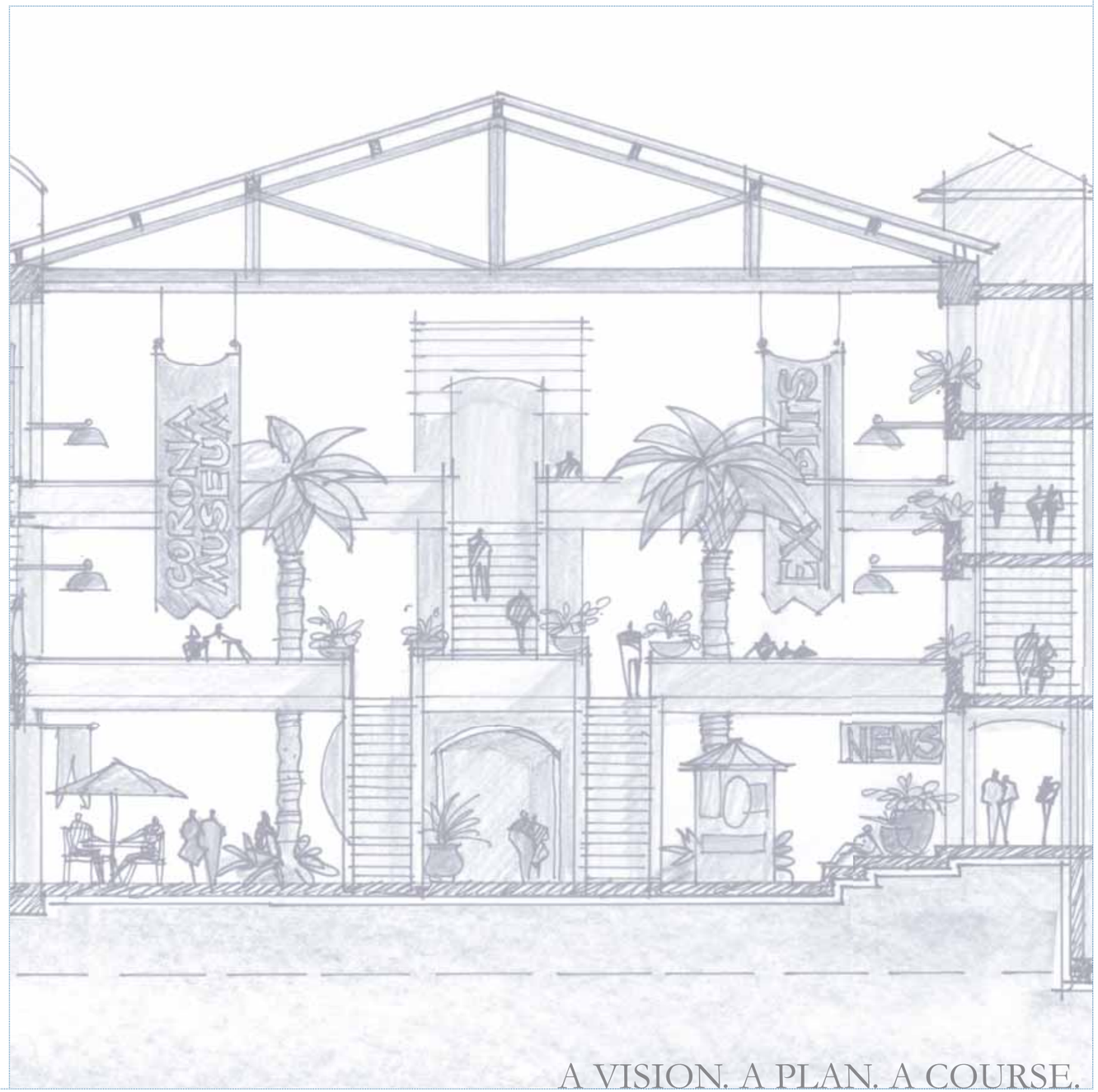
COMPASS BLUEPRINT
new directions for growth

FROM TRANSIT STATION TO TRANSIT VILLAGE

A Recommendations Report for the Downtown Riverside Station



A VISION. A PLAN. A COURSE.

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

WRCOG

RCTC

Contents

Introduction 1

Metrolink Systems 3

Site Context 4

Land Use Analysis 5

Circulation Analysis 6

The Big Ideas 8

Design Vision 10

Recommendations 15

Existing train depot

Existing Park & Ride station

Acknowledgements

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- Southern California Association of Governments (SCAG)
- Caltrans District 8
- Riverside County Transportation Commission
- Riverside Transit Agency
- Riverside County
- Center for Sustainable Suburban Development at UCR
- Endangered Habitat League
- Cities of Riverside, Corona, Perris, Hemet, Moreno Valley, and Temecula

Prepared by:

THE PLANNING CENTER

Introduction

Southern California offers an abundance of recreational, entertainment, and economic opportunities set in a gorgeous living environment that continues to attract new residents and new jobs. The growth in Western Riverside County alone is expected to double in both population and employment over the next 30 years. In response, policymakers and developers are taking a new interest in transit-oriented development as a way to accommodate the increased growth, address congestion issues, and promote enhanced commuter transit options.

Compass Blueprint Strategy

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 "Compass Blueprint" promotes a stronger link between regionwide 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, which can be referred to as the "Compass Principles."

Principle 1: Improve Mobility

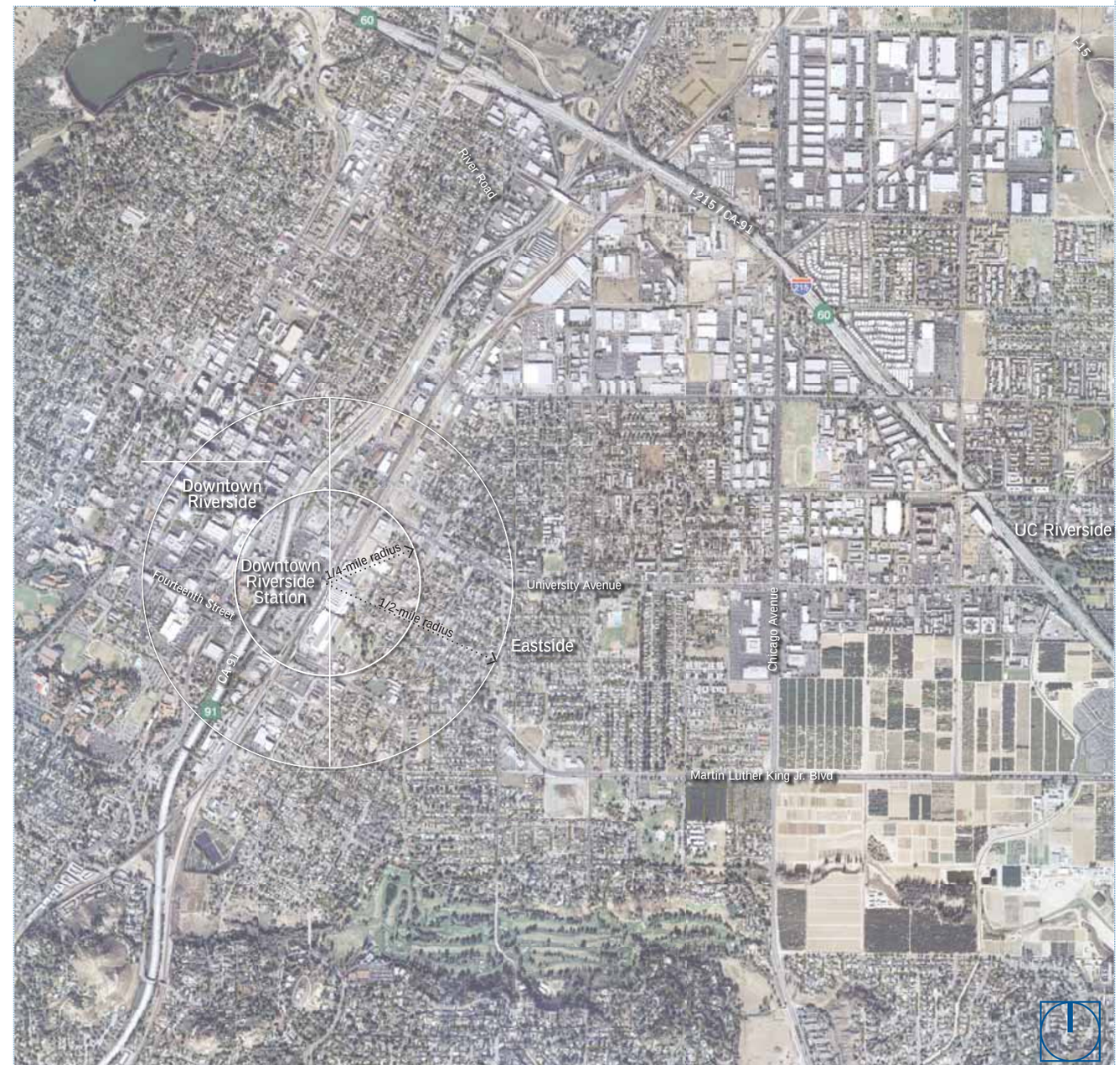
Principle 2: Foster Livability in All Communities

Principle 3: Enable Prosperity for All People

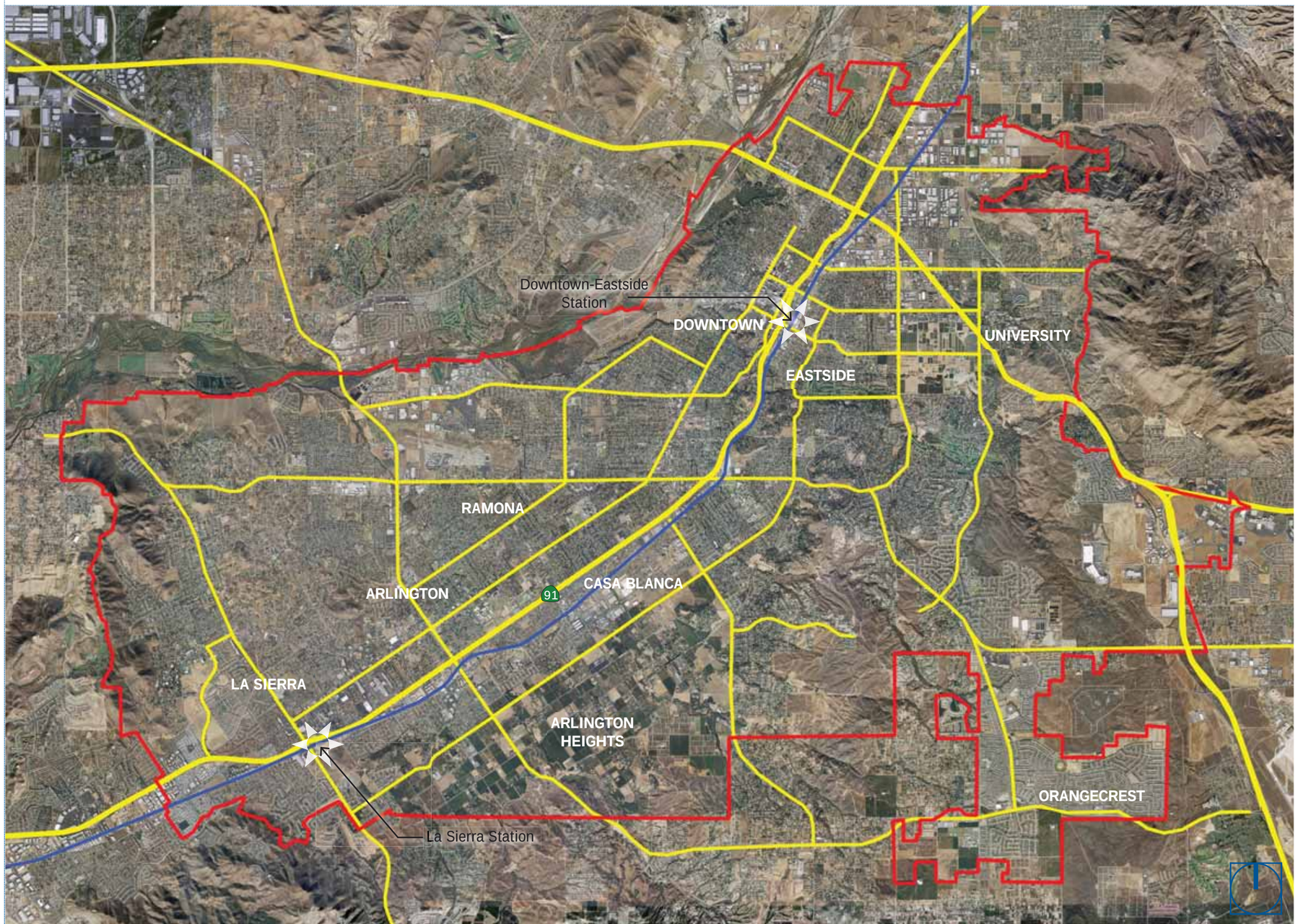
Principle 4: Promote Sustainability for Future Generations

Compass Blueprint is now in the implementation phase and SCAG is partnering with cities and counties in southern California to realize this growth vision on-the-ground. A series of Compass Blueprint Demonstration Projects were conducted that exemplify the goals shared by the Compass Blueprint and unique visions of local communities. Led by the Western Riverside Council of Governments (WRCOG), the North Main Corona Station was selected to be one of these demonstration projects.

Aerial Map



City of Riverside



Demonstration Project Summary

This document is intended to help facilitate the development of a Transit Village at the Downtown Riverside Metrolink Station. The document summarizes the Transit Village concept plans developed during the Community Visioning process and identifies the next steps associated with implementation. This demonstration project is a first step in evaluating these conditions and making a series of recommendations for next steps. To assist the City in further developing a vision for the station area that considers all the elements of a vibrant Transit Village, this demonstration project:

- Conducted a community workshop to provide information on transit villages and gather neighborhood input;
- Conducted land use opportunities and constraints analysis from a transit-oriented perspective;
- Conducted a full-day design charrette intended to develop ideas and strategies for creating a transit village and create design concepts illustrating possibilities;
- Created contextual urban design strategies to intensify land uses;
- Proposed a design vision that illustrates the unique opportunities of TOD development;
- Conducted a open house with the community to informally discuss the proposed strategies and ideas; and
- Included overall transit village development recommendations to provide guidance through the next planning phases.

This recommendations report presents the results of these actions and provides a vision plan for the North Main Corona Station area. The report is intended as a beginning guide the transition the project site from a transit station to vibrant Transit Village. It provides urban design guidance and policy recommendations to amend the North Main Street Specific Plan and address transit agency plans for parking and bus service.

Metrolink and Riverside

The Riverside County Transportation Commission (RCTC) is one of five transportation commissions in Southern California that comprise the Southern California Regional Rail Authority, which is more commonly known as Metrolink. RCTC owns five Metrolink stations within the County. The City of Riverside includes two Metrolink stations, the La Sierra Station located at the western edge of the City near Interstate-91 and the Downtown Station located east of downtown on Vine Street between University Avenue and 14th Street.

The Downtown Riverside Metrolink Station is located east of Highway 91 on Vine Street between Fourteenth Street and University Avenue. The station opened June 14, 1993. The station handles 37 Metrolink trains a day serving the Riverside line, Inland Empire-Orange County line, and the 91 line. The Downtown station is the busiest station in Riverside County serving 1,024 passengers a day. Destinations include Downtown Los Angeles Union Station, Santa Ana, Ontario, Orange, Anaheim, and Irvine.

