Avenue is primarily vacant land with one single family residential neighborhood and park along Cactus Avenue and Olive Street and another single family residential neighborhood at the corner of Laselle Street and Iris Avenue. The majority (approximately 60 percent) of existing land use throughout the entire Corridor is vacant. These vacant parcels lack physical and environmental constraints and are developable. Large vacant parcels offer opportunity for developing land uses that are complimentary to existing development, attract economic growth, and foster high quality place to live and work.

FIGURE 2.1 EXISTING LAND USES



Source: City of Moreno Valley, GIS
January 19, 2015

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Existing Built Area/Units

The Nason Street Corridor is not yet built-out. Currently, there are 337 vacant parcels equating to 1008 acres of vacant land, or 61.8% of the total 1,827 acre plan area. (Table 2.1) Residential housing is the highest use of the built environment. Of the 1,629 total units, 1,374 are single family residential (368 acres), with the remaining 255 units are multi-family residential (43 acres).

Commercial use in the Corridor represents 126 acres of land and roughly 1.8 million square feet of retail and services. The square footage is broken up by 57 various businesses, stores, and restaurants in the Corridor. Education facilities in the area include Moreno Elementary School on Cottonwood Avenue, Mountain View Middle School on Morrison Street, and Valley View High School on Nason Street. These schools have an enrollment of 690; 1,811; and 2,976 students, respectfully, and all are at or near capacity. Additional schools directly adjacent to the Corridor area include La Jolla Elementary, Butterfield Elementary, Landmark Middle School, and Vista Del Lago High School. The remainder of built uses in the Corridor is comprised of a small acreage of public facilities, office space, and hospitals.

TABLE 2.1: EXISTING LAND USE ACREAGE

LAND USE CATEGORY	ACREAGE
COMMERCIAL AND SERVICES	126
EDUCATION FACILITIES	82
GENERAL OFFICE	8
MOBILE HOME	18
MULTI-FAMILY RESIDENTIAL	29
OPEN SPACE AND RECREATION	96
SINGLE FAMILY RESIDENTIAL	368
TRANSPORTATION, COMMUNICATION, AND UTILITIES	14
UNDER CONSTRUCTION	0.2
VACANT	1,008
TOTAL	1,827

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Existing Zoning

Within the Corridor, the majority of the land is zoned for residential (single family, multi-family, and mobile home), totaling approximately 1,306 of the 1,827 acre planning area. General commercial is the second highest zone with 270 acres covering three separate areas of the Corridor. (Figure 2.2, Table 2.2) A majority of commercially zoned land is located in the northeast portion of the Corridor. The second area of commercial zone parcels surround Riverside County Regional Medical Center (RCRMC), although existing residential uses are close to the RCRMC and the remaining commercial zone lies vacant. Lastly, Kaiser Permanente Community Hospital is located in the third commercial zone in the southeast corner of The Corridor.

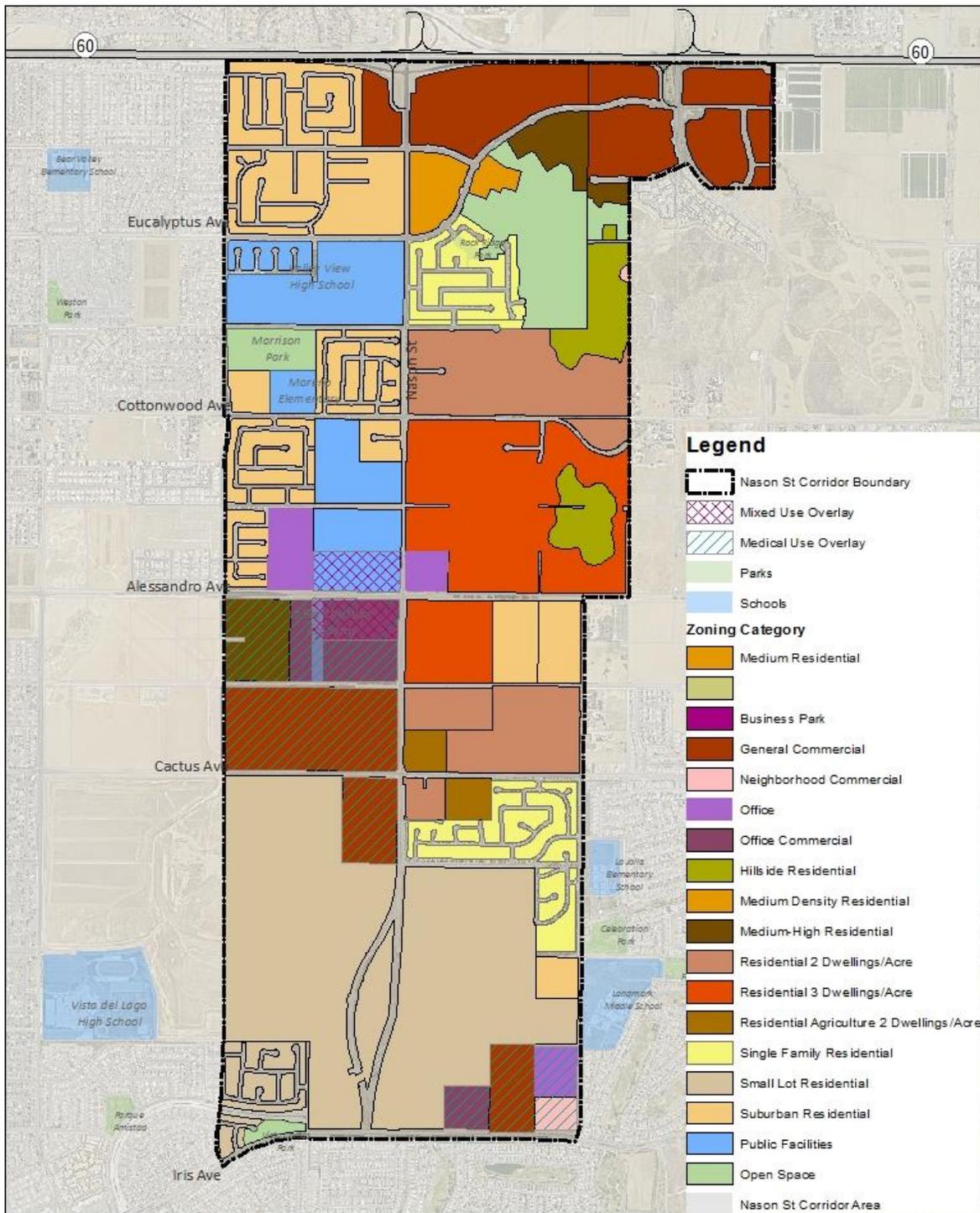
Additional zones in the Corridor are inconsistent with the built environment. The majority of the 1,827 acre planning area existing built uses are residential, including some residential developments located in areas zoned for commercial, and may be a result of various market pressures. Though there is a significant portion of vacant land, the Corridor Plan will provide strategic zoning for these un-developed parcels.

TABLE 2.2: ZONING ACREAGE OF NASON STREET CORRIDOR

ZONE	ACREAGE
BUSINESS PARK	0.5
GENERAL COMMERCIAL	266
HILLSIDE RESIDENTIAL	52
MEDIUM-HIGH RESIDENTIAL	49
MEDIUM DENSITY RESIDENTIAL	7
MEDIUM RESIDENTIAL	18
MIXED USE OVERLAY	35
MEDICAL OVERLAY	216
NEIGHBORHOOD COMMERCIAL	8
OFFICE	38
OFFICE COMMERCIAL	54
OPEN SPACE	97
PUBLIC FACILITIES	141
RESIDENTIAL 2 DU/ACRE	164
RESIDENTIAL 3 DU/ACRE	182
RESIDENTIAL AGRICULTURE 2 DU/ACRE	18
SINGLE FAMILY RESIDENTIAL	90
SMALL LOT RESIDENTIAL	408
SUBURBAN RESIDENTIAL	233
TOTAL (EXCLUDING OVERLAYS)	1,827

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

FIGURE 2.2: ZONING MAP OF THE NASON STREET CORRIDOR



Source: City of Moreno Valley, GIS
January 19, 2015

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Airport

There are no airports located within the Corridor or within two miles of its boundary. The closest airport is the March Air Reserve base roughly two and a half miles west of the Corridor boundary. The Corridor is also located outside of the Airport Land Use Compatibility Area adopted in 2013, leaving any uses in the Corridor area free from potential conflicts with the March Air Reserve Base.

Parcel Size and Ownership Patterns

Parcel sizes within the Corridor range from smaller than one-half acre to over 280 acres. However, 1,601 small parcels comprise a majority of the Corridor and are primarily single family residential, leaving the remaining 227 parcels between 1 and 286 acres. The two largest parcels are currently vacant and zoned for Residential Agriculture at two dwelling units per acres and are located in the southern half of The Corridor. The 225 parcels between 5 and 25 acres located within the Corridor are zoned for various uses including medical services, schools, open space, and shopping centers and may present an opportunity for greater density, neighborhood commercial, and mixed use (Figure 2.3).

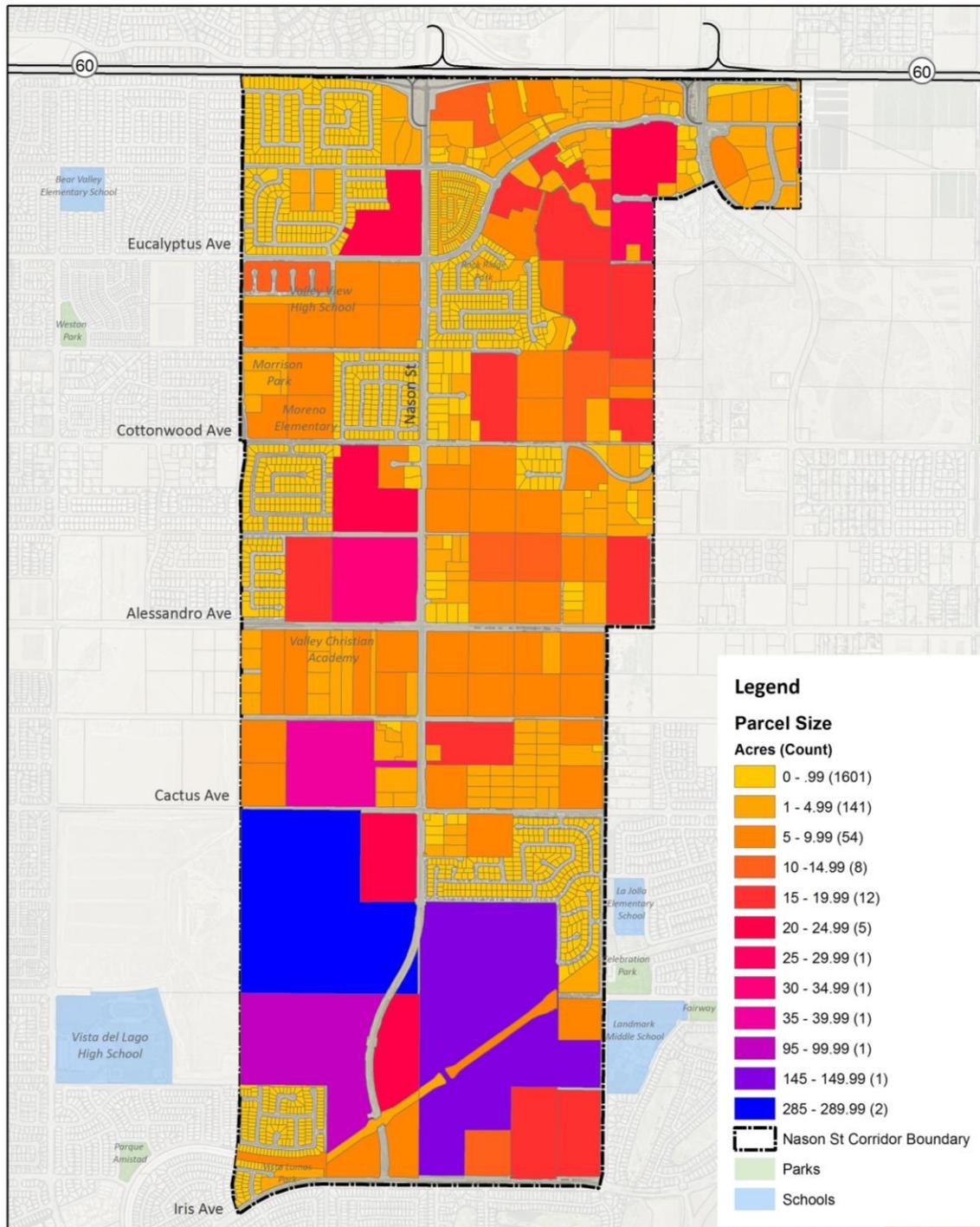
Parcel ownership in the Corridor reflect the high concentration of single family residential and City of Moreno Valley land in the plan area. The top ten land owners, by acreage, comprise residential development companies and publicly-owned land. Moreno Valley Prop is the largest land owner, possessing 890 acres (40%) of the 1,827 acres in the Planning Area. Moreno Valley Prop's property includes the two largest parcels in the Corridor which are 280 acres each. The second and third holdings in the Corridor are owned by the City of Moreno Valley (78.5 acres) and Moreno Valley Unified School district (74 acres). The land holdings of the remaining 7 of the top 10 land owners range from 22 to 60 acres. Some parcels are currently vacant, while others are currently used for housing, commercial, and facilities. None of the top ten property owners are an individual. (Figure 2.4, Table 2.3)

TABLE 2.3: TOP TEN PROPERTY OWNERS

LAND USE	ACRES	NUMBER OF PARCELS	CURRENT LAND USE
MORENO VALLEY PROP	890	9	VACANT
CITY OF MORENO VALLEY	79	15	COMMERCIAL AND SERVICES
MORENO VALLEY UNIFIED SCHOOL DISTRICT	74	9	EDUCATION
GOLDEN FIELDS AND STONERIDGE RANCH	60	10	VACANT/SINGLE FAMILY RESIDENTIAL
COUNTY OF RIVERSIDE ASSET LEASING CORP	38	1	FACILITIES
ALESSANDRIA AND NASON HAMNER PROP	35	4	VACANT
PEW INV	34	2	VACANT
KAISER FOUNDATION HOSPITALS	30	2	COMMERCIAL
BROADSTONE VISTAS	26	1	MULTI FAMILY RES
WEINGARTEN STONERIDGE	23	19	COMMERCIAL AND SERVICES
COUNTY OF RIVERSIDE	23	4	GENERAL OFFICE
TOTAL	1,311		

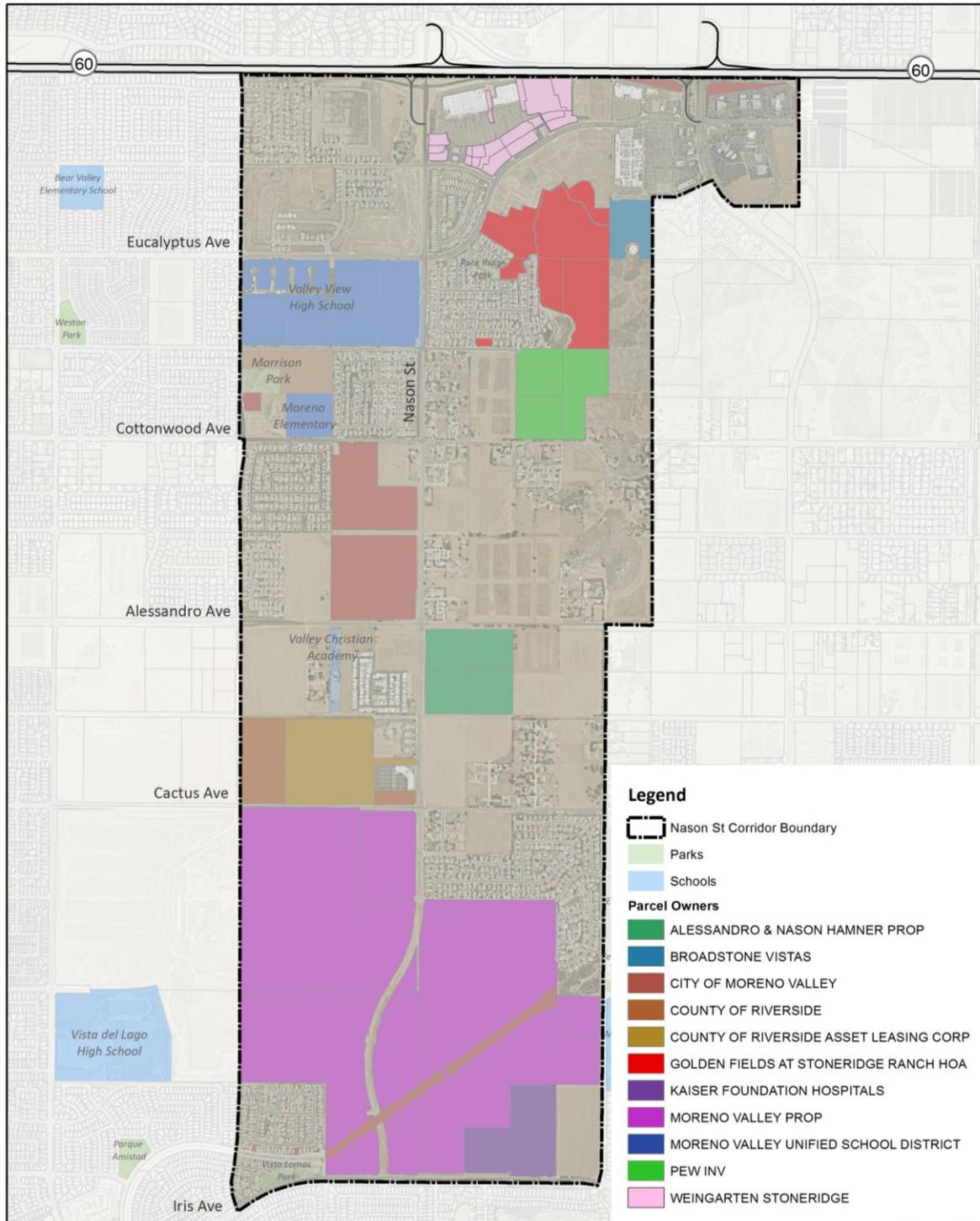
Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

FIGURE 2.3: PARCEL SIZE



Source: City of Moreno Valley, GIS
October 14, 2014

FIGURE 2.4: PARCEL OWNERSHIP



Source: City of Moreno Valley, GIS
October 14, 2014

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

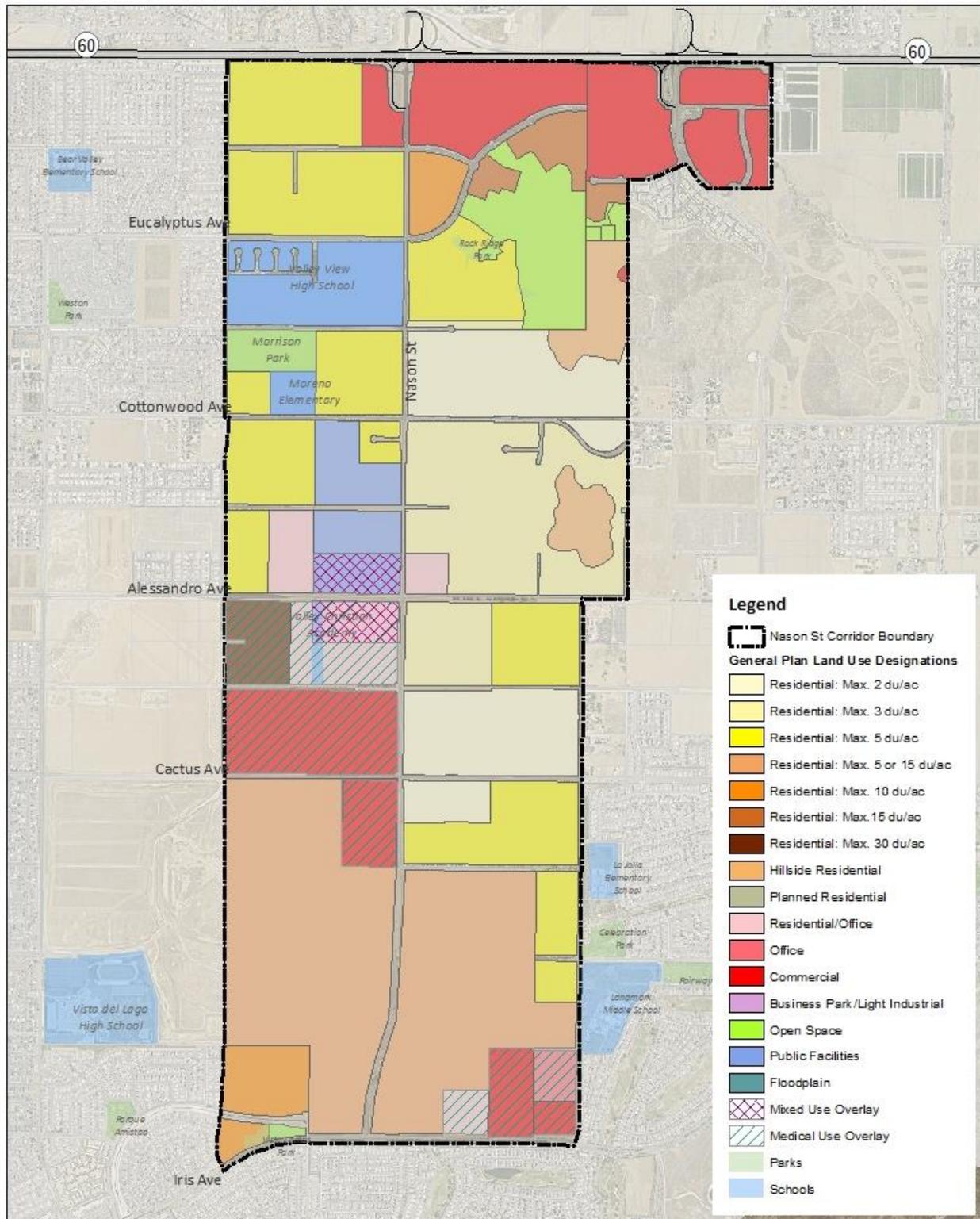
2.2 General Plan Land Use

General Plan Designations

General Plan Land Use Designations were adopted with the City's General Plan in 2006. Land Use designations in the Corridor are largely for residential purposes with roughly 1,360 acres designated residential with varying densities. Commercial use is the second most designated use at 274 acres, followed by public facilities at 141 acres (Table 2.4). Residential designations are spread out throughout the Corridor from the northwest corner to the southeast corner and are adjacent to the schools and parks within the plan area (Figure 2.5). Commercial uses are reserved for medical facilities, the adjacent land and property near SR-60 in the northeast corner of the Corridor. Overall, the proportions of land use designations are consistent with the current build form along the Corridor.

Though residential is the most prevalent land use designation, the spatial layout of land use designations in the Corridor evenly distributes residential, education, and commercial. This designation pattern allows for residents localized and potentially walkable access to commercial uses and schools without having to use a vehicle to navigate the length of the Corridor. As the northern commercial uses serve visitors and locals, there may be an opportunity for the undeveloped commercial property to provide residents with local services to meet every day needs.

FIGURE 2.5: GENERAL PLAN LAND USES



Source: City of Moreno Valley, GIS
January 19, 2015

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 2.4: GENERAL PLAN LAND USE AND EXISTING LAND USES

GENERAL PLAN LAND USE	GENERAL PLAN ACRES	EXISTING USES	EXISTING USE ACREAGE
BUSINESS PARK/LIGHT INDUSTRIAL	0.5	COMMERCIAL AND SERVICES	126
COMMERCIAL	274	EDUCATION	82
HILLSIDE RESIDENTIAL	51	FACILITIES	77
OFFICE	11	GENERAL OFFICE	8
OPEN SPACE	95	MOBILE HOME	18
PUBLIC FACILITIES	141	MULTI-FAMILY RESIDENTIAL	29
RESIDENTIAL OFFICE	82	OPEN SPACE AND RECREATION	96
RESIDENTIAL 10 DU/AC	45	SINGLE FAMILY RESIDENTIAL	368
RESIDENTIAL 15 DU/AC	31	TRANSPORTATION, COMMUNICATION, AND UTILITIES	14
RESIDENTIAL 2 DU/AC	182	UNDER CONSTRUCTION	0.2
RESIDENTIAL 3 DU/AC	186	VACANT	1008
RESIDENTIAL 30 DU/AC	26		
RESIDENTIAL 5 DU/AC	320		
RESIDENTIAL 5 OR 15 DU/AC	383		
TOTAL	1827		1827

General Plan Policies

With the 2006 Moreno Valley General Plan, the City of Moreno Valley adopted a series of guiding policies for development within its boundaries. General Plan Policies address a range of topics and include relevant language that guides the Corridor Plan. Assessment of General Plan Policies, particularly the Community Development; Parks, Recreation, and Open Space; and Circulation Elements will provide a better understanding of specific policies that will support or prohibit the mobility improvement goals and objectives of the Corridor Plan.

GENERAL PLAN POLICIES THAT SUPPORT THE GOALS OF THE NASON STREET PLAN

Goal VI establishes support for a safe traffic environment for vehicle, bicycles and pedestrians. This overarching goal supports a multi-modal network for that is safe and accessible for all users.

2.4 Encourages commercial development be are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation. This shows the prioritization of pedestrian accessible commercial shops, enhancing pedestrian connectivity.

2.4.8 Requires orientation of development to focus on the pedestrian, with a human-scale environment with pedestrian access, seating, courtyards, and sidewalk access. Pedestrian oriented development will support an active and multi-modal corridor.

4.3.1 Encourages multiuse trails, regional trails, and community trails to be integrated into urban populations, schools, and commercial areas. This policy not only supports recreational connectivity, but active and practical recreational planning that can be used in the Corridor planning effort.

5.1.1 Encourages plans to have pedestrian and bicycle access, in addition to vehicular. This prioritization will increase potential for pedestrian and bicycle use and promote active transportation.

5.7.2 Encourage sidewalk connection to schools and bus stops. This is in line with safe pedestrian connections throughout the Corridor and supports the Safe Routes to School objective of the Corridor Plan.

5.8.3 Encourages public transportation opportunities that addresses the particular needs of transit dependent individuals in the City such as senior citizens, the disabled and low -income residents. It is important to provide equal accessibility for all who might live, work, or shop along the Corridor.

5.9.1 Encourages walking as an alternative to single occupancy vehicle travel, and help ensure the safety of the pedestrian. Increased walking throughout the Corridor will support active lifestyles and reduce vehicle traffic.

6.6.2 Supports multi-family residential development in close proximity to commercial centers. Close proximity to everyday uses will help support pedestrian travel and increase overall accessibility in the Corridor.

7.5.2 Encourages energy efficient modes of transportation and fixed facilities, including transit, bicycle, and pedestrian transportation. Support for adequate infrastructure and efficient transportation modes will reduce single occupancy vehicle trips and support active transportation in the Corridor.

7.5.3 Supports planned commercial, industrial, and multi-family density residential development to be within areas of high transit potential. With the right infill development patterns and alternative transportation network, Nason Street will have high potential for supporting transit.

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

GENERAL PLAN POLICIES THAT MAY CONFLICT WITH THE GOALS OF THE NASON STREET PLAN

2.4.4 Establishes an overlay district around Riverside County Regional Medical Center with supportive and compatible land uses. Consistency and cohesive connections with the overlay district will be necessary along the Corridor.

2.10.11 Encourages screening and buffering between non-residential and residential property to mitigate noise. Buffers could potentially break up transit connections, through sound walls and other physical barriers. Noise mitigation along the Corridor should consider pedestrian connections and activity when mitigating noise impacts.

2.10.12 Encourages parking screens, such as low profile walls and grade separation. Dividing transportation elements could prevent connection of other modes of transportation such as pedestrian and bicycle. Screened parking areas should consider easy access points for walking and biking, to maintain adequate circulation.

5.1.3 Requires adequate off-street parking for all developments. Additional off-street parking requirements support vehicle dominated development, and reduces effectiveness and safety of bikeways and pathways. Balancing parking with bicycle and pedestrian safety and priority will need to be addressed.

5.2.1 Minimizes direct residential access from collector streets. Restricting direct access to residential access may support the perception of a safe environment, but it will also decrease incentives and ease of access to collector streets for bicycles and pedestrians. To support an active corridor, direct access will be needed to support walking and biking along roads for short trips and linkages to regional transit services.

5.2.4 Supports curvilinear streets and cul-de-sacs in residential sub-divisions. Disconnected street patterns are not easy to navigate through walking or biking and would discourage active transportation in the Corridor.

5.5.3 Prohibits points of access from other existing or planned access points and requires points of access to roadways to be separated sufficiently to maintain capacity, efficiency, and safety of the traffic flow. Separating access points will also separate connection points for alternative modes of transportation. This requirement would not support easy connectivity in the Corridor.

2.3 Conclusions

Land Use Compatibility

The Corridor is largely comprised of vacant land, with single family residential making up the majority of existing built uses. For future development, several issues must be taken into consideration. Because much of the existing development consists of residential use, compatible uses adjacent to the areas should be considered, while uses in conflict with residential should be precluded. The presence of two key medical facilities creates an opportunity for compatible and supportive uses such as medical office, and mixed use for medical workers to live and shop. The large vacant lots consist of developable land with few environmental conflicts that require mitigation. These vacant areas in the Corridor present a tremendous opportunity for developing uses that support and complement the existing residential and medical uses.

One potential challenge is the consideration of the noise and traffic volumes associated with regional hospitals, the RCRMC may potentially face land use compatibility challenges. While current land use designations support commercial uses surrounding RCRMC, recent entitlement activity indicates a market demand for the development of residential uses in close proximity of the medical center. Future residential development should be designed with consideration of this potential conflict and utilize architectural and site design features to reduce compatibility issues.

Existing large scale lot design in the Target and Wal-Mart shopping centers poses an issue for pedestrian connection options and pedestrian safety. The existing built parcels with large setbacks from the curb present potential challenges to pedestrian and bicycle mobility. Under the Corridor Plan, it will be necessary to address this physical barrier, and strategize on future developments on how to better connect walkers and cyclists to store fronts.

Public Health and Safety

The current residential neighborhood developments do not provide adequate pedestrian and bike connection routes to Nason Street. Because of this disconnected pattern, there are physical barriers that inhibit active transportation and subsequently contribute to health issues of local residents.

The Corridor serves as an important thoroughfare in Moreno Valley. A vehicle-dominated road may significantly reduce pedestrian and cyclist safety. This threat to pedestrian and cyclist safety may inhibit an active lifestyle objectives and future roadway design considerations should seek to balance all modes of transportation. Opportunities to address this issue are discussed in the Transportation section of this report.

Due to the Corridor's close proximity to SR-60 areas of the Corridor closest to the freeway such as those north of Cactus Avenue are subjected to above average rates of air pollution.. Because there is potential for the Corridor Plan to increase the number of people who might be exposed to pollutants through increased physical activity associated with walking and bicycling. The Corridor's close proximity to a major regional freeway is a health issue. Inhaling unhealthy particulates from freeway and roadway traffic may have severe and long term health impacts including cardiovascular disease, lung disease, and asthma. The Corridor Plan will consider neighborhood design and residential land use compatibility relative to the freeway.

Opportunities

Establishing complete and multi-modal connections with the existing built environment, especially current traditional suburban neighborhoods and large commercial parking lots will be an important objective of the Corridor Plan if the City is to realize an active and transit supportive environment.

One of the biggest challenges to transforming built-out corridors to walkable, bike friendly, transit-supportive corridors is fixing disconnected development patterns. Because a large portion of the Corridor is undeveloped, there is an opportunity to

establish a connected and cohesive pedestrian, bicycle, and transit oriented development pattern correct from the start.

Similarly, the current land use designations and arrangements prevent large concentrations of single uses in the Corridor and place residents within a short distance of schools and commercial amenities. Due to the proximity of residential and commercial uses, there is an opportunity to encourage non-motorized transportation options and access points between residences, schools, and commercial properties. This non-motorized approach will help support plan objectives to create an active environment and promote health and sustainability within the Corridor. The Corridor's location along a major retail core is also a significant economic opportunity that can help support the mobility objectives of the plan by providing an increased density of destinations.

Based on existing land use conditions, there is an opportunity to improve the mobility for residents and patrons navigating through the Corridor. Through additional land use specifications and potential changes, the Corridor Plan will provide a foundation for development that will promote wellness and improve quality of life for Moreno Valley residents. Initial land use opportunities are identified through the spatial distribution of residential, education, and commercial facilities. The primary land use strategies should focus on developing vacant land with development patterns that connect future development to existing development along and within the Corridor.

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Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

3. Urban Design

This assessment of the predominant urban patterns along the Corridor defines the context within which potential urban design and economic development opportunities will be studied and on which future planning and design recommendations will be based. This analysis covers the following topics:

- **Urban Context**– Analyze existing urban patterns within the Planning Area with a short description of the opportunities that exist for future development and transformation.
- **Corridor Connectivity**– Identify existing street connections to the Corridor from adjoining neighborhoods and properties, and the potential for future multi-modal network connectivity.
- **Corridor Bike/Walkability** – Summarize existing public frontage conditions along the Corridor, their implications to the bike/walkability of the Corridor, and the overarching goal of transforming Nason Street into a multi-modal, multi-use corridor and into a catalyst for future economic development.

3.1 Urban Context

Existing Development Patterns

Figure 3.1 provides a high-level illustration of the predominant development patterns within the planning area, and begins to organize the planning area into areas and segments with definable levels of opportunity for improved multi-modal connectivity and walkable, mixed-density, mixed-use neighborhood development.

These areas, in-turn, will comprise the organizing framework for the Planning Area, within which a range of land use, urban design, and streetscape and landscape design strategies will be described. The current development pattern within that Plan Area is characterized by single-use development projects that are connected to one another primarily by wide, streets that are deficient in pedestrian- and bicycle-oriented facilities. Opportunities for walking or biking within or between these individual developments are as follows:

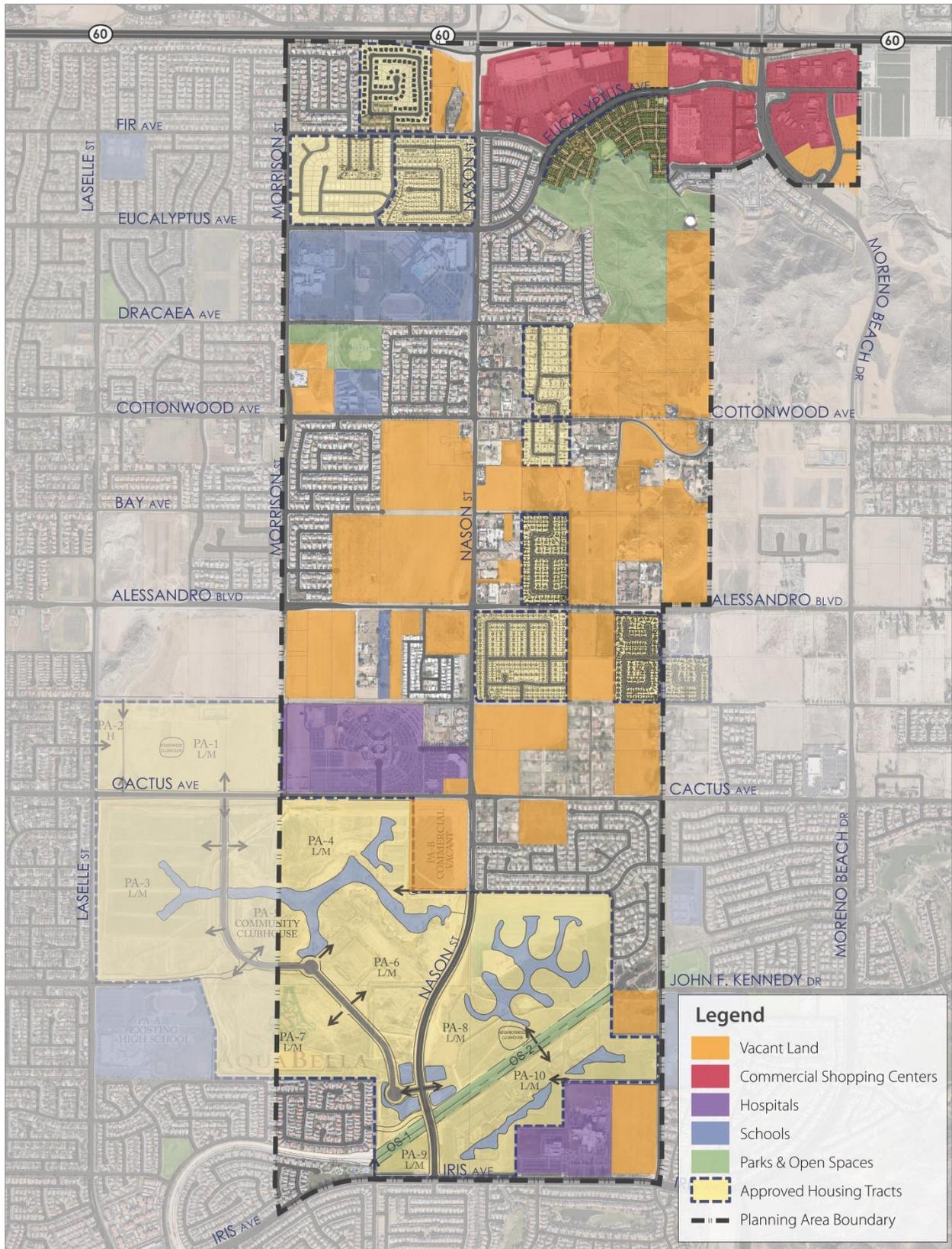
- **Vacant Land** – There are some large vacant sites that offer significant opportunities for more connective infill development. Much of this vacant land is concentrated in the center of the Planning Area, at the intersection of Nason Street and Alessandro Boulevard, presenting the opportunity to create a well-connected “health care district” that provides new health-related businesses and a range of housing choices within walking distance of the Riverside County Regional Medical Facility.
- **Commercial Shopping Centers** – The Northeast portion of the Planning Area – roughly between SR-60 and Fir Avenue – is primarily occupied by a regional commercial shopping center that, due to topography, is located at a higher elevation than the adjacent Corridor, fronting it with retaining walls. Strategies for improved multi-modal connectivity to this area will be studied.
- **Hospitals** – Two hospitals – the Moreno Valley Community Hospital (Kaiser Permanente) and the Riverside County Regional Medical Center (RCRMC) occupy large parcels of land in the Planning Area. RCRMC is centrally located in the Planning Area, and could support a range of related future development opportunities on the vacant parcels surrounding it, especially – and consistent with the City’s Economic Development Action Plan – medical office uses and other healthcare related businesses. In addition, opportunities for a range of housing types within easy walking and biking distance of these important employment centers – along with citywide and regional transit access – will be studied.
- **Schools** – Within and bordering the Planning Area are a number of schools supporting existing and future residential development along the Corridor.

Multi-modal access and safe routes to school will be a focus of the planning work ahead.

- **Parks & Open Space** – A range of formal and informal open spaces are located within and surrounding the Planning Area, and due to the large amounts of vacant land, along the corridor, there are significant opportunities for additional open spaces in the future, including passive and active parks, trails, and plazas. The existing and potential future community open spaces – along with a more complete network of complete streets¹ – will be studied as a unified public space network, as an armature for future development.
- **Large Lot Houses (Historic Pattern)** – Within the Planning Area, and along the corridor, there remain segments of the original rural housing patterns – large rural ranch-style houses, on large open lots. In some cases, particularly along Nason Street, it may be economically advantageous for these houses to be replaced over time with more urban, multi-family and/or mixed-use development types. Strategies to accommodate this transition will be studied.
- **New, Recent, and Approved Production Tract House Developments** – Particularly between SR-60 and Cottonwood Avenue, these new communities are adjacent to but not connected to Nason Street, typically fronting the corridor, with development perimeter walls that lack pedestrian passages or other opportunities for direct access between adjacent developments and Nason Street. Landscape and streetscape design strategies will be important design considerations to ensure that the Corridor-facing edges of these developments contribute as much as possible to a unified Nason Corridor design.

¹ Complete Streets are streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

FIGURE 3.1: EXISTING DEVELOPMENT PATTERNS



Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))



Large vacant parcels at Nason St & Alessandro Blvd



Commercial Center at Nason St and SR-60



The Riverside Country Regional Medical Center



Valley View High School at Nason St and Eucalyptus Ave



One of a number of open spaces in the Planning Area



Original large rural residential lots along Nason St



Recent tract production housing development on Nason St



Recent tract production housing development on Nason St

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

3.2 Navigating the Corridor

Existing Corridor Connectivity Opportunities

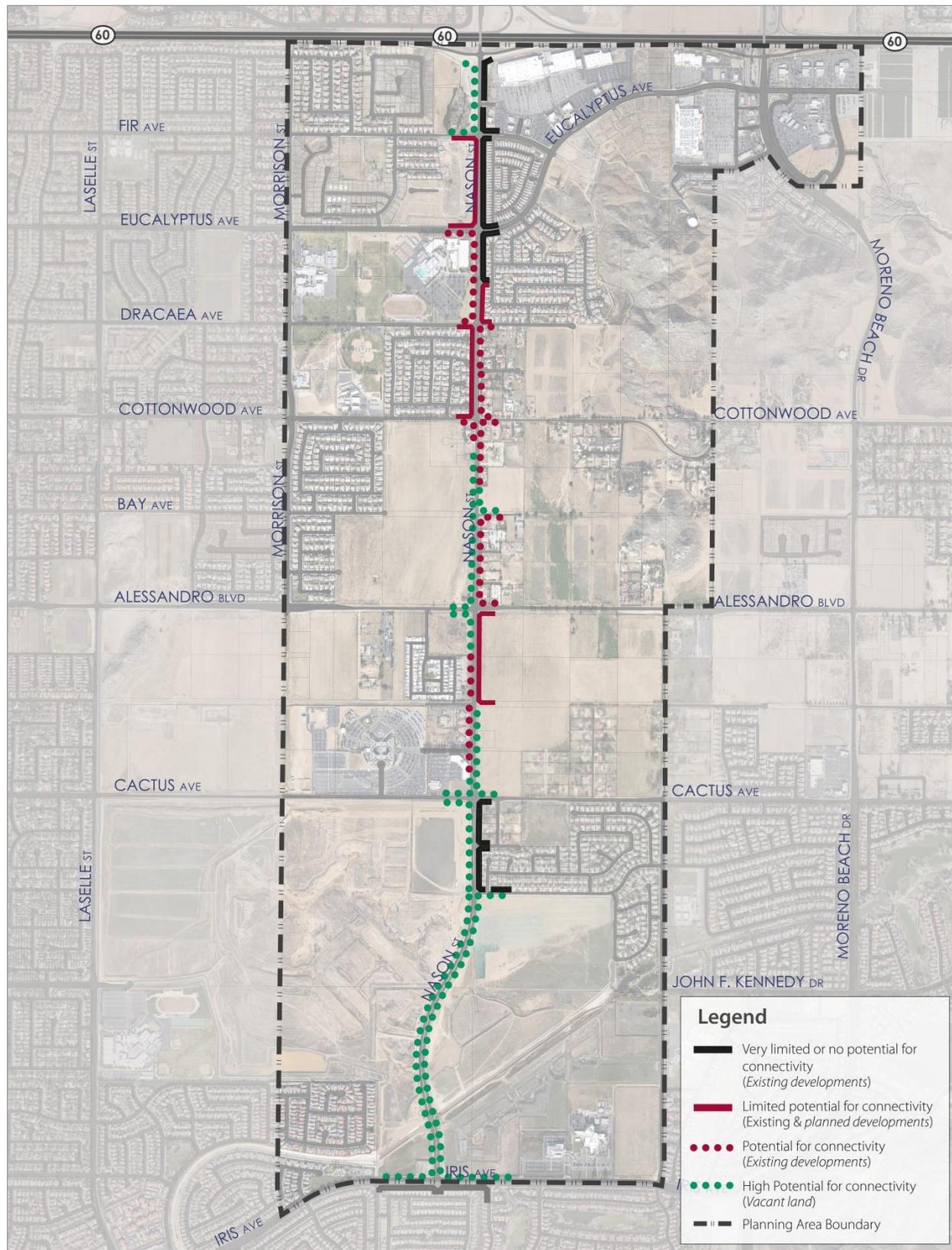
Figure 3.2 illustrates the existing range of urban “frontage” conditions along the Nason Street Corridor. Inherent to each condition is a range of potential design strategies to better unify the Corridor and accommodate future development opportunities. These strategies generally range from streetscape and landscape only strategies, to more comprehensive designs of entire neighborhoods and districts. The prominent conditions that occur along the Corridor can be generally categorized into the following levels of connectivity—both existing and potential future—to the Corridor itself:

- **Very limited or no potential for future connectivity (existing developments)** – This condition is typically characterized by sound walls and/or retaining walls, many buffered from the Corridor by some type of landscaping, but providing few or no opportunities for street or pedestrian connectivity other than approximately every quarter mile along east west arterial or collector streets. A development that does provide connections to Nason Street is the residential development located on the northwest corner of Cottonwood Avenue and Nason Street, which provides pedestrian paths between the cul-de-sacs and the Nason Street sidewalk. Improvements along these segments of Nason Street will typically be limited to a more unified landscape and streetscape design, but there may also be some opportunity for new pedestrian and bicycle linkages..
- **Limited potential for future connectivity (planned developments)** – The same pattern described above – development perimeter walls facing Nason Street – has been approved for a number of planned developments submitted to the city recently. For those planned communities that have not yet begun construction, there may be opportunities to work with builders/developers to refine the plan to accommodate improved levels of

connectivity, within and context of the unified vision for Nason Street that this planning effort intends to achieve.

- **Potential for future connectivity (existing developments)** – This condition is characterized primarily by properties that were part of the original urban pattern of the Planning Area – the large-lot rural residential developments which still front onto Nason Street. Over time, some or most of these rural properties may be replaced with more-urban development types that, along with streetscape and landscape improvements, provide opportunities for higher levels of multi-modal connectivity to Nason Street.
- **High Potential for future connectivity (Vacant Land)** – As discussed in Section 2.2, there are large parcels of vacant land distributed throughout the planning area that provide a wide range of opportunities for future development and economic improvement based on the unified vision of the Alessandro Boulevard Corridor Vision Plan, which provides recommendations for transforming and revitalizing Alessandro Boulevard into a transit corridor that links a planned Metrolink station with the community of Moreno Valley. Alternative development patterns and public realm design (streetscape, landscape, pedestrian and bike facilities) will be studied, with the objective of encouraging development types that are consistent with the overall goals of the Vision Plan.

FIGURE 3.2: CORRIDOR CONNECTIVITY OPPORTUNITIES



Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Network Completion

Figure 3.3 illustrates the existing circulation network within the planning area as well as opportunities for future improved connectivity between the Corridor and the overall circulation network of the area. In general, the circulation network within the Planning Area can be organized into the following categories:

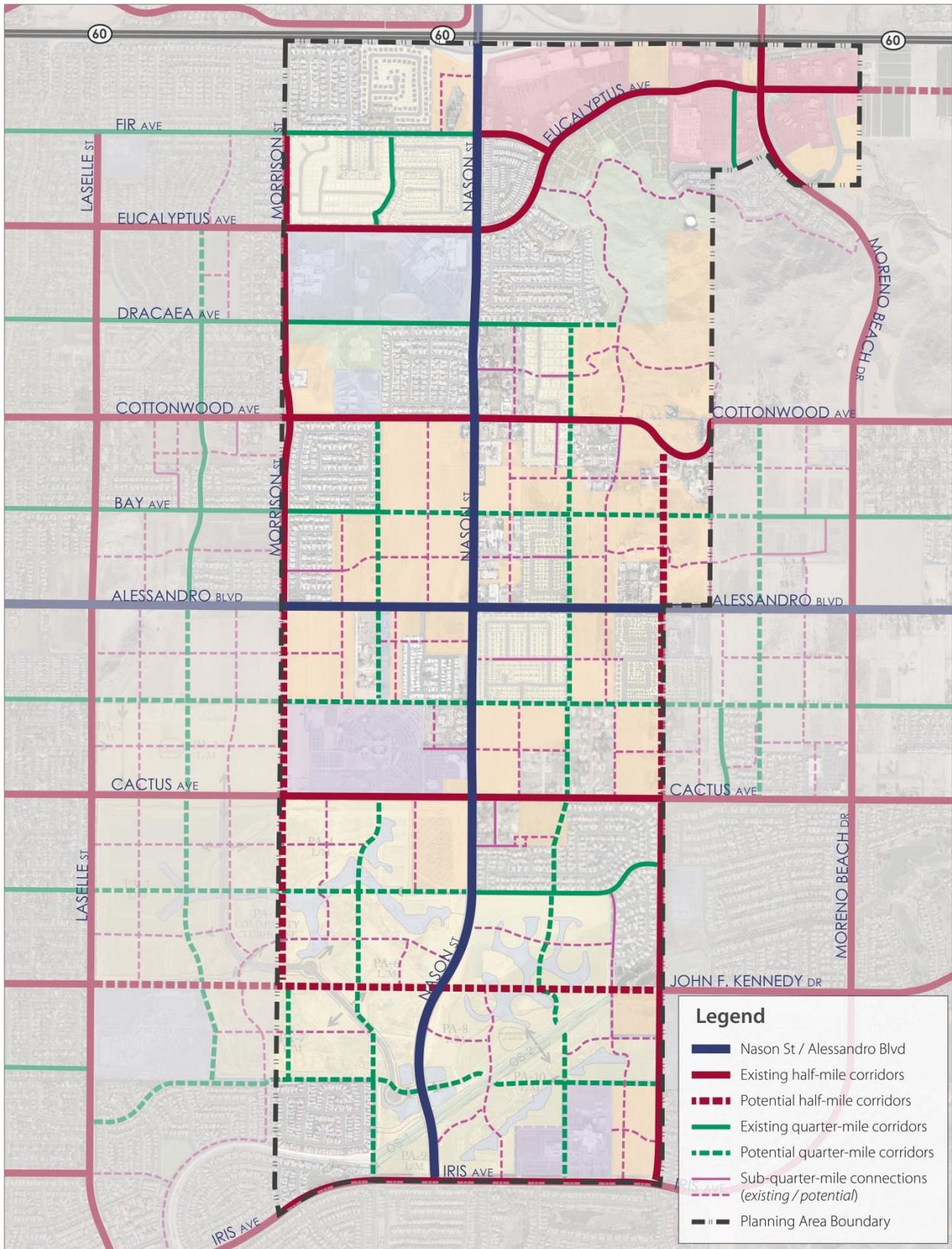
- **Nason Street and Alessandro Boulevard** – The “spines” of the Planning Area, these large corridors currently accommodate high daily traffic volumes, and a limited range of existing land uses. As described in Section 2.2, large masses of vacant land exist at or near the intersection of these main corridors, making this area a very natural “node/center” within the Planning Area, providing numerous opportunities for positive future economic development. The Plan that follows this analysis will provide strategies for evolution of Nason Street and Alessandro Boulevard over time, into multi-modal, multi-use corridors, key to the long-term economic development of the Planning Area.
- **Half-Mile Corridors** – These typically 4-5 lane streets, are generally defined as the half-mile grid streets, including Cottonwood Avenue, Eucalyptus Avenue, Cactus Avenue, John F Kennedy Drive, and Iris Avenue to the north and south, and Lasselle Street, Morrison Street, Oliver Street and Moreno Beach Drive, to the west and east. While mostly intact, there remain significant gaps in this network (see Figure 3.3) that, where possible, future development should accommodate its completion.
- **Quarter-Mile Connectors** – As illustrated in Figure 3.3, this quarter-mile, or mid-block network is largely non-existent, and in a number of blocks, existing developments patterns have removed the possibility of completing it. However, due to a large amount of existing vacant land, numerous opportunities exist to complete this tier of the network, which would dramatically improve the bike/walkability of the Planning Area, in addition to alleviating traffic volumes on the half-mile corridors.

