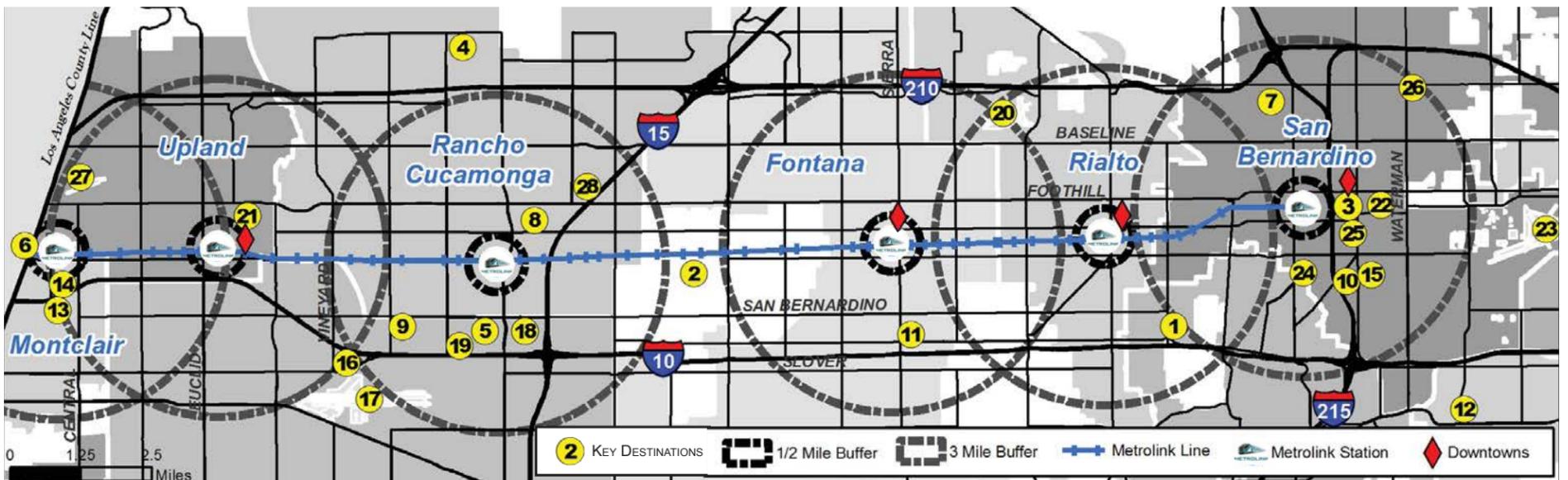


ARRIVE CORRIDOR

VISION, PURPOSE AND BACKGROUND

VISION

TRANSITION THE ARRIVE CORRIDOR, OVER TIME TO AN INTEGRATED TRANSIT-ORIENTED DEVELOPMENT (TOD)/ REGIONAL RAIL CORRIDOR, SERVING RESIDENTS AND BUSINESSES WITHIN ACTIVE, GROWING, TRANSIT-ORIENTED COMMUNITIES AT THE STATION LOCATIONS AND PROVIDING A HIGH DEGREE OF TRANSIT INTERCONNECTIVITY TO SAN BERNARDINO VALLEY DESTINATIONS



PURPOSE

THE ADVANCED REGIONAL RAIL INTEGRATED VISION-EAST (ARRIVE CORRIDOR) PROJECT PROPOSES TRANSITIONING THE SAN BERNARDINO METROLINK LINE OVER TIME FROM A TRADITIONAL COMMUTER RAIL TO ONE THAT PROMOTES TOD

TOD

MIXED-USE, COMPACT AND WALKABLE DEVELOPMENT TYPICALLY WITHIN 1/2-MILE OF THE TRANSIT STATION

SAN BERNARDINO METROLINK LINE

- 60-MILE COMMUTER RAIL LINE WITH 12 STATIONS (NOT INCLUDING LOS ANGELES UNION STATION), 30-MINUTE PEAK-HOUR HEADWAYS AND IN PEAK 12,000 DAILY PASSENGERS
- FOCUS OF THIS PROJECT: 25-MILE SEGMENT IN SAN BERNARDINO SERVING 6 CITIES



TOD EXAMPLE IN LOS ANGELES



BIKEWAYS IN EUROPE



COMPACT TOD IN OAKLAND, CA



TOD PUBLIC REALM IN CULVER CITY



INTERCONNECTIVITY WITH RAIL IN SAN DIEGO

Goals

- Define an overall vision and implementation strategy for transitioning the San Bernardino Metrolink Line to a fully functional, integrated regional rail/TOD corridor.
- Set the stage for incorporating implementation initiatives into SANBAG, Metrolink and local jurisdictions' plans, policies, and action plans.
- Make the station areas their own destinations, rather than the bedroom community for Downtown Los Angeles.
- Consider how Metrolink capacity and operational improvements might be staged over time to accomplish the vision.
- Determine how to improve access to destinations along the corridor from Metrolink station areas.
- Document the results for continuing reference by SANBAG and local jurisdictions to foster implementation of the corridor vision over time.
- Provide a "lessons learned" document that can be applied to other commuter rail corridors.

WEEKDAY METROLINK AND BUS BOARDINGS BY STATION IN FISCAL YEARS 2015 AND 2014

Station	Metrolink Boardings FY15, Q2	Metrolink Boardings FY14, Q2	Weekday Bus Boardings (2014)
Los Angeles Union Station	12,407	12,573	NA
Montclair	293	289	896
Upland	502	516	--
Rancho Cucamonga	798	969	22
Fontana	331	425	3,709
Rialto	243	256	21
San Bernardino Santa Fe Depot	712	764	240

Source: www.metrolinktrains.com

NUMBER OF PARK AND RIDE SPACES AND PARKING UTILIZATION RATE AT EACH STATION

Station Areas	Number of Park and Ride Spaces	Parking Utilization (2014)	Surface Parking Expansion Planned
Montclair	1,836	58.4%	
Upland	294	96.3%	(1)
Rancho Cucamonga	1,000	96.3%	(1)
Fontana	309	70.2%	
Rialto	208	67.8%	Yes
Santa Fe Depot	777	67.4%	

(1) Parking structures under study to share with development.

