



Montclair



Upland



Rancho Cucamonga



Fontana



Rialto



San Bernardino

Advanced Regional Rail Integrated Vision East

Corridor Briefing Book

August 2014

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

Governments
SANBAG
Working Together

SANBAG
San Bernardino Associated Governments

Caltrans

ULI Upland/Land
Institute

**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

HRA
Analyst Advisor, Inc.

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- 1. EXISTING CONDITIONS REPORT PREPARED BY GRUEN ASSOCIATES**
- 2. EXECUTIVE SUMMARY OF THE ARRIVE CORRIDOR MARKET ASSESSMENT BRIEFING BOOK**

EXECUTIVE SUMMARY

Metrolink is Southern California's premier regional passenger rail system serving over 55 stations running through the Counties of Los Angeles, Orange, Riverside, and San Bernardino. The San Bernardino Metrolink line (SB Line) runs east-west through the heavily populated San Bernardino Valley connecting communities within the County's share of the valley through to Los Angeles County and beyond. The SB Line serves six stations within San Bernardino County, including:

- The Montclair Station
- The Upland Station
- The Rancho Cucamonga Station
- The Fontana Station
- The Rialto Station
- The San Bernardino Station

The San Bernardino Metrolink line has been highly successful at improving regional mobility. However, even though it is the busiest link in the system, it is significantly underutilized. Almost 90 percent of riders on the line access the system by car due to a systematic failure to encourage pedestrians use with transit oriented development that includes safe and reliable access to the Metrolink stations along the San Bernardino line.

The Advanced Regional Rail Integrated Vision – East (ARRIVE) Corridor Study aims to develop practical strategies for transitioning from a traditional commuter rail corridor to a more integrated transit oriented development/regional rail corridor. Study completion is an integral part of Southern California's adherence with Assembly Bill (AB) 1358 and Senate Bill (SB) 375. AB 1358, the Complete Streets Act, requires cities and counties, when updating the circulation element component of their general plans, to account for the needs of all roadway users. Additionally, SB 375, the Sustainable Communities and Climate Protection Act, defines specific regional greenhouse gas reduction targets and mandates the completion of a Sustainable Communities Strategy to be integrated into the Regional Transportation Plan.

Regardless of Bill mandates, the opportunity for creating transit oriented development improvements has never been better. Economic challenges lingering from the recession, an ever increasing environmental conscience, and public health interests make this the most opportune time to lay the foundation for a more inclusive, pedestrian oriented infrastructure.

LIST OF SPONSORS

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)



San Bernardino Associated Governments, known as SANBAG, provided the match needed for the ARRIVE Corridor Study and will serve as the contract administrator. SANBAG is the council of governments and transportation planning agency for San Bernardino County, where the six Metrolink stations in this Corridor Study are located. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide.

The agency serves 24 cities and the unincorporated areas within San Bernardino County. The County is home to nearly 2.04 million residents within the largest county in the contiguous United States (see maps on page 8). Its 20,000 square miles encompasses a diverse area including:

- Urban areas in them most populated communities of the southwest county (where the Metrolink stations mentioned in this Briefing Book are located);
- The growing Victor Valley comprised of four cities with expansive residential development;
- The resort communities of the San Bernardino Mountains and Colorado River; and
- The vast desert areas with scattered rural communities.

As the County Transportation Commission, SANBAG supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts and long-term planning studies.

As the San Bernardino County Transportation Authority, SANBAG is responsible for the administration of the County voter-approved Measure I (2010-2040) half-cent sales tax. At the time of voter approval, this sales tax was projected to generate approximately \$8 billion in transportation revenue. Since then, projections were modified in accordance with the economic decline to roughly \$7 billion, 75.6% of which is expected to be invested in San Bernardino Valley projects (where the ARRIVE project is located). Of this San Bernardino Valley share, approximately 18% is projected to go towards transit oriented projects (8% Metrolink/Rail, 8% Senior and Disabled Transit Service, and 2% Express Bus/BRT Service).

As the Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans. For more information, please visit www.sanbag.ca.gov.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)



Funds provided by Caltrans towards this Study go to Southern California Association of Governments (SCAG) who will administer funds and manage the necessary contract(s). SCAG is a Joint Powers Authority established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG is also designated as the Regional Transportation Planning Agency, Council of Governments and Metropolitan Planning Organization (MPO) representing of six counties in Southern California including, Imperial, Los Angeles, Orange, Riverside, Ventura, and San Bernardino. In addition to the six counties and 191 cities that make up SCAG’s region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties.

The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. For more information, please visit www.scag.ca.gov.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)



Caltrans is the agency that issued State funds needed to complete the Advanced Regional Rail Integrated Vision – East (ARRIVE) Corridor study. They manage more than 50,000 miles of California's highway and freeway lanes, provide inter-city rail services, permit more than 400 public-use airports and special-use hospital heliports, and work with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center. For more information, visit www.dot.ca.gov.

SUMMARY OF THE PROBLEM

Metrolink in general, and the San Bernardino line in particular, have been highly successful at improving transit mobility, but they are also underutilized assets. Even though the San Bernardino Line is the busiest on the system, almost 90 percent of riders on the line access the system by car. Only about 6 percent walk or bike to the station, suggesting that land use around the stations is neither proximate enough nor of sufficient density to generate substantial ridership from around the station areas.

This project will create an integrated regional rail/land use vision and implementation strategy for the San Bernardino (SB) Metrolink Line. The project is a key step in implementation of the 2012 SCAG Regional Transportation Plan/Sustainable communities Strategy (RTP/SCS) for San Bernardino County. It will develop practical strategies for transitioning from a traditional commuter rail corridor to a more integrated TOD/regional rail corridor, over time. This will foster transit-supportive land use investments in the corridor. The project will determine what is needed to enhance the current LA focused Metrolink commuter rail service to the point where it can become an even more robust regional rail system that provides more frequent all-day, bi-directional service. The approach to the project will involve the use of an interdisciplinary team to examine, in depth, the opportunities and barriers to transitioning the Metrolink corridor, over time, to a fully functional, integrated regional rail corridor incorporating transit-oriented development. The SB Metrolink line serves six stations within San Bernardino County, as described below:

- The Montclair Station is surrounded by commercial, residential, and industrial uses. The City of Montclair recently adopted the North Montclair Downtown Specific Plan, which sets forth the framework for creating a TOD around the Transit Center.
- The Upland Station is located in the center of Downtown Upland, and is well connected to the adjacent pedestrian and bicycle network. The station is surrounded by older storefront commercial development, which is itself surrounded primarily by low-density residential land uses.
- The Rancho Cucamonga Station area is dominated by industrial land uses, although there are areas of low-density residential development in the northern part of the station area. The station is surrounded by large areas of free commuter parking, which are well-utilized during the workday. The city is proposing to study the possibility of moving the rail station westerly to Haven Ave. at some point in the future.
- The Fontana Station is located in downtown Fontana, and serves as a Transit Plaza for residents and visitors. It is surrounded by a mix of commercial, civic, and residential land uses. Fontana had a TOD analysis completed through SCAG's Compass Blueprint project in the Downtown Overlay District.

- The Rialto Station area is adjacent to downtown and is characterized by revitalized commercial and older residential neighborhoods.
- The San Bernardino Station is a regional transit station serving the greater San Bernardino area. Transit services at the site include Omnitrans local buses, and Mountain Area Regional Transit Authority (MARTA) bus service. Amtrak service is available at the adjacent historic Santa Fe Depot.
- In addition, the Metrolink corridor can be better connected to additional major destinations such as Ontario International Airport, hospitals, and other activity centers.

To provide greater identity for this corridor, the phrase “The ARRIVE Corridor” is being used as the corridor designation. The acronym ARRIVE stands for “Advanced Regional Rail Integrated Vision - East.” The term captures the thrust of this initiative that ultimately this rail service will not merely send more commuters westward to Los Angeles, but will support a series of in-County destinations in their own right. One of the objectives is to increase the number of passengers “arriving” via rail in the County to work, shop, recreate, and do business. This effort will address each of the potential barriers to achieving the objectives and formulate an implementation strategy to deal with them. In so doing, it will provide a model for other suburban commuter rail corridors in the region.

Since 1990, Southern California has built an extensive network of commuter rail, heavy rail, and light rail lines, including the 512 line-miles of Metrolink commuter service. However, stations on the San Bernardino line have lower development densities, and there are currently limitations to further expansion of the number of trains. SANBAG has identified six segments of the San Bernardino Line for double tracking, enabling increased train frequencies. SANBAG is also partnering with LA Metro on a demonstration project to identify operational improvements, including the double tracking of selected segments, to increase train frequency and reliability, reduce train travel times and improve safety. This work should be completed in Spring 2014.

In addition, Metrolink is being extended to downtown San Bernardino within the next year, providing a significant additional destination for eastbound commutes. Redlands Rail, a 9-mile passenger service from downtown San Bernardino to Redlands, is being developed and could be operational by 2018.

Taken together, this will create 32 miles of a regional rail system just in San Bernardino County. This is longer than existing light rail systems in Phoenix, Minneapolis, Pittsburgh, and Charlotte. In other words, San Bernardino County has a very significant investment in rail, upon which to build a more robust regional rail operation and transit-supportive land use.

These activities have set the stage for an overall vision to guide future corridor development, not viewing individual stations in isolation, but as a complete system. At the same time, implementing TOD on a commuter rail corridor poses some significant challenges. Some of the barriers include:

- Noise and air quality issues from freight and commuter rail activity;
- Physical barrier created by the rail line;

- Limited undeveloped land around rail stations;
- High degree of parcelization;
- Economic costs of redevelopment;
- Inadequate community engagement processes and concerns communities typically have about densification, particularly in suburban settings;
- Difficulties convincing private developers and capital markets that mixed use and/or mixed income housing projects can be viable and valuable at TOD sites;
- Challenges in balancing financial realities and social equity goals, as this is a complex process that requires coordination across all levels; and
- Significant destinations located just outside the typical “catchment area” for several stations.

This project will engage a broad cross-section of transportation, urban planning, economic, environmental, and other stakeholders to map out a vision for the corridor, to address the barriers listed above, and to define the steps for implementation. This will include the types of investments that will be needed as well as the mechanisms that may need to be put in place to get there. The focus is not primarily on land use planning, although a certain amount of land use planning will be involved. The primary emphasis is on addressing the barriers to Transit-Oriented Development (TOD) listed above, particularly the economic, institutional, and environmental ones.

The project will examine corridor-wide issues as well as opportunities and barriers within each Metrolink station area, and will devise implementation approaches for the creation of sustainable communities around each station. The effort will be documented in such a way as to extract lessons and principles that can be applied to other commuter rail corridors in the region and State. Each station area has its own character, issues, and constraints, and will require unique solutions. However, solutions will have themes, and these solution “themes” should be transferable to many of the other stations on the Metrolink system.

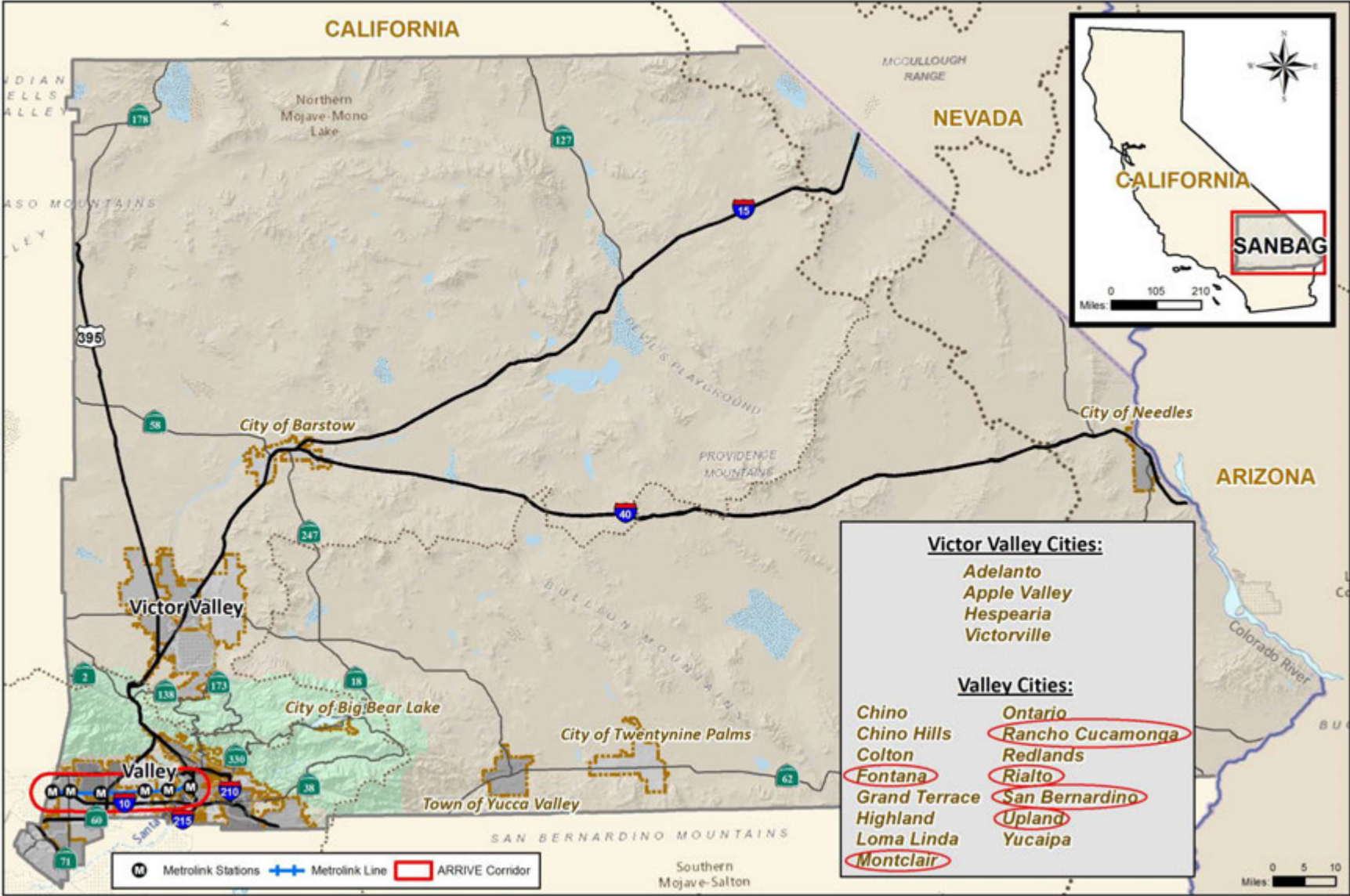
A “system view” is important to the success of this project, as success in sustainable TOD requires a critical mass of both origin and destination trip-making potential. This means going beyond the traditional commuter rail land use paradigm of housing in the suburban station areas and commercial in the downtown core. Jobs, retail opportunities, and housing must be represented at multiple station locations to provide regional benefits, and must also be present within most individual station areas to benefit and sustain each surrounding local community. Although the density and mix of these activities will vary from one station to another, TOD is more likely to succeed as a system if the activities are not clustered at individual stations as single uses.

QUESTIONS TO BE ADDRESSED BY THE PANEL

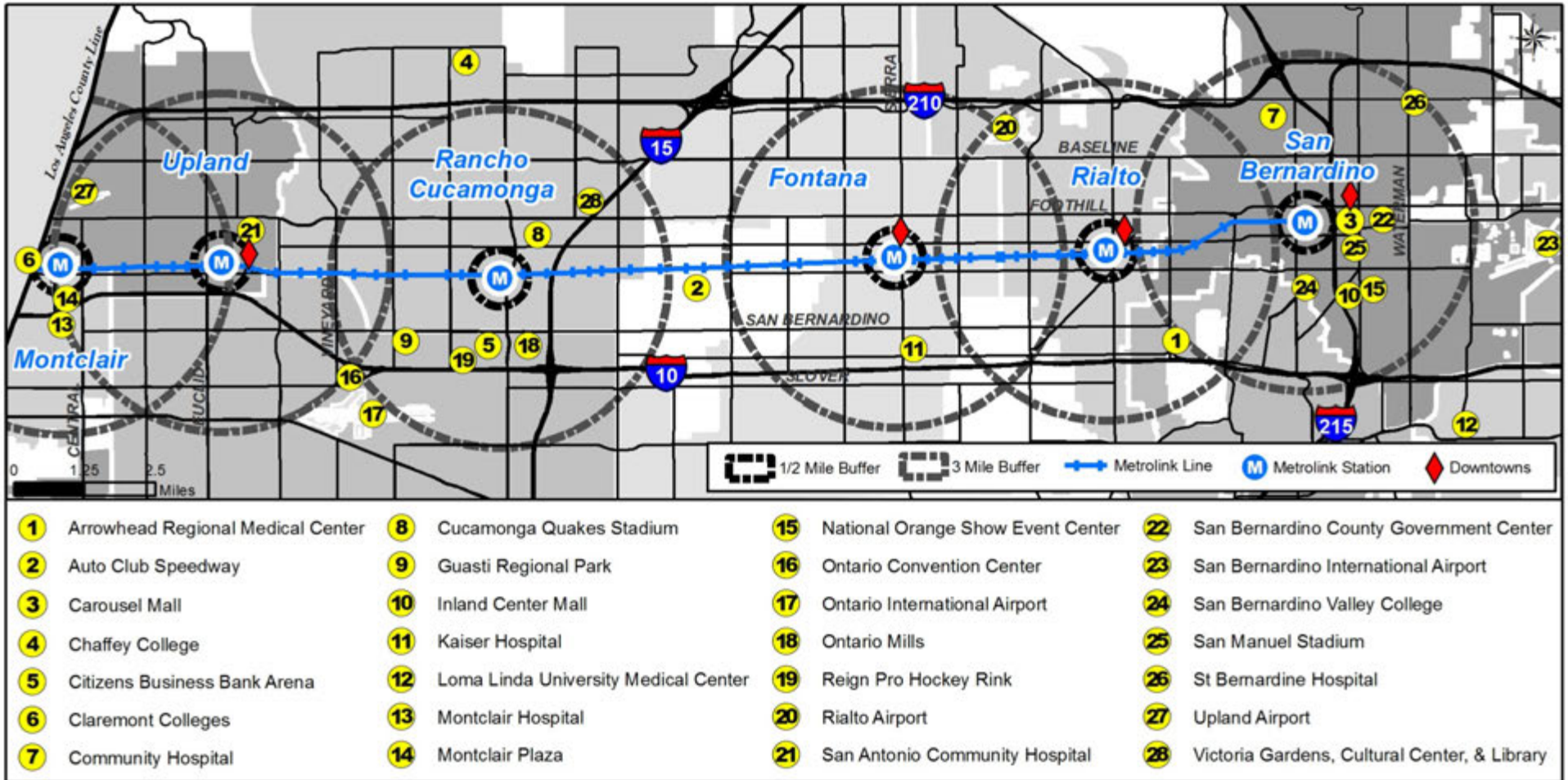
- 1) What is the development potential in each of the station areas and what corridor-wide development strategy might be employed to give the entire corridor the best opportunity for success?
- 2) Barriers exist to development of significant TOD around the existing San Bernardino Line Metrolink stations. What is the spectrum of barriers and how can each of these barriers be overcome? What will be the financial, institutional and policy requirements?
- 3) What transit service and non-motorized access improvements are required to address first mile-last mile access needs associated with TOD implementation along the corridor?
- 4) What mix and density of uses would complement the characteristics of each station area?
- 5) How should TOD development within this corridor relate to development on the San Bernardino Line within Los Angeles County?
- 6) How can the benefits and costs associated with TOD projects along the corridor be evaluated?
- 7) What are the inter-relationships between service improvements and land use changes needed to optimize the efficiency of the Metrolink service and increase ridership?
- 8) How might the strategies in the San Bernardino corridor be applicable to other commuter rail corridors in Southern California?
- 9) On which population sector(s) should station oriented developments focus? Millennials, families, seniors, all?
- 10) What sorts of amenities are needed to accommodate the targeted sector(s)?
- 11) What infrastructure changes are necessary for the Metrolink Line?

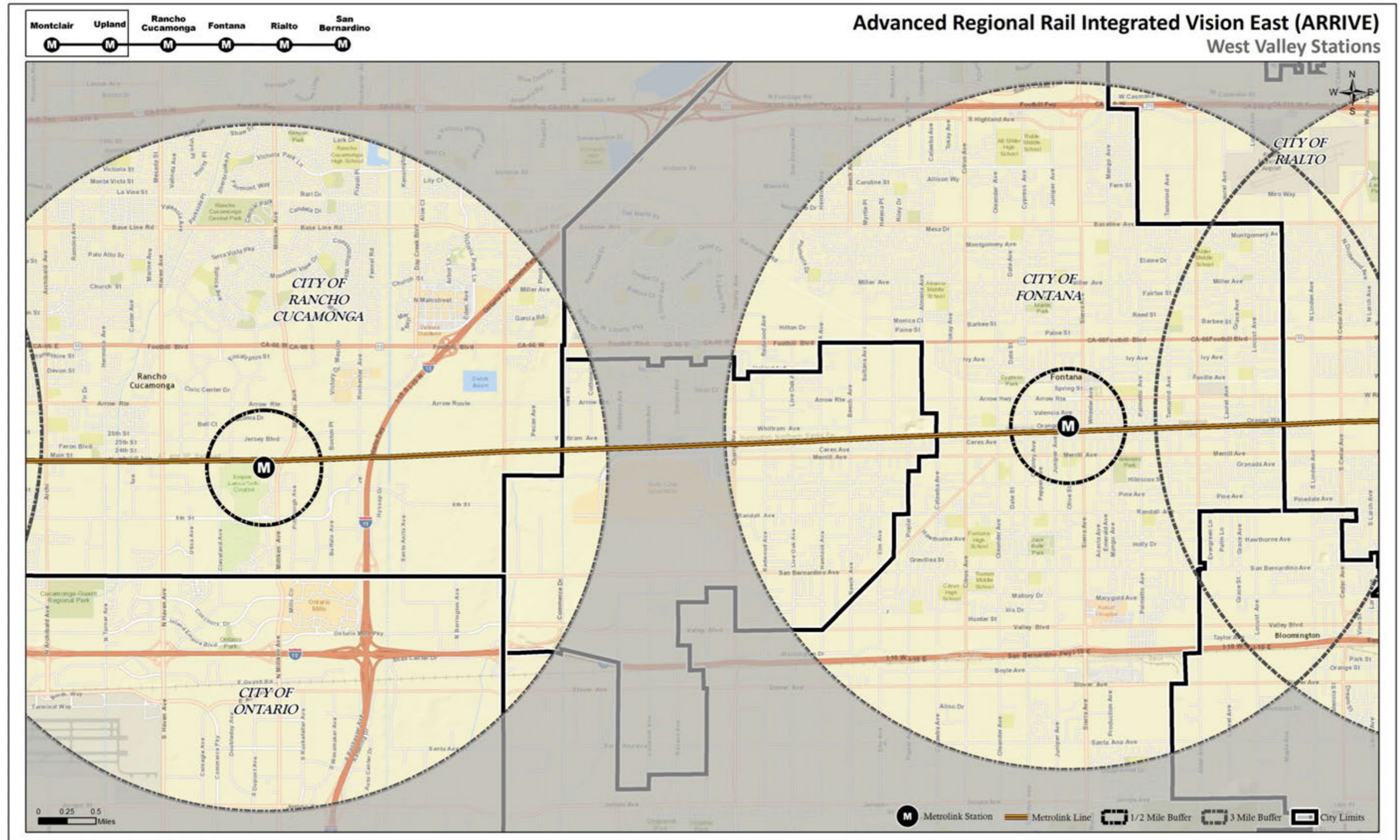
GENERAL AREA MAPS

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG): SAN BERNARDINO COUNTY AND MEMBER CITIES

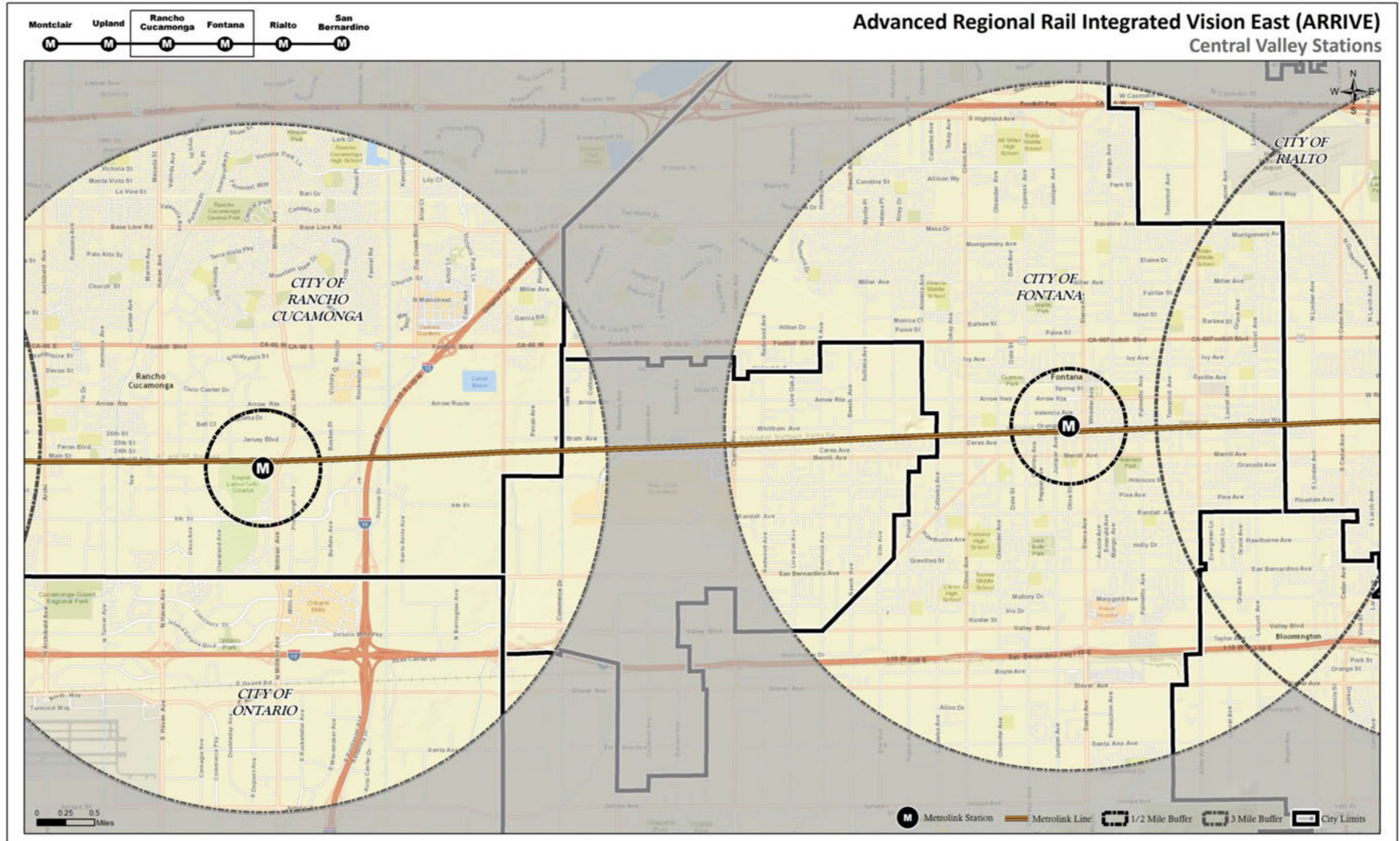


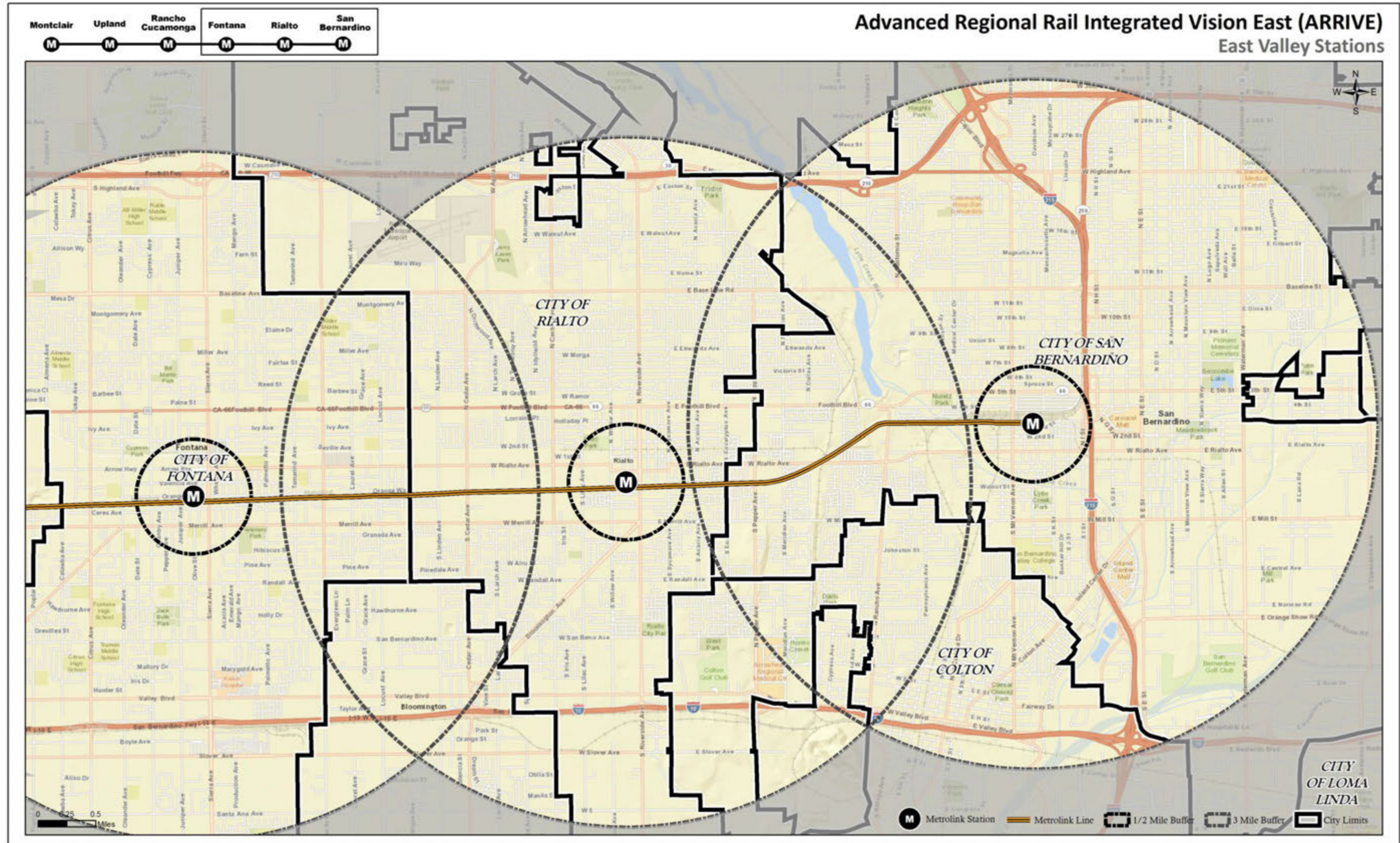
ARRIVE CORRIDOR: MAJOR TRIP GENERATORS





CENTRAL VALLEY STATIONS





COMMUTER RAIL AND TRANSIT COMMITTEE PRESENTATION

THE ARRIVE CORRIDOR

COMMUTER RAIL AND TRANSIT COMMITTEE

August 14, 2014



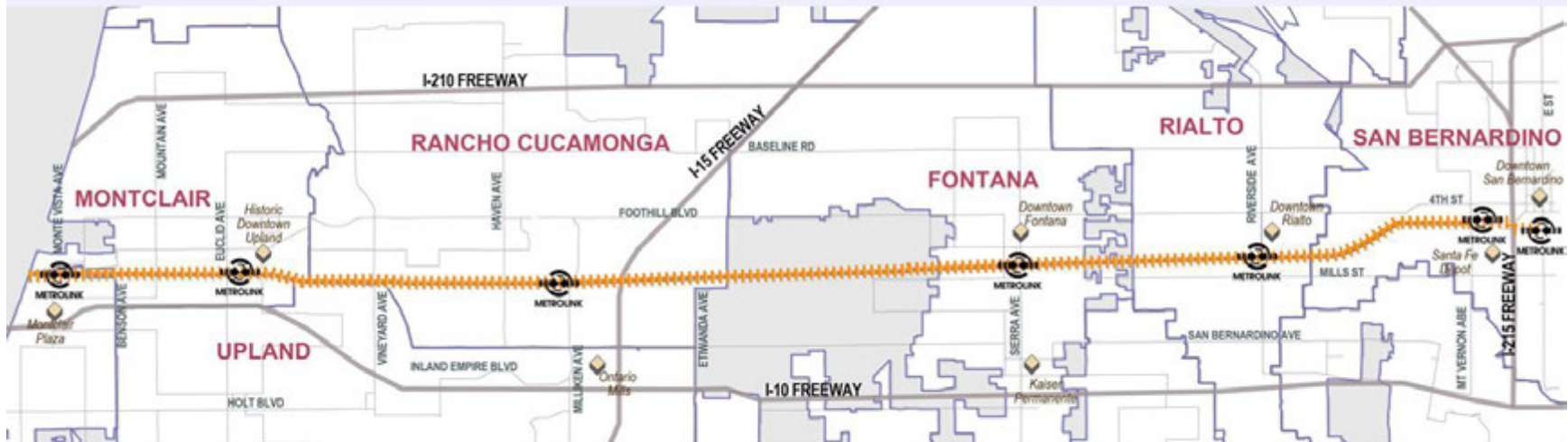
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THE PROJECT

❑ ARRIVE: “Advanced Regional Rail Integrated Vision - East”

❑ Create an **integrated regional rail/land use vision and implementation strategy** for the San Bernardino Metrolink Line Stations and proximate destinations:

- Montclair
- Upland
- Rancho Cucamonga
- Fontana
- Rialto
- San Bernardino
- Ontario
- Ontario Mills
- Kaisei Permanente
- Santa Fe Depot
- Downtown Rialto
- Downtown Fontana
- Downtown San Bernardino



BACKGROUND

- ❑ Metrolink is an underutilized transportation asset
- ❑ San Bernardino Line is the most heavily traveled
 - 12,000 weekday boardings



WHAT ARE WE TRYING TO ACCOMPLISH?

- ❑ Transition from primarily origin stations to **destinations** (hence “ARRIVE”)

- ❑ Improve Metrolink operations
 - Increase ridership, especially reverse commute
 - Increase revenue from new riders
 - Improve rail/bus service coordination

- ❑ Help cities derive maximum benefit from their Metrolink station “asset”

- ❑ Take a long term view, but start with near-term initiatives

INCREASED SERVICE

By 2020
48 trains, 3 more round trips
express trains

2020 – 2035
56 trains, 28 round trips by
adding additional trains during
non peak service time frames

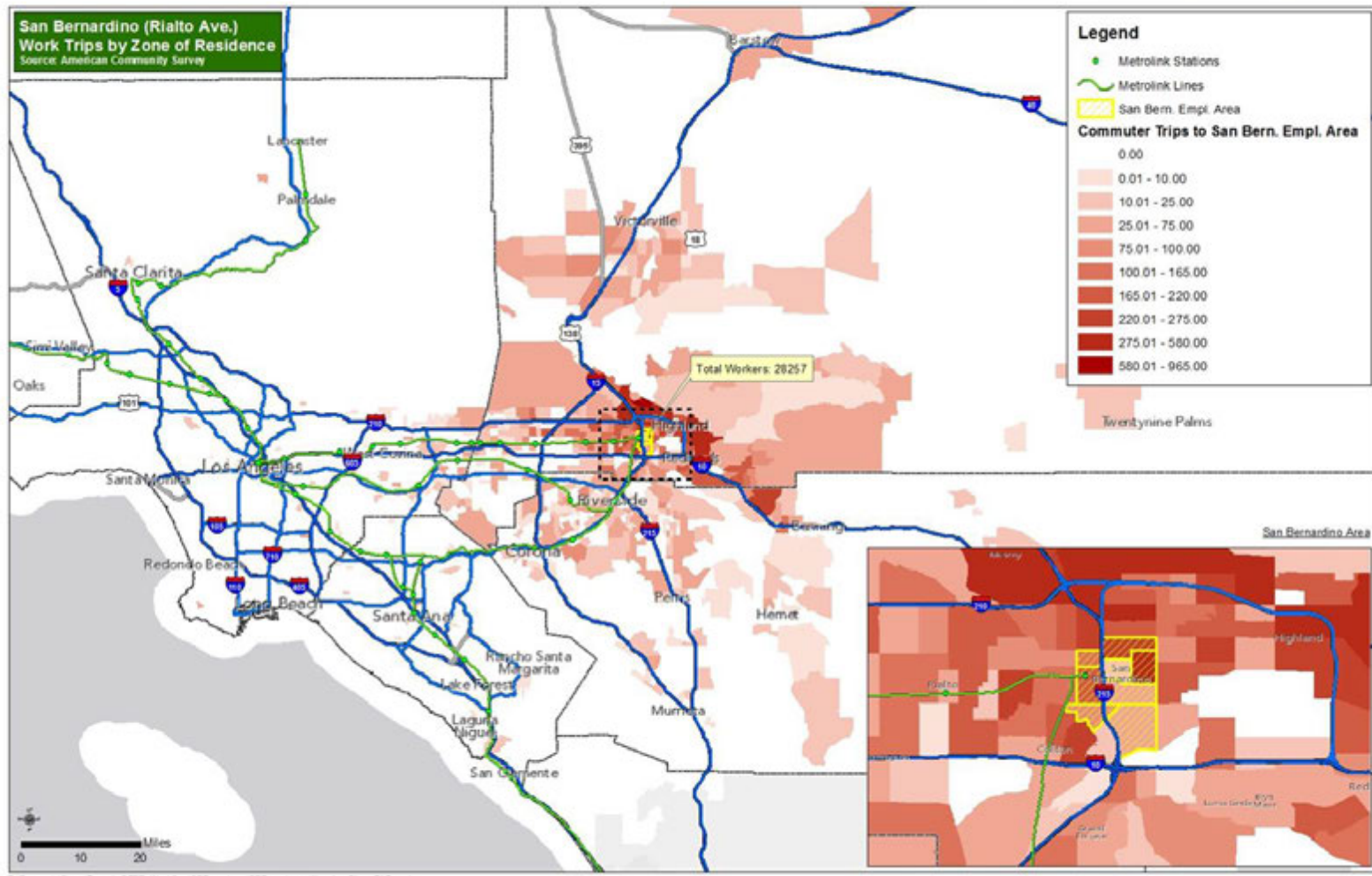
*SOURCE: METROLINK SAN BERNARDINO LINE
INFRASTRUCTURE IMPROVEMENT STRATEGIC STUDY*

KEY CHALLENGES

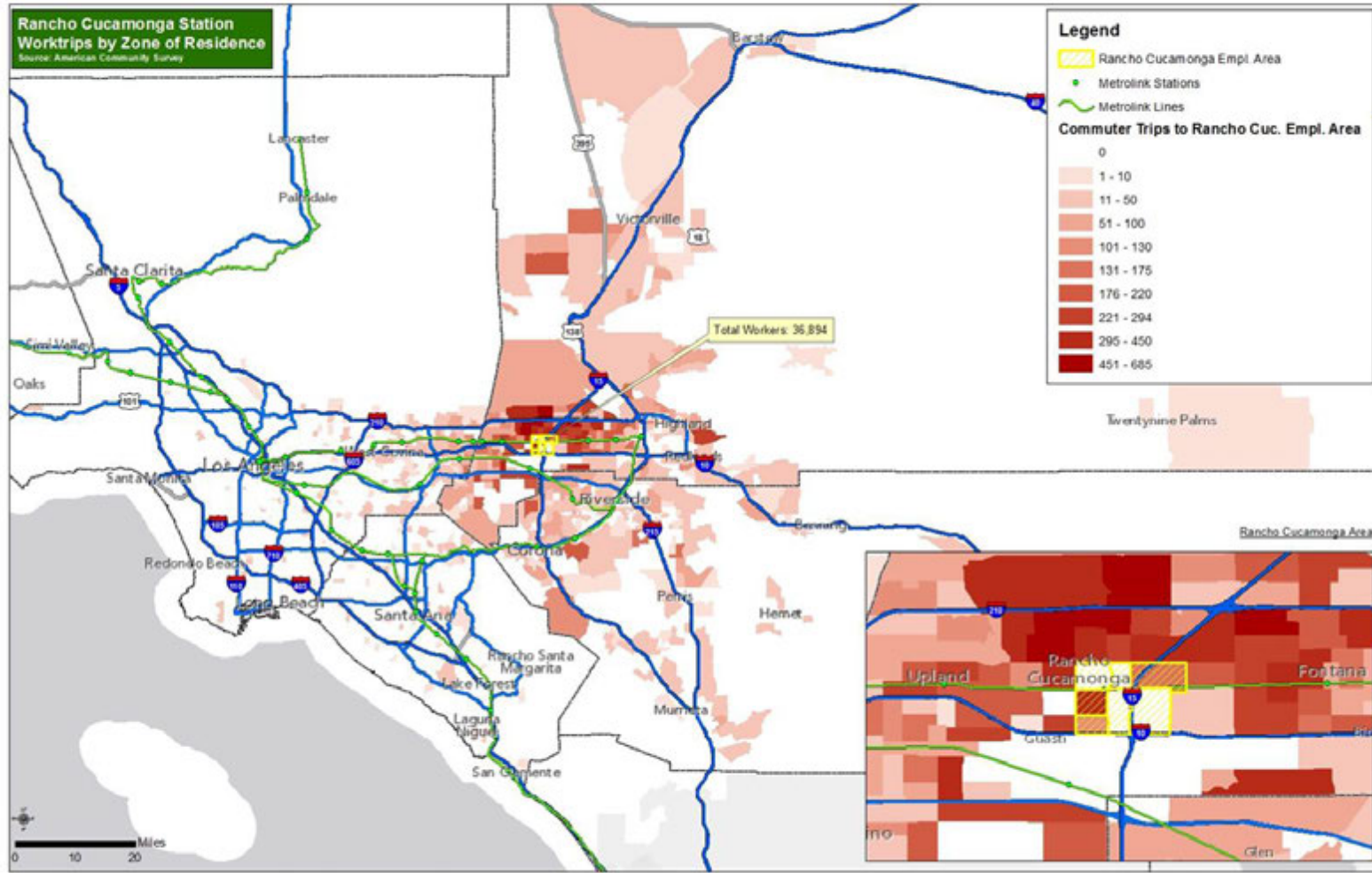
- ❑ Physical, environmental and economic barriers
- ❑ Loss of redevelopment
- ❑ Perception of limited development opportunities around station areas and parcelization
- ❑ More active nodes require higher densities; economics may not be “there yet”
- ❑ Key destinations outside “catchment area” (e.g. hospitals, malls, Ontario Airport)
- ❑ Noise and air quality concerns
- ❑ Intra-corridor rail service cost higher than bus



KEY CHALLENGES – DISPERSION OF ORIGINS AND DESTINATIONS



KEY CHALLENGES – DISPERSION OF ORIGINS AND DESTINATIONS



WHY IS SANBAG INVOLVED?

- ❑ Part of Metrolink Joint Powers Authority
- ❑ Program rail and bus transit funding
- ❑ SANBAG and SCAG can provide planning resources to cities that have land use control
- ❑ Work with SCAG and cities to address State/Regional sustainability goals
- ❑ Seek win-win solutions that benefit all parties



PROJECT SCOPE

- ❑ Data gathering: land use, economics, environmental and financial issues
- ❑ Market Analysis
- ❑ Urban Land Institute (ULI) Advisory Panel
 - September 8-10
- ❑ Community outreach
- ❑ Evaluation of opportunities
- ❑ Implementation strategies (how to overcome the barriers: land use, financial, institutional, etc.)
- ❑ Long-term planning



OUTREACH

❑ Technical Advisory Committee (TAC)

SANBAG, SCAG, Gruen Associates, HR&A, HDR, local jurisdiction planning and community development staff and Omnitrans

❑ Individual Stakeholder Outreach

Civic groups, business leaders, developers, land owners etc.

❑ Community Workshops

Opportunity to obtain input from the public and incorporate into ultimate corridor vision

❑ Urban Land Institute (ULI) Advisory Services Panel

National experts panel including developers, planners, financiers, market analysts, economists, architects to provide practical and candid advice



ULI ADVISORY PANEL (SEPTEMBER 8 TO 10)

- ❑ Five member expert panel
 - Generate ideas
 - Identify practical implementation strategies
 - Report findings/ideas/recommendations
- ❑ Need as much local input as possible
 - Briefing book
 - Orientation breakfast Sept. 8th
 - Field tour morning of Sept. 8th
 - Stakeholder interviews afternoon of Sept. 8th
 - Panel deliberations Sept. 9th
 - Wrap-up morning of Sept. 10th
- ❑ Report will be a resource for team to use for remainder of ARRIVE study

ULI Advisory Services Panel

Timely, candid, and unbiased input from national experts

Gain fresh insights and discover innovative solutions

Realistic real estate and land use solutions

Begin to address difficult issues

SUMMARY

- ❑ Transition to a more active, bi-directional corridor will take time
- ❑ Economics and local decisions will define what is possible
- ❑ Near-term decisions should occur in context of a long term vision
- ❑ Need to view Metrolink as a corridor, not just a collection of individual stations
- ❑ This project won't give us all the answers
- ❑ Metrolink Stations are a huge asset but need to be proactively nurtured to reach potential



SCHEDULE

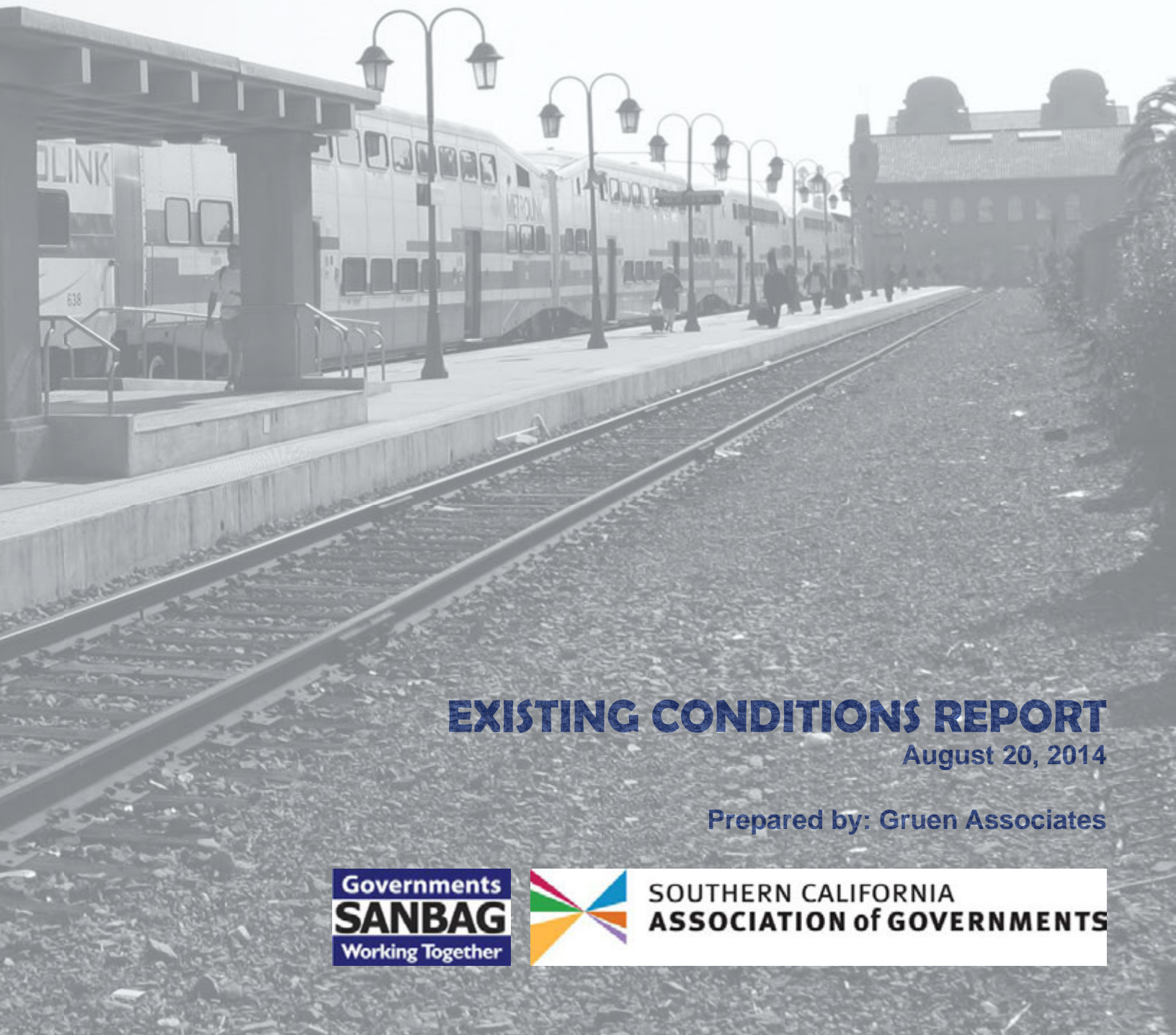
ACTIVITIES	2014				2015		
	Summer	Fall	Winter	Spring	Summer	Fall	
TASK 1 - PROJECT INITIATION AND EXISTING CONDITIONS							
TASK 2 - TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER OUTREACH							
Technical Agency/Local Jurisdiction Coordination (TAC Meetings)	⊗	⊗	⊗	⊗	⊗	⊗	
Individual Stakeholder Outreach							
Community Workshops							
Presentations to the SANBAG Board and City Councils							
TASK 3 - PERFORM OPPORTUNITY AND MARKET/ECONOMIC ANALYSES							
Conduct a Corridor-Level Market/Economic Analysis							
Convene Advisory Services Panel			⊗				
TASK 4 - DEVELOPMENT OF VISION AND IMPLEMENTATION STRATEGY							
Create an Integrated Regional Rail/Land Use Vision and Implementation							
Implementation Recommendations							
Draft and Final Project Reports							

ATTACHMENT 1:

EXISTING CONDITIONS REPORT

THE ARRIVE CORRIDOR

SAN BERNARDINO ASSOCIATED GOVERNMENTS



EXISTING CONDITIONS REPORT

August 20, 2014

Prepared by: Gruen Associates



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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The content of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The statement and conclusions of this report are those of the Consultant and not necessarily those of the Strategic Growth Council or of the State of California Department of Conservation, or its employees. In addition, the contents do not necessarily reflect the views of policies of SCAG or the San Bernardino Association of Governments (SANBAG). This report does not constitute a standard, specification or regulation. The Strategic Growth Council, the California Department of Conservation, SANBAG and SCAG make no warranties, express or implied, and assume no liability of the information contained in the succeeding text.

The Strategic Growth Council, Department of Conservation, SCAG and SANBAG shall not be responsible for the future use or adaption of the report.

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1.1 PURPOSE & INTENT

This project, with the full title “Regional Rail/Land Use Vision and Implementation Strategy for the San Bernardino Metrolink Line,” is examining the feasibility of transitioning this traditional commuter rail corridor, over time, to a corridor that fully integrates transit oriented development (TOD) and regional rail. The corridor has been very successful as a commuter rail line, with over 12,000 passengers per day on 42 trains. This project is exploring how to build on that success by evaluating opportunities for TOD across all of the stations on the San Bernardino Line within the County.

To provide greater identity for this corridor, “The ARRIVE Corridor” is being used as the moniker. The acronym ARRIVE stands for “Advanced Regional Rail Integrated Vision - East.” The term captures the thrust of this initiative, that ultimately this rail service will not merely send more commuters westward to Los Angeles, but will support a series of in-County destinations in their own right. The objective is to lay the groundwork that will eventually lead to an increase in the number of passengers “arriving” via rail in the County to work, shop, recreate, and do business. At the same time, the goal is to convert these station-area nodes into more significant mixed-use, walkable activity centers, contributing to the livability and economy of the San Bernardino Valley.

The approach to this project recognizes that multiple challenges must be addressed and practical steps will be needed to bring this vision to reality. Currently, the San Bernardino Line is successful at primarily serving commuters to Los Angeles, but has the potential of becoming a more robust regional rail system that connects major nodes of activity to, from, and within San Bernardino County. The study team fully recognizes that this transition, if feasible, will take time and will require deliberate actions on the part of local jurisdictions, land owners, the business community, and transportation agencies. Some of the challenges include:

- * address barriers including physical, environmental & economic;
- * noise and air quality impacts from train activity;
- * limited undeveloped land around the station areas;
- * economic costs of redevelopment;
- * some station areas may not yet be ripe for higher density development and face competition for development energy from lower-cost greenfield development;
- * high degree of parcelization;
- * significant destinations that are just outside the typical “catchment area” for rail transit stations;
- * concerns communities may have about densification in general;
- * difficulties convincing private developers and capital markets that mixed use and/or mixed-income housing projects can be viable and valuable at TOD sites;
- * challenges in balancing financial realities and social equity goals; and
- * fare structure on Metrolink that is higher than one would find in a light rail or rapid bus line.

This project will engage a broad cross-section of transportation, urban planning, economic, environmental, and other stakeholders to map out a vision for the corridor, to address the barriers listed above, and to define the steps for preparing the corridor for TOD. This will include the types of investments that will be needed as well as the mechanisms that must be put in place to support TOD. The focus is not primarily on land use planning, although a certain amount of land use planning will be involved. The primary emphasis is on addressing the barriers listed above, particularly the economic, institutional, and environmental ones. The study team views the San Bernardino Metrolink line as an underutilized asset that has the potential for improved mobility, economic growth, and sustainability for San Bernardino County.

1.2 COMMUTER RAIL TRANSIT-ORIENTED DEVELOPMENT (TOD)

Commuter rail differs from light rail or heavy rail in terms of its characteristics and markets served; similarly TOD opportunities associated with commuter rail also have some important distinctions. Commuter rail is most often passenger transit service utilizing diesel or electric propelled trains on tracks that are also utilized by freight or other passenger trains. It generally provides frequent directional peak-hour service and work trip oriented service of longer distances, typically 20 miles or more, with spacing between stations ranging from two to five miles, compared to light rail with station area spacing of one mile on average and frequent bi-directional service throughout the day.

TODs can be defined as compact mixed-use development within walking distance of a transit station designed to maximize access to transit and incorporating features designed to encourage transit ridership. A TOD often resembles other activity centers with a greater mix of uses and higher densities than the surrounding market area. The presence of transit at a station location can have a positive effect on market and development potential in the immediate area because transit improves the regional accessibility of the station area properties and recent studies show the potential for an increase in property values. These higher land values can support higher development densities and in some cases a different mix of land uses in much the same way as property adjacent to a highway interchange is different from development farther away. However, the presence of transit alone does not translate to greater development potential.

Commuter rail TOD opportunities are also different than those associated with light rail or heavy rail systems due to its more limited scope, both in terms of frequency of service as well as the portion of the region that easily can be accessed by transit. Both factors limit the accessibility premiums that translate to increases in real estate market demand and higher land values. The nature of the commuter-freight rail corridor can also be less compatible with adjacent TOD. The sound levels associated with diesel locomotives and horns are louder, there are often larger transit parking lots, and the frequency of freight rail trains all create land use impacts that are less compatible with residential and office-based employment development. The existing land development pattern in commuter rail corridors is also often not compatible with TOD, as it can include manufacturing and distribution uses requiring direct rail service as well as other heavy industrial uses which have located near like uses and away from residential and community serving commercial uses. Despite these limitations, there remains a great deal of interest in TOD at commuter station locations, and in particular where the land use and development pattern are not fully built out.

1.3 PLANNING AREA

The “Arrive Corridor” project will address the creation of an integrated regional rail/land use vision and implementation strategy for the San Bernardino Metrolink Line and the areas around the Montclair, Upland, Rancho Cucamonga, Fontana, Rialto and San Bernardino stations. Figure 1.1 shows the stations situated along the San Bernardino Metrolink Line. For the purposes of this Existing Conditions Report, a 1/2-mile radius around the proposed station sites generally defines the study area for land use and walkability.

The study area is comprised of six station areas along the San Bernardino Line:

- * Montclair Transcenter is an intermodal transit center. The Transcenter is owned by Caltrans. Omnitrans, Foothill Transit and the Riverside Transit Agency all provide bus service with Foothill and RTA providing express service and Foothill and Omnitrans providing local service.
- * Upland Metrolink Station is located within close proximity to the Historic Downtown. The station is owned by the City of Upland. Omnitrans does not directly serve the station, but runs route 83 along Euclid Avenue.
- * Rancho Cucamonga Metrolink Station is located just west of Milliken Avenue and has 1,000 parking spaces. The station is owned by the City of Rancho Cucamonga, and the study area contains the Empire Lakes Golf Club. Omnitrans Route 81 serves the bus loop near the platform.
- * Fontana Metrolink Station is located immediately adjacent to Fontana’s Downtown District. It has 309 parking spaces. The station was completed in November 1993 and is owned and operated by the City of Fontana. Omnitrans public bus

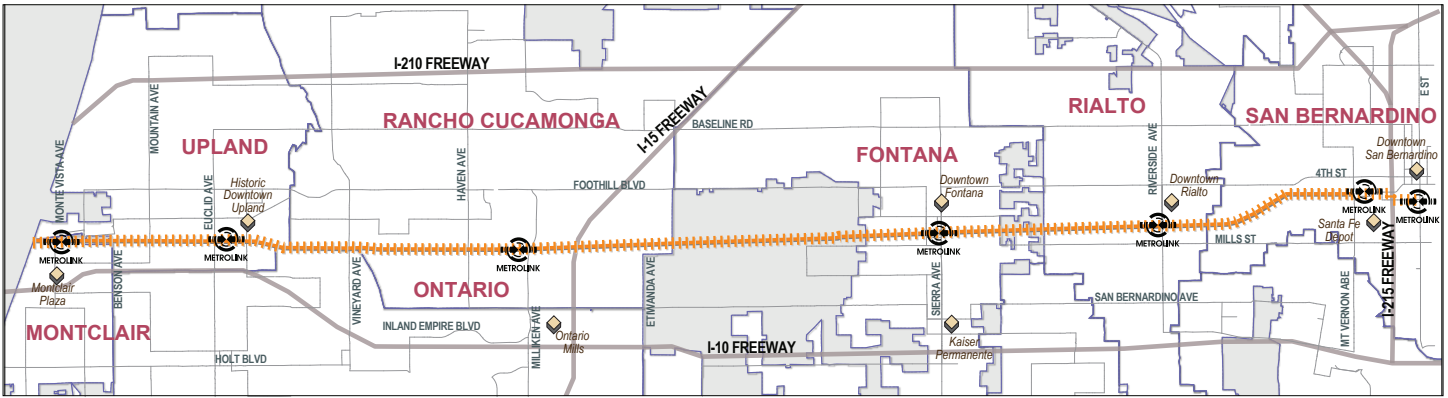


FIGURE 1.1: THE ARRIVE CORRIDOR

service maintains a transit center next to the station and connections are available to bus routes 10, 14, 15, 19, 20, 61, 66, 67, and 82.

- * Rialto Metrolink Station, also known as the John Longville Depot, is located just south of Rialto Avenue off of Riverside Avenue. The station is owned by the City of Rialto and was designed as a replica of the former 1888-built Atchison, Topeka and Santa Fe Railway frame-built structure. Omnitrans does not directly serve the station, but route 22 serves the intersection of Rialto and Riverside a short block away, and route 15 serves Riverside and Merrill, three blocks to the south.
- * Santa Fe Depot (San Bernardino Metrolink Station) is the Metrolink terminus for the San Bernardino Line. Transit service on the site also include Amtrak, Omnitrans and Mountain Area Regional Transit Authority (MARTA) local buses and private shuttle operators.

Table 1.1 below shows the number of park-&-ride spaces and parking utilization rate at each station.

TABLE 1.1: NUMBER OF PARK-&-RIDE SPACES AND PARKING UTILIZATION RATE AT EACH STATION

Station Areas	No. of Park-&-Ride Spaces	Parking Utilization (2014)	Parking Expansion Planned
Montclair	1,836	58.4%	
Upland	294	96.3%	
Rancho Cucamonga	1,000	96.3%	
Fontana	309	70.2%	
Rialto	208	67.8%	Yes
Santa Fe Depot	777	67.4%	Yes

Source: Metrolink

Table 1.2 below illustrates the weekday Metrolink and bus boardings per station. The separate market analysis and demographics evaluates at a larger 2.5 radius around the stations. Figures 1.2 through 1.4 show existing land use within 1/2 and 3 mile of the stations. Figure 1.5 includes major destinations or trip generators in the three-mile corridor.

TABLE 1.2 METROLINK 2014 WEEKDAY BUS BOARDINGS PER STATION

Station areas	Average Weekday Boardings			
	Metrolink (FY2014)	Omnitrans (2014)	Foothill Transit	RTA
Montclair	283	896	1,365	132
Upland	482			
Rancho Cucamonga	934	22		
Fontana	418	3,709		
Rialto	249	21		
Santa Fe Depot	763	240		

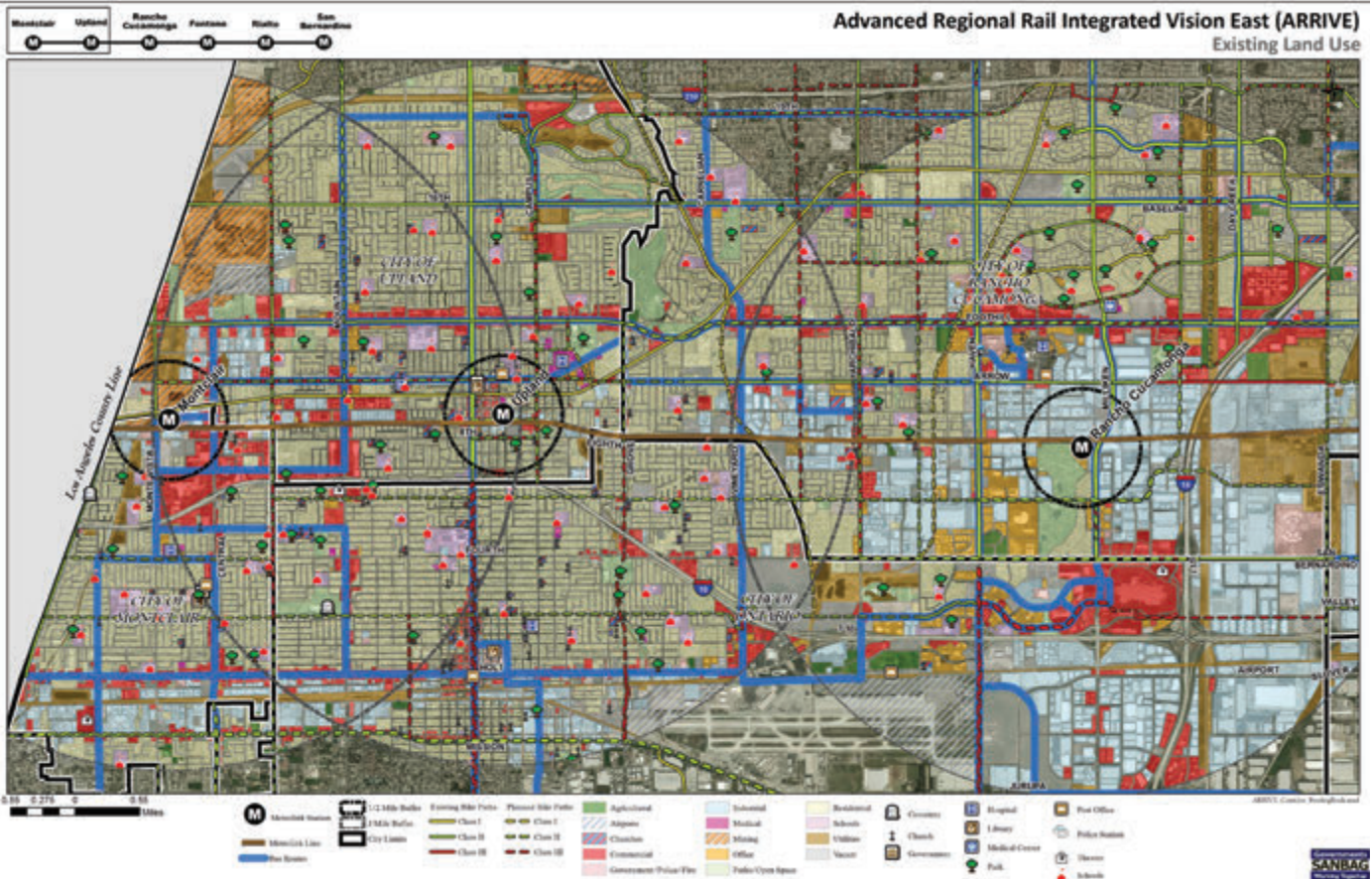


FIGURE 1.2: EXISTING LAND USE WITHIN 1/2 AND 3- MILE OF MONTCLAIR AND UPLAND STATIONS

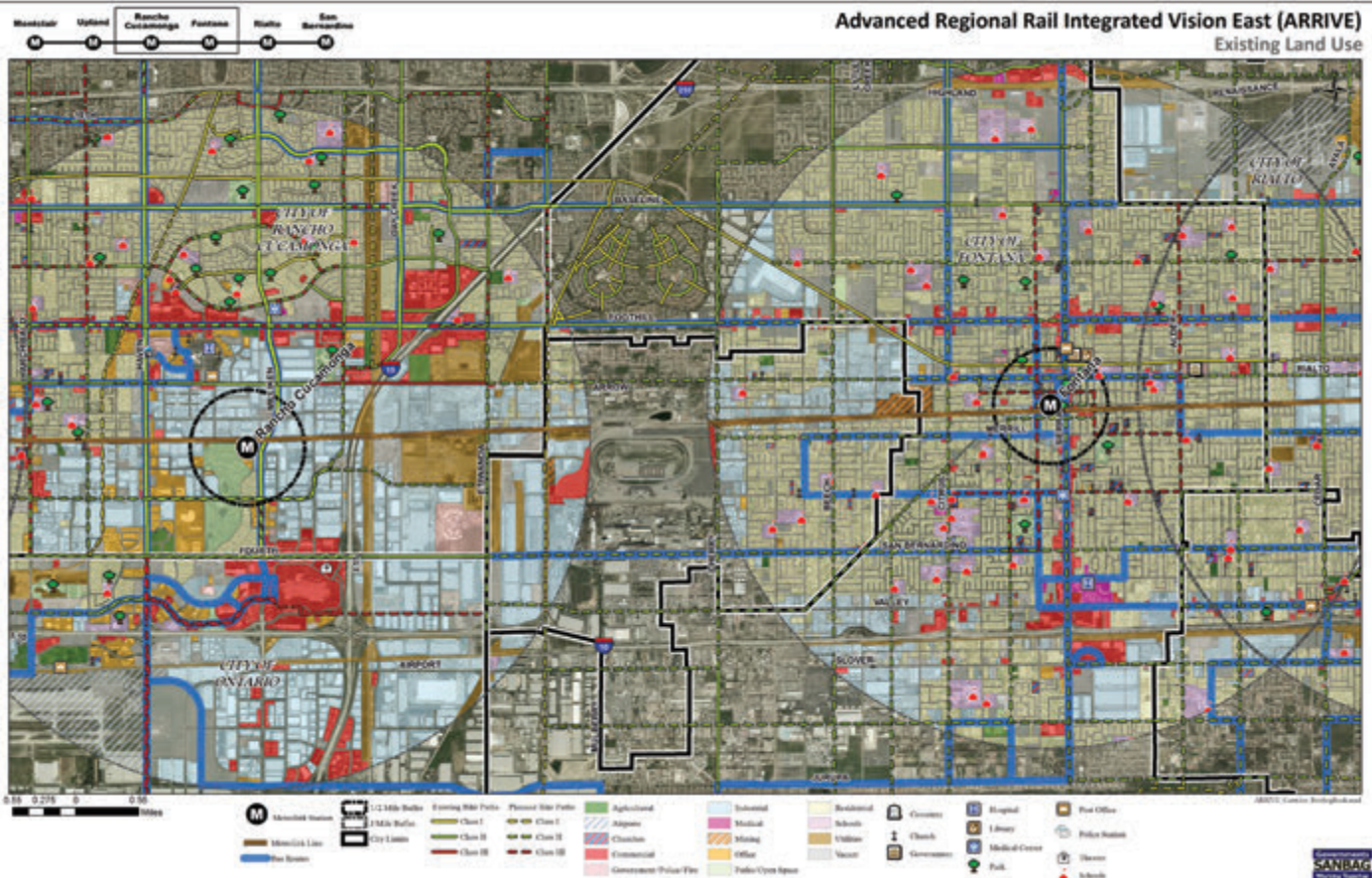


FIGURE 1.3: EXISTING LAND USE WITHIN 1/2 AND 3- MILE OF RANCHO CUCAMONGA AND FONTANA STATIONS

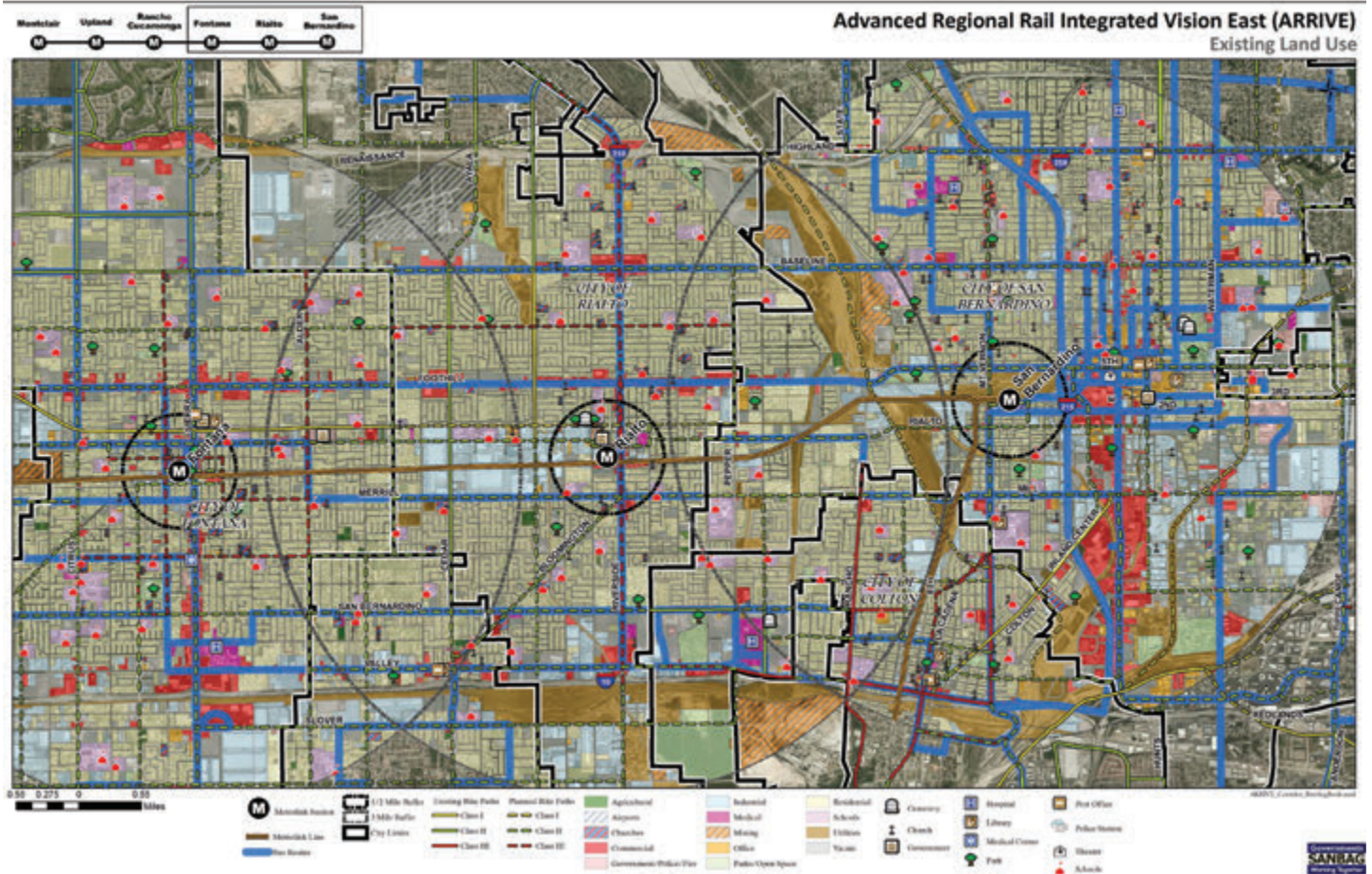


FIGURE 1.4: EXISTING LAND USE WITHIN 1/2 AND 3- MILE OF RIALTO AND SANTA FE DEPOT STATIONS

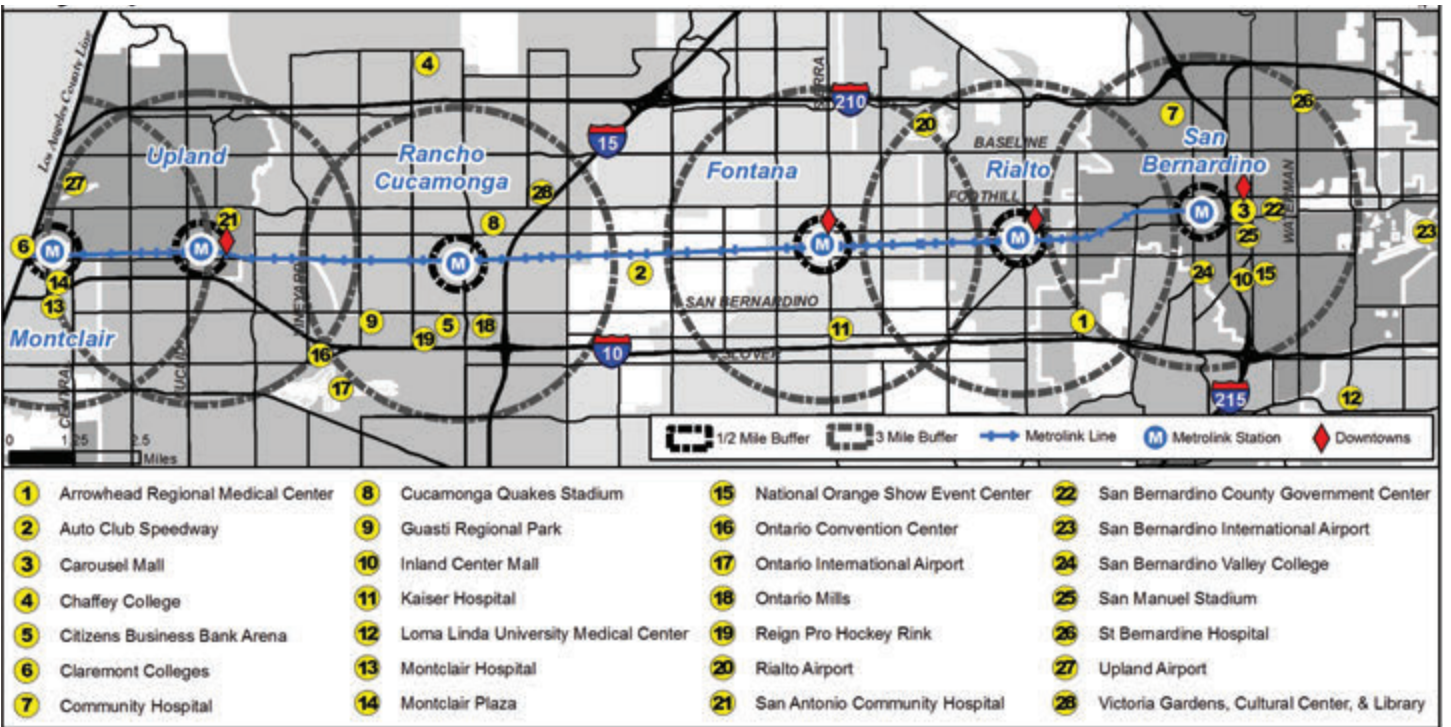


FIGURE 1.5: EXISTING TRIP GENERATORS IN THE ARRIVE CORRIDOR

Source: SANBAG, Gruen Associates

2 THE ARRIVE CORRIDOR

2.1 OVERVIEW OF THE SAN BERNARDINO LINE

The San Bernardino Line (SBL) is a 55-mile corridor used by the Southern California Regional Rail Authority (SCRRA) operating rail service between Union Station in Los Angeles and the Santa Fe Depot in San Bernardino. The SBL serves 12 stations and the peak hour travel time is approximately 90 minutes with an average speed of 40 miles per hour. An express train currently makes the journey in approximately 65 minutes average stopping at only two intermediate stations: Rancho Cucamonga and Covina. Today, there are 42 weekdays trains, 20 Saturday trains and 14 Sunday trains. Effective October 1, 2014, Metrolink is cutting four daily trains on weekdays. The SBL is the busiest line in the system with ridership of approximately 12,000 passengers per weekday¹. Figure 2.1 presents weekday boardings by station with Rancho Cucamonga, Covina, and the Santa Fe Depot having the highest boardings as noted in the Metrolink San Bernardino Line Infrastructure Study. Average ridership has been decreasing slightly in 2014, 4th Quarter, refer to Appendix A. Ridership has been decreasing system-wide as well. The Santa Fe Depot is also served by the Metrolink Inland Empire/Orange County Line.

