



SANBAG TRANSPORTATION LAND USE INTEGRATION

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in association with

PARSONS
THE ROBERT GROUP

ERA

SANBAG TRANSPORTATION - LAND USE INTEGRATION

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Prepared for

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PREFACE

Now is the time for each city in the San Bernardino Valley to PLAN for healthier, more sustainable communities with land use policies addressing transportation and land use integration. Even though the housing and retail markets have recently slowed down, it is critical that each city plans for greater mobility choices (transit, bicycle, and pedestrian) and a compact, diverse mix of uses within close proximity to transit stations under consideration in the SANBAG Draft Long Range Transit Plan. Among the benefits are improved air quality, decreased congestion, positive economic development, healthier lifestyles, and improved quality of life. It is especially appropriate as several of the cities (Ontario, Rancho Cucamonga, and Rialto) are currently updating their General Plans and several others (Colton and Ontario) are updating their Specific Plans. The following report outlines concepts and considerations to include in each city's planning process.

TABLES OF CONTENTS	
	<u>Page No.</u>
1.0 OVERVIEW.....	1-1
1.1 INTRODUCTION.....	1-1
1.2 GOALS AND OBJECTIVES OF THIS PROJECT	1-2
1.3 OUTREACH PROCESS	1-2
1.4 THE LONG RANGE TRANSIT PLANNING PROCESS (LRTP).....	1-3
1.5 VISION FOR OPPORTUNITY SITES.....	1-8
1.6 PROCESS FOR SITE SELECTION OF OPPORTUNITY SITES.....	1-9
1.6.1 Initial Sites	1-9
1.6.2 Vacant Land	1-15
1.6.3 Selected Site for Each City.....	1-15
1.7 THE TOD VISION	1-21
1.7.1 TOD Characteristics and Definitions	1-21
1.7.2 Support for Transit Villages at the Federal, State, and Regional Level	1-21
1.7.3 Examples of Relevant TODs	1-23
1.7.4 Densities and Intensities of TODs and Benefits.....	1-30
1.7.5 Reduction of Parking Requirements in Areas with Transit and Parking Management	1-33
1.8 IMPLEMENTATION	1-36
1.8.1 Transit-Oriented Development Implementation Initiatives	1-36
1.8.2 Transit-Oriented Development Public/Private Funding and Incentives Initiatives	1-37
1.9 NOW IS THE TIME TO PLAN FOR THE FUTURE	1-39
2.0 HIGHLAND OPPORTUNITY SITE.....	2-1
2.1 VISION – Mixed-Use Town Center Served By Premium Transit In The Future	2-1
2.2 EXISTING CONDITIONS.....	2-2
2.3 CURRENT CITY PLANS.....	2-3
2.3.1 General Plan.....	2-3
2.3.2 Zoning.....	2-4
2.3.3 Parking	2-4
2.3.4 Redevelopment Area and Project Plans for the area.....	2-4
2.3.5 Streetscape Improvements	2-4
2.4 EXISTING AND PLANNED TRANSIT AND ACCESS.....	2-4
2.5 GOALS AND OBJECTIVES.....	2-5
2.6 STAKEHOLDER INTERVIEWS.....	2-5
2.6.1 City Staff	2-6
2.6.2 Competing Areas.....	2-7
2.6.3 Local Indian Tribes	2-8
2.6.4 Planning Commissioner	2-8
2.6.5 Property Owners	2-9
2.7 MARKET ASSESSMENT.....	2-9

2.8	ALTERNATIVE SITE CONCEPTS	2-10
2.9	PLANNING COMMISSION/DESIGN REVIEW BOARD WORKSHOP	2-14
2.10	REFINED LAND USE AND CIRCULATION CONCEPT	2-16
2.11	FUTURE MASS TRANSIT CONCEPT FOR HIGHLAND	2-19
2.12	NEXT STEPS / IMPLEMENTATION.....	2-19
3.0	RIALTO OPPORTUNITY SITE.....	3-1
3.1	VISION – Mixed-Use Downtown District Surrounding the Metrolink Station	3-1
3.2	EXISTING CONDITIONS WITHIN ½ MILE OF STATION.....	3-2
3.3	CURRENT CITY PLANS.....	3-4
3.3.1	General Plan.....	3-4
3.3.2	Zoning.....	3-5
3.3.3	Parking	3-6
3.4	SITES SELECTED FOR THE COMPASS BLUEPRINT IMPLEMENTATION PROJECT	3-6
3.5	STAKEHOLDER INTERVIEWS.....	3-6
3.6	MARKET ASSESSMENT.....	3-7
3.6.1	Market Highlights.....	3-7
3.6.2	Strategies	3-8
3.7	GOALS AND OBJECTIVES.....	3-8
3.8	ALTERNATIVE SITE CONCEPTS	3-8
3.8.1	Site 5a	3-8
3.8.2	Site 5b	3-11
3.9	FUTURE MASS TRANSIT CONCEPT FOR DOWNTOWN RIALTO.....	3-13
3.10	STAKEHOLDER MEETINGS	3-14
3.11	NEXT STEPS / IMPLEMENTATION.....	3-14
3.10.1	Policies / Guidelines to Consider Including in the General Plan Update	3-15
3.10.2	Implementation Policies / Guidelines to Consider Relative to Opportunity Sites 5a and 5b.....	3-17
3.10.3	Funding Sources	3-17
4.0	FONTANA OPPORTUNITY SITE	4-1
4.1	VISION – A Compact Mixed-Use, Pedestrian-Oriented Neighborhood.....	4-1
4.2	EXISTING CONDITIONS.....	4-2
4.3	CURRENT CITY PLANS.....	4-4
4.3.1	General Plan.....	4-4
4.3.2	Zoning and Development Code.....	4-5
4.3.3	Redevelopment Project Area	4-8
4.4	EXISTING AND PLANNED TRANSIT AND ACCESS.....	4-8
4.5	GOALS AND OBJECTIVES.....	4-8
4.6	ALTERNATIVES	4-9
4.7	STAKEHOLDER INTERVIEWS.....	4-10
4.7.1	City Staff	4-10
4.7.2	Property Owners (Two of the three owners)	4-10
4.8	SITE CONCEPT.....	4-11

4.9	FUTURE MASS TRANSIT CONCEPTS FOR SITE 11 IN FONTANA	4-15
4.10	NEXT STEPS / IMPLEMENTATION.....	4-15
4.10.1	Implementing Policies to Consider Adding in the General Plan Transportation Element Under Goal #2	4-16
4.10.2	Implementing Guidelines to Consider Relative to Future Planning for the Opportunity Site.....	4-16
5.0	ONTARIO OPPORTUNITY SITE	5-1
5.1	VISION – A memorable, regional destination place within a walkable and pedestrian-friendly district	5-1
5.2	EXISTING SITE CONDITIONS / OPPORTUNITIES	5-2
5.3	CURRENT CITY AND LAWA PLANS.....	5-4
5.3.1	General Plan.....	5-4
5.3.2	Meredith Specific Plan.....	5-4
5.3.3	LAWA	5-4
5.4	STAKEHOLDER INTERVIEWS.....	5-6
5.5	MARKET ASSESSMENT.....	5-6
5.5.1	Market Highlights.....	5-6
5.5.2	Strategies to Plan Now.....	5-7
5.6	GOALS AND OBJECTIVES.....	5-8
5.7	RELATIVE SIZE OF SITE.....	5-9
5.8	ALTERNATIVE SITE CONCEPTS	5-10
5.8.1	Urban design features of the Mixed-Use Urban District common to all alternatives.....	5-10
5.8.2	Potential Multi-modal phased transportation improvements common to all alternatives.....	5-11
5.8.3	Alternative 1 – Mixed-Use District With Urban Retail/Office Core Sub District.....	5-12
5.8.4	Alternative 2 – Mixed-Use District Focused On Urban Parks And A Future Potential Gold Line Station.....	5-15
5.9	NEXT STEPS / IMPLEMENTATION.....	5-17
5.9.1	Implementation Policies to Consider Adding in the General Plan Update.....	5-17
5.9.2	Implementation Policies to Consider Adding in the Specific Plan Update	5-19
6.0	COLTON OPPORTUNITY SITE.....	6-1
6.1	VISION – A mix of uses within ½ of transit station	6-1
6.2	EXISTING SITE CONDITIONS.....	6-2
6.3	CURRENT CITY PLANS.....	6-4
6.3.1	General Plan and West Valley Specific Plan	6-4
6.3.2	Zoning.....	6-5
6.3.3	Redevelopment Area.....	6-5
6.4	SITE SIZE AND OWNERSHIP	6-6
6.5	STAKEHOLDER INTERVIEWS.....	6-6
6.6	MARKET ASSESSMENT.....	6-6
6.7	GOALS AND OBJECTIVES.....	6-7
6.8	ALTERNATIVE SITE CONCEPTS	6-7
6.9	FUTURE MASS TRANSIT CONCEPTS FOR SITE 21 IN COLTON	6-12

6.10	NEXT STEPS / IMPLEMENTATION.....	6-12
6.10.1	Policies / Guidelines to Consider Including in the Specific Plan Update	6-13
6.10.2	Implementing Policies / Guidelines to Consider Relative to Opportunity Site 21.....	6-13
7.0	RANCHO CUCAMONGA OPPORTUNITY SITE	7-1
7.1	VISION – Mixed-Use Development Surrounding a Transit Stop	7-1
7.2	EXISTING CONDITIONS.....	7-2
7.3	CURRENT CITY PLANS.....	7-3
7.3.1	General Plan.....	7-3
7.3.2	Visual Improvement Plan (VIP) for Foothill Boulevard – Historic Route 66	7-4
7.3.3	Foothill Boulevard Specific Plan.....	7-4
7.3.4	Zoning.....	7-4
7.3.5	Parking	7-5
7.3.6	Redevelopment Area.....	7-5
7.4	SITE SIZE AND OWNERSHIP	7-5
7.5	EXISTING AND PLANNED TRANSIT AND ACCESS.....	7-7
7.6	CITY STAFF INTERVIEWS	7-7
7.7	GOALS AND OBJECTIVES.....	7-7
7.8	ALTERNATIVE SITE CONCEPTS	7-8
7.9	COMMENTS FROM PROPERTY OWNERS AND CITY STAFF	7-18
7.9.1	City Staff	7-18
7.9.2	Property Owners	7-18
7.10	NEXT STEPS / IMPLEMENTATION.....	7-18
7.10.1	Policies to Consider in General Plan Update	7-19
7.10.2	Implementing Policies / Guidelines to Consider Relative to Opportunity Site 22.....	7-20
8.0	SOCIO ECONOMIC DATA FOR THE LRTP	8-1
8.1	TRANSPORTATION PLANNING	8-1
8.2	TRAFFIC/ACCESS ANALYSIS	8-1
8.2.1	City of Highland (Compass Blueprint Site #1).....	8-2
8.2.2	City of Rialto (Compass Blueprint Sites #5a and #5b).....	8-3
8.2.3	City of Fontana (Compass Blueprint Site #11).....	8-4
8.2.4	City of Ontario (Compass Blueprint Site #19)	8-5
8.2.5	City of Colton (Compass Blueprint Site #21).....	8-6
8.2.6	City of Rancho Cucamonga (Compass Blueprint Site #22)	8-7
8.3	PROCESS FOR DEVELOPING SOCIO-ECONOMIC DATABASES	8-8
8.3.1	City of Highland (Site 1)	8-9
8.3.2	City of Rialto (Site 5a and Site 5b)	8-10
8.3.3	City of Fontana (Site 11)	8-11
8.3.4	City of Ontario (Site 19).....	8-11
8.3.5	City of Colton (Site 21)	8-12
8.3.6	City of Rancho Cucamonga (Site 22).....	8-13

9.0 PERSONS AND SOURCES CONSULTED9-1
 9.1 SOURCES CONSULTED9-1
 9.2 PERSONS CONSULTED9-2

ACKNOWLEDGMENTS

APPENDICES

- I. Outreach Meetings
- II. General Transit-Oriented Development Policies and Guidelines
- III. Market Demand Analysis
 - Highland
 - Rialto
 - Ontario
 - Colton

LIST OF TABLES

CHAPTER 1

Table 1.1: Examples of Transit-Oriented Developments and Mixed-Use Areas in the Western United States 1-24
 Table 1.2: Examples of TOD Density..... 1-31
 Table 1.3: Estimated Densities of the Examples of TODs in the Pearl District of Portland, Oregon..... 1-31
 Table 1.4: TOD Principles and Benefits..... 1-34
 Table 1.5: Transit-Oriented Developments Implementation Techniques Matrix..... 1-38
 Table 1.6: Transit-Oriented Developments Implementation Funding Matrix 1-38

CHAPTER 2

Table 2.1: Town Center Concept Refined – Summary Tabulation2-20
 Table 2.2: Transit-Oriented Developments Implementation Techniques Matrix.....2-22
 Table 2.3: Transit-Oriented Developments Implementation Funding Matrix2-22

CHAPTER 3

Table 3.1: Transit-Oriented Development Implementation Techniques Matrix3-17
 Table 3.2: Transit-Oriented Development Implementation Implementation Funding Matrix3-18

CHAPTER 4

Table 4.1: Summary of Zoning Guidelines for General Commercial Zone and Activity Center Overlay ...4-6
 Table 4.2: Town Square Concept - Summary Chart Tabulation.....4-15

CHAPTER 5

Table 5.1: Alternative Scales for Development..... 5-8
 Table 5.2: Transit-Oriented Developments Implementation Techniques Matrix.....5-20
 Table 5.3: Transit-Oriented Developments Implementation Funding Matrix5-20

CHAPTER 6

Table 6.2: Transit-Orineted Developments Implementation Techniques Matrix.....6-15
 Table 6.3: Transit-Oriented Developments Implementation Techniques Matrix.....6-16

CHAPTER 7

Table 7.1: Alternative 1 – Development Tabulation.....7-10
 Table 7.2: Alternative 2 – Development Tabulation.....7-18

CHAPTER 8

Table 8.1: Employment Forecast - Highland.....8-10
 Table 8.2: Population Growth - Highland.....8-10
 Table 8.3: Employment Forecast - Rialto.....8-10
 Table 8.4: Population Growth - Rialto.....8-10
 Table 8.5: Employment Forecast - Fontana.....8-11
 Table 8.6: Population Growth - Fontana.....8-11
 Table 8.7: Employment Forecast - Ontario.....8-12
 Table 8.8: Population Growth - Ontario.....8-12
 Table 8.9: Employment Forecast - Colton.....8-12
 Table 8.10: Population Growth - Colton.....8-12
 Table 8.11: Employment Forecast – Rancho Cucamonga.....8-13
 Table 8.12: Population Growth – Rancho Cucamonga.....8-13

LIST OF FIGURES

CHAPTER 1

Figure 1.1: Draft Long Range Transit Plan.....1-5
 Figure 1.2: Progress Matrix (continued).....1-11
 Figure 1.3: Progress Evaluation Matrix.....1-17
 Figure 1.4: Transit Village Concept.....1-22

CHAPTER 2

Figure 2.1: Half-mile Radius around the Proposed BRT Station.....2-2
 Figure 2.2: City of Highland General Plan Land Use.....2-3
 Figure 2.3: Town Center Land use Concept.....2-4
 Figure 2.4: Main Street Concept –Alternative 1 – Phase 1.....2-12
 Figure 2.5: Main Street Concept – Alternative 1 – Phase 2.....2-12
 Figure 2.6: Town Square Concept – Alternative 2 – Phase 1.....2-13
 Figure 2.7: Town Square Concept – Alternative 2 – Phase 2.....2-13
 Figure 2.8: Church Street Focus – Alternative 3 – Phase 1.....2-15
 Figure 2.9: Church Street Focus – Alternative 3 – Phase 2.....2-15
 Figure 2.10: Town Square Concept Refined – Phase 1.....2-17
 Figure 2.11: Town Square Concept Refined – Phase 2.....2-17

CHAPTER 3

Figure 3.1: Half-mile Radius around the Proposed Metrolink Station.....	3-3
Figure 3.2: Metrolink Parking Expansion Study	3-4
Figure 3.3: General Plan Land Use Map	3-5
Figure 3.4: Downtown Specific Plan Zoning Map	3-5
Figure 3.5: Location of Compass Blueprint Sites 5a and 5b.....	3-6
Figure 3.6: Site Plan - Ground Floor Plan.....	3-9
Figure 3.7: Typical Residential Level	3-9
Figure 3.8: Building Section	3-9
Figure 3.9: Site Plan - Ground Floor Plan.....	3-10
Figure 3.10: Typical Residential Level	3-10
Figure 3.11: Building Section	3-10
Figure 3.12: Typical Residential Layout – Ground Level	3-10
Figure 3.13: Building Section	3-10
Figure 3.14: Site Plan - Ground Floor Plan.....	3-11
Figure 3.15: Typical Underground Parking	3-11
Figure 3.16: Building Section	3-11
Figure 3.17: Site Plan.....	3-12
Figure 3.18: Alternative A - Section	3-13
Figure 3.19 Alternative B – Section	3-13

CHAPTER 4

Figure 4.1: The Compass Blueprint Site and Surrounding TOD Neighborhood with a ½ mile radius.....	4-2
Figure 4.2: Subject site (in color) with the parcels divided up into three property owners	4-3
Figure 4.3: General Plan Land Use Map	4-4
Figure 4.4: Zoning District Map	4-5
Figure 4.5: Alternative 1- Mixed Use (Primarily Residential with Ground Floor Retail)	4-9
Figure 4.6: Alternative 2- Mixed Use (Office / Residential / Ground Floor Retail)	4-10
Figure 4.7: Phase 1 Town Square Concept.....	4-11
Figure 4.8: Phase 2 Town Square Concept.....	4-13
Figure 4.9: Cross Section through Baseline Road and Site 11	4-13

CHAPTER 5

Figure 5.1: Compass Blueprint Site 19 and context.	5-2
Figure 5.2: Compass Blueprint Ontario Site #19 and potential TOD area.....	5-3
Figure 5.3: Master Plan for the Ontario International Airport (September 5, 2007).....	5-5
Figure 5.4: Size of Meredith site in relation to other similar developments in Southern California.	5-10
Figure 5.5: Alternative 1 – Mixed Use District with Urban Retail/Office Core Sub District	5-13
Figure 5.6: Alternative 2 – Mixed Use District focused on Urban Parks and a future potential Gold Line Station	5-15

CHAPTER 6

Figure 6.1: Half-mile radius around the proposed BRT Station. The selected site (Site 21) is shaded in yellow6-2

Figure 6.2: Opportunities and Constraints6-3

Figure 6.3: City of Colton, RDA Project Areas6-5

Figure 6.4: Alternative 1, Central Park, Phase 16-9

Figure 6.5: Alternative 1, Central Park, Phase 16-9

Figure 6.6: Alternative 2 - New Boulevard, Phase 16-11

Figure 6.7: Alternative 2 - New Boulevard, Phase 26-11

Figure 6-8: Aerial Vision of Colton Superblock Specific Plan Update6-14

Figure 6-9: Specific Plan Update Vision for Public Gathering Space6-15

CHAPTER 7

Figure 7 1: Half-mile radius around the proposed BRT Station. The selected site (Site 22) is shaded in green7-2

Figure 7.2: General Plan – Land Use Plan7-4

Figure 7.3: Redevelopment Area Plan7-6

Figure 7.4: Property Owners of Selected Site7-6

Figure 7.5: Alternative 1, Phase 17-10

Figure 7.6: Alternative 1, Phase 27-10

Figure 7.7: Proposed Residential Densities for Alternative 17-12

Figure 7.8: Alternative 2, Phase 17-14

Figure 7.9: Alternative 2, Phase 27-15

Figure 7.10: Transition in Density and Height from Existing Neighborhoods7-17

CHAPTER 8

Figure 8.1: City of Highland, Site 18-2

Figure 8.2 City of Rialto, Sites 5a and 5b8-3

Figure 8.3: City of Fontana, Site 118-4

Figure 8.4: City Of Ontario, Site 198-5

Figure 8.5: City of Colton, Site 218-6

Figure 8.6: City of Rancho Cucamonga, Site 228-7

OVERVIEW

1.1 INTRODUCTION

The SANBAG Transportation – Land Use Integration Project provides San Bernardino Associated Governments (SANBAG) and the six involved cities with land use and economic development direction for opportunity sites near potential transit station locations. The project was funded by SCAG for the San Bernardino Valley area under SCAG’s Compass Blueprint 2% Strategy Program and includes participation by six separate cities: Colton, Fontana, Highland, Ontario, Rancho Cucamonga, and Rialto. In these cities, seven opportunity sites were selected. This project also provides input into the Long Range Transit Planning Process for the San Bernardino Valley which is now being conducted by SANBAG.

The Consultant Team retained by SANBAG for this project includes Gruen Associates as the prime contractor responsible for planning, urban design, architectural concepts, outreach facilitation, and overall management. Subconsultants include

Parsons Transportation Group (PTG) with responsibilities for transportation planning, traffic/access analysis, and socio-economic data to SANBAG; The Robert Group (TRG) responsibilities include community outreach; and Economics Research Associates (ERA) with responsibilities for economic and market demand analyses.

This chapter provides an overview of the project’s purpose, the Long Range Transit Planning Process, the vision for opportunity sites near potential transit stations, evaluation processes for site selection, and the selected opportunity sites. Subsequent chapters follow addressing existing conditions, a vision, and conceptual plans for opportunity sites for each city. These chapters are followed by socio-economic data for use in the Long Range Transit Plan. Gruen Associates previously prepared the Redlands Passenger Rail Station Area Plan for SANBAG and this project expands upon the research conducted for that project.

COMPASS Blueprint promotes development supportive of improved transportation mobility and access; livable and desirable communities; environmental quality; and economic vitality, while supporting and preserving existing stable residential neighborhoods.

1.2 GOALS AND OBJECTIVES OF THIS PROJECT

The ultimate goal of the SANBAG Transportation - Land Use Integration Project is to integrate various communities' land use and transportation planning thereby decreasing congestion, conserving open space, creating catalysts for economic development, providing greater mobility, enhancing the sense of community, improving air quality, and helping to foster healthier lifestyles. The project objectives, as defined in the scope of services, are:

- Working with SANBAG, identify potential development opportunity sites on underutilized sites adjacent to existing, planned or potential transportation improvements
- Determine land use and economic development potential on these sites in order to improve ridership and assist SANBAG in their support for transit-oriented developments (TODs)
- Establish an iterative planning process that works with each city to tailor development to the uniqueness of each city and their needs
- Assist local cities in developing visions, land use concepts and marketing materials to revitalize areas of these cities and obtain community support
- Develop socio-economic databases for use in travel demand modeling to support the forthcoming San Bernardino County Long Range Transit Plan

- Advance Southern California Associated Governments' (SCAG) Compass Blueprint 2% Strategy¹



Interactive public gathering spaces with outdoor seating and kiosks at the Redmond Town Center in Washington



Transparent storefronts and wide sidewalks provide a pedestrian friendly environment at the El Paseo Shopping District in Palm Desert

1.3 OUTREACH PROCESS

The Gruen Team worked with a Task Force made up of representatives of the cities and other public agencies to provide input to the

¹ SCAG's Compass Blueprint 2% Strategy is a guideline that calls for modest changes to current land use and transportation trends on only 2% of the land area of the region. The goals of the 2% Strategy are increasing mobility, increasing prosperity, enhancing livability, and promoting sustainability.

study process. The Task Force met five times during the study. In addition, meetings were held with city planners and administrators, stakeholders, such as property owners, as well as elected officials. Appendix I lists the outreach meetings of the team.

