

# THE ARRIVE CORRIDOR

## TAC MEETING FONTANA CITY HALL

April 30, 2015

## CITY MANAGERS MEETING: MARCH 5, 2015

### ❑ Marketing Board Presentation

- Roles of a Marketing Board (marketing of TOD, tours, funding sources)
- Leander, Texas (outside of Austin) and Lakewood, Colorado (near Denver) as two examples of multi-agency corridor collaborations
- Can be structured through a memorandum of understanding between the cities
- 3-year funding recommendation
- Economic Development Corporation as a long term solution

### ❑ Marketing Board: Comments from City Managers

- Park Once concept as a potential funding mechanism for a Marketing Board
- West end of the corridor has the most potential to lead a unified effort
- TOD education for Electeds
- Developer orientation
- Include Downtown San Bernardino Station
- No staffing available at cities
- Potential joint funding of one marketing staff/SANBAG is willing to partially fund as are some cities/Should County fund?
- Marketing Board staff should be located in the SANBAG offices
- Participating cities' City Managers to be represented on the Board

## CITY MANAGERS MEETING: MARCH 5, 2015

### ❑ **Strategies Planning Session**

- Follow up with the Board
- Determine how to fund improvements and increase in service on Metrolink
- Cannot wait until 2040 under the current measure to fund projects
- Market to elected officials, developers, brokers, and general public for funding
- Connection to the airport important
- Omnitrans needs to be at the table
- See San Diego and Pasadena as a good examples of TOD

### ❑ **San Bernardino Metrolink Line**

- The need to recognize the line is not only for long commuter rail service anymore
- DMU technology could use shared tracks for mid-day and short trips

### ❑ **Gold Line**

- The need to recognize the Gold Line Extension to the airport on the Pacific Electric line will not work

## TRANSIT USERS SURVEY RESULTS: APRIL 2, 2015

| <b>RESULTS OF TRANSIT USER SURVEY – 4/2/2015</b> |                 |                  |                  |
|--|-----------------|------------------|------------------|
| <b>Trips</b>                                     | <b>Trains</b>   | <b>Westbound</b> | <b>Eastbound</b> |
| 1  | 6:52a – 7:39a   | 95               | --               |
| 2  | 8:29a – 9:30a   | --               | 17               |
| 3  | 9:50a – 10:24a  | 53               | --               |
| 4  | 10:55a – 11:40a | --               | 13               |
| 5  | 3:00p – 3:34p   | 30               | --               |
| 6  | 4:20p – 5:00p   |                  | 21               |

\* 229 Surveys Total

## TRANSIT USERS SURVEY RESULTS: APRIL 2, 2015

### QUESTION 1. HOW DID YOU ACCESS THE METROLINK STATION TODAY?

|                                      | <b>Walked<br/>%</b> | <b>Bus<br/>%</b> | <b>Drove &amp;<br/>Parked<br/>%</b> | <b>Dropped<br/>Off<br/>%</b> | <b>Bicycle<br/>%</b> | <b>Power<br/>Chair<br/>%</b> |
|--------------------------------------|---------------------|------------------|-------------------------------------|------------------------------|----------------------|------------------------------|
| Total Survey                         | 8.30                | 16.16            | 42.36                               | 27.95                        | .04                  | (1)                          |
| Train 1 – Westbound<br>6:52a-7:39a   | 2.11                | 3.16             | 65.26                               | 27.37                        | --                   | --                           |
| Train 6 – Eastbound<br>4:20p-5:00p   | 14.29               | 14.29            | 52.38                               | 9.52                         | 9.52                 | --                           |
| Train 4 – Eastbound<br>10:55a-11:40a | 7.69                | 23.08            | 15.38                               | 46.15                        | --                   | --                           |

## TRANSIT USERS SURVEY RESULTS: APRIL 2, 2015

### QUESTIONS 2&3. WHERE DID YOU GET ON AND OFF THE TRAIN? (1<sup>ST</sup> AND 2<sup>ND</sup> HIGHEST ANSWERS FOR ALL TRAINS)

|                  | Westbound (%) |       | Eastbound (%) |       |
|------------------|---------------|-------|---------------|-------|
|                  | On            | Off   | On            | Off   |
| San Bernardino   | 43.26         |       |               | 42.00 |
| LAUS             |               | 67.98 | 36.00         |       |
| CSULA            |               | 10.67 |               |       |
| Fontana          | 15.73         |       |               | 14.00 |
| Rancho Cucamonga |               |       | 10.00         |       |

## TRANSIT USERS SURVEY RESULTS: APRIL 2, 2015

**QUESTION 5. BELOW ARE POSSIBLE LONG-TERM CORRIDOR-WIDE VISION IMPROVEMENTS IDENTIFIED TO DATE. HOW WOULD YOU PRIORITIZE FUNDING AND EFFORTS TO IMPLEMENT. RATE EACH 1 TO 5 WITH 1 BEING THE MOST IMPORTANT.**

|                                      | <b>Priority 1 – Total %</b> | <b>Train 1 – 6:52a to 7:39a</b> |
|--------------------------------------|-----------------------------|---------------------------------|
| More Express Trains                  | 43.09%                      | 42.68%                          |
| Increasing Train Frequency           | 32.09%                      | 32.10%                          |
| Ticketing Improvements               | 31.55%                      | 33.73%                          |
| Additional Mid-day & Evening Service | 30.60%                      | 29.76%                          |
| Improvements to Grade Crossings      | 21.90%                      | 15.35%                          |
| Purchase of New Equipment            | 20.99%                      | 20.48%                          |

# TRANSIT USERS SURVEY RESULTS: APRIL 2, 2015

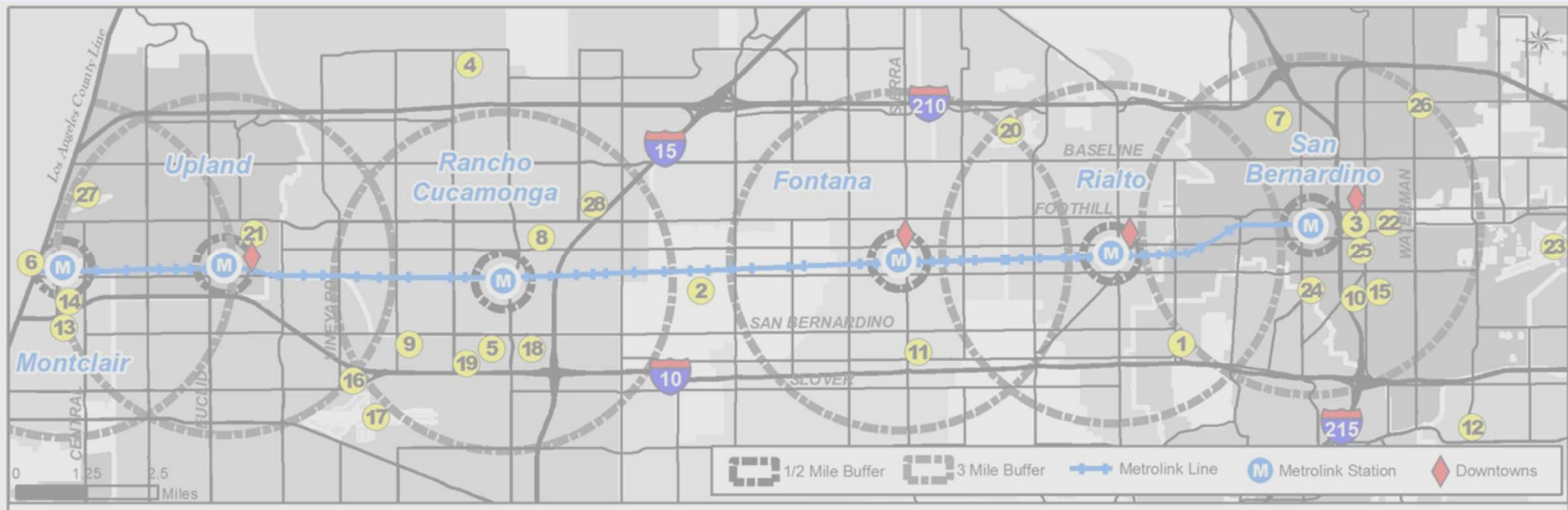
**Question 6. The following features contribute to a walkable environment and more compact TOD within a 1/2 mile area around the station. In your opinion, indicate by checkmark the four (4) most important features which should be at each of the station areas you are familiar with?**

|   | Montclair  | Upland     | RC         | Rialto     | Fontana    | SB         | Totals |
|---|------------|------------|------------|------------|------------|------------|--------|
| <b>More retail and restaurants</b>                        |            |            |            |            |            |            |        |
|   | 33         | 36         | 53         | 39         | 48         | 75         | 284    |
| %   | 15.35      | 14.81      | 18.15      | 16.25      | 17.71      | 17.77      |        |
| <b>More employment land uses</b>                          |            |            |            |            |            |            |        |
|   | 17         | 20         | 14         | 20         | 28         | 42         | 141    |
| %   | 7.91       | 8.23       | 4.79       | 8.33       | 10.33      | 9.95       |        |
| <b>Mix of housing types and higher densities</b>          |            |            |            |            |            |            |        |
|   | 12         | 19         | 22         | 18         | 18         | 28         | 117    |
| %   | 5.58       | 7.82       | 7.53       | 7.50       | 6.64       | 6.64       |        |
| <b>Affordable housing</b>                                 |            |            |            |            |            |            |        |
|   | 27         | 36         | 34         | 21         | 32         | 40         | 190    |
| %   | 12.56      | 14.81      | 11.64      | 8.75       | 11.81      | 9.48       |        |
| <b>Civic uses and public gathering spaces</b>             |            |            |            |            |            |            |        |
|   | 27         | 19         | 24         | 22         | 29         | 47         | 168    |
| %   | 12.56      | 7.82       | 8.22       | 9.17       | 10.70      | 11.14      |        |
| <b>Better pedestrian connections and amenities</b>        |            |            |            |            |            |            |        |
|   | 28         | 32         | 41         | 32         | 31         | 49         | 213    |
| %   | 13.02      | 13.17      | 14.04      | 13.33      | 11.44      | 11.61      |        |
| <b>Bicycle connections and amenities</b>                  |            |            |            |            |            |            |        |
|   | 20         | 25         | 29         | 29         | 35         | 47         | 185    |
| %   | 9.30       | 10.29      | 9.93       | 12.08      | 12.92      | 11.14      |        |
| <b>Better bus connections to the station</b>              |            |            |            |            |            |            |        |
|   | 32         | 36         | 47         | 38         | 31         | 60         | 244    |
| %   | 14.88      | 14.81      | 16.10      | 15.83      | 11.44      | 14.22      |        |
| <b>Parking structures to free up land for development</b> |            |            |            |            |            |            |        |
|   | 19         | 20         | 28         | 21         | 19         | 34         | 141    |
| %   | 8.84       | 8.23       | 9.59       | 8.75       | 7.01       | 8.06       |        |
| <b>Totals</b>   | <b>215</b> | <b>243</b> | <b>292</b> | <b>240</b> | <b>271</b> | <b>422</b> |        |



# ARRIVE CORRIDOR VISION STATEMENT

*Transition the ARRIVE Corridor, over time, to an integrated TOD/regional rail corridor, serving residents and businesses within active, growing, transit-oriented communities at the seven station locations and providing a high degree of transit interconnectivity to Valley destinations*



# ARRIVE CORRIDOR OVERALL STRATEGY: SUMMARY

## ❑ Corridor-wide Vision and Strategies

- Keep strengthening the transit and multi-modal network
- Build a “critical mass” of origins and destinations
- Improve connectivity internally and to peripheral destinations
- Position the entire corridor to attract investment

## ❑ Individual decisions by the cities in context of the corridor-wide game plan

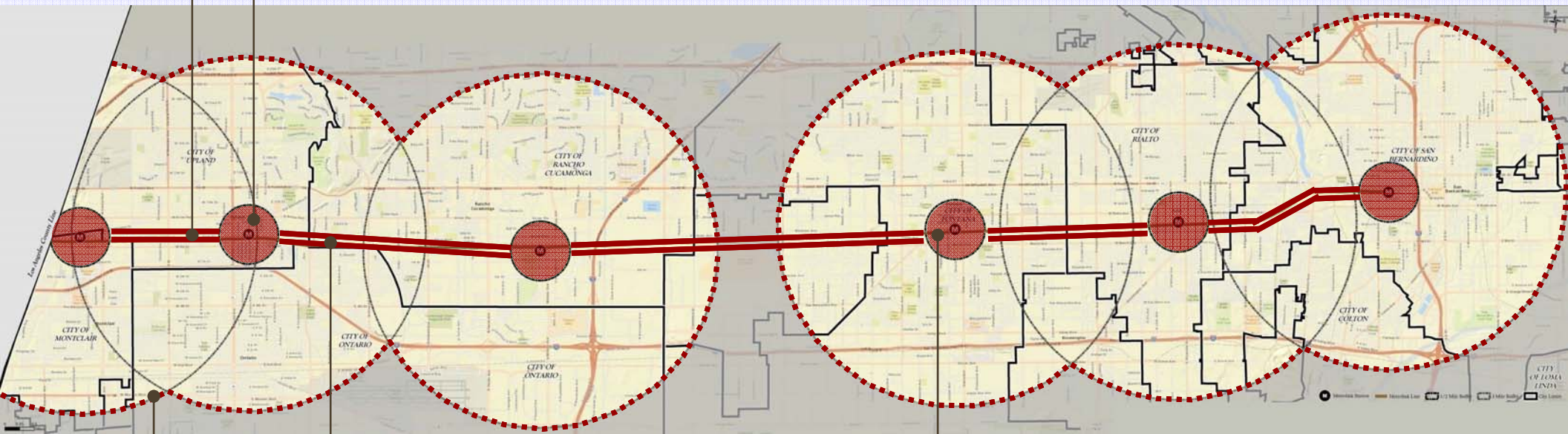
- Refine the regulatory environment to be conducive to TOD development
- Continue to develop public/private partnerships with developers and securing funding