Source: Metrolink

ARRIVE CORRIDOR

OVERALL CORRIDOR-WIDE VISION

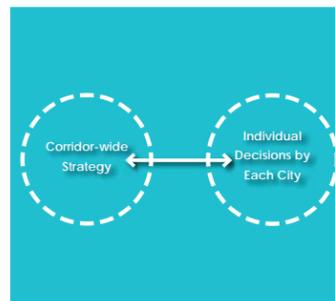
CHALLENGES

- RELATIVELY INFREQUENT TRANSIT SERVICE
- COST OF REDEVELOPMENT
- MARKET CONDITIONS NOT RIPE FOR VERTICAL DEVELOPMENT, HIGHER DENSITIES AND STRUCTURED PARKING IN SOME STATIONS
- LOSS OF FINANCIAL TOOLS WITH THE DISSOLUTION OF REDEVELOPMENT AGENCIES (E.G., LAND ASSEMBLY FOR DEVELOPMENT)
- COMPETITION FROM GREENFIELD SITES
- PERCEIVED LIMITED DEVELOPMENT OPPORTUNITIES AROUND SOME STATION AREAS AND HIGH DEGREE OF PARCELIZATION
- KEY DESTINATIONS OUTSIDE STATION "CATCHMENT AREA" (E.G. HOSPITALS, MALLS, ONTARIO INTERNATIONAL AIRPORT)
- NOISE AND AIR QUALITY ISSUES FROM FREIGHT AND COMMUTER RAIL ACTIVITY
- FARES PERCEIVED AS TOO HIGH, ESPECIALLY FOR SHORT MID-DAY TRIPS OR WEEKDAYS
- DIFFICULTY IN COMMUNICATING THE VALUE PROPOSITION TO PRIVATE DEVELOPERS AND CAPITAL MARKETS THAT DENSE MIXED-USE/OR MIXED-INCOME HOUSING PROJECTS CAN BE VIABLE AND VALUABLE AT TOD SITES

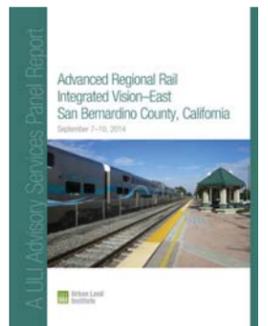
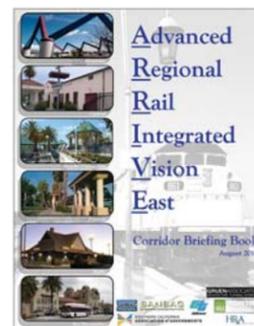
PLANNING AND OUTREACH PROCESS

1. BRIEFING BOOK ON EXISTING CONDITIONS AND PLANS*
2. MARKET ASSESSMENT*
3. ULI ADVISORY SERVICES PANEL REPORT*
4. TRANSIT USER SURVEY
5. TAC AND STAKEHOLDER MEETINGS

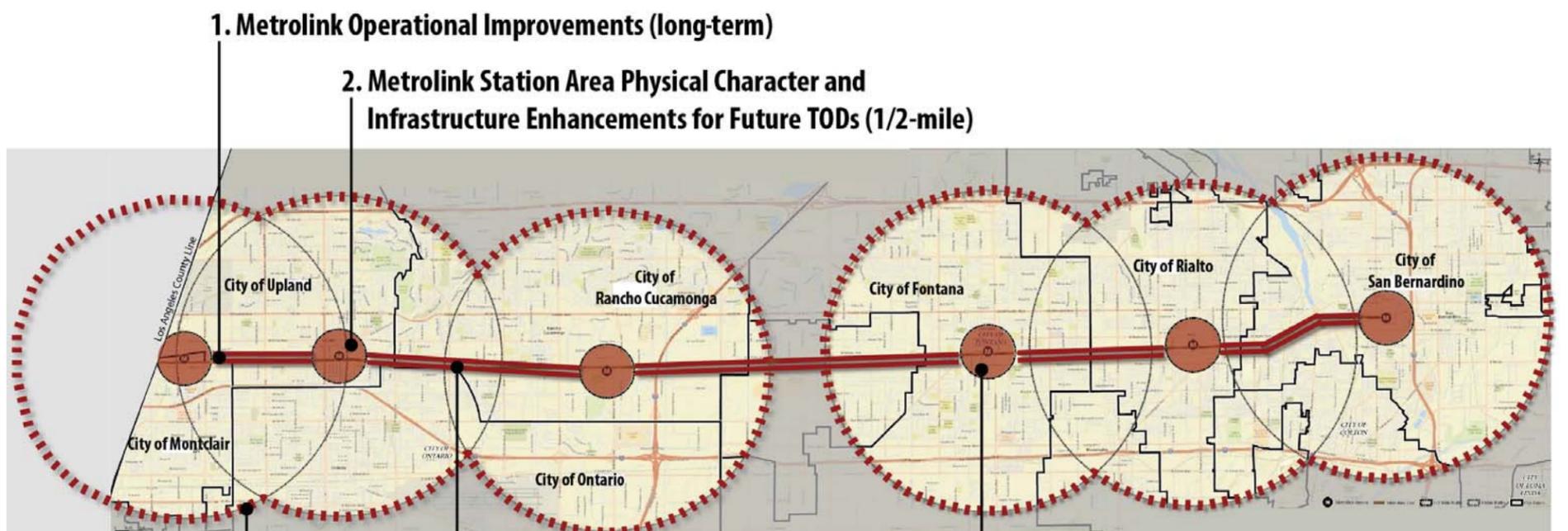
*AVAILABLE AT <http://gis.sanbag.ca.gov/SANBAG/Projects/Arrive>



TWO-PRONGED OVERALL VISION STRATEGY



OVERALL CORRIDOR-WIDE VISION



1. Metrolink Operational Improvements (long-term)

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

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

4. Champion the Expansion and Operation of the Network

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

6. Park-Once Districts

1.
 - DOUBLE-TRACKING OF TWO SEGMENTS TO ADDRESS FUTURE DEMAND AND CAPACITY
 - INCREASING TRAIN FREQUENCY AND MID-DAY TRAINS
 - REDUCING FARE STRUCTURE FOR SHORT TRIPS
 - IMPROVING AIR QUALITY THROUGH NEW EQUIPMENT
 - TICKETING IMPROVEMENTS

2.
 - RAILWAY CORRIDOR AS A "TRANSIT ENTRANCE" TO THE CITIES
 - ADEQUATE LAND USE SETBACK IF RIGHT OF WAY (ROW) CONSTRAINED FOR METROLINK AND OTHER IMPROVEMENTS
 - LANDSCAPE/OPEN SPACE AND SIDEWALK IMPROVEMENTS FOR A MORE PEDESTRIAN-FRIENDLY ENVIRONMENT
 - QUIET ZONES AS A VALUABLE IMPROVEMENT FOR TRAIN/NEIGHBORHOOD/FUTURE TOD COMPATIBILITY
 - PROVIDING FIBER OPTIC UTILITIES TO ADJACENT USES

3.
 - PEDESTRIAN AND BICYCLE ACCESSIBILITY TO THE METROLINK STATIONS
 - BUS SERVICE/ACCESS TO THE METROLINK STATIONS (1ST AND LAST MILE)
 - MORE SEAMLESS RAIL/BUS INTEGRATION

4.
 - GOLD LINE EXTENSION FROM AZUSA TO MONTCLAIR AND THE ONTARIO INTERNATIONAL AIRPORT (ONT) POSSIBLY IN THE LONG-TERM
 - WEST VALLEY CONNECTOR AND ONT CONNECTION
 - REDLANDS RAIL
 - METROLINK IMPROVEMENTS MENTIONED PREVIOUSLY UNDER 1