1.4 THE LONG RANGE TRANSIT PLANNING PROCESS (LRTP)

This project began with reviewing the Draft LRTP alternatives under consideration by SANBAG in order to identify existing and planned transportation improvements and potential opportunity sites in each city adjacent to these transportation improvements. The LRTP Process for the San Bernardino Valley which is being conducted separately by Parsons Transportation Group (PTG) for SANBAG, has an overall goal to identify existing, planned and potential mass transportation corridors and improvements for the entire San Bernardino Valley. In early 2007, five LRTP Alternatives were developed. These include a Baseline (existing plus funded) and Planned Transit Alternatives, as well as three Vision Alternatives that contain seven Bus Rapid Transit (BRT) Lines, and a number of Metrolink Extensions and Urban/Commuter Rail Extensions. These new mass transit corridors penetrate an extensive portion of both the east and west valley affording many cities with the opportunity to benefit from the development of premium transit facilities and services. **Figure 1.1** illustrates the Draft Long Range

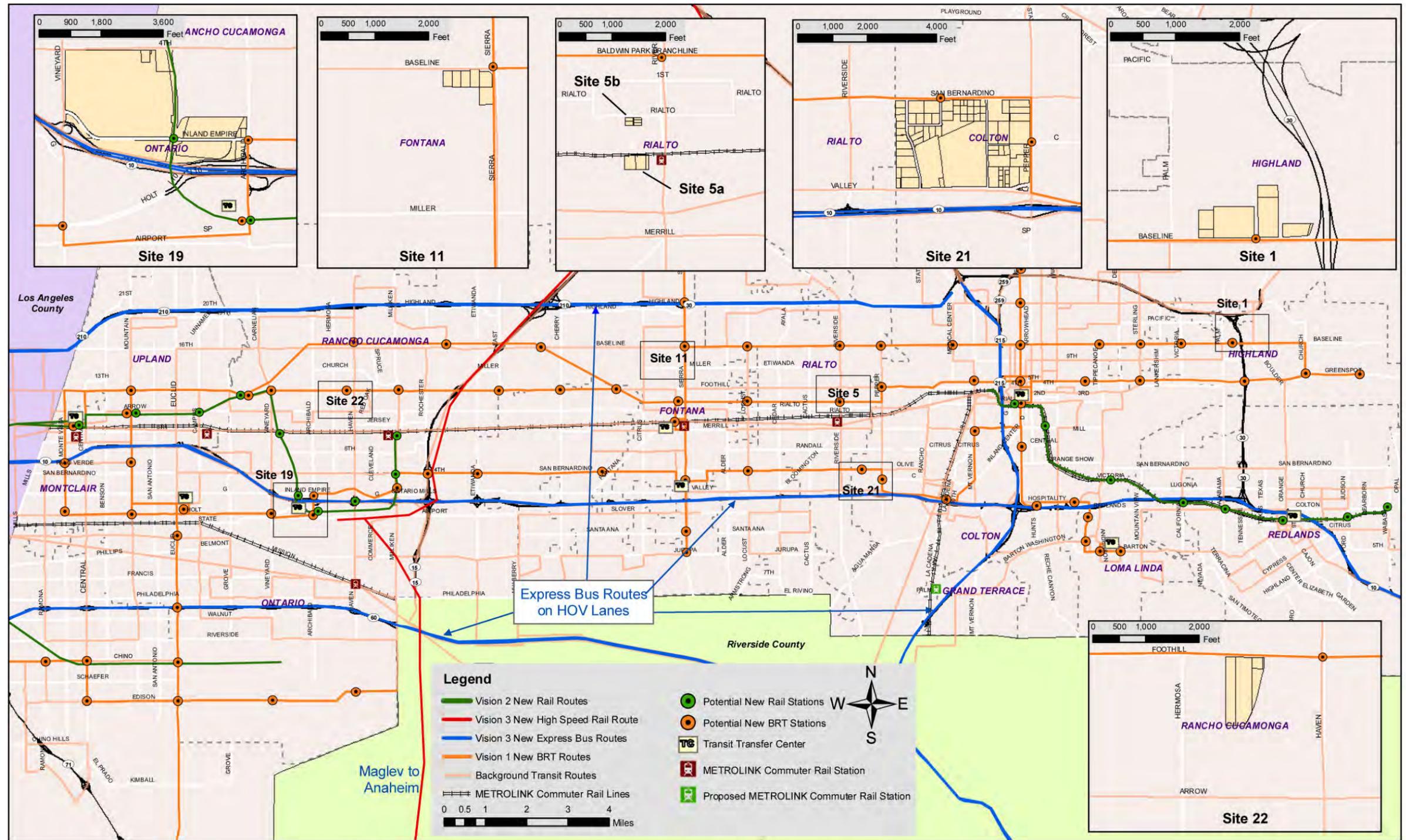
Transit Plan with modifications made during this Compass Blueprint 2% Strategy project to reflect potential opportunity sites in each city and transit accessibility to these sites.

Two major forms of Mass Transit exist in the San Bernardino Valley today and are shown on **Figure 1.1**. Omnitrans fixed route bus service currently provides the backbone of transit service to most areas in the San Bernardino Valley. The Southern California Regional Rail Authority (SCRRA), known as Metrolink, provides Commuter Rail service on two lines that serve the San Bernardino Valley; one from San Bernardino to Los Angeles and a second from San Bernardino to Riverside.

For the future, LRTP Conceptual Mass Transit Alternatives are being developed by SANBAG for the San Bernardino Valley. They include:

- **Bus Rapid Transit (BRT)**. BRT is high speed, frequent service that operates in exclusive transit lanes, busways or in mixed flow traffic lanes. BRT in the San Bernardino Valley has been branded as “San Bernardino Express (sbX).” Major sbX corridors that have been identified for possible implementation as well as new routes identified in the draft LRTP shown in **Figure 1.1** include:
 - Foothill East and West Corridors from Montclair to Highland (East-West)

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VISION #3 Mass Transit Alternative for Year 2030: Ultimate
DRAFT LONG RANGE TRANSIT PLAN (LRTP) for the San Bernardino Valley

San Bernardino Associated
Governments (SANBAG)
January 2008

Source: Parsons Transportation Group
Figure 1.1: Draft Long Range Transit Plan

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- Mountain/Euclid Avenues Corridor (North-South)
- Sierra Avenue through Fontana (North-South)
- San Bernardino Avenue and Holt Avenue/4th Street BRT Corridor from Montclair through Ontario, Fontana, Rialto, Colton and to the proposed San Bernardino Trans Center. (East-West).
- Grand/Edison Avenue Corridor (East-West)
- Baseline Road from the Montclair Transcenter to Highland (East-West)
- Baldwin Park Branch Line from Montclair to San Bernardino (East-West)



The Metro Orange Line in the San Fernando Valley demonstrates successful Bus Rapid Transit (BRT) with an exclusive right-of-way



Boarding on northeast side of E Street/4th Street in the City of San Bernardino



Passenger boarding sbX vehicle proposed on Hospitality Lane in the City of San Bernardino

- **Higher Metrolink Commuter Rail 2030 Service Levels.** Based upon the new Strategic Plan now being developed by the SCRRA, Metrolink commuter rail service will be enhanced from what is operated today with additional peak and off-peak service and expanded park-and-ride lots.
- **Light Rail Transit (LRT) Metro Gold Line Extension from Montclair through Ontario to Rancho Cucamonga.** Currently, the Metro Gold Line train service operates from L.A. Union Station to Pasadena. An extension east along the I-210 to San Bernardino County (an LRT line to Montclair) is in the detailed corridor planning stages. SANBAG and the Gold Line Construction Authority are conducting a Strategic Planning Study to determine viable alternatives for extending the Gold Line LRT further east from Montclair to Ontario International Airport and points east. The Gold Line extension from Montclair to Ontario Airport could use the westerly portion of the Baldwin Park

Branch line currently owned by SANBAG.



Mid to high density housing surround the Del Mar Gold Line Station TOD in Pasadena, California

- **Expanded Omnitrans Local and Express Bus Services.** Omnitrans is currently completing a Comprehensive Operations Analysis (COA) of its current fixed route services in the San Bernardino Valley. This will result in the modification of some of its current bus routes.

In addition, Omnitrans adds or modifies service on a periodic basis based upon requests it receives from member jurisdictions. Omnitrans Bus service could be increased to serve individual sites in the future if a jurisdiction makes a strong case for the service modification to Omnitrans.

In the long range, Omnitrans is considering the introduction of high speed new express bus service from park-and ride lots to key destinations. Express buses would use the HOV lanes along freeways such as I-10, I-210 and I-215.

- **Community Circulators and Shuttle.** The disbursed nature of activity centers in the Cities of Ontario, Rancho Cucamonga, Fontana, Rialto, Colton and Highland may warrant the development of community circulator mass transit services or shuttles. The increasing need for people to move between activity centers could support circulator services. The circulator could serve major facilities, large parking areas and major transit stops.

1.5 VISION FOR OPPORTUNITY SITES

According to the U.S. Census Bureau, San Bernardino County is one of the fastest growing regions in the entire country. SANBAG estimates that by 2030, this area will see increases in population by 36%, jobs by 77%, and 53% more travel trips. Because of this explosive potential growth, it is of the utmost importance to define places where these people can live, work and play, while at the same time enhancing everyone's quality of life. A concentration of development in opportunity sites near transportation is one way of making this happen. Locating appropriate quality development near transit stations and providing linkages to stations [often called Transit Villages or Transit-Oriented Developments (TODs)] have the potential for shifting more trips to transit from automobile-associated modes of travel. This relief in traffic congestion will in turn improve the overall environmental quality of these cities.

1.6 PROCESS FOR SITE SELECTION OF OPPORTUNITY SITES

1.6.1 Initial Sites

The Gruen Team worked closely with SANBAG, SCAG and the Task Force made up of the six cities, and other public agencies to identify potential opportunity sites near potential transit station locations and other key sites along key transportation corridors. At the first Task Force kickoff meeting in February 5, 2007, the tasks for the SANBAG Transportation-Land Use Integration Project were discussed and initial sites identified from aerial photos by representatives from each of the six cities and other public agencies. As a result of this session, 19 potential sites were identified for further analysis and consideration. Also discussed was each site's relationship to the San Bernardino Valley LRTP showing the various transit alternatives under consideration.

Each site was analyzed using a Progress Matrix (**Figure 1.2**), which helped to identify the basic facts for each site. This progress matrix included the following types of information:

Jurisdictional Information

- Location/City
- General Plan information
- Zoning
- Residential density
- Intensity
- Height

Comments/Kickoff Meeting

- City representatives comments
- Kickoff Meeting comments

Site Information

- Known support for an Opportunity Site
- In redevelopment area
- Existing use
- Proximity to major activity center, landmark, etc.
- Specific Plan/Proposed Development Projects
- Transit supportive policies in General Plan
- Limited sensitive uses
- Within ½ mile of an existing transit station
- Within ½ mile of a proposed transit station
- Adjacent to freeway with transit/HOV lanes (existing or proposed)

LRTP Year 2030 Analysis

- Baseline Alternative
- Planned Alternative
- Transit Vision #1: Bus/BRT Emphasis
- Transit Vision #2: Rail Emphasis
- Transit Vision #3: Ultimate

Once the Progress Matrix was completed, the next step was to choose the most promising site from each city. This was done using input from City staff, stakeholders, and the following evaluation criteria which were identified as a way of assessing and quantitatively scoring the potential merits for each site.

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SANBAG Transportation – Land Use Integration Project

COMPASS BLUEPRINT IMPLEMENTATION PROJECT
SANBAG Transportation-Land Use Integration
DRAFT Site/Station Location - Progress Matrix
22-Jun-07

	Site 1 Highland	Site 2 Highland	Site 3 Highland	Site 4a San Bernardino	Site 4b San Bernardino	Site 5 Rialto	Site 6 Rialto	Site 7 Colton see Site 21 for more information
								
Jurisdictional Information								
Location/City	Highland: Baseline Street between Palm Ave and SR30	Highland: 5th Street between Boulder Ave and SR30	Highland: Central Ave. between 5th Street and Cypress	San Bernardino: E St between 2nd and 4th St	San Bernardino: 3rd St and 5th St corridors (Boundaries?)	Rialto: Along Metrolink ROW, between Sycamore Ave and Willow Ave	Rialto: San Bernardino Ave at Riverside Ave	Rialto: Pepper Ave between San Bernardino Ave and Valley Rd
General Plan Information <i>(Land Use Designation, Densities and Intensities, when available)</i>	Mixed Use (maximum intensity 1.0 FAR; maximum density 18 du/Ac)	Planned Development Open Space	Public/Institutional Parks	Commercial: CR2	Commercial: CO - CR2 Residential: RU (9 du/ac)	n/a	n/a	n/a
Zoning Information	MU - Mixed Use	PD - Planned Development	OS - Open Space; P/Q Public/Quasi P	CR2	CO - CR2 - RU			
Residential Density (per Zoning)	18 du/Ac	No maximum density specified; subject to City approval	n/a	CR2 (47 du/Ac or 130 du/Ac senior housing)	CO (47 du/Ac senior housing only); CR2 (47 du/Ac or 130 du/Ac senior housing); RU (8 du/Ac and 12 du/Ac for senior housing, discrepancy with General Plan)			
Intensity (per Zoning)	0.5 FAR	No maximum FAR specified	n/a					
Height	65' (habitable spaces), 70' (architectural features)							
Comments / Kickoff Meeting								
City Representative	John Jaquess	John Jaquess	John Jaquess	Valerie Ross	Valerie Ross	Denis Blodeau	Denis Blodeau	Denis Blodeau
Comment (Kickoff Mtg; Feb. 5, 2007)	Town Center Area Vacant Area More intense development	North side of 5th Street, between the Hwy 30 and Boulder Ave. 82 Acres; 40 du/Ac Mixed Use: 2/3 High Density Residential, 1/3 Commercial Flood control land is adjacent Currently in EIR process Redevelopment area, no redevelopment project	5th Street on west side of Hwy 30, between Central Ave and Alabama Ave Anticipated to be big box development Reuse opportunities Vacant area Job Center	E Street/Rialto Carousel Mall; current LNR properties project	E Street/Rialto 3rd Street corridor and 5th Street, all the way to San Bernardino Int'l Airport (SBI)	North side of the tracks South of Rialto Ave and west of Sycamore Ave Vacant area around MetroLink Station Police Department building (constraint, cost to replace the project)	North of I-10, south of San Bernardino Ave West of Riverside Ave Tract of vacant land Super Wal-Mart	North of I-10, south of San Bernardino Ave Area west of Pepper Ave; Coulton/Pepper Area West of County Hospital
Site Information								
Known support for an opportunity site in redevelopment area	Yes	Yes	Yes	Yes; Central City Projects	Yes; Central City Projects and Central City North Project Areas	TBD	TBD	TBD
Existing Use	There are 3 distinct vacant sites north of Baseline Rd: 9.9 Ac, 6.5 Ac, 2.6 Ac approx.	Various sites, not easily identifiable. One of the vacant sites, which is north of 5th street, is approx. 100 Ac. This site is adjacent to a large vacant site, which is a park/open space area	A large vacant site can be identified although parcels are not clear. The total acreage is approx. 26.6 Ac. There's a large building in the NW corner of the site, along Central Ave.	Carousel Mall Site is approx. 47 Ac (future Court Street West)	3rd Street and 5th Street corridors; other sites were mentioned during kickoff meeting but cannot be identified in the aerial.	Vacant site on north side of the tracks is 2.4 Ac; there's another vacant site, south of the tracks and close to the Metrolink station, that is approx. 3.1 Ac	Large vacant area can be seen on the aerial; individual parcels cannot be identified. Total vacant land is approx. 56 Ac	There are few vacant sites across the street from the County Hospital. In the corner of Valley Blvd and Pepper Ave, there's a 9.6 Ac vacant site. The other sites, which are along Pepper Ave, add up to approx. 35 Ac
Proximity to major activity center, landmark, etc	Site located within .35 miles from a Shopping Center (supermarket, pharmacy, etc)	Site located within .48 miles from a Shopping Center (supermarket, pharmacy, etc)	No	In the heart of Downtown San Bernardino	In the heart of Downtown San Bernardino	Site located within .30 miles from a Shopping Center (supermarket, pharmacy, bank, etc)	Site is adjacent to a Super Wal-Mart, which is located in the corner of Valley and Riverside Ave	Adjacent and/or within .15 miles from the Colton Golf Course, Park and across the street from Arrowhead Regional Medical Center
Specific Plan/Proposed Development Projects	n/a	n/a	b/a	LNR project - Specific Plan	n/a	No	No	No
Transit Supportive Policies in General Plan	Yes (Ch.2 Land Use Element/Ch. 10 Community Design Element)	Yes (Ch.2 Land Use Element/Ch. 10 Community Design Element)	Yes (Ch.2 Land Use Element/Ch. 10 Community Design Element)	Yes (General Plan, Ch. 2, 5 & 6)	Yes (General Plan, Ch. 2, 5 & 6)	n/a	n/a	n/a
Limited Sensitive Uses	Sites surrounded by single family detached housing on three sides	Drainage channel adjacent to site; within 500 yards from a freeway						
Within 1/2 mile of an existing transit station	No	No	No	Yes	Yes	Yes	No	No
Within 1/2 mile of a proposed transit station	No	No	No	Yes	Yes	No	No	No
Adjacent to Freeway with transit/HOV lanes (existing or proposed)	No	No	No	Yes	Yes	No	Yes	Yes
L RTP Year 2030 Analysis								
Baseline Alternative	Adjacent to Background Bus Transit Route	Within 1/4 mile of Background Bus Transit Route		Adjacent to Background Bus Transit Routes; within 1/4 mile of New Bus Transit Routes (MARTA Big Bear); within 1/4 mile of Bus Transfer Center	Adjacent to Background Bus Transit Routes; within 1/4 mile of New Bus Transit Routes (MARTA Big Bear); within 1/4 mile of Bus Transfer Center	Adjacent to Background Bus Transit Routes; Within 1/4 mile of Metrolink Commuter Rail Station (Rialto)	Within 1/4 mile of Background Bus Transit Routes;	Within 1/4 mile of Background Bus Transit Routes
Planned Alternative				Within 1/4 mile of Metrolink Commuter Rail Station; adjacent to New Bus Transit Routes (E Street BRT, Route 21 & 18, etc); within 1/4 mile of Bus Transfer Center	Within 1/4 mile of Metrolink Commuter Rail Station; adjacent to New Bus Transit Routes (E Street BRT, Route 21 & 18, etc); within 1/4 mile of Bus Transfer Center	Adjacent to Additional Bus Service Frequency; Within 1/4 mile of Extended Bus Transit Routes (Route 29)	Adjacent to Extended Bus Transit Routes (Route 29)	Within 1/4 mile of Extended Bus Transit Routes (Route 29)
Transit Vision #1: Bus/BRT Emphasis		Adjacent to Vision 1 New Bus Rapid Transit Lines (BRT Corridor 2)	Adjacent to Vision 1 New Bus Rapid Transit Lines (BRT Corridor 2)	Within 1/4 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 2); Adjacent to Vision 1 New Express Bus Lines (Express bus to Pasadena & service to Yucaipa)	Within 1/4 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 2); Adjacent to Vision 1 New Express Bus Lines (Express bus to Pasadena & service to Yucaipa)	Within 1/2 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 2)	Within 1/4 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 5)	Within 1/4 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 5)
Transit Vision #2: Rail Emphasis				Within 1/4 mile of Vision 2 New Rail Transit Lines (Redlands Rail, now with WABASH extension); within 1/4 mile of Bus Transfer Center; within 1/4 mile of Metrolink Commuter Rail Station	Within 1/4 mile of Vision 2 New Rail Transit Lines (Redlands Rail, now with WABASH extension); within 1/4 mile of Bus Transfer Center; within 1/4 mile of Metrolink Commuter Rail Station	Within 1/4 mile of Metrolink Commuter Rail Station (Rialto)		
Transit Vision #3: Ultimate	1/4 mile proximity to Vision 3 New Aerial Tram Route (Aerial Tram to Big Bear)			Within 1/4 mile of Vision 3 New Express Bus Routes (Express Bus Routes on HOV Lanes); adjacent to Vision 3 New Aerial Tram Route (Aerial Tram to Big Bear)	Within 1/4 mile of Vision 3 New Express Bus Routes (Express Bus Routes on HOV Lanes); adjacent to Vision 3 New Aerial Tram Route (Aerial Tram to Big Bear)	Within 1/4 mile of Metrolink Commuter Rail Station (Rialto)	Within 1/2 mile of Vision 3 New Express Bus Routes (Express Routes on HOV Lanes)	Within 1/2 mile of Vision 3 New Express Bus Routes (Express Routes on HOV Lanes)

Source: Gruen Associates
Figure 1.2: Progress Matrix (continued)

SANBAG Transportation – Land Use Integration Project

COMPASS BLUEPRINT IMPLEMENTATION PROJECT
SANBAG Transportation-Land Use Integration
DRAFT Site/Station Location - Progress Matrix
22-Jun-07

	Site 8 Rialto	Site 9 Rialto	Site 10 Fontana	Site 11 Fontana	Site 11 (modified) Fontana	Site 12 Fontana	Site 13 Fontana	Site 14 Fontana
								