# OVERALL CORRIDOR-WIDE VISION

1. Metrolink Operations Improvements (long term)

2. Metrolink Station Area Physical Character and Infrastructure Enhancements for Future TODs (1/2 mile)



4. Champion the Expansion and Operation of the Network

3. Metrolink Station Accessibility and Mobility Improvements (3 miles)

5. Creating a Dynamic Urban Environment through Land Use Tailored to Individual Stations

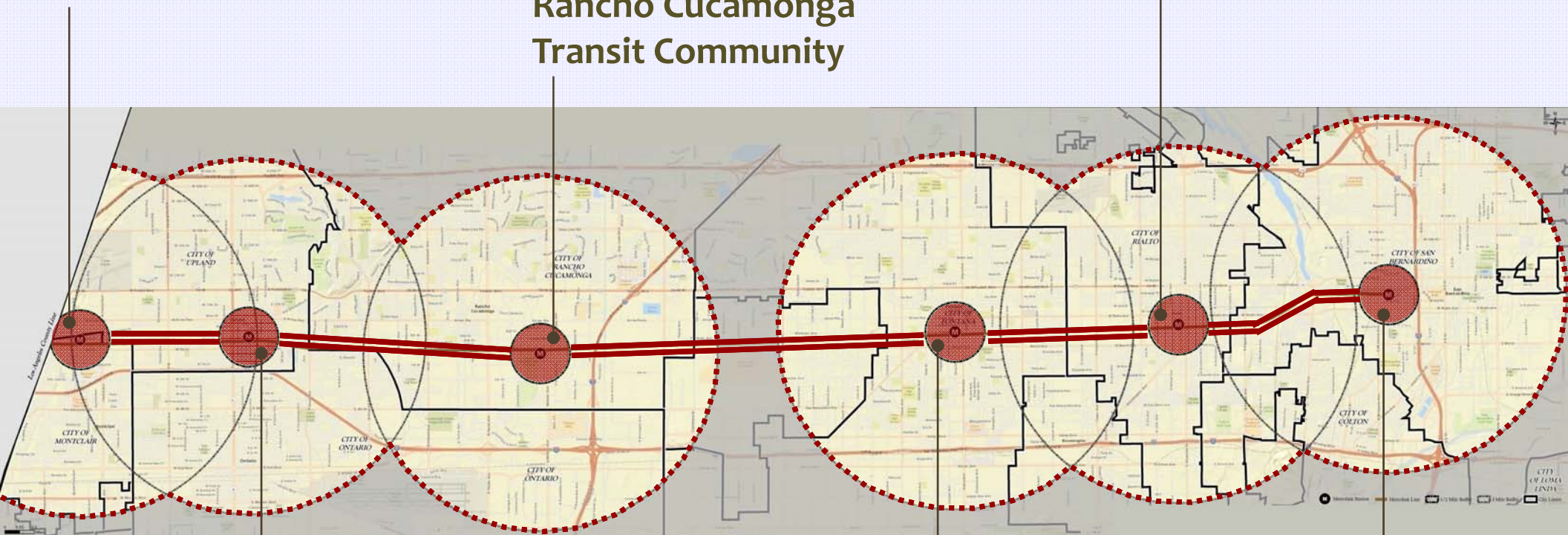
6. Park-Once Districts

# THEMES FOR THE FUTURE CHARACTER OF THE STATION AREAS

North Montclair Regional  
Transit Village

Rancho Cucamonga  
Transit Community

Historic Downtown Rialto  
Transit Village



Historic Downtown Upland  
Transit Village

Downtown Fontana  
Transit Village

Santa Fe Depot  
Employment District

# TRANSIT ORIENTED DEVELOPMENT (TOD) CONCEPT

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

## Building blocks of a TOD

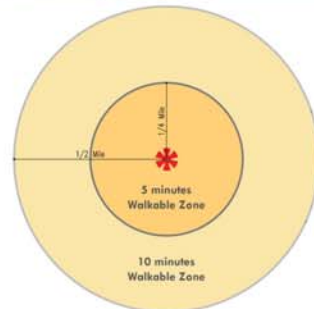
**1.** The Passenger Rail Station with Inter-modal transfers (BRT, local bus, shuttle, and bicycle)



**2.** Pathways for walking to station linking new and surrounding neighborhoods and jobs



**3.** Walkable area is within 1/4 to 1/2 mile from station



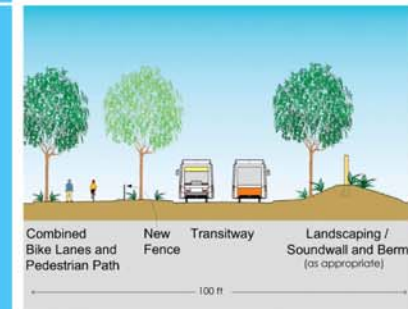
**4.** Compact mix of uses fostering walking and transit use with highest intensity at the center



**5.** Mix of amenities such as neighborhood services, public gathering spaces, bike paths and lockers and network of interconnected streets



**6.** Connecting to major destinations outside the 1/2-mile walkable area



# UPDATING GENERAL AND SPECIFIC PLANS FOR EACH CITY

## ❑ Vision and Land Use

- Create a vision with community values input first before regulations
- Concentrate retail in strategic areas for success utilizing flex space that can be converted over time
- Provide a mix of uses in compact form unique to each area

## ❑ Placemaking with Development

- Places for events, recreation, sitting, playing, trees
- Arts and culture
- Streets as places



# UPDATING GENERAL AND SPECIFIC PLANS FOR EACH CITY

## ❑ Walkability and Multi-modal Connections adds Value

- Strengthen pedestrian, bike, bus connections and amenities
- Plan for all ages

## ❑ Parking

- Build enough but not too much
- Drives development costs
- Reduce minimums (Montclair requires 1 space/unit)
- Transition reduction as area and transit matures
- Park Once for non-residential



# UPDATING GENERAL AND SPECIFIC PLANS FOR EACH CITY

## ❑ Development Intensity/Density

- Build maximum to address market demand and place more people within walking distance of transit
- Blended density over entire site
- If maximum is not feasible, phase development by consolidating surface parking so this parking can become a future building
- Land bank some areas for high density/intensity development

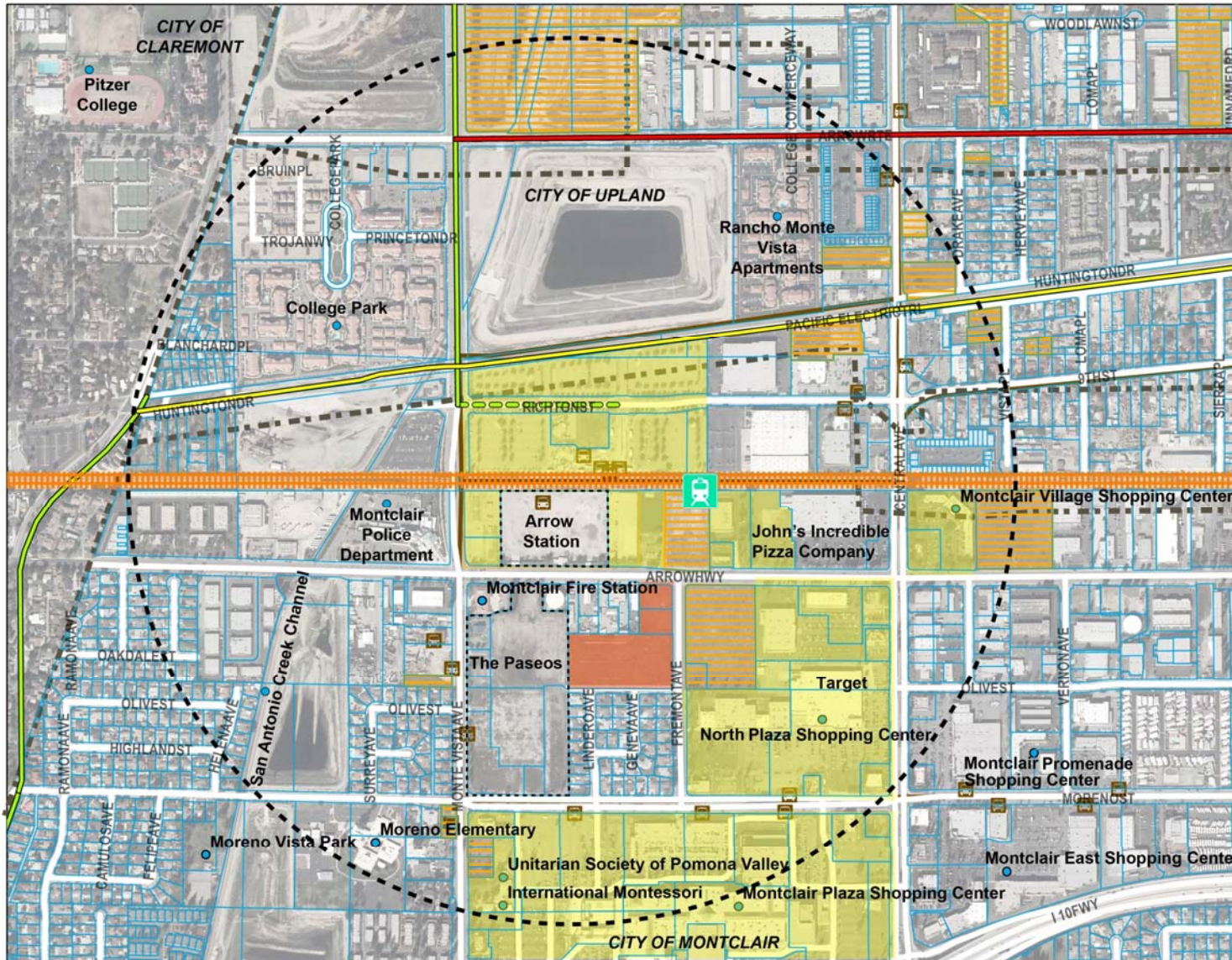
## ❑ Sustainability Targets

- Bus service at a min. 15-minute headway throughout the day and night
- Multi-family uses less energy than single family
- Energy targets such as net zero (solar, green roofs etc)
- Water capture, conservation, and infiltration
- Walkable areas with trees and other vegetation to improve air quality
- Equity/affordability measures





# OPPORTUNITY SITES: MONTCLAIR



## LEGEND

- Metrolink Station & Park-&-Ride Lot
- 0.5 Mile Walk to Transit Station
- Local Bus Route
- Local Bus Stop
- Metrolink Tracks
- Vacant Parcels
- Potential Opportunity Sites
- Potential Planned Projects
- Destinations

## Existing Bike Path 2014

- Class I
- Class II
- Class III

## Planned Bike Path 2014

- Class I
- Class II
- Class III

# MARKET ASSESSMENT AND DEVELOPMENT POTENTIAL: MONTCLAIR

## Montclair Demand Summary

| Land Use    | Current Recapture | 2014-2020       | 2020-2035         | Total*            |
|-------------|-------------------|-----------------|-------------------|-------------------|
| Residential |                   | 200 - 400 units | 700 - 1,400 units | 900 - 1,900 units |
| Office      |                   | 0 SF            | 44k - 107k SF     | 44k - 107k SF     |
| Retail      |                   | 0 SF            | 69,000 SF         | 69,000 SF         |
| Industrial  |                   | 5k - 12k SF     | 22k - 52k SF      | 27k - 64k SF      |

\*Totals may not add due to rounding.