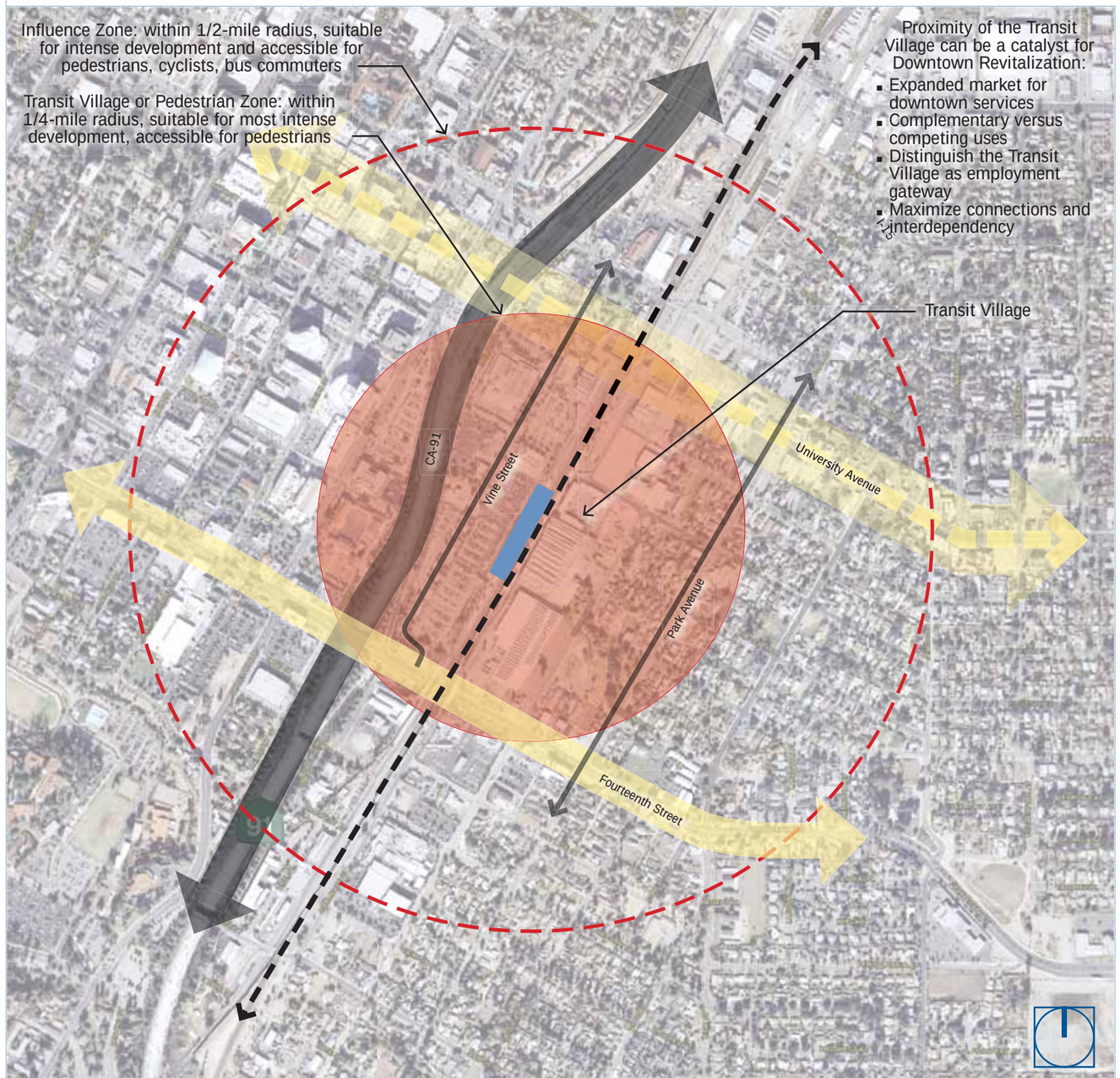
Provide projections

The station provides 815 parking spaces on three separate lots adjacent to the station. A 350 space parking lot located on the eastside of the station is scheduled to open in 2006.

Current plans are underway for development of the Perris Valley Line, an extension of the Metrolink 91 Line which currently runs from Los Angeles to downtown Riverside. The Perris Valley Line would be an approximately 22-mile extension from downtown Riverside to the City of Perris, with a spur east to the City of Hemet.

Metrolink Stations

Site Context



Site Context

Study Area Boundary

The Study Area identified is roughly located east of State Highway 91, south of Mission Inn Avenue, west of Sedgwick Avenue, and north of Fourteenth Street. The Study Area was created to maximize community participation and input in the development of ideas for creating a Transit Village near the Downtown Station. Although future development of a Transit Village will primarily occur nearest the Sante Fe railroad line within parcels containing vacant land or industrial uses, a larger study area was created to look at ways of enriching the existing historic neighborhoods.

Subarea and Influence Zones

Transit Village planning should also consider the context of a larger subarea based on influence zones. Transit Villages need to be planned as part of a larger district and corridor design vision plan. The corridor design vision considers potential impact on development within transportation corridors, such as shuttle and local bus routes. University Avenue has been identified as a significant transportation corridor within the City of Riverside. Therefore, the impact and influence zones for a Transit Village are larger than the traditional 1/4 and 1/2-mile radii due to this broader corridor design vision. Shuttle and local bus routes expand the influence zone within a reasonable commuter time frame. The result is a higher intensity of development along corridors that attract transit users.

Higher intensity office uses

Mixed-use adjacent to an urban park

Existing Conditions

Between CA-91 and Sante Fe Railroad
This area inlcudes Metrolink station parking, SCE utility substation, Maric College, restarurants, businesses, and North Park. Several buildings in this area have historical significance, inlcuding the refurbished California Iron Works, Union Pacific Depot (now) and the Sante Fe Depot.

Between Sante Fe Railroad and Howard Avenue
This area inlcudes the historic Food Manufacturing Corporation buildings with the famous sawtooth roofs.

Between Commerce Avenue and Park Avenue Corridor
This area transitions from industrial uses located nearest Commerce Avenue to primarily residential areas heading east towards Park Avenue. A corridor of retail busineses are located along University Avenue.

Between Howard Avenue and Park Avenue Corridor
This area consists of primarily residential buildings with a few industrial buildings located between Howard Avenue and Park Avenue.

Grade change east along Grand Boulevard

Park Avenue includes a mix of restaurants, retail stores, churches, Lincoln Park and residential apartments and homes. The Craftsman style Irving Contiuation School building was constructed in 1917. The Streamline Moderne style auditorium was completed in 1940.

Park Avenue Corridor
Park Avenue includes a mix of restaurants, retail stores, churches, and residential apartments and homes.

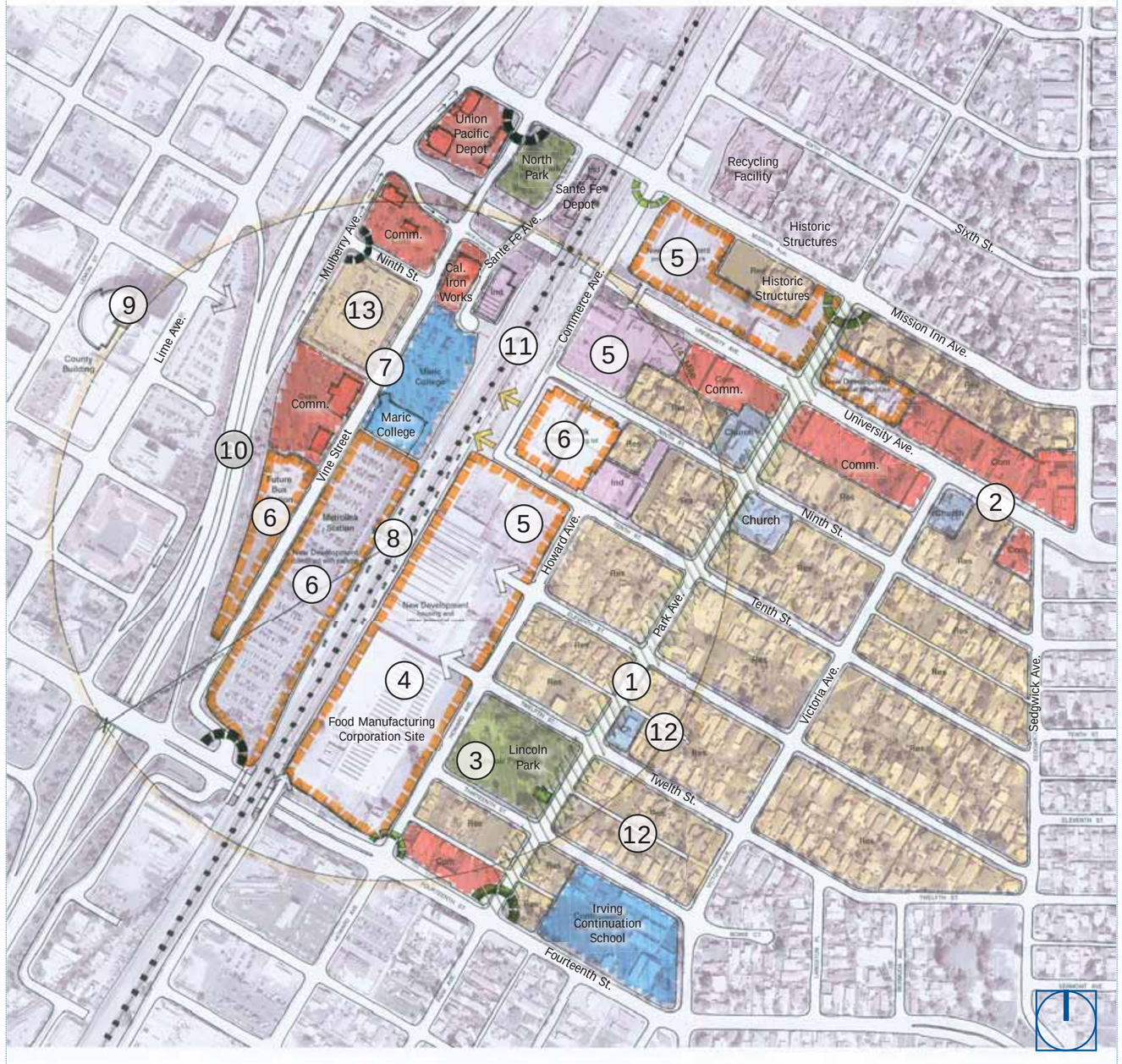
Between Park Avenue and Sedgwick Avenue
This area consists of primarily single family detached residential homes built in the 1930's and 40's. Many homes have retained the historical architecture of the period.

Existing Traffic Flows

Vehicular access to the Metrolink station is taken from Vine Street. A right in/right out only access is located at the south end of Vine Street where it meets Fourteenth Street. The primary access from the northbound 91 freeway is taken at the University Avenue exit where the offramp becomes Mulberry Street and drivers turn right onto Ninth Street and make another right onto Vine Street. Southbound 91 freeway and eastbound University Avenue drivers turn onto Jack Clark Way then turn right onto Vine Street. Westbound University Avenue drivers make a right on Park Avenue, then a left on Mission Avenue crossing over the at-grade Sante Fe Railroad crossing, then make a left onto Vine Street. Drivers leaving the Metrolink station can access the both directions of the 91 freeway at either Fourteenth Street or University Avenue.

Existing Conditions

Opportunities & Constraints



Land Use Analysis

Overview

The Study Area as it currently exists functions as two separate districts separated by the Sante Fe Railroad. The area west of the railroad contains auto dependant commercial uses and park and ride lots that serve commuters who take Metrolink to work. The restaurants and businesses serve the entire City.

The primarily residential area east of the railroad is an established community with families that have lived there for generations. Park Avenue contains businesses, religious institutions, and a park that serves the surrounding Eastside community. Many residents walk to the various markets, churches and other neighborhood serving uses along Park Avenue.

Although not part of the Study Area, Downtown Riverside is within a half mile of the Metrolink station but is separated by the 91 freeway. The divisions caused by the freeway and railroad have created three separate districts diffusing any potential to create a synergy of uses that each district offers. Downtown's business hub, the Marketplace transit hub and Eastside's cultural hub have the potential to contribute to a dynamic Transit Village.

Areas of Opportunity

The following items have been identified as areas of opportunity in creating a transit village. Each number below corresponds to the numbers in the exhibit to the left.

1. Park Avenue - Primary vehicular and pedestrian corridor with a mix of uses.
2. University Avenue - Major thoroughfare connecting Downtown to UC Riverside.
3. Lincoln Park - Place for community recreation and gathering.
4. Food Manufacturing Corporation Site - Large underutilized parcel adjacent to Metrolink station.
5. Former Industrial Parcels - Shuttered or vacant parcels located near Metrolink station.
6. Park and Ride Lots - Multiple surface parking lots adjacent to Metrolink station.
7. Vine Street - Primary access road to Metrodling station with historic buildings, restaurants and businesses.
8. Metrolink Station - Provides access to jobs and recreational opportunities throughout southern California.
9. Downtown Riverside - Riverside County seat offering business, entertainment and cultural opportunities.
10. 91 Freeway - Severs ties to downtown Riverside.
11. Sante Fe Railroad - Severs pedestrian and vehicular connection between Marketplace area and Eastside community.
12. Unmaintained Alleys - Presents safety concerns.
13. SCE Substation - Long stretch of blank wall along Vine Street.

Bus Transit

Public bus service within the City of Riverside is provided by the Riverside Transit Agency (RTA). As of 2004, 20 RTA bus routes served the City. Currently one weekday only bus route serves the Downtown Station with connecting service to the downtown bus transit center. The RTA is currently studying the relocation of the transit center to an area near the Downtown Station. The City of Riverside, RCTC and RTA continually coordinate in developing future route alignments and scheduling to meet the needs of public transit riders.