Jurisdictional Information								
Location/City	Rialto: Cedar Ave between Rialto Ave and Merrill Ave	Rialto: Highland Ave between Alder Ave and Ayala Dr	Fontana: Highland Ave between Citrus Ave and Sierra Ave	Fontana: Ceres Ave between Juniper Ave and Sierra Ave	Fontana: Baseline Blvd at Sierra Ave	Fontana: Slover Ave between Juniper Ave and Sierra Ave	Fontana: Slover Ave between Catawba Ave and Citrus Ave	Fontana: Baseline Rd at Cherry Ave
General Plan Information <i>(Land Use Designation, Densities and Intensities, when available)</i>	n/a	n/a	Commercial: CG (0.1-1.0 FAR)	Industrial: LI (0.1-0.6 FAR) Commercial: C-G (0.1-1.0 FAR)		Residential: RMU (12/24 du/ac) Commercial: C-C (0.1-1.0 FAR)	Industrial: IG - LI Commercial: CC (0.1-1.0 FAR)	Residential: RMU (12/24 du/ac) Residential: RPC (3.0/6.4 du/ac) Public Utility Corridor: PUC
Zoning Information			C-2 General Commercial	M-1 (Light Industrial); C-2 General Commercial		C-2 General Commercial	M-1 (Light Industrial); C-1 Community Commercial	R-1 Single Family Residential (+Utility Corridor Overlay)
Residential Density (per Zoning)			n/a	n/a	n/a	n/a	n/a	up to 5.0 du/Ac
Intensity (per Zoning)			0.1-1.0 FAR	M-1 (0.1-0.6 FAR); C-2 (0.1-1.0 FAR)	M-1 (0.1-0.6 FAR); C-2 (0.1-1.0 FAR)	C-2 (0.1-1.0 FAR)	M-1 (0.1-0.6 FAR); C-1 (0.1-1.0 FAR)	n/a
Comments / Kickoff Meeting								
City Representative	Denis Bilodeau	Denis Bilodeau	Paul Balbach	Paul Balbach/Kevin Ryan	Paul Balbach/Kevin Ryan	Paul Balbach	Paul Balbach	Paul Balbach
Comment (Kickoff Mtg; Feb. 5, 2007)	Cedar Ave between Merrill Ave and Rialto Ave School site: Cedar + Valley Possibly in Redevelopment area	210 Corridor – Mixed Use Consultant going through approval process Condo Units—Retail Commercial 1600 Acres GA Airport will be moved to SBI Hillwood and Lewis	Fontana Redevelopment South of 210 fwy, between Citrus Ave and Sierra Ave Infill area with mixed use development Sierra San Antonio Medical Plaza (Highland Ave at Juniper Ave) Car dealerships moving in along fwy	Fontana Redevelopment Area Metrolink Site Senior citizen complex/Senior Housing Downtown Corridor 100,000 SF library being built (\$60 mil) Businesses being revitalized South of Orange Way, between Juniper Ave and Sierra Ave	Fontana Redevelopment Area Downtown Corridor Businesses being revitalized	South site of I-10 fwy West of Sierra Ave, south of Slover Ave Two large buildings in vicinity	South of I-10 fwy, at Catawba Ave Consolidating properties Interest in vacant area Drive-in theater Cypress overcrossing Kaiser Permanente (4,000 employees) taking over old IKEA building	South of 210 fwy, east of I-15 fwy North of Baseline Rd Mattel Corp – 1,000 Ac Entitlements for mixed use Possible site for corporate center
Site Information								
Known support for an opportunity site in redevelopment area	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Contains large vacant or underutilized sites	Yes; Industrial Project Area	Yes; Industrial Project Area	Yes; North Fontana Project Area	Yes; Downtown Project Area	Yes; Downtown Project Area	Partially; Sierra Corridor Commercial Project Area	No	Yes; North Fontana Project Area
Proximity to major activity center, landmark, etc	A vacant site north of the tracks and east of Cedar Ave. counts with approx. 11.5 Ac. There are other sites within the limits described, but there seem to be occupied	This is a large, vacant portion of land. It was said to be 1600 Ac and this should include the airport area.	The total vacant area described by the limits sums up to approximately 95.5 Ac, although this area includes a road that goes through the site	The site is not vacant but seems somewhat underutilized and it is approx. 8.6 Ac	The site is mostly vacant and it is approx. 8.26 Ac	There are two possible sites. One located in Slover&Sierra (not RDA), which is approx. 17.3 Ac. The other is on Sierra Ave, halfway between Jurupa and Santa Ana (in RDA), and this is approx. 18.8 Ac	Sites not vacant; may be underutilized. Total area approx. 33.9 Ac	Several vacant sites; parcels not easily identifiable. Portion closer to the freeway is approx. 160 Ac, while portion west of Cherry Ave is approx. 129 Ac
Specific Plan/Proposed Development Projects	No	Renaissance Specific Plan; Uses: industrial/retail/commercial/office/institutional/parks/residential (350 Ac; 5-20du/Ac)	No	No	No	No	No	Westgate Specific Plan (#17), Morningside Community Plan, Bellgrove II Community Plan
Transit Supportive Policies in General Plan	n/a	n/a	Yes (General Plan Ch. 3 - Land Use Element)	Yes (General Plan Ch. 3 - Land Use Element)	Yes (General Plan Ch. 3 - Land Use Element)	Yes (General Plan Ch. 3 - Land Use Element)	Yes (General Plan Ch. 3 - Land Use Element)	Yes (General Plan Ch. 3 - Land Use Element)
Limited Sensitive Uses			Within 500 yards from freeway	Within 500 yards from freeway				Within 500 yards from freeway
Within 1/2 mile of an existing transit station	No	No	No	Yes	No	No	No	No
Within 1/2 mile of a proposed transit station	No	No	No	Yes	No	No	No	No
Adjacent to Freeway with transit/HOV lanes (existing or proposed)	No	Yes	Yes	No	Yes	Yes	Yes	Yes
L RTP Year 2030 Analysis								
Baseline Alternative	Within 1/2 mile of Background Bus Transit Routes; Adjacent to Metrolink Commuter Rail Line (approx. 1.5 miles from Rialto and Fontana Stations)	Within 1/2 mile of Background Bus Transit Routes	Within 1/2 mile of Background Bus Transit Routes	Adjacent to Background Bus Transit Routes; Adjacent to Metrolink Commuter Rail Station (Fontana); Adjacent to Bus Transfer Center	Adjacent to Background Bus Transit Routes	Adjacent to Background Bus Transit Routes	Adjacent to Background Bus Transit Routes	Adjacent to Background Bus Transit Routes
Planned Alternative	Adjacent to Metrolink Commuter Rail Line	Adjacent to Extended Bus Transit Routes (Route 28/29)	Within 1/4 mile of Extended Bus Transit Routes (Route 28)	Adjacent to Metrolink Commuter Rail Station (Fontana); Adjacent to Bus Transfer Center; Adjacent to Extended Bus Transit Routes (Route 28)	Adjacent to Extended Bus Transit Routes	Adjacent to Extended Bus Transit Routes (Route 28&71)	Adjacent to Extended Bus Transit Routes (Route 28)	Within 1/2 mile of New Bus Transit Route (Victor Valley Service)
Transit Vision #1: Bus/BRT Emphasis	Within 3/4 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 2)	Within 1/4 mile of Vision 1 New Express Bus Lines (Express Bus to Pasadena)	Adjacent to Vision 1 New Express Bus Lines	Adjacent to Metrolink Commuter Rail Station (Fontana); Adjacent to Bus Transfer Center; Adjacent to Vision 1 New Bus Rapid Transit Lines (BRT Corridor 2&3)	Adjacent to Vision 1 New Bus Rapid Transit Lines (BRT Corridor)			Within 1/4 mile of Vision 1 New Express Bus Lines (Express Bus to Pasadena)
Transit Vision #2: Rail Emphasis	Adjacent to Metrolink Commuter Rail Line							
Transit Vision #3: Ultimate	Adjacent to Metrolink Commuter Rail Line	Within 1/4 mile of Vision 3 New Express Bus Routes (Express Routes on HOV Lanes)	Adjacent to Vision 3 New Express Bus Routes (Express Routes on HOV Lanes)			Within 1/2 mile of Vision 3 New Express Bus Routes (Express Routes on HOV Lanes)	Adjacent to Vision 3 New Express Bus Routes (Express Routes on HOV Lanes)	Within 1/4 mile of Vision 3 New Express Bus Routes (Express Routes on HOV Lanes); within 1/4 mile of Vision 3 New High Speed Rail Route (Maglev to Victor Valley and Las Vegas)

Source: Gruen Associates
Figure 1.2: Progress Matrix (continued)

SANBAG Transportation – Land Use Integration Project

COMPASS BLUEPRINT IMPLEMENTATION PROJECT
SANBAG Transportation-Land Use Integration
DRAFT Site/Station Location - Progress Matrix
22-Jun-07

	Site 15 Fontana	Site 16 San Bernardino County	Site 17 Ontario	Site 18 Ontario	Site 19 Ontario	Site 20 Colton	Site 21 (modified Site 7) Colton	Site 22 Rancho Cucamonga
								
Jurisdictional Information								
Location/City	Fontana: Foothill Blvd at Cherry Ave	San Bernardino County: San Bernardino Ave between Cherry Ave and Commerce Dr	Ontario: Airport Dr between Archibald Ave and Turner Ave	Ontario: 4th St between Haven Ave and Milliken Ave	Ontario: 4th Street between Vineyard Ave and Archibald Ave	Colton: Boundaries not yet identified	Colton: San Bernardino Ave between Pepper Ave and Riverside Ave	Rancho Cucamonga: Foothill Blvd between Haven Ave and Hermosa Ave
General Plan Information <i>(Land Use Designation, Densities and Intensities, when available)</i>	Industrial: LI Commercial: CC (0.1-1.0 FAR)	n/a	Historic Planned Commercial	Planned Commercial	Planned Commercial	Specific Plan Industrial Uses (Heavy & Light Industrial, Ind. Park) Open Space	Specific Plan	Office and Low Medium Residential
Zoning Information	R-1 Single Family Residential	n/a	SP Specific Plan	SP Specific Plan	SP Specific Plan			CO (Commercial/Office), LM (Low Medium Residential)
Residential Density (per Zoning)	up to 5.0 du/Ac	n/a	n/a			4 du/Ac	15-22 du/Ac	4-8 du/Ac
Intensity (per Zoning)	n/a	n/a	n/a			n/a	0.5 FAR	0.4 - 1.0 FAR
						n/a	35' residential / 40' - commercial	CO and LM: 20' within 50' of street; 25' within 100 ft of Res. District (CO only); 35' for other locations; and 45' for towers, campaniles, rotundas
Comments / Kickoff Meeting								
City Representative	Paul Balbach		Jerry Blum	Jerry Blum	Jerry Blum	Mark Nuaimi	Mark Nuaimi	Nakajima, Mayuko
Comment (Kickoff Mtg, Feb. 5, 2007)	Along Cherry Ave, between Foothill Blvd and Baseline Rd High industrial node Vacant area being built out	Ontario Speedway, between Cherry Ave and Commerce Dr Adjacent to rail road tracks (Metrolink) Site approximately 3 miles distance from Rancho Cucamonga and Fontana Metrolink Stations Area land owned by County	Along Guasti Rd: south of I-10 fwy North of Airport Dr and Ontario Int'l Airport Between Archibald Ave and Haven Ave Office/Retail, 2 hotels, residential. Find out status of this project (EIR, etc)	Ontario Event Center North of I-10 fwy, between Haven Ave and Milliken Ave 1,600 residential units, apartments and for sale 250,000 SF retail and office 11,000 seat event center Entitled, may want to increase density	Meredith – 250 Ac North of I-10 fwy, between Vineyard Ave and Archibald Ave Envisioned as full mixed use development Retail/Transit. Property has been recently sold and no plans are available.	Area bisected by the BNSF rail line that supports the Riverside Metrolink service. Considerable undeveloped / underdeveloped properties both No/So of river adjacent Santa Ana River Trail being constructed. Consideration of a Metrolink Station/transit village development desired. La Cadena as major arterial connection between the 215 and the I-10.	Site is over 250 acres. A portion of site to be set aside for habitat of the Delhi Sands Flower Loving Fly. Underdeveloped / underdeveloped property. Site located in Redevelopment Area; prospect of maximizing density for tax increments.	The site is mostly vacant and it is approx. 17.63 acres.
Site Information								
Known support for an opportunity site in redevelopment area	Partially, North Fontana Project Area	Yes, Speedway Redevelopment Area	Yes, Guasti Project Area	Yes, Project Area 1	No	No	Yes	Yes
Contains large vacant or underutilized sites	NW corner of Foothill and Cherry Ave, vacant site approx. 25.9. North of this site, along Cherry, there's another vacant site, which is approx. 25.2 Ac. NE corner of the same intersection, there's a partially vacant/underutilized site of approx. 31.5 Ac	The San Bernardino Co. has several sites in RDA areas within this complex. The large rectangle directly south of the Speedway is approx. 383.3 Ac	This site is partially vacant, although there's a large structure visible. The total site is approx. 89.5 Ac	Site is vacant	Site is currently vacant and approx. 250 Ac	Lumber warehouse, auto salvage and other industrial uses.	Large parcel(s), mostly vacant, across the street from Arrowhead Regional Hospital. A golf course, public park and some retail/commercial uses currently on site.	Several vacant sites, liquor store, vineyards
Proximity to major activity center, landmark, etc	Within 4 miles from large retail center (Ross, Mervyn's, etc). Within 1 mile from Target Western Distribution Center (jobs?)	Adjacent to Ontario/California Speedway	Adjacent to Ontario International Airport. Within .5 miles from Marriott Hotel	Within .1 miles of Ontario Mills Mall	Adjacent to Cucamonga Guasti Regional Park; Within .1 miles from a Shopping Center (supermarket, pharmacy, bank, etc) and several hotels. Within .1 miles from Miller Outpost/Anchor Blue Distributing HUB (Jobs?)	No	Adjacent or within 1/4 mile of Colton Golf Course, Park, On Pepper Ave, across the street from Arrowhead Regional Medical Center. On Riverside Ave, across the street from Walmart and regional shopping center.	Directly adjacent to a mixed use development. Within 0.25 miles of the Civic Center. Within 1000 ft. from Virginia Dare Winery and 400 ft. from the DeLarson-Mitchell House.
Specific Plan/Proposed Development Projects	West End Specific Plan (#8)	n/a	Guasti Specific Plan (4413-sp)	Ontario Center (2254-SP)	Meredith International Center (2265-SP)	Partial Specific Plan area	Yes	Yes / Foothill Blvd Visual improvement Plan
Transit Supportive Policies in General Plan	Yes (General Plan Ch. 3 - Land Use Element)		Yes (General Plan & GP Phase I Assessment)	Yes (General Plan & GP Phase I Assessment)	Yes (General Plan & GP Phase I Assessment)	n/a	n/a	Yes (General plan, Ch. 3 Transportation Element)
Limited Sensitive Uses		Adjacent to the Ontario/California Speedway (noise?)				Hazardous materials, heavy industrial	Single-family residential north of site	Single-family residential west of site
Within 1/2 mile of an existing transit station	No	No	No	No	No	No	No	No
Within 1/2 mile of a proposed transit station	No	No	No	No	No	No	No	Yes
Adjacent to Freeway with transit/HOV lanes (existing or proposed)	No	No	Yes	Yes	Yes	No	Yes	No
LRTP Year 2030 Analysis								
Baseline Alternative	Within 1/2 mile of Background Bus Transit Routes	Adjacent to Background Bus Transit Routes; Adjacent to Metrolink Commuter Rail Line	Within 1/4 miles of Background Bus Transit Routes; Within 1/4 miles of New Bus Transit Routes (RTA Route 204 & connection to Foothill Transit Silver Streak)	Within 1/4 miles of Background Bus Transit Routes; Within 1/4 miles of New Bus Transit Routes (RTA Route 204 & connection to Foothill Transit Silver Streak)	Within 1/2 miles of Background Bus Transit Routes (RTA Route 204 & connection to Foothill Transit Silver Streak)	Within 1/2 mile of Background Bus Transit Routes	Within 1/4 mile of Background Bus Transit Routes	
Planned Alternative				Within 1/4 miles of Extended Bus Transit Routes (Route 90); Within 1/2 mile of New Bus Transit Route (Victor Valley Service and Route 57)	Within 1/4 miles of Extended Bus Transit Routes (Route 90)		Within 1/4 mile of Extended Bus Transit Routes (Route 29)	Adjacent to Additional Bus Service
Transit Vision #1: Bus/BRT Emphasis	Within 1/2 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 3)		Within 1/2 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 6)	Within 1/2 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 6)			Within 1/4 mile of Vision 1 New Bus Rapid Transit Lines (BRT Corridor 5)	Within 1/4 mile of Vision 1 New Bus Routes
Transit Vision #2: Rail Emphasis			Within 1/4 mile of Vision 2 New Rail Transit Lines (Ontario Rancho Cucamonga Extension of Metro Gold Line)	Within 1/4 mile of Vision 2 New Rail Transit Lines (Ontario Rancho Cucamonga Extension of Metro Gold Line)				
Transit Vision #3: Ultimate			Within 1/4 mile of Vision 3 New Express Bus Routes (Express Routes on HOV Lanes); Within 1/4 mile of Vision 3 New High Speed Rail Route (Maglev to Anaheim & Maglev to Victor Valley and Las Vegas)	Within 1/4 mile of Vision 3 New Express Bus Routes (Express Routes on HOV Lanes); Within 1/4 mile of Vision 3 New High Speed Rail Route (Maglev to Anaheim & Maglev to Victor Valley and Las Vegas)	Within 1/4 mile of Vision 3 New Express Bus Routes (Express Routes on HOV Lanes);		Within 1/2 mile of Vision 3 New Express Bus Routes (Express Routes on HOV Lanes)	

Source: Gruen Associates
Figure 1.2: Progress Matrix

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Land Use

- Known support for an opportunity site
- Land owned by public agency and available for development
- In redevelopment area
- Proximity to major activity center, landmark, etc
- Planning services (or assistance) required for the site
- Transit supportive policies in General Plan for the site that allow for higher residential densities and intensities (1.0>)
- Limited single-family residential adjacent to the site

Transportation

- Within ¼ mile from Metrolink Station
- Within ¼ mile of another existing transit station (TransCenter)
- Within ¼ mile of a proposed rail transit corridor
- Adjacent to freeway on-ramp/off-ramp with transit/HOV lanes (existing or proposed)
- General access to freeway

1.6.2 Vacant Land

Limited Known Environmental Concerns (e.g., fault lines, flood plains, etc.). The Gruen Team met with representatives from each city to discuss site evaluation. During this process, there were situations in which sites were added, eliminated, or revised for various reasons. The Progress Evaluation Matrix shown in **Figure 1.3** shows the evaluation criteria and whether it is

applicable to each site. If a site met one of the evaluation criteria, it received one point. The site that garnered the most criteria points was deemed the 1st Priority Site. The site which garnered the second most points was deemed the 2nd Priority Site, and so on. Once the evaluation criteria were scored, pros and cons were discussed at each of the individual cities. Then a single site for each City was agreed upon by Gruen and City representatives to be studied for the project.

1.6.3 Selected Site for Each City

From the site evaluation and discussions with each City, the following sites were selected as opportunity sites:

- Site 1: Highland – a 17.2 acre site north of Base Line between Palm Avenue and SR30
- Site 5a: Rialto – a 0.9-acre site on Rialto Avenue east of Palm Avenue
- Site 5b: Rialto – a 2.9-acre site on Bonnie View Drive south of Metrolink railroad tracks and east of Palm Avenue
- Site 7: Colton – a 250-acre site north of Valley Boulevard between Pepper Avenue and Riverside Avenue
- Site 11: Fontana – an 8-acre site on the southwest corner of the intersection of Baseline Road and Sierra Avenue
- Site 19: Ontario – a 240-acre site south of 4th Street between Vineyard Avenue and Archibald Avenue
- Site 22: Rancho Cucamonga – a 17.6-acre site south of Foothill Boulevard between Haven Avenue and Hermosa Avenue

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COMPASS BLUEPRINT IMPLEMENTATION PROJECT
SANBAG Transportation-Land Use Integration
DRAFT Progress Evaluation Matrix
31-Mar-07

	Site 1 Highland	Site 2 Highland	Site 3 Highland	Site 4a San Bernardino	Site 4b San Bernardino	Site 5 Rialto	Site 6 Rialto	Site 7* Colton
								
Criteria for Site Selection								
Site Location	Highland: Baseline Street between Palm Ave and SR30	Highland: 5th Street between Boulder Ave and SR30	Highland: Central Ave. between 5th Street and Cypress	San Bernardino: E St between 2nd and 4th St	San Bernardino: 3rd St and 5th St corridors (Boundaries?)	Rialto: Along Metrolink ROW, between Sycamore Ave and Willow Ave	Rialto: San Bernardino Ave at Riverside Ave	Pepper Ave between San Bernardino Ave and Valley Rd
Known support for an opportunity site	x			x	x	x	x	
Land owned by public agency and available for development			x		?	x		
In redevelopment area	x	x	x	x	x	x	x	
Proximity to major activity center, landmark, etc	x			x	x	x	x	x
Planning services (or assistance) required for the site	x	maybe			maybe	x-partially, in coordination with other consultants		
Transit Supportive Policies in General Plan for the site that allow for higher residential densities and intensities (1.0 >)	x			x	x	x	x	
Limited Single-Family Residential Adjacent to the site		x		x	x	x		x
Mobility								
Within 1/4 mile from Metrolink Station						x		
Within 1/4 mile of an other existing transit station (TransCenter)						x		
Within 1/4 mile of a proposed rail transit corridor				x				
Within 1/4 mile of a proposed BRT transit corridor and major arterial with a bus route		x	x	x	x	x	x	
Adjacent to freeway on-ramp/off-ramp with transit/HOV lanes (existing or proposed)				x				x
General access to freeway	x	x		x			x	x
Vacant land	x	x				x	x	x
Limited known environmental concerns (e.g. fault lines, flood plains, etc)	x		x	x	?	x	x	
Additional comments			Site is parkland, not suitable for development	Site is already being planned by others				
Total/Number of Points	8	6	4	10	6	12	8	5
Notes	1st Priority Site	2nd Priority Site	Site eliminated from consideration	City will not participate; site not to be considered	City will not participate; site not to be considered	1st Priority Site	Proposed development for Super Walmart and Lowe's	*Site (proposed by Rialto; ocated in City of Colton

Source: Gruen Associates
Figure 1.3: Progress Evaluation Matrix (continued)

COMPASS BLUEPRINT IMPLEMENTATION PROJECT
SANBAG Transportation-Land Use Integration
DRAFT Progress Evaluation Matrix
31-Mar-07

	Site 8 Rialto	Site 9 Rialto	Site 10 Fontana	Site 11 Fontana	Site 11 (modified) Fontana	Site 12 Fontana	Site 13 Fontana	Site 14 Fontana	Site 15 Fontana
									