- ❑ **Approximately 62.4 acres of vacant and underutilized land**
  - ❑ 52.4 Acres of residential at 30-50 du/acre = 1,572 – 2,600 units
  - ❑ 10 acres of non-residential @ 1 FAR = 435,600 SF
  
- ❑ **All opportunity sites should be 36 – 40 du/acre average to satisfy the market demand**
  
- ❑ **Market Demand Estimates for Non-Residential Uses total 240,000 SF can be satisfied within the 10 acres of vacant and underutilized land**

# VISION AND IMPLEMENTATION STRATEGIES: MONTCLAIR

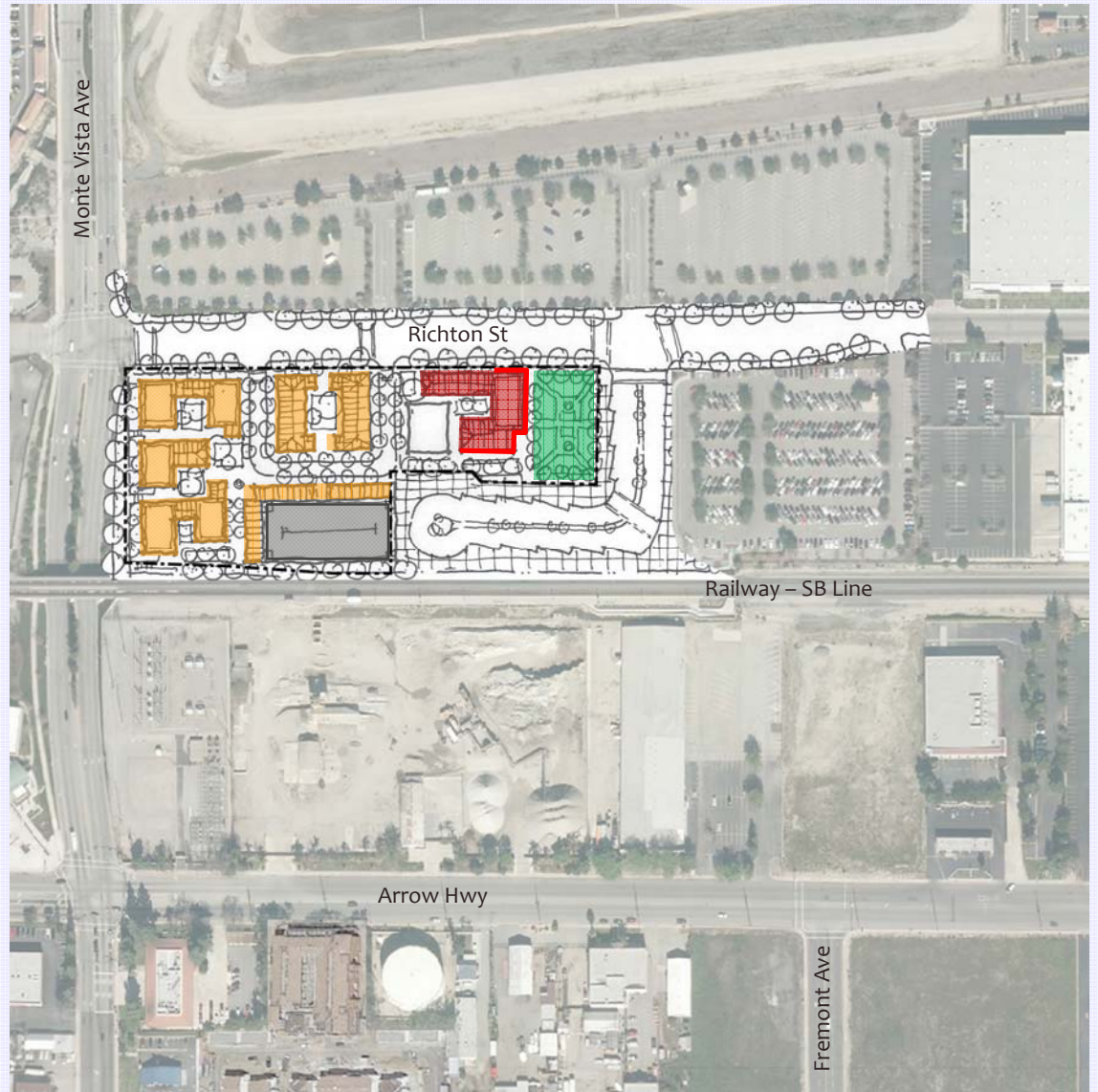
- ❑ North Montclair Downtown Specific Plan (NMDSP) articulates the vision, land use, and linkages
- ❑ This project focuses on alternative land use strategies on how to catalyze the city's vision
  - A. Multi-family residential on Caltrans underutilized parking with placemaking improvements
  - B. Residential/Live-Work/Park
  - C. Improvements to Fremont Ave/Pedestrians + Bike
  - D. Connection to Montclair Plaza



# LAND USE ALTERNATIVE A-1: MONTCLAIR

## ❑ Underutilized Parking on Caltrans Park and Ride Lot

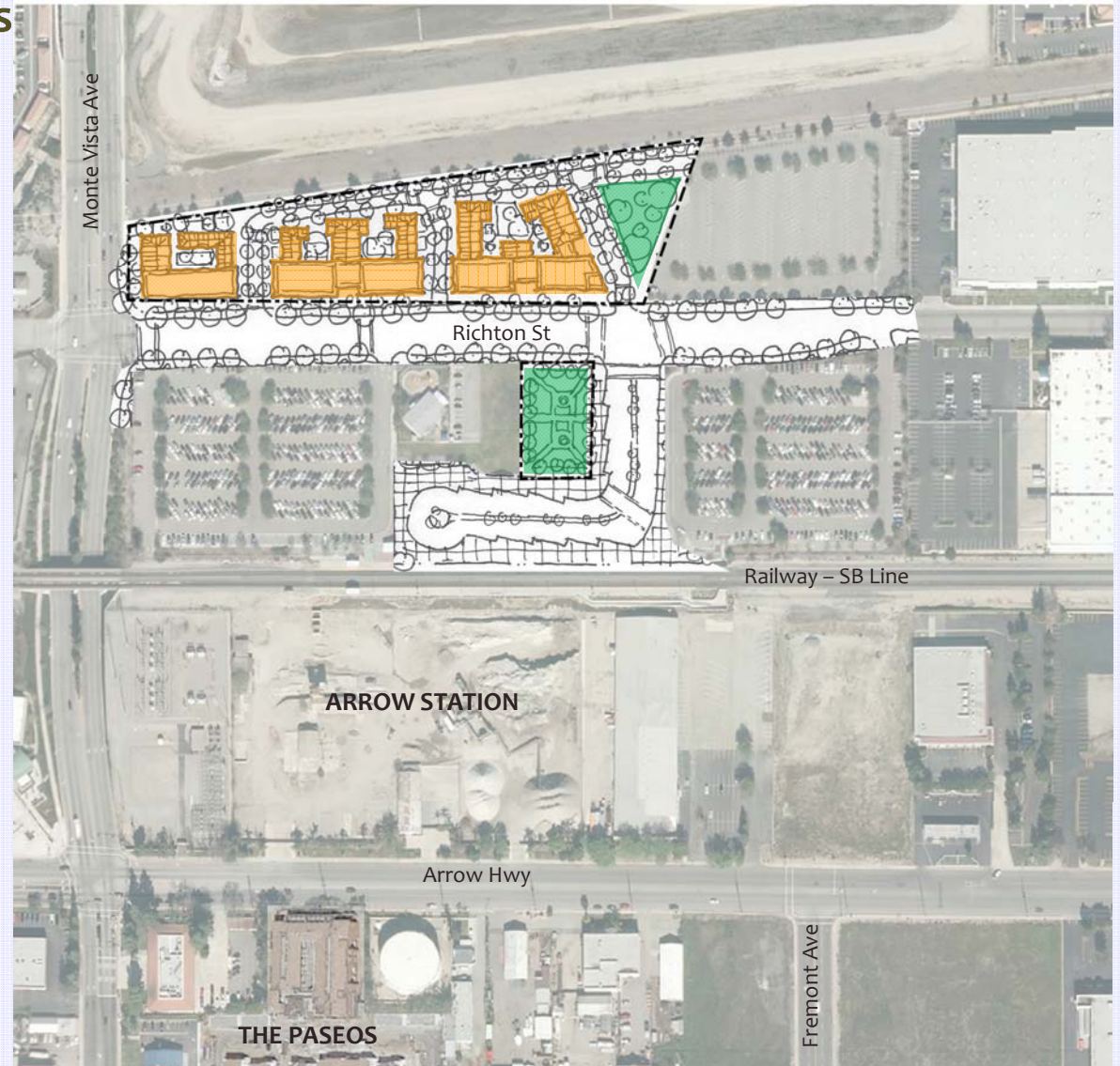
- Existing parking utilization 58.4%
- +/- 4 acre site
- Multi-family units at 50 units/acre
- Placemaking activities (food vendors, public art, temporary events, signage, play areas, seating) on SANBAG/City site
- Connection to Pacific Electric Trail



## LAND USE ALTERNATIVE A-2 : MONTCLAIR

### ❑ Underutilized Parking on Caltrans Park and Ride Lot

- Existing parking utilization 58.4%
- +/- 4 acre site
- Multi-family units at 50 units/acre
- Placemaking activities on SANBAG/City site

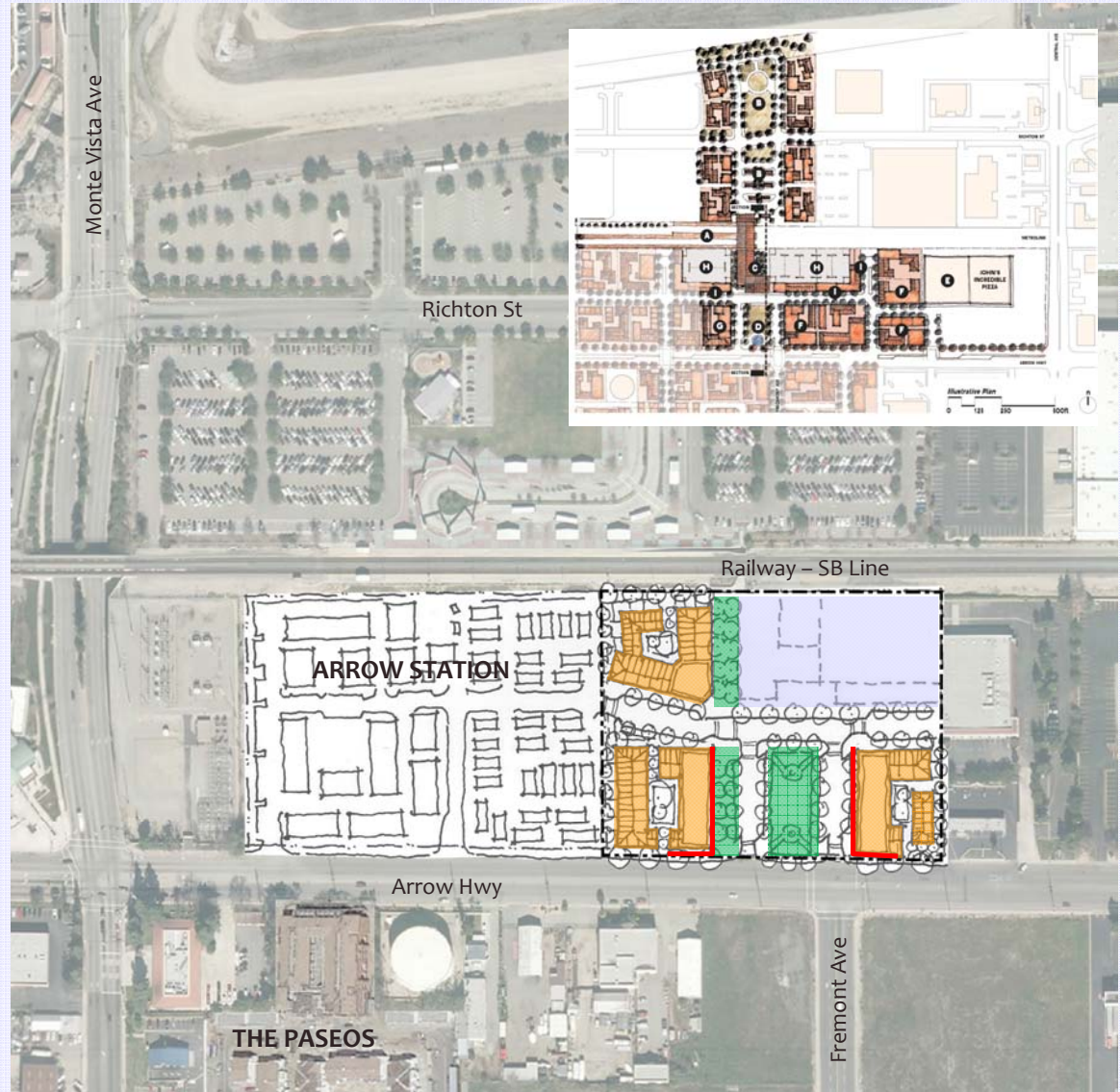


# PRO-FORMA RESULTS FOR B-1 PHASE 1: MONTCLAIR

## □ Town Center at Transit Station

- +/- 7 acre site
- Specific Plan amenities (park, parking structure, overcrossing of rail)
- 285 residential units with 1 level of underground parking (1 space/unit)
- 41 units/acre on entire site
- 1.75 total spaces/unit
- Park with Live/Work at the ground level facing the park
- Surface parking on future parking structure site for additional parking residents may need
- Additional parking on the street
- Overcrossing of tracks and parking structure when funding secured