- **Sub-Quarter- Mile Connectors** – Typically 2-3 lane streets, and almost entirely absent in the planning area. Wherever possible, at least one “through-block” connection should be provided per quarter-mile block. In some existing developments, namely tract residential developments with typically only one or two access points in and out, these connections are not possible. However, as new development proposals are received, this level of “through” network connectivity and completion is highly recommended.
- **Neighborhood Streets** – Typically 2-lane streets which should be designed to be low-speed, and accommodate shared use between all modes of travel, including cars, bikes, and transit. Many existing new residential streets within the planning area have been designed quite wide (up to 40 ft curb-to-curb).

Figure 3.3 is intended to be illustrative, for the purposes of this discussion only, and further more careful study will be conducted to determine the potential feasibility of any network completions strategies.

It should be noted that the street network within the Planning Area is a grid system, providing good connectivity along the Corridor, although transit accessibility would be improved with shorter block lengths. Riverside Transit Agency (RTA) currently operates three local fixed routes and one CommuterLink express route in the Planning Area that provide service to surrounding cities and communities, as well as local civic, institutional, and shopping venues. RTA's 10-Year Transit Network Plan will improve local bus service in the Corridor, potentially improving access to modes other than the automobile for residents and employees of the area. Additionally, WRCOG's 2010 study of potential Bus Rapid Transit routes in Western Riverside County recommends BRT service to the Riverside County Medical Center. Finally, the Alessandro Boulevard Corridor Vision Plan provides recommendations for transforming and revitalizing Alessandro Boulevard into a transit corridor that links a planned Metrolink station to the Riverside County Regional Medical Center.

FIGURE 3.3: NETWORK COMPLETION OPPORTUNITIES



Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

3.3 Pathway Design

Existing Public Frontage Conditions

The images on the following page illustrate a range of existing public “frontage” conditions along the Corridor. Inherent with each condition is a range of potential design strategies that are possible to unify the Corridor and accommodate future design and development opportunities.

- Pedestrian Facilities** – The quality of pedestrian facilities along the corridor vary widely from block to block, and result in a broken, discontinuous pedestrian circulation network. While new tract residential developments have provided relatively well-landscaped, and buffered sidewalks and/or multi-use trails along Nason Street, their common lack of mid-block connectivity with Nason Street creates very long, unbroken blocks, which discourage pedestrian traffic. Sidewalks are largely nonexistent (or occur as rural shoulders) along the rest of the Corridor, creating significant gaps in the overall network. Street trees are typically undersized or missing along the Corridor, failing to provide adequate shade and/or buffers along sidewalks between vehicular traffic and pedestrians that would encourage higher pedestrian use.
- Bicycle Facilities** – With the exception of the Class I multi-use trail for a single block of Nason Street, between Eucalyptus Avenue and Dracaea Avenue, and Class II bike lanes along the newly constructed south extension of Nason Street (south of Cactus Avenue), the corridor currently does not accommodate safe bicycle travel. The Moreno Valley Bikeway Master Plan proposes Class II bike lanes along the entirety of the corridor, which will be incorporated into all streetscape design recommendations proposed by this planning effort.

As described in previous sections, the overarching goal of the Plan that will follow this existing conditions analysis is to develop streetscape, landscape and urban design strategies that:

- a. Better accommodate bicycles and pedestrian circulation along and across the Corridor;
- b. Better unify disparate development types along and across the corridor; and
- c. Balance the needs of automobile, pedestrians, cyclists, and public transit along the corridor.



A nicely landscaped and buffered sidewalk along Nason St between Eucalyptus Ave and Dracaea Ave



New sidewalk, parkway, and landscape buffer along the east side of Nason St from Fir Ave to Dracaea Ave



One of a limited number of pedestrian connections through sound walls lining a number of the north blocks along the Nason St Corridor.



Incomplete sidewalks, often obstructed by street signage, are common along the Nason St Corridor.



Incomplete sidewalk network: common at transitions between original rural development patterns and more recent development projects.



Typical rural shoulder frontages commonly associated with the original rural developments along Nason St.

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

3.4 Conclusions

The Corridor presents a unique opportunity to evolve this important part of Moreno Valley from its current “adolescent” pattern of auto-centric, relatively disconnected collection of individual development projects into a mature set of well-connected, walkable neighborhoods. This Corridor Plan will define patterns, strategies, conceptual designs, and recommendations that can inform updated development standards so as to coordinate further public and private improvements to deliver a more unified multimodal corridor, and more walkable, bikable, neighborhoods and centers well-connected to it. Key elements of the new vision for the Corridor are expected to include:

- **Complete Streets** – An evolved design for Nason Street will be developed to complete its design and function to include better pedestrian, bicycle and transit facilities. Complete streets recommendations will also be provided for existing and future crossing and side streets within adjoining neighborhood.
- **Complete Network**– Opportunities and alternatives for more and better pedestrian and bicycle routes between existing and future neighborhoods, and to Nason Street itself, will be identified and explored.
- **Complete Neighborhoods** – Opportunities for infilling vacant properties with a range of housing types and neighborhood-serving commercial and civic amenities will be presented. Such infill neighborhoods offer both the opportunity to provide housing options not currently available in this area, as well as the possibility generating new centers of social, commercial and civic activity that are easily accessible by a range of travel modes to residents of the existing neighborhoods in the Plan Area.
- **Housing Near Jobs** – Beyond the notion of a “jobs/housing balance” within the City of Moreno Valley as a whole, with the presence of two major health care employment centers, the Corridor Plan Area offers the prospect of introducing more housing near these important employment generators. A range of housing choices and healthcare-related businesses can be provided within a well-connected “health care district” setting, such that

workers have an array of options for living and working nearby, reducing commute-related stresses on the workers and the environment.

- **Health and Sustainability Outcomes** – This effort also provides the opportunity to create a mature, complete set of walkable neighborhoods and centers that offer a variety of ways of getting around – walking, bicycling, transit, and driving – and that provide active, outdoor oriented lifestyles for children and families to live, work, shop and play.

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4. Transportation

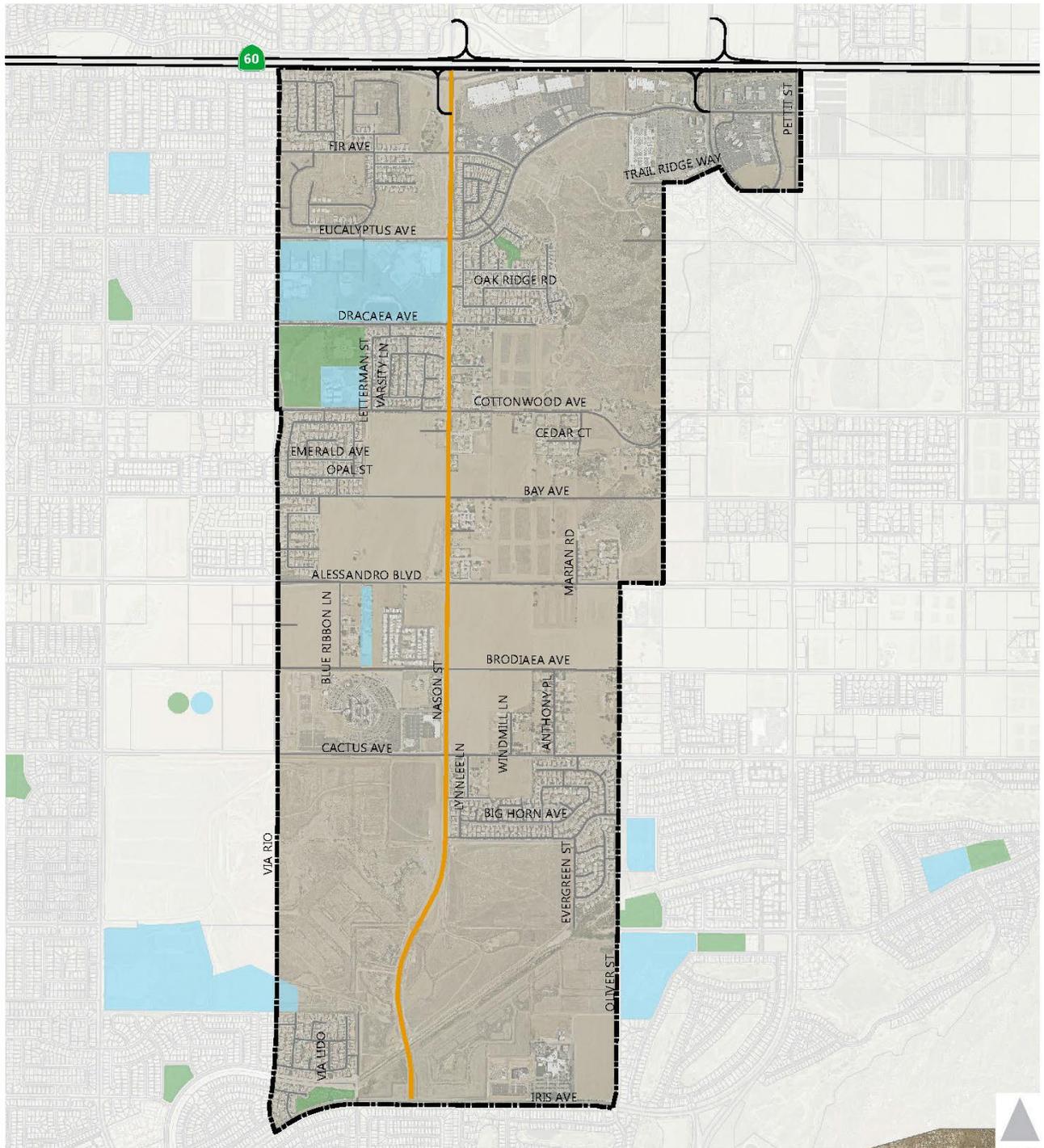
This section of the Existing Conditions Report discusses the current and proposed transportation network along with current regulatory policies pertaining to the Corridor.

4.1. Transportation Network

The Corridor is approximately three miles long, running north-south between Iris Avenue in the south to State Route 60 (SR-60) to the north. Figure 4.1 shows the Corridor Study Area location. Land uses around the corridor include retail to the north near SR-60, Valley View High School at the corner of Eucalyptus Avenue, and Riverside County Regional Medical Center on the corner of Cactus Avenue. Significant portions of the Corridor are residential and several blocks are currently undeveloped.

The transportation system along the Corridor includes diverse elements including roadway systems, bicycle systems, pedestrian systems, and a public transit system. A field assessment was conducted in October 2014 to further assist in the existing conditions evaluation. The transportation elements within the study area are discussed in greater detail below.

Figure 4.1 – Corridor and Study Area



— Nason Street Corridor

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Bicycle and Pedestrian Network

Non-motorized modes of transportation are environmentally friendly alternatives to motor vehicles that enhance both personal and social well-being. These modes of travel are part of a seamless transportation system that includes connectivity and access to transit. In addition to transporting, these modes of travel provide many public access, health, and economic benefits. Safe, convenient, attractive, well-designed, and well maintained pedestrian, and bicycle facilities are essential if these modes are to be properly accommodated and encouraged. Inadequate facilities can degrade the user experience or discourage users altogether.

Pedestrian Facilities

Six factors that might affect walkability and the pedestrian experience along Nason Street have been analyzed, including:

Sidewalk Continuity - Communities are more walkable if sidewalks do not end abruptly and are present throughout the entire segment on both sides of a roadway. This is especially important for the mobility-impaired or those pushing small children in strollers.



Corridor sidewalk with shade and buffering.

Sidewalk Conditions - This refers to the physical condition of sidewalk surfaces. Sidewalks that are broken or cracked can deter walkability and pose a safety hazard, particularly for the mobility impaired, such as those in wheel chairs and persons using walkers or strollers.

Shading - Persons are more inclined to walk in areas where there is shade present, particularly in Southern California and Riverside County. Additionally, shade trees create an aesthetic value that is pleasing to the pedestrian.

Grade - Persons are more inclined to walk in areas that are relatively flat or have limited grade changes.

Amenities - All items being equal, persons are more inclined to walk in areas that have interesting environments including shopping, retail, restaurants, public art, and other points of interest. Pedestrian-friendly amenities include street furniture, attractive paving, way-finding signage, enhanced landscaping, pet waste infrastructure, and improved lighting.

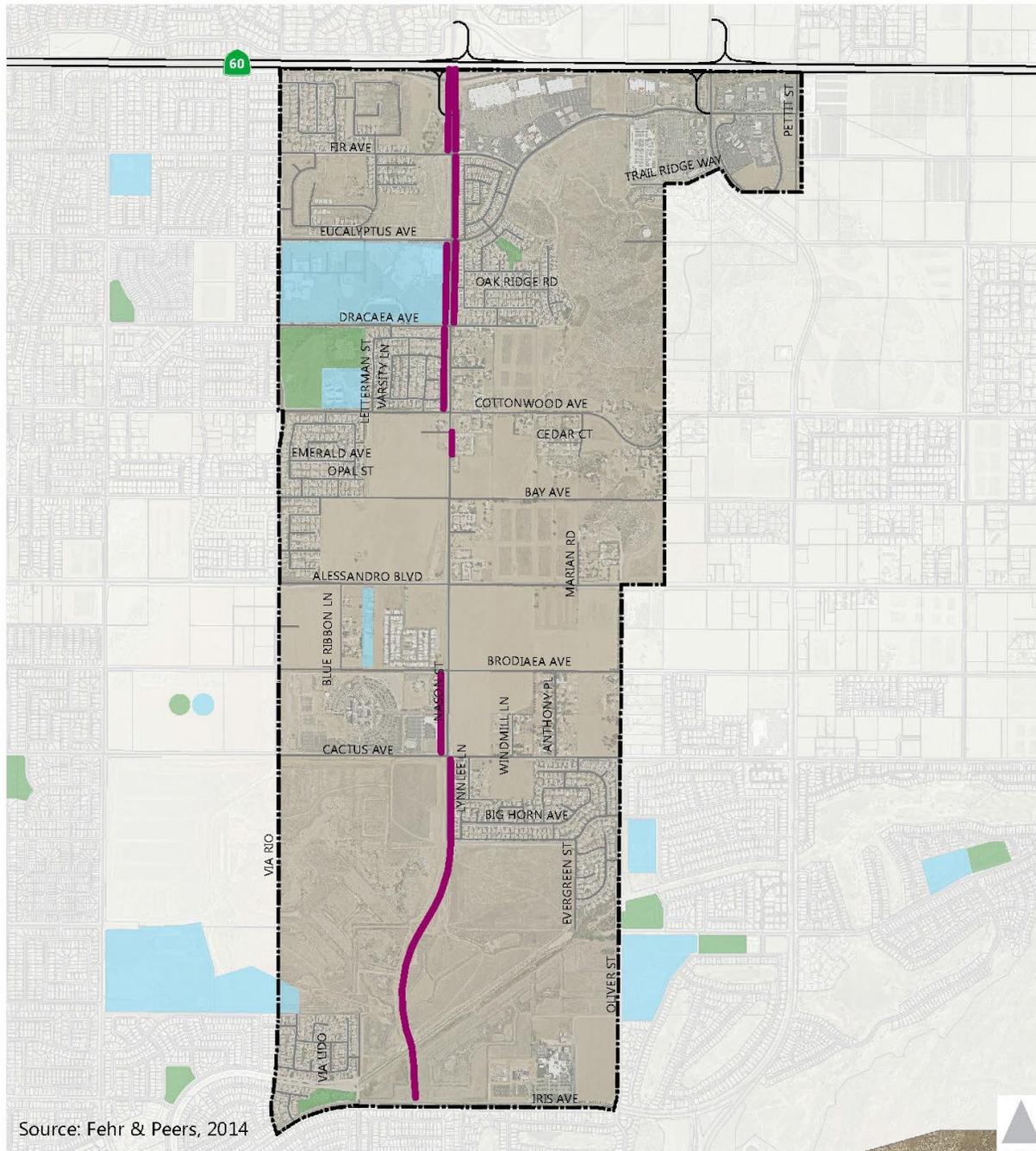


Missing sidewalk along Nason Street

Buffers - A more pedestrian friendly environment is one in which there is some degree of separation between the pedestrian and the motorist. This typically includes wider sidewalks, street parking and sidewalk bulb-outs at intersections where feasible. Crosswalks with appropriate signage serve as an important buffer as well.

A general evaluation of the current pedestrian environment along Nason Street is provided in Table 4.1 below. A map of the Corridor’s existing sidewalk inventory is provided on Figure 4.2.

Figure 4.2 – Existing Pedestrian Infrastructure



— Sidewalks

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 4.1 EXISTING PEDESTRIAN FACILITIES

CRITERIA	EVALUATION
SIDEWALK CONTINUITY	PORTIONS OF NASON STREET PROVIDE DISCONTINUOUS SIDEWALKS, SIDEWALKS ON ONLY ONE SIDE OF THE ROADWAY, OR NO SIDEWALKS AT ALL. NORTH OF COTTONWOOD AVENUE, SOME GAPS EXIST BUT SIDEWALKS ARE PRESENT ON AT LEAST ONE SIDE OF THE STREET. BETWEEN COTTONWOOD AVENUE AND CACTUS AVENUE, LITTLE TO NO SIDEWALK CONNECTIVITY IS PROVIDED. SOUTH OF CACTUS AVENUE UNTIL IRIS AVENUE PROVIDES SIDEWALKS ON ONE SIDE OF THE STREET.
SIDEWALK CONDITIONS	WHERE SIDEWALKS DO EXIST ALONG THE CORRIDOR, THEY ARE GENERALLY IN GOOD CONDITION, FREE OF CRACKS, FISSURES, OR UPLIFT.
SHADING	SIDEWALKS ALONG NASON STREET GENERALLY PROVIDE ABUNDANT STREETS AND LANDSCAPING. ADDITIONALLY, TREES ALONG PEDESTRIAN WALKWAYS PROVIDE SUBSTANTIAL SHADE FOR PEDESTRIANS.
GRADE	SIDEWALKS ALONG THE STUDY CORRIDOR ARE GENERALLY FLAT WITH LIMITED GRADE.
AMENITIES OFFERED	PEDESTRIAN AMENITIES OFFERED ALONG THE CORRIDOR’S SIDEWALKS GENERALLY CONSIST OF ATTRACTIVE LANDSCAPING AND BUFFERS. MEDIAN LANDSCAPING EXISTS SOUTH OF CACTUS AVENUE
BUFFERS	BUFFERED SPACE IS COMMON ALONG THE CORRIDOR’S SIDEWALKS IN THE FORM OF LANDSCAPING AND BICYCLE LANES SOUTH OF CACTUS AVENUE. HOWEVER, SOME SEGMENTS LACK BUFFERED SPACE AND COULD ALSO BENEFIT FROM WIDER SIDEWALKS.

Bicycle Facilities

The City of Moreno Valley has made a concerted effort to expand the availability of bikeways for residents and visitors, recognizing benefits to public health, the environment, and the economy. The City's Bicycle Master Plan Update provides for substantial increases in bicycle infrastructure coverage in the City and enhances the City's ability to compete for state



Class II Bicycle Lane south of Cactus Avenue.

and federal grants. The plan includes expanding bicycle facilities along the City's major roadways. The City is focused on becoming more bicycle-friendly and making bicycling a viable option that will attract more people to visit and live in Moreno

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

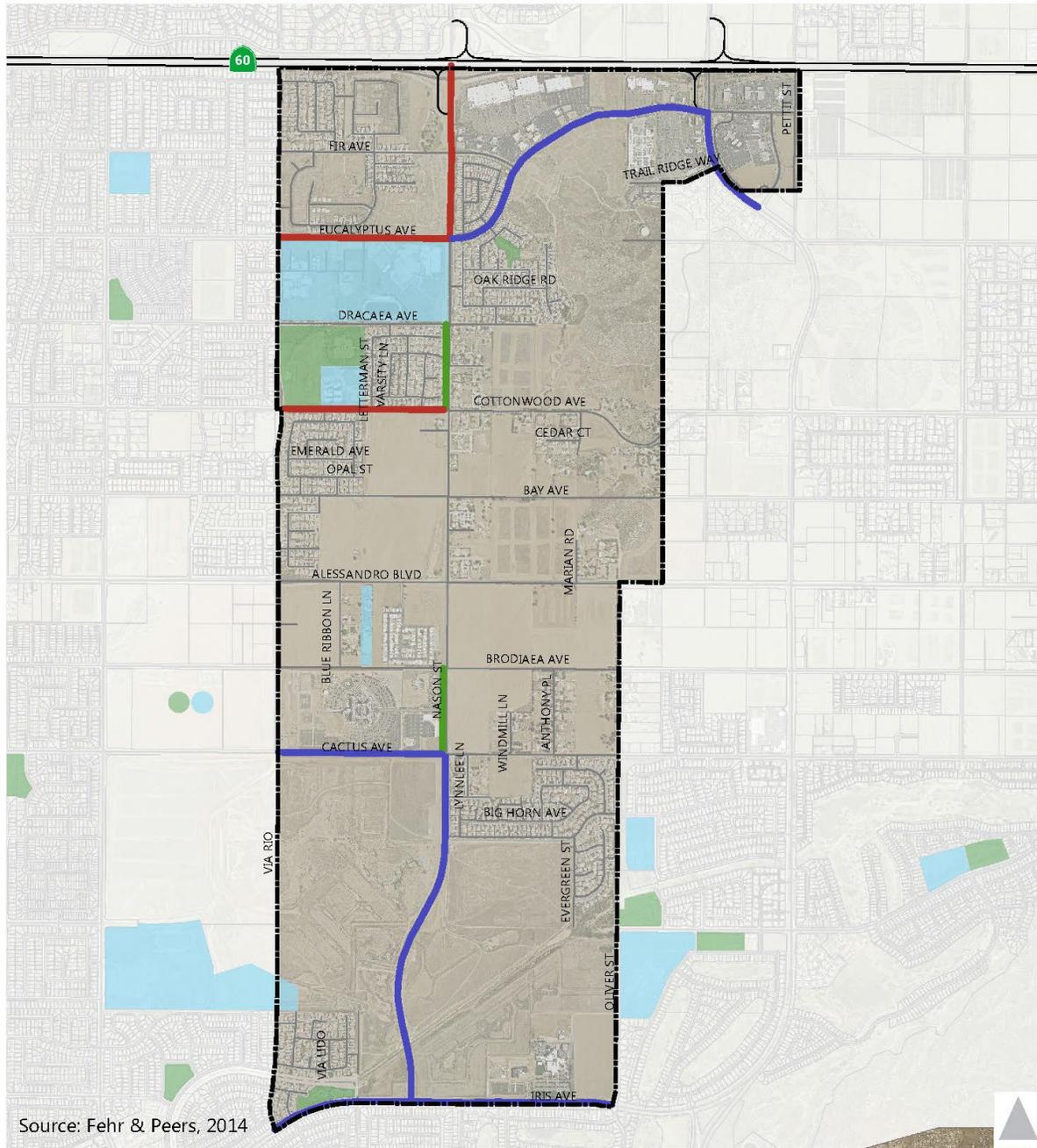
Valley. The most recent update to the Bicycle Master Plan was unanimously approved by the City Council on January 6th, 2015.

Several bicycle facilities exist in the Corridor. These facilities consist of Class 1 separated paths, Class 2 striped lanes, and Class 3 shared roadways. Class 1 separated paths, which provide a dedicated bicycle right of way removed from the roadway, exist along Nason Street between Dracaea Avenue and Cottonwood Avenue and between Brodiaea Avenue and Cactus Avenue. These bicycle paths run parallel to Nason Street buffered by landscaping and sidewalks. Class 2 striped lanes, which provide a dedicated lane of one-way travel within the paved section of the street, exist on both sides of Nason Street between Cactus Avenue and Iris Avenue. Additionally, these lanes provide striped buffers from automobile traffic. Class 3 shared roadways providing a right-of-way with shared use with other motorists are provided north of Eucalyptus Avenue. Furthermore, a number of roadways bisecting Nason Street in the study area, such as Eucalyptus Avenue, Cottonwood Avenue, and Cactus Avenue, provide Class 2 and Class 3 facilities. Still, many of the roadways connecting to Nason Street lack bicycle infrastructure altogether. These include Fir Ave, Draceae Ave, Cottonwood Ave (east of Nason Street), Bay Ave, Alessandro Blvd, Brodiaea Ave, and Cactus Ave (east of Nason Street). Maps of the Corridor’s existing and proposed bicycle facilities are provided on Figures 4.3 and 4.4.



Class 1 Bicycle Path along Nason Street.

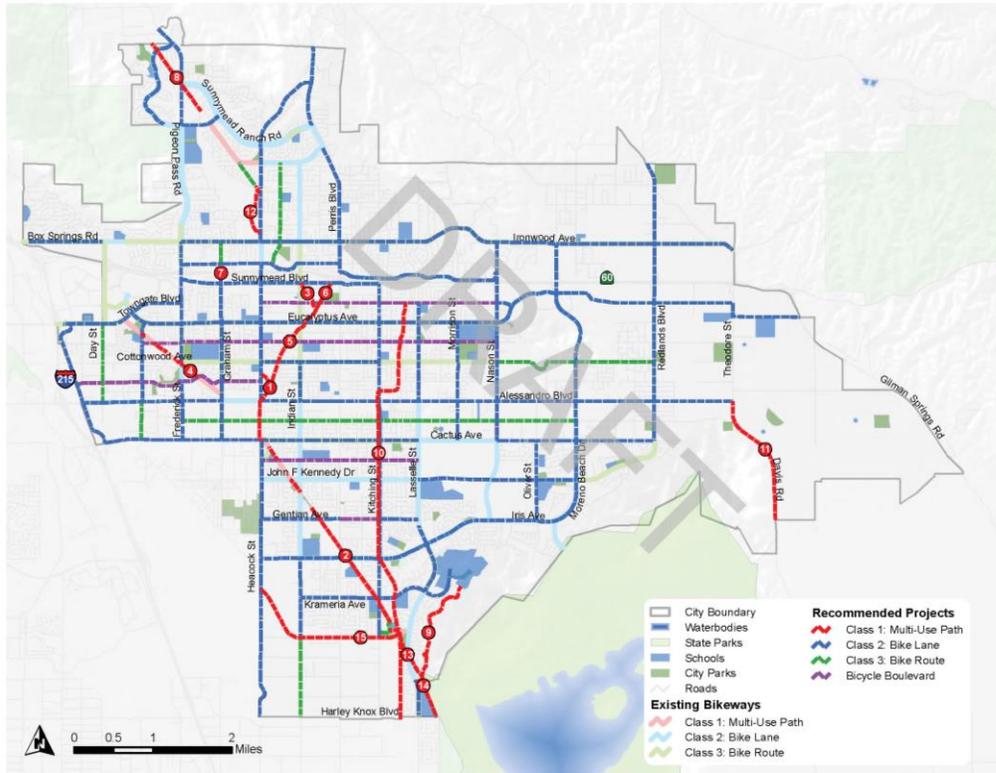
Figure 4.3 – Existing Bicycle Infrastructure



- Class I - Bike Path
- Class II - Bike Lanes
- Class III - Bike Route

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Figure 4.4 – Future Bicycle Infrastructure



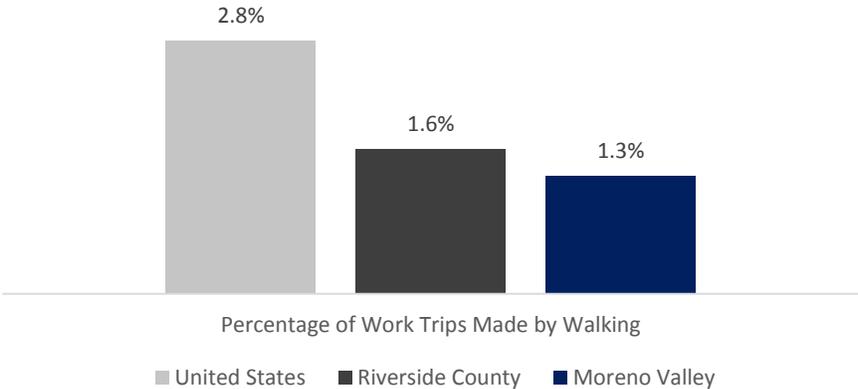
Source: Moreno Valley Bicycle Master Plan Draft, July 2014



Mode Split

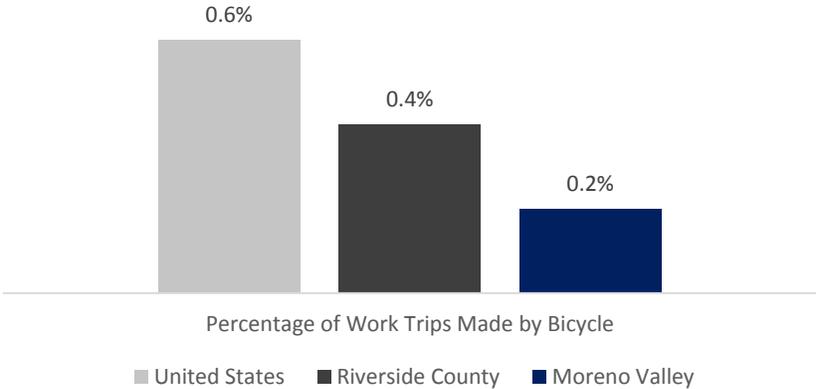
Mode choice refers to the mode of travel which is used for any particular trip. The US Census Department through the American Community Survey regularly reports mode split for travel to work. Figure 4.5 summarizes the Pedestrian mode split for travel to work and Figure 4.6 summarizes the Bicycle mode split.

FIGURE 4.5 PEDESTRIAN MODE SPLIT FOR TRAVEL TO WORK



As shown on Figure 4.5, the pedestrian mode split for work trips in the City of Moreno Valley (1.3%) is lower than both the national (2.8%) and county (1.6%) averages.

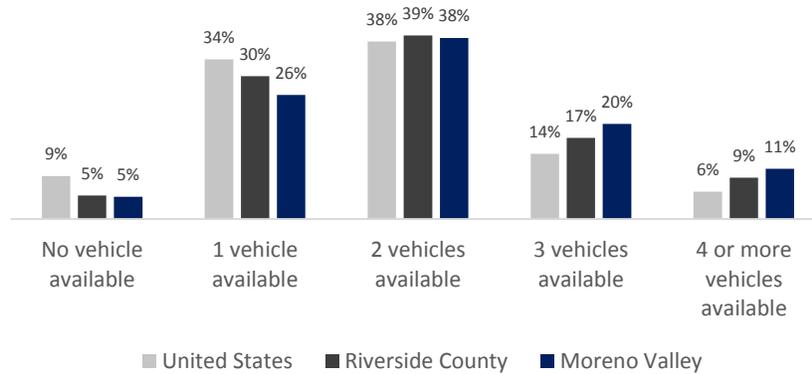
FIGURE 4.6 BICYCLE MODE SPLIT FOR TRAVEL TO WORK



As shown Figure 4.6, the bicycle mode split for work trips in the City of Moreno Valley (0.2%) is also lower than both the national (0.6%) and county (0.4%) averages.

Mode split is heavily influenced by household vehicle ownership. Households with higher vehicle ownership are generally less likely to travel via transit, cycling, or walking

FIGURE 4.7 HOUSEHOLD VEHICLE OWNERSHIP



As shown on Figure 4.7, household vehicle ownership in Moreno Valley is generally greater than both the national and county averages.

Existing Bus Routes and Ridership

Bus Routes

Bus service along the Nason Street Corridor Plan Study Area is operated and maintained by the Riverside Transit Agency (RTA). RTA is the Consolidated Transportation Service Agency for western Riverside County and provides both local and regional services throughout the approximate 2,500 square mile service area with 36 fixed-routes, 8 CommuterLink routes, and Dial-A-Ride services using 266 vehicles. RTA operates 3 local fixed routes and one CommuterLink express route in the Nason Street Corridor Plan Study Area and are described below and displayed on Figure 4.9. Figure 4.8 summarizes the travel to work bus mode split in the City of Moreno Valley.



RTA Route 20: RTA Route 20 is a local fixed route operating primarily in the east-west direction serving the Cities of Riverside and Moreno Valley via Alessandro Boulevard. This route includes stops at Magnolia Center, Riverside County Regional Medical Center, Kaiser Permanente, and Moreno Valley College. The route operates on weekdays and weekends, and on approximately 60 minute headways during the peak periods.

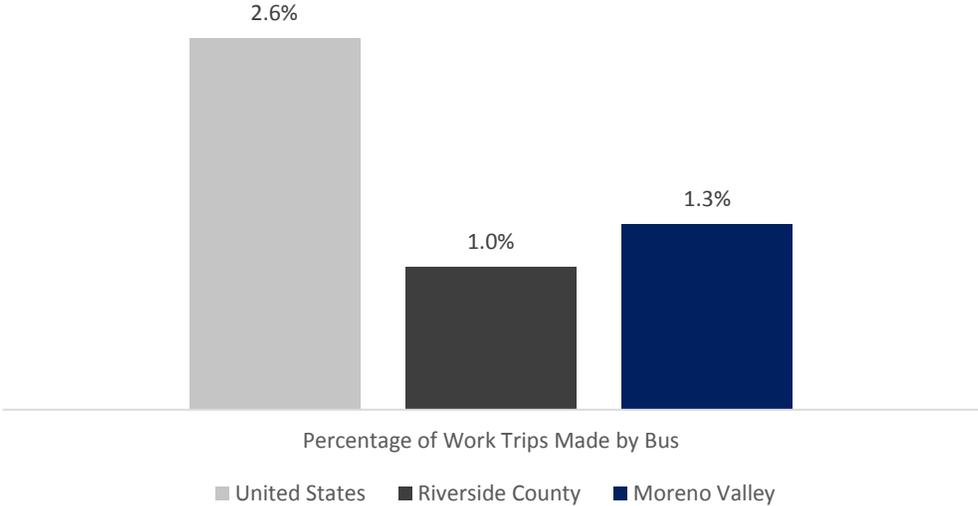
RTA Route 35: RTA Route 35 is a local fixed route operating primarily in the east-west direction serving the Cities of Moreno Valley, Beaumont, and Banning via SR-60, Eucalyptus Avenue, and Nason Street. This route includes stops at Moreno Valley Mall, Moreno Valley Senior Center, Riverside County Regional Medical Center, Super

Walmart at Moreno Beach, and Sun Lakes at Village. The route operates on weekdays only, and on approximately 60 minute headways during the peak periods.

RTA Route 41: RTA Route 41 is a local fixed route operating in the north-south and east-west direction serving the Cities of Mead Valley and Moreno Valley. Traveling between Mead Valley and Moreno Valley via Cajalco Road, Evans Road, Lasselle Road, Cactus Avenue and Nason Street, this route includes stops at Mead Valley Community Center, Moreno Valley College, and Riverside County Regional Medical Center. The route operates on weekdays and weekends, and on approximately 60 minute headways during the peak periods.

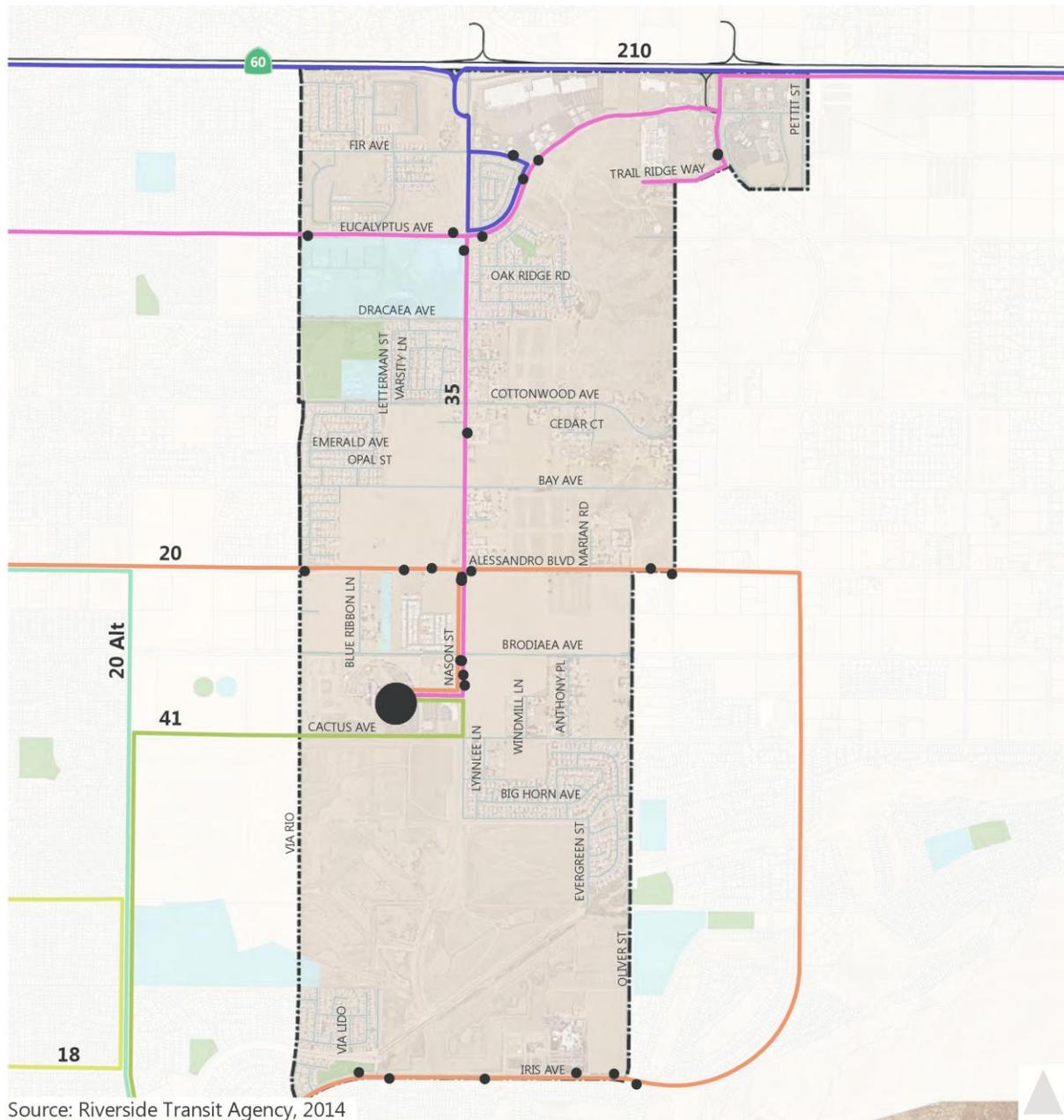
RTA Route 210/Sunline Route 220: RTA Route 210 is a CommuterLink Express route operating primarily in the east-west direction serving the Cities of Riverside, Moreno Valley, Beaumont, Cabazon, Rancho Mirage, and Palm Desert. Traveling between Riverside and Palm Desert primarily via SR-60, Eucalyptus Avenue, I-10, and Monterey Avenue, RTA Route 210 becomes SunLine Route 220 east of the City of Banning and includes stops at Downtown Riverside, Downtown Riverside Metrolink Station, UC Riverside, Moreno Valley Mall, Beaumont Super Walmart, Morongo Casino, and Westfield Palm Desert. This route operates on weekdays only, westbound during the AM peak period and eastbound during the PM peak period. SunLink Route 220 operates two buses during the AM and PM peak periods and RTA Route 210 operates four buses during the AM peak period and one bus during the PM peak period.

FIGURE 4.8 BUS MODE SPLIT FOR TRAVEL TO WORK



As shown on Figure 4.8, the bus mode split for work trips in the City of Moreno Valley (1.3%) is lower than the national average (2.6%) but higher than the Riverside County (1.0%) average.

Figure 4.9a – Existing Transit Routes and Ridership



Source: Riverside Transit Agency, 2014

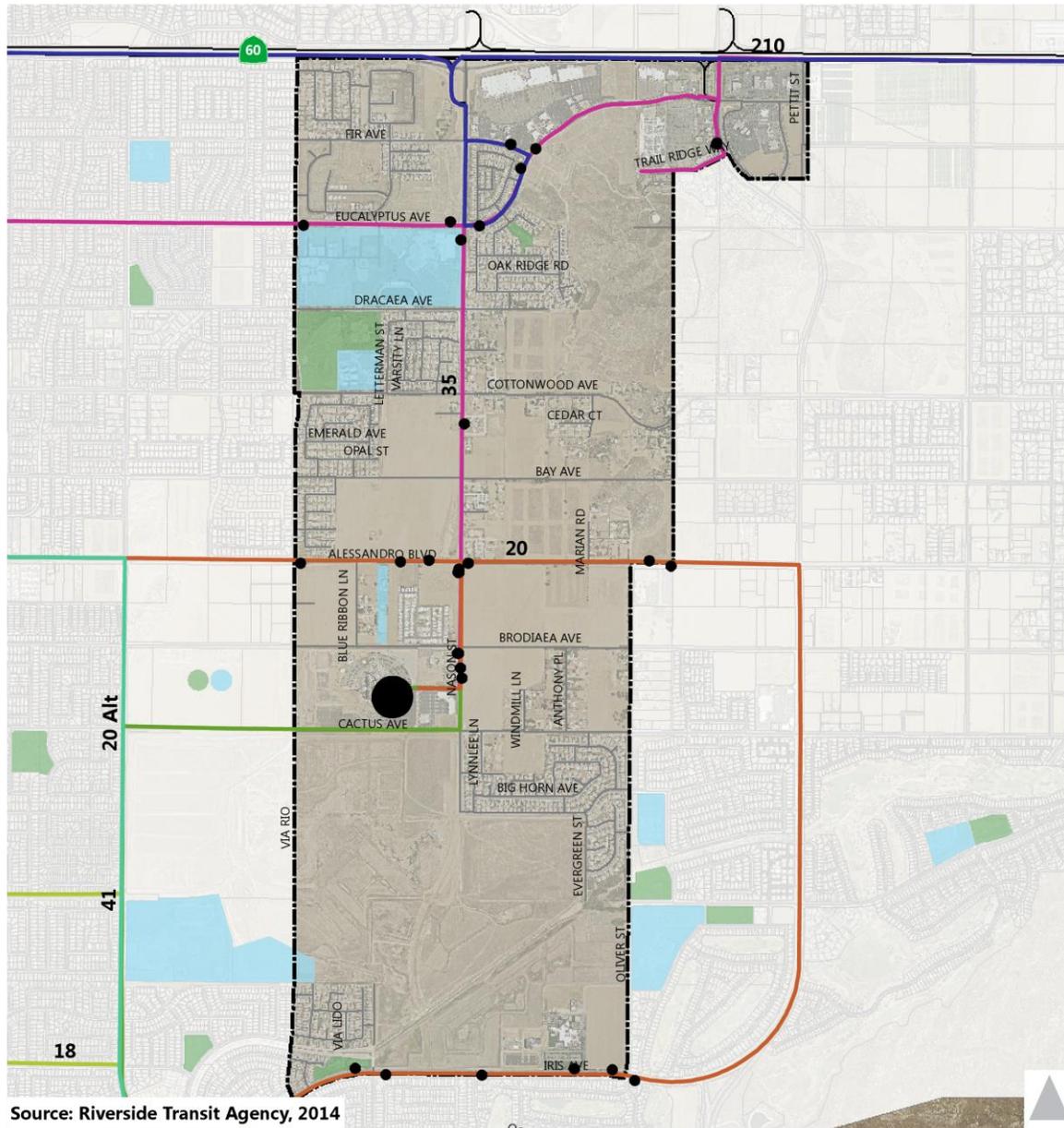
Total Daily Boardings

- 0 - 45
- 46 - 89
- 90 - 134
- 135 - 178

Existing Transit Routes

- 18
- 20
- 20 Alt
- 210
- 35
- 41

Figure 4.9b – Existing Transit Routes and Ridership



Source: Riverside Transit Agency, 2014

Total Daily Alightings

- 0 - 41
- 42 - 81
- 82 - 122
- 123 - 162

Existing Transit Routes

- Route Number
- 18
 - 20
 - 20 Alt
 - 210
 - 35
 - 41

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

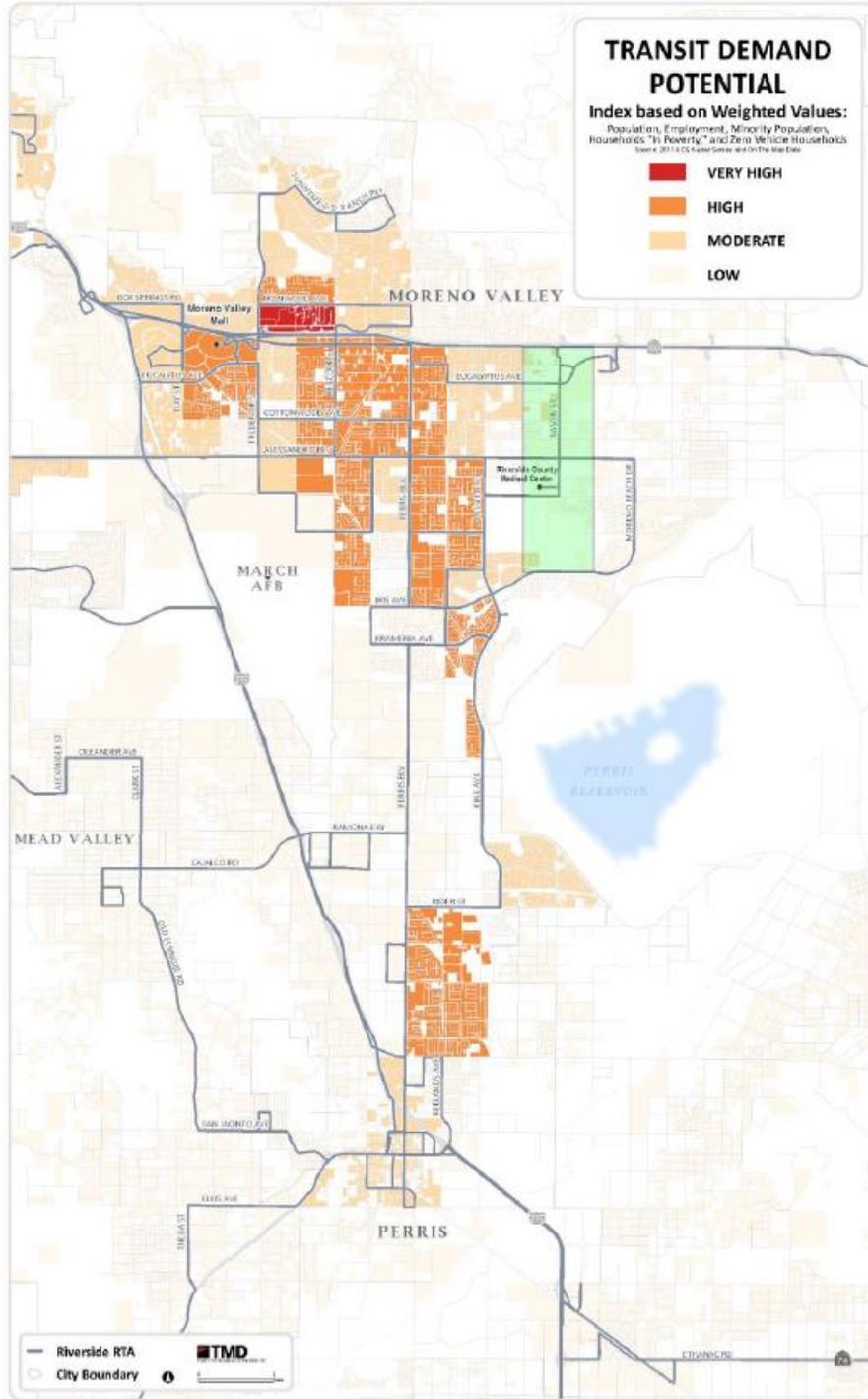
Transit Demand Potential

The Riverside Transit Agency is in the final stages of completing a Comprehensive Operational Assessment (COA) of transit market demand and service operation performance in the RTA service area. The RTA COA provides a transit demand potential index that incorporates quantitative density and demographic data at the census tract level to identify transit supportive markets. Figure 4.10 provides the transit demand potential calculated in the RTA COA for the Moreno Valley area.

TABLE 4.2 CENSUS TRACT FACTORS FOR TRANSIT DEMAND POTENTIAL

MARKET FACTOR	DESCRIPTION
TOTAL POPULATION	THE TOTAL POPULATION OF A CENSUS TRACT PROVIDES A CUSTOMER BASE FOR POTENTIAL TRANSIT RIDERS.
TOTAL EMPLOYMENT	THE TOTAL EMPLOYMENT OF A CENSUS TRACT PROVIDES A CUSTOMER BASE FOR POTENTIAL TRANSIT RIDERS.
MINORITY POPULATION	DEFINED AS NON-WHITE ETHNICITIES PLUS INDIVIDUALS WHO RACIALLY IDENTIFY AS HISPANIC. THIS IS A KEY MOBILITY MARKET TYPICALLY UNDERSERVED BY THE EXISTING TRANSPORTATION SYSTEM.
HOUSEHOLDS "IN POVERTY"	CENSUS DEFINITION OF INDIVIDUALS LIVING BELOW THE POVERTY LINE. THIS IS A KEY MOBILITY MARKET TYPICALLY UNDERSERVED BY THE EXISTING TRANSPORTATION SYSTEM.
ZERO VEHICLE HOUSEHOLDS	ZERO HOUSEHOLD VEHICLES AVAILABLE. HOUSEHOLDS WITHOUT VEHICLES AVAILABLE FOR USE ARE MORE LIKELY TO USE TRANSIT.

FIGURE 4.10 TRANSIT DEMAND POTENTIAL FOR CITY OF MORENO VALLEY AREA



Source: Riverside Transit Agency Comprehensive Operational Assessment – Market Assessment Final, April 2014

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

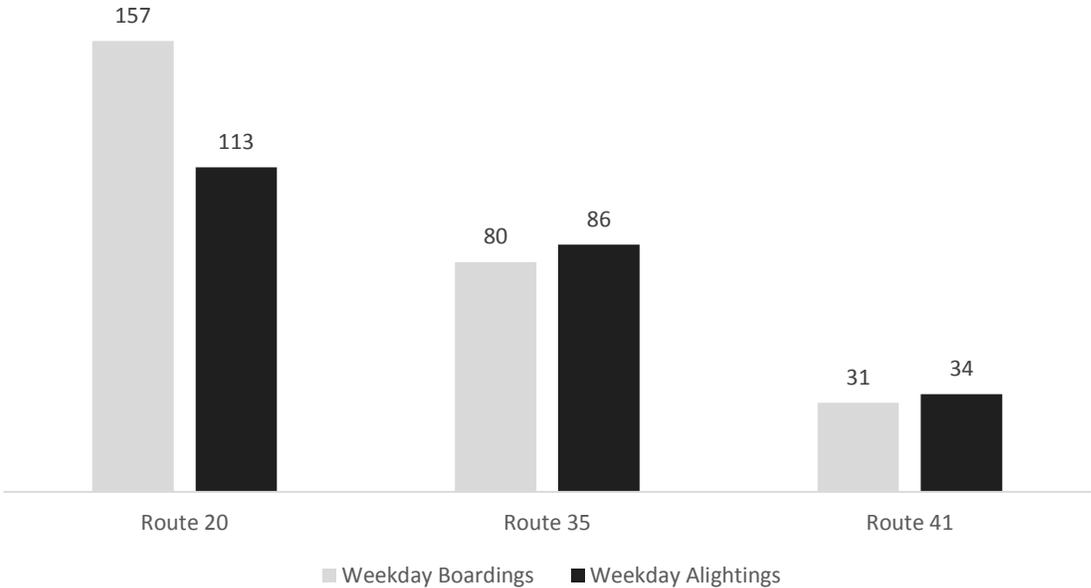
High population density increases the market for transit in Moreno Valley, however outside of the core areas of the City (including the Corridor (shown in green)), the existing transit potential is low.

It should be noted that the infrastructure along the corridor does provide opportunities for improved transit potential. The street network is a grid system, providing good connectivity along the corridor (although transit accessibility would be improved with shorter block lengths).

Transit Ridership

Transit ridership for the three fixed local routes is provided in the chart below.