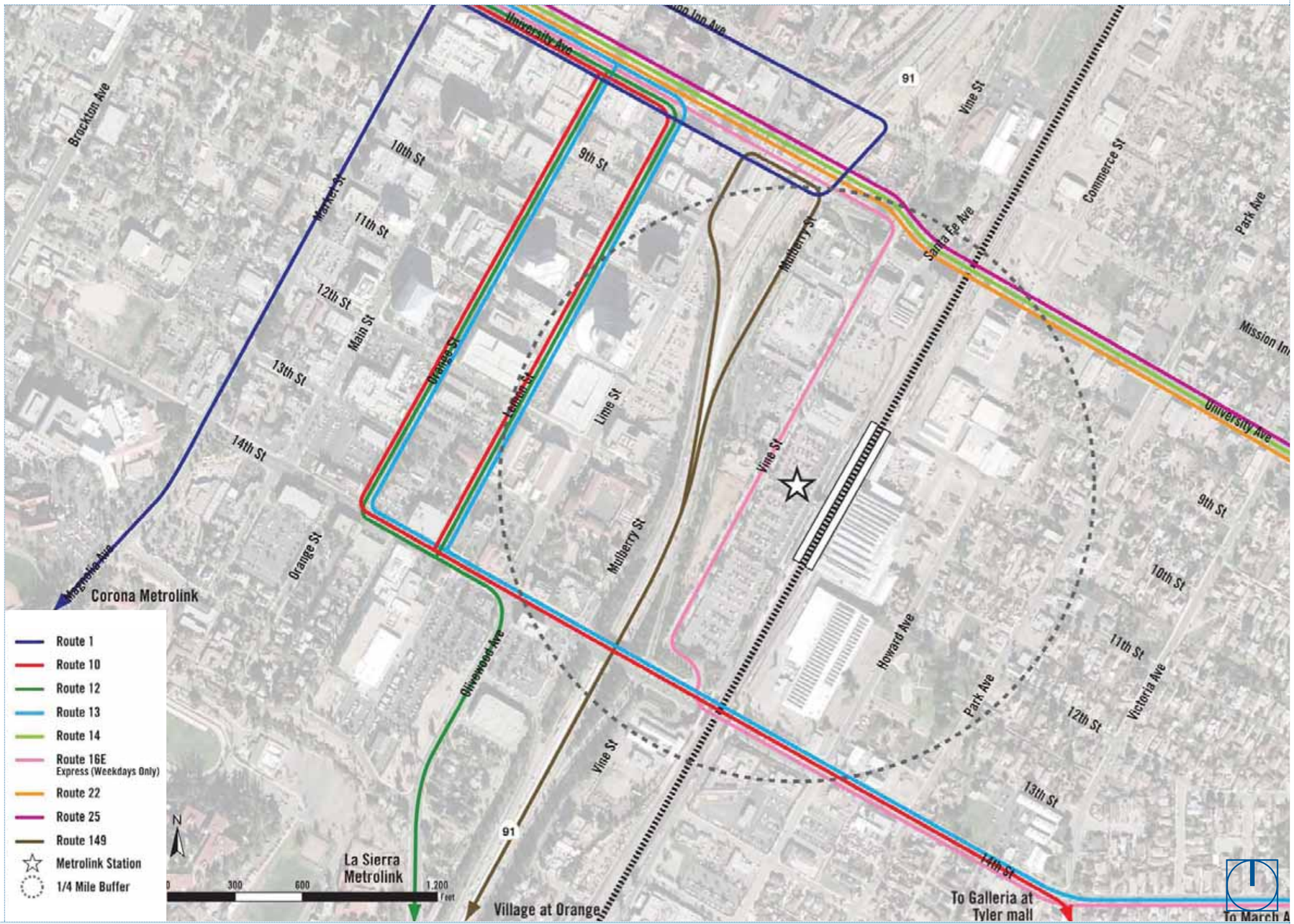
Public Bus Transit

Public transit functions to move people from point A to point B. With public bus transit and Metrolink systems working together, people have the ability to move more efficiently and effectively. Together, the systems provide better transportation alternatives to those who have a choice.

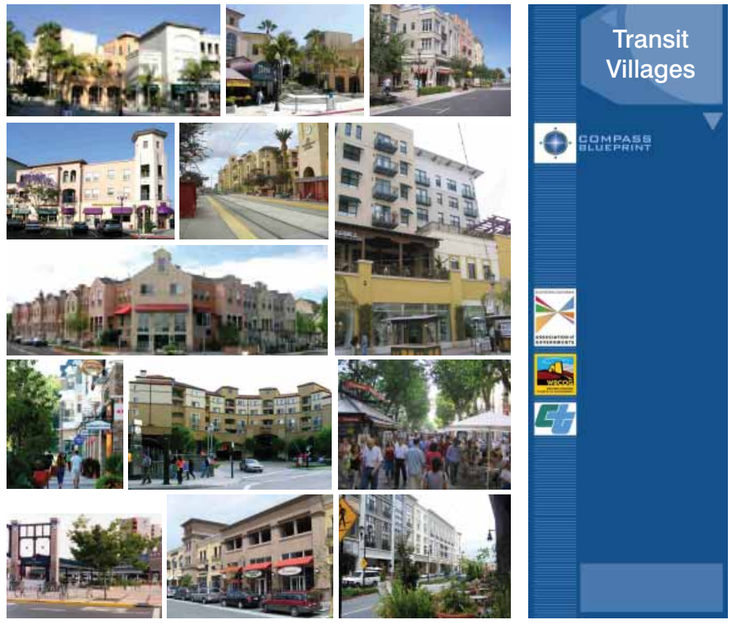
In particular, the benefits of locating bus transfer centers with the Metrolink station include:

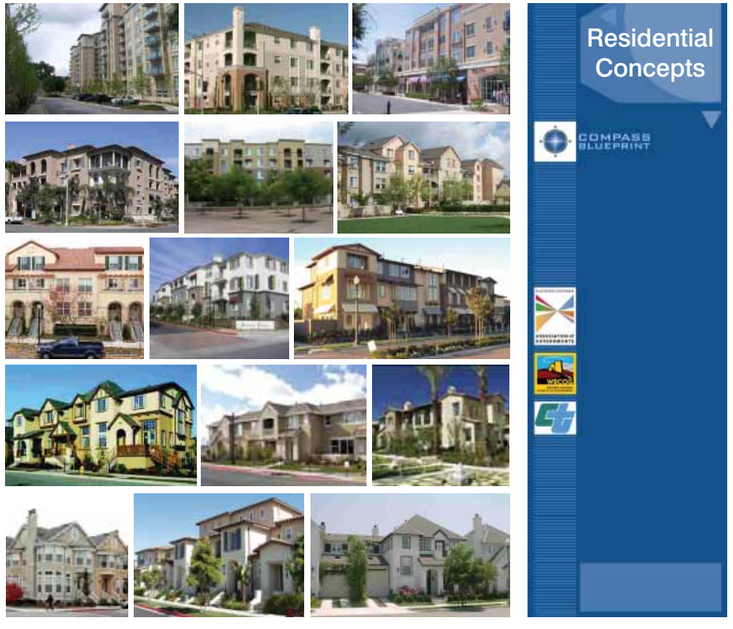
- Additional passengers for Metrolink. Locations beyond the 1/2-mile Transit Village influence area may be served by bus schedules in sync with train schedules;
- The combination of bus and Metrolink transfers in one location provides a concentration of people and activities within the Transit Village;
- Well designed transit centers with easy access to nearby jobs, housing, and services create a destination for commuters and local bus passengers;
- The ability to transfer from one bus to another or from one transportation mode to another increases travel options and makes public transit more viable as the mode of choice.

Downtown Riverside Station Transit Study



Workshop Exhibits





Community Visioning

Description

The Community Visioning process that took place from September 14 through September 16, 2006 involved a wide array of stakeholders that were gathered to help find solutions to issues affecting western Riverside County such as regional population growth, increased traffic congestion and the need for new planning initiatives. Participants included City planning staff, community development department, SCAG consultant team comprised of the Planning Center, IBI Group and Arellano Associates; Caltrans, Rapid Transit Agency (RTA), Western Riverside Council of Governments (WRCOG), Riverside County Transit Commission (RCTC), architects, developers and local residents. During the three-day Community Visioning process participants were given an opportunity to provide their input on land use development design concepts and share their vision for the area around the Downtown Riverside Metrolink Station. The design team received community input, prepared concept plans based on input received, and presented these plans to the community during an open house.

Day One: Community Input

The first day of the visioning process consisted of an interactive community workshop in which local residents were presented information on transit village concepts and their tool as a regional program to manage growth and promote new development opportunities within urbanized areas.

Residents also participated in a preference survey intended to measure and evaluate participant attitudes towards transit village concepts and design product types. The preference survey served as a catalyst for further in depth discussion concerning issues and ideas affecting the Eastside neighborhood. The survey revealed participants were receptive to higher densities on the condition it was of high quality design, aesthetically pleasing, and building heights were appropriately scaled to the existing neighborhood.

Community Objectives

The following issues were documented during the community workshop.

Land Use and Development Pattern (needs identified by residents)

- Low-income housing / affordability
- Senior Housing
- Artist Village / Mercado (glassblowing)
- Parks / neighborhood center improvements
- Existing plans for market place – what happened to it?
- Protection of historic homes
- Maintain multi-generational neighborhoods
- Keep Eastside neighborhood as a separate district
- No encroachment from UC Riverside

Streetscape and Safety (issues important to residents)

- Elimination of vacant / blighted structures
- History of park / City Park (buried pool, baseball fields)
- Transition to neighborhood park
- Bus safety issues
- “Neighborhood Improvement Grant Program”
- Restrooms at park
- Traffic congestion on Park (narrow streets)
- Third / Park homeless area
- Alleys
- Linkage to Downtown

Mobility (concerns identified by residents)

- Bridges linking Eastside with Downtown (“Existing Plans from Community”)
- Crime near proposed bus station
- Who are the proposed residents?
- “Downtown Eastside Metrolink” helped establish / fund
- NICP - $350 per property within boundaries of redevelopment area
- Safety more important than “pretty pictures”

- Jobs
- Neighborhood improvements – street cleaning
- Alleys are dark and have graffiti
- Improvements before new development
- Metrolink station should be named after Eastside neighborhood, not Downtown

Neighborhood Action Items (as identified by residents)

- Neighborhood grants – get the work out to the community
- Improve street sweeping
- Alley clean-up / improvement (consider ways to re-use)
- Regular "Dumpster Days" (City 'cure' program)
- Additional police patrols
- Use of façade program money for commercial improvements
- Neighborhood watch

Day Two: Design Charrette

The second day involved a design charrette where consultants, city staff, and transit agency representatives (RTA, RCTC, Caltrans) and local stakeholders gathered together to document opportunities, create concept designs and determine an overall project scope for the Metrolink station area. Midway through the day attendees were broken into three groups and charged with developing ideas and recommendations. Design concepts and ideas were consolidated into one design concept. The ideas and concepts that were generated can be found later in this document.

Day Three: Open House

The third day of the Community Visioning Process consisted of an open house to review and discuss the ideas and concepts with stakeholders in an informal setting. Residents provided feedback and discussed the concept design plans that were generated for the Metrolink Station area.

Photos from the Stakeholder Workshop

Consolidated Design Concept

Looking at the Possibilities

Issues and Opportunities

The following issues and opportunities were developed during the one-day design charrette as described earlier.

Issue

- The 91 freeway acts as a barrier preventing pedestrian and vehicular access from the Metrolink station to Downtown.

Opportunity

- Construct a pedestrian and bus access bridge over the freeway linking the Metrolink station to Downtown.
- Provide a bus shuttle with frequent service connecting the Metrolink station to Downtown.

Issue

- The linkage between bus transit and Metrolink service is limited.

Opportunity

- RTA is planning a bus transit center adjacent to the Metrolink station offering bus riders easier access to Metrolink.
- Any new development should provide a pedestrian plaza linking the bus transit center and the Metrolink station.
- Additional bus routes will serve the new bus transfer center offering better bus transit choices for riders.

Issue

- New development near the Metrolink station should complement the existing neighborhood.

Opportunity

- Higher density housing adjacent to Metrolink should transition to lower densities of three and four story structures along Howard Avenue.
- New buildings adjacent to existing single family homes should exhibit architectural styles that reflect the historical styles of the area.

High density residential

Live/work with office uses on the first floor

Issue

- Provide existing residents with expanded city recreational services.

Opportunity

- Expand Lincoln Park and provide uses for residents (pool, larger community center, vendors).
- Create a linear park between Commerce Avenue and Sante Fe Railroad.

Issue

- Enhance the importance of Park Avenue

Opportunity

- Park Avenue Improvements including:
  - Wider sidewalks with trees.
  - Bulbouts at intersections to slow traffic
  - Support existing community serving businesses.
  - Allow for a mix of uses as already exists.

Issue

- Improve substandard structures.

Opportunity

- Provide Property owners prototypes for new home construction (Craftsman, Victorian).

Issue

- Maintain and enhance affordable stock of homes and keep the Eastside an multi-generational community.

Opportunity

- Locate senior housing near University Avenue transportation corridor.
- Promote workforce housing with densities above 20 dwelling units per acre adjacent to Metrolink station

Issue

- Provide pedestrian oriented activities near Metrolink station

Opportunity

- Mixed-use development with parking structure located on existing park and ride lot.

Issue

- Establish Park Avenue as a pedestrian street

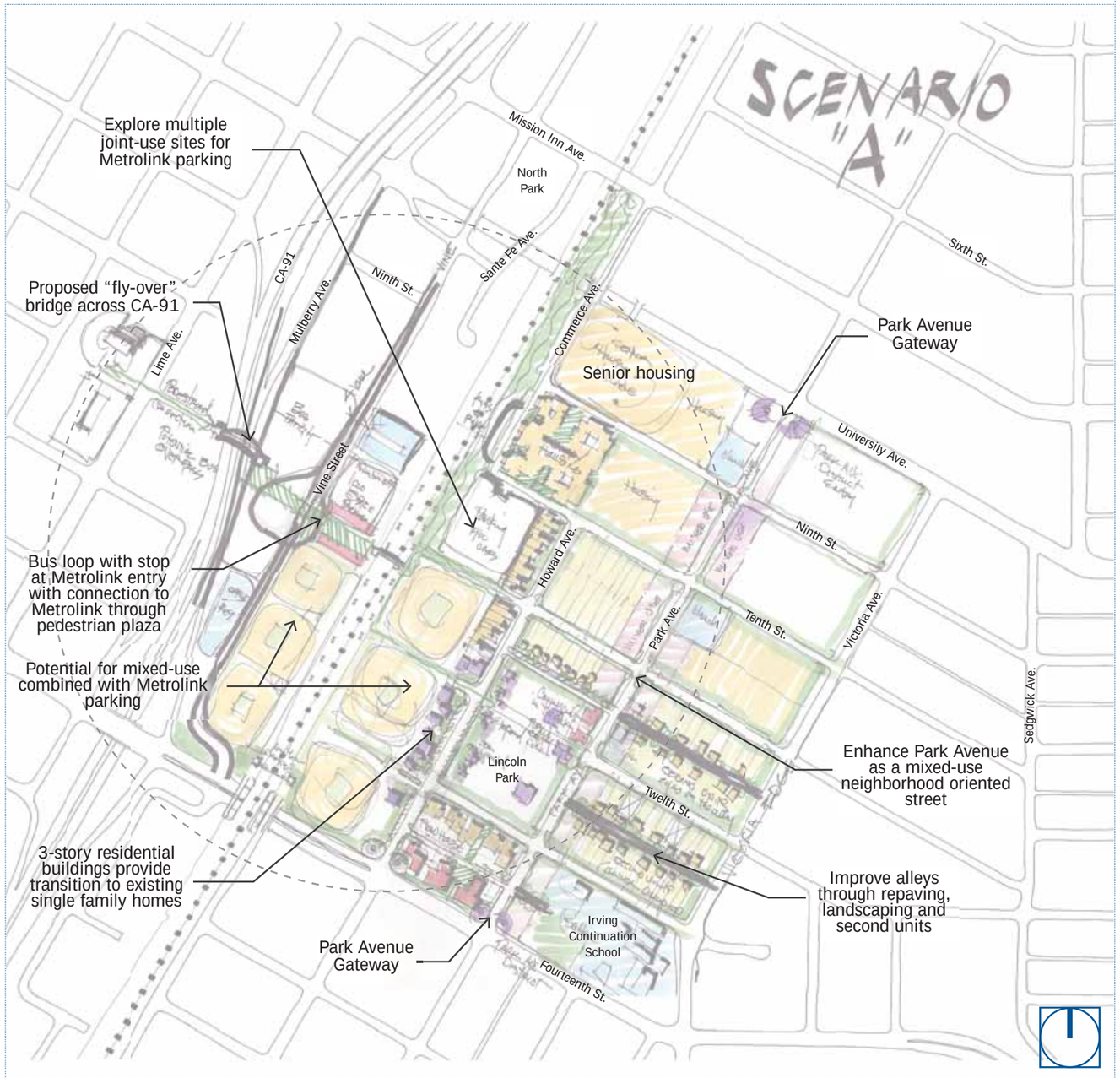
Opportunity

- Enhance streetscape with new trees, additional landscaping, wider sidewalks, and bulbouts at intersections.