## □ Requires 4.5 million subsidy

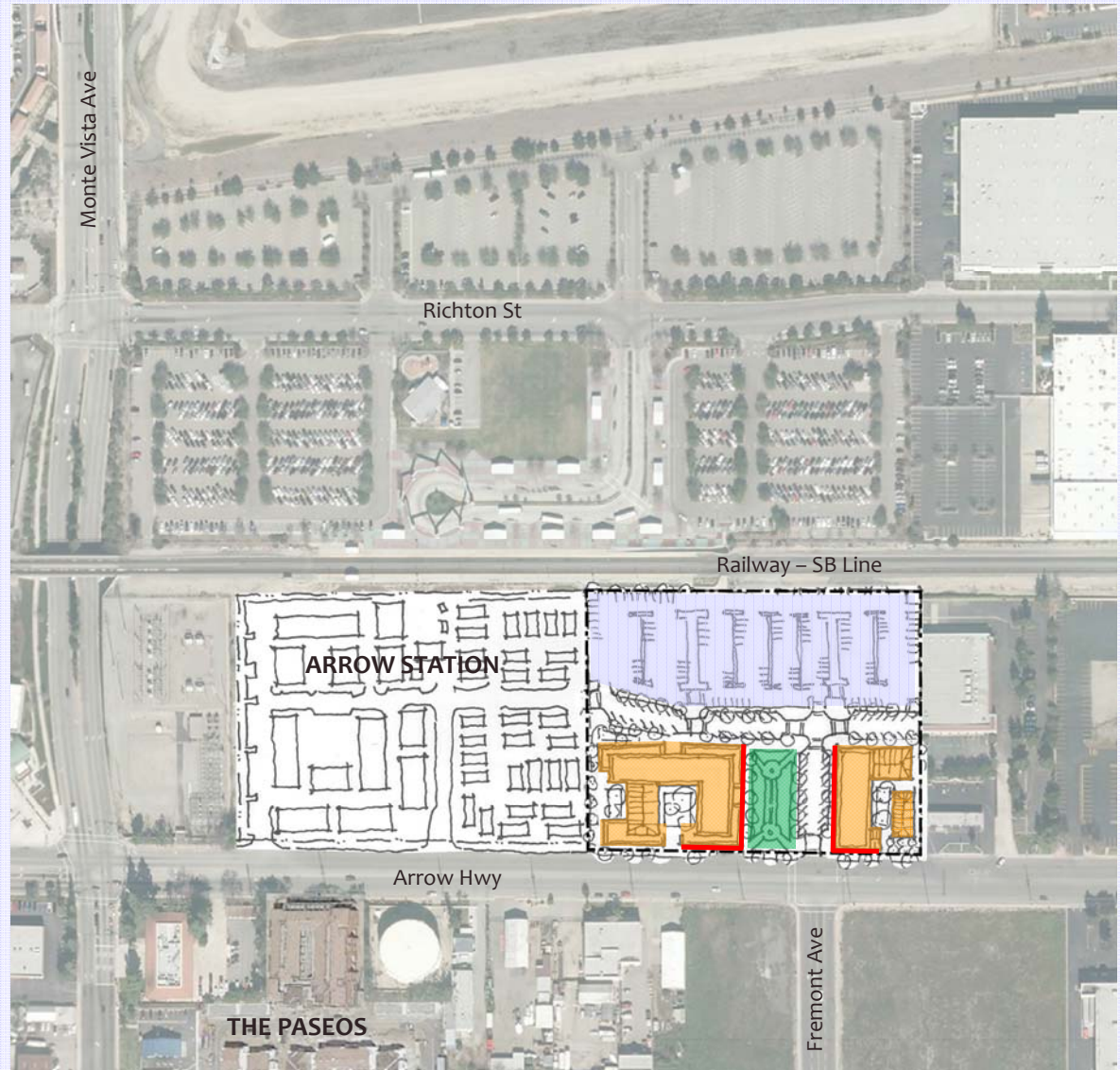


# PRO-FORMA RESULTS FOR B-2 PHASE 1: MONTCLAIR

## □ Town Center at Transit Station

- +/- 7 acre site
- Specific Plan includes a number of amenities
- 184 residential units (lofts, apartments, townhomes) with surface parking at 2 spaces/unit
- 25 units/acre
- Additional parking on the street
- Park with Live/Work at the ground level facing the park
- Overcrossing of tracks when funding secured

## □ Supports a land value of \$40/SF



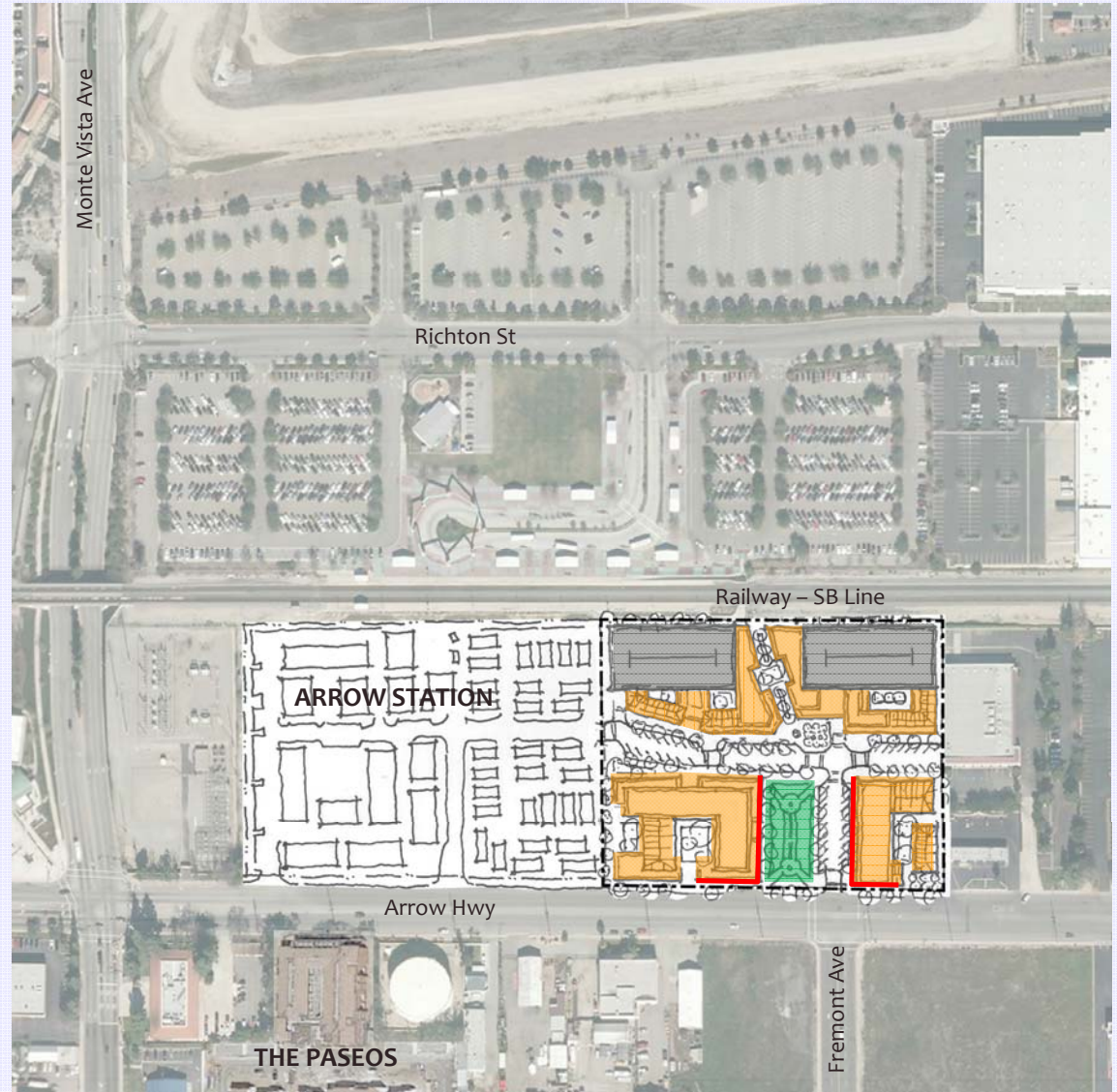
# PRO-FORMA RESULTS FOR B-2 PHASE 1 AND 2: MONTCLAIR

## ❑ Town Center at Transit Station

- +/- 7 acre site
- 318 residential units total (lofts, apartments, townhomes)
- Parking at 1.5 spaces/unit in structures
- Park
- Additional parking on the street
- Track crossing by others

## ❑ No subsidy needed

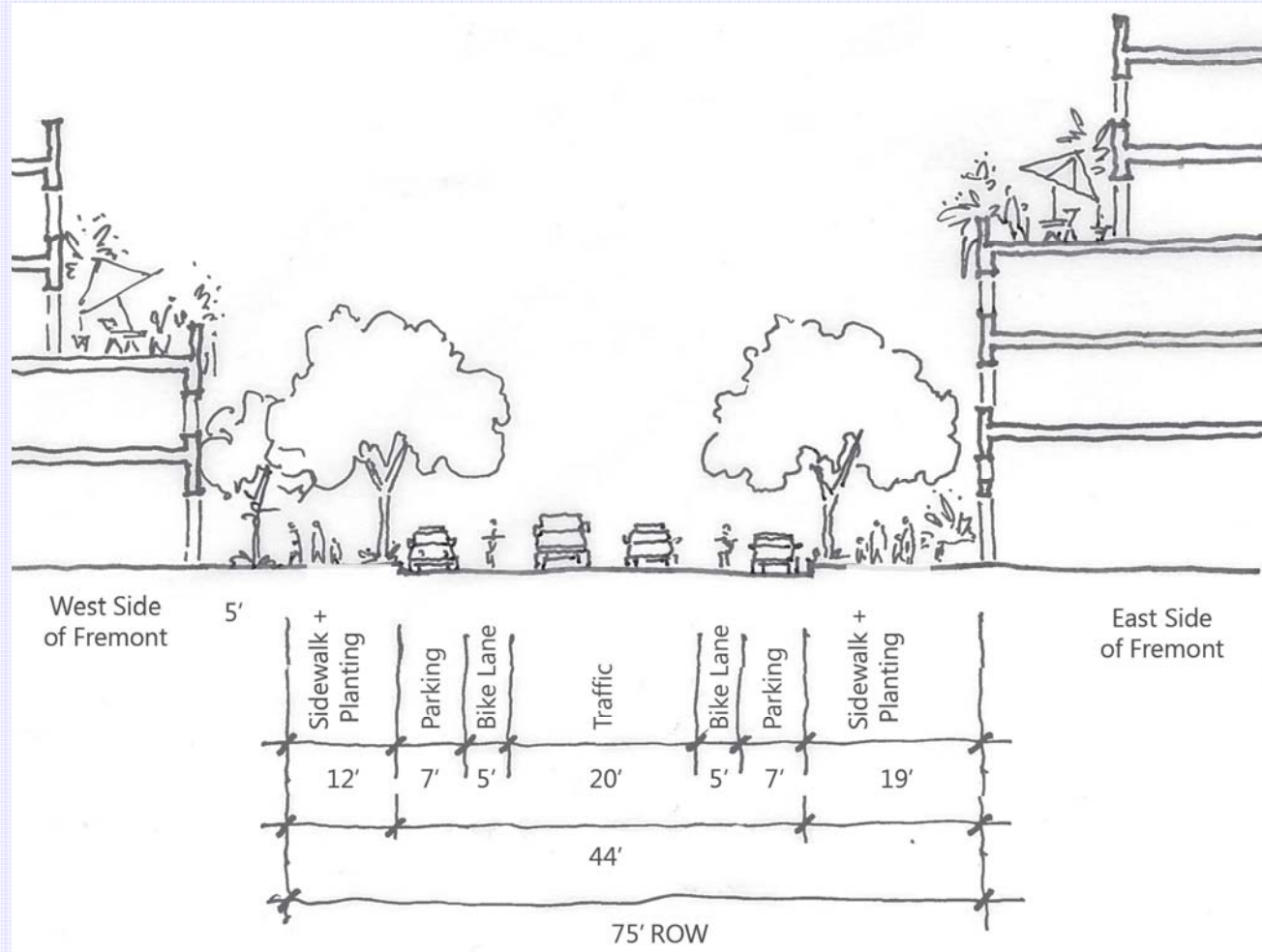
## ❑ If 2.0 parking spaces/unit then 2.7 million subsidy needed





# PROPOSED FREMONT AVENUE "C": MONTCLAIR

- ❑ Mixed-use
- ❑ Ground Floor Residential and Live/Work or Retail
- ❑ Flats stacked with 2-Story Townhouses
- ❑ 3-5 Stories
- ❑ 30 – 50 du/acre
- ❑ The Specific Plan prescribes underground parking