5.
 - BRANDING OF STATIONS ALONG THE CORRIDOR
 - TRANSIT-SUPPORTIVE USES
 - HIGHER DENSITY/INTENSITY RESIDENTIAL AND MIXED-USE COMPACT TOD DEVELOPMENT AT THE STATIONS, AS APPROPRIATE
 - TRANSIT-RELATED RETAIL AND COMMERCIAL USES
 - ADAPTIVE REUSE
 - ATTRACT DAYTIME (EMPLOYMENT-FOCUSED) AND EVENING (LEISURE-FOCUSED) POPULATIONS

6.
 - SHARED PARKING ALLOWING FOR MULTIPLE STOPS BUT PARK ONLY ONCE
 - ENHANCING PLACE-MAKING BY FREEING UP SPACE FOR DEVELOPMENT AND PUBLIC GATHERING

ARRIVE CORRIDOR

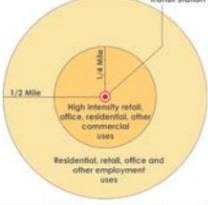
TOD CHARACTERISTICS AND BENEFITS

BUILDING BLOCKS OF A TOD

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



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



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



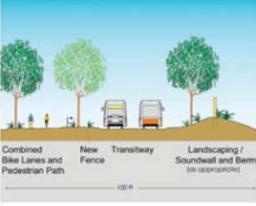
5. Mix of amenities such as neighborhood services, public gathering spaces, bike paths and lockers and network of interconnected streets



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



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





EXAMPLES OF RELEVANT TODs



Benefits of TODs

- Economic*
- Catalyst for Economic Development
 - Revitalization
 - Increased Property and Home Values
 - Decreased Infrastructure Costs
 - Revenue for Transit Systems
 - Reduced Household Spending and Housing Affordability
- Environmental*
- Increased Transit Ridership and Decreased Congestion
 - Improved Air Quality and Energy Consumption
 - Conservation of Land and Open Space
- Social*
- Increased Housing and Employment Choices
 - Greater Mobility Choices
 - Health Benefits
 - Enhanced Sense of Community
 - Enhanced Public Safety
 - Quality of Life
 - Universal Accessibility

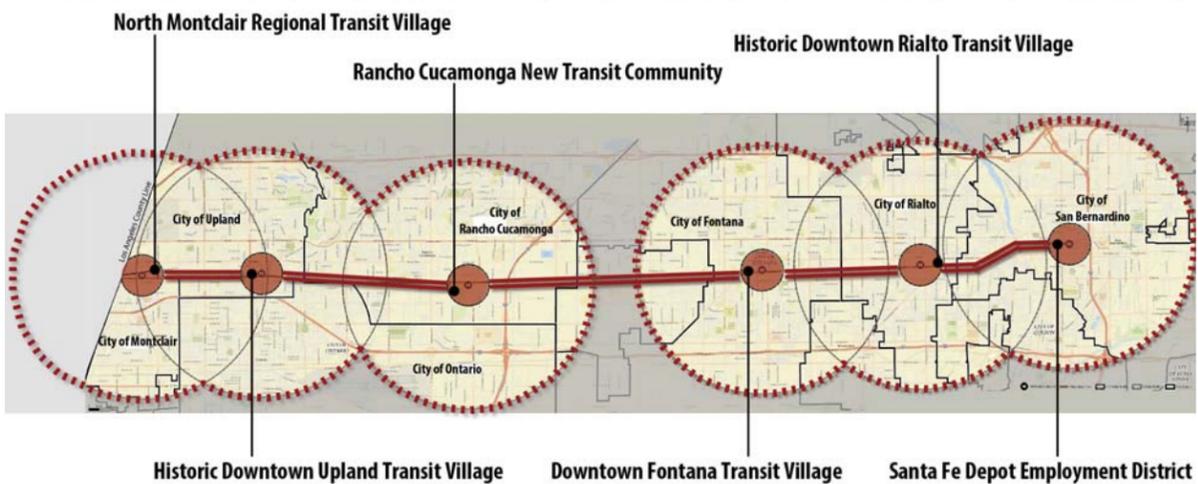
POTENTIAL STATION AREA PLACE TYPES AND CHARACTERISTICS

Place Type or Typologies	Land Use Characteristics	Station Area Examples
Downtown	Mixed use with a full range of commercial, residential, civic, educational and cultural uses.	Union Station, Los Angeles; Village Walk, Claremont; SOCO Walk, downtown Fullerton; Holly Street Village, Pasadena; Upland; Fontana; Rialto; downtown San Bernardino
Regional Center	Contains major regional destination(s) and a mix of other uses.	Hollywood & Highland, Los Angeles; Montclair
New Mixed Use Transit Village	A mix of uses on primarily vacant land or large surface parking areas which has a transit station as the focus which can be totally redeveloped as a TOD.	Orenco Station, Hillsboro, Oregon; Grossmont Trolley Center, La Mesa; Rancho Cucamonga
Employment Center or District	Employment uses are envisioned as dominant and the focus for the area.	Universal City, Los Angeles; San Bernardino Santa Fe Depot
Transit Campus	A mix of uses centered around major educational facility, hospital, or similar destination.	University of Southern California/Exposition Park EXPO LRT Line; Vermont/Sunset
Neighborhood Center	A small-scale neighborhood which is primarily residential with supporting commercial.	Mission Meridian Village, South Pasadena; Del Mar Station, Pasadena