Criteria for Site Selection									
Site Location	Rialto: Cedar Ave between Rialto Ave and Merrill Ave	Rialto: Highland Ave between Alder Ave and Ayala Dr	Fontana: Highland Ave between Citrus Ave and Sierra Ave	Fontana: Ceres Ave between Juniper Ave and Sierra Ave (Metrolink Site)	Fontana: Baseline Blvd at Sierra Ave	Fontana: Slover Ave between Juniper Ave and Sierra Ave	Fontana: Slover Ave between Catawba Ave and Citrus Ave	Fontana: Baseline Rd at Cherry Ave	Fontana: Foothill Blvd at Cherry Ave
Known support for an opportunity site				x	x				
Land owned by public agency and available for development				?					
In redevelopment area			x	x	x	partial		x	partial
Proximity to major activity center, landmark, etc			x	x	x	x		x	x
Planning services (or assistance) required for the site				x	x		maybe	maybe	
Transit Supportive Policies in General Plan for the site that allow for higher residential densities and intensities (1.0 >)		x			x	x		x	
Limited Single-Family Residential Adjacent to the site	x		x		x	x	x		
Mobility									
Within 1/4 mile from Metrolink Station				x					
Within 1/4 mile of an other existing transit station (TransCenter)				x					
Within 1/4 mile of a proposed rail transit corridor					x				
Within 1/4 mile of a proposed BRT transit corridor and major arterial with a bus route				x	x				x
Adjacent to freeway on-ramp/off-ramp with transit/HOV lanes (existing or proposed)		x	x			x	x	x	
General access to freeway		x	x			x		x	
Vacant land	x	x	x	x	x	x - partially		x	
Limited known environmental concerns (e.g. fault lines, flood plains, etc)	x		?	x	x	x	?		x
Additional comments			Autodealers are moving into vacand land	Planning in conjunction with Promenade and other sites along Sierra Ave.		Development occurring on a portion of the site			
Total/Number of Points	3	4	7	8	10	7	2	6	3
Notes	Industrial uses/development proposed on site	Proposed development on site. Approval process./EIR.			1st Priority Site	2nd Priority Site			

Source: Gruen Associates
Figure 1.3: Progress Evaluation Matrix (continued)

COMPASS BLUEPRINT IMPLEMENTATION PROJECT
SANBAG Transportation-Land Use Integration
DRAFT Progress Evaluation Matrix
31-Mar-07

	Site 16 San Bernardino County	Site 17 Ontario	Site 18 Ontario	Site 19 Ontario	Site 20 Colton	Site 21 (modified Site 7) Colton	Site 22 Rancho Cucamonga
Criteria for Site Selection							
Site Location	San Bernardino County: San Bernardino Ave between Chery Ave and Commerce Dr	Ontario: Airport Dr between Archibald Ave and Turner Ave	Ontario: 4th St between Haven Ave and Milliken Ave	Ontario: 4th Street between Vineyard Ave and Archibald Ave	Colton: Boundaries not yet identified	Colton: San Bernardino Ave between Pepper Ave and Riverside Ave	Rancho Cucamonga: Foothill Blvd between Haven Ave and Hermosa Ave
Known support for an opportunity site				x		x	x
Land owned by public agency and available for development			?			partial	
In redevelopment area	x	x	x			x	x
Proximity to major activity center, landmark, etc	x	x	x	x		x	x
Planning services (or assistance) required for the site				x	x	x	x
Transit Supportive Policies in General Plan for the site that allow for higher residential densities and intensities (1.0 >)	?	x	x	x			x
Limited Single-Family Residential Adjacent to the site	x	x	x	x	x		x
Mobility							
Within 1/4 mile from Metrolink Station							
Within 1/4 mile of an other existing transit station (TransCenter)			x				
Within 1/4 mile of a proposed rail transit corridor		x	x	x			x
Within 1/4 mile of a proposed BRT transit corridor and major arterial with a bus route		x	x	x			x
Adjacent to freeway on-ramp/off-ramp with transit/HOV lanes (existing or proposed)		x	x	x		x	
General access to freeway				x		x	
Vacant land				x	partial	x	x
Limited known environmental concerns (e.g. fault lines, flood plains, etc)	?	x	x	x			
Additional comments		Proposed development on site	Proposed development for the Ontario Event Center/Arena				
Total/Number of Points	3	8	9	11	3	8	9
Notes	County will not participate; site not to be considered			1st Priority Site	2nd Priority Site	1st Priority Site	1st Priority Site

Source: Gruen Associates

Figure 1.3: Progress Evaluation Matrix

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1.7 THE TOD VISION

1.7.1 TOD Characteristics and Definitions

Transit Village or TOD, refers to a compact, mixed-use, pedestrian-oriented neighborhood surrounding or adjacent to a transit station (**Figure 1.4**). TODs often feature a variety of residential types (townhouses, rental units, condominiums, single-family homes, etc.) combined with retail, employment centers, public areas and other services. TODs typically have a radius of one-quarter to one-half mile (which represents the average distance a pedestrian can walk within five minutes) with a rail or bus station as the focus. This focus is surrounded by high-intensity development with lower-intensity gradually spreading outwards.

By co-locating a mix of amenities and activities, including differentiation (typically vertical) of functions, accessibility and attractiveness of retail and residential space are enhanced.

Typical Characteristics of a TOD within 1/4 mile to 1/2 mile of a station are:

- An attractively designed transit station with pedestrian amenities
- Diversity of uses such as residential, retail, office, entertainment and recreational facilities
- Higher development intensity nearest to the transit station tapering off near the edges
- Public and civic spaces near stations
- Interconnected network of streets
- Pedestrian connections, such as continuous sidewalks and pedestrian paths to the station and throughout the development with features such as:
 - adequate sidewalk widths
 - decorative sidewalk and crosswalk treatments
 - appropriately sized street trees in tree wells at the curb
 - pedestrian-oriented signage
 - properly scaled street lighting
 - buildings and their entrances oriented toward the street
 - parking behind buildings
 - traffic calming in neighborhoods adjacent to the station
- Well-designed and managed parking, and a reduction in parking requirements near transit
- A bicycle network and other non-motor vehicle modes connecting the transit station with other transit stops and the surrounding area
- Special attention focused on buildings designed to enhance the pedestrian environment

1.7.2 Support for Transit Villages at the Federal, State, and Regional Level

The Transit Village Vision is consistent with the strategies, policies and plans of many local, state, regional and national

Transit Village Concept

Development in walking distance of transit station to encourage alternatives to automobile trips, thereby reducing traffic congestion and improving air quality in the area

Building blocks of a Transit Village



Source: Gruen Associates

Figure 1.4 – Transit Village Concept

governmental agencies and national development organizations. Among these are the Federal Transit Administration (FTA), SCAG, the State of California, and the Urban Land Institute (ULI).

In 1994, the FTA established the *Livable Communities Initiative*, which works to strengthen the integration of transit and community planning and encourages land use policies that support the use of transit. This might mean improving pedestrian flow into and out of transit stations or building transit-supportive uses such as childcare centers to make it easier for parents to drop off and pick up their children while going to

and from work. In 2005 the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) was signed. SAFETEA-LU went further than the *Livable Communities Initiative*, providing \$286.4 billion in guaranteed funding for federal transportation programs over five years through 2009, which includes \$52.6 billion for federal transit programs. The FTA gives priority for funding in its New Starts and Small Starts programs for transit projects with transit-supportive land use policies and implementation measures.

On the more regional level, SCAG's Growth Vision, as previously mentioned, is driven by four key principles: mobility, livability, prosperity, and sustainability. The Compass Blueprint 2% Strategy are guidelines for how and where the growth vision can be implemented with modest changes to current land use and transportation on 2% of the lands. It proposes strategies to encourage transportation investment and land use decisions that are mutually supportive such as, transit-oriented development, infill development, mixed land uses, walkable communities, and locating new housing near existing jobs. Currently, SCAG is in the process of updating its' Regional Transportation Plan (RTP). The focus of this plan will be to improve the balance between land use and the current transportation systems, as well as future transportation systems, and to provide a policy framework on how to do so. The Draft RTP has been released and the final version is expected in the Spring of 2008.

In 2002, the State of California prepared a *Statewide Transit Oriented Development Study; Factors for Success in California*, the goal of which is, "to define strategies that the State of California could undertake to encourage the broader implementation of TOD near major transit stations: bus, rail, and ferry."

First published in 2003, The ULI's *Ten Principles for Successful Development Around Transit* was written to direct successful development around transit. These include:

- Creating a flexible, realistic vision and focusing on implementation
- Forming public/ private partnerships to develop strategies and implement change
- Planning for development when planning transit stations
- Determining the optimum number of parking spaces to support transit and surrounding development
- Turning transit stations into a great place that attracts the community and businesses
- Getting the right mix of retail development
- Including a variety of mixed-use projects along a transit line
- Encouraging assortment of price points
- Engaging the corporate community in locational decisions

1.7.3 Examples of Relevant TODs

To assist in determining potential uses and character of development on each of the proposed opportunity sites, selected examples of relevant development in TOD's are indicated in **Table 1.1**. More detail on scope of the examples follow.

Village Walk, Claremont, CA – Village Walk is a transit-oriented development located within an eight-minute walk of Metrolink's Claremont Station. It is also near Claremont Village, as well as the five Claremont Colleges. Completed in 2006, Phase I and II consist of 186 condominiums, lofts, town homes and duplexes. Village Walk is the

Table 1.1: Examples of Transit-Oriented Developments and Mixed-Use Areas in the Western United States

<i>Project Name</i>	<i>Transit Service</i>
Holly Street Village, Pasadena, CA	Metro Gold Line
Mission Meridian Station, South Pasadena, CA	Metro Gold Line
Del Mar Transit Station, Pasadena, CA	Metro Gold Line
Avenue 26 / Transit Village, Los Angeles, CA	Metro Gold Line – under construction
The Stuart, East Pasadena, CA	Metro Gold Line
Plaza Colorado, Pasadena, CA	Metro Gold Line nearby
Hollywood Highland, Hollywood, CA	Metro Red Line
Hollywood and Western, Hollywood, CA	Metro Red Line
Hollywood / Vine, Hollywood, CA	Metro Red Line–under construction
Wilshire / Vermont, Los Angeles, CA	Metro Red Line
Wilshire / Western, Los Angeles, CA	Metro Red Line – under construction
NoHo Commons, North Hollywood, CA	Metro Red Line – under construction
Sunset and Vine Mixed-Use, Hollywood, CA	Metro Red Line
Johannes Van Tilberg Building Third Street Promenade, Santa Monica, CA	Bus Transit
Janus Court Third Street Promenade, Santa Monica, CA	Bus Transit
Ball Park Village, San Diego, CA	San Diego Trolley
La Mesa Village Plaza, La Mesa, CA	San Diego Trolley
Grossmont Trolley Station, CA	San Diego Trolley – under construction
Mission Bay, San Francisco, CA	New light rail opening in 2006
Orenco Station, Hillsboro, OR	MAX light rail
Museum Place, Portland, OR	Portland Streetcar
Mockingbird Station, Dallas, Texas	DART Red Line
Pleasant Hill, San Francisco	Bay Area Rapid Transit
The Crossings, Mountain View, CA	CalTrain Commuter rail
Market Square, Denver, CO	16 th Street Transit Mall
Cherokee-Gates, Denver, CO	Rail – under construction
Ohlone Chynoweth Commons, San Jose, CA	Santa Clara Valley Transportation Authority (VTA)
Fruitvale Transit Village, Oakland, CA	Bay Area Rapid Transit
Mandela Gateway, Oakland, CA	Bay Area Rapid Transit
Pearl District, Portland, Oregon	Light Rail (Streetcar)
Downtown Brea, CA	Bus
Downtown Santa Ana, CA	Metrolink
Downtown Fullerton, CA	Metrolink
Downtown Claremont, CA	Metrolink
Downtown Long Beach, CA	Metro Blueline
Downtown Portland, OR	Light Rail (MAX light rail)
Downtown San Diego, CA	San Diego Trolley

Source: Gruen Associates

main residential component of the City of Claremont's Village Expansion plan.



The plan for the area includes the transformed lemon-packing house into the new Claremont Museum of Art, live/work lofts, restaurants, and shops. On the main street of Indian Hill Boulevard and the adjacent blocks, new shops, offices, restaurants, a boutique hotel, a five-screen movie theater, and a public parking structure with retail tenants, as well as a public plaza were constructed. (Source: City of Claremont website)



Mission Meridian Village, South Pasadena CA – The South Pasadena Metro Gold Line was designed to include a town square with

pedestrian amenities and artwork. The Mission Meridian Village, adjacent to the Metro Gold Line in South Pasadena includes 67 condominiums, 5,000 square feet of retail space, two levels of subterranean parking containing 280 parking spaces, and a bicycle store and storage facility. It is located within two minutes of the Metro Gold Line Mission station and is designed in styles in keeping with the surrounding neighborhood. As a TOD, Mission Meridian Village has been a success. In 2006, it won both the AIA Honor Award for Multifamily Residential developments and Congress for New Urbanism Charter Award. This development and the station have stimulated other pedestrian-friendly compatible developments in the area. (Source: Gruen Associates and Moule and Polyzoides Architects).



Del Mar Station, Pasadena CA – Completed in 2007 in Pasadena on the Metro Gold Line, Del Mar Station is an intense, mixed-use development based on the concept of historic transit plazas of Europe. The four- to seven-story buildings, organized around a 1-acre plaza and the train station, have 347 apartment units and 11,000 square feet of retail use. (Source: The New Transit Town, Best Practices in Transit-Oriented Development).



The Stuart at Sierra Madre Villa Station, East Pasadena, CA – The 1999 East Pasadena Specific Plan encouraged TOD uses around the then proposed Gold Line light rail station at Sierra Madre Villa and provided development guidelines. The Stuart, located adjacent to the final stop of the Metro Gold Line on 7.5 acres of property, and completed in 2006, is the first phase of the TOD. Part of this 188-unit complex is the former Stuart Pharmaceutical plant and office building that was designed by architect Edward Durell Stone in 1958 and is listed in the U.S. National Register of Historic Places. The Stuart features a direct pathway to the Sierra Madre Gold Line station and park-and-ride, and preserves portion of the Stuart Pharmaceutical. The second phase of the project (still under review) will include an additional 322 units. (Source: Gruen Associates and Pasadena Star News)





Fruitvale Transit Village, Oakland, CA - Fruitvale Transit Village is a mixed-use development adjacent to the Fruitvale Bay Area Rapid Transit (BART) District station in Oakland. It includes approximately 40,000 square feet of retail and restaurant space, approximately 114,000 square feet of office space including a senior center, a health clinic and a library, and 47 units of mixed income housing. These uses are connected through a pedestrian plaza to the Fruitvale BART station. Phase I was completed in 2004. Phase II, divided into three parts, calls for 450 additional units. (Source: The Unity Council).



Wilshire-Vermont Station Mixed-Use Project, Los Angeles, CA – Recently completed, the Wilshire-Vermont Station of the Metro Red Line includes a central courtyard (the entrance to the station is within the courtyard), approximately 400 rental units, 26,000 square feet of ground-level retail, and 700 underground parking spaces. The Wilshire-Vermont Station was partially financed with Community Redevelopment Agency (CRA) funds, and 20 percent of the rentals are affordable. A new middle school and childcare center are also located on this block. (Source: Los Angeles County Metropolitan Transportation Authority).

Hollywood & Vine, Hollywood, CA – Currently under construction and scheduled to be completed in 2009, this project is adjacent to the Hollywood/Vine Metro Red Line station. The project being developed jointly between Legacy Partners, Gatehouse Capital Corporation, and the Los Angeles Community Redevelopment Agency, will include a 12-story, 300-room Hotel, 61,500 square feet of retail and restaurant space,

150 for-sale condominiums, and 375 rental units, of which 20 percent will be affordable units on a 4.6 acre parcel. It is currently under consideration for certification by the U.S. Green Building Council as an environmentally, friendly development. (Source: Los Angeles Times).

Mandela Gateway, Oakland, CA – Mandela Gateway is a HOPE VI project located at the West Oakland Station on BART. Hope VI is a program run by the U.S. Department of Housing and Urban Development, which was created to help transform public housing and help give residents positive incentives for self-sufficiency as well as comprehensive community services. This project consists of 116 attached rental units and 14 townhouses, as well as 20,000 square feet of retail space, an outdoor playground for children, community facilities for local residents, and town squares at both corners of the gateway. The homes are accessed from a gated interior courtyard, except for 18 of the units which have entrances on 8th Street, providing connectivity with the neighborhood. (Source: www.tndwest.com)



The Pearl District, Portland, OR – Much has been made of the success of Portland's

Pearl District and it is not unwarranted. Since the first residential units were built in 1994 more than 3,500 lofts, condos and apartments have sprung up in the 85-block area, with many more on the drawing board.



The Pearl District's zoning emphasizes multi-use structures with street-level food, service and retail shops, as well as residential and office uses. The Portland Streetcar, which runs north and south through the Pearl District every 13 minutes, makes connections with MAX as well as the bus transit mall. There is also a strong emphasis on public spaces and parks. Agreements with the City of Portland and property developers have allowed the creation of several parks such as Jamison Square and Tanner Springs Park. Part of the reason that the Pearl District has been so successful is

the great diversity of the area. In 2008, rents and property prices increased drastically, pricing-out average Portland residents as well as independent retailers. However, this may change with recent housing market adjustments. (Source: www.tndwest.com)

Museum Place, Portland, OR – This project is located in Portland's vibrant downtown area two miles south of the Pearl District. Museum Place is a three-block project that includes five major structures, the last of which was completed in 2006. The building that is most noteworthy sits on the southernmost block and contains the 140 Museum Place Lofts and Townhouses (128 apartments, 12 rental two-story townhouses, and 225 parking spaces for residents and shoppers, 28 of which are income-restricted), as well as a 47,000 square foot Safeway.



The Safeway is quite noteworthy itself, for the manner in which it addresses the street. The market, located on the ground floor, has three frontages that all have windows, allowing views from the street into the interior. (Source: www.tndwest.com)

Orenco Station, Hillsboro, OR – Located in Portland's growing high-tech corridor, Orenco Station is situated immediately south of the Intel Ronler Acres plant, a manufacturing and Research and Development facility that employs 16,000 people. In 1999, the National Association of Home Builders named Orenco Station "America's Community of the Year".



It is a 1,100 acre new town with a 52-acre village center with mixed-use shops, services and residential. It has a range of housing types and prices (rental units, live/work units, loft units above retail, single family) that includes 4,300 residential units as well as 200,000 square feet retail uses and 800,000 square feet of office uses. There is a pedestrian axis to the MAX light rail station that extends from the town center. The town center has four-story residential

with ground floor retail along the main street. Currently, the walk from the Orenco Station to the town center takes approximately seven minutes and there is little development and no retail space along the way. Much has been made of Orenco Station as a model for TOD, but it is noted however that while 78% of residents use transit more than in their prior residence, only 11% ride MAX to work at least one day a week, making the automobile still the choice of most residents for their travel needs. This partially could be contributed to the unfinished area around the station, but also to the fact that outside the town center the area including the major employment is suburban in nature. (Source: Planetizen)

Downtown Brea, CA – With the decline of old Downtown Brea, the City of Brea hosted a design charrette in 1989 to bring new life into downtown. What resulted from the charrette was a new downtown mixed-use district, which required the City acquisition of land. Built from scratch, the pedestrian-friendly 60 acre entertainment/retail district consists of movie theaters, restaurants, and retail as well as a mixture of housing options with live/work apartments and townhomes. (Source: www.epa.gov)



1.7.4 Densities and Intensities of TODs and Benefits

The book, “*The New Transit Town: Best Practices in Transit-Oriented Development*,” describes the best practices in TODs. This source states that there are no absolute densities for a TOD and some of the case studies presented have densities from 10 to 100 units/acre. **Table 1.2** shows the estimated densities of some of the examples of TODs discussed previously. **Table 1.3** shows statistics including density of developments in the Pearl District of Portland.

Table 1.2: Examples of TOD Density

Project	Estimated Density (DU/acre)
Mission Meridian, South Pasadena	40
Del Mar Station, Pasadena	100
The Stuart, Pasadena	25
Fruitvale Village, Oakland	22
Wilshire/Vermont Station, Los Angeles	129
Hollywood & Vine (+ Legacy Apts.), Los Angeles	122
Mandela Gateway, Oakland	36
Museum Place, Portland	333
Orenco Station, Portland	11
Village Walk, Claremont	23

Source: Gruen Associates

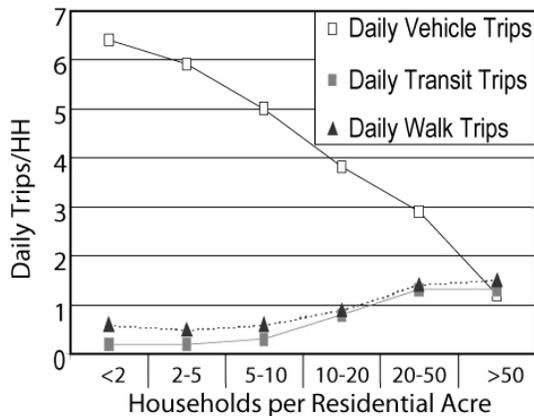
Table 1.3: Estimated Densities of the Examples of TODs in the Pearl District of Portland, Oregon

Project Name	FAR	Building Height	Res. Units	Res. Sq. Ft.	Comm'l Sq. Ft.	BLDG Sq. Ft.	Site Sq. Ft.	Parking	Density
The Avenue Lofts	3.76	120'	225	270,724	0	270,724	72,000	187	136
Bridgeport Condominiums	4.71	91'	124	180,587	7,852	188,439	40,000	138	135
Burlington Tower	4.93	124'	163	142,723	11,052	211,966	43,000	163	164
The Edge	8.5	145'	117	287,481	40,000	340,000	40,000	N/A	127
The Elizabeth	9.64	175'	182	264,500	15,000	337,326	35,000	213	227
The Gregory	8.4	141'	145	150,000	48,000	336,000	40,000	201	158
The Henry	7.69	173'	123	191,340	14,800	270,731	20,000	159	267
Johnson St. Townhouses	1.88	37'	13	31,068	0	35,582	18,898	13	30.2
Kearney Plaza	3.26	56'	131	106,000	9,000	140,000	43,000	159	132
The Lexis	4.55	80'	139	135,561	9,000	182,883	40,000	143	151
The Louisa	7.25	175'	244	258,346	~32,000	290,346	40,000	3 levels	265
Lovejoy Station	4.25	56'	177	164,000	6,000	170,000	40,000	88	193
Marshall Wells Lofts	7.77	110'	164	179,000	5,180	310,800	40,000	179	179
NW Front Townhomes	1.2	35'	71	159,246	0	159,246	130,897	137	23.7
One Waterfront	2.92	145'	0	0	256,000	418,000	143,090	700	N/A

Project Name	FAR	Building Height	Res. Units	Res. Sq. Ft.	Comm'l Sq. Ft.	BLDG Sq. Ft.	Site Sq. Ft.	Parking	Density
Place									
Park Place	5.4	150'	124	172,010	14,800	216,000	43,000	134	125
Pearl Court	3.35	4 levels	194	134,000	0	134,000	40,000	18	211
Pearl Townhomes	1.42	35'	10	29,135	0	29,135	20,500	6	21.2
The Pinnacle	6.43	175'	179	238,000	6,950	257,200	40,000	205	195
Riverstone	4.62	72'	122	175,000	10,000	185,000	40,000	130	132
The Sitka	4.3	75'	217	160,000	12,000	172,000	40,000	130	236
Station Place	3.51	144.5'	175	150,000	28,200	185,765	52,857	500	144
Streetcar Lofts	4.98	93.5'	152	123,395	10,960	199,110	40,000	146	165
Tanner Place	4.86	75'	122	187,900	11,350	199,250	41,000	146	129
10th @ Hoyt	4.7	68.5'	175	135,194	12,997	188,000	40,000	160	190
Waterfront Pearl	3.48	115'	370	602,535	3,250	673,683	193,561	843	83

Source: City of Portland Bureau of Planning, Gruen Associates

The chart below from a 1996 study of travel data in the San Francisco Bay Area by Parsons Brinckerhoff shows the relationship between density and travel behavior by comparing daily trips per household and households per acre. Transit use begins to increase density at around six to seven households per residential acre, and at the same time vehicle trips decline.



