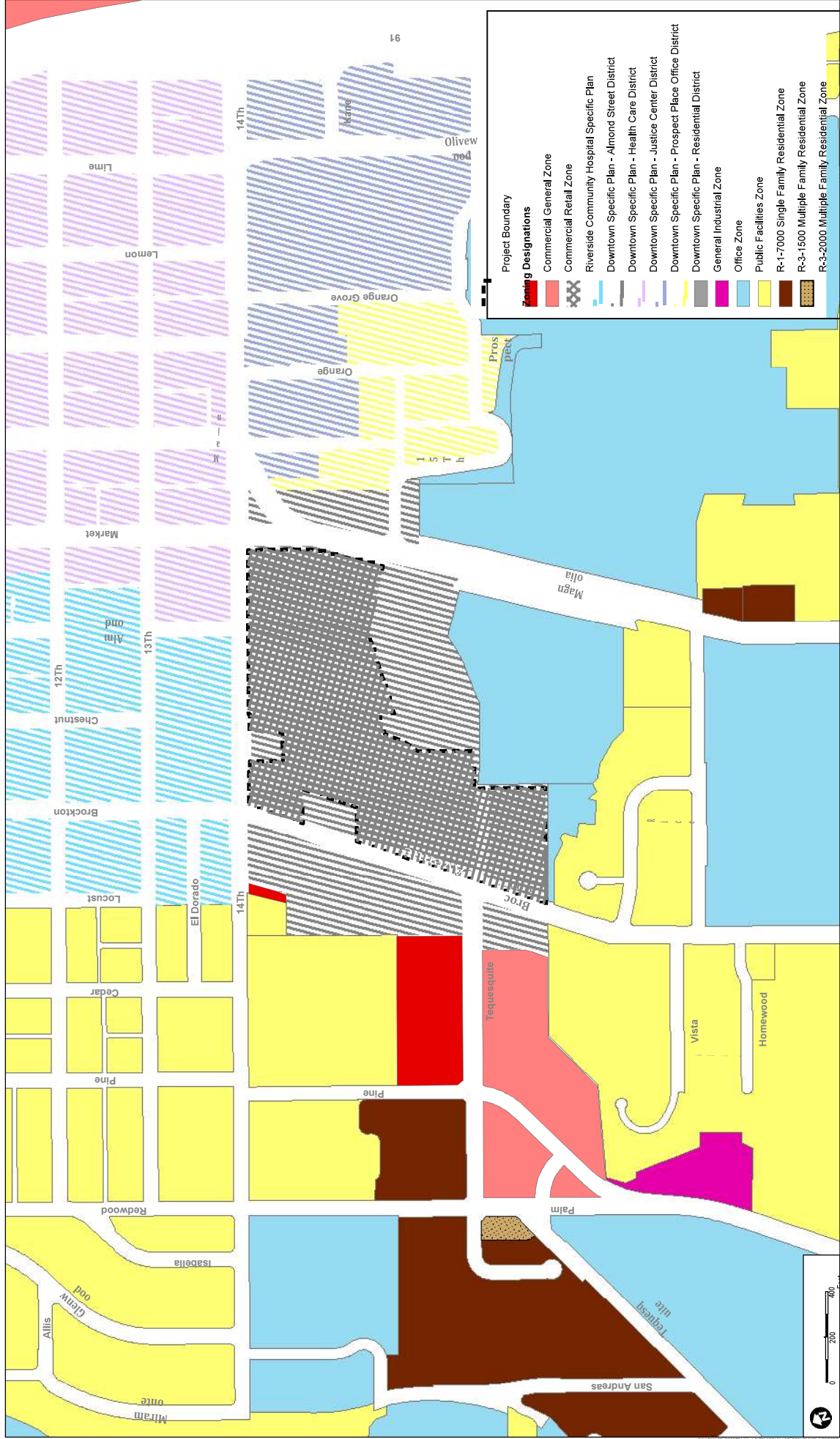




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SOURCE: Kinley-Horn and Associates 5/20/2013, Petline-Will 5/20/2013, Riverside Zoning 5/20/13