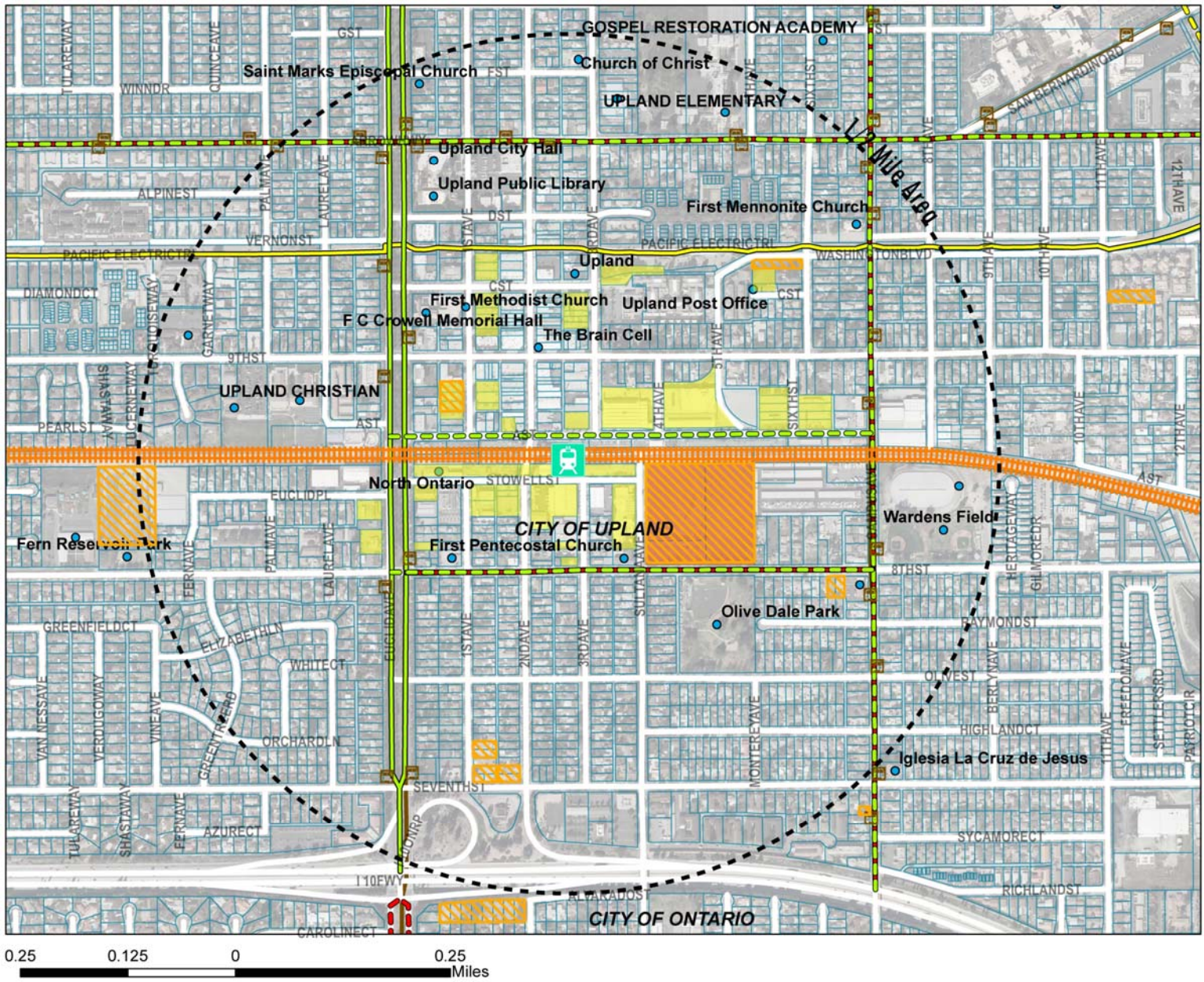


## STATION AREA IMPLEMENTATION PRIORITIES AND ACTIONS: MONTCLAIR

- ❑ Attract high-density developers to Montclair
- ❑ Work with Caltrans on the development of the Metrolink surface parking lots
- ❑ Refine/implement the North Montclair Downtown Specific Plan, and coordinate with the CIM Group's plans to ensure connectivity to the Transcenter
- ❑ Refine the Gold Line Foothill Extension Concept Plan and the NMDSP in more detail to illustrate more clearly the City's vision . Show a relocated bus plaza configuration and adequate setbacks from railroad on potential development sites
- ❑ Explore funding for pedestrian connections from the P.E. trail to transit station and Fremont Avenue
- ❑ Encourage development of a transit plaza with active gathering places and placemaking features
- ❑ Continue to find funding for the Gold Line Extension to Montclair, an overcrossing of the tracks, and relocation of bus plaza



# OPPORTUNITY SITES: UPLAND



### LEGEND

- Metrolink Station & Park-&-Ride Lot
- 0.5 Mile Walk to Transit Station
- Local Bus Route
- Local Bus Stop
- Metrolink Tracks
- Vacant Parcels
- Project Under Construction
- Potential Planned Projects
- Destinations

### Existing Bike Path 2014

- Class I
- Class II
- Class III

### Planned Bike Path 2014

- Class I
- Class II
- Class III

# MARKET ASSESSMENT AND DEVELOPMENT POTENTIAL: UPLAND

## Upland Demand Summary

| Land Use    | Current Recapture | 2014-2020       | 2020-2035       | Total*            |
|-------------|-------------------|-----------------|-----------------|-------------------|
| Residential |                   | 200 - 400 units | 400 - 700 units | 600 - 1,200 units |
| Office      |                   | 7k - 13k SF     | 55k - 111k SF   | 62k - 124k SF     |
| Retail      |                   | 940 SF          | 42,000 SF       | 43,000 SF         |
| Industrial  |                   | 10k - 24k SF    | 41k - 95k SF    | 51k - 119k SF     |

\*Totals may not add due to rounding.

Source: HR&A Advisors

- ❑ **Approximately 40.6 acres of vacant and underutilized land**
  - 33.6 Acres of residential at 15 - 55 du/acre = 504 – 1,848 units
  - 7 acres of non-residential @ 1 FAR = 304,920 SF
  
- ❑ **All opportunity sites must be 36 du/acre average to satisfy the market demand**
  
- ❑ **Market Demand Estimates for Non-Residential Uses total 285,000 SF can be satisfied within the 7 acres of vacant and underutilized land with some structured parking**

## STATION AREA IMPLEMENTATION PRIORITIES : UPLAND

- ❑ Encourage developers to build maximum densities in the specific plan to address market demand and place more people within walking distance of transit
- ❑ Implement the Historic Downtown Upland Specific Plan, with some modifications such as setbacks from the rail ROW, parking reductions for residential, more flexibility for ground level use in mixed-use and parking area
- ❑ Provide improved multi-modal connectivity such as bus/rail interface, and a pedestrian and bicycle over or undercrossing of the tracks
- ❑ Redevelop the historic packing houses on A Street and key parking lots as unique developments with transit-supportive uses (example of the Anaheim Packing House)



## POTENTIAL IMPLEMENTATION ACTIONS : UPLAND

### ❑ Connect the bus and train

- Consider locating a bus stop south of the station identified in separate SANBAG study

### ❑ Analyze parking demand and supply for specific plan buildout, Metrolink growth and loss of existing parking for development

### ❑ Explore support for a parking structure

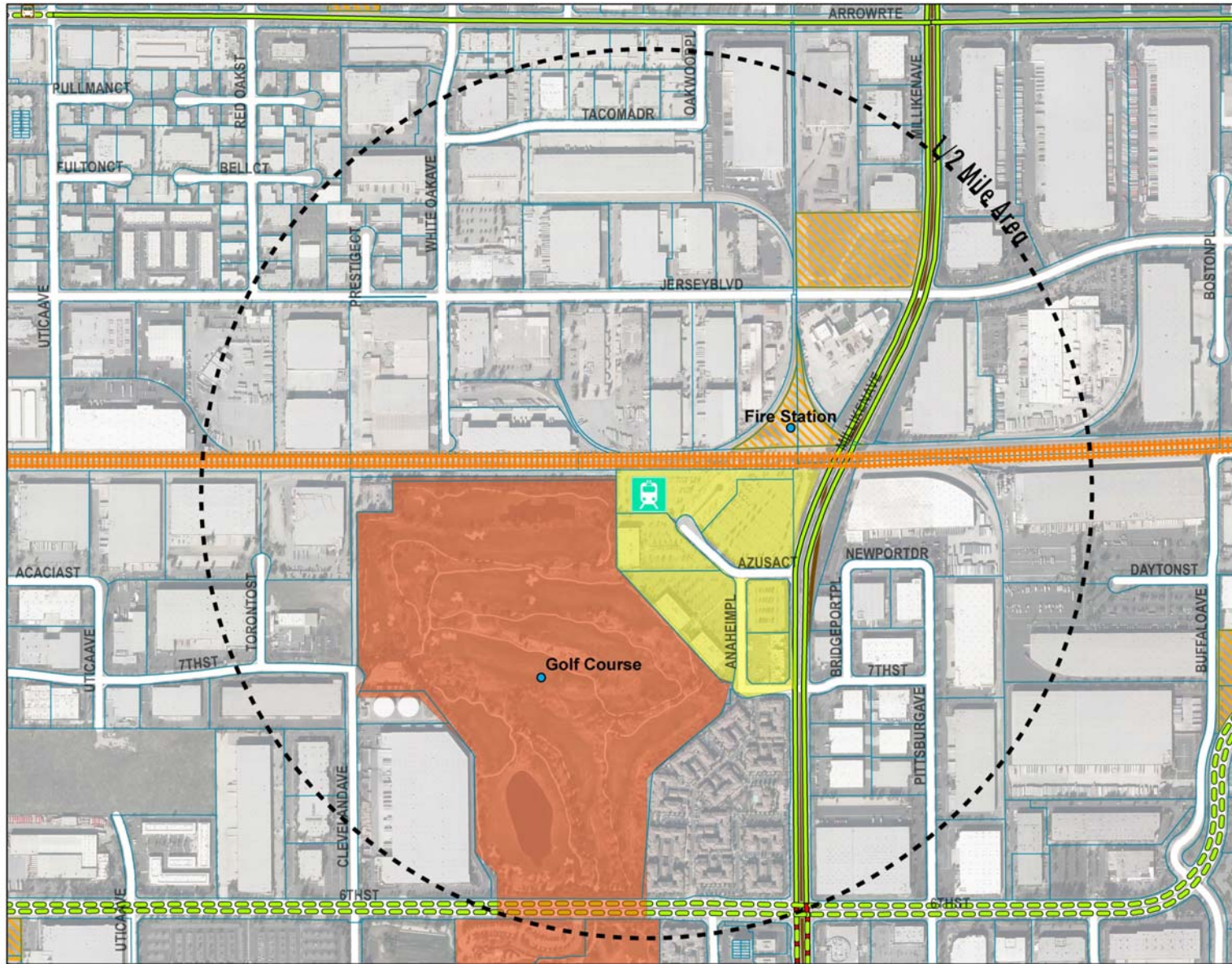
- At 3<sup>rd</sup> and A Streets

### ❑ Consider Implementation of Quiet Zones and not precluding long-term Metrolink Station Improvements










- 2<sup>nd</sup> Street would remain open for vehicles and pedestrians until new station platforms and pedestrian undercrossing funded and under construction






# OPPORTUNITY SITES: RANCHO CUCAMONGA






## LEGEND

-  Metrolink Station & Park-&-Ride Lot
-  0.5 Mile Walk to Transit Station
-  Local Bus Route
-  Local Bus Stop
-  Metrolink Tracks
-  Vacant Parcels
-  Potential Opportunity Sites
-  Potential Planned Projects
-  Destinations

## Existing Bike Path 2014

-  Class I
-  Class II
-  Class III

## Planned Bike Path 2014

-  Class I
-  Class II
-  Class III



# MARKET ASSESSMENT AND DEVELOPMENT POTENTIAL : RANCHO CUCAMONGA

## Rancho Cucamonga Demand Summary

| Land Use    | Current Recapture | 2014-2020         | 2020-2035         | Total               |
|-------------|-------------------|-------------------|-------------------|---------------------|
| Residential |                   | 500 - 1,400 units | 800 - 2,500 units | 1,300 - 3,900 units |
| Office      |                   | 0 SF              | 60k - 130k SF     | 60k - 130k SF       |
| Retail      | 40,000 SF         | 21,000 SF         | 45,000 SF         | 106,000 SF          |
| Industrial  |                   | 30k - 61k SF      | 167k - 334k SF    | 197k - 395k SF      |

Source: HR&A Advisors

- ❑ **Approximately 38.4 acres of vacant and underutilized land and 60% as residential = 23 acres at 40-50 units/acre**
  - 920-1132 units
- ❑ **160<sup>1</sup> acres for golf course at 15 to 50 units/acre; assume an average of 32.5 units/acre and 60% as residential**
  - 3,120 units at 50 units/acre
  - 1,240 – 4,252 units total for 38.4 acres + 160 acre golf course at 15-50 units/acre
  - 871,200 SF
- ❑ **Non-residential assumes 20 acres at 1.0 FAR**