Source: Parsons Brinckerhoff

At about 50 households per acre, the number of trips taken daily by vehicles, transit, and walking become about the same. The general rule developed by this study was “10% more density equals 5% more transit trips”.

What is important to note is that higher densities and compact developments do indirectly lead to higher transit ridership and less automobile use. In mixed use, high-density developments, the origins and destinations of any given trip are physically closer. In other words, the higher density of TODs puts goods and services closer together, resulting in shorter travel distances and thus less vehicle miles traveled (VMT). A person living in such a development might not take that trip using an automobile and might opt for some other mode of transit such as bus, rail, bicycle, or walking. It is this concentration of trips that results in a higher

potential demand for transit. Less VMT means that there are fewer cars on the road, which reduces energy consumption, decreases air pollution, and lowers traffic congestion.

A forthcoming study for Transit Cooperative Research Program *Ensuring Full Potential Ridership from Transit-Oriented Development (TCRP H-27A)* by PB Place Making, Dr Robert Cervero, The Urban Land Institute and the Center for Transit Oriented Development, shows that, on average, TOD-housing produces 50% fewer automobile trips in the four urbanized areas (Philadelphia/N.E. New Jersey; Portland, Oregon; metropolitan Washington D.C.; and the East Bay of the San Francisco Bay Area).

Another benefit of increased density is the reduced costs associated with the building of infrastructure (sewer, water, highway, and utility lines). It stands to reason that if housing, jobs, and other associated activities are closer together, fewer roads, sewers, utility lines need to be built to serve the area.

Table 1.4 illustrates TOD principles and potential benefits of TODs.

1.7.5 Reduction of Parking Requirements in Areas with Transit and Parking Management

Today, most of the San Bernardino Valley has land values that support surface parking rather than parking structures. Also, many of the cities have high parking requirements

reflecting the suburban nature of development and the lack of reliable transit. However, most of the opportunity sites are vacant today. It is critical to plan now in order to ensure that transit and the transit village vision with increased density and reduced parking can be implemented in the future. Therefore, the vision includes planning site development for the ultimate reduction in parking requirements when transit occurs.

Reductions in parking requirements associated with transit are an important and critical ingredient of a TOD. Many parking requirements for land uses in a city are established without consideration of a mature transit system. In an area with a mature transit system that has considerable connectivity and a new development built within walking distance or bicycle distance to a station, a household may only need one car or no cars. Mechanisms that incorporate into city plans reductions in parking requirements once a transit system is constructed are an important incentive to TOD.

Parking requirements themselves have been shown to significantly increase the cost of development and lower density can actually decrease the value of property in some areas.

Table 1.4: TOD Principles and Benefits

TOD Principles	Benefits
<ul style="list-style-type: none"> ▪ TODs occupy land within ¼ mile to ½ mile radius around a rail or bus station, or within 125 to 500 acres. ▪ Typically, TOD areas are composed of three elements: <ul style="list-style-type: none"> ○ station area with platforms, and transit and passenger amenities, ○ core area within a five-minute walk of the station or about a 1/4 mile of the station, and the most intense employment, residential, and retail uses as well as convenience commercial for passengers, and ○ a neighboring ring within a ten-minute walk of station or about 1/4 to 1/2 mile of the station containing residential, commercial and other uses. ▪ A TOD must be a walkable, pedestrian-oriented area with amenities such as street trees, benches, crosswalks, decorative paving, and public art. Direct connections between different land uses should be provided. ▪ TODs have connectivity to the regional transit system and bicycle/trail and shuttle links to the area outside the ½-mile area ▪ Plans, policies and zoning provisions relating to mix of uses and building setbacks, and providing incentives such as density bonuses, floor area ratio increases, reduction of parking requirements, etc. play a significant role in facilitating a TOD. 	<ul style="list-style-type: none"> ▪ Environmental <ul style="list-style-type: none"> ○ Improved air quality and energy consumption: Decreased auto trips lead to lower emissions which results in improved air quality. ○ Increased transit ridership and decreased congestion: By decreasing driving, TODs result in reduced congestion. ○ Conservation of land and open space: TODs are compact developments, and therefore, consume less land than lower-intensity, auto-oriented development ▪ Economic <ul style="list-style-type: none"> ○ Catalyst for economic development: TODs can act as a catalyst for nearby properties to invest in their development as well. ○ Redevelopment: TODs can be used to redevelop vacant or underutilized properties and declining urban neighborhoods. ○ Increased property value: TODs can be used to revitalize the area within ¼ mile of the station. ○ Decrease infrastructure costs: TODs help in the reduction of infrastructure costs due to compact and infill development. ○ Revenue for transit systems: Increased ridership leads to additional revenues for transit systems. ○ Reduced household spending: By reducing gasoline costs, TODs contribute to a reduction in household spending on transportation. ▪ Social <ul style="list-style-type: none"> ○ Increased housing and employment choices: TODs provide a diversity of housing and employment types within close proximity to the transit station. ○ Greater mobility choices: By creating activity nodes linked by transit, TODs increase mobility options in congested areas. Young people, the elderly, those without cars and those not wanting to drive also have mobility. ○ Health benefits: By providing more opportunities

TOD Principles	Benefits
	<p>for walking and bicycling, TODs offer health benefits.</p> <ul style="list-style-type: none"> ○ Enhanced sense of community: By bringing more people and businesses closer, and creating an activity hub, TODs enhance the sense of community. ○ Enhanced public safety. By creating more active places used throughout the day and night providing “eyes on the street”, TODs help increase safety. ○ Quality of life – by reducing the driving time for long automobile commutes, people can recapture this wasted time or other activities.

Sources: *Statewide Transit-Oriented Development Study; Gruen Associates*

Today, in designing mixed-use and transit projects, parking contributes substantially to the cost of a project, as structured parking is often necessary to achieve compact development at reasonable densities and to accommodate parking requirements. A March 2006 *Exposition Line Infill Development Potential Analysis* by Solimar found that parking reductions play a more important role in making a project economically feasible than density bonuses.

According to *Statewide Transit-Oriented Development Study, Special Report Parking and TOD: Challenges and Opportunities* prepared in February 2002 for the California Department of Transportation, a TOD can potentially reduce parking per household by approximately 20% compared to new transit-oriented land uses. It also states “a wide range of parking reductions (from 12% to 60%) has been found for commercial parking in TODs.” However, this document also states that there is no clear conclusion and

parking reductions should be considered on a case-by-case basis. As a general rule, parking requirements serving the uses of a TOD should be lower than that of conventional development. That same report states that there needs to be “a reasonable supply of parking for those who need or want to drive is required to sustain development viability. Moreover, insufficient park-and-ride parking at a TOD, without compensatory park-and-ride spaces elsewhere, can reduce transit ridership by limiting the auto access ridership component.”

There are many things that can be done from a parking management standpoint that reduces the demand as well as need for parking in a TOD. One way would be to allow a project that is being constructed before the transit system is built to build more development on the site without additional parking when the transit system is constructed. Even though a transit system is not yet built, some parking reductions should

be considered due to the mix of uses and ability to share parking between uses depending on the overlap of services.

Another way to manage parking and finance improvements in a TOD might be creating Parking Benefit Districts, a concept advocated by UCLA Urban Planning Professor Donald Shoup. A parking benefits district is an area in which metered parking revenue is earmarked directly for the local area in order to pay for public services or improvements. An example of this in practice is Old Pasadena. An article written by Douglas Kolozsvari and Donald Shoup from Access magazine in 2002 states that in fiscal year 2001, Old Pasadena's 690 parking meters resulted in \$1.2 million in net revenue to fund additional public services. That amounts to \$1,712 per meter. The institution of this policy directly contributed to the successful redevelopment of Old Pasadena, making it one of the more successful shopping and entertainment areas in the Los Angeles region. New types of parking meters can also have benefits to TODs, as well as traditional ones. San Francisco is experimenting with new meters that allow for variable prices as well as different types of payment. Meter prices can be adjusted based on demand. They are testing methods such as increasing the price of a curbed space depending how long a car has been parked – for instance \$2 for the first hour and \$3 for the second. San Francisco's Translink card, which is currently being used as a universal fare card across multiple regional systems, is being tested to serve as a single card for both parking and fares. Testing is

also being done which would allow users to pay with credit card, debit card, cell phone, the theory being that if parking is easy there's a more likely chance that users will be willing to pay.

Parking is an essential component to a successful TOD. Reduced parking requirements along with parking management systems and policies must work hand-in-hand in order to make that goal happen.

1.8 IMPLEMENTATION

1.8.1 Transit-Oriented Development Implementation Initiatives

There are several options for each city engaged in transit oriented development strategy planning. Virtually all of them relate to land values and entitlements.

- Update General Plans and prepare Specific Plans to designate the entitlements and to provide density bonuses and other incentives, if development proposals are eligible.
- Define rights to conduct land or right-of-way trades for transit corridors requiring new easements or substantial incremental lane widenings and additions.
- Consider air rights transfers from new Light Rail Transit (LRT) line rights-of-way/station sites.
- Define potentials for shared use parking structures funding at transit station sites or adjacent properties.

- Adopt a flexible (not densely complex) design code for the purposes of incentivizing as well as improving the quality of the development product.
- Consider the early term formation and implementation of a business improvement district which would be initiated at the time a large properties area was entitled for development uses.

1.8.2 Transit-Oriented Development Public/Private Funding and Incentives Initiatives

Despite the contemporary evolving recession, there are numerous funding types which are presently available and will likely be reauthorized or newly authorized in five-year increments into the future, once recovery from the recession has occurred. This list generates some ideas and potential “mixes” of funding types which can be applied to transit-oriented development areas.

- Work toward competitive capture of Proposition 1B funds from the State of California, if the city is already in line, or are “up” on the list of competitive applicants at this time.
- Plan to use future year available tax increments if the city is in a redevelopment project area. Be aware that projects adopted after January 1, 1994, do have a standard form of tax increment distribution to the redevelopment agency and to other

taxing jurisdictions. This is actually beneficial.

- Other recently approved contemporary State bond funds (November 2006) will already have been distributed or earmarked before some of the Transit-Oriented Development (TOD) projects actually get in line. Thus, there will be a need for a next round of State bond funds approvals for the widening menu of needs. This should occur some time after 2009.
- Use of the Mello-Roos Community Facilities District assessment district technique will be viable after recovery from the contemporary recession and will be an additional bonding option for larger scale multi-property TOD districts.
- Combining tax credits from the California Tax Allocation Commission with the 20 percent set-aside of redevelopment tax increment for low and moderate income housing can achieve basic funding incentives, possibly not relying heavily upon CDBG federal grant funds.
- Other tax credit options are available from the State, but especially from the U.S. Treasury Department (New Markets Tax Credits (NMTC)). While complex, the NMTC, which is likely to be reauthorized and extended, can be of significant help for individual developments within larger TOD districts.

Table 1.5 from ERA lists possible implementation techniques for four of the cities. **Table 1.6** includes a transit-oriented development Implementation Funding Matrix.

Table 1.5: Transit-Oriented Developments Implementation Techniques Matrix

	LRT Ontario	BRT Colton	BRT Rialto	BRT Highland
1) Site Scale	250 acres	285 acres	1+3 acres	17 acres
2) In redevelopment project	No	Yes	Yes	Yes
3) In current Specific Plan	Yes	Being prepared	Being prepared	No
4) Current development agreement	No	No	No	Preliminary discussions
5) On site/adjacent adequate utilities	No	Limited	Yes	Yes
6) High regional visibility	Yes	Yes	No	No
7) Town/city center concept	Yes	Yes	Yes	Yes
8) <u>Current</u> development market	Delayed by Recession	Delayed by Recession	May emerge soon	Current preliminary discussions
9) New TOD right of way required	Yes	No	No	No
10) TOD/city concept density	High	Medium (higher for Colton)	Medium	Medium
11) Potential forecast of development initiation	2012+	2011+	2009+	2009+
12) Needs recovery of land values	Yes	Yes	No	No
13) Major regional adjacent impact issues	Yes (Ontario Airport expansion)	Positive (Arrowhead Regional Medical Center)	No	No
14) Existing public purpose land relocation for sale	No	Yes (park relocation)	Yes (City-owned parcel)	No

Source: Economic Research Associates

LRT: Light Rail Transit
BRT: Bus Rapid Transit

Table 1.6: Transit-Oriented Developments Implementation Funding Matrix

	LRT Ontario	BRT Colton	BRT Rialto	BRT Highland
1	-	TIF	TIF	TIF
2	IID	-	-	-
3	CFD	CFD	-	-
4	FSBF	FSBF	FSBF	FSBF
5	CIP	CIP	CIP	CIP
6	DAPF	DAPF	DAPF	DAPF

	LRT Ontario	BRT Colton	BRT Rialto	BRT Highland
7	NMTC	NMTC	NMTC	NMTC
8	CWTF	CWTF	CWTF	CWTF
9	ADPIF	-	-	-
10	OFG	OFG	OFG	OFG
11	-	LT/PPS or L	LT/PPS or L	-
12	DRT	DRT	DRT	DRT

Source: Economic Research Associates

- 1 TIF = Redevelopment Project Tax Increment Financing
- 2 IID = Infrastructure Improvement District Tax Increment Financing
- 3 CFD = Mello-Roos Community Facilities District
- 4 FSBF = Possible Future State Bond Financing (New issues will need to be approved)
- 5 CIP = Local (city/municipal) Capital Improvement Program
- 6 DAPF = City/Developer Development Agreement Partnership Funding
- 7 NMTC = U.S. Treasury New Markets Tax Credits (will need to be reauthorized)
- 8 CWTF = New and Future Countywide Transportation Funds (from authorized sales tax proceeds)
- 9 ADPIF = Possible Airport District Peripheral Infrastructure Funding (a concept)
- 10 OFG = Other Federal Grants (U.S. EDA, LPWG; US. CDBG; etc.
- 11 LT/PPS or L = Land Trade/Public Property Sale or Lease
- 12 DRT = Development Rights Transfer
- LRT = Light Rail Transit Oriented Development
- BRT = Bus Rapid Transit Oriented Development

1.9 NOW IS THE TIME TO PLAN FOR THE FUTURE

This project serves to integrate various communities’ land-use and transportation plans and generates preliminary recommendations to guide development within specific areas. The opportunity sites selected and preliminary recommendations developed are included in Chapters 2 through 7 that follow. The guidelines incorporate the characteristics of TODs described before and are tailored to each areas’ needs. For instance, the Ontario site capitalizes on the site’s large size and its unique location adjacent to interstate freeway (I-10), Ontario International Airport, and to the east. Its’ densities and characteristics may be more similar to the Pearl District in Portland. The Highland site however, will be less dense, similar to Mission Meridian Village in South Pasadena.

The vision for the site is that of a town square having one- to four-story buildings with ground level retail, neighborhood serving retail, restaurants with outdoor dining and coffee shops encircling a town square (above-ground level uses are offices and residential units).



Mixed-use residential with neighborhood-serving types of uses and a varied residential character and densities

In addition to site specific guidelines and recommendations included in Chapters 2 through 7, generalized policies and TOD guidelines for all opportunity sites are

included in Appendix II. General TOD guidelines are flexible depending on the uses in a specific area and unique conditions.

In reviewing the Chapters for each City, note that all Cities did not receive the same service. The scope includes market analysis for sites in four cities. While conducting the study, the housing and retail market changed substantially in December 2007; therefore, the market studies were updated substantially. The market demand analysis for four sites is found in the Appendix III. Although market analysis was not provided for Fontana and Rancho Cucamonga, 3D renderings and graphic representations were provided and summarized in individual City chapters.



Next to the light rail station in San Diego, California, are mixed-use developments, a hotel, and Petco Park

In order to address the impacts of San Bernardino Valley’s potential growth, it is absolutely essential that each city plan for the future now. While it is true that TODs/Transit Villages are not a panacea to manage this growth, they are an important tool in lessening its’ impact. Making people’s quality of life better is the ultimate goal. Each city must make an effort to define places

where these new people can live, work and play in coordination with transportation infrastructure.



Located adjacent to residential uses, this wetland park helps clean storm water in Portland, Oregon



Architectural elements such as this trellis suggest flight and movement in a more intimate setting

*NOTE: Photos if not cited were taken by Gruen Associates Staff and are a part of Gruen Associates image library.

HIGHLAND OPPORTUNITY SITE

2.1 VISION – Mixed-Use Town Center Served By Premium Transit In The Future

In Highland, the overall vision for Site 1, located on the north side of Base Line near the SR-30, is a mixed-use Town Center which will be served by premium transit along Base Line in the future. This vision is consistent with the City of Highland’s Vision in the General Plan’s Land Use and Community Design Elements and SCAG’s 2% Compass Blueprint policies. In the City’s General Plan, the Town Center is envisioned as a mixed-use, vibrant, attractive place “where residents can shop, eat, socialize, relax, and run daily errands”. The Compass Blueprint policies recommend that 2% of the land be developed to encourage land use and transportation integration, including compact, mixed uses served by transit. Conceptual alternatives in this chapter are aimed at illustrating this vision considering the realities in today’s marketplace, the potential for premium transit in the future, and stakeholders’ concerns.



A former citrus packing house in downtown Claremont converted into a mixed-use destination



Pedestrian connections through buildings to the pedestrian realm

A Town Center of two-and three-story mixed use and multi-family residential buildings served by premium transit is envisioned for the Highland Opportunity site. Key features would include, wide landscaped sidewalks, a public gathering space with interactive fountain and other pedestrian amenities.

2.2 EXISTING CONDITIONS

The following describes existing conditions and context:

- The vacant approximately 17.5 acre Town Center site shown in **Figure 2.1** is located on the north side of Base Line near SR-30's on- and off-ramps; it has excellent vehicular access plus local bus access along Base Line and Palm Avenue.
- The City Hall, Library and Post Office are located across Base Line from the site and are within the ½-mile radius of the site. A new police station is planned for the Library and Post Office site.
- Palm Avenue, Church Avenue and Buckeye Street pass through Site 1. Traffic signals which facilitate pedestrian crossings of Base Line are located on Palm Avenue and Church Street. Directly

to the north, along Palm Avenue is the City of Highland's Historic District, Old Town.



Looking south from the site towards Base Line with existing school and church in the background

- Single-family housing abuts the site on the north and east perimeter.
- The site has three owners.



Source: Gruen Associates and SANBAG

Figure 2.1: Half-mile radius around the proposed BRT Station

2.3 CURRENT CITY PLANS

Development of the site is guided by Highland’s General Plan, Zoning Ordinance, and Redevelopment Plan. Key plan requirements are summarized below. Refer to the precise plans for uses permitted, policies, and standards.

2.3.1 General Plan

- The land use designation is mixed use (**Figure 2.2**).
- Maximum intensity is a 1.0 Floor Area Ratio (FAR).
- Maximum density is 18 du/acre.
- **Figure 2.3** shows the Land Use Concept for the Town Center.



Figure 2.2: City of Highland General Plan Land Use

Town Center Land Use Concept

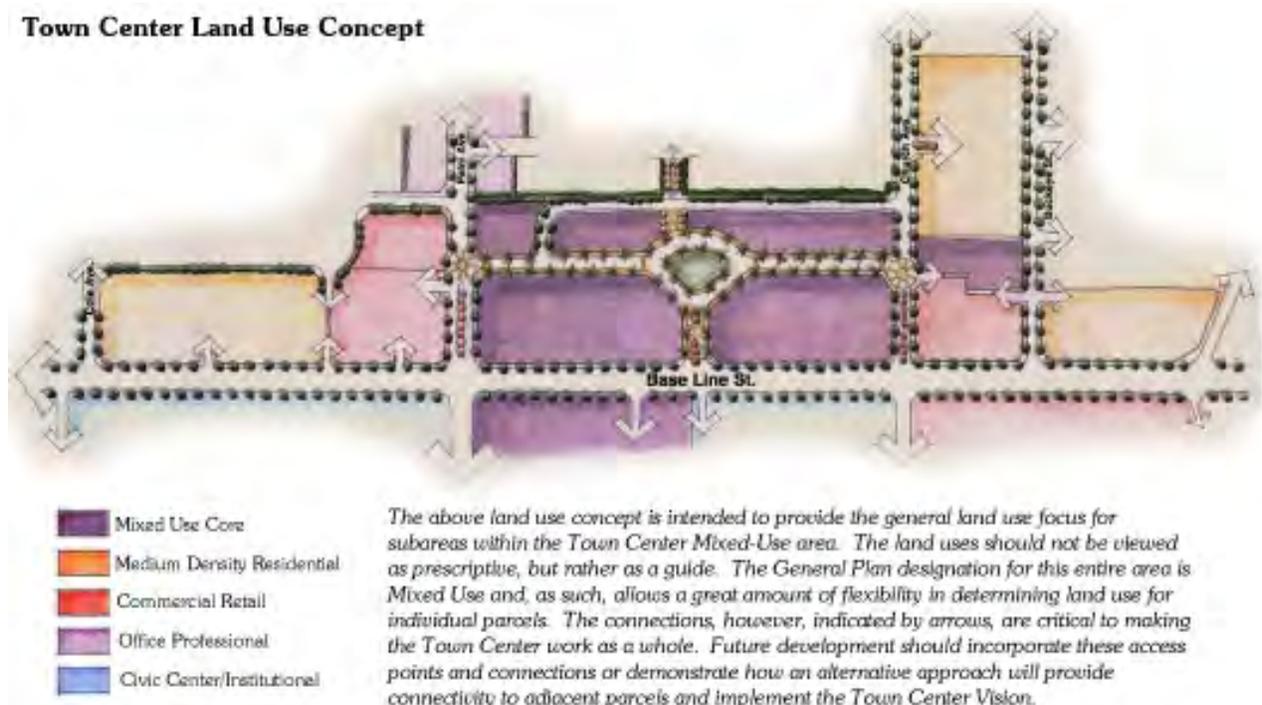


Figure 2.3: Town Center Land use Concept

2.3.2 Zoning

- The zoning designation is “Mixed Use District”.
- Maximum intensity is a 1.0 FAR for attached mixed use structures and a 0.5 FAR for separated multiple use projects.
- Maximum height is 65 feet or 70 feet including architectural features for mixed-use.