REVISE PROPERTY BOUNDARY TO INCLUDE MOB AND AUTOSHOP PRO

FIGURE 4-4
Proposed
Zoning

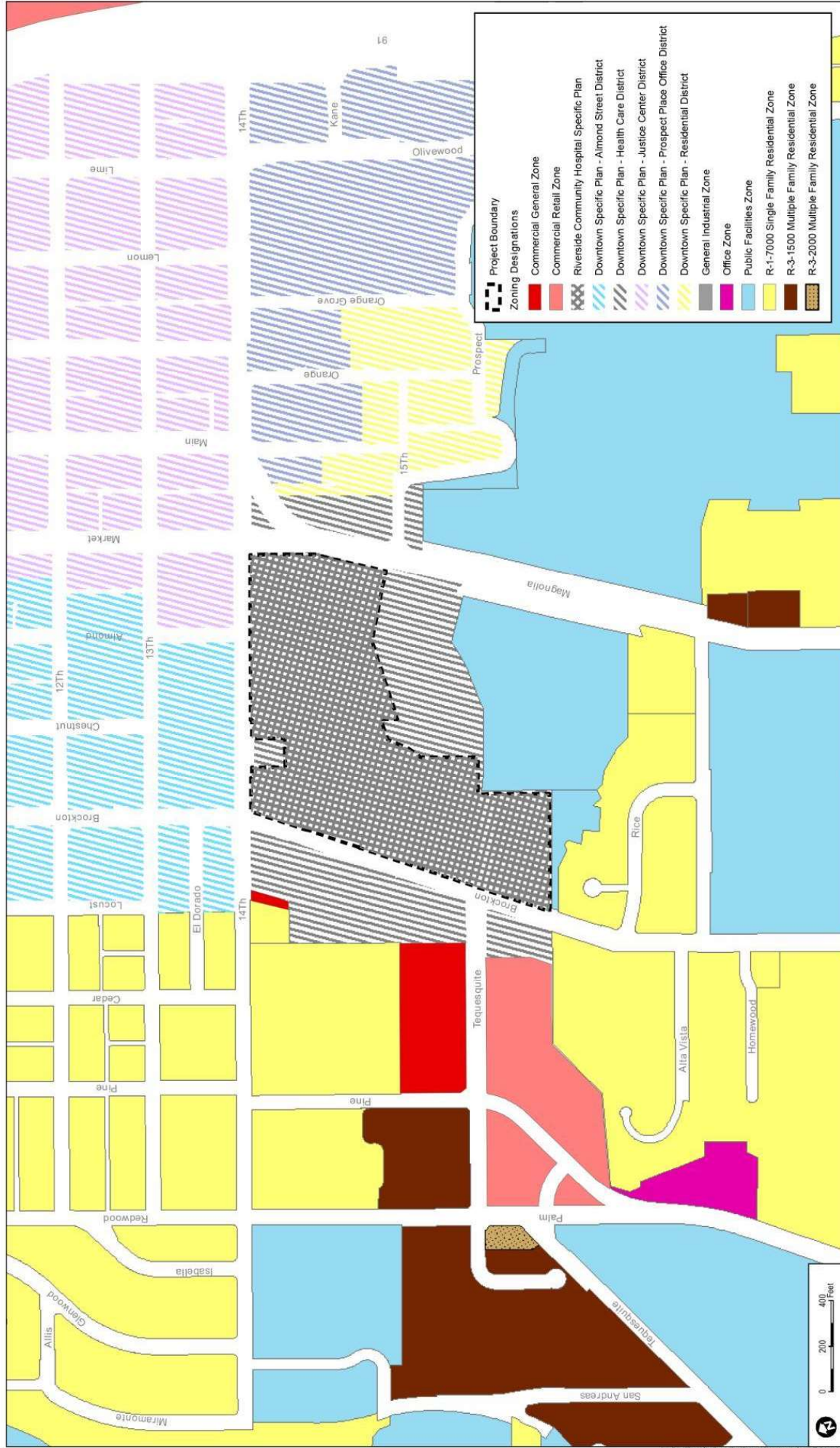


FIGURE 4-4
Proposed Zoning

SOURCE: Kinley-Horn and Associates 5/20/2013; Perkins+Will 5/20/2013; Riverside Zoning 5/20/13

RIVERSIDE COMMUNITY HOSPITAL SPECIFIC PLAN

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5.0 CIRCULATION

This chapter provides the circulation framework for the Riverside Community Hospital (RCH) Specific Plan Area to help implement a multi-modal transportation network that prioritizes pedestrians, bicyclists, automobiles, and emergency service vehicles. The topics discussed in this chapter include vehicular circulation, bicycle and pedestrian networks, transit systems, and parking strategies.