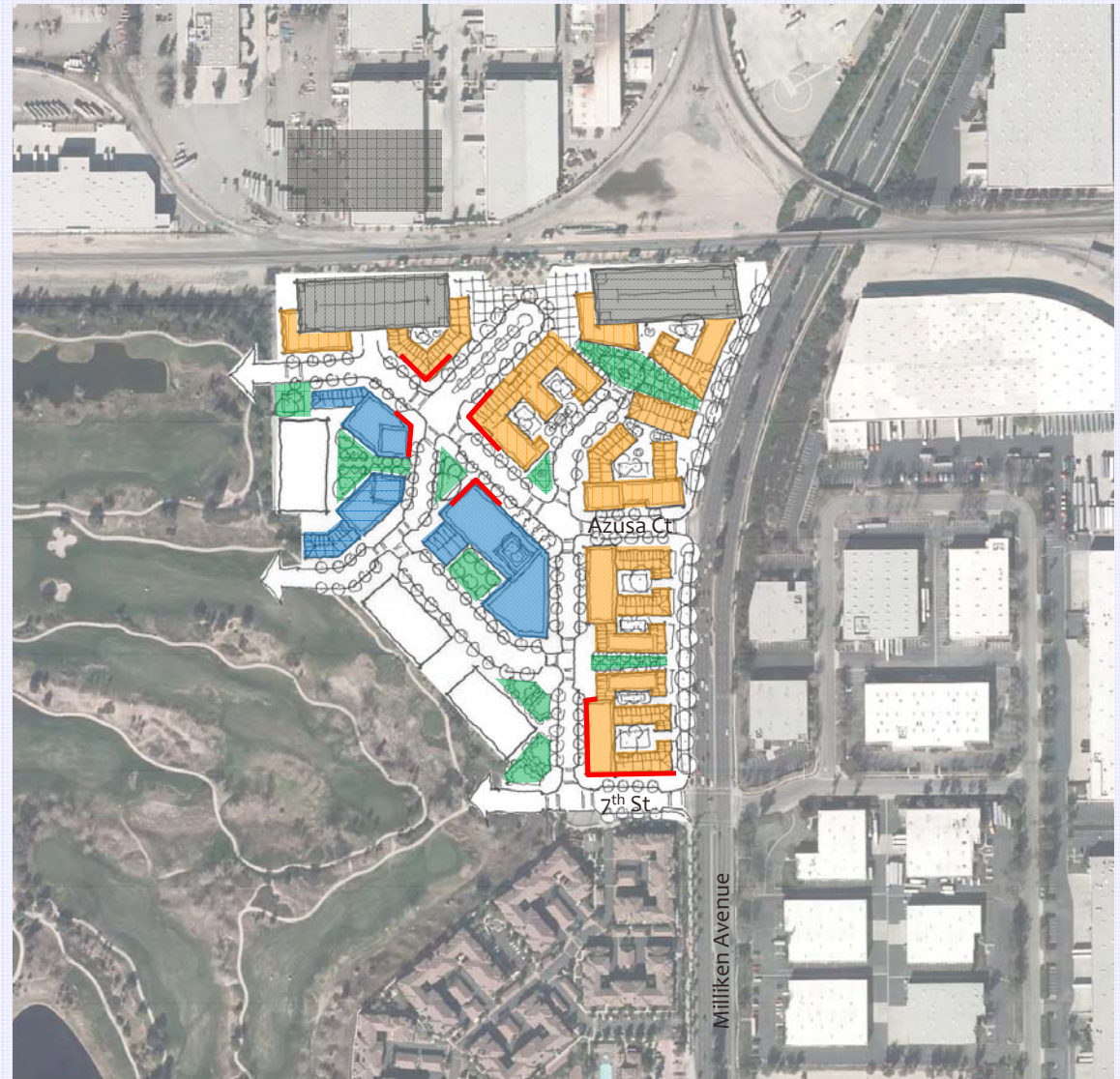
<sup>1</sup> approximately 50% is in ½ mile radius of the station



# VISION AND IMPLEMENTATION STRATEGIES : RANCHO CUCAMONGA

## □ Land Use Alternative 1

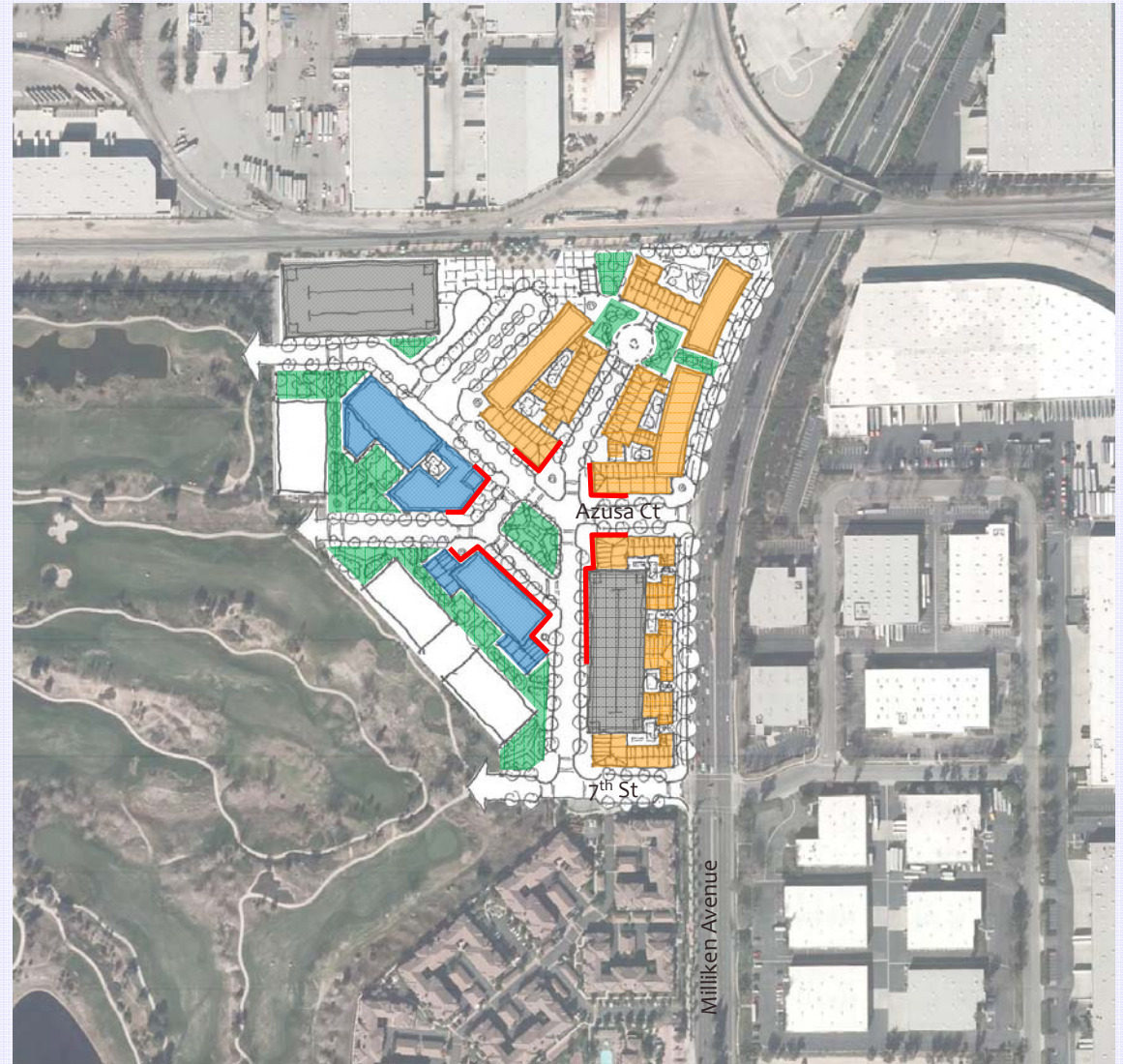
- Existing parking lots developed for compact mixed-use development with smaller blocks
- Through roadways serving proposed development on golf course
- Two new parking structures along the railroad ROW; one primarily for transit and the other shared with residential
- Transit plaza drop-off to the station
- +/- 510 residential units at approximately 44 du/acre with one level of parking below grade
- 60,000 SF of retail; 80,000 SF of new office
- Reduced parking requirements: 2,900 total parking spaces



# VISION AND IMPLEMENTATION STRATEGIES : RANCHO CUCAMONGA

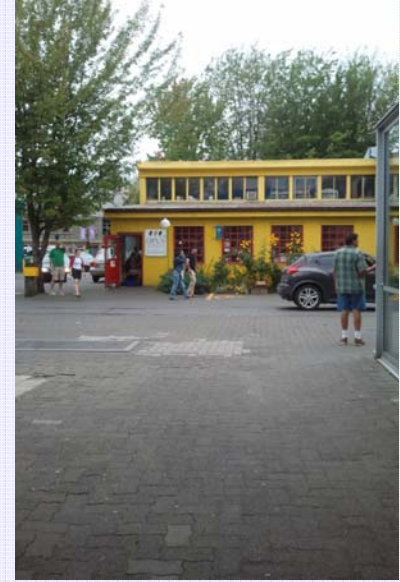
## □ Land Use Alternative 2

- Existing parking lots developed for compact mixed-use development
- Through roadways serving proposed development on golf course
- Transit parking structure and drop-off adjacent to the railroad ROW
- Transit plaza drop-off to the station
- Park/public gathering space at center of site
- Reduced parking requirements



## STATION AREA IMPLEMENTATION PRIORITIES : RANCHO CUCAMONGA

- ❑ Integrate the proposed Empire Lakes project with the mixed-use development of the station parking lots
- ❑ Plan new development as a more cohesive and compact pattern of streets and blocks that supports a mix of uses and building types
- ❑ Provide transit related commercial along the extended 7<sup>th</sup> Street and activate Rancho Cucamonga Court as a destination with food vendors, coffee shops and/or restaurants

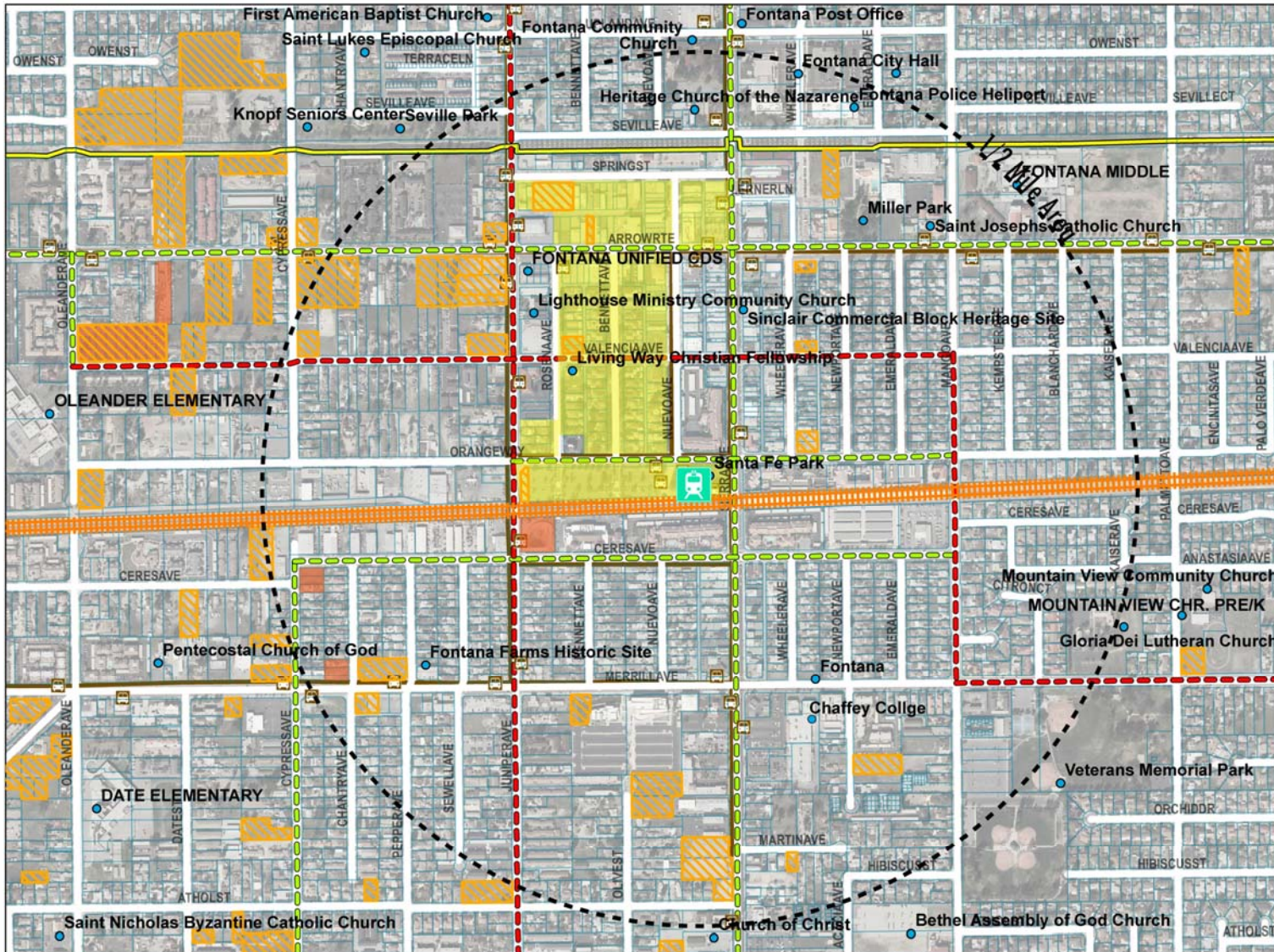


## POTENTIAL IMPLEMENTATION ACTIONS : RANCHO CUCAMONGA

- ❑ **Convert the parking lots of the Metrolink Station and existing offices into transit supportive uses**
  - Construct parking structure for transit/mixed-use
  - If development to occur immediately may need land right down
  
- ❑ **Enhance pedestrian and bicycling connections to the station**
  - SANBAG Improvement to Transit Access for Cyclists and Pedestrians and Active Transportation Grant
  - Work with Omnitrans for improved bus access



# OPPORTUNITY SITES: FONTANA



## LEGEND

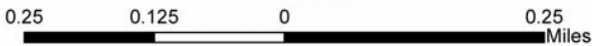
- Metrolink Station & Park-&-Ride Lot
- 0.5 Mile Walk to Transit Station
- Local Bus Route
- Local Bus Stop
- Metrolink Tracks
- Vacant Parcels
- Potential Opportunity Sites
- Potential Planned Projects
- Destinations