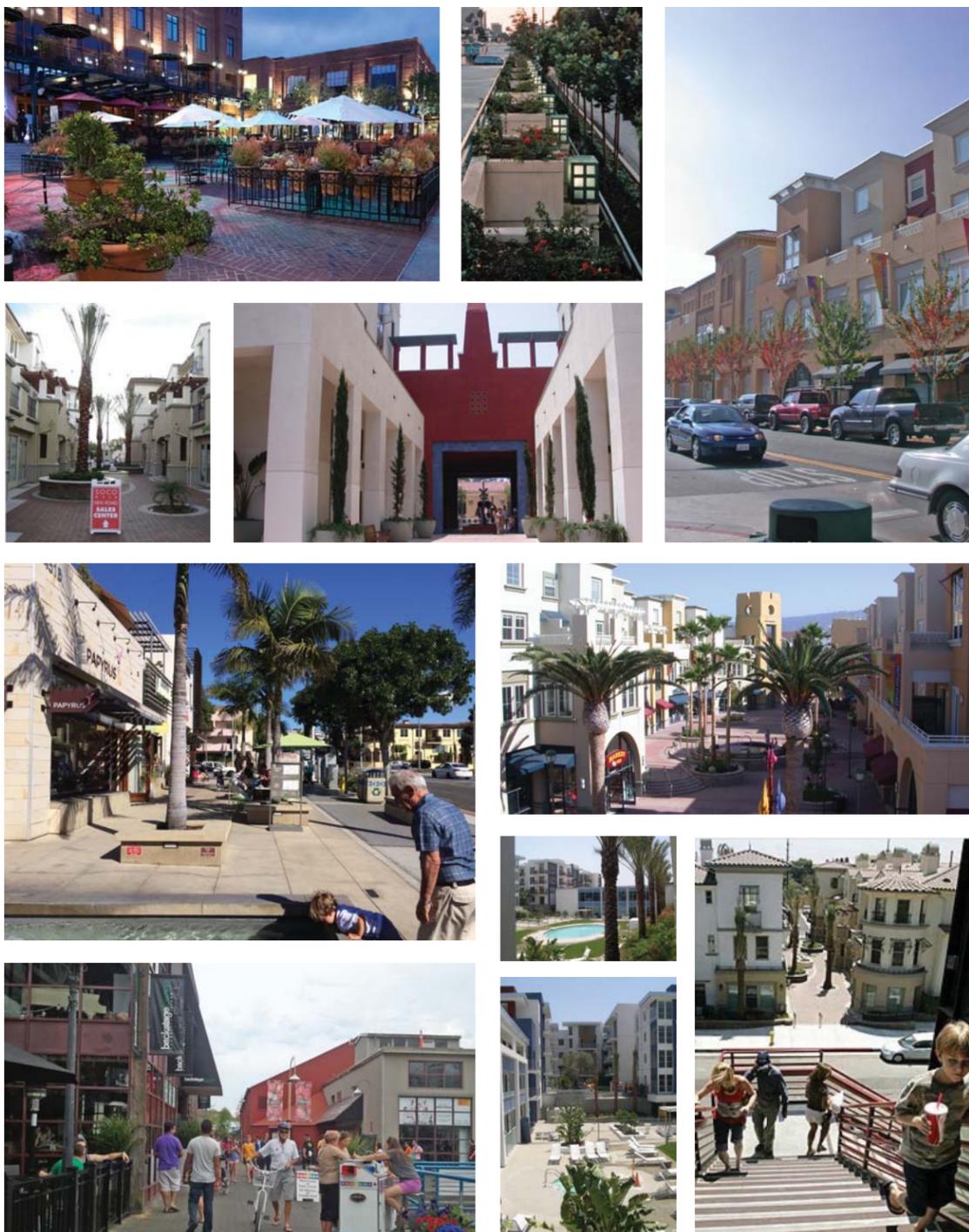
ARRIVE CORRIDOR

THEMES AND IMPLEMENTATION STRATEGIES

POTENTIAL THEMES TAILORED TO EACH STATION AREA



MATRIX OF ACTIONS, RESPONSIBLE PARTIES AND KEY FUNDING SOURCES & THEMATIC CHARACTER



MATRIX OF ACTIONS, RESPONSIBLE PARTIES AND KEY FUNDING SOURCES
SHORT-TERM ACTIONS (0-5 YEARS)

Strategy	Key Actions	Responsible Parties	Potential Funding Sources
Marketing TOD Opportunities	Form Marketing Board as non-profit ARRIVE branding/messaging Outreach (developers, public stakeholders) Public information & marketing ("Developer Kit") Place-Making (corridor-wide public realm improvements) Pursue regional TOD funding	Collective cities, Marketing Board Director	City contributions, Metrolink, SANBAG
Station Area Public Realm Improvements	Sidewalk and streetscape improvements Signage and branding Develop streetscape standards	Individual cities, Metrolink, Public Agencies	Federal and State funds, Redevelopment "Boomerang" Funds, EIFD/CFD
Metrolink Operational Improvements	Ticketing improvements Scheduling improvements in cooperation with other transit agencies Pursue funding for transformative infrastructure improvements	SANBAG/Metrolink	Metrolink
Shared Parking	Implement shared parking between Metrolink & surrounding Uses Encourage "Park-Once" districts	Individual Cities, Metrolink	N/A

MATRIX OF ACTIONS, RESPONSIBLE PARTIES AND KEY FUNDING SOURCES
MEDIUM-TERM ACTIONS (5-10 YEARS)

Strategy	Key Actions	Responsible Parties	Potential Funding Sources
Expand and Strengthen Marketing Board	Update and strengthen ARRIVE Corridor branding, messaging and developer kits Continue outreach and explore public sources of funding, as well as public-private development opportunities Support the creation of local BIDs Partner with EB-5 Regional Center Work toward financial self-sustainability	Collective Cities, Marketing Board Director	City contributions, SANBAG, Metrolink Cap and Trade, EB-5
Metrolink Operational Improvements	Increase service/frequency Reduce or adjust fare structure Pursue major infrastructural improvements	SANBAG/Metrolink	Metrolink, Cap and Trade, federal and state funds
Generate Corridor-Wide Parking Revenues	Pursue pilot strategies for permit or fee-based parking at all lots across the ARRIVE corridor. Create Parking Benefit Districts (or special funds) in individual cities Evaluate unbundling parking from residential development	Individual Cities	Self-funding, city contributions, Cap and Trade

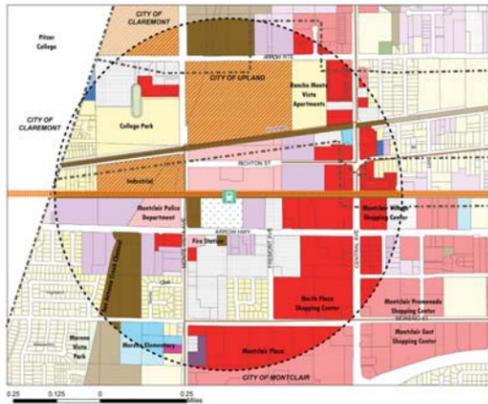
MATRIX OF ACTIONS, RESPONSIBLE PARTIES AND KEY FUNDING SOURCES
LONG-TERM ACTIONS (10+ YEARS)

Strategy	Key Actions	Responsible Parties	Potential Funding Sources
Support TOD with Economic Development Corporation (Potential Evolution of Marketing Board)	Acquire, consolidate, leverage and dispose of land to support desired development, in conjunction with Parking Authorities Support development in partnership with EB-5 Regional Centers, New Market Tax Credits or public funding. Continue to pursue regional TOD funding Support individual BIDs to achieve common goals.	Economic Development Corporation/Marketing Board	Self-funding, Cap and Trade, EB-5, NMTC
Improve ARRIVE Corridor Metrolink Infrastructure	Double-Track where possible Improve crossings and fencing Implement DMU Service to support intra-regional Transit	SANBAG/Metrolink	Metrolink, Cap and Trade, federal and state funds
Consolidate Parking	Develop parking structures to support higher-intensity development Lower parking requirements for new development and evaluate parking maximums Consider establishing Parking Authorities	Individual cities, Parking Authorities	Self-funding

ARRIVE CORRIDOR

MONTCLAIR VISION AND RECOMMENDATIONS

EXISTING CONDITIONS AND PLANS

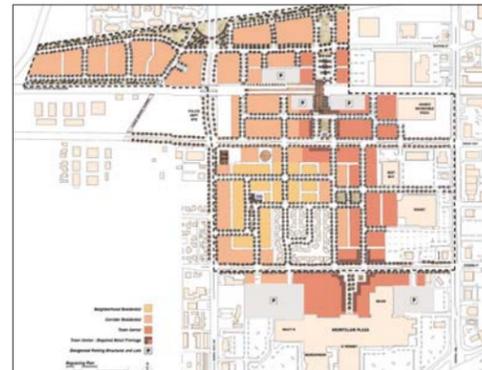


EXISTING LAND USES

THE THEME FOR THE MONTCLAIR TRANSCENTER STATION AREA IS THE NORTH MONTCLAIR REGIONAL TRANSIT VILLAGE, WHICH COMBINES TOGETHER THE TRANSIT NEIGHBORHOOD ENVISIONED IN THE NORTH MONTCLAIR DOWNTOWN SPECIFIC PLAN (NMDSP) AND A RENOVATED MONTCLAIR PLAZA.