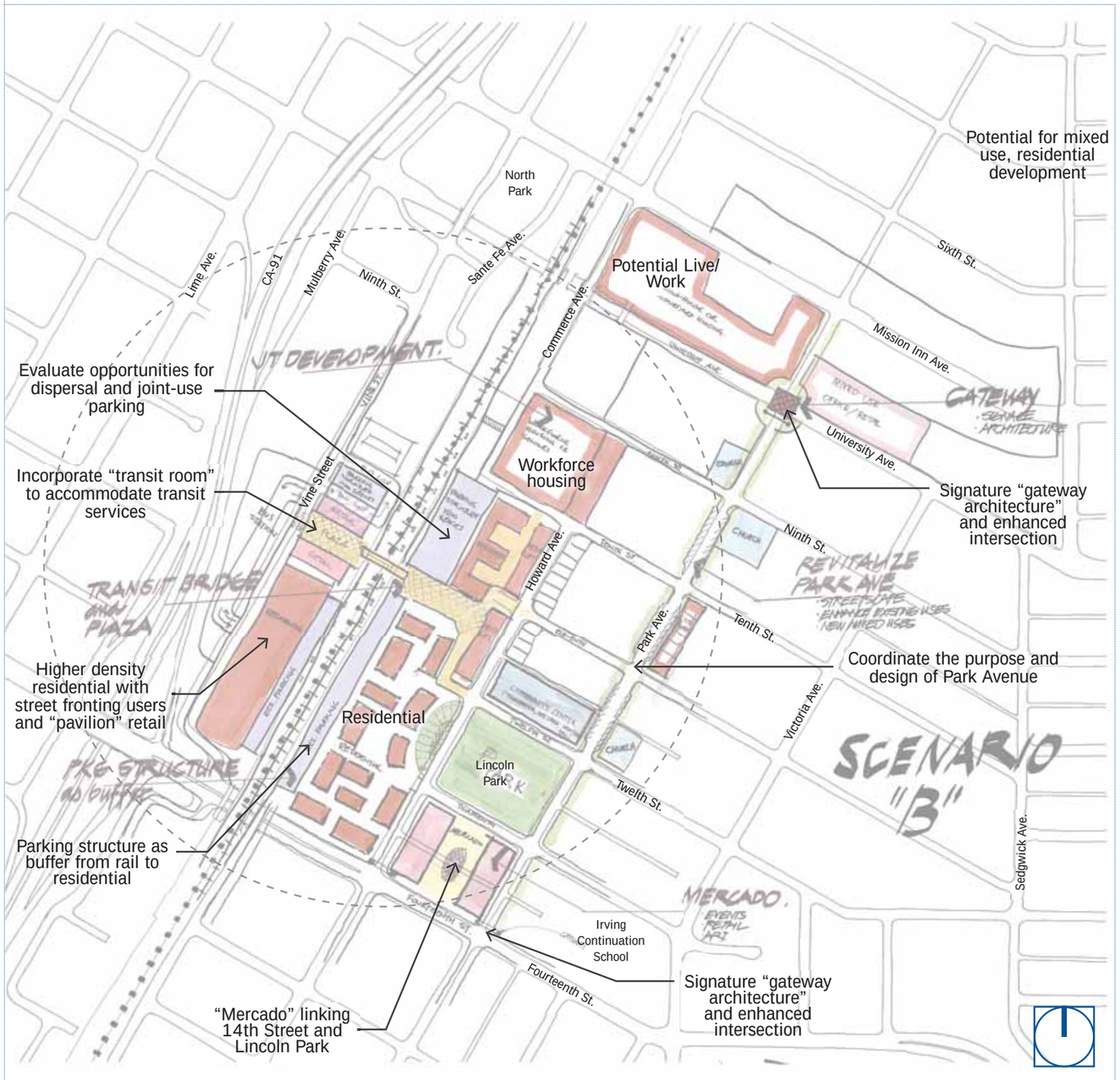
Parking Structure with retail on the first floor

"Slow-Go" Street

Design Concept "A"



Design Concept "B"



Issue

- Many existing buildings along Park Avenue are in need of repair and enhancement.

Opportunity

- Improve exterior building facades along Park Avenue.

Issue

- Limited shopping and job opportunities for residents.

Opportunity

- Future development should incorporate a mercado or similar shopping experience that gives local entrepreneurs the opportunity to sell goods to local residents.
- Art program at continuation school should be integrated into new projects.

Issue

- Future availability of affordable housing.

Opportunity

- Incorporate affordable units within new development and build senior housing projects.

Issue

- Convenient bus access to Metrolink station.

Opportunity

- Future bus transfer station should have convenient and safe pedestrian access to Metrolink station.
- Increase number of routes to Metrolink station

Issue

- Impact of noise on proposed new development.

Opportunity

- Use parking structures as a noise buffer.

Issue

- Make alleys safer

Opportunity

- Embrace alleys by:
  - Repaving and providing landscape plantings
  - Allowing "granny flats" at alley edge within owner occupied lots
  - Promoting "eyes on the alley".

High density residential

Live/work with office uses on the first floor

Issue

- Improve the function and safety of Lincoln Park

Opportunity

- Embrace park by:
  - Incorporating front porches into homes across the street thus promoting "eyes on the park"
  - Offering community center art programs that teach mural painting, glassblowing and other artisan skills.
  - Additional community uses (daycare, preschool, police substation, teen center, homework club, pool)
  - New development should incorporate community involvement.

Issue

- Neighborhood access to public transportation.

Opportunity

- Locate a bus line with stops along Park Avenue

Issue

- Large blocks of development projects that prohibit pedestrian movement

Opportunity

- Future development of Food Manufacturing Corporation Site should include an internal street.

Issue

- Foster community interaction.

Opportunity

- Promote pedestrian movement with paths and trails connected by people gathering spaces or "outdoor rooms"

Issue

- Large blocks of development projects that prohibit pedestrian movement

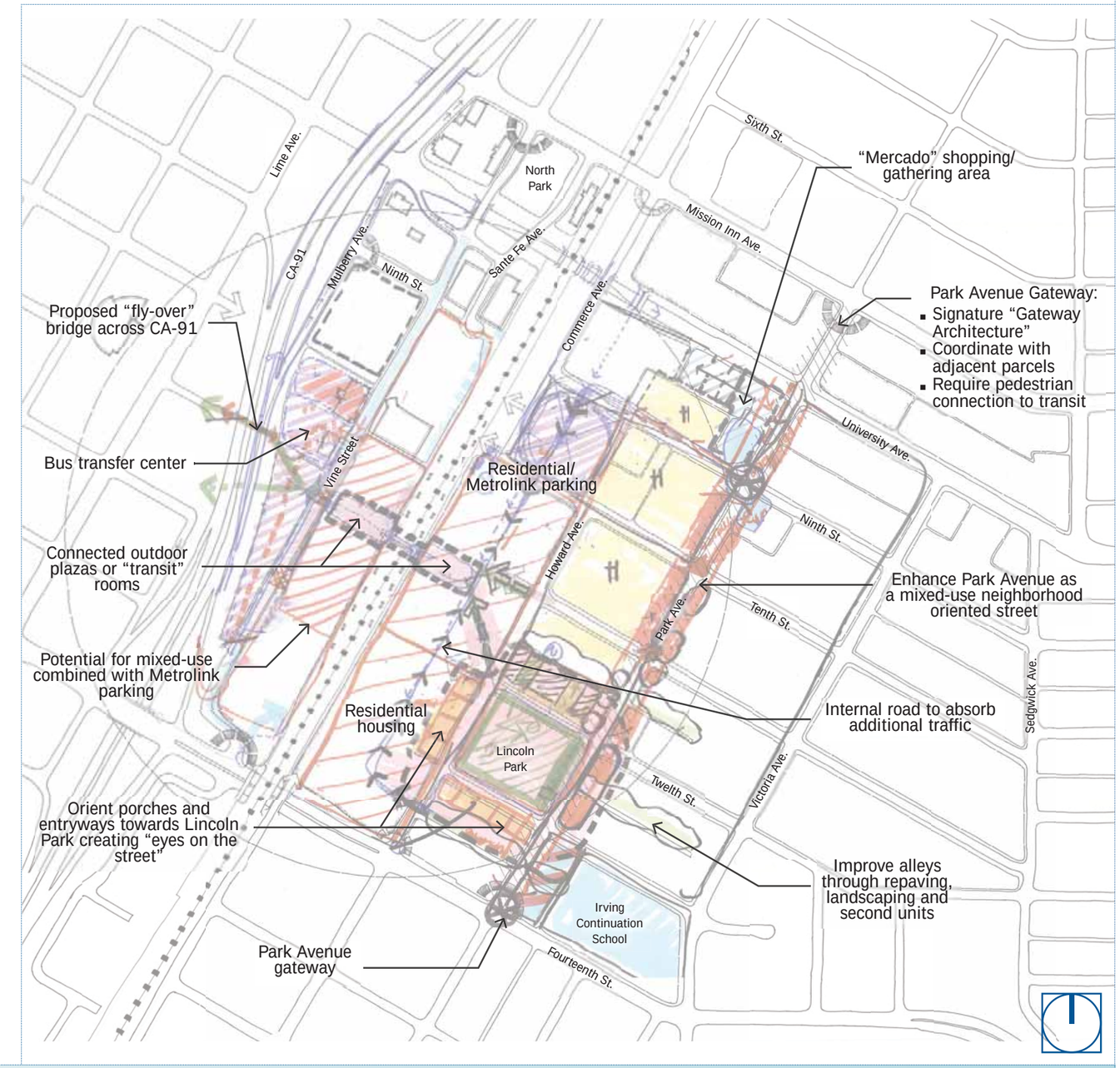
Opportunity

- Future development of Food Manufacturing Corporation Site should include an internal street.

Parking Structure with retail on the first floor

"Slow-Go" Street

Design Concept "C"



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Design Vision

Innovative Building Types

Unique opportunities exist in the Transit Village development area for new multifunctional building configurations. These building configurations may include the following characteristics:

- The first floor of the buildings should be designed to accommodate the full range of multifunctional spaces, including: retail, office, community, and residential uses.
- Flexible "loft spaces" above the retail on second and third floors can accommodate both residential and office uses.
- Parking structures should be multifunctional to allow for joint-use parking and podium uses, as well as street-facing facades composed of a mix of uses.

Public Design Framework

While most of the development around the Transit Village area will be market driven, the framework for that growth can and should be controlled and supported by the design of the public realm. A design framework of open space, streets, and pedestrian paths will allow for phased growth and ordered development.

Parking

A critical part of the success of a Transit Village is the integration of parking. Single-use parking in one location is difficult to finance, inflexible, and will discourage pedestrian activities.

Multiple, strategically located parking lots and structures that are balanced with street networks are the preferred alternative. A master parking plan and parking districts will assure the maximum potential for efficiencies in joint-use parking, and minimize conflicts between buses and pedestrians. These parking locations must be a part of the overall system including on-street parking to minimize conflicts.

However, parking structures may also serve as a noise buffer for other land uses, particularly residential. These concepts are currently being considered for proposed residential projects adjacent to the station.

Public/Private Partnerships

Public agencies can provide the infrastructure and capital improvements for each Transit Village, but private enterprise will provide much of the necessary investment to maximize the opportunities for orderly phasing of development. Together public/private partnerships can undertake joint development, shared parking, land banking, as well as other new land use and transportation programs, which can significantly enhance the timing of new development.

Transit Room

Transit will generally not support general retail by itself. However, it can and should support "transit" retail, which includes uses such as: coffee houses, bakeries, newsstands, dry cleaning, wi-fi locations, and other related services. These public transit areas are also a good location for community services such as day cares, community college and technical schools, health clubs, and possibly satellite police stations.

Where pedestrian transit circulation concentrates is an ideal location for a special "room" for waiting, and those transit related convenience retail uses. Ideally, this would be an indoor/outdoor room or plaza, directly adjacent to the platforms, organized around a weather protected public space. It would be a part of the larger framework of plazas, parks, and pedestrian activities that serve the entire Transit Village district. If properly integrated with adjacent office and residential uses, it could be integrated with the more conventional retail and services that normally serve those uses.

This transit room would contain ramps, escalators, stairs, and elevators that are organized to provide easy integration between the two sides of the transit stop: long term parking structures and bus transit locations. The transit room would be well lit, secure, and open 24-hours.

In Riverside, a "transit room" should be incorporated into future developments on both sides of the Metrolink station. The "transit room" on the east side of the train platforms should extend to and link with neighborhood elements, including Lincoln Park, a future mercado and Park Avenue.

Bus Transit Corridors

Buses can expand ridership potential beyond the 1/4- to 1/2-mile radii normally associated with successful Transit Village planning. The bus corridors can also be prime locations for higher density housing and other mixed-use corridor developments.

The ability of buses to easily access the transit station is critical to the success of ridership levels on both systems. While the combination of a bus transit hub, transfer point, and rail platform is ideal, normal bus stops within walking distance of the transit stop will be

useful, particularly where travel times along bus routes are critical.

In Riverside, bus routes along University Avenue have the potential for attracting new, higher density development on under-utilized commercial strips.

Mixed-Use or Multi-Use Development

The more transit stations are able to provide a balance of origins (housing) and destinations (employment and community uses), the more effective they can be at attracting ridership to the system and the more they are as a catalyst for an exciting and balanced community.

Context Sensitive Street Design Principles

A correlation of land uses and transportation needs can resolve potential conflicts with buses and cars in the early stages of Transit Village planning. Context Sensitive Design (CSD) can provide solutions for potential conflicts between pedestrians, buses, and automobiles. CSD incorporates a traffic analysis for future land uses, a revised circulation pattern, and the development of a new hierarchy of streets including one-way streets.

Transit Room

Transit Room Sections

Transit Room looking east towards Metrolink Station

Riverside Metrolink Station Village

City Plans, Programs and Ordinances

The following City plans, programs and ordinances will have a direct impact on how the a Transit Village is developed over time.

Riverside General Plan 2025

The City of Riverside is in the process of updating its General Plan. Properties within the study area are currently designated as industrial, commercial and residential within the existing General Plan. The City has expressed interest in modifying some of the existing land use designations within the Study Area to provide opportunities for a mix of residential, commercial and office uses. The Draft General Plan 2025 includes Mixed Use designations. The following Mixed-Use designations may be appropriate for portions of the Study Area nearest the Metrolink station. Futu re development projects should be designed to transition to the adjacent lower density neighborhood.

Mixed Use-Village (MU-V)

The Mixed-Use Village designation provides for medium to high-density residential development with retail, office and service uses primarily at the street level to facilitate a pedestrian environment. This designation is intended to encourage new housing opportunities, such as live/work units and residential over retail, which are proximate to commercial services and promote pedestrian activity. Plazas, courtyards, outdoor dining and other public gathering spaces and community amenities are strongly encouraged. The focus of the development and design standards is on landscaping and buffering techniques to provide transitions from developed commercial areas to lower density residential neighborhoods. The maximum allowable intensity for the commercial component is 2.5 FAR; for any residential component, the maximum density is thirty dwelling units per acre.

Higher residential densities are permissible for Mixed-Use Village projects that have the potential to serve as transit-oriented developments.

Proposed projects within one-half of a mile of a transit stopalong Magnolia or University Avenues may have a residential density of up to forty dwelling units per acre with a maximum total permissibleFAR of 2.5.

Mixed Use-Urban (MU-U)

The Mixed-Use Urban Designation provides opportunities for primarily high-density residential development with commercial, office, institutional and business uses emphasizing retail, entertainment and student-oriented activities. Such development is intended to facilitate the grouping of innovative housing options with employment uses, entertainment activities and public gathering spaces and other community amenities. Well-functioning transit-oriented developments (or TODs) will typically need to be constructed to this higher intensity of development. The focus of the development and design standards is on ensuring large-scale mixed-use projects are functionally integrated through the relationships between location and types of uses and structures, the efficient use of land, optimal site planning and design elements. The maximum allowable intensity for the commercial component is 4.0 FAR; for any residential component, the maximum density is forty dwelling units per acre.