5.1 CIRCULATION PLAN

5.1.1 Regional Access

Highways and Interstates

Regional access to the RCH Specific Plan Area is near the crossroads of three major freeway systems: State Route (SR-) 91, SR-60, and Interstate (I-) 215. East of RCH is SR-91, a primary connection between Riverside and Orange/Los Angeles counties. North of RCH is SR-60, which connects Riverside in the east to downtown Los Angeles in the west and numerous communities in between. Also to the north is I-215, which stretches from Murrieta in the south to northern San Bernardino in the north. The SR-91/SR-60/I-215 freeway interchange is north of RCH.

Metrolink Station

The Riverside-Downtown Metrolink Station is located 0.7 mile east of the RCH Specific Plan Area and provides multi-modal regional access to surrounding cities. Four rail lines traverse the City of Riverside and provide access to San Bernardino, Orange, San Diego, and Los Angeles counties:

1. **Inland Empire–Orange County (IEOC) Line:** This commuter rail line runs from San Bernardino through Orange County to Oceanside. The IEOC line runs on weekdays and on weekends.
2. **Orange County Line:** This commuter rail runs from Los Angeles through Orange County to Oceanside. The Orange County Line carries passengers to the primary Metrolink hub at Union Station in downtown Los Angeles and serves 14 stations during weekday service and 1 additional station on weekends.
3. **91 Line:** This commuter rail line runs from Los Angeles to Riverside, paralleling SR-91. This line has eight stations, and they are all shared by the Orange County Line and the IEOC Line. The 91 Line runs on weekdays only.
4. **Riverside Line:** This commuter rail runs from Los Angeles Union Station to Riverside. The Riverside Line serves seven stations and only runs on weekdays during peak commuter hours.

5.1.2 Local Access

Public Bus Service

Public bus service is provided by the Riverside Transit Agency (RTA). All fixed bus routes are accessible to persons with disabilities and buses are equipped with wheelchair ramps and wheelchair lifts. The following is a brief description of the bus routes that service the street system surrounding RCH.

- **Route 1:** Provides access to RCH via Magnolia Avenue. Route 1 operates on weekdays from 4:00 a.m. to 10:30 p.m. with 30-minute headways (time between bus arrivals) and on the weekends from 5:30 a.m. to 9:30 p.m. with 30-minute headways.
- **Route 13:** Travels in a northeast–southwest direction via Magnolia Avenue. Route 13 operates on weekdays from 4:00 a.m. to 8:30 p.m. with 45-minute headways and on the weekends from 7:00 a.m. to 6:30 p.m. with 30-minute headways.
- **Route 14:** Provides service to the cities of Riverside, Grand Terrace, Loma Linda, and Colton. Route 14 operates on weekdays from 5:15 a.m. to 8:40 p.m. with 90-minute headways and on the weekends from 7:00 a.m. to 7:45 p.m. with 90-minute headways.
- **Route 15:** Provides access to RCH via Magnolia Avenue. Route 15 operates on weekdays from 5:40 a.m. to 9:40 p.m. with 45-minute headways and on the weekends from 7:00 a.m. to 7:45 p.m. with 60-minute headways.
- **Route 50:** Provides access to RCH via Magnolia Avenue and is known as the “Jury Trolley” because it operates between the Riverside County Courthouse and the intersection of Magnolia Avenue and Terracina Drive. Route 50 operates on weekdays from 4:00 a.m. to 8:30 p.m. with 45-minute headways and on the weekends from 7:00 a.m. to 6:30 p.m. with 30-minute headways.

Perimeter Roads

RCH is bordered by Magnolia Avenue to the east, Brockton Avenue to the west, 14th Street to the north, and Tequesquite Avenue to the south.

- **Magnolia Avenue/Market Street:** This is a north–south, four-lane arterial providing access to RCH. Market Street transitions into Magnolia Avenue at the northeast corner of RCH. Magnolia Avenue runs along the east side of RCH and has one entrance. The City of Riverside Master Plan of Roadways designates Magnolia Avenue/Market Street as a 120-foot arterial (six lanes).
- **Brockton Avenue:** This is a north–south, four-lane arterial providing access to RCH. Brockton Avenue can be reached by way of 14th Street and the 14th Street exit off

SR-91. Brockton Avenue runs along the west side of RCH and has three entrances into the RCH Specific Plan Area, including one with limited access just south of the Brockton Avenue and 14th Street intersection. The City of Riverside Master Plan of Roadways designates Brockton Avenue as an 88-foot arterial (four lanes). The City of Riverside has proposed the Brockton Avenue Restriping Project, which would restripe Brockton Avenue between Mission Inn Avenue and Beatty Drive to convert Brockton Avenue to a three-lane roadway with one through lane in each direction and a center two-way left-turn lane, excluding the segment of Brockton Avenue between 14th Street and Tequesquite Avenue which will remain in its current configuration.