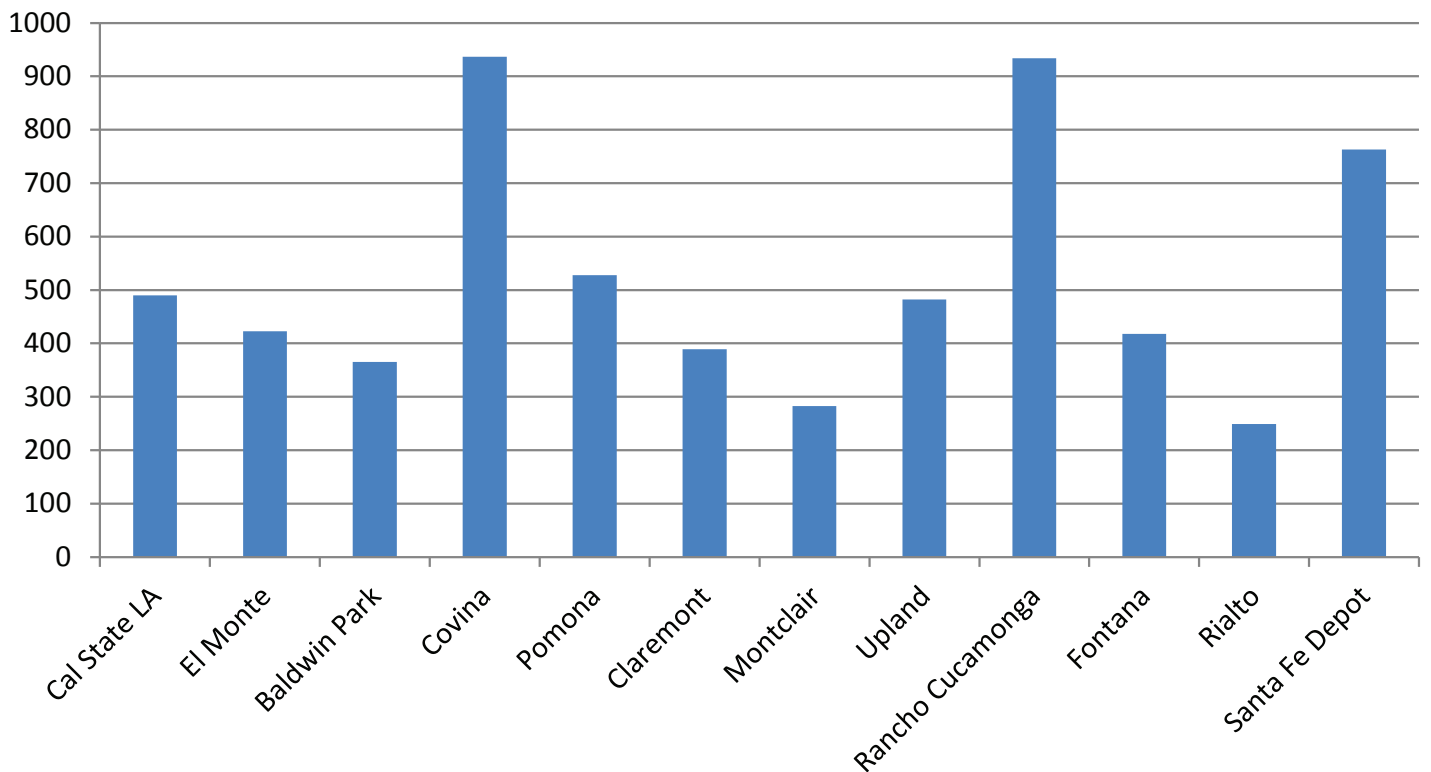


FIGURE 2.1: WEEKDAY BOARDINGS BY STATION (FISCAL YEAR 2014, 4TH QUARTER)

Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UPRR) freight trains operate on the SBL and are scheduled during off-peak commuter hours to reduce commuter delays. In San Bernardino County, BNSF freight trains operate from Control Point (CP) Cambridge to the Santa Fe Depot. Metrolink trains have dispatch priority over BNSF freight trains on the SBL.

2.2 METROLINK SAN BERNARDINO LINE INFRASTRUCTURE STUDY

Los Angeles County Metropolitan Transportation Authority (Metro) and San Bernardino Associated Governments (SANBAG) jointly commissioned HDR Engineering, Inc. to perform an analysis of the SBL and prepare the SBL Infrastructure Improve-

¹ Metrolink San Bernardino Infrastructure Improvement Strategic Study, June 2014

ment Strategic Study. The primary goals of this study are to identify cost-effective infrastructure improvements that lead to the following operational outcomes:

- * Increased average train speed
- * Reduced travel times
- * Enhanced overall capacity
- * Enhanced safety at grade crossings and improvements of right-of-way fencing throughout the corridor

The study involved a comprehensive operational analysis of the SBL and recommends constructing an additional main line track from Lone Hill Avenue to CP White in the cities of San Dimas and La Verne in Los Angeles County, along with constructing an additional mainline track in the cities of Rialto and San Bernardino in San Bernardino County.² Cost estimates were prepared for the double tracking segments to assist in evaluation.

The study also involved conceptual design layouts for enhancing vehicular and pedestrian safety for at-grade crossings for double track areas, and recommendations for fencing of right-of-way. In addition, the study proposed a phased implementation strategy and funding opportunities.

A Final Infrastructure Improvement Strategic Study report was completed in June 2014 and relevant components are summarized below:

A. DOUBLE TRACKING

To improve service, the Infrastructure Improvement Strategic Study evaluated double tracking of the SBL. Initially, five segments for double tracking the SBL were evaluated which were narrowed to three segments. The three segments including the two segments recommended for further study follow:

- * CP Lone Hill Avenue to CP White. Segment 1 is in Los Angeles County and a Request for Proposal (RFP) will be issued for environment clearance (recommended as cost-effective).
- * CP Central to CP Archibald. Segment 2, in San Bernardino County through the Upland Station area, is third priority as there are major constraints such as narrow right-of-way which will make it costly and difficult to implement.
- * CP Lilac to CP Rancho. Segment 3, located in San Bernardino County and included in the Arrive Corridor portion of the SBL, includes double tracking within the Rialto Station and will reduce BNSF freight idling at the station. An RFP will be released soon for this segment (recommended as cost-effective, estimated cost is \$70.9 million).



FIGURE 2.2: LOCATION OF PROPOSED DOUBLE TRACKING

Figure 2.2 shows location of double tracking studied in San Bernardino County.

HDR evaluated increased skip stop services on the SBL and is now evaluating ridership based on the following assumptions:

- * Between now and 2020, service would be increased to 48 trains; 3 more round trip express trains or 6 total new trains.
- * Between 2020-2035, service would be increased to 56 trains (28 round trips) by providing additional trains during non-peak service time frames.

Ridership increases resulting from recommended projects will be available in September 2014.

B. GRADE CROSSINGS AND FENCING

For cost estimation purposes, the Infrastructure Improvement Strategic Study made an initial attempt to determine the placement and type of grade crossings and safety fence locations. Grade crossing improvements shown in the Arrive Corridor portion of the SBL include crossings at the following streets:

- * South Lilac Avenue
- * South Willow Avenue
- * South Riverside Avenue
- * South Sycamore Avenue
- * South Acacia Avenue
- * South Eucalyptus Avenue
- * South Pepper Avenue
- * West Rialto Avenue

The conceptual grade crossing configurations are subject to change during preliminary engineering. Proposed safety fencing locations in San Bernardino county are shown in Figure 2.3. Proposed fencing will be either welded wire mesh or concrete block.



FIGURE 2.3: LOCATION OF PROPOSED SAFETY FENCING

2.3 OTHER RELEVANT PLANS AND STUDIES

The following transportation plans and studies are relevant to the Arrive Corridor:

- * 2012-2035 SCAG Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS)
- * SANBAG Strategic Plan/Measure I
- * SANBAG Long Range Transit Plan
- * San Bernardino County Non-Motorized Transportation Plan (all stations)
- * Omnitrans System-wide Transit Corridor Plan
- * Omnitrans Short Range Transit Plan
- * Downtown San Bernardino Passenger Rail Project (San Bernardino)
- * Redlands Passenger Rail Project
- * Gold Line/Foothill Extension to Montclair (Montclair)
- * Gold Line Extension to Ontario Airport (Montclair)

- * California High Speed Rail (Santa Fe Depot)
- * West Valley Connector Alternative Analysis & Preferred Alternative Conceptual Plan (Rancho Cucamonga, Fontana)
- * Integrated Transit and Land Use Planning for Foothill/5th Street Transit Corridor (Fontana, Santa Fe Depot, Montclair)
- * SCAG/SANBAG Transit Access for Cyclists and Pedestrians (all stations)

These plans are summarized in Appendix B to be prepared by SANBAG. Station areas that are affected directly by the plans are in parentheses. Chapter 3 addresses land use plans for each city and identifies the above plans when there is a direct effect on the station area.

3 EXISTING LAND USE & RELEVANT PLANS AND POLICIES

This Existing Conditions Report represents the initial step in the planning process; it summarizes site conditions and identifies opportunities and constraints related to land use, circulation, open space, infrastructure, and physical design, with an emphasis on exploring the potential for transit-oriented development. A report addressing demographics, market conditions and economic factors will be released as a separate, supplementary document. Transit-Oriented policies for each city are summarized in Appendix C and public facilities within each station is included in Appendix D.

3.1 MONTCLAIR TRANSCENTER

The Montclair Transcenter provides commuter rail service, serves as the western terminus of the Omnitrans fixed-route transit network, and provides connections to Los Angeles and Riverside County transit services. This 17-acre station site is the largest such facility between Union Station in Los Angeles and San Bernardino station. The station site acts as a regional transportation hub, with a regional Metrolink station, an Omnitrans bus facility, a park-&-ride facility, which is owned by the State of California (Caltrans). Montclair and SANBAG jointly own a large site in the middle of the parking lots for planned child care. It accommodates approximately 1,836 commuter vehicles. Per the Metrolink parking utilization study, the parking utilization rate in 2014 was at 58.4%. Average weekday Metrolink ridership is 283 in the Fiscal Year (FY) 2014, fourth quarter.

As a multimodal regional transportation hub, the Montclair station area is a major stop on the San Bernardino Metrolink line and is served by six Foothill Transit, five Omnitrans and one RTA bus routes. The average Omnitrans weekday ridership is 896, Foothill Transit is 1365 and RTA is 132. In addition, the station acts as a Caltrans Park-and-Ride facility. The 1/2-mile station area encompasses three cities: Montclair, Upland and Claremont.

3.1.1 EXISTING LAND USES & ACCESSIBILITY

The station area includes commercial, residential and industrial uses, and the Pacific Electric Trail, a Class I bike facility running between Montclair and Rialto. A large portion of the 1/2-mile station area is devoted to surface parking (park-&-ride lots) and vacant land, especially south of Arrow Highway, as shown in Figures 3.1 and 3.2. Montclair Plaza is a major destination within the Metrolink Station area. The Montclair Plaza and adjoining North Plaza, Montclair Promenade and Montclair Villages shopping centers comprise the



MONTCLAIR METROLINK STATION



EXISTING CONDITIONS OF AMENITIES AT THE TRANSCENTER AND ITS CONTEXTUAL RELATIONSHIPS



MONTCLAIR PLAZA

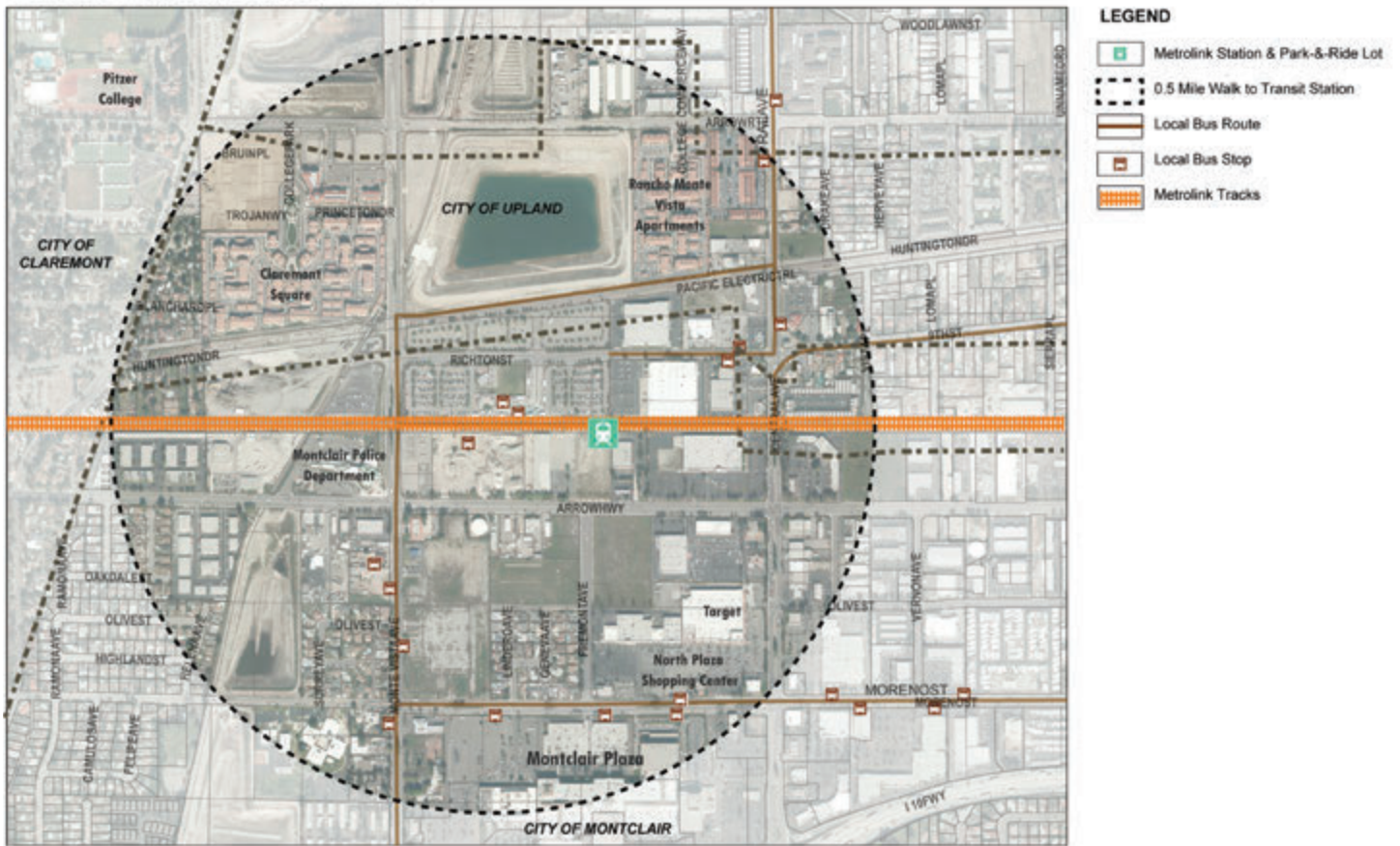


FIGURE 3.1: EXISTING STATION AREA AERIAL

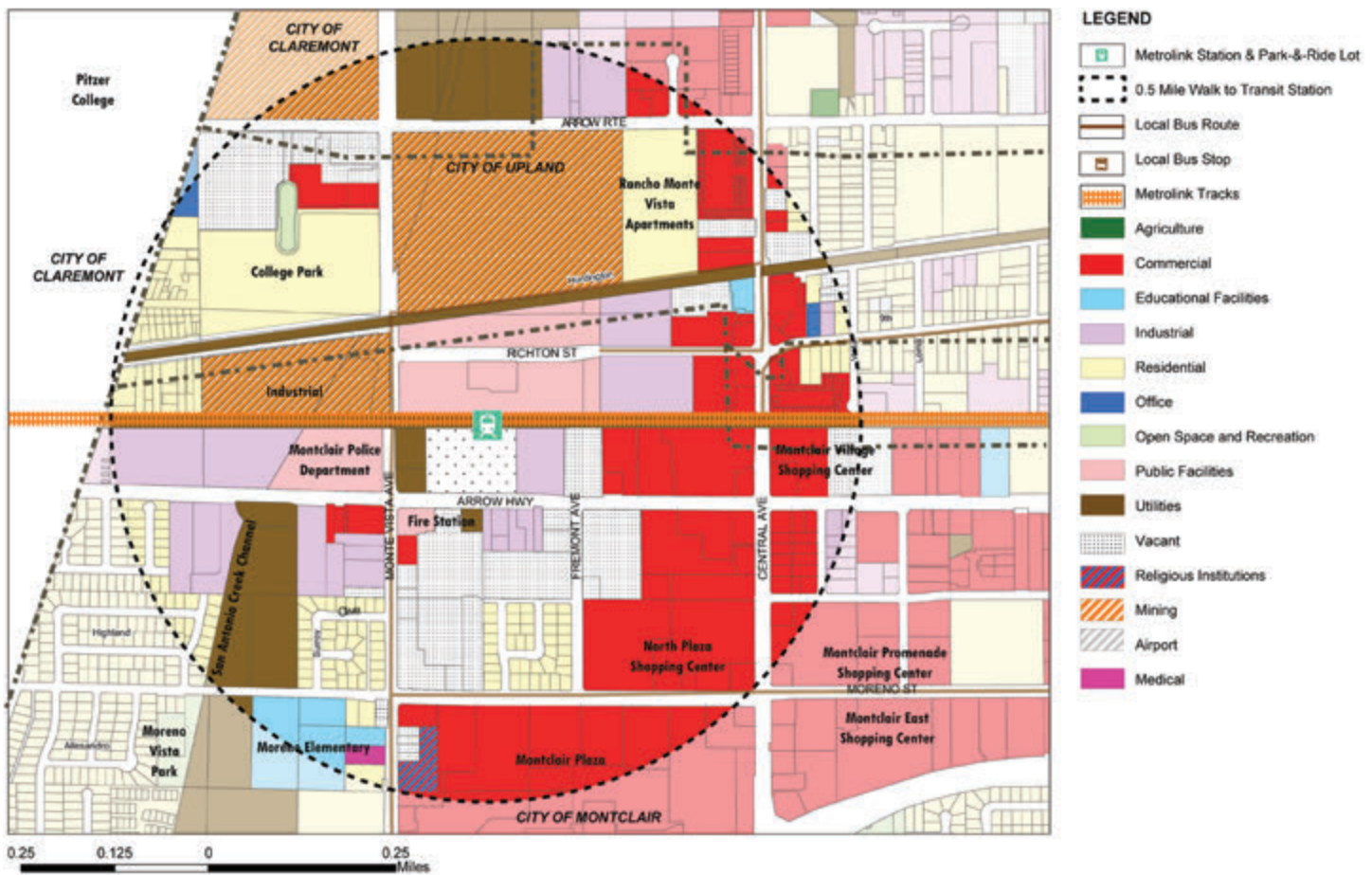


FIGURE 3.2: EXISTING LAND USES



VIEW OF COLLEGE PARK DEVELOPMENT



VIEW OF VACANT LAND SOUTH OF METROLINK TRACKS

largest concentration of commercial development in the City with excellent access from I-10. There is no direct pedestrian connection between the Metrolink station and Montclair Plaza, a regional shopping center, which was recently purchased by CIM Group. The area also contains the Montclair Police Department, Montclair Fire Department and an elementary school. Most of the area north of the Montclair Metrolink station parking area is located within the City of Upland including the flood control basin, as shown in Figure 3.1. The station area is in close proximity to the Claremont Colleges, as shown in Figure 3.2. As part of the College Park Specific Plan to encourage mixed-use development in southwest Upland and to provide housing opportunities for the Claremont Colleges, a total of 450 apartment units have been built.

3.1.2 EXISTING RELEVANT PLANS AND POLICIES

The study should respect current plans, as they reflect essential local values. Additionally, it is important that the TOD plan considers previously adopted plans, policies and programs, especially the General Plan and North Montclair Downtown Specific Plan, which contain transit-supportive policies and the land use plans described below. The following is a summary of existing plans, policies and programs, and their inter-relationship.

A. MONTCLAIR GENERAL PLAN: OBJECTIVES & POLICIES (Adopted 1999)

The General Plan for the City of Montclair is “a comprehensive statement of objectives and policies which sets forth long-range aspirations of Montclair’s residents and the strategies of actions to achieve them. Prepared by the Community Development Department, the document establishes long range physical, social, economic, and environmental objectives, as well as supporting policies that will advance the general welfare and prosperity of the people of Montclair. The General Plan is organized around eight elements, including Land Use, Circulation, Public Safety, Noise Element, Public Utilities and Facilities, Air Quality, Conservation and Open Space.

A1. LAND USE

The Montclair General Plan was last updated in 1999. Since that time, there have been amendments to the General Plan Land Use Map to accommodate changes in development patterns in the City. Figures 3.3 and 3.4 depict the generalized land use designations for the City and 1/2-mile area. Much of the Montclair station area is designated for “Planned Development” or “Regional Commercial”. The Planned Development designation coincides with the North Montclair Downtown Specific Plan, which calls for a transit-oriented district around the station area, while the Regional Commercial designation includes the Montclair Plaza.

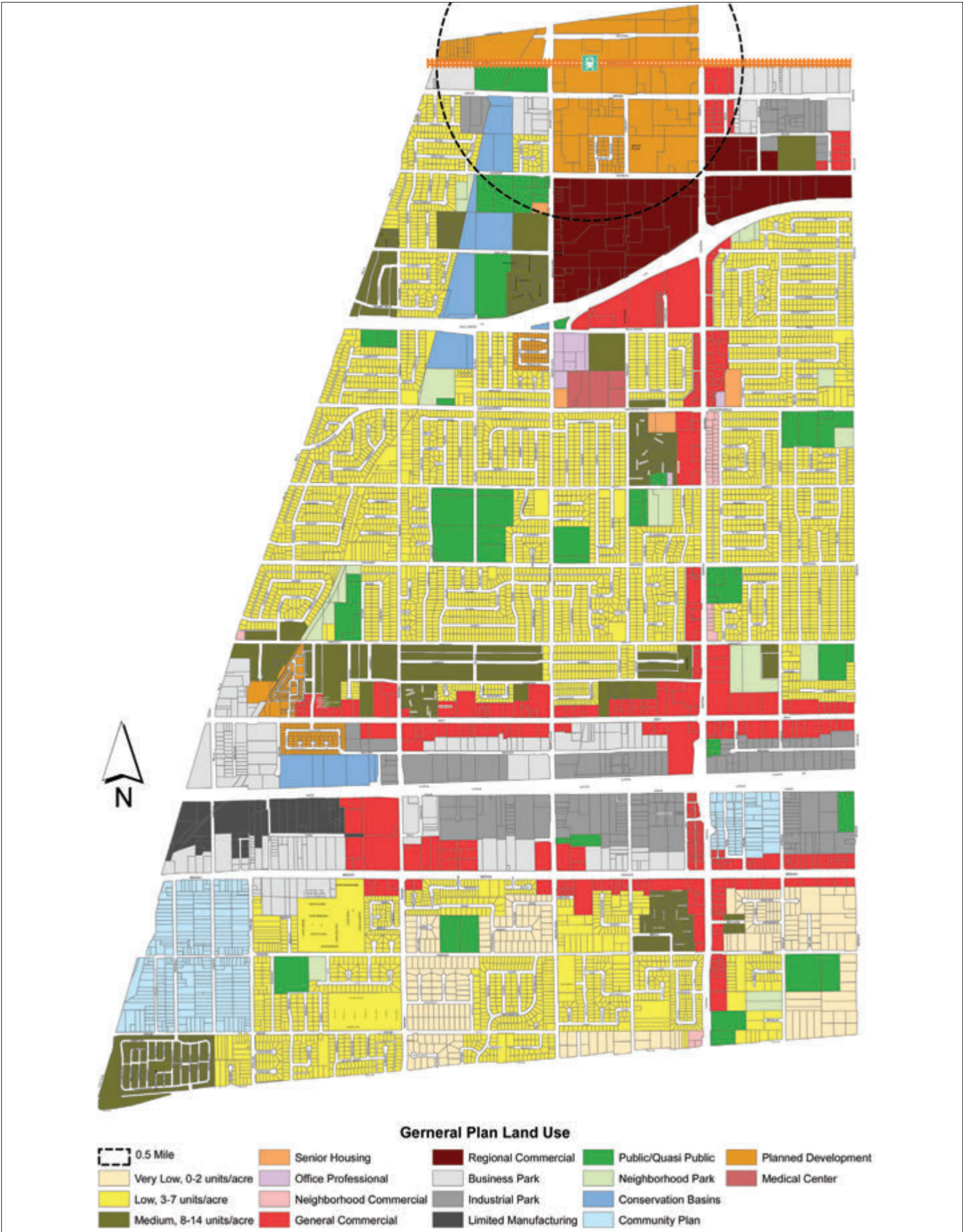


FIGURE 3.3: GENERAL PLAN LAND USES, UPDATED JULY, 2013

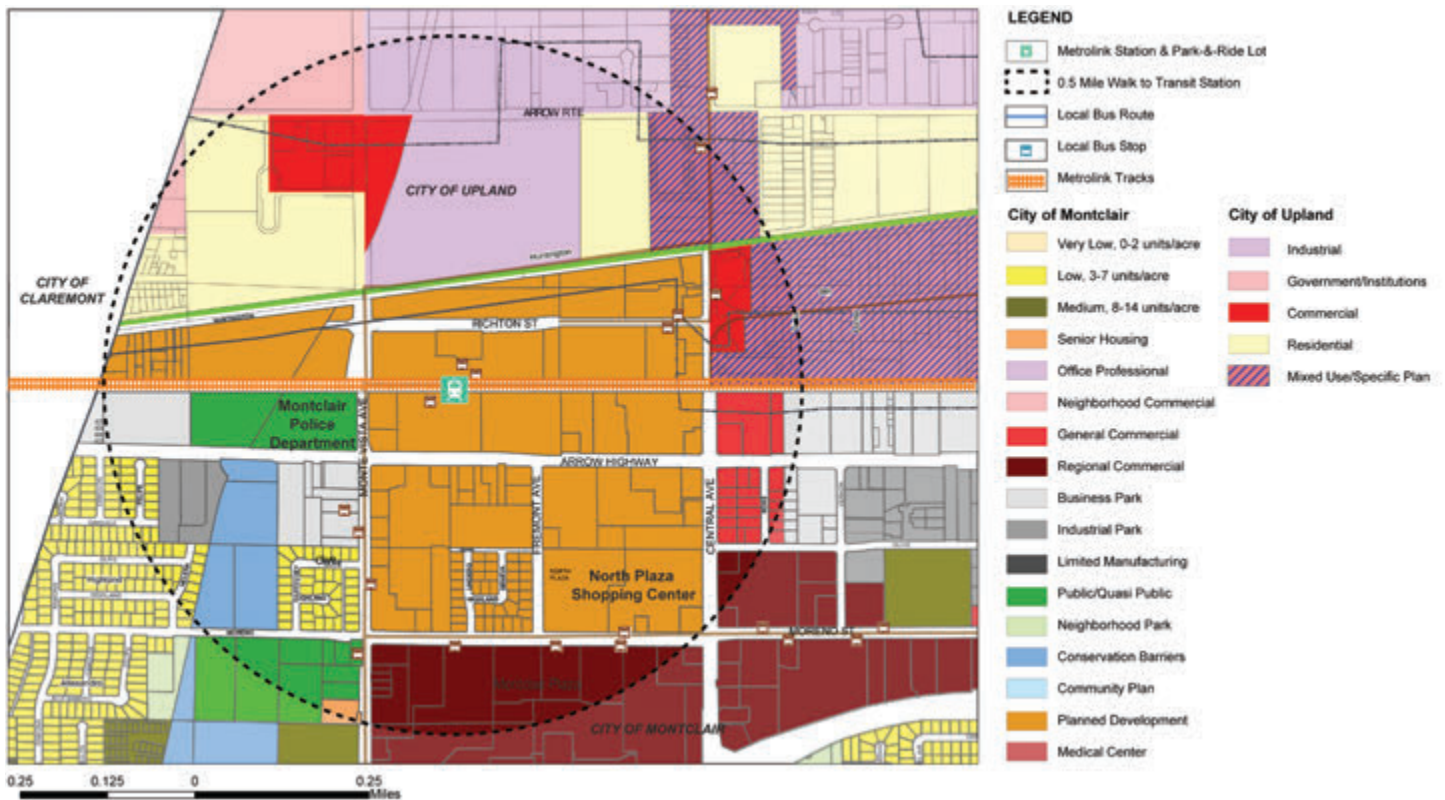


FIGURE 3.4: GENERAL PLAN LAND USES WITHIN 1/2-MILE OF THE STATION AREA

The General Commercial land use category include a wider range of commercial activities, including, but not limited to, grocery stores, restaurants, service providers, automobile and recreational vehicle sales and other retail and wholesale establishments.

A2. CIRCULATION

The General Plan Roadway Classifications within the City of Montclair are shown on Figure 3.5. Arrow Highway, Moreno Street and Monte Vista Avenue are designated as Major Roadways, Central Avenue is designated as a Divided Arterial Roadway and Richton Street is designated as a Secondary Roadway.

Divided Arterial, Arterial, and Major Streets are designed to accommodate from four to six lanes of traffic with either two or three lanes in each direction with a Right-of-Way (ROW) of 100' to 156' and pavement width of 86' to 128', as shown in Figure 3.6. Where possible, median strips are provided to channelize traffic, facilitate left turn movements and improve the appearance of the arterials. Parking is permitted only in off-peak hours when the total roadway is not required for the movement of traffic. Secondary streets are designed to accommodate two moving lanes for each direction of flow with 88' ROW and 64' pavement width.

B. ZONING CODE

The Zoning Code of the City of Montclair is contained in Title 11 of the Montclair Municipal Code. Figure 3.7 shows the zoning designations for properties within 1/2-mile of the Montclair Transcenter. Consistent with the General Plan land use designations, the majority of the planning area is zoned for Commercial i.e., Restricted and General and guided by the North Montclair Downtown Specific Plan. Residential zoning in the area is typically limited to single-family and two-family residential.

C. NORTH MONTCLAIR DOWNTOWN SPECIFIC PLAN (Adopted May 2006)

The North Montclair Downtown Specific Plan (NMDSP) includes an overall vision to provide a viable and convenient connection between the station area and Montclair Plaza and proposes creating a mixed-use, transit-oriented district between the station and Montclair Plaza.



FIGURE 3.5: GENERAL PLAN ROAD CLASSIFICATION

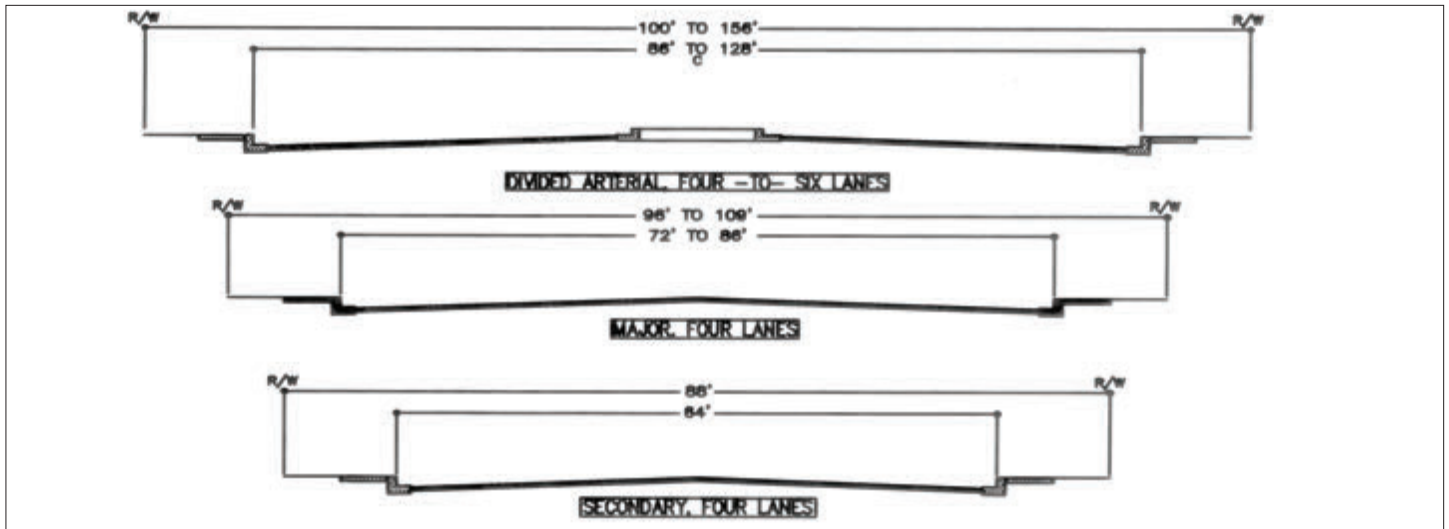


FIGURE 3.6: GENERAL PLAN TYPICAL CROSS SECTIONS

The Specific Plan includes a market-driven program, which is paired with a series of placemaking policies, to organize the Plan with a mix of uses including residential, commercial, office, retail and flex live-work, as shown in Figure 3.8. A variety of housing types including lofts, townhouses and courtyard housing is proposed in the Plan. In addition to the mix of economic and development programs, the NMDSP proposes a set of urban design goals and planning guidelines to facilitate the transformation of North Montclair from a suburban, auto-oriented retail zone into a pedestrian-oriented mixed use transit district.

The Plan Concept includes:

- * Establishing an identifiable Town Center adjacent to trains that will act as a social and commercial heart of North Montclair
- * Concentrating commercial mixed-use development around the Montclair Transcenter
- * Building inter-connected neighborhoods
- * Connecting the District with the Montclair Plaza shopping center
- * Integrating auto-oriented big box retail with pedestrian-oriented neighborhoods
- * Connecting the District with the Claremont Village and Upland's College Park

The Regulating Plan divides the Specific Plan area into separate zones that are based on a transect of intensity that ranges from the most urban types of development and land use within the Specific Plan area to the most suburban types, with most of the zones providing for a significant mixture of land uses within them. The Town Center code is written to allow 5 story mixed use buildings of ground floor retail, two levels of stacked flats, topped by 2-story townhouses with rooftop terraces and underground parking. Assuming this development potential, the Town Center zone is expected to yield a maximum of 40-60 units/acre (net). The Corridor Residential zone is intended to establish a denser fabric of residential buildings including 2-story lofts and homes in stacked perimeter block and the densest forms of courtyard housing on full or semi-underground parking podiums - permitting up to 30-50 dwelling units/acre (net).

The North Montclair Downtown Specific Plan includes a pedestrian connection between the Montclair Plaza along Fremont Avenue and a public gathering plaza just south of the railroad tracks with a connection over the tracks to a plaza on the site of the bus facility.

D. SAN BERNARDINO COUNTY NON-MOTORIZED TRANSPORTATION PLAN

The Pacific Electric Trail is the only existing non-motorized Class I bicycle path in the City of Montclair. The Pacific Electric (PE) Trail is a Class I facility that extends from the LA County Line on the west to the City of Fontana on the east, as shown in Figure 3.9. The PE Trail is planned to Rialto.

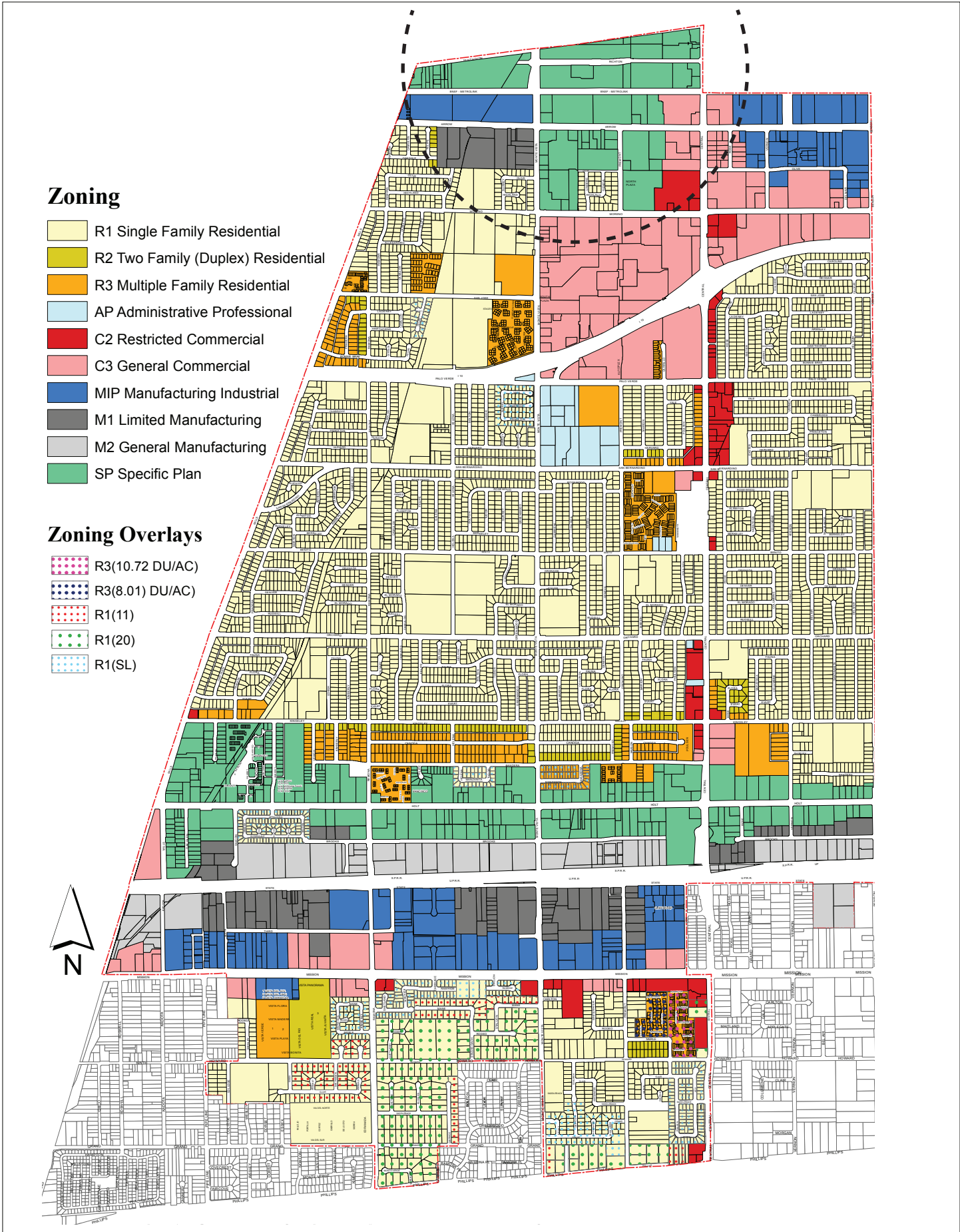


FIGURE 3.7: ZONING MAP

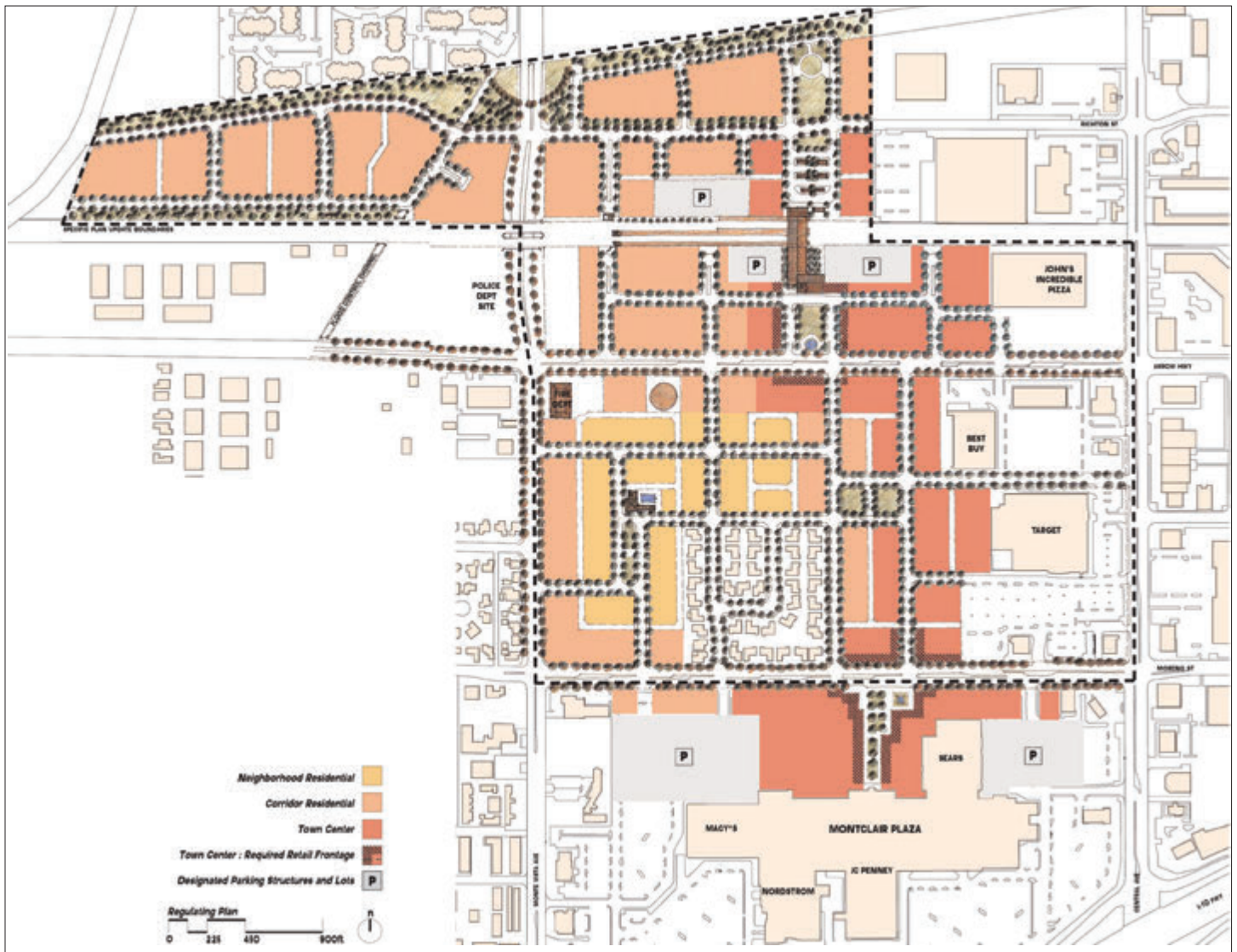


FIGURE 3.8: NORTH MONTCLAIR DOWNTOWN SPECIFIC PLAN LAND USE MAP

E. SANBAG IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS

This study presents proposed facility improvements on specific corridors leading to the San Bernardino Metrolink Stations. These recommended improvements are intended to make non-motorized access to transit more comfortable and accessible for all skill levels and trip purposes.

The following are the recommended pedestrian and bicycle catchment area improvements:

- * Sidewalk construction
- * Median improvements
- * Tree plantings
- * Mid-block access improvements
- * Additional bicycle parking at station
- * Pacific Electric Trail crossing improvements
- * Upgrades to Existing Class II and III facilities north of station area
- * Improved access to station from Monte Vista Avenue
- * Restrooms for the public and for transit employees
- * Upgraded secure bicycle parking

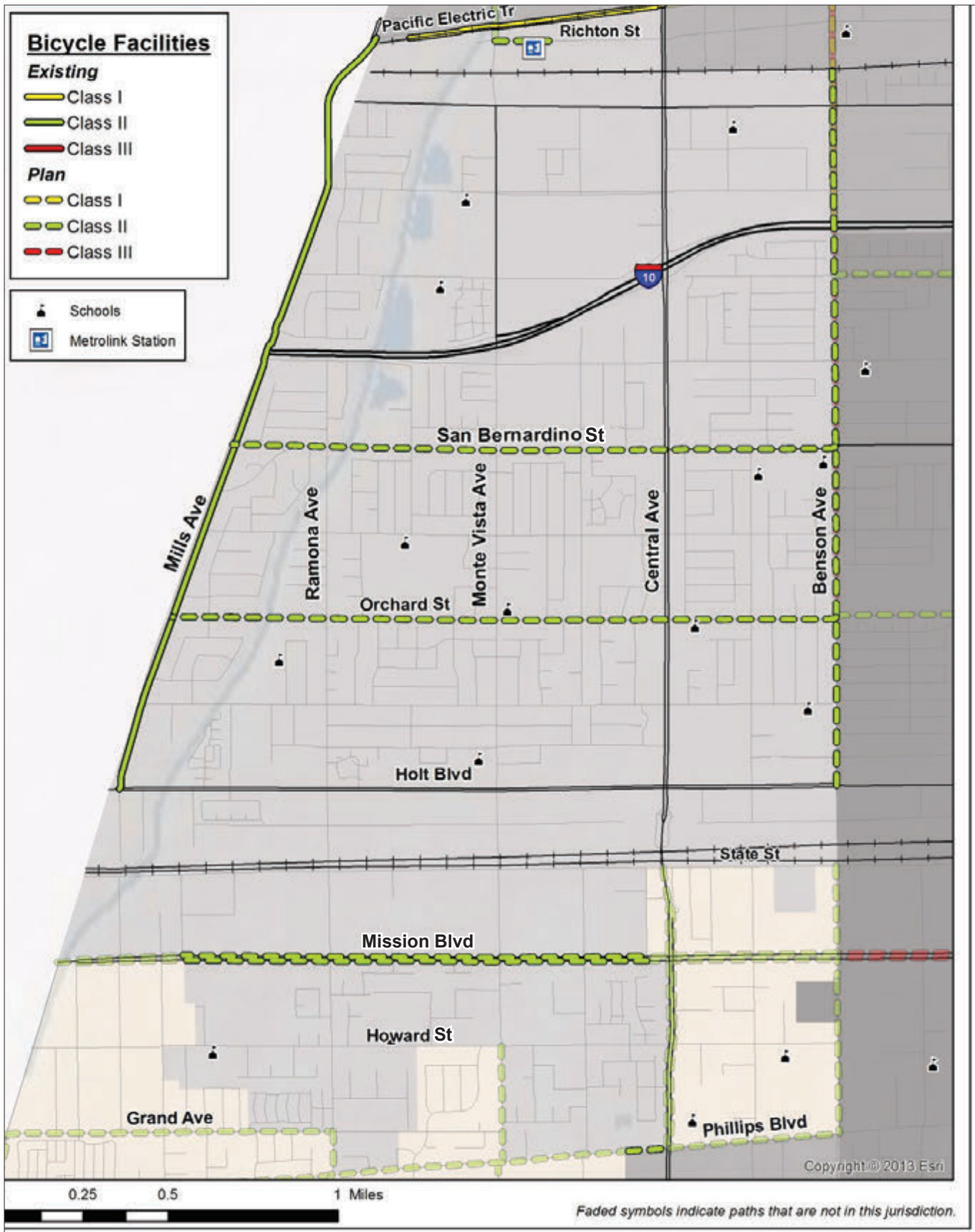


FIGURE 3.9: EXISTING AND PLANNED BICYCLE FACILITIES

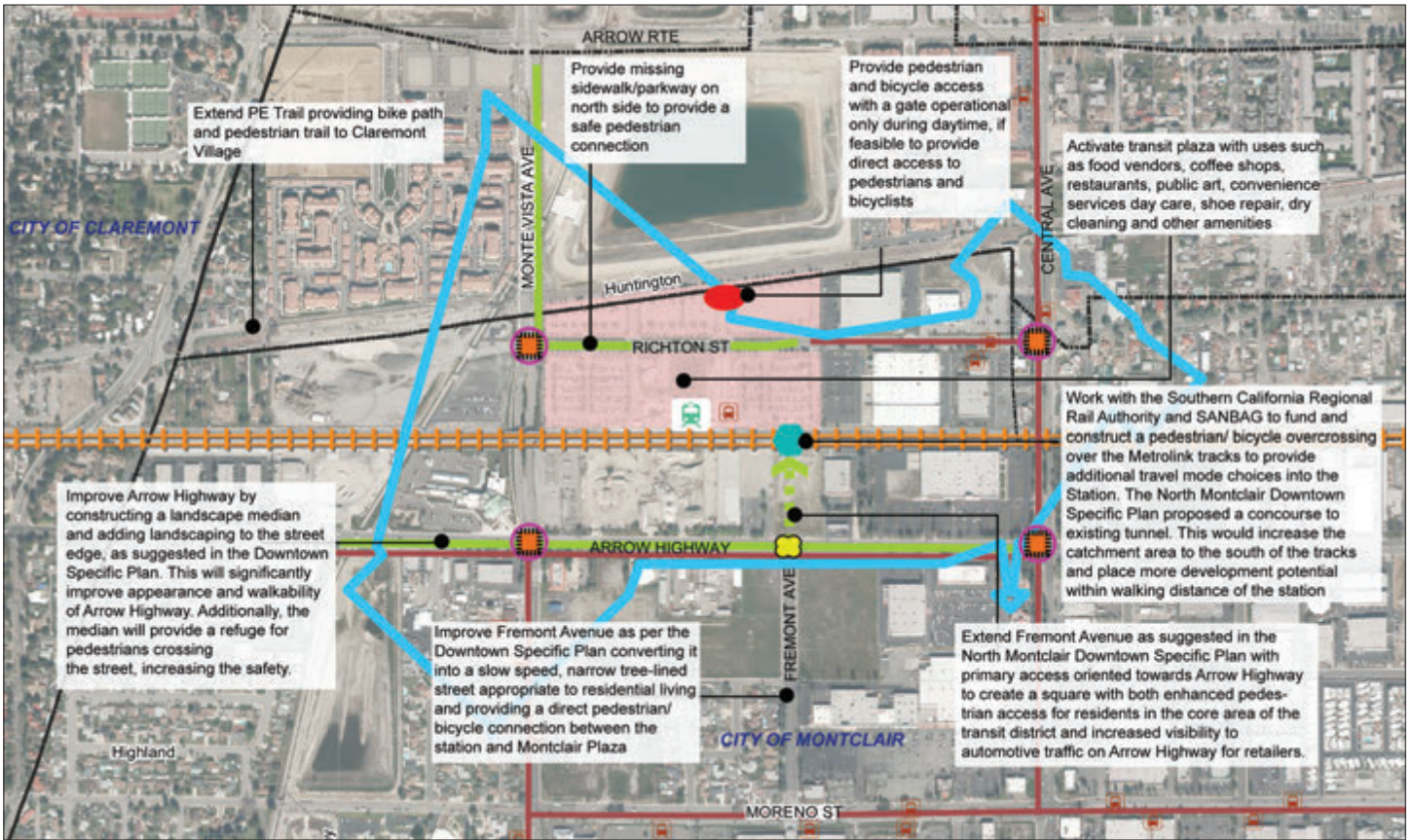


FIGURE 3.10: PROPOSED PEDESTRIAN IMPROVEMENTS

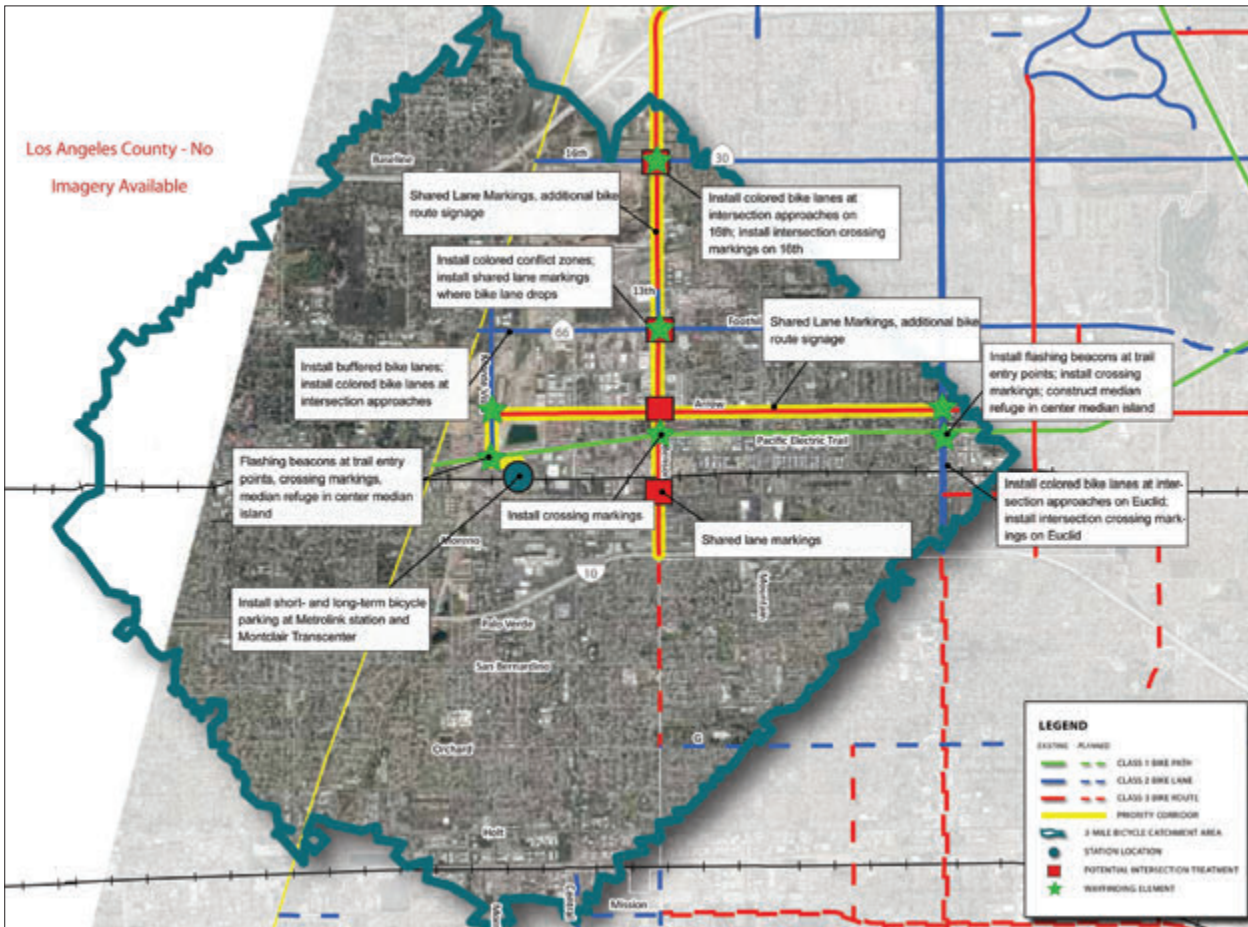


FIGURE 3.11: PROPOSED BICYCLE IMPROVEMENTS

The suggested improvements are shown in Figure 3.10 and 3.11.

3.1.3 OWNERSHIP

Figure 3.12 shows publicly owned parcels and parcelization within the station area. The parking lots and the transit facilities are entirely owned by Caltrans with the exception of a 1.61-acre parcel in the center of the parking lot which is jointly owned by the City of Montclair and SANBAG.

3.1.4 PLANNED OR PROPOSED PROJECTS

Figure 3.13 shows currently planned development and Capital Improvement Projects within the station area. These are described below:

- * The Paseos at Montclair North is a 385-unit attached development on a 15-acre site that is approximately 80% complete with approximately one-half of its units currently occupied. The project has surface parking and is expected to be completed by Fall 2014.
- * Arrow Station is a 129-unit “for sale” residential development that will consist of 99 attached units and 30 detached units. Grading has begun for this project and construction is expected to begin before year’s end. Since both of these projects fall within the densities analyzed in the NMDSP document, no additional environmental analysis was necessary.
- * CIM Group acquired the Montclair Plaza in February 2014 and is working with City staff regarding potential redevelopment of the shopping center including the introduction of housing, currently proposed at 80 units/acre. They plan to expand the plaza as a lifestyle center with more restaurants, entertainment and structure parking and an improved entry and connection to and from the transit station. According to City staff, CIM Group has not formally submitted plans, but desires to obtain entitlement within a relatively short timeframe; however, they will need to go through the City’s standard entitlement and CEQA process.
- * The City does not have sufficient funds for infrastructure improvements, which primarily includes pedestrian connections to the transit station from the south identified in the Specific Plan. In the interim the City may require construction of a sidewalk on the east side of Monte Vista Avenue to the station. The property directly adjacent to the tracks on the south where the pedestrian connections are needed is under private ownership and funding will be necessary to achieve this connection.
- * The Montclair station is part of the Foothill Gold Line from Azusa to Montclair, currently in the advanced conceptual engineering phase. The City is using \$3 million of its remaining redevelopment funds to support Preliminary Engineering (PE) activities and environmental analyses for the Claremont to Montclair segment. The project is estimated to cost \$55 million. The Gold Line station is planned at the Montclair Transcenter and will be located just east of Monte Vista Avenue and north of Arrow Highway (refer to Appendix B for more detail). The current plan is for the Gold Line platform to be located to the north of the Metrolink platforms, and for the light-rail platform to be a single, center-loading platform. There would be a connection between the Gold Line and Metrolink platforms via the existing pedestrian tunnel. Accommodations for bus, bike and pedestrian amenities will be provided. The Montclair station location was approved through the environmental review process, which was completed and certified in March 2013. However, there currently is no funding source. The City is actively seeking local and state funds, such as Cap and Trade funding for construction. According to City staff, if local funds are identified, the project could be completed by 2022; however, if federal funds are involved it would not be completed until 2026.

3.1.5 POTENTIAL OPPORTUNITY SITES

Figure 3.14 identifies a number of potential opportunity sites for higher density housing and/or employment uses or other transit-supportive uses.

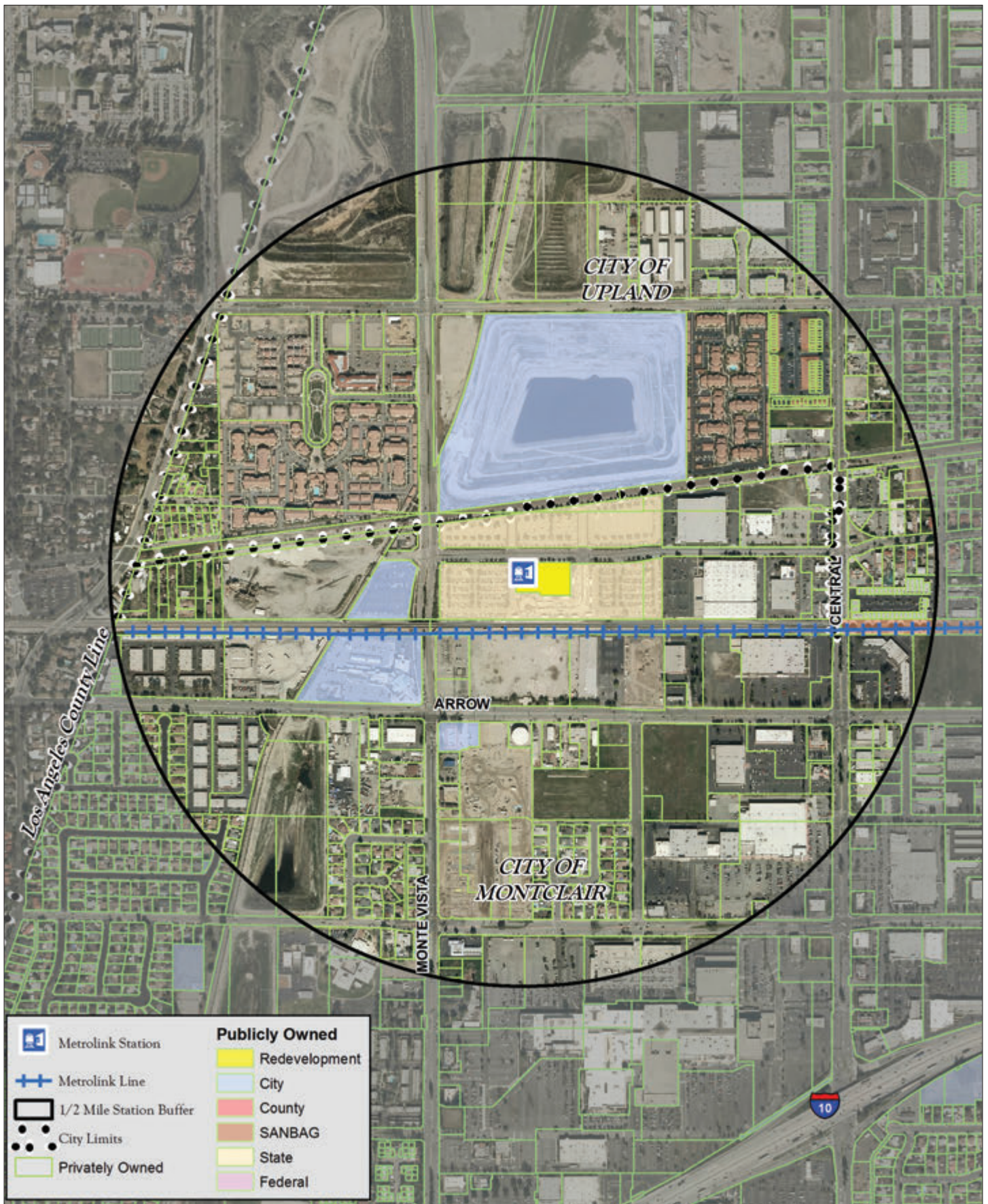


FIGURE 3.12 : PUBLICLY OWNED PARCELS WITHIN 1/2-MILE OF THE STATION AREA

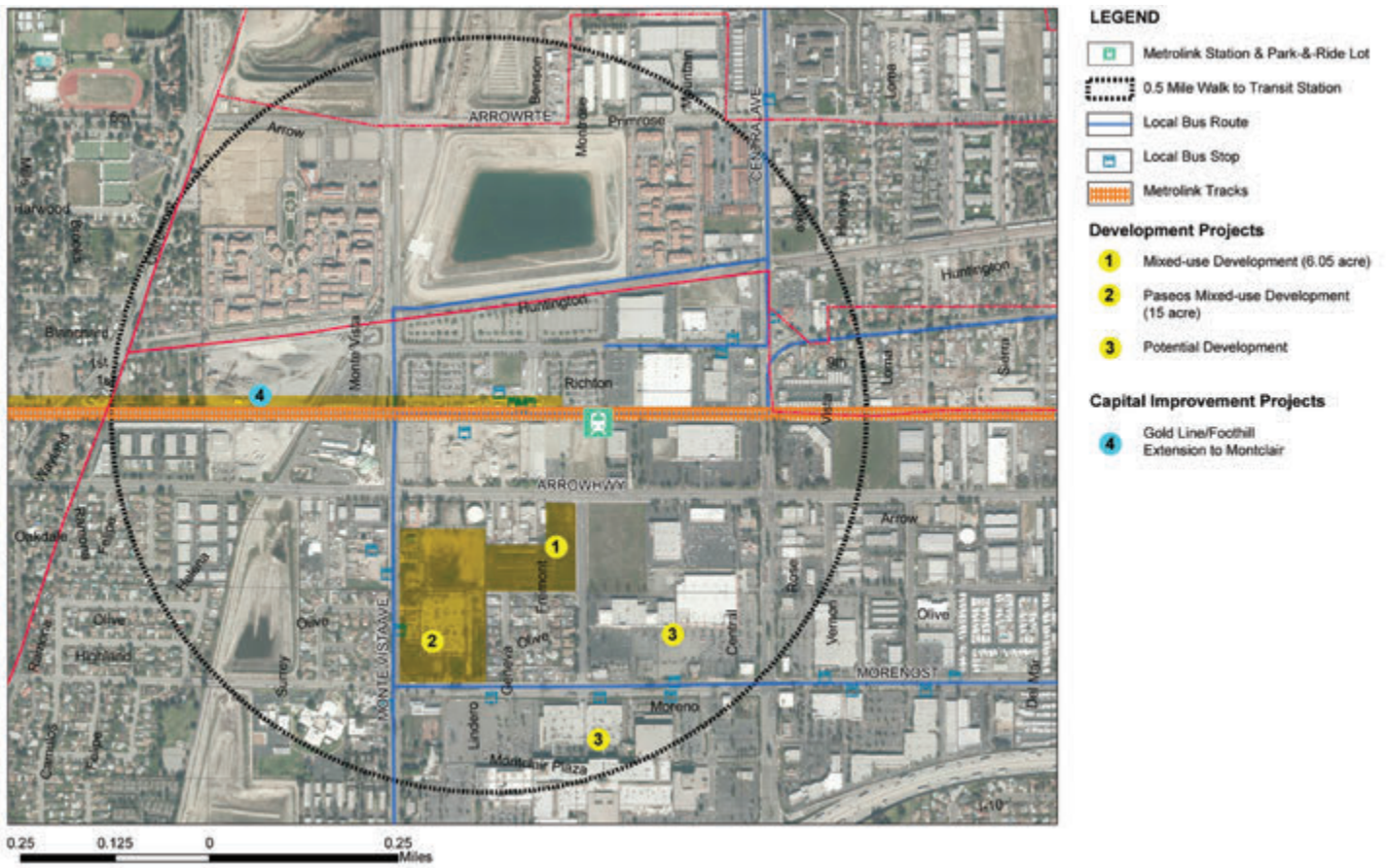
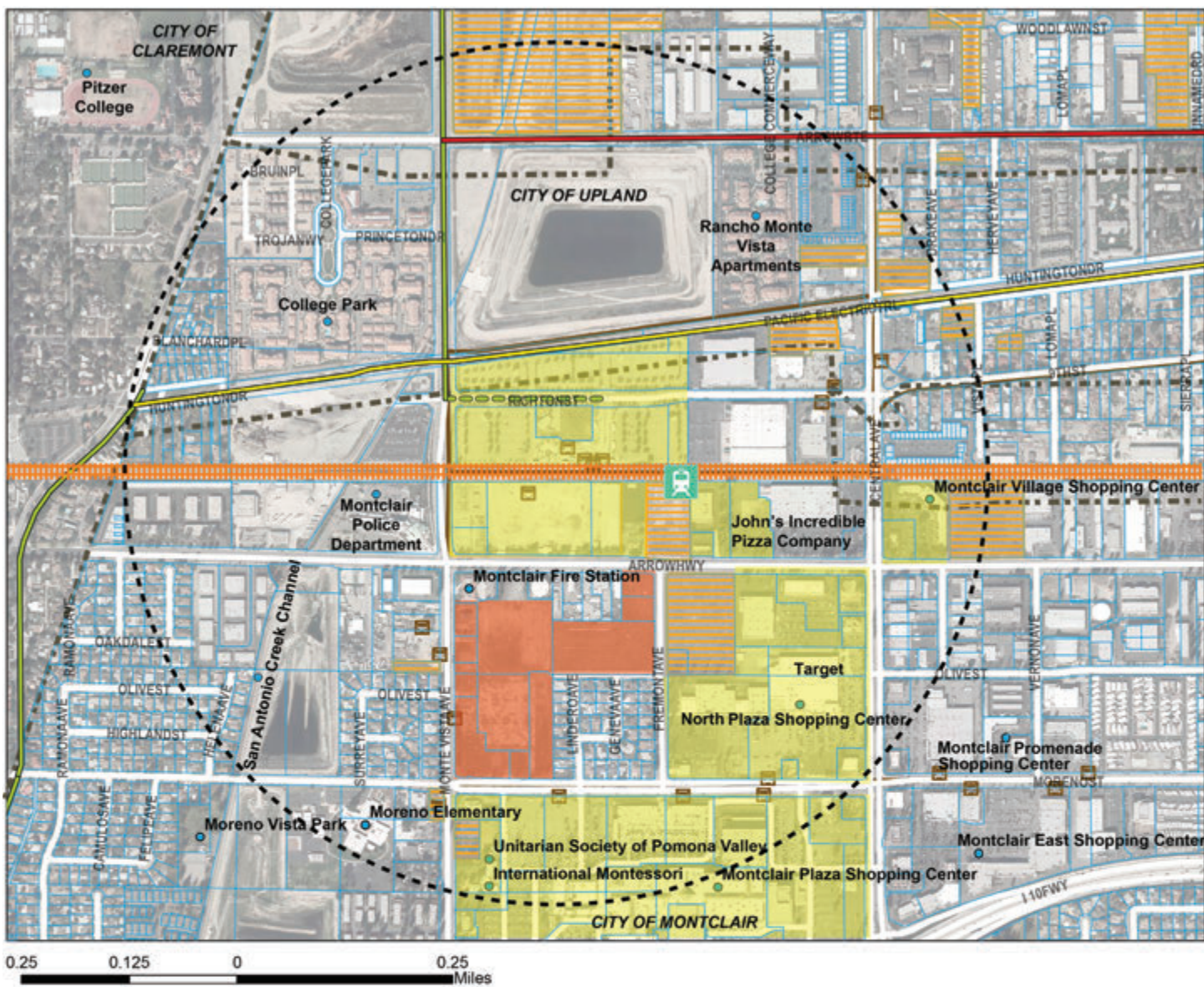


FIGURE 3.13: DEVELOPMENT AND CAPITAL IMPROVEMENT PROJECTS WITHIN 1/2-MILE OF THE STATION AREA



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

FIGURE 3.14: POTENTIAL OPPORTUNITY SITES

3.2 UPLAND METROLINK STATION

The Upland Metrolink Station is located in Downtown Upland, and is well connected to the adjacent pedestrian and bicycle network to the north of the tracks. The station is surrounded by older storefront commercial and industrial development, which are surrounded primarily by low-density residential land uses. Downtown Upland, to the north of the station has landscaped sidewalks, street furniture, on-street parking in the center of the street, decorative crosswalks, pedestrian lighting and shops and small businesses oriented to the sidewalks. The station includes park-&-ride lots with 294 parking spaces and passenger amenities. The average weekday Metrolink ridership is 482 for the fourth quarter of the FY2014. According to the Metrolink parking utilization study, the parking utilization rate in 2014 was 96.3%.

3.2.1 EXISTING LAND USES & ACCESSIBILITY

The Station area includes several distinct districts that have different characteristics, perform different functions and vary in their development potential. The existing uses along Metrolink tracks include a transitional mix of industrial, commercial, and single- and multi-family residential, as shown in Figures 3.15 and 3.16.

There are also a number of vacant and underutilized properties, including publicly owned parking lots that are well-suited to large-scale development and transit-oriented development, due to their size and proximity to the Metrolink Station. Shopping is concentrated in the Old Town commercial area; civic uses are concentrated near the Civic Center; and several streets on the east side of the Downtown (typically known collectively as the Pleasant View neighborhood) are characterized mostly by historic homes. The land uses currently found in Downtown Upland include commercial, office, institutional (City Hall, school district offices, police and fire stations, and churches), multi- and single-family residential, and parking. Downtown also has some vacant and underutilized parcels, some of which are publicly owned, that offer room for new development. South of the Metrolink tracks the area currently consists of single- and multi-family residential uses, neighborhood commercial uses, a U-Haul industrial yard and large vacant lots adjacent to the Metrolink tracks. Residential buildings in this district are characterized as Craftsman, Ranch and Colonial Revival. The commercial buildings tend to be contemporary and industrial in style. Pedestrian connectivity in this district is restricted by large blocks, missing sidewalks, limited landscaping and the lack of a crossing over the tracks between Campus Avenue and 2nd Avenue. However, the vacant lots south of the tracks provide the greatest opportunity in Downtown for new large-scale high-density residential development projects, a smaller street grid and new and improved streetscape. The Metrolink Station can be accessed by non-motorized users via the City of Upland's Pacific Electric Trail, which includes east-west cross valley paved walking and jogging paths and is a little over two blocks north of the station. There is an old tunnel under the railroad tracks, but it is not tall enough for pedestrians and SANBAG and the City have discussed connectivity over the tracks, but no plans or funding are currently available.



UPLAND METROLINK STATION



DOWNTOWN UPLAND HAS LANDSCAPED SIDEWALKS, STREET FURNITURE, ON-STREET PARKING IN THE CENTER OF THE STREET, DECORATIVE CROSSWALKS, PEDESTRIAN LIGHTING WITH SHOPS AND SMALL BUSINESSES ORIENTED TO THE SIDEWALKS.

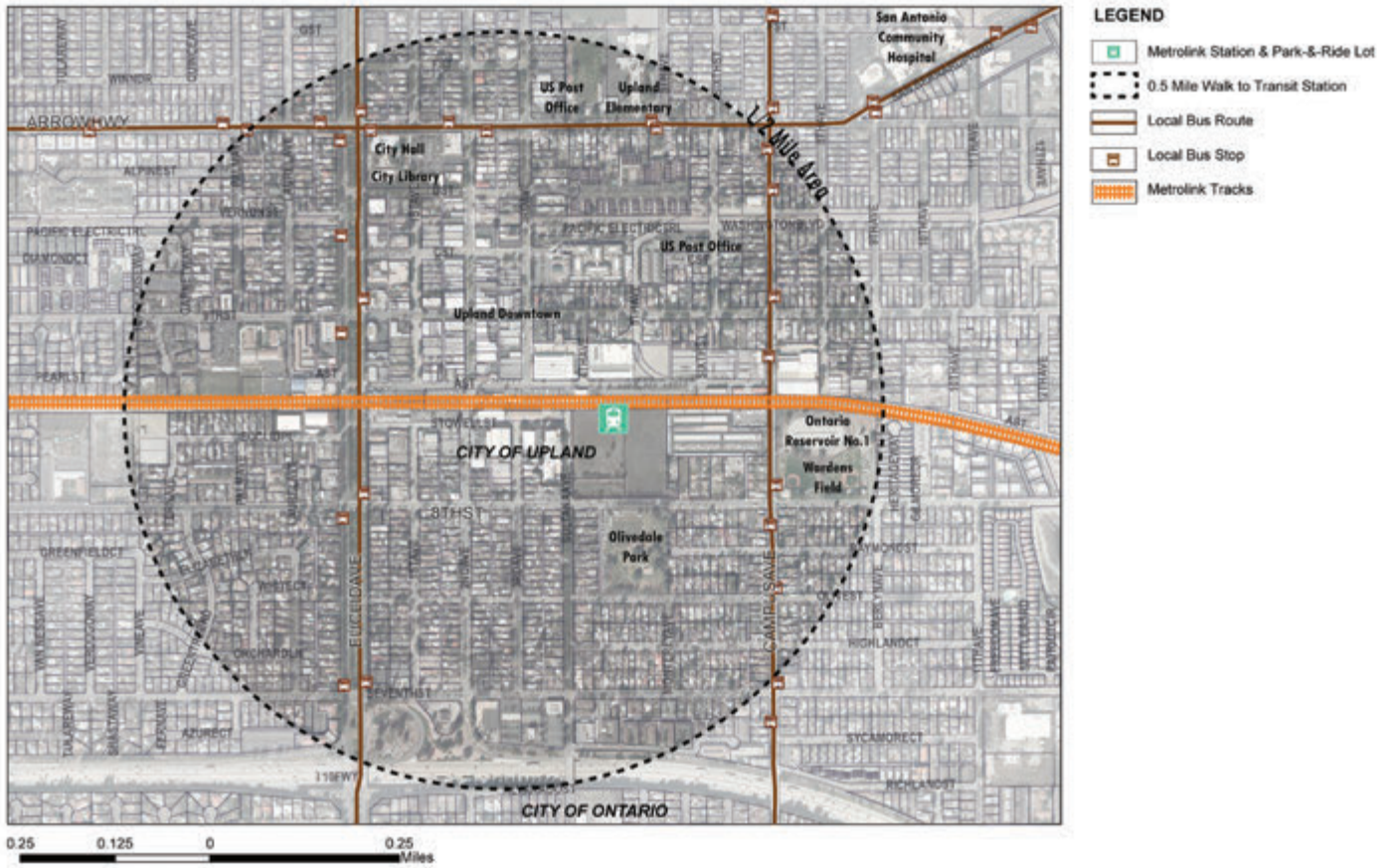


FIGURE 3.15: EXISTING STATION AREA AERIAL

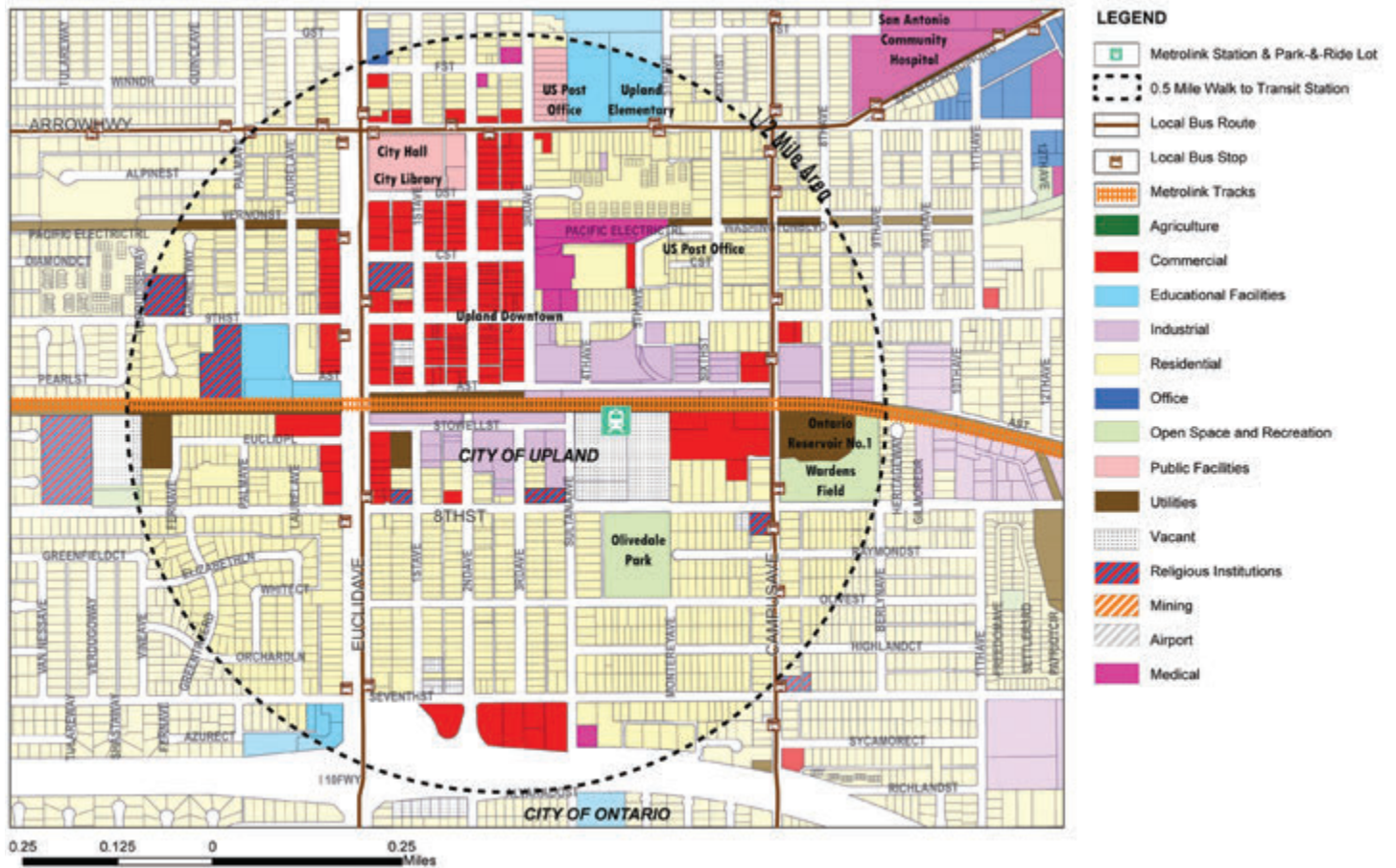


FIGURE 3.16: EXISTING LAND USES

3.2.2 EXISTING RELEVANT PLANS AND POLICIES

A. UPLAND GENERAL PLAN (Currently being updated)

The City of Upland is currently updating the City’s General Plan, which was initially adopted in 1992. Although various elements were amended over the years, no comprehensive update has been done since 1992. The most recent amendments include updates to the Land Use and Circulation Elements in 1996, and the Housing Element in 2009. The new General Plan will be web-based and user friendly, and provide a primary policy statement that guides how the community develops and what it focuses on during the next 20 years or more. The General Plan land use map is shown in Figure 3.17 and the station area General Plan land uses are shown in Figure 3.18.