2.3.3 Parking

- Commercial parking for a community shopping center per code is 1 space per 250 square feet of building area.
- Multiple-family housing requires 1 to 2 spaces/unit depending on number of bedrooms with .5 spaces per unit for guest parking. The parking requirement could be reduced for density bonus for qualifying markets.
- Office parking (administrative, business and professional) requires 1 space per 250 square feet of building area.
- Shared parking allowed in lieu of satisfying parking requirements for each use per approval by the Community Development Director subsequent to a shared parking study.

2.3.4 Redevelopment Area and Project Plans for the area

- The Town Center site is in a Redevelopment Area.
- There is an approved project adjacent to the site at the northeast corner of Palm Avenue and Base Line consisting of a

CVS Pharmacy and a new Baker’s with a drive-through (The development pattern is not consistent with the Community Design Element in the General Plan). The existing Bakers fast food restaurant will be removed.

- A Denny’s restaurant is planned (but not approved) north of Base Line and east of Buckeye Street.

2.3.5 Streetscape Improvements

- Streetscape improvements are planned on Base Line with four to six traffic lanes plus bicycle lanes, street trees in a parkway at the curb and landscaping in a center median.
- As per the engineering drawings, decorative crosswalks and texture paving are proposed at Church and Palm Avenues. The proposed cut-out in the median would provide access to the existing school and church.

2.4 EXISTING AND PLANNED TRANSIT AND ACCESS

Today, local bus service runs along Base Line (Routes 3 and 4). The following are the planned transit:

- The Draft LRTP has been modified to include future Bus Rapid Transit (BRT) on Base Line.
- The likely locations of a Bus Rapid Transit station would be on the far sides of the intersection of Base Line and Palm Avenue or the intersection of Base Line and Church Avenue.

- Primary access to the Town Center would be at signalized intersections from Church Avenue and Palm Avenue.

2.5 GOALS AND OBJECTIVES

Goals and objectives proposed by the Consultant Team and confirmed by City Staff include:

- Plan a Town Center consistent with the City of Highland’s General Plan’s vision, goals and policies, and SCAG’s 2% policies. For example, a few of the policies paraphrased include:
 - Encourage an appropriate mix of retail, office, civic, entertainment and housing uses
 - In multi-use development locate retail and commercial development close to the street and residential above or behind
 - Locate buildings and building entrances close to the street with parking behind, to the side or underground
 - Provide people gathering spaces, amenities, wide tree-lined sidewalks, pedestrian-scale features, and linkages
 - Provide a distinct identity with coordinated design and amenities
- Plan a Town Center that can be expanded over time as the market matures and when premium transit such as BRT is available
- Plan for compatibility with adjacent single-family neighborhoods



Tree-lined pedestrian sidewalk with retail frontage to provide visual interest

- Provide linkages to the adjoining neighborhoods, the City’s Historic District, Old Town, nearby governmental uses, and commercial uses
- Plan for sustainability



Retail and commercial development on street level with residential on top

2.6 STAKEHOLDER INTERVIEWS

At the start of the project, interviews were conducted with City staff, property owners,

- Original General Plan density proposed was 25 units per acre, but this was later reduced to 18 units/acre for this site.
- There is flexibility in General Plan and zoning in addressing intensity and parking with mixed use development, such as incentives to allow for parking.

2.6.2 Competing Areas

- The land behind City Hall is another location for development/expansion.
- The post office next to City Hall is moving and this parcel could become a core civic center for Highland.
- A Stater's Bros is planned for the city; Highland already has an Albertsons and a Rio Ranch Market.
- Target is looking in the area; Wal-Mart owns some land and is looking at a site.
- San Manuel Indian Tribe owns land in the north out of the City at Boulder and Highland east and construction is underway on a major development.
- The income levels are increasing in the center of Highland.

2.6.3 Local Indian Tribes

Town Center

- Base Line and Victoria Avenue are significant areas to both tribes. One of the Tribe's goals is to ensure that cultural areas are not harmed or built over.

- As a neighbor would like to see mixed use/commercial/multi-family housing supporting higher density on the site.

Competing Areas

- The San Manuel Tribe owns some land that is currently being developed commercially. It includes plans for a 4 story, 110 rooms Hampton Inn Suites Hotel, 3 story office suite with 68,500 sq ft. and 40,000 sq. ft. of retail. San Manuel Tribe's land at Boulder and Highland is planned for mixed-use development. In addition, they are considering putting a cultural center in the development.
- The San Manuel Tribe has a local strategy in concert with surrounding cities in terms of coordinating their development plans.
- San Manuel is looking at some land along the 210 freeway for development; there is a lot of excitement surrounding this - in particular from the City of San Bernardino. The Tribe is careful in the land they develop because they have their own regional/national strategies. They also have a casino on Victoria Ave.
- The Tribes will be competing for perspective tenants with other parcels, and potentially with the Town Center.
- Tribes are interested in Joint Development if the possibility exists. They have the resources and experience in developing a market study.
- Greenspot Village is another planned development in Highland. It will include

a 14 screen theater, 600 to 800 homes, retail space, a Lowes, and possibly a Super Target.

- Citrus Plaza by Majestic is located south of the site, west of State Route 30. Majestic is also partnered to develop 2 million square foot of warehouse space at San Bernardino Airport.
- It was also mentioned that Wal-Mart is looking at multiple locations

2.6.4 Planning Commissioner

Town Center

- More local assistance is needed for transportation projects and a new bus route (BRT) is a good idea.
- There are approximately 50,000 people in Highland. It is ethnically and geographically diverse and has a lot of small businesses.
- Highland previously had a work center for telecommuting in lieu of residents driving to work. This was closed 10 years ago as it wasn't successful, but believes it could be revitalized.
- Yucaipa and areas surrounding Highland are booming and traffic counts are increasing.
- A key selling point to communities is that you can have high density buildings and mixed-use with open space and parks.
- An anchor for this site should be related to entertainment; such as some place to sit down and eat/drink, cafés coupled with similar items, snacks, refreshments, live music, 'Jazz and Java' type of place.

Also, something such as a dance studio/activity center or similar to a Dave & Buster's would be appropriate.

- A print shop/office supply store would be good to support any office space that opens in the development
- From an architectural standpoint – the General Plan contains some examples of styles. There is currently very little sense of community from this standpoint, but lots of flexibility with architecture styles that could establish the community.
 - There is some citrus history in Highland.
 - Also, in the winter time it could be possible to attract customers from travelers to the ski resorts in the area.
- Obtaining upscale restaurants haven't been successful as people go to Redlands for this. Businesses look at demographics. But, residents complain that they have to drive to Redlands for this type of activity.
- Need to draw people from Rancho Cucamonga to Highland
- There was a Farmer's Market at Stater's Bros, and it was very successful. However, it was closed.
- More strip malls are not desirable.

Competing Areas

- There is construction on going for a YMCA and a Fitness 19 both now operating. YMCA has a therapeutic pool on the drawing boards.

- A theater may be good use for the site; but not if already under way at Greenspot.
- East Highlands Ranch - Master Plan community has commercial uses.
- Discover Highland Night - 4th of July Parade, Citrus Harvest Festival are all well-attended activities.
- Some people feel west side of town isn't as safe, but it's more of an emotional reaction than statistically accurate.

2.6.5 Property Owners

- Property owners support the concept of a Town Center and mixed use development.
- KZ Holding has owned their parcel for 4 years and tried to market to retail and townhome residential. KZ Holding's expertise is retail development. Their current plan includes a 75-unit town home development with 18,000 square feet of retail. Tesco, a European Market, also showed interest.
- Bill Buster has been in the area and a property owner for a very long time and has held the land. Now believes land may be ripe for retail but needs to be planned to attract tenants. The plan needs flexibility for both City and developers. He has told Tesco no in the past; but they continue to be interested in his site.
- Both property owners are concerned with Denny's purchase abutting their land and no contact made with neighbors or other land owners. In

addition, the Denny's will have no access on Baseline Road.

- One property owner indicated today that it's difficult to get rate of return through rent.

2.7 MARKET ASSESSMENT

A preliminary market analysis for the Highland site has been prepared by ERA. The following represents a summary of their findings:

- Highland and it's vicinity already has a significant amount of community and regional serving retail (1.13 million square feet)
- Major new and oncoming retail projects include:
 - San Manuel Band of Mission Indians is building a mixed use project including 160,000 square feet of retail space.
 - Mission Development (Boulder & Greenspot) to include 800,000 square feet of non-residential use (including offices).
 - Walmart is planning a 160,000 square feet within a 300,000 square feet development.
- Incremental growth up to 2015 may create demand for 250,000 to 370,000 square feet of retail space – Highland may not capture all of it and most new development is proposed west of Route 30.
- Current market has a very small office inventory, with healthy rents.

- Average new home prices are in the \$205 + per square foot range.
- Strategies
 - Focus on a mix of uses that have high trip frequency with additional community and neighborhood serving uses
 - Mix of uses to include:
 - Neighborhood serving retail and services
 - Local serving offices
 - Dining (fast food and sit-down)
 - Mid to high density residential
 - Residential to the north and non residential uses to the south
 - Create intensity of non-residential uses along Base Line with parking at the rear and with the opportunity for future densification
 - A dining cluster can be a community draw as well as capture freeway traffic (by reputation), but has to be supported by other high frequency uses

▪ Preliminary Conceptual Program (Phase 1):

Residential at 25 dwelling units per acre	76 units or more
Retail with surface parking	99,000 sq ft
Office with surface parking	46,000 sq ft

▪ Concept Retail Mix:

Small format grocery	20,000 sq ft
Fitness or other use	20,000 sq ft
Dining	30,000 sq ft
Other retail	16,000 sq ft
Services	13,000 sq ft

For the complete market demand study see Appendix III.



A diverse mix of uses including sit-down restaurants, coffee shops, small and large retail stores



Small format grocery store with residential on the top

2.8 ALTERNATIVE SITE CONCEPTS

Three alternative concepts for the site have been prepared with two phases for each. Phase I alternatives are based on market conditions today and primarily include surface parking. Phase II assumes that the market has matured and parking structures are appropriate as well as premium transit on Base Line. All three alternatives show a potential BRT station at Base Line and Church Avenue.

- Alternative 1 (**Figures 2.4 and 2.5**) envisions a Main Street concept for the Town Center with the following features:
 - The two-lane Main Street with diagonal parking would have wide tree-lined sidewalks and a public gathering space with outdoor dining. Main Street would be perpendicular to Base Line, and would terminate in a specialty grocery store such as Trader Joe's or Tesco.
 - Buildings on both sides of Main Street would be two and three stories with restaurants and retail shops on the ground level and office above and create the nucleus of an active, vibrant Town Center, even at the relatively low intensity development.



A mixed-use building with sit-down restaurant with outdoor seating

- Access to the Town Center would primarily be from Church Avenue, Palm Avenue and Buckeye Street.
 - Town Center Drive aligned with Foster Avenue would be an east-west internal, tree-lined roadway with wide sidewalks and curb extensions and some parallel on-street parking connecting Palm Avenue and Church Avenue.
 - At the terminus of Town Center Drive would be an anchor such as a fitness center.
 - Maximum residential would be 30 units per acre with tuck-under or underground parking.
 - In Phase 1, parking would be surface parking and in Phase 2 parking structures would be added to intensify the development when BRT transit is available.
- Alternative 2 (**Figures 2.6 and 2.7**) is a Town Square Concept with the following features:
 - Instead of a Main Street, two bays of parking with a special textured surface would be provided with 2-3 story mixed-use buildings encircling this Town Square.
 - A specialty grocery and another such as a bookstore or small theater could be at the terminus of the Town Square.
 - Events such as a Farmer's Market, outdoor movies, and other outdoor activities would be held in the Town Square area.
 - A jazz café/coffee shop would be appropriate facing the Main Street gathering space. Restaurants and retail buildings would be located close to Base Line with their entrances facing to the pedestrian-friendly areas created by the new streetscape plans for Base Line.



Source: Gruen Associates

Figure 2.6: Town Square Concept – Alternative 2 – Phase 1

Retail - 114,000 sq. ft.; Office - 57,000 sq. ft.; Residential - 48 units, 18 du/ac; FAR (commercial) - 0.41



Source: Gruen Associates

Figure 2.7: Town Square Concept – Alternative 2 – Phase 2

Retail - 174,000 sq. ft.; Office - 161,000 sq. ft.; Residential - 21 units, 26 du/ac; FAR (commercial) - 0.79

- As in Alternative 1, buildings would face Base Line and its streetscape with parking behind or to the side .
- Tree-lined wide sidewalks would be on both sides of Town Center Drive which would align with Foster Avenue, however in this alternative Town Center Drive would continue through to Buckeye Street, providing signalized access to all parts of the site
- Residential development in this alternative would be a mixture of townhouses and flats at 18 units per acre, the current General Plan density.
- As in Alternative 1, Phase 1 would be served by surface parking, and Phase 2 would have several parking structures. Intensity of development in Phase 2 would be approximately 1.0, the current General Plan density.

- Alternative 3 (**Figures 2.8** and **2.9**) focuses development on Church Avenue, and its major features include:

- On the west side of Church Avenue would be a specialty grocery store encircled by retail shops and restaurants with a public gathering plaza with outdoor dining, patios, and other amenities.
- At Church Avenue and Town Center Drive other shops and restaurants would face this plaza and Base Line. Offices would be clustered to the north of Town Center Drive.

- On the east side of Church Avenue, a fitness center or another anchor would be encircled by retail and restaurant uses facing Church Avenue and Base Line.
- Residential is proposed at approximately 30 units/acre.
- As in Alternative 2, Town Center Drive would align with Foster Avenue and would CONTINUE THROUGH TO Buckeye Street.
- Parking would be initially at surface and later with parking structure.

2.9 PLANNING COMMISSION/DESIGN REVIEW BOARD WORKSHOP

The two alternative concepts were discussed at a Joint City Planning Commission/Design Review Board meeting in Highland on July 17, 2007. The following comments were made:

- The two property owners attending the meeting were in support of the overall concept for mixed-use Town Center and for the TOD concept.
 - A hybrid concept of Alternatives 1 and 2 was preferred.
 - KZ Holdings preferred that more land be devoted to residential on their property and less commercial, depending on market conditions. With more residential area and parking below ground, a parking deck for commercial may be feasible in Phase 1.



Source: Gruen Associates

Figure 2.8: Church Street Focus – Alternative 3 – Phase 1

Retail - 118,000 sq. ft.; Office - 54,000 sq. ft.; Residential - 51 units, 19 du/ac; FAR (Commercial) - 0.41



Source: Gruen Associates

Figure 2.9: Church Street Focus – Alternative 3 – Phase 2

Retail - 191,000 sq. ft.; Office - 89,000 sq. ft.; Residential - 80 units, 30 du/ac; FAR (Commercial) - 0.69

- Retail should be customer service oriented for residents that live nearby, such as a coffee shop or a dry cleaner.
- A pedestrian-friendly east-west Street through the project such as Town Center Drive shown in the alternatives would allow easier access to all residential and commercial developments.
- Parking needs to be convenient to customers and parking structures are expensive.
- Both property owners are interested in continuing to work with City and Gruen Associates on the plan.
- Combine Alternatives 1 and 2 with more residential in Alternative 1.
- Includes new trees, benches, small water fountain such as interactive fountains in the Town Square parking lot.
- Would like to see more residential on the property, perhaps 150 units.
- Adjacent single-family may have concerns with multi-family.
- Look for grant money in Proposition 1B for TODs.
- Consider day and night activities in Town Center.
- Would like to see linkages, an association with the historic district and a citrus warehouse character reflected in the architecture.

2.10 REFINED LAND USE AND CIRCULATION CONCEPT

Figures 2.10, 2.11, and Table 2.1 illustrate a refined land use and circulation concept

based on the workshop comments. Key features include:

- A Town Square encircled by two- and three-story mixed-use buildings as the



Interactive fountain for children (left) and tree-lined pedestrian sidewalk (right) in Culver City



The specially-textured parking lot in this mixed-use development is ideal for farmer's markets.



In Ashville, outdoor markets along the sidewalk of retail are shaded.



Source: Gruen Associates

Figure 2.10: Town Square Concept Refined – Phase 1



Source: Gruen Associates

Figure 2.11: Town Square Concept Refined – Phase 2

- focal point of the vibrant Town Center, even in the initial phases of development.
- The Town Square would contain wide landscaped sidewalks, a public gathering space with an interactive fountain for children, benches, decorative trash receptacle planters, bicycle racks, other pedestrian amenities. Also within the Town Square, two bays of landscaped surface parking of special colored textured paving would allow for access to the shops throughout the day and be able to accommodate special events such as a Farmer's Market, outdoor movies, a car show, and other outdoor activities.
- Restaurants with outdoor eating, retail and perhaps a jazz café/coffee shop and customer service retail would have entrances from the Town Square. Offices would be located above the ground level retail.
- A specialty market and another anchor such as a bookstore or cultural center would anchor the Town Square.



Clear glass display windows provide visual interest at street level



Retail surrounding the bustling paseo with seating areas and landscaping in Boston, Massachusetts

- In Phase 1, the parcels west of Church Avenue would be primarily commercial development with surface parking. In later phases, structured parking would be added as well as additional mixed use, offices, and live-work structures.
- East of Church Avenue would include townhouses and multi-family residential with connections to the office and retail along Base Line and Church Avenue. To intensify the commercial development, deck parking could be provided in Phase 1 if the market permits.

Table 2.1 tabulates the estimated retail, office, and residential in the refined site plan for Phases 1 and 2. The overall FAR for Phases 1 and 2 is 0.69 and the density for the residential parcel is 33 units/acre; however, this is only 12 units/acre for the entire development, excluding live-work units. The City plans may need to be modified to reflect this density. This conceptual plan and tabulations should be considered flexible. However, the concept of a TOD with mixed buildings forming a vibrant town square, buildings facing Base



Before: Highland Site along Base Line looking northeast showing existing vacant Site



After: A computer generated rendering showing the Town Center revised concept with ground level retail and offices above fronting on Base Line. Clear glass display windows, architectural articulation, and tree-lined sidewalks would create a pedestrian friendly environment.

Table 2.1: Town Center Concept Refined – Summary Tabulation

	Phase 1	Phase 2	Phase 1+2
Retail	109,050	34,300	143,350
Office	90,000	78,450	168,450
Total Non-Residential	199,050	112,750	311,800
Residential Sq Ft	57,600	144,150	201,750
Residential Units	48	81	129
Residential Density (Residential parcel)	12	-	33
Live Work Units	-	20	20
Building Coverage (All excluding parking structures)	0.22	-	0.35
FAR (All excluding parking structures)	0.34	-	0.69
Total Sq Ft All Uses	256,650	256,900	513,550

Line and Church Avenue, a pedestrian-friendly east-west roadway that interconnects the various ownerships, and reduced parking requirements with mixed-use and transit should be included in any plan. In addition, the City streetscape plan will need to be slightly modified to provide adequate access to the Town Center.

2.11 FUTURE MASS TRANSIT CONCEPT FOR HIGHLAND

The site is currently served by Omnitrans Bus Routes 3, 4, and 15. Routes 3 and 4 travel along the same loop route in opposite directions and provide service to the City of Highland and the City of San Bernardino and operate currently on a 20 minute peak weekday headway. Route 15 travels from the City of Fontana to the City of San Bernardino and the City of Highland to the City of Redlands and operates currently on a 30 minute peak weekday headway. Future

Mass Transit Concepts for Site 1 in Highland are as follows:

- **Community Circulator Service.** The disbursed nature of activity centers in Highland may warrant the development of community circulator mass transit service that connects Site 1 with a variety of key centers in the community. The circulator would be on a fixed route and time table with designated stops.
- **BRT Line from Fontana Metrolink Station to Highland along Base Line and Sierra Highway.** A proposed high speed BRT line would operate east-west along Base Line on the southern side of Site 1. A BRT station could be sited at the intersection of Base Line and Church Avenue or Base Line and Palm Avenue. This BRT line is anticipated to be intermediate to long range (8 years or more in the future).

- **Improved Omnitrans Fixed Route Bus Services.** Omnitrans adds or modifies service on a periodic basis based upon requests it receives from member jurisdictions. Omnitrans Bus service could be increased to serve individual sites in the future if a jurisdiction makes a strong case for the modification to Omnitrans.

2.12 NEXT STEPS / IMPLEMENTATION

Implementation of the Refined Town Center Land Use and Circulation Concept will require City coordination of the development proposals of the three property owners. Coordination is particularly necessary for primarily external and internal circulation and other infrastructure as well as developing complementary land uses and design of elements such as landscaping, amenities, and architectural character. Property owners will still need to go through the City's development process and the City's General Plan will need to be modified to reflect increased residential density as recommended in the market study and refined land use concept.

- Before construction of streetscape along Base Line and Church Avenue, the City should modify its streetscape plans for Base Line and Church Avenue to provide for the development potential and circulation access to the properties as shown on the Refined Town Center Concept. The current streetscape plan for Church Avenue does not allow for

the intersection of Town Center Drive. The engineering drawings should be modified to shorten the double left turn proposed on Church Avenue to allow for the intersection.

- In reviewing each property owners development plans essential components that should be included are:
 - A mix of uses forming a town square as a focal point and public gathering space for the development and the City.
 - A long range plan with buildings rather than parking facing Base Line and Church Avenue.
 - Tree lined interconnecting east-west roadway connecting the three ownerships.
 - An initial development plan that shows how additional development and along Church Avenue could be added, when transit is available.
 - Pedestrian friendly connections throughout the development linking all uses to existing and future transit stop locations.
 - City to support premium transit on Base Line with a station at the Town Center and within ½ mile of station allowing increased densities on mixed-use areas with appropriate buffering of single-family neighborhoods.

The following Tables illustrate implementation techniques and potential funding sources for development of this opportunity site.