POTENTIAL OPPORTUNITY SITES



MARKET ASSESSMENT AND LAND USE CONCEPTS

MONTCLAIR DEMAND SUMMARY

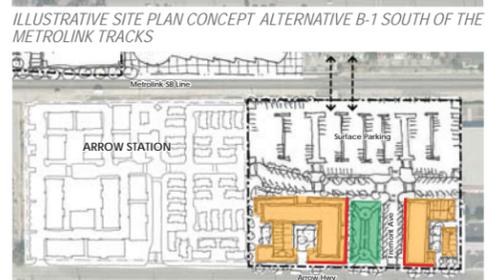
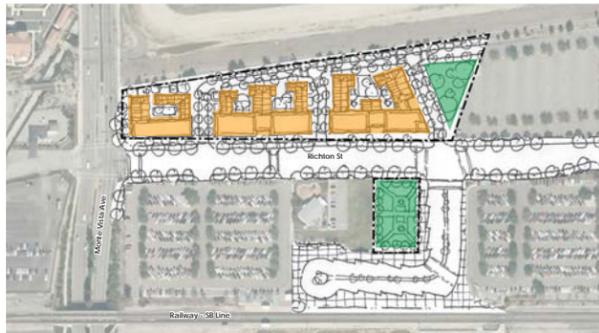
Land Use	2014-2020	2020-2035	Totals*
Residential	200-400 dwelling units	700-1,400 dwelling units	900-1,900 dwelling units
Office	0 SF	44,000-107,000 SF	44,000-107,000 SF
Retail	0 SF	69,000 SF	69,000 SF
Industrial	5,000-12,000 SF	22,000-52,000 SF	27,000-64,000 SF

*Totals may not add up due to rounding

Source: HR&A Advisors, Inc.



- A** MULTI-FAMILY RESIDENTIAL ON THE CALTRANS-OWNED PARKING LOT ADJACENT TO THE EXISTING STATION ALONG WITH A GATHERING SPACE ON THE PROPERTY OWNED BY THE CITY OF MONTCLAIR AND SANBAG
- B** RESIDENTIAL/LIVE-WORK ON THE SOUTH SIDE OF THE TRACKS CONTAINING A PUBLIC OPEN SPACE, ULTIMATELY A PARKING STRUCTURE AND OVER- OR UNDER-CROSSING OF THE METROLINK TRACKS CONNECTING TO THE STATION NORTH OF THE TRACKS
- C** COMPLETION OF THE PEDESTRIAN AND BIKE-FRIENDLY CONNECTOR ALONG FREMONT BETWEEN THE EXISTING TRANSIT STATION NORTH OF THE METROLINK TRACKS AND MONTCLAIR PLAZA PLUS ADJOINING DEVELOPMENT ALONG ITS EDGES
- D** REFURBISHMENT OF THE NORTH SIDE OF THE SHOPPING CENTER TO LINK WITH THIS CONNECTOR



VISION STRATEGY RECOMMENDATIONS

Creating a Dynamic Urban Environment (Land Use)

- CONSIDER WORKING WITH CALTRANS TO ACQUIRE AND/OR DEVELOP SOME OR ALL OF THE METROLINK PARKING LOT OWNED BY CALTRANS TO DEVELOP IT INTO A TRANSIT-ORIENTED DEVELOPMENT COMPATIBLE WITH THE NMDSP. THE UTILIZATION OF THE PARK-&RIDE LOTS IN 2014 WAS ONLY 58.4%. A MIXED-USE DEVELOPMENT ALLOWING FOR HOUSING CHOICES WILL ATTRACT A WIDE VARIETY OF RESIDENTS I.E., STUDENT HOUSING, SENIOR HOUSING, LIVE/WORK AND MULTI-FAMILY HOUSING FOR BOTH SALE AND RENT. GROSSMONT TROLLEY STATION IN LA MESA, CALIFORNIA, USED AN RFP PROCESS FOR SECURING A DEVELOPER ON PUBLIC PROPERTY AND IS AN EXCELLENT BUILT EXAMPLE OF UTILIZING A PARK-&RIDE LOT FOR MIXED-USE DEVELOPMENT, WHILE MAINTAINING PARKING FOR TRANSIT.
- WORK WITH THE NEW OWNERS OF THE MONTCLAIR PLAZA (CIM) TO PARTNER IN MAKING A DIRECT PEDESTRIAN AND OTHER NON-MOTORIZED CONNECTIONS TO THE MONTCLAIR TRANSCENTER AND PLACE LAND USES ALONG THESE CONNECTIONS TO CREATE A SENSE OF PLACE.
- REFINE AND IMPLEMENT THE NMDSP AND CONSIDER EXPANDING THE SPECIFIC PLAN TO OTHER PROPERTIES TO THE EAST, AND COORDINATE THIS EFFORT WITH THE CIM GROUP'S PLANS TO POTENTIALLY ACQUIRE OTHER PROPERTIES BEYOND THE STATION AREA.
- CONTINUE WORKING WITH DEVELOPERS IN EXPLORING A BALANCE OF COMMUNITY AMENITIES AND DESIRED DENSITIES, WHEN INTRODUCING MIXED-USE PROJECTS.