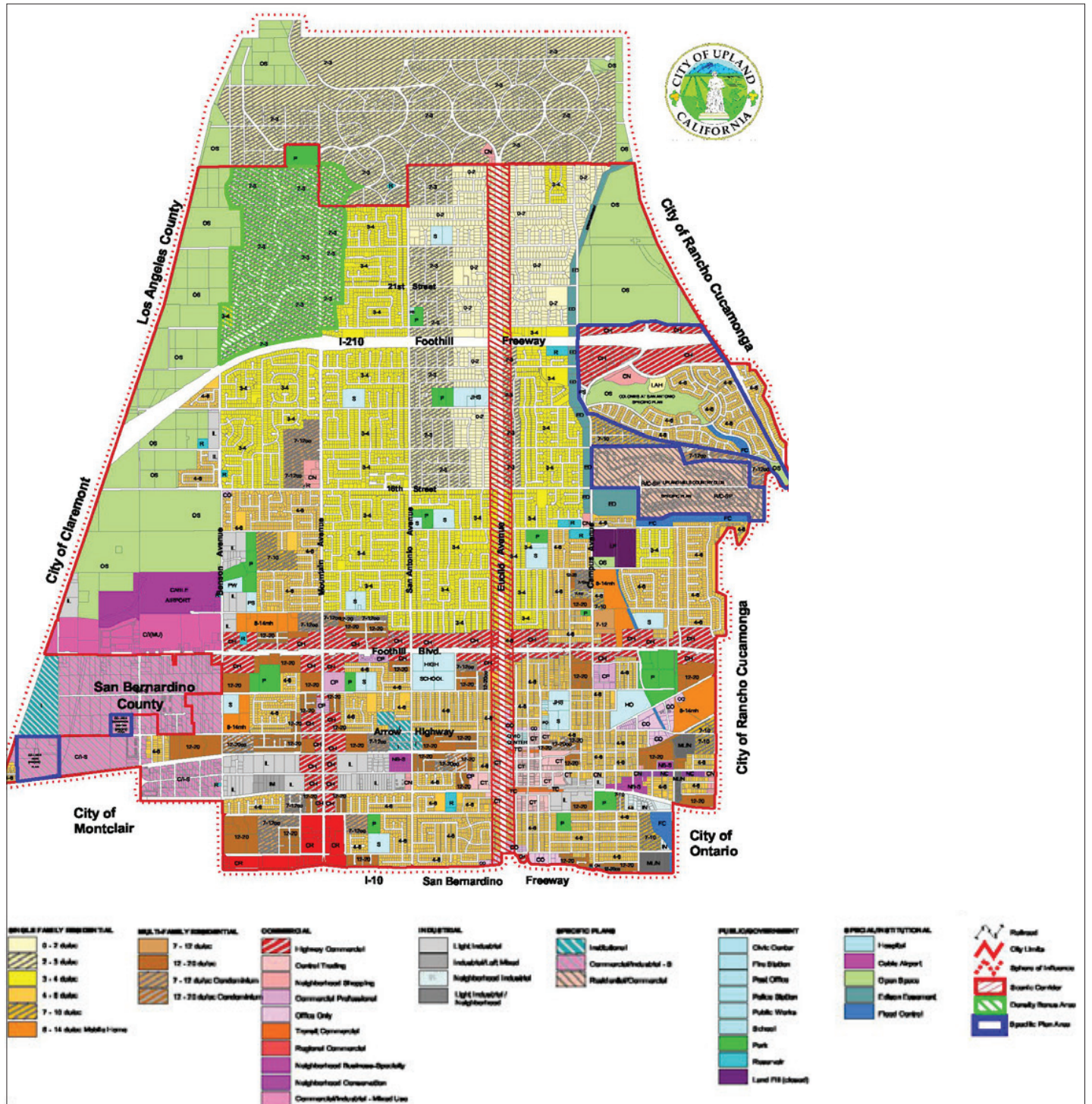


FIGURE 3.17: GENERAL PLAN LAND USES, UPDATED XX

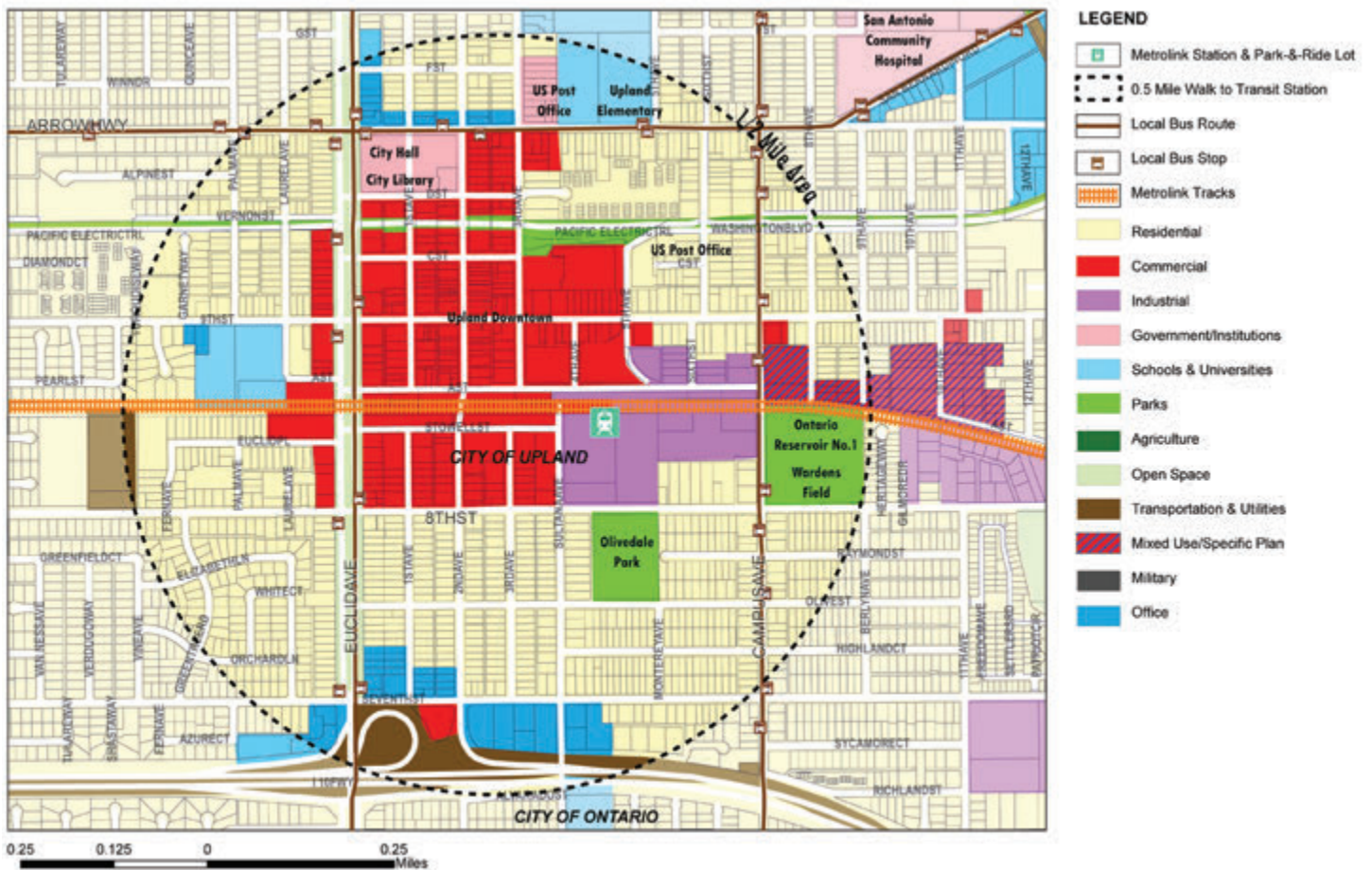


FIGURE 3.18: GENERAL PLAN LAND USES WITHIN 1/2-MILE OF THE STATION AREA

B. ZONING

The Upland Zoning Code sets forth flexible standards for multiple-family residential parking that vary by the location and proposed residential use. Whereas all areas of the community have the same parking space requirement for studio units, the number of parking space required increases gradually for one and two bedroom units. Moreover, mixed use zones (predominantly commercial corridors and employment districts) and the historic downtown do not require garages because they are located in TOD districts or in higher density areas. If a project is located farther from the Downtown or TOD areas, the Zoning Code requires a higher number of parking spaces and a garage requirement for multiple-family developments. Transit oriented districts—developers can obtain up to a 20% reduction in parking space requirements for projects within ¼ mile of a transit station.

C. HISTORIC DOWNTOWN UPLAND SPECIFIC PLAN (Adopted September 26, 2011)

The Historic Downtown Upland Specific Plan (Specific Plan) is the result of a community-driven planning process to revitalize and preserve the historic heart of Upland. This Specific Plan sets policy and provides regulatory tools to guide development in the Downtown. While the Upland General Plan provides broad development guidelines for the City, this Specific Plan provides detailed land use and design standards and guidelines for the Downtown. The Historic Downtown Upland Specific Plan encompasses 210 acres of land both north and south of the Metrolink tracks, and it includes far more than the Old Town commercial area that comprises the heart of Downtown Upland. This Specific Plan formally divides the Downtown into nine different districts, shown in Figure 3.19.

C1. LAND USE

The vision for Downtown is shown in Figure 3.20. The plan proposes nine districts with each district having a distinctive character. Densities permitted range from 15 to 55 units per acre.

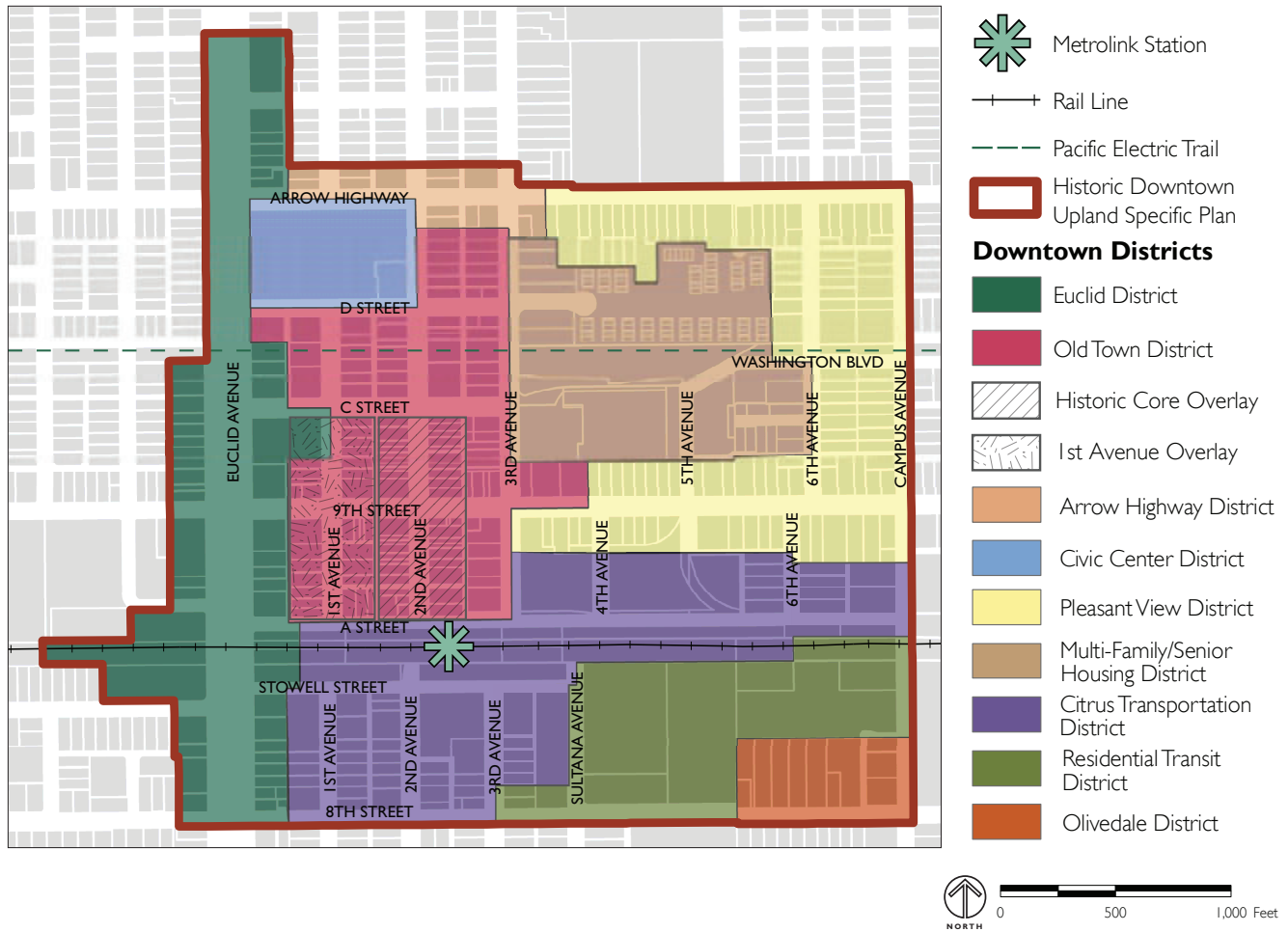


FIGURE 3.19: DOWNTOWN DISTRICTS

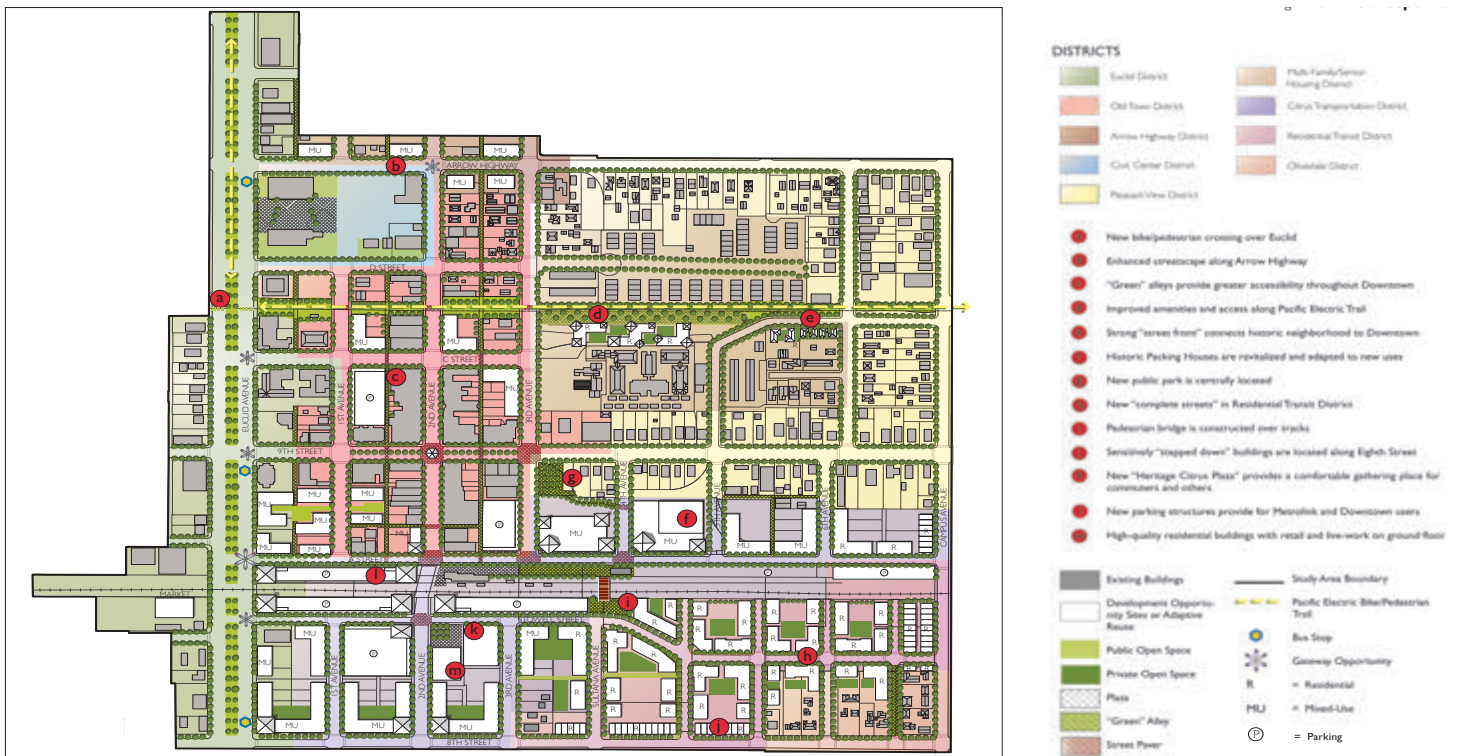


FIGURE 3.20: DOWNTOWN VISION (CONCEPTUAL PLAN)

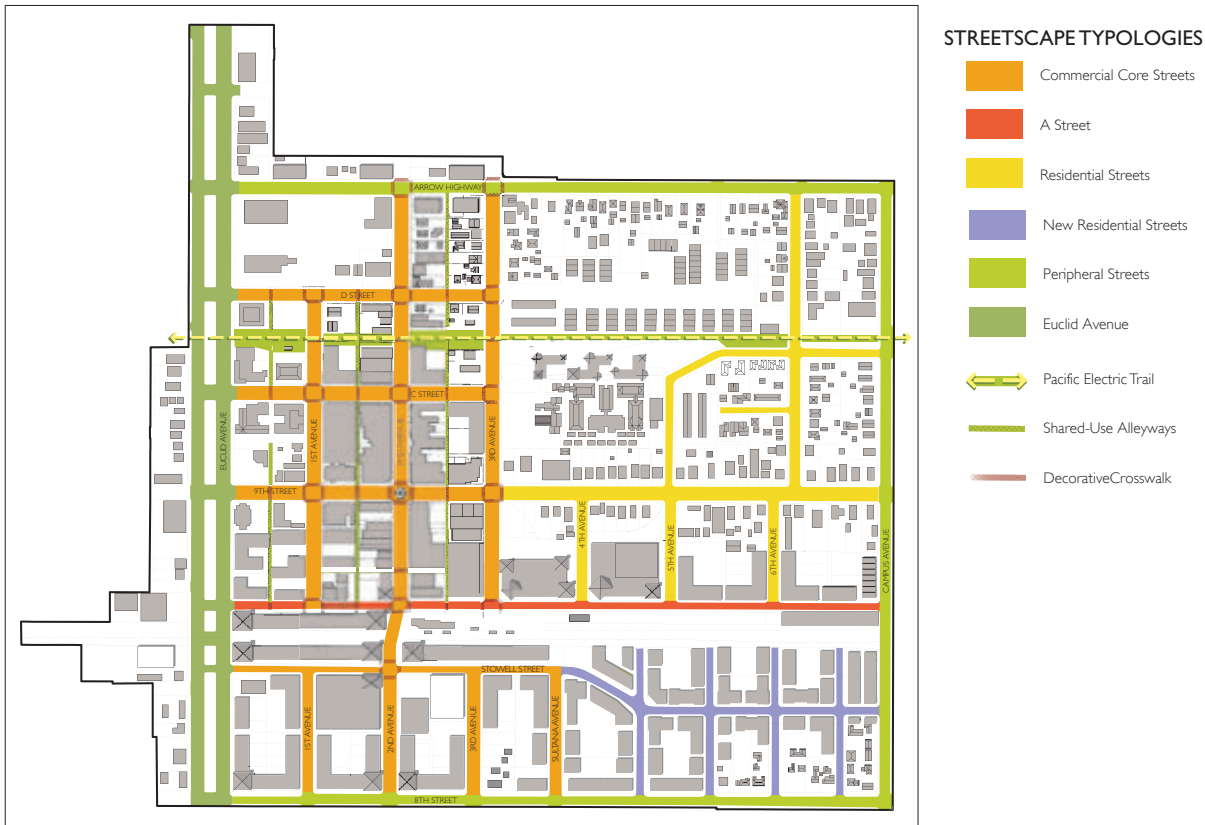


FIGURE 3.21: PROPOSED STREET NETWORK

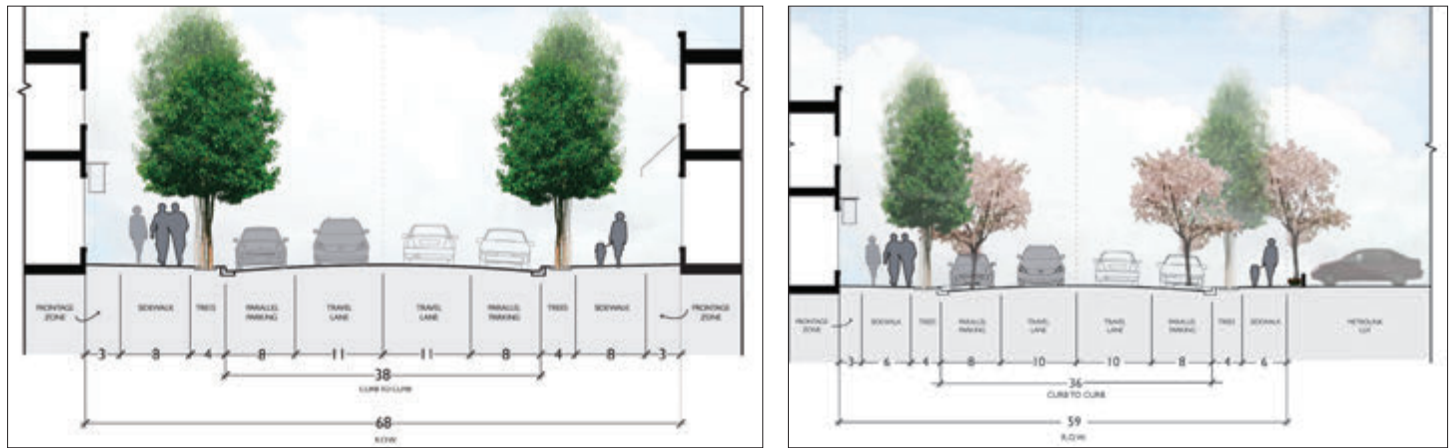


FIGURE 3.22: PROPOSED TYPICAL CROSS SECTIONS

C2. CIRCULATION

The Specific Plan classifies streets in Downtown Upland into six types based on their location in Downtown, the intended use and character of adjacent development, and the desire to create continuity across districts while fostering a sense of place and identity within the distinct districts of Downtown. The streetscape typologies are shown in Figure 3.21 and typical cross sections are shown in Figure 3.22.

Figure 3.23 shows proposed changes to the existing street network to further improve connectivity in Downtown. The recommended improvements are minor and include additional connectivity and enhanced public alleys as pedestrian corridors throughout Downtown.

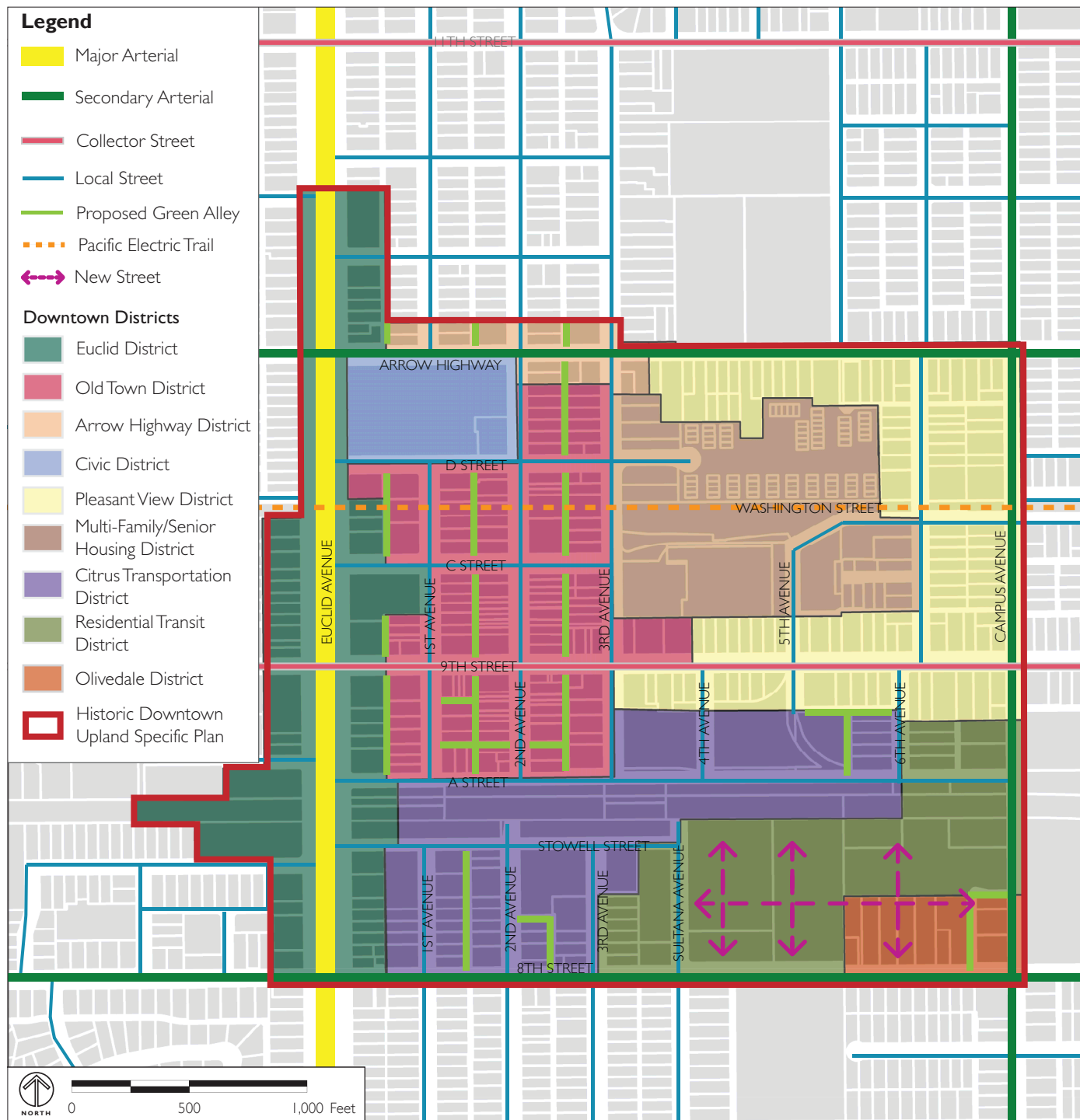


FIGURE 3.23: PROPOSED STREET NETWORK AND DOWNTOWN DISTRICTS

D. HOUSING ELEMENT

The 2013–2021 Housing Element was adopted by the City on November 27, 2013. The housing element identifies sites within Historic Downtown to meet the Regional Housing Needs Assessment (RHNA). These sites allow for residential densities ranging from 15 to 55 units per acre. There are 57 vacant or underutilized parcels that were identified as part of the Historic Downtown Upland Specific Plan (DTSP), shown in Figure 3.24. The City selected these vacant or underutilized properties as part of the residential sites inventory because they represent 24 groups of City-owned vacant parking lots or are contiguous parcels under common ownership that present the greatest potential for lot consolidation and future development. These sites were identified based on staff knowledge, the City’s vision for the area, site visits, and development applications prior to the downturn of the real estate market. For underutilized sites, contiguous properties are developed with antiquated commercial/industrial uses that are inconsistent with the City’s objective of revitalizing the Downtown with sustainable develop-

ment patterns that contribute to the jobs/housing balance.

Among the identified properties are three packing houses in the Citrus Transportation District. These packing houses are used for marginal uses, including junk storage, sporadic light manufacturing, a rock climbing gym, and a temporary trucking school. The owners of all three sites have expressed interest in redeveloping their properties. One of these three properties

(Schwartz Building) has been proposed for adaptive reuse as a high-density mixed-use residential development. Due to the current market conditions, the Schwartz Building has been on hold. However, based on the proposal, the City has determined that the other two packing houses are feasible and ideal for adaptive reuse into high-density mixed-use developments. The City is also looking to develop high-density mixed-use projects on its surface parking lots. The DTSP contains a three-tiered parking strategy to ensure sufficient parking as development intensifies and to make more efficient use of the available parking in Downtown, thus freeing up some of the City's surface parking lots for development. Residential development is expected to provide its own on-site private parking, so the parking strategy only pertains to the increase in demand generated by new commercial development. Since the City's vision is for high-density multifamily mixed-use development in Downtown, new residential development on the surface parking lots will maximize permitted densities in each district.



FIGURE 3.24: VACANT OR UNDERUTILIZED PARCELS

The Specific Plan contains maximum densities of 15 to 55 units per acre. Because the explicit intent of the Specific Plan is to promote higher density development, the buildout was determined based on a site design analysis that determined realistic densities achievable based on required development standards and a series of realistic assumptions for each site. The analysis resulted in a total of 1,158 affordable housing units in Downtown, including 874 low-income units and 284 moderate-income units.

E. SAN BERNARDINO COUNTY NON-MOTORIZED TRANSPORTATION PLAN

The growth in the City of Upland's non-motorized system has been spread evenly across Class I, II and III facilities. The City now includes 6.33 miles of Class I, 21.43 miles of Class II and 12.19 miles of Class III facilities for a total of 39.41 miles. Since the last update to the Non-Motorized Transportation Plan, the City has averaged 4 miles of new infrastructure per year. Figure 3.25 shows existing and planned bicycle facilities. In the study area, Euclid Avenue has Class II bicycle lanes, the Pacific Electric Trail is a Class I facility and bike improvements are planned on Arrow Highway, A Street and 8th Street.

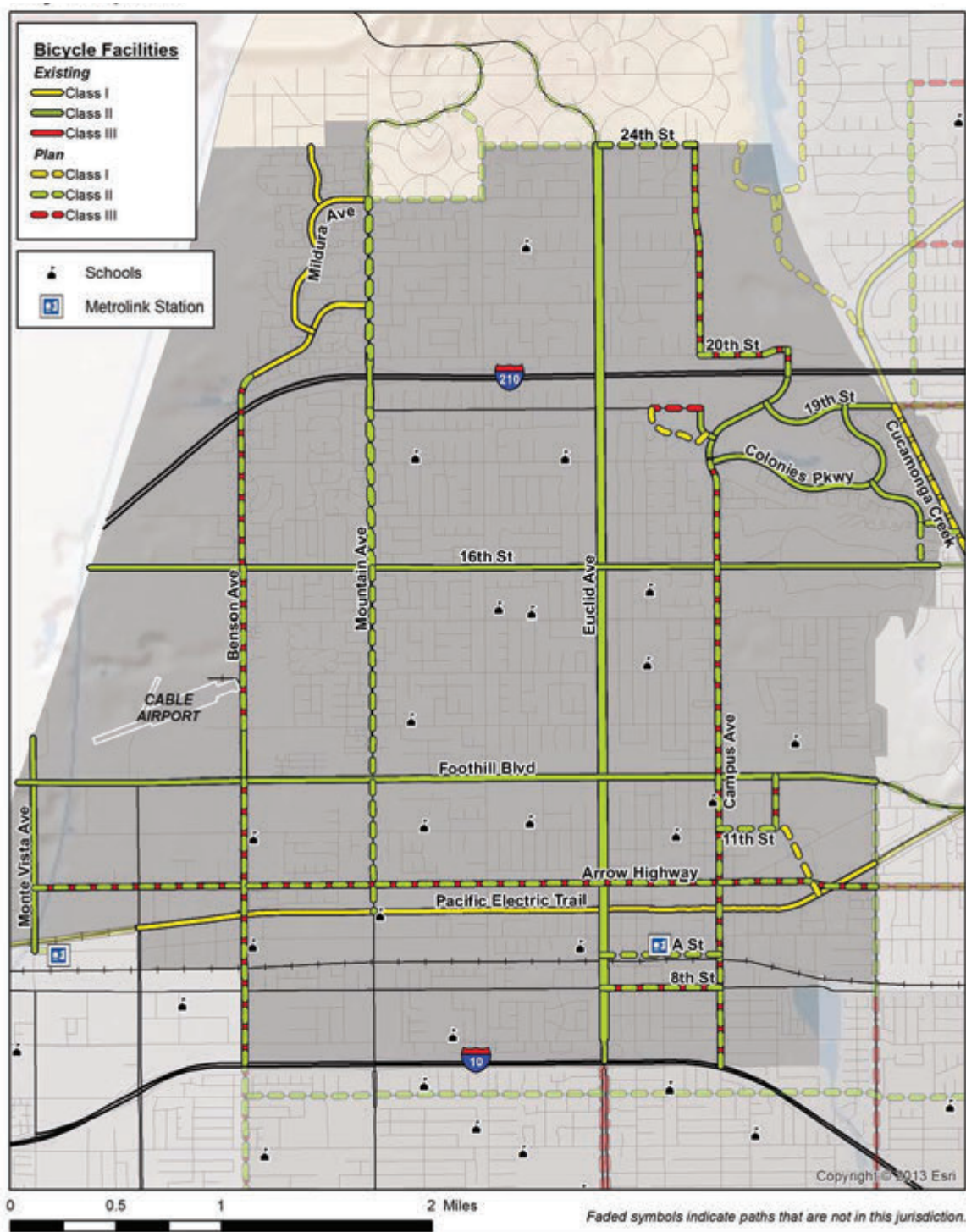


FIGURE 3.25: EXISTING AND PLANNED BICYCLE FACILITIES

F. SANBAG IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS

The following are the recommended pedestrian and bicycle catchment area improvements. These improvements are shown in Figures 3.26 and 3.27.

- * Activate alleyways as “found” public space
- * Pedestrian overpass
- * Additional wayfinding and public art
- * Relocate transit stops
- * Improve sidewalks
- * Additional signage and intersection markings along Class II and III facilities at Arrow Highway, Euclid Avenue and Campus Avenue.

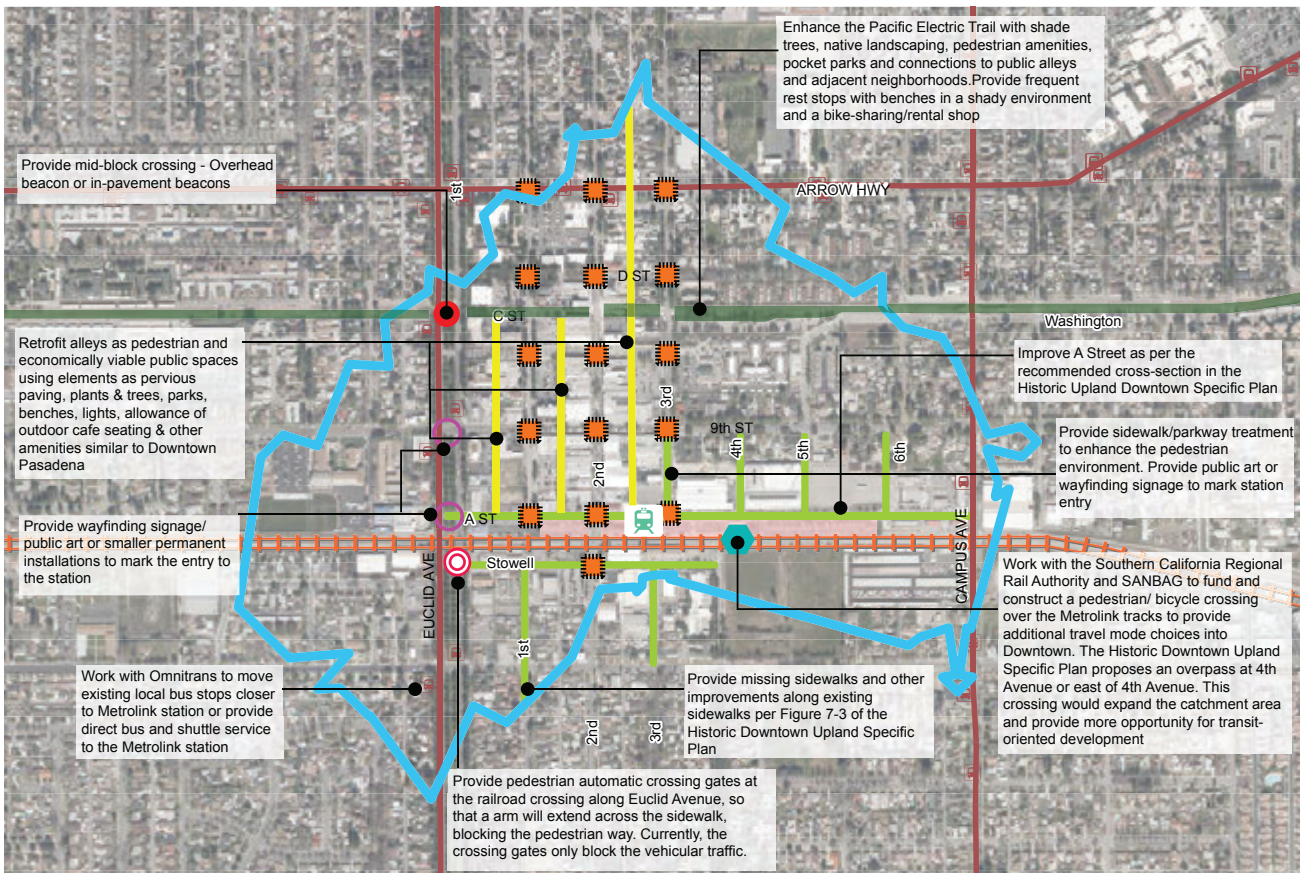


FIGURE 3.26: PROPOSED PEDESTRIAN IMPROVEMENTS WITHIN 1/2 MILE AREA

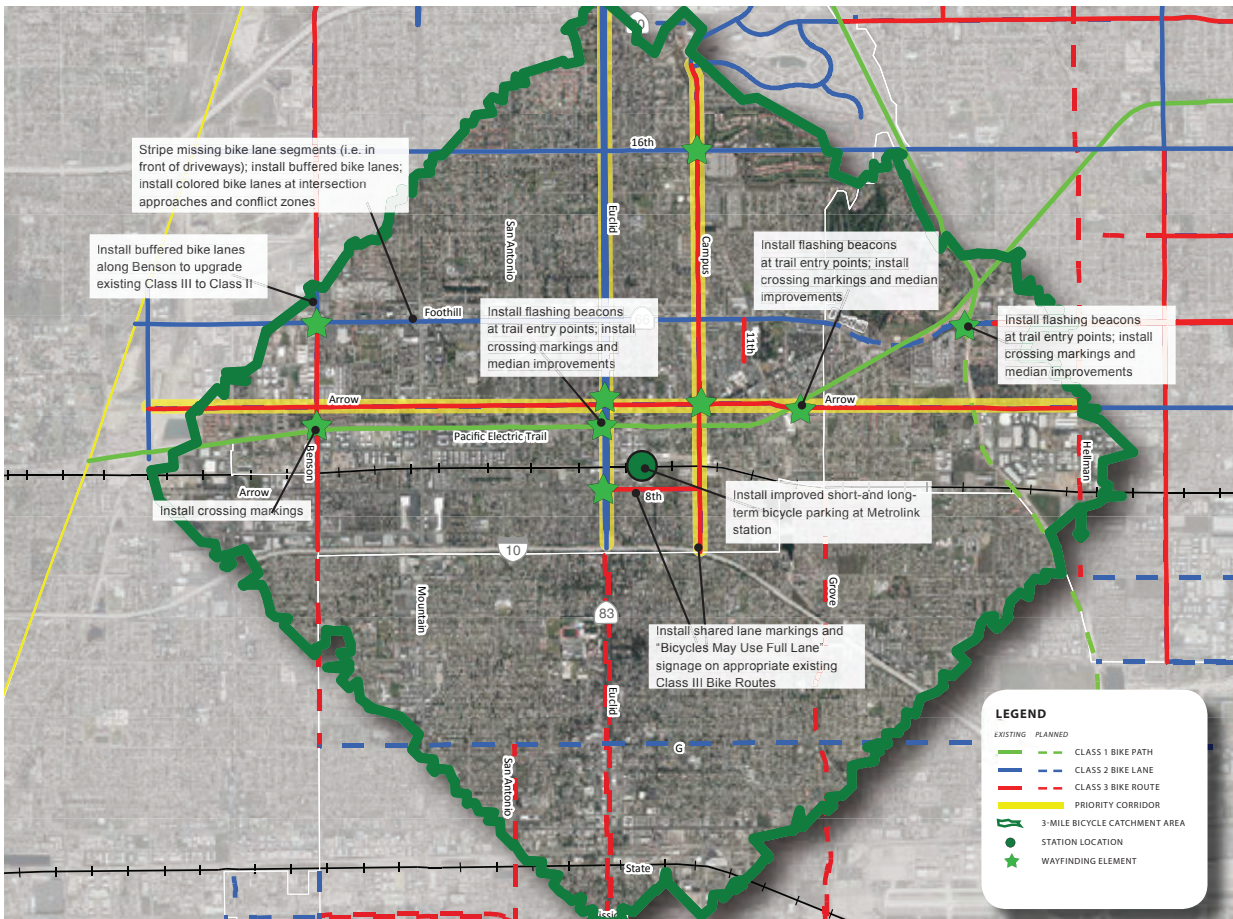


FIGURE 3.27: PROPOSED BICYCLE IMPROVEMENTS WITHIN 3 MILE AREA

- * Mid-block crossing improvements along the Pacific Electric Trail
- * Additional bicycle parking options at station area

3.2.3 OWNERSHIP

Figure 3.28 shows publicly owned parcels within the station area.

3.2.4 PLANNED OR PROPOSED PROJECTS

City to provide input on Figure 3.29.

3.2.5 POTENTIAL OPPORTUNITY SITES

Figure 3.30 identifies a number of potential opportunity sites for higher density housing and/or employment uses or other transit-supportive uses.

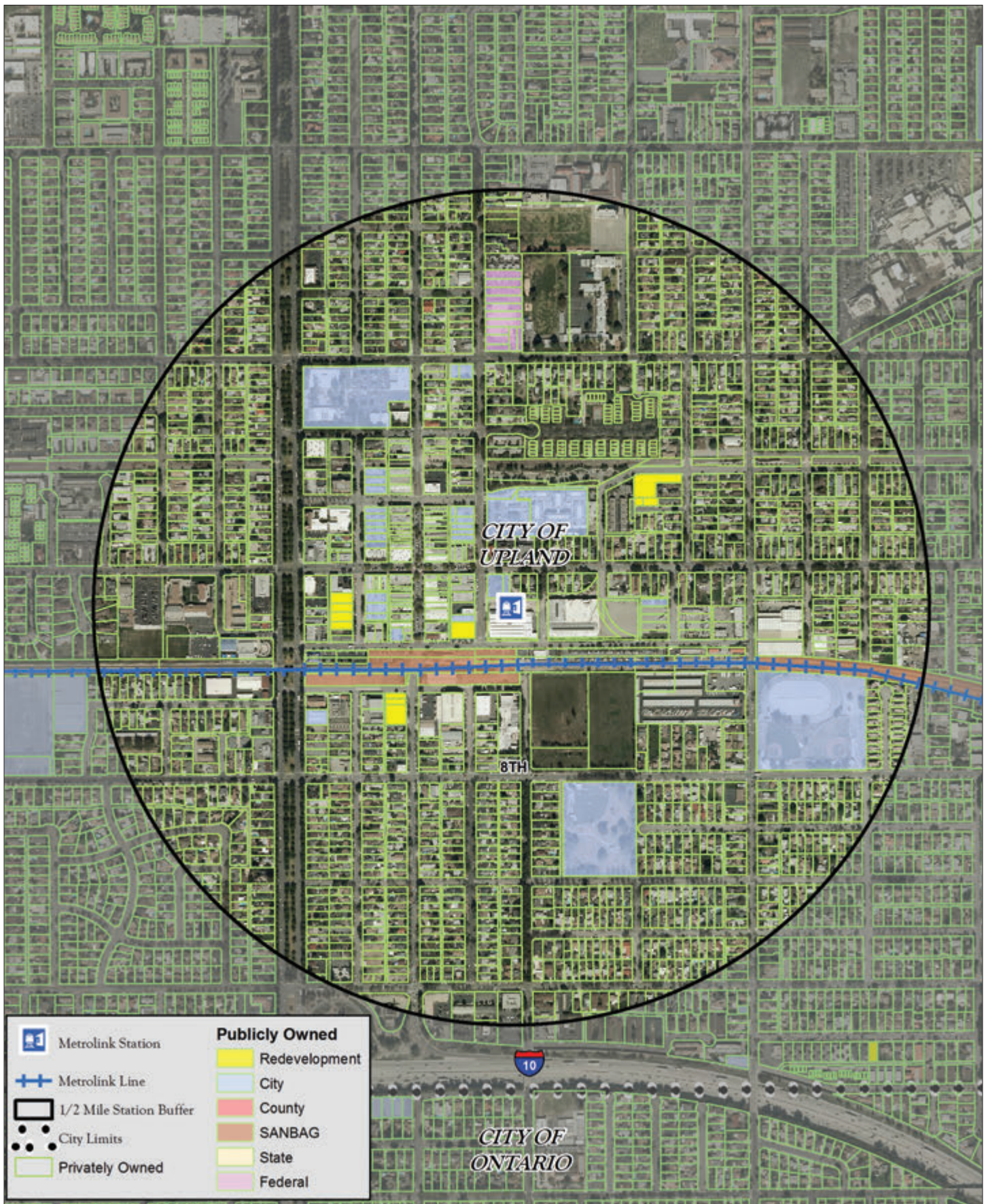


FIGURE 3.28: PUBLICLY OWNED PARCELS WITHIN 1/2-MILE OF THE STATION AREA

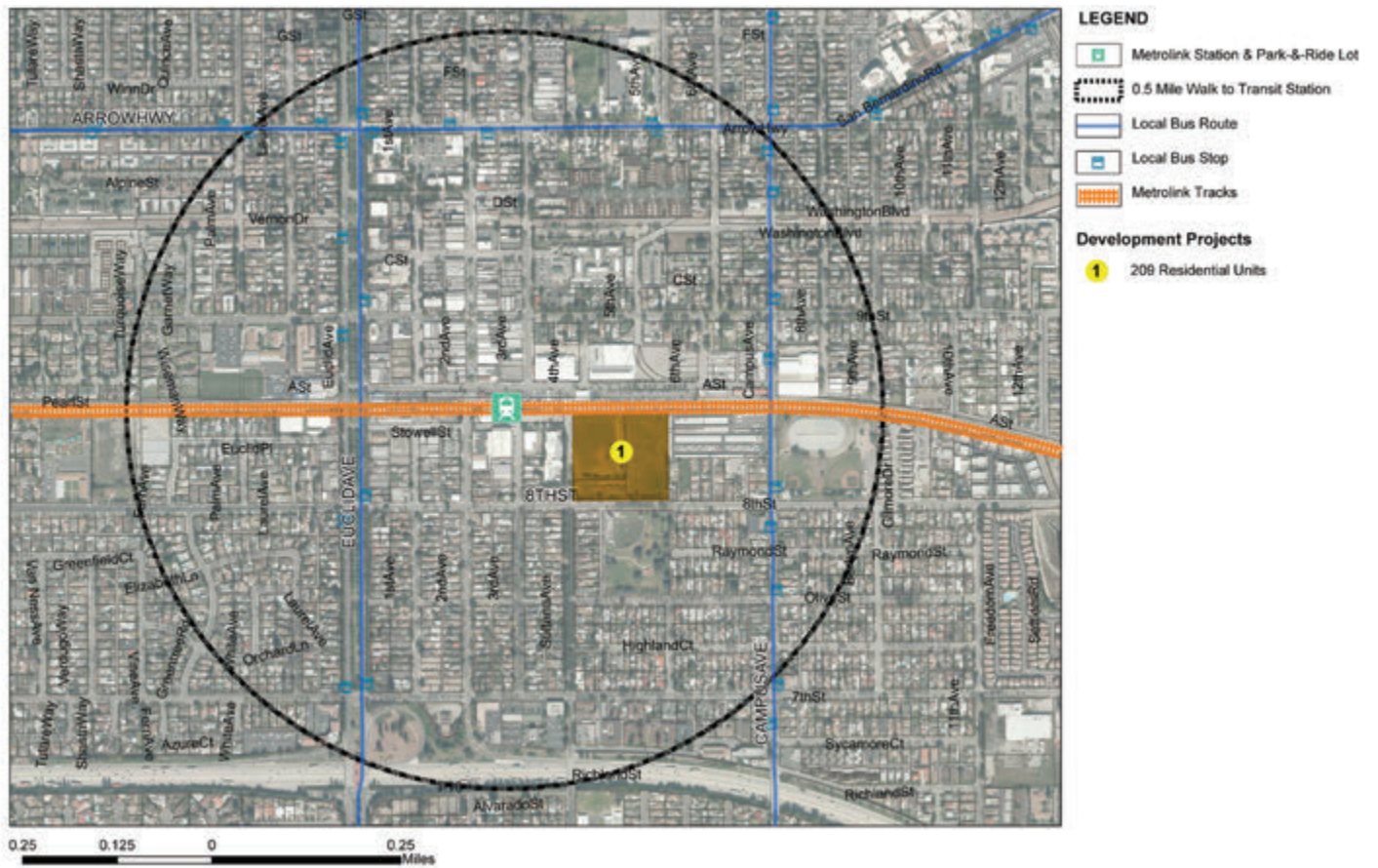
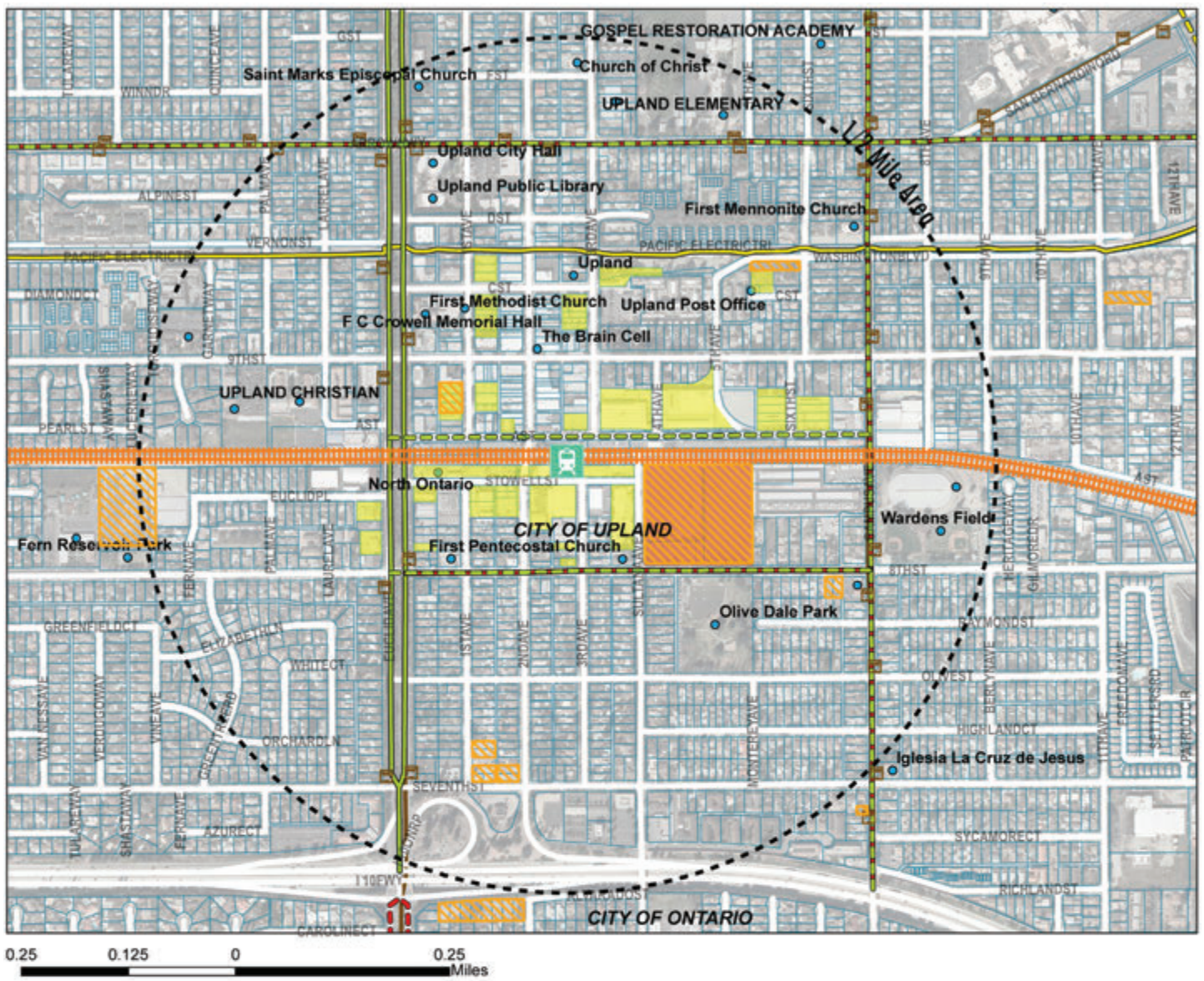


FIGURE 3.29: DEVELOPMENT AND CAPITAL IMPROVEMENT PROJECTS WITHIN 1/2-MILE OF THE STATION AREA



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

FIGURE 3.30: POTENTIAL OPPORTUNITY SITES

3.3 RANCHO CUCAMONGA METROLINK STATION

The Rancho Cucamonga Metrolink Station is located just west of Milliken Avenue and has 1,000 park-&-ride spaces. The station is owned by the City of Rancho Cucamonga, and the station area contains the Empire Lakes Golf Club. Omnitrans route 81 serves the station. Rancho Cucamonga Metrolink Station plaza area has colored concrete, benches, pedestrian-scale lights, trees in tree wells and other pedestrian amenities. Excellent bicycle parking facilities (bikeLids®, bike lanes, and bike racks) for commuters and day users are located at the station. The Metrolink station has the highest ridership of the San Bernardino Line with average 934 daily boardings in the fourth quarter of FY 2014. According to the Metrolink parking utilization study, the parking utilization rate in 2014 was 96.3%.



THE BUS TRANSIT CENTER HAS AN ABUNDANCE OF SHADE TREES, SHELTER SPACE, BENCHES AND OTHER AMENITIES



EXISTING CONDITIONS OF AMENITIES AT THE METROLINK STATION AND ITS CONTEXTUAL RELATIONSHIPS

3.3.1 EXISTING LAND USES & ACCESSIBILITY

The Rancho Cucamonga Metrolink Station area is located in an area of primarily industrial with some residential land uses. Block lengths are some of the longest and most challenging for walkability among the station areas. A variety of light industrial, business park, office, manufacturing, heavy industrial, and similar business and industrial uses, located north and east of the station (as shown in Figures 3.31 and 3.32), provide diverse employment opportunities for residents throughout the Inland Empire. Directly adjacent to the station park-&-ride lots are three office buildings with their own parking facing Anaheim Place. Along Milliken Avenue is a small retail center south of Azusa Court. Consideration should be given to the 1,000 employees of IEHP at a 6th Street location just outside the 1/2-mile area. Newer higher density transit supportive land uses are located at the northwest and northeast corner of 6th Street and Milliken Avenue with landscaped sidewalks and pedestrian connections to the station. The Empire Lake Golf course occupies approximately 170 acres of the station area which may be redeveloped. Several wide multi-lane, high-speed arterials exist in the immediate station area including Milliken Avenue, the arterial providing access to the station. Ingress to the Metrolink station parking and Omnitrans bus facility from the north is along Azusa Court; however, egress heading north is not possible at this location due to a median island in Milliken Avenue. Vehicles must access north Milliken Avenue from 7th Street. Pedestrian access from industrial uses east of Milliken Avenue is constrained. There are also large heavily used surface parking lots adjacent to the station. The City initiated paid parking

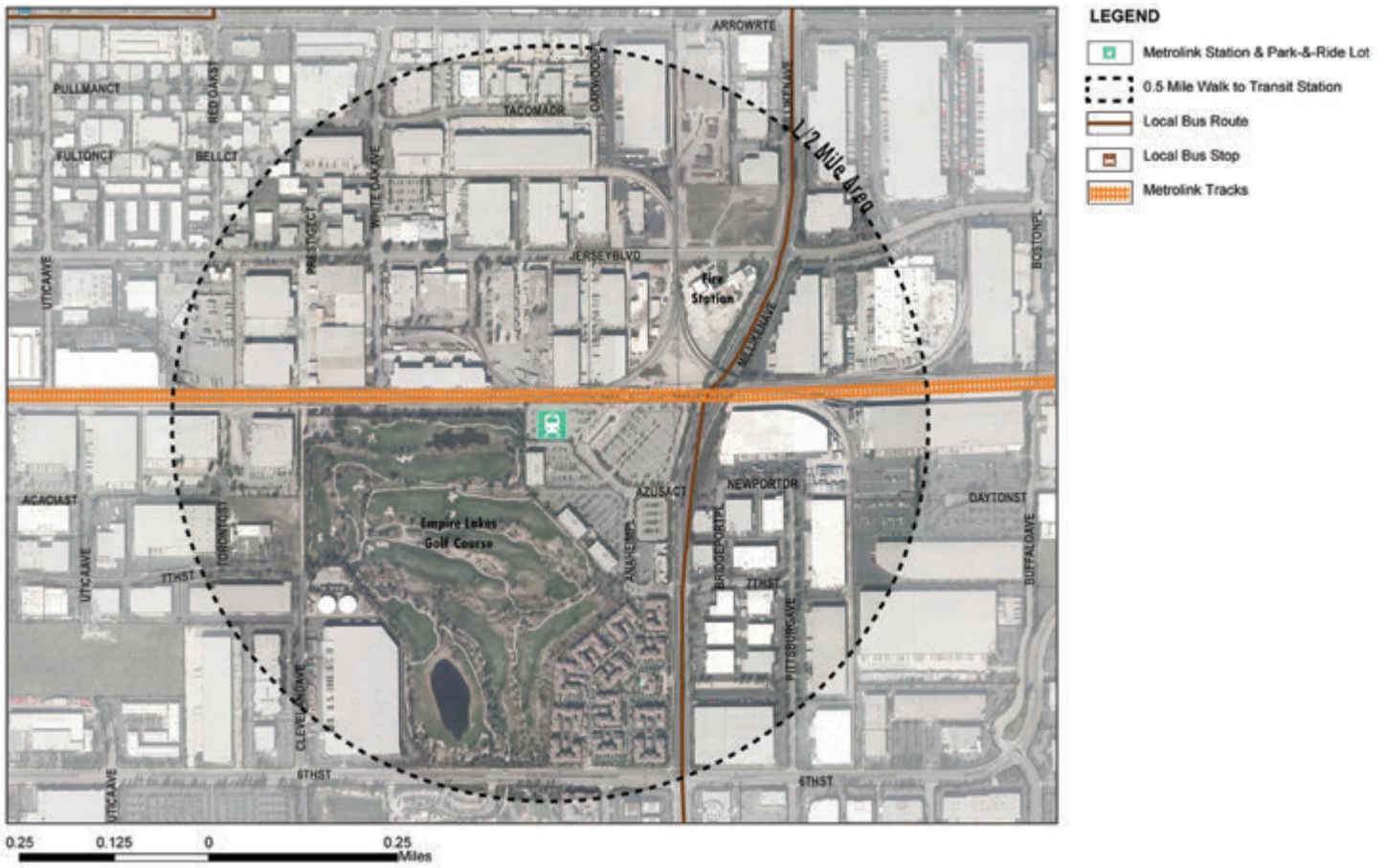


FIGURE 3.31: EXISTING STATION AREA AERIAL

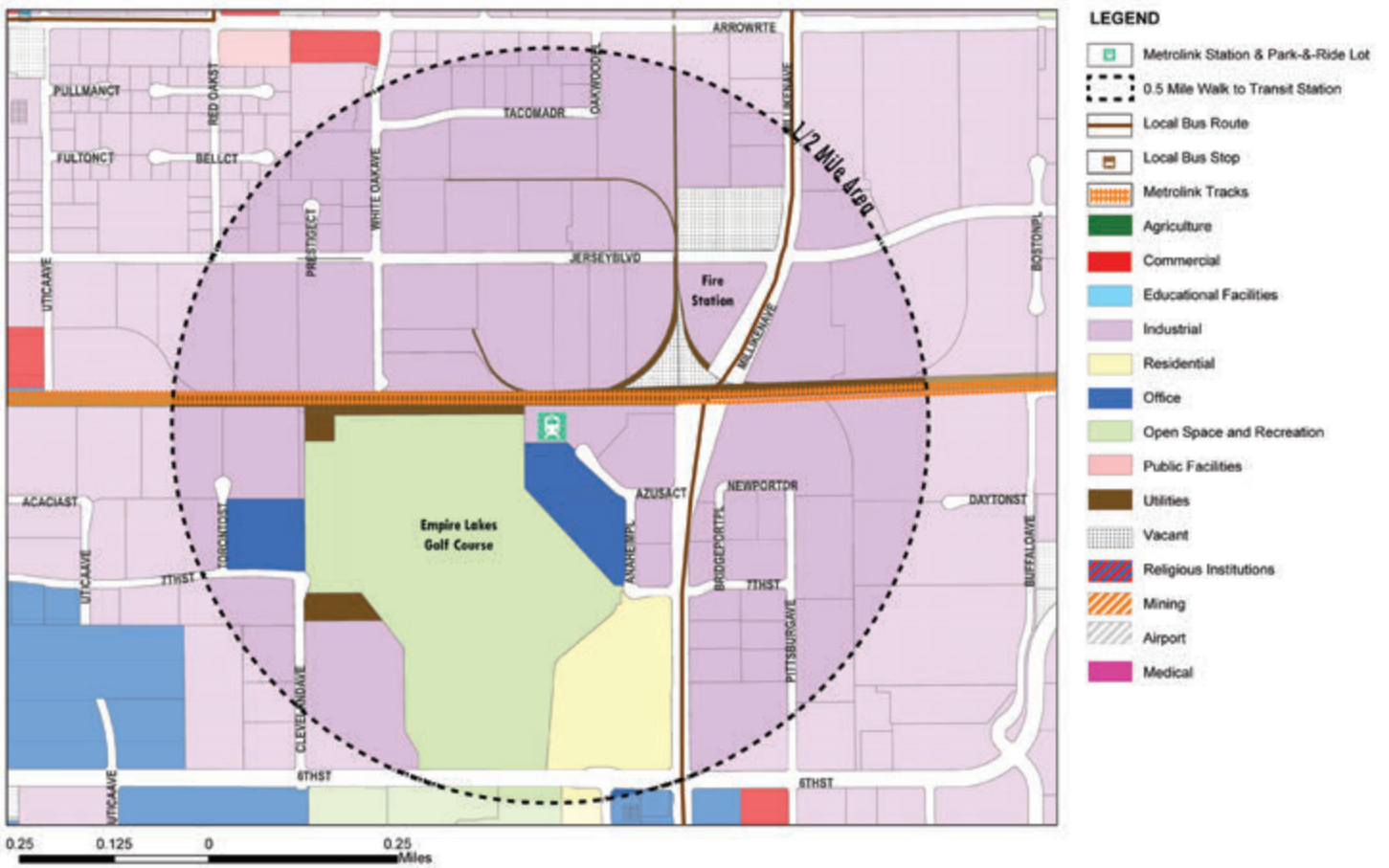


FIGURE 3.32: EXISTING LAND USES

on July 1, 2014. Omnitrans route 81 serves the station during the week. There is a new pedestrian underpass at the railroad facilities enabling movement for the south to the north of the tracks.

3.3.2 EXISTING RELEVANT PLANS AND POLICIES

A. RANCHO CUCAMONGA GENERAL PLAN (Adopted May 19, 2010)

The Rancho Cucamonga General Plan is divided into nine Chapters:

- * Introduction
- * Managing Land Use
- * Community Design, and Historic Resources
- * Community Mobility
- * Economic Development
- * Community Services
- * Resource Conservation
- * Public Facilities and Infrastructure
- * Public Health and Safety
- * Housing

The General Plan provides the policy guidance to create a shared future in Rancho Cucamonga; to transform principles of community building that the City holds strong and turn them into a living reality. The following outlines Rancho Cucamonga's vision for land use, community design and historic resources which are the foundation for goals and policies in future development:

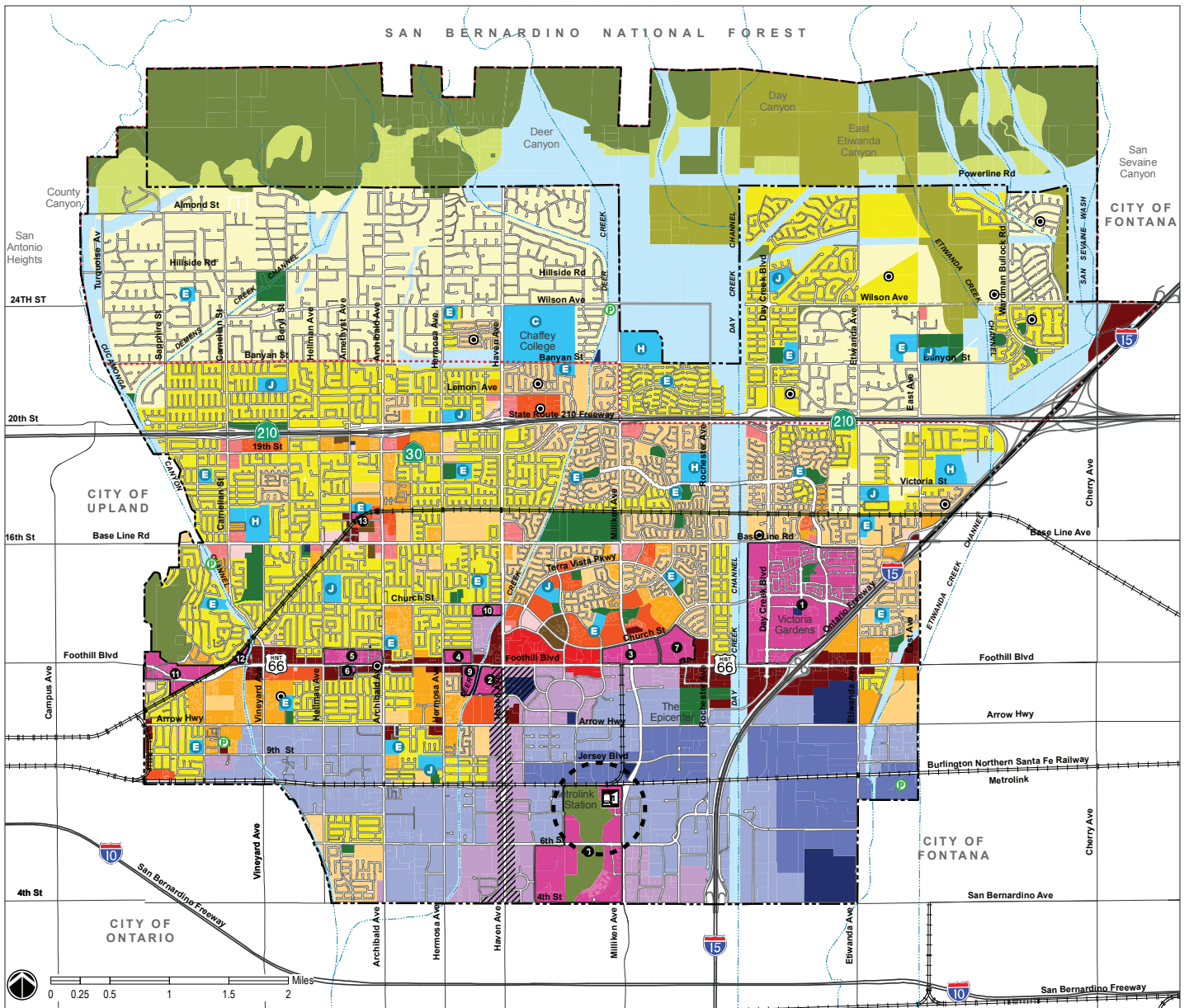
- * Continue to develop and maintain a system of high-quality, world-class community parks and sports complexes that appeal to all ages and all interests, from local and regional leagues to national events.
- * Encourage the retention, rehabilitation, and development of a diverse housing stock that caters to residents in all stages of their lives.
- * Maximize the industrial economic development power of our rail and highway connections. The Foothill Boulevard, State Route 210, and I-15 corridors are the core of the commercial development and provide both jobs for families and revenues for community services. The economic base maintains a mix of cultural, residential, industrial, and local and regional commercial uses with stable development.
- * Preserve views of the mountains, the varied natural topography of the area, and the trails that allow access these open spaces which are valuable assets to the community.
- * Promote sustainable neighborhood and building design.
- * Provide a sustainable balance in land use patterns (residential, business, educational, agricultural, recreational, open space, and historic uses) and supporting transportation.

A1. LAND USE

The Land Use Plan guides the development, maintenance, and improvement of land and properties in Rancho Cucamonga. The General Plan Land Use for City and station area is illustrated in Figures 3.33 and 3.34. Six residential land use designations are established to preserve the character of existing residential neighborhoods and to create opportunities for new housing types. The residential density proposed by the General Plan varies from 0.1 dwelling units/acre (du/ac) to 30 du/ac. The Metrolink Station area is designated for mixed use at a maximum FAR of 1.0. The area to the west of the Metrolink Station site is designated for open space and is dedicated by the Industrial Area Specific Plan and the area to the north and east for industrial.