Higher residential densities are permissible for Mixed-Use Urban projects that have the potential to serve as transit-oriented developments.

Proposed projects within one-half of a mile of a transit stop along Magnolia or University Avenues may have a residential density of up to sixty dwelling units per acre with a maximum total permissible FAR of 4.0.

The Draft Riverside General Plan 2025 includes numerous policies to promote transit-oriented development (TODs) within certain areas of the City. The following policies were identified as relevant to the Study Area.

Land Use and Urban Design Element

The Built Environment

- Objective LU-8: Emphasize smart growth principles through all steps of the land development process.
  - Policy LU-8.1: Ensure well-planned infill development Citywide, allow for increased density in selected areas along established transportation corridors.
  - Policy LU-8.2: Avoid density increases or intrusion of non-residential uses that are incompatible with existing neighborhoods.
  - Policy LU-8.3: Allow for mixed-use development at varying intensities at selected areas as a means of revitalizing underutilized urban parcels.
- Objective LU-9: Provide for continuing growth within the General Plan Area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community's objectives.
  - Policy LU-9.3: Designate areas for urban land uses where adequate urban levels of public facilities and services exist or are planned, in accordance with the public facilities and service provisions policies of this General Plan.

University Avenue

- Objective LU-14: Recognize that University Avenue serves as a parkway linking neighborhoods with such major components of "Riverside Park" as UCR open space areas, Box Springs Mountain Regional Park, the Main Street Pedestrian Mall, White Park, Mt. Rubidoux Park and Fairmount Park.
  - Policy LU-14.1: Revise the University Avenue Specific Plan to better reflect the expanded role of this thoroughfare, providing for completion of appropriate streetscape improvements and adjoining land uses.

Community Facilities

- Objective LU-26: Ensure that a network of modern, effective and adequate community facilities are equitably distributed across the entire City.
  - Policy LU-26.2: Encourage new community facilities to be jointly developed and utilized by one or more City department or other City/regional agency.

Street Trees

- Objective LU-27: Enhance, maintain and grow Riverside's inventory of street trees.
  - Policy LU-27.1: Require appropriately sized landscaped parkways in all new development. Parkway areas shall be of sufficient width to allow planting of trees that will become large canopy trees.
  - Policy LU-27.2: Utilize neighborhood and expert input to develop and periodically update a palette of acceptable street tree species structured around Riverside's natural environment and its neighborhoods.
  - Policy LU-27.3: Seek ongoing cooperation from residents in the maintenance,

conservation and protection of street trees.
  - Policy LU-27.4: Encourage trees on private property to add to the City's urban forest.
  - Policy LU-27.5: Develop a program to ensure adequate tree trimming cycles as well as to replace any lost trees.

Code Enforcement

- Objective LU-278: Preserve and enhance the quality and character of Riverside by ensuring compliance with all relevant codes and regulations.
  - Policy LU-278.1: Provide equitable, consistent and effective code enforcement services citywide, focusing first upon areas where Code Enforcement will have beneficial life safety and neighborhood-improving impacts.
  - Policy LU-278.2: Encourage the rehabilitation or replacement of dilapidated housing units and buildings, discouraging further deterioration. Where necessary, seek to remove unsafe structures.

Our Neighborhoods

- Objective LU-30: Establish Riverside's neighborhoods as the fundamental building blocks of the overall community, utilizing Neighborhood and Specific Plans to provide a more detailed design and policy direction for development projects located in particular neighborhoods.
  - Policy LU-30.2: Ensure that every neighborhood has a unique community image that is incorporated and reflected in all public facilities, streetscapes, signage and entryways proposed for each neighborhood.
  - Policy LU-30.3: Ensure that the distinct character of each of Riverside's neighborhoods is respected and reflected in all new development, especially infill development.
  - Policy LU-30.8: Develop/amend Neighborhood Plans with the participation of residents and property owners of the affected area and with the involvement of other community organizations or interest groups the City finds to be affected by the Neighborhood Plan.

Eastside

- Objective LU-50: Reinvigorate the Eastside's residential and commercial neighborhoods consistent with the environmental and social objectives and needs and desires of its residents and complementary to the growth and change of adjacent neighborhoods.
  - Policy LU-50.1: Allow for mixed-use development at an appropriate scale and intensity to catalyze and encourage further improvement to the entire Eastside neighborhood.
  - Policy LU-50.2: Discourage stand alone, large-scale multiple family dwelling units, instead favoring development complementary to the existing neighborhood. Any subsidized housing should be dispersed throughout the community.
  - Policy LU-50.3: Involve Eastside residents in all decisions regarding matters than affect them.
  - Policy LU-50.4: Capitalize upon opportunities sites within the Riverside Marketplace to create a transit-oriented, mixed-use development.
  - Policy LU-50.5: Complete revisions to and implement the recommendations of the Riverside Marketplace Specific
  - Plan.
  - Policy LU-50.6: Assist in the promotion of support services for all residents in the Eastside Community with particular emphasis on the needs of senior citizens, the disadvantaged, children and residents whose first language is not English.
  - Policy LU-50.7: Support and encourage the redevelopment of the University Avenue corridor with mixed use development.
- Objective LU-51: Create adequate employment opportunities for residents in the Eastside area.
  - Policy LU-51.1: Support programs to help Eastside residents achieve an income adequate to meet basic needs.
  - Policy LU-51.2: Encourage industrial and commercial firms in Riverside (especially those in the Eastside and Riverside Marketplaces areas) to hire Eastside residents.
  - Policy LU-51.3: Assist in the elimination of the chronic underemployment which exists in the Eastside area.
  - Policy LU-51.4: Assist in the promotion of support services for all residents in the Eastside Community, with particular emphasis on the needs of senior citizens, the disadvantaged, children and residents whose first language is not English.

Land Use Designations

- Land Use
  - Maxiumum du/acre or FAR/acre
  - Average du/acre or FAR/acre
  - Maximum Population Density
  - Primary Intent of Land Use Designations

- Medium Density Residential (MDR)
  - 6.2 du/acre; 8 du/acre w/PRD
  - 5.5 du/acre
  - 24 persons/acre
  - Single-family residential uses
- Medium-High Density Residential (MHDR)
  - 14.5 du/acre
  - 12 du/acre
  - 45 persons/acre
  - Single family, small lot residential uses
- High Density Residential (HDR)
  - 29 du/acre
  - 20 du/acre
  - 75 persons/acre
  - Multi-family, condominiums and apartments
- Very High Density Residential (VHDR)
  - 40 du/acre
  - 30 du/acre
  - 120 persons/ acre
  - Multi-family, condominiums and apartments
- Mixed Use - Village (MU-V)
  - 30/40 du/acre (d); 2.5 FAR
  - 20 du/acre; 2.0 FAR
  - 90 persons/acre
  - Village mixed-use: retail, office and residential uses in same building; horizontal integration as appropriate; 2-3 stories in height
- Mixed Use - Urban (MU-U)
  - 40/60 du/acre(d); 4.0 FAR
  - 30 du/acre; 2.0 FAR
  - 120 persons/acre
  - Activity center/activity node mixed-use: retail, office and residential uses in same building or horizontal integration on same parcel; 3-4 stories in height; emphasis on entertainment, employment and student-oriented uses

Circulation and Community Mobility Element

Cooperative Implementation

- Objective CCM-5: Cooperate in the implementation of regional and inter-jurisdictional transportation plans and improvements to the regional transportation system.
  - Policy CCM-5.4: Actively participate with other jurisdictions and agencies such as the County, RCTC, RTA, SCAG, WRCOG and CALTRANS to facilitate regionally integrated transportation networks.

Trip Reduction

Transportation demand management (TDM) strategies are designed to counter this trend. TDM strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people and enhance mobility along congested corridors.

- Objective CCM-6: Reduce peak-hour trips, roadway congestion and air pollution.
  - Policy CCM-6.1: Encourage the reduction of vehicle miles, reduce the total number of daily peak hour vehicular trips, increase the vehicle occupancy rate and provide better utilization of the circulation system through the development and implementation of TDM programs contained in the SCAQMD and County of Riverside TDM Guidelines.
  - Policy CCM-6.2: Encourage the use of telecommunications by Riverside residents, employees and students as a means to reduce air and noise pollution generated by traffic.

Bus and Rail Service

- Objective CCM-9: Promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region.
  - Policy CCM-9.1: Encourage increased use of public transportation and multi-modal transportation as means of reducing roadway congestion, air pollution and non-point source water pollution.
  - Policy CCM-9.2: Support implementation of RTA's Bus Rapid Transit Program and recommendations of the Go Riverside Task Force.
  - Policy CCM-9.3: Explore the feasibility of light rail/monorail within the City.

Marketplace Specific Plan

A portion of the study area is within the Riverside Marketplace Specific Plan which was adopted by the City in 1991. The City has expressed its intent to update the Marketplace Specific Plan. At the time of adoption the Marketplace Specific Plan was intended to foster the redevelopment of the 200-acre Specific Plan area, while preserving the historical character of the area. Properties near the Santa Fe railroad consisted of primarily packing houses, manufacturing/warehousing and rail uses associated with the packing houses and manufacturing/warehouses. The primary goal of the Specific Plan was to provide for an orderly transition from these historical uses to retail entertainment and office uses allowing opportunities for addiotnal commerce and employment opportunities for the eastside community. Several changes have occurred within the Specific Plan area since the adoption of the Specific Plan. The most significant change is the creation of the Metrolink commuter railroad in southern California and the location of the Riverside Metrolink station in the heart of the Marketplace area. As the City proceeds with the update it will be important to balance possible higher density residential development near the Station and the single family neighborhoods of the adjacent Eastside community.

Eastside Specific Plan

The Eastside Specific Plan was last updated in 1974. Although any proposed TOD developments will primarily affect the Eastside neighborhood currently within the Marketplace Specific Plan, the entire Eastside neighborhood has a role as future developments occur. Residents of the Eastside community will have a vital role in the success of future TOD developments. It is recommended that the Eastside Specific Plan be updated in order provide the community with new policies to improve this important area.

Recommendations

Overview

In addition to the urban design, land use, circulation, and bus service recommendations, the following additional elements are included for further consideration:

Transit Village District: An annotated outline of a comprehensive zoning district that can be incorporated within the Marketplace Specific Plan.

Parking Guidelines: A discussion of the current approaches to address the unique needs and opportunities for the provision of parking in a Transit Village.

Market Analysis: Specific recommendations for undertaking the type of market assessment and economic analysis of various prototypes that are envisioned in the Transit Village.

Development Incentives: A brief discussion of the types of incentives that have been effective in other TODs.

Industrial Adjacency Analysis: A process for consideration that evaluates the potential hazards of placing residential units in close proximity to industrial uses.

Air Quality Analysis: An update in air quality requirements/guidelines pertaining to Metrolink stations.

Financing Options: A summary of the range of options for financing improvements within a Transit Village.

Public Outreach Strategy: A process for engaging the community in the development of TOD's.

Relevant Case Studies: A compendium of TOD case studies that offer further research sources for Riverside.

Transit Village District

I. Purpose

A. To encourage a mixture of moderate to high density residential and pedestrian-friendly commercial and office uses to promote transit ridership within walking distance of the Metrolink station.

B. To promote coordinated and cohesive site planning and design that maximizes transit-supportive development in a pedestrian-oriented design.

C. For an overlay district: to permit increased heights, densities and intensities over the base zone for projects with a residential component and to encourage housing and mixed-use projects.

D. To restrict certain uses that do not support transit ridership.

II. Applicability

A. Applies to the recommended study area in this report, at a minimum. Should contain provisions for transit supportive projects extending to the half-mile radius. Should also consider the role of future bus corridors (particularly along Main Street).

B. Describe how the zone or district appears on the official zoning map.

III. Use Regulations

A. Prohibited Uses (more important than permitted uses in a Transit Village Zone): The following are recommended prohibited uses:

1. Automotive sales, service, repair, storage, salvage, or rental
2. Gasoline sales
3. Convenience stores with gas sales
4. Drive-through establishments
5. Equipment sales or rental
6. Manufactured home sales
7. Salvage yards
8. Heavy industrial (need to define light industrial with an office component as conditional)
9. Towing services
10. RV mobile home sales or storage
11. Car wash
12. Mini-storage and self-storage facilities
13. Commercial laundries with on-site dry-cleaning
14. Warehousing and distribution facilities
15. Low density housing (less than 15 du/ac)
16. Golf course
17. Boat sales or storage
18. Freight terminal
19. Amusement park
20. Building contractor storage facility
21. Retail uses larger then 10,000 square feet, unless part of a mixed-use development
22. Commercial parking facilities
23. Nursery (selling of live plants)
24. Service station
25. Wholesale stores and distributors over 6,400 square feet
26. Sex-oriented book stores

B. Permitted and Conditional Uses: Identify the uses that create a multiuse, pedestrian-oriented environment, such as: retail uses (less than 10,000 square feet), professional offices, newsstand, coffeehouses, day care facility, florist, restaurant or café, personal and business services, medium and high density residential (with a minimum of 3 stories), and live-work units. Conditional uses should be minimized, which means the zone should be comprehensive in terms of use regulations, form, and possible design criteria.

C. Plan review requirement: Seek to streamline the plan review requirement. Establish findings related to transit-oriented development.

IV. Development Standards

A. Density

1. Nonresidential density: A minimum Floor Area Ratio (FAR) for nonresidential development shall be established.
2. Residential density: A minimum number of dwelling units per net acre shall be established for residential projects (or base on form/number of stories).

B. Parking

A parking and joint use analysis shall be completed to identify minimum and maximum parking requirements for all proposed uses and joint use opportunities and requirements.

C. Pedestrian Access

Public pedestrian access through or across the development may be required in order to facilitate convenient pedestrian access to transit stops, stations, shopping, or other community facilities.

D. Building Placement

Describe minimum and maximum setbacks.

E. Building Profile

Include building height in terms of stories; encroachments into the setbacks; and range of frontage types desired in the Transit Village district.

F. Standards for the Public Realm

1. Define standards for the creation of public spaces, including the transit room, plazas and piazzas, neighborhood squares, neighborhood parks, and greenways.
2. Define standards for the creation of smaller blocks, where applicable.
3. Define street standards and streetscape design for the full range of streets in the district.

Parking Guidelines

Parking design, configuration, and management is critical to the overall success and viability of transit-oriented developments. There are several overarching factors to be considered when developing parking standards:

- Key design principles in TOD development emphasize compact and dense development, which also entails limiting large-scale surface parking.
- Mixed-use development calls for pedestrian-focused design, which requires a shift from conventional suburban parking locations.
- Marketing viability and adequate financial return for higher density or mixed-use projects may hinge on a reduction in parking requirements. Spaces in an underground structure can cost $25,000 per space.

There is a wealth of information on parking strategies derived from case studies throughout the United States. There is general agreement on the following transit-oriented parking principals:

Parking should not dominate the landscape. Large parking lots become a barrier to walking. Parking should be constructed so as not to impact the pedestrian realm. This includes concealing parking behind buildings, in mixed-use parking structures, or joint parking structures.

Charge for parking, where appropriate. Free parking encourages employees to continue to drive to work while fee parking encourages transit ridership.

Reduce off-street parking requirements. When viewing parking as an employment or business/residential use, the reduction in parking could serve to decrease development cost and discourage auto use.