Making the Connections (Connectivity)

- PROVIDE PEDESTRIAN CONNECTIONS TO THE TRANSCENTER FROM THE SOUTH AS IDENTIFIED IN THE NMDSP AND OTHER CONNECTIONS PER THE SANBAG
- IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS STUDY. INTEGRATE AND COORDINATE THE CITY'S CURRENT COMPLETE STREETS IMPROVEMENTS TO ARROW HIGHWAY, FREMONT AVENUE, MORENO STREET, AND MONTE VISTA AVENUE WITH CURRENT PRELIMINARY EFFORTS BY THE CIM GROUP TO ENHANCE MORENO STREET AND FREMONT AVENUE FOR A LIFESTYLE COMPONENT ON THE NORTH SIDE OF MONTCLAIR PLAZA. THE CIM GROUP, IN ANTICIPATION OF THE GOLD LINE, AIMS TO CREATE BETTER PEDESTRIAN CONNECTIONS TO THE TRANSCENTER AND THE GROWING ADJACENT RESIDENTIAL COMMUNITY.
- PROVIDE AN ENHANCED SIDEWALK ON ONE SIDE OF MONTE VISTA AVENUE TO THE STATION, POSSIBLY IN CONJUNCTION WITH THE MONTCLAIR PLAZA IMPROVEMENTS.
- ENSURE THAT FUTURE DEVELOPMENT ON THE PARK-&RIDE LOTS RECOMMENDED IN THE NMDSP ALLOCATES ADEQUATE SPACE FOR THE EXISTING HIGH BUS RIDERSHIP, FUTURE GROWTH IN RIDERSHIP AND ALLOWS FOR EASY TRANSFER BETWEEN DIFFERENT MODES OF TRANSPORTATION.
- DESIGN FOR KISS-AND-RIDES TO ALLOW FOR EASY DROP-OFFS AND PROVIDE DIRECT PEDESTRIAN AND BICYCLE CONNECTIONS FROM THE STATION TO THE PE TRAIL TO OFFER AN ALTERNATE WAY TO REACH THE TRANSIT STATION.

- DO NOT PRECLUDE THE EXTENSION OF THE GOLD LINE TO THE MONTCLAIR TRANSCENTER AND ALSO PROVIDE CERTAINTY FOR POTENTIAL TOD DEVELOPERS. REFINED THE GOLD LINE FOOTHILL EXTENSION CONCEPT PLAN, SHOWN IN THE BRIEFING BOOK APPENDIX, AND THE NMDSP IN MORE DETAIL TO ILLUSTRATE MORE CLEARLY THE CITY'S VISION FOR THE GOLD LINE. THE PLAN SHOULD NOT ONLY SHOW PLATFORM SPACE, CONNECTIONS TO THE SOUTH UNDER THE TRACKS, BUT ALSO A RELOCATED BUS PLAZA CONFIGURATION AND POTENTIAL DEVELOPMENT SITES.
- PLAN FOR MONTCLAIR'S PREFERRED GOLD LINE METROLINK CORRIDOR ALIGNMENT, WHICH WILL STRENGTHEN THE TRANSCENTER AS THE PRIMARY HUB FOR CONNECTING TO THE ONTARIO INTERNATIONAL AIRPORT. THE TRANSCENTER'S HIGH BUS AND METROLINK RIDERSHIP, AND THE UTILIZATION OF FREEWAY EXPRESS LANES AND HOV LANES BY BUSES GOING TO AND FROM THE TRANSCENTER REINFORCES THE TRANSCENTER AS A REGIONAL TRANSIT HUB. THIS LOCATION MAY INVOLVE WIDER RIGHT-OF-WAY ALONG THE GOLD LINE METROLINK CORRIDOR.

Creating Places

- PROGRAM ACTIVITIES/EVENTS AROUND THE STATION TO ACTIVATE THE STATION AREA AND MARKET/ EDUCATE POTENTIAL USERS ABOUT THE TRANSCENTER. PROGRAMMING ACTIVITIES CAN STRENGTHEN COMMUNITY BONDS AND PRIDE, AND CAN INFLUENCE THE LOCAL RESIDENTS IN ADJACENT TOD DEVELOPMENTS TO ALSO FOLLOW WITH ACTIVITIES OF THEIR OWN, SUCH AS OUTDOOR MOVIE NIGHTS, AS IS TAKING PLACE AT THE PASEOS.

- AS CALLED FOR IN THE NMDSP, ENCOURAGE DEVELOPMENT OF A TRANSIT PLAZA WITH ACTIVE GATHERING PLACES, USED BY RIDERS COMING AND GOING TO THE TRANSIT STATION. THE TRANSIT PLAZA COULD BE A GATEWAY TO THE STATION AREA AND INCLUDE PLACEMAKING FEATURES SUCH AS PROGRAMMED ACTIVITIES, LANDSCAPING, PUBLIC ART, INFORMATIONAL SIGNAGE AND DISPLAYS CELEBRATING THE UNIQUENESS OF THE COMMUNITY. THE PLAZA CAN ALSO SERVE AS A LOCATION FOR COMMUNITY EVENTS.
- ACTIVATE THE SITE OWNED BY SANBAG AND THE CITY FOR PUBLIC GATHERING AND TRANSIT-SUPPORTIVE USES SUCH AS FOOD VENDORS, COFFEE SHOPS, DAYCARE, PUBLIC ART, TEMPORARY EVENTS AND OTHER SERVICE USES CREATING AN EARLY ACTIVITY CENTER NORTH OF THE TRACKS.
- COORDINATE WITH BUS SERVICE PROVIDERS OMNITRANS, FOOTHILL TRANSIT, AND THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY TO RECONFIGURE THE BUS TRANSFER CENTER TO A MORE EFFICIENT DESIGN SUCH AS A BUS LOOP THAT IS INTEGRATED WITH RICHTON STREET. THE TRANSCENTER'S GOAL IS TO IMPROVE ITS BUS OPERATIONS AND MINIMIZE THE AMOUNT OF INTERNAL SPACE USED IN FAVOR OF A MORE PEDESTRIAN FRIENDLY TRANSIT PLAZA.

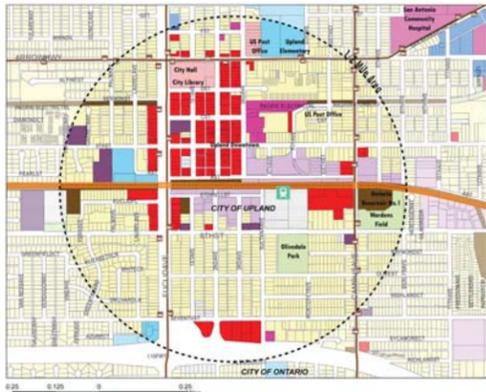
Implementation Priorities and Actions

- ATTRACT HIGH-DENSITY DEVELOPMENTS TO MONTCLAIR.
- CONTACT CALTRANS TO OUTLINE PROCESS AND POTENTIAL INCENTIVES FOR THE DEVELOPMENT OF THE UNDERUTILIZED METROLINK PARKING LOTS.
- REFINE/IMPLEMENT THE NMDSP AND CONTINUE COORDINATING WITH THE CIM GROUP TO DEVELOP A DIRECT CONNECTION TO FREMONT AVENUE.
- WORK WITH OMNITRANS TO DEVELOP PLANS FOR RECONFIGURING OR RELOCATING THE BUS PLAZA IN CONJUNCTION WITH GOLD LINE.
- REFINE THE GOLD LINE FOOTHILL ENGINEERING CONCEPT PLAN AND THE NMDSP IN MORE DETAIL TO ILLUSTRATE MORE CLEARLY THE CITY'S VISION. THE PLAN SHOULD SHOW A RELOCATED BUS TRANSIT CENTER AND ADEQUATE SETBACKS FROM THE RAILROAD TRACKS FOR POTENTIAL DEVELOPMENT SITES ADJOINING THE TRACKS.
- ENCOURAGE DEVELOPMENT OF THE TRANSIT PLAZA WITH PUBLIC GATHERING SPACES.
- WORK WITH SHOPPING CENTER OWNERS TO MAKE CONNECTIONS TO THE TRANSIT STATION ALONG FREMONT AVENUE.
- CONTINUE FUNDING EFFORTS WITH METROLINK AND SANBAG FOR THE GOLD LINE EXTENSION TO MONTCLAIR, ENHANCEMENTS TO THE UNDERCROSSING OF THE TRACKS, RELOCATING THE BUS PLAZA, AND SIDEWALK IMPROVEMENTS ALONG FREMONT AVENUE.