A2. CIRCULATION

The Circulation Plan shown in Figure 3.35 defines the ultimate street network for arterial roads and highways, which is required to provide adequate capacity to support the land use plan at the City's desired service levels. The City has adopted standards for each of the roadway classifications identified in the Circulation Plan, as illustrated in Figure 3.36. Milliken Avenue and 6th Street are designated as Major Divided Arterial with a 120' to 126' ROW and pavement width of 94' to 112' as shown in the typical cross-sections illustrated in Figure 3.37. The Rancho Cucamonga General Plan Community Mobility



Residential

- Very Low (0.1 - 2.0 du/ac)
- Low (2.0 - 4.0 du/ac)
- Low Medium (4.0 - 8.0 du/ac)
- Medium (8.0 - 14.0 du/ac)
- Medium High (14.0 - 24.0 du/ac)
- High (24.0 - 30.0 du/ac)

Commercial

- Office (0.40 - 1.0 FAR)
- Neighborhood Commercial (0.25 - 0.35 FAR)
- Community Commercial (0.25 - 0.35 FAR)
- General Commercial (0.25 - 0.35 FAR)

Mixed Use

- Mixed Use (0.25 - 1.0 FAR)

Industrial

- Industrial Park (0.40 - 0.60 FAR)
- General Industrial ((0.50 - 0.60 FAR)
- Heavy Industrial (0.40 - 0.50 FAR)

Open Space

- Hillside Residential (0.1 - 2.0 du/ac)
- Conservation
- Open Space (0 - 0.1 du/ac)
- Flood Control/Utility Corridor

Public Facility

- Civic/Regional (0.40 - 1.0 FAR)
- Schools (0.10 - 0.20 FAR)
- Parks

Mixed Use Areas

1. Victoria Gardens
2. Town Center (Foothill Blvd & Haven Ave)
3. Terra Vista
4. Foothill Blvd (Hermosa Ave & Center Ave)
5. Foothill Blvd (Archibald Ave & Hellman Ave)
6. Foothill Blvd (Helms Ave and Hampshire St)
7. Foothill Blvd & Mayten Ave
8. Industrial Area Specific Plan (Sub-Area 18)
9. Foothill Blvd & Deer Creek Channel
10. Haven Ave & Church St Site
11. Western Gateway (Bear Gulch Area)
12. Foothill Blvd-Cucamonga Channel Site
13. Historic Alta Loma (Amethyst Site)

Overlays

- Haven Avenue Office
- Equestrian/Rural Area
- Master Plan

Schools and Parks

- Elementary School
- Junior High School
- High School
- College
- Proposed Park (1)

FIGURE 3.33: GENERAL PLAN LAND USES

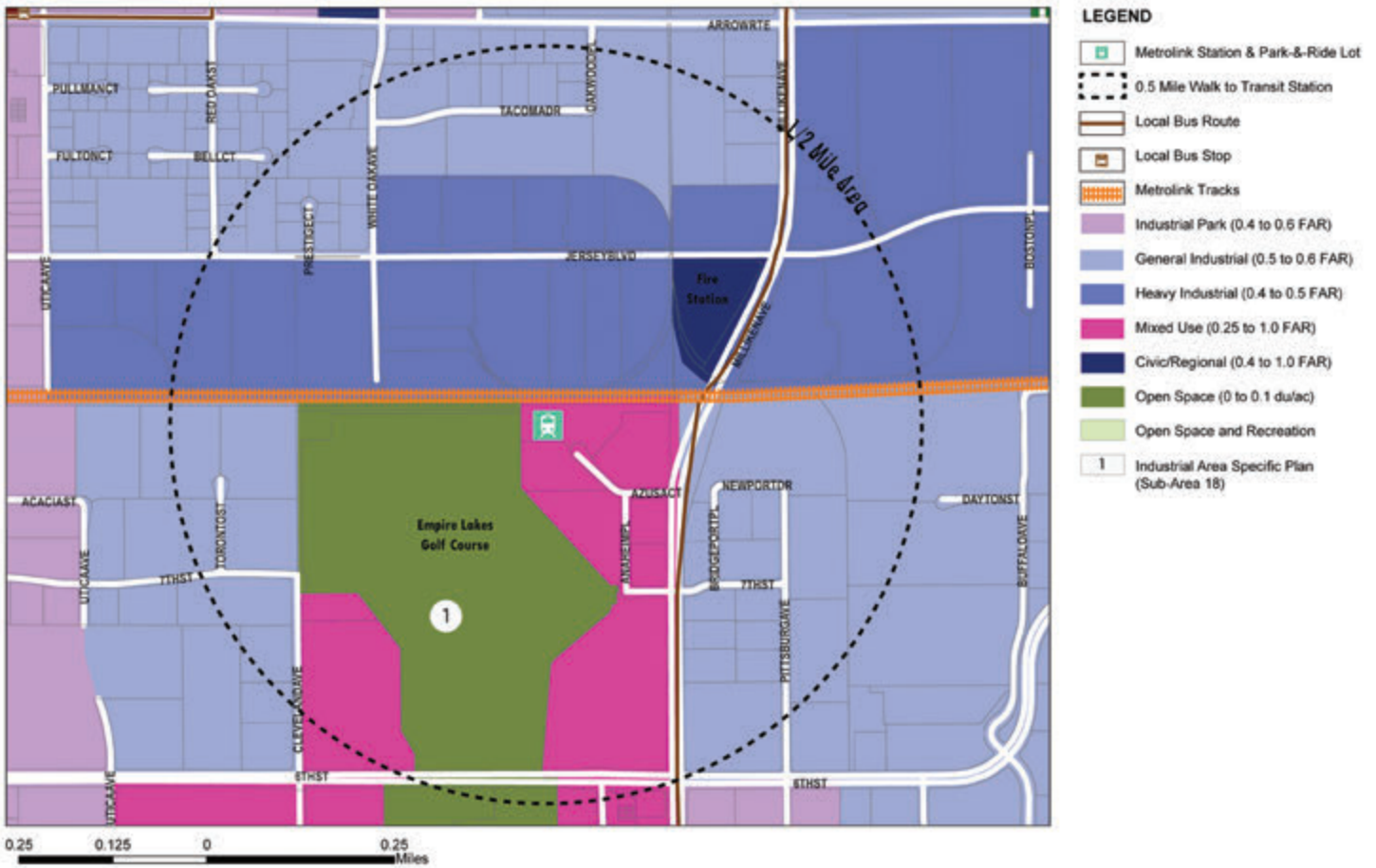


FIGURE 3.34: GENERAL PLAN LAND USES WITHIN 1/2-MILE OF THE STATION AREA

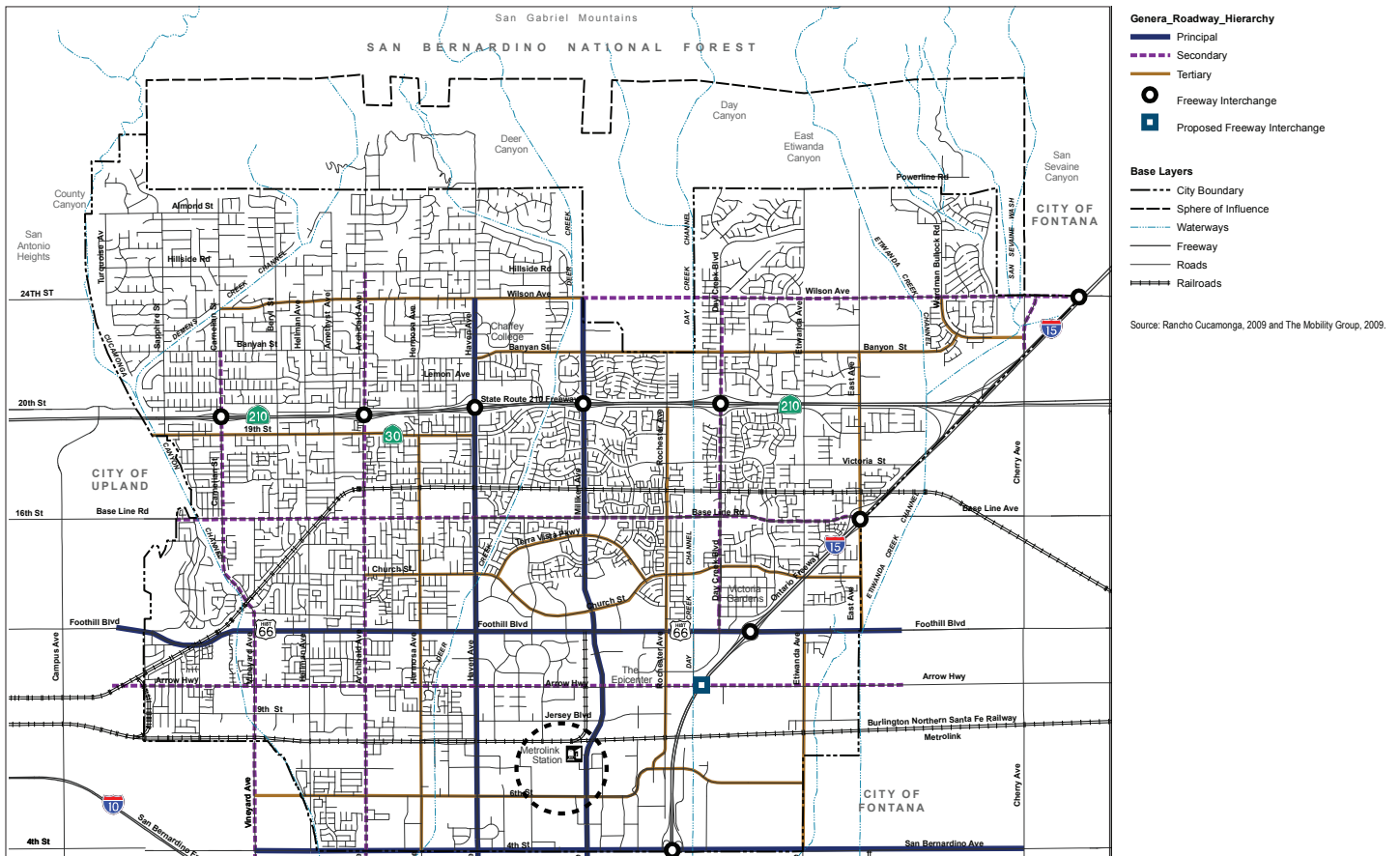


FIGURE 3.35: GENERAL PLAN ROADWAY HIERARCHY

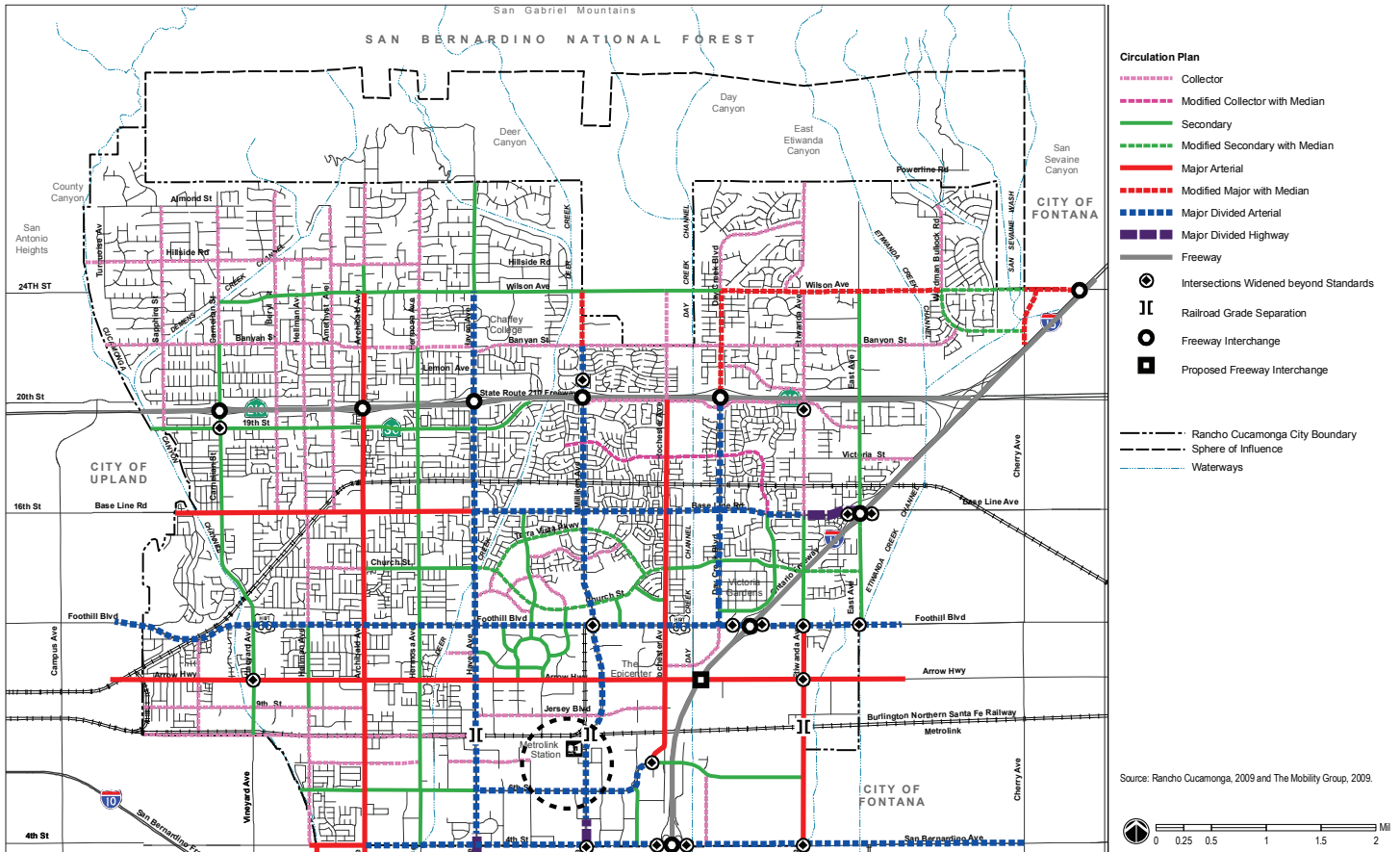


FIGURE 3.36: GENERAL PLAN CIRCULATION PLAN

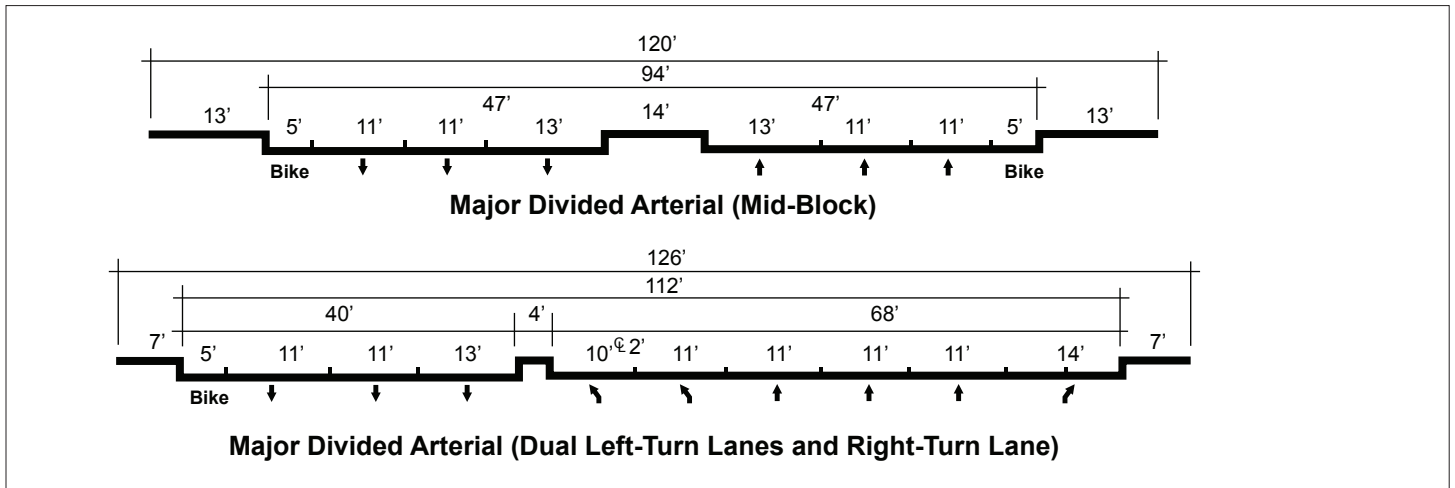
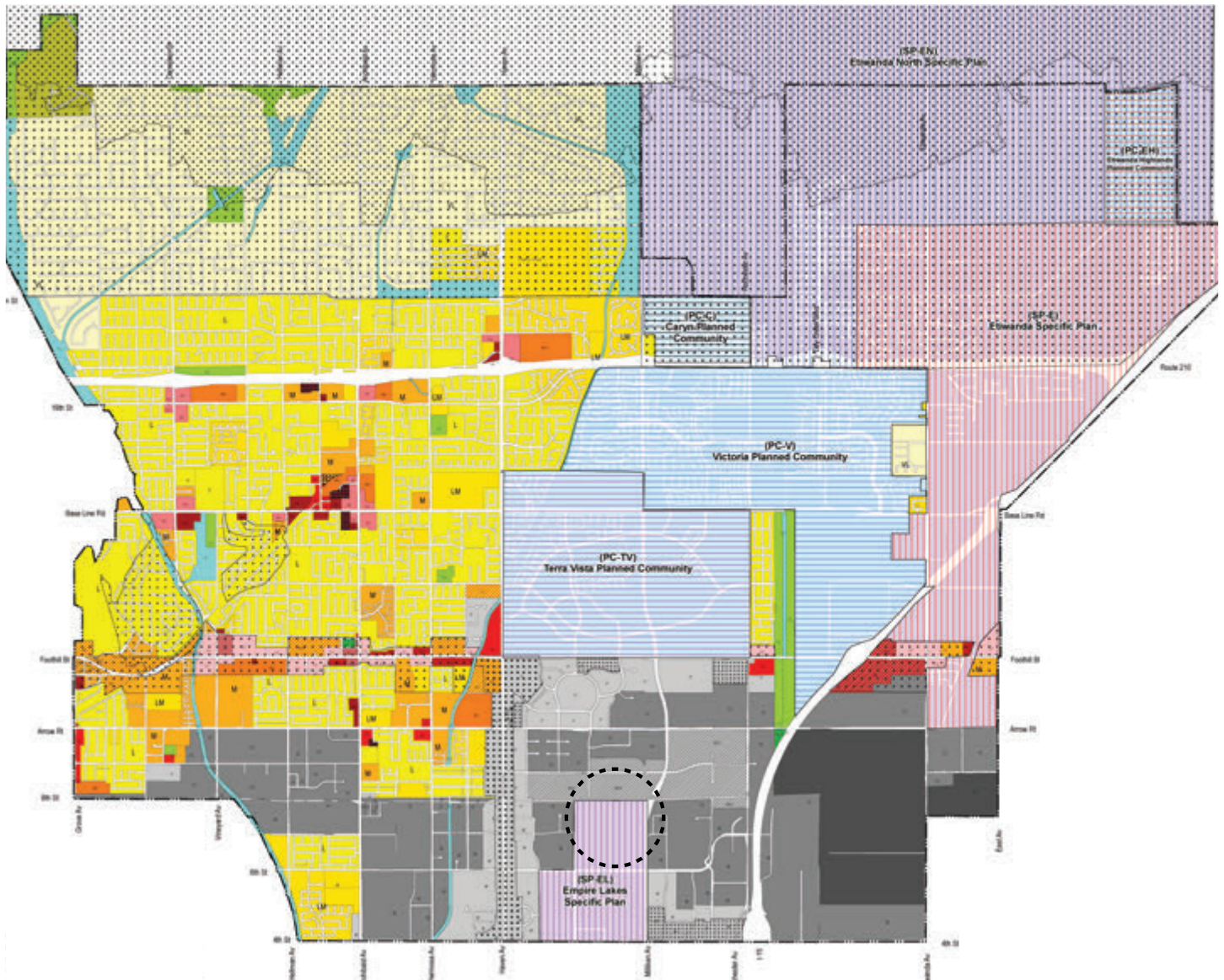


FIGURE 3.37: GENERAL PLAN TYPICAL CROSS SECTIONS

Element recommends relocating the Metrolink Station to Haven Avenue to provide more convenient access to employment centers and to allow for coordination with bus transit, including a possible Bus Rapid Transit (BRT) route along Haven Avenue and Foothill Boulevard. The Plan also recognizes the need to increase bicycle, trail, and pedestrian use and recommends policies to expand those networks.

B. ZONING

Consistent with the General Plan most of the area within the station area is zoned Industrial (see Figure 3.38) and guided by the Industrial Area Specific Plan (Empire Lake) described below.



Residential

- Very Low (<2 du/ac)
- Low (2-4 du/ac)
- Low Medium (4-8 du/ac)
- Medium (8-14 du/ac)
- Medium High (14-24 du/ac)
- High (24-30 du/ac)

Open Space

- Flood Control (FC)
- Hillside Residential (HR)
- Open Space (OS)
- Utility Corridor (UC)

Mixed Use

- Mixed Use (MU)

Overlay District

- Equestrian (EOD)
- Haven Avenue (HAOD)
- Senior Housing (SHOD)
- Hillside (HOD)
- Foothill Boulevard (FBOD)
- Industrial Commercial (ICOD)

Industrial

- Industrial Park (IP)
- General Industrial (GI)
- Minimum Impact Heavy Industrial (MI/HI)
- Heavy Industrial (HI)

Specific Plan

- Specific Plan (SP)
- Etiwanda North Specific Plan (SP-EN)
- Etiwanda Specific Plan (SP-E)
- Empire Lakes Specific Plan (SP-EL)

Commercial/Office

- Office Professional (OP)
- Neighborhood Commercial (NC)
- General Commercial (GC)
- Community Commercial (CC)
- Regional Related Commercial (RC)
- Specialty Commercial (SC)
- Commercial Office (CO)

Planned Communities

- Planned Community (PC)
- Caryn Planned Community (PC-C)
- Etiwanda Highlands Planned Community (PC-EH)
- Terra Vista Planned Community (PC-TV)
- Victoria Planned Community (PC-V)

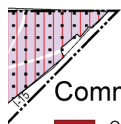


FIGURE 3.38: ZONING MAP

C. INDUSTRIAL AREA SPECIFIC PLAN (SUB-AREA 18) (Revised July 2003)

This area is bounded on the south by 4th Street, on the east by Milliken Avenue, on the north by the railroad, and on the west by Utica Street (#8 on Figure 3.39). The development is entirely built out. It includes an 18-hole golf course and includes the Metrolink Station off Milliken Avenue. The Industrial Area Specific Plan (Empire Lakes) Mixed Use area reflects the mixed land use approved under the Rancho Cucamonga IASP Sub-Area 18 Specific Plan. The intent of the Mixed Use designation is to:

- * Promote planning flexibility to achieve more creative and imaginative employment-generating designs
- * Integrate a wider range of retail commercial, service commercial, recreation, and office uses within this industrial area of the City
- * Allow for the sensitive inclusion of high-density residential development that offers high-quality multi-unit condominiums and apartments for employees desiring housing close to work and transit

Mixed Use: Industrial Area Specific Plan/Subarea 18			
Land Use	Percent Range	Acreage Range Average Density (du/acre) Dwelling Units	Estimated "Most Case" Acres/Dwelling Units (du)
Commercial – retail, service commercial, tourist commercial, office (commercial and professional)	15%-25%	34-57 acres	40 acres
Office – professional, medical corporate offices	40%-60%	90-136 acres	110.5 acres
Public/Quasi-Public/Recreation	7.5%	16.5 ac	16.5 acres
Residential	11%-22%	25-50 acres @ 27.75 du/acre ¹ 694 to 1,388 du	50 acres @ 27.75 du/acre ¹ 1,388 du
ROW – Metrolink Parking	4.5%	10.3 ac	10.3 acres
Totals			

1. Indicates target density, not a range. Actual density may increase up to 27.75 du/ac as long as the total of 1,388 dwelling units is not exceeded.

D. SAN BERNARDINO COUNTY NON-MOTORIZED TRANSPORTATION PLAN (Revised November 16, 2013)

Rancho Cucamonga has a robust system of bikeways, including numerous Class I, II and III facilities, as shown in Figure 3.40. Portions of four Class I corridors—the Pacific Electric Trail, Cucamonga Creek Channel, Deer Creek Channel and Day Creek Channel—have been constructed for a total of 19.42 miles, transect the city providing a network of right-of-way separated from vehicular traffic and dedicated to non-motorized transportation.

Additionally, 55.43 miles of striped Class II bike lanes have been striped throughout the City. The bike lanes provide connectivity to the Class I facilities and provide access to commercial, residential, educational and recreational amenities throughout the city. Finally, 44.95 miles of signed Class III facilities, or bike routes, have been designated throughout Rancho Cucamonga. The current Class III facilities tend to be on either lower volume corridors or corridors that are schedule to become Class II facilities in the future as pavement and striping is rehabilitated. A Class II bike path along Milliken Avenue provide access to the Metrolink station.

E. SANBAG IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS

The following are the recommended pedestrian and bicycle catchment area improvements. These improvements are shown in Figures 3.41 and 3.42.

- * Improve pedestrian level lighting
- * Improve directional signage/wayfinding
- * Create additional points of access
- * Improve condition of crosswalks

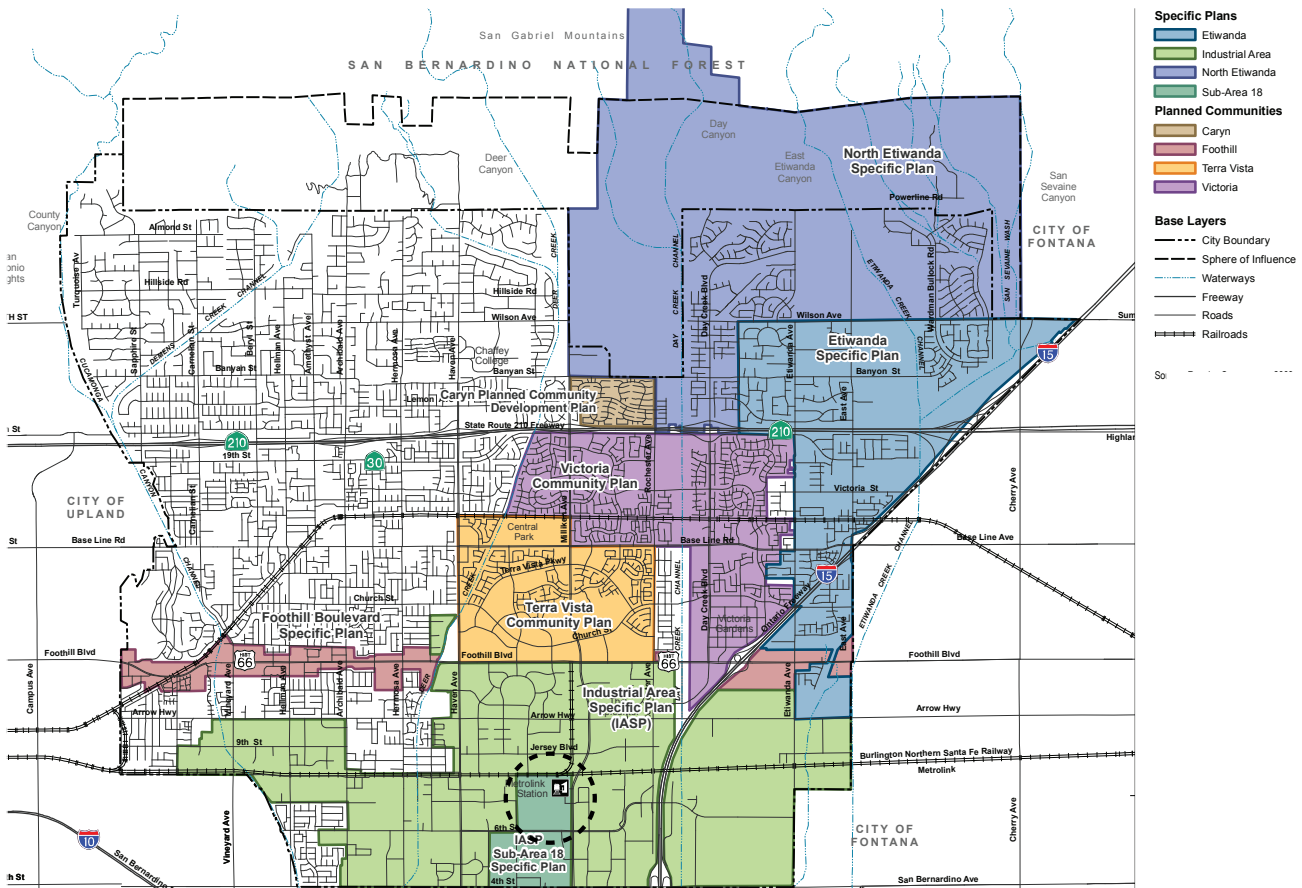


FIGURE 3.39: SPECIFIC PLAN BOUNDARY

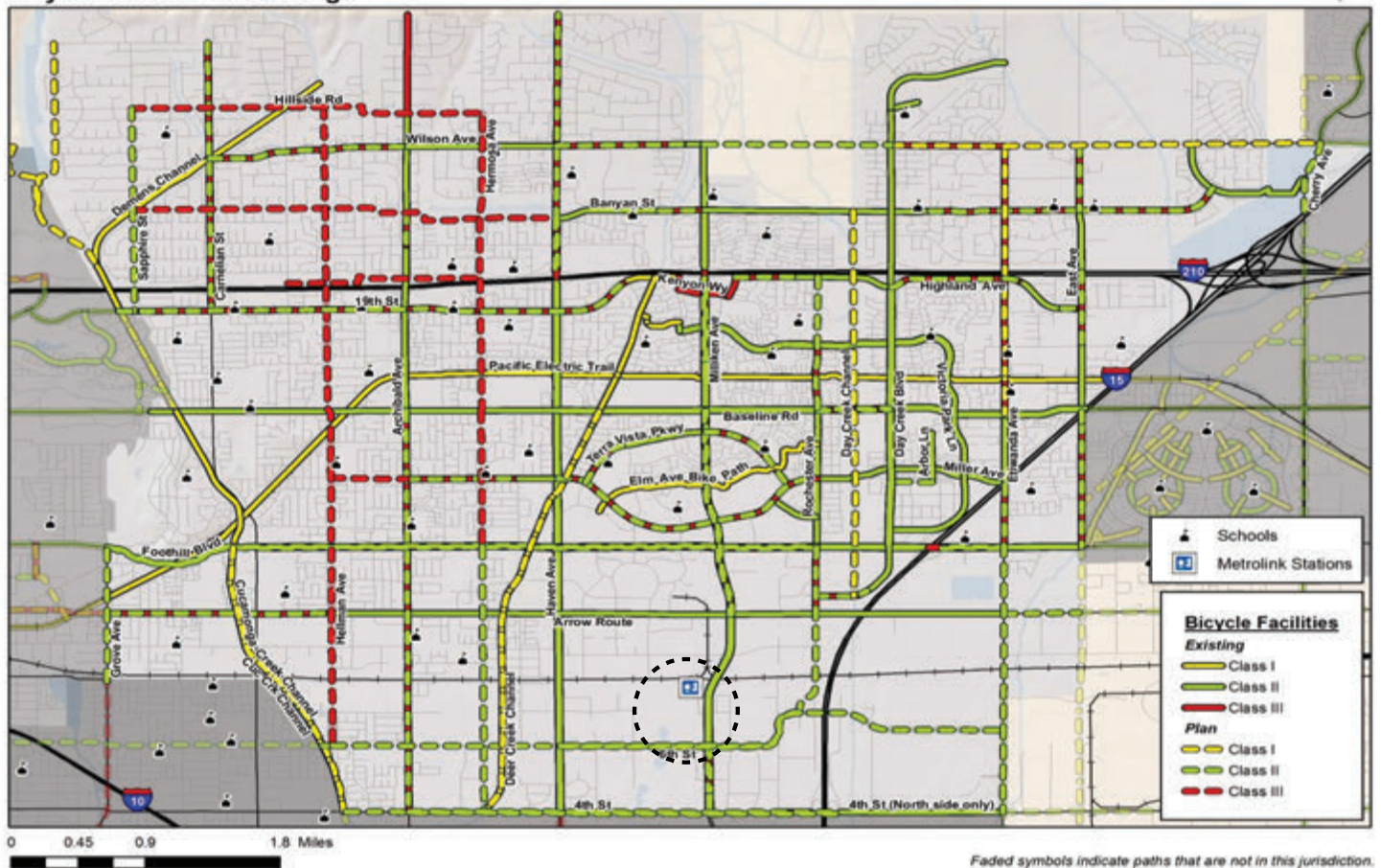


FIGURE 3.40: EXISTING AND PLANNED BICYCLE FACILITIES

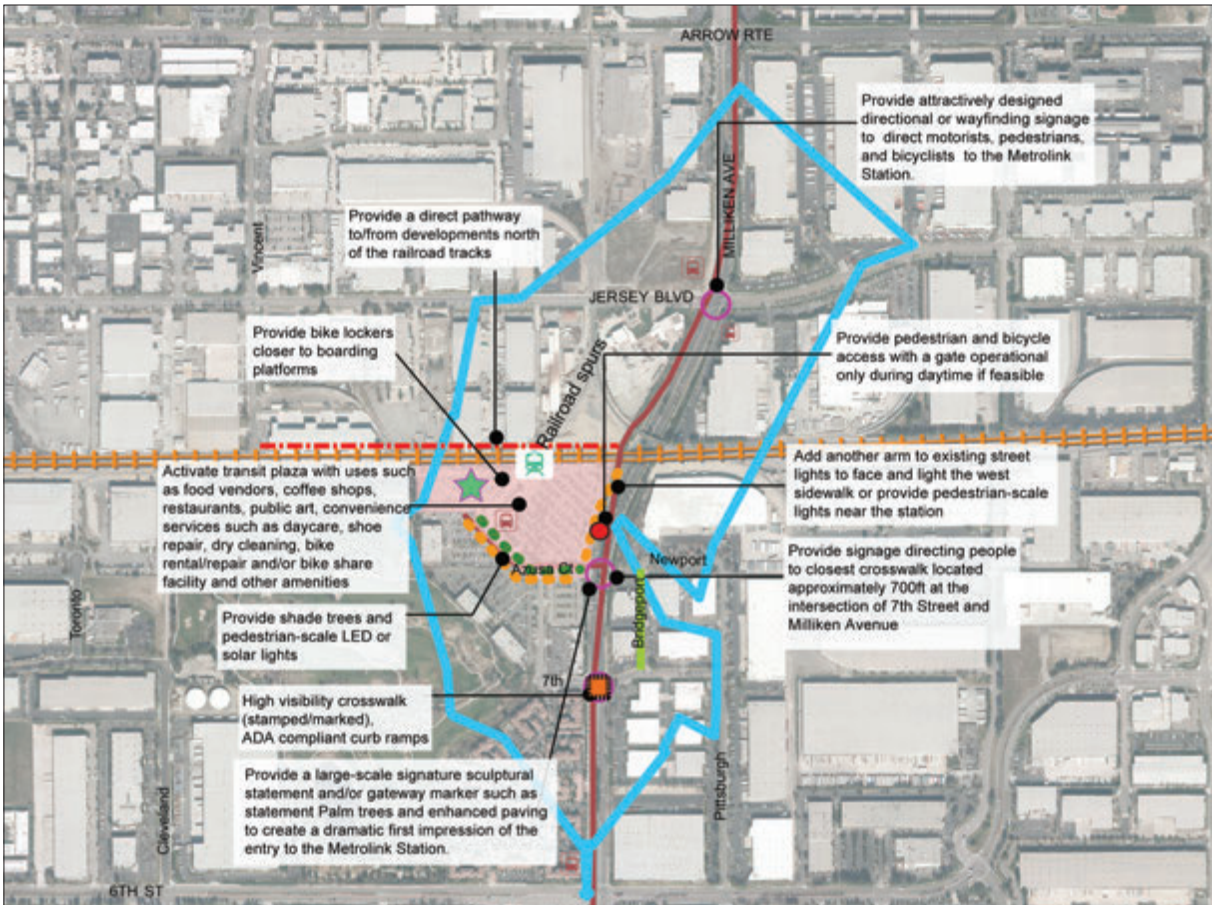


FIGURE 3.41: PROPOSED PEDESTRIAN IMPROVEMENTS

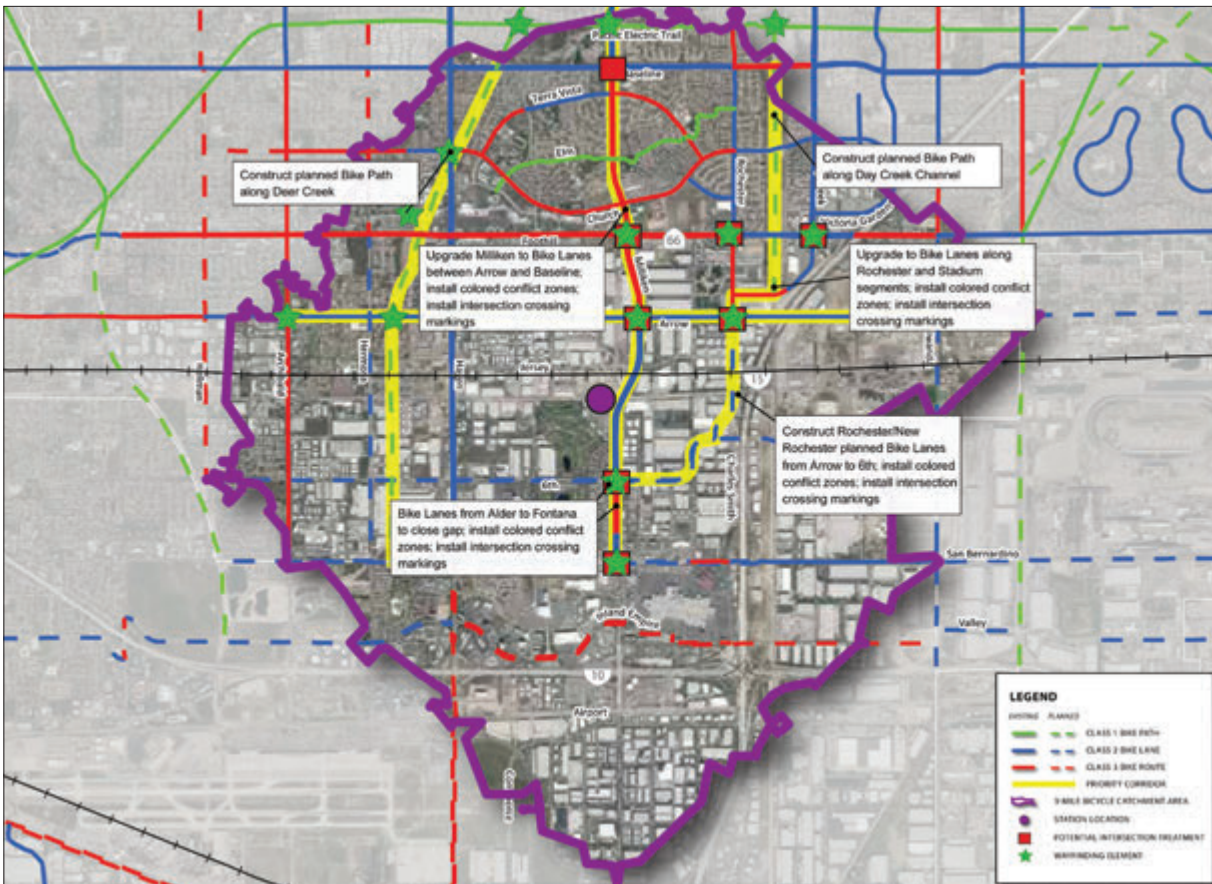


FIGURE 3.42: PROPOSED BICYCLE IMPROVEMENTS

- * Promote public art or design gateway features
- * Convert existing Class III segments to Class II to minimize conflicts with motor vehicles
- * Provide low-speed option for north-south access along Rochester
- * Develop Deer Creek and Day Creek Channels for planned Class I Bike Paths
- * Relocate existing bicycle parking closer to station area

3.3.3 OWNERSHIP

Figure 3.43 shows publicly owned parcels within the station area which is limited to the park-&-ride lots. Parcel sizes are large in the area with the golf course as the largest parcel.

3.3.4 PLANNED OR PROPOSED PROJECTS

Figure 3.44 shows planned development projects within the station area. The city staff is currently talking to a developer regarding potential redevelopment of the Golf course into a mixed-use project. An official plan has not been submitted yet, as a Specific Plan and Environment Impact Report are in preparation. Early discussions include 2,000 to 4,000 residential uses, a shared-parking structure with the station, some commercial and 7th Street continuing through the golf course providing access to the west.

3.3.5 POTENTIAL OPPORTUNITY SITES

Figure 3.45 identifies a number of potential opportunity sites for higher density housing and/or employment uses or other transit-supportive uses,

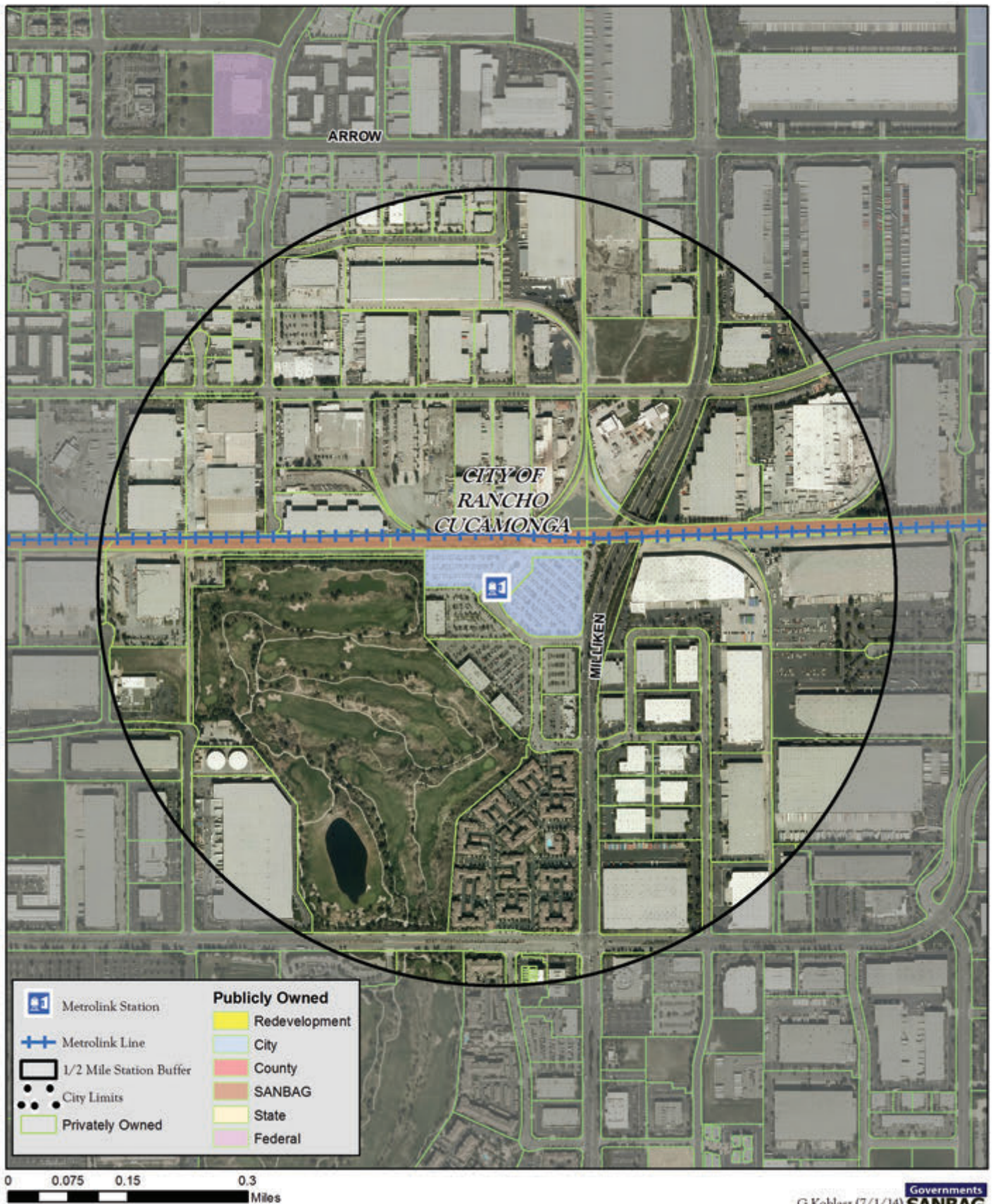


FIGURE 3.43: PUBLICLY OWNED PARCELS WITHIN 1/2-MILE OF THE STATION AREA

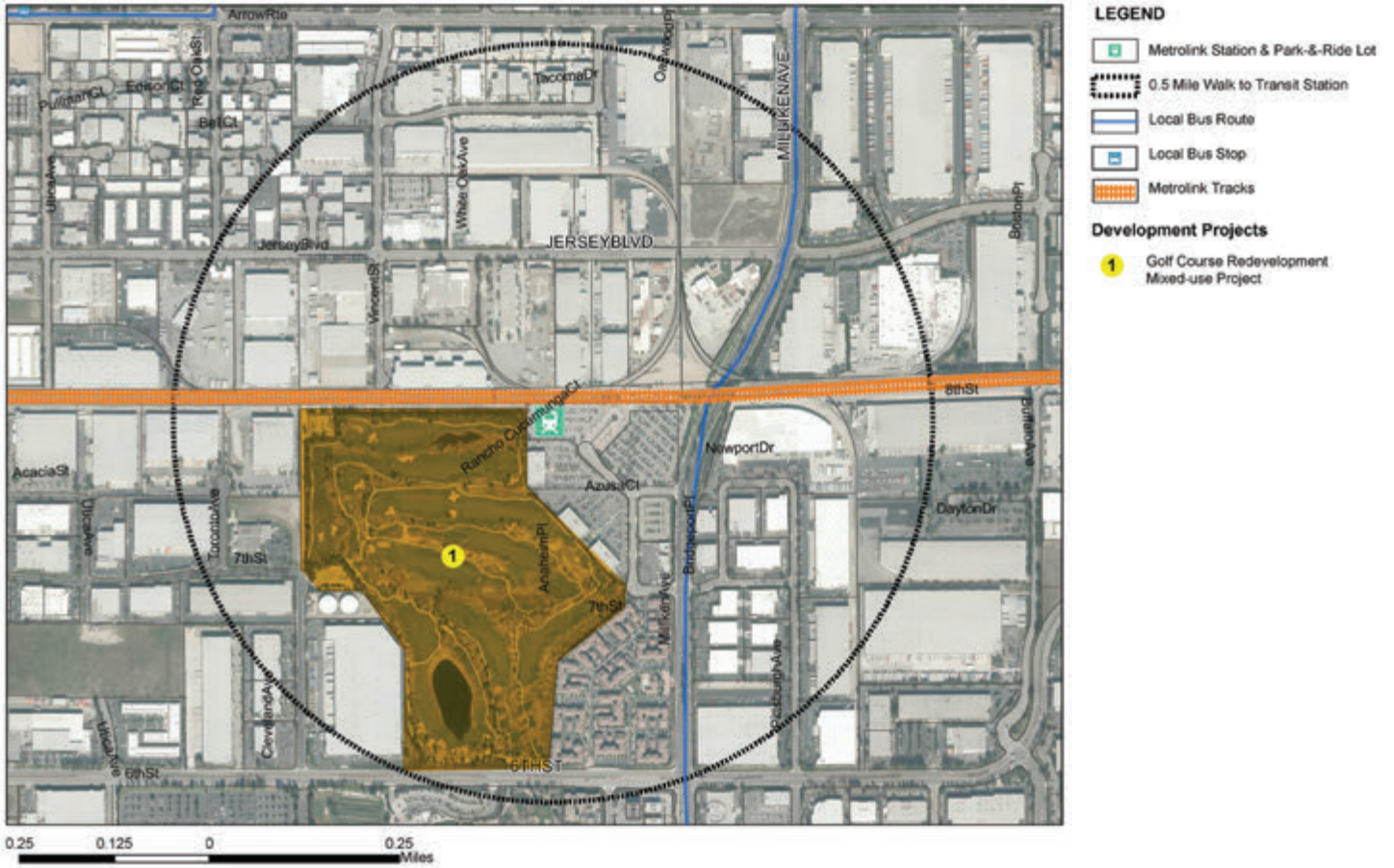
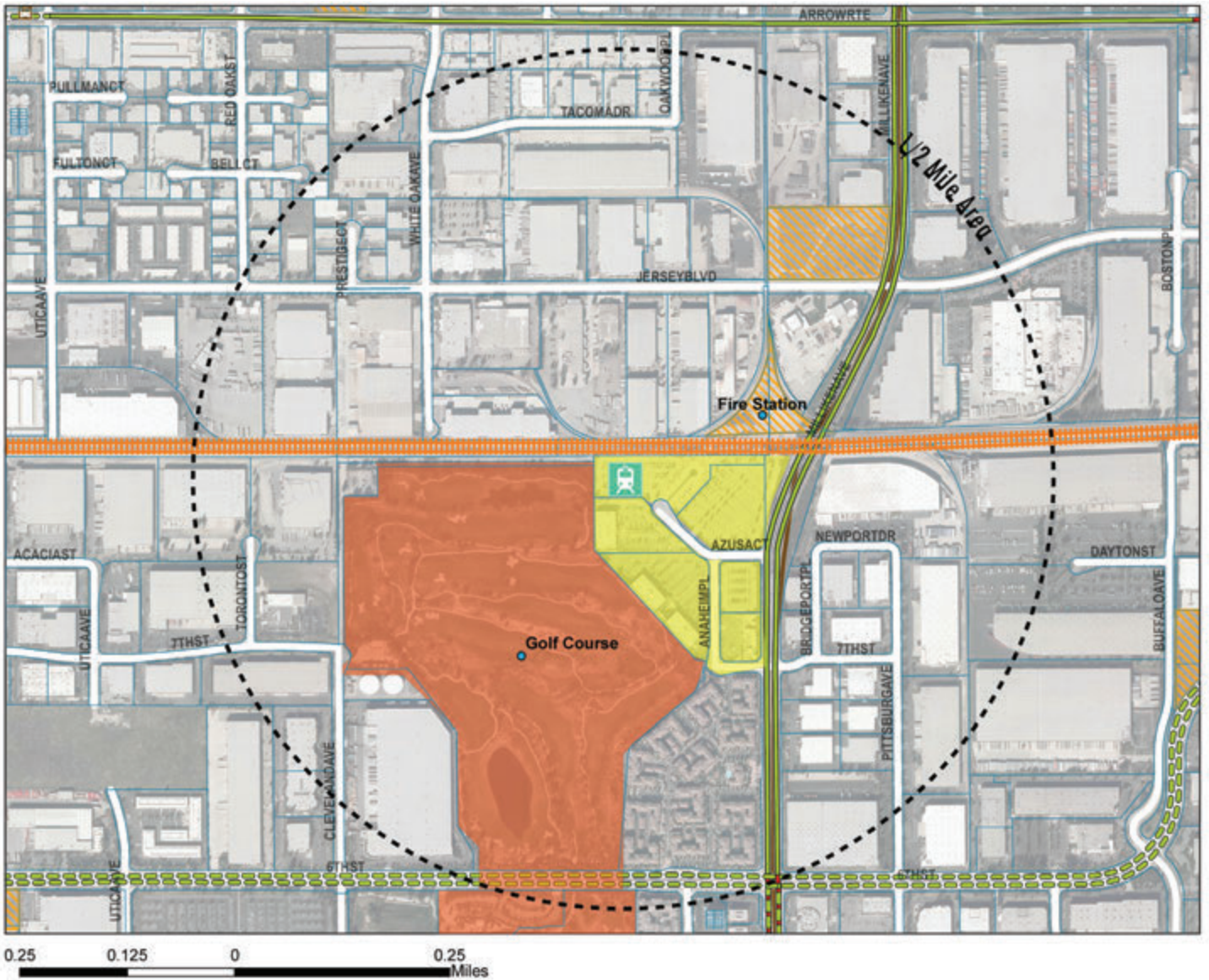


FIGURE 3.44: DEVELOPMENT AND CAPITAL IMPROVEMENT PROJECTS WITHIN 1/2-MILE OF THE STATION AREA



LEGEND

- | | | | |
|--|-------------------------------------|--|--------------------------------|
| | Metrolink Station & Park-&-Ride Lot | | Existing Bike Path 2014 |
| | 0.5 Mile Walk to Transit Station | | Class I |
| | Local Bus Route | | Class II |
| | Local Bus Stop | | Class III |
| | Metrolink Tracks | | Planned Bike Path 2014 |
| | Vacant Parcels | | Class I |
| | Potential Opportunity Sites | | Class II |
| | Potential Planned Projects | | Class III |
| | Destinations | | |

FIGURE 3.45: POTENTIAL OPPORTUNITY SITES

3.4 FONTANA METROLINK STATION

The Fontana Metrolink Station is within Fontana’s Downtown District. It has 309 free parking spaces, Omnitrans bus transfer center and a small park. The station was completed in November 1993 and is owned and operated by the City of Fontana.

Located in Downtown Fontana, the Metrolink station serves as a Transit Plaza for area residents and visitors. Figure 3.46 illustrates the Metrolink station and the 1/2-mile station area encompassing downtown and surrounding residential uses. The Metrolink average weekday ridership was 418 for the fourth quarter of FY2014. As per the Metrolink parking utilization study, the parking utilization rate in 2014 was 70.2%. The site is one of Omnitrans highest ridership stations having 3,709 average weekday boardings, and is served by nine Omnitrans bus lines.



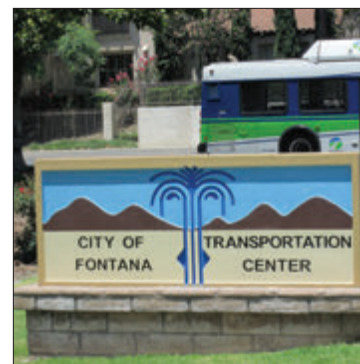
FONTANA METROLINK STATION

3.4.1 EXISTING LAND USES & ACCESSIBILITY

The Fontana Metrolink station area includes a mix of commercial, civic, educational and residential uses, as shown in Figure 3.47. Directly adjacent to the park-&-ride lot, at the corner of Sierra Avenue and Orange Way, is a small park. North of the railroad tracks along Sierra Avenue are the Civic Center, a new library and technology center, older small-scale retail, newer multi-family senior housing, constructed with assistance from redevelopment and single-family neighborhoods. South of the railroad tracks, near the station is a community center and multi-family senior housing and some industrial uses. Much of the area south of the railroad tracks is residential on small parcels with a concentration of suburban commercial, senior housing and educational facilities near Merrill Avenue. The study area has a number of non-profit uses in the area.



SENIOR HOUSING SOUTH OF FONTANA METROLINK STATION



SANTA FE PARK ADJACENT TO STATION

The station area is relatively built-out and is in the older portion of the city with small parcels and newer residential in the last few decades has been developing around the freeways on vacant lot to the north and south. Outside the study area to the north along Sierra Avenue is the 210 freeway where large parcels are developing as residential and commercial uses and to the south along Sierra Avenue near the I-10 freeway is Kaiser Hospital (a major employer), housing and major distribution centers. According to city management the study area is under-served by storm drains and sewers and storm drains are the biggest challenge for development.

3.4.2 EXISTING RELEVANT PLANS AND POLICIES

A. FONTANA GENERAL PLAN (Adopted October 21, 2003)

The City of Fontana’s General Plan is a blueprint for the long-range physical development of the City, addressing direct City services, as well as services and activities undertaken by allied entities in our community. The General Plan incorporates seven elements: Land Use, Circulation, Housing, Open Space & Conservation, Safety and Noise. A Community Design Element, an Economic Development Element, a Parks, Recreation and Trails Element, a Public Facilities, Services & Infrastructure Element, and an Air Quality Element have also been included in the plan in order to provide specific policy and implementation direction relating to these subject areas so critical to the future success of the City and quality of life of its residents.

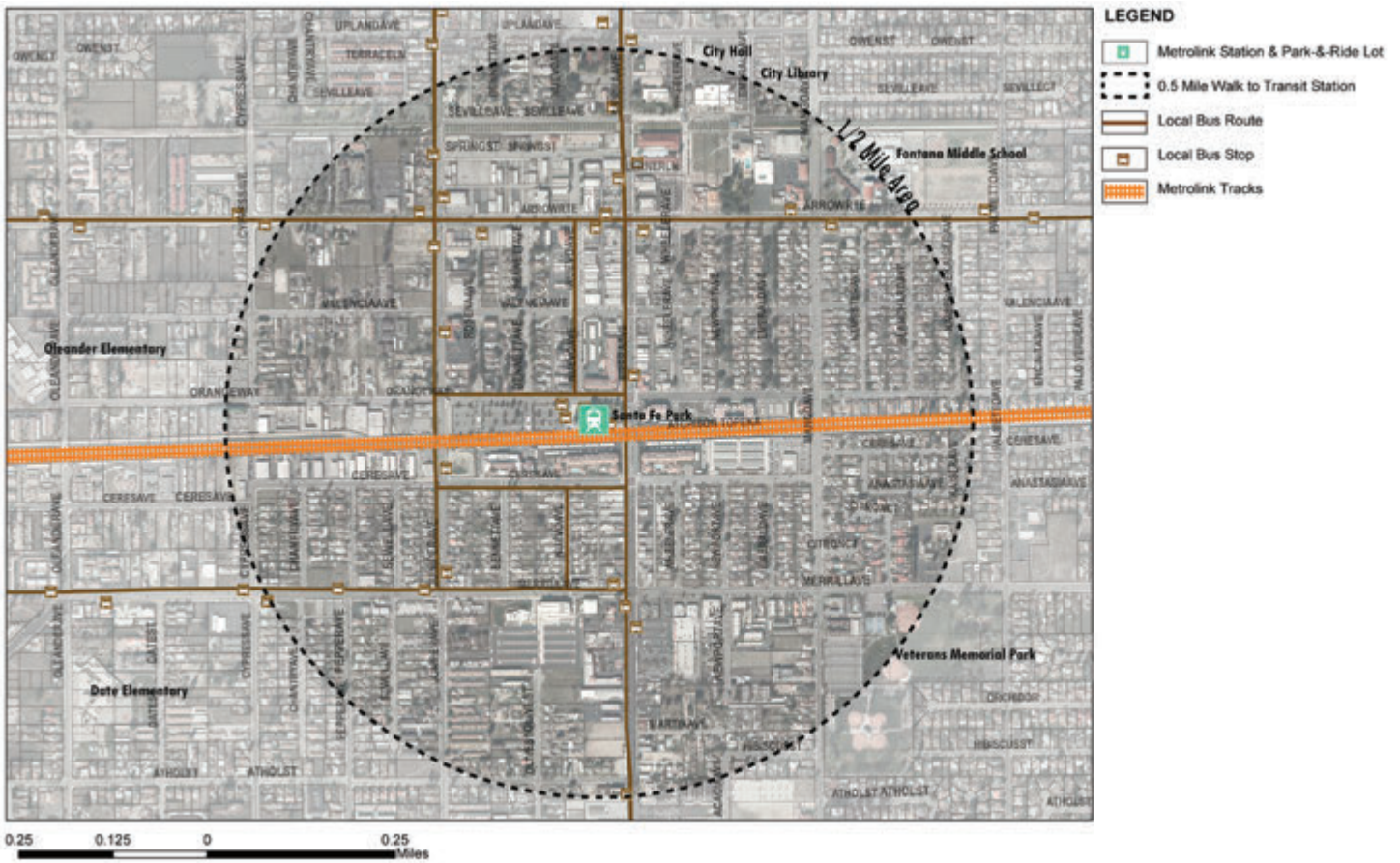


FIGURE 3.46: EXISTING STATION AREA AERIAL

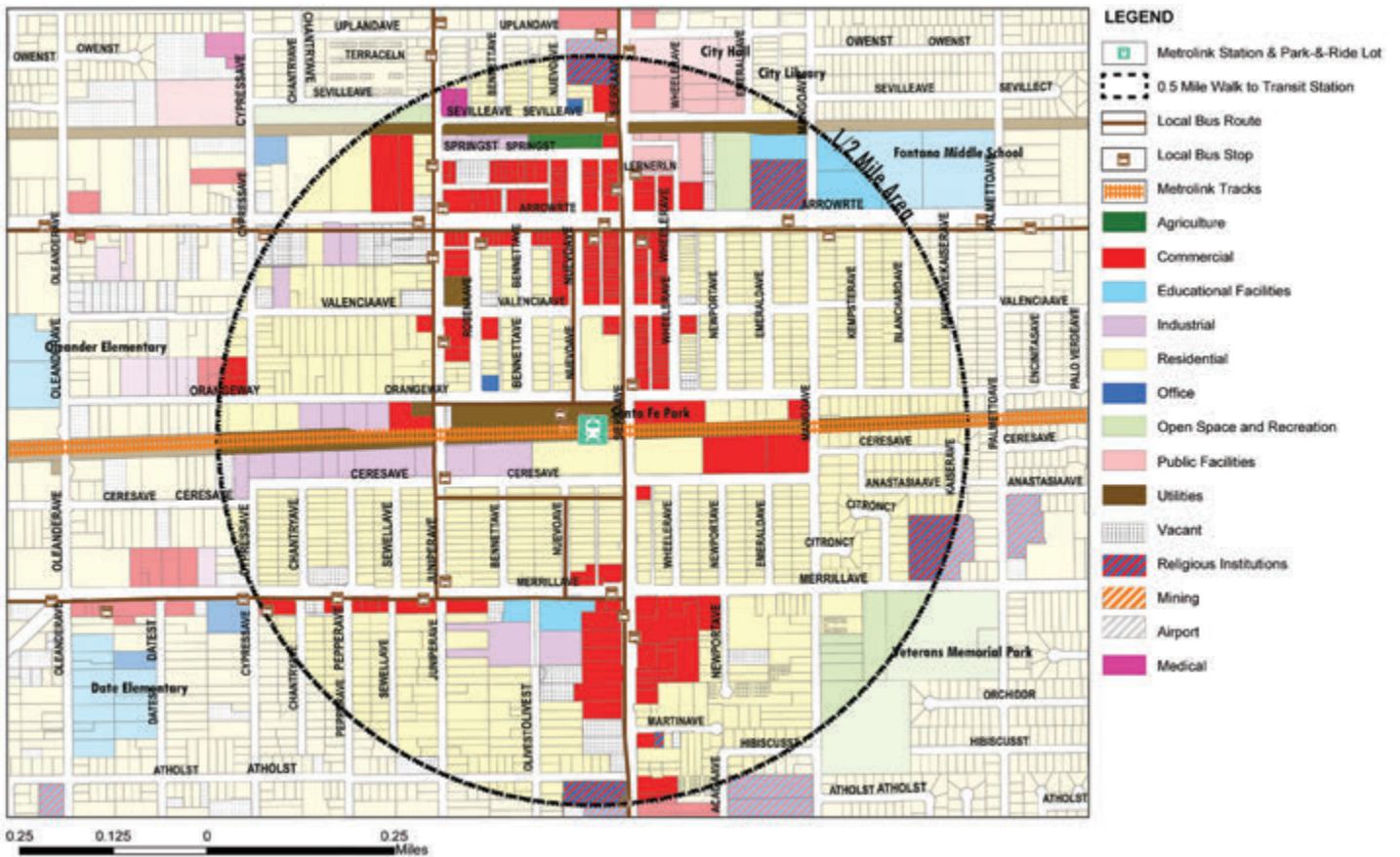


FIGURE 3.47: EXISTING LAND USES

The General Plan is guided by a vision statement which includes:

- * **Balanced Land Uses:** provide a broad range of new and infill-housing choices; acquire parklands and open space creatively including using utility easements; promote the development of land uses to support culture and arts in the City; attracting institutions of higher education
- * **Economic Vitality:** promote the City's competitive advantage, related to its proximity to rail; transform aging corridors into thriving boulevards by providing mixed use development; seek opportunities in the development of private recreation to offset deficits in public parkland; revitalize aging and blighted areas of the City; maintain existing industrial and distribution base and promote growth in other job-rich sectors
- * **Character and Image:** enhance a unified image and character of the City through site design, signs, lighting and landscaping; preserve views to the San Bernardino Mountains to the north and east, as well as the Jurupa Hills on the south; ensure a public perception of the City as being attractive because it is safe; allow opportunities for creative forms of development that creates a sense of place, including development that mixes residential, retail, entertainment, and office uses
- * **Downtown Fontana:** provide a mixture of activities and services, reinforcing Downtown as a safe and inviting destination; make Downtown easily accessible, on foot or by bicycle, from the Metrolink Station; develop vacant and underutilized lands adjacent to the Metrolink Station in urban uses that complement the vitality of Downtown
- * **Connectivity and Access:** enhance internal circulation corridors, access to freeways, and other major road corridors; connect individual neighborhoods into the fabric of the entire community with open space, bikeways, and trails; Link north and south Fontana and new developments
- * **The Citizens:** involve neighborhood residents, students and faculty in ongoing planning efforts as well as influencing citywide policy direction

A1. LAND USES

The General Plan land uses within the station area are described below and illustrated in Figures 3.48 and 3.49.

- * The Community Commercial designation is intended for retail development including shopping centers, and restaurants. Office and businesses providing professional services are also permitted.
- * The General Commercial designation is intended for retailing, wholesaling, and service activities, including automobile dealerships and malls. Office and businesses providing professional services are also permitted.
- * The Light Industrial designation is intended to include employee-intensive uses, including business parks, research and development, technology centers, corporate and support office uses, "clean" industry and supporting retail uses, auto, truck and equipment sales and related services
- * The Public Facilities designation identifies the locations of properties in public or quasi public ownership, such as existing schools; the facilities of public and quasi-public agencies such as the City, County water and sewer districts, and fire protection districts; and the locations of hospitals and quasi-public institutions.
- * The Recreation Facilities designation is used for regional and local parks, and any recreational facility operated by a public or quasi-public agency.
- * The Medium Density Residential category accommodates a range of housing types including multiple-family, single-family attached, and single family detached. This designation is intended for use near major arterial corridors and commercial and activity centers. It allows for 5.1-7.6 du/ac for single-family detached product type and 7.7-12 du/ac for single family attached or multiple family product type.
- * The Single Family Residential designation is intended to be typical suburban single-family detached residential development.

There is a Downtown Overlay designation. The overlay's boundaries are Foothill Boulevard on the north, and Merrill Avenue on the south, Juniper Avenue on the west and Mango Avenue on the east. This overlay designation is intended to facilitate the future redevelopment and revitalization of the Downtown area. In addition to the Downtown Overlay designation, there is a Boulevard Overlay Designation which is a flexible designation that is intended to apply, in conjunction with the underlying land use designations. This designation encourages focused commercial development at key roadway intersections, enhances flexibility in development by allowing for a complementary mix of higher density residential uses, professional offices, civic and institutional uses, and mixed-use projects that are compatible with those uses allowed by the underlying land use

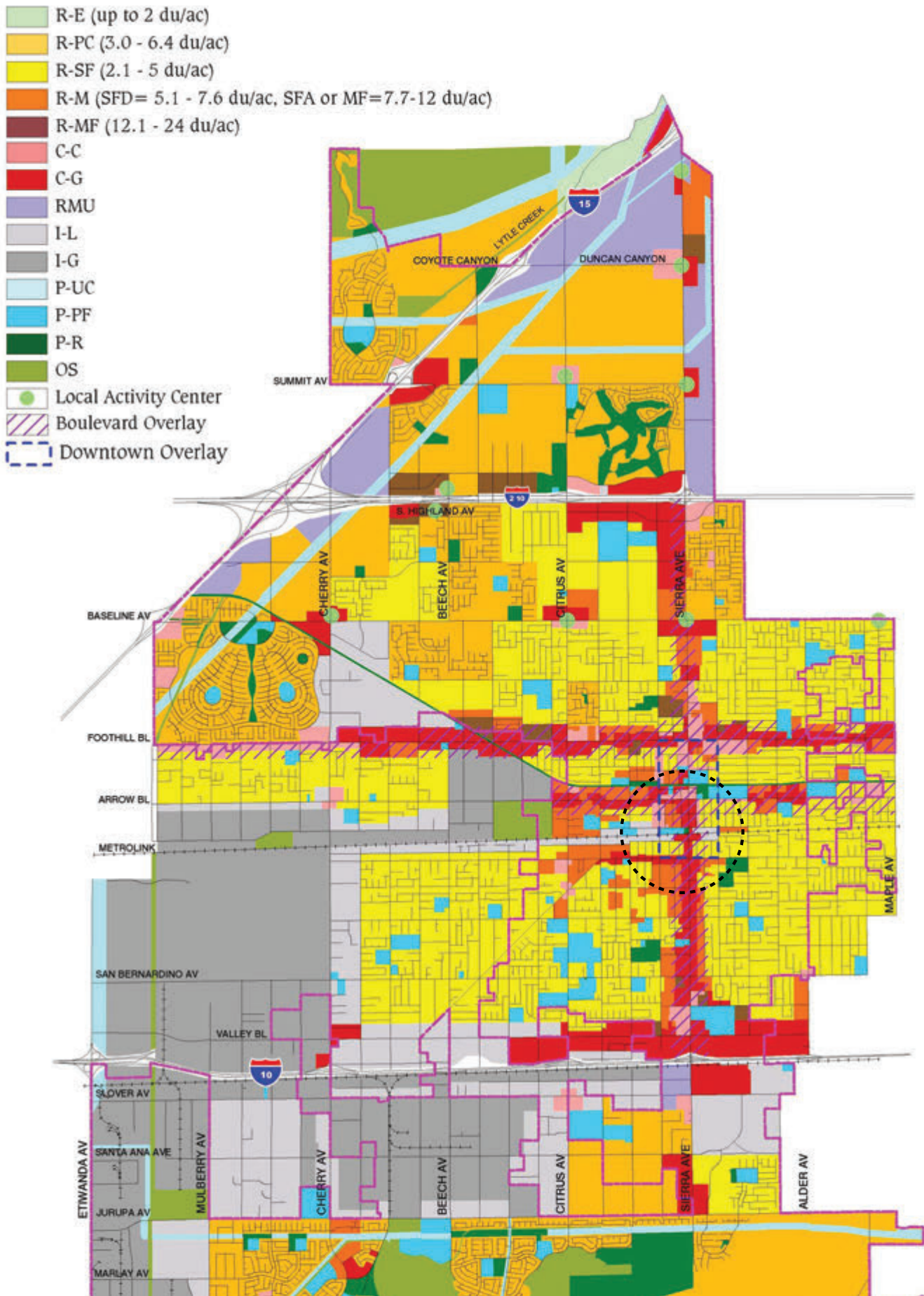


FIGURE 3.48: GENERAL PLAN LAND USES

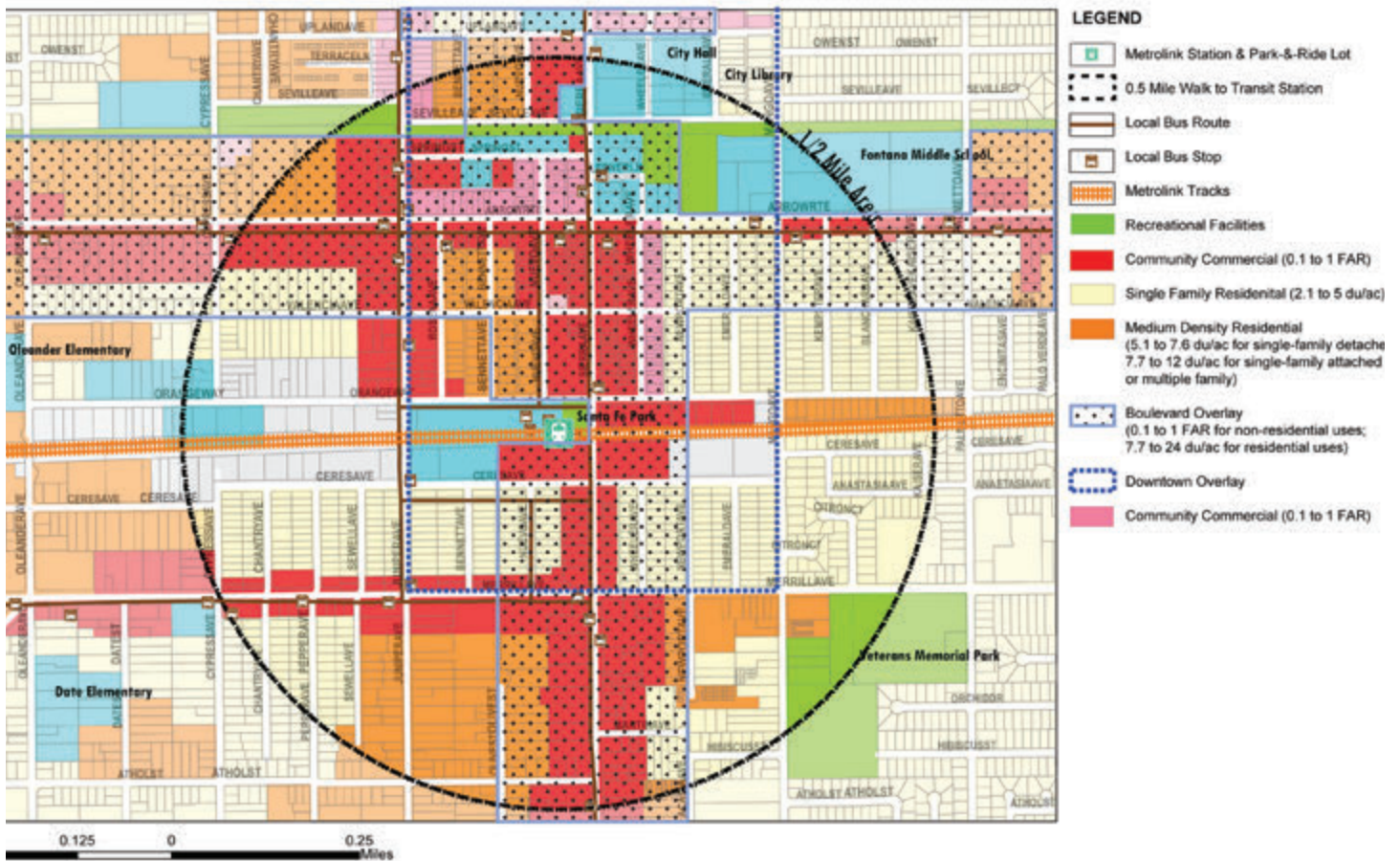


FIGURE 3.49: GENERAL PLAN LAND USES WITHIN 1/2-MILE OF THE STATION AREA

designated and provides a critical residential mass to support corridor commercial uses. It allows for 0.1 to 1.0 FAR for non-residential uses and 7.7 – 24 du/acre for residential uses.

The General Plan identifies area with infill opportunities in the central core of the City and significant development opportunity areas within its sphere of influence to the west and north, in a concentrated area south of Slover Avenue and east of Sierra Avenue, and south of Jurupa Avenue in the southeast corner of the City.

A2. CIRCULATION

Fontana is served by three regional freeway facilities. The San Bernardino Freeway (Interstate 10) which traverses the southern portion of the City, the Ontario Freeway (Interstate 15) which runs northeast-southwest through the northwest portion of the City and the Foothill (State Route 210) Freeway that runs east-west in the northern part of the City connecting Fontana with the Interstate 210 Freeway in Los Angeles County in San Dimas. The station area benefits from a generally regular north-south/east-west grid system of streets. The recommended future arterial street classifications and new connections are presented in Figure 3.50, Recommended Circulation Master Plan. Sierra Avenue is designated as Modified Major Highway with 110' ROW and 94' pavement width. Arrow Highway and a portion of Merrill Avenue between Cypress Avenue and Sierra Avenue is designated as Modified Primary Highway. Juniper Avenue, Mango Avenue and Orange Avenue are designated as Modified Secondary Highway with **XX' ROW and XX' pavement width**. The portion of Merrill Avenue between Sierra Avenue and Palmetto Avenue is designated as Secondary Highway with a 92' ROW and 68' pavement width. The proposed cross sections for these streets are shown in Figure 3.51.

B. ZONING

Zoning is a primary mechanism for implementing the general plan, providing development standards, allowable uses, and other regulations that directly implement the general plan. The proposed zones are consistent with the General Plan and

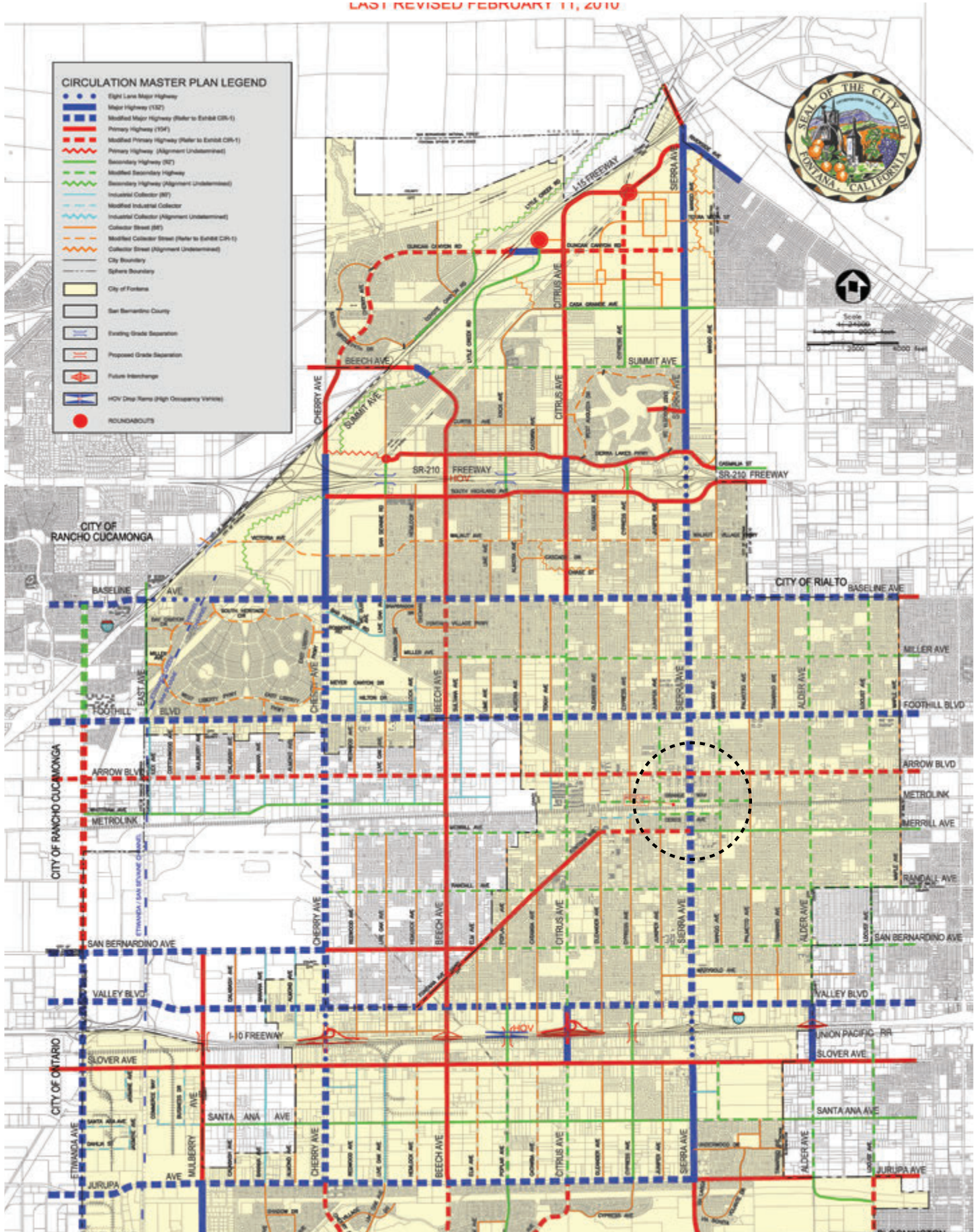
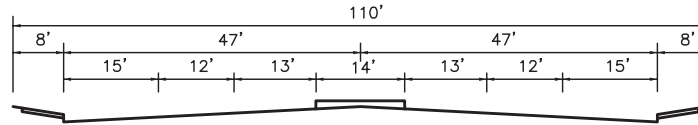
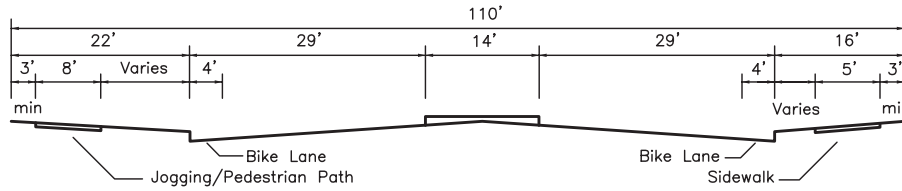


FIGURE 3.50: GENERAL PLAN CIRCULATION

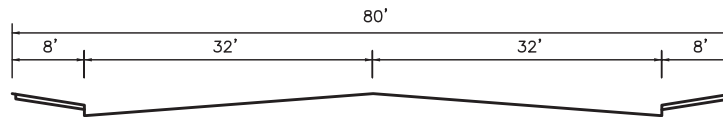
Modified Major Highway - (Added 8/6/02: Res No. 02-116)
Sierra Avenue between Foothill Boulevard and Merrill Avenue



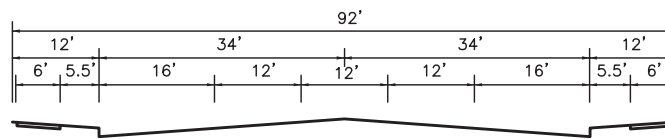
Modified Primary Highway - (Added 5/17/94: Res No. 94-96)
Cherry Avenue/Coyote Canyon Road from Summit Avenue
to the proposed Duncan Canyon/Interstate 15 interchange



Modified Secondary Highway - (Added 8/3/94: Res No. 93-97)
Orange Way from Juniper Avenue to Mango Avenue



Secondary Highway (Revised 12/18/90: Res No. 90-281)



City to Provide
Cross Section for Juniper & Arrow

FIGURE 3.51: GENERAL PLAN TYPICAL CROSS SECTIONS

zones the area along Sierra as General Commercial and calls for a Boulevard Overlay Zone, as shown in Figure 3.52.

C. DOWNTOWN FONTANA TRANSIT-ORIENTED DEVELOPMENT STUDY (Prepared in June 2010)

The purpose of this project was to draw intelligence from comparable transit stations across the country to understand the critical factors in achieving a truly transit-oriented, transit-serving Downtown, to identify the market potential and timing for new goods, services, and entertainment uses (and programming activities) that will ultimately result in the Downtown serving as a destination for residents and to identify residential prototypes and locations suitable for the Downtown that will help to create an urban, transit-oriented place.

The Downtown Fontana Transit-Oriented Development Study identifies a number of potential opportunity areas for higher density housing and commercial development. Four sites on the west side of Sierra Avenue were selected for further study: two sites north of Arrow Boulevard, the existing residential neighborhood between Arrow Boulevard and Orange Way, and the Metrolink Station parking lot, as shown in Figure 3.53.

The market assessment suggested that the demographics, retail business mix, and employment patterns would make it difficult for developers to attract typical transit zone residents to a new TOD project in Downtown Fontana. Because typical transit zone residents tend to be in more-affluent lifestyle segments, the study recommended implementing a plan for the Downtown area to provide retail, entertainment, and amenities targeted to the more-affluent lifestyle segments in the 3- and 5-mile areas around the station including:

- * Targeted retailers with an emphasis on family furniture, apparel, and restaurants.
- * Entertainment and activities with have a family focus, such as ice- and roller-skating, skate parks, and youth and family bicycling.
- * Residential sample product types such as triplexes, paired homes, row townhouses, motorcourt, live-work, cottage cluster and green court that can be implemented based on targeted lifestyle segments, the quality of their design, orientation to the street, and price points feasible for the likely Downtown market in the next ten years.

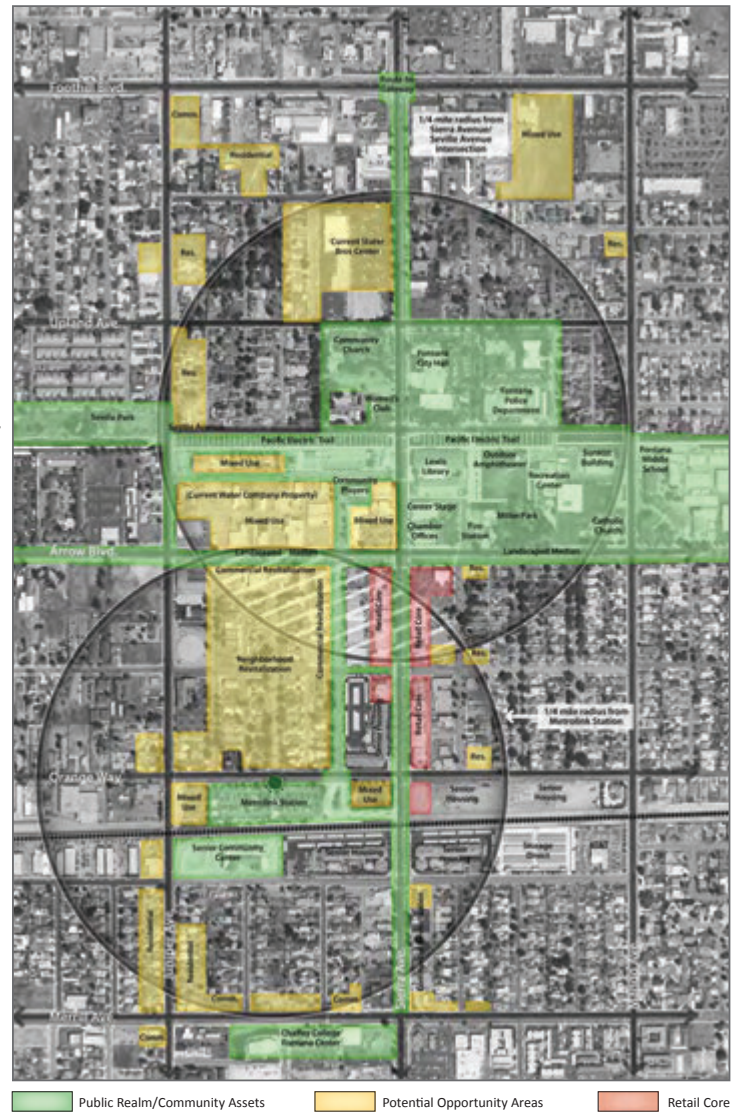


FIGURE 3.53: ASSET EVALUATION

D. SAN BERNARDINO COUNTY NON-MOTORIZED TRANSPORTATION PLAN (Revised November 16, 2013)

Fontana’s non-motorized bicycle network has expanded significantly since the last update to the Non-Motorized Transportation Plan. The City has finished construction on the Pacific Electric Trail, that is a continuous Class I trail from Fontana to the Los Angeles County Line. With the completion of the Pacific Electric Trail, 8.86 miles of Class I bikeways exist in Fontana. Within the study area is the constructed Pacific Electric Trail and planned Class II and Class III bikeways. The City has striped 27.64 miles of Class II bike lanes, mostly on major transportation corridors throughout the City. There also exists 4.85 miles of Class I facilities. The bike lanes provide connectivity to commercial, residential, educational and recreational amenities throughout the city, as shown in Figure 3.54.