Protect neighborhoods. Parking spillover can have a dramatic impact on surrounding residential uses. It may be necessary to protect parking in surrounding neighborhoods by imposing such programs as residential parking permitting or metering, exempting residents from charges.

Utilize on-street parking. On-street parking can be used to reduce off-street parking, but the design should be compact and it should not impact pedestrian walkability.

Create parking districts. Municipally managed parking districts that collect in-lieu or annual fees can be more cost-effective than bundled or per building parking.

Another consideration is Park & Ride. Although many forms of transit-oriented literature call for reduced parking requirements, the urbanizing environment of Western Riverside County presents a different situation. Driving to a commuter rail or light-rail station in a suburban environment is not uncommon.[1] According to Metrolink's I-15 Corridor Rail Feasibility Study, 50 percent of I-15 and I-215 corridor travelers drive over 21 miles from home to Metrolink stations. One technique for managing the higher parking requirements is through shared parking.

Shared Parking

Shared parking is the use of parking spaces to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions: (1) variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and (2) relationships among the land uses that result in visits to multiple land uses on the same auto trip.[2] Land uses that use joint parking include offices, restaurants, retail, colleges, churches, cinemas, and special events.[3]

The application of joint parking can promote dense and compact development while supporting a pedestrian-friendly environment. As seen in Portland, Oregon, joint parking can reduce the parking demand by 0.5 spaces per 1,000 square feet of gross leasable area built. This can produce a savings of one-acre of parking for 249,000 square feet of gross leasable area. Some benefits of joint parking include:

- Reducing parking pressure on neighboring streets;
- Demonstrating that cooperation will occur when the need arises;
- Construction of fewer parking spaces;
- Denser development with more open space opportunities;
- Decreasing nonpermeable surfaces; and
- Improving the neighborhood business climate and community support for those businesses.[4]

The North Montclair Specific Plan: 2% Growth Vision Parking Analysis provides a good example of parking demand and shared parking recommendations. For more extensive explanation of shared parking, land use requirements, and base parking adjustment ratios, see *Shared Parking* by Mary S. Smith (2nd ed., 2005).

Transit-Oriented Development: Market Analysis

The timing of transit-oriented development is dependent upon many variables. For example a market that may not be able to support a five-story mixed-use condominium development at a density of 60 units per acre for another 10 to 15 years, might be able to support a three-story townhouse development at a density of 15 units per acre within the next five years. This is partially due to the fact that developments of greater intensity often require structured or underground parking and the use of more costly building materials and construction methods. This can significantly increase the sales price of a unit or the lease rate of nonresidential development, placing the development outside of that current market demand.

The jurisdiction must also weigh the benefits of immediate development with long-term goals. The theoretical townhouse development above may develop more quickly but would not ultimately provide enough residents to support additional commercial development around the station. For a jurisdiction seeking to generate a critical mass of residents, it may be better to delay development until the time is right for both the market and for the project goals.

To determine the appropriate timing and type of development for a specific site, a market analysis is recommended to provide insight into the current and future demand for residential and commercial development needs. The analysis should determine the financial feasibility for a variety of prototypical development programs, including an estimate on supportable uses and appropriate densities within the transit site. The market analysis should also include a pro forma analysis for several development options, considering variables such as construction costs (particularly for parking), projected income/revenue generation, and residual land value. Three-dimensional models of the prototypical development programs are also recommended to enhance comprehension of development options and potential impacts.

Development Incentives

Development within a Transit Village is inherently complex. Effective projects need to determine the market demand for the appropriate uses and coordinate the placement of those uses within the overall Transit Village plan—while enhancing transit accessibility. In addition, arranging financing can be difficult because the return on mixed-use design is not easy to calculate. The level of complexities may hide barriers and uncertainties that trip up a project long before construction even begins.

A number of tools or incentives have been used to enhance the development potential of transit village areas and simplify some of the processes. These tools include density bonuses (such as for a mixed-use project), land assembly, relaxed or creative parking standards, and streamlined review. The two most widely applied incentives are planning funding and supportive zoning.

Planning funding is the most common incentive because an effective Transit Village cannot be created without comprehensive planning. The level of planning involved is correspondingly complex, but most local governments cannot afford to sponsor this kind of transit planning, and they call on support from regional, state, and federal agencies and transit authorities. See *Financing Options for Transit Villages*.

The second most commonly applied incentive—and the factor with the greatest influence on transit village development—involves zoning. Most zoning calls for single uses and it usually doesn't support the density and intensity levels associated with transit-oriented development. To permit the necessary mixed-use requirements and high density levels, local governments must develop and establish proper zoning standards.

According to developers, the most effective ways to encourage development are through upgrades in transit services, streetscape improvements, reduced turnaround time during the entitlement process, and most importantly, transit-supportive

[1]Hank Kittmar and Gloria Ohland, The New Transit Town: *Best Practices in Transit-Oriented Development* (Washington, DC: Island Press), 2004.
[2]Mary S. Smith, Shared Parking, 2nd ed. (Washington, DC: Urban Land Institute), 2005.
[3]Metropolitan Service District, "Shared Parking in the Portland Metropolitan Area" (Portland, OR).
[4]Ibid.

zoning. Local governments that want to enhance development potential need to implement a development process that removes uncertainty in the design and approval process. Some jurisdictions have instituted "by right" uses in transit zones, supplemented with well-defined development regulations (such as form-based zoning). At a minimum, transit zones should be comprehensive enough to minimize (or eliminate) the need for special use reviews such as conditional use permits (CUP).

Some cities may be reluctant to forgo the review process because of their responsibility to ensure proper development that promotes public health and safety. An effective method of overcoming this difficulty is through a specific plan. If properly prepared, a robust Transit Village Specific Plan can assemble the necessary planning guidance to minimize the subsequent entitlement process. For Perris, a comprehensive update to the Downtown Specific Plan is recommended to address the range of development incentives that are appropriate for the area.

Industrial Adjacencies Analysis

The mixed-used context of Transit Villages does not inherently present conflicting land uses or potential hazards to their residents. Nevertheless, there is a growing concern for potential hazards arising from industrial land uses near the residential components within Transit Villages. To address this issue, the City may want to consider adopting a process called an Industrial Adjacency Analysis (IAA), which evaluates the potential hazards of placing residential units in proximity to industrial uses.

The IAA was designed to identify and analyze potential hazards and recommend mitigation measures to reduce or eliminate potential threats to human health and safety. Unlike California Environmental Quality Act (CEQA) reviews, which take a single-project approach to analyzing emissions and hazards, the IAA reviews several kinds of potential hazards, single and cumulative, within a given area. The IAA focuses on all industrial businesses within 1,000 feet of the proposed residential site that involve operations which may include significant trucking; the storage, use, or disposal of toxic and/or hazardous materials of a kind and/or quantity that require registration with any governmental agency; or other operations that involve significant lighting, noise, and/or odor. In addition, the IAA evaluates potential adverse impacts to residents due to the presence of contaminated soil or groundwater in the vicinity of the project. Once completed, a city can make an informed decision and approve appropriate mitigation measures based on a comprehensive data and analysis of potential health hazards. An example IAA outline format is included below:

1. Executive Summary
2. Introduction
   A. Project Location
   B. Project Description
   C. Planning Background
   D. Purpose of IAA
   E. Project Plans and Site Context Materials
3. Inventory of Adjacent Operations
   A. Information regarding industrial operations within 1,000 feet of site (based on definition)
   B. Noise Levels and Sources
   C. Hazardous Materials Sources and Use
   D. Odors
4. Environmental Considerations
   A. Phase I Environmental Site Assessment
   B. Contamination Assessment
   C. Hazardous Materials Assessment
   D. Air Emissions
   E. Risk Management Program Information
   F. Health Risk Assessments
   G. Hazardous Waste Generators
5. Potential Threats to Human Health (including sensitive receptor information)
6. Additional Characteristics
7. Summary and Conclusions, including recommendations for any distance buffering necessary to ensure land use compatibility.
8. Glossary of terms used in the IAA
9. References

Air Quality Analysis

The following Q&A has been prepared to address some of the questions that have arisen when planning for TOD development around Metrolink stations.

Do air quality impacts from Metrolink stations warrant regulatory control?
No. Passenger locomotives and stations, such as Metrolink and Amtrak, are exempt from railroad air emission control programs recently established by state and regional air quality control agencies.

Why are passenger railroads exempt from air quality control regulations?
Passenger railroads are exempt because their emissions are relatively minor compared to those from freight railroad operation. The South Coast Air Quality Management District (SCAQMD) has chosen not to regulate passenger railroads or stations such as Metrolink and Amtrak because they contribute less than 10 percent of the nitrogen oxides (NO_x) and particulate matter (PM) emissions from railroad operations in the region. Similarly, the California Air Resources Control Board (CARB) does not cover passenger railroads in its voluntary program to control railroad air emissions.

What are some key differences between freight and passenger railroad operations?
Passenger railroad operations conduct very little switching, maintenance, service and cargo-handling activities. These activities occur regularly at freight rail yards and are the source of most air emissions and associated health risks from freight railroad operations.

Do air quality impacts from freight rail yards warrant regulatory control?
Yes. Freight locomotives and rail yard operations are a significant source of smog-forming (NO_x) and toxic (diesel PM) emissions. In October 2004, CARB conducted a health risk assessment to estimate the cancer risk from diesel exhaust from operations at a major Class I freight rail yard in Roseville. The results of this analysis, the first of its kind in California, showed significant risk around the Roseville rail yard. The Roseville study prompted SCAQMD to promulgate railroad rules targeting air emissions and health risks from 19 freight rail yards in the region. The study also led CARB to establish a voluntary program for controlling emissions and risks from 17 major freight rail yards statewide.

What regulations and programs exist to control emissions from major freight rail yards?
In 2005, SCAQMD adopted Rule 3503—Emissions Inventory and Health Risk Assessment for Rail Yards—to mitigate health risks from 19 major freight rail yards in the South Coast Air Basin. The rule requires public notification if the risks from rail yards are above a specified threshold. In 2006, Rule 3501 (Record Keeping for Idling at Major Freight Rail Yards) and Rule 3502 (Reduction of Idling at Major Freight Rail Yards) were adopted. All three rules are subject to ongoing litigation in federal court between SCAQMD and the major freight railroads. CARB is addressing air quality health risk from the 17 major freight rail yards in the state through a Voluntary Agreement, established in 2005 with the two long-haul railroads (UP and BNSF) that operate the yards. The Agreement calls for health risk assessments to be performed at the 17 major freight rail yards, as well as controls on locomotive idling, use of low sulfur fuel, and so forth. In 2005, CARB published Air Quality & Land Use Handbook: A Community Health Perspective, which makes recommendations for siting sensitive land uses such as residences and schools around major freight rail yards with maintenance and service activities. The advisory recommendations from CARB are: (1) Avoid siting sensitive land uses within 1,000 feet of a major service and maintenance rail yard, and (2) within one mile of a rail yard, consider possible siting limitations and mitigation approaches.

Financing Options for Improvements of Transit Village

The coordination and planning of financing is crucial to the overall project development. There is no single source of funding for a transit-oriented development project. Instead, a successful financial plan will include an intricate assembly of funding from various federal, state, regional and local sources. Such sources may also include private financing. A summary of the major types of financing and detailed information on funding sources are included below.

Grants. Direct funding for transportation planning, implementation, and development may be available through various sources. Sources include the U.S. Department of Transportation; Environmental Protection Agency; Economic Development Administration; Housing and Urban Development (HUD); California State Treasurer; California Department of Transportation; California Department of Housing, and Community Development.

Community Development Block Grants (CDBG). CDBG grants are provided through the federal Department of Housing and Urban Development. HUD grants are provided for community development activities directed toward revitalizing neighborhoods, economic development, affordable housing opportunities, and providing improved community facilities and services.

Municipal Bonds. Municipal bonds are bonds issued by any city, county, or state. These bonds can be used to fund local projects such as highways, schools, and infrastructure improvements. Bonds offer municipalities the ability to raise project funding without increasing taxes. Interest payments on municipal bonds are normally exempt from federal, state, and local taxes.

Loans. Private loans can be made available through many private lending institutions. Some developers have identified private funding issues when attempting to prove mixed-use market performance and profitability. Banks with headquarters in large metropolitan cities that have extensive transit-oriented development, such as New York and Chicago, tend to have a better understanding of TOD financing and performance.

Tax Increment Financing. Tax increment financing is commonly seen in redevelopment areas. This redevelopment tool was created to assist cities in improving areas that are blighted or economy depressed. Tax increment financing works by reinvesting the incremental tax increases (starting from the time an area is declared to be a redevelopment zone) into the redevelopment zone. Due to property tax increase limitations, this option works best when applied before major development occurs. This will set the base property tax level at predevelopment land values.

Tax Abatement. Tax abatement provides tax relief for developers to encourage new development. Tax abatement is often used for affordable housing projects, but should be used sparingly in other areas as it could be considered a form of development subsidization.

Benefits Assessment District. A Benefits Assessment District is a public/private funding partnership in which property and business owners of a defined area elect to make a collective contribution for the development, maintenance, operations and other related services for their designated district.

Federal and State Funding Sources

	LAND USE					
	"Good Fit" for TODs	Transportation Facilities	Transit Facilities	Affordable Housing	Environmental Concerns	General Community Investment
Federal Funding Sources						
Brownfield Economic Development Initiative (BEDI)					✓	
Community Development Block Grant (CDBG) Program	✓					✓
Congestion Mitigation and Air Quality (CMAQ) Improvement Program			✓		✓	
Economic Development Initiative (EDI)	✓					✓
Federal Transit Act Section 5309 Grant Program – New Rail Starts			✓			
HOME Investments Partnerships Program				✓		
HOPE VI	✓			✓		
New Markets Tax Credit				✓		✓
New Markets Venture Capital Program						✓
Section 108 Loan Guarantee Program	✓			✓		✓
Short Term Planning Grants						✓
Surface Transportation Program (STP)		✓	✓			
Tax Credits – Low Income Housing				✓		
Technical Assistance Grant (TAG) Program						✓
Transportation and Community and System Preservation (TCSP) Pilot Program	✓	✓	✓			
Transportation Equity Act for the 21st Century (TEA-21)	✓	✓	✓			✓
State Funding Sources						
Bicycle Transportation Account (BTA) Program		✓				
CalHome Program				✓		
California Organized Investment Network (COIN)				✓		✓
Child Care Facilities Finance Program (CCFFP)						✓
Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program					✓	
Downtown Rebound Planning Grants Program	✓					✓
Downtown Rebound Program	✓			✓		✓
Home Investment Partnerships Program (HOME)				✓		
Interregional Improvement Program		✓	✓			
Multifamily Housing Program (MHP)	✓			✓		✓
Petroleum Violation Escrow Account (PVEA)					✓	✓
Regional Improvement Program		✓	✓			
State Community Development Block Grant Program (CDBG)	✓					✓
State Transit Assistance			✓			
State Transportation Improvement Program (STIP)		✓	✓			
Urban Predevelopment Loan / Jobs Housing Balance Program	✓			✓		✓

Source: California Department of Transportation, Final Report on Statewide Transit-Oriented Development, 2002

Development Impact Fees. Development impact fees have become commonplace among modern development. These fees allow new development projects to finance infrastructure improvements, relieving city and county municipalities of the burden. Although a lucrative method for assuring infrastructure improvements, such fees could discourage new development and are not commonplace or encouraged in transit-oriented development projects.

Funding Sources. Due to the intricacies of financing, different types of funding may be available for the various land uses and transit facilities. To demonstrate how the overall financial plan can include multiple sources, the table (left) provides possible funding sources based on the land uses.