Table 2.2: Transit-Oriented Developments Implementation Techniques Matrix

	Bus Rapid Transit (BRT) Highland
1) Site scales	17 acres
2) In redevelopment project	Yes
3) In current Specific Plan	No
4) Current development agreement	Preliminary discussions
5) On site/adjacent adequate utilities	Yes
6) High regional visibility	No
7) Town/city center concept	Yes
8) Current development market	Current preliminary discussions
9) New TOD right of way required	No
10) TOD/city concept density	Medium
11) Potential forecast of development initiation	2009+
12) Needs recovery of land values	No
13) Major regional adjacent impact issues	No
14) Existing public purpose land relocation or sale	No

Source: Economics Research Associates

Table 2.3: Transit-Oriented Developments Implementation Funding Matrix

	BRT Highland		
1	TIF	1 TIF	= Redevelopment Project Tax Increment Financing
2	-	2 IID	= Infrastructure Improvement District Tax Increment Financing
3	CFD	3 CFD	= Mello-Roos Community Facilities District (Assessment)
4	FSBF	4 FSBF	= Possible Future State Bond Financing (New issues will need to be approved.)
5	CIP	5 CIP	= Local (city/municipal) Capital Improvement Program
6	DAPF	6 DAPF	= City/Developer Development Agreement Partnership Funding
7	NMTC	7 NMTC	= U.S. Treasury New Markets Tax Credits (will need to be reauthorized)
8	CWTF	8 CWTF	= New and Future Countywide Transportation Funds (from authorized sales tax proceeds)
9	-	9 ADPIF	= Possible Airport District Peripheral Infrastructure Funding (a concept)
10	OFG	10 OFG	= Other Federal Grants (U.S. EDA, LPWG; U.S. CDBG; etc.)
11	LT/PPS or L	11 LT/PPS or L	= Land Trade/Public Property Sale or Lease
12	DRT	12 DRT	= Development Rights Transfer

Source: Economics Research Associates

*NOTE: Photos if not cited were taken by Gruen Associates Staff and are part of Gruen Associates image library.

RIALTO OPPORTUNITY SITES

3.1 VISION – Mixed-Use Downtown District Surrounding the Metrolink Station

Compass Blueprint Sites 5a and 5b are located in the heart of downtown Rialto. The vision for both sites is a Transit-Oriented Development (TOD) within a livable, walkable, mixed-use district located ½ mile from the Metrolink Station. A TOD is a compact, mixed-use, pedestrian-oriented neighborhood surrounding a transit station. The two sites chosen would play an important role in the revitalization of downtown Rialto. In addition to the Compass Blueprint project, the City of Rialto has other long-term plans for downtown Rialto underway, including a General Plan Update and the Rialto Downtown Vision and Strategic Plan. The Strategic Plan generated from the Downtown Vision provides the building blocks for future development, land uses, and transportation connections in three focus areas: the Civic Center, Riverside Avenue, and Metrolink Station Area. The Compass Blueprint Team has been coordinating with the consultants working on the Downtown Vision and Strategic Plan and the General Plan Update.



Mission Meridian is a mixed-use development in South Pasadena, near a Pasadena Gold Line Station.



Pedestrian-friendly features like wide sidewalks with trees and landscaping are found in Orenco Station, a mixed-use neighborhood in Portland.

The Rialto Opportunity Sites are components of a downtown mixed-use district within ½ mile of the Metrolink Station and are envisioned by the City as vibrant, attractive, and livable places, with mixed-use buildings, townhomes, live/work units, and various residential densities/intensities.

A portion of Compass Blueprint Site 5a is located within the Strategic Plan's Civic Center focus area. In the Civic Center focus area, an expanded Civic Center and condominium units are proposed. The Compass Blueprint Alternatives propose multi-family housing that would be similar to the condominium proposal, as well as several variations for further consideration, including mixed-use buildings and townhomes with live/work units on the site.

The proposed site plan for the Strategic Plan's Metrolink Station Focus Area (which includes Compass Blueprint Site 5b) shows transit-oriented housing for Site 5b. The two Alternatives presented in this chapter for Site 5b (Alternatives 1 and 1B) incorporate the TOD concept in various residential densities/intensities.

3.2 EXISTING CONDITIONS WITHIN ½ MILE OF STATION

Existing conditions within ½ mile of the Metrolink Station include the following:

- The Rialto Metrolink station is located at the termination of Palm Ave. with transit parking along the railroad tracks from Riverside Ave. to east of Palm Ave (**Figure 3.1**).
- The ½ mile radius includes Rialto's downtown, which is focused along both sides of Riverside Ave.
- Riverside Ave. has an attractive and pedestrian-friendly streetscape with a wide landscaped median, widened

landscaped sidewalks, street furniture, curb extensions, on-street parking, decorative crosswalks, pedestrian lighting, and shops and small businesses oriented to the sidewalks.

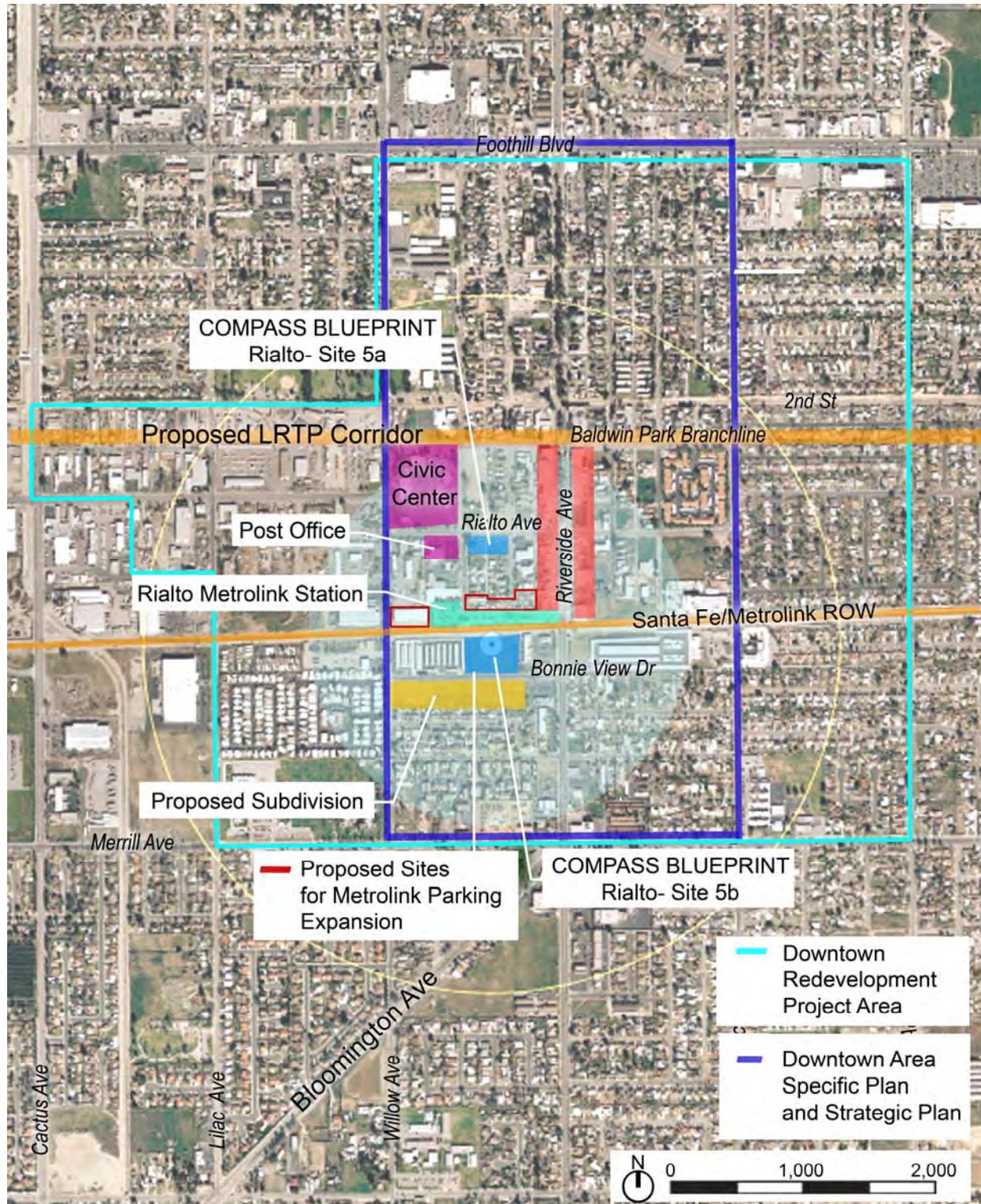
- There is a considerable amount of vacant and underutilized properties within the ½ mile area.
- Site 5a, located at Rialto Avenue and Palm Avenue, is vacant and located close to the Civic Center, the downtown shops on Riverside Avenue and the Metrolink Station.
- Site 5b, located south of the railroad tracks on Bonnie View Drive is also vacant and within 250 feet of Riverside Drive. No direct pedestrian connection to the Metrolink Station exists.



Existing retail facades and streetscape along Riverside Avenue, Downtown's main street



The center of Riverside Avenue features a wide landscaped median.



Source: Gruen Associates, City of Rialto

Figure 3.1: Half-mile radius around the proposed Metrolink Station. The selected sites (Site 5a and 5b) are shaded in blue.

3.3 CURRENT CITY PLANS

The following summarizes the existing City plans relevant to Sites 5a and 5b.

- Most of the ½ mile area is around the Metrolink Station within the Rialto Downtown Redevelopment Area and is in the Downtown Specific Plan (also called the Central Area Specific Plan).
- The City's General Plan was prepared on March 31, 1992 and is currently being updated by Hogle-Ireland. The General Plan Update is scheduled for completion by Fall of 2008.
- A Downtown Visioning and Strategic Plan is underway by MIG. Three community visioning sessions were held and the Draft Plan is scheduled to be completed in Spring of 2008.
- The Strategic Plan is scheduled for completion by summer of 2008.
- No update of the Downtown Specific Plan is proposed.
- A mixed-use development consisting of senior housing, commercial uses, and underground parking is planned at the north east corner of First Street and Riverside Avenue. This project is a joint venture with the Rialto Redevelopment Agency and KDF Properties.
- A study for additional Metrolink station parking is underway by Aztec Engineering. Four sites were originally under consideration (**Figure 3.2**), of which the City Council approved funds to prepare a study for Alternatives 1 and

2. Alternatives 3 and 4 are no longer up for consideration.

- The Alternative 1 site is located just north and immediately adjacent to the existing Metrolink station area. It is currently a private property and occupied by an auto service yard.
- The Alternative 2 site is located just north of the railroad tracks just east of Willow Avenue. A storage facility used by the Police Department and the City currently occupies the site. This facility would need to be relocated if a parking structure is built.



Figure 3.2: Metrolink Parking Expansion Study

3.3.1 General Plan

In the General Plan, both sites 5a and 5b are designated General Commercial (**Figure 3.3**).

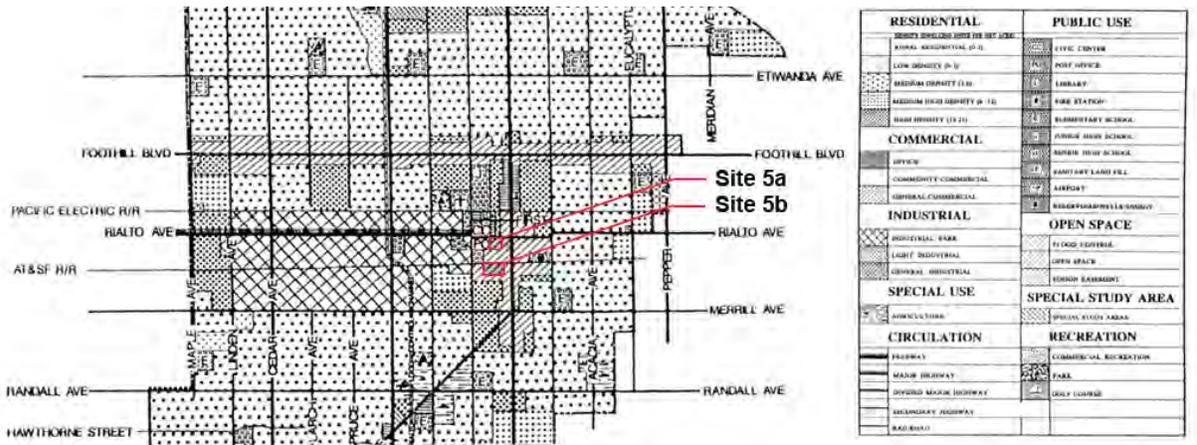


Figure 3.3: General Plan Land Use Map

- According to the General Plan, the 1992 Specific Plan indicates that high-density housing, other than for senior citizens, is not desirable (Note: Metrolink station and Interstate 210 had not been built at the time. This policy should be reconsidered in the General Plan update.
- The highest density currently permitted in residential designations for the entire City of Rialto is 21 du/ac, which is low for today’s standards.
- The General Plan indicates the area may be eligible as an historic district.

3.3.2 Zoning

As shown in **Figure 3.4**

- Site 5a is zoned Core Commercial within the Downtown Specific Plan.
- Site 5b is zoned Support Commercial

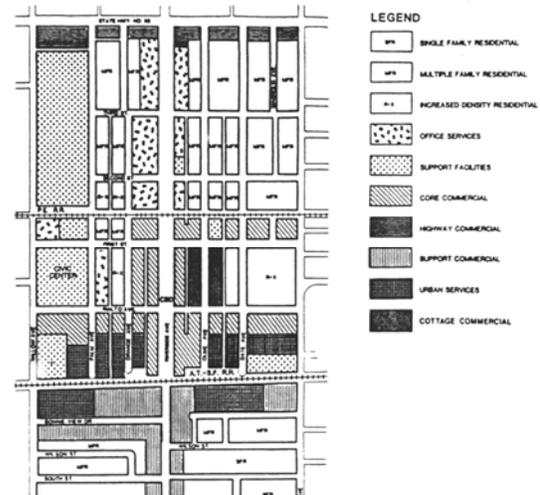


Figure 3.4: Downtown Specific Plan Zoning Map

Core Commercial

- Building height limit: Six (6) stories or seventy-five (75) feet
- Front yard setback: None
- Side yard setback: None required, except for lots which side a residential zone, the setback is 8 feet.
- Rear yard setback: None required, except for lots which rear a residential zone, the setback is 15 feet
- Residential uses are currently not permitted under this zoning designation.

Support Commercial

- Site development standards regarding height, bulk and space are the same as those of Core Commercial

- 013102141
- 013102140
- 013102133

3.3.3 Parking

- One parking space for each 125 square feet on the ground floor
- One space for each 250 sq ft of floor area on all floors other than the ground floor

3.4 SITES SELECTED FOR THE COMPASS BLUEPRINT IMPLEMENTATION PROJECT

The following are additional descriptions for the two sites selected for Rialto.

- Compass Blueprint Site 5a is located on Rialto Ave. between Palm Ave and Orange Ave. The City-owned site is 0.93 acres and it is currently vacant (**Figure 3.5**). The site consists of the following parcels (by APN numbers):
 - 013027113
 - 013027114
 - 013027117
 - 013027116
 - 013027115
- Compass Blueprint Site 5b is located on Bonnie View Drive in a block bounded by Willow Ave. and Riverside Ave. The site is 2.89 acres and it is also currently vacant (**Figure 3.5**). The site consists of the following parcels (by APN numbers):



Figure 3.5: Location of Compass Blueprint Sites 5a and 5b

3.5 STAKEHOLDER INTERVIEWS

In conversations with City staff and some elected officials, the Compass Blueprint Planning Team obtained relevant information about Rialto as well as both selected sites. A summary of comments follows:

- City staff and elected officials are generally supportive of Transit-Oriented Developments (TOD) around the Metrolink station area.
- The downtown area is currently facing economic challenges.
- Parking is foreseen as an issue in the near future. Shared parking is encouraged.

- The City desires plans developed for connections to downtown and a walkable environment.
- The City may support proposed densities higher than 25 du/Ac in downtown.
- Rialto is developing incentives for homebuyers.
- Population did not increase this last year and school registration dropped in the City.
- The City has started to acquire underutilized properties in the downtown area.
- There is a potential for a TransCenter at the Rialto Metrolink station. Discussions with Omnitrans are underway.
- Residential and mixed-uses should be considered for the alternative concepts.
- Rialto BIDA addresses issues related to marketing for the local businesses as well as lighting in the trees. These are primarily day-time businesses in downtown.
- There is an issue with security for night-time businesses and on weekends as well.
- BIDA boundaries: Willow Ave to Olive Ave; Merrill Ave to Foothill Blvd.
- Downtown businesses include: three flower stores, two party stores, small market, a furniture store, a market, a mattress store and restaurants.

3.6 MARKET ASSESSMENT

A preliminary market analysis for the Rialto sites has been prepared by ERA. The

following represents a summary of their findings:

- There are densification opportunities in the areas south of downtown.
- Multiple infill opportunities exist in the downtown area.
- Approximately 300 passengers board the Metrolink at the Rialto station daily.
- There are some challenging adjacencies such as industrial uses near the selected sites.

3.6.1 Market Highlights

- Rialto is mostly built out, but the Renaissance and Lytle Creek master plans offer tremendous opportunities in regional positioning.
- Office inventory in the city is approximately 300,000 sq. ft. with very little new space added since 2001. Specific Plans include new commercial space.
- Approximately 2.34 million sq. ft. of retail space currently exists with significant new space to be delivered via Specific Plans (4.5 million sq. ft.)
- About 11,000 new residential units are in the pipeline (or in the entitlement process).
- Average new home prices are in the \$200+/- per sq. ft. range – multiple higher value products are proposed in the Specific Plan areas such as ‘Bloomington Lane, just south of project area.

3.6.2 Strategies

- Densification, infill, and linkages to transit are key elements
- New master plan developments and associated retail/commercial compete with the Compass Blueprint Implementation Project sites, but also create markets for downtown due to scarcity of land, increased incomes, demand for unique urban experiences.
- Employment and Public Use opportunities are adjacent to the Metrolink right-of-way.
- High and Mid density residential, Live-Work opportunities are at locations slightly further away from the tracks.
- Dining and office mixes and future density increases should be considered along Riverside Ave. in the future.
- Enabling design framework and “District” marketing is going to be *critical* for success.

The market analysis has been completed in February, 2008. ERA’s recommendations have been considered in the creation of a land-use program for the development of alternative concepts for the two sites. ERA does recommend the higher density site use alternatives, which will be appropriate for revitalizing downtown. See Appendix III for the detailed market demand report.

3.7 GOALS AND OBJECTIVES

The Goals and Objectives for the two opportunity sites are as follows:

- To change the General Plan and zoning from commercial to mixed-use and increase the current development units per acre standard (currently 21 du/ac).
- Provide pedestrian linkages from the proposed residential development to the transit station, downtown Rialto, Riverside Avenue and the proposed single-family neighborhood on Bonnie View Drive.
- Plan for compatibility with the adjacent single-family neighborhood.
- Provide gathering spaces, amenities, wide tree-lined sidewalks, pedestrian scale features and linkages.
- Consider appropriate solar orientation of buildings, open spaces and other “green” features to address energy concerns.

3.8 ALTERNATIVE SITE CONCEPTS

The following describes and illustrates the site characteristics and alternatives proposed for the opportunity sites. Site 5a includes four alternatives while Site 5b includes two alternatives.

3.8.1 Site 5a

- Site 5a is approximately 150’x300’ and it is bisected in the middle by a 20-foot wide alley, ending on Rialto Ave.
- The site is approximately 450-feet from the Metrolink station, one block from the shops along Riverside Ave. and across the street from the Civic Center and Post Office.

- There is some single-family residential south of the site as well as some underutilized/vacant parcels.
- Rialto Ave. is designated as a secondary highway from Willow Ave to Riverside Ave. A secondary highway consists of 4 lanes and left turn pockets; parking is permitted and the design speed is 40 mph. A planned widening of Rialto Ave is shown on the General Plan.
- The site is owned by the City and lies within an active redevelopment project area.

Alternative 1¹: Three story Mixed-Use Project (Residential and Retail), as shown in Figures 3.6 to 3.8

This alternative presents a three-story mixed-use concept with ground level retail and parking, two stories of residential and a second level courtyard (alley is relocated). The preliminary program includes the following:

- Residential: 40 units; average size +/- 1,100 Sq. ft.
- Retail: +/- 8,000 Sq. ft.
- Open Space (Courtyard/Balconies): +/- 12,000 Sq. ft.
- Parking:
 - Retail: 32 spaces (1 space per 250 Sq. ft.).

¹IMPORTANT NOTE: All concepts and diagrams in this report are a work-in-progress. They are meant to facilitate the determination of best potential uses, site layouts, densities and intensities. Diagrams are not to scale.

- Residential: 63 spaces (1.6 spaces/unit); counting shared parking (2.4 spaces /unit).
- Proposed density: 40 du/ac or less.