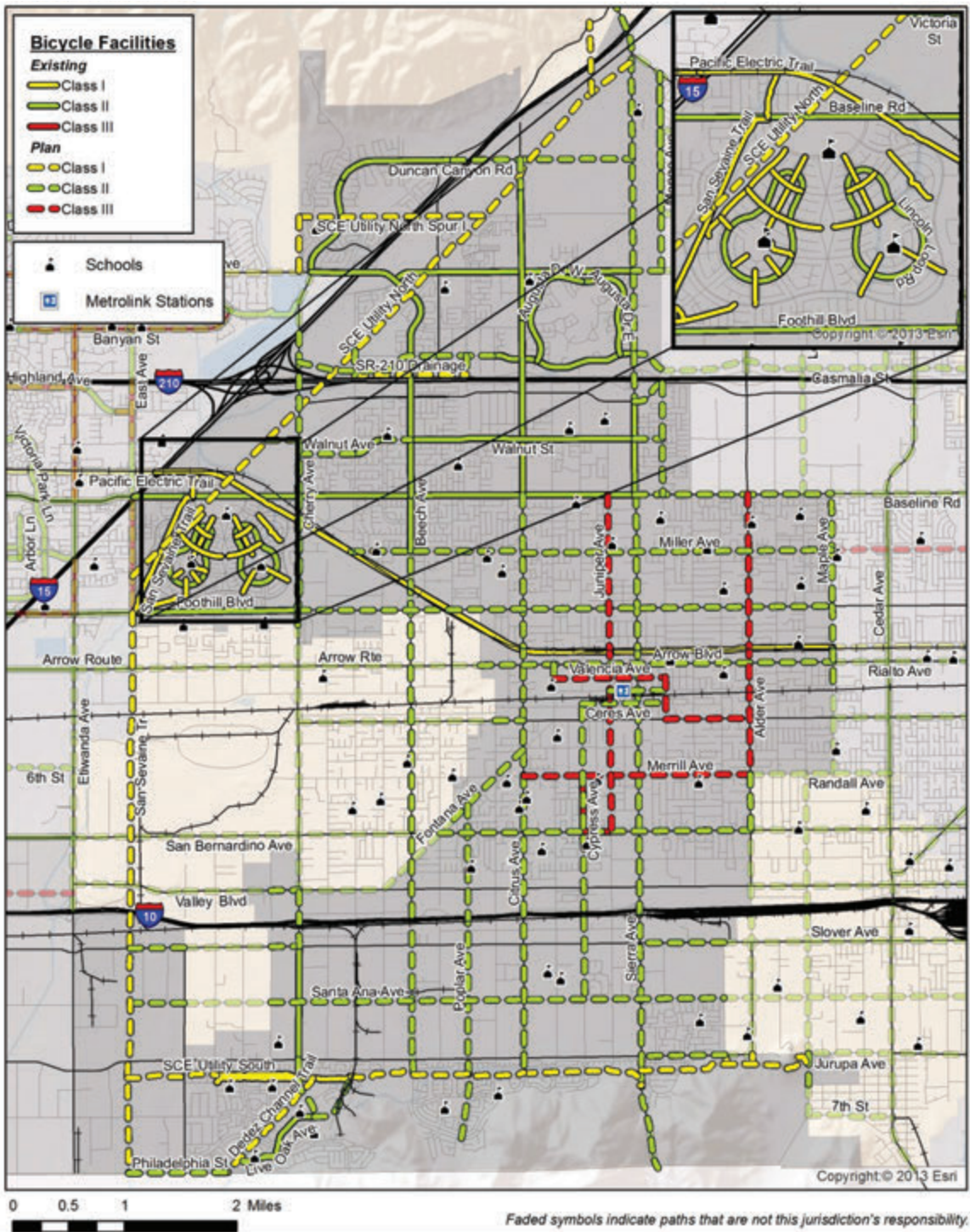


FIGURE 3.54: EXISTING AND PLANNED BICYCLE FACILITIES

E. SANBAG IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS

The following are the recommended pedestrian and bicycle catchment area improvements. These improvements are shown in Figures 3.55 and 3.56.

- * Lighting
- * Trees
- * Curb extensions
- * Crosswalk and sidewalk improvements
- * Additional bicycle parking options at station
- * Key bicycle corridor development along Arrow, Citrus, and Juniper

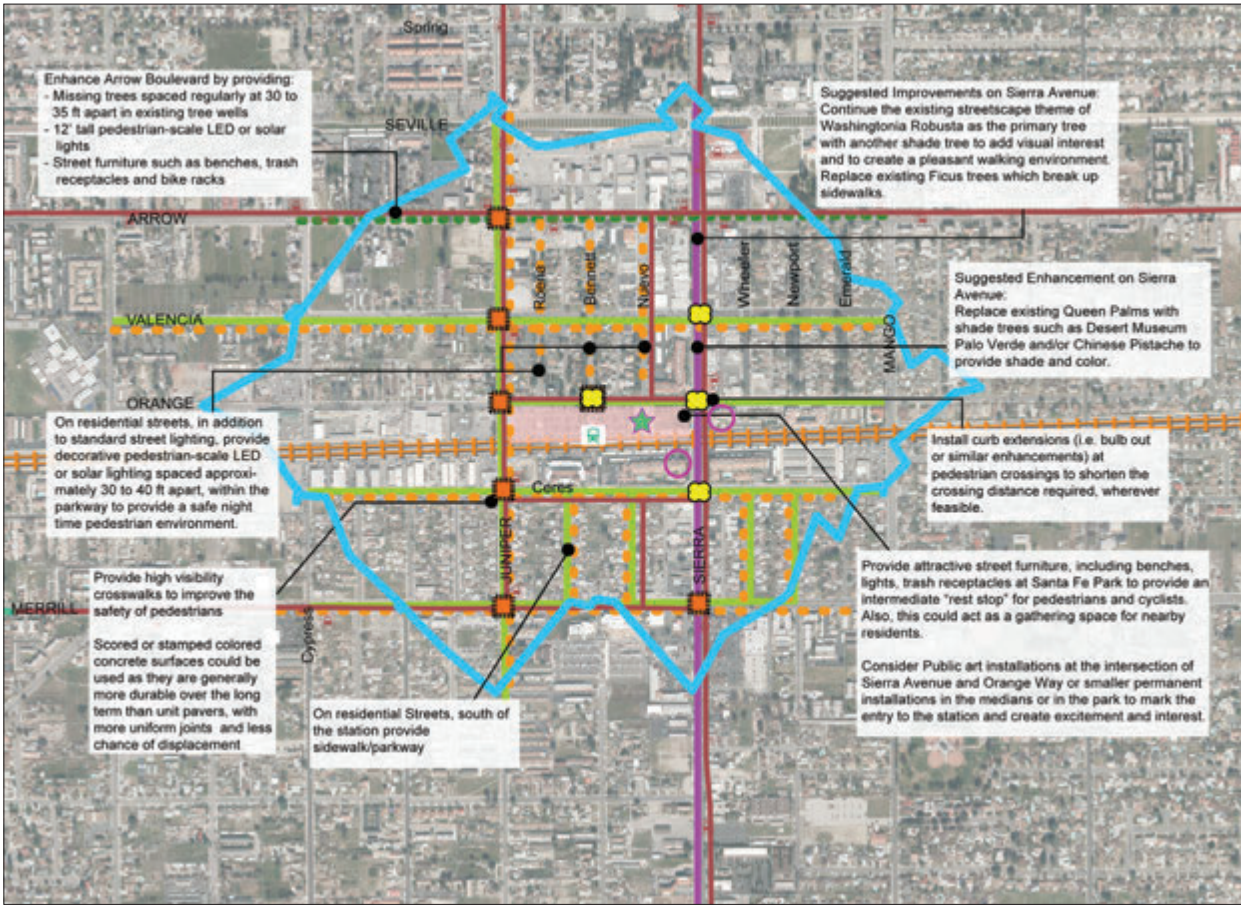


FIGURE 3.55: PROPOSED PEDESTRIAN IMPROVEMENTS

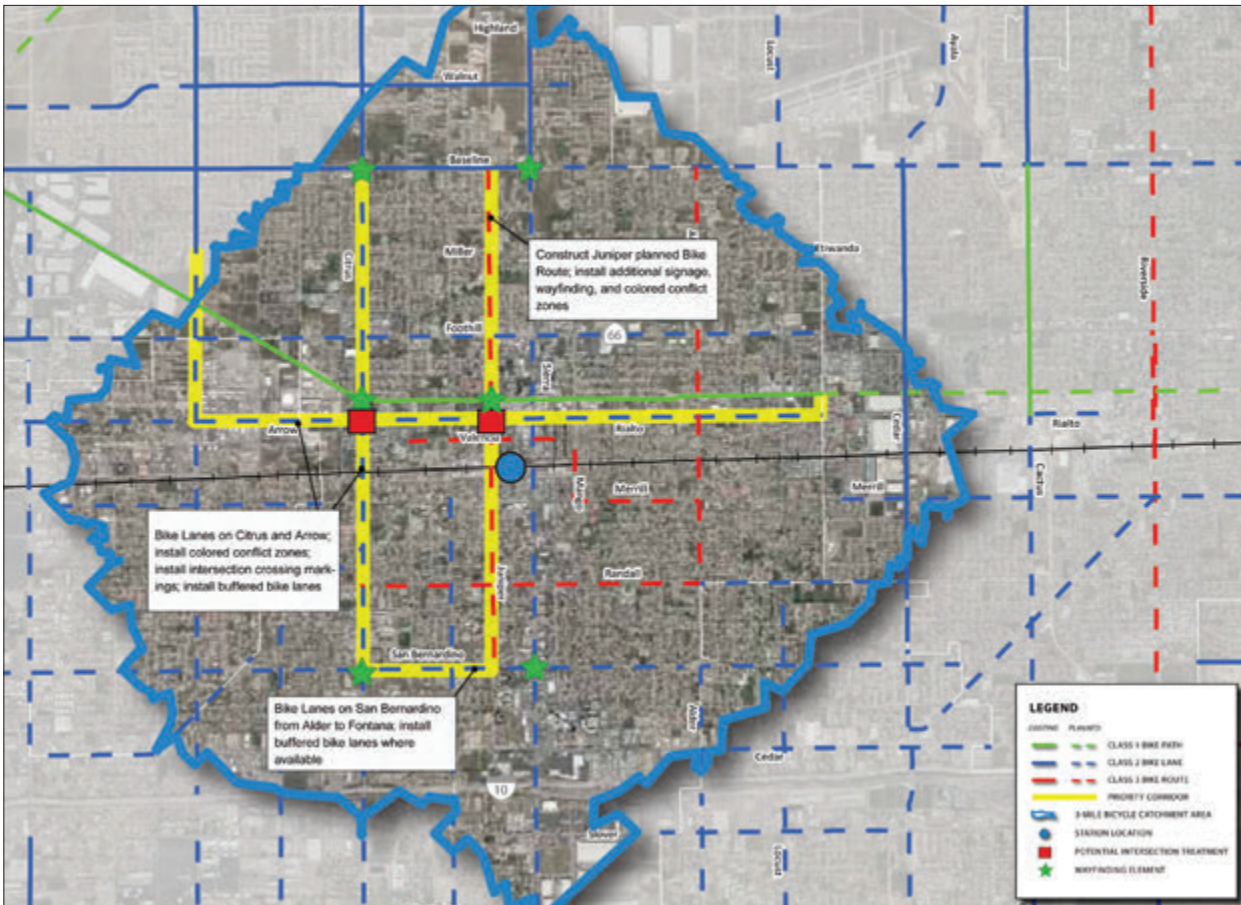


FIGURE 3.56: PROPOSED BICYCLE IMPROVEMENTS

- * Mid-block crossing improvements along the Pacific Electric Trail

3.4.3 OWNERSHIP

Figure 3.57 shows publicly owned parcels within the station area. The area shown in yellow under Redevelopment will change due to demise of Redevelopment in the state of California. The state has approved the City's Long Range Deposition Plan addressing properties owned by Redevelopment and determined the successor agency properties to be retained by the City which include:

- * A property adjacent to the Pacific Electric Trail for a historic building renovation for a train depot museum.
- * A property on the northeast corner of Sierra Avenue and Arrow Highway for human resources and fire station.
- * A property containing the community center directly south of the Metrolink station and tracks.

Properties that must be sold by the successor agency include:

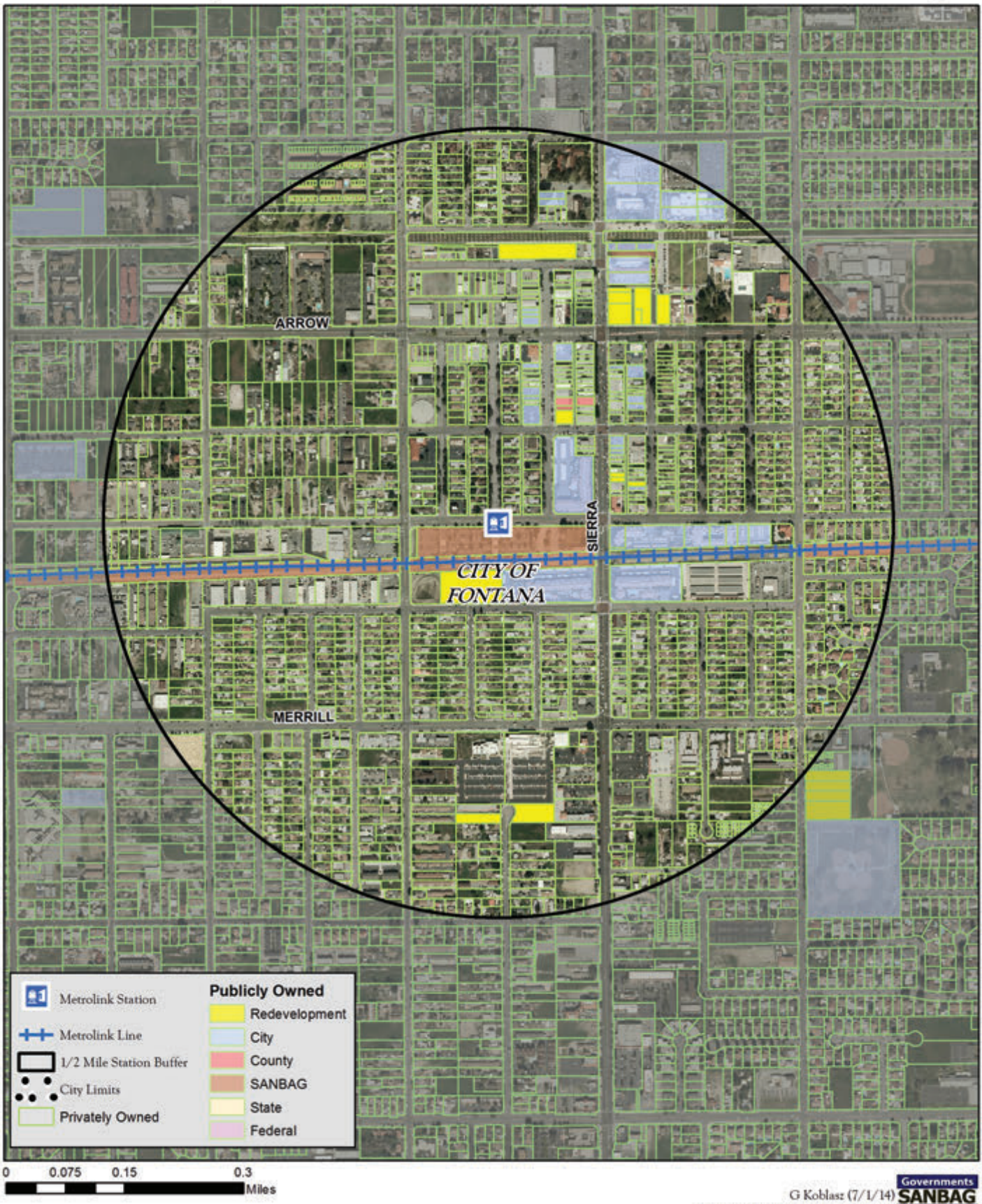
- * A property south of Merrill Avenue.
- * Small properties on west side of Sierra Avenue north of the railroad.

3.4.4 PLANNED OR PROPOSED PROJECTS

Figure 3.58 shows development and capital improvement projects currently being implemented within the station area. In addition, the city has a planned amphitheater adjacent to the Pacific Electric Trail, behind the library. The \$10 million dollar project is designed, but funds are not available for construction.

3.4.5 POTENTIAL OPPORTUNITY SITES

Figure 3.59 identifies a number of potential opportunity sites for higher density housing and/or employment uses or other transit-supportive uses,



G Koblasz (7/1/14)
 Requests/TimB/ArriveBriefingBook
Governments SANBAG
 Working Together

FIGURE 3.57: PUBLICLY OWNED PARCELS WITHIN 1/2-MILE OF THE STATION AREA

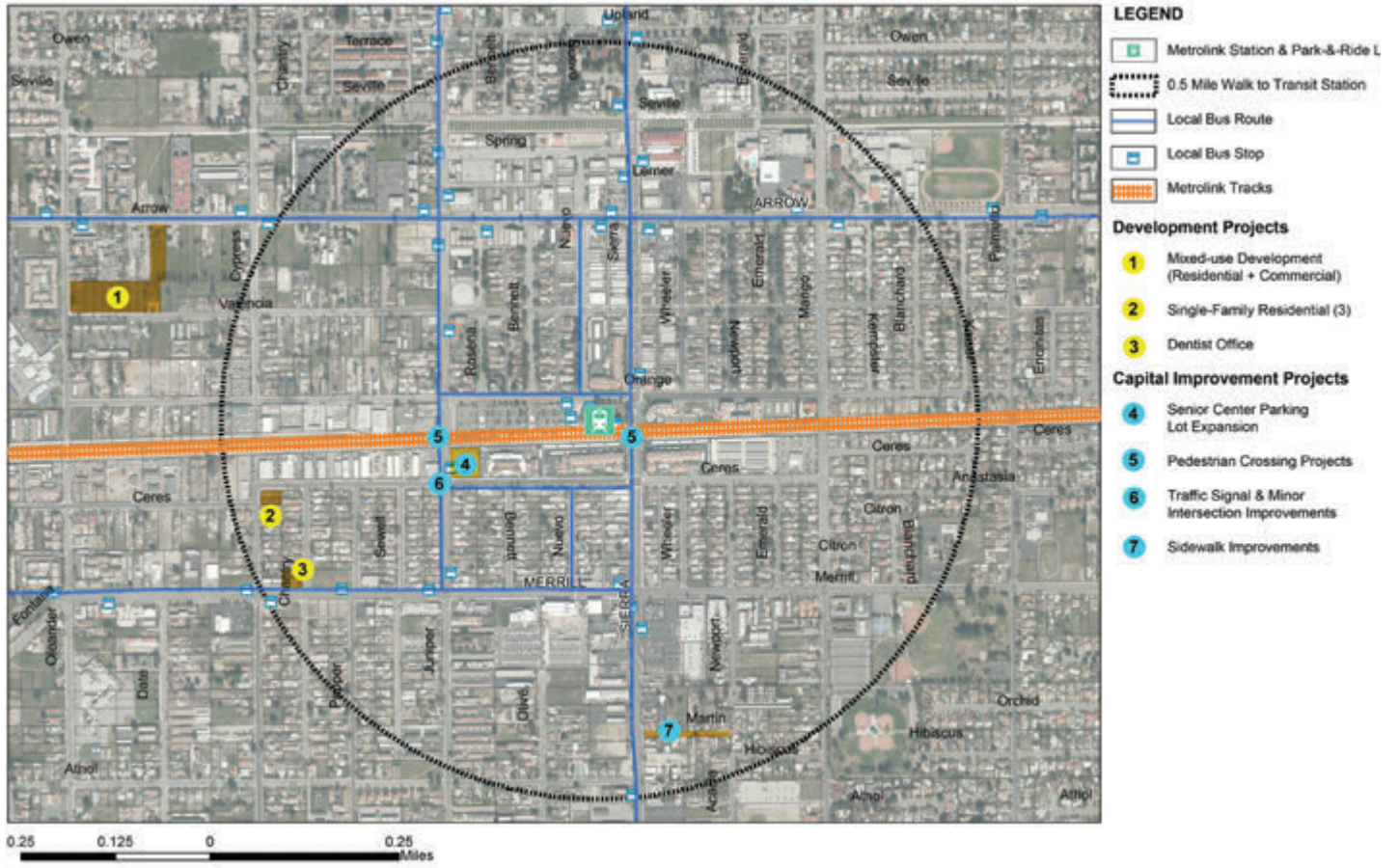
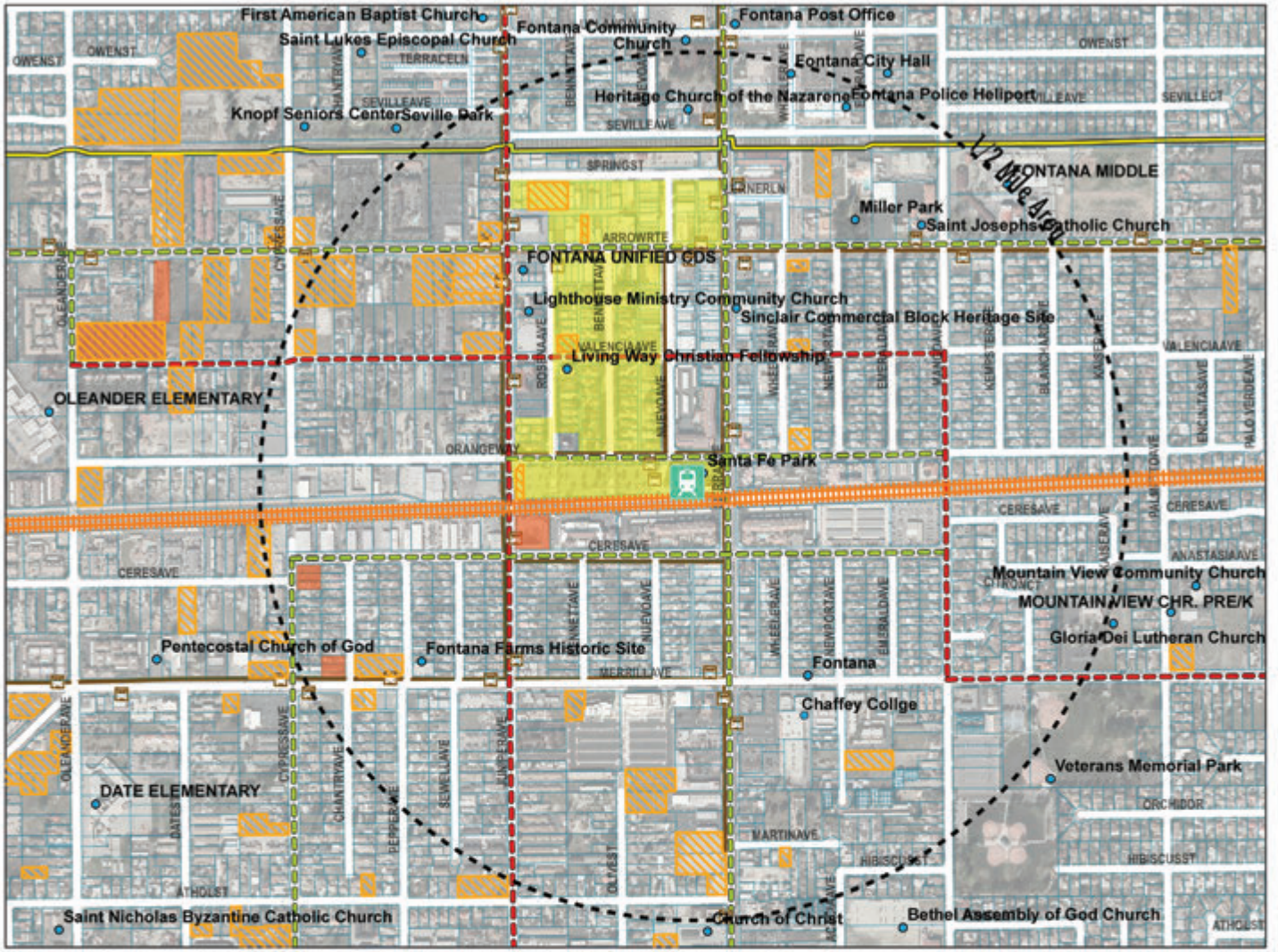


FIGURE 3.58: DEVELOPMENT AND CAPITAL IMPROVEMENT PROJECTS WITHIN 1/2-MILE OF THE STATION AREA



0.25 0.125 0 0.25 Miles

LEGEND

Metrolink Station & Park-&-Ride Lot	Existing Bike Path 2014
0.5 Mile Walk to Transit Station	Class I
Local Bus Route	Class II
Local Bus Stop	Class III
Metrolink Tracks	Planned Bike Path 2014
Vacant Parcels	Class I
Potential Opportunity Sites*	Class II
Potential Planned Projects	Class III
Destinations	

* Source: Downtown Fontana Transit-Oriented Development Study

FIGURE 3.59: POTENTIAL OPPORTUNITY SITES

3.5 RIALTO METROLINK STATION

The Rialto Metrolink station is located west of Riverside Avenue and is accessed from Rialto Avenue and the tree-lined Orange Avenue. It has an attractive enclosed station, park-&-ride with 208 spaces and passenger platforms, shelters and amenities adjacent to the tracks. It has the lowest ridership for Metrolink with 249 average weekday boardings in the fourth quarter of FY2014. According to the Metrolink parking utilization study, the parking utilization rate in 2014 was 67.8%. One Omnitrans route, route 22 serves the station and has 21 average weekday boardings.



RIALTO METROLINK STATION

Located immediately west of Riverside Avenue in Downtown Rialto, The ¼ mile station area is characterized by a revitalized commercial area, along Riverside Avenue, the City Hall, Post Office, older commercial and residential neighborhoods, and considerable vacant land.

3.5.1 EXISTING LAND USES

Located in Downtown Rialto, the Metrolink station serves as a Transit Plaza for area residents and visitors. It is surrounded by a mix of commercial, civic, industrial, some residential land uses and a number of vacant properties (many owned by city). Downtown Rialto presents the image of a small town, with an attractive pedestrian-oriented main shopping street on Riverside Avenue, supporting employment and civic uses and surrounding residential neighborhoods.



DOWNTOWN RIALTO HAS PEDESTRIAN-ORIENTED MAIN SHOPPING STREET

Within the station area, Rialto's civic heart is located two blocks north of the Metrolink Station. Consisting of the City Hall, Library, Post Office, and Police and Fire departments, the civic uses form a strong presence in the station area. The associated employees and visitors represent a base of people that are Downtown daily and spend time and money while there. Despite the Civic Center's age and relatively small size, its role as the functional heart of the City is critical in this station area's past and present. However, the station is aging and its infrastructure needs updating. Industrial uses are located west of Willow Avenue. Several vacant and underutilized uses along Rialto Avenue between Willow Avenue and Sycamore Avenue detract from the overall tidy appearance and create a sense of discomfort and uncertainty for investors, but at the same time present a great opportunity for transit-oriented uses, as shown in Figures 3.60 and 3.61.

3.5.2 EXISTING RELEVANT PLANS AND POLICIES

A. RIALTO GENERAL PLAN (Adopted December 2010)

Rialto's General Plan is based on these four guiding principles: Rialto Is a Family First Community, Rialto Shall Attract High-Quality New Development and Improve Its Physical Environment, Rialto's Economic Environment is Healthy and Diverse and Rialto Is an Active Community. To meet State requirements, respond to Rialto's needs, and provide an easy-to-read document, the General Plan is organized into eight chapters including:

- * Managing the Land Supply: Land Use, Open Space, Community Design, and Conservation
- * Investing in the Future: Economic Development, Redevelopment, Infrastructure, and Public Services and Facilities
- * Making the Connections: Circulation
- * Creating Great Neighborhoods: Safety and Noise
- * Where We Live: Housing

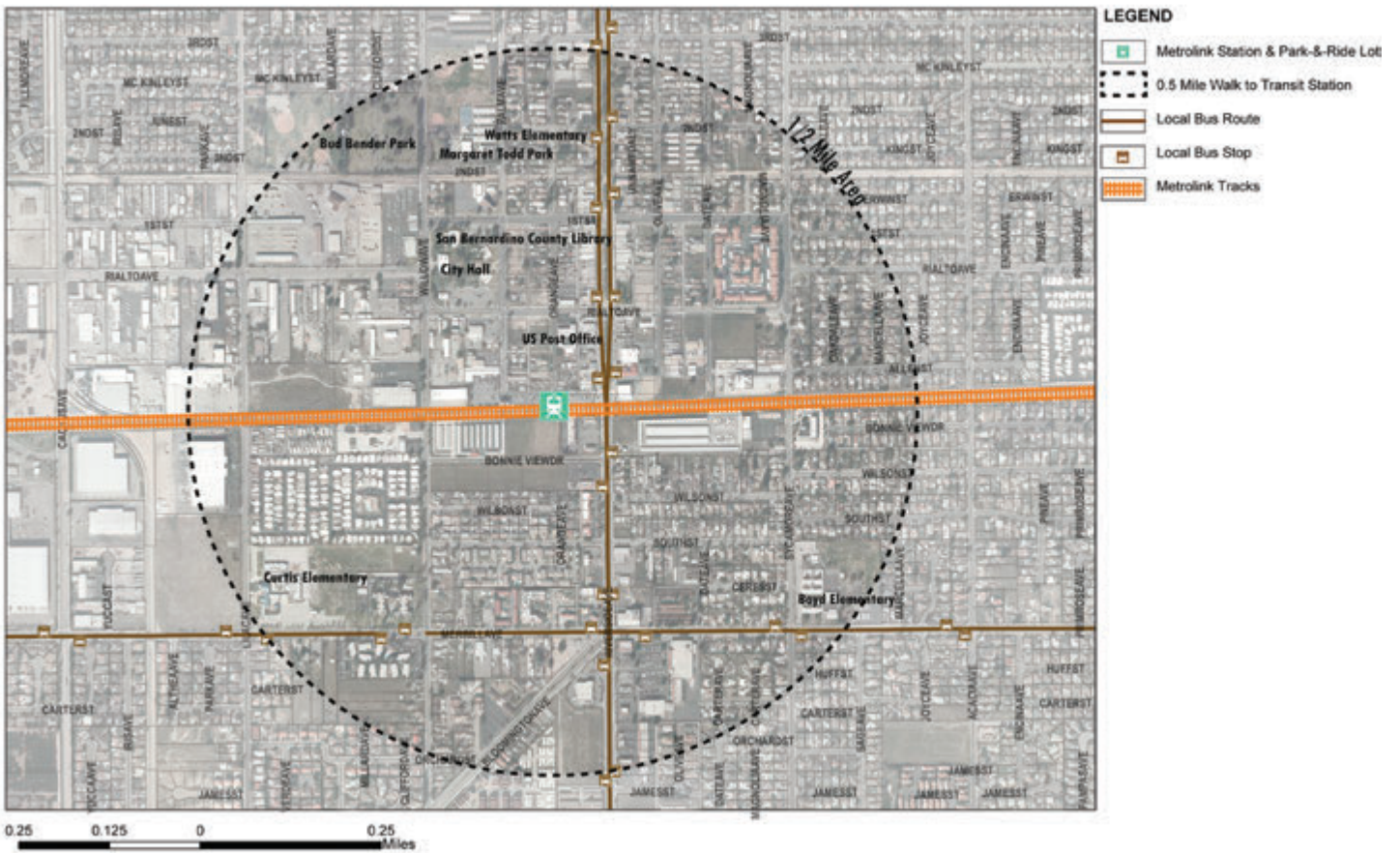


FIGURE 3.60: EXISTING STATION AREA AERIAL

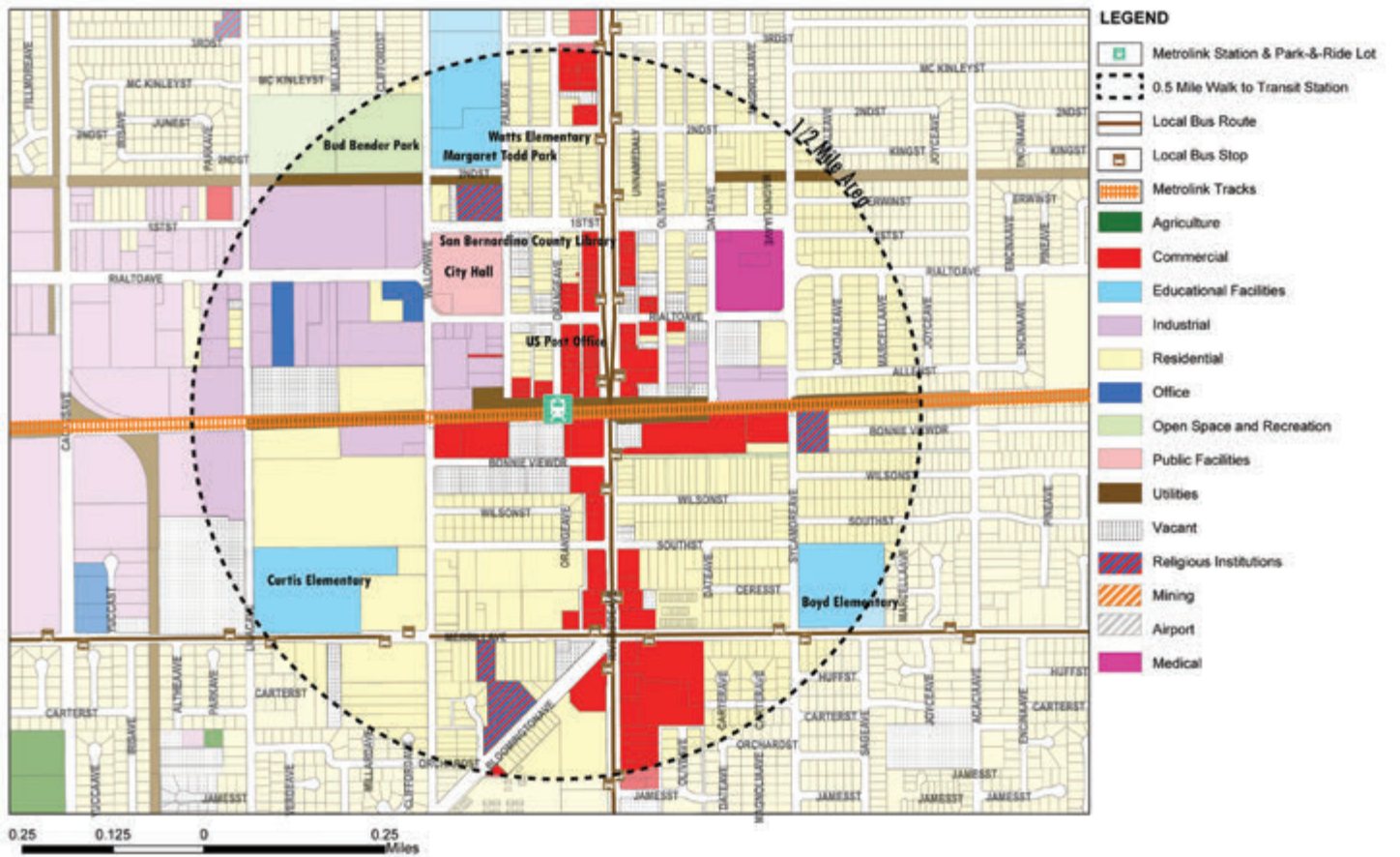


FIGURE 3.61: EXISTING LAND USES

- * Our Roots: Cultural and Historic Resources
- * The Operating Manual: Implementation Plan

A1. LAND USE

The area along Riverside Avenue is primarily designated as Downtown Mixed-use to facilitate development of a complementary mix of retail and commercial, dining, entertainment, and residential uses within walking distance of each other and the nearby Metrolink station and Civic Center, which allows for 6.1- 60 du/ac with a maximum FAR of 1.5. Residential designations within the station area allows for 2.1 du/ac to 30 du/ac (see Figures 3.62 and 3.63). A few school facility and public facility are also located within the station area. Within the station area the General Plan policies focus on infilling vacant and underutilized sites around Downtown that are suitable for higher-density housing to support commercial uses in Downtown.

The Downtown Rialto Development Opportunity Area allows for integration of mixed uses, residential development, bus and Metrolink transit services, a lively “Main Street,” and civic uses to create a dynamic downtown village and a pedestrian-friendly environment. The General Plan also encourages and supports fixed-route transit, BRT, regular bus service, a comprehensive bicycle network, and walking. The former Pacific Electric right-of-way offers an opportunity for regional bikeway connections. The General Plan has a measure to pursue funding to construct the Pacific Electric Bicycle Trail and include amenities for bicyclists and pedestrians.

A2. CIRCULATION

Figure 3.64 establishes a hierarchy of street classifications that allows vehicles to move efficiently through Rialto, with arterials adapted to provide for safe pedestrian movement at intersections. Complementing the road network are designated routes for transit (Figure 3.65). Riverside Avenue north of the Metrolink tracks is designated Modified Arterial with a 120' ROW and 90' pavement width, whereas south of the tracks it is designated a Major Arterial with a 120' ROW and 96' pavement width to provide another lane to accommodate the heavy traffic flow on Riverside Avenue near the I-10 freeway interchange. Rialto Avenue, west of Willow Avenue is designated as a Major Arterial with a 120' ROW and 96' pavement width. 1st Street and Rialto Avenue between Willow and Sycamore Avenues are designated as Secondary Street with a 88' ROW and 64' pavement width. Willow and Sycamore Avenues are designated as Collector Streets with a 64' ROW and 40' pavement width. The proposed cross sections of these streets are shown in Figure 3.66.

B. ZONING CODE

Zoning within the station area is fairly consistent with the General Plan designation, as shown in Figure 3.67. The station area west of Willow Avenue is primarily zoned Light Industrial and is dominated by residential development. The rest of the station area is dictated by the Rialto Central Area Specific Plan described below.

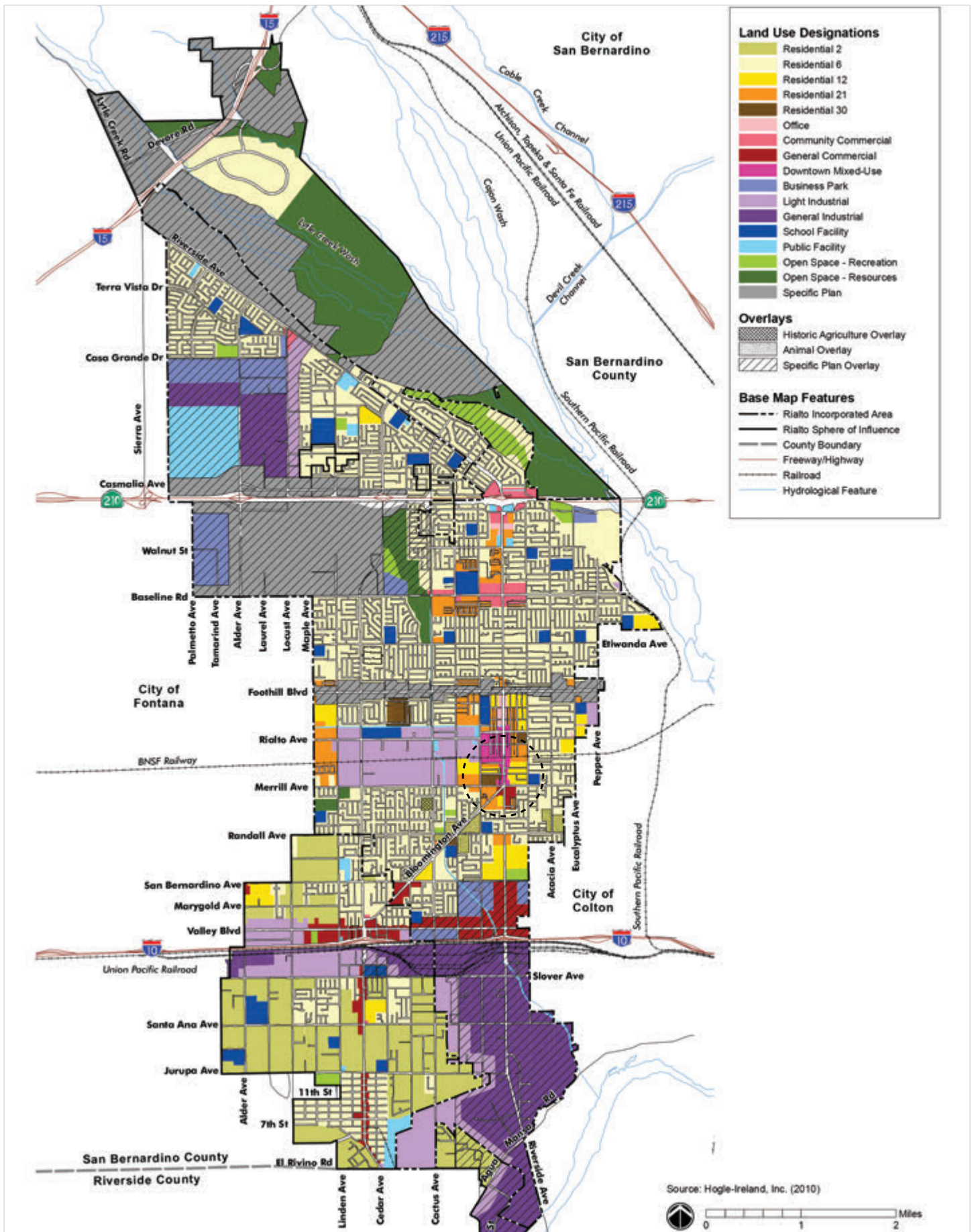


FIGURE 3.62: GENERAL PLAN LAND USES

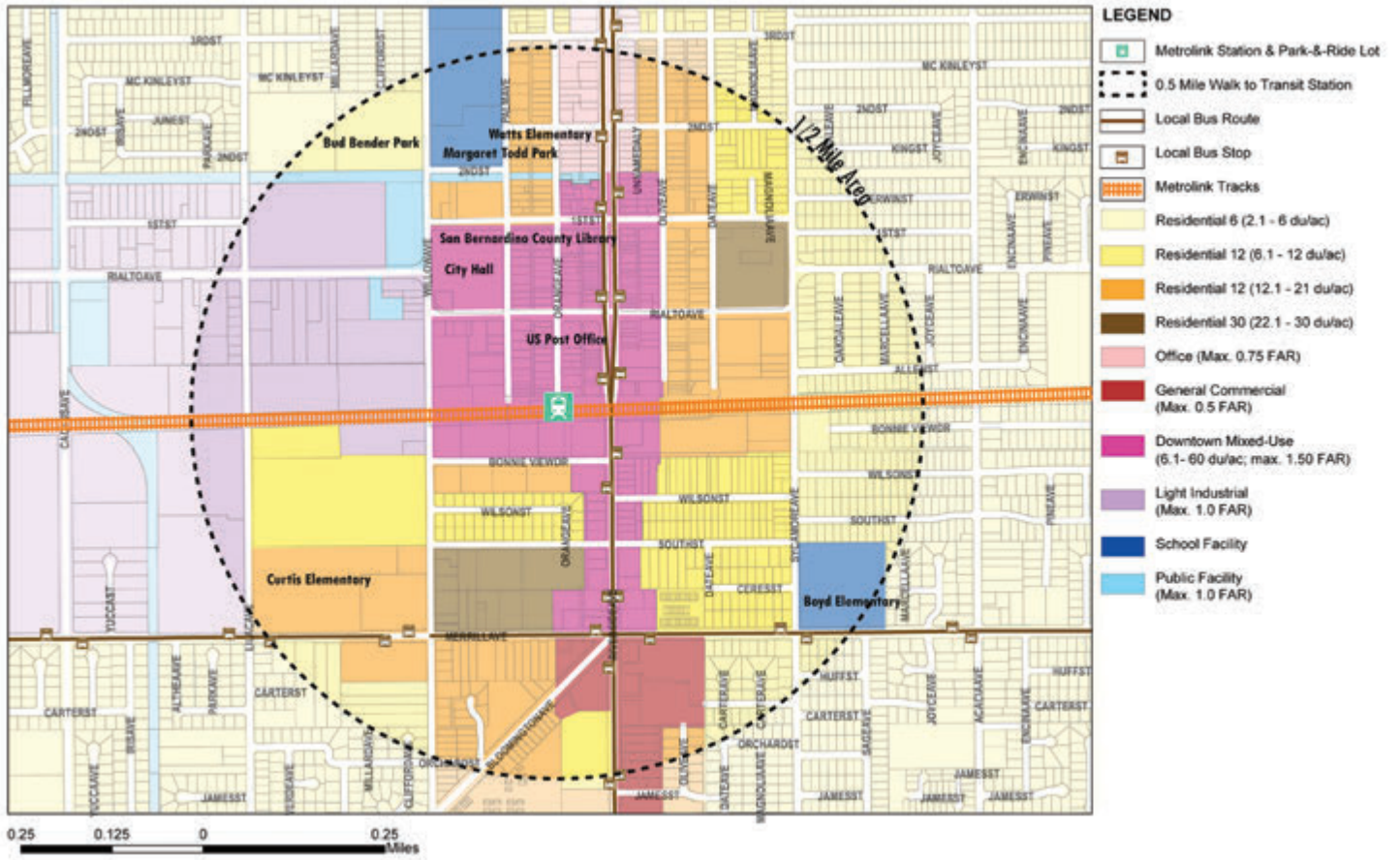


FIGURE 3.63: GENERAL PLAN LAND USES WITHIN 1/2-MILE OF THE STATION AREA

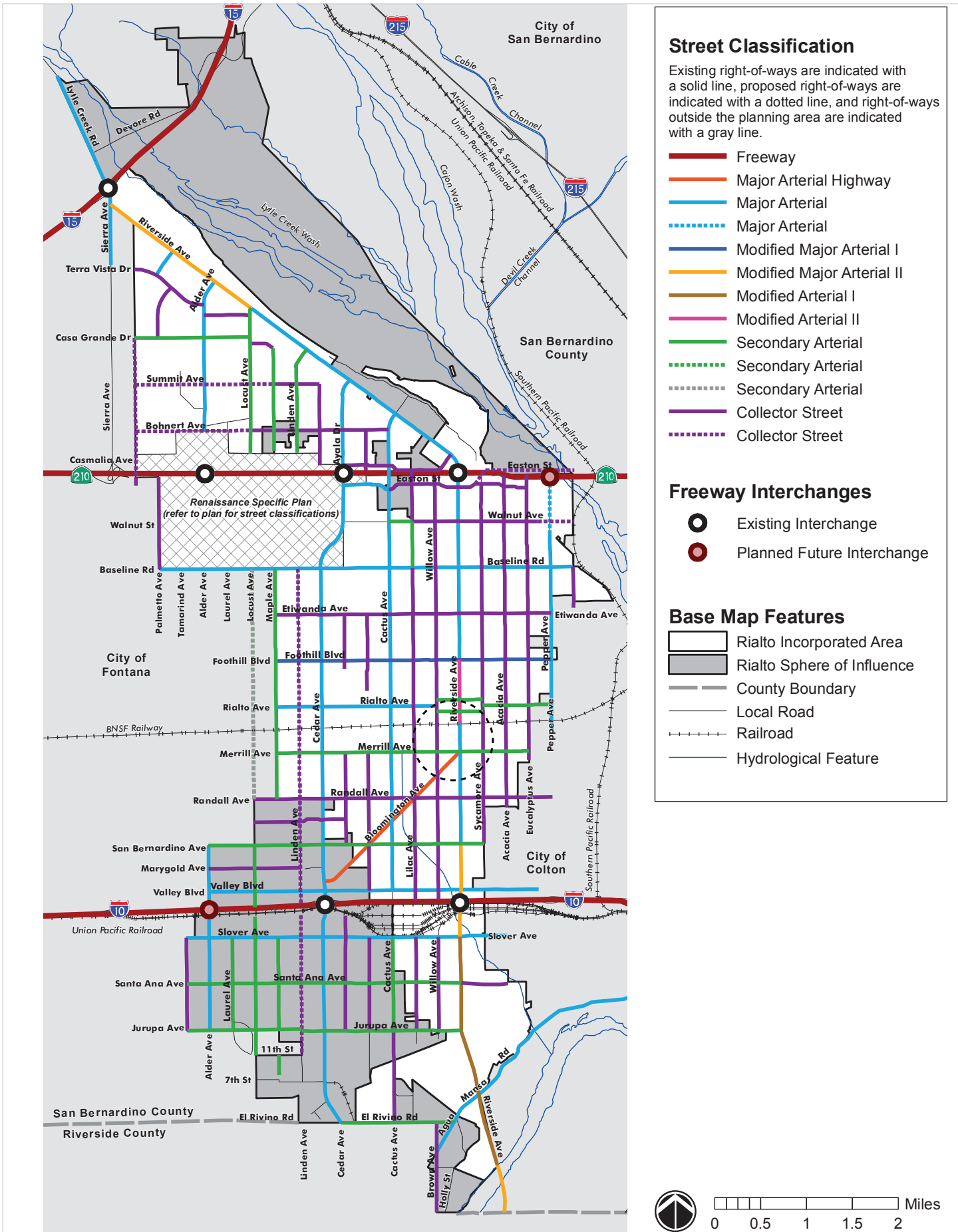


FIGURE 3.64: GENERAL PLAN STREET CLASSIFICATION

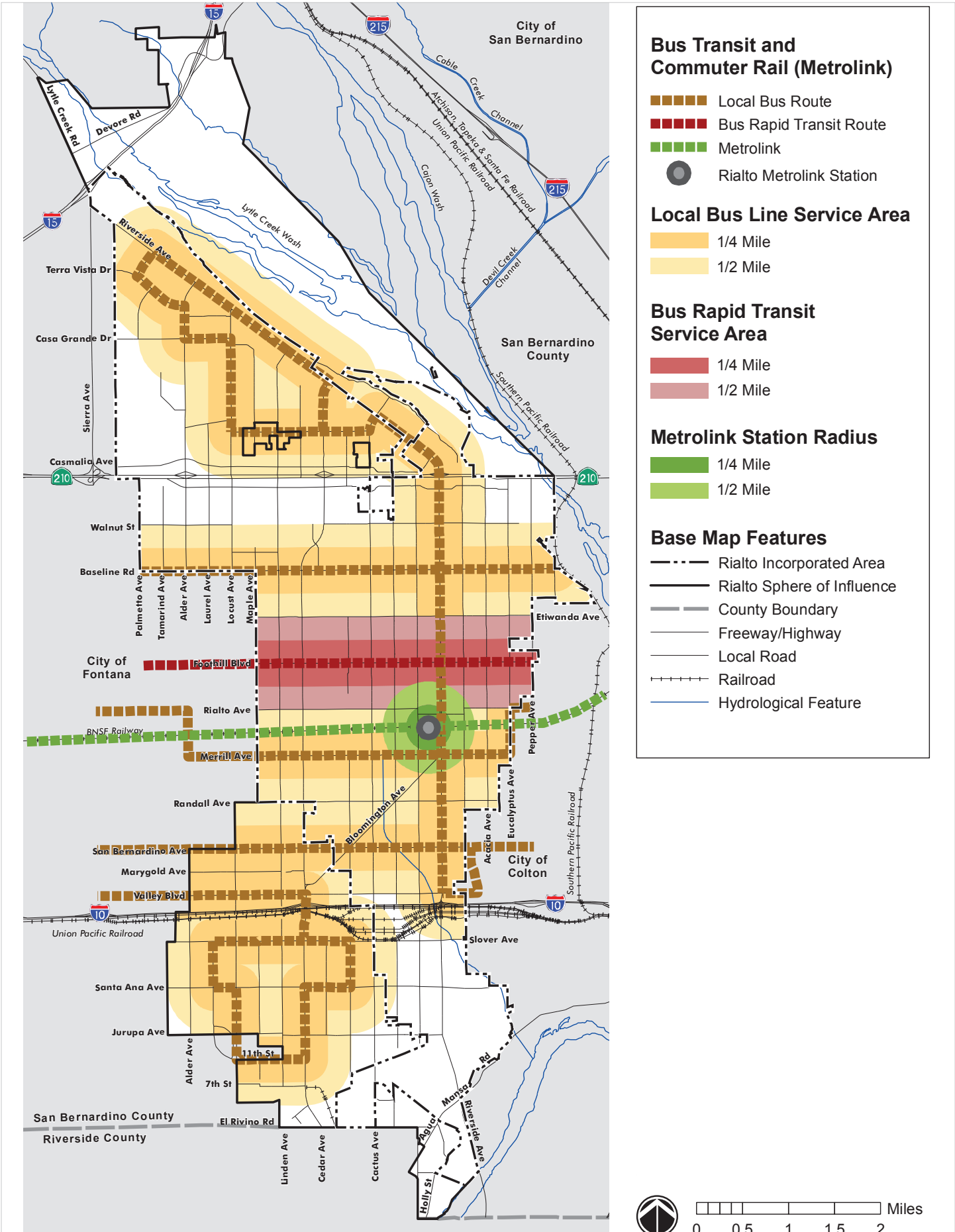


FIGURE 3.65: GENERAL PLAN BUS TRANSIT AND COMMUTER RAIL NETWORK

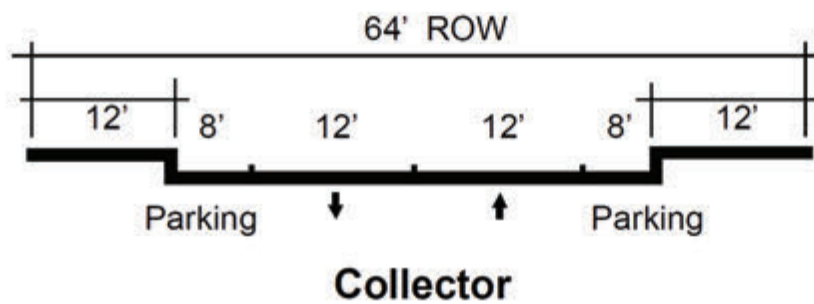
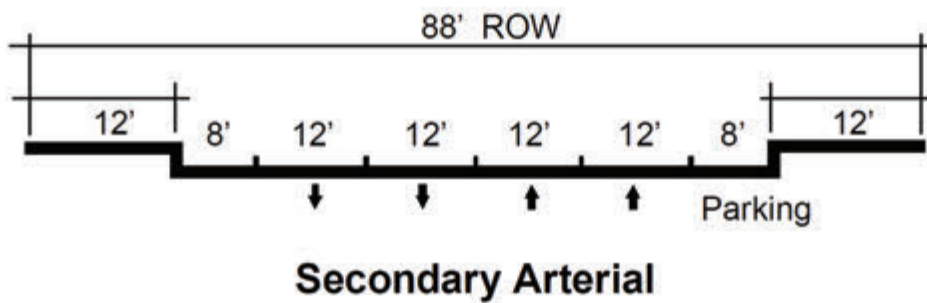
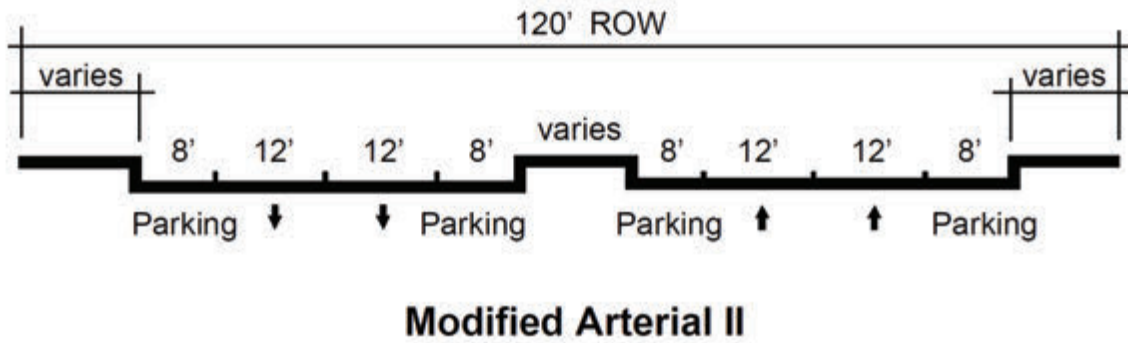
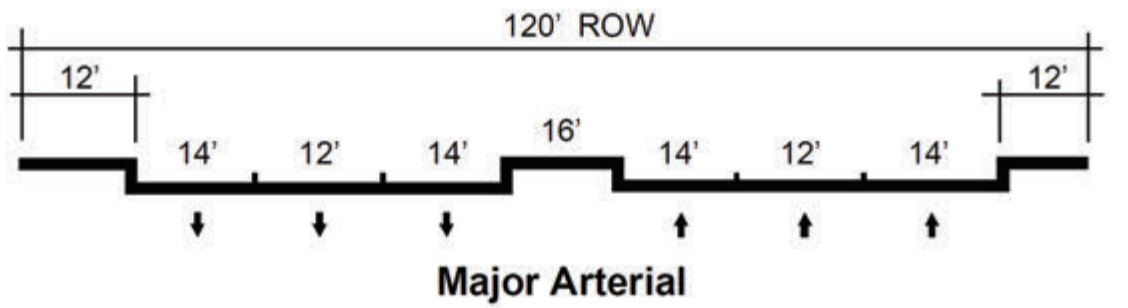


FIGURE 3.66: GENERAL PLAN TYPICAL CROSS SECTIONS

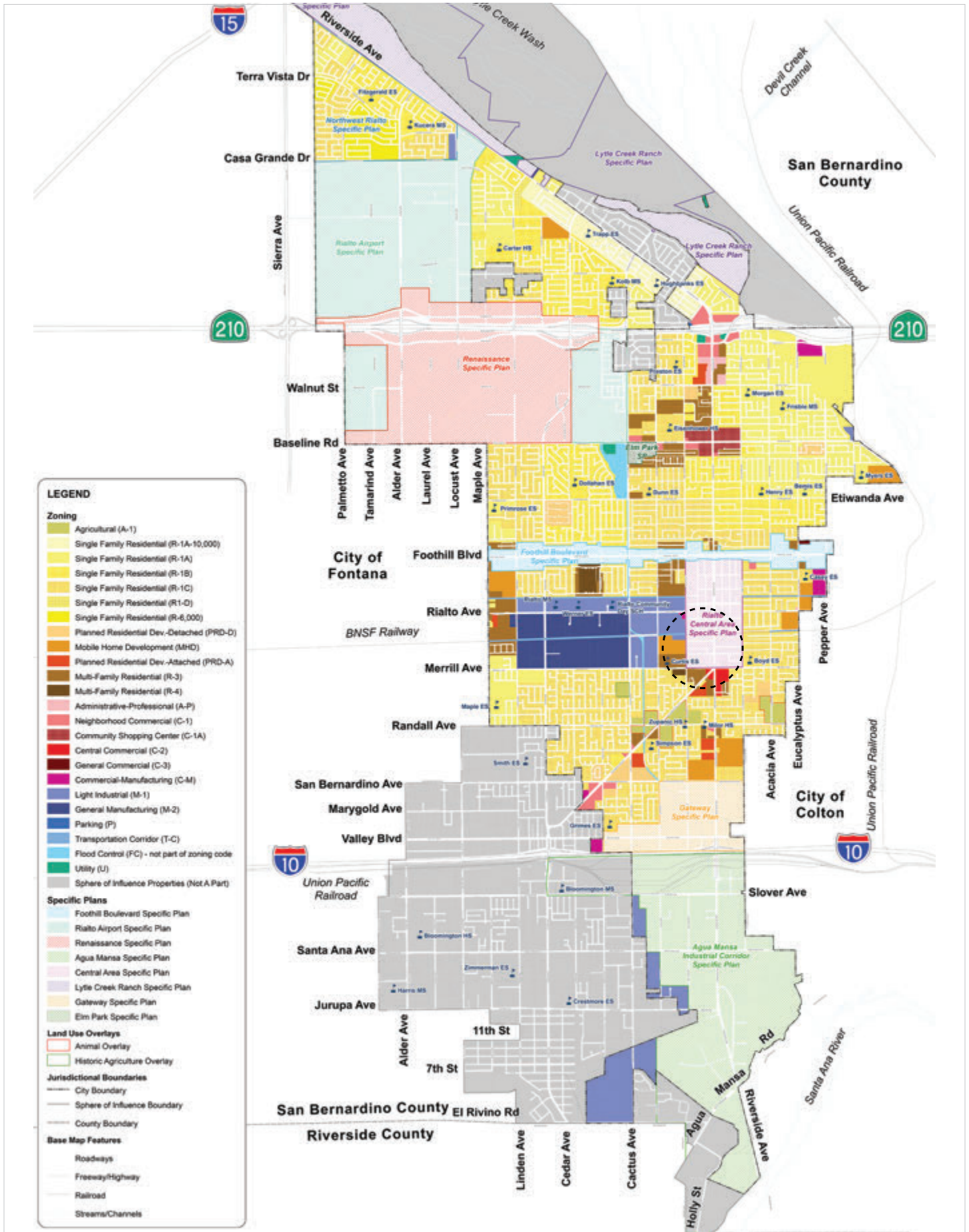


FIGURE 3.67: ZONING MAP

C. DOWNTOWN SPECIFIC PLAN OR CENTRAL AREA SPECIFIC PLAN (Adopted XX)

The Rialto Metrolink Station area is within the Downtown Specific Plan (also called the Central Area Specific Plan), which defines a majority of the study area and is bounded by Foothill Boulevard, Merrill Avenue, Sycamore Avenue and Willow Avenue. The area within the Central Area as being bounded by the railroad rights-of-way is defined as the Central Business District (CBD), as shown in Figure 3.68.

The Downtown Specific Plan includes the following designations:

- * Single Family Residential (SFR; 7,000 square feet (sf.) minimum lot size and a maximum building coverage of 40% of the lot area)
- * Multiple Family Residential (MFR; 8,000 sf. minimum lot size and 2,000 sf. minimum lot area per dwelling unit)
- * Increased Density Residential (R-X; 8,000 sf. minimum lot size and 2,000 sf minimum lot area per dwelling unit or 900 sf. minimum lot area per dwelling unit as a lot consolidation incentive)
- * Office Services (8,000 sf. minimum lot size and a maximum building coverage of 55% of the lot area)
- * Support Facilities
- * Core Commercial (purpose of enhancing the design quality of the Downtown commercial area)
- * Support Commercial (for commercial uses of lesser intensity than those in the Central Business District)
- * Urban Services (for commercial manufacturing or light industrial uses)
- * Cottage Commercial (pedestrian-oriented area that recognizes the historical value of the structures in this zone)

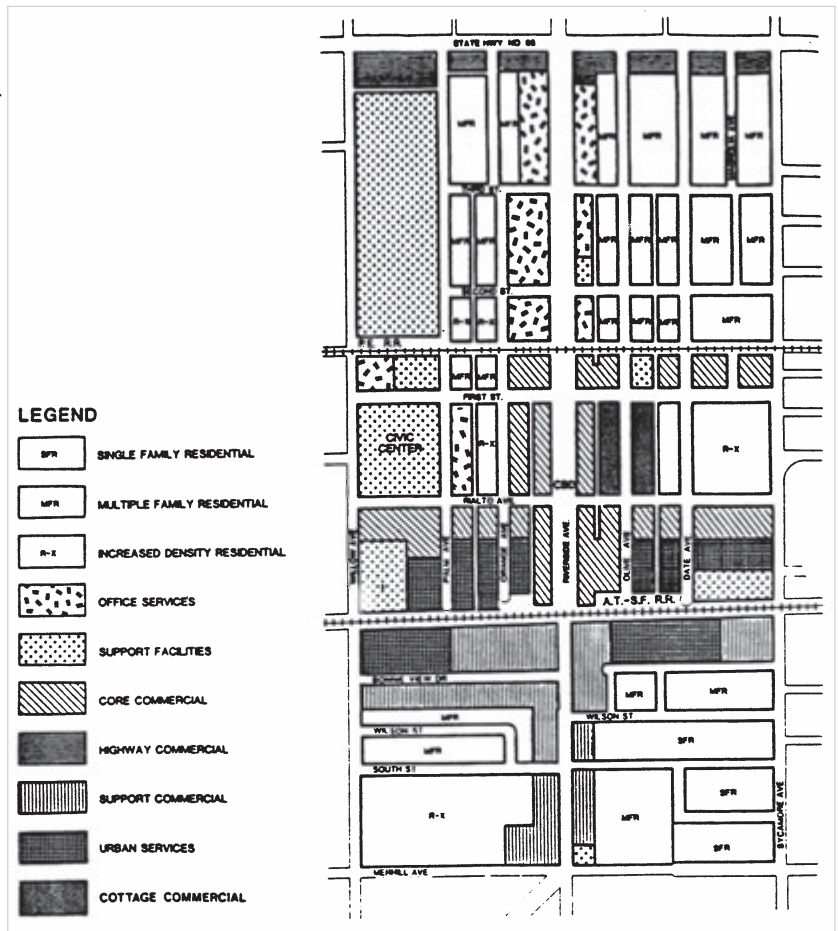


FIGURE 3.68: DOWNTOWN SPECIFIC PLAN LAND USE MAP

D. DOWNTOWN VISION AND STRATEGIC PLAN (Prepared March 2009)

The Downtown Vision and Strategic Plan identifies four primary land uses for improving the vitality to Downtown Rialto i.e., Retail, Office, Residential and Civic/ Government. The Plan identifies three priority focus areas: Riverside Avenue, Civic Center and Metrolink Station, for near and longer term action and proposes a range of land use development and physical improvement, including parking strategies, streetscape enhancements, mixed-use projects and civic buildings with public open spaces. The Plan strategy framework is shown in Figure 3.69 and the concepts for Trickleside alley, Civic Center and Metrolink Station are shown in Figures 3.70 through 3.72.



FIGURE 3.69: DOWNTOWN VISION AND STRATEGIC PLAN STRATEGY FRAMEWORK

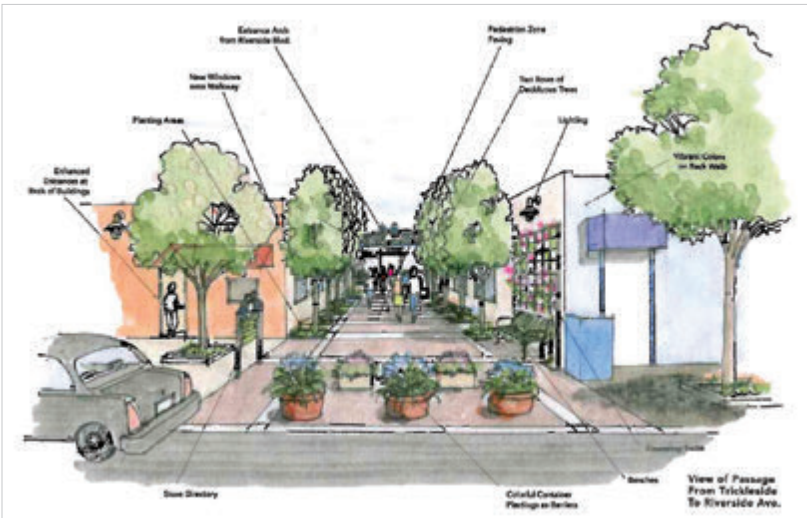


FIGURE 3.70: TRICKLESIDE ALLEY CONCEPT



FIGURE 3.71: CIVIC CENTER SITE PLAN



FIGURE 3.72: METROLINK STATION AREA PLAN

E. SAN BERNARDINO COUNTY NON-MOTORIZED TRANSPORTATION PLAN (Revised November 16, 2013)

Rialto has experienced growth in its non-motorized bicycle network since the last update to the Non-Motorized Transportation Plan. The City has completed a number of Class II improvements in the northern area of the City and it has built a 1.5 mile segment of Class I facility along Cactus Avenue. In total, the City has 1.5 miles of Class I and 10.4 miles of Class II, as shown in Figure 3.73. The study area has a number of Class II and Class III facilities planned and the Pacific Electric Trail which is a Class I facility.

City staff indicated that the city is spread out and better connections are needed to the station from areas outside the station area. The Pacific Electric Trail through the city has now been approved, which will provide east-west valley pedestrian and bicycle access, approximately two blocks north of the station.

F. SANBAG IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS

Several pedestrian and bicycle improvements have been identified and recommended for implementation within the station catchment area. These improvements are shown in Figures 3.74 and 3.75.

- * Additional multi-use paths to improve Rialto Avenue
- * Install public art to improve pedestrian connections
- * Provide pedestrian overcrossing
- * Provide street furniture and shade trees
- * Finish Pacific Electric Trail facility
- * Improvements to and connections with existing facilities on Cedar and Cactus Avenues
- * Additional bicycle parking options at station area
- * Construction of Class III bike route on Riverside Avenue

3.5.3 OWNERSHIP

Figure 3.76 shows publicly owned parcels within the station area.

(SANBAG to determine which properties the city will retain and which will be sold)

3.5.4 PLANNED OR PROPOSED PROJECTS

Figure 3.78 shows development and capital improvement projects currently being implemented within the station area. The City, in cooperation with SANBAG, Metrolink, Omnitrans and the Federal Transit Authority (FTA) is proposing an expansion of the existing parking facilities at the Metrolink Depot. Proposed alternatives will result in a net addition of 102 to 128 parking spaces to the Depot. Landscaping and ADA-compliant pedestrian facilities will also be included as a part of the improvements (see Appendix B for more detail).