FIGURE 4.11 NASON STREET CORRIDOR PLAN STUDY AREA RTA LOCAL ROUTE TRANSIT RIDERSHIP – WEEKDAY BOARDINGS AND ALIGHTINGS WITHIN THE STUDY AREA



Source: Riverside Transit Agency

As shown on Figure 4.11, ridership in the study area is highest on Route 20, followed by Route 35 and then Route 41. There are more boardings than there are alightings for those stops on Route 20 within the study area. This means that Route 20 is used more to leave the Nason Street corridor area than to enter it.

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Figure 4.9 previously presented also provides a perspective on how transit boardings for all routes are distributed spatially. The figure shows a large number of boardings and alightings occur at the Riverside County Regional Medical Center.

Collisions

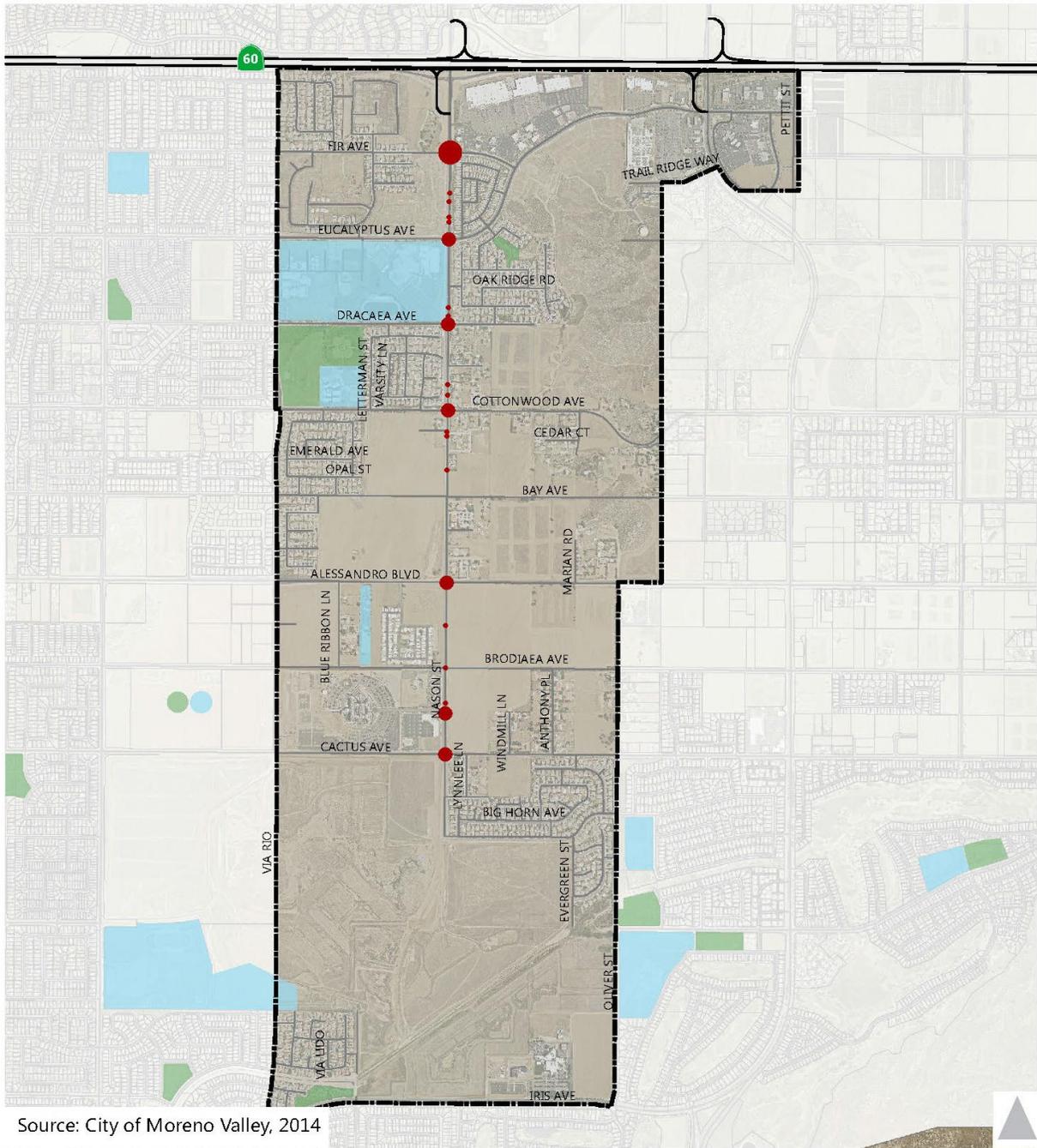
A traffic collision is considered to be any event where a vehicle strikes any object while moving. That object could be another car, a pedestrian/bicyclist, or something fixed in place like a light post. When collisions cause damage or injury, the details are recorded by the local law enforcement agency and loaded into the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS). The latest data from the Moreno Valley Police Department was used to analyze collision data along Nason Street.

On Nason Street from 2009 to 2013, there were a total of 98 vehicle collisions, with no collisions resulting in a fatality and 43 collisions resulting in injuries. The top three cited factors contributing to collisions were: unsafe speed (23 percent), traffic signals and signs (15 percent), and improper turning (14 percent). Driving under the influence of alcohol or drug was a factor in 11 percent of the total collisions.

The number of vehicle collisions was generally declining between 2009 and 2012, but did increase in 2013. During the five year span, the number of collisions per year in the corridor ranged from 13 to 25.

During the same time period, there were no collisions involving a pedestrian and one collision involving a bicyclist in 2013. A spatial distribution of vehicular collisions on Nason Street is illustrated on Figure 4.12.

Figure 4.12 – Vehicular Collisions (2009 – 2013)



Collisions

- 1 - 5
- 6 - 15
- 16 - 25

Existing Roadway Network

Roadway System

The roadway system in the Corridor is a developing grid-type network with major traveled ways arranged in square blocks that are spaced at approximately half a mile.

Functional Classifications

The existing City of Moreno Valley General Plan Circulation Element designates five different roadway types in the City. Functional classification refers to how a road accommodates two characteristics: First, the extent to which the roadway prioritizes the through movement of traffic and second, the level of access provided to adjacent properties. Based on these generalized characteristics, roadways often vary in terms of right-of-way, roadway width, number of lanes, intersection and traffic signal spacing, speed, and other factors. Functional classification is generally determined in the Circulation Element of the City's General Plan, in which the functional classification is assigned to a particular roadway based on the criteria above. The table below identifies these roadway types for the City of Moreno Valley and provides the general geometric cross sectional characteristics of each.

TABLE 4.3 CITY OF MORENO VALLEY GENERAL PLAN ROADWAY FUNCTIONAL CLASSIFICATIONS

ROADWAY TYPE	DESCRIPTION OF TYPICAL STREET CROSS SECTION CHARACTERISTICS
DIVIDED MAJOR ARTERIAL	A DIVIDED MAJOR ARTERIAL TYPICALLY FEATURES 120' TO 134' OF RIGHT-OF-WAY, SIX LANES (THREE IN EACH DIRECTION), BICYCLE LANES, SIDEWALKS, AND A RAISED MEDIAN.
DIVIDED ARTERIAL	A DIVIDED ARTERIAL TYPICALLY FEATURES 110' OF RIGHT-OF-WAY, FOUR TO SIX LANES (TWO TO THREE IN EACH DIRECTION), BICYCLE LANES, SIDEWALKS, AND A RAISED MEDIAN.
ARTERIAL	AN ARTERIAL TYPICALLY FEATURES 100' OF RIGHT-OF-WAY, FOUR LANES (TWO IN EACH DIRECTION), BICYCLE LANES, SIDEWALKS, AND A STRIPED MEDIAN.
MINOR ARTERIAL	A MINOR ARTERIAL TYPICALLY FEATURES 88' OF RIGHT-OF-WAY, FOUR LANES (TWO IN EACH DIRECTION), POSSIBLY A BICYCLE LANE, SIDEWALKS, AND A STRIPED MEDIAN.
COLLECTOR	A COLLECTOR TYPICALLY FEATURES 78' OF RIGHT-OF-WAY, TWO LANES (ONE IN EACH DIRECTION), POSSIBLY A BICYCLE LANE, SIDEWALKS, AND A STRIPED MEDIAN.

Roadways in the Nason Street Corridor Plan Study Area consist of divided arterials, arterials, minor arterials, and unclassified local residential streets. Additionally, California State Route 60 to the north of the study area provides important regional access. Key roadways are described in detail below.

Nason Street – The City of Moreno Valley General Plan classifies Nason Street as a divided major arterial between Delphinium Avenue and Alessandro Boulevard, divided arterial between Dracaea Avenue and State Route 60, and arterial between Iris Avenue and Delphinium Avenue and between Alessandro Boulevard and Dracaea Avenue). Within the study area, Nason Street provides one to two travel lanes in each direction. The speed limit is 45 MPH.

State Route 60 – State Route 60 (SR-60) runs east-west to the north of the study area and provides two general travel lanes in each direction plus one high occupancy vehicle (HOV) lane in each direction. SR-60 ramps in the study area are provided on Nason Street and Moreno Beach Drive.

Morrison Street – Morrison Street runs north-south to the west of the study area and is classified as a minor arterial in the City of Moreno Valley General Plan. Within the study area, there are one to two travel lanes in each direction. The speed limit is 40 MPH.

Oliver Street – Oliver Street runs north-south to the east of the study area and is classified as a minor arterial in the General Plan. Within the study area, there are one to two travel lanes in each direction. The speed limit is 35 MPH.

Eucalyptus Avenue – Eucalyptus runs east-west through the study area and is designated as an arterial according to the General Plan. Within the study area, there are two travel lanes in each direction. The speed limit is 40 MPH.

Cottonwood Avenue – Cottonwood Avenue runs east-west through the study area and is designated as a minor arterial according to the General Plan. Within the study area, there are one to two travel lanes in each direction. The speed limit varies between 40 and 45 MPH.

Alessandro Boulevard – Alessandro Boulevard runs east-west through the study area. Within the study area, the General Plan classifies Alessandro Boulevard as a divided major arterial west of Nason Street and as a divided arterial east of Nason Street. Within the study area, there are one to two travel lanes in each direction. The speed limit varies between 25 MPH and 50 MPH.

Cactus Avenue – Cactus Avenue runs east-west through the study area. The General Plan classifies Cactus Avenue as a minor arterial within the study area, with 1 travel lane in each direction. The speed limit is 50 MPH.

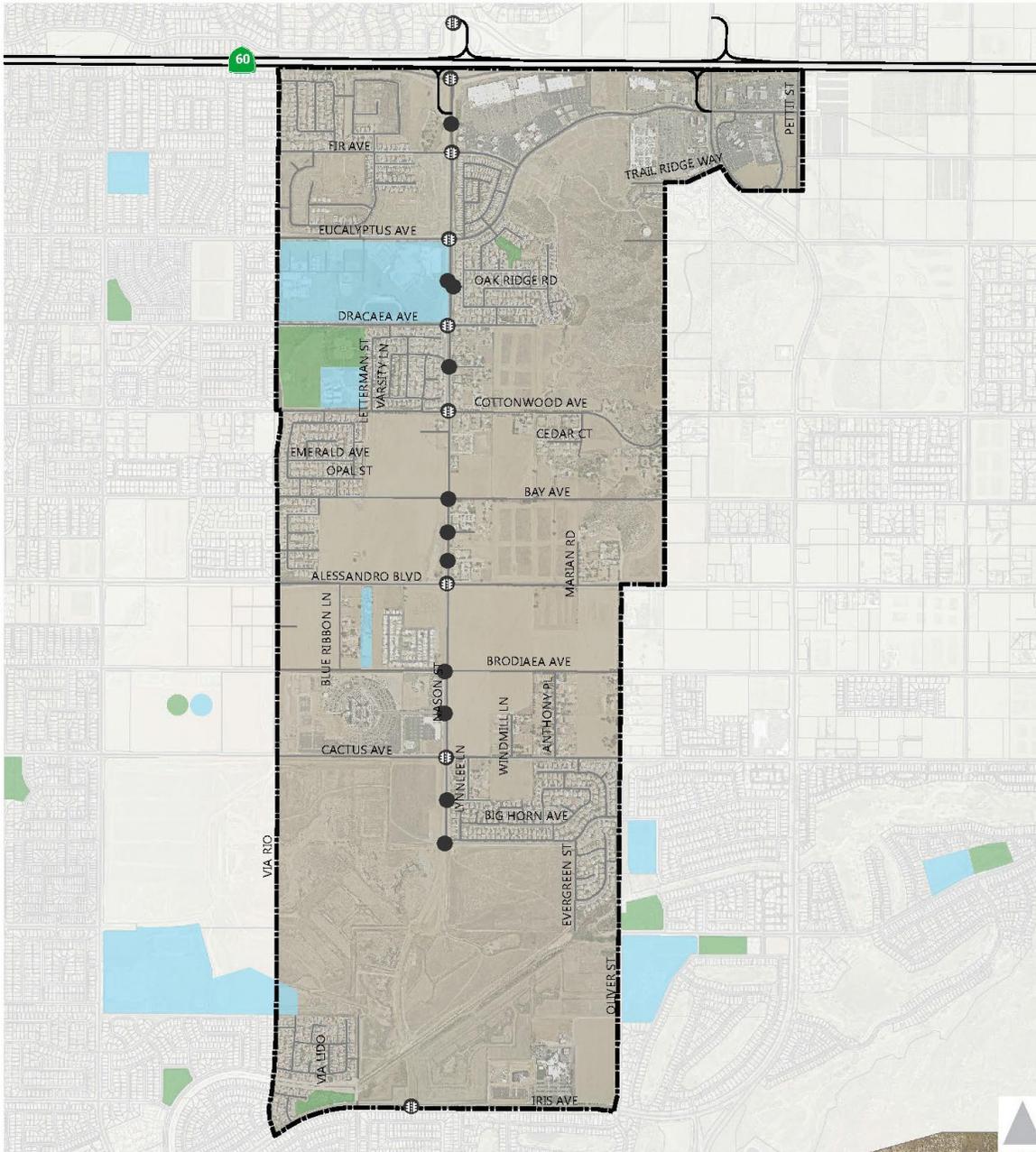
John F. Kennedy Drive – John F. Kennedy Drive runs east-west to the east of the study area. The City of Moreno Valley General Plan classifies John F. Kennedy Street as an arterial within the study area. There are one to two travel lanes in each direction.

Iris Avenue – Iris Avenue runs east west to the south of the study area and is classified as a divided major arterial by the General Plan. Within the study area, there are three travel lanes in each direction. The speed limit is 50 MPH.

Intersections

Figure 4.13 shows the locations of eight signalized and 10 unsignalized intersections along Nason Street.

Figure 4.13 – Intersections in the Nason Street Corridor

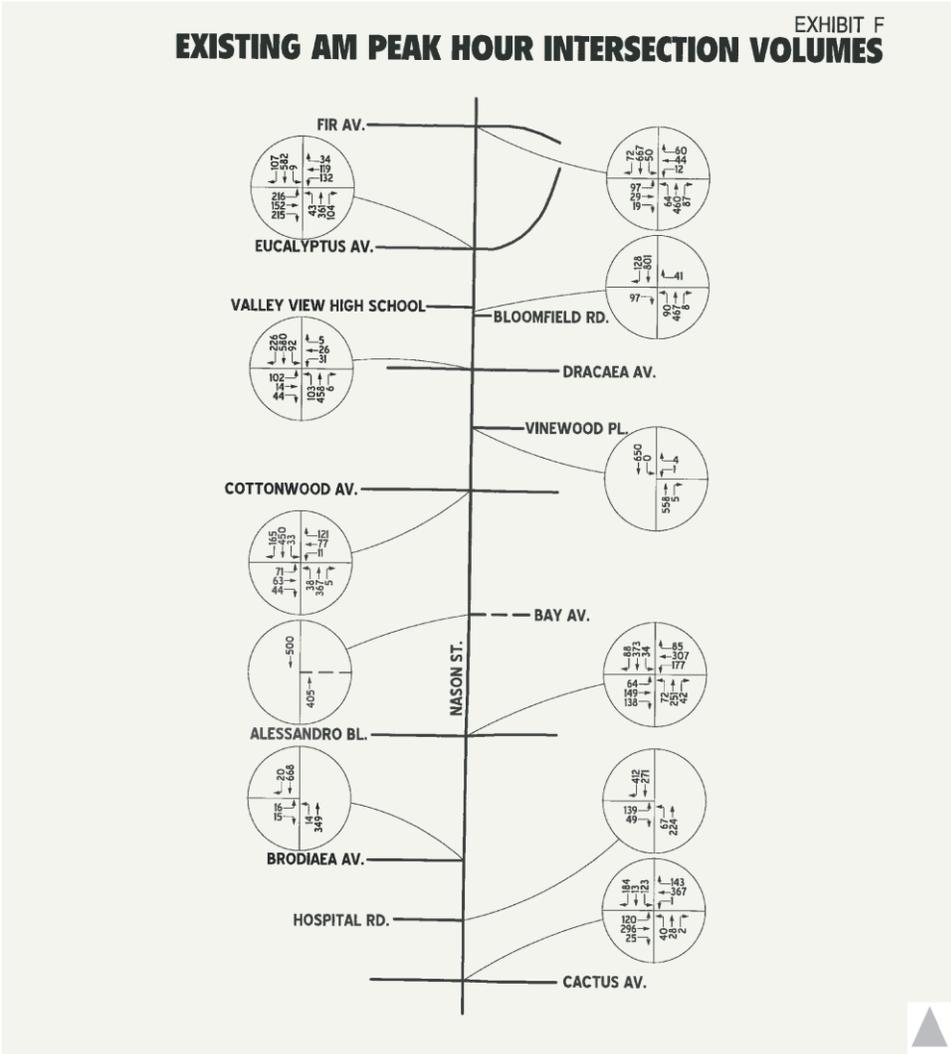


- Unsignalized Intersection
- ⦿ Signalized Intersection

Existing Volumes

Average Daily Traffic (ADT) volumes for roadway segments in the study area are summarized below. Additionally, AM and PM peak hour intersection turning movement counts are provided on Figures 4.14 and 4.15. It should be noted that these volumes were collected in 2012 for the Nason Street Improvement Project before the completion of Nason Street north of Iris Avenue.

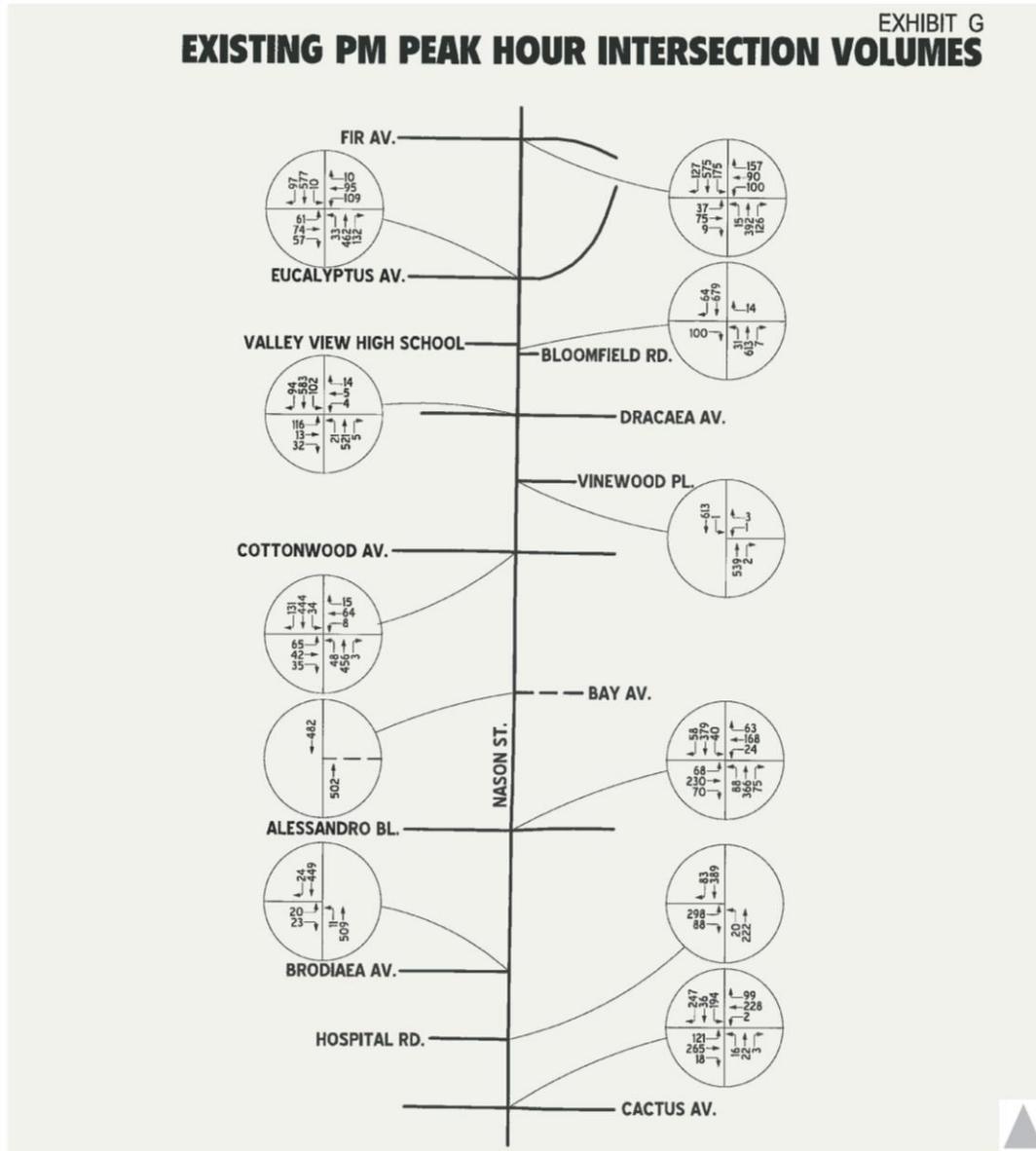
FIGURE 4.14: EXISTING AM TRAFFIC VOLUMES



Source: Nason Street Improvements Traffic Analysis. Urban Crossroads, May 2012.

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

FIGURE 4.15: EXISTING PM TRAFFIC VOLUMES



Source: Nason Street Improvements Traffic Analysis. Urban Crossroads, May 2012.

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 4.4 EXISTING CORRIDOR ADT COUNTS

STREET	SEGMENT	ADT
NASON ST.	N OF FIR AVE.	15,800
	N OF EUCALYPTUS AVE.	13,200
	N OF BLOOMFIELD RD.	15,400
	N OF DRACAEA AVE.	15,900
	N OF VINEWOOD PL.	13,100
	N OF COTTONWOOD AVE.	13,000
	N OF BAY AVE.	11,300
	N OF ALESSANDRO BLVD.	11,300
	N OF BRODIAEA AVE.	11,300
	N OF HOSPITAL RD.	11,200
	N OF CACTUS AVE.	7,200
	S OF CACTUS AVE	1,100
	FIR AVE.	W OF NASON ST.
E OF NASON ST.		5,500
EUCALYPTUS AVE.	W OF NASON ST.	7,000
	E OF NASON ST.	5,400
VALLEY VIEW HS	W OF NASON ST.	2,800
BLOOMFIELD RD.	E OF NASON ST.	400
DRACAEA AVE.	W OF NASON ST.	4,400
	E OF NASON ST.	1,700
VINEWOOD PL.	E OF NASON ST.	100
COTTONWOOD AVE.	W OF NASON ST.	4,600
	E OF NASON ST.	2,600
ALESSANDRO BLVD.	W OF NASON ST.	8,200
	E OF NASON ST.	7,700
BRODIAEA AVE.	W OF NASON ST.	800
HOSPITAL RD.	W OF NASON ST.	6,400
CACTUS AVE.	W OF NASON ST.	10,600
	E OF NASON ST.	9,500

SOURCE: URBAN CROSSROADS, 2012

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Existing Transportation System Performance

Existing Intersection Level of Service

Existing level of service (LOS) for intersections along Nason Street are provided in Table 4.6. As with roadway segment volumes, it should be noted that this analysis was conducted 2012 for the Nason Street Improvement Project before the completion of Nason Street north of Iris Avenue. Additionally, level of service at Fir Avenue was heavily affected by reduced intersection geometrics due to construction occurring to the north at the SR-60 ramps.

Intersections were analyzed using the Highway Capacity Manual (HCM 2000) methodology. The HCM 2000 methodology for signalized and all-way stop-controlled intersections estimates the average control delay for the vehicle at the intersection. For side-street stop-controlled intersections, the methodology estimates the highest delay for any approach. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in Table 4.5.

TABLE 4.5 LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS
(2000 HIGHWAY CAPACITY MANUAL METHODOLOGY)

LEVEL OF SERVICE	AVERAGE DELAY PER VEHICLE ¹ (SIGNALIZED)	AVERAGE DELAY PER VEHICLE ¹ (UNSIGNALIZED)	PM LOS
A	<10.0	<10.0	NO VEHICLE WAITS LONGER THAN ONE RED LIGHT AND NO APPROACH PHASE IS FULLY USED.
B	>10.0 AND <20.0	>10.0 AND <15.0	AN OCCASIONAL APPROACH PHASE IS FULLY UTILIZED; MANY DRIVERS BEGIN TO FEEL SOMEWHAT RESTRICTED WITHIN GROUPS OF VEHICLES.
C	>20.0 AND <35.0	>15.0 AND <25.0	OCCASIONALLY DRIVERS MAY HAVE TO WAIT THROUGH MORE THAN ONE RED LIGHT; BACKUPS MAY DEVELOP BEHIND TURNING VEHICLES.
D	>35.0 AND <55.0	>25.0 AND <35.0	DELAYS MAY BE SUBSTANTIAL DURING PORTIONS OF THE RUSH HOURS, BUT ENOUGH LOWER VOLUME PERIODS OCCUR TO PERMIT CLEARING OF DEVELOPING LINES, PREVENTING EXCESSIVE BACKUPS.
E	>55.0 AND <80.0	>35.0 AND <50.0	REPRESENTS THE MOST VEHICLES INTERSECTION APPROACHES CAN ACCOMMODATE; MAY BE LONG LINES OF WAITING VEHICLES THROUGH SEVERAL SIGNAL CYCLES.
F	>80.0	>50.0	BACKUPS FROM NEARBY LOCATIONS OR ON CROSS STREETS MAY RESTRICT OR PREVENT MOVEMENT OF VEHICLES OUT OF THE INTERSECTION APPROACHES. TREMENDOUS DELAYS WITH CONTINUOUSLY INCREASING QUEUE LENGTHS.

1. DELAY IS MEASURED IN SECONDS.

SOURCE: HIGHWAY CAPACITY MANUAL, TRANSPORTATION RESEARCH BOARD, 2000

TABLE 4.6 EXISTING INTERSECTION LEVEL OF SERVICE

INTERSECTION	AM DELAY (SEC)	AM LOS	PM DELAY (SEC)	PM LOS
FIR AVE.	--	F	--	F
EUCALYPTUS AVE.	27.8	C	16.5	B
VALLEY VIEW HS / BLOOMFIELD RD.	11.1	B	10.3	B
DRACAEA AVE.	27.8	C	15.1	B
VINEWOOD PL.	17.8	C	15.1	C
COTTONWOOD AVE.	28.9	C	21.2	C
ALESSANDRO BLVD.	34.7	C	27.9	C
BRODIAEA AVE.	17.2	C	13.9	B
HOSPITAL RD.	20.3	C	45.5	E
CACTUS AVE.	34.8	C	41.8	D

SOURCE: URBAN CROSSROADS, 2012

According to Table 4.6, at the time of analysis, two intersections performed deficiently at LOS E or lower. At the intersection of Fir Avenue, LOS was F for both AM and PM peak hours. At the intersection of Hospital Road, LOS was E for the PM peak hour.

Existing Roadway Level of Service

Existing levels of service for roadway segments along Nason Street are provided in Table 4.8. This analysis was conducted 2012 for the Nason Street Improvement Project before the completion of Nason Street north of Iris Avenue. Roadway segments were evaluated using generalized daily roadway segment capacities obtained from the City of Moreno Valley Traffic Impact Analysis Preparation Guidelines (August 2007) and presented in Table 4.7.

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 4.7 MORENO VALLEY DAILY ROADWAY CAPACITIES

TYPE OF ROADWAY	LOS				
	A	B	C	D	E
SIX LANE DIVIDED ARTERIAL	33,900	39,400	45,000	50,600	56,300
FOUR LANE DIVIDED ARTERIAL	22,500	26,300	30,000	33,800	37,500
FOUR LANE UNDIVIDED ARTERIAL	15,000	17,500	20,000	22,500	25,000
TWO LANE INDUSTRIAL COLLECTOR	7,500	8,800	10,000	11,300	12,500
TWO LANE UNDIVIDED RESIDENTIAL	NA	NA	NA	NA	2,000

SOURCE: TRAFFIC IMPACT ANALYSIS PREPARATION GUIDELINES, CITY OF MORENO VALLEY, 2007

TABLE 4.8 EXISTING ROADWAY LEVEL OF SERVICE

SEGMENT	V/C RATIO	LOS
NORTH OF FIR AVE.	1.26	F
BETWEEN FIR AVE. AND EUCALYPTUS AVE.	0.53	A
BETWEEN EUCALYPTUS AVE. AND BLOOMFIELD RD.	0.41	A
BETWEEN BLOOMFIELD RD. AND DRACAEA AVE.	0.42	A
BETWEEN DRACAEA AVE. AND VINEWOOD PL.	0.52	A
BETWEEN VINEWOOD PL. AND COTTONWOOD AVE.	0.69	B
BETWEEN COTTONWOOD AVE. AND BAY AVE.	0.90	E
BETWEEN BAY AVE. AND ALESSANDRO BLVD.	0.90	E
BETWEEN ALESSANDRO BLVD. AND BRODIAEA AVE.	0.45	A
BETWEEN BRODIAEA AVE. AND HOSPITAL RD.	0.45	A
BETWEEN HOSPITAL RD. AND CACTUS AVENUE	0.29	A
SOUTH OF CACTUS AVENUE	0.04	A

SOURCE: URBAN CROSSROADS, 2012

According to Table 4.8, at the time of analysis, two segments along Nason Street performed deficiently. Nason Street immediately north of Fir Avenue performed at LOS F. Nason Street between Cottonwood Avenue and Bay Avenue and between Bay Avenue and Alessandro Boulevard both performed at LOS E.

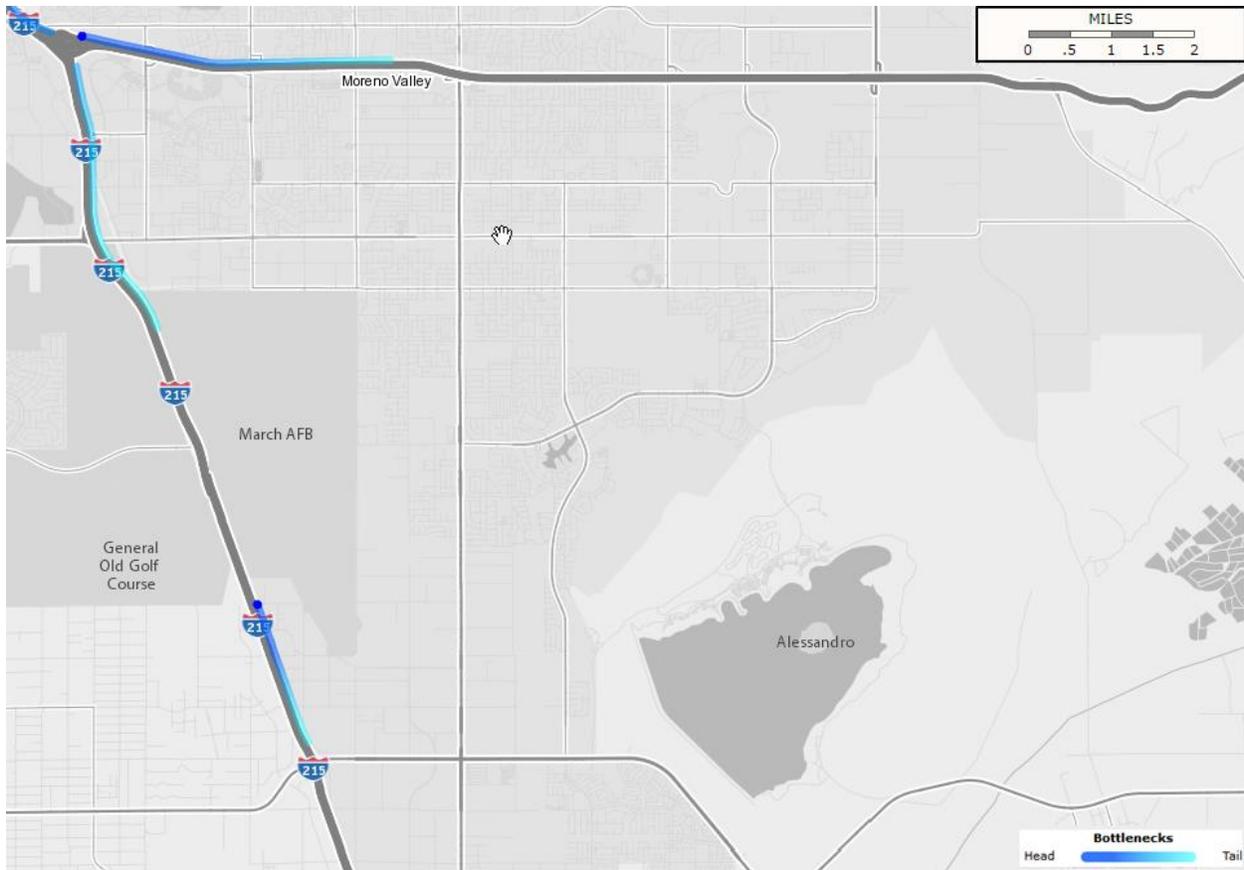
Roadway Congestion

Another approach to analyzing roadway performance is to directly measure congestion as it occurs. One commonly used source is the INRIX database, which in turn uses crowd-sourced data from intersection detectors, GPS units in commercial vehicles, and other sensors to present real time and historical data.

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Figures 4.16 and 4.17 present conditions in the region around the Corridor according to the INRIX database. The first figure is for 8:00 AM on a weekday morning in November 2014, while the second figure is for 5:00 PM on a weekday evening. For both the AM and PM Peak Hours, significant bottlenecks are not experienced in and around the Corridor.

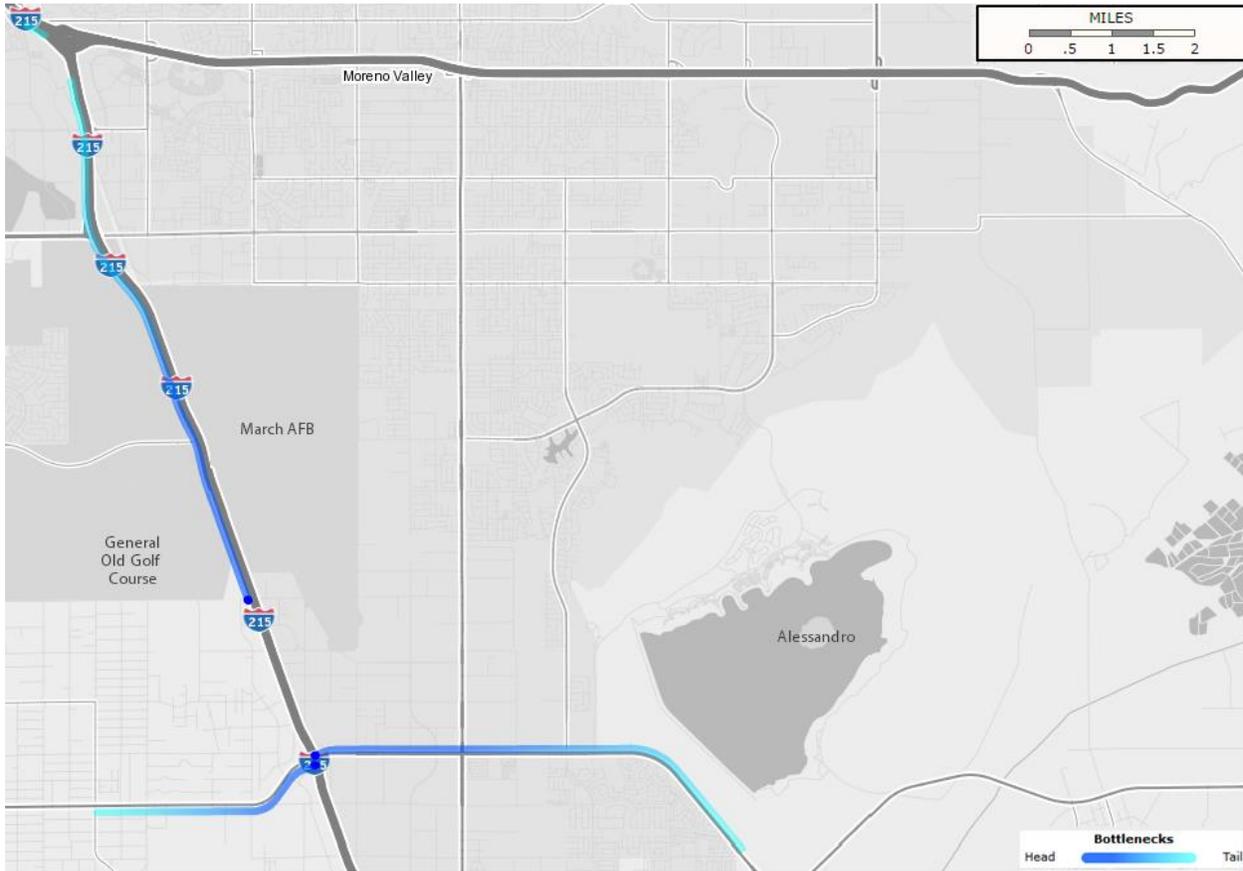
FIGURE 4.16 INRIX AM BOTTLENECK DATA



Source: INRIX Analytical Tools System Monitoring Dashboard, 2014

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

FIGURE 4.17 INRIX PM BOTTLENECK DATA



Source: INRIX Analytical Tools System Monitoring Dashboard, 2014

Future BRT Service

In recent years an increasing number of Southern California transportation agencies have begun studying and developing Bus Rapid Transit (BRT) service. BRT provides high quality, high speed transit service in urban areas in a cost-effective manner. BRT features can include higher bus operating speeds than traditional bus service, high-quality stations with shelters and other amenities, transit priority measures along corridors to further increase speeds, and, in some cases, dedicated right-of-way for vehicle operations.

In 2010, on behalf of the Western Riverside Council of Governments (WRCOG), the Southern California Association of Governments (SCAG) completed a study analyzing long-term options for BRT service in Western Riverside County. The study

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

identified recommended corridors for future BRT service based on factors such as employment, density, and activity centers. Two of the potential routes examined in the study serve the boundaries of the Nason Street Corridor Study Area.

Alessandro Boulevard – Identified as the best option for BRT service in the study, this route would primarily run along Alessandro Boulevard between downtown Riverside and the Riverside County Medical Center for 13.5 miles. A key end-of-line BRT station would be provided at the medical center, located on Cactus Avenue adjacent to Nason Street. Recommended improvements for this corridor include gradual upgrades such as branded shelters, traffic signal priority, queue jumps, higher frequency, and BRT vehicles.

SR-60 West Segment – This route would primarily run along State Route 60 between downtown Riverside and Moreno Valley for 24.9 miles. Key stations near the Nason Street study area include Moreno Valley Mall, Perris Boulevard, and Redlands Boulevard. The study recommended express bus service along existing and future HOB lanes with a focus on commuter travel and lower frequency in the off peak periods.

Future Bus Route Expansions

The Riverside Transit Agency is in the process of creating and approving its 10-Year Transit Network Plan. Based on research conducted for its Comprehensive Operational Analysis (COA), the plan will guide RTA service over the next ten years. Expected to be approved Fall 2014, changes will be implemented gradually over ten years with some changes taking effect as early as January 2015. The following changes are proposed for RTA routes in the Corridor Study Area. Figure 4.18 illustrates proposed route alignments in the study area.

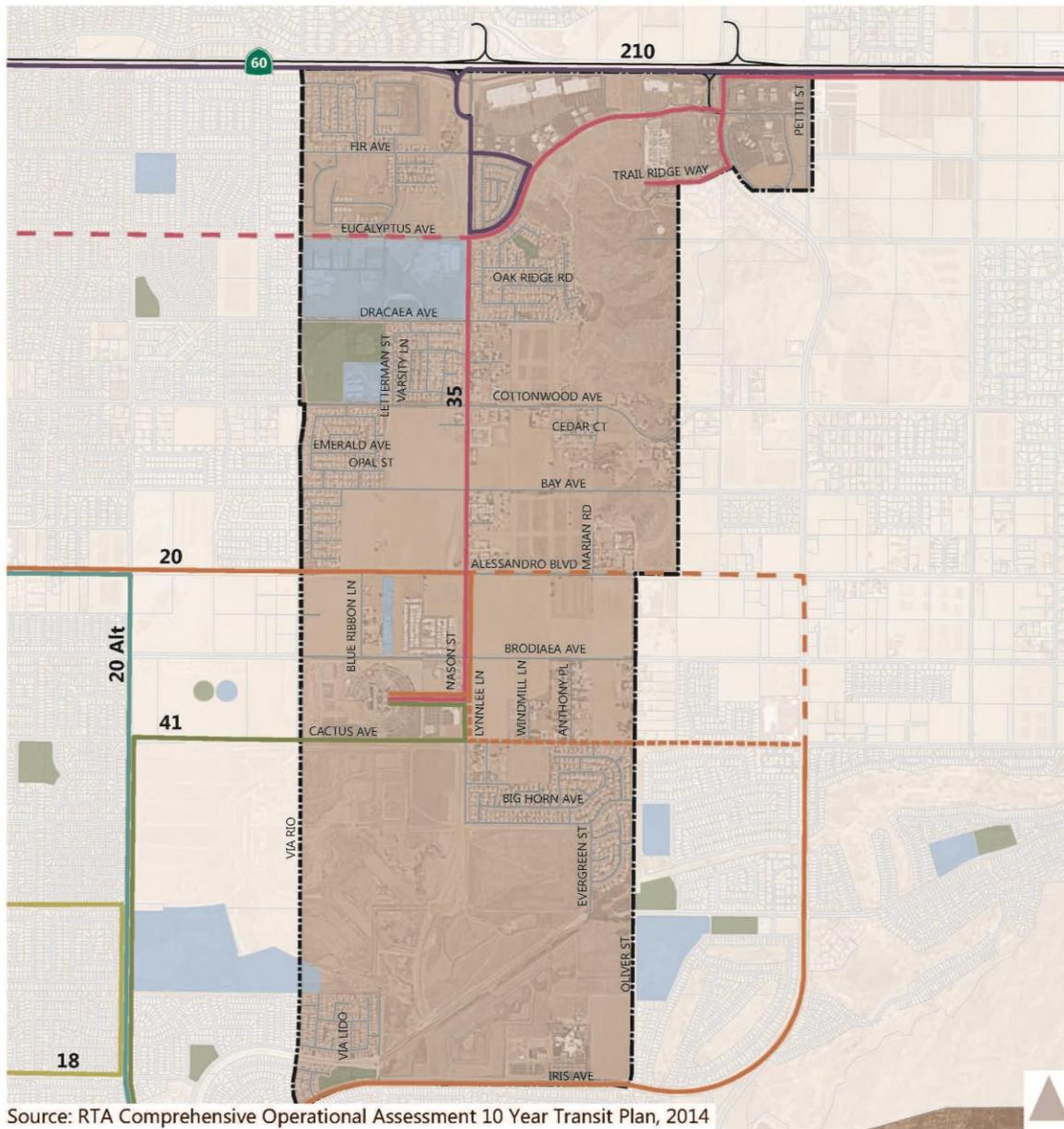
RTA Route 20: Within the study area, routing changes will take place between Alessandro Boulevard and Cactus Avenue. RTA has also proposed changes in frequency.

RTA Route 35: The proposed changes include a shortened route that terminates at Riverside County Regional Medical Center instead of continuing west to Moreno Valley Mall. RTA has also proposed changes in frequency.

RTA Route 41: There are no proposed changes to routing. However, the Transit Network Plan proposes ceasing Route 41 service on weekends due to low ridership.

RTA Route 210: No changes have been proposed for this route.

Figure 4.18 – Proposed Bus Route Expansions



Source: RTA Comprehensive Operational Assessment 10 Year Transit Plan, 2014

Bus Route Modifications		Existing Transit Routes	
-----	Proposed Bus Route	18	210
- - - -	Discontinued Portion	20	35
		20 Alt	41

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

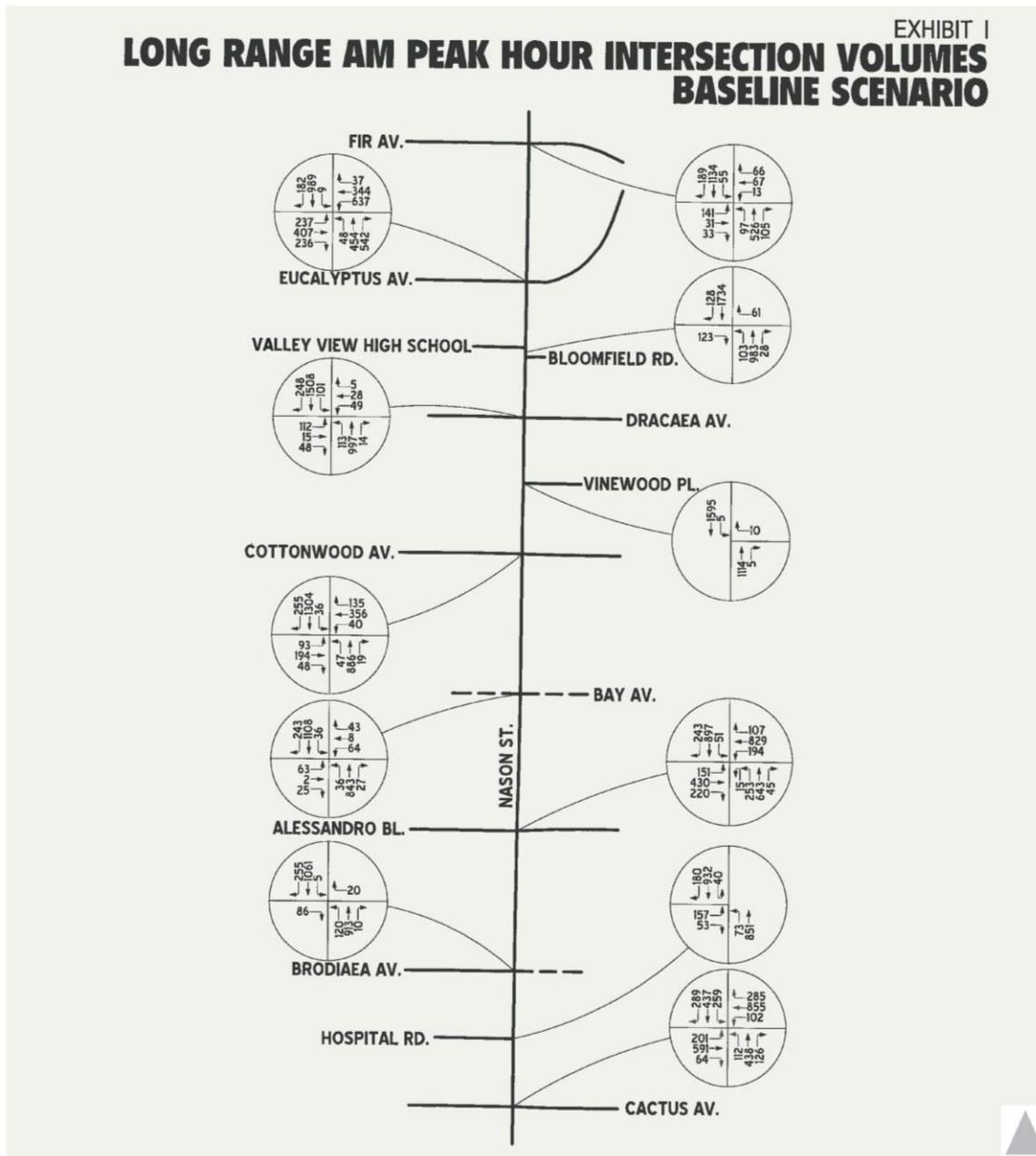
Future Traffic Conditions

Roadway conditions along Nason Street will change significantly due to improvements implemented under the Nason Street Improvement Project. The Project will widen several segments of Nason Street as a four lane divided roadway to provide acceptable traffic operations under the City of Moreno Valley General Plan buildout conditions. Additionally, several improvements such as additional signalization and dedicated turn lanes will be made along Nason Street and its intersections.

Future (Post-2030) Volumes

Future (Post-2030) Average Daily Traffic (ADT) volumes for roadway segments in the study area are given below. Volumes are based on data from the Moreno Valley Traffic Model (MVTM), derived for the Nason Street Improvement Project Traffic Analysis conducted by Urban Crossroads in 2012. Additionally, AM and PM peak hour intersection turning movement counts are provided on Figures 4.19 and 4.20.

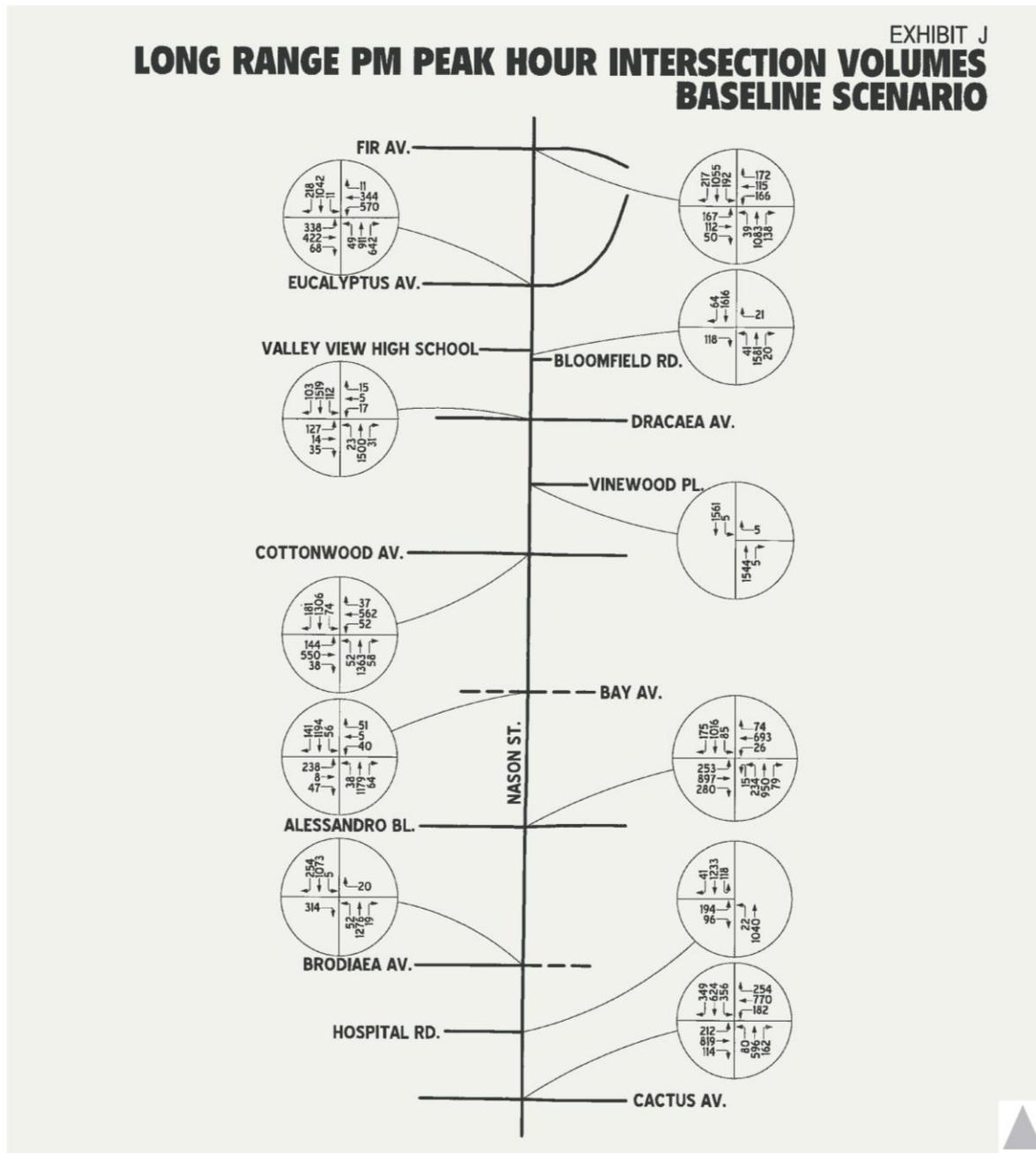
Figure 4.19 – Future Intersection Volumes (AM Peak Hour)



Source: Nason Street Improvements Traffic Analysis. Urban Crossroads, May 2012.