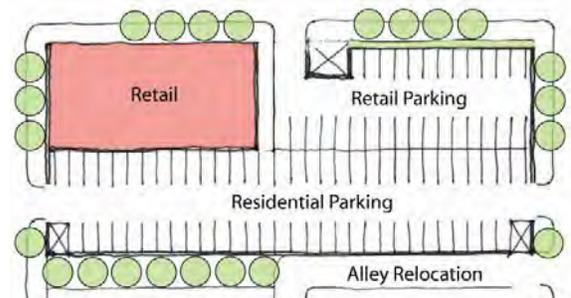


Figure 3.6: Site Plan - Ground Floor Plan

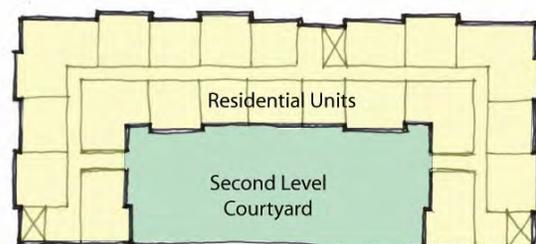
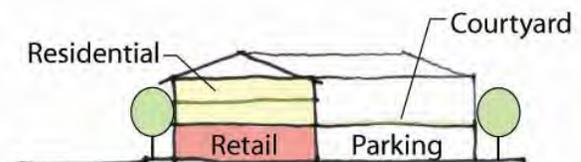


Figure 3.7: Typical Residential Level



Source: Gruen Associates

Figure 3.8: Building Section

Alternative 2: Five story Mixed-Use Project (Residential and Retail), illustrated in Figures 3.9 to 3.11

This alternative presents a five-story mixed-use concept with ground level retail and parking, four stories of residential and a second level courtyard (alley is relocated). Residential units close to existing homes could be two-stories high. The preliminary program includes the following:

- Residential: 72-80 units; average size +/- 1,100 Sq. ft.
- Retail: +/- 6,250 Sq. ft.
- Open Space (Courtyard/Balconies): +/- 12,000 Sq. ft.
- Parking:
 - Retail: 25 spaces (1 space per 250 Sq. ft.)
 - Residential: 163 spaces (2 spaces/unit); counting shared parking (2.35 spaces/unit)
- Proposed density: 68-80 du/ac

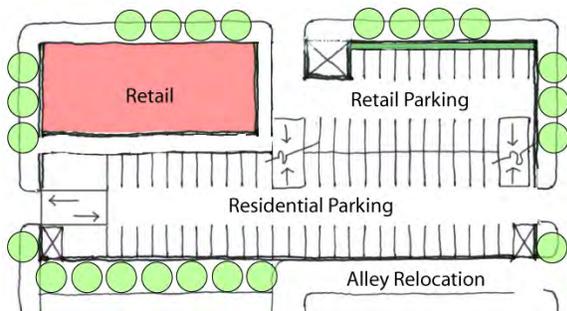


Figure 3.9: Site Plan - Ground Floor Plan

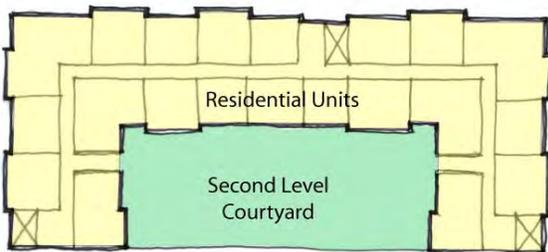
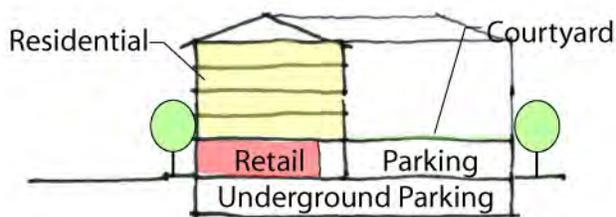


Figure 3.10: Typical Residential Level



Source: Gruen Associates

Figure 3.11: Building Section

Alternative 3: Live-Work / Townhomes (Figures 3.12 and 3.13)

This alternative presents a mixed-use concept with town homes and live/work units with private garages. Building heights may vary from two to three stories. The preliminary program includes the following:

- Residential: 24 units; size ranges from 1,800-2,400 Sq. ft.
- Open Space (Courtyards & Balconies/Paseos): +/- 3,500 Sq. ft.
- Parking:
 - Tenants: 48 spaces (2 spaces/unit)
 - Visitors: 6 spaces
 - Tandem parking proposed for 8 residential units
- Proposed density: 24 du/ac

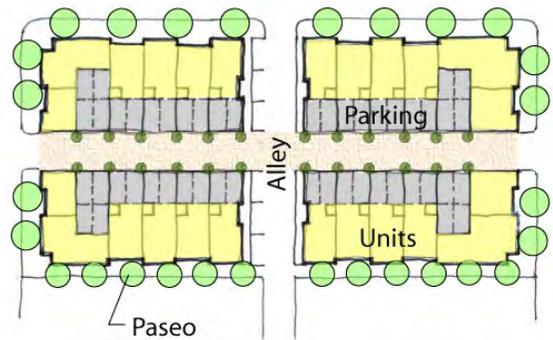
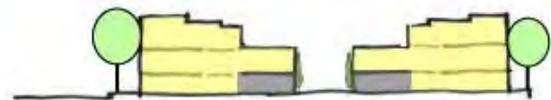


Figure 3.12: Typical Residential Layout – Ground Level



Source: Gruen Associates

Figure 3.13: Building Section

Alternative 4: Office / Retail (Figures 3.14 to 3.16)

This alternative presents a commercial concept with one 5-story office building and a single story building for retail or restaurant

uses (could potentially be 2 stories). The preliminary program includes the following:

- Office: 11,700 Sq. ft per story = 58,500 Sq. ft.
- Retail: 4,000 Sq. ft (shops and/or restaurant)
- Open Space (Courtyards/Paseos): +/- 9,250 Sq. ft.
- Parking: 250 spaces (1 space per 250 Sq. ft)
- Proposed intensity: 1.4 FAR

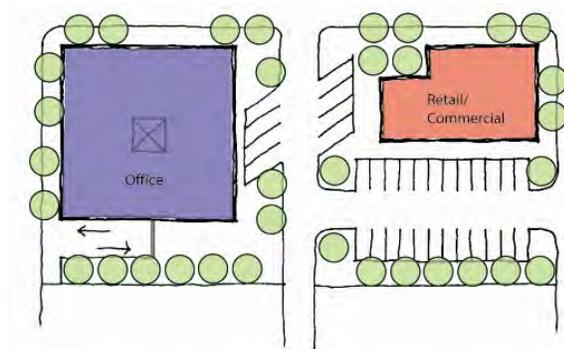
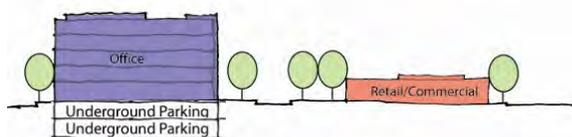


Figure 3.14: Site Plan - Ground Floor Plan



Figure 3.15: Typical Underground Parking



Source: Gruen Associates

Figure 3.16: Building Section

3.8.2 Site 5b

The following alternatives for Site 5b are described and illustrated below.

- Site 5b is approximately 452'x 270' in 2.89 acres.
- The site is directly south of the Metrolink station and the railroad tracks.

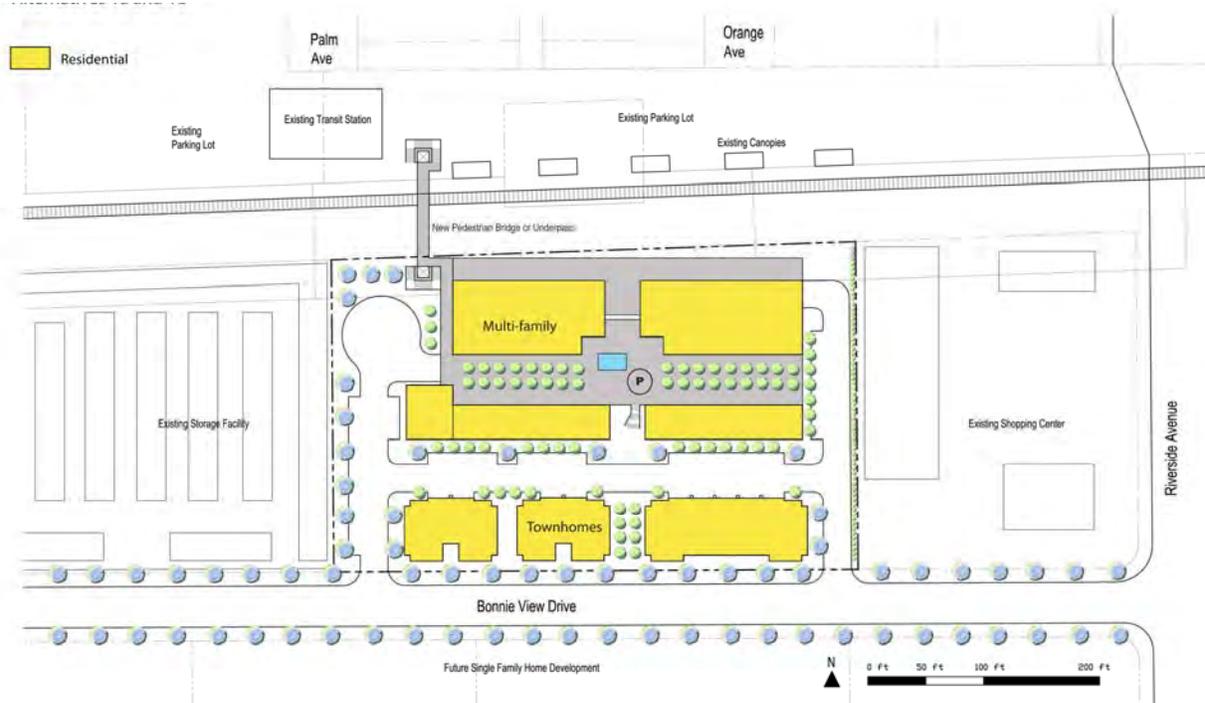
Alternative 1: Multi-family Residential and Townhomes

The urban design concept is to locate higher density residential development closer to the Metrolink Station transitioning to 2 to 3 story townhomes near Bonnie View Drive and planned single family development. The residential development would be connected to the transit station by a bridge over or underpass of the railroad tracks.

Site Plan

The Draft Strategic Plan for the Metrolink Station focus area proposes that Palm Avenue continue south of the Metrolink Station and intersect with Bonnie View Drive. It also calls for a pedestrian connection from the transit-oriented development south of the railroad tracks to connect with the Metrolink Station to the north of railroad tracks. The Alternatives shown here take that into consideration and allot space in the western portion of the site.

Both alternatives have one level of podium parking raising the residential above the railroad. Atop the podium would be double-loaded multi-story residential and an



Source: Gruen Associates

Figure 3.17: Site Plan

outdoor pool area. Anchored by stairs on both ends, a pedestrian bridge or underpass would connect the residential development to the transit station. This elevator tower would be shared with the residential development. Additional flats are attached to the south end of the above grade parking structure. In scale to the proposed single family housing development at the opposite side of Bonnie View Drive, two to three story townhomes are proposed at the south end of the site (**Figure 3.17**).

Alternative 1A: Three stories over 1 level of parking (Figure 3.18)

Alternative 1A would have three stories of residential flats over one level of podium parking. Another row of flats attached to the south of the parking structure would also be

three stories. In this scheme, the parking requirements for today's zoning would be met; however considerations should be given to reduced parking due to proximity of the Metrolink station.

- Total residential units: 87
- Residential Density: 30 du/ac
- Building Coverage: 0.53
- FAR (w/o parking garage): 0.8
- FAR (w/ parking garage): 0.97

Alternative 1B: Five stories over 2 levels of parking (Figure 3.19)

- In Alternative 1B, the ground level and site plan are the same as 1A. The difference for Alternative 1B is the increase in the density of development

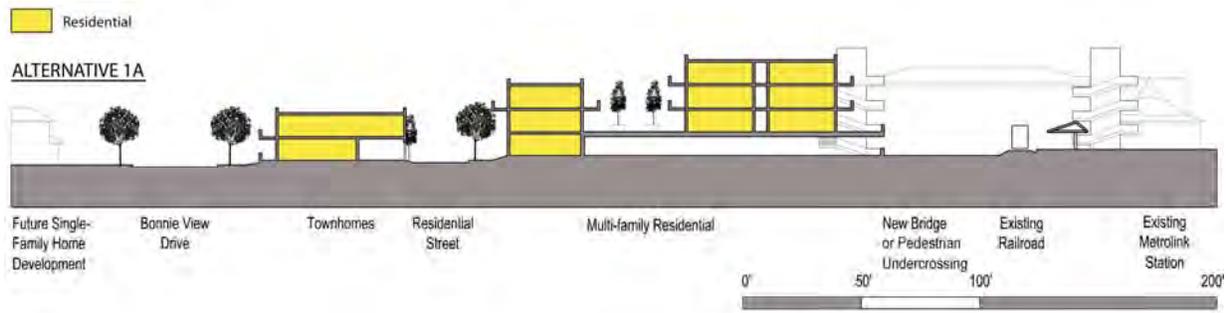
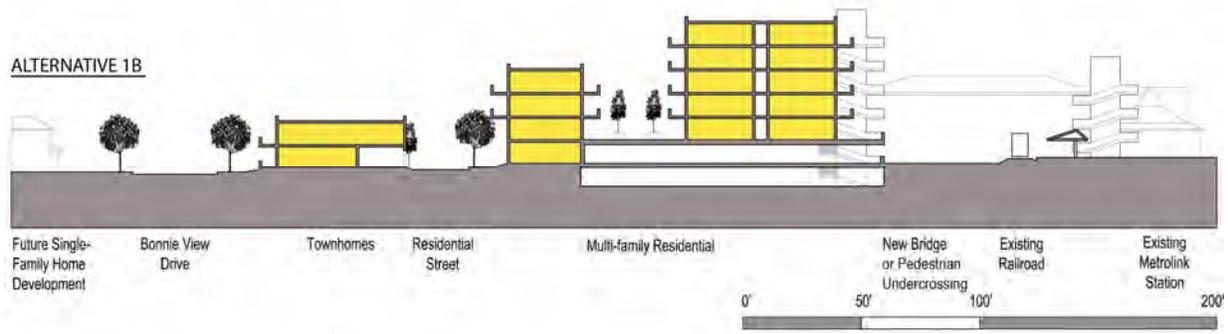


Figure 3.18: Alternative A - Section



Source: Gruen Associates

Figure 3.19 Alternative B – Section

and the amount of stories. In this alternative, five stories of residential flats would be located over the podium parking. The row of flats attached to the south of the parking would be four stories. There are two levels of parking: one level underground and the other on the first floor. The parking requirements for today’s zoning would be met with approximately 30 extra spaces. Because of the close proximity to transit, a 20% parking reduction in the City’s parking code requirements could be considered. The 2-story parking structure would have approximately 70 extra spaces over the City requirement. These extra spaces can be used in conjunction with Metrolink in a shared parking agreement.

- Total residential units: 123
- Residential Density: 43 du/ac
- Building Coverage: 0.53
- FAR (w/o parking garage): 1.1
- FAR (w/ parking garage): 1.31

3.9 FUTURE MASS TRANSIT CONCEPT FOR DOWNTOWN RIALTO

The site is currently served by Omnitrans Bus Route 14 and Route 22. Route 14 travels from the City of Fontana to the City of San Bernardino via Foothill Boulevard and operates currently on a 15 minute peak weekday headway. Route 22 travels from North Rialto to the Arrowhead Regional

Medical Center (ARMC) via Riverside Ave and operates currently on twenty minute peak weekday headway.

Future Mass Transit Concepts for Site 5a and 5b in Rialto are as follows:

- **Community Circulator Service** - The disbursed nature of activity centers in the City of Rialto may warrant the development of community circulator mass transit service that connects Sites 5a and 5b with a variety of key centers in the Community. The Circulator would be on a fixed route and time table with designated stops.
- **Improved Metrolink Commuter Rail Services** - Based upon the new Strategic Plan now being developed by the SCRRA, Metrolink commuter rail service will be enhanced from what is operated today with additional peak and off-peak service and expanded park-and-ride lots. Site 5b is immediately adjacent to the Rialto Metrolink Station.
- **Improved Omnitrans Fixed Route Bus Services** - Omnitrans adds or modifies service on a periodic basis based upon requests it receives from member jurisdictions. Omnitrans Bus service could be increased to serve individual sites in the future if a jurisdiction makes a strong case for the modification to Omnitrans.

3.10 STAKEHOLDER MEETINGS

Comments by City Staff specific to Alternatives for Site 5a:

- Alternatives 1 and 2: These alternatives are preferred because they make the best use of housing adjacent to rail. The townhome concept has not fared well in this economy for Rialto. The townhome units became rented and there were problems with maintenance issues elsewhere in the City.
- Alternative 4 lacks opportunity to put housing adjacent to rail. If a viable national commercial tenant such as a restaurant was located there it would be a much needed improvement.

Comments by City Staff specific to Alternatives for Site 5b:

- Both TOD plans should be retained for consideration.
- The plan should consider the expenses and the feasibility of the pedestrian bridge in today's economic market.

3.11 NEXT STEPS / IMPLEMENTATION

As mentioned previously the City of Rialto is currently updating its General Plan and is preparing a Downtown Vision and Strategic Plan for downtown. The downtown plan's vision includes focusing improvements and investments into three Priority Focus Areas: Riverside Avenue, the Civic Center, and the Metrolink Station area.

For Riverside Avenue, proposed improvements include facade improvements, infill mixed-use development on existing parking lots, improvements to Trickle Side Alley to connect Riverside Avenue with the Civic Center, and the width reduction of automobile lanes for diagonal parking and to slow driver speeds, creating a more pedestrian-friendly environment.

A new Civic Center is proposed with a new City Hall, a new library, a higher education facility, a plaza, and parks. Adjacent are proposed townhomes and condominiums. The Metrolink Station Area includes a proposed mix of uses including transit-oriented housing, a new office building, live/work units, and a pedestrian bridge connecting the transit-oriented housing to the Metrolink station plaza. South of the railroad tracks new housing at densities of 50 to 60 units are proposed.

The concept plans for the two sites are consistent with this vision. To implement these concepts, the densities recommended and parking requirements should be incorporated into the General Plan and Downtown Strategic Plan.

3.11.1 Policies / Guidelines to Consider Including in the General Plan Update

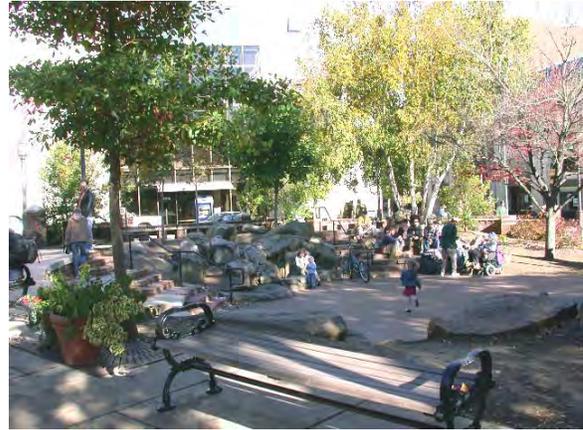
While the City is updating its General Plan and SANBAG is updating its LRTP it is the appropriate time to incorporate transportation and land use integration concepts demonstrated for downtown and on Site 5a and 5b and in other locations in the City. The LRTP for the premium transit corridors would typically have stations/stops approximately every mile or so, providing multiple opportunities to create appropriate land uses within walking distances of stations. **Figure 1.1**, Draft Long Range Transit Plan in Chapter One shows station locations under consideration in Rialto. The General Plan update should provide land use policies for these stations stops along premium transit lines. Policies should be considered flexible as they need to be translated to the unique site and market conditions for each station area. Policies suggested include:

- To increase mobility and contribute to a healthy, livable community, encourage Transit-Oriented Development along major transit corridors.
 - Concentrate within ½ mile of premium transit station/stops², mixed-use commercial/residential uses, retail, restaurants, offices, multi-family residential,

² Premium transit includes light rail, heavy passenger rail, bus rapid transit (BRT), monorail, or other similar mode. Express bus such as Metro Rapid in Los Angeles may also be considered Premium.

entertainment, and civic uses while protecting established low density residential.

- Target areas within ½ mile of premium transit station/stops for the highest employment/retail intensities and densities relieving pressure to develop established single family neighborhoods in the City.
- Provide incentives for increased density within ½ mile of premium transit station/stops such as density bonuses, FAR increases, reductions in parking requirements, and expedited review.
- Create strong pedestrian and bicycle linkages to the premium transit station/stops thereby reducing auto trips.
- Support attractively designed premium station/stops with transit/pedestrian amenities.
- Develop urban design and planning guidelines and parking management strategies that promote non-auto transportation and quality live, work, and play environments.
- Locate along major streets pedestrian friendly uses and building entrances.
- Locate parking behind buildings or on the side.
- Provide people gathering spaces, amenities, and wide tree-lined sidewalks along major transit corridors.



Public gathering space with landscaping

- Plan for concentrated developments within ½ mile of proposed transit corridors which can be phased for increased intensities/densities, when transit is available.
 - Limit new low density/intensity development within the ½ mile area.
 - Provide space for future transit stations/stops and establish and implement streetscape improvements and tree-lined pedestrian/bicycle pathways.
 - Locate surface parking areas that serve the 1st phase development away from the walkable environment along the street, and to provide for future building sites with more intense development.
- Work with Omnitrans and SANBAG in locating premium transit corridors, stations, and planning appropriate adjacent Transit-Oriented Development tailored to each site's unique conditions.

3.11.2 Implementation Policies / Guidelines to Consider Relative to Opportunity Sites 5a and 5b

In the General Plan and the future update of the Specific Plan include the following:

- Revise the land use designation for Sites 5a and 5b to allow for mixed-use including multi-family residential up to 60 units/acre or more.
- Site 5a, require a certain portion of the ground floor frontage along Rialto Avenue to be retail or restaurant uses that would help to create a interactive place at the corner of Rialto Avenue and Palm Avenue.
- Encourage a transition in height from more dense mixed-use development to adjoining moderate density development.

To refine the connections to transit and downtown shops and restaurants on Riverside Drive provide:

- Streetscape improvements on Rialto Avenue between Civic Center Drive and Riverside Avenue
- Streetscape improvements along Palm Avenue from Site 5a to the Metrolink Station. Explore the feasibility of an overpass or underpass with Metrolink, for Site 5a and 5b to place the area south of the railroad tracks in walkable distance to the Metrolink Station.

3.11.3 Funding Sources

The following tables illustrate implementation techniques and potential funding sources for development of this opportunity site.

Table 3.1: Transit-Oriented Developments Implementation Techniques Matrix

	BRT Rialto
1) Sites scale	1 and 3 acres
2) In redevelopment project	Yes
3) In current Specific Plan	Yes
4) Current development agreement	No
5) On site/adjacent adequate utilities	Yes
6) High regional visibility	No
7) Town/city center concept	Yes
8) Current development market	May emerge soon
9) New TOD right of way required	No
10) TOD/city concept density	Medium
11) Potential forecast of development initiation	2009 +
12) Needs recovery of land values	No
13) Major regional adjacent impact issues	No
14) Existing public purpose land relocation or sale	Yes (city owned parcel)

Source: Economic Research Associates

Table 3.2: Transit-Oriented Developments Implementation Funding Matrix

	BRT Rialto		
1	TIF	1 TIF	= Redevelopment Project Tax Increment Financing
2	-	2 IID	= Infrastructure Improvement District Tax Increment Financing
3	-	3 CFD	= Mello-Roos Community Facilities District (Assessment)
4	FSBF	4 FSBF	= Possible Future State Bond Financing (New issues will need to be approved.)
5	CIP	5 CIP	= Local (city/municipal) Capital Improvement Program
6	DAPF	6 DAPF	= City/Developer Development Agreement Partnership Funding
7	NMTC	7 NMTC	= U.S. Treasury New Markets Tax Credits (will need to be reauthorized)
8	CWTF	8 CWTF	= New and Future Countywide Transportation Funds (from authorized sales tax proceeds)
9	-	9 ADPIF	= Possible Airport District Peripheral Infrastructure Funding (a concept)
10	OFG	10 OFG	= Other Federal Grants (U.S. EDA, LPWG; U.S. CDBG; etc.)
11	LT/PPS or L	11 LT/PPS or L	= Land Trade/Public Property Sale or Lease
12	DRT	12 DRT	= Development Rights Transfer

Source: Economic Research Associates

*NOTE: Photos if not cited were taken by Gruen Associates Staff and are a part of Gruen Associates image library.

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Colton Municipal Code

Rancho Cucamonga General Plan

Rancho Cucamonga Municipal Code

Foothill Boulevard Historic Route 66 Visual Improvement Plan

See Market Demand Study, Appendix III for other sources.

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