3.5.5 POTENTIAL OPPORTUNITY SITES

Figure 3.79 identifies a number of potential opportunity sites for higher density housing and/or employment uses or other transit-supportive uses,

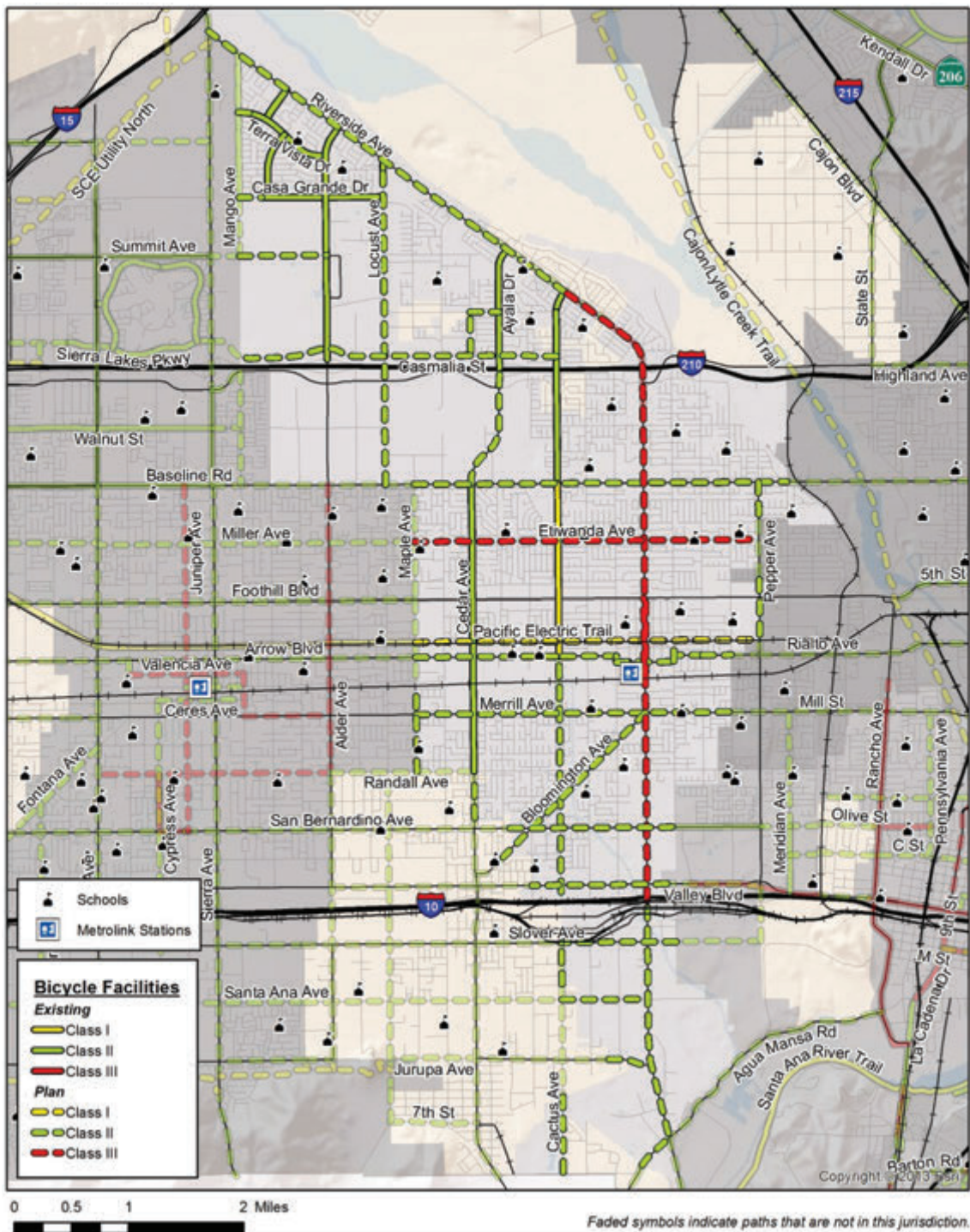


FIGURE 3.73: EXISTING AND PLANNED BICYCLE FACILITIES

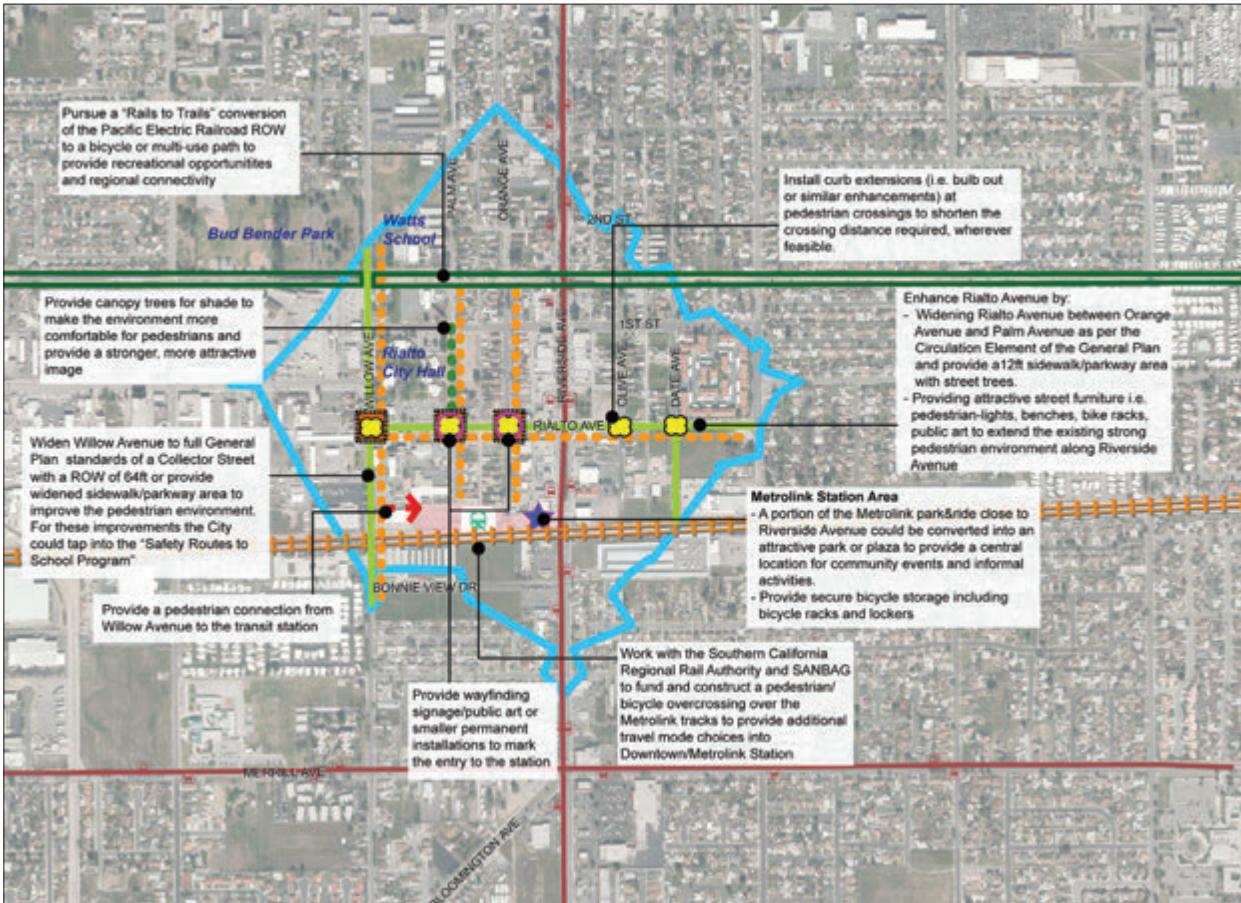


FIGURE 3.74: PROPOSED PEDESTRIAN IMPROVEMENTS

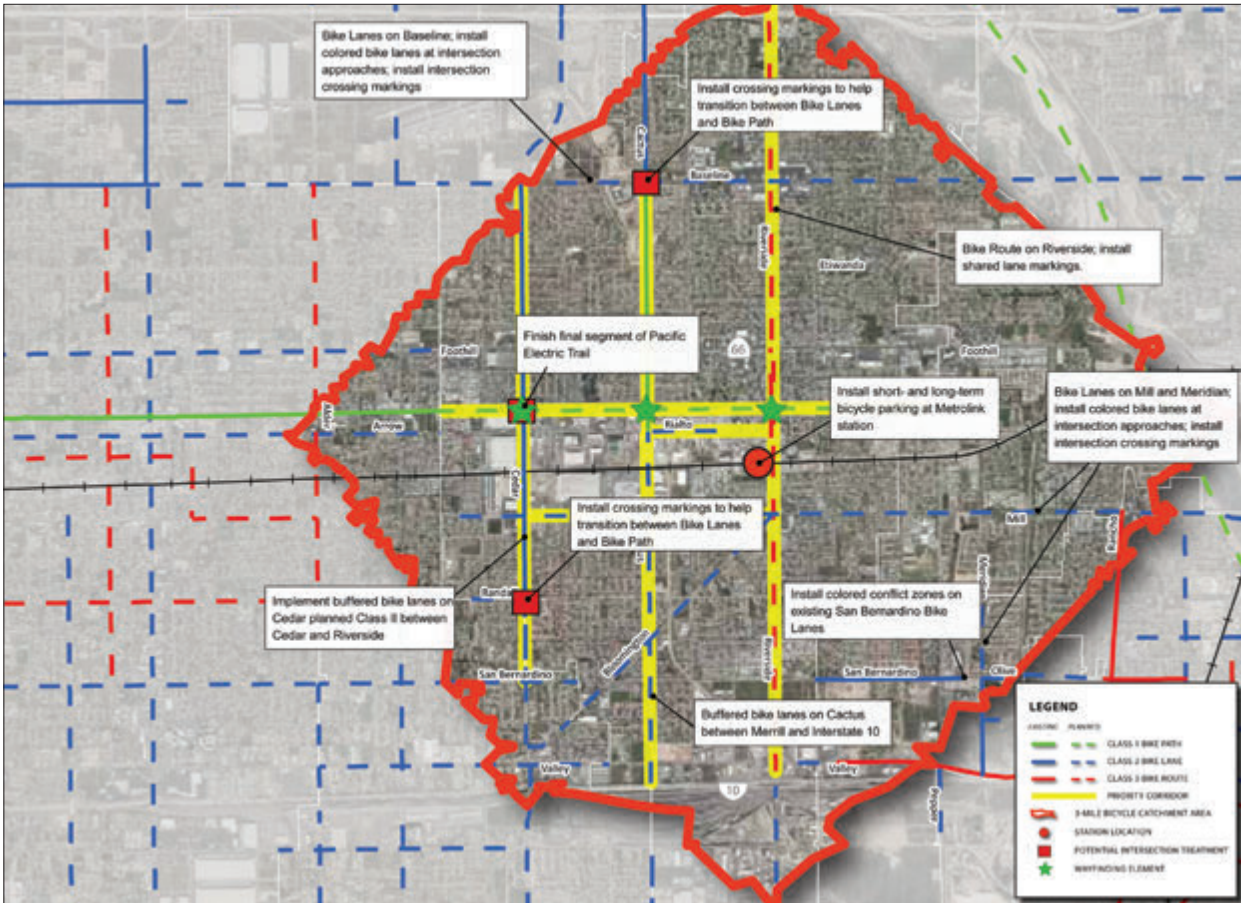


FIGURE 3.75: PROPOSED BICYCLE IMPROVEMENTS

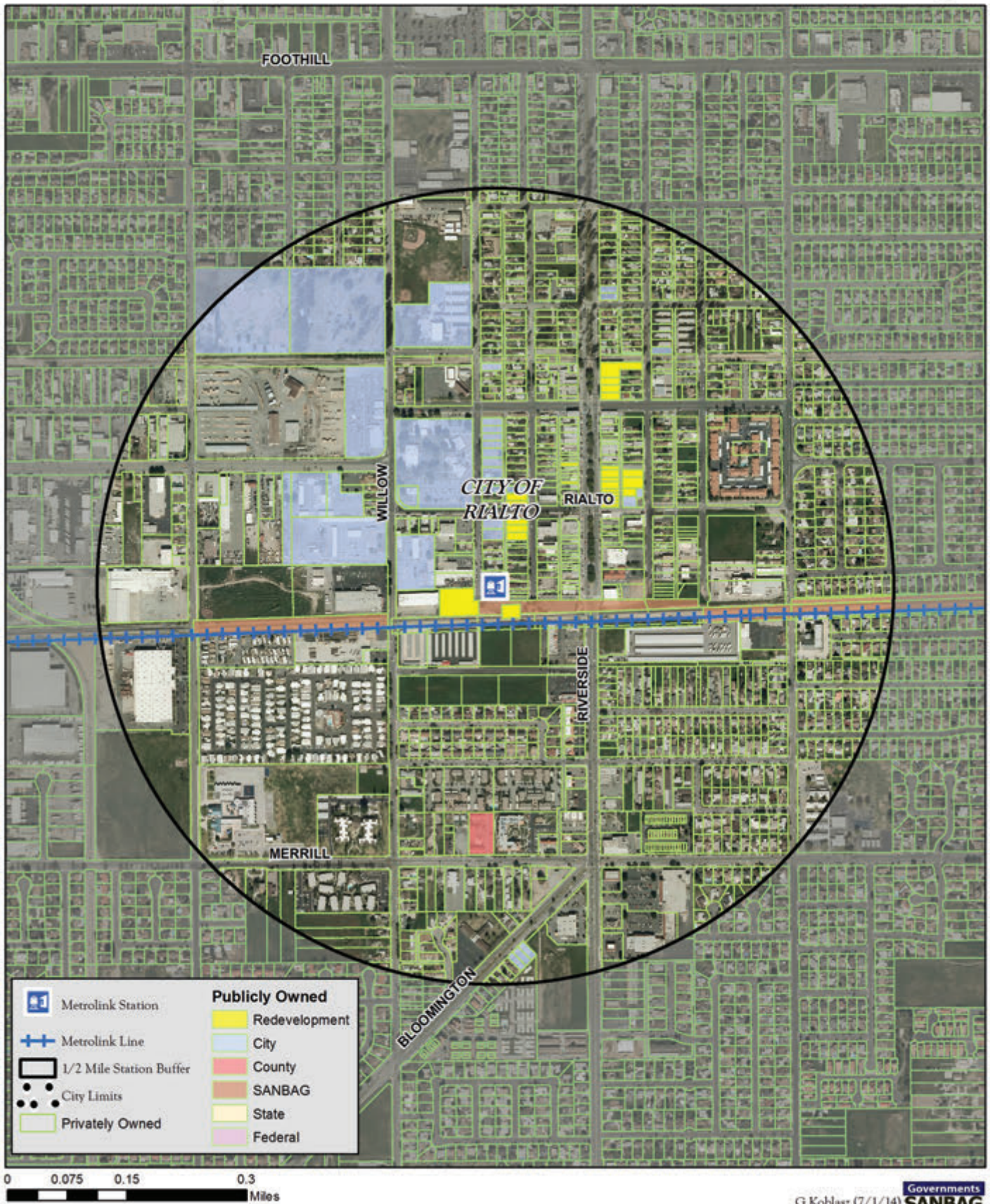


FIGURE 3.76: PUBLICLY OWNED PARCELS WITHIN 1/2-MILE OF THE STATION AREA

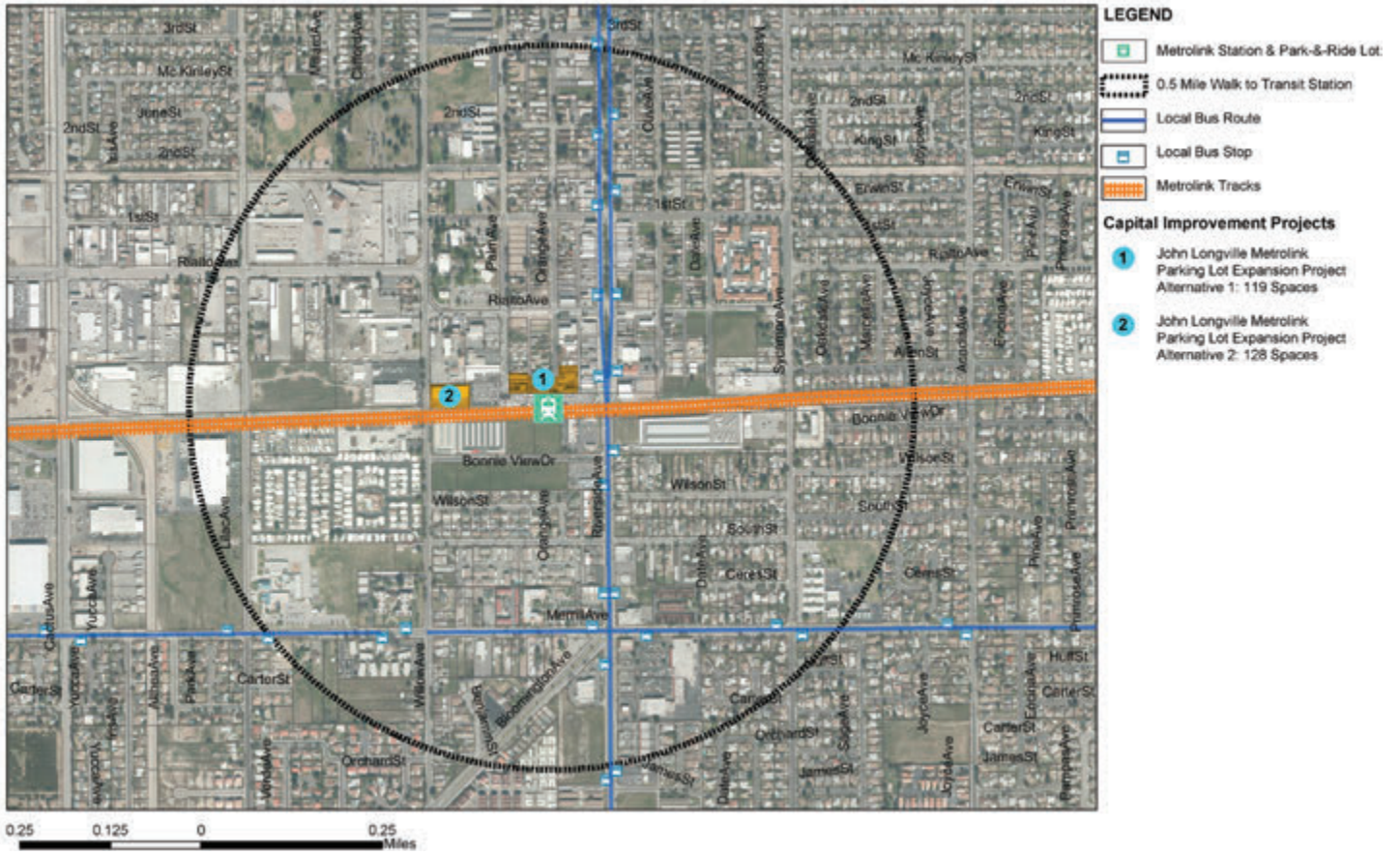
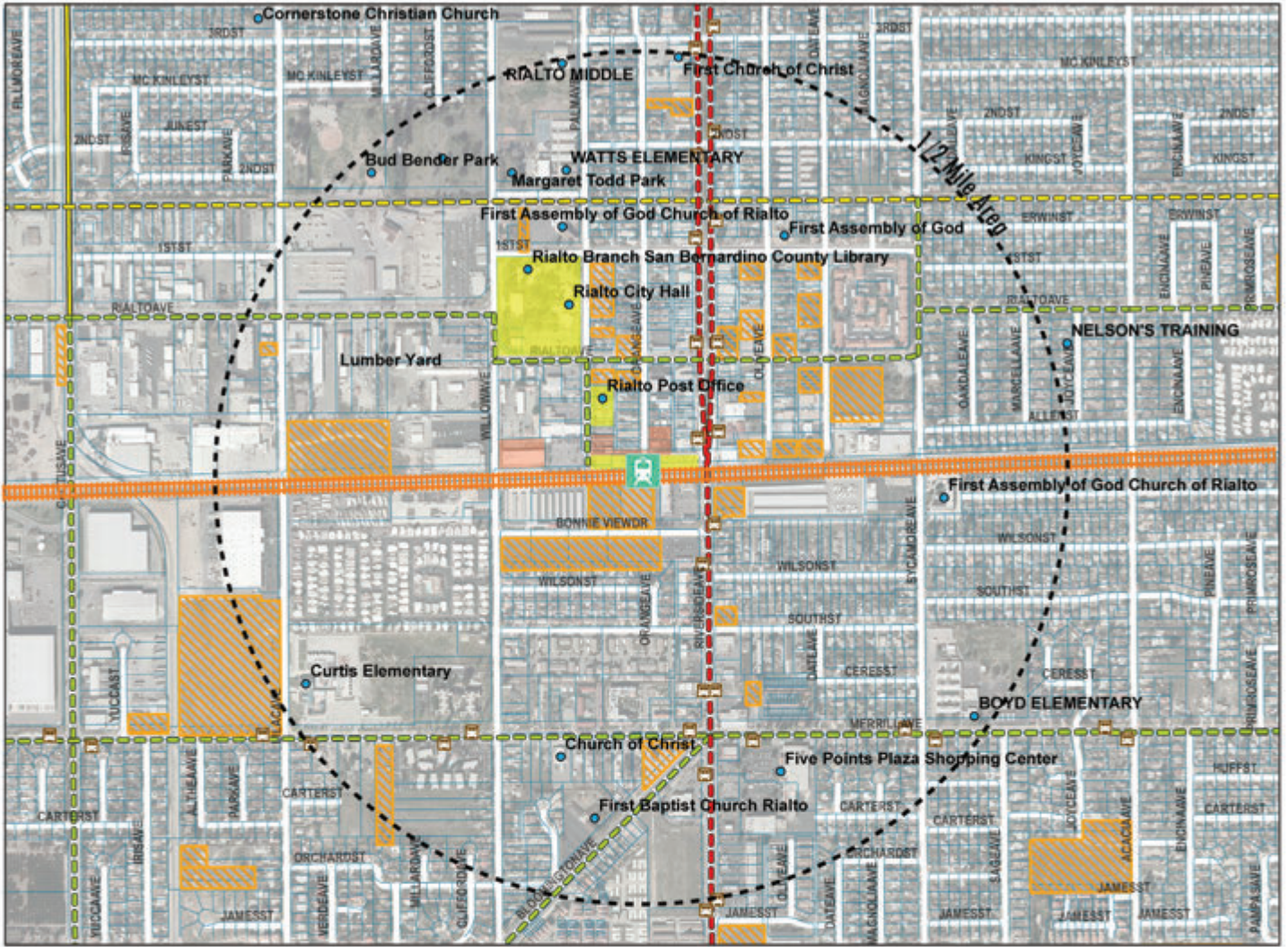


FIGURE 3.78: DEVELOPMENT AND CAPITAL IMPROVEMENT PROJECTS WITHIN 1/2-MILE OF THE STATION AREA



0.25 0.125 0 0.25 miles

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

FIGURE 3.79: POTENTIAL OPPORTUNITY SITES

3.6 SANTA FE DEPOT METROLINK STATION

The Santa Fe Depot is the current Metrolink terminus for the San Bernardino Line and is part of a regional transit hub serving the greater San Bernardino area. The Metrolink station is also served by the Metrolink Inland Empire-Orange County Line. Transit services on the site also include Amtrak, Omnitrans and Mountain Area Regional Transit Authority (MARTA) local buses, and private shuttle operators. The Santa Fe Depot has the second highest ridership on the San Bernardino Line and has 763 average weekday Metrolink boardings (FY2014, fourth quarter) and 240 weekday Omnitrans bus boardings. It has park-&-ride lots and a structured parking with 777 parking spaces. According to the Metrolink parking utilization study, the parking utilization rate in 2014 was 67.4%.



3.6.1 EXISTING LAND USES

The historic depot is built in the Spanish Mission Revival Style with some Moorish influence. The San Bernardino Metrolink Station includes a passenger waiting area, a cafe and offices on the first floor. SANBAG occupies the second floor of this historic depot.

A significant portion of the station area is occupied by the adjacent BNSF inter-modal yard. The tracks and yard north of the depot are used for BNSF operations bringing cargo from Los Angeles and Long Beach port complex and other locations to the station area and then shipped by trucks to other locations. To the south of the Depot is the Second Street Shopping Center, a newly constructed community shopping center anchored by the Superior Grocery Store. A few vacant parcels are located along 2nd Street, across from the Superior Grocery Store, between 1st Street and K Street. A single-family residential neighborhood with some interspersed cottages, townhomes and apartments are located primarily south of 2nd Street. A few industrial buildings are located at the southeast corner of 2nd Street and K Street and southwest corner of 3rd Street and J Street (see Figures 3.80 and 3.81).

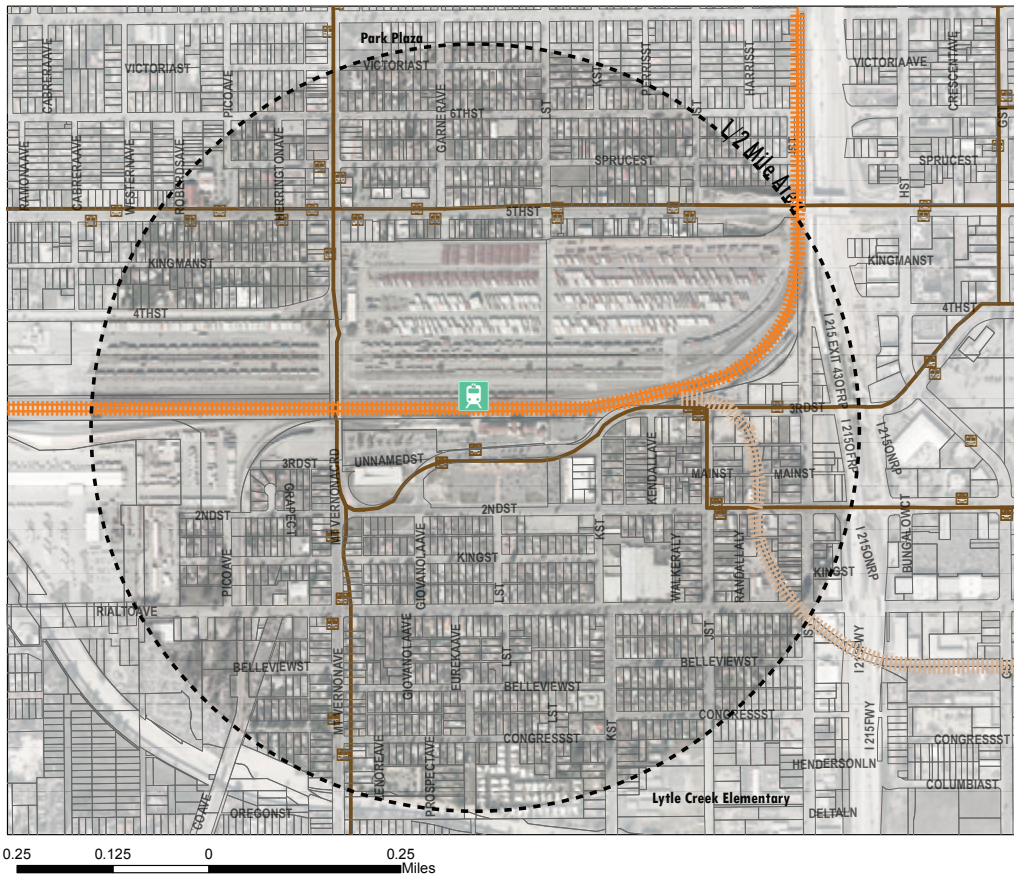
3.6.2 EXISTING RELEVANT PLANS AND POLICIES

A. SAN BERNARDINO GENERAL PLAN (Adopted May 19, 2010)

A1. LAND USE

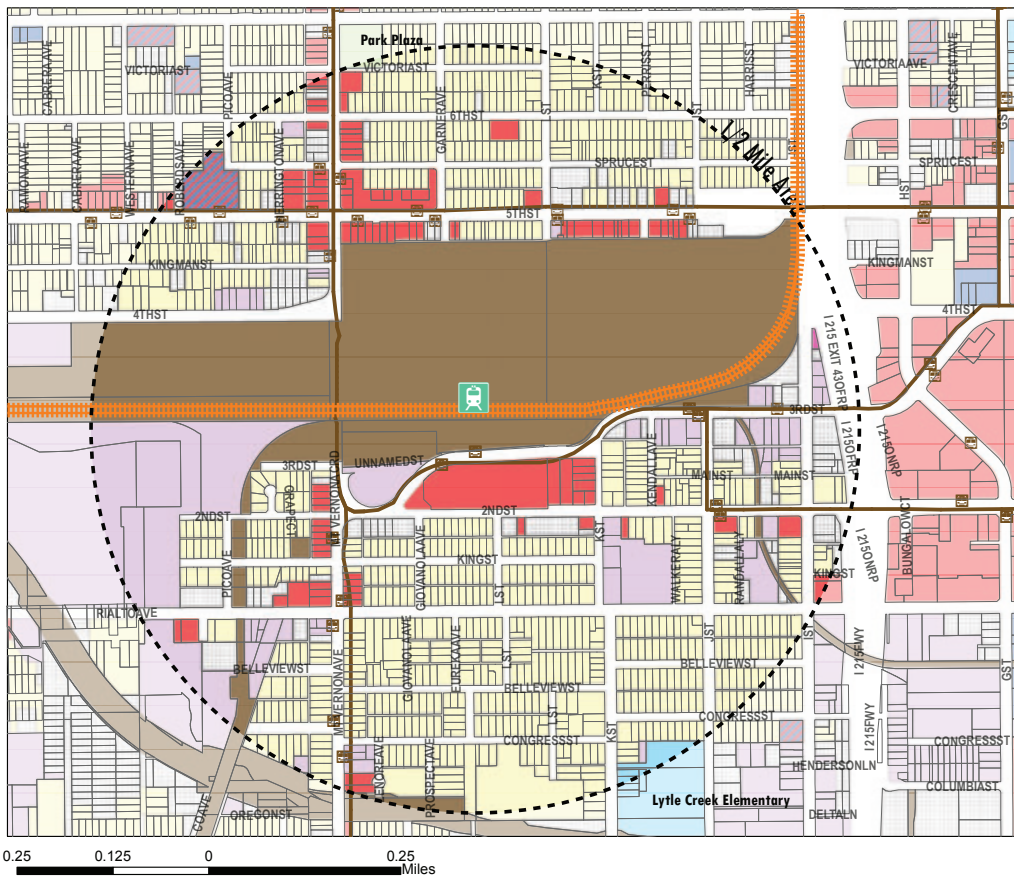
The General Plan land use designations for the project area are shown in Figure 3.82. The Station Area is dominated by the tracks, BNSF yard, some commercial, industrial and single family uses (Figure 3.83). The existing single-family uses located adjacent to the alignment between 3rd Street and Rialto Avenue are non-conforming uses as these are designated Light Industrial and Commercial in the General Plan. General Plan land use policies that relate to transit include:

- * Sensitively integrate regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors into the community.
- * Commercial centers, open spaces, educational facilities, and recreational facilities should be linked to residential neighborhoods.
- * Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.
- * Promote development that is compact, pedestrian-friendly, and served by a variety of transportation options along major corridors and in key activity areas.



- LEGEND**
- Metrolink Station & Park-&-Ride Lot
 - 0.5 Mile Walk to Transit Station
 - Local Bus Route
 - Local Bus Stop
 - Metrolink Tracks

FIGURE 3.80: EXISTING STATION AREA AERIAL



- LEGEND**
- Metrolink Station & Park-&-Ride Lot
 - 0.5 Mile Walk to Transit Station
 - Local Bus Route
 - Local Bus Stop
 - Metrolink Tracks
 - Agriculture
 - Commercial
 - Educational Facilities
 - Industrial
 - Residential
 - Office
 - Open Space and Recreation
 - Public Facilities
 - Utilities
 - Vacant
 - Religious Institutions
 - Mining
 - Airport
 - Medical

FIGURE 3.81: EXISTING LAND USES

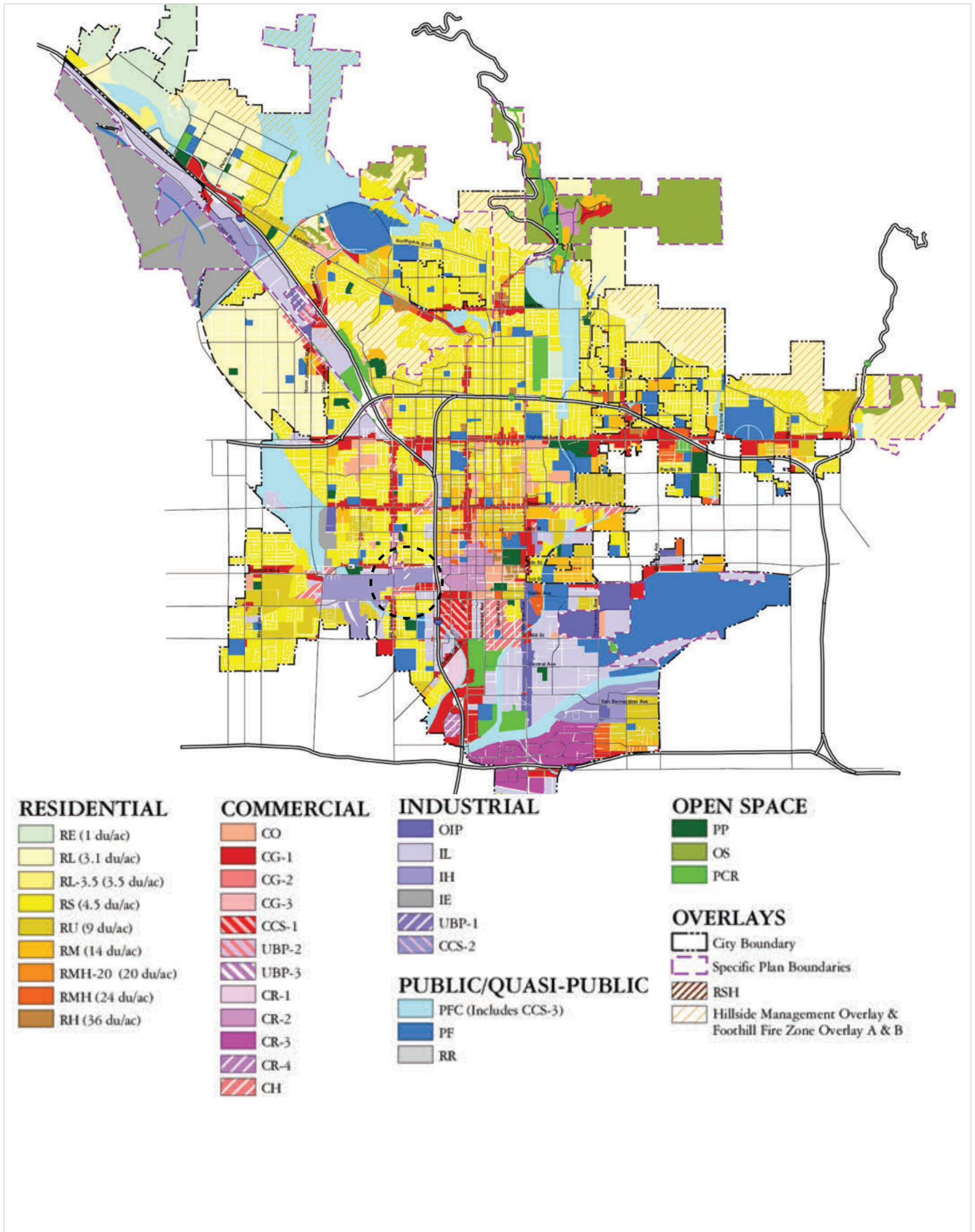


FIGURE 3.82: GENERAL PLAN LAND USES

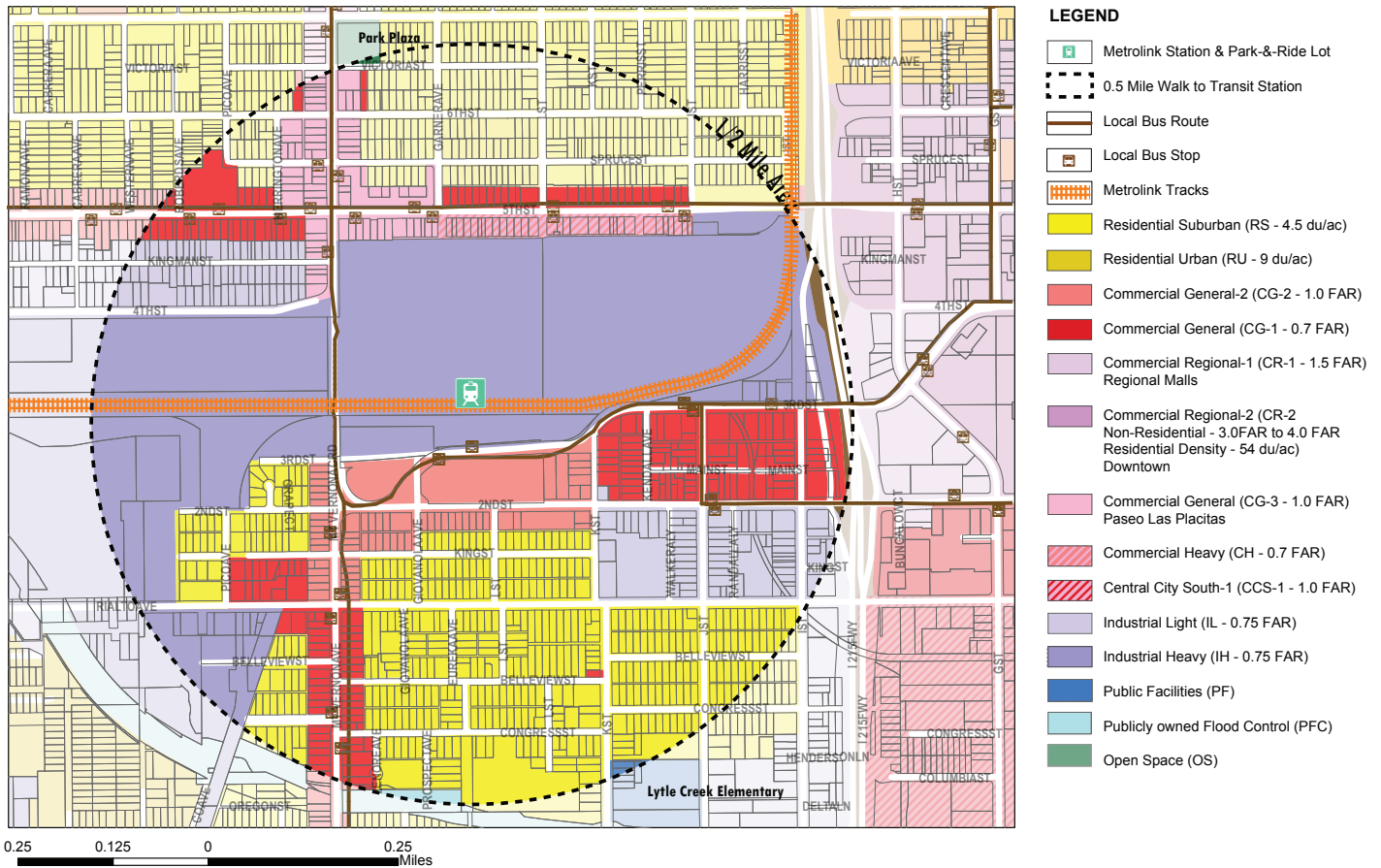
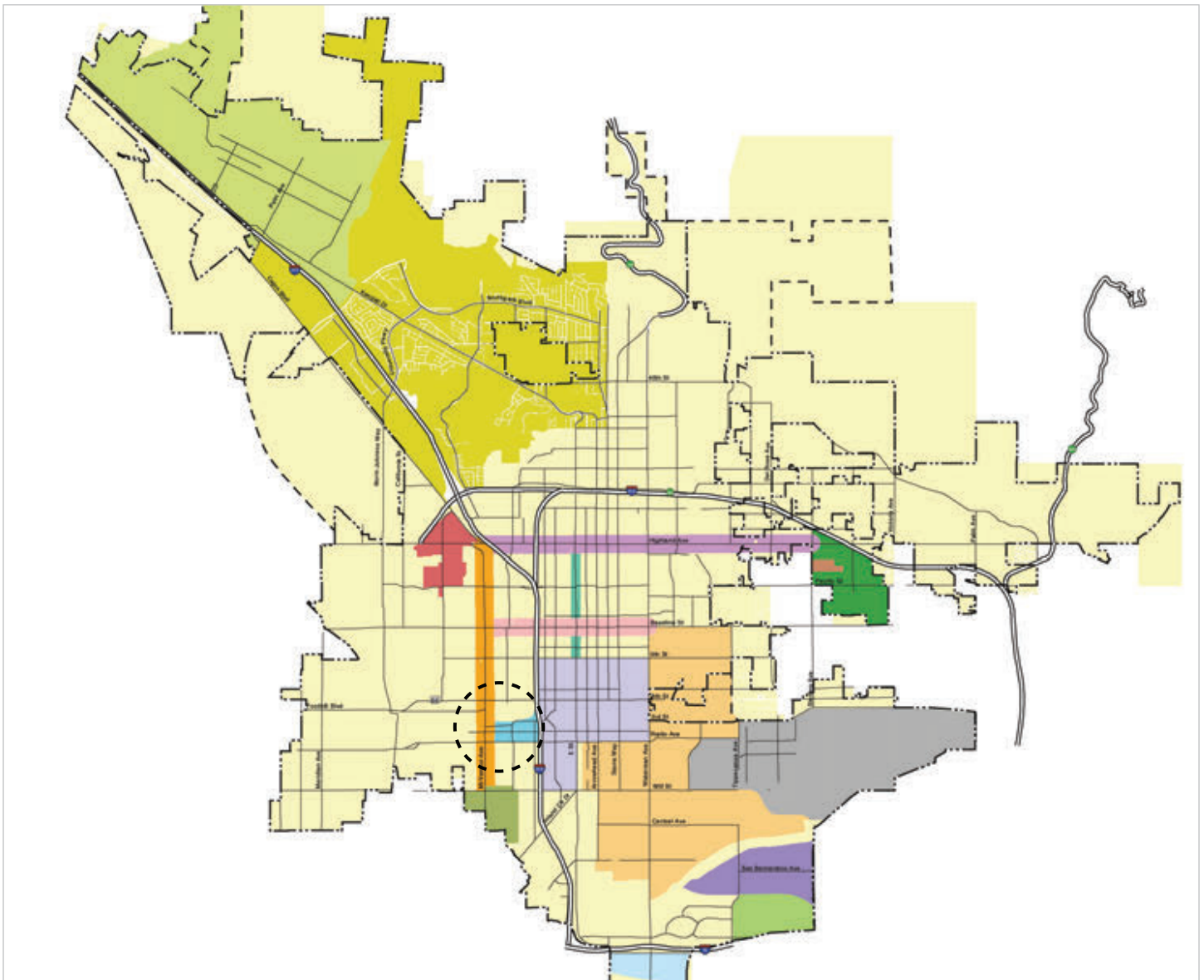


FIGURE 3.83: GENERAL PLAN LAND USES WITHIN 1/2-MILE OF THE STATION AREA

- * Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.
- * Work with Omnitrans to explore initiatives that promote redevelopment near transit stops in order to encourage transit ridership, reduce vehicular trips, improve air quality, and improve traffic congestion:
 - Concentrate mixed use development, retail, employment, entertainment, educational, and civic/government uses within walking distance of transit stops.
 - Explore the use of incentives that can be awarded to projects that provide pedestrian amenities (wide sidewalks, public plazas, seating areas, etc.) and/or include desirable uses located within walking distance (1/2 mile) of transit stops. Incentives may include density bonuses, increases in non-residential floor area, reductions in parking requirements, and modified development standards.

The Land Use section also includes specialized strategies related to Strategic Areas of the City, as shown in Figure 3.84. The intent of the Strategic Areas is “to achieve a fundamental change in the land use pattern or quality of development.”

- * The Urban Conservation and Enhancement Area focuses on stability and quality assurance and intends not to undergo a fundamental change in the land use pattern.
- * Santa Fe Depot Strategic Area applies to the station area. The Santa Fe Depot Strategic Area is located in the western portion of the City, immediately west of Downtown and I-215. The Strategic Area is bounded on the northern end by the Burlington Northern Santa Fe Railroad line, on the south by Rialto Avenue, on the east by I-215, and on the west by Viaduct and Giovanola Avenues. The goal of the Strategic Area is to integrate the Depot with the surrounding neighborhood and create an identifiable district, help the surrounding businesses become more economically viable and improve the aesthetics of the area. The strategies for this Strategic Area include connecting and physically integrating the surrounding uses with the Depot through design, landscaping, entry features and pedestrian pathways to create a distinctive character.
- * The Corridor Strategic Areas along Mount Vernon is an optional package of policy, regulatory, and incentive programs



- | | |
|--|--|
| Baseline Street | Tippecanoe |
| Community Hospital | University |
| Downtown | Verdmont |
| E Street | Urban Conservation and Enhancement Areas |
| Eastern Recreation Village | City Boundary |
| Highland Ave | Sphere of Influence Boundary |
| Mt. Vernon | |
| Redlands Blvd. | |
| Residential Conversion/Restoration | |
| SBIA | |
| San Bernardino Valley College | |
| Sante Fe Depot | |
| Southeast | |
| Southeast Industrial | |
| Tippecanoe | |

FIGURE 3.84: STRATEGIC AREA MAP

that, if applied, are intended to stimulate private investment and result in desired development within the Corridor Strategic Areas. This is accomplished by providing optional incentives, in the form of density bonuses and varied development standards, to developments that qualify. While the underlying land use designations still apply, the property owner may request, and the City may choose to apply, aspects of this program to stimulate desirable development. The Strategic Area applies to a limited portion of the roadway, between Highland Avenue on the northern end and Mill Street on the southern end.

A2. CIRCULATION

The Circulation Element of the General Plan sets forth goals and policies to design and improve the circulation system to meet the current and future needs of the City's residents. A roadway functional classification system and typical cross-sections are also contained in the Circulation Element, as shown in Figures 3.85 and 3.86. The Circulation element states that the City plays a vital role in the use of transit through sound land planning efforts and ensuring that developments are designed in a manner that facilitates the provision of transit services. Mt Vernon Avenue and 2nd Street are designated as Major Highways with 100' ROW, 72' to 80' pavement width and 10' to 14' sidewalks. Rialto Avenue and 1st Street are designated as Secondary Highway with 88' ROW, 64' to 66' pavement width and 11' to 12' sidewalks. 3rd Street is designated as a Collector with 60' ROW, 40' pavement width and 10' sidewalks.

B. DEVELOPMENT CODE (ZONING)

The purpose of the City of San Bernardino Development Code is "to promote the public health, safety, general welfare and preserve and enhance the aesthetic quality of the City by providing regulations to ensure an appropriate mix of land uses in an orderly manner." The Development Code designates the City of San Bernardino into land use zoning districts to implement the General Plan. The General Plan land use designations are consistent with zoning districts. The San Bernardino Metrolink platform is zoned for Heavy Industrial uses (IH) and the E Street platform is zoned as Central City South (CCS), as shown in Figure 3.87. The Development Code includes development standards and uses permitted within these districts. The Development Code also includes Citywide landscaping standards and landscaping design guidelines to enhance the aesthetic appearance of development in all areas of the City by providing standards relating to quality, quantity and functional aspects of landscaping and landscape screening. No zoning or land use designation is applied to the actual railroad right-of-way, which is subject to the jurisdiction of the Federal Surface Transportation Board.

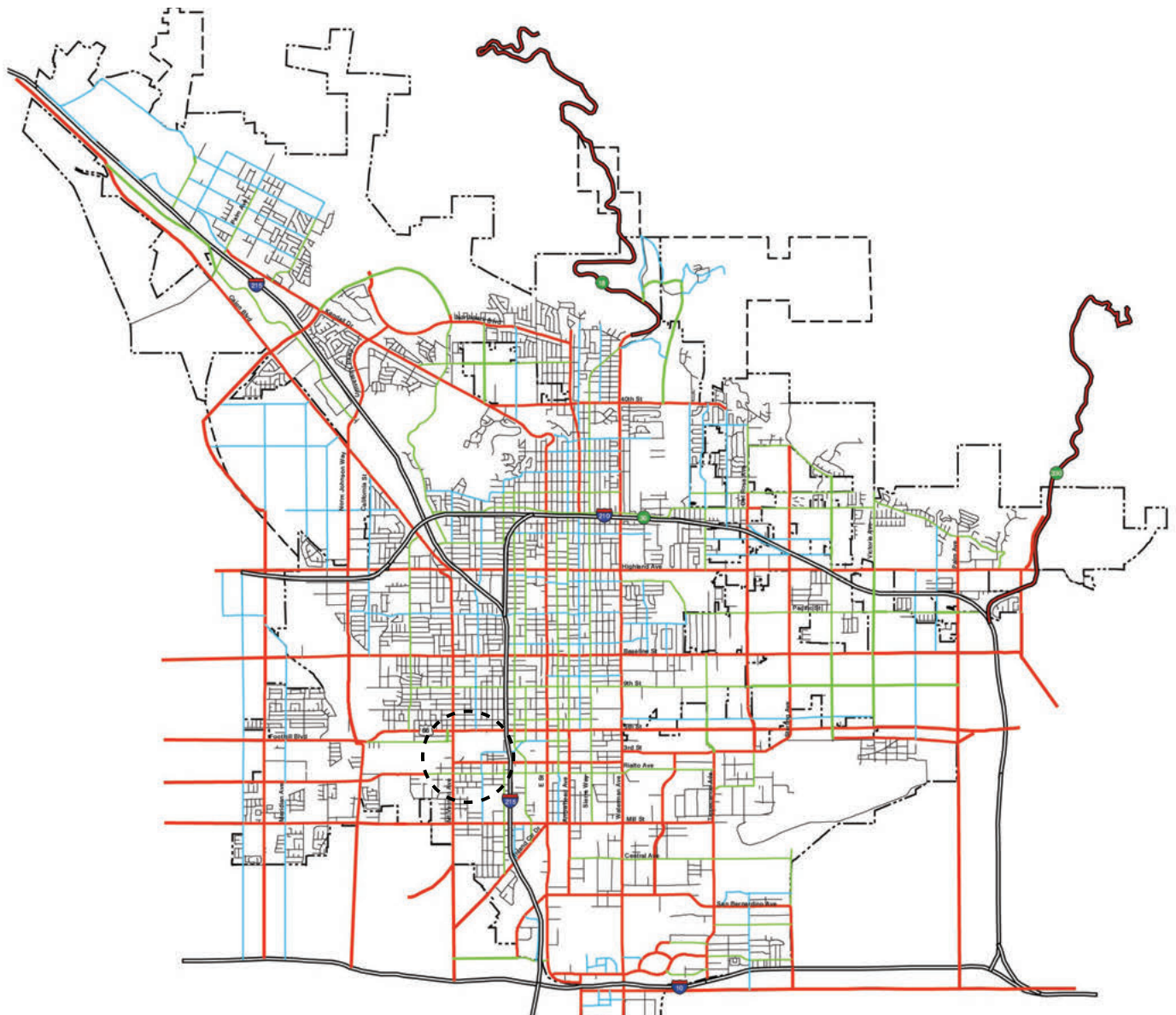
C. SAN BERNARDINO COUNTY NON-MOTORIZED TRANSPORTATION PLAN (Revised November 16, 2013)

The City of San Bernardino has experienced growth in its non-motorized bicycle network since the last update to the Non-Motorized Transportation Plan. The City has completed one segment of the Santa Ana River Trail, a Class I trail that will ultimately connect the San Bernardino Mountains to the Pacific Ocean. The City has also constructed a number of Class II improvements, mostly in the northern residential neighborhoods of the City. In total, the City contains 17.33 miles of bicycle infrastructure within its limits, 2.55 miles of Class I and 14.78 miles of Class II (see Figure 3.88). The study area has a number of planned Class II bike facilities.

D. SANBAG IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS

The following are the recommended pedestrian and bicycle catchment area improvements. These improvements are shown in Figures 3.89 and 3.90.

- * Add pavement, sidewalks, and bridge improvements to create a better pedestrian environment
- * Add wayfinding signs to give direction to direct access to facilities
- * Create an aesthetic environment by investing in public art
- * Provide shade trees to keep pedestrians cool
- * Extend Rialto Avenue bike lanes to I-215 and possibly Mt. Vernon Avenue to bypass freeway ramp conflicts
- * Buffered bike lanes along Arrowhead Boulevard
- * Class II bike lanes along Mt. Vernon Avenue
- * Intersection crossing markings and colored conflict zones
- * Construct Class I bike path from Baseline Road to Colton Avenue











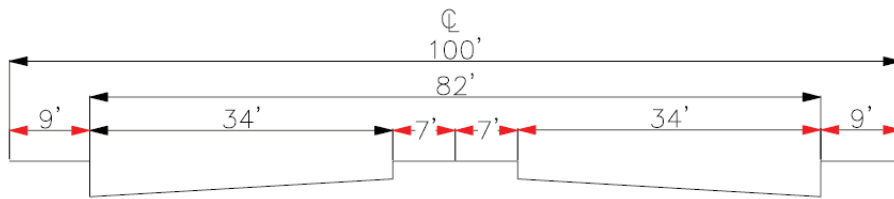
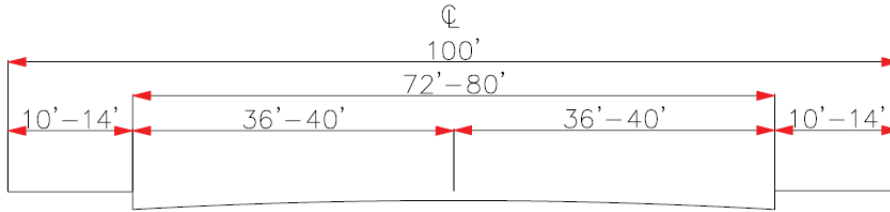
-  Freeway
-  State Highway
-  Major Arterial
-  Secondary Arterial
-  Collector
-  Local
-  City Boundary
-  Sphere of Influence Boundary

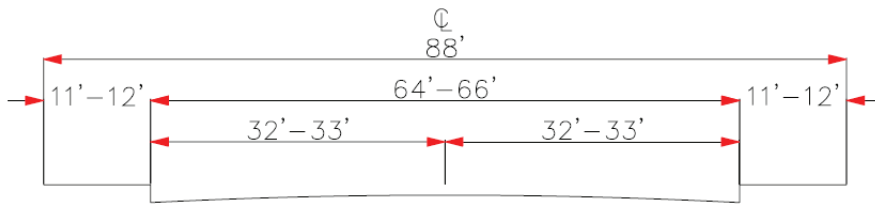
FIGURE 3.85: GENERAL PLAN STREET CLASSIFICATION



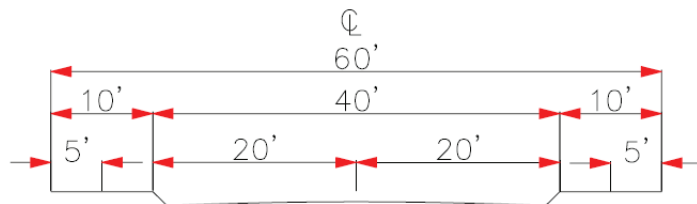
MAJOR DIVIDED HIGHWAYS



MAJOR HIGHWAY



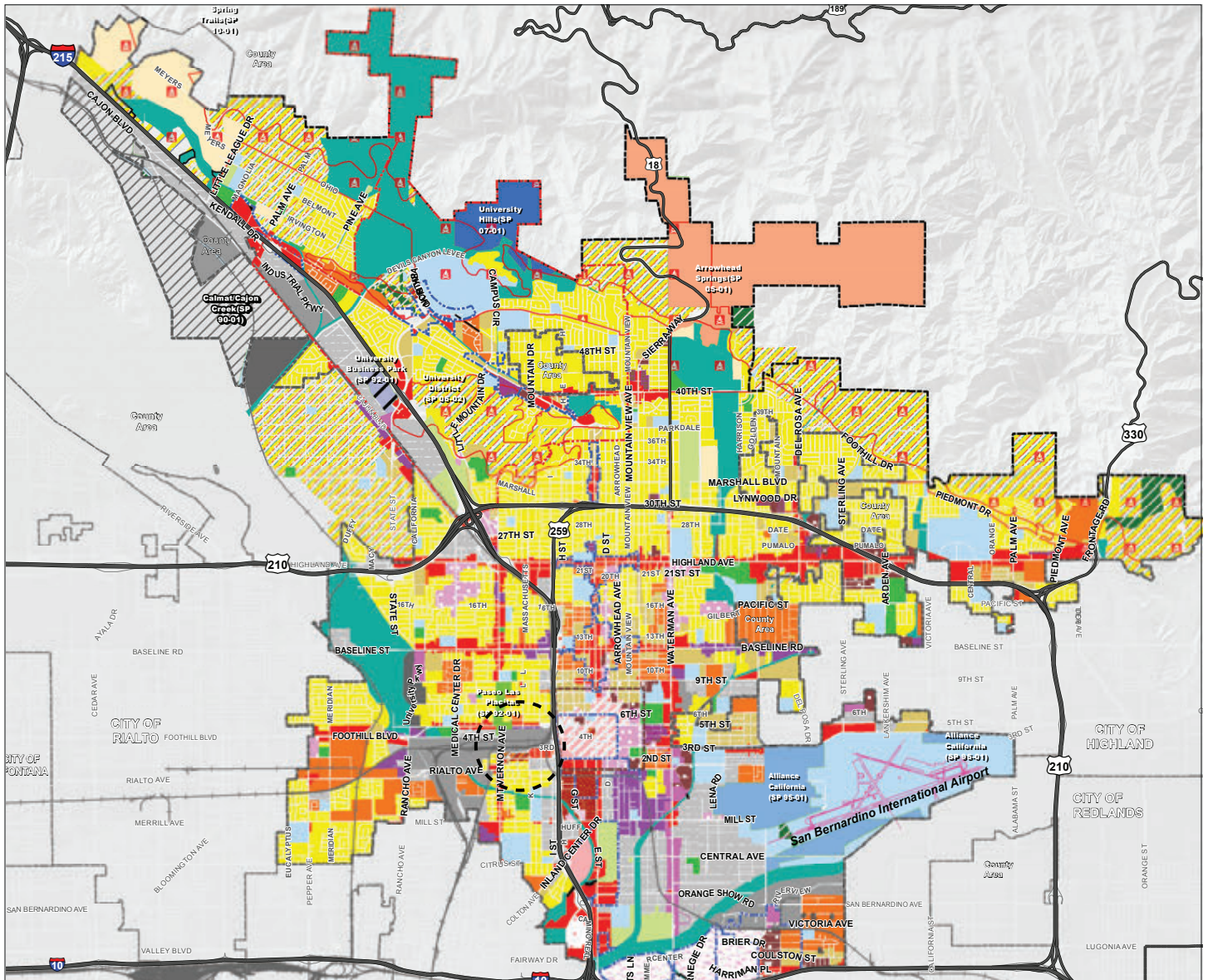
SECONDARY HIGHWAY



COLLECTOR STREET

FOR USE IN QUARTER MILE STREETS,
SCHOOL AND INDUSTRIAL AREAS.

FIGURE 3.86: GENERAL PLAN TYPICAL CROSS SECTIONS



RESIDENTIAL

- RE=Residential Estate (1 du/ac)
- RL=Residential Low (3.1 du/ac)
- RL-3.5=Residential Low (3.5 du/ac)
- RS=Residential Suburban (4.6 du/ac)
- RU=Residential Urban (9 du/ac)
- RM=Residential Medium (14 du/ac)
- RMH-20=Residential Medium High (20 du/ac)
- RMH=Residential Medium High (24 du/ac)
- RH=Residential High (36 du/ac)

COMMERCIAL

- CO = Commercial Office
- CG-1 = Commercial General
- CG-2 = Commercial General - Baseline/Mt. Vernon
- CG-3 = Commercial General-University Village
- CCS-1 = Central City South-1
- CCS-2 = Central City South -2
- CR-1 = Commercial Regional - Malls
- CR-2 = Commercial Regional - Downtown
- CR-3 = Commercial Regional - Try City/Club
- CR-4 = Commercial Regional - Auto Plaza
- CH = Commercial Heavy

INDUSTRIAL

- OIP = Office Industrial Park (1.0 F.A.R.)
- IL = Industrial Light (0.75 F.A.R.)
- IH = Industrial Heavy (0.75 F.A.R.)
- IE = Industrial Extractive (0.05 F.A.R.)

PUBLIC/QUASI-PUBLIC

- PFC = Flood Control CCS-3=Central City South-3
- PF = Public Facility
- RR = Railroad

OPEN SPACE

- OS = Open Space
- PP = Public Park
- PCR = Public/Commercial Recreation

SPECIFIC PLAN DISTRICTS

- Alliance California
- Arrowhead Springs
- Calmat/Cajon Creek
- Paseo Las Placitas
- University Business Park
- University Hills
- University District (outline only)

OVERLAYS (See NOTE)

- Foothill Fire Zone/Hillside Overlays
- Main Street Overlay
- Transit District Boundaries
- San Bernardino City Limits

Others

- City/County Boundary
- Railroad
- Airport Runways

FIGURE 3.87: ZONING MAP



FIGURE 3.88: EXISTING AND PLANNED BICYCLE FACILITIES



FIGURE 3.89: PROPOSED PEDESTRIAN IMPROVEMENTS

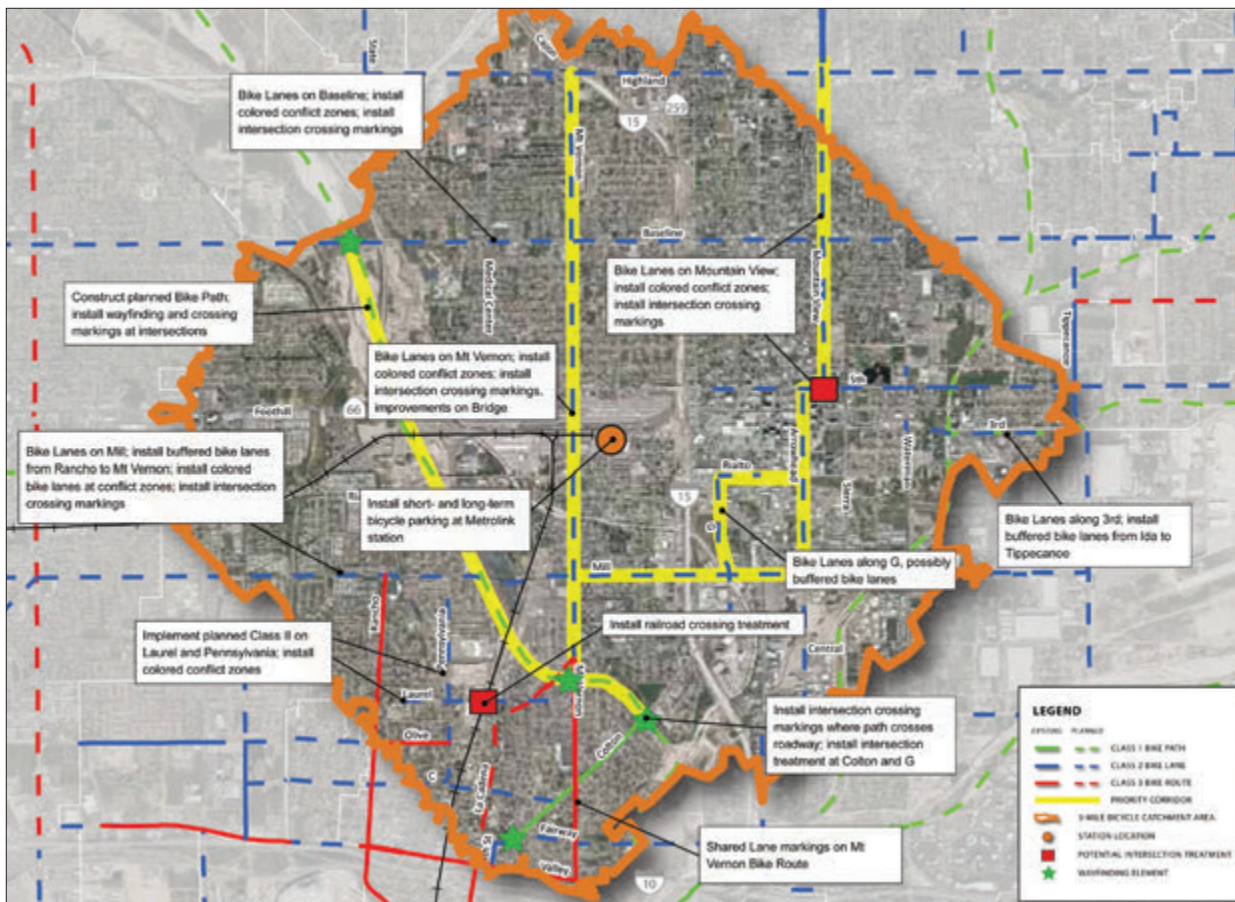


FIGURE 3.90: PROPOSED BICYCLE IMPROVEMENTS

3.6.3 OWNERSHIP

Figure 3.91 shows publicly owned parcels within the station area. Figure 2.76 illustrates Redevelopment land at the intersection of 5th Street and Mt. Vernon Avenue. When redevelopment agencies were eliminated in California, the City of San Bernardino transferred approximately 300 parcels to another non-profit board, which the state is not accepting. Therefore, this property is limbo, as the state is currently not allowing the property to be transferred back to the city.

3.6.4 PLANNED OR PROPOSED PROJECTS

Figure 3.92 shows development and capital improvement projects currently being implemented within the station area.

- * **Downtown San Bernardino Passenger Rail Project:** SANBAG is working to expand transit options in San Bernardino and Redlands. During the last several years, SANBAG has been studying the feasibility of utilizing the Redlands Subdivision, a 9-mile railroad corridor extending between Downtown San Bernardino and the University of Redlands, to introduce passenger rail service to this area. Phase I of this project includes expanding Metrolink services to downtown San Bernardino from the Santa Fe depot. This one-mile extension is currently under construction (see Appendix B for more detail).
- * **Mt Vernon Bridge Improvement/Sidewalk Repair:** This project will replace the existing overhead bridge structure to provide better seismic performance, improve existing vertical clearances over the existing BNSF “A” intermodal yard, and provide a standard AASHTO roadway cross section for vehicles using the bridge. The Mount Vernon Avenue Bridge was constructed in 1934 and is 1,016 feet long and 49 feet wide and has been designated a structure of historical significance. In 2004, Caltrans established the substandard Sufficiency Rating for the bridge of 2.0 after cracks were found in the main steel girders supporting the bridge. The bridge was closed by the City for 6 months while timber shoring supports were installed to carry loads in the vicinity of the cracks. In 2008, the City enacted an Ordinance prohibiting commercial trucks from using the bridge. The city staff estimates that the construction would take about four years and once the new construction begins the bridge will be closed for two years. As there is a lot of pedestrian movement on the bridge, the City is looking at finding a way to make this pedestrian connection such as a shuttle bus when bridge is closed. The City, BNSF, and other agencies are attempting to develop a program for the bridge construction so design may start. An issue is if another track will need to be provided when the tracks are out of service during construction. The time that the existing track will be out of service is extremely short so City does not believe this is necessary. Trailer storage which is secure off site is also an issue. The bridge will have a sidewalk on both sides and there will be room for a bike path in area designated for a shoulder. A bike path could be provided on the bridge once a bike path is provided on either side of the bridge. The bridge may require acquisition of property on the west side of Mt. Vernon Avenue south of rail yards. An environmental document has been prepared for the bridge (see Appendix B for more detail).
- * **California High Speed Rail Los Angeles to San Diego via Inland Empire:** The California High-Speed Rail Authority is looking at connecting Los Angeles to San Diego via the Inland Empire. High-speed train (HST) service along the Inland Corridor would parallel either Interstates 215 and 15 and extend south to downtown San Diego (see Appendix B for more detail). In March 2011, the Authority released the Preliminary Alternatives Analysis for the Los Angeles to San Diego via Inland Empire corridor which shows a potential station at Santa Fe Depot.
- * **3rd Street Road Closure:** The Downtown San Bernardino Passenger Rail Project will require conversion of 3rd Street into cul-de-sac east of the Metrolink tracks and will require closure of 3rd Street between Metrolink tracks and I-215 Freeway.

3.6.5 POTENTIAL OPPORTUNITY SITES

Figure 3.93 identifies a number of potential opportunity sites for higher density housing and/or employment uses or other transit-supportive uses,

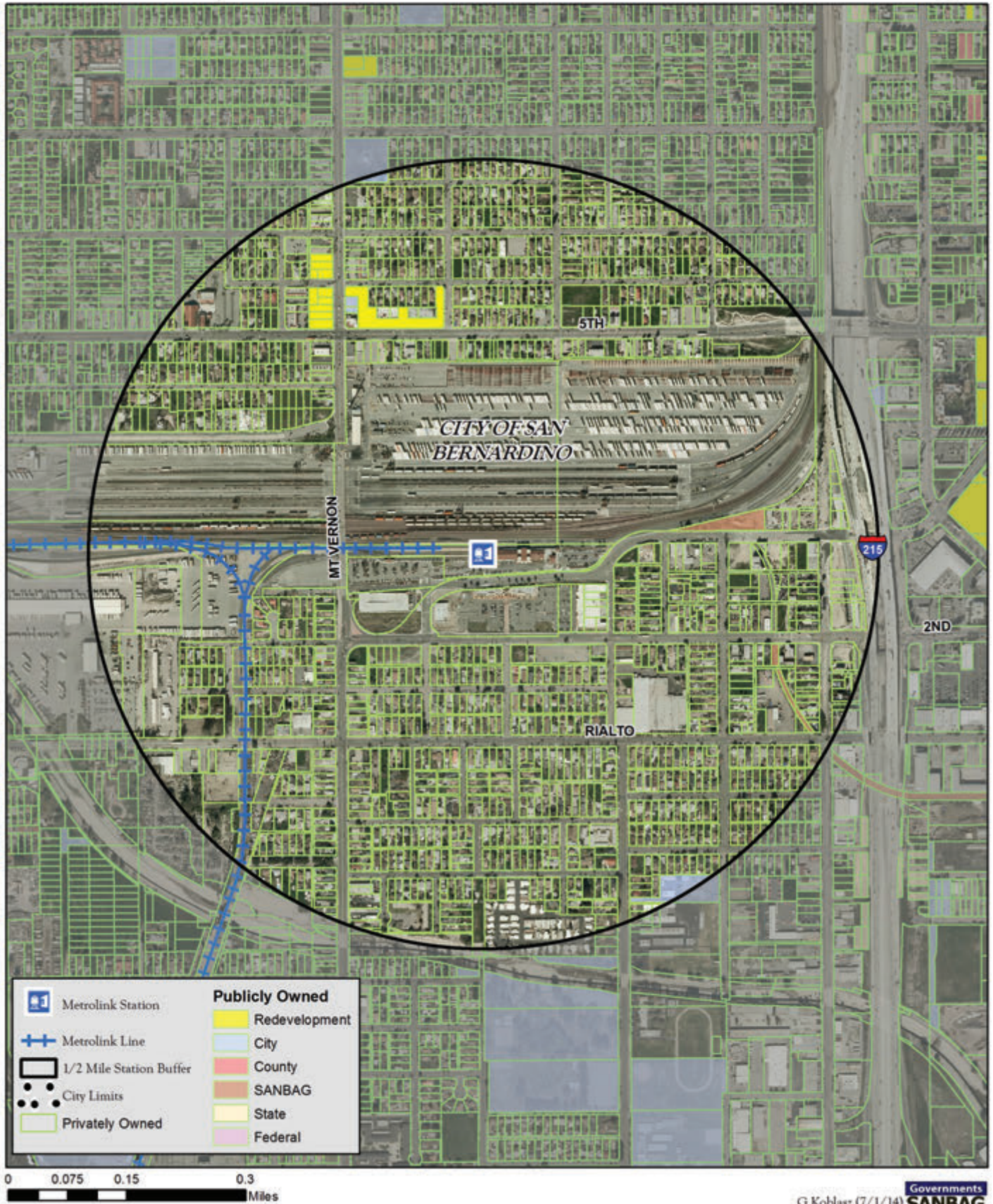


FIGURE 3.91: PUBLICLY OWNED PARCELS WITHIN 1/2-MILE OF THE STATION AREA

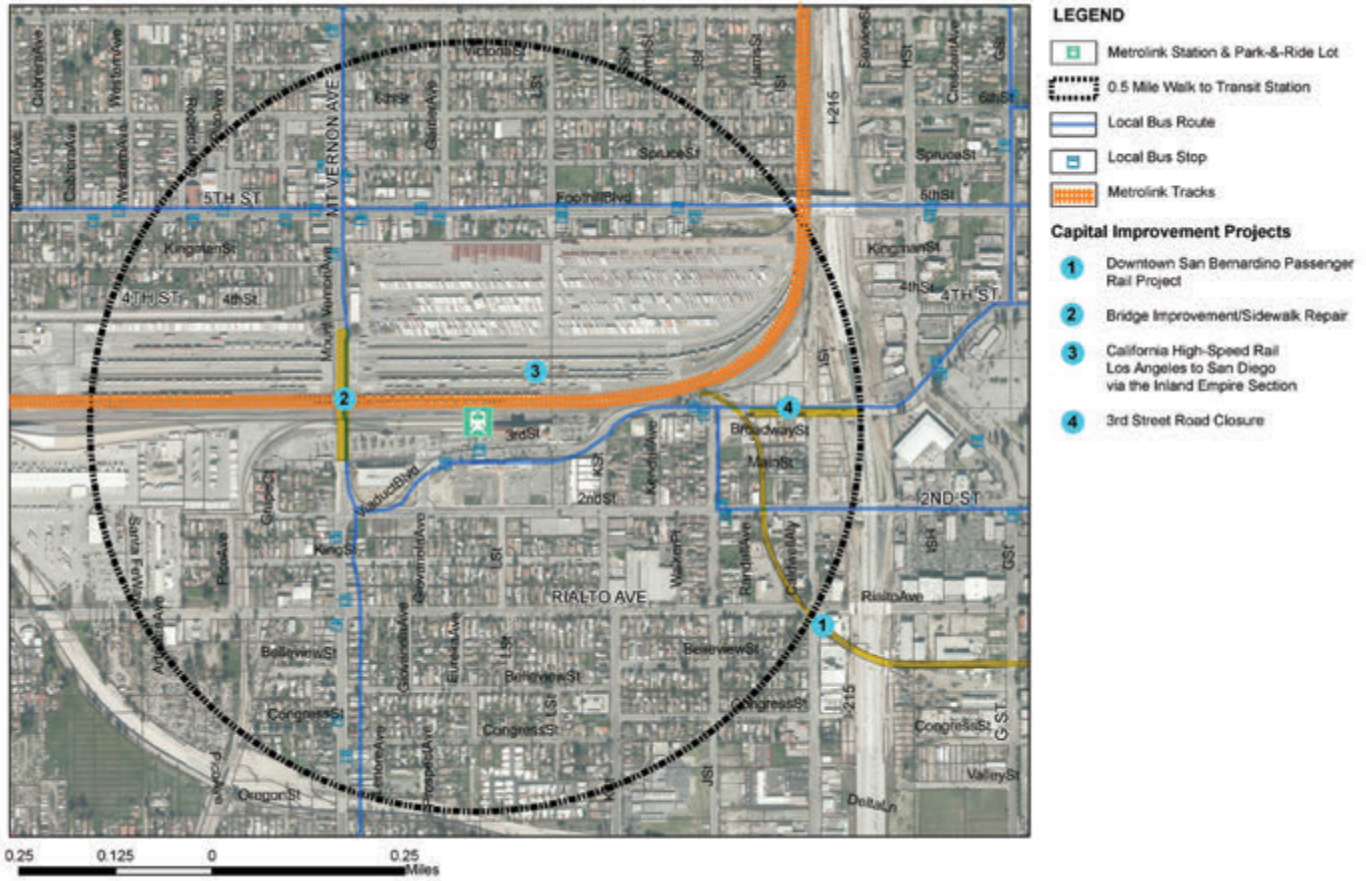
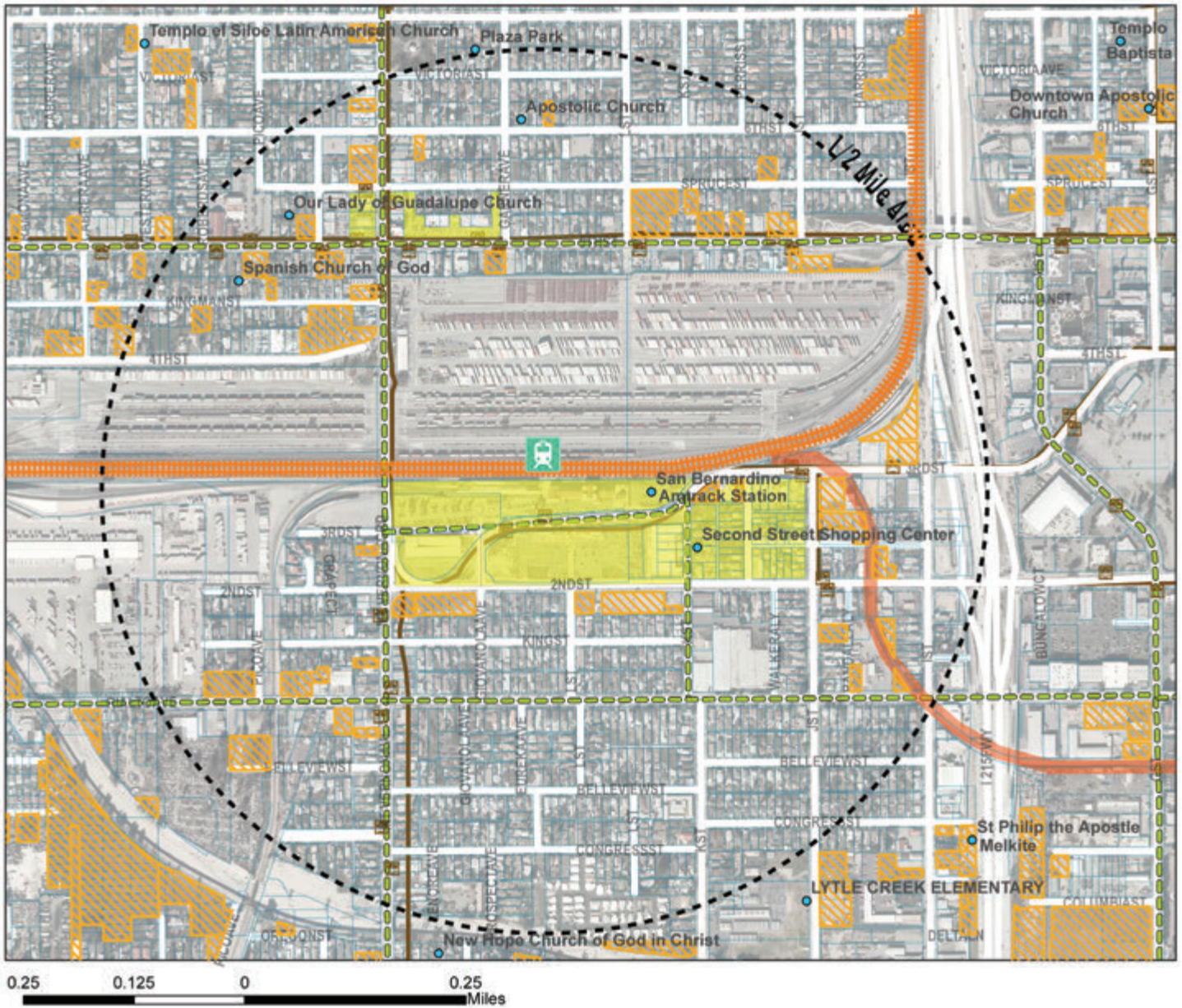


FIGURE 3.92: DEVELOPMENT AND CAPITAL IMPROVEMENT PROJECTS WITHIN 1/2-MILE OF THE STATION AREA



LEGEND

- | | | | |
|--|-------------------------------------|--|--------------------------------|
| | Metrolink Station & Park-&-Ride Lot | | Existing Bike Path 2014 |
| | 0.5 Mile Walk to Transit Station | | Class I |
| | Local Bus Route | | Class II |
| | Local Bus Stop | | Class III |
| | Metrolink Tracks | | Planned Bike Path 2014 |
| | Vacant Parcels | | Class I |
| | Potential Opportunity Sites | | Class II |
| | Potential Planned Projects | | Class III |
| | Destinations | | |

FIGURE 3.93: POTENTIAL OPPORTUNITY SITES

4 BARRIERS & OPPORTUNITIES

From the existing conditions analysis to date and discussions with various city staff and stakeholders the following barriers and opportunities were identified for transit-oriented development. In Chapter 3 at the end of each section for an individual station area, potential opportunity sites and vacant areas are identified for review by Technical Advisory Committee (TAC) members. Table 4-1 shows available opportunity and vacant sites in acres for each station area.

4.1 BARRIERS

- * Lack of redevelopment tools to assemble properties, construct infrastructure or assist in constructing low and moderate-income housing and other projects. In some station areas the final disposition of redevelopment owned properties are unknown and many of these are in key locations.
- * Air quality issues from diesel and other emissions related to the rail yard in the San Bernardino Depot station area and to a lesser degree in other station areas.
- * Few mid-day trains and late trains serving the area today partially due to operational issues caused by single track and freight train usage.
- * Cost of travel for intra corridor travel (travel between San Bernardino Line stations) compared to bus.
- * Outdated utilities and other infrastructure in older station areas such as Fontana, Rialto, San Bernardino and perhaps in Upland add to development costs.
- * Land values of vacant land not supporting infill of high-density housing and intense office development with structured parking.
- * Lack of funding for transit and infrastructure improvements.
- * High degree of parcelization.

4.2 OPPORTUNITIES

- * Cities, in general, are supportive of mixed-use transit-oriented development at the station areas demonstrated by their plans and policies, although some plans allow for moderate densities and intensities. North Montclair Downtown Specific Plan (NMDSP) proposes relatively high-density residential (up to 60 du/ac) in the station area.
- * Montclair and Rancho Cucamonga have interest by major private developers for large projects in the station areas and these projects if developed could be catalysts to transforming these station areas to more transit-supportive uses.
- * Many of the stations (Upland, Fontana and Rialto) are within their older downtown areas, much of the station areas are walkable and have a sense of place that could be enhanced.
- * Vacant and underutilized lands are available in many of the station areas.
- * SANBAG Improvements to Transit Access for Cyclists and Pedestrians includes planned improvements to the pedestrian and bicycle environment to make the stations better connected within the station area and to a 3-mile radius of the station area. SANBAG has applied for grants to implement these improvements.
- * Major transit projects within the Metrolink Corridor include the Gold Line Extension to Montclair, Downtown San Bernardino Passenger Rail Project, Redlands Passenger Rail, the West Valley Connector Corridor and the Foothill/Boulevard/5th Street Transit Corridor.

Additional barriers and opportunities will be identified by the separate market study and the ULI stakeholder meetings. Table 4.2 compiled from the Market Study summarizes existing demographics for the 1/2-mile station area. Refer to the executive summary of the market study for the market demand by station area. Table 4.3 is one potential development scenario for the 1/2-mile station area using each cities range of densities in the General Plan/Specific Plan. Comparing this scenario with the market demand, there appears to be adequate land and densities within existing plans in Montclair, Rancho Cucamonga and Rialto and perhaps in Upland to achieve the market study demand. Consideration should be given to increasing densities and intensities in Fontana during it's General Plan update. For the City of San Bernardino, increased densities may not

be appropriate near the active railyard. To achieve viable TODs that increase ridership on the Metrolink, improve walkability and livability and create destinations, a range of scenarios and visions will be developed in later phases of the project including some that increase densities and intensities in each city.