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Figure 4.20 – Future Intersection Volumes (PM Peak Hour)



Source: Nason Street Improvements Traffic Analysis. Urban Crossroads, May 2012.

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 4.9: FUTURE (POST-2030) VOLUMES

STREET	SEGMENT	ADT
NASON ST.	N OF FIR AVE.	30,300
	N OF EUCALYPTUS AVE.	26,100
	N OF BLOOMFIELD RD.	41,500
	N OF DRACAEA AVE.	42,000
	N OF VINEWOOD PL.	39,500
	N OF COTTONWOOD AVE.	39,400
	N OF BAY AVE.	35,300
	N OF ALESSANDRO BLVD.	32,300
	N OF BRODIAEA AVE.	28,300
	N OF HOSPITAL RD.	27,600
	N OF CACTUS AVE.	21,500
	S OF CACTUS AVE	21,300
	FIR AVE.	W OF NASON ST.
E OF NASON ST.		6,100
EUCALYPTUS AVE.	W OF NASON ST.	15,800
	E OF NASON ST.	26,100
VALLEY VIEW HS	W OF NASON ST.	2,800
BLOOMFIELD RD.	E OF NASON ST.	900
DRACAEA AVE.	W OF NASON ST.	4,800
	E OF NASON ST.	2,100
VINEWOOD PL.	E OF NASON ST.	300
COTTONWOOD AVE.	W OF NASON ST.	13,300
	E OF NASON ST.	12,300
BAY AVE.	W OF NASON ST.	5,900
	E OF NASON ST.	2,800
ALESSANDRO BLVD.	W OF NASON ST.	27,200
	E OF NASON ST.	23,100
BRODIAEA AVE.	W OF NASON ST.	7,500
	E OF NASON ST.	500
HOSPITAL RD.	W OF NASON ST.	5,000
CACTUS AVE.	W OF NASON ST.	30,000
	E OF NASON ST.	31,100

SOURCE: URBAN CROSSROADS, 2012

As can be seen in Table 4.9, substantial volume increases are expected along Nason Street and intersecting roadways.

Future (Post-2030) Intersection Level of Service

Future (Post-2030) levels of service for intersections along Nason Street are provided in Table 4.10. Intersections were analyzed using the HCM 2000 methodology and reflect level of service as a function of average delay. According to Table 4.10, intersections will perform at satisfactory levels of service.

TABLE 4.10: FUTURE (POST-2030) INTERSECTION LEVEL OF SERVICE

INTERSECTION	AM DELAY (SEC)	AM LOS	PM DELAY (SEC)	PM LOS
FIR AVE.	24.3	C	27.5	C
EUCALYPTUS AVE.	38.4	D	37.0	D
VALLEY VIEW HS / BLOOMFIELD RD.	20.0	C	14.2	B
DRACAEA AVE.	18.2	B	21.3	C
VINEWOOD PL.	10.0	B	11.2	B
COTTONWOOD AVE.	26.2	C	33.0	C
BAY AVE.	7.7	A	17.0	B
ALESSANDRO BLVD.	37.5	D	37.1	D
BRODIAEA AVE.	13.7	B	20.9	C
HOSPITAL RD.	8.5	A	12.8	B
CACTUS AVE.	46.8	D	53.0	D

SOURCE: URBAN CROSSROADS, 2012

Future (Post-2030) Roadway Level of Service

Future (Post-2030) levels of service for roadway segments along Nason Street are provided in Table 4.11. Several segments along Nason Street are projected to operate at unsatisfactory levels of service.

TABLE 4.11: FUTURE (POST-2030) ROADWAY LEVEL OF SERVICE

SEGMENT	V/C RATIO	LOS
NORTH OF FIR AVE.	0.81	D
BETWEEN FIR AVE. AND EUCALYPTUS AVE.	0.70	B
BETWEEN EUCALYPTUS AVE. AND BLOOMFIELD RD.	1.11	F
BETWEEN BLOOMFIELD RD. AND DRACAEA AVE.	1.12	F
BETWEEN DRACAEA AVE. AND VINEWOOD PL.	1.05	F
BETWEEN VINEWOOD PL. AND COTTONWOOD AVE.	1.05	F
BETWEEN COTTONWOOD AVE. AND BAY AVE.	0.94	E
BETWEEN BAY AVE. AND ALESSANDRO BLVD.	0.86	D
BETWEEN ALESSANDRO BLVD. AND BRODIAEA AVE.	0.60	B
BETWEEN BRODIAEA AVE. AND HOSPITAL RD.	0.59	A
BETWEEN HOSPITAL RD. AND CACTUS AVENUE	0.86	D
SOUTH OF CACTUS AVENUE	0.85	D

SOURCE: URBAN CROSSROADS, 2012

4.2 Regulatory Considerations

The regulatory framework is used to inform decision makers about the regulatory agencies/policies that affect transportation in the Corridor. This enables them to make informed decisions about planning improvements to transportation systems in the Corridor. This document includes a discussion of funding and regulation. Major policy documents impacting the transportation system in the Nason Street Corridor Study Area include laws at the state level and planning documents at a regional and local level.

State Regulations

AB 32 – Global Warming Solutions Act

With the passage of the Global Warming Solutions Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resource Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline.

In 2007, ARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, ARB defined its 1990 baseline level of emissions, and by 2011 it completed its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, came into effect January 1, 2012. The cap and trade program controls pollution by a governing agency selling permits on the amount of pollutants a firm can emit. A firm's pollutants cannot exceed the limit. Firms requiring the need to increase their emissions must purchase permits from other firms requiring fewer permits.

SB 375 – Sustainable Communities and Climate Protection Act

On December 11, 2008, the ARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, SB 375 will address regional GHG emission targets. ARB's Regional Targets Advisory Committee will guide the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the State. These targets, which MPOs may propose themselves, will be updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs will be required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action

items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they 1) are at least 50% residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

SB 743 – General CEQA Reform

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of the State. According to the legislative intent contained in SB 743, these changes to current practice were necessary to *“More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.”*

To implement this intent, SB 743 contains amendments to current congestion management law that allows cities and counties to effectively opt-out of the LOS standards that would otherwise apply in areas where Congestion Management Plans (CMPs) are still used. Further, SB 743 requires the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines and establish, "... *criteria for determining the significance of transportation impacts of projects within transit priority areas.*" The new criteria, "... *shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.*" Once the Secretary of the Natural Resources Agency certifies the new guidelines, then "...*automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment..., except in locations specifically identified in the guidelines, if any.*" OPR is in the early stages of investigating alternative metrics, but a preliminary metrics evaluation suggests that auto delay and LOS may work against goals such as greenhouse gas reduction and accommodation of all modes. On August 6, 2014, OPR released a preliminary draft of changes to CEQA Guidelines to incorporate SB 743.

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Some alternative metrics were identified in the law including VMT or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for CEQA impacts.

Regional Regulations and Plans

Riverside County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, including Riverside, to prepare a Congestion Management Plan (CMP). The CMP, which was prepared by the RCTC in

consultation with the County and the cities in Riverside County, is an effort to align land use, transportation, and air quality management efforts, to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by RCTC to evaluate the condition of the Congestion Management System (CMS) and meet other monitoring requirements at the State and Federal levels. Per the adopted Level of Service target of “E,” when a CMS segment falls to “F,” a deficiency plan is required. Preparation of a deficiency plan will be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency will also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule of mitigating the deficiency. To ensure that the CMS is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMS.

Western Riverside Council of Governments, Transportation Uniform Mitigation Fee (WRCOG TUMF)

In November 1988, Riverside County voters approved Measure “A”; a one-half cent increase in sales tax over a twenty year period to be used for transportation purposes. A major factor contributing to the support of Measure “A” was the “return to source” concept which requires the additional sales tax revenue generated in a specific geographic area be used to finance projects within that same area, and that Transportation Uniform Mitigation Fees (TUMF) be adopted in Western Riverside County on all new development. The program has been so successful, in November 2002, Riverside County voters approved a 30-year extension of Measure “A” (2009 - 2039). Despite its success, Measure “A” funds will only contribute a portion of the

transportation improvements necessary to prevent a potential breakdown of the regional transportation system.

The TUMF program was developed to generate additional funds required for necessary improvements to the regional transportation system. TUMF is a development impact assessment which provides funding for transportation improvements required to support new development. The assessment is based on the number of vehicle trips new development or site improvement will generate. Local jurisdictions may choose not to collect TUMF, however, jurisdictions not collecting TUMF forfeit their share of Local Measure “A” funds to the regional arterial program.

WRCOG 4-City Neighborhood Electric Vehicle Transportation Plan

Neighborhood Electric Vehicles (NEV's) are low speed, all-electric powered vehicles that do not produce tailpipe emissions. They are typically capable of traveling 25-35 MPH with a range of 30 miles per charge. NEV batteries charge through a standard power outlet. NEV's differ from traditional golf carts by being substantially heavier and being capable of a higher top speed. Additionally, NEV's require a valid California driver's license. Since NEV's are considered low speed vehicles, they are legally limited to certain roads (usually those with posted speed limits of 35 MPH or less) and require legislative acts to allow use on facilities greater than 35 MPH. In areas that implement NEV master plans, NEVs can especially be effective for connecting residential land uses with nearby destinations.

Effective NEV implementation is needed to overcome obstacles such as connection issues and safety. Therefore, the Western Riverside Council of Governments (WRCOG) has developed the WRCOG 4-City Neighborhood Electric Vehicle Transportation Plan to leverage existing and future public street networks for maximum benefit in the Cities of Corona, Norco, Riverside, and Moreno Valley and surrounding unincorporated communities.

The Plan is the result of collaboration between WRCOG, local jurisdictions, Caltrans, Riverside County Transportation Commission (RCTC), Riverside Transit Agency

(RTA), and other county stakeholders. The Plan recommends several near-term and long-term NEV routes within each jurisdiction, including the City of Moreno Valley.

Western Riverside County Non-Motorized Transportation Plan

The Western Riverside Council of Governments (WRCOG) recognizes the value of providing alternative modes of transportation in addressing congestion, emissions, improved mobility, and healthier and more livable communities. In 2010, WRCOG released its Non-Motorized Transportation Plan as an update to the plan developed in 1996. The Plan lays out a regional backbone of bicycle, pedestrian, neighborhood electric vehicle (NEV), and golf cart facilities to improve transportation mobility options. In addition to presenting various proposed routes, the Plan discusses goals and strategies, design guidelines, funding opportunities, benefits of implementation, and an implementation approach. Furthermore, local governments that apply for funds for projects in the Plan will receive some priority in funding decisions for non-motorized facilities.

Local Regulations and Plans

City of Moreno Valley Development Impact Fees

The City of Moreno Valley collects development impact fees from new private development to help fund future transportation system improvements. The exact fees collected are available on the City of Moreno Valley's website.

City of Moreno Valley Circulation Element

The City of Moreno Valley General Plan (2006) was developed to provide a comprehensive long-term strategy for how and where physical development would occur in the City. The Circulation Element specifically addresses Moreno Valley's transportation goals including:

- Maintain safe and adequate pedestrian, bicycle, and public transportation systems to provide alternatives to single occupant vehicular travel and to support planned land uses.
- Support and encourage development of safe, efficient, and aesthetic pedestrian facilities.

- Encourage bicycling as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution.

4.3 Conclusions

This section identifies issues and opportunities related to the various issues within the Corridor. These issues and constraints are generally related to conditions within the entire Corridor.

Issues

Obstacles for Pedestrians – Sidewalks are nonexistent in several areas along the Corridor. Additionally, there is a lack of uniformity in width and design in locations that do provide paved sidewalks. Impediments to walking in the Corridor can explain the low levels of pedestrian mode choice in this and other areas of Moreno Valley. Additionally, land use development along the corridor is not at a pedestrian scale (e.g. it is set back from the roadway and, in many cases, has a large parking lot between the land use and the sidewalk).

Lack of Uniformity or Connectivity for Bicycle Facilities – Currently, bikeways in the Corridor vary between Class I, Class II, and Class III bikeways with little uniformity. Additionally, bikeways are not connected to one another and are somewhat disjointed. This can create a difficult network for bicyclists to navigate.

Significant Physical Obstacles for Transit Users – Many bus stops in the Corridor lack either a bench or a shelter, and instead merely provide signage and schedule information. In addition, many bus stops are on roadway segments with no sidewalk access, making transit use difficult.

Low Transit Demand Potential – According to the Riverside Transit Agency's Comprehensive Operational Assessment (COA), the area surrounding the Corridor currently displays low transit demand potential. RTA's assessment was based on factors such as employment and population density, development patterns, and street patterns, among others. This low demand can make it difficult to implement

new transit service in the Corridor in the near future since ridership may remain too low to be financially stable.

Opportunities

Roadway Widening – Currently, several roadway segments in the Corridor are being widened for the Nason Street Improvement Project. As roadways are being widened, there exists the opportunity to include other improvements such as pedestrian, bicycle, and transit amenities.

Undeveloped/Unoccupied/Vacant Land – Many parcels along the corridor are currently vacant and undeveloped. These parcels present many development opportunities for the Corridor.

Future Transit Service Improvements – RTA's 10-Year Transit Network Plan will improve local bus service in the Corridor, potentially improving access to modes other than the automobile for residents and employees of the area. Additionally, WRCOG's 2010 study of potential Bus Rapid Transit routes in Western Riverside County recommended BRT service to the Riverside County Medical Center in the south of the study area.

Proposed Bikeway Improvements – The City of Moreno Valley's Draft Bicycle Master Plan proposes substantial improvements to bicycle infrastructure in the corridor. This includes increased coverage on local roadways. The Plan's proposed additions consist of more uniformity and consistency of bikeway types and design in the Corridor.

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5. Market Conditions

This section is focused on the economic conditions in Moreno Valley in general and the particular conditions in the Corridor.

5.1 Market Context

The north end of the plan area is characterized by a mix of auto oriented retail and commercial uses with frontage along Nason Street at the intersection of SR-60. There are several large format retail stores such as Target, Kohl's and Walmart in this area. The north end of the plan area also includes a cluster of auto dealerships. South of Fir Ave, the corridor becomes more residential in nature. There are two important institutional land uses along the corridor. These include Valley View High School at Nason and Eucalyptus and the Riverside County Regional Medical Center at Nason and Cactus.

The corridor offers the opportunity to create denser nodes of transit serviced and walkable neighborhoods at key locations. In particular at major employment centers such as the Medical Center and High School or at the commercial cluster at the north end or the corridor. In addition there are large undeveloped parcels along the course of the corridor that may be induced to develop in a pattern that is supportive of transit use and or create moments of differentiation from the existing auto oriented development pattern that characterizes the area.

Information in this report is provided at varying levels of geography tied to the availability of data. Familiar political jurisdictions such as the City of Moreno Valley, Riverside County and the State of California are provided in order to give context for information provided on the plan area. The Planning Area for the economic analysis has been defined by four census tracts that are roughly coterminous with the boundaries of the Corridor Plan, however it includes residential sections and

neighborhoods that have been excluded from the defined boundaries of the project area itself. These tracts are:

- 426.21
- 426.22
- 487
- 511

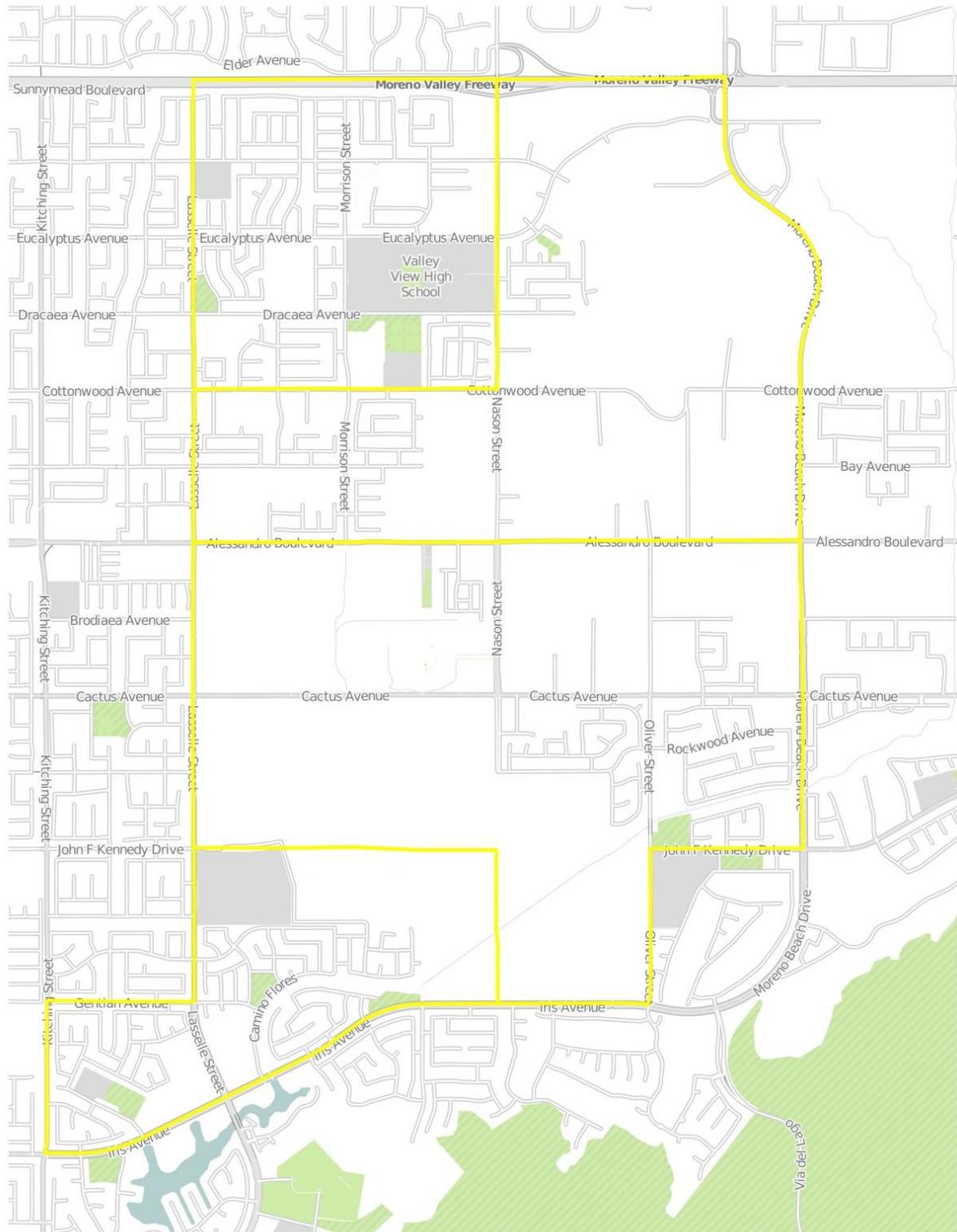
Most of the information presented in this section will refer to the Corridor. The boundaries of these tracts are shown on Figure 4.1.

The existing conditions analysis provides information on the following topic areas:

- Population
- Households
- Housing and residential real estate
- Employment and incomes
- Real estate markets
 - Multi-unit residential
 - Office
 - Industrial
 - Retail

Data for the Corridor will be presented in terms of a comparative index to Riverside County as a whole in order to identify the relative concentration of any particular variable and its attributes within the Corridor. This index value is presented in percentage terms. An index value of 100% shows that the attribute occurs within the Corridor at the same rate that occurs in the County as a whole. Index values under 100% indicate an underrepresentation of the attribute being examined; values over 100% indicate an overrepresentation of the attribute.

FIGURE 4.1. CENSUS TRACTS IN PLAN AREA



Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

5.2 Population

Table 5.1 lists the population rank of Riverside County cities. According to the California Department of Finance, Moreno Valley, with a population of 193,365, is the 2nd largest city in Riverside County and represents approximately 8.8% of the county's total population of over 2.1 million in 2013. Moreno Valley has experienced significant rates of growth since 2000, considerably higher than the state wide growth rate but somewhat lower than Riverside County as a whole. Table 5.2 compares the rate of population growth for California, Riverside County and Moreno Valley indexed to 2000. California Department of Finance estimates indicate that Moreno Valley has experienced a population growth of just less than 40% over the last 13 years. This is in comparison to the growth rate of approximately 45% for Riverside County and 12% for California as a whole over the same time period. Figure 4.2 shows this growth in an index form.

Moreno Valley's population is generally younger than Riverside County's. As shown on Table 3.3, Moreno Valley has a median age of 28.6 years in comparison to the county at 33.7. Looking more specifically at the Corridor, it is home to a significant concentration of school aged children and people in their early 30s. The median age for the Corridor was reported at 28.5 years of age.

The 2010 census reported that just over 22,177 people lived within the Corridor. This compares to total population of Moreno Valley at just over 193,000. Again, that note that 2010 census data varies from California Department of Finance annual estimates.

Data for race and ethnicity from the 2010 census is shown on Table 5.4. A large proportion of the Corridor and the city's population is comprised of individuals who identify themselves as being Hispanic of any race. This group represents 49% and

54% respectively compared to 45% for Riverside County. In terms of nationality, just over 25% of the Corridor population reports being foreign born.

This compares to a rate of 24% for Moreno Valley and 21% for Riverside County. Foreign-born individuals occur in the Corridor at 115% of the rate that they occur in the county. In terms of the place of birth for the foreign-born population, the largest group reports their origins as being from Latin America. However, the proportion of Latin American for individuals within the Corridor occurs at approximately the same rate as Moreno Valley. Information on linguistic isolation (speaking English less than very well) is also presented, with individuals who report speaking English less than very well accounting for approximately 14% of the total population aged five and over within the Corridor. The majority of these linguistically isolated individuals report Spanish as their primary language spoken at home. This data is summarized in Table 5.5. The population is on average less linguistically isolated than the population of the county as a whole.

TABLE 5.1: CITY POPULATIONS IN RIVERSIDE COUNTY, 2013

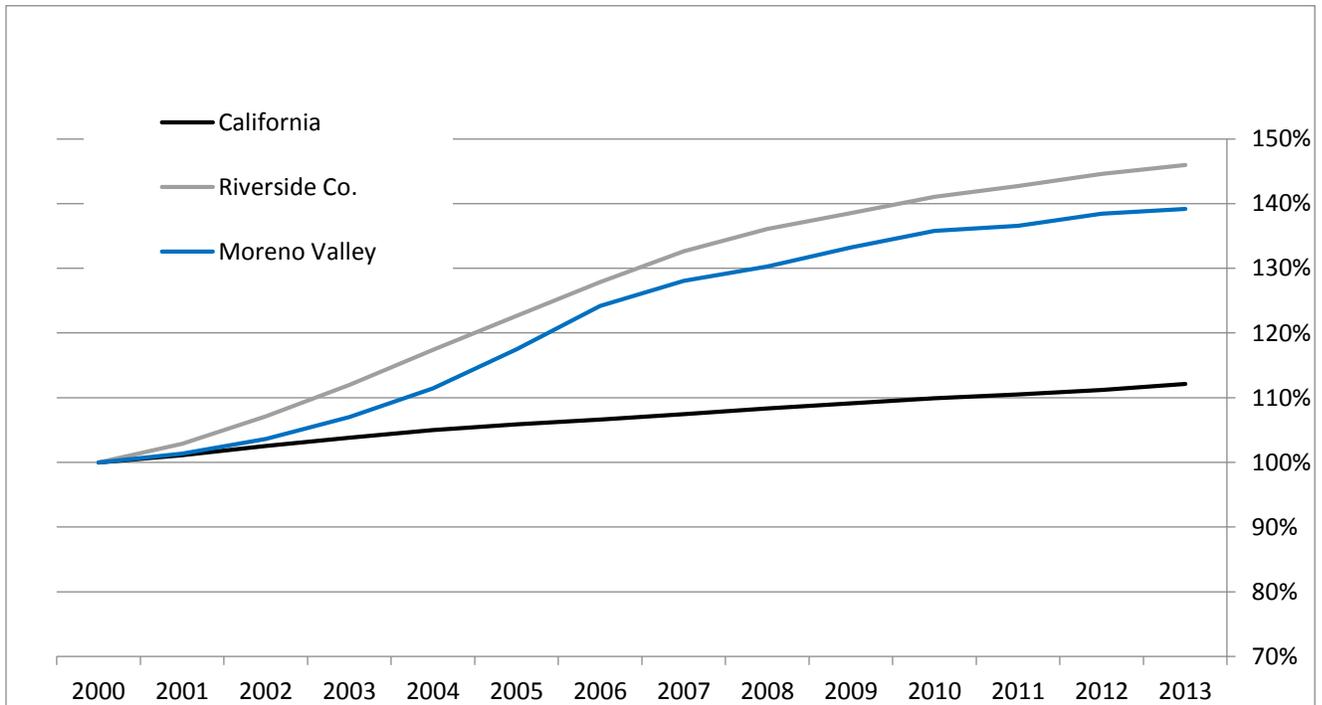
County Rank	City	Population	Percent of County
1	Riverside	303,871	13.9%
2	<i>Moreno Valley</i>	<i>193,365</i>	<i>8.8%</i>
3	Corona	152,374	7.0%
4	Murrieta	103,466	4.7%
5	Temecula	100,097	4.6%
6	Hemet	78,657	3.6%
7	Menifee	77,519	3.5%
8	Indio	76,036	3.5%
9	Perris	68,386	3.1%
10	Lake Elsinore	51,821	2.4%
11	Cathedral City	51,200	2.3%
12	Palm Desert	48,445	2.2%
13	Palm Springs	44,552	2.0%
14	San Jacinto	44,199	2.0%
15	Coachella	40,704	1.9%
16	La Quinta	37,467	1.7%
17	Beaumont	36,877	1.7%
18	Wildomar	32,176	1.5%
19	Banning	29,603	1.4%
20	Norco	27,063	1.2%
21	Desert Hot Springs	25,938	1.2%
22	Blythe	20,817	1.0%
23	Rancho Mirage	17,218	0.8%
24	Canyon Lake	10,561	0.5%
25	Calimesa	7,879	0.4%
26	Indian Wells	4,958	0.2%
	<i>Balance Of County</i>	504,392	23.0%
	<i>Incorporated</i>	1,685,249	77.0%
	<i>County Total</i>	2,189,641	100.0%

SOURCE: US CENSUS AND MR+E

TABLE 5.2 POPULATION GROWTH

Year	California	Riverside Co.	Moreno Valley
2013	37,984,138	2,255,653	198,183
2012	37,668,804	2,234,209	197,088
2011	37,427,946	2,205,731	194,451
2010	37,223,900	2,179,692	193,365
2009	36,966,713	2,140,626	189,690
2008	36,704,375	2,102,741	185,513
2007	36,399,676	2,049,902	182,330
2006	36,116,202	1,975,913	176,830
2005	35,869,173	1,895,695	167,262
2004	35,570,847	1,814,485	158,634
2003	35,163,609	1,730,219	152,355
2002	34,725,516	1,655,291	147,533
2001	34,256,789	1,589,708	144,312
2000	33,873,086	1,545,387	142,379

FIGURE 4.2 POPULATION GROWTH INDEXED TO 2000



Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 5.3 AGE DISTRIBUTION, 2010

Year	Corridor	City of Moreno Valley	Riverside County	Percentage	
Under 5 years	1,842	16,175	162,438	8.63%	7.42%
5 to 9 years	1,846	16,354	167,065	8.65%	7.63%
10 to 14 years	1,955	18,068	177,644	9.16%	8.11%
15 to 19 years	2,161	19,289	187,125	10.13%	8.55%
20 to 24 years	1,702	16,173	154,572	7.98%	7.06%
25 to 29 years	1,801	14,595	143,992	8.44%	6.58%
30 to 34 years	1,677	13,372	138,437	7.86%	6.32%
35 to 39 years	1,588	12,993	143,926	7.44%	6.57%
40 to 44 years	1,509	12,766	149,379	7.07%	6.82%
45 to 49 years	1,371	12,731	152,722	6.42%	6.97%
50 to 54 years	1,188	12,313	140,016	5.57%	6.39%
55 to 59 years	936	9,505	114,765	4.39%	5.24%
60 to 64 years	652	6,897	98,974	3.06%	4.52%
65 to 69 years	391	4,382	78,495	1.83%	3.58%
70 to 74 years	291	3,083	62,103	1.36%	2.84%
75 to 79 years	188	2,240	49,003	0.88%	2.24%
80 to 84 years	118	1,346	36,793	0.55%	1.68%
85 years and over	124	1,083	32,192	0.58%	1.47%
Median age	28.5	28.6	33.7	84.57%	
Total	21,340	193,365	2,189,641	0.97%	

TABLE 5.4 RACE AND ETHNICITY, 2012

Race	Corridor	City of Moreno Valley	Riverside County	Corridor (%)	County (%)	Index (%)
White	3,419	36,573	869,068	15.42%	39.69%	38.84%
African American	4,793	33,195	130,823	21.61%	5.97%	361.74%
American Indian	87	573	10,931	0.39%	0.50%	78.58%
Asian	2,101	11,423	125,921	9.47%	5.75%	164.74%
Native Hawaiian / P.I.	94	990	5,849	0.42%	0.27%	158.68%
Some Other Race	80	388	3,682	0.36%	0.17%	214.52%
Two or More Races	654	5,054	48,110	2.95%	2.20%	134.22%
Hispanic (Any race)	10,949	105,169	995,257	49.37%	45.45%	108.62%
Median age	28.5	28.6	33.7	84.57%		
Total	22,177	193,365	2,189,641	1.01%		

TABLE 5.5 NATIONALITY AND LANGUAGE 2012

	Number	Nason Street Corridor	Moreno Valley	Riverside County	Nason Street Corridor Indexed to County
PLACE OF BIRTH					
Total population	20,837	197,068	2,192,982		
Native	15,559	148,141	1,711,123		95.7
Born in United States	15,288	146,326	1,688,915		95.2
State of residence (CA)	12,627	121,676	1,265,964		104.9
Different state	2,661	24,650	422,951		66.2
Puerto Rico or abroad to American parent(s)	271	1,815	22,208		128.4
Foreign born	5,278	48,927	481,859		115.2
U.S. CITIZENSHIP STATUS					
Foreign-born population	5,278	48,927	481,859		
Naturalized U.S. citizen	3,204	21,335	205,758		142.1
Not a U.S. citizen	2,074	27,592	276,101		68.5
WORLD REGION OF BIRTH OF FOREIGN BORN					
Foreign-born population	5,278	48,927	481,859		
Europe	65	787	25,610		23
Asia	1,685	8,826	91,969		167
Africa	108	1,253	6,466		152
Oceania	65	221	2,322		255
Latin America	3,341	37,743	344,634		88
Canada / Other North America	14	97	10,858		11
LANGUAGE SPOKEN AT HOME					
Population 5 years and over	18,998	180,923	2,030,097		
English only	10,109	87,751	1,221,523		88.4
Language other than English	8,889	93,172	808,574		117.4
Speak English less than "very well"	2,692	33,079	327,448		87.8
Spanish	6,729	80,567	673,265		106.8
Speak English less than "very well"	2,139	29,013	276,304		82.7
Other Indo-European languages	331	2,440	42,022		84.1
Speak English less than "very well"	71	672	11,156		68.0
Asian and Pacific Islander languages	1,633	8,187	80,919		215.6
Speak English less than "very well"	466	3,080	36,790		135.3
Other languages	196	1,978	12,368		169.3
Speak English less than "very well"	16	314	3,198		53.4

Source: US Census and MR+E, DP02

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

5.3 Households

The Corridor contains 5,779 households of which approximately 82% are family households. The average household size is 3.7 which is the same as the city's and somewhat larger than the county average with the city and county reporting averages of 3.74 and 3.14 respectively. 69% of family households in the Corridor live with related children under 18 years of age. Table 5.6 provides detailed information on the size of household and family structure for the Corridor, Moreno Valley, and Riverside County.

TABLE 5.6 HOUSEHOLD STRUCTURE 2010

	Corridor	Moreno Valley	Riverside County	Corridor (%)	Moreno Valley (%)	Riverside County (%)	Corridor (%)
HOUSEHOLD TYPE							
Total households	5,779	51,592	686,260				
Family households	4,738	43,181	510,241	81.99%	83.70%	74.35%	110
Male householder	3,074	28,103	357,691	53.19%	54.47%	52.12%	102
Female householder	1,664	15,078	152,550	28.79%	29.23%	22.23%	130
Nonfamily households	1,041	8,411	176,019	18.01%	16.30%	25.65%	70
Male householder	510	4,101	84,686	8.83%	7.95%	12.34%	72
Living alone	351	2,754	58,397	6.07%	5.34%	8.51%	71
Female householder	531	4,310	91,333	9.19%	8.35%	13.31%	69
Living alone	401	3,340	74,097	6.94%	6.47%	10.80%	64
HOUSEHOLD SIZE							
Total households	5,779	51,592	686,260				
1-person household	752	6,094	132,494	13.01%	11.81%	19.31%	67
2-person household	1,125	10,627	194,449	19.47%	20.60%	28.33%	69
3-person household	1,008	9,029	104,641	17.44%	17.50%	15.25%	114
4-person household	1,139	9,579	108,831	19.71%	18.57%	15.86%	124
5-person household	819	7,379	71,703	14.17%	14.30%	10.45%	136
6-person household	473	4,340	37,337	8.18%	8.41%	5.44%	150
7-or-more-person household	463	4,544	36,805	8.01%	8.81%	5.36%	149
Average household size	3.7	3.74	3.14				117
Average family size	4.0	3.99	3.61				111
FAMILY STRUCTURE							
Families	4,738	43,181	510,241				
With related children under 18 years	3,273	28,122	290,070	69.08%	65.13%	56.85%	122
With own children under 18 years	2,858	24,115	257,077	60.32%	55.85%	50.38%	120
Under 6 years only	552	3,955	47,521	11.65%	9.16%	9.31%	125
Under 6 and 6 to 17 years	693	6,278	62,657	14.63%	14.54%	12.28%	119
6 to 17 years only	1,613	13,882	146,899	34.04%	32.15%	28.79%	118

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 5.6 HOUSEHOLD STRUCTURE 2010 (CONTINUED)

	Corridor	Moreno Valley	Riverside County	Corridor (%)	Moreno Valley (%)	Riverside County (%)	Corridor (%)
Husband-wife families	3,231	29,000	376,381	68.19%	67.16%	73.77%	
With related children under 18 years	2,163	18,213	202,045	45.65%	42.18%	39.60%	11%
With own children under 18 years	1,965	16,210	185,194	41.47%	37.54%	36.30%	11%
Under 6 years only	365	2,481	33,636	7.70%	5.75%	6.59%	11%
Under 6 and 6 to 17 years	515	4,544	48,031	10.87%	10.52%	9.41%	11%
6 to 17 years only	1,085	9,185	103,527	22.90%	21.27%	20.29%	11%
Female householder, no husband present	1,074	9,990	91,015	22.67%	23.14%	17.84%	
With related children under 18 years	792	7,124	60,935	16.72%	16.50%	11.94%	14%
With own children under 18 years	641	5,687	49,824	13.53%	13.17%	9.76%	13%
Under 6 years only	116	952	8,393	2.45%	2.20%	1.64%	14%
Under 6 and 6 to 17 years	112	1,195	10,132	2.36%	2.77%	1.99%	11%
6 to 17 years only	413	3,540	31,299	8.72%	8.20%	6.13%	14%

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

5.4 Housing and Residential Real Estate

There are 6,272 total housing units located within the Corridor. This represents approximately 11% of Moreno Valley's total housing stock. Table 5.7 provides detail on occupancy status and tenure. Sixty percent of the Corridor units are owner occupied, about the same rate as the city and county.

Table 5.8 provides additional information on the attributes of dwelling units and information on housing overcrowding.

Seventy percent of the dwelling units in the Corridor are single family detached units. This compares with approximately 79% for the city and 68% for the county. The largest class of multifamily units are in structures with between 10 and 19 units which accounts for 710 units. Additionally, 423 units are in structures with 20 or more units. A total of 402 units are reported as being overcrowded that is units with more than one occupant per room. This accounts for approximately 7% of the total Corridor housing stock which is lower than what was experienced throughout Moreno Valley. Housing overcrowding is often a symptom of high housing costs relative to the regional market.

Figure 5.3 provides data for the median sales price for single-family homes in California, Riverside County and zip code 92555 which covers portions Moreno Valley including the Corridor. As of June 2014, median sales price for single-family homes in zip code 92555, which covers most of the east side of Moreno Valley, was \$250,000. This compares to countywide median price of \$290,000 and the statewide median of \$386,000. The Corridor, like the rest of California, experienced a peak in sales prices in late 2006, however with the onset of the recession in 2007 and financial crisis in 2008 housing prices underwent a relatively significant decline until the spring of 2010.

TABLE 5.7 HOUSING TENURE 2012

Number	Corridor	Moreno Valley	Riverside County	Corridor Indexed to County
POPULATION				
Population	21,340	193,365	2,189,641	0.97%
Households	5,779	51,592	686,260	0.84%
Total housing units	6,272	55,559	800,707	0.78%
OCUPANCY STATUS				
Total housing units	6,272	55,559	800,707	0.78%
Occupied housing units	5,779	51,592	686,260	0.84%
Vacant housing units	493	3,967	114,447	0.43%
TENURE				
Occupied housing units	5,779	51,592	686,260	0.84%
Owner occupied	3,768	33,393	462,212	0.82%
Owned with a mortgage or loan	3,515	30,053	363,460	0.97%
Owned free and clear	253	3,340	98,752	0.26%
Renter occupied	2,011	18,199	224,048	0.90%
VACANCY STATUS				
Vacant housing units	493	3,967	114,447	0.43%
For rent	156	1,486	23,547	0.66%
Rented, not occupied	8	66	1,107	0.72%
For sale only	183	1,196	18,417	0.99%
Sold, not occupied	24	177	3,255	0.74%
For seasonal, recreational, or occasional use	9	130	50,538	0.02%
For migratory workers	-	1	84	0.00%
Other vacant	113	911	17,499	0.65%

TABLE 5.7 HOUSING TENURE 2012 (CONTINUED)

Percentage	Corridor (%)	Moreno Valley (%)	Riverside County (%)	Corridor Indexed to County
OCUPANCY STATUS				
Total housing units				
Occupied housing units	92.14%	92.86%	85.71%	107.51%
Vacant housing units	7.86%	7.14%	14.29%	54.99%
TENURE				
Occupied housing units				
Owner occupied	60.08%	60.10%	57.73%	104.07%
Owned with a mortgage or loan	56.04%	54.09%	45.39%	123.46%
Owned free and clear	4.03%	6.01%	12.33%	32.71%
Renter occupied	32.06%	32.76%	27.98%	114.59%
VACANCY STATUS				
Vacant housing units				
For rent	2.49%	2.67%	2.94%	84.58%
Rented, not occupied	0.13%	0.12%	0.14%	92.26%
For sale only	2.92%	2.15%	2.30%	126.85%
Sold, not occupied	0.38%	0.32%	0.41%	94.13%
For seasonal, recreational, or occasional use	0.14%	0.23%	6.31%	2.27%
For migratory workers	0.0%	0.00%	0.01%	0.00%
Other vacant	1.80%	1.64%	2.19%	82.44%

Source: US Census and MR+E QT-H1

Table 5.8 Housing Attributes 2012

	Corridor	Moreno Valley	Riverside County	Corridor Indexed to County
UNITS				
Total housing units	6,032	54,752	799,360	0.75%
Occupied housing units	5,692	50,393	676,618	0.84%
Vacant housing units	340	4,359	122,742	0.28%
UNITS IN STRUCTURE				
1-unit, detached	4,239	43,284	543,732	0.78%
1-unit, attached	213	1,475	51,150	0.42%
2 units	30	263	10,984	0.27%
3 or 4 units	235	1,177	25,459	0.92%
5 to 9 units	85	1,446	31,967	0.27%
10 to 19 units	710	2,687	25,694	2.76%
20 or more units	423	3,192	35,738	1.18%
Mobile home	97	1,180	73,029	0.13%
Boat, RV, van, etc.	-	48	1,607	0.00%
OCCUPANTS PER ROOM				
1.00 or less	5,290	44,686	627,033	0.84%
1.01 to 1.50	249	4,091	36,321	0.69%
1.51 or more	153	1,616	13,264	1.15%

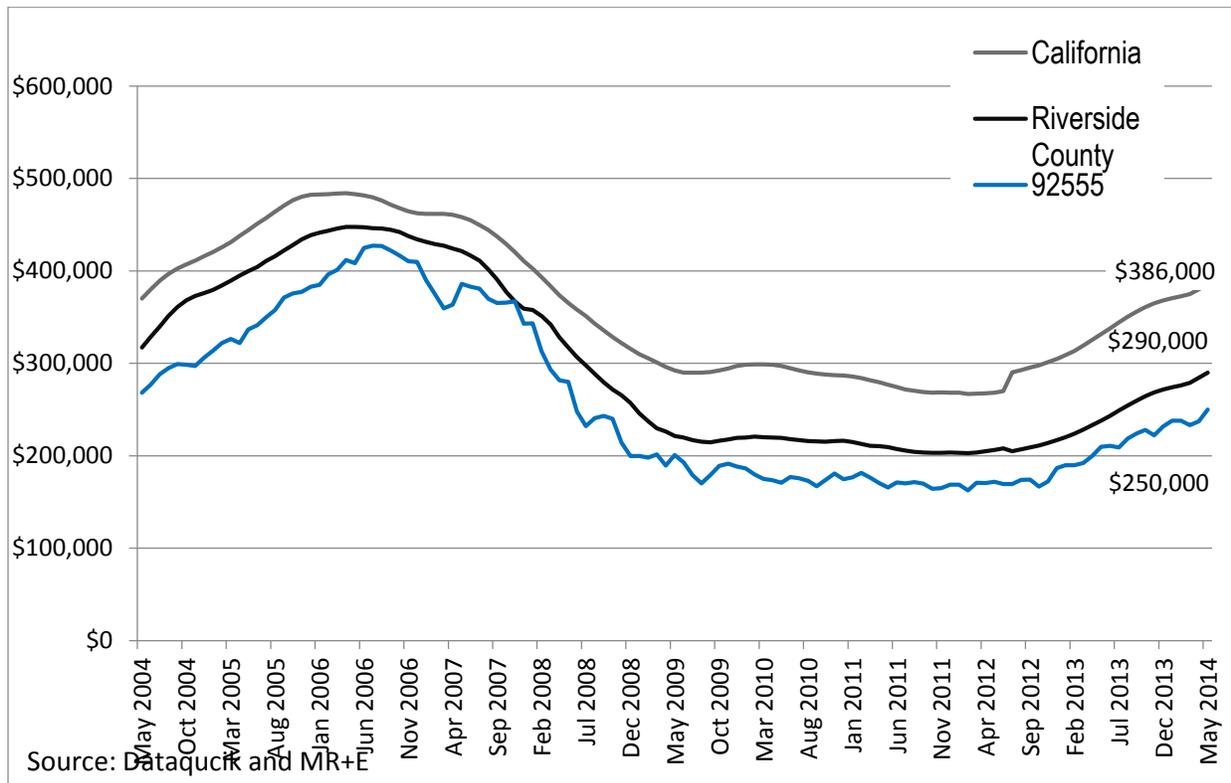
Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Table 5.8 Housing Attributes 2012 (CONTINUED)

	Corridor (%)	Moreno Valley (%)	Riverside County (%)	Corridor Indexed to County
Units in structure				
1-unit, detached	70.28%	79.05%	68.02%	103.31%
1-unit, attached	3.53%	2.69%	6.40%	55.18%
2 units	0.50%	0.48%	1.37%	36.19%
3 or 4 units	3.90%	2.15%	3.18%	122.32%
5 to 9 units	1.41%	2.64%	4.00%	35.24%
10 to 19 units	11.77%	4.91%	3.21%	366.19%
20 or more units	7.01%	5.83%	4.47%	156.85%
Mobile home	1.61%	2.16%	9.14%	17.60%
Boat, RV, van, etc.	0.00%	0.09%	0.20%	0.00%
Occupants per room				
1.00 or less	92.94%	88.68%	92.67%	100.29%
1.01 to 1.50	4.37%	8.12%	5.37%	81.49%
1.51 or more	2.69%	3.21%	1.96%	137.12%

Source: US Census ACS and MR+E, DP-04

FIGURE 5.3 MEDIAN SALES PRICE, SINGLE FAMILY HOMES



Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Throughout the entire time period, housing prices in 92555 were lower than the county average and California as a whole. However that differential began to shrink with declines in the overall housing market. In general, prices in the Corridor have trended concurrently with state and county price levels with Moreno Valley area housing consistently priced below Riverside County averages the last decade. Table 5.9 provides the comparative data on an annual average basis.

Evidence of the recent volatility in the local housing market can be seen in the rates of new housing construction in Moreno Valley and Riverside County which peaked in 2006. Table 5.10 provides data on new residential construction. The effects of the financial crisis can also be seen in a rapid spike in residential housing foreclosures that occurred in the city and county from 2007 through 2011. Much of this excess inventory has been worked out through the market and this is reflected in declining median sales prices that were experienced during the same time period. Table 5.11 shows this information.

An analysis of apartment rents on a dollar per square basis shows that Moreno Valley zip code 92555 has had lower rental rates than any area of Moreno Valley based on zip code averages. Residential rental rates in 92555 as of July 2014 were reported at \$0.76 this compares to a \$0.99 for Riverside County and California average of \$1.37. Figure 5.4 shows these relationships.

TABLE 5.9 ANNUAL AVERAGE HOUSING SALES VALUES

Year	California	Riverside	92555
2013	\$340,021	\$246,233	\$210,496
2012	\$282,544	\$207,638	\$171,464
2010	\$293,375	\$217,782	\$175,628
2009	\$295,759	\$223,342	\$189,965
2008	\$356,036	\$305,308	\$260,733
2007	\$445,845	\$404,701	\$370,652
2006	\$476,665	\$443,622	\$411,712
2005	\$453,406	\$408,458	\$348,066
2004	\$380,566	\$332,210	\$277,339
2003	\$301,247	\$245,177	\$197,856
2002	\$253,292	\$201,058	\$166,897
2001	\$221,345	\$174,621	\$156,339
2000	\$192,864	\$151,607	\$141,108

TABLE 5.10: NEW RESIDENTIAL CONSTRUCTION IN DWELLING UNITS

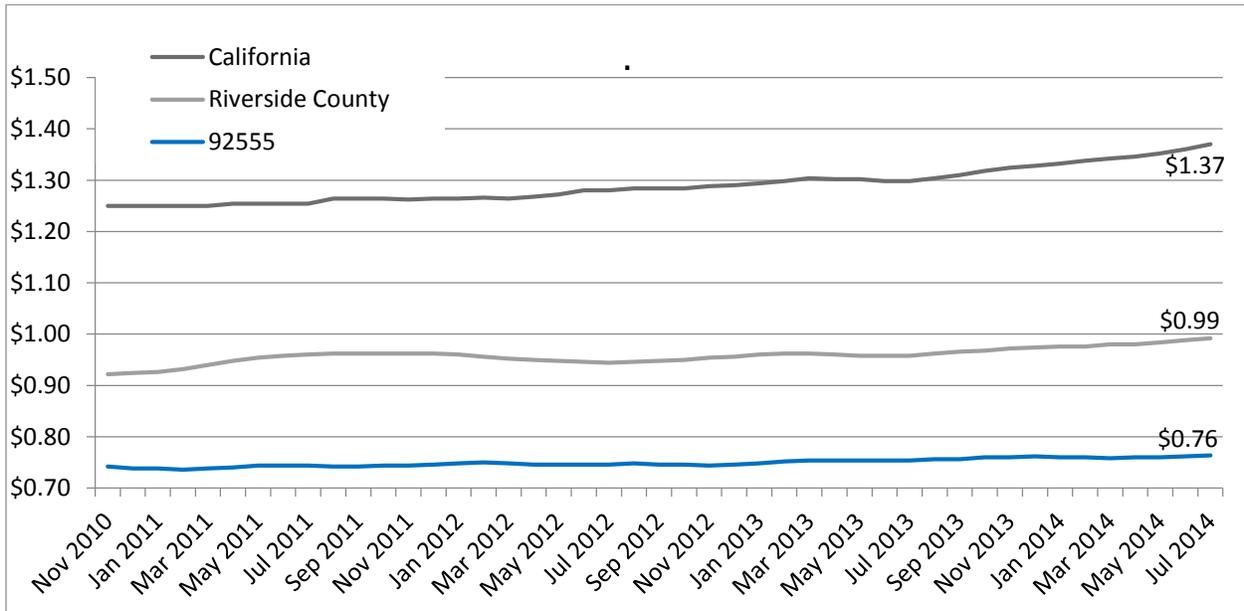
Year	Riverside Co.	Moreno Valley
2012	6,507	82
2011	3,751	23
2010	4,436	161
2009	4,188	141
2008	5,921	200
2007	12,442	860
2006	25,570	2,111
2005	34,207	2,081
2004	34,232	3,614
2003	30,354	2,459
2002	22,651	1,222

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 5.11 RESIDENTIAL FORECLOSURES

Year	Riverside Co.	Moreno Valley
2012	10,354	908
2011	17,466	1,571
2010	20,665	1,969
2009	25,377	2,704
2008	32,664	4,325
2007	12,535	1,557
2006	1,779	172
2005	317	34
2004	349	43
2003	849	145
2002	1,703	329

FIGURE 5.4 RESIDENTIAL RENTS IN DOLLARS PER SQ. FT



Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

5.5 Income and Employment

Median household income in the Corridor was reported at \$65,176 for 2012. This compared to \$52,947 for the city and \$74,069 for Riverside County. In terms of income distribution, the middle income brackets are well represented in the Corridor and there is relatively low representation of either extremely high or low income households. Table 5.12 provides the data on the comparative distribution between the Corridor, city and county.

Historically, Moreno Valley has had a higher unemployment rate than either California or Riverside County. This was particularly pronounced after the 2008 financial crisis. Unemployment peaked in the city at 16.7% in 2010, over 2% higher than the county and over 4% higher than the state. The employment situation has been improving along with the rest of the regional economy; however Moreno Valley continues to experience a higher unemployment rate than either the county or the state. Annual unemployment rates are shown on Table 3.13

Table 5.14 shows employment by major sector for Moreno Valley compared to the county. The largest industry classification group of employment for the Corridor population is health services which accounts for 28.45% of Corridor employment. This is a level of representation over twice the distribution for the county as a whole and is the largest index value for employment compared to the distribution for the county. This agglomeration can be seen as being associated with the Riverside County Regional Medical Center, which directly employs over 1,500 people. The Keiser Permanente Moreno Valley Community Hospital is located at Iris and Oliver also represents a major health care employer within the Corridor. The presence of these two medical centers can be seen as a comparative advantage for the Corridor.

With increasing demands and accessibility to health care, additional ancillary facilities are likely to be attracted to the plan area. The second largest employment classification is retail trade. In terms of concentration index relative to the county, transportation and warehousing is the second highest index value at over 225%. The sector employs over 2,000 people in the Corridor and is reflective of Moreno Valley's growing role in the Inland Empire's logistics and warehousing industry.