- **14th Street:** This is an east–west arterial providing access to RCH. SR-91 has off- ramps at 14th Street for northbound and southbound traffic. 14th Street is a four-lane arterial that runs along the north side of the RCH Specific Plan Area. There are two entrances on 14th Street into RCH, one of which is an Emergency Medical Services entrance and will remain as such. The City of Riverside Master Plan of Roadways designates 14th Street as a 100-foot arterial (four lanes).
- **Tequesquite Avenue:** This is an east–west arterial that partially runs along the south side of the RCH Specific Plan Area. Tequesquite Avenue is a two-lane roadway and not a through street as it terminates at Brockton Avenue. Tequesquite Avenue can be reached by way of Brockton Avenue and has one entrance into the RCH Specific Plan Area. Tequesquite Avenue is not depicted on the City of Riverside Master Plan of Roadways.

Other Local Access Roads

- **15th Street:** This is an east–west, two-lane undivided roadway with one travel lane in each direction. This road terminates at the eastern hospital entrance. The eastern end of the roadway extends into residential development and also provides access to the Riverside City College campus. 15th Street is a local roadway.
- **University Avenue:** This is an east–west, four-lane divided roadway with two travel lanes in each direction and a two-way left-turn lane divider.
- **Terracina Drive:** This is an east–west, two-lane undivided roadway with one travel lane in each direction. Terracina Drive terminates in a T-intersection at Brockton Avenue and continues east past Magnolia Avenue on the east to provide access to the Riverside City College campus. Terracina Drive is a local roadway.
- **Ramona Drive:** This is an east–west three-lane undivided roadway with one eastbound lane and two westbound lanes. On the City of Riverside Master Plan of Roadways, Ramona Drive is designated as an 88-foot arterial (four lanes).

Internal Driveways

Access to the RCH Specific Plan Area is provided via a number of driveways located on each of the perimeter streets; see Figure 5-1, Circulation Plan - Phase I. Main access to RCH is located on Magnolia Avenue across from 15th Street.

Bicycle Facilities

Bicycle facilities within the City of Riverside are broken down into a two-tier classification system.

- **Class I:** Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians
- **Class II:** Provides a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles.

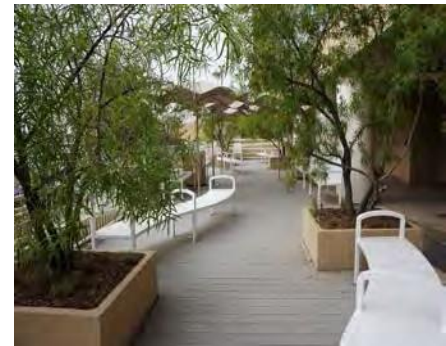


The RCH Specific Plan Area is bordered by Class II bicycle facilities on all sides.

Pedestrian Corridors

Separation of pedestrians from vehicular and bicycle traffic will be accomplished through several elements on site, such as the installation of sidewalks, separation of pedestrian and bike paths, and incorporation of pedestrian walking paths within landscape buffers. See Figure 5-2, Pedestrian Pathway Plan. Pedestrian circulation within the RCH Specific Plan Area consists of a network of internal pathways. These pathways create a network that allows patients, visitors, and

employees the ability to quickly and efficiently travel on foot to any destination on the RCH Specific Plan Area; see Figure 5-2.. Planting adjacent to walkways will be maintained at a reasonable height to ensure safety and security of pedestrians. Sidewalks and walkways will range in widths between 6 feet and 10 feet. Pedestrian level lighting will be provided on all walkways to eliminate poorly lit areas.



5.1.3 Parking

For parking requirements, refer to Section 7.5.3, Parking, of this Specific Plan.

In order to reserve a sufficient number of parking spaces, RCH has assigned parking and permit parking. The hospital currently has three existing parking structures (Buildings G, I, ~~and J~~) and ~~one approved parking structure under construction and anticipated to be completed by 2014~~ (Building O) that will added 1,060 parking spaces. Existing I parking structures are shown below in Table 5-1.