## Existing Bike Path 2014

- Class I
- Class II
- Class III

## Planned Bike Path 2014

- Class I
- Class II
- Class III



# MARKET ASSESSMENT AND DEVELOPMENT POTENTIAL : FONTANA

## Fontana Demand Summary

| Land Use    | Current Recapture | 2014-2020       | 2020-2035         | Total             |
|-------------|-------------------|-----------------|-------------------|-------------------|
| Residential |                   | 200 - 500 units | 400 - 1,000 units | 600 - 1,500 units |
| Office      |                   | 12k - 25k SF    | 43k-87k SF        | 56k - 113k SF     |
| Retail      | 47k SF            | 6k SF           | 40k SF            | 92k SF            |
| Industrial  |                   | 6k - 18k SF     | 24k - 72k SF      | 30k - 90k SF      |

*\*Totals may not add due to rounding.*

*Source: HR&A Advisors*

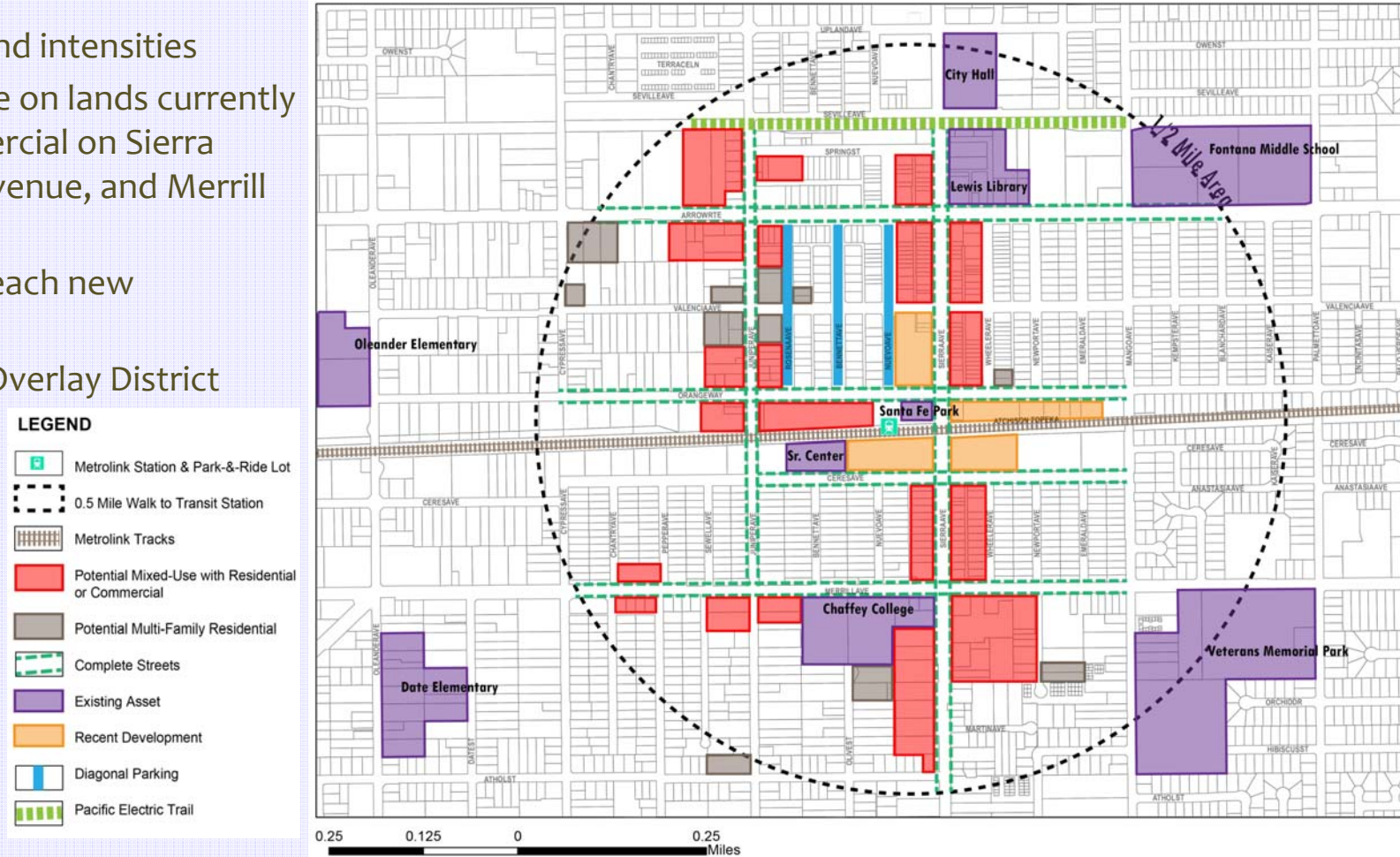
- ❑ General Plan overlay district allows 7 to 24 units/acre in the ½ -mile area, most of the remainder of area 2.1 to 12 units/acre
- ❑ Very little vacant land
- ❑ Over 63 acres of residential would need to be developed at 24 units/acre to meet market demand plus 14 acres of additional non-residential land estimated at an FAR of .5
- ❑ Opportunity map identified much less vacant land and opportunity sites

# VISION AND IMPLEMENTATION STRATEGIES : FONTANA

## □ In the General Plan Update:

- City needs to consider designating more sites for multi-family/mixed-use development
- Raising densities and intensities
- Allowing mixed-use on lands currently designated commercial on Sierra Avenue, Juniper Avenue, and Merrill Avenue
- Create place with each new development
- Revise Boulevard Overlay District

Potential Area for Land Use Changes



# LAND USE ALTERNATIVE EXAMPLES: FONTANA

## □ Example opportunity sites for increased density

- A. Mixed-use at 40-50 units/acre on the Metrolink parking lot
- B. Multi-family infill at 12-18 units/acre
- C. Infill mixed-use
- D. Multi-family on vacant site ultimately at 40-50 units/acre (phase on larger sites as per Montclair example)





## STATION AREA IMPLEMENTATION PRIORITIES : FONTANA

- ❑ In the General Plan Update, explore in the neighborhood north of the station for more intensive infill and diagonal parking on the wide streets and mixed-use along major streets
- ❑ As parking utilization is 70.2%, consider as an early phase to develop available vacant land and a portion of the parking lot, adjacent to Juniper Avenue, into a transit supportive development
- ❑ Create a stronger connection with the adjacent residential neighborhoods, downtown, and the student population at Chaffey College by providing attractive streetscape enhancements
- ❑ Encourage with active gathering place at Santa Fe Park with placemaking features such as outdoor recreation equipment, public art, food vendors, and signage

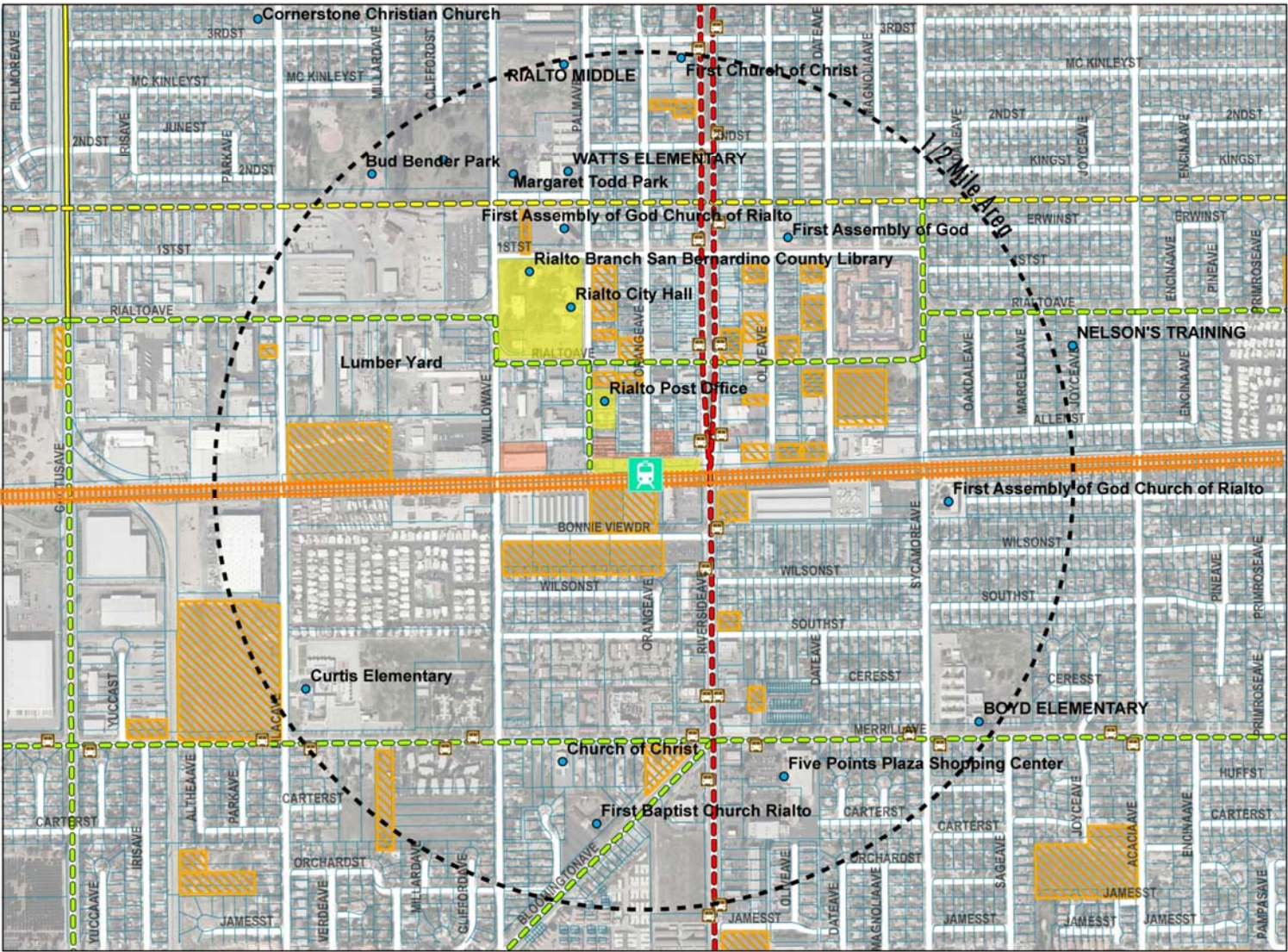


## POTENTIAL IMPLEMENTATION ACTIONS : FONTANA










- ❑ **In General Plan Update, increase density/intensities in TOD area**
  - Modify or eliminate the Boulevard Overlay and allocate more land for residential/mixed-use development
- ❑ **Consider preparation of an updated Specific Plan with new regulations for office, residential, retail and live/work**
- ❑ **Implement SANBAG Improvements to Transit Access and make direct connections from transit to the P.E. Trail**
- ❑ **Jump-start development interest in the station area**
  - Marketing Board
- ❑ **Explore land assembly tools**
  - Parking Authority
  - Sponsor legislation to deal with the loss of redevelopment tools
- ❑ **Implementation of Quiet Zones**






# OPPORTUNITY SITES: RIALTO






## LEGEND

-  Metrolink Station & Park-&-Ride Lot
-  0.5 Mile Walk to Transit Station
-  Local Bus Route
-  Local Bus Stop
-  Metrolink Tracks
-  Vacant Parcels
-  Potential Opportunity Sites
-  Potential Planned Projects
-  Destinations