TABLE 5.12 INCOME DISTRIBUTION 2012

	Corridor	Moreno Valley	Riverside County	Corridor	Moreno Valley	Riverside County	Index
Total households	5,692	50,180	676,618				
Less than \$10,000	177	2,893	34,121	3.1%	5.8%	5.0%	61.7%
\$10,000 to \$14,999	219	2,967	34,706	3.8%	5.9%	5.1%	75.0%
\$15,000 to \$24,999	280	4,776	70,036	4.9%	9.5%	10.4%	47.5%
\$25,000 to \$34,999	408	5,267	68,734	7.2%	10.5%	10.2%	70.6%
\$35,000 to \$49,999	1,049	7,795	91,939	18.4%	15.5%	13.6%	135.6%
\$50,000 to \$74,999	1,223	10,862	122,729	21.5%	21.6%	18.1%	118.5%
\$75,000 to \$99,999	842	6,338	90,192	14.8%	12.6%	13.3%	111.0%
\$100,000 to \$149,999	1,050	6,219	98,704	18.4%	12.4%	14.6%	126.5%
\$150,000 to \$199,999	314	2,186	37,923	5.5%	4.4%	5.6%	98.4%
\$200,000 or more	130	877	27,534	2.3%	1.7%	4.1%	56.1%
Median household income	\$ 65,176	\$ 52,947	\$ 57,096				114.2%
Mean household income	\$ 75,501	\$ 63,868	\$ 74,332				101.6%
Households with earnings	5,247	43,343	529,083	92%	122%	78%	117.9%
Mean earnings	\$ 72,109	61,386	\$ 73,197				394%
With Social Security	914	\$10,155	193,793	16%	30%	29%	56.1%
Mean Social Security income	\$ 16,255	15,023	\$17,040				382%
With retirement income	788	\$ 6,545	122,769	14%	48%	18%	76.3%
Mean retirement income	\$ 69,125	24,035	\$26,020				266%

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 5.13 ANNUAL UNEMPLOYMENT RATE

Year	Moreno Valley	Riverside County	California
2013	11.9	10.3	8.9
2012	14.2	12.2	10.5
2011	15.9	13.7	11.8
2010	16.7	14.5	12.1
2009	15.5	13.4	12.0
2008	9.9	8.5	9.0
2007	7.1	6.0	5.4
2006	5.9	5.0	4.9
2005	6.3	5.4	5.4
2004	7.0	6.0	6.2
2003	7.6	6.5	6.8
2002	7.6	6.5	6.7
2001	6.4	5.5	5.4
2000	6.3	5.4	4.9

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 5.14 EMPLOYMENT BY SECTOR, 2011

Sector	Moreno Valley		Riverside County		
	Jobs	Percent	Jobs	Percent	Index
Agriculture, Forestry, Fishing and Hunting	35	0.14%	11,674	2.18%	6.52%
Mining, Quarrying, and Oil and Gas Extraction	-	0.00%	399	0.07%	0.00%
Utilities	29	0.12%	,425	0.83%	14.25%
Construction	324	1.32%	30,706	5.74%	22.94%
Manufacturing	627	2.55%	38,163	7.13%	35.72%
Wholesale Trade	739	3.00%	21,802	4.07%	73.70%
Retail Trade	4,846	19.69%	77,007	14.39%	136.83%
Transportation and Warehousing	2,029	8.24%	19,546	3.65%	225.71%
Information	81	0.33%	6,644	1.24%	26.51%
Finance and Insurance	601	2.44%	10,522	1.97%	124.20%
Real Estate and Rental and Leasing	223	0.91%	7,058	1.32%	68.70%
Professional, Scientific, and Technical Services	417	1.69%	17,500	3.27%	51.81%
Management of Companies and Enterprises	161	0.65%	2,799	0.52%	125.07%
Administration & Support, Waste Management	534	2.17%	31,353	5.86%	37.03%
Educational Services	1,734	7.05%	63,263	11.82%	59.60%
Health Care and Social Assistance	7,002	28.45%	55,783	10.42%	272.93%
Arts, Entertainment, and Recreation	141	0.57%	17,941	3.35%	17.09%
Accommodation and Food Services	2,857	11.61%	59,970	11.21%	103.59%
Other Services (excluding Public Administration)	1,496	6.08%	24,341	4.55%	133.64%
Public Administration	737	2.99%	34,282	6.41%	46.74%
Total	24,613	100%	535,178	100%	4.60%

Source: Census and MR+E

5.6 Real Estate Market

Multi-Unit Residential

The Corridor currently has a diverse mix of land uses. The central portion of the corridor from Fir Street to Eucalyptus St. is primarily residential in character. The North end of the Corridor close to SR-60 is generally commercial in nature and focused on community scale retail. The central portion of the corridor contains large tracts of undeveloped land, particularly on the east side of the Corridor, south of Valley View High School. At present this land is zoned for residential use. Undeveloped land in the Eastern third of Moreno Valley is currently selling at approximately \$350,000 per acre, based on existing entitlements. As was illustrated in the discussion on the residential real estate market, housing demand is beginning to stabilize in Moreno Valley as the severe effects of the 2007 recession and 2008 financial crisis began to abate. Excess inventory of housing is being absorbed by the market, and prices have begun to stabilize and to see modest growth.

As the general economy improves and the local unemployment rate begins to decline, demand for new housing is likely to reemerge in the current low interest rate environment. Due to structural changes in the labor market that were caused by the recession and financial crisis, household income has been stagnant or declining both locally and for the bulk of the nation's households. These conditions combined with more stringent lending requirements have moved a significant number of households from ownership to rental and have led to increasing market interest in multifamily products.

That being said, data on housing tenure shows that the majority of dwelling units built in the Corridor and in Moreno Valley as a whole, continue to be owner occupied. This is likely to continue to be the predominant form of tenure in the area and as the economy improves, demand for owner occupied single-family residential is likely to return. At the same time, this structural shift has made

multifamily rental projects feasible in markets where they had previously been difficult to develop. Sites that are located close to employment centers, or locations with particularly good accessibility and access to transit, have become increasingly attractive to multifamily housing developers in lower density communities where multifamily development has historically been difficult to achieve. At present, rental rates for multifamily housing in the Corridor are below replacement costs and as result there is unlikely to be demand for new units in the short run. As the existing housing stock is absorbed and prices began to increase, demand for these types of units can be anticipated to emerge. As rental rates begin to approach \$1.05 to \$1.08 per square foot, market rate multifamily residential reaches a threshold of feasibility given the existing land costs in the Corridor.

Office

Demand for office space is tied to broader trends in employment in the regional market. As the unemployment rate decreases in Riverside County and as the economy begins to rebound, in general, office demand can be anticipated to increase. There have been several important changes to the office market since the onset of the 2007 recession, technology has facilitated a dispersal of office type employment and occupations. There has been a generally observed rise in home occupations live workspace and other nontraditional workspaces that had previously been the source of office space occupancy.

Office space that is being used is being deployed in a much more efficient floorplans than had been experienced in the past. Prior to the recession it was common to allocate 250 sq. ft. of gross building area per employee in an office setting. As office employment begins to rebound, users are occupying as little as 75 sq. ft. per permanent employee due to the adoption of new technology and strategies that allow for space sharing multiple users in one location and the widespread acceptance of creative office space layouts and floor plans. These

broad trends have resulted in significant surpluses in existing office space across major markets throughout the United States and in Southern California.

Table 3.15 provides data on office lease rates in the broader inland Empire market. The Riverside and Moreno Valley market currently report an average asking rents of \$1.87 per square foot. This is above the regional average of \$1.65. However, the market has significant vacancies at over 16%. Table 3.16 shows that office lease rates in Moreno Valley are consistently below the countywide average and have declined nearly 50% from a peak value 2007 of \$22.59 to \$12.20. This suggests that the Corridor is unlikely to be the site of any significant speculative office development. Most demand for office along the Corridor is likely to emerge as an ancillary use to either a hybrid live-work residential product or as a secondary use in a commercial or retail development. Large-scale office development is unlikely to occur outside of a build-to-suit product tied to a specific user.

The one important exception to this will be increasing demand for medical office space. The heavy concentration of patient care facilities within the Corridor between the regional hospital and the Kaiser Permanente facility, offers a comparative advantage to the corridor for the development of medical office. Specialized demand for new medical office space is anticipated to grow in the near-term as more households gain access to healthcare through the restructuring of the national health insurance market created by the Affordable Care Act. As more households gain access to medical services, demand for outpatient medical office facilities is anticipated to grow. Sites with close access to hospitals and medical centers are advantageous locations to site these uses.

TABLE 5.14 OFFICE LEASE RATES Q2 2014

	Total inventory	Total Vacancy	Vacancy Prior Qtr.	Net Absorption YTD	Ave. Asking Rents
Chino / Chino Hills	345,852	14.00%	14.70%	14,600	\$2.29
Coachella Valley	1,003,715	12.60%	13.50%	23,500	\$1.55
Corona	1,683,183	18.70%	18.40%	-4,500	\$1.76
Murrieta / Temecula	1,391,857	20.30%	20.80%	87,500	\$1.41
Ontario	3,585,643	23.50%	23.60%	93,500	\$1.69
Rancho Cucamonga	2,916,656	12.60%	13.20%	5,200	\$1.61
Riverside / Moreno Valley	4,805,685	16.10%	16.70%	-7,600	\$1.87
San Bernardino	4,783,551	21.60%	22.40%	2,600	\$1.47
TOTAL	20,516,142	18.50%	19.00%	214,800	\$1.65

Source: Colliers and MR+E

TABLE 5.16 OFFICE LEASE RATES

	Moreno Valley	Riverside Co.
2014*	\$12.20	\$16.64
2013	\$11.25	\$15.95
2012	\$10.33	\$15.94
2011	\$19.36	\$16.75
2010	\$18.26	\$17.55
2009	\$18.21	\$19.53
2008	\$19.56	\$22.32
2007	\$22.59	\$23.51
2006	\$22.86	\$23.70

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Industrial

Moreno Valley is playing an increasingly important role in the Inland Empire's transportation logistics industry. Recent major investments such as the new Amazon distribution hub, illustrate the strength of this sector locally. As locations with freeway access further to the west in the Inland Empire become developed, the two freeway corridors in Moreno Valley, SR-60 and I-215, will become increasingly desirable as for sites new warehouse and logistics development. Opportunities for industrial development with freeway access are available outside of the corridor study area North of SR-60. In addition other parts of the city including areas fronting I-215 and adjacent to March Air Reserve Base, are likely to be seen as more attractive for industrial development than the Corridor. The presence of large-scale industrial development may create land-use conflicts with the overall goals and objectives for establishing community character along the Corridor. However, industrial demand in the broader Moreno Valley market is likely to increase in strength as general economy continues to grow and national consumer demand stabilizes and increases. Data for industrial lease rates are presented on Table 5.17, and Table 5.18 which show industrial lease rates from 2006 to the first half of 2014. Current rates in Moreno Valley are significantly less expensive than the Riverside County average which is an important factor driving new industrial projects in the community.

Table 5.17 Industrial Lease Rates Q2 2014

	Buildings	Total inventory	Under Construction	Total Vacancy	Net Absorption YTD	Ave. Asking Rents
COLTON	96	6,483,600	187,800	3.90%	17,400	\$0.33
CORONA	608	25,741,400	11,400	4.10%	415,000	\$0.49
MORENO VALLEY	60	15,749,100	1,254,600	10.00%	-214,800	\$0.42
PERRIS	122	13,253,800	1,070,500	4.20%	936,600	\$0.26
REDLANDS / LOMA LINDA	134	18,617,200	0	15.40%	-110,800	\$0.33
RIALTO	147	17,835,300	373,800	8.40%	251,400	\$0.41
RIVERSIDE	738	40,693,000	5.20%	5.30%	28,700	\$0.33
SAN BERNARDINO	379	29,736,500	6.60%	7.90%	383,700	\$0.38
INLAND EMPIRE EAST						
TOTAL	2284	168,109,900	2,898,100	7.20%	1,707,200	\$0.37

Source: Colliers and MR+E

Table 5.18 Industrial Lease Rates

	Moreno Valley	Riverside Co.
2014*	\$4.70	\$7.48
2013	\$4.60	\$7.12
2012	\$3.46	\$6.95
2011	\$7.01	\$7.02
2010	\$7.44	\$7.28
2009	\$8.65	\$8.44
2008	\$10.23	\$10.16
2007	\$10.84	\$10.93
2006	\$10.31	\$10.42

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Retail

Despite a significant inventory of retail space, Moreno Valley is a net sales tax exporter. This means that Moreno Valley residents, on a net basis, spend more money outside of the city than either the state or county average. Table 5.19 shows the sales tax per capita expenditures for the state and county compared to Moreno Valley. The one category where Moreno Valley approaches a fair share capture basis is general merchandise. This is a reflection of the presence of a large number of community oriented large-format retailers in the market. Examples include retailers such as Kohl's, Target, and Walmart are present within the Corridor. Retail sales in the city peaked in 2006 and declined along with the state and the county after the beginning of the recession. However, retail sales rebounded quicker in Moreno Valley than the region and the state. Table 5.20 shows this data while Figure 5.5 shows the trend in retail sales Indexed 2002.

There are vacancies within the Corridor, generally speaking they are in smaller 2,000 to 10,000 sq. ft. spaces in community scale retail centers. At present one anchor space, a former Best Buy store is available for lease within the Corridor. Retail lease rates are shown on Table 3.21. Moreno Valley lease rates are roughly equivalent with the county average, which is reflective of the relative balance in the vacancy rates that are being experienced in the city and Corridor.

Table 5.19 Retail Sales, 2012

	California		Riverside Co		Moreno Valley		Variance		City
	Sales (x\$1,000)	Per Capita	Sales (x\$1,000)	Per Capita	Sales (x\$1,000)	Per Capita	Moreno Valle to State	to Co	
Motor Vehicle and Parts Dealers	61,547,848	1,625	3,493,098	1,563	205,299	1,062	-34.7%	-3	%
Furniture and Home Furnishings Stores	9,937,187	262	441,649	198	16,927	88	-66.6%	-5	%
Bldg. Matrl. and Garden Equip. and Supplies	27,438,083	724	1,364,513	611	85,822	444	-38.7%	-2	%
Food and Beverage Stores	24,511,714	647	1,356,148	607	84,447	437	-32.5%	-2	%
Gasoline Stations	58,006,168	1,532	3,516,040	1,574	199,696	1,033	-32.6%	-3	%
Clothing and Clothing Accessories Stores	32,357,516	854	1,672,482	749	87,871	454	-46.8%	-3	%
General Merchandise Stores	49,996,451	1,320	3,174,022	1,421	255,502	1,321	0.1%	-	%
Food Services and Drinking Places	59,037,320	1,559	2,668,324	1,194	174,706	904	-42.0%	-2	%
Other Groups	58,540,535	1,546	2,330,392	1,043	75,607	391	-74.7%	-6	%
Total:	381,372,823	10,070	20,016,668	8,959					

Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

TABLE 5.20 SALES TAX TREND (X\$1000)

Year	California	Riverside County	Moreno Valley	Percent Share
2012	381,372,823	20,016,668	1,185,877	5.9%
2011	355,518,038	18,576,285	1,172,223	6.3%
2010	393,259,857	23,152,780	1,067,546	4.6%
2009	375,965,447	22,227,877	1,018,353	4.6%
2008	357,318,427	26,003,595	1,064,374	4.1%
2007	387,025,102	29,023,609	1,170,236	4.0%
2006	389,066,572	29,816,237	1,218,440	4.1%
2005	375,808,125	28,256,491	1,110,612	3.9%
2004	350,172,688	25,237,148	1,030,203	4.1%
2003	320,217,054	21,709,135	905,801	4.2%
2002	301,612,306	19,498,994	812,229	4.2%

FIGURE 5.5 SALES TAX INDEXED TO 2002



Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Table 5.21 Retail Lease rates

	Moreno Valley	Riverside Co.
2014*	\$16.10	\$17.27
2013	\$15.25	\$16.91
2012	\$17.89	\$17.28
2011	\$18.76	\$18.60
2010	\$19.53	\$20.07
2009	\$21.29	\$22.79
2008	\$23.29	\$25.61
2007	\$23.25	\$26.25
2006	\$19.58	\$23.70

5.7 Conclusions

The demographics of the Corridor can best be described as being made up of younger families with midrange incomes living in single-family detached homes. The economy of the region has been significantly impacted by the twin economic shocks of the 2007 recession and 2008 financial crisis. Housing values are beginning to stabilize and excess inventory that was generated through foreclosure and decreased absorption has largely been worked through and the area should begin to experience modest increases in new residential development. The key factors driving this include low interest rates that help subsidize construction and borrowing along with an improving employment market. Neighborhood development can be anticipated to continue along the Nason Street corridor and as the housing market tightens, residential rental rates can also be anticipated to increase. In the intermediate future, as the residential market continues moving towards equilibrium, residential rental rates are likely to become high enough to induce multifamily residential development. Sites that are located near employment centers or have access to transit will be particularly desirable as locations for new multifamily development.

Opportunities for commercial development are likely to be driven by employment growth. In particular, the prominent role of medical facilities and health services should stimulate demand for associated uses including medical office. This demand is likely to be supported in the community as more people gain access to healthcare services. Current rental rates for general office, along with high regional vacancy rate, suggest that demand for spec office is unlikely to be significant in the Corridor in the intermediate future. Retail development, which is supported by households in the market area, has room for growth. The current mix of retail offerings, both along the Nason Street corridor and in Moreno Valley as a whole, are not sufficiently competitive to attract a fair share community spending. Retail opportunities, in categories other than general merchandise, could successfully be induced to locate in the Corridor provided adequate sites are identified and that household incomes in the market area are seen as a stabilizing with opportunities for growth in the future.

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Attachment: Existing Conditions Report (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

6. Summary

This existing conditions analysis indicates that the Corridor presents a unique opportunity to develop this important part of Moreno Valley from its current “adolescent” pattern of auto-centric, relatively disconnected collection of individual development projects into a mature set of well-connected, sustainable neighborhoods.

Currently, less than half of the land in the Corridor has been developed. But existing land use designations support a diverse mix of residential, commercial, and public uses along the Corridor. One of the greatest opportunities is the significant portion of vacant land which creates the potential to make lasting change in mobility, health, and economic development.

The vacant property includes opportunities for infilling with a range of housing types and neighborhood-serving commercial and civic amenities will be presented. Such infill neighborhoods offer both the chance to provide housing and lifestyle options not currently available in this area, as well as the possibility generating new centers of social, commercial and civic activity that are easily accessible by a range of travel modes to residents of the existing neighborhoods in the Corridor.

There are several challenges to improving mobility in the Corridor. Establishing complete and multi-modal connections, particularly with the existing built environment, which is currently dominated by traditional suburban neighborhoods and large commercial parking lots will be a challenge for the Corridor Plan. Current bicycle and pedestrian infrastructure, including sidewalks and bicycle lanes, are inadequate. Sidewalks are nonexistent in several areas and lack uniformity in design, and bicycle lanes are insufficient and disconnected. However, the implementation of the City of Moreno Valley’s Draft Bicycle Master Plan proposes substantial improvements to bicycle infrastructure in the Corridor. Also,

proposed roadway widening in the Corridor, creates an opportunity to include other improvements such as pedestrian, bicycle, and transit amenities. Currently, the transit service for the Corridor is low, and existing bus stop facilities lack benches and shelters. The Riverside Transit Agency projects low transit demand in the Corridor, which poses a challenge to improving transit services and implementing new routes; however, future RTA plans include transit improvements along the corridor as well as potential BRT service. An evolved design for Nason Street will be developed with an aesthetic urban form that complements existing use and design and that will accommodate connected pedestrian, bicycle and transit facilities. Complete streets recommendations will also be provided for existing and future crossing and side streets within adjoining neighborhood.

A recovering economy will impact development in the Corridor. Low interest rates and improved employment, as well as the Corridor's proximity to employment centers, may encourage multifamily residential development. Current retail development, which is supported by households in the market area, may not fully capture the community's fair share of spending; the Corridor is poised to attract and support additional retail establishments. Moreover, the prominent role of medical facilities and health services should stimulate demand for associated uses including medical office.

The Corridor Plan will define patterns, strategies, conceptual designs, and recommendations that can inform updated development standards so as to coordinate further public and private improvements to deliver a more unified multimodal corridor, and more walkable, bikable, sustainable neighborhoods and centers well-connected to it.

Most important of all is the opportunity to evolve the Corridor toward a mature, complete set of neighborhoods and centers, where driving becomes a freedom of choice rather than a necessity for survival, and where healthier, more active, outdoor oriented lifestyles for children and families are well-supported by the environment in which they live, work, shop and play.

NASON STREET CORRIDOR PLAN

CITY OF MORENO VALLEY, CA
OCTOBER 29, 2015



NASON STREET CORRIDOR PLAN

CITY OF MORENO VALLEY, CA
OCTOBER 29, 2015

ACKNOWLEDGMENTS

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Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))



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EXECUTIVE SUMMARY

The Nason Street Corridor Plan is a guiding document for transforming 2,133 acres into a walkable, livable center for Moreno Valley with a range of jobs, high quality housing, well-connect neighborhoods, open space, and transit.

Several conditions make the Nason Street Corridor area ideal for developing into a key center for Moreno Valley. The completion of the SR-60 Vision Plan and Alessandro Boulevard Plan, along with the impending construction of the Bus Rapid Transit line, SR-60 improvements, and Metrolink Perris Line, add needed accessibility to the area, and increased economic activity. Additionally, two regional hospitals provide a foundation for rooting the healthcare industry in Moreno Valley's economy and for generating good-paying, long-term jobs for a range of educational levels in healthcare. At two public workshops, community members expressed their desire for a town center; a walkable community; diverse, high-quality housing, and more jobs in the city.

The Nason Street Corridor Plan builds upon existing conditions that position the area as a central location and the wishes of the community for an attractive, desirable place to live and work. Through the 2011 Economic Action Plan and the Alessandro Boulevard Plan the community has previously identified the area of Nason Street at Alessandro Boulevard as an ideal downtown-like town center. The Nason Street Corridor Plan is consistent with these previous planning efforts. The Plan includes the following strategies for realizing the community vision.

- Create a town center for Moreno Valley at Nason Street and Alessandro Boulevard with an array of civic amenities, neighborhood shopping, and entertainment venues, high quality housing an office space.
- Create a more livable corridor that includes multi-modal streets that safely accommodates all users along with attractive landscape and design.
- Prioritize pedestrian-oriented urban design and building form.
- Create an interconnected open space network to promote healthy lifestyles, social connections, and a sense of place.
- Preserve, connect and serve adjacent neighborhoods through transitions and buffers.
- Improve bicycle access and facilities throughout the corridor.
- Enhance local and regional connectivity especially bicycle, pedestrian and transit connections.
- Capitalize on Health Districts by creating opportunities for generating an array of new healthcare-related jobs.
- Provide for diverse housing including neighborhood housing, high-quality, attractive medium density housing such as townhouses, courtyard homes, duplex, triplexes etc., rural residential.

CHAPTER ONE

Introduction

Plan Purpose

When Moreno Valley initially became a city, Nason Street was thought of as the edge of the urbanized area, where the suburban neighborhoods ended and the rural areas started. With time and as more development has occurred east of Nason Street, Nason Street has become less of an edge and more of the center of Moreno Valley. This plan proposes a framework for evolving Nason Street into one of Moreno Valley’s important activity centers.

This planning process was made possible by a grant from the Southern California Association of Governments (SCAG). Recognizing the many schools in the vicinity of the Nason Street corridor, the hospitals, and great development interest, the City concluded that the time was ripe to plan for a more human-oriented area that made it easier for the City’s students to get to their schools without having to get into a car, for the City’s residents to shop and visit friends without having to drive, and for the City’s resident and workers to not have to leave town for entertainment, eating, or shopping. Research shows that active cities—ones that value and promote walking, biking, and transit use— increase overall health, increase economic activity, decrease overall vehicle miles traveled (VMT), decrease traffic, and decrease crime rates. The Nason Street corridor has only been partially built and represents a valuable opportunity for the City to create an active city center.

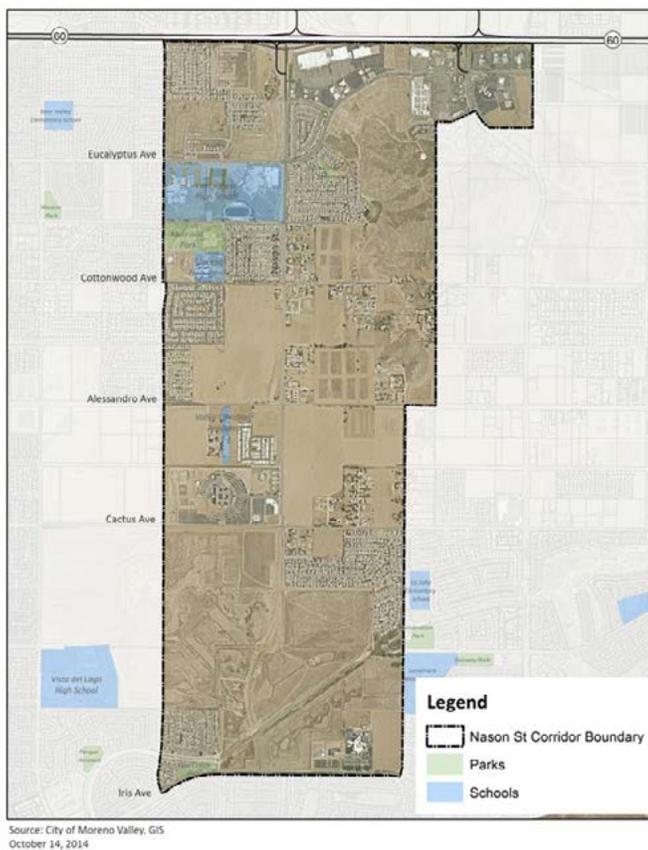


Figure 1. Nason Street Corridor Planning Area

This Plan is a tool for the City of Moreno Valley to use as framework and guidance for future development of a complete and active city. A complete city includes a city

center/downtown area; variety of affordable housing options; good public transportation, successful transportation network, including bikeways and sidewalks; protected open space; and a mix of land uses. The tools and framework within this plan include placetype guidelines for public and private investment, street design, improvements to the public realm, and methods of implementing these concepts.

Why Now

The City has previously developed plans in areas that overlap the proposed Nason Street Corridor Plan. These two plans, the Alessandro Boulevard Plan and the SR-60 Plan were the first two pieces in creating a connected city center in Moreno Valley. The Nason Street Corridor Plan is the connecting plan that joins the three central areas within Moreno Valley and creates concepts for design and a way to implement in the future. First, the City prepared a vision plan and implementing zoning for Alessandro Boulevard, envisioning a series of transit ready nodes that would benefit from the value and access of a planned Bus Rapid Transit (BRT) line extending from Nason Street to the Metrolink Station along I-215. Through this process, the City and community concluded that walkable, mixed-use nodes organized around transit would provide a valuable opportunity for increased access and reduced automobile reliance.

Second, the City prepared a vision plan for the SR-60 corridor, stretching from Nason Street east to Theodore Street. The plan identified land use scenarios, including strategies connecting surrounding land uses, and supported a pedestrian oriented development scenario along the regional transit corridor. This plan only included a small area of land at Nason Street and SR-60, the planning process highlighted the gap in developed walkable town center places in Moreno Valley and the community's desire for having such places locally.

A variety of recent factors have emerged making Nason Street ripe for thoughtful planning and development. The recent economic recovery, new studies for adjacent areas, and planned transit service are the latest elements for Moreno Valley to build upon as it plans for its future.

Of the recent changes, perhaps the most pivotal shift is that effective transit is beginning to take root in and around the Nason Corridor. The construction of the Metrolink Perris line, the planning of the BRT, and the Alessandro Boulevard Corridor Plan all indicate that the Nason Street Corridor will not only have superior local and regional connectivity, but transportation choices will be expanded so that accessibility and mobility is no longer limited to just automobiles.

The Nason Street Plan presents the missing link between these two important corridors and recommends the transformation of Nason Street

into a complete street that simultaneously connects Alessandro Boulevard and SR-60 through all transportation modes and provides the surrounding neighborhoods and the entire City with town center oriented places to live, work, shop, and recreate. Developing Nason Street into a transit-supportive and transit-ready corridor that fosters pedestrian, bicycle, and retail activity is the next step in the evolution of Moreno Valley’s land use and transportation network. As the economy strengthens, renewed interest in creating new development throughout Moreno Valley is emerging. This moment is ideal to revisit current development plans and land use designations along the corridor and leverage vacant land surrounding the existing hospitals to capitalize upon the rapidly expanding health care sector. While many California cities are built-out and are now seeking to retrofit, upgrade, or undo past development mistakes, the City of Moreno Valley has a rare and important opportunity with the undeveloped portions of the Nason Street Corridor to “get it right” the first time. The vacant land in the Nason Corridor serves as a clean slate, well-suited for a plan focused on transformation and implementation.

To do this, first and foremost, a well-connected system of multi-use streets and trails integrated with local and regional transit and a linkage of parks and open space must be established. This transportation and public realm network will serve as the backbone for the corridor that will support the proposed pattern of land uses that will shape the corridor into a livable, vibrant community—a local and regional destination in its own right, not just a corridor to drive through. These land uses include a range of residential development to accommodate the needs of families, young workers, and retirees; office and medical use for good, local jobs; and retail commercial, dining and cultural uses to for a high quality of life.

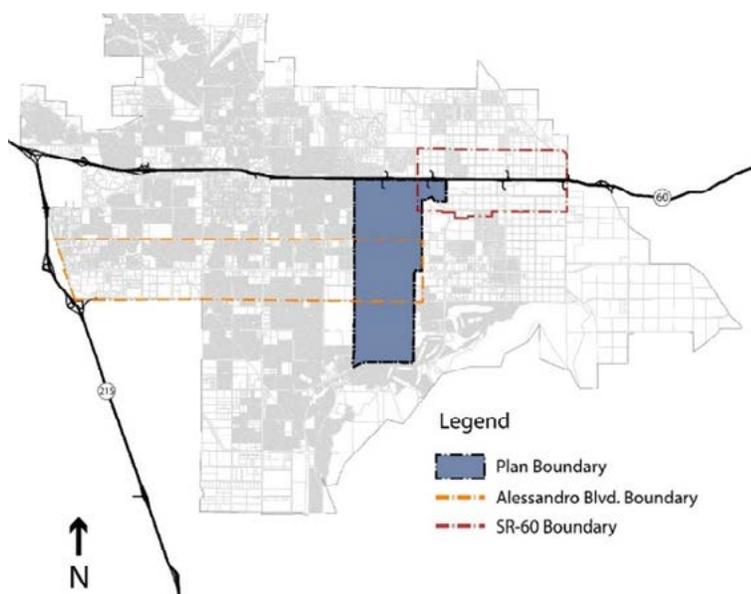


Figure 2. Nason Street Corridor Plan Area and its relation to previous studies.

Plan Organization

The Nason Street Corridor Plan is organized into the following six chapters:

Chapter 1: Introduction describes the plan purpose and overview, context and location,

Chapter 2: Community Direction describes the community outreach process, summarizes the results of the workshops, identifies the direction provided by the community, and lays out the vision and principles to guide future change and investment along Nason Street.

Chapter 3: Existing Conditions describes current land use and transportation for the Nason Street Corridor.

Chapter 4: Circulation Recommendations defines the overall transportation network and strategies, including standards for public street rights of way, sidewalks, and public improvements.

Chapter 5: Land Use Recommendations describes land use policy and design guidelines for future development, including land use, height and intensity, building form, parking standards, and signage, as they should be applied to each subarea.

Chapter 6: Implementation identifies the steps the City should take to make the vision a reality and includes capital improvements and other public programs, funding and financing and project phasing. It describes administrative actions, the process for project approval, and monitoring programs.

CHAPTER TWO

Public Outreach

“What We Heard From the Community”

In order to develop a Nason Street Corridor Plan with broad public support that is rooted in a cohesive community vision, two community workshops were held at Moreno Valley City Hall early in the planning process. The first workshop, held on February 18, 2015 from 6:00pm to 8:00pm, was attended by approximately 40 community members, including local residents living in proximity to the Corridor, local property owners, developers, and elected officials. Forty participants is regarded as a very high level of participation indicating strong community interest. The workshop highlighted the opportunity areas along the Nason Street Corridor, and the community worked in small groups to share their vision and priorities for uses in different subareas of the corridor and for transportation connectivity through discussion questions and mapping exercises. It is not unusual for diverse communities with a variety of different stakeholders to have dissimilar perspectives on how an area should be planned. However, review of the Nason Corridor workshop community feedback revealed a strong consensus and shared desires including:

- More walkable neighborhoods
- Children able to walk safely to school
- More activities and entertainment options in Moreno Valley
- Healthier lifestyle
- More employment options
- More sit-down dining



Community Members at Nason Street Corridor Plan Area workshop.

- Want more complete neighborhoods
- More walkable place
- Safer streets
- Stay in Moreno Valley for employment, shopping and entertainment
- Improved bike and pedestrian connectivity and safety;
- Mixed use development patterns;
- Medical and medical supporting uses;
- Improved streetscape elements such as additional trees, street lighting, and landscaping.



Community members present at two Nason Street workshops.

In addition to the workshop, an online survey was conducted through Mind Mixer to ensure that everyone had the opportunity to participate in the visioning process for the Nason Street Corridor. Approximately 20 people participated in the online survey which included questions about the vision for future development and transportation in the Nason Street Corridor. The online survey results showed similar support for the vision that emerged from the workshop discussions.

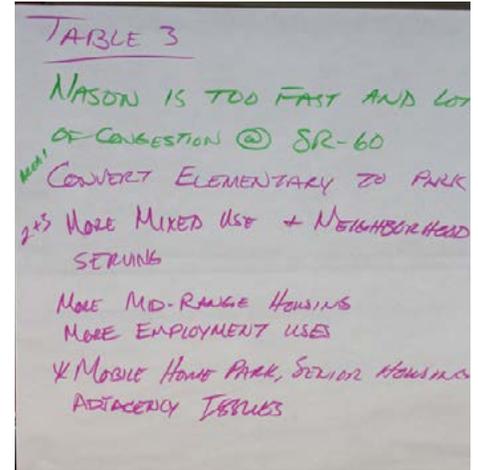
The second workshop, held on April 15, 2015 from 6:00 pm to 8:00 pm at Moreno Valley City Hall, was also attended by approximately 40 community members. The workshop was held as a townhall discussion. The community members were presented with different land use and transportation alternatives for different areas of the corridor. The resulting discourse indicated strong community support and consensus for:

- Developing a downtown-like center along Nason Street and Alessandro Boulevard
- Creating a strong connection between the two existing hospitals and the hospitals and the surrounding area
- Building a multi-use transportation network integrated with regional transit and network of open space throughout the corridor
- Community input gathered from both workshops developed the vision and goals for the Nason Street Corridor Plan.

Nason Corridor serves as a clean slate, well-suited for a plan focused on transformation and implementation. This transportation and public realm network will serve as the backbone for the corridor that will support the proposed pattern of land uses that will shape the corridor into a livable, vibrant community—a local and regional destination in its own right, not just a corridor to drive through. These land uses include a range of residential development to accommodate the needs of families, young workers, and retirees; office and medical use for good, local jobs; and retail commercial, dining and cultural uses to for a high quality of life.

The Vision for the Nason Street Corridor

Moreno Valley is a **diverse** community with a **small-town** feel. The community wishes to preserve its character as it continues to **grow**. The community envisions Nason Street Corridor as a **key destination** for Moreno Valley with a strong sense of **place and identity**, not merely an area to drive through. The Corridor will evolve into a place **where people can live, work, shop, dine, and enjoy entertainment and recreation** options. It will be designed for walkability to **promote healthy** and active lifestyles, and it will include ample, well-connected public space to further cultivate a **strong social fabric** for the **community**.



Community members participating in the hands-on visioning process.

Key Strategies

Below are descriptions of the key components of the Plan for supporting the vision and making it a reality.



Create a Downtown-like Center at Nason and Alessandro

The centerpiece for both the Nason Street Corridor and for Moreno Valley will be a downtown-like center at the intersection of Nason Street and Alessandro Boulevard. This intersection is very close to the geographic center of Moreno Valley and could provide a strong, unifying location for a great downtown-like center. The Downtown will function as a walkable destination for Moreno Valley replete with an array of civic amenities, neighborhood shopping and entertainment venues, high quality housing and office space. The City owns the majority of the vacant land at the northwest corner of this intersection, presenting unparalleled opportunity for Moreno Valley to realize the vision for an authentic downtown-like center.



Create a more livable and beautiful corridor

Nason Street will be a multi-modal street that balances all modes and prioritizes people access over car mobility. Landscaping, trees, attractive buildings, and neighborhood gathering spaces will create an environment where people want to be. Comfortable sidewalks will connect new, high-quality housing with goods and services. Every street in the Nason Street Corridor will be designed with all users in mind while prioritizing active transportation modes. Pedestrian, bicycle, transit and even equestrian amenities will be included when appropriate to allow safe travel throughout the Corridor.



Prioritize pedestrian-oriented urban design and building form

Pedestrian areas and public space will include varied and interesting facades, street-facing pedestrian entrances, orientation towards transit, and generous plazas and open areas.



Create an Interconnected Open Space Network

Open space will be incorporated throughout the Nason Street Corridor in order to promote healthy lifestyles, social connections, and a sense of place. Open space will take the traditional forms of plazas, paseos, pocket parks, tot lots, and multi-use trails. Open space may also include less traditional forms including landscaped medians, outdoor dining areas, and tree-lined sidewalks.

Inspiration images illustrating key strategies for Nason Street

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Preserve, connect, and serve adjacent neighborhoods

Nason Street will be a meeting place rather than a barrier, with pedestrian and bicycle connections to adjacent neighborhoods and across Nason Street. Residents will have convenient retail services within walking distance. Transitions and buffers will preserve neighborhood character.

Improve bicycle access and facilities

Bicycle riders will have access to major destinations and throughout the area. Bicycle facilities will cater to a range of users and provide convenient crossing routes and access to neighboring cities.

Enhance Local and Regional Connectivity

The Nason Street Corridor will prioritize connectivity, especially pedestrian, bicycle and transit connectivity, so that those that live and work there do not need to rely on automobiles in order to travel safely between home, work, and errands. Connectivity with the new Bus Rapid Transit Line on Alessandro Boulevard will allow for new, enhanced regional connectivity, as well. The development of the Nason Street corridor around the principles of prioritizing activity, active transportation, and transit instead of prioritizing automobile movement is a shift from the historic development patterns in the Inland Empire. However, this strategy will be critical for the transition of Nason Street as it becomes the center of Moreno Valley.

Capitalize on Medical Centers

The Nason Street Corridor will also include a wide variety jobs in close proximity to residences. The Plan will build upon existing economic activity generated by the two hospitals in the corridor and develop new medical commercial uses to attract new job opportunities. Moreover, two regional hospitals provide a foundation for establishing the healthcare sector a key generator of good-paying, long-term jobs for a range of educational levels.

Provide for Diverse Housing

The Nason Street Corridor will offer a range of high quality housing options, including affordable and mixed use, and rural single family, in order to accommodate housing needs for everyone that wishes to work and live in Moreno Valley.



Inspiration images illustrating key strategies for Nason Street

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

CHAPTER THREE

Existing Conditions

Moreno Valley is approximately 51 square miles and the second largest city within the County of Riverside. The city population is over 198,000 residents and projects a population of over 216,000 residents by 2018, increasing its population by approximately 11 percent over the course of 4 years. Moreno Valley lacks a downtown or any smaller type of walkable town center and as the population continues to increase, managing growth and developing a plan for the City's future, is critical. The NSCP provides the framework and guidelines to develop the Nason Street Corridor study area as a city center.

The Nason Street Corridor is a 3-mile long, 1,827-acre area located in the northeast portion of Moreno Valley adjacent to State Route-60 to the north and Lake Perris Recreational Area to the south and 5 miles east of Interstate-215. The Corridor's close proximity to two key Inland Empire freeways gives it excellent regional connectivity to many regional resources and amenities. Los Angeles is 60 miles west of the Corridor and 20 miles east of Riverside via SR-60; Palm Springs is 40 miles to the west via the I-10. The San Bernardino Mountains are 20 miles to the north and provide not only open space but striking vistas that can be viewed from the Corridor. Lake Perris Recreational Area provides open space and recreational opportunities to the south.

Land Uses

Vacant land

The majority of land (62%) in the Corridor is currently vacant (Figure 5). Much of this vacant land is concentrated in the center of the Planning Area, at the intersection of Nason Street and Alessandro Boulevard. The large amount of undeveloped land in the Corridor presents an opportunity for connective infill development between existing uses.

Single-Family Neighborhoods

Of the developed land, the most widespread use is residential (23%), primarily single family. Of the 1,629 total units, 1,374 are single family residential (368 acres), the remaining 255 units are multi-family residential (43 acres). Most of the single family residential development includes recently developed neighborhoods. These new communities are adjacent

to but not connected to Nason Street, typically fronting the corridor, with development perimeter walls that lack pedestrian passages or other opportunities for direct access between adjacent developments and Nason Street. Landscape and streetscape design strategies will be important design considerations to ensure that the Corridor-facing edges of these developments contribute as much as possible to a unified Nason Corridor design.

Ranch-style, large-lot houses

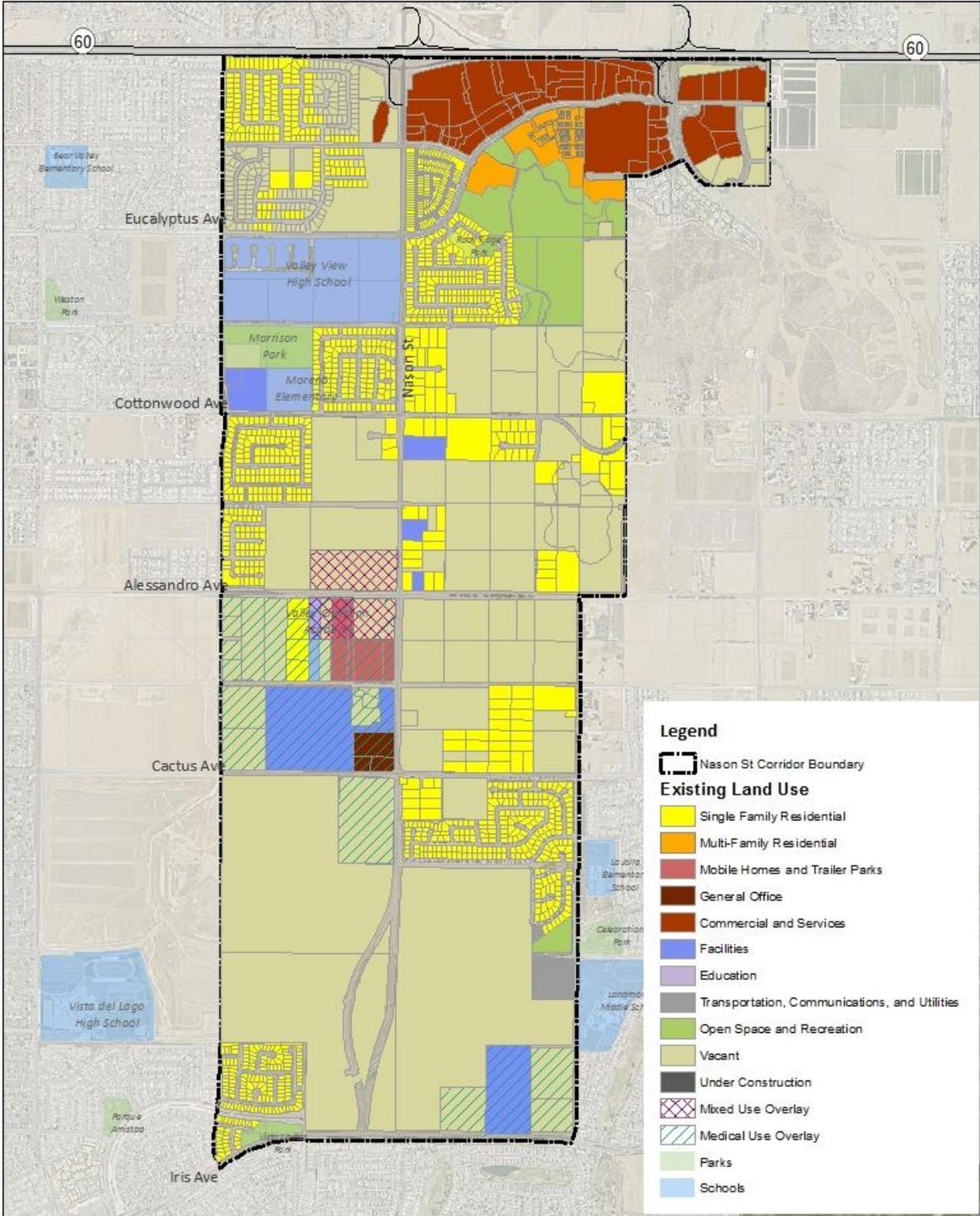
In the central part of the Corridor between Cottonwood Avenue and Alessandro Boulevard are historic, large lot ranch-style houses with rural character. In some cases, particularly along Nason Street, it may be economically advantageous for these houses to be replaced over time with more urban, multi-family and/or mixed-use development types. Details on designing these new developments can be found on page 46.

Commercial

Commercial use in the Corridor represents 126 acres of land and roughly 1.8 million square feet of retail and services including large retail stores like Walmart and Target and smaller retail stores and restaurants. Nearly all developed commercial use is to the north in and around Stoneridge Towne Center adjacent to the SR-60 to draw regional traffic. Two major hospitals are located in the Nason Street Corridor, the Riverside County Regional Medical Center (RCRMC) on Cactus Avenue and Kaiser Permanent Moreno Valley Medical Center at Iris Avenue and Oliver Street. Combined, they employ over 2,300 staff. These hospitals could support a range of development on adjacent vacant land including medical-related business and senior or assisted living facilities that could collectively comprise a “health district.” In addition, opportunities for a range of housing types within easy walking and biking distance of these important employment centers along with citywide and regional transit access. Education facilities in the area include Moreno Elementary School on Cottonwood Avenue, Mountain View Middle School on Morrison Street, and Valley View High School on Nason Street.

Parks and Open Space

There are five neighborhood parks located throughout the Corridor by existing residential development: Vista Lomas Park, Parque Amistad, Morrison Park, Weston Park, and Rock Ridge Park. Additionally, there is a large area of open space south of Stoneridge Towne Center that protects sensitive habitat. Due to the large amounts of vacant land along the corridor, there are significant opportunities for additional open spaces in the future, including passive and active parks, trails, and plazas. The existing and potential future community open spaces – along with a more complete network of complete streets – should be planned as a unified public space network, as an armature for future development.



Source: City of Moreno Valley, GIS
January 19, 2015

Figure 3: Existing Land Uses

Transportation

The Corridor has the potential to be a diverse transportation system with the a foundation for established roadway systems, developed and proposed bicycle infrastructure, pedestrian amenities, and a public transit system.

Pedestrian

Portions of Nason Street provide discontinuous sidewalks, sidewalks on only one side of the roadway, or no sidewalks at all (Figure 4: Sidewalks in Nason Street Corridor). North of Cottonwood Avenue, some gaps exist but sidewalks are present on at least one side of the street between Cottonwood Avenue and Cactus Avenue, little to no sidewalk connectivity is provided. South of Cactus Avenue to Iris Avenue provides sidewalks on one side of the street. Where sidewalks do exist along the corridor, they are generally in good condition, free of cracks, fissures, or uplift. Sidewalks along Nason Street generally provide abundant streets and landscaping. They are generally flat with limited grade. Additionally, trees along pedestrian walkways provide substantial shade for pedestrians. Pedestrian amenities offered along the corridor's sidewalks generally consist of attractive landscaping and buffers. Median landscaping exists south of Cactus Avenue. Buffered space is common along the corridor's sidewalks in the form of landscaping and bicycle lanes south of Cactus Avenue. However, some segments lack buffered space and could also benefit from wider sidewalks (Figure 5: *Existing Transit Routes*).

Transit

Bus service along the Nason Street Corridor Plan Study Area is operated and maintained by the Riverside Transit Agency (RTA). RTA is the Consolidated Transportation Service Agency for western Riverside County and provides both local and regional services throughout the approximate 2,500 square mile service area with 36 fixed-routes, 8 CommuterLink routes, and Dial-A-Ride services using 266 vehicles. RTA operates 3 local fixed routes and one CommuterLink express route in the Nason Street Corridor Plan Study Area.

RTA Route 20: RTA Route 20 is a local fixed route operating primarily in the east-west direction serving the Cities of Riverside and Moreno Valley via Alessandro Boulevard. This route includes stops at Magnolia Center, Riverside County Regional Medical Center, Kaiser Permanente, and Moreno Valley College. The route operates on weekdays and weekends, and on approximately 60 minute headways during the peak periods.

RTA Route 35: RTA Route 35 is a local fixed route operating primarily in the east-west direction serving the Cities of Moreno Valley, Beaumont, and Banning via SR-60, Eucalyptus Avenue, and Nason Street. This route includes stops at Moreno Valley Mall, Moreno Valley Senior Center, Riverside County Regional Medical Center, Super Walmart at Moreno Beach, and Sun Lakes at Village. The route operates on weekdays only, and on approximately 60 minute headways during the peak periods.

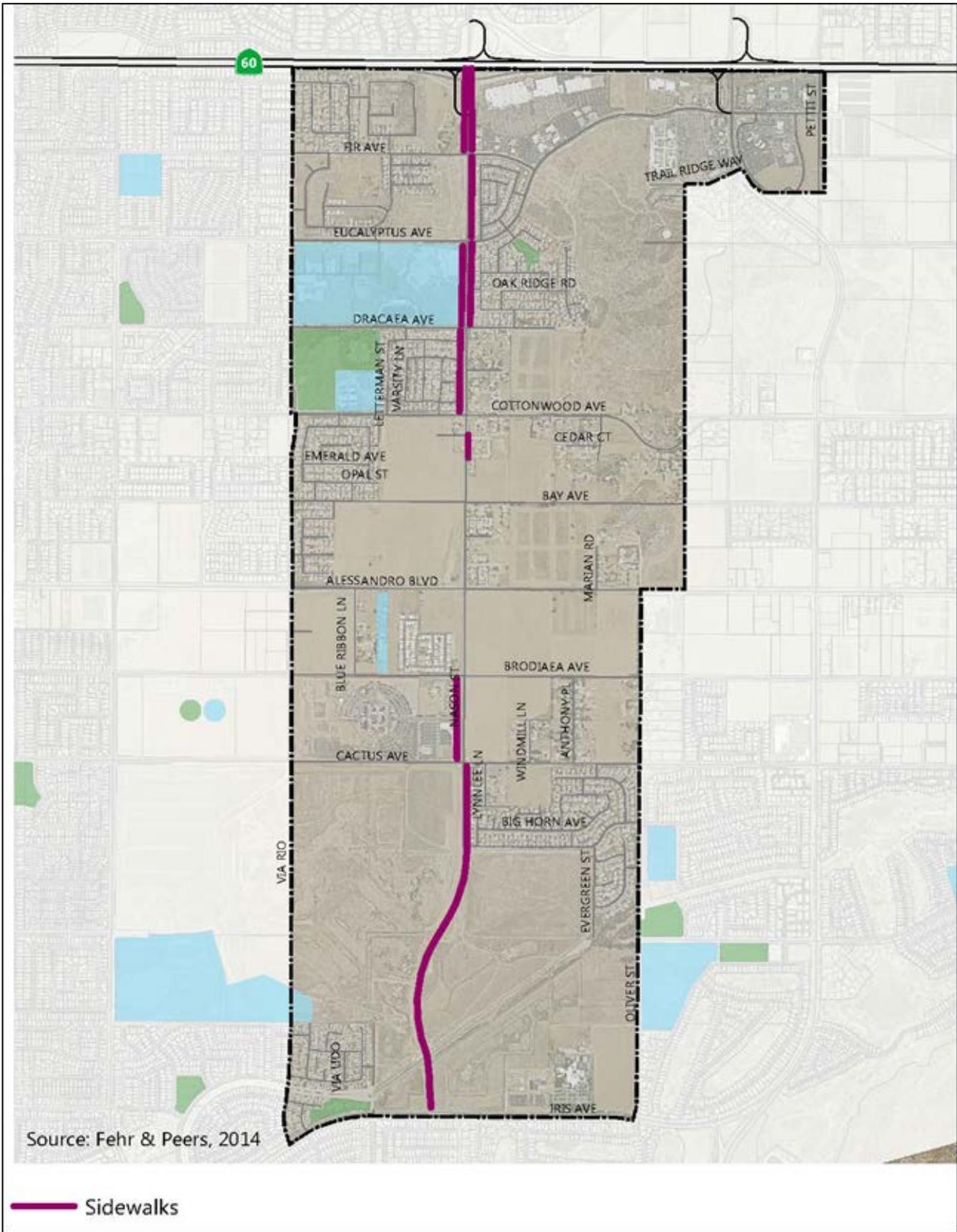


Figure 4: Sidewalks within the Nason Street Corridor

RTA Route 41: RTA Route 41 is a local fixed route operating in the north-south and east-west direction serving the Cities of Mead Valley and Moreno Valley. Traveling between Mead Valley and Moreno Valley via Cajalco Road, Evans Road, Lasselle Road, Cactus Avenue and Nason Street, this route includes stops at Mead Valley Community Center, Moreno Valley College, and Riverside County Regional Medical Center. The route operates on weekdays and weekends, and on approximately 60 minute headways during the peak periods.