Table 5-1
RCH Specific Plan Parking Uses – Existing

ID on Figure 2-3	Building/ Structure	Use	Square Footage	Year Constructed	Action
G	Parking structure	Parking	59,500	2002	No change
I	Parking structure	Parking	96,084	1982	No change
J	Parking structure	Parking	101,049	1986	No change
O	Parking structure	Parking – 1,060 spaces	385,500	2014	Under Construction anticipated to be completed 2014 <u>2014</u>

Phase IIb includes the existing parking structures (identified as I and J on Figure 2-3, Site Plan) to be demolished prior to the construction of the Phase IIb replacement bed tower. Some additional convenience parking could be included during this phase. Existing and Phase II parking structures are shown below in Table 5-2.

Table 5-2
RCH Specific Plan Parking Uses – Existing + Phase II

ID on Figure 2-3	Building/ Structure	Use	Square Footage	Year Constructed	Action
G	Parking structure	Parking	59,500	2002	No change
I	Parking structure	Parking	96,084	1982	To be demolished as part of Phase IIb of the project
J	Parking structure	Parking	101,049	1986	To be demolished as part of Phase IIb of the project
O	Parking structure	Parking – 1,060 spaces	385,500	2014	No change
<u>I</u>	<u>Parking structure</u>	<u>Parking – 593 (+/-) spaces</u>	<u>206,942 (+/-)</u>	<u>2025</u>	<u>Anticipated construction start 2025</u>

A future parking zone is designated along ~~Magnolia Avenue~~ Brockton Avenue in Phase II. The future parking structure or parking lot would be designed to meet the requirements and standard safety guidelines set forth herein.

Riverside Community Hospital Specific Plan

February 2014 (Amended May 2025)

5.0-5

5.1.4 Emergency Room Access

Office of State Health Planning and Development (OSHPD) and good design principles dictate that emergency vehicle/ambulance access be separated from walk-in patient access to the emergency room. An emergency/ambulance entrance is provided from 14th Street; see Figure 5-1, Circulation Plan. Walk-in patient access to the emergency room is provided from Parking Structure G. Parking spaces fronting the emergency room are also available for emergency room parking.