TABLE 4.1: PRELIMINARY OPPORTUNITY AND VACANT SITES ACREAGE BY STATION AREA

	Station Areas					
	Montclair	Upland	Rancho Cucamonga	Fontana	Rialto	San Bernardino
Opportunity Sites (acres)	47.0 ¹	25	28.1	39.6	9.8	23.0
Vacant Sites (acres)	54.8 ²	15.6	10.3	18.3	43.4	21.5
Total Opportunity Site & Vacant (acres)	101.8 ²	40.6	38.4 ³	57.9	53.2	44.5

1. Does not include Montclair Plaza Shopping Center
2. Includes 39.4 acres within City of Upland
3. Does not include golf course of 83.3 acres

TABLE 4.2: SUMMARY OF EXISTING DEMOGRAPHICS FOR 1/2-MILE STATION AREAS

	2013 Population	Median Household Income (\$)	Average Household Size	Median Age	% of 0 to 1 cars	% Take Transit, Walk or Bike to Work	% Renter Occupied	% Owner Occupied	Employed Population (ESRI/SCAG)	Jobs (LEHD)
Montclair	2,010	43,615	2.4	28.2	6.6	51	83.8	8.4	824	2,804
Upland	4,739	44,775	2.7	33.4	5.7	46	55.9	36.5	2,185	2,399
Rancho Cucamonga	954	43,174	2.0	30.0	4.9	54	84	7	551	4,830
Fontana	8,156	31,623	3.7	26.6	6.7	42	74	19	2,903	2,866
Rialto	4,510	28,589	3.3	28.7	5.9	57	61	27	1,435	1,608
San Bernardino	4,663	25,326	4.0	25.3	5.6	60	57	29	1,177	642

Source: Market Study Prepared by HR&A

TABLE 4.3: ONE POTENTIAL DEVELOPMENT SCENARIO FOR 1/2-MILE STATION AREA USING GENERAL PLAN/SPECIFIC PLAN DENSITIES AND INTENSITIES FOR COMPARISON WITH MARKET STUDY DEMAND

	Montclair	Upland	Rancho Cucamonga	Fontana	Rialto	San Bernardino
Vacant and Opportunity Sites (acres) from Table 4.1	62.4 ¹	40.6	38.4	57.9	53.2	44.5
Proposed Golf Course Site (acres)			83.3			
Area Assumed Available for Residential (acres)	52.4	32.6	102.5	49.9	45.2	10 ⁴
Area Assumed Available for Non-residential (acres)	10	8	19.2	8	8	34.5
Density Range (units/acre) Permitted in General Plan/ Specific Plan	30-50 ²	15-55 ²	25-50 @ Avg. 27.75 ²	7-24 ²	2.1-60 ²	4.5-9 ²
Potential Number of Residential Units	524-2,620	489-1,783	2563-5125 Avg. 2819	349-1,198 ³	95-2,712	41-90
Potential Non-Residential (SF) @ 0.5 and 1.0 Average FAR	217,800 - 435,600	174,240- 348,480	418,176- 836,352	174,240- 348,480	174,240- 348,480	751,410- 1,502,820

1. Excludes 39.4 acres in Upland and Montclair Plaza Shopping Center
2. General Plan/Specific Plan density ranges; some sites in the Town Center Zone allows for 60du/ac in Montclair
3. Density may need to be increased to meet maximum market demand or more opportunity site needs to be identified
4. Sites within 500' of rail yard not included for residential

APPENDIX A

METROLINK STATION BOARDINGS (AVERAGE WEEKDAY FISCAL YEAR 2014, FOURTH QUARTER)



Metrolink Station Boardings (Average Weekday FY14 Q4)

STATION	FY14 Q4				FY13 Q4				YOY Performance			
	Apr-14	May-14	Jun-14	Q4 AVG	Apr-13	May-13	Jun-13	Q4 AVG	Apr	May	Jun	Q4 AVG
ANAHEIM	498	500	498	499	516	499	498	504	-3.4%	0.2%	0.0%	-1.0%
ANAHEIM CANYON	333	335	331	333	315	316	307	313	5.8%	6.0%	7.5%	6.4%
BALDWIN PARK	379	362	355	365	398	383	349	377	-4.8%	-5.5%	1.7%	-2.9%
BUENA PARK	561	555	567	561	571	574	568	571	-1.7%	-3.4%	-0.2%	-1.8%
BURBANK	877	838	815	843	957	938	895	930	-8.4%	-10.6%	-8.9%	-9.3%
BURBANK AIRPORT	215	215	212	214	240	240	238	239	-10.6%	-10.5%	-10.8%	-10.6%
CAL STATE LA	566	523	382	490	587	557	403	516	-3.6%	-6.1%	-5.1%	-4.9%
CAMARILLO	106	102	102	103	120	115	109	115	-11.6%	-11.9%	-6.3%	-9.9%
CHATSWORTH	345	357	340	347	355	345	335	345	-3.0%	3.5%	1.3%	0.6%
CLAREMONT	403	387	376	389	413	410	372	398	-2.6%	-5.7%	1.3%	-2.3%
COMMERCE	75	79	75	76	79	74	68	74	-5.2%	6.7%	10.1%	3.9%
COVINA	958	940	914	937	1,010	984	932	975	-5.1%	-4.5%	-1.9%	-3.8%
DOWNTOWN POMONA	246	233	234	237	241	236	233	237	2.0%	-1.1%	0.2%	0.4%
EAST ONTARIO	383	375	371	376	412	399	385	399	-7.0%	-6.1%	-3.8%	-5.6%
EAST VENTURA	41	42	36	40	51	51	47	50	-19.4%	-17.1%	-22.7%	-19.7%
EL MONTE	426	428	415	423	445	439	421	435	-4.3%	-2.5%	-1.4%	-2.7%
FONTANA	424	414	416	418	458	456	432	448	-7.4%	-9.2%	-3.7%	-6.7%
FULLERTON	1,546	1,463	1,420	1,476	1,514	1,499	1,425	1,479	2.2%	-2.4%	-0.4%	-0.2%
GLENDALE	630	632	620	627	661	655	646	654	-4.6%	-3.6%	-4.0%	-4.0%
INDUSTRY	973	943	936	950	1,043	1,015	990	1,016	-6.8%	-7.2%	-5.4%	-6.4%
IRVINE	1,404	1,399	1,376	1,393	1,275	1,259	1,234	1,256	10.2%	11.1%	11.5%	10.9%
LA UNION	12,508	12,202	12,308	12,339	12,724	12,592	12,470	12,595	-1.7%	-3.1%	-1.3%	-2.0%
LAGUNA NIGUEL/MISSION VIEJ	338	323	323	328	349	338	325	337	-3.0%	-4.4%	-0.8%	-2.7%
LANCASTER	375	385	386	382	398	402	406	402	-5.7%	-4.2%	-4.8%	-4.9%
MONTCLAIR	286	284	278	283	303	288	278	290	-5.6%	-1.1%	0.0%	-2.3%
MONTEBELLO/COMMERCE	444	434	436	438	445	437	427	436	-0.2%	-0.5%	2.2%	0.5%
MOORPARK	236	230	232	233	243	245	235	241	-2.8%	-6.1%	-1.3%	-3.4%
NEWHALL	322	316	298	312	326	318	310	318	-1.2%	-0.6%	-3.8%	-1.8%
NORTH MAIN CORONA	1,004	983	998	995	947	939	893	926	6.0%	4.7%	11.7%	7.5%
NORTHRIDGE	363	341	309	338	373	342	315	343	-2.6%	-0.4%	-1.7%	-1.6%
NORWALK/SANTA FE SPRINGS	755	740	720	738	776	755	730	754	-2.6%	-2.1%	-1.3%	-2.0%
OCEANSIDE	525	535	525	528	554	540	529	541	-5.2%	-0.8%	-0.8%	-2.3%
ORANGE	767	753	741	753	767	733	709	736	0.0%	2.6%	4.4%	2.3%
OXNARD	85	85	85	85	97	84	82	87	-11.8%	1.0%	4.3%	-2.2%
PALMDALE	372	384	365	373	408	407	412	409	-8.9%	-5.7%	-11.5%	-8.7%
PEDLEY	169	161	161	164	186	192	187	188	-9.2%	-16.1%	-14.0%	-13.1%
POMONA	542	527	515	528	580	545	523	549	-6.7%	-3.3%	-1.7%	-3.9%
RANCHO CUCAMONGA	986	928	889	934	1,035	1,015	996	1,015	-4.7%	-8.6%	-10.8%	-8.0%
RIALTO	266	245	235	249	280	280	271	277	-4.8%	-12.7%	-13.2%	-10.2%
RIVERSIDE-DOWNTOWN	1,084	1,064	1,019	1,056	1,141	1,110	1,065	1,105	-5.0%	-4.1%	-4.3%	-4.5%
RIVERSIDE-LA SIERRA	690	681	672	681	652	658	625	645	5.9%	3.6%	7.5%	5.7%
SAN BERNARDINO	772	766	753	763	797	790	768	785	-3.1%	-3.1%	-2.0%	-2.7%
SAN CLEMENTE	141	131	120	130	138	141	139	139	1.6%	-7.4%	-13.4%	-6.4%
SAN JUAN CAPISTRANO	181	168	160	170	184	175	155	171	-1.1%	-3.7%	3.2%	-0.5%
SANTA ANA	858	853	768	826	792	802	728	774	8.3%	6.3%	5.5%	6.7%
SANTA CLARITA	264	263	277	268	302	328	329	320	-12.7%	-19.8%	-15.9%	-16.2%
SIMI VALLEY	399	382	376	386	407	411	390	403	-2.0%	-7.1%	-3.5%	-4.2%
SUN VALLEY	84	85	76	82	89	90	77	85	-5.5%	-5.7%	-0.9%	-4.0%
SYLMAR/SAN FERNANDO	480	467	452	466	478	476	469	475	0.3%	-2.0%	-3.6%	-1.8%
TUSTIN	1,139	1,118	1,111	1,123	1,098	1,096	1,076	1,090	3.7%	2.0%	3.3%	3.0%
UPLAND	493	485	469	482	548	523	499	523	-9.9%	-7.3%	-6.0%	-7.7%
VAN NUYS	175	172	170	172	183	190	182	185	-4.5%	-9.1%	-6.6%	-6.7%
VIA PRINCESSA	420	417	402	413	459	424	417	434	-8.6%	-1.6%	-3.6%	-4.6%
VINCENT GRADE/ACTON	113	104	99	105	115	112	109	112	-2.3%	-7.1%	-9.1%	-6.2%
WEST CORONA	424	410	389	408	430	422	398	417	-1.4%	-2.7%	-2.3%	-2.1%

Footnotes:

Ridership estimates are based on ticket sales by origin station and do not reflect returns from corporate consignment sales.

Station boardings do not sum to total system ridership because:

Ridership estimates do not reflect transfers.

Ridership from tickets and passes without a defined destination station is counted at the origin station only.

RB-MKT-RID-102-S

APPENDIX B

OTHER RELEVANT PLANS AND STUDIES

Source: SANBAG

1. 2012-2035 SCAG REGIONAL TRANSPORTATION PLAN (RTP)/SUSTAINABLE COMMUNITY STRATEGY (SCS)

Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. One of SCAG's key roles is as the leading agency in facilitating the development of the Regional Transportation Plan (RTP), along with its newly required Sustainable Communities Strategy component, every four years.

On April 4, 2012, SCAG's Regional Council Board adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP is a long-range transportation plan that provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that projects out of a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. Within the RTP, the SCS integrates land use and transportation strategies to achieve emission reduction targets set by the California Environmental Protection Agency Air Resources Board.

Transit expenditures account for almost half of the Plan costs at 47%. The RTP/SCS identifies \$4.6 billion in new bus rapid transit (BRT) routes, extensions, and/or service enhancements throughout the SCAG region and \$2.6 billion to arterial investments in San Bernardino.

2. SANBAG STRATEGIC PLAN/MEASURE I

Measure I is the voter approved half-cent sales tax collected throughout San Bernardino County for transportation improvements. San Bernardino County voters first approved the measure in November 1989 to ensure that needed transportation projects were implemented countywide through 2010. In 2004, San Bernardino County voters overwhelmingly approved the extension of the Measure I sales tax, with 80.03% voting to extend the measure through 2040.

SANBAG administers Measure I revenue and is responsible for determining which projects receive Measure I funding, and ensuring that transportation projects are implemented. Measure I funds are allocated based on a strategic plan. The Strategic Plan is the policy manual for delivery of the Measure I programs by SANBAG and its member agencies. The Strategic Plan is intended to be updated periodically to reflect changes in project costs, revenues, economic conditions, and project priorities that will undoubtedly occur over the 30-year life of the Measure. Changes in Strategic Plan policies can be considered at any time deemed appropriate by the SANBAG Board of Directors.

The SANBAG Strategic Plan outlined that 20 percent of Measure I revenue would be budgeted towards infrastructure improvements, which may, as detailed by the plan text, include express bus/bus rapid transit (BRT) solutions. It also outlines that corridors be prioritized by a number of factors including:

- * Existing ridership
- * Network connectivity
- * Geographic coverage
- * Market penetration potential
- * Better serving long-distance transit riders
- * Supporting the goal of livable communities
- * Transit dependency (based on demographics and land use)
- * Project cost effectiveness
- * Outside revenue allocation

The Strategic Plan indicates that nine BRT corridors are being considered in the Long Range Transit Plan (LRTP), prioritizing Foothill Boulevard East (from Fontana Metrolink Station to Highland), Foothill Boulevard West (from Montclair Metrolink

Station to Fontana Metrolink Station), Holt Avenue/4th (from Pomona through Ontario to the South Fontana Transcenter), and San Bernardino Avenue (connecting the western and eastern portions of the San Bernardino Valley, including along San Bernardino Avenue from South Fontana to the western boundary of the E Street Corridor). Within the first ten years of the Measure, two percent of the revenue apportioned to the Valley were planned to be made available for the development, implementation, and operation of express bus and BRT. Eligible projects include contributions to operating and capital cost associated with implementing high-speed, express-type bus service in high density corridors.

3. SANBAG LONG RANGE TRANSIT PLAN

San Bernardino Associated Governments’ Long Range Transit Plan (SANBAG LRTP) establishes a vision for transit for the next 25 years, and prioritizing goals and projects for transit growth while connecting land use and transportation strategies. The LRTP also meets legal mandates for planning and programming set by SB 375. The LRTP shares much with the System-Wide Transit Corridor Plan. The document lays out future scenarios of varying transit intensity. The 2035 scenarios range from a lower intensity scenario with an augmented fixed-route network, to more intense plans with multiple degrees of premium bus rapid transit (BRT), enhanced rail corridors, and connectivity with a planned mag-lev rail line.

For the San Bernardino Valley, the LRTP recommends implementation of the “Sustainable Land Use Alternative” (see Figure 1). This alternative promotes partnering cities in adopting policies to support transit and recommends completion of the Metrolink Extension to downtown San Bernardino, the Redlands Rail Commuter Rail project, the Goldline Extension to Montclair Transit Plaza, increased service for Metrolink and OmniTrans, and four sbX corridors (rapid transit).

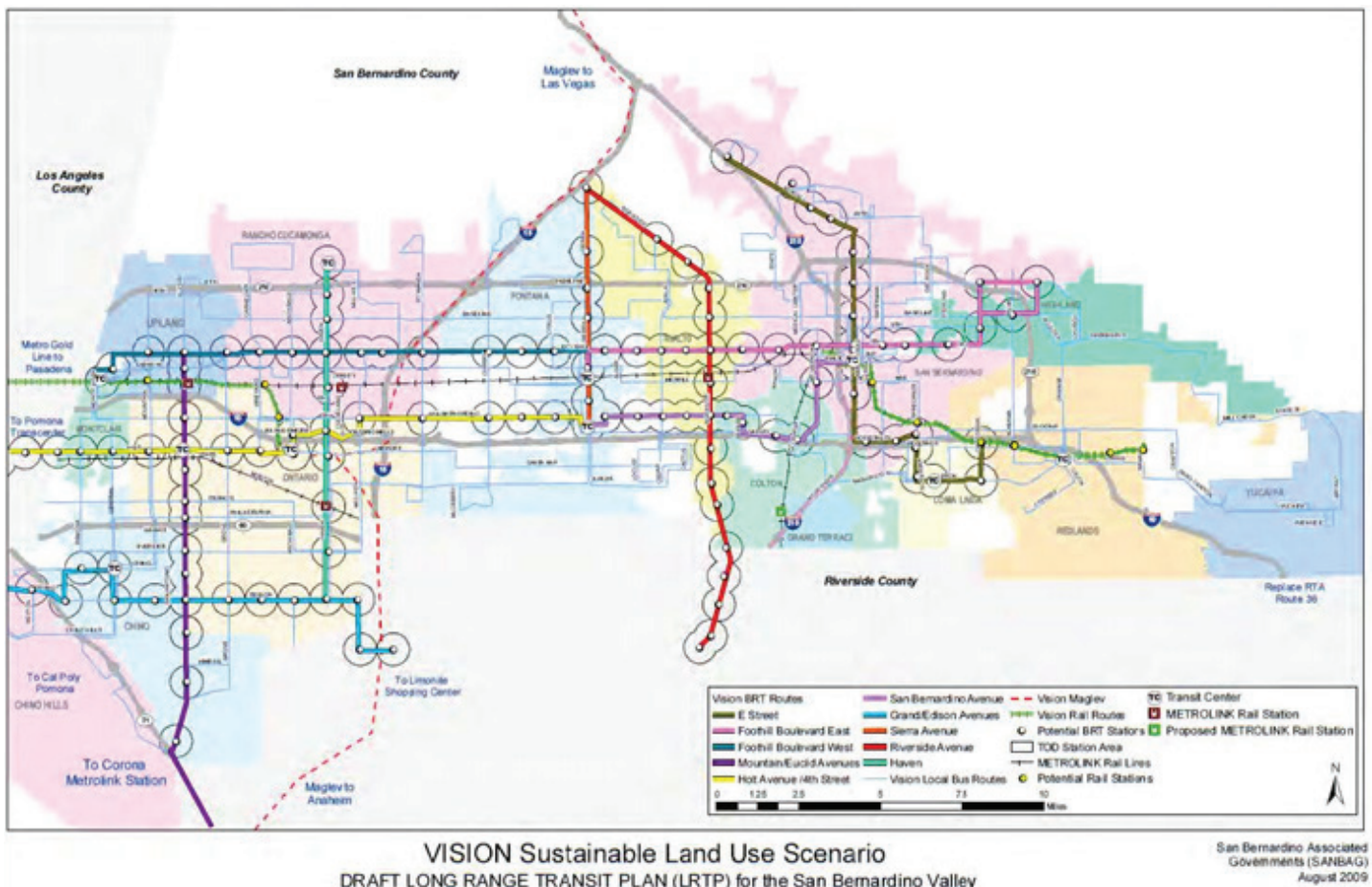


FIGURE 1. SANBAG LONG RANGE TRANSIT PLAN (LRTP)

4. SAN BERNARDINO COUNTY NON-MOTORIZED TRANSPORTATION PLAN (ALL STATIONS)

SANBAG first adopted the San Bernardino County Non-Motorized Transportation Plan (NMTP) in 2001 and has continued to update the NMTP to reflect current local jurisdiction non-motorized efforts ever since (see Figure 2). The NMTP originally focused only developing a cohesive, integrated plan that only represented existing and future bicycle paths according to classification. It has since expanded its focus to the inclusion of plans that call for more walkable communities within and around transit stations (and soon, schools). The NMTP aims to:

- * Improve the quality of life and health of San Bernardino County residents through exercise and connectivity to the “outside world”,
- * Increase non-motorized access throughout the County for those who may not (and/or chose to not) have other means of transportation,
- * Respond to initiatives to reduce vehicle travel and greenhouse emissions embedded in Senate Bill 375,
- * Improve land use around transit stations and provide pedestrian/bicycle connectivity and amenities that encourage non-motorized transportation in accordance with new Sustainable Community Strategy requirements, and
- * Enable member jurisdictions to apply for active transportation project funding by satisfying the State of California’s requirement of a Bicycle Transportation Plan (BTP) for purposes of Caltrans Bicycle Transportation Account (BTA) funding.

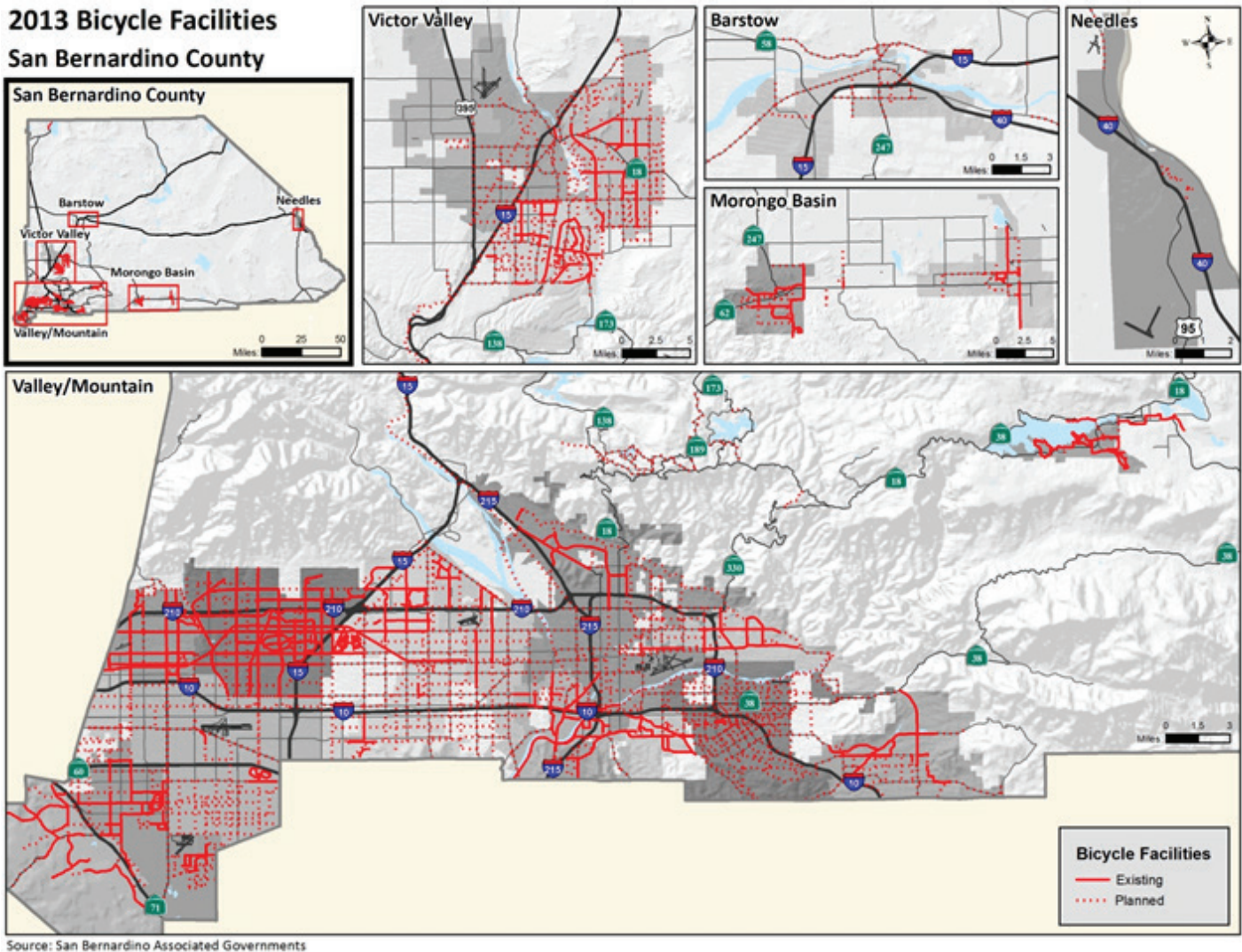


FIGURE 2. SAN BERNARDINO COUNTY NON-MOTORIZED TRANSPORTATION PLAN BICYCLE FACILITIES

5. OMNITRANS SYSTEM-WIDE TRANSIT CORRIDOR PLAN

The System-Wide Transit Corridor Plan has been maintained by the transit service provider for the San Bernardino Valley, Omnitrans, since its initial adoption in 2004 as a key document in implementing a vision for the future of transit in the Valley. The most recently adopted Plan expands on bus rapid transit (BRT) plans in detail, systematically determining BRT priority corridor selection based on projected land uses, ridership, demographic conditions, future conditions, and operational feasibility. Ten major transit corridors are identified that exhibit great potential for future sbX services (see Figure 3 and Table 1).

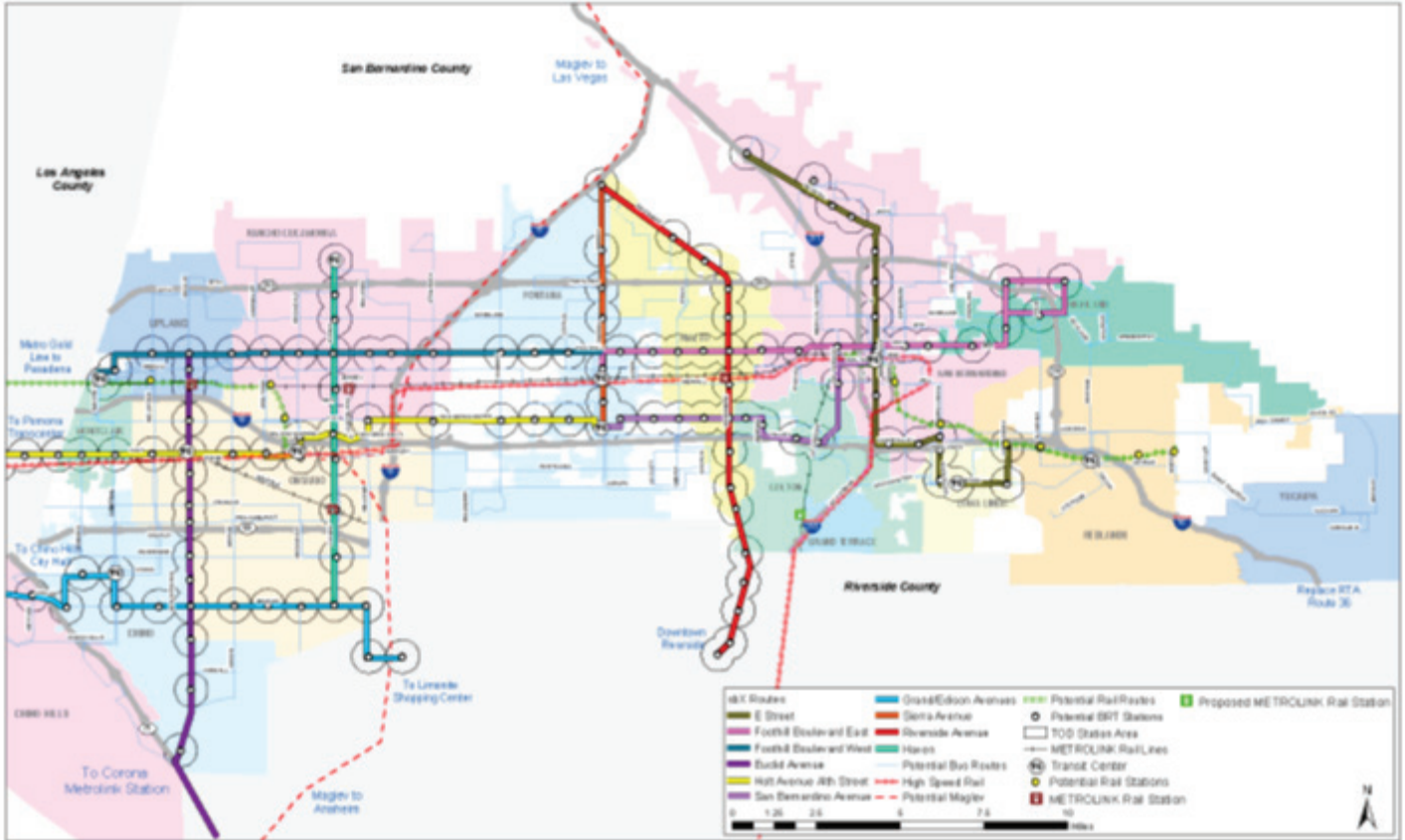


FIGURE 3. OMNITRANS SYSTEM WIDE TRANSIT CORRIDOR MAP

Corridor Ranking	Primary Rationale
Recommended Phasing Plan for Priority Implementation	
Corridor 1: E Street	Strong transit ridership potential, significant opportunity to influence redevelopment, significant new travel choices to disadvantaged, good system connectivity potential.
Corridor 2: Foothill East	Second best ridership potential, 73 percent growth projected in population and trip-making, good system connecting potential.
Corridor 5: San Bernardino Avenue	San Bernardino Avenue Corridor creates a southerly alignment for premium transit services, connections to the E Street Corridor, new travel choices for low income/disadvantaged groups, moderate employment and population growth.
Recommended Phasing Plan for Near Term Implementation	
Corridor 3: Foothill West	High existing population and employment, good system connectivity potential to Los Angeles County Operators.
Corridor 6: Holt Avenue/4 th Street	Third highest transit ridership potential, significant new travel choices for transit dependent, system connections to Los Angeles.
Recommended Phasing Plan for Mid Term Implementation	
Corridor 4: Euclid Avenue	Chino Transit Center Connections to Corona Metrolink Station could move higher on list if development of Agricultural Preserve accelerates and developers emphasize transit alignments as integral part of development phasing.
Corridor 9: Riverside Avenue	Connection into Downtown Riverside, opportunities to influence developments in northern portions of the Valley, good Cost Effectiveness rating.
Recommended Phasing Plan for Long Term Implementation	
Corridor 7: Grand/Edison Avenue	Good opportunities to influence new developments in Agricultural Preserves, good intercounty connections to Los Angeles County and SR 57.
Corridor 8: Sierra Avenue	Good system connectivity potential to other Corridors, opportunities to influence developments in northern portions of the Valley.
Corridor 10: Haven Avenue	Good opportunities to influence new developments in Agricultural Preserves, and around the Ontario airport. High growth in transit and low investment cost.

TABLE 1. OMNITRANS SYSTEM WIDE TRANSIT CORRIDORS

6. OMNITRANS SHORT RANGE TRANSIT PLAN

The San Bernardino Valley transit provider, Omnitrans, created a business plan for the next six years called the OmniConnects Short Range Transit Plan for fiscal years 2015-2020. This is a living document which will be refined in their annual Service Element that codifies Omnitrans' direction through 2020 as established by their Board of Directors.

Within the OmniConnects Plan, several new projects are proposed to provide faster more direct service in the future. These are currently unfunded projects; adoption of the Plan provided the approval needed to go forward with seeking grant funding and planning to make them a reality. The three major proposals include:

- * The West Valley Connector Corridor – a bus rapid transit line through Fontana, Rancho Cucamonga, Ontario, Montclair, and Pomona. The route will reduce end-to-end travel times by 10% by reducing the number of stops to space them ½-mile to one mile apart, as well as using transit signal priority to bypass traffic congestion. The project will also include significant improvements to bus stops/stations. A future phase will include 3.5 miles of dedicated transit lanes on Holt Boulevard in the City of Ontario, as well as 60' articulated transit vehicles to operate the route.
- * The Foothill Central Corridor – a limited-stop route along Foothill Boulevard/Fifth Street through San Bernardino, Rialto, and Fontana. The route will stop approximately every one mile. In future phases, capital improvements such as transit signal priority and stop/station improvements will be implemented as funding becomes available.
- * A network of freeway express services, which will use HOV lanes on freeways where available to provide express peak commuter service between major downtown areas/employment centers or park-and-rides.

7. DOWNTOWN SAN BERNARDINO PASSENGER RAIL PROJECT (SAN BERNARDINO)

The Downtown San Bernardino Passenger Rail Project (DTSBPRP) will extend the Metrolink line from the historic Santa Fe Depot one mile east (see Figure 4), where it will join with another project, the future San Bernardino Transit Center, to be constructed at Rialto Avenue and “E” Street in the city.

The Transit Center will be a multi-modal transportation hub where 13 local Omnitrans bus routes, the new sbX Bus Rapid Transit service, Victor Valley Transit Authority (buses from the high desert), Mountain Area Rapid Transit Authority (MARTA) bus service, and Metrolink trains will all meet when the projects are completed. The public can transfer from one mode of transportation to another at this hub and go in various directions. Commuter rail service will eventually be extended from this point nine miles further to the east via the future Redlands Passenger Rail Project.



FIGURE 4. DOWNTOWN SAN BERNARDINO PASSENGER RAIL PROJECT MAP

8. REDLANDS PASSENGER RAIL PROJECT

The Redlands Passenger Rail Project encompasses passenger rail operations along an approximately nine-mile corridor extending east from the City of San Bernardino to the City of Redlands (see Figure 5). The Project proposes local and express train service via five station stops located at E Street, Tippecanoe Avenue (or Waterman Avenue), New York Street, Orange Street (Downtown Redlands), and University Street (University of Redlands) according to Phase 1. Additional stations along the nine-mile stretch are proposed for Phase 2 and Phase 3 includes extended rail with stops that loops back up to the north eventually reconnecting with the E Street station in San Bernardino (see map below).

Project operations for Phase 1 are expected to start in 2018 with trains operating every 30 minutes in the peak periods and every hour in the off-peak period. Phases 2 and 3 are still in the early planning stages.

REDLANDS PASSENGER RAIL PROJECT: Strategic Plan

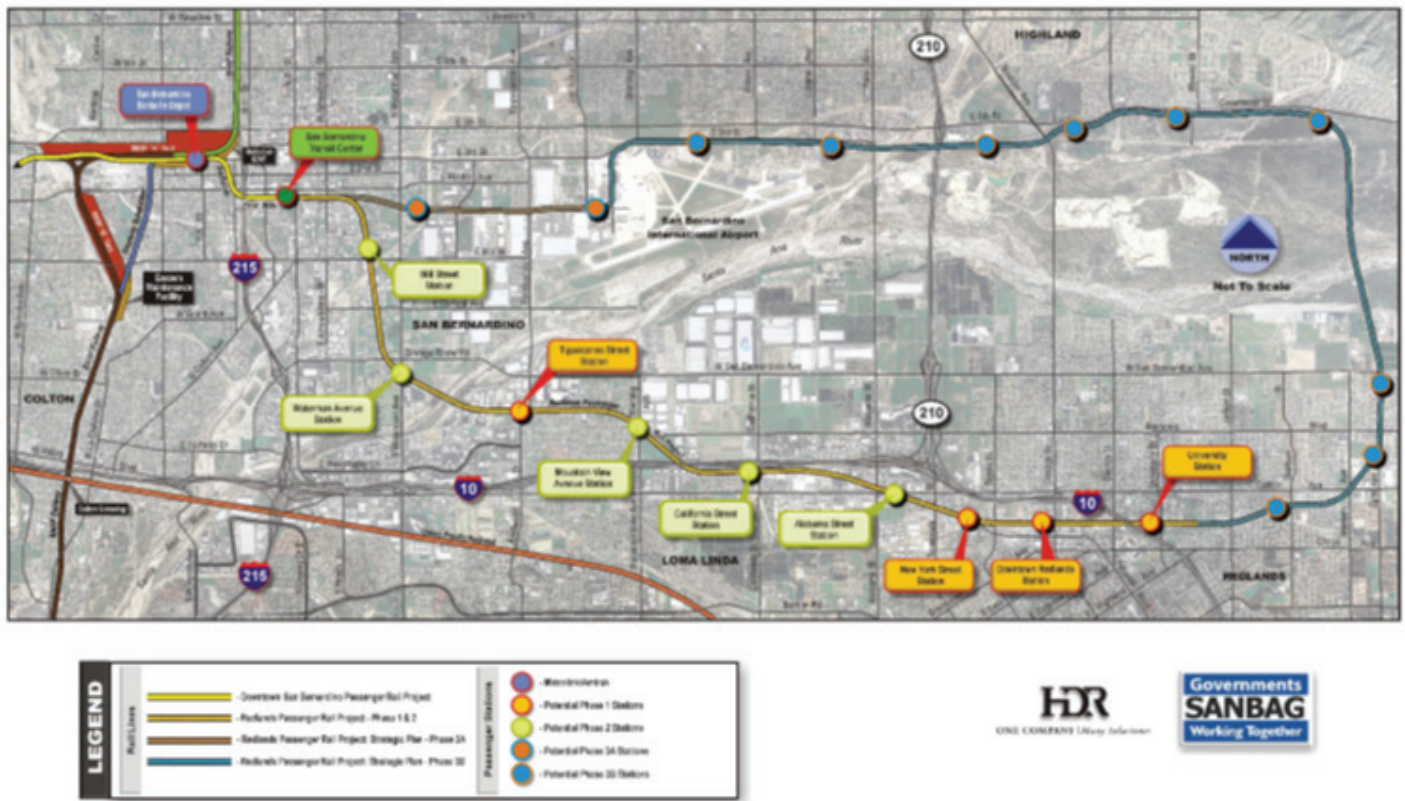


FIGURE 5. REDLANDS PASSENGER RAIL PHASE 1 THROUGH PHASE III MAP

9. GOLD LINE/FOOTHILL EXTENSION TO MONTCLAIR (MONTCLAIR) & GOLD LINE EXTENSION TO ONTARIO AIRPORT (MONTCLAIR)

The Los Angeles County Metropolitan Transportation Authority (Metro) is planning two extensions of the Gold Line from its future terminus at Azusa to Montclair and potentially the Ontario Airport. The Draft EIR for the 12.6 mile Montclair Extension was completed in 2012, while the 8 mile Ontario Airport extension remains in preliminary stages of planning. Figure 6 shows the proposed Gold Line station at Montclair Transcenter.

10. CALIFORNIA HIGH SPEED RAIL (SANTA FE DEPOT)

The 2012 California High Speed Rail Authority (CAHSRA) Business Plan outlines a phased approach for high-speed rail service to San Diego. Alignments under consideration include routes that could parallel the Metrolink Corridor in eastern San Bernardino County from Rancho Cucamonga heading to the east. Figure 7 shows proposed preliminary high speed rail alignment.

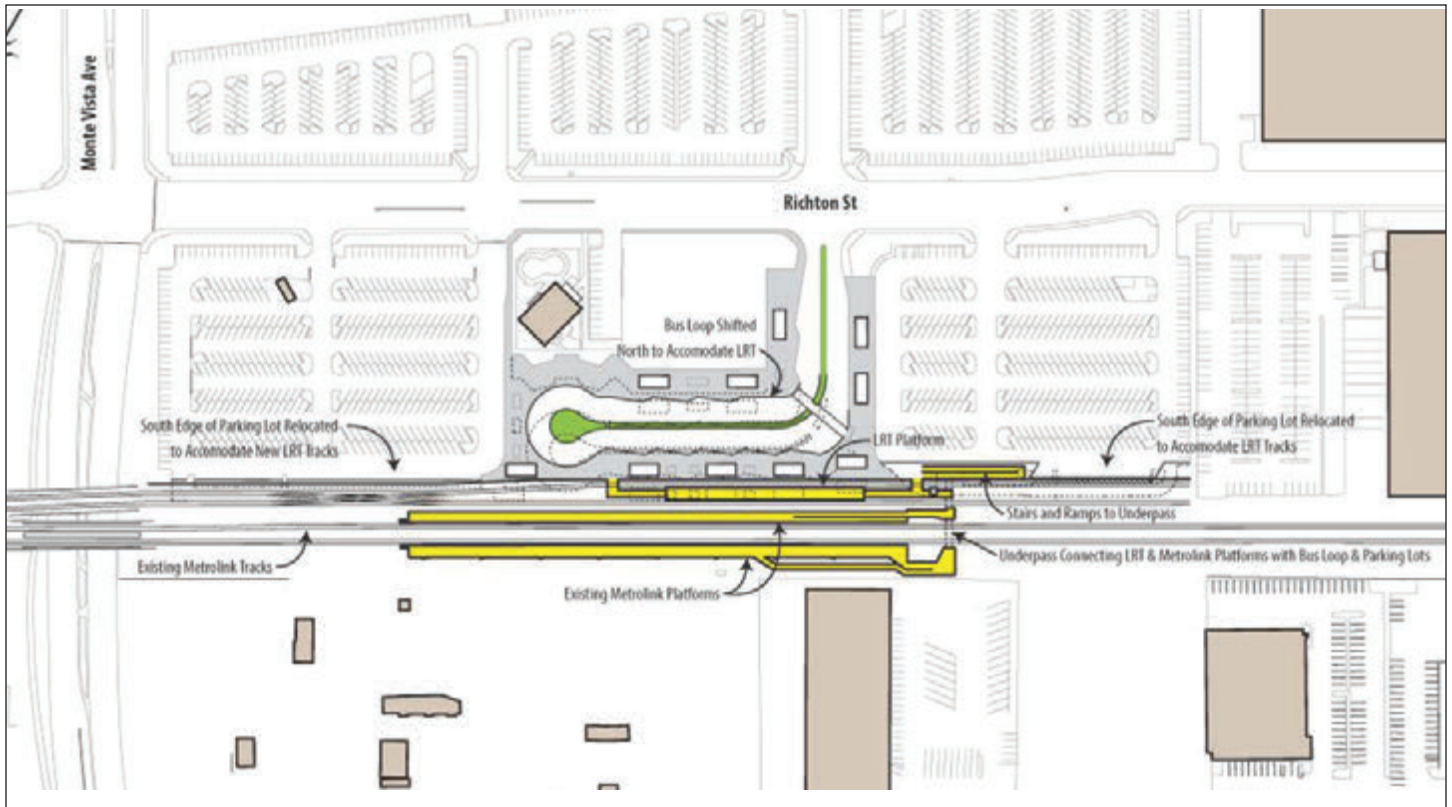


FIGURE 6. MONTCLAIR GOLD LINE/FOOTHILL EXTENSION TO MONTCLAIR STATION

11. WEST VALLEY CONNECTOR ALTERNATIVE ANALYSIS & PREFERRED ALTERNATIVE CONCEPTUAL PLAN (RANCHO CUCAMONGA, FONTANA)

In Omnitrans' System-wide Transit Corridors Plan for the San Bernardino Valley, the Holt/4th Street/Route 61 corridor was envisioned to follow the approximate alignment of Omnitrans' existing Route 61, which uses primarily Holt Avenue/Boulevard from Pomona to Ontario and San Bernardino Avenue from Ontario to Fontana.

Upon the request of the project development team (PDT) members, the consultant team (Parsons) studied an alternative alignment that connects north along Milliken Avenue from Ontario Mills to the Rancho Cucamonga Metrolink Station and uses Foothill Boulevard to travel east to Fontana ultimately connecting to the Rancho Cucamonga Metrolink station and a major destination at the Kaiser medical complex. This alignment (see Figure 8) combines the Holt/4th Street and the Foothill West corridors (as laid out in the System-wide Transit Corridors Plan) into a new corridor named the West Valley Connector Corridor.

The PDT members recommend this 25.2 mile corridor alignment to provide a better north-south connection between the Ontario Airport and destinations in Rancho Cucamonga. It captures the ridership potential of both the Holt and Foothill corridors near-term and does not preclude future connecting service from being provided on the remaining portions of Foothill (East and West).

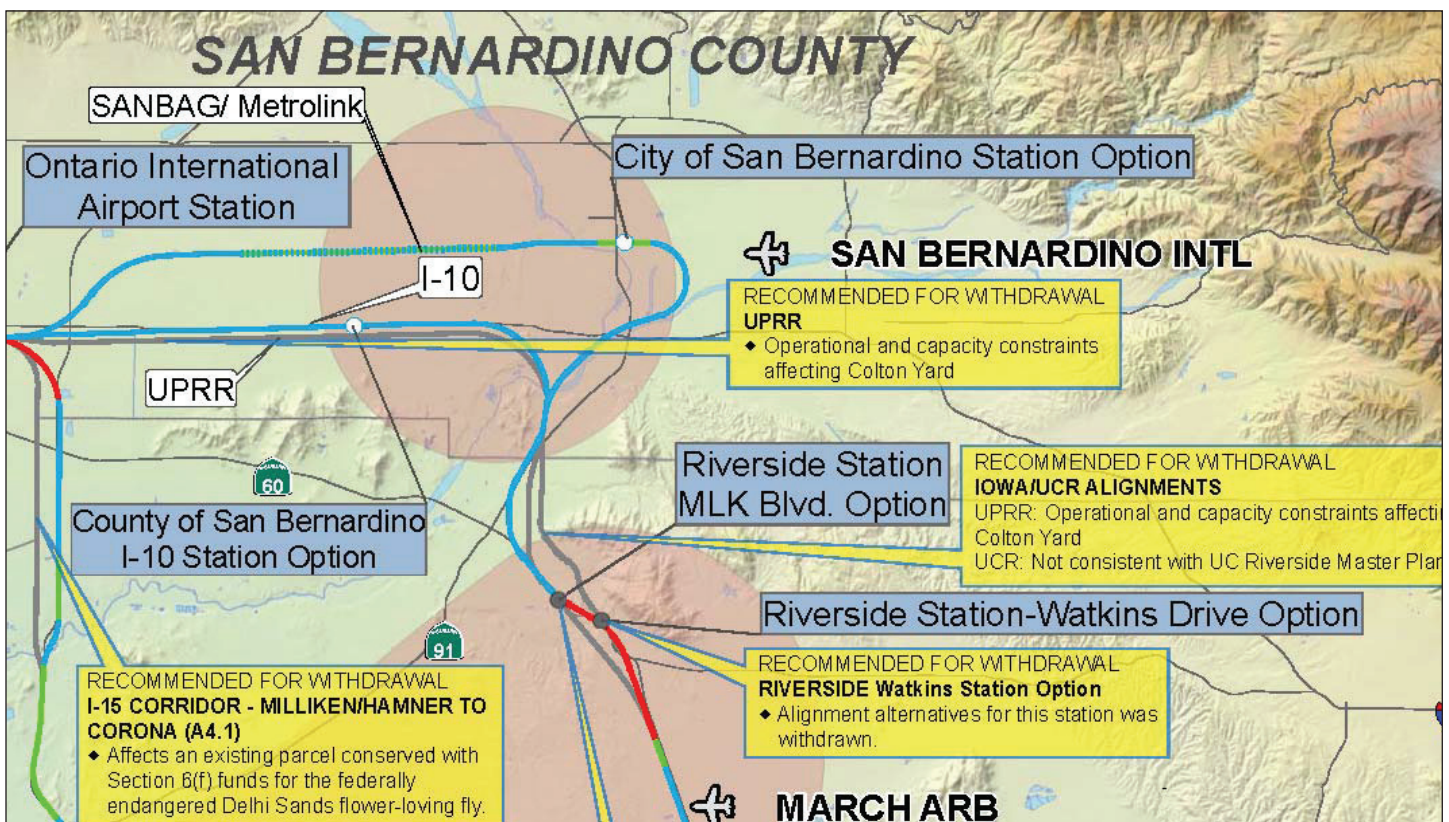
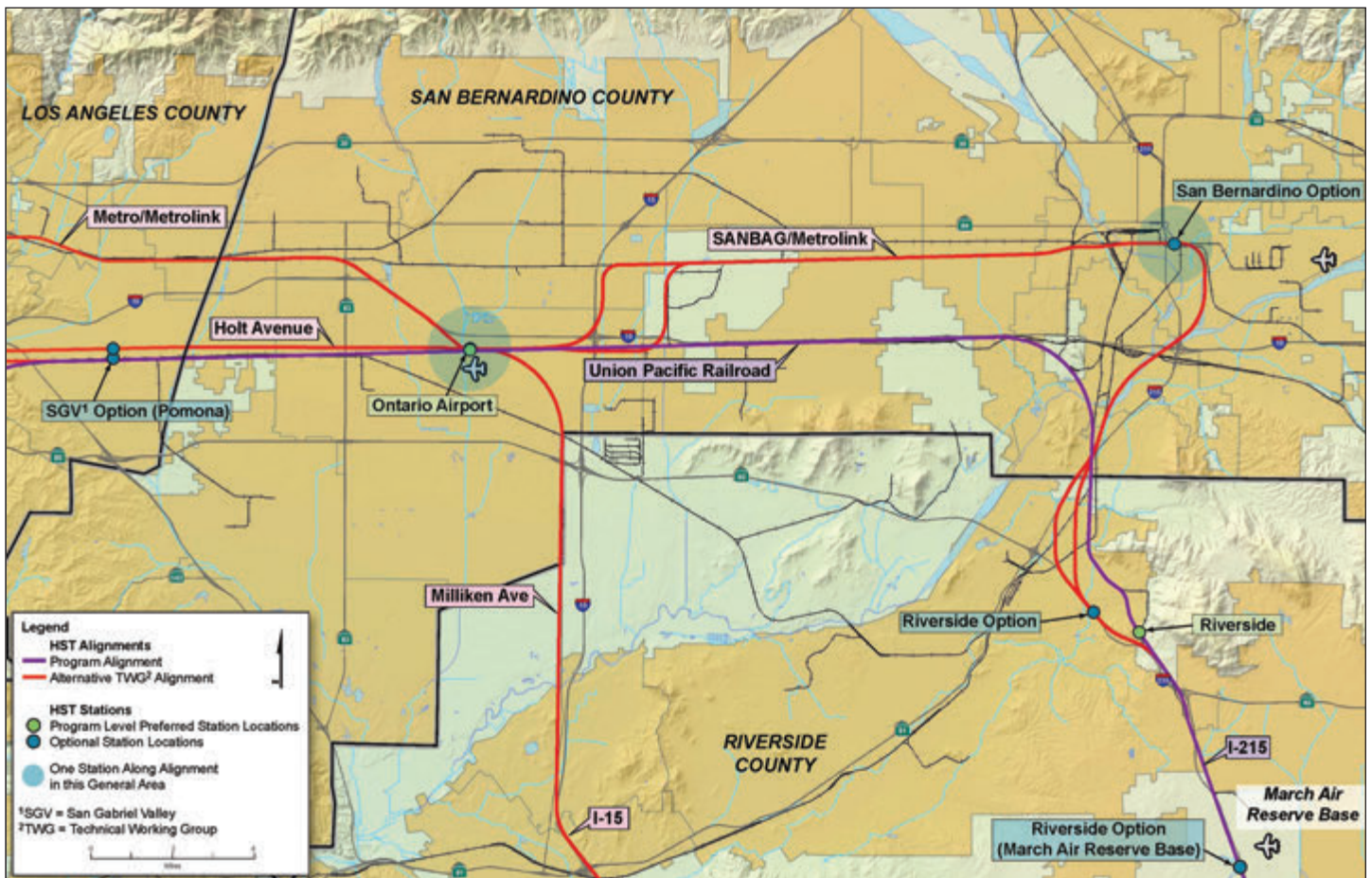


FIGURE 7. CALIFORNIA HIGH SPEED RAIL SAN BERNARDINO ALIGNMENT



FIGURE 8. WEST VALLEY CONNECTOR ALIGNMENT

12. INTEGRATED TRANSIT AND LAND USE PLANNING FOR FOOTHILL/5TH STREET TRANSIT CORRIDOR (FONTANA, SANTA FE DEPOT, MONTCLAIR)

The Foothill Boulevard/5th Street Transit Corridor study was commissioned by the San Bernardino County Associated Governments (SANBAG) and the Southern California Association of Governments (SCAG) to assess transportation improvements and transit-supportive land use planning along Foothill Boulevard and 5th Street (see Figure 9). This study was undertaken in collaboration with Omnitrans, the transit operator on the corridor, the cities of Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, San Bernardino, and Highland, and the County of San Bernardino.

The primary goals of this project were to (1) promote sustainable growth, (2) encourage economic development, and (3) enhance mobility and transit accessibility as means to responsibly support anticipated population growth while promoting economic revitalization along the Foothill Boulevard/5th Street corridor and potentially its connectors.

13. SCAG/SANBAG TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS (ALL STATIONS)

San Bernardino Associated Governments (SANBAG) undertook an effort to examine the ability of non-motorized users to access its regional transit network, including the six existing Metrolink Commuter Rail stations along the San Bernardino Line, and four under construction sbX Bus Rapid Transit (BRT) Stations in the cities of San Bernardino and Loma Linda. This year-long project sought to identify existing barriers to access, inform stakeholders of industry best practices relating to improving non-motorized circulation, and propose planning-level improvements in and around the selected stations. The project study area includes approximately 140 square miles of project catchment area, and recommends an “outside-in” approach, whereby the scale and scope of the proposed improvements become more specific and more detailed as they approach the respective station areas.

This methodology allows participating cities to use this project to identify priority non-motorized transit access corridors within their jurisdictions, helping them to implement the regional bicycle network in a manner that simultaneously improves direct, logical connections to transit facilities, closes gaps in the regional bicycle network, and improves cyclist safety and mobility.

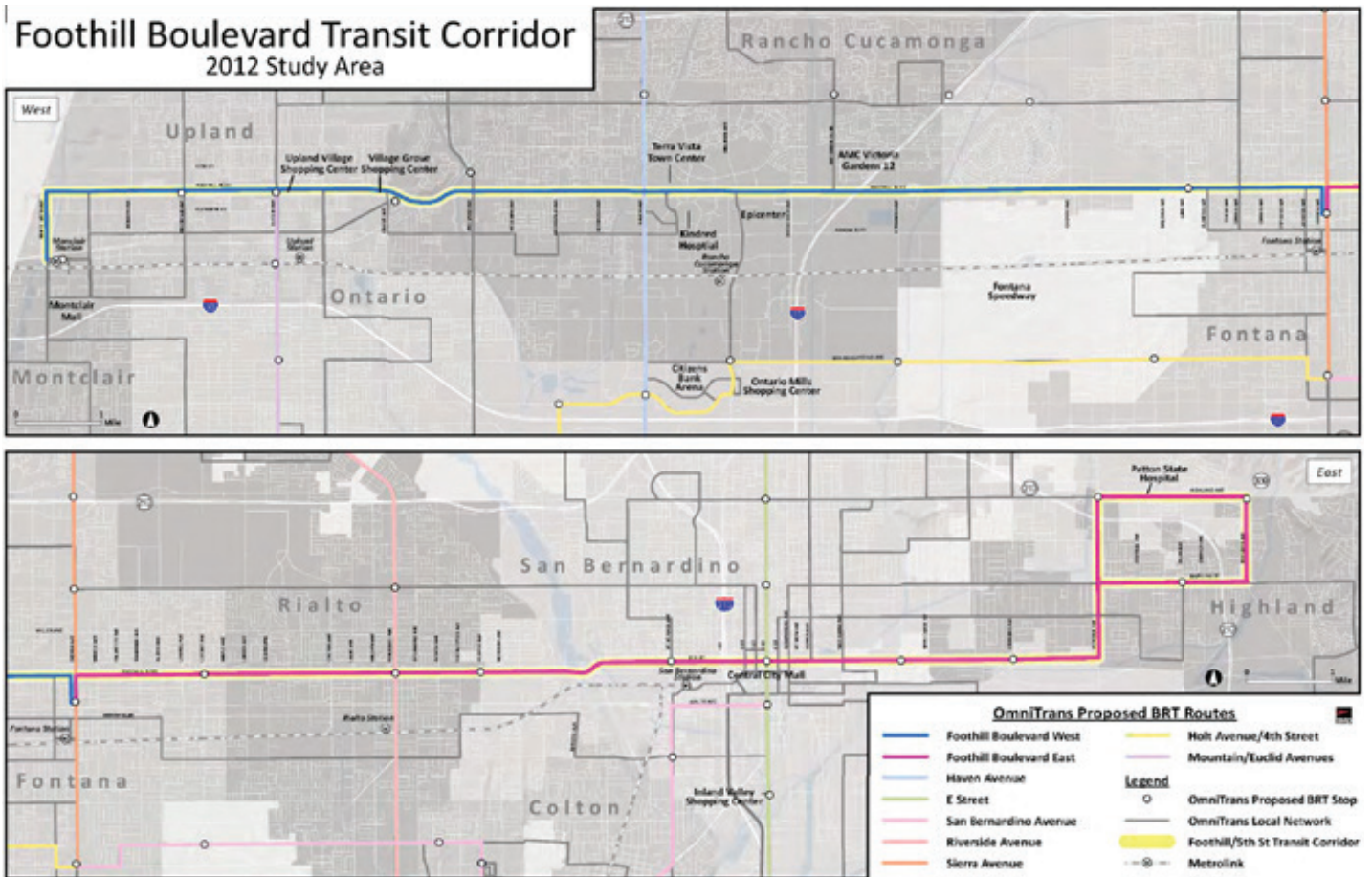


FIGURE 9. FOOHILL BOULEVARD TRANSIT CORRIDOR

Closer to the station, the recommendations become more specific and detailed, proposing improvements such as new sidewalks, enhanced pedestrian crossings, additional bicycle parking, street trees, or lighting elements, as well as general recommendations designed to help to create a “sense of place” in and around the station area. Highlights of the recommendations include:

- * Over 70 miles of high-priority bicycle corridors providing safer, more direct access to transit stations
- * Nearly 50 new or improved pedestrian crosswalks for commuters and residents
- * Over 23 miles of new, ADA-compliant sidewalks Over 2,300 new pedestrian-scale lighting elements in and around station areas
- * Over 1,700 new trees for shade and improved aesthetics

In addition to these specific improvements, the following general recommendations are proposed:

- * Develop comprehensive wayfinding plan(s) for local residents, commuters, and visitors
- * Prioritize roadway resurfacing on designated bikeways
- * Increase the quality and amount of bicycle parking at stations and surrounding destinations

APPENDIX C

TRANSIT-ORIENTED POLICIES FOR EACH CITY

General Plan, Specific Plan and Other Relevant Plans

The following table discusses relevant General Plan goals and policies, specific plans and other relevant plans for each station area.

Cities	General Plan Policies	Specific Plan	Other Relevant Plans
<p>Montclair</p>	<ul style="list-style-type: none"> * Promote the provision of public modes of transportation between strategic locations such as the Montclair Plaza Shopping Center, and other traffic generators, such as the Montclair Transcenter and potential Metrolink station on the Riverside Line. 	<p>North Montclair Downtown Specific Plan</p> <p>The Specific Plan proposed a market-driven program:</p> <ul style="list-style-type: none"> * Build a variety of housing types, massing configurations and architectural styles in keeping with the spirit of a transit “village.” Housing types to include lofts, townhouses and courtyard housing. * Build a mix of uses: residential, commercial, office, retail and flex live-work. * Activate ground floor frontages with flex uses to enhance the pedestrian activity of the streets. * Rejects the megablock approach, and creates a network of pedestrian-friendly blocks and streets. * Integrate parking seamlessly into the project through on-street and subterranean parking, and lined parking garages. * Encourage “Park Once” by sharing localized parking for train and bus commuters with retail customers. * Increase the connectivity of both sides of Arrow Highway by providing pedestrian crosswalks and landscaped medians. * Design a continuous hierarchy of public open spaces, including the transit plaza, numerous parks and retail courts, various streetscapes and the intimate private residential courtyards. 	

Cities	General Plan Policies	Specific Plan	Other Relevant Plans
	<p>A variety of building types is proposed within the Specific Plan area including:</p> <ul style="list-style-type: none"> * Walk-up Townhouses * Courtyard Housing: Up to 30 units/acre * Corridor Housing: 40-50 units/acre * Live / Work Housing * Mixed-Use Blocks 		
Upland	<p>The overall objectives of the City of Upland General Plan's Land Use Element are to:</p> <ul style="list-style-type: none"> * Preserve and enhance single-family residential opportunities. * Right-size the density/intensity of multi-family residential areas to assure an adequate supply of single and medium-density housing city wide. * Ensure that the quality of the existing mixed-use development is maintained throughout the City. * Cluster office development to maximize architectural, site planning and streetscape design potential. * Enhance and revitalize the older commercial and industrial areas in the City. * Condense and recycle industrial areas in the western portion of the City of more compatible land use designations. * Maintain neighborhood commercial support for the residential population. * Improve the quality of site development construction. * Implement historic preservation strategies to help reinforce cultural resources, identity, and opportunities in the community. 	<p>Historic Downtown Upland Specific Plan</p> <ul style="list-style-type: none"> * The City shall encourage and support transit-oriented development near the Metrolink station, consisting of higher-density residential development that provides pedestrian access to public transit and nearby services. * When private development activity in the vicinity permits, build a public plaza on the corner of 2nd Avenue and Stowell Street in the Citrus Transportation District that will serve as a public gathering place near the Metrolink Station. * Work with the Southern California Regional Rail Authority and SANBAG to fund and construct a pedestrian bridge over the Metrolink tracks. * Work with Omnitrans to provide direct bus and shuttle service to the Upland Metrolink station through the following : <ul style="list-style-type: none"> - a) Use of smaller buses that can navigate A Street and will provide a direct link from existing bus routes to the Metrolink station. 	

Cities	General Plan Policies	Specific Plan	Other Relevant Plans
	<ul style="list-style-type: none"> * * Promote the creation of professional and skilled employment in the City. 	<ul style="list-style-type: none"> - b) Construction of a park-and-ride facility near Interstate 210 in northern Upland where commuters could park, with Omnitrans shuttles transporting passengers to and from the Metrolink station. * Work with SANBAG to construct a parking structure at the southwest corner of Stowell Street and 2nd Avenue that is co-funded by the City and SANBAG for Metrolink and Downtown users. Coordinate development of the structure with streetscape improvements along 2nd Avenue, between A and 8th Streets, to create a continuous streetscape connection with Old Town to the north and provide a safe and attractive crossing of the tracks. 	
<p>Rancho Cucamonga</p>	<p>The City of Rancho Cucamonga General Plan Land Use Element's land use growth strategy focuses on the following three objectives:</p> <ul style="list-style-type: none"> * Protect and maintain established residential neighborhoods. * Target new infill development opportunities. * Integrate land use and transportation. 	<p>Industrial Area Specific Plan</p> <p>Applies to the study area and is a particularly significant specific plan due to its successful role in the development of the City's industrial base (which is a critical component of an overall long-term balance of uses). The purpose of the Sub-Area 18 Specific Plan is to provide for a broader mix of land uses than was originally permitted within the Industrial Area Specific Plan. The plan was expanded to include such uses as recreational, hotel/conference center, retail, restaurant, and entertainment, as well as office, research and development, and light industrial uses. These uses are intended to surround the existing 18-hole golf course.</p>	<p>Foothill Boulevard/5th Street Transit Corridor study</p> <p>The study assesses transportation improvements and transit-supportive land use planning along Foothill Boulevard and 5th Street.</p>

Cities	General Plan Policies	Specific Plan	Other Relevant Plans
	<p>In addition to the land use policy designations, the General Plan Land Use Element has following policies related to the station area:</p> <ul style="list-style-type: none"> * Consult and coordinate with the Santa Fe Railway to develop and install a landscape plan for the enhancement of the railroad right-of-way: Metrolink service along the Santa Fe Railway is an important transportation resource within Rancho Cucamonga. Landscaping along this travel route and around the Metrolink station should convey an aesthetically pleasing image, while providing desired screening or framing of particular views. * The City will pursue the planning and installation of a landscape design that will create a pleasant travel experience for all passengers traveling to or through the community. * Pursue the placement of public art in prominent locations particularly along major travel corridors: Discussion: Rancho Cucamonga recognizes the value of including public art within development sites and within public rights-of-way to enhance the quality of a project and the image of the community. The City will continue to require art as a condition of approval for projects at key locations and will continue to seek funding to provide public art within public rights-of-way, including the Metrolink corridor. 	<p>A subsequent amendment to further expand the use list included limited multi-unit residential development to maximize potential use of the Metrolink Station near Milliken Avenue.</p>	

Cities	General Plan Policies	Specific Plan	Other Relevant Plans
<p>Fontana</p>	<ul style="list-style-type: none"> * Downtown, its Metrolink Station and Transit Plaza, and the surrounding community shall be accessible and connected by multiple modes of transportation including pedestrian, bicycle, transit and automobile. <p>The intent of the Boulevard Overlay is to encourage retail activity to cluster at major intersections. Specifically, the overlay seeks to:</p> <ul style="list-style-type: none"> * Encourage focused commercial development at key roadway intersections; * Enhance flexibility in development by allowing for a complementary mix of higher density residential uses, professional offices, civic and institutional uses, and mixed-use projects that are compatible with those uses allowed by the underlying land use designation. * Ensure compatibility between adjoining uses. * Provide a critical residential mass to support corridor commercial uses. <p>The Boulevard Designation allows for 0.1– 1.0 FAR for non-residential uses and 7.7 – 24 du/acre for residential uses.</p> <p><u>Downtown Overlay</u></p> <p>This overlay designation is intended facilitate the future redevelopment and revitalization of the Downtown area.</p>		<p>Downtown Fontana Transit-Oriented Development Study</p> <p>The study identified a number of potential opportunity areas for higher density housing and commercial development. Four sites on the west side of Sierra Avenue were selected for further study: two sites north of Arrow Boulevard, the existing residential neighborhood between Arrow Boulevard and Orange Way, and the Metrolink Station parking lot.</p> <ul style="list-style-type: none"> * Opportunity Site #1 (bounded by Spring Street on the north, Nuevo Avenue on the east, Arrow Boulevard on the south, and Juniper Avenue on the west (minus a parcel in the southwest corner which is not part of the opportunity area) - Suggested product types for this site include live-work units, mixed-use opportunities, motorcourt residential development in both townhomes and flats, and greencourt residential development. * Opportunity Site #2 (immediately east of the first opportunity site and bounded by Spring Street on the north, Sierra Avenue on the east, Arrow Boulevard on the south, and Nuevo Avenue on the west) - Three-story townhomes and greencourt products were identified as potential development opportunities for this site.

Cities	General Plan Policies	Specific Plan	Other Relevant Plans
<p>Rialto</p>	<ul style="list-style-type: none"> * Opportunity Site #3 (Arrow Boulevard on the north, Nuevo Avenue on the east, Orange Way on the south, and Juniper Avenue/Rosena Avenue on the west) - Triplex, rowtown, cottage, and motorcourt products were identified as possible development options in this opportunity site as the neighborhood transitions over time. * <u>DMU - Downtown Mixed Use</u> (Intensity: 6.1- 60 du/ac; maximum 1.50 FAR) - The designation applies to Rialto's historic downtown core. The designation is established to facilitate development of a complementary mix of retail and service commercial, dining, entertainment, and residential uses within walking distance of each other and the nearby Metrolink station and Civic Center. Uses specifically prohibited due to their incompatibility with a pedestrian-oriented mixed use district include vehicle sales and repair, industrial and manufacturing businesses, wholesaling activities, and bars not associated with restaurants. * Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT). * Expand residential uses and mixed uses in Downtown and adjacent to the Metrolink Station. 		<p>Downtown Vision and Strategic Plan</p> <ul style="list-style-type: none"> * Additional large development sites are near the Metrolink station and in transition areas between commercial and residential areas. Rare in a Downtown of Rialto's size, these large sites present unique opportunities for public or private development and help form the basis for many of the revitalization strategies presented in the Plan. * Vital for commerce and linking Rialto to other communities, the freeways, major streets, and Metrolink line provide a range of opportunities to access Downtown Rialto. * Utilizing the Metrolink and other parts of the transportation network can help boost jobs in Downtown, helping create a core area for business and employment in Rialto. * The comprehensive redevelopment concept for the Metrolink station aims to create a new destination for Rialto, while better serving commuters and residents with improved parking, amenities, and jobs. * To help the Metrolink station area evolve into more of a destination for employment and activity, office and live/work uses are envisioned for the properties north of the existing parking lot.

Cities	General Plan Policies	Specific Plan	Other Relevant Plans
	<ul style="list-style-type: none"> * Provide public parking facilities in Downtown, including potential shared parking with the Metrolink parking facilities. * Work with the Southern California Regional Rail Authority to expand the Metrolink parking facilities as demand warrants. * Support Metrolink regional rail services, and work with the Southern California Regional Rail Authority to expand services. * Achieve better integration of all transit and multimodal options at the Rialto Metrolink Station. * Promote activity centers and transit-oriented development projects around the Rialto Metrolink Station and in Downtown. * Require provision of secure bicycle storage, including bicycle racks and lockers, at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers. * Work with responsible Federal and State agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, and Metrolink and other rail lines. 		<ul style="list-style-type: none"> * In order for the Metrolink Station to grow beyond only a park-and-ride facility into a true destination, transit connections must be planned and accommodated to ensure quick, seamless connectivity to other parts of Rialto. Key to future success is maintaining the existing Omintrans bus route along Riverside Avenue which provides connections to bus lines along Foothill and others to the south. Service upgrades, frequency of headways, and coordination of schedules will continue to be important as activity and ridership at the Metrolink Station increase. * To best integrate the Metrolink station into Downtown, pedestrian access must be improved. * Office Recruitment Program- The study recommends a series of steps should be taken to provide ample sites and attract appropriate tenants to anchor parts of the Downtown, especially near the Metrolink station. <ul style="list-style-type: none"> - Identify key sites for office development (e.g. Metrolink) with detailed information regarding site size, possible building/ floorplate size, and prices per square foot.

Cities	General Plan Policies	Specific Plan	Other Relevant Plans
			<ul style="list-style-type: none"> - Devote staff time to supporting the attraction of office tenants to ensure a concerted effort to recruit an appropriate “fit” for the market. - Assist in the assembly of key opportunity sites. - Consider providing financial assistance to developers to support desirable projects that would not otherwise be undertaken because of inadequate financial return. <p>* Construct a shared-use parking structure at the western end of the Metrolink station site to accommodate commuters, office workers, and visitors.</p>
<p>San Bernardino</p>	<ul style="list-style-type: none"> * Encourage the development of trolley/transit connections between the University and downtown and the Metrolink station at the Santa Fe Depot. * Build on Transportation clusters to attract and retain dependent employment sectors <ul style="list-style-type: none"> - Examine opportunities to capitalize on the City’s train and distribution uses as well as the historic Santa Fe Depot and its Metrolink Passenger Services. <p>The City of San Bernardino General Plan Land Use Element contains goals and policies for areas designated as “strategic areas.” The intent of these areas is to achieve a fundamental change in land use patterns or quality of development. Strategic Area that is relevant to the study area is Mt.Vernon Corridor Redevelopment Project area.</p>		

Cities	General Plan Policies	Specific Plan	Other Relevant Plans
	<p>Mt. Vernon Corridor redevelopment Project Area:</p> <ul style="list-style-type: none"> * Comprises a portion of the City that was once a dominant and representative expression of the City's cultural history. This Project Area is generally located east of I-215, north of the City limits, and south of Highland Avenue. The Project Area includes: <ul style="list-style-type: none"> - Commercial uses along main thoroughfares such as Mt. Vernon Avenue and Foothill Boulevard. Public flood control lands in the northwest portion of the plan, west of the I-215 freeway, and northwesterly of Orange Show Road/Auto Plaza Drive. - A combination of commercial, industrial, residential and public land uses with residential uses predominately located along the west side of the I-215 freeway between Fifth Street and Baseline. <p>Developments include:</p> <ul style="list-style-type: none"> * La Plaza Park Fencing and Lighting; and * Renovation of Mt. Vernon Avenue Bridge * Expand on historic and the natural assets to attract recreational visitors. <ul style="list-style-type: none"> - Promote the Santa Fe Depot District as a destination with easy connections via the Metrolink. 		