RTA Route 210/Sunline Route 220: RTA Route 210 is a CommuterLink Express route operating primarily in the east-west direction serving the Cities of Riverside, Moreno Valley, Beaumont, Cabazon, Rancho Mirage, and Palm Desert. Traveling between Riverside and Palm Desert primarily via SR-60, Eucalyptus Avenue, I-10, and Monterey Avenue, RTA Route 210 becomes SunLine Route 220 east of the City of Banning and includes stops at Downtown Riverside, Downtown Riverside Metrolink Station, UC Riverside, Moreno Valley Mall, Beaumont Super Walmart, Morongo Casino, and Westfield Palm Desert. This route operates on weekdays only, westbound during the AM peak period and eastbound during the PM peak period. SunLink Route 220 operates two buses during the AM and PM peak periods and RTA Route 210 operates four buses during the AM peak period and one bus during the PM peak period.

Bicycle Facilities

The City of Moreno Valley has made a concerted effort to expand the availability of bikeways for residents and visitors, recognizing benefits to public health, the environment, and the economy. The City’s Draft Bicycle Master Plan provides for substantial increases in bicycle infrastructure coverage in the City. This includes expanding bicycle facilities along the City’s major roadways. The City is focused on becoming more bicycle-friendly and making bicycling a viable option that will attract more people to visit and live in Moreno Valley. The City of Moreno Valley Planning Commission recommended approval of the Bicycle Master Plan Update which City Council approved on January 6, 2015.



Class III Bicycle lane on Nason Street south of Cactus Avenue.

Several bicycle facilities exist in the Corridor. These facilities consist of Class 1 separated paths, Class 2 striped lanes, and Class 3 shared roadways. Class 1 separated paths, which provide a dedicated bicycle right of way removed from the roadway, exist along Nason Street between Dracaea Avenue and Cottonwood Avenue and between Brodiaea Avenue and Cactus Avenue. These bicycle paths run parallel to Nason Street buffered by landscaping and sidewalks. Class 2 striped lanes, which provide a dedicated lane of one-way travel within the paved section of the street, exist on both sides of Nason Street between Cactus Avenue and Iris Avenue. Additionally, these lanes provide striped buffers from automobile traffic.

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

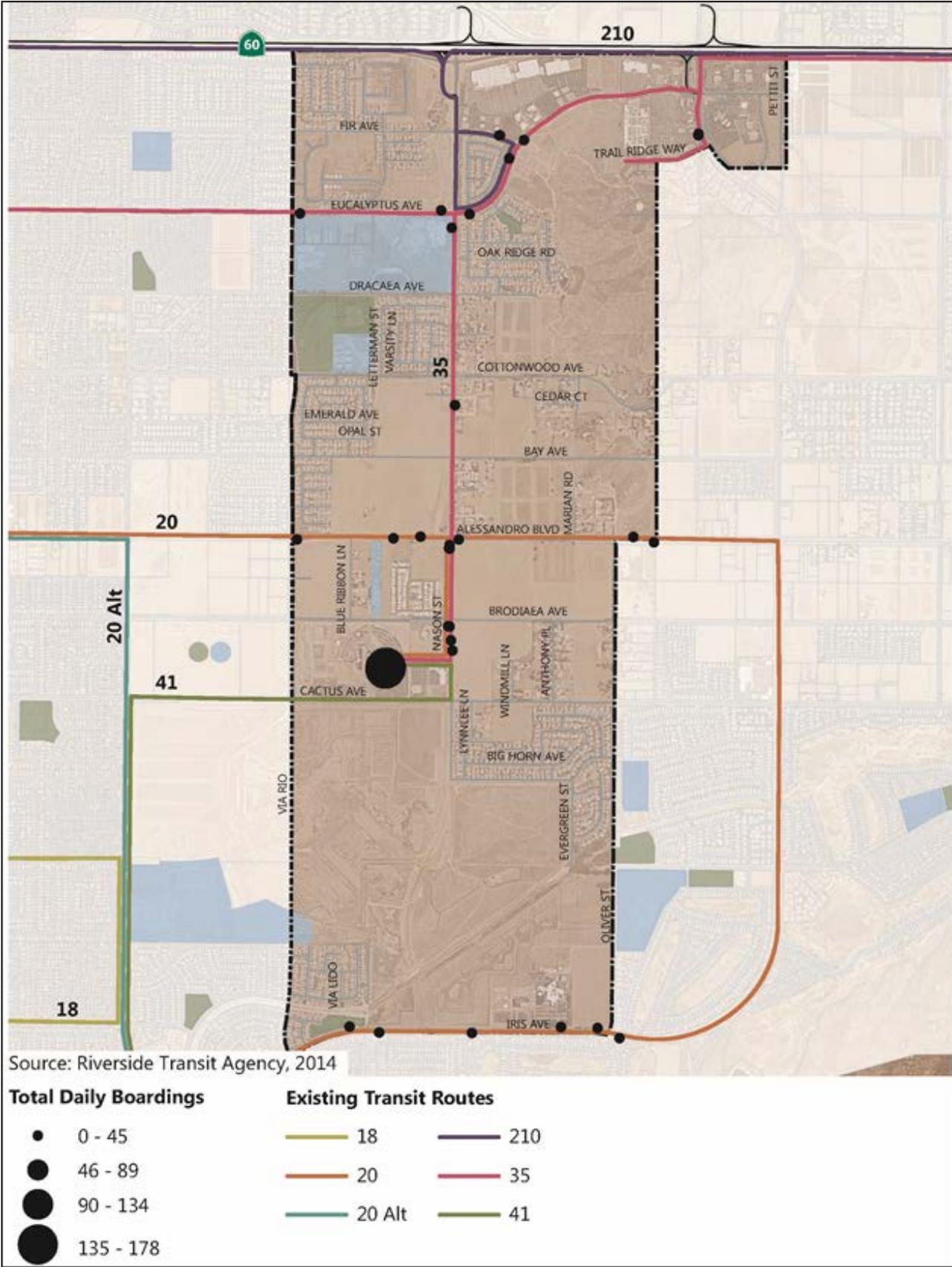


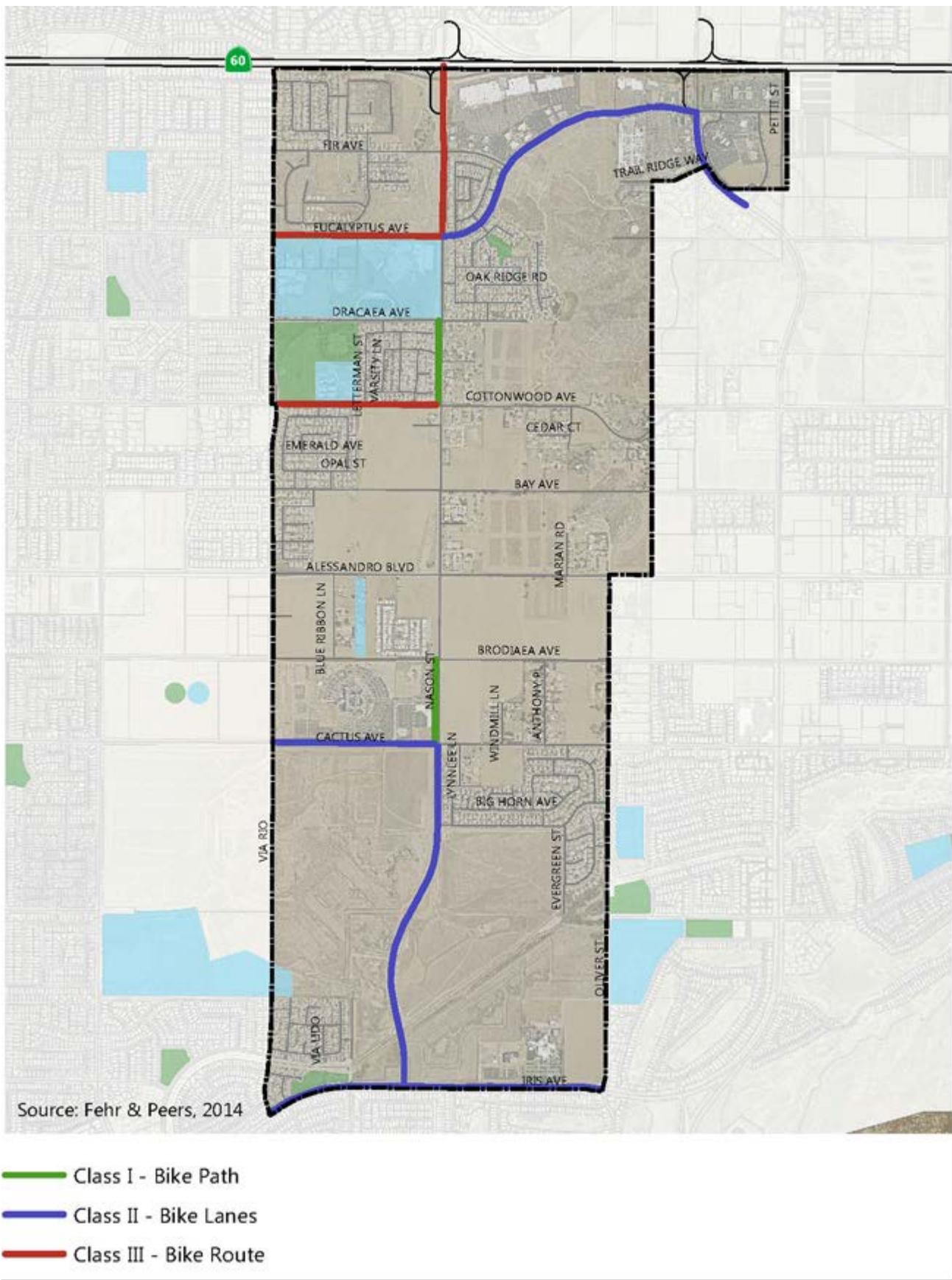
Figure 5. Existing Transit Routes



Class I Bicycle Path along Nason Street.

Class 3 shared roadways providing a right-of-way with shared use with other motorists are provided north of Eucalyptus Avenue. Furthermore, a number of roadways bisecting Nason Street in the study area, such as Eucalyptus Avenue, Cottonwood Avenue, and Cactus Avenue, provide Class 2 and Class 3 facilities. Still, many of the roadways connecting to Nason Street lack bicycle infrastructure altogether. These include Fir Ave, Dracea Ave, Cottonwood Ave (east of Nason Street), Bay Ave, Alessandro Blvd, Brodiaea Ave, and Cactus Ave (east of Nason Street). Maps of the Corridor's existing and proposed bicycle facilities are provided on Figures 4.3 and 4.4. Class I Bicycle Path along Nason Street.

Several bicycle facilities exist in the Corridor. These facilities consist of Class 1 separated paths, Class 2 striped lanes, and Class 3 shared roadways. Class 1 separated paths, which provide a dedicated bicycle right of way removed from the roadway, exist along Nason Street between Dracaea Avenue and Cottonwood Avenue and between Brodiaea Avenue and Cactus Avenue. These bicycle paths run parallel to Nason Street buffered by landscaping and sidewalks. Class 2 striped lanes, which provide a dedicated lane of one-way travel within the paved section of the street, exist on both sides of Nason Street between Cactus Avenue and Iris Avenue. Additionally, these lanes provide striped buffers from automobile traffic.



Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Figure 6: Existing Bicycle Infrastructure

CHAPTER FOUR

Circulation Recommendations

Overview

This chapter provides design recommendations for the street network within the Corridor Plan Area. This includes suggested cross-sections for Nason Street, pedestrian and bicycle network improvements, intersection treatments, and network connectivity enhancements. All of these strategies are oriented around improving the safety of area roadways with an eye towards improving the comfort and convenience of pedestrians and bicyclists and improving the viability of future transit investments. The foundation for the success of the Nason Street Corridor Plan is an interconnected network of bicycle routes, pedestrian paths, parks and open space. If we are to build an active center of town for our residents, we must design the streets and open spaces to feel comfortable and safe for everyone.

Circulation and Public Realm Network

The circulation and public realm network is an essential component to the Plan's land use guidelines in achieving the Plan's goals of greater connectivity and reduced automobile dependency. A circulation network of complete streets that support all travel modes provides the connectivity to a broad range of housing options, jobs, and commercial and civic amenities necessary for a more livable, sustainable, and prosperous community. A complete network that supports walking and biking and links open spaces in the public realm will create a sense of place and community identity while supporting healthy and sustainable outcomes.

Streets designed for all users will create a public realm network throughout the entire corridor. This includes wide shaded sidewalks, bicycle lanes and amenities, landscaped medians, attractive transit stops, and street furniture. Parks and tot lots will be incorporated into neighborhoods, while plazas, paseos and patios will be integrated private and public urban development. While the land use concepts are important for the future of Nason Street, the public realm network is the key to creating a unified corridor with a sense of place that is welcoming and inviting to all users and is not dependent on the automobile for mobility and accessibility. The corridor's land use will likely change and shift over the decades to come, but

the roads will be forever. For the vision of a human-oriented town center to become reality, the City must focus on achieving the street network and connectivity envisioned herein.

The proposed circulation and public realm network contains five elements:

- **A highly connected, multimodal street network** for people driving, taking transit, bicycling, and walking, with particular attention to providing safe connectivity to the corridor’s schools;
- **Street design** improvement concepts for roadways throughout the corridor;
- **Integrated land use and transportation design** that supports bike friendly business districts through connecting people to places;
- **Intersection treatments** that support safe connectivity for all modes; and
- **Open space** elements that enhance the public realm.

Network Completion

Figure 7 illustrates the existing circulation network within the Corridor as well as opportunities for future improved connectivity between the Corridor and the overall circulation network of the area. Figure 7 is intended to be illustrative and show the intent of expanding access throughout the corridor. In general, the circulation network within the Planning Area can be organized into the following categories:

Nason Street and Alessandro Boulevard

The “spines” of the Plan Area, these large corridors currently accommodate high daily traffic volumes, and a limited range of existing land uses. As described in Chapter 3, large masses of vacant land exist at or near the intersection of these main corridors, making this area a very natural “node/center” within the Planning Area, providing an unrivaled opportunity for creating a walkable town center for Moreno Valley.

Half-Mile Corridors

These typically 4-5 lane streets, are generally defined as the half-mile grid streets, including Cottonwood Avenue, Eucalyptus Avenue, Cactus Avenue, John F Kennedy Drive, and Iris Avenue to the north and south, and Laselle Street, Morrison Street, Oliver Street and Moreno Beach Drive, to the west and east. While mostly intact, there remain significant gaps in this network (see Figure 8) that should be completed as future development occurs within the Plan Area.

Quarter-Mile Connectors

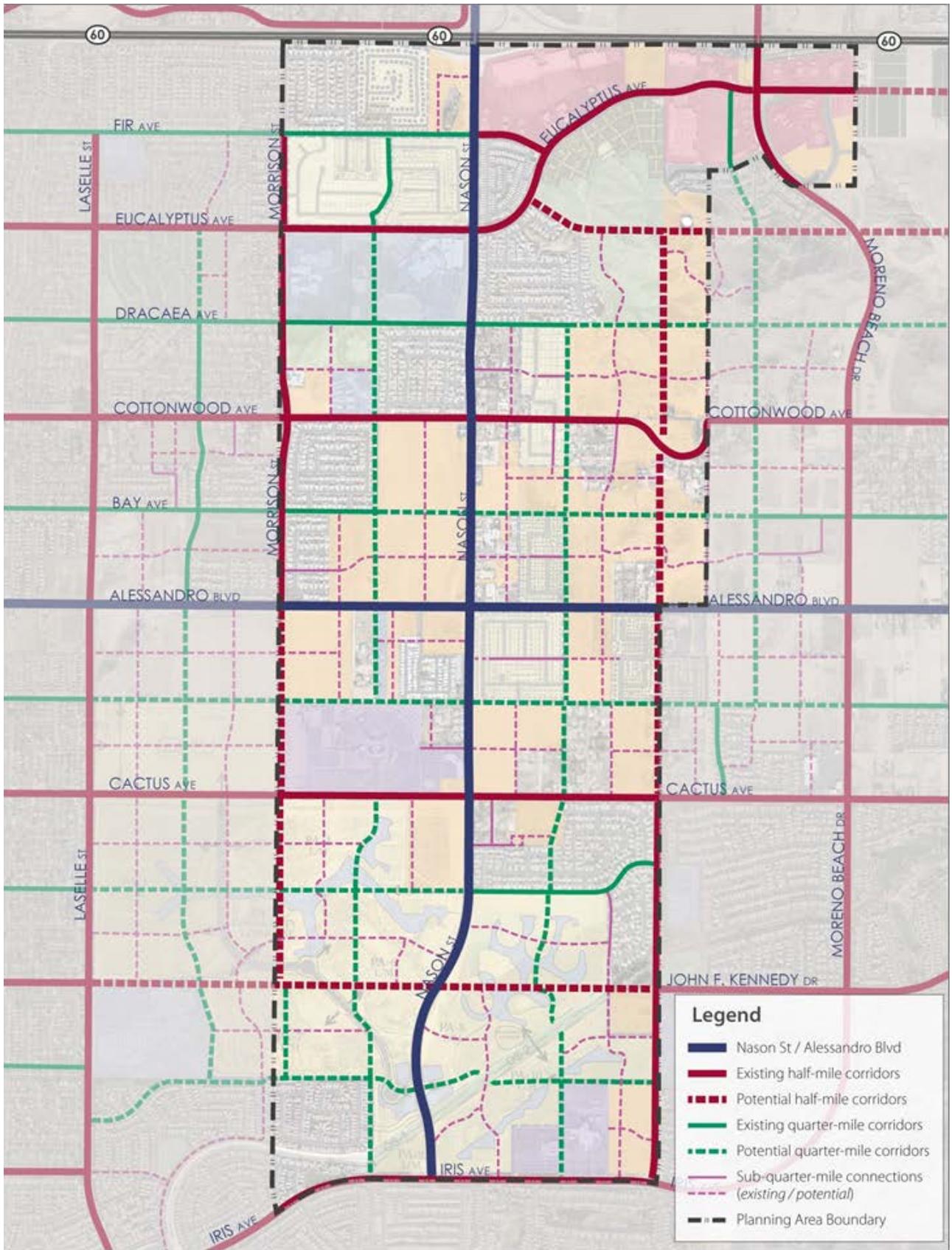
As illustrated in Figure 7, this quarter-mile, or mid-block network is largely non-existent, and in a number of blocks, existing developments patterns have removed the possibility of completing it. However, due to a large amount of existing vacant, numerous opportunities exist to complete this tier of the network, which would dramatically improve the bike/walkability of the Plan Area, in addition to reducing traffic volumes on the half-mile corridors.

Sub-Quarter- Mile Connectors

Typically 2-3 lane streets, and almost entirely absent in the planning area. Wherever possible, at least one “through-block” connection should be provided per quarter-mile block. As new development proposals are received, this level of “through” network connectivity and completion is highly recommended.

Neighborhood Streets

Typically 2-lane streets which should be designed to be low-speed, and accommodate shared use between all modes of travel, including cars, bikes, and transit. Typically existing new residential streets within the planning area have been designed quite wide (up to 40 ft curb-to-curb), which encourages travel speeds higher than desirable within neighborhoods. Future neighborhood streets should have be slightly narrower to reduce local traffic speeds and increase safety within neighborhoods.



Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Figure 7: Network Completion Opportunities

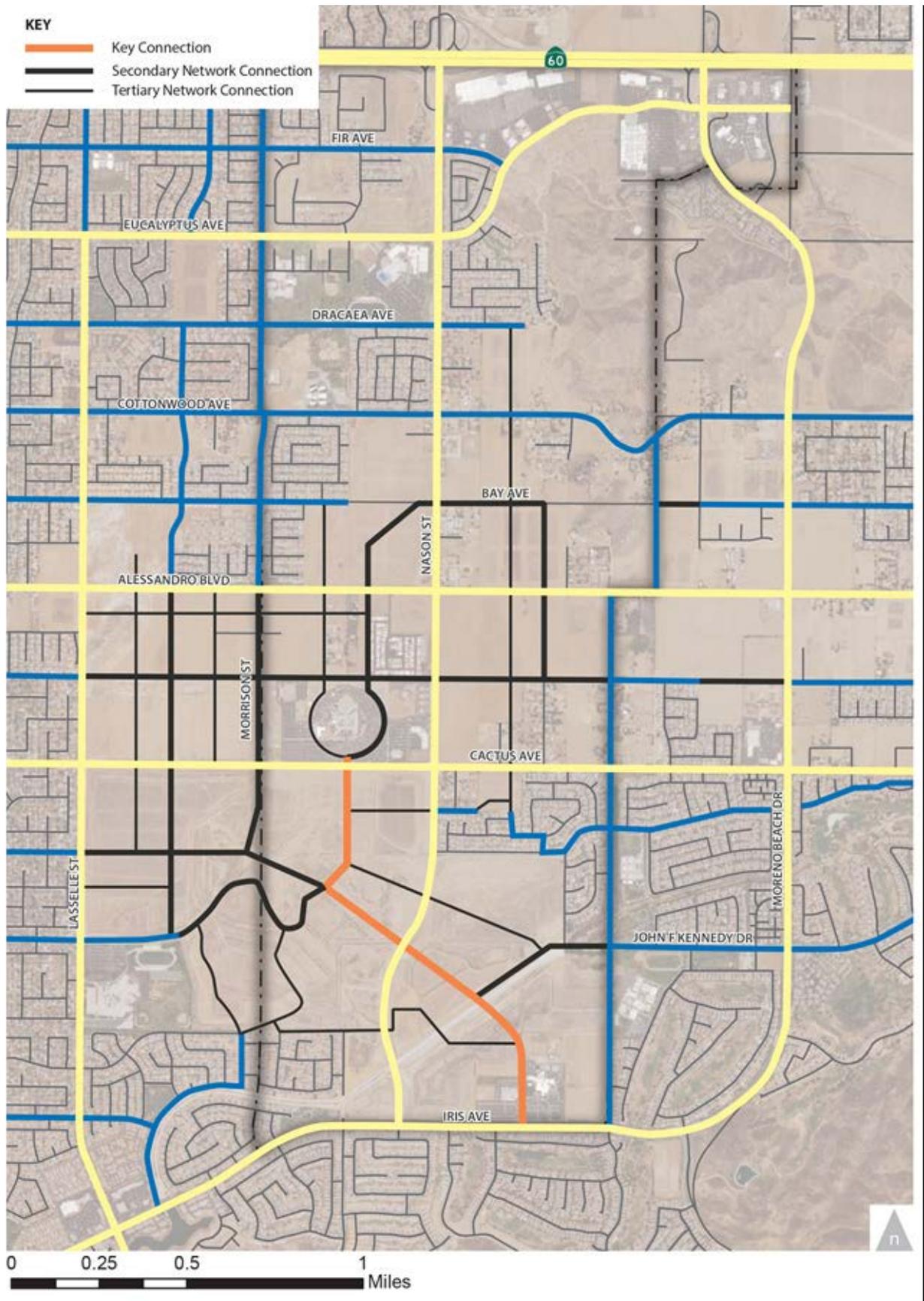
Conceptual Transportation Network

Figure 8, Conceptual Transportation Network, illustrates one way the connectivity improvements could be achieved within the Plan Area in a manner that would support the envisioned land use concepts presented in Chapter 5, Land Use Recommendations.

The primary network of Nason Street and Alessandro Boulevard form the backbone of the entire Corridor and the recommendations for creating complete streets are discussed in more detail below under the section, Nason Street and Alessandro Boulevard.

The existing Secondary Network, shown in blue, provides more localized access for people traveling between neighborhoods and districts within the planning area and between the planning area and adjacent communities. The Secondary Network should be expanded within the planning area as shown by the black lines. The orange line indicates a proposed new key roadway within the Secondary Network between RCRMC and Kaiser Permanente, serving to connect the two medical centers and create an opportunity for a medical oriented district.

The Tertiary Network, generally not present under existing conditions, consists of quiet neighborhood streets that provide additional automobile connectivity at lower speeds as well as comfortable routes for people walking and bicycling within and between neighborhoods. The Tertiary Network can be built into the Planning Area in flexible ways that support the community's desire for greater walkability and connectivity. For example, neighborhood traffic calming features like speed bumps and multi-use trails should be incorporated into new neighborhoods as they are designed and developed.



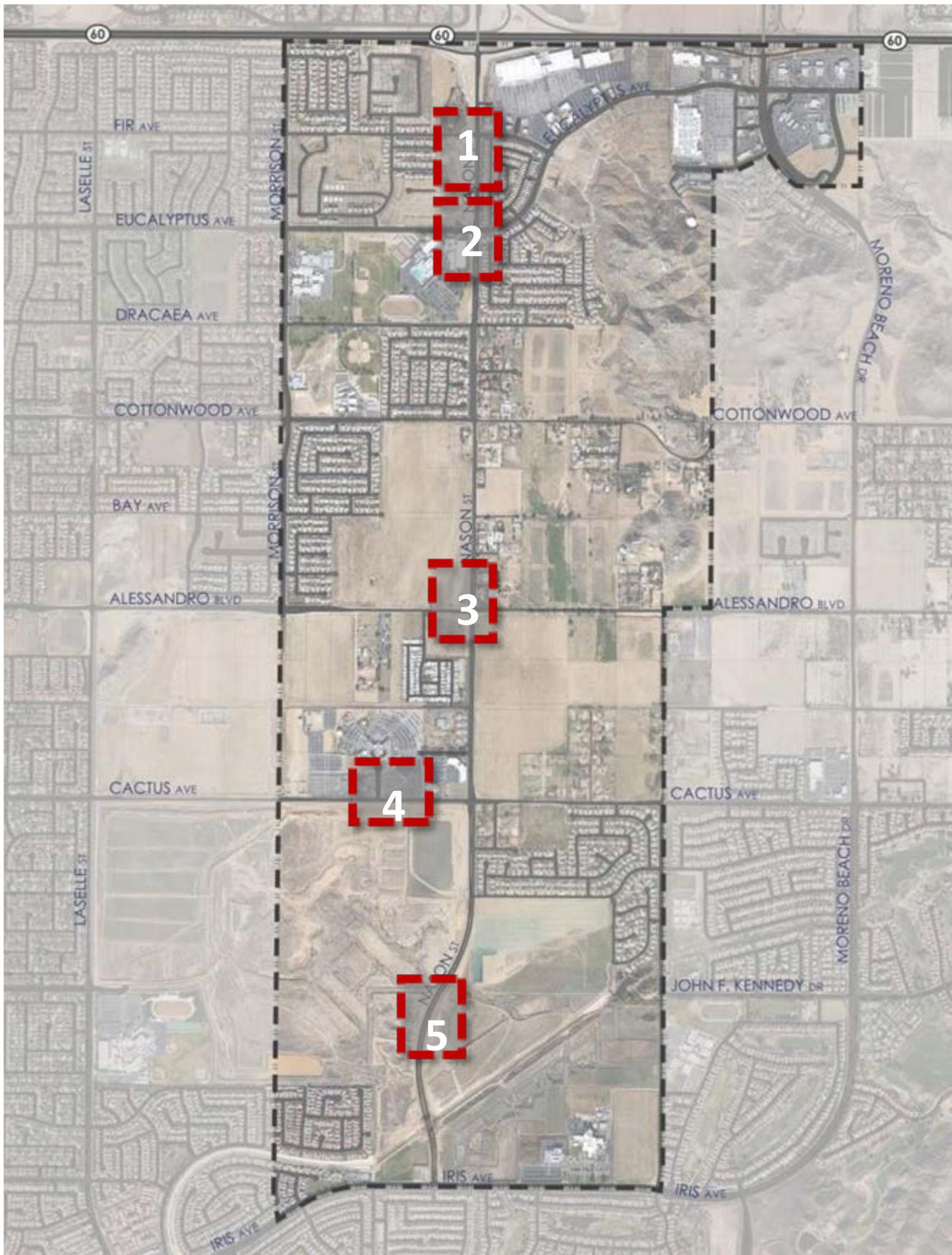
Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Figure 8: Conceptual Transportation Network

Nason Street and Alessandro Boulevard

Getting the design of Nason Street right is easily one of the most important objectives of this plan. If Nason Street becomes a wide, automobile oriented street, the corridor will not be able to support the activity necessary to create a downtown-like town center for Moreno Valley. Furthermore, it is critical for Nason Street to be designed and constructed as a complete street if the City is to achieve its objectives of safer routes to school, reduced dependence on automobiles, improved quality of life, and improved economic outcomes. Similarly, designing Alessandro Boulevard to reinforce these same objectives will bolster this City's opportunities of successfully creating an active, thriving center.

Following are a series of recommendations for various locations for these important roads suggested street improvements. The Nason Street corridor is fairly long and each segment has its own distinct character and opportunities. Hence the variety of options. In each case, the objective should be to create a complete street that is safe and comfortable for all users.



Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Figure 9: Suggested Street Improvements

Street Design



Nason Street north of Cottonwood Avenue will transition from an automobile-oriented context at the Moreno Valley Freeway (Highway 60) to a multimodal context as it approaches Fir Avenue. In addition to two vehicular travel lanes in each direction and a shared left-turn lane, this section of Nason Street will provide a separated bike lane on each side of the street, protected from vehicular traffic by a raised, landscaped median. A landscaped parkway will provide additional separation between the bike lane and a wide, shaded sidewalk on each side.

Figure 10: Street Design 1 location and illustration

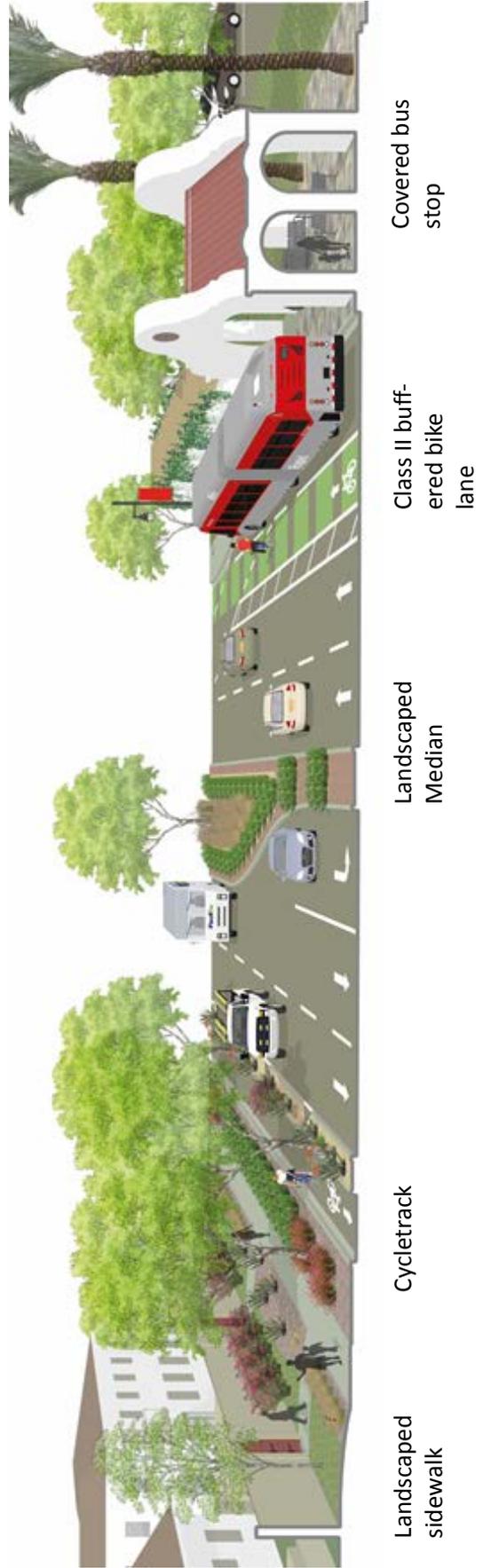


Landscaped sidewalk Cycletrack Landscaped sidewalk

Adjacent to Valley View High School, Nason Street will widen slightly to accommodate a high-quality bus transit stop. The east side of the street will be similar to Figure 10. A landscaped median, separating north- and southbound vehicular traffic will be added in place of the shared left-turn lane. On the west side of the street, instead of a protected bike lane separated by a raised median, a buffered bike lane—separated from through vehicular traffic by a striped buffer zone—will provide a dedicated space for people riding bikes while allowing buses to enter and exit the through travel lanes from the bus bay along the curb. At the bus stop, the sidewalk will pass behind the bus shelter.



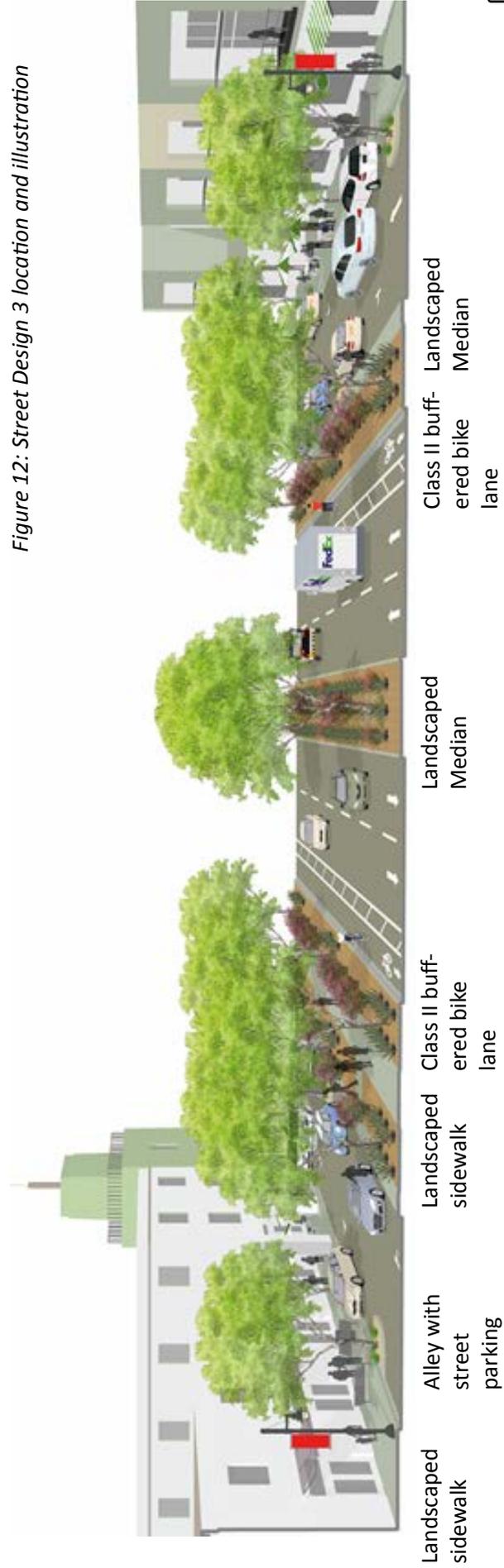
Figure 11: Street Design 2 location and illustration





Nason Street through the Town Center will continue as a multiway boulevard. On the east half of the street, a frontage road will provide parking and local access to adjacent land uses that allow motor vehicles to slow and left-side and right-side on-street parking spaces without delaying through traffic. A landscaped median that accommodates a narrow sidewalk as well as a broad, landscape-buffered walkway will separate the access road from the main automobile lane. The main automobile lane will include a separated bike lane, striped buffer, and two through travel lanes. The west half of the street will have a similar configuration, except the median separating the main carriageway from the frontage road will be narrower and include only a narrow sidewalk directly adjacent to the parked cars. Both edges of the street will have ample sidewalks with sufficient space for a furniture and amenity zone, adjacent to street-facing buildings.

Figure 12: Street Design 3 location and illustration



Alessandro Boulevard “Wiggle”

The Town Center, RCRMC, and the planned Bus Rapid Transit makes the intersection of Alessandro Boulevard and Nason Street the most critical connection in the Corridor Plan Area. By realigning the street to “wiggle,” the City can create a feature that simultaneously slows traffic and emphasizes the importance of the downtown-like town center or town plaza. Additionally, the location of Valley Christian Academy on the south side of Alessandro Boulevard could be similarly enhanced. If Alessandro is realigned into the City’s property, the City could create a town green north of the Valley Christian Academy, buffering the property from the road and creating a significant town center feature. The Alessandro Boulevard “wiggle” would have an additional benefit of serving as traffic calming as people enter the Nason Street Corridor from the west and into the pedestrian and bicycle friendly area. This traffic-calming will make the intersection safer and more comfortable for people walking to the Town Center and for Medical District and hospital employees walking to shop and dine in and around this area.

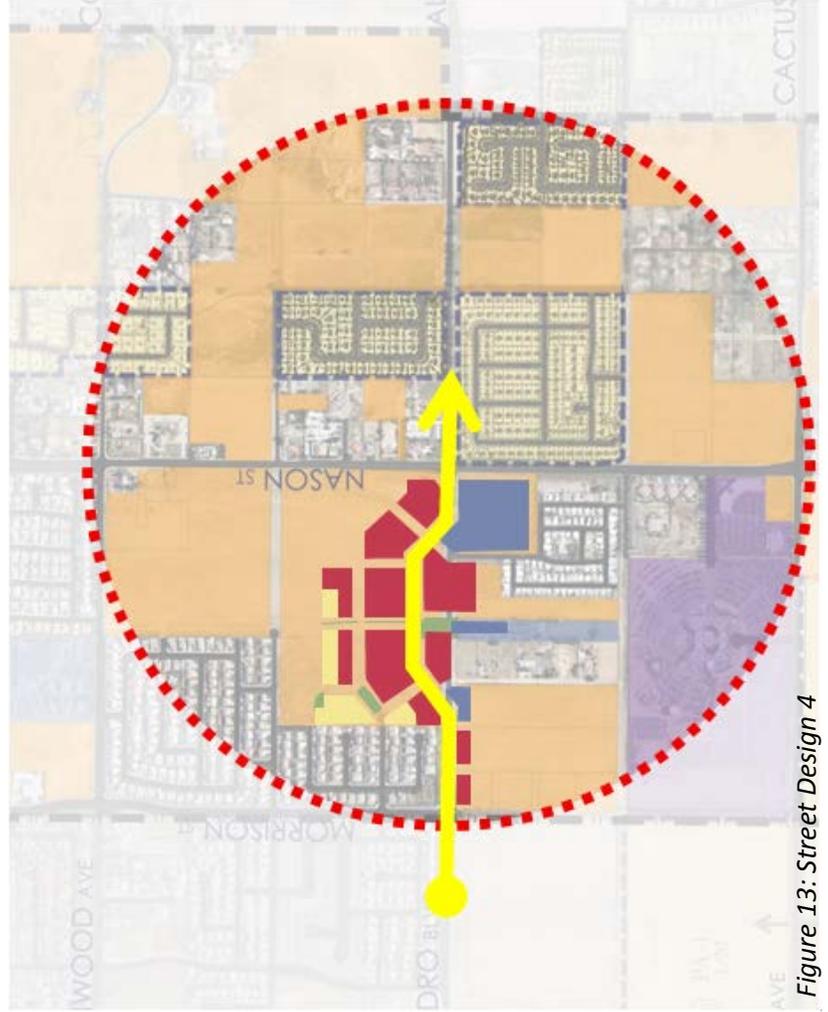


Figure 13: Street Design 4

Neighborhood Center Traffic Circles

The southern portion of the corridor (see Chapter 5 for information on Subarea 4) is envisioned to have a neighborhood center along Nason Street that is easily accessible via walking and biking for local residents and medical use employees in the vicinity. This neighborhood center could also serve as a “drive-home” center for those driving south on Nason Street. In order to prioritize pedestrian safety and comfort, it is recommended that traffic calming features such as traffic circles are developed along Nason Street at the northern and southern portion of this neighborhood center (Figure 13. Subarea 4 Neighborhood Center). The proposed configuration would allow the City to create a local main street concept on Nason Street as well as provide alternate routes around the neighborhood center so as to maintain good north-south access.

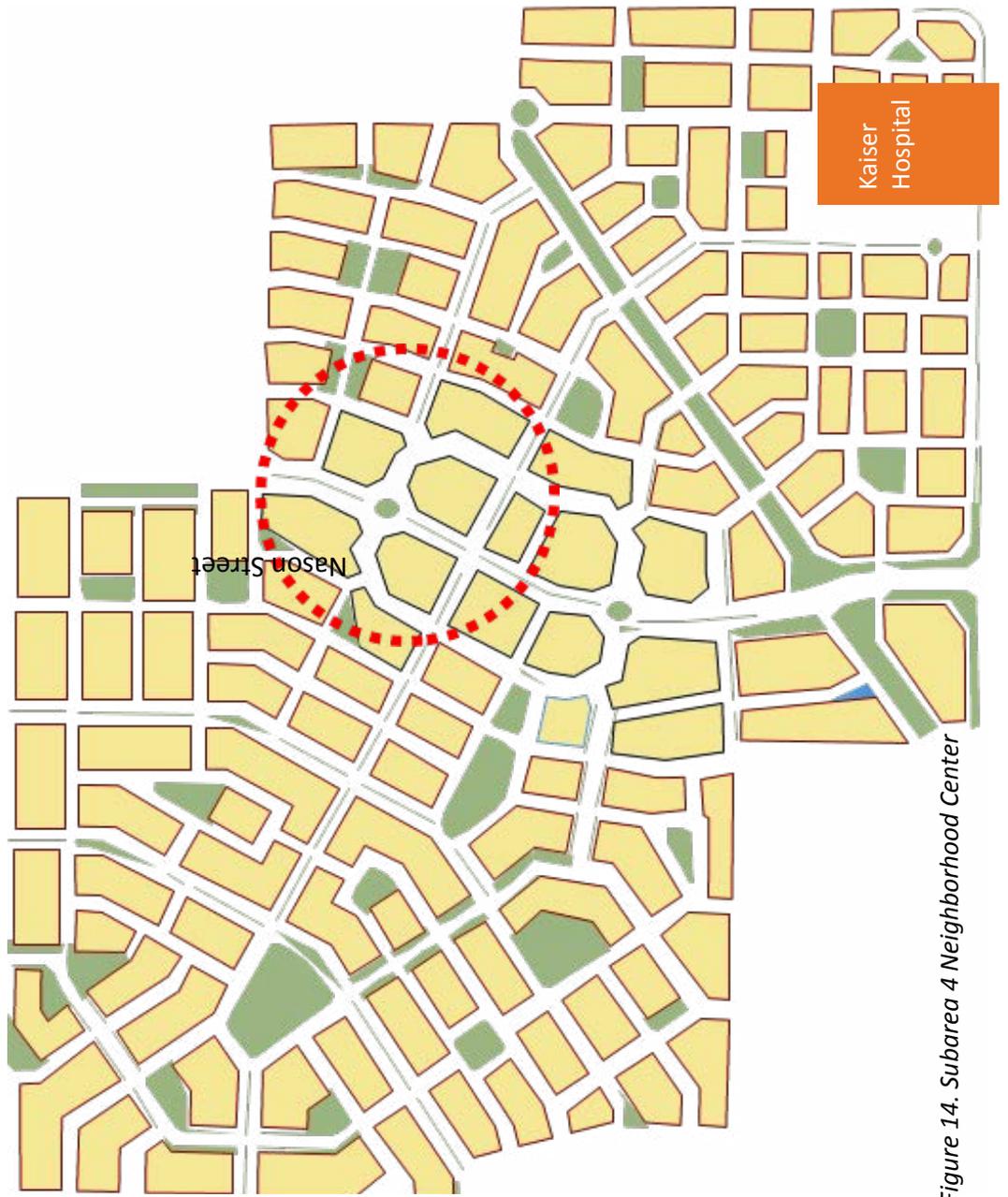


Figure 14. Subarea 4 Neighborhood Center



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Connectivity and Accessibility

Connectivity is key for an efficient transportation network, especially for walking and biking where greater connectivity can make non-motorized trips more convenient. An important aspect of achieving this high-level of connectivity is ensuring that new development along the corridor is permeable to pedestrian traffic within the corridor. Generally, this means new development should face the street making it easy for pedestrians and bicyclists to access from all of the Corridor Area streets, including the Primary and Secondary Network. This also means that new development should have many through connections so as to ensure there are multiple route choices for all transportation modes. This will serve to reduce traffic on the primary and secondary roads, improve the convenience of bicycling and walking, and improve the success of future transit.

Figure 15, Nason Street Corridor Connectivity Opportunities, illustrates the existing range of urban “frontage” conditions along the Nason Street Corridor. Inherent to each condition is a range of potential design strategies to better unify the Corridor and accommodate future development opportunities. These strategies generally range from streetscape and landscape only strategies, to more comprehensive designs of entire neighborhoods and districts. This map will help provide direction to new private development as well as future public investments on where to focus particular design strategies so as to enhance the overall connectivity in the Corridor.

The prominent conditions that occur along the Corridor can be generally categorized into the following levels of connectivity—both existing and potential future—to the Corridor itself:

Very limited or no potential for future connectivity (existing developments)

This condition is typically characterized by sound walls and/or retaining walls, many buffered from the Corridor by some type of landscaping, but providing few or no opportunities for street or pedestrian connectivity other than approximately every quarter mile along east west arterial or collector streets. A development that does provide connections to Nason Street is the residential development located on the northwest corner of Cottonwood Avenue and Nason Street, which provides pedestrian paths between the cul-de-sacs and the Nason Street sidewalk. Improvements along these segments of Nason Street will typically be limited to a more unified landscape and streetscape design. There may also be some opportunity for new pedestrian and bicycle linkages and the City should continue to seek these out opportunistically and on a case-by-case basis.

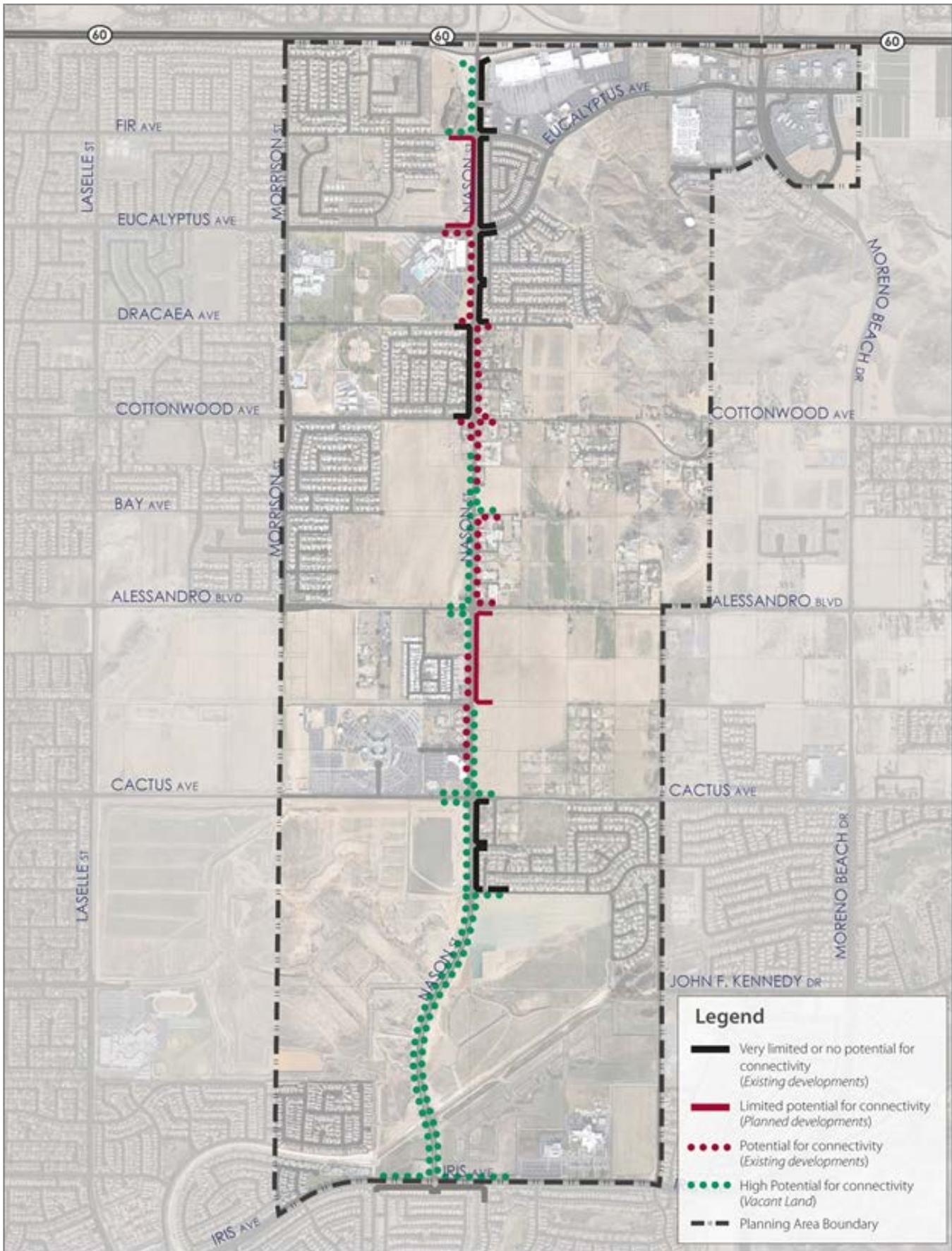
Limited potential for future connectivity (planned developments)

The same pattern described above – development perimeter walls facing Nason Street – has been approved for a number of planned developments recently submitted to the City. For those planned communities that have not yet begun construction, there may be opportunities to work with builders/developers to refine the plan to accommodate improved levels of connectivity, within and context of the unified vision for Nason Street that this planning effort intends to achieve. Ideally, the City should seek to achieve development that faces Nason Street and provides multiple through points to access the road for each transportation mode.

Potential for future connectivity (existing developments)

This condition is characterized primarily by properties that were part of the original urban pattern of the Plan Area – the large-lot rural residential developments which still front onto Nason Street. Over time, some or most of these rural properties may be replaced with more-urban development types that, along with streetscape and landscape improvements, provide opportunities for higher levels of multi-modal connectivity. If and when these properties are replaced by more urban development types, the City should seek to achieve development that faces Nason Street and provides multiple through points to access the road for each transportation mode.

High Potential for future connectivity (vacant land) –There are large parcels of vacant land distributed throughout the planning area that provide a wide range of opportunities for future development and economic improvement based on the unified vision of the Alessandro Boulevard Corridor Vision Plan, which provides recommendations for transforming and revitalizing Alessandro Boulevard into a transit corridor that links a planned Metrolink station with the community of Moreno Valley. These large parcels of land present the greatest opportunities from improved connectivity and the City should hold future development to very high standards of connectivity. Additional guidance on how these areas could develop is presented in Chapter 5, Land Use Recommendations.



Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Figure 15. Nason Street Corridor Connectivity Opportunities



Bicycle sharrow



Curb extension



Speed cushion

Highly connected Multi-Modal Network

By its nature, an integrated network of complete streets comprised of smaller blocks is intrinsically highly connected and conducive to efficient operation of multiple transportation modes. The various alternative transportation networks, namely pedestrian, bicycle, and transit, can be enhanced and operate more effectively through a variety of design strategies. These strategies are discussed below.

Bicycle Network

The Nason Street Corridor Plan envisions a circulation network where residents, workers, students, and visitors of all ages are comfortable bicycling throughout the community. The type of treatment needed to achieve this comfortable, low-stress bicycling network will vary with the characteristics of the street and the surrounding land use context. On most of the Tertiary Network, a low level of stress can be achieved in mixed traffic with low vehicular traffic volumes and speeds. Shared lane markings can be added to show people riding bicycles the proper place to ride in the lane and to remind people driving cars to watch out for them. Speed cushions and curb extensions can also be installed to calm vehicular traffic and create a more comfortable, safer bicycling environment.

On streets with more lanes or higher traffic volumes or speeds, such as the secondary network, dedicated bicycle lanes may be necessary to provide a safe, comfortable bicycling environment. Providing people with a safe place to ride bicycles separated from vehicular traffic helps to reduce conflicts and potential collisions and improves comfort and safety. Key connections for bicycle lanes include Alessandro Boulevard, Cactus Avenue, Oliver Street, and Moreno Beach Drive.

Streets with even more vehicular travel lanes, more vehicular traffic, and higher speeds, such as the Primary Network, may require further separation between people bicycling and vehicular traffic to create a safe, comfortable bicycling environment. A buffered bicycle lane provides additional horizontal separation between people riding bicycles and fast-moving vehicular traffic. A striped buffer indicates the area where people must not drive. When placed adjacent to on-street parking, this space also provides protection from car doors opening into the bicycle lane.

A cycle track (page 47) is also suggested for the northern reaches of Nason Street. It would provide physical separation, such as a raised, planted median, between the bicycle lane and motor vehicle travel lanes, increasing the level of comfort and appealing to a broader spectrum of people who may want to ride bicycles. Renderings of buffered bike lane and cycle track concepts for portions of Nason Street are included in the Street Design section, below.

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Finally, Class 1 paths provide complete separation between motor vehicles and people riding bicycles. Class 1 paths may be shared with people walking, jogging, and rollerskating, or in areas with especially high levels of use, separate facilities may be provided for people bicycling and other nonmotorized trail users.

An existing flood control channel running to the southwest through the planning area from approximately the intersection of John F. Kennedy Drive and Oliver Street in the east to the intersection of Iris Avenue and Grande Vista Drive in the southwest presents an opportunity for a Class 1 shared-use path adjacent to a lush, vegetated open space and completely separated from motor vehicles, with access points at key cross streets. Connections could continue along the channel beyond the planning area to adjacent neighborhoods.



Figure 16: Seasonal Creek



Designated bike lane



Separated bike lane



Cycle track

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Bicycle-Friendly Business District

The City can further encourage active transportation uses and a successful Downtown by creating a Bicycle-Friendly Business District. Promoting the Downtown as a Bicycle-Friendly Business District can encourage visitors to shop and dine locally via bicycle, relieving congestion and parking demands. The Bicycle-Friendly Business District would feature a tight network of low-stress bicycling connectivity through concentrated development that supports walking and biking among destinations. Complete streets that support all users connect people to place and establish an identity for the district. Supportive wayfinding signage, indicating bicycling distances in minutes, can raise awareness of how accessible destinations are by bicycle, while custom bike racks or bike corrals make locking up at the end of a ride safe, secure, and convenient.

Pedestrian Circulation

The pedestrian circulation network in the Plan Area is largely undeveloped. Although many streets provide sidewalks adjacent to developed parcels, many parts of the planning area are still undeveloped and lack sidewalks completely. Even some developed parcels currently lack sidewalks.

This Plan recommends a complete network of wide, level, paved sidewalks that provide a safe, comfortable space for people to walk separated from automobiles and bicycles. The street network should be complete and connected as suggested in the pages above so that people do not have to walk long distances out of the way to reach their desired destinations. Sidewalks at least six feet wide provide enough space for two people to walk together comfortably and allow space for two people to pass when walking in opposite directions. In areas where there is no buffer between the sidewalk and vehicular traffic or where there is a large amount of activity, sidewalks should be eight to ten feet or wider. Directional curb ramps help people with vision impairments, people using wheelchairs, and people pushing strollers or pulling wagons to safely cross at intersections.

Although people may legally cross the street at all intersections unless clearly prohibited, people driving automobiles may fail to yield at unmarked crossings. Marked crosswalks and, where needed, pedestrian crossing signals provide safe and convenient places for people to cross the street at all legs of all intersections. Distances for people walking across the street should be minimized to improve safety and comfort for people who are walking. Curb extensions reduce crossing distances and make people walking more visible while maintaining sightlines and space for on-street parking (page 46 Curb Extension).

Transit Circulation

The City does not control the transit network or transit service within the Plan Area. Local bus transit currently serves the Corridor. In addition to the existing bus service in the area, Bus Rapid Transit (BRT) service is planned to connect Downtown Riverside to RCRMC along Alessandro Boulevard. BRT is a high-quality, bus-based transit system that typically features dedicated transit lanes, iconic stations, off-board fare collection, platform-level boarding, and frequent, high-speed service. As the Corridor Area is developed, Riverside Transit Agency may also provide additional bus service to support convenient transit access to regional destinations as well as transit circulation within the planning area. The accessibility and connectivity strategies described within this chapter in conjunction with the land use strategies described within Chapter 5 would create a transit supportive land use and transportation network, helping to improve the viability and efficiency of future transit operations in the Corridor.

Safe Routes to School

Moreno Valley began its Safe Routes to School program in 2011 and now runs programs at 11 schools with over 900 students walking at least once a week. The program has over 80 active volunteers, averaging around 700 hours per month. The program extends beyond walking paths, to crossing guards, drop-off assistance, and safe driving reminders. The City of Moreno Valley offers Safe Routes to School maps and plans for local schools, located on the City's website. Pedestrian and bicycle improvements should be prioritized especially on routes that children take to access schools.

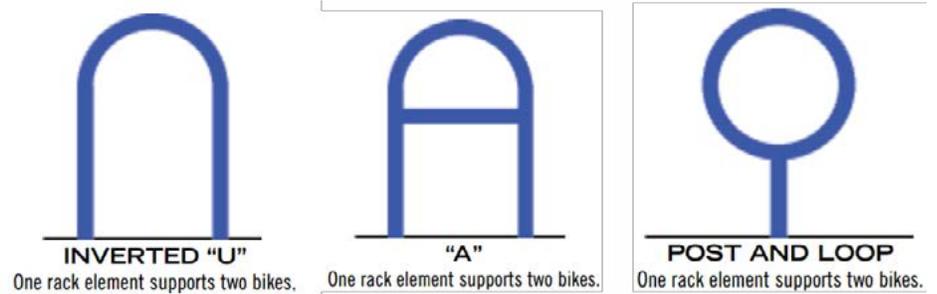
Vehicle Storage Strategies

Bicycle Parking

The Nason Street Corridor Plan envisions a built environment where people riding bicycles feel welcome at the end of every trip. Free, short-term bicycle parking is provided in highly visible and easily accessible locations near the entrances to businesses and attractions. Racks that support the bicycle in an upright position, such as Inverted "U", "A", or Post and Loop racks can be installed outside buildings or on public sidewalks. Racks that support the bicycle by one wheel only should be avoided, since they are less secure.

Long-term bicycle parking, offering an increased level of security and protection from the elements, provided inside schools, residences, and places of employment to allow people to leave their bikes unattended for long periods of time. Long-term parking provided close to the ground floor of the building and near the elevator, building entrance, or garage entrance to minimize the amount of time people need to walk their bikes through the building or bike through an automobile parking facility.

Long-term bicycle parking may include bike rooms, cages, or lockers, accessed by a key or code. Long-term residential bike parking could be provided on a per-unit or per-bedroom basis, such as one or two per dwelling unit or one per bedroom. Long-term commercial parking could be provided based on a ratio to automobile parking (e.g. 1 per 5 auto spaces) or on a per-square-foot basis, in case parking requirements are relaxed or removed (e.g., 1 per 2,000 square feet with a minimum of 2 spaces per building).



Automobile Parking

Convenient automobile parking provides valuable access for those wanting to drive, park, and walk a short distance to their destinations; however, large surface parking lots can increase travel distances and discomfort for people wanting to walk or bicycle to their destinations and those wanting to park once and visit multiple businesses and attractions. The Nason Street Corridor Plan recommends parking located interior to new blocks, with more interesting and active uses, like storefronts, residential and office entrances, and recreational space closer to the sidewalk and street. The need for large amounts of parking can also be reduced by employing a variety of parking management strategies, as suggested below. These strategies will likely be very important for the various commercial nodes described in Chapter 5, Land Use Recommendations.

Permit Parking Program: Cities often implement preferential parking districts or permit parking street segments in residential areas to protect residential neighborhoods from parking intrusion by employees and customers of nearby businesses and attractions. Preferential or permit parking districts restrict parking for all motorists, but area residents and their guests are exempt from the special parking restrictions if they purchase and display parking permits. Permit parking can also be applied to on-street parking in commercial districts to provide unrestricted access to parking for residents and employees who have businesses in a parking district.

Enforcement: Parking Enforcement usually involves writing and issuing parking citation relating to violation of codes, laws, regulations, and validation programs pertaining to on-street parking on city streets. Enforcement is usually performed by a non-peace officer. If a city is about to more stringently enforce time limits, however, sufficient notice should be provided to those who might be ticketed.

Merchant Programs: Some cities run merchant discount parking programs which allow merchants to purchase parking coupons to issue to customers who patronize their establishment. These validation programs can be arranged in several options to meet validation needs of the interested merchants. Merchants who choose to participate in the programs typically display a sign in the window to inform potential customers that validation coupons are available with purchases.

Time Limits and Restrictions: Time limits are perhaps the simplest way to control the uses of on-street parking facilities. Time-based parking restrictions prohibit parking for certain periods to preserve roadway capacity during peak commuting periods and to save parking resources for particular user groups. In residential areas adjacent to commercial areas, parking time limits are used to discourage long-term parking by employees of the businesses in the commercial areas. In commercial areas, typically by petition of the business/property owners, time limits are used to encourage turnover of parking spaces to provide short-term parking for visitors to the commercial areas.

Urban Design/Signage/Traffic Calming: Urban design features can make more distant on-street parking spaces known to commuters and enhance pedestrian connections to those spaces. Good signage can direct parkers quickly and efficiently to available spaces. Sometimes, the solution is as simple as providing information about space location and availability. Traffic calming, which includes strategies that moderate traffic speeds in order to improve the pedestrian environment, can also support parking management strategies by encouraging people to walk or bicycle.

Parking Charges: A system of differentiated parking meter rates is a key element in encouraging drivers to use parking efficiently by directing long-term parking to less convenient spaces and gaining the most productivity from the most attractive on-street spaces. There are many alternatives for collecting on-street parking charges, ranging from traditional parking meters, to centralized parking machines, to credit and debit card systems. Meters can be programmed to implement different parking charges by day of the week depending upon demand and to differentiate between short- and long-term use, time of day, and the location of particular parking space. Parking charges also help reduce auto use and increase use of alternative modes of transportation.

Parking Benefit Districts: This strategy is a variation of an on-street parking charge program for residential areas. Instead of prohibiting non-resident parking in neighborhoods, as occurs with a residential permit parking program, non-resident parking could be allowed with an appropriate parking charge. The charge could be collected with meters, pay-boxes, or monthly passes. Revenues from the nonresident parking can flow back to the community, for neighborhood or transportation improvements.

Shared Parking – Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions: Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses; and relationships among the land uses that result in visiting multiple land uses on the same auto trip.

Public Realm Network

A public realm network is a series of interconnected parks, plazas, streetscapes and other public spaces. It serves to create a sense of place and identity throughout the corridor and to foster a safe, attractive and comfortable place that invites users to travel around, or to stop and enjoy.

Streetscapes

The Nason Street Corridor Plan envisions the entire circulation network as an important part of the public realm. Streetscapes should be designed so streets are interpreted not as a place exclusively dedicated for cars, but as a public realm for people that promotes comfort and social interaction. In town centers, broad sidewalks, shaded with paseos, awnings, umbrellas, and tree canopies, provide a space not only for pedestrian movement, but also for community activity. Sidewalk or plaza café dining would contribute to a lively atmosphere and a safe walking environment where a family with children could take an evening stroll and take in the sights and sounds of a gurgling fountain. Public seating would encourage a medical worker to enjoy a lunchtime reading break in the sunlight or invites older residents to sit and rest a bit. Concentrations of coffee shops, dining, shopping, leisure activities, and nightlife destinations would encourage walking among destinations, increasing the potential for chance encounters with colleagues and friends. On quieter, residential streets, sidewalks would provide safe pathways for people of all ages to walk through their neighborhoods and greet their neighbors. Landscaped parkways between the sidewalk and street would enhance the public realm and shade the sidewalk.



Outdoor seating

Park Space

Parks, tot lots, plazas, green spaces, outdoor seating areas and other parks spaces should be distributed throughout the corridor. The town center development would be ideally suited for active plazas with outdoor seating, public art, and scalable gathering spaces for a variety of events. Mixed-Use, Multi-Family and Rural Residential can accommodate tot lots with play equipment and shaded pocket parks. The Health District North and Health District South can include walking paths, shaded paseos, and outdoor seating for employees to enjoy on their breaks.

Privately-Owned Public Space

Privately owned public spaces are publicly accessible spaces, typically plazas, terraces, outdoor dining areas, or small parks that are developed and maintained by private developers. They often contain user amenities or features such as public seating, fountains, or public art. Through either regulations or incentives, private developers should be encouraged to include these types of spaces in the Nason Street Corridor.

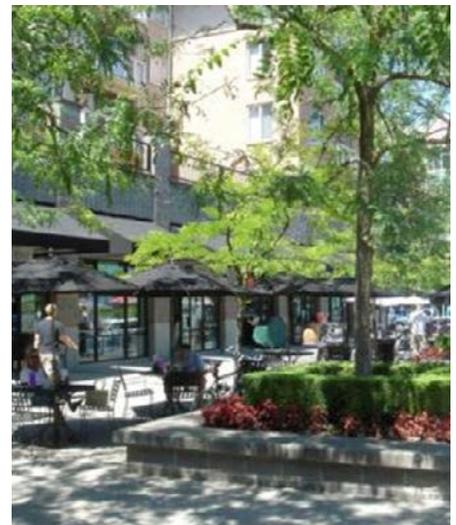
Open Space

In addition to embracing the circulation network as part of the public realm, the Nason Street Corridor Plan also recommends the creation of areas set aside for passive open space and ecosystem benefits. As shown in Figure 15, the City could build off of the green seasonal creek near the Kaiser Medical Facility with additional passive parks and water features. The seasonal creek creates a corridor of vegetated open space linking Celebration Park, Landmark Middle School, and Fairway Park to the northeast to Vista Lomas Park to the southwest and this channel should be enhanced with a trail so as to further connect the area.

Varied and widely available open space provides many benefits to people. Generally, populations are less stressed and have better overall health when there are numerous and easily accessible parks. By facilitating the creation of a network of open spaces, the City can improve the health of residents, improve property values, and make it easier to get around throughout the corridor by walking and biking.



Park space



Public space

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

CHAPTER FIVE

Land Use Recommendations

While the circulation and public realm network is the necessary backbone of the Plan to attain the community's desire for an active, healthy, walkable, bikeable, livable community, this Chapter of the Plan provides guidance on the form and character of new development to achieve the overall vision for the Nason Street Corridor as a destination with a high quality of life that includes: a Downtown-like center with civic and entertainment amenities, a range of high quality housing, nearby shopping and dining options and local employment options.

This chapter is divided into two sections:

1. **Subareas:** This section describes the four subareas of the Nason Street corridor, the intended direction of each, allowed land uses, and how placetypes should be applied. It is intended to provide policy direction for the General Plan or future specific plans.
2. **Placetypes:** This section recommends five broad placetypes, described by basic parameters of urban form and land use, to guide new development in a manner that will realize the different directions envisioned for each of the corridor sub-areas. These details have been provided because such emphasis on type of place was provided by the community, indicating that the future look, feel, and function of the districts, centers, and neighborhoods of the Nason Street Corridor were at least as important as the future land uses. This section is not intended to be regulatory, but instead to provide guidance for future development, specific plans, buildings, and zoning that may be utilized to implement this plan. The following characteristics are presented for each placetype:
 - **Intent:** describes the purpose of the placetype designation.
 - **Intended Physical Character:** describes what the place should ultimately look and feel like as defined by the type and scale of the comprising buildings
 - **Network and Connectivity:** describes how people can get around
 - **Open Space:** describes the types of open space that should be created
 - **Allowed Land Uses:** defines what land uses are permitted
 - **Design Guidelines:** provides general guidance on block type, building types, heights, frontages, parking, and range of development potential.

Corridor Subareas

Because the Nason Street Corridor is 3 miles long with a variety of existing infrastructure, development and open spaces throughout, the plan area has been divided into 4 subareas for planning purposes, shown on figure 17. Each sub-area capitalizes upon its own unique amenities including proximity to transit stops, regional freeways, hospitals, neighborhoods and open space; however, there is some slight overlap between the subareas because they are all intended to seamlessly integrate into one cohesive corridor. This section describes existing conditions for the four subareas of the Nason Street corridor, the intended vision direction of each, recommended allowed land uses, and how the five placetypes described in the previous section should be applied throughout the corridor. This section is intended to provide land use policy direction for the General Plan, future specific plans, or other future land use decisions.

Subarea 1: Auto-Oriented Commercial/ SR-60 Transition Area

Subarea 1 is intended to serve as a gateway transition area as cars exit the SR-60 freeway and arrive in the Nason Street Corridor. This area is envisioned to evolve to include additional multi-family development to provide for a variety of housing, providing a transition between existing single-family neighborhoods and Nason Street.

Subarea 2: Traditional Town Center

The Corridor's central location and proximity to transit present an opportunity to develop a true city center for Moreno Valley. The City Center would be a walkable destination with cultural and entertainment uses, community amenities, commercial, including restaurants and retail shops, and office and residential for people to live and work. The City Center will transition to courtyard homes to the west and to rural residential development to the east of Nason Street and Alessandro Boulevard.

Subarea 3: Health District North

The Riverside County Regional Medical Center (RCRMC) creates an ideal economic development opportunity to attract new jobs to Moreno Valley. Subarea 3 is envisioned to develop as a Health District with medical office and R&D, supportive retail and dining amenities, and a mixture of housing to create a jobs-housing connection. Like the City Center, this area would develop in a pattern that prioritizes ease of pedestrian accessibility.

Subarea 4: Health District South

The Kaiser Permanente hospital in the southern portion of Nason Street expands the opportunity for the establishment of a Health District including medical office buildings to attract new jobs, senior housing or assisted living, a possible university medical research campus, and a smaller town center to provide shopping and dining options a walkable distance for local residents and workers.

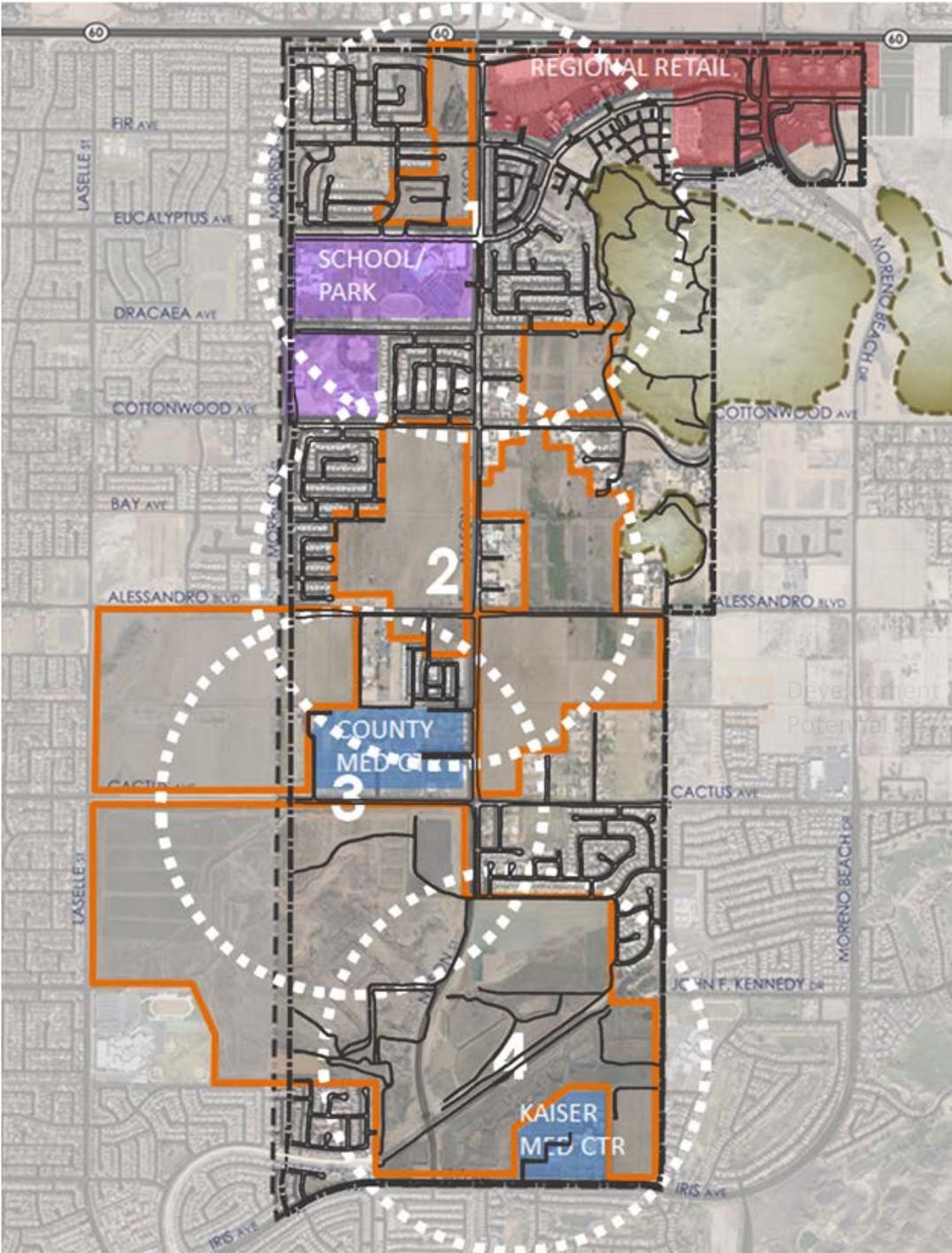
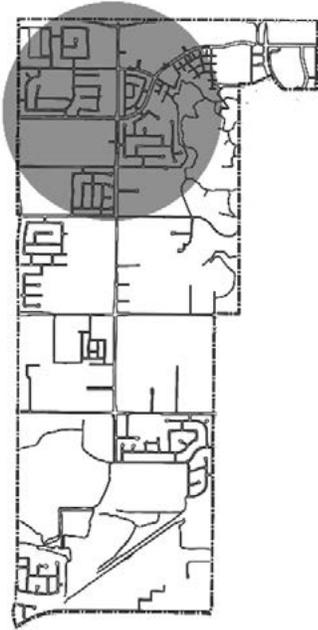


Figure 17. Nason Street Corridor Subarea Map



Subarea 1 Auto-Oriented/ SR-60 Transition Area

Existing Conditions

Subarea 1 includes the area of Nason Street between the SR-60 and Cottonwood Avenue. Adjacent to the SR-60 is the Stoneridge Town Centre, an auto-oriented regional shopping destination including Target, Kohl's and several fast food restaurants. The area also includes single family residential neighborhoods, Valley View High School and Moreno Elementary School. Interspersed with the single family residential are large vacant parcels.

Vision

Subarea 1 of the Nason Street Corridor will continue to serve as an important transition area between the regional SR-60 connection and the center of the Nason Street corridor. The area will evolve over time to include new residential development to accommodate a growing population and demand for a range of housing options.

Suggested Policy Direction

1. Facilitate the development of single family residential development on vacant parcels in the northwest corner of this area to appropriately scale transitions from Nason Street into the neighborhoods.
2. Encourage new development on currently vacant parcels to align with the street layout of adjacent single family neighborhoods.
3. Employ speed reduction and traffic safety policy and design to create a safe transition area from the freeway to corridor.
4. Complete Nason Street, Fir Street and Eucalyptus Street improvements to alleviate congestion at SR-60.
5. Pursue greater pedestrian/bicycle accessibility between commercial residential areas.
6. Introduce more mixed-use and neighborhood-serving stores.
7. Incorporate pocket parks and tot lots in new residential development.
8. Improve pedestrian and bicycle connectivity between new residential development and existing commercial development including the Stoneridge Towne Centre.
9. Facilitate the construction of new protected and buffered bicycle facilities along Nason Street.



Examples for subarea 1

Subarea 2 Traditional Town Center

Existing Conditions

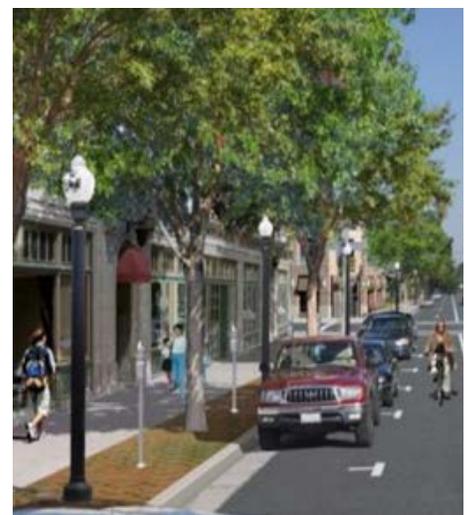
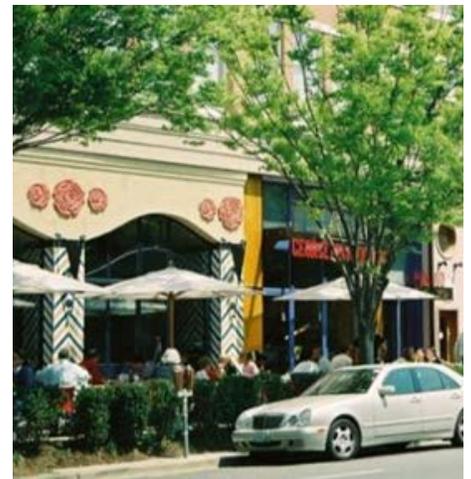
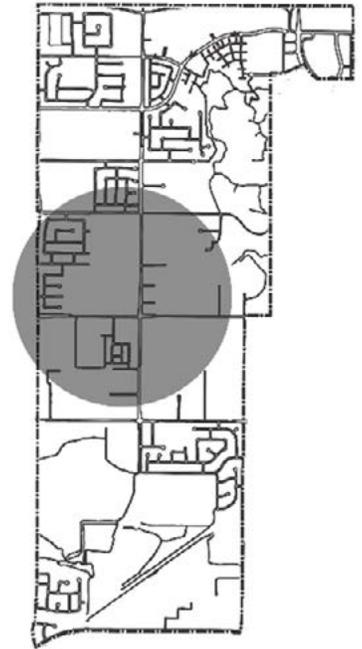
Subarea 2 includes the area of Nason Street between Cactus Avenue and Alessandro Avenue. Existing land uses include single family residential development and large vacant areas. There are a few small churches on the east side of Nason Street and a planned Bus Rapid Transit line that runs along Alessandro and includes a stop at the intersection of Nason Street and Alessandro Boulevard.

Vision

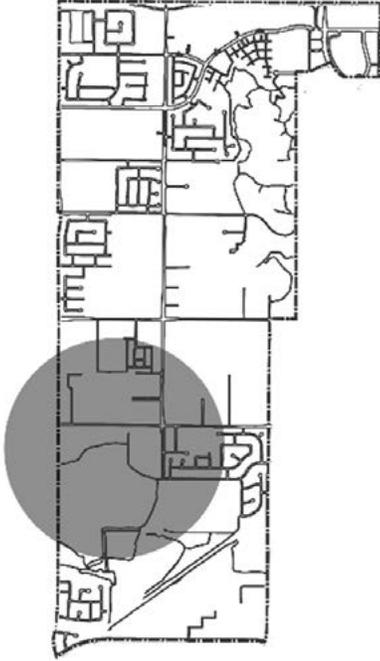
Subarea 2 will transform into the downtown-like town center for Nason Street and for Moreno Valley. The town center will be developed on all four corners of the Nason Street – Alessandro Boulevard intersection. It will serve as a key destination for local residents and for new employees of the hospitals and surrounding medical offices. People will gather in the town center for shopping, dining, and entertainment. The town center will transition to rural residential on the east side of Nason Street and multi-family residential northwest of the town center.

Suggested Policy Direction

1. Develop and maintain streetscapes with a strong pedestrian focus including wide sidewalks, shade, and minimal setbacks
2. Facilitate a focus on civic, cultural and communitywide uses.
3. Encourage development of sit-down dining and entertainment options.
4. Allow outdoor dining and patios.
5. Ensure new development does not conflict but builds upon the regional connectivity proposed in the Alessandro Boulevard Corridor Plan and planned Bus Rapid Transit Line.
6. Facilitate development of live/work to encourage more jobs near housing.
7. Require appropriate transitions between Town Center and adjacent single family neighborhoods and rural areas.
8. Develop a specific plan to provide for the creation of the town center into a vibrant, livable destination.
9. Facilitate the construction of a multi-modal boulevard including frontage road along Nason Street.
10. Investigate the feasibility of creating the Alessandro “wiggle.”
11. Facilitate the creation of a Bicycle Friendly Business District in the town center.



Examples for subarea 2



Subarea 3 Health District North

Existing Conditions

Subarea 3 includes the area around Nason Street between Alessandro Boulevard and Cactus Avenue. This area includes the Riverside County Regional Medical Center and some Commercial and General Office uses on the west side of the corridor and some single family residential on the west side of the corridor, although more than half this area is vacant, undeveloped land. Vacant land adjacent to the hospital is currently planned as Medical Use.

Vision

The portion of Subarea 3 west of Nason Street will evolve over time into a full-fledged health district that includes surrounding medical office and research and development. A range of housing including multi-family and mixed-use development will provide nearby housing and shopping and dining amenities for new employees. The portion of Subarea 3 east of Nason Street will develop into walkable residential neighborhoods that provide for a range of housing including rural residential housing well-suited for medical and hospital employees raising families or multi-family residential for young medical staff or retirees seeking housing near medical care.



Examples for subarea 3

Suggested Policy Direction

1. Pursue a variety of office and R&D uses to anchor the area.
2. Pursue medical uses that capitalize on the subarea's proximity to regional hospitals.
3. Prohibit industrial development within this subarea.
4. Allow supportive retail and services in this subarea, including restaurants, dry cleaners, cafes and small markets, to encourage workers to walk, shop and dine in Moreno Valley
5. Facilitate surrounding residential development to encourage job-housing connection and walkable commutes
6. Ensure bicycle and pedestrian connectivity between residential development and medical office, via multi-use trails, paseos, etc.
7. Require the development of pedestrian-appropriate building designs, including walkways and public seating, and loading activities sited behind buildings.
8. Encourage appropriate transition between RCMC and Town Center by pursuing mixed-use along Alessandro Boulevard
9. Investigate the feasibility of creating a specific plan to implement the vision for Subarea 3.

Subarea 4 Health District South

Existing Conditions

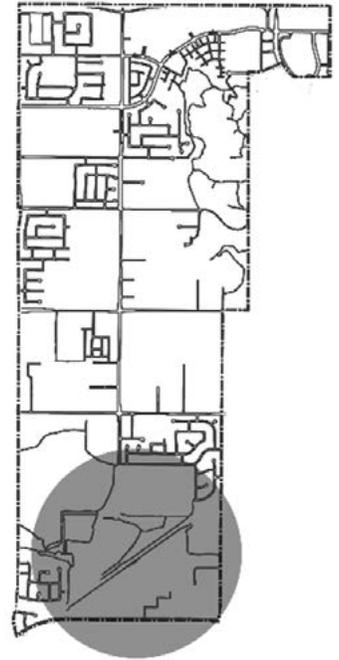
Subarea 4 includes the area of Nason Street between Cactus Avenue and Iris Avenue. This area is primarily vacant including undeveloped and underutilized land, and single family residential neighborhoods and parks in the southwest corner and northeast corner. This area's most prominent development is the Kaiser Permanente Moreno Valley Medical Center in the southwest corner.

Vision

Sub-Area 4 will transform into a medical community that will support employment, residential and potentially medical-related research and education. Medical Office will develop in the north near the RCMC. Senior housing and/or assisted living will be developed in the southern portion near Kaiser Permanente. This area will also include a small town center development around the southern portion of Nason Street to provide retail shopping and dining options for those living and working in this southernmost portion of the Nason Street Corridor. This area is also well-suited for a college or university satellite campus that could benefit from the proximity to RCMC or Kaiser Permanente and expected medical office and R&D.

Suggested Policy Direction

1. Ensure well-designed transitions between varied uses in this subarea, including commercial, residential and employment to minimize impact but still encourage connectivity.
2. Recruit a college or university to locate to this subarea.
3. Pursue development of senior living housing.
4. Require reduced speeds to create safe small town center development in subarea
5. Bicycle and pedestrian amenities are required with new development to encourage non-motorized trip to nearby town center, new medical jobs and neighborhood commercial.
6. Prohibit gated communities in the subarea.



Examples for subarea 4

Placetype Designation

The Plan includes five placetypes for use throughout the corridor to create an appropriate mix of high quality and diverse residential uses, vibrant commercial uses, and job-creating employment uses.

Summary of Nason Street Corridor Placetypes

Place type	Rural Residential Neighborhood	General Neighborhood	Town Center	Neighborhood Center	Medical Center
Intent	To provide high quality, low intensity single family development that preserves the historic ranch character.	To provide moderate intensity development that features a variety of housing options and commercial uses.	To provide a higher intensity development featuring civic, cultural and entertainment activity, mixed uses, and a variety of housing and public spaces.	To provide a concentration of commercial businesses within walking and bike distance of residential neighborhoods or employment districts.	To provide a concentration of medical office/ research and development space with pockets of commercial and mixed use.
Range of Development Potential	0.4-2 DU/AC	7-25 DU/AC	20-65 DU/AC 0.5- 3.0 FAR	20-65 DU/AC 0.5- 3.0 FAR	0.1- 2.0 FAR
Streetscape	1,200-2,500 feet blocks with rural paved and unpaved roads	300-500 feet blocks; 6 foot sidewalks	300-400 feet with mid-block alleys/ paseos and wide sidewalks lined with shaded trees	400-1,000 feet blocks with wide sidewalks lined with shade trees	800 -1,200 feet with mid-block alleys, walkways, wide sidewalks and pedestrian amenities
Allowed Land Uses	Residential and small scale agriculture	Residential	Residential Office; Public Facilities	Commercial, Office/Residential; Mixed Use	Office; Office/Residential; Mixed Use District; Commercial
Open Space	Neighborhood parks, pocket parks, tot lots, multi-use trails.	Pocket parks, neighborhood parks, and multi-use trails.	Plazas, squares, courtyards, and paseos.	Small plazas, squares, and patios create outdoor gathering spaces for sitting and al fresco dining.	Walkways and small private/public plazas and greens with outdoor seating

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

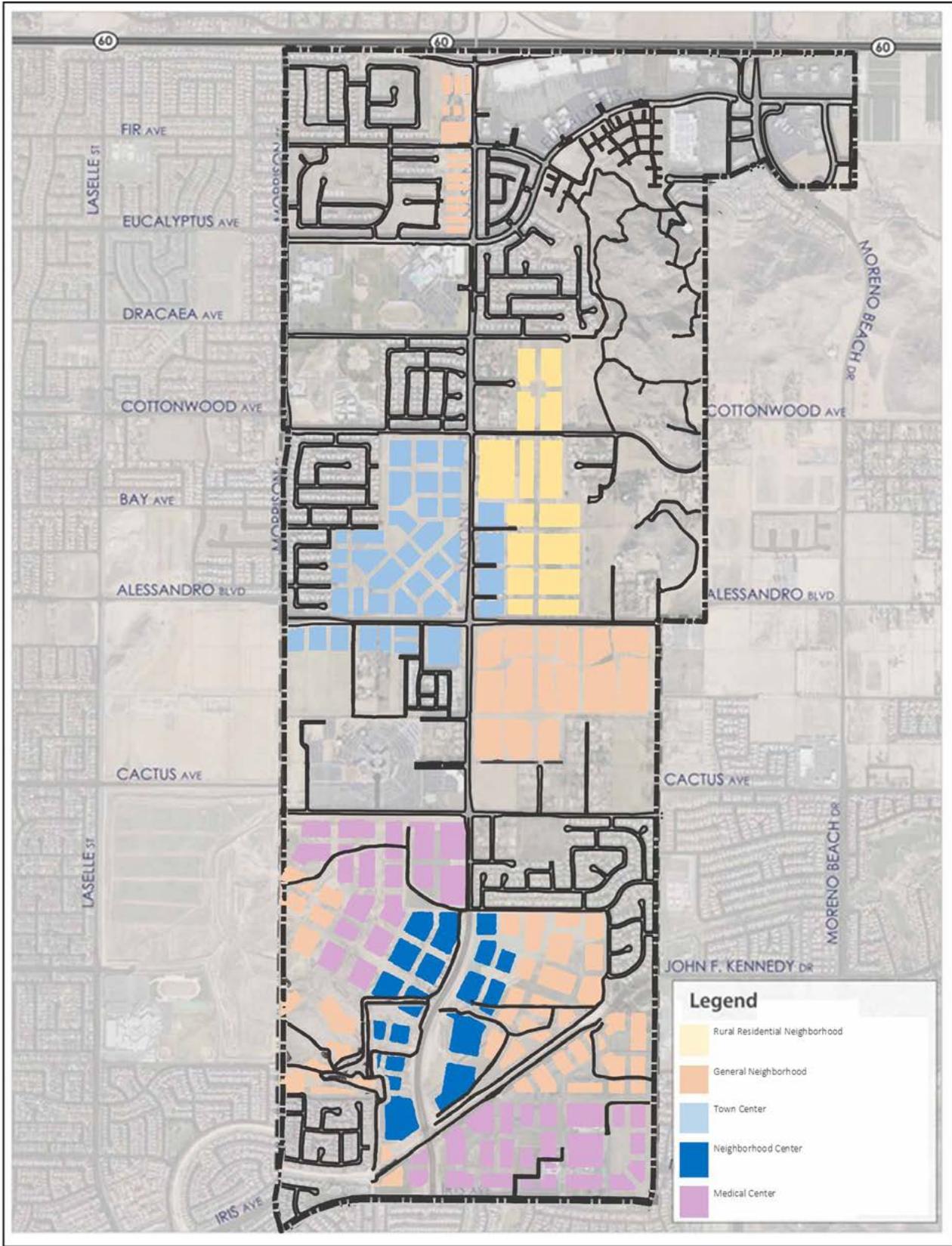


Figure 18. Nason Street Corridor Proposed Potential Land Uses

Rural Residential Neighborhood

Intent

Rural Residential Neighborhood accommodates high quality, low intensity residential development that preserves the historical rural ranch character of Moreno Valley.



Intended Physical Character

Buildings are primarily single family houses and accessory buildings designed to be integrated into the natural landscape. Residences should be distributed throughout the neighborhood on large lots, but could also be clustered together as a village. Buildings are set back from the road to maintain rural character. A potential “village center” with neighborhood-serving stores or a café may also be included.



Example rural residential neighborhood and open space.

Network and Connectivity

Long streets, occasionally transected by paved or unpaved private roads, connect rural residential neighborhoods with surrounding employment center, commercial centers and transit stops. Multi-use trails for pedestrians, cyclists and horses, provide additional connectivity.

Open Space

Nature, as exemplified by agriculture and natural open space, should be the primary open space strategy. Formal parks and open space such as Neighborhood Parks and Mini Parks, and Community Parks could be located here in limited amounts throughout these areas. Areas should be connected to the urban parts of the community through multi-use trails and greenways.

Allowed Land Uses

Primarily single family residential, some small scale agriculture and institutional uses.

Design Guidelines

Block Type	1,200-2,500 feet
Building Type	Single Family houses up to 2 stories, accessory buildings permitted
Building Height	1-2 Stories
Frontage	Deep front, side and rear setbacks
Intensity	0.4-2 DU/AC
Parking	On-street and on lot, tucked back with greater setbacks than building frontages



Example rural residential character.

General Neighborhood

Intent

General Neighborhood provides a range of single and multi-family housing options to accommodate various household sizes, incomes, and lifestyle preferences. It consists of moderate intensity development that is walking/ biking distance from employment, shopping, and other amenities.

Intended Physical Character

These neighborhood centers are characterized by small blocks, and welcoming, landscaped front entryways. It can include single family detached housing and multi-family housing that are designed in scale and character with houses, including duplexes, triplexes, courtyard homes, and garden apartments, but exclusive of large apartment buildings and complexes incompatible with a neighborhood setting. Buildings can be up to 3 stories with entrances facing the street, including minimal setbacks, storefront frontage, and outdoor dining and patios for retail and dining, and landscaped setbacks for street level residential. Second and third floor spaces may include porches or balconies overlooking the street.

Network and Connectivity

Small, interconnected blocks (300-500 feet) and pedestrian-friendly streets make up the General Neighborhood street network. Cul-de-sacs and dead end streets are discouraged except where necessary to preserve hills, creeks, or sensitive habitats and other natural elements with inherent community design value.

Open Space

Pocket parks, neighborhood parks, and multi-use trails and wide sidewalks should be integrated into all General Neighborhoods. At least 75% of residential units should be located within walking distance (1/4 mile) of a park.

Allowed Land Uses

Single family residential, multifamily residential, retail, and office, and civic/institutional.



Examples of general neighborhood features.

Design Guidelines

Block Type	300-500 feet; 2,4000 feet perimeter
Building Type	Single-family houses, duplex/triplex/quadplex, rowhouse/townhouse, garden apartment, courtyard housing
Building Height	2-3 stories
Frontage	Landscaped frontage setbacks
Intensity	7-25 DU/AC
Parking	Driveways or rear alleys

Town Center

Intent



A town center is an essential keystone in the development of a livable and sustainable community; it should serve as a primary destination and gathering place for both residents and visitors. Town centers should be well-connected, walkable, attractive areas with a variety of commercial, retail, entertainment and public space amenities. Town Centers provide a range of high quality housing options including multi-family and live/work lofts in close proximity to commercial and office uses. Mixed-use can be either horizontal with residential or live/work units on top of commercial uses, or horizontal with multi-family units located adjacent to commercial or office uses on the same block.

Intended Physical Character



The Town Center is designed to create a safe, comfortable and welcoming pedestrian experience. Store frontages, landscaped setbacks and wide, landscaped sidewalks create an inviting human-scale environment that provide valuable addresses for sit-down restaurants, shops, hotels, residences, offices and an array of community facilities. Buildings can be up to three stories with an “activated” groundfloor, with entrances facing the street, including minimal setbacks, storefront frontage, and outdoor dining and patios for retail and dining, and landscaped setbacks for street level residential. Second and third floor spaces may include porches or balconies overlooking the street.

Example images for town center uses.

Network and Connectivity

The Town Center is characterized by a strong pedestrian network within the Town Center including wide, pedestrian sidewalk and mid-block paseos, but also good connectivity to the surrounding area including proximity to transit, bicycle lanes, and walking distance to residential development and employment centers. A network of low speed single lane streets and rear parking allows for motor vehicle access, but prioritizes pedestrian safety and comfort.

Open Space

Open spaces in the Town Center will include plazas, squares, courtyards, and paseos. When possible, Town Center open spaces should be designed as scalable to allow for community events.

Allowed Land Uses

Single family residential, multifamily residential, office, retail, entertainment, and civic/institutional.

Design Guidelines

Block Type	800 -1,200 feet with mid-block alleys, walkways
Building Type	Commercial- shop, market, bank, restaurant Mixed-Use- live/work loft, Residential- Townhouse, Courtyard house, Condominium, Duplex/Triplex/Quadplex
Building Height	1-3 stories
Frontage	Storefront frontages or small, landscaped set-backs
Intensity	20-65 DU/AC 0.5- 3.0 FAR
Parking	Behind buildings



Example streetscape for Town Center uses

Neighborhood Center

Intent

Neighborhood Centers function as “mini town centers” to provide commercial and office space within walking/biking distance for nearby residents and office workers to stop by during lunch or on their way home from work without having to travel far.

Intended Physical Character

Neighborhood Center is characterized by small walkable blocks, 1-2 story commercial office and mixed use buildings. Wide sidewalks and small setbacks create a pedestrian-friendly destination.

Network and Connectivity

Neighborhood Centers located are connected via both small and major streets and close proximity to residential development and office space to provide easy access for all users.

Open Space

Open space in Neighborhood Centers takes the form of patios, outdoor dining, street furniture on sidewalks, mini plazas with fountains, gardens, and public seating.

Allowed Land Uses

Single family residential, multifamily residential, office, retail, and civic/institutional.

Design Guidelines

Block Type	400 -1,000 feet with mid-block alleys, walkways
Building Type	Commercial, Office
Building Height	1-2 stories
Frontage	Storefront frontages or small, landscaped setbacks
Intensity	20-65 DU/AC 0.5- 3.0 FAR
Parking	Rear and side parking; street parking Truck loading in building rear



Example images for town center uses.

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Medical Center

Intent

Medical Center provides an opportunity to capitalize on one of the corridor's most valuable assets, the presence of two major regional hospitals, as well as achieve the vision of generating a range of employment options in the corridor and creating a community where people can live and work without commuting long distances outside of the city.

Intended Physical Character

Medical Center is characterized by heavy business activity, larger scale blocks and buildings, and streets that are wide enough to accommodate trucks, but mid-block walkways and wide sidewalks encourage walking and bicycling. In addition to medical office and R&D use, medical center should include supportive commercial uses, daycare facilities and small, distributed open spaces for employee break.

In addition to medical office and R&D use, medical center should include supportive commercial uses, daycare facilities and small, distributed open spaces for employee breaks. Mixed use and office residential on the periphery of the Medical Center provide appropriate transitional development between Medical Center and surrounding areas.

Network and Connectivity

Large blocks, 800-1,200 feet accommodate, medical office and research buildings, subdivided by mid-block alleys and walkways for non-motorized transportation. Landscaped streetscapes, and bicycle and pedestrian amenities create a sense of place and allow for employees to safely and easily travel to and from work and to adjacent shopping and dining areas throughout the day.

Open Space

Open space for Medical Center takes the form of small private or public plazas/green with seating for employee breaks. Mini-parks with athletic facilities and multi-use trails are also encouraged.

Allowed Land Uses

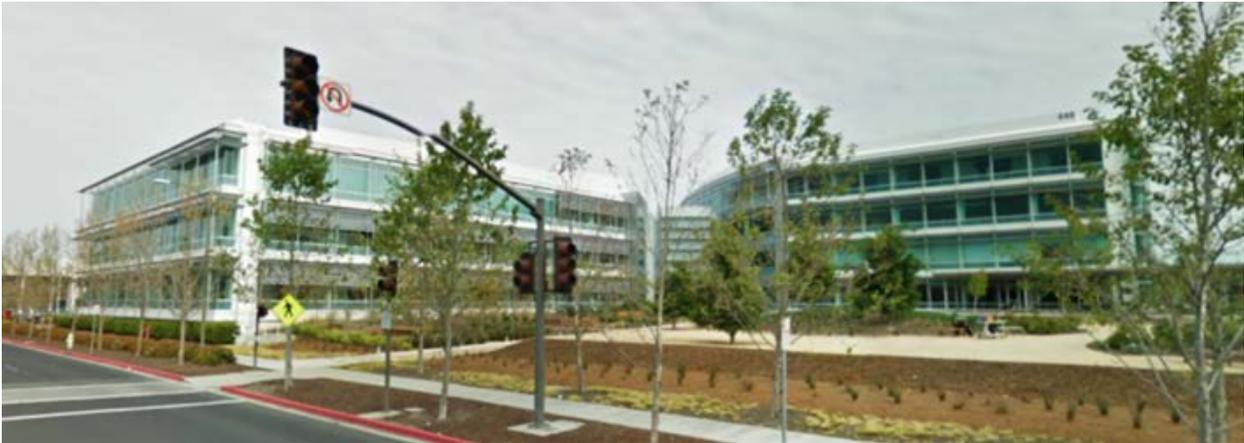
Office, institutional, limited retail, limited multi-family as a secondary use.



Example images for medical centers.

Design Guidelines

Design Guidelines	
Block Type	800 -1,200 feet with mid-block alleys, walkways
Building Type	Office, Office Residential, Mixed Use
Building Height	1-3 stories
Frontage	Deep, landscaped setbacks
Intensity	0.1- 2.0 FAR
Parking	Rear and side parking Truck loading in building rear



Example image for medical centers.

CHAPTER SIX

Implementation

Introduction

Project implementation is a critical element in realizing the desired vision for the Nason Street Corridor that has been articulated throughout this planning process. The key priorities that have been identified are intended to promote opportunities for active transportation and encourage new economic activity in the plan area. As implemented, the project aims to improve the quality of life for the residents, employers, employees and visitors to Moreno Valley in general and to the Nason Street Corridor in particular. This vision includes the need for new investments in the public realm in addition to actions that will need to be taken by property owners and local businesses. Effective investment would be ideally supported by a partnership between the City and the private sector as new development occurs.

Several significant funding sources are potentially available at the federal, state, regional, county, and local levels for the City of Moreno Valley to implement the projects identified in this plan. This section includes a description of applicable funding programs available.

Plan Recommendations

The Nason Street Corridor Plan includes a series of recommendations that are designed to improve the physical environment of the plan area and to create conditions that will facilitate mobility, active transportation and improvements to physical conditions in the plan area. The plan specifically identifies public investments and improvements to the public realm. Because the plan is focused on both transportation infrastructure and its associated public realm, the primary role for the City will be to provide mechanisms that will facilitate this investment and to coordinate with other partner agencies. Opportunities for direct public private partnerships may also exist to support specified projects that confer a direct benefit to property owners.

Due to the nature of changing economic conditions and trends, it may be necessary for the City to revisit and reprioritize the implementation steps that are recommended in this plan. The tools and funding sources described in this implementation section recognize that funding policy shifts and changing development conditions will require flexibility to accommodate new improvements in the plan area. None of the specific implementation steps or programs described in this section are mandated as part of the plan commit the City of Moreno Valley to any particular investment.

Public Improvements

The Nason Street Corridor Plan project identifies the following categories of public improvements:

1. Bicycle Infrastructure
2. Pedestrian improvements
3. Street improvements
4. Public Realm projects

Economic Development Objectives

The Nason Street Corridor Plan will have the ability to drive additional rounds of private investment within the plan area. By funding improvements to the public realm and creating more opportunities for active transportation and improved mobility, additional private investment is likely to occur over time. New development in the plan area will add to the tax base and provide new employment opportunities.

Key economic development objectives include:

1. Maintain and enhance the area's status as a healthy economic and employment center which encourages the location of new employment and land uses that support commercial activity.
2. Strengthen the City's economic base through retention, expansion, and attraction of new businesses.
3. Increase revenues for businesses and the City by attracting resident and regional visitor's retail spending.
4. Increase employment opportunities for Moreno Valley residents.
5. Develop funding mechanisms, where appropriate and feasible, to implement public improvements and business-improvement activities.