Funding Sources

Federal and state tax credits, loans and grants are a few of the sources of funding for transit-oriented development. What follows is a variety of funding opportunities for housing, economic development and transportation projects.

I. Federal Programs

TRANSPORTATION AND SYSTEMS AND COMMUNITY PRESERVATION FUND

Funding Source: **US Department of Transportation, Federal Highway Administration**

Description: Discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals. A total of $120 million was authorized for this program for FYs 1999–2003.

Eligible Users: State agencies, metropolitan planning organizations, and units of local governments that are recognized by a state are eligible recipients of TCSP grant funds. This would include towns, cities, public transit agencies, air resources boards, and school boards. Nongovernmental organizations that have projects they wish to see funded under this program are encouraged to partner with an eligible recipient as the project sponsor.

Policies & Guidelines: Grant proposals should address efforts to:

- Improve the efficiency of the transportation system
- Reduce the impacts of transportation on the environment
- Reduce the need for costly future public infrastructure
- Ensure efficient access to jobs, services and trade centers
- Encourage private sector development patterns.

SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT (SAFETEA)

Funding Source: **U.S Department of Transportation**
http://www.fhwa.dot.gov/reauthorization/safetkeyinfo.htm

Description: Encourages projects that will facilitate the planning, development, and implementation of strategies by states, metropolitan planning organizations, federally recognized tribes and local governments to integrate transportation, community, and system preservation plans and practices that improve the efficiency of the transportation system; reduce the impacts of transportation on the environment; reduce the need for costly future investments in public infrastructure; provide efficient access to jobs, services, and centers of trade; and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

Eligible Users: State and local governments

Policies & Guidelines: $500,000 per year to each state; must also make funds available to MPOs, federally-recognized tribes, and local governments in a manner and in amounts to be determined by the state.

Federal Grant Search Databases

WEBSITE	CATEGORY	ORGANIZATION
http://fedgrants.gov	RFP autonotification service	Select by category
http://cfda.gov	Catalogue of Federal Domestic Assistance	Federal Commons Link
http://www.hhs.gov/fbci/funding.html	Faith-based & community nonprofit assistance	US Health & Human Services
http://www.foundationcenter.org	Grantor info and some free services	Fee service for funding research
http://www.rwjf.org	Health care, family, public health policy, population health science	
http://www.grantwritingusa.com/hsu.html	Homeland Security Grants	Homeland Security
http://www.hud.gov/offices/adm/grants/fundsavail.cfm	Notice of Funding Availability SuperNOFA	HUD

THE PEDESTRIAN AND CYCLIST EQUITY (PACE) SAFE ROUTES TO SCHOOL PROGRAM
(HR 2568 Act of 2003 still pending approval)

Funding Source: **US Department of Transportation (SAFETEA Fund)**
The Highway Trust Fund
http://www.americabikes.org/SRTS.asp

Description: Safe Routes to School Program would provide $250 million annually from 2004 through 2009. The program would include provisions for planning, infrastructure improvement, and public awareness. Infrastructure-related projects to encourage walking and bicycling to school could include sidewalk improvements; traffic-calming and speed-reduction improvements; on-street bicycle facilities; off-street bicycle and pedestrian facilities; and secure bicycle-parking facilities. Funds can also be used for non-infrastructure-related activities including public-awareness campaigns and outreach to press and community leaders.

Eligible Users: Eligible recipients include state, local or regional agencies, including nonprofit organizations.

Policies and Guidelines: Not less than 10 percent of amounts apportioned to a state must be used for non-infrastructure-related activities. A report conducted by a task force composed of leaders in health, transportation, education, and representatives of appropriate federal agencies will examine strategies for advancing the safe routes to school programs nationwide, and will be submitted to Congress no later than March 31, 2006.

BROWNFIELDS GRANTS

Funding Source: **Environmental Protection Agency (EPA) Region 9**
http://yosemite.epa.gov/r9/fsfc.nsf/58cc78776e5e186b8825641b006a9bd8/ccd09a108ad0583b8825641f000f478c?OpenDocument

Description: Up to $400,000 per grant for assessment. Up to $700,000 with waiver. To provide funding for communities and other stakeholders in economic redevelopment to work together to prevent, assess, safely cleanup, and sustainably reuse Brownfields. Encourages community groups, investors, lenders, and developers to develop creative solutions to assess and clean up contaminated sites and return them to productive use.

Eligible Users: States, cities, towns, counties, U.S. Territories, and Tribes are eligible to apply.

Policies & Guidelines: Some grants require a match; others do not. Up to $1 million available for revolving loan fund grants and up to $200,000 available for cleanup grants. These two grants require a 20 percent match. Other grants available to start brownfields job training programs. See 2003 Brownfields Guidance for more information about applying.

ECONOMIC DEVELOPMENT TECHNICAL ASSISTANCE GRANTS

Funding Source: **Economic Development Administration (EDA)**
http://www.eda.gov/AboutEDA/Programs.xml

Description: Provides grants and cooperative agreements for technical assistance projects to create and retain jobs and promote economic growth. Activities funded under the program include business start-ups, expansion, retention, job training; infrastructure and downtown revitalization. There is a total of $10,920,000 available, with an average grant amount of $25,000.

Eligible Users: The economic development program is open to rural counties, cities with more than 50,000 population, cities with less than 50,000 population, counties, nonprofit corporations, and Tribes.

Policies & Guidelines: Proposals are judged on basis of proposed work program and qualifications of applicant; how the project strengthens local organizations and institutions; benefits distressed areas; diversifies distressed economies; has innovative approach. Applications are continuously accepted.

ECONOMIC DEVELOPMENT ADMINISTRATION – SHORT TERM

Funding Source: **Economic Development Administration (EDA)**
http://12.46.245.173/pls/portal30/CATALOG.PROGRAMTEXTRPT.SHOW?p_arg_names=prog_nbr&p_arg_values=11.302

Description: Short-term planning grants provide support for significant new economic development planning, policy-making, and implementation efforts, and establish comprehensive economic development planning processes cooperatively with the state, the state political subdivisions, and economic development districts.

Eligible Users: State and local governments; regional economic development districts; public and private nonprofit organizations.

Policies & Guidelines: Eligible activities include: preparation and maintenance of a continuous comprehensive economic development and planning process; coordination of multijurisdictional planning efforts; diversification of the local economic base and implementation of programs, projects and procedures designed to create and retain permanent jobs and increase incomes.

SUPERNOFA ECONOMIC DEVELOPMENT AND EMPOWERMENT PROGRAM

Funding Source: **HUD – (BEDI) Brownfields Economic Development Project**
http://www.hud.gov/offices/cpd/economicdevelopment/ programs/bedi/index.cfm

Description: This SuperNOFA is designed to make it easier to find and apply for funding under a wide variety of HUD programs. The SuperNOFA provides a “menu’’ of HUD funding opportunities.

Eligible Users: Each of the programs included in the SuperNOFA has different statutory and congressionally mandated requirements for determining which organizations are eligible to apply for funding. You must read the Eligible Applicants section for the specific programs in the SuperNOFA to determine eligibility for program funds.

Although HUD is strictly prohibited from awarding funding to ineligible applicants, they strongly encourage ineligible groups with expertise to partner with an eligible entity that would be eligible to apply.

Policies & Guidelines: The applicant must submit a completed application to HUD on or before the respective program’s application due date.

II. California State Programs

CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY

Funding Source: **(CPCFA) Sustainable Communities Grant and Loan Program**
www.treasurer.ca.gov/CPCFA/

Description: A State Treasurer's Office–sponsored communities grant and loan program that provides maximum assistance of up to $500,000 per applicant, which includes $350,000 in grant funding and up to $150,000 in loan assistance for programs and projects that reduce pollution hazards and degradation of the environment, assist in the revitalization of one or more neighborhoods that suffer from high unemployment levels, low-income levels and/or high poverty, and/or promote infill development.

Eligible Users: All applicants are required to be one or more California cities, counties, or city and county (the applicant could partner with a public entity including but not limited to, a redevelopment agency or joint powers authority).

Policies & Guidelines: One application per funding round for program funds. Project proposals must identify that the project will assist in the reduction of pollution hazards within the existing neighborhoods and/or assist one or more neighborhoods that are economically distressed and/or promote infill development.

CALIFORNIA TAX CREDIT ALLOCATION COMMITTEE (TCAC)

Funding Source: **CA State Treasurer**
http://www.treasurer.ca.gov/ctcac
Telephone: (916) 654-6340

Description: Two low-income housing tax credit programs—a federal and a state program—authorized to encourage private investment in rental housing for low-income families and individuals. The state program does not stand alone but supplements the federal tax credit program.

Eligible Users: Developers and sponsors of affordable rental housing, either new construction or for the acquisition and rehabilitation of certain projects, are eligible for tax credits in both federal and state programs.

Policies & Guidelines: Rent and income restrictions on proposed units apply. Determination of credit need assessed by the TCAC on a project-to-project basis.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Funding Source: **CA State Highway Account**
http://www.dot.ca.gov/hq/transprog/stip.htm

Description: The STIP is a multiyear capital improvement program of transportation projects on and off the state highway system, funded with revenues from the State Highway Account and other funding sources. STIP programming generally occurs every two years.

Eligible Users: STIP funds only construction projects. Mostly new highways and transit, but more recently, bicycle and pedestrian projects, road repair, and street maintenance are now eligible.

Policies & Guidelines: Policies and guidelines for STIP funds vary according to the project submitted.

BICYCLE TRANSPORTATION ACCOUNT PROGRAM (BTA)

Funding Source:	**California Department of Transportation** http://www.dot.ca.gov/hq/LocalPrograms/ bta/btaweb%20page.htm
Description:	The BTA funds city and county projects that improve safety and convenience for bicycle commuters.
Eligible Users:	To be eligible for BTA funds, cities and counties must have a Bicycle Transportation Plan (BTP) that discusses certain required items.
Policies & Guidelines:	See website.

CAL HOME PROGRAM

Funding Source:	**California Department of Housing and Community Development (HCD)** http://www.hcd.ca.gov/ca/calhome/
Description:	Funds low- and very-low-income households to become or remain homeowners. Grants to local public agencies and nonprofit developers to assist individual households through deferred-payment loans. Direct, forgivable loans to assist development projects involving multiple ownership units, including single-family subdivisions.
Eligible Users:	Local public agencies; nonprofit corporations.
Policies & Guidelines:	Eligible activities include pre-development, site development, and site acquisition for development projects; rehabilitation, and acquisition and rehabilitation, of site-built housing; rehabilitation, repair and replacement of manufactured homes; down payment assistance, mortgage financing, home buyer counseling, and technical assistance for self-help.

DOWNTOWN REBOUND PLANNING GRANTS
(No funds currently available: 8/31/2006)

Funding Source:	**California Department of Housing and Community Development (HCD)** http://www.hcd.ca.gov/fa/
Description:	Deferred payment development loans to finance the conversion of vacant or underutilized commercial and industrial structures into residential units; residential infill; and the development of high-density housing adjacent to existing or planned mass-transit facilities.
Eligible Users:	Local public entities, for-profit and nonprofit corporations, limited liability companies, limited equity housing cooperatives, Indian reservations and rancherias, and limited partnerships in which an eligible applicant or an affiliate of the applicant is a general partner.
Policies & Guidelines:	Applications will be invited by Notices of Funding Availability (NOFAs), which may be accessed at the HCD website.

State Grant Search Databases and MTC Library

WEBSITE	CATEGORY	ORGANIZATION
http://www.hcd.ca.gov/clearinghouse/	Housing–Financial Clearinghouse	HCD–State of California
http://www.mtc.ca.gov/library/tlc.htm	Livable Communities Library	Metropolitan Transportation Commission

General Grant Search Databases

WEBSITE	CATEGORY	ORGANIZATION
http://www.foundationsearch.com	Foundation Search	Create Partnerships
http://www.bigdatabase.com	Development Fundraising Database	Grant Development
http://www.ecivis.com	Grant Locator	Local Governments

STATE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Funding Source: **California Department of Housing and Community Development (HCD)**
http://www.hcd.ca.gov/fa/cdbg/PlanTech.html

Description: Create or preserve jobs for low income and very low income persons.

Eligible Users: Counties with fewer than 200,000 residents in unincorporated areas and cities with fewer than 50,000 residents that are not participants in the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) entitlement program.

Policies & Guidelines: Grants of up to $500,000 to provide loans to businesses, grants for publicly owned infrastructure, and microenterprise assistance. Individual project funding decisions are made by the jurisdiction. Businesses receiving loans must create or retain private sector jobs principally for low income and very low income persons.

Relevant Case Studies

THE VILLAGE AT FREMONT BART STATION – Fremont, California

DEVELOPMENT OF VACANT LOTS INTO A VIBRANT AND WELL-DEFINED COMMUNITY
Developers: Sun America, mixed-use housing; Pacific Capital Group, office

Key Site Statistics

- Acreage: 12-acre site
- Land uses: Office, retail, residential with 765 parking spaces
- Project financing: $75 million
- Transit elements: Fremont BART Station, ACE Trains Transit Service

The Village is a mixed-use development within walking distance of the Fremont BART Station. The project has two components: an office building and a housing development with retail. The Fremont BART Station abuts the Central Business District (CBD) which is the densest development in the City of Fremont. The BART and ACE trains Transit Service serve this regional bio-tech and hi-tech employment center. The Concept Plan for Fremont's CBD envisions the downtown as a "vibrant and well-defined" community. Downtown has several large vacant lots interspersed with low density office and retail establishment. Some multifamily housing exists to the north of the BART Station outside the CBD.

Pacific Capital Groups has bought the office component on a 2.7-acre plot while Sun America Developers is developing the mixed-use housing component on the remaining land. There is a shared parking program in place. Parking for 463 vehicles are dedicated to the housing, 354 are in parking structures. Offices are assigned 135 parking spaces while 167 spaces are shared between housing residents and office workers. Developers have acknowledged that proximity to transit has been a big draw for the office space clients.

UPTOWN DISTRICT – San Diego, California

DEVELOPMENT OF VACANT BIG BOX STORE SITE INTO VIBRANT DISTRICT
Developers: Oliver McMillin Company, Oldmark & Thelan

Key Site Statistics

- Acreage: 14-acre area
- Land uses: 318 residential units at an average density of 43 units/acre; 145,000 square foot of retail and commercial space, including a 42,500 square foot supermarket, and a 3,000 square foot community center; residential and supermarket parking is underground and street level spaces are available for retail shoppers
- Project financing: $70 million privately financed
- Transit elements: No single station; district is served by 4 or 5 Metropolitan Transit Development Board (MTDB) routes

The Uptown District development is a pedestrian-oriented mixed-use retail center and residential development that exemplifies the creative reuse of an auto-oriented "big-box" development. There was no public opposition to the project since it required relatively little change to the community. Unlike many other TODs, it is not focused around a single stop on a rail system. Instead, the Uptown District development is situated within one of San Diego's most walkable neighborhoods and may be thought of as a bus TOD with excellent transit service provided by several of MTDB's routes. Uptown is a wonderful example of how to accommodate the needs of the automobile and create a well-designed, pedestrian-friendly, mixed-use TOD.

CITYCENTER ENGLEWOOD – Englewood, Colorado

DEVELOPMENT OF A "DEAD" MALL INTO THE REGION'S FIRST TOD
Developers: Miller Weingarten Reality, Trammell Crow Residential

Key Site Statistics

- Acreage: 55-acre site
- TOD zoning: Englewood Town Center Master Plan
- Land uses: 438 rental units, 380,000 square foot retail; 150,000 square foot office; plus city hall and library
- Project financing: $160 million project; $123 million developer investment; $18.5 million public improvements funded by City; $5.7 million in RTD transit improvements
- Transit elements: LRT station, 8 bus bays, 910-space Park & Ride

Located next to Denver's SW corridor light rail, CityCenter Englewood is the region's first TOD. The 55-acre project features 438 apartment units, 380,000 square feet of retail, and 150,000 square feet of office over ground-floor retail. A new city hall and library were carved out of an old department store fronting onto a community amphitheater and sculpture plaza.