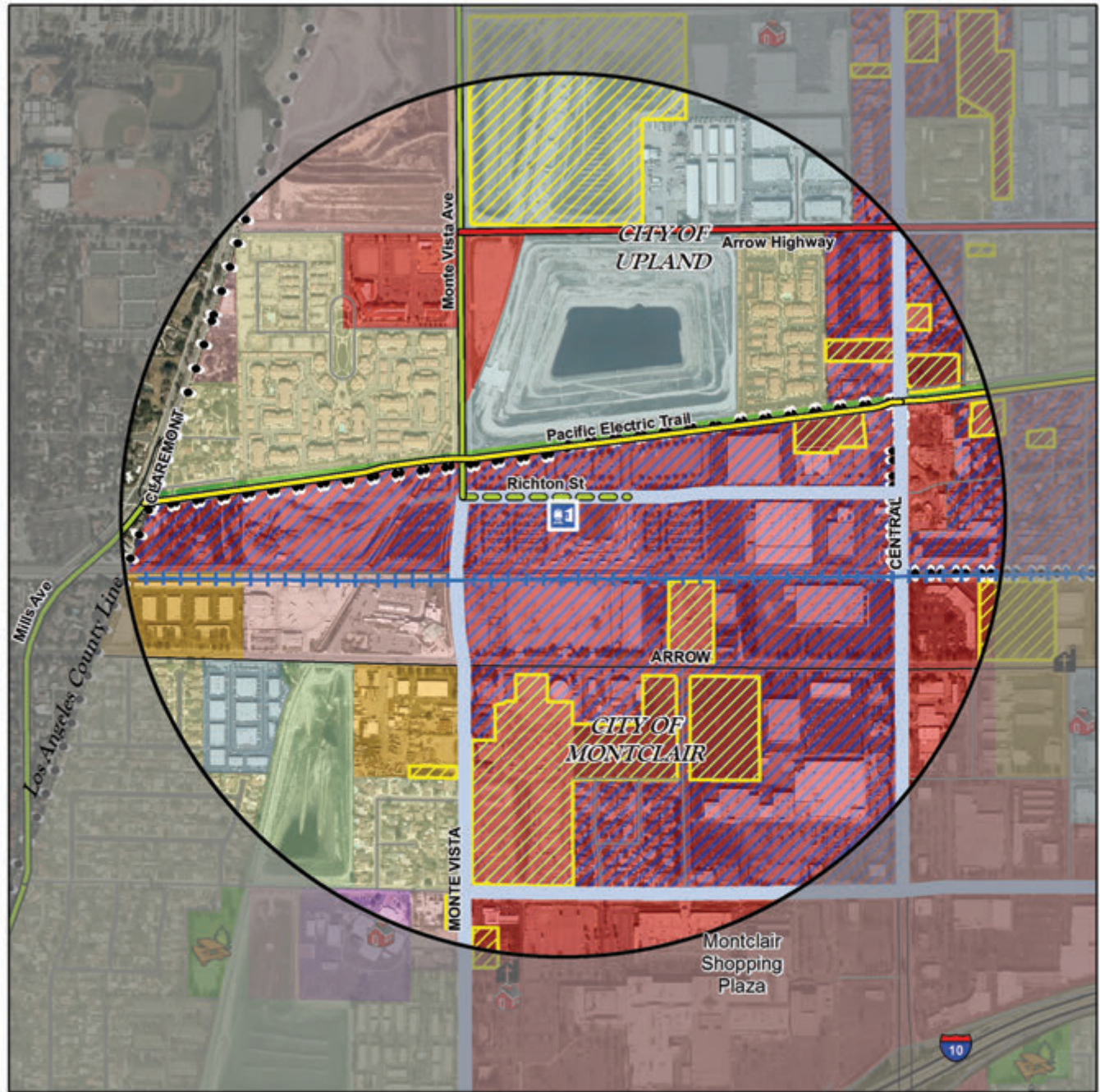
Cities	General Plan Policies	Specific Plan	Other Relevant Plans
	<p>* Promote the Santa Fe Depot District with mixed-use potential and as the primary historic preservation district in the City with connection to downtown. Market the Santa Fe Depot as a destination with easy connections via the Metrolink.</p>		

APPENDIX D

PUBLIC FACILITIES WITHIN STATION AREAS

Montclair Station

General Plan and Bicycle Facilities



Cemetery	Park	Existing Paths	Metrolink Station	Agriculture	Military
Church	Post Office	Class I	Metrolink Line	Parks	Office
Government	Police Station	Class II	Bus Route	Schools & Universities	Open Space
Hospital	School	Class III	City Limits	Commercial	Residential
Library	Theater	Planned Paths	1/2 Mile Station Buffer	Industrial	Transportation & Utilities
Medical		Class I	Development Potential	Government/Institutions	Mixed Use/Specific Plan
		Class II	Development Projects		
		Class III			

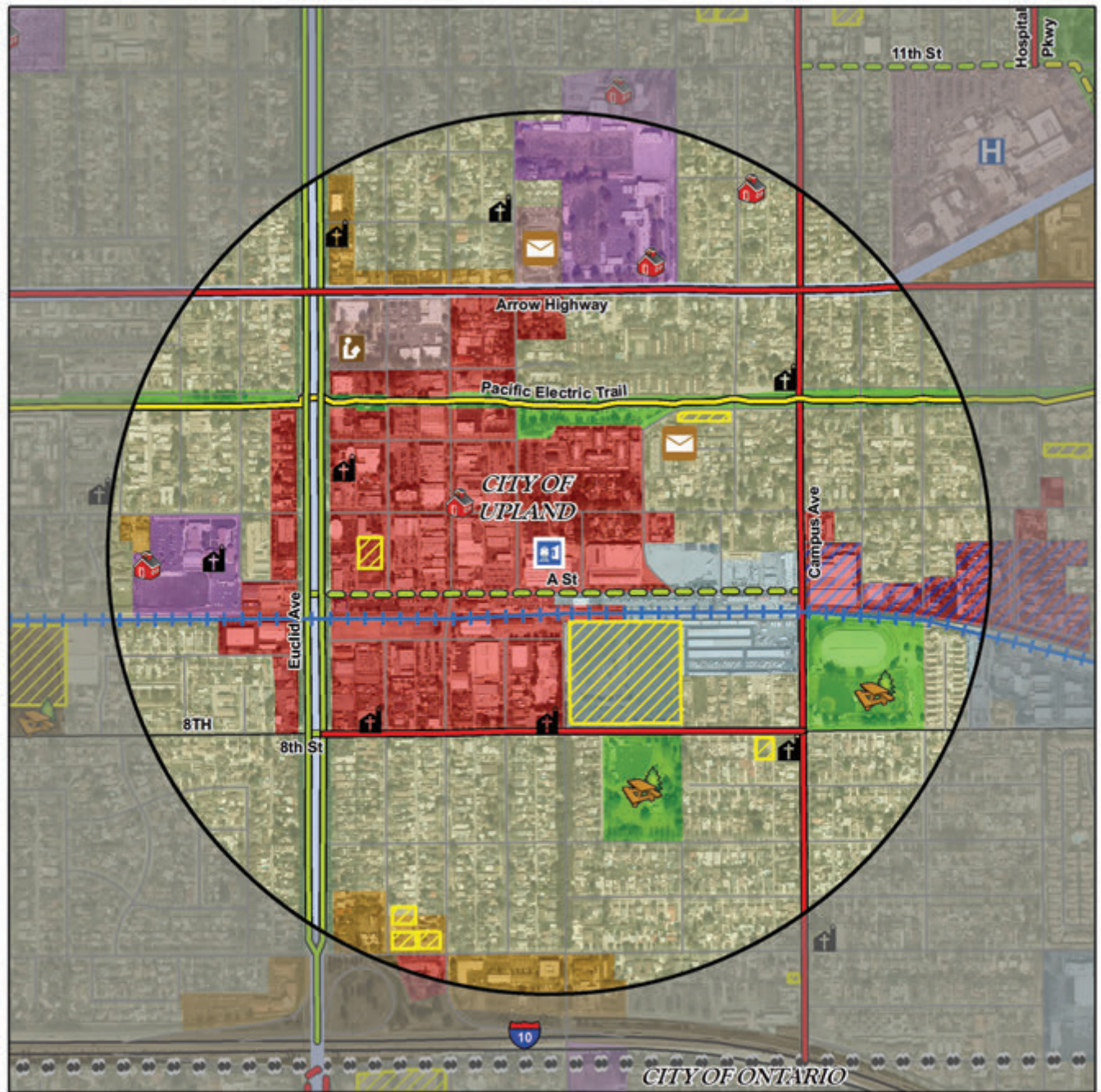
0 0.075 0.15 0.3 Miles



G Koblasz (6/26/14)
Requests/TimB/ArriveBriefingBook

Upland Station

General Plan and Bicycle Facilities



Cemetery	Park	Existing Paths	Metrolink Station	Agriculture	Military
Church	Post Office	Class I	Metrolink Line	Parks	Office
Government	Police Station	Class II	Bus Route	Schools & Universities	Open Space
Hospital	School	Class III	City Limits	Commercial	Residential
Library	Theater	Planned Paths	1/2 Mile Station Buffer	Industrial	Transportation & Utilities
Medical		Class I	Development Potential	Government/Institutions	Mixed Use/Specific Plan
		Class II	Development Projects		
		Class III			

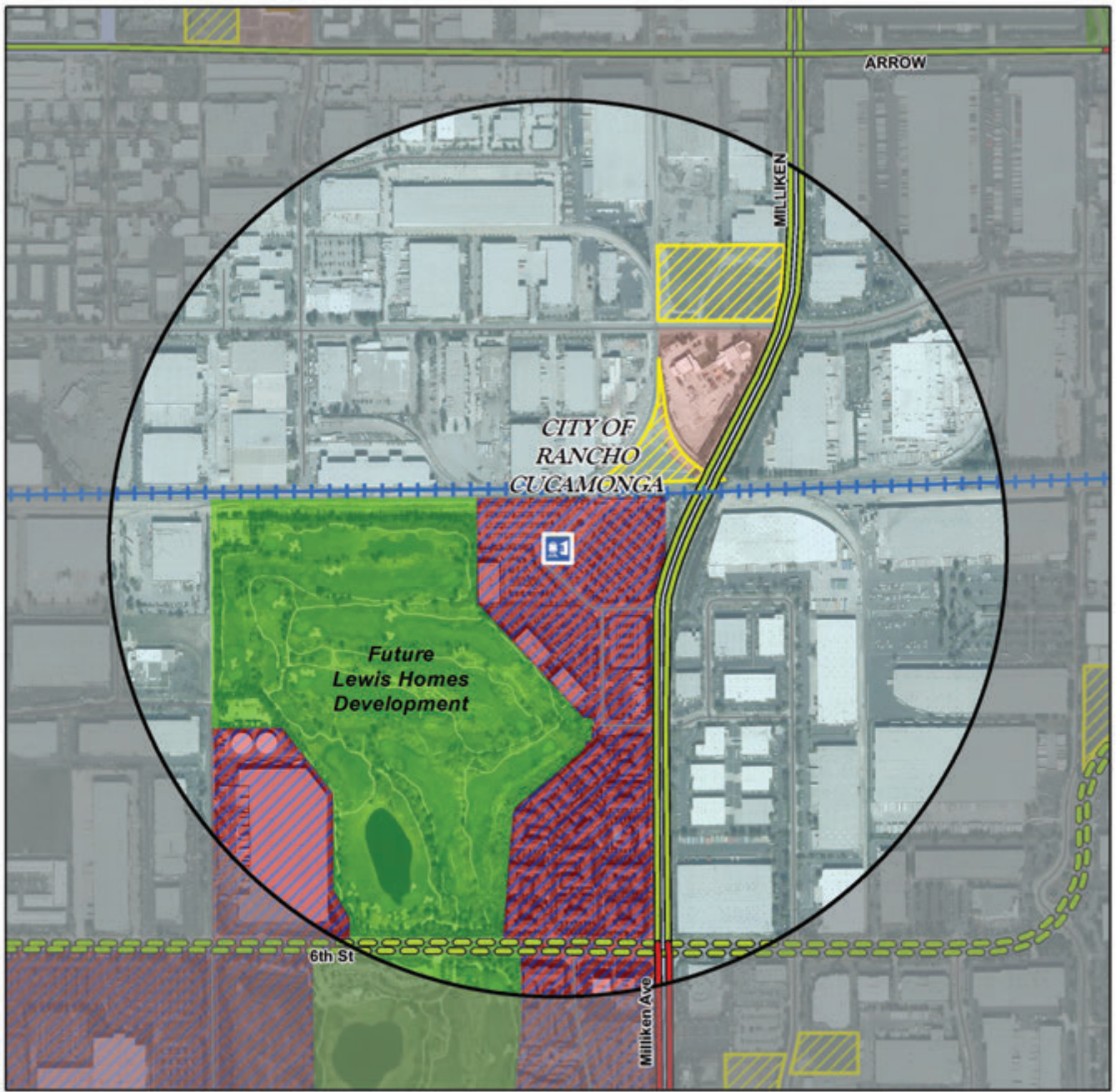
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Miles



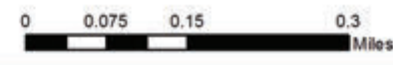
G Koblasz (6/26/14)
Requests/TimB/ArriveBriefingBook

Rancho Cucamonga Station

General Plan and Bicycle Facilities



Cemetery	Park	Existing Paths	Metrolink Station	Agriculture	Military
Church	Post Office	Class I	Metrolink Line	Parks	Office
Government	Police Station	Class II	Bus Route	Schools & Universities	Open Space
Hospital	School	Class III	City Limits	Commercial	Residential
Library	Theater	Planned Paths	1/2 Mile Station Buffer	Industrial	Transportation & Utilities
Medical		Class I	Development Potential	Government/Institutions	Mixed Use/Specific Plan

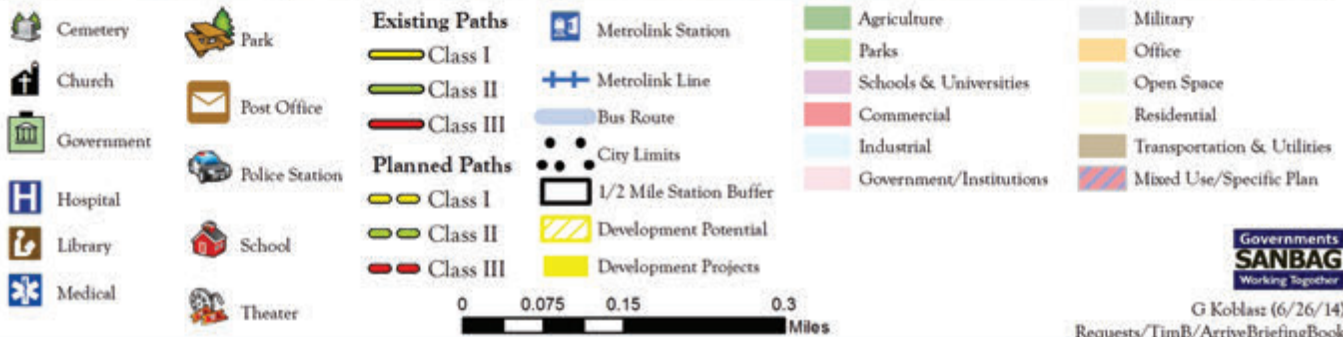
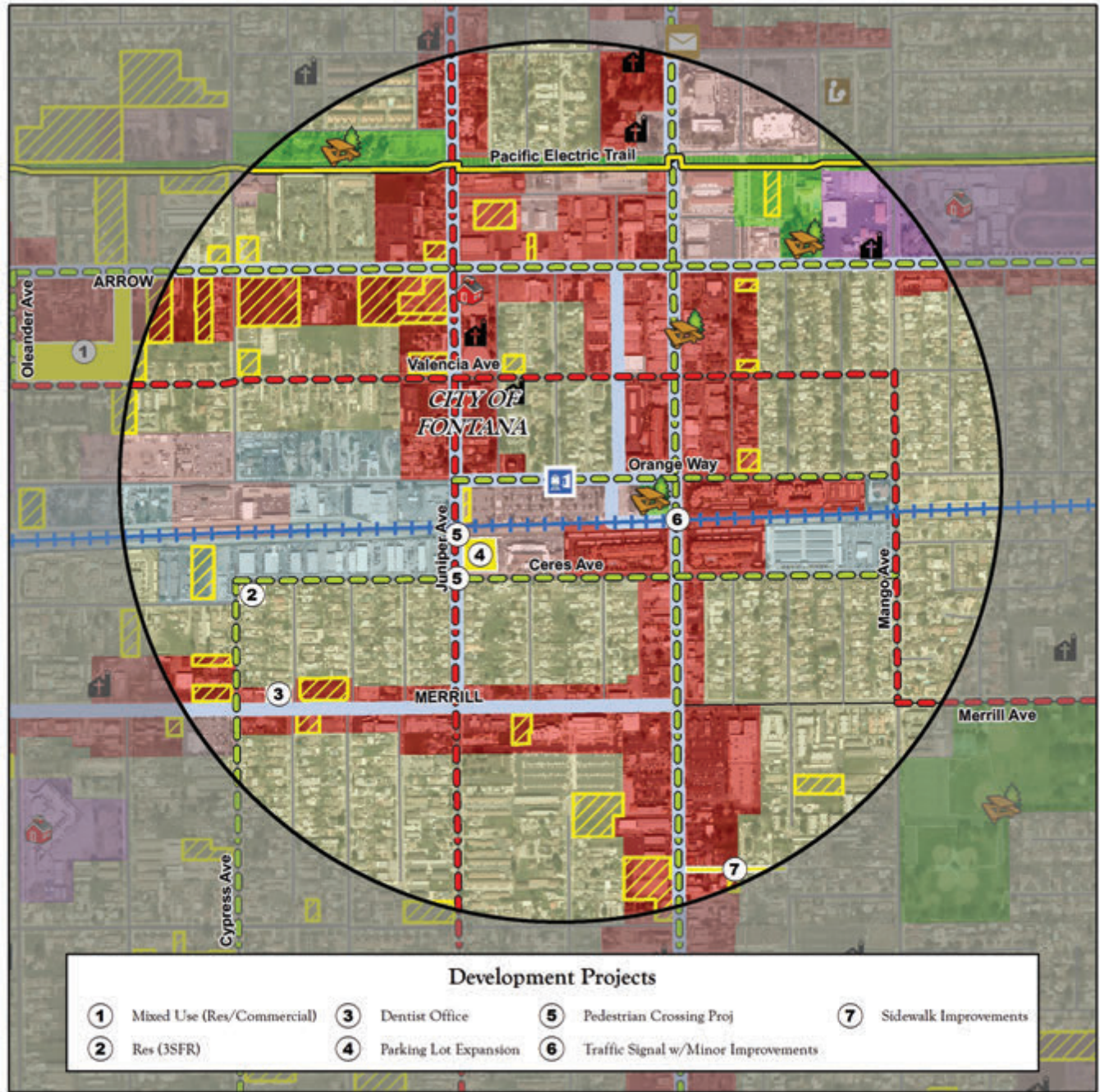


Governments
SANBAG
Working Together

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Fontana Station

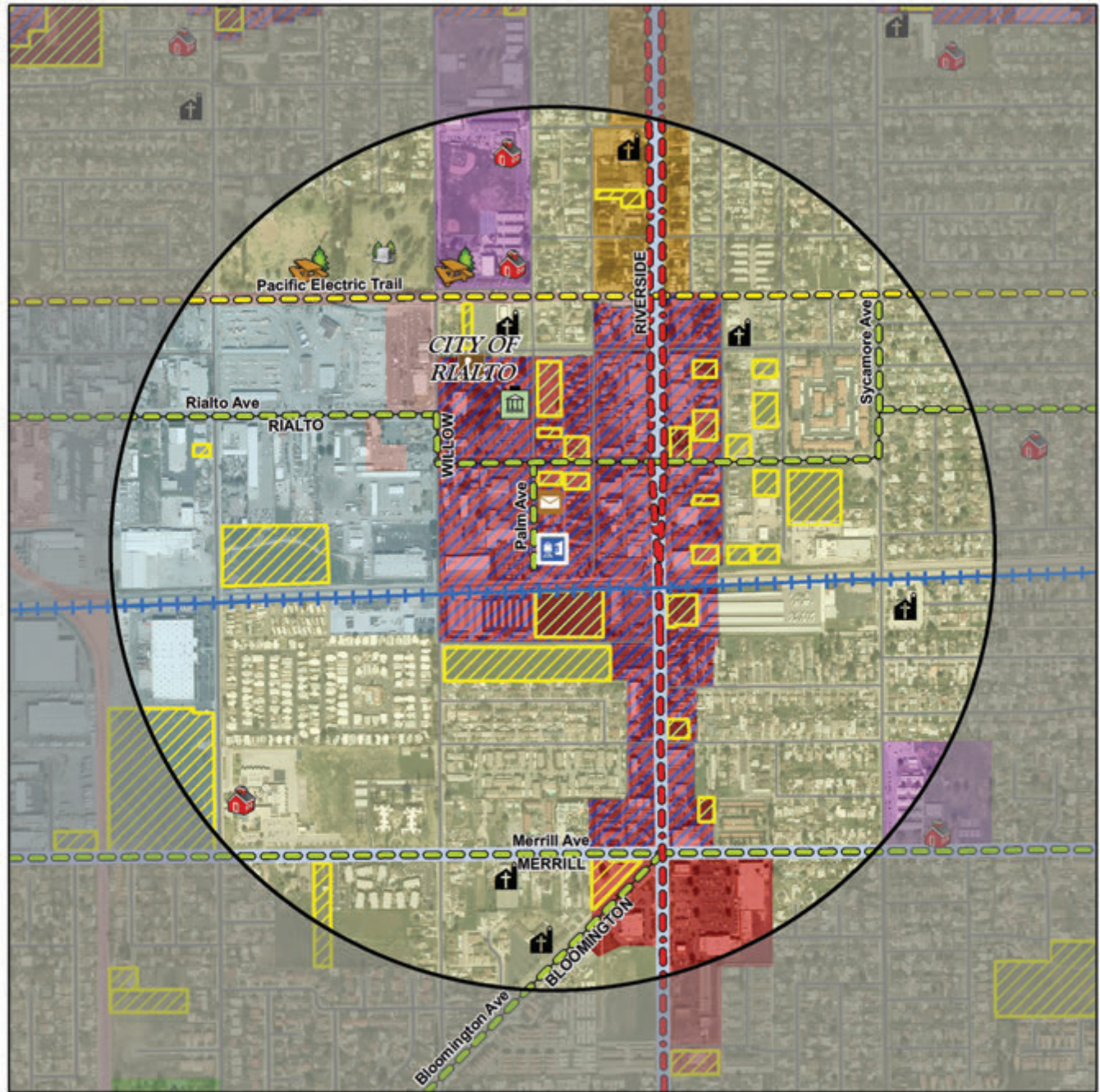
General Plan and Bicycle Facilities



G Koblasz (6/26/14)
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Rialto Station

General Plan and Bicycle Facilities



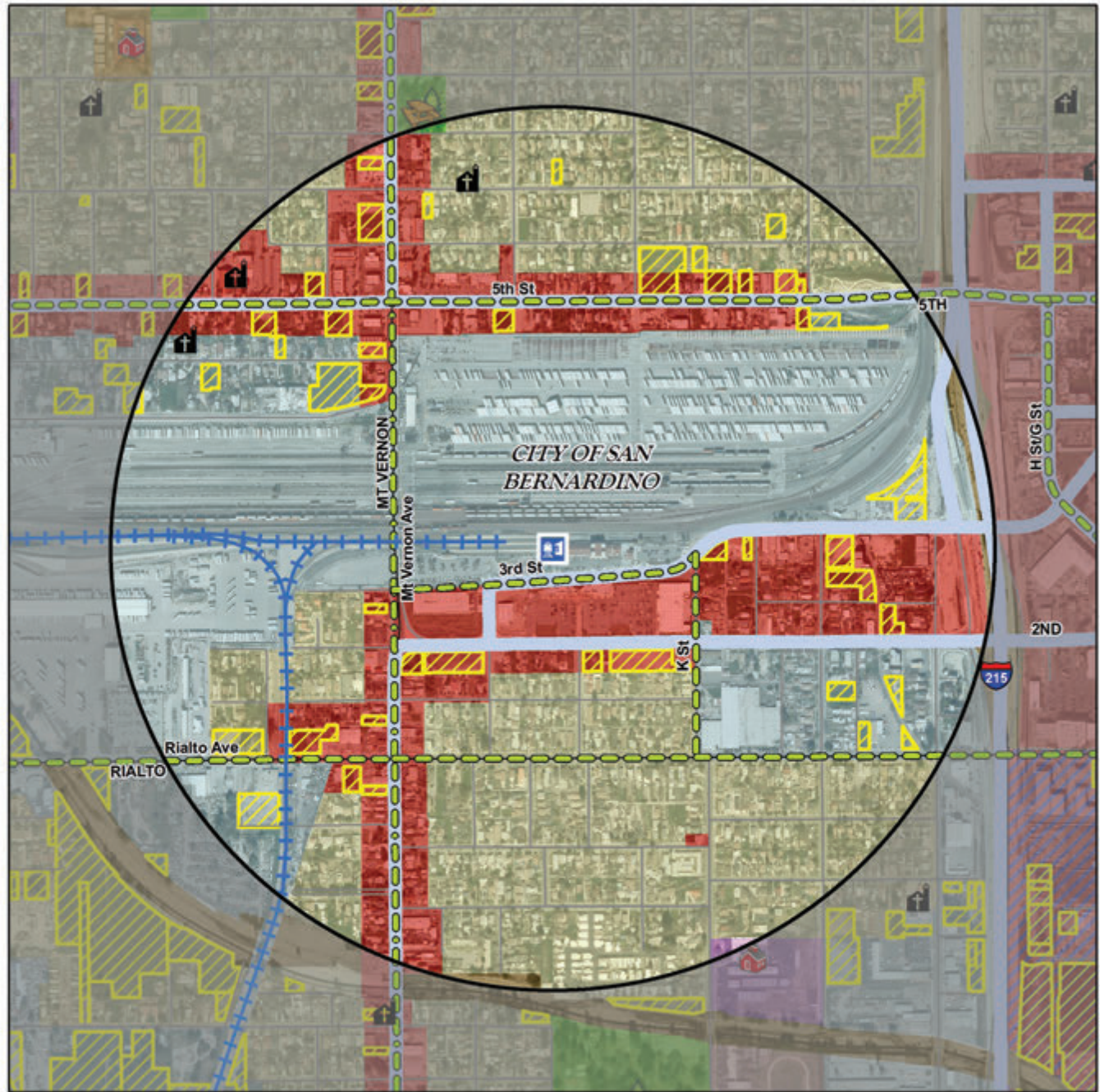
Cemetery	Park	Existing Paths	Metrolink Station	Agriculture	Military
Church	Post Office	Class I	Metrolink Line	Parks	Office
Government	Police Station	Class II	Bus Route	Schools & Universities	Open Space
Hospital	School	Class III	City Limits	Commercial	Residential
Library	Theater	Planned Paths	1/2 Mile Station Buffer	Industrial	Transportation & Utilities
Medical		Class I	Development Potential	Government/Institutions	Mixed Use/Specific Plan
		Class II	Development Projects		
		Class III			

0 0.075 0.15 0.3
Miles



G Koblasz (6/26/14)
Requests/TimB/ArriveBriefingBook

San Bernardino Station General Plan and Bicycle Facilities

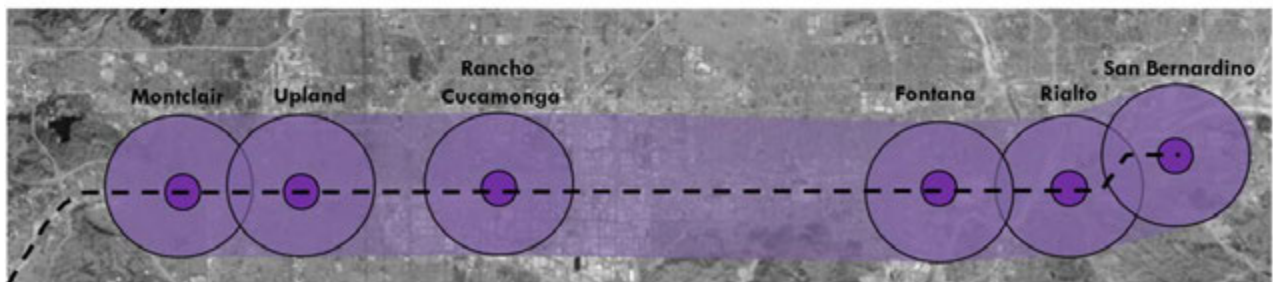


G Koblasz (6/26/14)
Requests/TimB/ArriveBriefingBook

ATTACHMENT 2:

EXECUTIVE SUMMARY OF THE ARRIVS CORRIDOR MARKET ASSESSMENT BRIEFING BOOK

Executive Summary of the ARRIVE Corridor Market Assessment Briefing Book



August 20, 2014

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The content of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The statement and conclusions of this report are those of the Consultant and not necessarily those of the Strategic Growth Council or of the State of California Department of Conservation, or its employees. In addition, the contents do not necessarily reflect the views of policies of SCAG or the San Bernardino Association of Governments (SANBAG). This report does not constitute a standard, specification or regulation. The Strategic Growth Council, the California Department of Conservation, SANBAG and SCAG make no warranties, express or implied, and assume no liability of the information contained in the succeeding text.

The Strategic Growth Council, Department of Conservation, SCAG and SANBAG shall not be responsible for the future use or adaption of the report.

EXECUTIVE SUMMARY

Introduction

The San Bernardino County Advanced Regional Rail Integrated Vision – East (ARRIVE) is a land use vision and strategy created to explore the possibility of transitioning the San Bernardino Metrolink line into a fully integrated transit-oriented development (TOD)/regional rail corridor.

The ARRIVE land use vision and strategy seeks to focus future growth near the San Bernardino Metrolink line, and especially in the vicinity of the six Metrolink stations located within San Bernardino County to improve mobility, better link people with employment, commercial, and residential centers, and create well-designed walkable neighborhoods with a mix of services. The San Bernardino Metrolink line was opened to Pomona in 1992 and extended to San Bernardino in 1993, providing a direct passenger rail link between San Bernardino cities and Downtown Los Angeles. The six San Bernardino Metrolink stations are located in the cities of Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino.

Background

San Bernardino County and Riverside County were, historically, the agriculture regions of Southern California, but have been the primary areas of suburban residential growth for the last 40 years. The availability of affordable land and connectivity via freeway infrastructure made San Bernardino County a desirable location for new residential development (particularly for families with members working in Southern California's major employment centers looking for affordable housing).

Located inland from Los Angeles and Orange Counties, San Bernardino and Riverside Counties' burgeoning population and economy earned the area the name the "Inland Empire." San Bernardino County's agricultural lands were first converted to residential subdivisions, but overtime San Bernardino County became a magnet for industrial, warehousing, and logistics businesses. Increasing population and employment create demand for additional services and, in the past 20 years, the region's economy has matured into a growing urban ecosystem. The region saw meteoric growth during the last economic boom from 2000-2007 and as a result, suffered significant economic consequences after the sub-prime lending crisis and the Great Recession that followed.

Project

The Inland Empire's economy is recovering from the recession and is projected to be one of the nation's fastest growing economies over the next six years¹. Through the ARRIVE Corridor Land Use Vision and Strategy, SCAG and SANBAG are leading a pioneering regional cooperation effort to manage growth in a manner that is sustainable over the long term, leverages existing and oncoming transportation infrastructure, and seeks to create value by building communities that adequately address issues of mobility, economic health, and livability.

HR&A Advisors was retained by the Southern California Association of Governments (SCAG) and the San Bernardino Association of Governments (SANBAG) as part of a multi-disciplinary team led by Gruen Associates to define an overall vision and implementation strategy for the ARRIVE corridor. The engagement includes three key elements: (1) An analysis of existing conditions and market opportunities, which feeds into (2) a Technical Assistance Panel (TAP) workshop organized by the Urban Land Institute (ULI), and finally (3) a set of actionable implementation recommendations.

¹ 2020 Economic Forecasts, IHS Global Insight, June 2014. Presented to the United States Conference of Mayors.

The subsequent sections include an analysis of market conditions and opportunities. In this task HR&A analyzed the economic and market conditions along the ARRIVE Corridor and within the immediate vicinity of the six stations within the corridor to establish an informed understanding of the development opportunities and challenges presented.

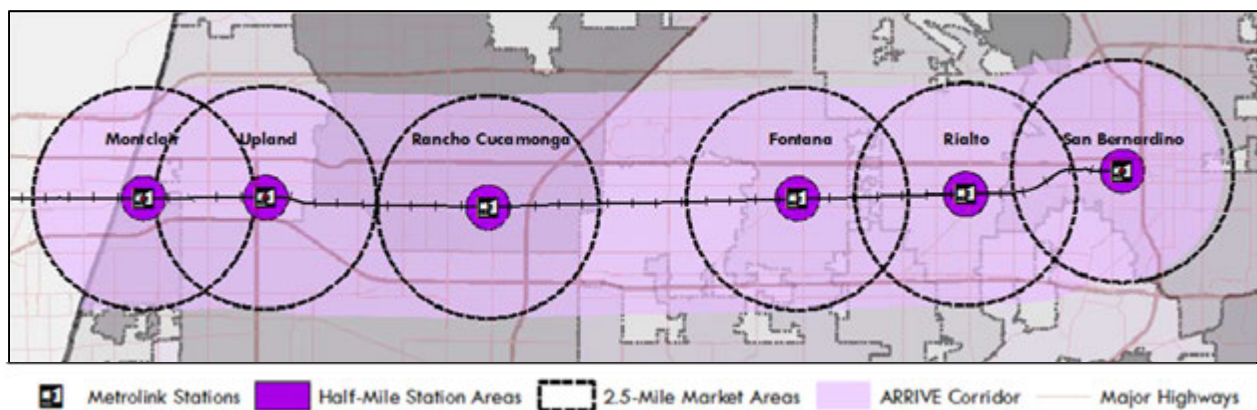
ARRIVE Corridor Analysis Geographies

For purposes of this analysis, we evaluate the market context at three key levels of geography as shown in Figure ES-1:

- Corridor-wide analysis – Covering a 5-mile band (2.5-mile buffer on each side of the tracks) surrounding Metrolink alignment in San Bernardino County, henceforth referred to as the ‘ARRIVE Corridor’.
- Station Market Area analysis– Covering a 2.5-mile radius from each station representing their primary market area, referred to as the ‘2.5-Mile Market Area’.
- TOD opportunity area analysis – Covering a 0.5-mile radius from each station representing the potential TOD area, referred to as the ‘Half-Mile Station Area’.

Note that there is overlap between several of the 2.5-Mile Market Areas, primarily in Montclair and Upland. In order to be consistent, the 2.5-Mile Market Area analysis does not make adjustments for the overlaps. However, any market area overlaps are taken into consideration in estimating market demand and potential capture in the station areas.

Figure ES-1



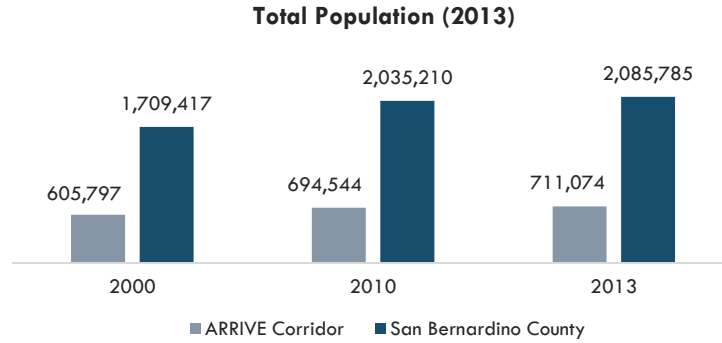
Source: ESRI

Demographics and Employment

Population and Households

As shown in Figure ES-2, San Bernardino County has a population of 2.1 million persons in 622,000 households as per 2013 estimates. With a population of 711,000 persons in 196,000 households, **the ARRIVE Corridor accounts for approximately one third of the County’s population and households.**

Figure ES-2



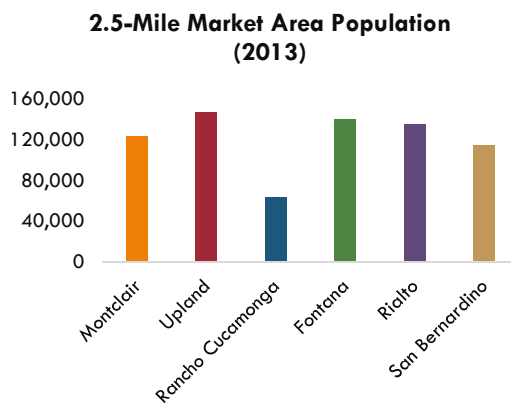
Source: ESRI

As a more established area, the ARRIVE Corridor had a lower annual population growth rate of 1.24 percent relative to the County’s 1.54 percent between 2000 and 2013.

Population is distributed throughout the Corridor with concentrations near the I-10 and I-210 Freeways. Figures ES-3 and ES-4 present population in the 2.5-Mile Market Areas and the Half Mile Station Areas. In the 2.5-Mile Market Areas, Upland has the most population, followed by Fontana and Rialto. With the exception of Rancho Cucamonga, all 2.5-Mile Market Areas contain populations between 100,000 and 150,000. Due to overlaps, the Montclair and Upland markets combined, contain a population of approximately 220,000.

- The Half-Mile Station Areas represent a modest share, between 1 and 6 percent, of their 2.5-Mile Market Area population. In terms of area, the Half-Mile Station area is only 4 percent of the 2.5-Mile Market Area. The lower population density is in part due to the historic industrial/commercial nature of the areas near rail access.
- Figure ES-5 presents growth in population from 2000-2013 in the 2.5-Mile Market Areas. As shown, Rancho Cucamonga and Fontana have achieved the highest growth rates between 2000 and 2013.

Figure ES-3



Source: ESRI

Figure ES-4

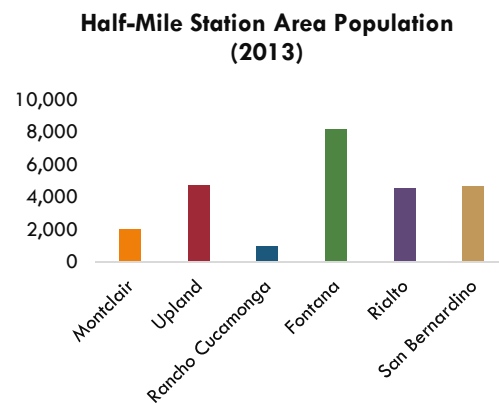
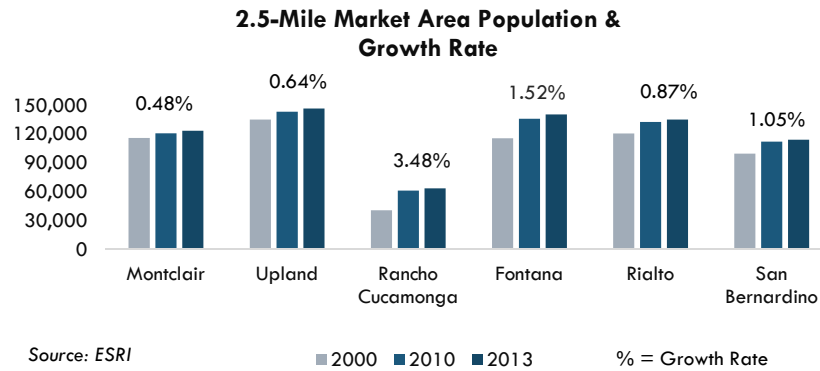


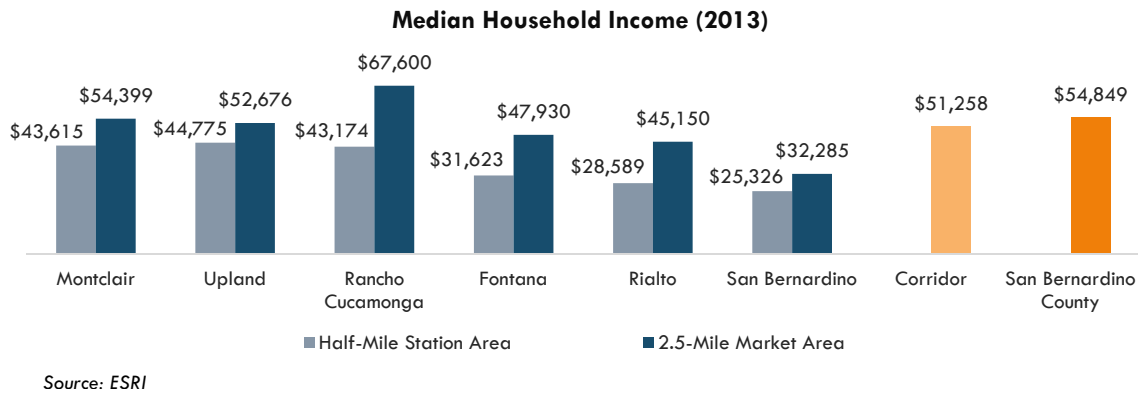
Figure ES-5



Income

In San Bernardino County, the median household income is approximately \$55,000, 10 percent lower than the California median household income of \$61,400². ARRIVE Corridor’s median income is \$51,000, 6 percent lower than the County’s, again, likely a result of being an older built out community adjacent to mostly industrial and commercial uses. As shown in Figure ES-6, **median incomes generally decrease as one moves eastward along the ARRIVE Corridor**, with Rancho Cucamonga as the key exception. Rancho Cucamonga was a major area of growth in the last decade and currently has the highest median household income of \$68,000, 20 percent above the County average.

Figure ES-6

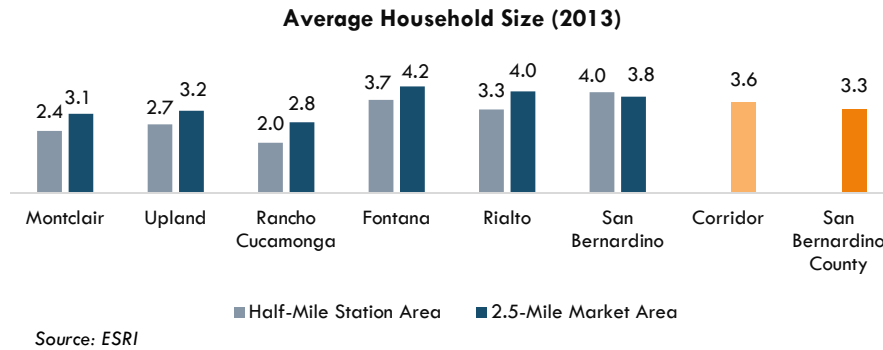


Average Household Size

As shown in Figure ES-7, the average household size is a fairly high, 3.6 persons per household in the ARRIVE Corridor, reflecting the number of large families residing within the Corridor. Average household sizes are greater in more easterly market areas than the more established western areas.

² ACS 2007-2012 5-Year Estimates

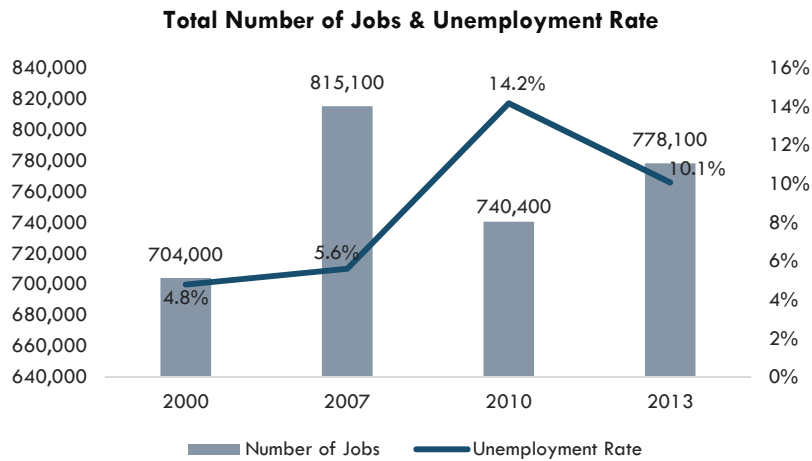
Figure ES-7



Employment

San Bernardino County was severely impacted by the recent recession. The regional economy is still in recovery. As shown in Figure ES-8, the county-wide unemployment rate peaked at 14 percent in 2010. Since 2010, the unemployment rate has dropped, but is still higher than pre-2007 levels.

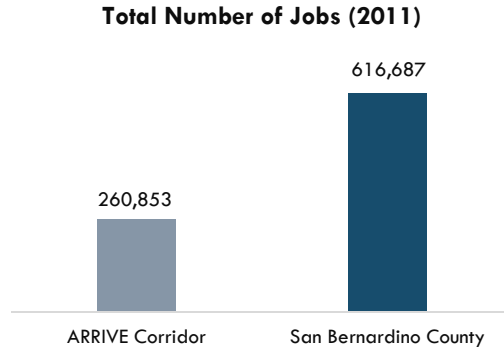
Figure ES-8



Since 2000, the largest employment sector in San Bernardino County has consistently been Government, followed by Retail Trade and Health Care & Social Assistance. Professional, Scientific & Technical Services experienced the highest compounded growth rate of 5 percent from 2000-2012, while Transportation, Warehousing & Utilities and Health Care & Social Assistance were the second fastest growing industries with 3 percent annual growth rates. Construction and Manufacturing jobs experienced the most significant decreases in number of jobs after the recession.

As shown in Figure ES-9, **30 percent of the population in San Bernardino County, and 40 percent of the County’s jobs are located within the ARRIVE Corridor.** Within the ARRIVE Corridor, the greatest share of employment is in the Retail Trade, Educational Services and Health Care & Social Assistance sectors.

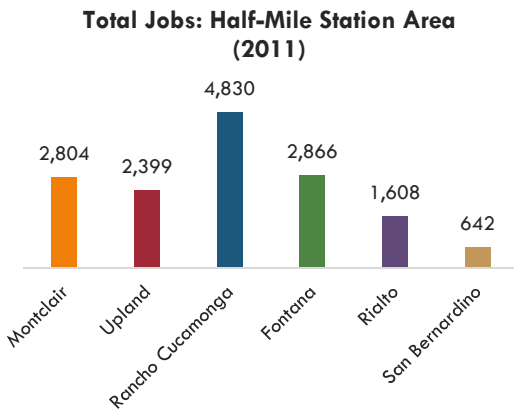
Figure ES-9



Source: LEHD OnTheMap

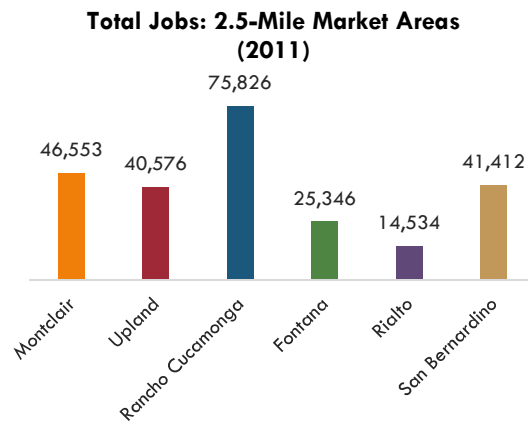
As shown in Figure ES-10 and Figure ES-11, Rancho Cucamonga has the greatest concentration of jobs across the ARRIVE Corridor. This includes significant regional employment concentrations in the City of Ontario.

Figure ES-10



Source: LEHD OnTheMap

Figure ES-11



Regional Real Estate Analysis

Residential

San Bernardino County's residential market was significantly impacted by the last recession and is only now beginning to recover. The Inland Empire counties, San Bernardino and Riverside, have the most available developable land in Southern California and a significant amount of housing was built at the start of the decade in San Bernardino County. As the economy contracted and housing prices began to slide downward, the counties of San Bernardino and Riverside were left with a large number of homes with mortgages higher than the value of the property, and significant new home inventories. San Bernardino County's June 2014 foreclosure rate, 0.17 percent of homes, has decreased since the recession, but is still twice the national average of 0.08 percent.

- The housing market ‘boom and bust’ is reflected in Figure ES-12 and Figure ES-13. Between 2004 and 2013, 52,000 new homes were sold in the County, and 80 percent of these were sold in the four years between 2004 and 2008.
- County-wide single family home prices fell by more than 50 percent between the peak (2007) and lowest point (2009). Prices have not recovered back to peak levels, but have increased 40 percent since the lowest point in 2009.
- County-wide multi-family home prices fell for a longer time period and by a greater amount, 60 percent from their peak (2007) to the lowest point in 2011. However, multi-family properties make up only 11 percent of new sales and 6 percent of resales.

Figure ES-12

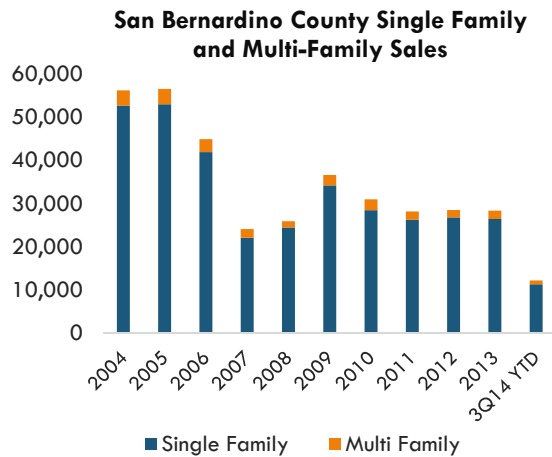
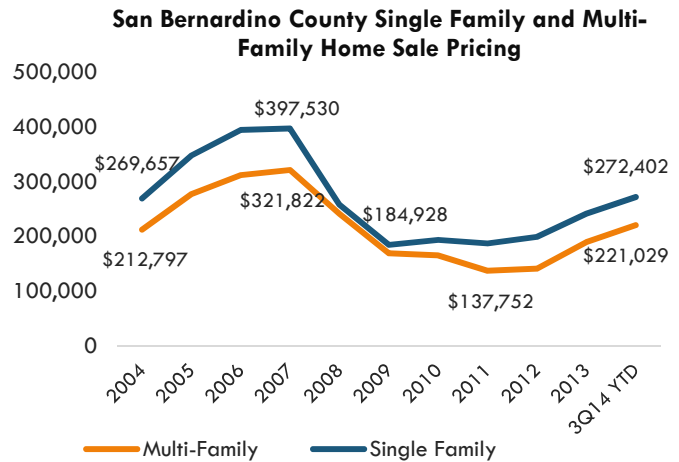


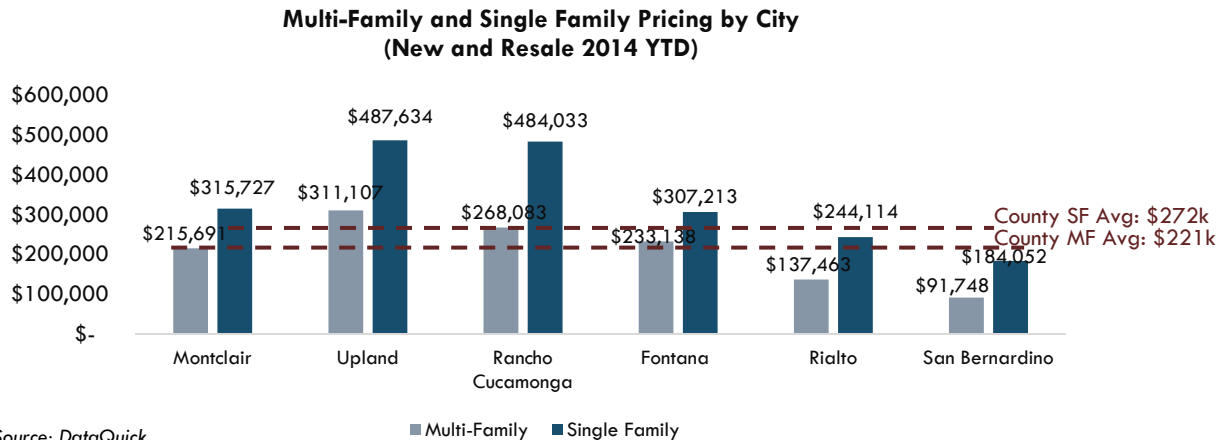
Figure ES-13



Source: DataQuick

ARRIVE Corridor sales and prices have followed a similar pattern to the County, but as shown in Figure ES-14, home prices by city are substantially higher than County-wide averages in almost all ARRIVE Corridor cities. Upland and Rancho Cucamonga’s single family unit prices are 80 percent higher than the county average and their multi-family sale prices are 20 to 40 percent higher than the County average. The City of San Bernardino is the only exception, with substantially lower home values than the County average.

Figure ES-14

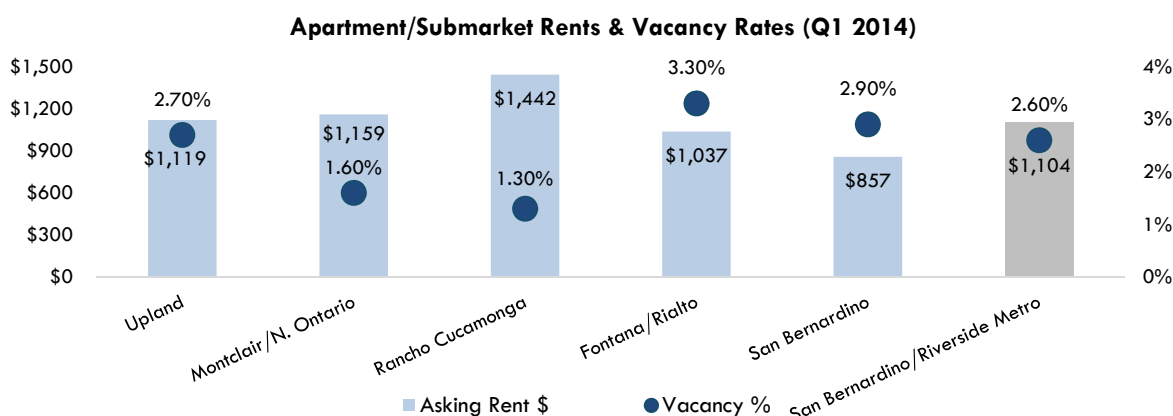


Source: DataQuick

The current rental residential market is performing much better than the for-sale residential market. However this is largely a result of the rental market being temporarily buoyed by the current issues facing the for-sale residential market: previous owners of foreclosed homes were pushed into the rental market and those who want to be homeowners are having difficulty qualifying for loans.

As shown in Figure ES-15, San Bernardino-Riverside region apartment vacancies fell from highs of 8 percent in 2009 and are currently 2.6 percent. The region's current average apartment rent is \$1,104. The Rancho Cucamonga submarket rent is 34 percent higher than the County and the San Bernardino submarket rent is 22 percent below the market, but other submarkets are in line with the San Bernardino-Riverside region average.

Figure ES-15



Source: REIS Q1 2014

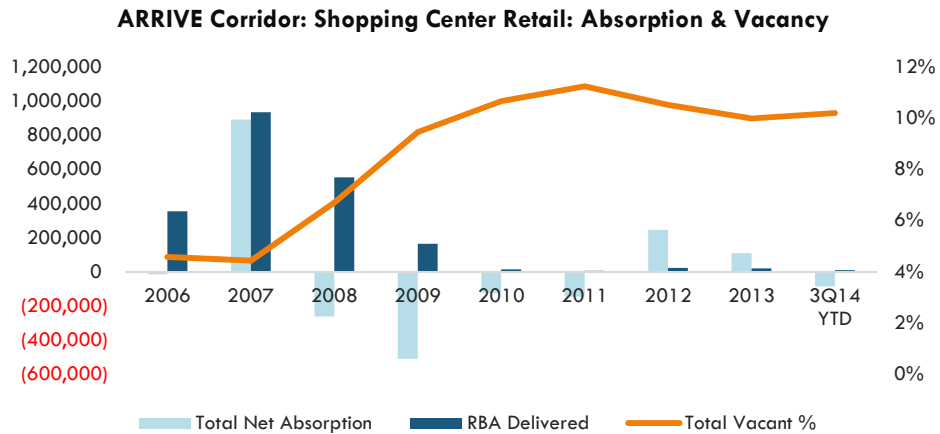
Retail

San Bernardino County's retail market was hit particularly hard during the recession, due to a substantial drop in consumer spending. The Inland Empire had higher levels of unemployment relative to other Southern California counties during the recession. Layoffs, reductions in hours, as well as the contraction in home equity all contributed to a substantial drop in consumer spending in the Inland Empire.

The ARRIVE Corridor contains 41 million SF of retail. The majority, 26 million SF, is located in shopping centers. The ARRIVE Corridor represents 45 percent of total shopping center retail space county-wide. **When considering only major shopping centers, such as super-regional, regional, lifestyle, and power centers, the ARRIVE Corridor includes 52 percent of shopping center retail in San Bernardino County.**

Similar to the County, ARRIVE Corridor retail was significantly impacted by the recession. As shown in Figure ES-16, vacancy rates more than doubled between 2007 and 2009. The ARRIVE Corridor's shopping center performance was particularly challenged due to delivery of 700,000 SF of new space between 2008 and 2009, in the midst of the recession, which has yet to be fully absorbed.

Figure ES-16



Source: CoStar

As shown in Figure ES-17 and Figure ES-18, the Rancho Cucamonga 2.5-Mile Market Area has the greatest amount of shopping center retail and also demands the highest rental rate along the ARRIVE Corridor. This is largely due to the inclusion of some of the major regional shopping destinations such as Ontario Mills and Victoria Gardens.

With the exceptions of Rancho Cucamonga and Fontana, the ARRIVE Corridor Market Areas have high shopping center vacancies. Areas that are not major retail centers get overbuilt with retail due to a tendency to build new centers rather than reinvest in existing centers.

Figure ES-17

Shopping Center Retail Rentable Building Area (Millions of SF)*

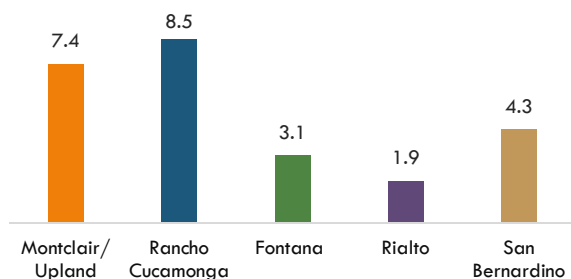
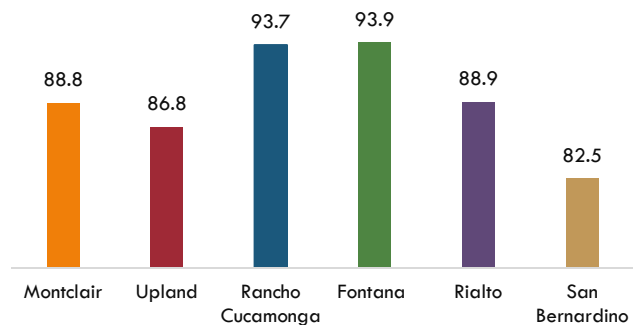


Figure ES-18

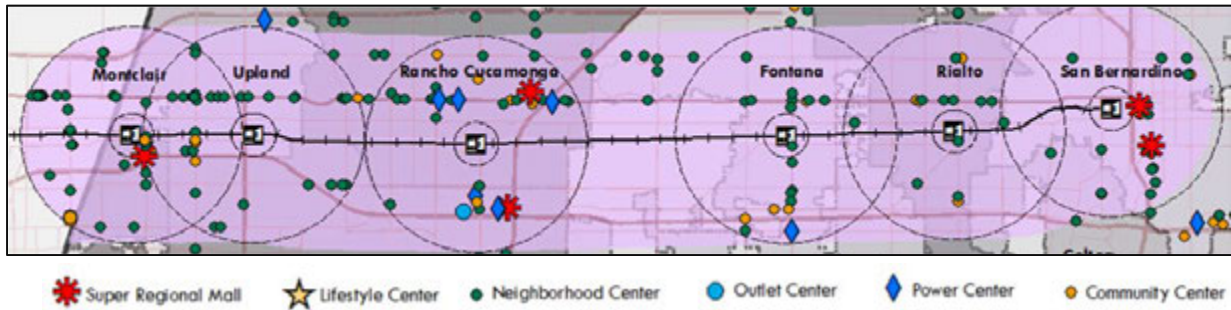
Shopping Center Retail Occupancy Rate (%)



*Note: The Montclair and Upland 2.5-Mile Market Areas have significant overlap so they have been combined for purposes of this analysis. Totals do not represent cumulative stock due to market area overlaps.
Source: CoStar, 2014

As shown in Figure ES-19, there is an abundance of retail along the ARRIVE Corridor, mostly along the Foothill Boulevard Corridor and along the I-10 and I-210 freeways. There is concentration of regional destination retail in the Rancho Cucamonga/Ontario market, as well as in the San Bernardino market. While, the Rancho Cucamonga/Ontario market has maintained occupancy and rent levels, other regional retail clusters have not performed very well. Particularly, the underperforming Carousel Mall in San Bernardino is a significant contributor to that market's low occupancy rates.

Figure ES-19



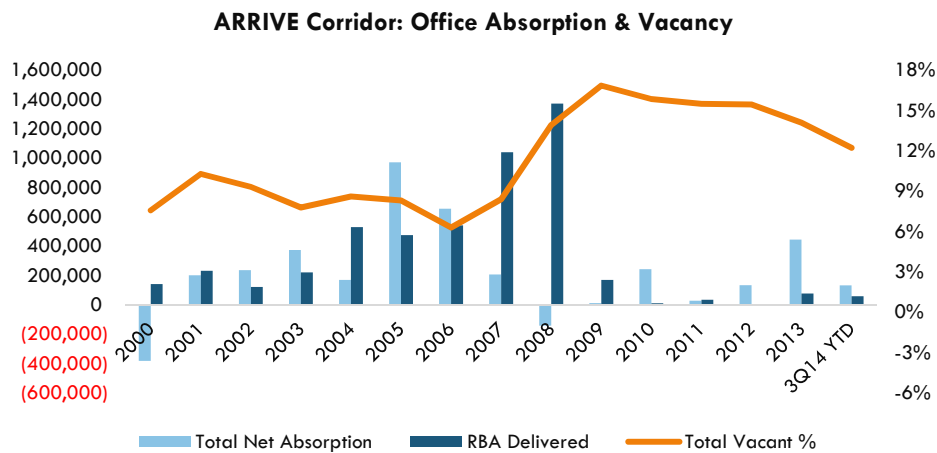
Source: ESRI

Office

The Inland Empire was historically a relatively smaller office employment center compared to Los Angeles and Orange Counties, with many of its residents commuting to Los Angeles and Orange County for work. However, with the significant population growth that occurred in the Inland Empire since 2000, San Bernardino County has become a major center of activity with growing employment uses and offices. With 20.8 million SF of office space, the ARRIVE Corridor represents 55 percent of total office space county-wide.

As shown in Figure ES-20, absorption was strong pre-2007 in the ARRIVE Corridor, but tenants vacated space and the area was overbuilt between 2007 and 2008. This increased vacancies from 6 percent in 2006 to 17 percent in 2009. Lease rates peaked at \$24.17/SF in 2008 and fell to a low of \$17.78/SF in 2012. While vacancies have decreased substantially and are currently at 12.2 percent, lease rates have barely increased since 2012.

Figure ES-20



Source: CoStar

As shown in Figure ES-21 and Figure ES-22, almost 40 percent of the office space within the Corridor is concentrated in the Rancho Cucamonga 2.5-Mile Market Area. This is due to the concentration of office clusters around the Ontario Airport and the I-15 corridor. This area also has the highest vacancies, as a

substantial amount of rentable space was added prior to the recession which has not yet been absorbed. Market Areas with smaller amounts of rentable space, Montclair/Upland, Fontana, and Rialto, have fairly strong occupancy rates, with occupancies hovering around 90 percent. However, the areas with the greatest amount of space, Rancho Cucamonga and San Bernardino, have high vacancy rates.

Figure ES-21

**Office Total Rentable Building Area
(Millions of SF)**

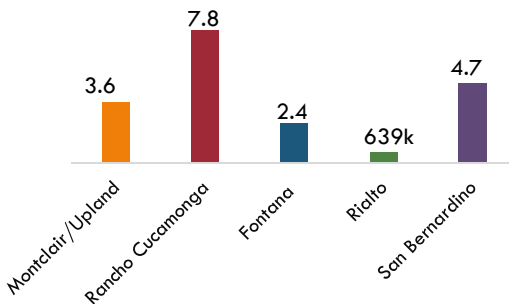
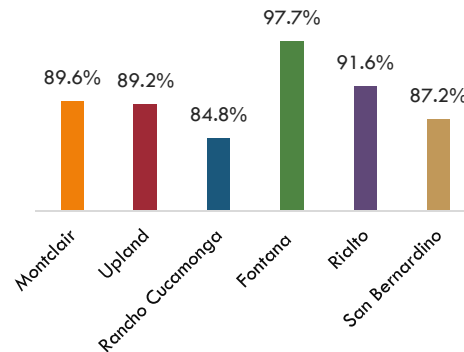


Figure ES-22

Office Occupancy Rate



Note: The Montclair and Upland 2.5-Mile Market Areas have significant overlap so they have been combined for purposes of this analysis. Totals do not represent cumulative stock due to market area overlaps. Source: CoStar, 2014

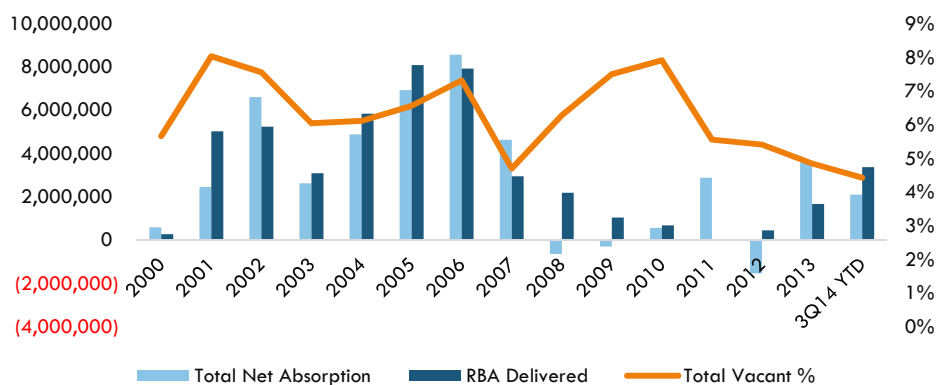
Industrial

Due to the proximity of the Ports of Los Angeles and Long Beach, as well as the affordable land for industrial development, San Bernardino County is a desirable industrial location and remains a strong industrial market.

With 124 million square feet, the ARRIVE Corridor makes up 37 percent of the County’s industrial inventory. A majority of the industrial inventory in the County is concentrated in the Ontario Airport and I-15 Corridor areas. Industrial stock in the Corridor has a lower vacancy rate and similar lease rate to the County. Although absorption dropped substantially after 2007, as shown in Figure ES-23, it is gradually picking back up.

Figure ES-23

ARRIVE Corridor: Industrial Absorption & Vacancy



Source: CoStar

As shown in Figure ES-24 and Figure ES-25, with exception of the Fontana and San Bernardino Market Areas, all of the ARRIVE Corridor submarkets have strong occupancy rates of approximately 95 percent or higher. Montclair and Upland each have lease rates that are almost 80 percent higher than the Corridor-wide averages.

Figure ES-24

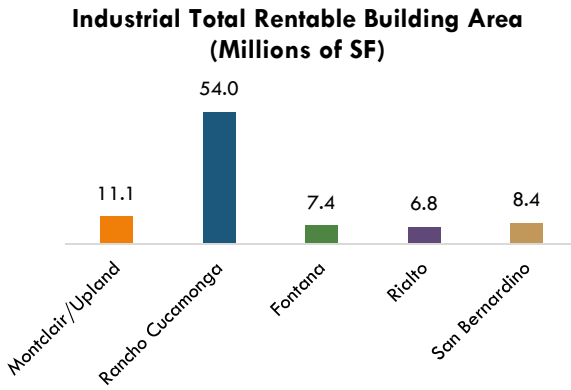
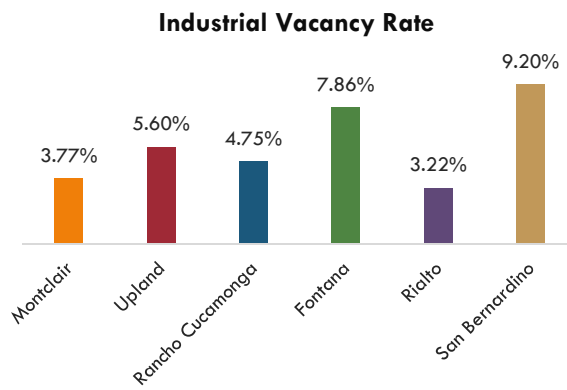


Figure ES-25



Note: The Montclair and Upland 2.5-Mile Market Areas have significant overlap so they have been combined for purposes of this analysis. Totals do not represent cumulative stock due to market area overlaps. Source: CoStar, 2014

Development Opportunities, Challenges, and Baseline Demand Estimates by Station Area

The following sections provide baseline estimates of market demand within the Half-Mile Station Areas between now and 2035 as well as a summary of the key opportunities and challenges related to viable TOD at each of the six stations. HR&A's market demand estimates are based on SCAG growth forecasts within the ARRIVE Corridor, and potential capture of that growth in the Half-Mile Station Areas over the analysis period. The capture estimates consider a number of specific market issues including:

- Competitive market conditions in the context of each Station Area;
- Availability of developable parcels within a half mile of the stations;
- Planned and proposed projects and current market vacancies;
- Character of each Station Area in terms of their current and future mix of uses; and
- Assumptions related to shifts in the share of corridor-wide growth capture at each station area over time.

It should be noted that the base demand estimates evaluate demand under current transit and policy conditions. This potential can be further enhanced by mitigating existing barriers to development, which include but are not limited to:

- The need to enhance development capacity by recycling and repositioning underutilized properties;
- Revisiting land use policy considerations;
- Public realm, connectivity and environmental quality improvements;
- And finally, the continued enhancement of transit quality and services.

Subsequent stages of this study, including the ULI TAP, will be focused on exploring strategies to address these existing barriers to development and unlocking the potential for transformative change in the ARRIVE Corridor over the long term.

Montclair

The Montclair Metrolink station is located on the northern edge of Montclair's commercial core. Currently the Half-Mile Station Area is primarily commercial, but the City of Montclair has developed the North Montclair Downtown Specific Plan (NMDSP), as an implementation tool to accommodate future growth in a dense, mixed-use environment close to transit.

The NMDSP looks to connect the Montclair Transit Center with the Montclair Plaza, a super-regional center that is the focal point of Montclair's existing commercial area. The Montclair Plaza was recently purchased by the CIM group with the intention of adding urban mixed-use elements to the center. The NMDSP permits densities of 40 to 60 units per acre in the Town Center and 30 to 50 units per acre in other mixed-use zones.

As presented in Figure ES-26, the baseline demand estimates project strong growth in residential demand in the Montclair Half-Mile Station Area. While there is limited demand for net new retail due to the abundance of existing supply, there may still be potential to relocate retail into the Station Area, and reposition existing retail centers with a more relevant mix of uses.

Figure ES-26
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.

Source: HR&A Advisors

Montclair Station Area Opportunities and Challenges

Opportunities

- ❖ Regionally identified as an important retail destination, but existing developments are aging and in need of reinvestment.
- ❖ CIM Group’s repositioning (and reinvestment) of the Montclair Plaza can be a significant catalyst.
- ❖ NMDSP provides a cohesive vision for the future transformation of the area, with policy measures to implement.
- ❖ The Gold Line Extension IIB could provide significantly enhanced transit services.
- ❖ Potential to be repositioned with a greater mix of entertainment and recreation uses with a regional draw.
- ❖ Current vacant properties will likely be developed with relatively dense product. There are a number of larger shopping centers with large parking lots that, in the mid to long term (10 -15 years), have the potential to be developed at even higher density (FAR of 2.5 or more).
- ❖ Could likely support additional suburban office in the mid to long term.

Challenges

- ❖ Market limitations to achieving significant density on some of the near term opportunities. This is likely to change in the mid to long term and needs careful consideration as the area transitions.
- ❖ Funding has not yet been allocated for the Gold Line extension.
- ❖ Most properties are not publicly held and may require incentives for private development, especially in the absence of Tax Increment Financing (TIF).

Upland

The Upland Metrolink station is located within close proximity of the small historic downtown retail district. The walkable historic downtown presents a tremendous opportunity to grow into a viable TOD over time. The Half-Mile Station Area includes residential and limited industrial uses.

There is strong demand for residential units in Upland, but capture rates reflect the limited infill development potential within the Half-Mile Station Area. As shown in Figure ES-27, similar to Montclair, there is limited support for net new retail. However, there are opportunities to reposition and redevelop existing retail centers in the area.

Figure ES-27
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

Upland Station Area Opportunities and Challenges

Opportunities

- ❖ Presence of a walkable downtown district within close proximity of the station.
- ❖ With the highest single family and multi-family prices within the ARRIVE Corridor, Upland is clearly a desirable residential location.
- ❖ The market can support residential mixed-use in the near to mid-term.
- ❖ Industrial properties to the east of Downtown present potential redevelopment opportunities.
- ❖ Upland has a small concentration of suburban offices that could be supplemented in the long term, as the market grows and current occupancies improve.
- ❖ There is a vacant 9.5-acre property just south of the Station Area. (It should be noted that there are current plans for a mid-density 209 residential unit development on this site).

Challenges

- ❖ There is limited available land within the Half-Mile Station Area.
- ❖ Historic Downtown Upland faces strong competition from Montclair and other new destinations, and could benefit from a stronger, more diverse mix of tenants.

Rancho Cucamonga

During the last decade, the city of Rancho Cucamonga experienced the greatest amount of household growth within the ARRIVE Corridor. The importance of the Rancho Cucamonga Metrolink Station is underscored by its proximity to the region’s most significant employment centers, retail destinations and transportation hubs. These include The Ontario Airport and the surrounding commercial and industrial areas, the Ontario Mills and Victoria Gardens super regional shopping centers, and industrial uses along the I-15 Freeway corridor to the east. The 2.5-Mile Market Area contains the largest share of employment within the ARRIVE Corridor. The Half-Mile Station Area is predominantly commercial in nature and more than a fourth of the Half-Mile Station Area consists of the Empire Lakes Golf Course. There is a proposal by the current owner of the Golf Course to redevelop the property into a master planned community, presenting a major opportunity to catalyze potential TOD with a mix of employment and residential uses.

While there is still substantial land available for development outside the Half-Mile and 2.5-Mile Market areas in Rancho Cucamonga, the Empire Lakes redevelopment represents a major opportunity for

capturing future residential growth closer to the Metrolink Station. As a result the baseline demand estimates, presented in Figure ES-28, project substantial residential growth within the Half-Mile Station Area. The demand analysis also reflects the strong performance of industrial and office uses within the Half-Mile Station Area, building on its strong competitive position for these uses. There is an abundance of regional-serving retail in the area; future retail demand is generated from both new employees and residents and will be focused in neighborhood/community serving retail.

Figure ES-28
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

Rancho Cucamonga Station Area Opportunities and Challenges

Opportunities

- ❖ The Rancho Cucamonga station is located in the midst of a significant concentration of office and industrial employment as well as within relatively close proximity to the Ontario Airport and other regional retail destinations. Enhancing secondary, multi-modal connections will be an important success factor.
- ❖ Rancho Cucamonga is already identified in the region as a highly desirable residential community.
- ❖ Redevelopment of the Empire Lakes golf course presents significant opportunities to catalyze viable TOD with a diverse mix of new residential development. Design considerations should include strong connections to the Metrolink Station.
- ❖ Industrial uses directly across the street from the station are older and may be repositioned to destination urban dining and retail uses.

Challenges

- ❖ Almost all of the supportable new development will be absorbed by the Empire Lakes Redevelopment project and new development may not occur until the Empire Lakes is absorbed.
- ❖ There is a significant amount of retail in the competitive market area that will compete with new developments in the Half-Mile Station Area.

Fontana

The Fontana Metrolink Station is located in the southern portion of historic Downtown Fontana. The Half-Mile Station Area includes the majority of the historic Downtown Fontana commercial district. The area includes a mix of retail, cultural, and civic uses, in addition to residential and a few industrial uses. There are a number of higher density residential developments within close proximity of the Metrolink station including a notable concentration of senior housing, proactively encouraged by the City to locate in the area.

Although the Fontana Half-Mile Station Area will compete with new and existing residential developments near the I-210, given increased scarcity of land in the more westerly communities over the mid to long term, it is well positioned to capture a significant amount of new residential growth projected for the ARRIVE Corridor. New household growth will support new retail. However, the area will face competition from the retail concentrations in nearby Rancho Cucamonga, especially in regional serving and destination retail. Given the station's proximity to the historic Downtown and relatively strong performance of office uses in the area, there is potential to add more residential-servicing small scale offices, and educational offices over time. A summary of baseline demand estimates for the Fontana Half-Mile Station area is presented in Figure ES-29 below.

Figure ES-29
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

Fontana Station Area Opportunities and Challenges

Opportunities

- ❖ Fontana is the next major area of growth along the ARRIVE Corridor. As land becomes increasingly scarce in the westerly cities, there will be greater opportunity to locate new growth closer to the station areas.
- ❖ There is potential for infill development opportunities with increasing density once the city's current available vacant land is absorbed.
- ❖ Existing precedent for high density residential in the area through recently developed senior housing located within close proximity of the station.
- ❖ Throughout the city, retail and office uses are performing fairly well. However, much of the retail is located outside of the Half-Mile Station Area.

Challenges

- ❖ The demise of Redevelopment and Tax Increment Financing has made it challenging for the city to continue to invest in its Downtown and move forward interest in denser mixed-use development.
- ❖ The current focus of growth in Fontana is close the I-210 freeway.
- ❖ Current real estate price points are lower than nearby cities.

Rialto

The Rialto Metrolink station is located in the southwestern portion of Downtown Rialto. The Half-Mile Station Area includes a revitalized commercial district, civic uses, and residential neighborhoods with interspersed vacant parcels.

Rialto is expected to capture an increasing amount of the ARRIVE Corridor’s residential growth in later years, once Rancho Cucamonga and Fontana are fully developed. However, the Half-Mile Station Area will compete with the large amounts of available vacant land near the I-210, as well as throughout other parts of the city. New household growth and the limited competitive retail near the station area provide support for significant net new retail in the future. In addition to residential and retail, as shown in Figure ES-30, there is also support for some office and industrial uses within the Half-Mile Station Area over time.

Figure ES-30
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

Rialto Station Area Opportunities and Challenges

Opportunities

- ❖ Downtown Rialto has the charm and available land to support a dynamic mixed-use environment.
- ❖ As Rancho Cucamonga and Fontana become fully developed there will be greater interest in development opportunities within Rialto.

Challenges

- ❖ Rialto is perceived to be isolated from growth areas, with relatively lower home prices.
- ❖ The Rialto market will improve as San Bernardino employment centers grow stronger.
- ❖ Constrained public funding sources.

San Bernardino

The San Bernardino Half-Mile Station Area includes a 168-acre BNSF intermodal yard that operates around the clock just north of the Metrolink station, bifurcating the area. This intermodal facility is of national significance and is one of the major nodes in the logistics and distribution chain for goods moving to and from the Ports of Los Angeles and Long Beach.

The station, which is served by AMTRAK and Metrolink, includes a restored depot building, the historic Santa Fe Depot, which also houses SANBAG offices. There is a shopping center and a number of vacant parcels within the immediate vicinity of the station, but otherwise the area is comprised of aging residential neighborhoods on either side. The Half-Mile Station Area has the lowest median household income relative to the other ARRIVE Corridor station areas. Downtown San Bernardino and the Civic Center are within the 2.5-Mile Market Area to the east of the station across the I-215 Freeway.

The San Bernardino 2.5-Mile Market Area is expected to capture a growing share of ARRIVE Corridor household growth in future years, but it is unlikely that much of this capture will occur in the Half-Mile

Station Area due to adjacencies with heavy freight rail activity and environmental concerns. The Station Area is well positioned to capture a significant share of projected future growth in industrial and logistics uses across the ARRIVE Corridor. The 2.5-Mile Market Area has a strong industrial market; there was limited negative net absorption in the industrial market through the recession and vacancy rates have stayed relatively low. The Half-Mile Station Area also includes San Bernardino Valley College, presenting the opportunity to build on the themes of education and job training. There is expected to be limited capture of office and retail growth in the Station Area. As shown in Figure ES-31, baseline demand estimates support the City’s efforts to concentrate newer residential and non-industrial growth closer to the future transit center in the downtown area, leveraging the convergence of an extension of Metrolink, a new Bus Rapid Transit line and the future Redlands Rail line.

Figure ES-31
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

San Bernardino Station Area Opportunities and Challenges

Opportunities

- ❖ There are numerous vacant parcels available for development.
- ❖ The San Bernardino Valley College within the Half-Mile Station Area may be a good connection to make to the station area. There may be potential for training sites connected to the college.
- ❖ The BNSF intermodal station may be a draw for certain industrial users, including domestic manufacturers.
- ❖ Public realm and connectivity improvements are planned to create safer connections between the neighborhoods bifurcated by rail activities and improved access to the station.

Challenges

- ❖ The City’s focus is on developing Downtown San Bernardino and leveraging the future convergence of multi-modal transit with the future downtown San Bernardino Metrolink station.
- ❖ There are economically distressed neighborhoods in the Station Area.
- ❖ San Bernardino has especially challenged local market conditions, with a slow post-recession recovery.
- ❖ Rail activities and resultant environmental quality are a challenge for adjacent uses.

Key Takeaways

1. In the regional context, abundant land in San Bernardino County serviced by the regional freeway network has provided tremendous cost advantage to locate land intensive industrial, logistics and distribution uses as well as relatively affordable housing for workers in Los Angeles and Orange Counties.
2. San Bernardino County experienced significant residential growth in the last decade, but was severely hit by the subprime mortgage crisis and the recession that followed. The market is slowly recovering. As the economy continues to recover, and existing vacant real estate stock gets absorbed, we should see an increase in new development activity over the next five years.
3. The economic recovery shows that the region continues to maintain a strong competitive position for industrial and warehousing uses, showing a relatively rapid recovery in that sector compared to office uses. Existing housing inventories continue to be absorbed but prices are just now reaching a point that justifies new construction. There is a significant oversupply of retail space and it is unlikely that substantial net new retail supply will be added in the near term.
4. As vacant land is absorbed by new development, growth along the ARRIVE Corridor continues to move eastward. Following this trend, the lack of available land for greenfield development in Upland and Montclair has pushed much of the new growth during the last economic cycle to Rancho Cucamonga and Fontana. As those communities run out of land, one can anticipate growth spurts in Rialto and beyond. While residential currently tends to locate in areas closer to the foothills along the I-210 freeway, there are opportunities to build additional amenities in the historic downtown and commercial areas near the Metrolink stations to capture this growth.
5. While the ARRIVE Corridor accounts for 30 percent of the County's residents, it contains 40 percent of the County's jobs. Metrolink provides robust commuter rail service, but current operations are designed to transport workers from San Bernardino County to Downtown Los Angeles. Although the ARRIVE Corridor has a significant concentration of jobs near the Metrolink line, Metrolink service does not support intra-regional commuting. As it is common practice for commuters to drive a reasonable distance to access commuter rail, the proximity to Metrolink is not currently seen as a significant amenity.
6. Based on SCAG projections, San Bernardino County will add approximately 195,000 households between now and 2035. Of this regional growth approximately 30,000 households are going to be located within the ARRIVE Corridor. The ARRIVE Strategy and Land Use vision is an opportunity to focus a significant share of this growth near improved transit, employment and retail services.
7. Current barriers to attract new development, especially any significant share of new residential growth in the station areas include:
 - a. Station areas are mostly developed with industrial/commercial uses with limited availability of vacant land
 - b. Availability of vacant freeway connected land elsewhere along the corridor, outside of the Half Mile Station Areas

- c. Environmental concerns and general perception of the station areas as not suitable for residential
 - d. Transit service is not robust to provide intra-regional transportation options
 - e. Soft market in the near term
 - f. Lack of traditional redevelopment tools, like the use of Tax Increment Financing
 - g. Competition among the communities along the corridor
8. There are a number of transit system and infrastructure improvements in the works that could provide significant competitive advantages to the areas surrounding the Metrolink stations. These include:
- a. Proposed double tracking of the Metrolink line
 - b. Use of low emission locomotives by Metrolink that may allow for increased intra-regional mobility
 - c. Additional transit improvements such as the:
 - i. Proposed extension of the Goldline light rail system to Montclair,
 - ii. The SbX Bus Rapid Transit System, and
 - iii. Redland Rail will create a more robust transit network supporting intra-regional mobility.
9. Repositioning of underperforming commercial centers is one of the key opportunities in the ARRIVE Corridor. The ARRIVE Corridor contains 45 percent of the countywide shopping center inventory. Certain stations, such as Rancho Cucamonga and Rialto, also include aging industrial that is less functional than modern industrial. Many of the underperforming commercial locations provide excellent opportunities to be repurposed into denser mixed use over time.
10. With anticipated growth in San Bernardino County, all of the station areas include several development and redevelopment opportunities. Strategies for each station area must consider the areas' growth trajectory, land use mix, and specific constraints:
- a. Historical Downtown Upland and the planned North Montclair Specific Plan provide key anchors for vibrant mixed-use communities. Strategies in these areas need to focus on redevelopment opportunities and recycling of land into denser uses. While there is limited support for net new retail development in these areas, these areas have fairly high residential prices and there are a number of underperforming centers that may be successfully repositioned as mixed-use developments.
 - b. The cities of Rancho Cucamonga and Fontana are in a 'boom' stage of residential growth. In the growing communities of Rancho Cucamonga and Fontana, strategies need to ensure that available land near station areas are developed at appropriate transit supportive densities over time, and are supported by high quality urban amenities with excellent regional connections, to attract a greater share of their cities' growth.
 - c. Rialto has a charming, revitalized downtown district with available vacant land within the district for development. The San Bernardino Station Area also has vacant available land and, as San Bernardino County growth kicks into high gear again, it will be located in the heart of the county seat. Policy and financial incentives in Rialto and San Bernardino need to address oncoming growth in the future with a combination of infill and new development that complement surrounding uses.

Across the country, there has been a move back to urban areas. People are increasingly seeking walkability, social connectedness, improved mobility, easy access to cultural and retail options, and authenticity. This is true across the country, but can also be seen in the Inland Empire through the success of the recent Claremont Villages expansion project. Many of the San Bernardino Metrolink station areas have the right bones to build communities that meet these needs as well. If additional residential opportunities and amenities are added in a walkable, urban framework, we believe, that in time, the Metrolink Station Areas can be transformed into true regional, transit-supportive destinations.