ARRIVE CORRIDOR

UPLAND VISION AND RECOMMENDATIONS

EXISTING CONDITIONS AND PLANS

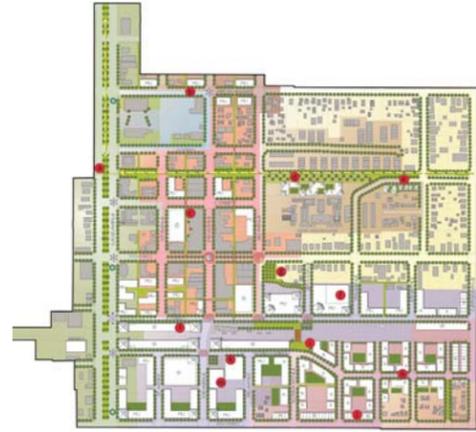


EXISTING LAND USES

THE THEME FOR THE UPLAND STATION AREA IS AN "HISTORIC DOWNTOWN UPLAND TRANSIT VILLAGE", WHICH REINFORCES THE TRANSIT NEIGHBORHOOD ENVISIONED IN THE HISTORIC DOWNTOWN UPLAND SPECIFIC PLAN.



POTENTIAL OPPORTUNITY SITES



HISTORIC DOWNTOWN UPLAND SPECIFIC PLAN

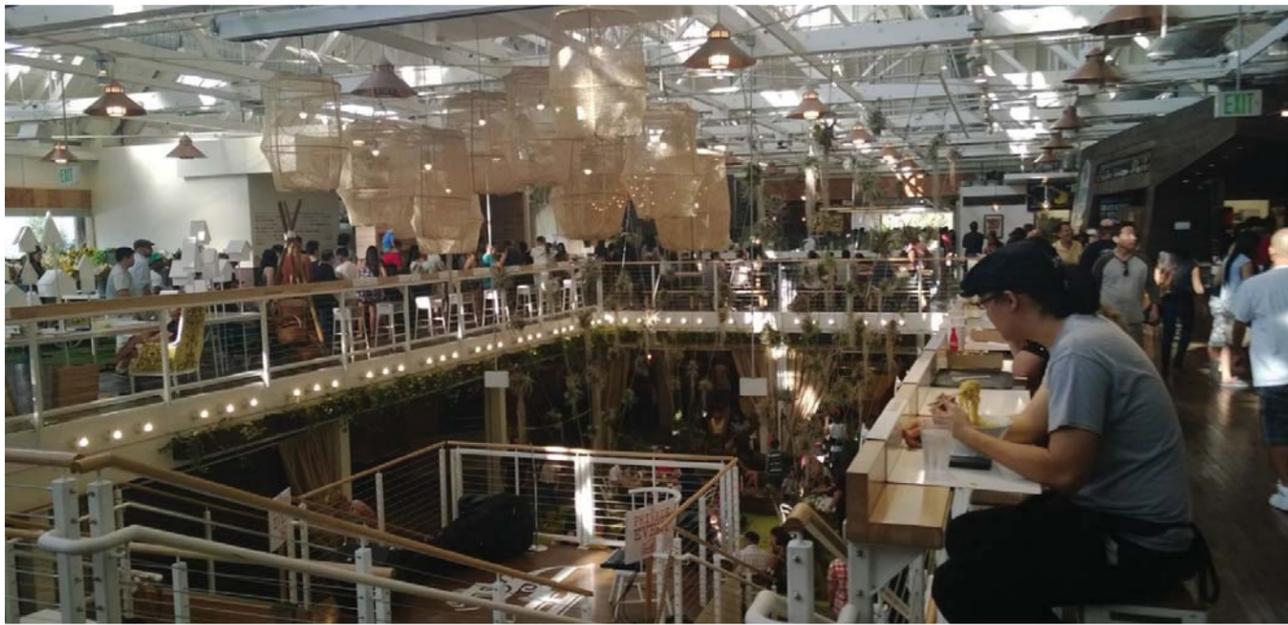
MARKET ASSESSMENT AND LAND USE CONCEPTS

UPLAND DEMAND SUMMARY

Land Use	2014-2020	2020-2035	Totals*
Residential	200-400 dwelling units	400-700 dwelling units	600-1,200 dwelling units
Office	7,000-13,000 SF	55,000-111,000 SF	62,000-124,000 SF
Retail	940 SF	41,000-95,000 SF	43,000 SF
Industrial	10,000-24,000 SF	22,000-52,000 SF	51,000-119,000 SF

*Totals may not add up due to rounding.

Source: HR&A Advisors, Inc.



RENOVATED HISTORIC PACKING HOUSING IN ANAHEIM



DIVERSE MASSING REDUCES SCALE AND ACTIVATES THE STREET



THE SIDEWALK AS PUBLIC SPACE

VISION STRATEGY RECOMMENDATIONS

Creating a Dynamic Urban Environment (Land Use)

- IMPLEMENT THE DOWNTOWN VISION, DOWNTOWN DISTRICTS AND STREETSCAPE TYPOLOGIES IN THE HISTORIC DOWNTOWN UPLAND SPECIFIC PLAN TO BOLSTER RIDERSHIP, BECOME A NEW DESTINATION ALONG THE RAIL LINE AND PROVIDE A LARGER DOWNTOWN WORK FORCE AND RESIDENT BASE.
- WHEN UPDATING THE GENERAL PLAN, ENSURE ADEQUATE DENSITY AND INTENSITIES ON OPPORTUNITY SITES IN THE 1/2-MILE STATION AREA TO ACCOMMODATE MARKET DEMAND, TO SUPPORT TRANSIT RIDERSHIP AND TO STIMULATE QUALITY DEVELOPMENT IN A WALKABLE DISTANCE FROM THE STATION. AMENDMENTS TO THE SPECIFIC PLAN SHOULD BE COORDINATED WITH FEEDBACK FROM VARIOUS CURRENT STUDIES AND SHOULD INCLUDE INCENTIVIZING MORE RESIDENTIAL USES AND ADAPTIVE REUSE IN THE HISTORIC DOWNTOWN.
- DEVELOP INCENTIVES IN THE GENERAL AND SPECIFIC PLANS ABOVE TO STRENGTHEN THE SENSE OF PLACE AROUND THE STATION AND ALONG "A" STREET, TO LINK NORTH-SOUTH DOWNTOWN STREETS TO THE STATION AND TO OBTAIN MAXIMUM DENSITIES/INTENSITIES IN THE OPPORTUNITY SITES IDENTIFIED IN THE GENERAL PLAN UPDATE.
- RETAIN AND ENHANCE DESTINATION GOVERNMENT USES, AS THEY CAN BE A CRITICAL COMPONENT TO DOWNTOWN'S FUTURE SUCCESS.
- DETERMINE THE STATUS OF LAND OWNED BY REDEVELOPMENT AGENCIES AND POTENTIAL

REDEVELOPMENT OPPORTUNITIES TO THOSE LANDS AND INDUSTRIAL SITES, INCLUDING THE HISTORIC PACKING HOUSES.