## Existing Bike Path 2014

-  Class I
-  Class II
-  Class III

## Planned Bike Path 2014

-  Class I
-  Class II
-  Class III

# MARKET ASSESSMENT AND DEVELOPMENT POTENTIAL : RIALTO

## Rialto Demand Summary

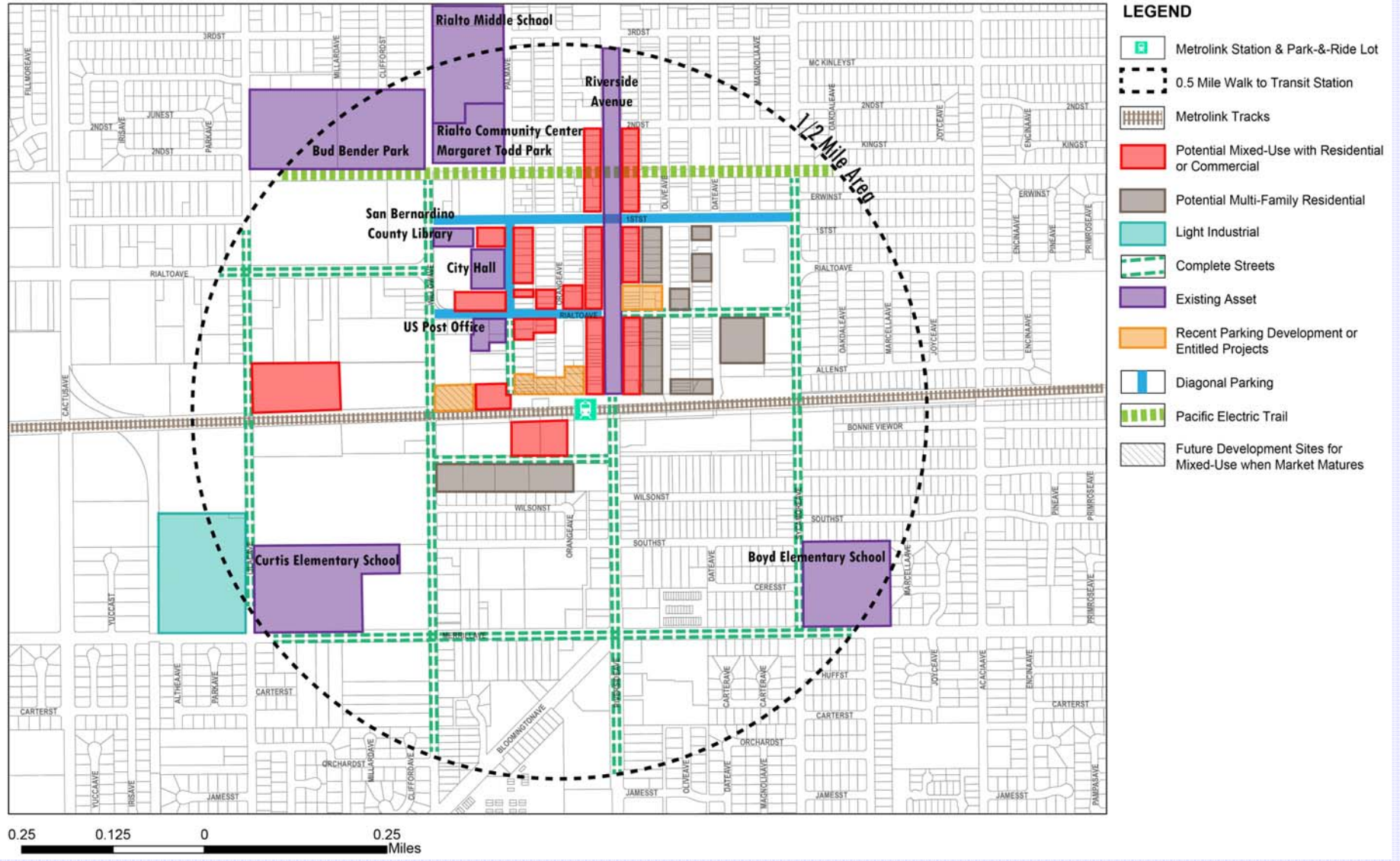
| Land Use    | Current Recapture | 2014-2020       | 2020-2035       | Total           |
|-------------|-------------------|-----------------|-----------------|-----------------|
| Residential |                   | 100 - 200 units | 400 - 700 units | 500 - 900 units |
| Office      |                   | 20k - 30k SF    | 71k - 107k SF   | 91K - 137k SF   |
| Retail      | 33,000 SF         | 15,300 SF       | 45,100 SF       | 93,000 SF       |
| Industrial  |                   | 13k - 26k SF    | 52k - 103k SF   | 65k - 130K SF   |

Source: HR&A Advisors

- ❑ **Approximately 50 acres of vacant and underutilized sites were identified**
  - if 40 acres at 25 units/acre average the market demand for residential can be satisfied and the non-residential can be distributed throughout the remainder of the sites
- ❑ **The General Plan's Downtown Mixed-Use designation allows for 6.1 to 60 units/acre with a max 1.5 FAR**
- ❑ **The Specific Plan posted on the city website does not allow residential on the key vacant lands west of Riverside Drive which could be major barriers to development**
- ❑ **The City needs to provide the team the Specific Plan overlay zone if this changes the Specific Plan**

# VISION AND IMPLEMENTATION STRATEGIES : RIALTO

## Potential Area for Land Use Changes



## STATION AREA IMPLEMENTATION PRIORITIES : RIALTO

- ❑ Clarify the uses permitted and the densities/intensities in the Specific Plan
- ❑ Market the vacant land to potential developers
- ❑ Retain and enhance government uses to attract a diverse daytime and evening population
- ❑ Continue charming pedestrian atmosphere created along Riverside Drive
- ❑ Utilize an amended Specific Plan's core commercial TOD overlay zone to attract new developments along the rail line and provide a larger Downtown work force and resident base
- ❑ Provide strategic streetscape enhancements on Rialto Avenue, 1<sup>st</sup> Street, and Palm Avenue linking station to and from downtown
- ❑ Provide connection/bridge with vacant property south of the station once funding is obtained

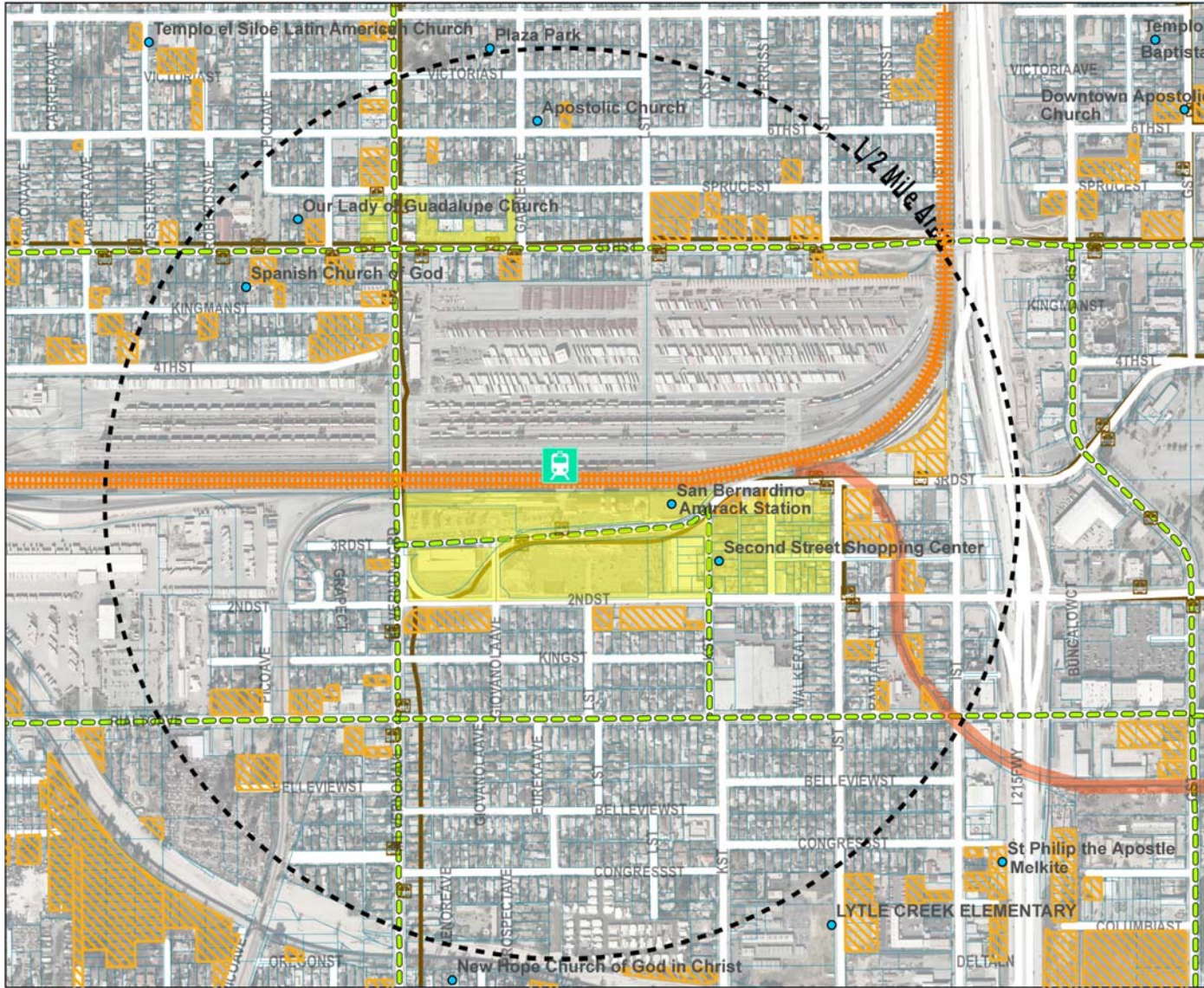


## POTENTIAL IMPLEMENTATION ACTIONS : RIALTO

- ❑ **Jump-start any development interest in the station area**
  - Consider replacement funding options for the stalled KDF housing project at the corner of Riverside Avenue and Rialto Avenue
  - Marketing Board
  
- ❑ **Support the City's community gathering space or re-entitle the lot for development**



# OPPORTUNITY SITES: SAN BERNARDINO



## LEGEND

- Metrolink Station & Park-&-Ride Lot
- 0.5 Mile Walk to Transit Station
- Local Bus Route
- Local Bus Stop
- Metrolink Tracks
- Vacant Parcels
- Potential Opportunity Sites
- Potential Planned Projects
- Destinations

## Existing Bike Path 2014

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- Class III

## Planned Bike Path 2014

- Class I
- Class II
- Class III



# MARKET ASSESSMENT AND DEVELOPMENT POTENTIAL : SAN BERNARDINO

## San Bernardino Demand Summary

| Land Use    | Current Recapture | 2014-2020      | 2020-2035       | Total           |
|-------------|-------------------|----------------|-----------------|-----------------|
| Residential |                   | 60 - 100 units | 150 - 300 units | 200 - 400 units |
| Office      |                   | 0 - 9k SF      | 0 - 36k SF      | 0 - 44k SF      |
| Retail      | 16,000 SF         | 5,300 SF       | 16,300 SF       | 37,100 SF       |
| Industrial  |                   | 47k - 109k SF  | 171k - 399k SF  | 218k - 509k SF  |

Source: HR&A Advisors

- ❑ Limit additional residential units near rail yard
- ❑ Adequate vacant underutilized land exists to satisfy market demand for non-residential uses
  - 13.5 acres to 27 acres at .5 TO 1.0 FAR

## STATION AREA IMPLEMENTATION PRIORITIES : SAN BERNARDINO

- ❑ Plan for a unique mixed-use, employment/training focused development
- ❑ Plan for industrial, retail, and flex office on vacant lands near Redlands Passenger Rail Project and on other underutilized sites
- ❑ Consider rezoning isolated housing areas for industrial use
- ❑ Encourage development of an employment training center connected to San Bernardino Valley College
- ❑ Consider open space as an option to improve the area
- ❑ Make public realm and connectivity improvements between the Santa Fe Depot area and adjacent neighborhoods to the north and south



## POTENTIAL IMPLEMENTATION ACTIONS : SAN BERNARDINO

- ❑ Integrate community events and unique “pop” up activities near the Depot to attract new transit users, potential employers and employees of Burlington Northern and Santa Fe Railway (BNSF) Intermodal Yard
- ❑ Improve connectivity to the station from the north



# POTENTIAL INFRASTRUCTURE IMPROVEMENTS: PER CITY

|   | Montclair        | Upland | Rancho Cucamonga | Fontana | Rialto                 | Santa Fe Depot |
|---|------------------|--------|------------------|---------|------------------------|----------------|
| <b>Transit-related</b>  |                  |        |                  |         |                        |                |
| • Double tracking of Metrolink  |                  | ■      |                  |         | ■                      |                |
| • Bus Plaza Reconfiguration (in conjunction with Gold Line from Azusa to Montclair) | ■                |        | □                | □       |                        |                |
| • New Bus Service and New Stop at Station   |                  | ■      |                  |         |                        |                |
| • Overcrossing or Undercrossing of Tracks   | ■                | ■      |                  | ■       | ■                      |                |
| • Improvements to Pedestrian Undercrossing with Gold Line to Airport                |                  |        | ■                |         |                        |                |
| • Intersection Improvements for Quiet Zones   |                  | ■      |                  | ■       | □                      |                |
| <b>TOD Development</b>  |                  |        |                  |         |                        |                |
| • Park Once Parking Structures  | ■ (5)            | ■ (6)  | ■ (1)            | ■ (1)   | □                      |                |
| • Public Gathering Space/Transit Plaza/Park   | ■                | ■      | ■                | □       | ■                      | □              |
| • Major New Streets with Sidewalks & Landscaping                                    | ■                |        | ■                |         |                        |                |
| • Pedestrian/Bicycle Improvements   |                  |        |                  |         |                        |                |
| – New Sidewalks   | ■                | ■      | ■                | ■       | ■                      | ■              |
| – High Visibility Crosswalk Improvements  | ■                | ■      | □                | ■       | ■                      | ■              |
| – Bike/Pedestrian Access to Pacific Electric Trail                                  | ■                |        |                  |         |                        |                |
| – Bike Racks/Lockers  | ■                | ■      | ■                | ■       | ■                      | ■              |
| – Wayfinding Signage  | ■                | ■      | ■                | ■       | ■                      | ■              |
| – Bike Lanes  | ■                |        | ■                | ■       | ■                      |                |
| • Utilities (sewers, water)   | Monte Vista<br>■ | ■      | ■                | ■       | Riverside Drive/Rialto | ■              |
| • Mount Vernon Bridge Vehicle, Pedestrian, and Potential Bike Impacts               |                  |        |                  |         |                        | ■              |

## WHAT MAKES US THINK THIS WILL WORK?

- ❑ Core transit network is already there – it's a matter of building on it
- ❑ Significant development opportunities at several stations
- ❑ Greenfields will develop over time, and land values will increase
- ❑ Local leadership and commitment