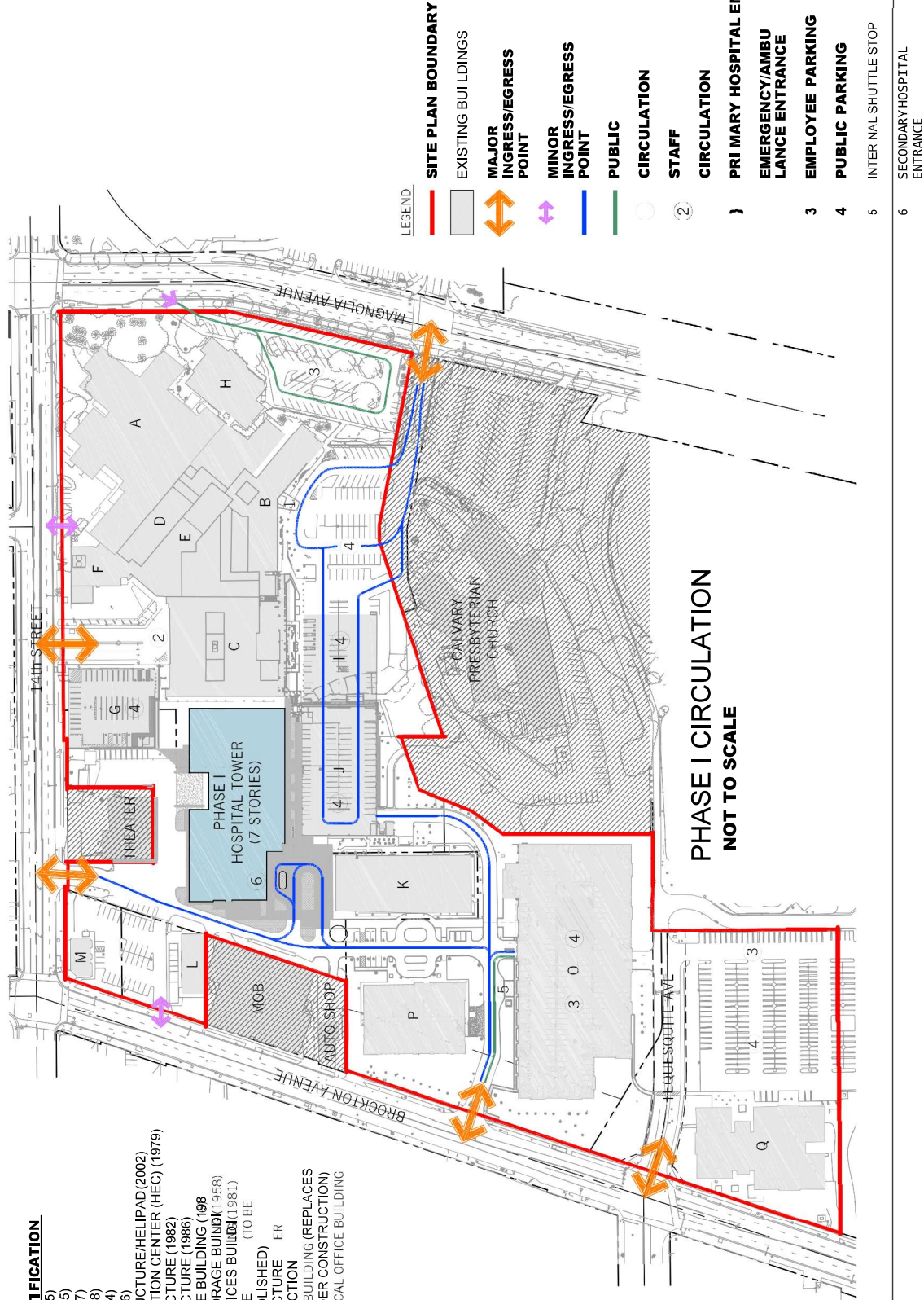
5.1.5 Transportation Demand Management

Transportation Demand Management (TDM) is a strategy design to reduce single occupancy vehicle trips during peak hours. TDM seeks to shift commuters to transportation modes other than cars, and encourage ride-sharing and carpooling programs. The RCH Specific Plan incorporates the following TDM measures:

- RCH will continue to implement two ride-sharing rewards programs in coordination with Inland Empire Transit. Both programs are promoted through informational flyers and at new hire orientation. A TDM coordinator is available to facilitate the distribution of information and make sure it remains current.
 - (1) 2 Dollars/Day Program: Participants log their modes of commuting for 3 months and are awarded points for using alternative modes of transportation, such as the Metrolink, bus, bike routes, and carpooling. The program enables employees to connect for carpools. At the end of the 3-month period, participants are awarded gift cards based on the points accrued.
 - (2) Ride-Share Plus Program: Participants are provided with tools for carpooling, bicycling, and other alternative modes of transportation. Participants in this program have usually completed the 2 Dollars/Day Program and continue to log hours to accumulate rewards, such as a coupon book (valued at \$1,000). The coupon book offers savings at local businesses as well as the ability to register the coupon book online to access discounts at more than 135,000 merchants nationwide.
- Preferential parking for carpool vehicles
- Bicycle parking and shower facilities for employees
- Local transportation management and roadway improvements
- On-site amenities such as cafeterias, restaurants, automated teller machines and other services that would eliminate the need for additional trips.

BUILDING IDENTIFICATION

- A. BUILDING A (1925)
- B. BUILDING B (1965)
- C. BUILDING C (1987)
- D. BUILDING D (1958)
- E. BUILDING E (1954)
- F. BUILDING F (1996)
- G. PAR KING STR UCTURE/HELIPAD (2002)
- H. HEALTH EDUCATION CENTER (HEC) (1979)
- I. PARKING STRUCTURE (1982)
- J. PARKING STRUCTURE (1986)
- K. MEDICAL OFFICE BUILDING (1958)
- L. BROCKTON STORAGE BUILDING (1981)
- M. WOMEN'S SERVICES BUILDING (TO BE DEMOLISHED)
- N. MEDICAL OFFICE BUILDING (REPLACES BUILDING N. UNDER CONSTRUCTION)
- O. PARKING STRUCTURE (UNDER CONSTRUCTION)
- P. RAINCROSS MEDICAL OFFICE BUILDING (1996)