In order to accomplish the goals included in the plan, Moreno Valley can no longer use tax increment financing and redevelopment authority as a funding mechanism for public improvements. On December 29, 2011, the California Supreme Court upheld AB1X-26, which dissolved all of the redevelopment agencies in California, and struck down AB1X-27. By upholding ABX1-26 which abolished redevelopment agencies, and by striking down the companion legislation that would have allowed agencies to survive if they contributed money to the State, the 400 Redevelopment Agencies throughout the State of California, were forced to dissolve their operations. Redevelopment would have been the main tool used

in the past to fund the improvements specified in the plan. However, with redevelopment unavailable, Moreno Valley like other California communities will need to use an array of available public financing tools that can raise revenues from new private investments as they are developed.

Implementation Plan

The following describes the various funding mechanisms that are available at the Federal, State and local level that may be pursued by the City and/or partner agencies to implement the planned public improvements as well as to support some annual operations and maintenance costs. The discussion below includes potential funding sources for improvement described in the plan. The majority of public funds for active transportation projects are derived through a core group of federal and state programs. Federal funds from the Surface Transportation Program (STP), Transportation Enhancements (TE), and Congestion Mitigation Air Quality (CMAQ) programs are allocated to the County and distributed accordingly.

Federal Funding Sources

Moving Ahead for Progress in the 21st Century (MAP-21)

This program has discretionary funds that are available through a grant process administered by the federal government through 2012 federal legislation. Federal and State statutes require the preparation of a Transportation Improvement Program (TIP) for Riverside County. The TIP process funding is allocated to all surface transportation modes based on requirements specified in the MAP-21 program and state requirements mandated by the California Transportation Commission.

The MAP-21 program places high priority on enhancing connections between highways, transit and pedestrian movement, and integrating these systems in the community. The program also provides financial support for surface transportation projects that enhance mobility or encourage quality of life in and around transportation facilities. These projects include pedestrian-and bicycle-oriented projects, historic highway programs, landscaping and other scenic beautification.

The Federal Transportation Administration (FTA) administers this financial assistance according to authorization under MAP-21 which authorizes specific dollar amounts for each program. Each year Congress provides an annual appropriation which funds the programs specified in the act.

Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to states to develop and maintain recreational trails and trail related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use. RTP funds are distributed to each state by legislative formula: half of the funds are distributed equally among all states, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State. RTP funds may be used for maintenance and restoration of existing trails, purchase and lease of equipment to construct or maintain trails, administrative costs associated with the program, or operation of educational programs to promote safety and environmental protection related to trails.

State Funding Sources

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. Caltrans administers the program in California. HSIP funds can be used for projects such as bike lane or sidewalk projects on local roadways, improvements to Class I multi-use paths, or for traffic calming measures. Applications that identify a history of incidents and demonstrate their project's improvement to safety are most competitive for funding.

California Infrastructure and Economic Development Bank-- Infrastructure Revolving Fund Program

This loan program provides low-cost financing to public agencies for a variety of infrastructure programs, including streets, bridges, drainage, water supply, flood control, environmental mitigation measures, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, educational facilities, and parks and recreational facilities. Funding assistance ranges from \$250,000 to \$10,000,000. There must be a dedicated source for debt service of the loan and the term of the loan can be as long as 20 years.

Gasoline Taxes/Operations and Maintenance

The City receives state gasoline taxes that may be used for operating and maintenance expenditures related to streets and roads. While these funds are limited, the City's annual budgeting process may designate a portion of these revenues for specific facilities within the Nason Street Corridor subject to annual budgeting priorities.

OTS Grant Opportunities

The California Office of Traffic Safety (OTS) provides grants for safety programs and equipment. Bicycle and Pedestrian Safety is a specifically identified funding priority. This category of grants includes enforcement and education programs, which encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards, bus posters and other public information materials.

Active Transportation

Beginning in 2013, the Active Transportation Program (ATP) consolidates existing federal funding and state transportation programs, including: the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S). Funding cycles occur periodically and should be tracked in advance. This single focus program allows for funding of bicycle, pedestrian and other active transportation improvements.

County Funding Sources

Measure A

Measure A is a special one-half cent sales tax administered by the Riverside County Transportation Commission. Revenue returned to the County and cities within the County are used for maintenance and repair of roads. Funding for this program is set to expire in 2039. Projects are evaluated and funded on the basis of their contribution regional mobility and arteries such as Nason Street would be eligible as part of the Transportation Commission's competitive funding process.

TUMF

The Transportation Uniform Mitigation Fee or TUMF, is administered by the Western Riverside Association of Governments, or WRCOG. Under the TUMF, developers of residential, industrial, and commercial property pay a development fee to fund transportation projects that will be required as a result of the growth the projects create. Improvements to region serving transportation facilities along Nason Street may be eligible for support via TUMF funding.

City of Moreno Valley Funding Sources

City General Fund (CIP)

This is the most accessible and flexible funding source available to local agencies. Local revenues are collected in the City General Fund from property tax, sales tax and transient occupancy tax and are expended on projects and programs as defined in the City's adopted budget. Projects and programs that may be funded by this source of money generally include those items which cannot be paid for by other funding sources and which provide a direct community-wide benefit for the residences or businesses in the city. However, since this funding source is the City's primary operating capital and highly competitive, it should be looked at as a secondary source to fund most projects.

Development Impact Fees

While most of the plan area is built out, some of the planned improvements could be necessary because of the pressures from either new development or recent growth in the surrounding area. Therefore, it could be possible to attach an appropriate portion of the financial responsibility of these improvements to new development. A mechanism commonly utilized for funding various roadway improvements is development impact fees. Impact fees collected through this mechanism are based on the proportion of impact relative to the improvements necessary, providing a clear connection or “nexus” between development and a particular improvement. Since most of the project area is built out, development impact fees will not likely be one of the primary mechanisms for paying for improvements but could be considered as part of a comprehensive plan.

Assessment Districts

Assessment districts are most commonly established to finance the construction of public capital improvements and there authorized, to operate and maintain costs of certain public facilities. Assessment districts are formed in two different ways: (1) Property owners petition the appropriate public agency to form a district and provide a needed public improvement, or (2) A public agency foresees the need for an improvement and approaches the affected property owners with an assessment district proposal.

Community Facilities Districts

Community Facilities Districts, also known as Mello-Roos districts or CFDs, can fund the planning, design, purchase, construction, expansion, improvement, or rehabilitation of capital facilities, defined as having a useful life of five or more years. CFDs can also fund the provision of a variety of public services, such as public safety, parks and recreation, schools, library and cultural facilities, landscape maintenance and lighting, flood control, and site remediation.

CFDs levy a special tax instead of a special assessment. This tax may be applied to the value of each property, rather than assessed based on the level of special benefit received. However, because it is a special tax on real property, a two-thirds majority vote is required to approve the levy of the special tax. If the district has twelve or more registered voters, the election polls voters with each having an equal vote. If there are less than twelve registered voters, the election polls property owners with each vote weighted by acreage owned within the district boundary. Properties within the district need not necessarily be contiguous. Finally, establishing a CFD requires only a general description of the facilities, services, and costs associated with the district, not the detailed engineer’s report required for assessment districts described below.

CFDs may fund the construction of the following types of facilities:

- Local park, recreation, parkway, and open-space facilities.
- Elementary and secondary school sites and structures.
- Libraries.
- Childcare facilities.
- Transmission/distribution facilities for water, natural gas, telephone, electrical energy, and cable television.
- Flood and storm protection, and storm drainage facilities.
- Other governmental facilities the legislative body creating the district is authorized by law to contribute revenue toward, construct, own, or operate.
- Work to bring public or private buildings or real property into compliance with seismic safety standards and regulations.

CFDs may also fund the following types of services:

- Police protection services.
- Fire protection and suppression services, and ambulance and paramedic services.
- Recreation program services, library services, maintenance services for elementary and secondary school sites and structures, and the operation and maintenance of museums and cultural facilities.
- Maintenance of parks, parkways, and open space.
- Flood and storm protection services including, but not limited to, the operation and maintenance of storm drainage systems and sandstorm protection systems.
- Removal or remedial action services for the cleanup of any hazardous substance released or threatened to be released into the environment.

The City may choose to seek to establish a CFD for a portion of the plan area and define the district area to include less than 12 registered voters in order to simplify the process of establishing the district. The City could also choose to seek to establish a CFD for all or a portion of the plan area and define the district area to include more than twelve registered voters, if the City believes that resident registered voters might be more likely to approve the CFD than property owners. The City could also establish multiple CFDs across the plan area to accommodate phased growth.

A new approach that is beginning to be used in established urban areas involves creating a small district tied to specific projects. As additional properties are developed, the CFD boundaries can be amended to incorporate those properties. Because such a CFD would only contain property owners who wish to join, it avoids the need for a larger election with many property owners and the potential for rejection of the creation of the District. This approach can work for site specific improvements to the public realm.

Landscape and Lighting District

The City of Moreno Valley can establish landscaping, open space and lighting districts to maintain landscape and lighting in sub-areas of the city, the maintenance cost being paid for by assessments on property owners within each district. These districts are based on land use type and are used to supplement maintenance costs. The Landscaping and Lighting Act of 1972 (Streets and Highway Code Section 22500) enables assessments to be imposed in order to finance:

- Acquisition of land for parks, recreation and open space.
- Installation or construction of planting and landscaping, street lighting facilities, ornamental structures, and park and recreational improvements (including playground equipment, restrooms and lighting).
- Maintenance and servicing any of the above.

Maintenance Assessment District (MAD)

Maintenance Assessment Districts (MADs) are authorized in the Landscape and Lighting Act of 1972. MADs usually fund:

- Maintenance services, construction and installation.
- Open space and small parks.
- Street medians and street lighting.
- Security.
- Flood control and drainage.

Maintenance Assessment Districts can be combined with Landscape Lighting Districts to form a LLMD. This is often undertaken in urban areas where a combined streetscape program is undertaken.

Enhanced Infrastructure Financing District (EIFD)

This new relatively new mechanism allows the use of tax increment funds to help pay for infrastructure. This can increase the funds available for infrastructure without additional burden on the property but at the expense of the general fund. It may have limited potential, as each agency sharing in the property tax revenues may veto the use of its portion of the tax increment. Even motivated agencies would be taking what would otherwise be general fund revenues and spending them on infrastructure. One or more of these districts may be created within a city and can be used to finance the construction or rehabilitation of a wide variety of public infrastructure and private facilities. An EIFD may fund these facilities and development with the property tax increment of those taxing agencies (cities, counties, special districts, but not schools) that consent. EIFD's are also authorized to combine tax increment funding with other permitted funding sources including:

- Property tax revenue distributed to a city, county or special district after payment of a successor agency's debts.
- Revenues dedicated by a city or county to the EIFD from property tax corresponding to the increase in assessed valuation of taxable property attributed to those property tax shares received by the City pursuant to in lieu of Vehicle License Fee (VLF). Facilities financed by an EIFD may include but are not limited to:

Public Infrastructure and Facilities

- Highways, interchanges, ramps and bridges, arterial streets, parking and transit facilities.
- Sewage treatment, water reclamation plants and interceptor pipes.
- Facilities for the transfer and disposal of solid waste, including transfer stations and vehicles.
- Facilities to collect and treat water for urban uses.
- Flood control levees and dams, retention basins, and drainage canals.
- Parks, recreational facilities, open space and libraries.
- Brownfield restoration and other environmental mitigation.
- Projects on closed military bases consistent with approved base reuse plans.

Private Facilities

- Acquisition, construction and repair of industrial structures for private use.
- Transit priority projects as defined under Section 21155 of the Public Resources Code.
- Projects which implement a sustainable communities strategy.
- Mixed-income housing developments (An EIFD may fund only those units dedicated to low or moderate income housing, and child care, after-school care and social services integrally linked to the tenant of the restricted.
- Reimbursement of a developer located within the boundaries of a district for permit and other expenses incurred when constructing affordable housing pursuant to the Transit Priority Project Program.
- Facilities constructed to house providers of consumer goods and services
- Child care facilities.

Property Owner Funding

Development Agreements

The City may require a development agreement for development projects proposed within the project area. A development agreement can stipulate how the proposed project will pay its fair share of the capital improvements called for in the plan and ensure that the proposed project will be served by adequate public infrastructure and services.

In some cases, the development of one or more parcels in the plan area may require the construction of off-site infrastructure improvements, the size of which may be larger than what is needed to serve just the proposed development. In such cases the property owner or developer may agree, through a development agreement, to pay for the full cost of the off-site infrastructure improvement and to be repaid as additional development occurs. The development agreement would stipulate the terms of such repayment.

Method and Priorities

The physical improvements described in the project plan such as intersection, street, streetscape, and infrastructure improvements are expensive and often not needed until enough development is ready to occur to justify a specific improvement or identified mitigation. Flexibility on the timing of public improvements is useful for implementation, since many of the public funding sources needed to pay for improvements depend upon new development. Sufficient funds usually do not exist at the start of a planning process to perform all the planned public improvement work up front.

Wherever possible a “pay-as-you-go” approach should be a guiding principle for the implementation plan. Such an approach is based upon best practices that avoid incurring new general obligation debt for improvements, in order to maintain the City’s overall fiscal strength. Matching the timing of public improvements to the timing of private development is an example of how a pay-as-you-go approach can be implemented. This approach carefully matches public improvements phasing with private development activity, aligning public improvement costs with immediate needs and opportunities to include private financing approaches whenever possible. Ultimately, market conditions will ultimately determine when and how much development occurs.

In addition to pay-as-you-go, a secondary principle based on the idea that property owners who benefit from the investment should lead in funding improvements can be implemented through the various assessment District approaches that have been described. By using benefit assessment districts as the primary vehicle for financing improvements within the plan area, general fund revenues can be reserved for projects that produce broader citywide benefits that are likely to be felt beyond the immediate parcels within the plan area. The absence of redevelopment authority complicates this district-based approach. However, judicious application of assessment districts in close coordination with property owners can serve to finance the critical infrastructural investments that will specifically benefit the Nason Street Corridor.

Implementation Recommendations

The implementation matrix (pg. 84) shows which financing tools can be used for each of the identified public improvements. Note that this is a combination of discretionary expenditures and grant programs. None of these financing programs are “as of right” and it will require active coordination by the City to create a policy and public outreach strategy that would allow for these mechanisms to be accepted by either the affected parties or by outside funding sources. The priority approach for each identified improvement is detailed on Table 3. The priorities illustrated are as follows:

1. Funding sources marked “1” should be the primary vehicle used in financing the identified improvement. In most cases these sources should be able to carry all of the financial costs associated with a specific project.
2. Funding sources marked “2” should be seen as supplemental in nature and used when a primary funding source is unable to completely cover identified costs or as a leverage source to either backstop or secure a complete funding package.
3. These third tier funding priorities marked “3” should be viewed as a possible opportunity in nature and should only be pursued as programmatic opportunities and grant programs arise that can contribute to financing of the improvement.

This three-tiered strategy follows the pay-as-you-go and beneficiary pays principles as closely as possible. As new funding mechanisms, grant programs and fiscal policies are developed over the life of the plan, the funding priorities should be adjusted accordingly.

For example the State of California Strategic Growth Council’s funding priorities, which are tied to the costs of carbon emissions and are part of the state’s overall greenhouse gas reduction strategy, is currently set to fund projects that support affordable housing and infill development in transit oriented districts with fixed transit links this source of funding may become available to support infrastructure improvements within the plan area. In addition, state and county wide infrastructure programs are periodically made available through the initiative process. Funds from future initiatives may be able to be used to finance surface transportation improvements within the plan area.

Several of the funding mechanisms that have been identified will require planning and outreach prior to their adoption. One or more potential funding sources for each major improvement or program proposed as part of the project have been identified. After agreeing on the funding priorities among those improvements that will require public funding, it will then be necessary for the City to integrate those funding priorities with overall citywide priorities. Many of the funding sources involve revenues that must be allocated not only among different improvements identified for the plan area but among projects located throughout the City. Therefore, it will be important for the City of Moreno Valley to integrate the financing needs identified for this project with the City’s existing financing plans and programs, including the CIP, and the process for allocating grant funds to local projects and activities. Once this process is complete and infrastructure costs are available, the City can refine the implementation schedule with more specific funding dates that reflect the anticipated availability of funds for projects and programs, consistent with updated citywide financing plans.

Table 1: Circulation Policy and Recommendations

Circulation Network
1. Integrate Complete Streets planning into all types of projects, when practical, including new construction, reconstruction, rehabilitation, and repair or other changes of transportation facilities on streets and additional projects under City review.
2. Incorporate Complete Streets elements into public transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and person of all abilities, while promoting safe operation for all users, in comprehensive and connected networks in a manner consistent with, and supportive of, the surrounding neighborhood.
3. Continuous sidewalks should be provided on both sides of a roadway, minimizing the number of pedestrian crossings required.
4. Pedestrian requirements must be fully considered in the design of intersections, including taking into consideration the following concerns: crossings and pedestrian curb cut ramp locations; minimizing curb radius at corners; walking speed; pedestrian flow capacity; traffic control; yielding; and delays.
5. All new and reconstructed sidewalks must be accessible to and usable by persons with disabilities in accordance with the Americans with Disabilities Act (ADA) and the Massachusetts Architectural Access Board (MAAB).
6. Develop and maintain streetscapes with a strong pedestrian focus including wide sidewalks, shade, and minimal setbacks
7. Employ speed reduction and traffic safety policy and design to create a safe transition area from the freeway to corridor.
8. Improve pedestrian and bicycle connectivity between new residential development and existing commercial development including the Stoneridge Towne Center.
9. Pursue greater pedestrian/bicycle accessibility between commercial residential areas.
10. Bicycle and pedestrian amenities are encouraged with new development to encourage non-motorized trip to nearby town center, new medical jobs and neighborhood commercial.
11. Codify the recommendations of this plan in a corridor specific circulation master plan.

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Public Realm Network

1. Develop a street sign and furniture policy to encourage street furniture and specific appropriate street sign and furniture selection and location.
2. Develop landscape treatment policy for nature strips and street medians including drought-tolerant plant and tree palette, maintenance schedule, surface material selection and flood control such as bioswales.
3. Encourage the development and maintenance of privately-owned public spaces by developers and property owners throughout the Corridor.
4. Incorporate pocket parks and tot lots in new residential development.
5. Include public plazas and paseos in Town Center.
6. Allow outdoor dining and patios in commercial development.

Bicycle

1. Complete bicycle lanes proposed in Moreno Valley Bicycle Master Plan.
2. Develop cycletrack along west side of Nason Street.
3. Develop bicycle path along flood channel.
4. Establish Bicycle Districts with bicycle parking, infrastructure, and amenities.

Pedestrian

1. Develop connected sidewalks throughout Nason Street Corridor.

Street Improvements

1. Realign Alessandro Boulevard (“Alessandro “wobble”).
2. Install traffic circles in neighborhood Center in southern portion of Nason Street.
3. Complete Nason Street, Fir Street and Eucalyptus Street improvements to alleviate congestion at SR-60.
4. Conduct traffic study on number and configuration of Town Center intersections.

Attachment: Nason Street Corridor Plan (1736 : NASON STREET CORRIDOR PLAN (PA14-0040))

Table 2: Land Use Policy and Recommendations Summary

1. Investigate options for codifying the land use recommendations presented here in the City’s policies and development standards. Consider both the preparation of one or more specific plans, a General Plan Update, and a zoning code update.
2. Develop a specific plan to provide for the creation of the Town Center into a vibrant, livable destination.
3. Ensure well-designed transitions between land uses, particularly existing residential neighborhoods, but also commercial, residential and employment, to minimize impact but still encourage connectivity.
4. Facilitate the development of multi-family residential development on vacant parcels in subarea 1 to appropriately scale transitions
5. Encourage new development on currently vacant parcels to align with the street layout of adjacent single family neighborhoods.
6. Facilitate a focus on civic, cultural and communitywide uses in the Town Center
7. Encourage development of sit-down dining and entertainment options in the Town Center
8. Ensure new development does not conflict but builds upon the regional connectivity proposed in the Alessandro Boulevard Corridor Plan and planned Bus Rapid Transit Line.
9. Promote development of live/work units to encourage more jobs near housing.
10. Pursue medical uses that capitalize on the area’s proximity to two regional hospitals.
11. Prohibit industrial development from the Corridor.
12. Facilitate surrounding residential development to encourage job-housing connection and walkable commutes
13. Ensure bicycle and pedestrian connectivity between residential development and medical office, via multi-use trails, paseos, etc.
14. Require the development of pedestrian-appropriate building designs, including walkways and public seating, and loading activities sited behind buildings.
15. Recruit a college or university to locate to subarea 4.
16. Pursue development of senior living housing in subarea 4.
17. Discourage or prohibit gated communities in the Corridor.

Table 3: Implementation Matrix

	Federal		State				County		City		Public / Private				
	MAP-21	Recreational Trails Program	California Infrastructure and Economic Development Bank	Gasoline Taxes Operations and Maintenance	Highway Safety Improvement Program	Active Transportation Program	OTS Grant Opportunities	Measure A	TUMF	City General Fund (CIP)	Development Impact Fees	Community Facilities Districts	Landscape and Lighting District	Maintenance Assessment District	Development Agreements
Bicycle															
Cycletrack (Class IV) with planted buffer					2	1	3		3					3	
Wayfinding signage						1			3						
Bike racks and corrals						1				2					
Long-term bike parking						1				2					
Establish Bicycle Districts with bicycle parking, infrastructure, and amenities						1			3	2					
Complete bicycle lanes proposed in Moreno Valley Bicycle Master Plan.					2	1			3	2					
Pedestrian															
Protected, landscaped sidewalks throughout area										1			2	2	
Planted parkway and wide sidewalk on southbound side of Nason										1			2	2	
Street Improvements															
Nason becomes a multi-way boulevard with class 2 bike lanes, landscaped median, landscaped sidewalks, frontage roads with parking				3	2	1		1	1	2	3				
Complete Nason Street, Fir Street and Eucalyptus Street improvements to alleviate congestion at SR-60	3			2	2		3	1	1	3	3				
Intersection crossing improvements on Nason including 2-stage left turn queue boxes for bicycles, bicycle signal heads, and active turn restriction signage (blank out signs)				3		2		1	1	2	3				
Alessandro realigned to "wiggle" through town center										2					1
Covered bus stop and bus turnout and Class II bike lane adjacent to bus stop						2				1					
Roundabouts on Nason							3	1	1	2	3		3	3	
Develop area with small block grid-type pattern															1
Improved Bay Avenue east-west connection between Nason Street and an extended Anthony Place and between Oliver Street and Moreno Beach									2	1	2				
Improved Brodiaea Avenue east-west connection between Lasselle and Moreno Beach									2	1	2				
Improved Delphinium Avenue connection									2	1	2				
Improved north-south connectivity for Anthony Place from an extended Brodiaea to Bay/Oliver									2	1	2				
New north-south connectivity through the Riverside Medical Center								1	1	2	2				3
New medical corridor connecting Kaiser to Riverside Medical Center			3					1	1	2	2				3
Improved Morrison Street north-south connection between Alessandro and an extended Delphinium Avenue/Morrison Street									1	2	2				3
Improved Darwin Drive north-south connection between Alessandro and JFK									1	2	2				3
Tertiary Network traffic calming devices such as shared lane markings, speed cushions, pedestrian crossings, pedestrian crossing signals, and curb extentions				3											
Class 1 bike facility along flood control channel from the JFK/Oliver intersection to Iris/Grande Vista intersection		2				1				2	3				

	Federal		State					County		City		Public / Private			
	MAP-21	Recreational Trails Program	California Infrastructure and Economic Development Bank	Gasoline Taxes Operations and Maintenance	Highway Safety Improvement Program	Active Transportation Program	OTS Grant Opportunities	Measure A	TUMF	City General Fund (GIP)	Development Impact Fees	Community Facilities Districts	Landscape and Lighting District	Maintenance Assessment District	Development Agreements
Tertiary Network traffic calming devices such as shared lane markings, speed cushions, pedestrian crossings, pedestrian crossing signals, and curb extentions.				3			2	1	1	2	3				
Class 1 bike facility along flood control channel from the JFK/Oliver intersection to Iris/Grande Vista intersection.		2				1				2					
Safe routes to school improvements focused on connectivity of bicycle and pedestrian improvements to-from neighborhoods to schools															
Coordinated parking strategy															1
Public Realm															
Linear park and trail along creek		2											1	1	
Parks throughout the Corridor		2											1	1	
Develop a Town Center on City land												3			1
Include small parks, public plazas and paseos in Town Center.															1

CONCLUSION

Forthcoming transportation infrastructure, a rebounding economy, and a strong local healthcare sector have created conditions ideally suited for thoughtful planning for the Nason Street Corridor. The Nason Street Corridor Plan will guide decision-makers, community leaders, and developers as Nason Street Corridor and Moreno Valley develops into a walkable, livable city with an array of diverse jobs and housing, connected open space, and bicycle, pedestrian and transit connections. Because the Corridor will be developed over a longer term period, the Plan is designed to include more specific detail for key public improvements, and more general guidance that allows for flexibility for different developers and changes over time. The Plan provides general guidance for types of land uses and design that should be included in specific areas, policy guidance for inclusion in codes and ordinances and other plans, as well as more detailed recommendations for public infrastructure improvements.





Report to City Council

TO: Mayor and City Council
Planning Commission

FROM: Allen Brock, Community Development Director

AGENDA DATE: October 29, 2015

TITLE: HILLSIDE RESIDENTIAL DEVELOPMENT

RECOMMENDED ACTION

Recommendations: That the City Council and Planning Commission:

1. Review and Discuss development opportunities for properties located in the Hillside Residential and Rural Residential zones.

CITY COUNCIL GOALS

Public Safety. Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

Community Image, Neighborhood Pride and Cleanliness. Promote a sense of community pride and foster an excellent image about our City by developing and executing programs which will result in quality development, enhanced neighborhood preservation efforts, including home rehabilitation and neighborhood restoration.

ATTACHMENTS

1. Community Development Department Presentation

APPROVALS

Budget Officer Approval ✓ Approved 10/22/15 5:16 PM

City Attorney Approval
City Manager Approval

✓ Approved
✓ Approved

10/22/15 6:02 PM



HILLSIDE RESIDENTIAL DEVELOPMENT

PRESENTATION BY: Community Development Department – Planning Division



Attachment: Community Development Department Presentation (1744 : HILLSIDE RESIDENTIAL

HILLSIDE RESIDENTIAL DEVELOPMENT IN MORENO VALLEY



General Plan Goals and Policies:

9.2.2 COMMUNITY DEVELOPMENT ELEMENT OBJECTIVES AND POLICIES

Objective 2.1 Balance the provision of urban and rural lands within Moreno Valley by providing adequate land for present and future urban and economic development needs, while retaining the significant natural features and the rural character and lifestyle of the northeastern portion of the community.

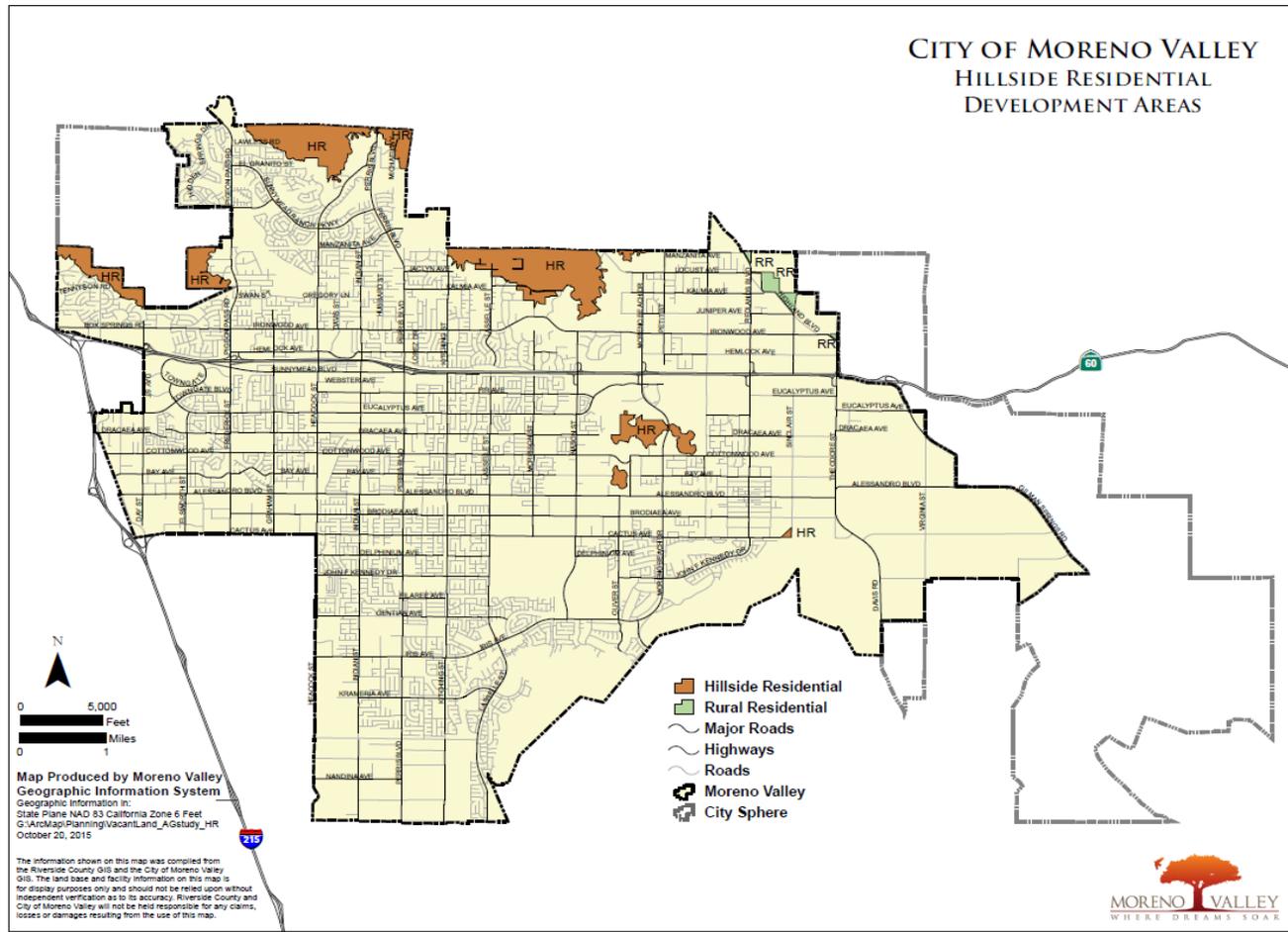
Objective 2.2 Provide a wide range of residential opportunities and dwelling types to meet the demands of present and future residents of all socioeconomic groups.

Policy 2.2.2 The primary purpose of areas designated **Hillside Residential** is to balance the preservation of hillside areas with the development of view-oriented residential uses.

Policy 2.2.3 The primary purpose of areas designated **Rural Residential** is to provide for and protect rural lifestyles, as well as to protect natural resources and hillsides in the rural portions of the City.



Hillside Residential Development in Moreno Valley



HILLSIDE RESIDENTIAL DEVELOPMENT

Attachment: Community Development Department Presentation (1744 : HILLSIDE RESIDENTIAL

Municipal Code Section 9.03 Residential Districts:

There are two zoning districts within the City of Moreno Valley that allow for Hillside Residential Development. The stated purposes of both zones are consistent with General Plan Policies:



Hillside Residential District (HR):

- Maximum density and minimum required open space determined by results of slope analysis
- Minimum lot size – 10,000 square feet to 1.0 acre to be determined by the results of a slope analysis
- Subdivision Design – encourage the transfer of density and clustering of lots on lower slopes to preserve steeper slopes for open space
- Building Height – 30 feet maximum or 35 feet for slopes less than 10%
- Setbacks – varies depending on lot size
- Grading – minimized to limit impacts to hillsides and slopes by preserving natural contours, rock outcroppings and other natural features



Rural Residential (RR):

- Maximum density and minimum required open space determined by results of slope analysis
- Minimum lot size – 20,000 square feet to 2.5 acre to be determined by the results of a slope analysis
- Subdivision Design – encourage the transfer of density and clustering of lots on lower slopes to preserve steeper slopes for open space
- Building Height – 30 feet maximum or 35 feet for slopes less than 10%
- Setbacks – varies depending on lot size
- Grading – minimized to limit impacts to hillsides and slopes by preserving natural contours, rock outcroppings and other natural features



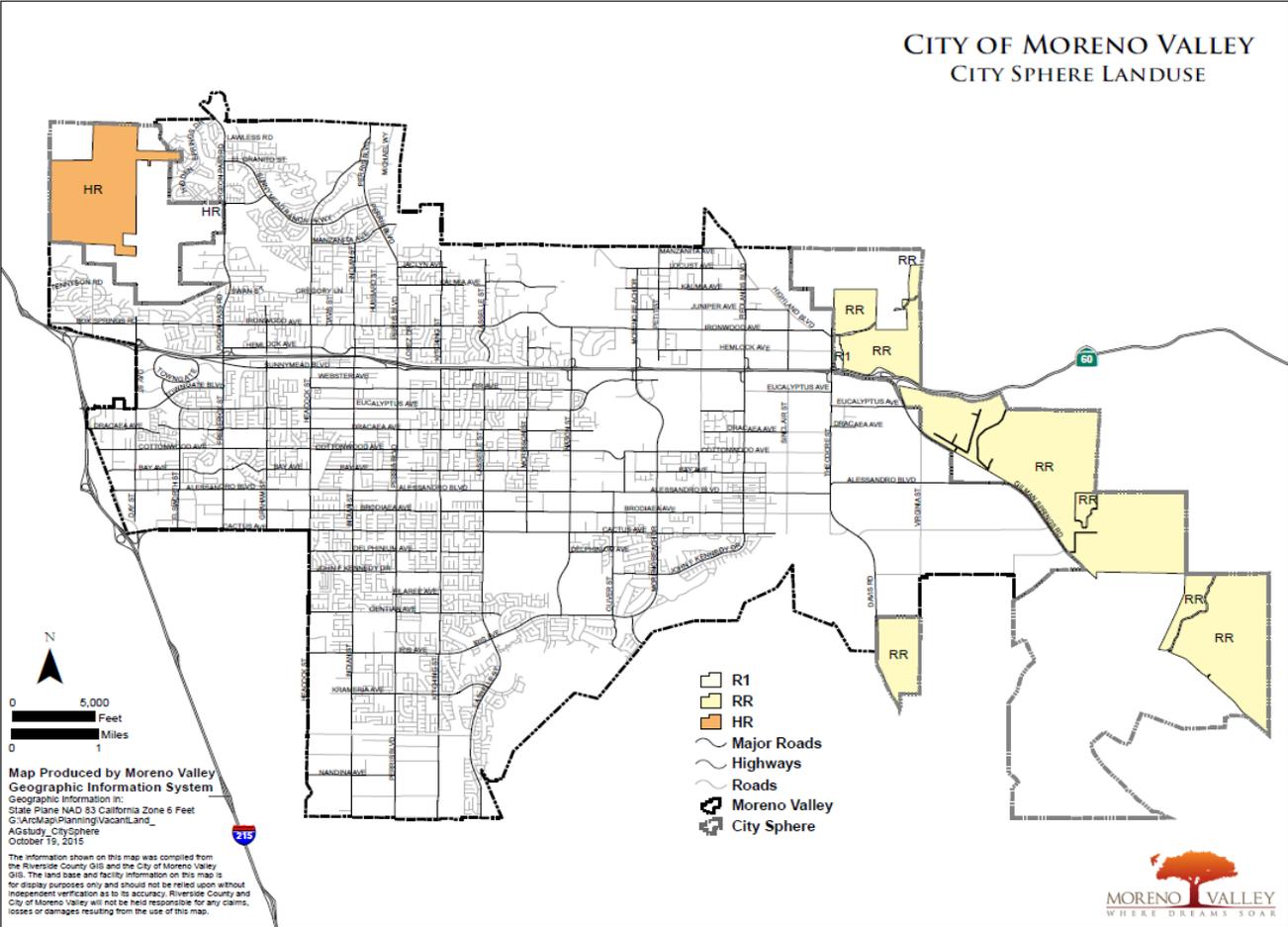
Municipal Code Section 9.16 Article IV. Applications for Hillside Development

Hillside development can offer opportunities for spectacular views from building sites around the valley's perimeter. It is important, however, to ensure that all are protected when designing hillside building sites. The guidelines in this section apply to the hillside areas illustrated in the general plan.

- Natural Open Space Standards
- Landscaping
- Grading
- Roadways and Circulation
- Fire Protection
- Hillside Design Standards – site design, architecture, and lighting



Hillside Residential Development in Moreno Valley



HILLSIDE RESIDENTIAL DEVELOPMENT

HILLSIDE RESIDENTIAL DEVELOPMENT IN OTHER COMMUNITIES



Hillside Residential Development in Other Communities

Scottsdale, AZ



Hillside Residential District

- Development standards similar to Moreno Valley
- Preserve natural character and aesthetics of mountains
- Protect people and property from hazardous conditions
- Balance development with protecting hillsides and mountains
- Minimize hillside disturbance
- Minimize costs to City of providing public services to hillside areas and prevent development where public services cannot feasibly be provided



HILLSIDE RESIDENTIAL DEVELOPMENT

Attachment: Community Development Department Presentation (1744 : HILLSIDE RESIDENTIAL

Hillside Residential Development in Other Communities

San Juan Capistrano, CA



Hillside Residential District

- Development standards similar to Moreno Valley
- Protection from geologic hazards (unstable soils, erosion, etc.)
- Maintain natural character and amenity of hillsides as a scenic resource
- Innovation in land planning and building design to achieve high quality, flexibility and efficiency in design of residential subdivisions in hillside areas



HILLSIDE RESIDENTIAL DEVELOPMENT

Attachment: Community Development Department Presentation (1744 : HILLSIDE RESIDENTIAL

Hillside Residential Development in Other Communities

Riverside, CA



Residential Conservation Zone

- Development standards similar to Moreno Valley
- Preserve and enhance beauty of City's landscape
- Careful selection of building sites and building pads to maximize retention of ridgelines, hilltops, hillsides, slopes, rock outcrops, trees, etc.
- Residential development must relate to surrounding topography and not be conspicuous or obtrusive
- Reduce scarring effects of grading, prevent erosion of slopes and conserve natural topographic features



HILLSIDE RESIDENTIAL DEVELOPMENT

Attachment: Community Development Department Presentation (1744 : HILLSIDE RESIDENTIAL

Hillside Residential Development in Other Communities

Corona, CA



Hillside District

- Overlay district – density based on General Plan land use designation
- Encourage development clustering to preserve view corridors
- Encourage clustering on the most gently sloping portions of the site
- Provide for safe circulation of vehicles and pedestrians and provide adequate access for emergency vehicles
- Encourage design and building practices to assure maximum safety from wildfire hazards
- Encourage innovative architectural, landscape and circulation site design



HILLSIDE RESIDENTIAL DEVELOPMENT

Attachment: Community Development Department Presentation (1744 : HILLSIDE RESIDENTIAL

Hillside Residential Development in Other Communities

Lake Elsinore, CA



Hillside Overlay District

- Overlay district – density based on underlying zoning designation
- Minimize danger to public health, safety, and welfare by soil erosion, slippage, flooding and fire
- Minimize the disturbance of the natural terrain and conserve the aesthetic qualities of the hillside areas

Rural Mountainous Residential District

- Development of extremely low density single-family residences in areas of steep slopes, rugged terrain and limited or no access and limited public services and utilities
- A standard lot in this district incorporates a significant amount of permanent open space



HILLSIDE RESIDENTIAL DEVELOPMENT

Attachment: Community Development Department Presentation (1744 : HILLSIDE RESIDENTIAL

Hillside Residential Development in Other Communities

Foothill / Trabuco Specific Plan (Orange County)



HILLSIDE RESIDENTIAL DEVELOPMENT

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Hillside Residential Development in Other Communities

Silverado Modjeska Specific Plan (Orange County)



HILLSIDE RESIDENTIAL DEVELOPMENT

Attachment: Community Development Department Presentation (1744 : HILLSIDE RESIDENTIAL

HILLSIDE RESIDENTIAL DEVELOPMENT – OTHER CONSIDERATIONS



Hillside Residential Development – Other Considerations

Unique challenges and opportunities associated with development within the City's Hillside Residential and Rural Residential zoned properties include:

- Riverside County Multiple Species Habitat Conservation Plan Criteria Cells – preservation of biological habitat and open space could limit full development potential
- Fire Severity Zone – building and fire code requirements, reliable source of water, budget and cost considerations for wildland fire protection
- Open Space requirements – 50% to 60% of site must be reserved as open space for slopes greater than 15%
- Utilities – readily available? Cost to extend utilities to the home site?



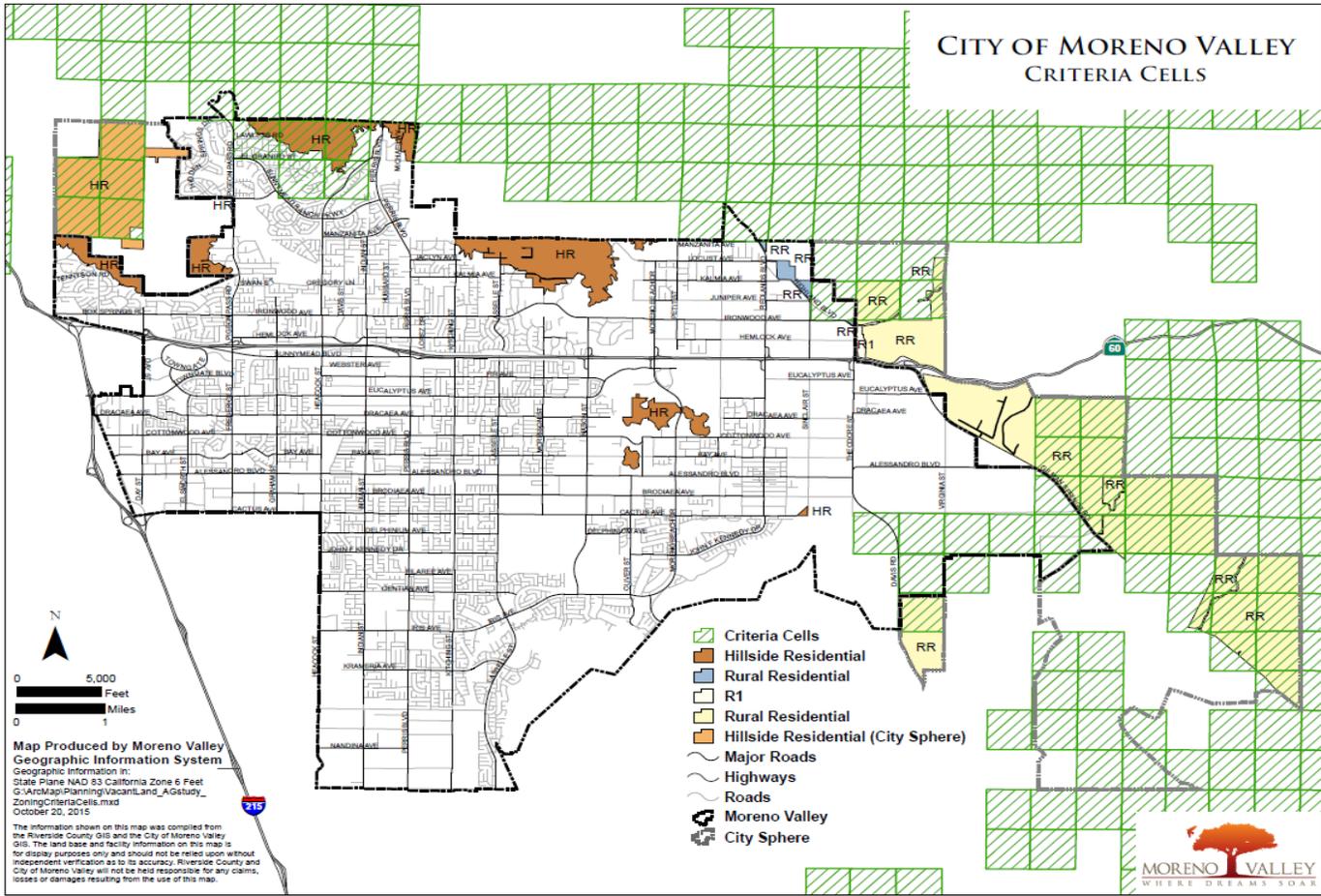
Hillside Residential Development – Other Considerations

Continued:

- Access – standard public street improvements (curb, gutter, sidewalks, and streetlights) might not be possible, necessary or appropriate
- Drainage – erosion control and conveyance of storm water runoff
- Views – tranquility and privacy, scenic vistas and lot premiums
- Passive recreational opportunities – trails, open space, conservation easements, and natural preserves
- Large lots - estate homes and custom homes
- Specific Plan or Overlay District to create unique design standards and common amenities



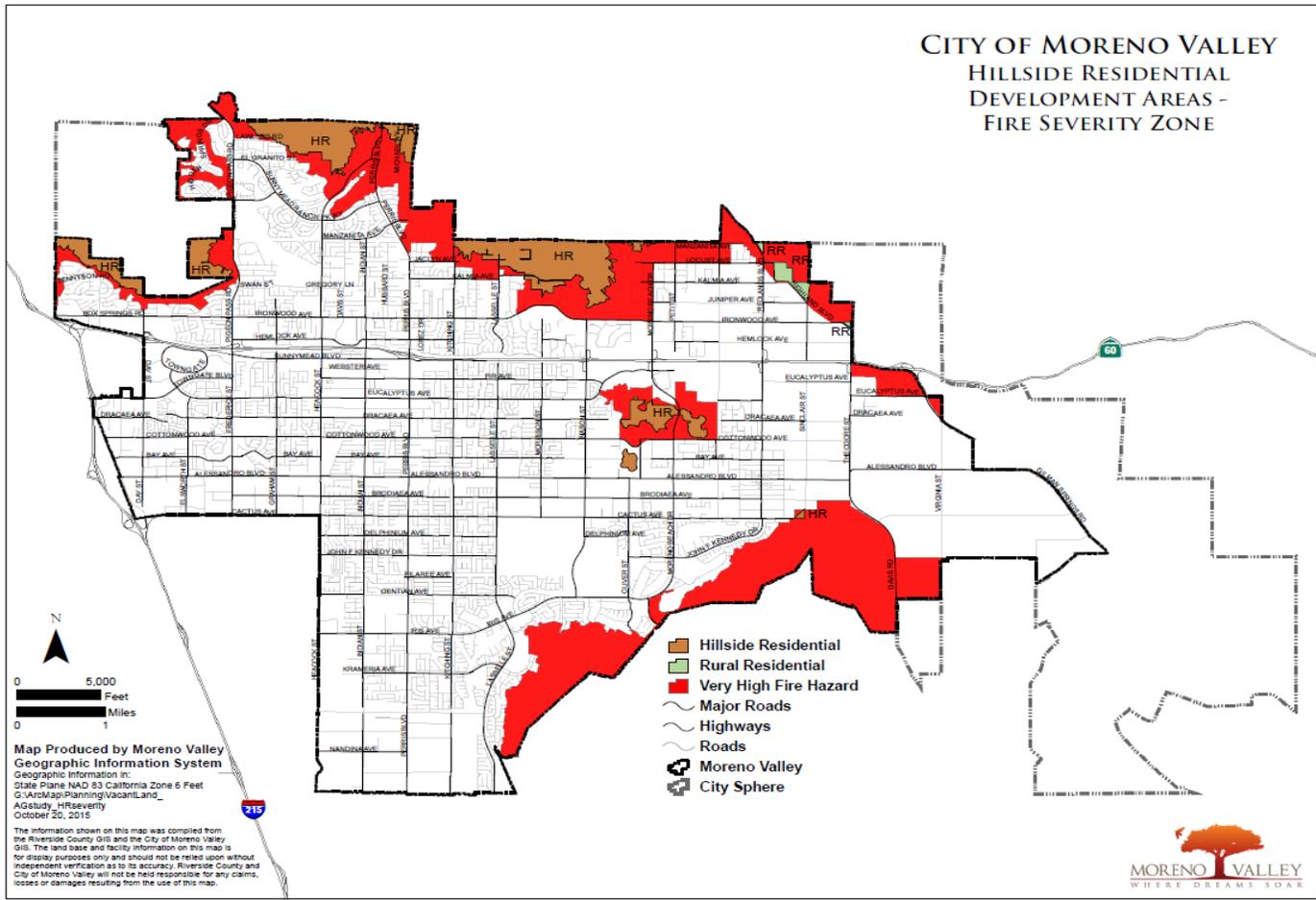
Hillside Residential Development – Other Considerations



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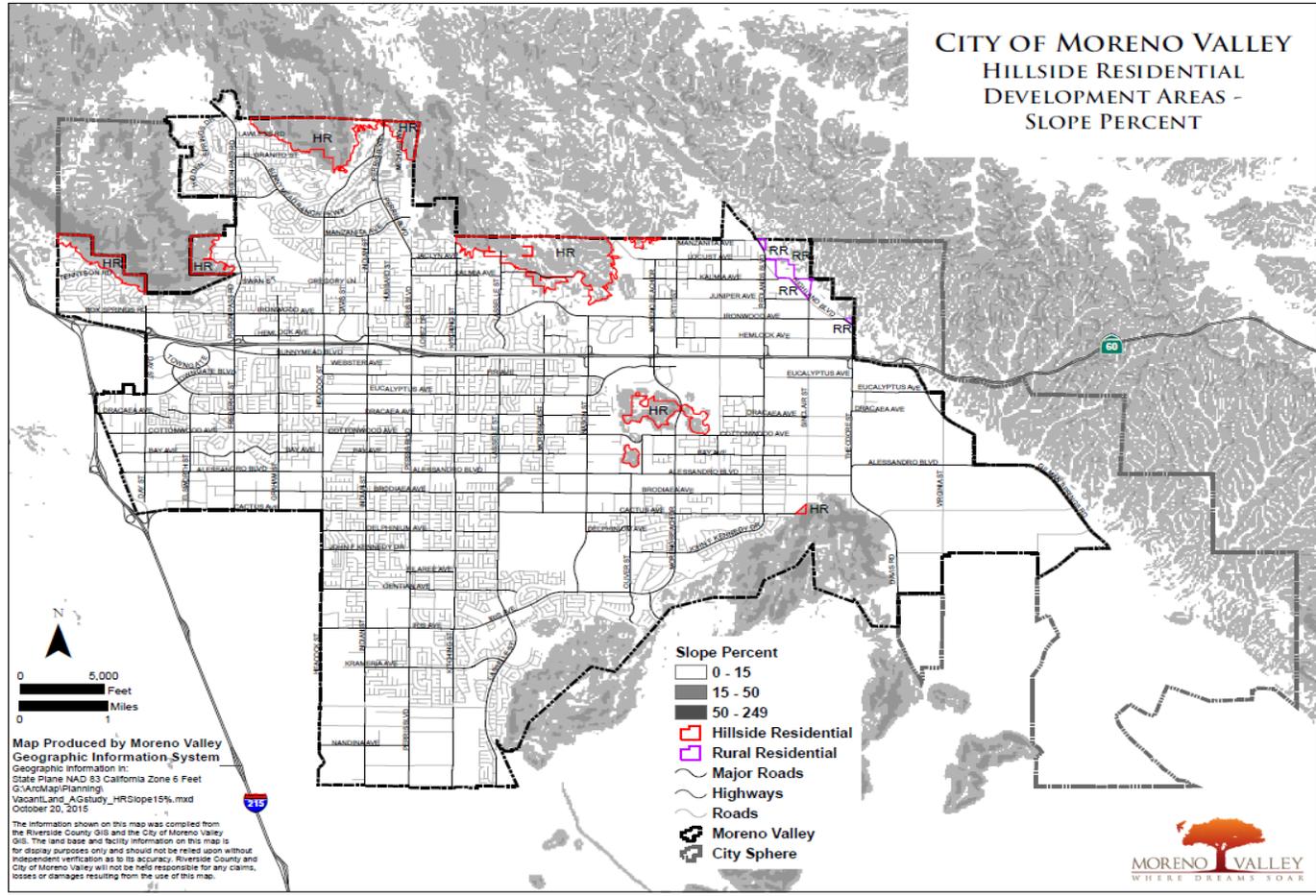
Hillside Residential Development – Other Considerations



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Hillside Residential Development – Other Considerations



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