CityCenter Englewood is the transformation of the former 100-acre, 1.3 million square foot Cinderella City Mall into a new urban center. In 1997 the 29-year-old mall's last tenant closed for good. Although the site had been previously planned for redevelopment as a big box retail center, city leaders became interested in pursuing a mixed-use transit-oriented development to take advantage of the planned Regional Transportation District (RTD) light rail stop.

The City of Englewood took the lead in moving the project forward in partnership with a private nonprofit interested in promoting TOD. The city assembled the site and provided financing for streets and structured parking. The project has five key objectives: (1) Revitalizing the inner suburbs; (2) Replacing mall footprint with urban streets, parks, and pathways; (3) Integrating new development with transit; (4) Providing adequate parking for all uses; and (5) Integrating big-box retail.

EASTSIDE VILLAGE – Plano, Texas

DEVELOPMENT OF A MIXED-USE TOD IN A SUBURBAN DOWNTOWN
Developers: Robert Shaw, Amicus Partners

Key Site Statistics

- Acreage: 3.6-acre site
- TOD zoning: base zoning of 40 units/acre, developer-initiated planning process that resulted in density increase to 100 units/acre
- Land uses: 234 residential units, 15,000 square foot retail, 5-story 351-space parking structure, and 47 surface spaces
- Project financing: $17.7 million project; developer investment $15.7 million, City assembled the site, selected developer form RFQ, and paid for all off-side public infrastructure and streetscape improvements at a cost of $2 million; a 70-year lease with three 10-year options
- Transit elements: LRT station, 4 bus lines

Helping anchor the rebirth of downtown Plano, Eastside Village is a $17.7 million high-density mixed-use project fronting directly onto DART's light rail station plaza. The 3.6-acre 245,000 square foot project features 234 apartment units and 15,000 square feet of ground floor retail. The 3- and 4-story building wraps around three sides of a 5-story, 351-space parking structure.

Eastside Village was the first major step to achieve the City's vision to "Transform downtown into a compact, mixed-use, urban center consistent with the principles of new urbanism and transit oriented design to enhance the community's quality of life and provide a model for sustainable development within a maturing suburban city."

The City of Plano provided the leadership to make the project happen. They advocated for the station location, saw opportunity to marry development with the DART LRT platform, assembled the site, offered it for development, leased the land to Amicus Partners, paid for public infrastructure and streetscape improvements, increased the allowable density from 40 to 100 dwelling units per acre, and waived fees.

EMERY STATION – Emeryville, California

DEVELOPMENT FROM BROWNFIELD TO A PEDESTRIAN-FRIENDLY COMMUNITY
Developer: Wareham Development

Key Site Statistics

- Acreage: 20-acre site
- Land uses: 150 units of owner-occupied lofts and townhomes, a senior housing project, 100 units of rental apartments, ground floor mixed-use allowing retail, commercial or office uses, underground parking structure
- Project financing: $200 million; City assisted with infrastructure costs, and the remainder was privately funded
- Transit elements: Emeryville Amtrak Station, Emery Go-Round Shuttle Bus, which connects to MacArthur BART Station two miles away

Emery Station is a 20-acre mixed-use TOD anchored by an Amtrak station. The site is a former brownfield. The developer, Wareham Properties, and the City of Emeryville provided leadership to implement the project. The project includes reuse of old industrial buildings and new construction. EmeryStation is an example of how a developer with a long-term view and a small city can partner and create a significant TOD.

In 1996, the City completed construction of a pedestrian bridge over the rail tracks to a nearby mixed-use center. The bridge and a free shuttle service (Emery Go-Round) link Emeryville's busiest business, retail and entertainment centers. In 1998, construction began on EmeryStation Plaza, a three-building, 550,000 square foot mixed-use complex on the north, east, and south sides of the Amtrak station. The first phase of the project is a 240,000 square foot, 5-story office building with ground-floor retail and two levels of parking below. Between 10% and 15% of the new development is planned for ground-floor mixed-use, allowing retail, commercial, or office uses as the market demands.

JERSEY CITY AND HOBOKEN – New Jersey

CITIES BUILT AROUND SUCCESSFUL TRANSIT FACILITIES
Developers: Multiple

Key Site Statistics
- Land uses: Residential, commercial, retail, and civic uses
- Transit elements: Light rail stations

Jersey City is one of the top 10 cities nationwide for job growth. Three thousand new housing units in the city are within a half mile of downtown light rail stations. The property values in the area have increased from $200K – $300K before the light rail station was built to $4 – $6 million afterwards. A new 86-acre New Urbanist development with an additional l 6,000 housing units is being built downtown. Sixty percent of residents who live near downtown take transit to work.

Hoboken's population grew an outstanding 4.1% from 2000 – 2005. Thirty-eight percent of the city's population is aged 20 – 34. These young professionals like the walkable, transit-oriented neighborhoods and nightlife of Hoboken. Single lots near the light rail station were $100,000 before the station was constructed; now the same lots are worth $800,000. Ridership on light rail is up 30.2% since 2003.

MOCKINGBIRD STATION – Dallas, Texas

DEVELOPMENT OF A NEW MIXED-USE TOD
Developers: Kenneth H. Hughes / David W. Dunning

Key Site Statistics
- Acreage: 10-acre site
- TOD zoning: Mixed-use zoning, no TOD provisions
- Land uses: 211 upscale loft residences, 180,000 square feet of retail, theater and restaurants, 140,000 square feet of offices; 1,418 parking spaces
- Project financing: $145 million privately financed project
- Transit elements: LRT station, Park & Ride and bus transfer center, developer paid for pedestrian bridge connecting station to project

Located next to Dallas's DART light rail and the North Central Expressway, Mockingbird Station is a $145 million, 10-acre mixed-use TOD project featuring an art house movie theater, 211 loft apartments at a density of 234 units per acre, upscale retail, a planned new hotel, offices and restaurants.

With the exception of federal contributions towards local infrastructure, the development has been privately financed. Mockingbird Station was created without any subsidies, TOD planning or supportive policies by the regional planning agency, the City of Dallas or DART.

The developer estimates that he had to build $6 million worth of excess (structured) parking for the project. The city allowed the project to build only 1,600 spaces (2,200 were required, 1,400 are built thus far) by granting a mixed-use parking reduction credit. It refused to reduce parking further to reflect transit's proximity. The developer estimates he may have only needed to provide 1,300 spaces, acknowledging that some tenants may have resisted the lower figure.

OHLONE-CHYNOWETH COMMONS – San Jose, California

AN AFFORDABLE TOD DEVELOPED ON AN UNDERUSED PARK & RIDE LOT
Developer: Eden Housing

Key Site Statistics

- Acreage: 7.3-acre site
- TOD zoning: Planned Unit Development with project-specific zoning, required 2 spaces per unit.
- Land uses: 197,000 square foot with 195 units, 4,400 square foot retail
- Project financing: $31.6 million project; $14.5 million in tax-exempt bonds, $824K in federal transportation funds for improvements, a $500K affordable housing grant.
- Transit elements: LRT Station, 3 bus routes, 240 space Park & Ride

Located on Guadalupe light rail transit line in San Jose, Ohlone-Chynoweth Commons is a medium density mixed-use TOD. The project's housing, retail and community facilities were developed on an underused light rail Park & Ride lot. For this project, Valley Transportation Authority (VTA) issued a request for proposal seeking a developer for the 7.3-acre site. The former 1,100-space Park & Ride now includes: 240 Park & Ride spaces, 195 units of affordable housing, 4,400 square feet of retail and a day care center.

At 27 dwelling units per acre, the residential density of the Ohlone-Chynoweth Commons is relatively high compared to the predominantly single family neighborhood surrounding it. Ohlone-Chynoweth is a rare example of a Park & Ride converted to TOD without replacement of the commuter parking in structures or on another site. The developer, Eden Housing, has a 75-year lease for the site from VTA.

Ohlone-Chynoweth Commons provides affordable housing for families earning between 30 percent and 60 percent of the area median income in a community where an average market-rate two-bedroom apartment is renting for as much as $1,600 a month. The City has aggressively sought to locate housing next to transit. Since 1990 over 20,000 units of housing have been built or approved next to transit in San Jose.

ORENCO STATION – Portland, Oregon

DEVELOPMENT OF A NEW TRANSIT-ORIENTED COMMUNITY
Developers: Pacific Reality Associated, LP, Master Developer; Costa Pacific Homes, Residential

Key Site Statistics

- Acreage: 190-acre site
- TOD zoning: Orenco Station Master Plan
- Land uses: 1,834 units, 70,000 square foot retail/dining, 31,000 square foot office
- Project financing: $76.3 million development cost for core residential
- Transit elements: LRT station, 2 bus lines, 180 space Park & Ride

Orenco Station is a 190-acre, transit-oriented new community on the Westside light rail transit line in the suburbs of Portland, Oregon. Its pedestrian-oriented master plan provides for 1,834 dwelling units, including single-family homes, townhomes, accessory units, loft units, and apartments. The project also includes a mixed-use town center with offices and housing above ground-floor retail. Residential sales prices at Orenco Station are running 20 to 30 percent above the local area average. Commercial occupancies have been high, and rents are estimated to be roughly 10 percent higher than surrounding properties.

The site was originally zoned for industrial use and later for subdivision housing. Zoning for the development changed, however, when the site was designated a "town center" in the Portland Metro Area 2040 Plan. Importantly, the Plan specifies legally binding requirements for all Westside station areas, and mandates minimum densities and residential density targets at varying distances from light-rail stops, mixed-use development in station areas, pedestrian-oriented buildings, prohibitions on auto-oriented land uses, and reduced parking.

The project was completely privately financed, with the exception of a $500,000 federal clean air grant for wider sidewalks and ornamental lighting. Surveys of residents reveal that 18.2 percent of work trips are on the bus or LRT. Nearly 7 in 10 residents report that their transit use has increased since moving to the neighborhood.

PLEASANT HILL BART STATION AREA – Pleasant Hill, California

DEVELOPMENT OF SURFACE PARKING INTO WALKABLE "URBAN VILLAGE"
Developer: Millennium Partners

Key Site Statistics

- Acreage: 140 acres around Pleasant Hill BART Station; 18-acre redevelopment of vacant parking lot
- Land uses: Depending on market conditions and public approvals, the project will contain either 290,000 or 456,000 square feet of office space and either 274 or 446 apartments and for-sale townhouses, a childcare facility, and 42,000 square feet of ground floor retail and restaurants
- Project financing: $235 million; $40 of the total in public money
- Transit elements: Pleasant Hill BART Station

Pleasant Hill BART provides an important example of a suburban locale where a transit-oriented neighborhood has been taking shape incrementally over the course of three decades. The Pleasant Hill BART Station was undergoing its second phase of planning and development around 2001, which promises to improve the station's connections to the surrounding community by structuring Park & Ride facilities to make room for a walkable mixed-use development. In 1995, BART worked with the local redevelopment agency to select Millennium Partners as the company to redevelop its parking lots.

After several years of iterations and a very popular community involvement process, a draft plan with wide community support appears headed for approval. This plan calls for replacing the 18 acres of surface parking with a walkable "Urban Village" replete with a town square and community green. As part of the TOD, the County Redevelopment Agency would finance the replacement of BART parking, as well as assisting with providing other public facilities and affordable housing. Subject to negotiations, the Redevelopment Agency would be a partner with BART in a long-term ground lease, and would receive a proportionate share of revenues from the new development.

Commuter parking for the station remains at capacity, as BART ridership is drawn from a wide area. To recover the 1,477 surface parking spaces that BART will lose by leasing its land for new transit-oriented development, replacement parking will be provided in a new garage. Private parking for residential and commercial uses will be provided within those buildings.

Public Outreach Strategy

In consideration of the proposed recommendations and the existing provisions supporting TOD's under the City's General Plan 2025, a public outreach strategy is suggested here to support the goals set forth under this recommendation report. In developing the outreach plan, the following technical recommendations items are considered:

- Updating the General Plan
- Updating the Marketplace Specific Plan (last updated 1991),
- Updating the Eastside Specific Plan (Last updated 1974),
- Marketing of Downtown/Eastside Metrolink Station consolidated Plan - Big Ideas
- Strengthening relations with project funders, developers and property owners and involving them in the process.
- Interagency cooperation with RCTC, WRCOG, Caltrans and RTA and other interested parties.

Phase I: Updating City Plans

If recommendations to update the General Plan, Marketplace and Eastside Specific plans are followed then special outreach strategies should involve public meetings inviting residents, property and business owners to participate and provide input to the proposed plans. Some of the communication tools that can be utilized include:

1. Creating a master database to include key stakeholders, property owners, transit agencies, developers and others
2. Community Workshop/Open House
3. Develop meeting invitations or flyers for distribution to list of contacts
4. Press release to local media informing puli
5. Create project newsletter supporting the technical work to update plans
6. Website will include links to newsletter, fact sheets and updates on the public participation process
7. Fact sheets should summarize and highlight facts about the city plan including facts about the process

If the City of Riverside follows the recommendation described above and has completed the public outreach strategy described in phase one a second implementation strategy should be developed. The next section includes phase two of the public outreach strategy based on marketing the Downtown Metrolink Station plan.

Phase II: Implementation Plan
Marketing of Downtown Metrolink Station Consolidated Plan

The Downtown Riverside Station Visioning Process served as a catalyst to encourage both the city and community to build consensus around transit oriented development for the Downtown Metrolink Station. In an effort to sustain the momentum that was built around this plan workshop it is recommended that the city follow up with a comprehensive outreach strategy including:

Create Master Database

a. Master database of stakeholders should be developed to include: property owners, city staff and elected officials, transit agencies, funding partners, civic groups, ad hoc groups, committees, business owners, developers and other interested parties.

Meetings

a. One-on-One briefings can be conducted with city staff, civic groups, businesses, and others when appropriate.
b. Public Open Houses to educate and make public aware of TOD concepts, the general plan updates, discuss outcome of charrette and showcase Riverside Station plan "Big Ideas".
c. Stakeholder forum: convene developer and stakeholders in roundtable to discuss "Big Ideas"
d. Ad Hoc Group: identify and assemble an ad hoc group of community members to help become ambassadors for change. These individuals are likely to come out of phase one outreach meetings.

Development of Collateral Materials

a. Video - A project video should be professionally produced showcasing the TOD charrette process and Big Ideas. It can be used and distributed to potential project funding partners, used to attract business in the area, to educate public on TOD's. This video will be within 2-5 minutes in duration.
b. Fact Sheet - Fact sheets should summarize previous work, provide facts about TOD, include Riverside Station Plan concept "Big Ideas" and summary of recommendation report with some illustrations
c. Illustrations - Illustrations may include the Riverside Station Plan "Big Ideas", the three design concepts and general plan updates maps, land use, zoning maps, transit overlay zones, transit systems, proposed bus routes
d. PowerPoint presentation - PowerPoint to include a presentation on Transit Villages, provide background on the city plan updates, visual preference survey will be conducted using PowerPoint
e. Press Kit - Press kit to include TOD vision and TOD demand in Riverside, and other promotional material designed to attract developers to invest in area
f. Develop meeting invitations or flyers - Flyers and or mailers to distribution list.
g. Press release to local media - May include editorial board meetings intended to introduce TOD concept to media.