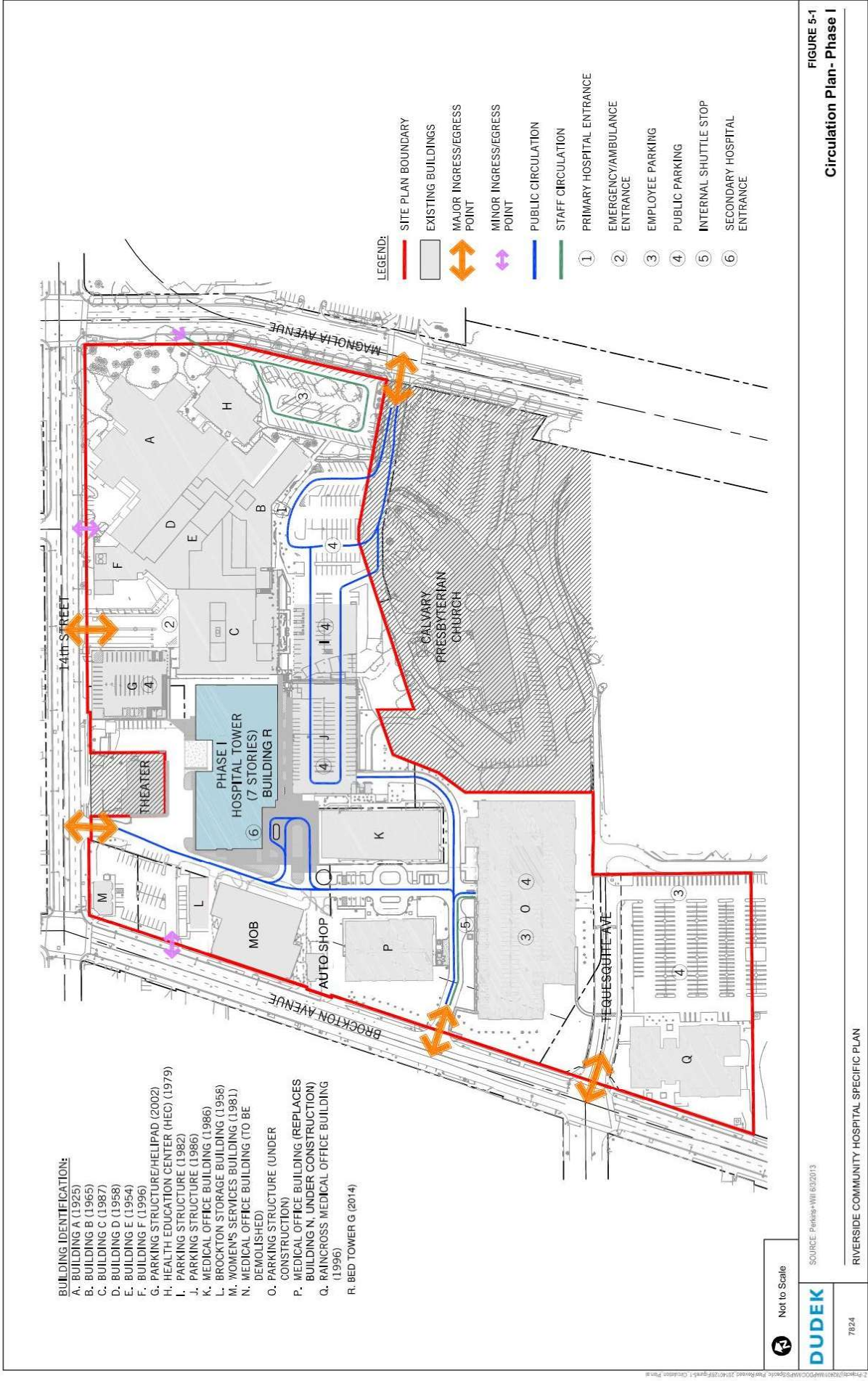
**PHASE I CIRCULATION
NOT TO SCALE**

DUDEK

Not to Scale

REVISE PROPERTY BOUNDARY TO INCLUDE MOB AND AUTOSHOP PROPERTIES. REVISE LEGEND. SEE NEXT PAGE FOR REVISED EXHIBIT.

RIVERSIDE COMMUNITY HOSPITAL SPECIFIC PLAN





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- BUILDING IDENTIFICATION:**
- A. BUILDING A (1925)
 - B. BUILDING B (1965)
 - C. BUILDING C (1987)
 - D. BUILDING D (1958)
 - E. BUILDING E (1954)
 - F. BUILDING F (1996)
 - G. PARKING STRUCTURE/HELIPAD (2002)
 - H. HEALTH EDUCATION CENTER (HEC) (1979)
 - I. PARKING STRUCTURE (1982)
 - J. PARKING STRUCTURE (1986)
 - K. MEDICAL OFFICE BUILDING (1986 L. BROCKTON STORAGE BUILDING)
 - M. WOMEN'S SERVICES BUILDING
 - N. MEDICAL OFFICE BUILDING DEMOLISHED
 - O. PARKING STRUCTURE (UNDER CONSTRUCTION)
 - Q. BUILDING N, UNDER CONSTRUCTION (REPLACES)

PHASE I PEDESTRIAN CIRCULATION

NOT TO SCALE

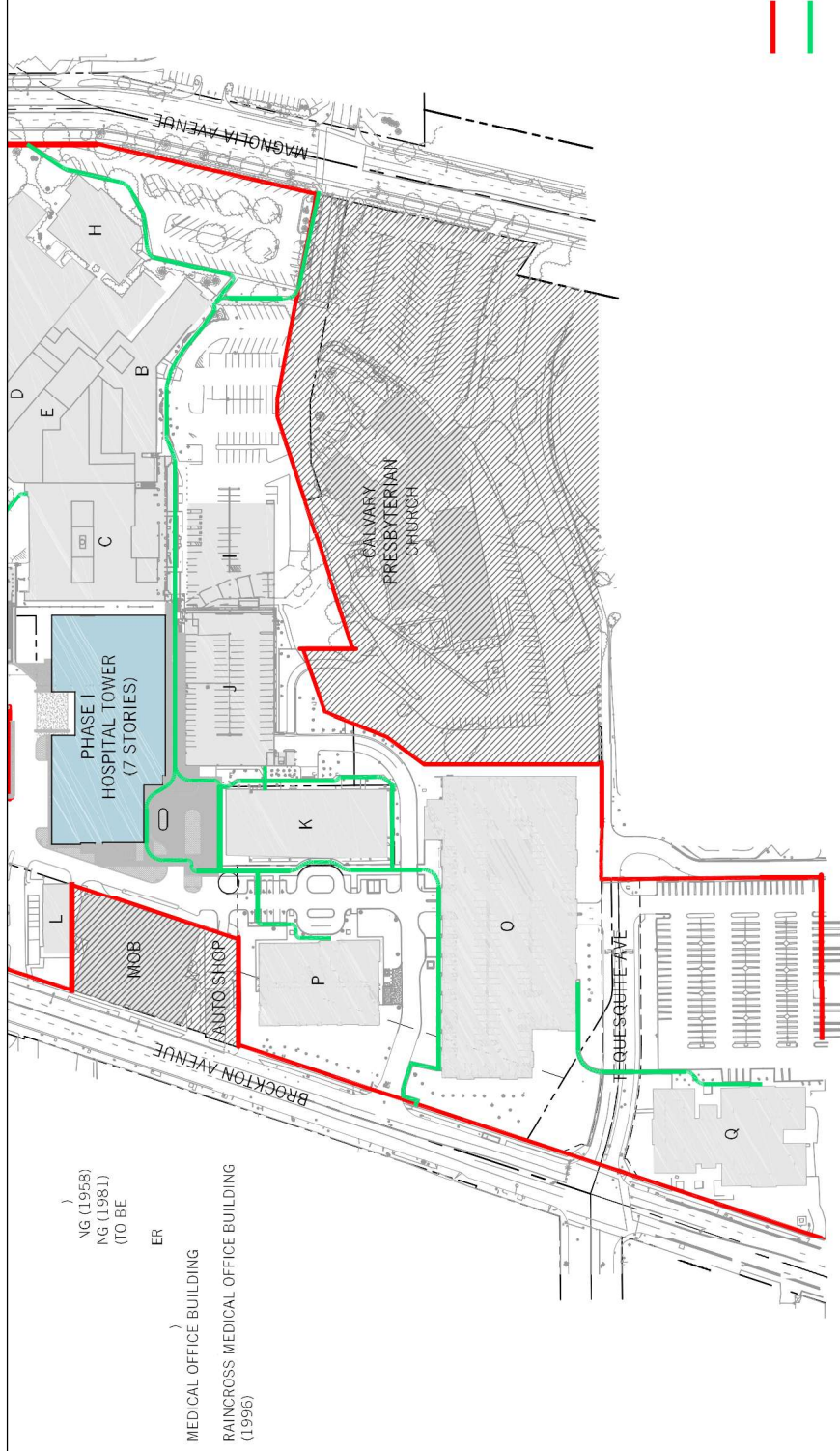
- LEGEND:
- SPECIFIC PLAN BOUNDARY
 - PEDESTRIAN PATHWAYS

SOURCE: Perkins+Will 8/20/2013

7824 RIVERSIDE COMMUNITY HOSPITAL SPECIFIC PLAN

FIGURE 5-2
Pedestrian Pathway Plan

REVISE PROPERTY BOUNDARY TO INCLUDE MOB AND AUTOSHOP PROPERTIES. REVISE LEGEND. SEE NEXT PAGE FOR REVISED EXHIBIT.



DUDEK