- PREPARE A LIST OF INCENTIVES AND SUBSIDIES THAT ENCOURAGE A VARIETY OF HOUSING TYPES WITHIN THE STATION AREA AND CREATE A STRONGER SENSE OF PLACE SUCH AS:
 - LAND WRITE-DOWN
 - DISCOUNTED TRANSIT PASSES
 - INNOVATIVE PARKING REDUCTION STRATEGIES AND FUNDING FOR PARK-ONCE
 - AFFORDABLE HOUSING SERVING HOUSEHOLDS AT LOWER INCOME LEVELS
 - INFRASTRUCTURE AND CONNECTIVITY IMPROVEMENT FUNDING
- CONTINUE WORKING WITH DEVELOPERS IN EXPLORING A CREATIVE BALANCE OF TOD HOUSING TYPES, DESIRED COMMUNITY AMENITIES AND USES SUCH AS ALLOWING LIVE-WORK UNITS AS OPPOSED TO ONLY RESIDENTIAL WHEN INTRODUCING MIXED-USE PROJECTS.
- COORDINATE THE REPOSITIONING OF THE USES IN THE DOWNTOWN AREA WITH THE CITY'S LONG-RANGE PROPERTY MANAGEMENT PLAN.

Making the Connections (Connectivity)

- PROVIDE A PLAN AND FUNDING FOR A PEDESTRIAN AND BICYCLE CROSSING OF THE TRACKS AT 4TH STREET OR WEST OF 4TH STREET NEAR THE STATION TO EXPAND THE CATCHMENT AREA
- COORDINATE EFFORTS IN RESOLVING INFRASTRUCTURE CONSTRAINTS WITH TRANSIT SERVICE PROVIDERS TO IMPROVE ACCESS, SAFETY AND DEMAND FOR TRANSIT AND ENHANCE SAFE PEDESTRIAN AND BIKE PATHWAYS TO AND FROM THE STATION
- MAKE A STRONGER CONNECTION ALONG "A" STREET TO 1ST, 2ND AND 3RD STREETS AND OLDER PACKING HOUSES AS THEY DEVELOP INCLUDING INTERSECTION IMPROVEMENTS, MORE ACTIVE USES, PEDESTRIAN/BICYCLE AMENITIES AND EXTENDING SIMILAR WAYFINDING SIGNAGE FOUND ON EUCLID TO "A" STREET.
- IMPLEMENT SANBAG IMPROVEMENT TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS RECOMMENDATIONS, AS WELL AS CITY'S/COUNTY PLAN FOR BICYCLE IMPROVEMENTS ON "A" STREET, 8TH STREET, ARROW HIGHWAY, AND CAMPUS AVENUE. CONSIDER ADDITIONAL BICYCLE CONNECTIONS THROUGH DOWNTOWN FROM PE TRAIL TO THE STATION EITHER ALONG ALLEYS OR THE PEDESTRIAN STREETS. THERE IS ALSO A NON-SIGNALIZED MID-BLOCK CROSSING PROPOSED AT EUCLID AVENUE AND "A" STREET - THE CITY PREFERS A SIGNALIZED CROSSING TO ENSURE PEDESTRIAN SAFETY.

Creating Places

- CONTINUE TO PROGRAM ACTIVITIES IN THE DOWNTOWN AREA AND EXTEND THESE TO THE STATION AREA ITSELF, PARTICULARLY ALONG STREETS INTERSECTING "A" STREET.
- WORK WITH HISTORICAL GROUPS TO REDEVELOP THE HISTORIC PACKING HOUSES ON "A" STREET AS UNIQUE DEVELOPMENTS WITH TRANSIT-SUPPORTIVE USES AND CONSIDER USES SUCH AS A FOOD TRUCK OR "FOODIE" RESTAURANTS COMPLEMENTING THE EXISTING ADAPTIVE REUSE OF OTHER EXISTING STRUCTURES.
- CONTINUE TO MONITOR AND BUILD UPON THE 9-ACRE ADJACENT LYONS HOUSING PROJECT. THIS PROJECT BEING THE FIRST RESIDENTIAL DEVELOPMENT OF ITS TYPE IN THE LAST 20 YEARS WILL BE A GOOD TEST FOR THE CITY TO MOVE FORWARD WITH HIGHER DENSITY TOD PROJECTS ADJACENT TO THE STATION. CREATING GOOD PEDESTRIAN LINKS/ACRES FOR THE LYONS PROJECT AND LOWER PARKING REQUIREMENT THAN THE 2.5 PARKING SPACES PER UNIT AVERAGE FOR THE LYONS PROJECT ARE CRITICAL ELEMENTS FOR TOD.

Implementation Priorities and Actions

- ENCOURAGE DEVELOPERS TO BUILD MAXIMUM DENSITIES IN THE SPECIFIC PLAN TO ADDRESS MARKET DEMAND AND PLACE MORE PEOPLE WITHIN WALKING DISTANCE OF TRANSIT.
- IMPLEMENT THE HISTORIC DOWNTOWN UPLAND SPECIFIC PLAN WITH SOME MODIFICATIONS SUCH AS SETBACKS FROM THE RAIL ROW, PARKING REDUCTIONS FOR RESIDENTIAL, MORE FLEXIBILITY FOR GROUND LEVEL USE IN MIXED-USE AND PARKING AREA STANDARDS.
- PROVIDE IMPROVED MULTI-MODAL CONNECTIVITY SUCH AS BUS/RAIL INTERFACE AND A PEDESTRIAN/BICYCLE OVER- OR UNDER-CROSSING OF THE TRACKS.
- REDEVELOP THE HISTORIC PACKING HOUSES ON "A" STREET AND KEY PARKING LOTS AS UNIQUE DEVELOPMENTS WITH TRANSIT-SUPPORTIVE USES.
- CONNECT AND COORDINATE THE BUS AND TRAIN SERVICE AND CONSIDER CREATING CONDITIONS TO JUSTIFY LOCATING A FUTURE
- BUS STOP SOUTH OF THE STATION IDENTIFIED IN THE COLLABORATIVE SANBAG AND CITY STUDIES OF FUTURE STATION CONFIGURATIONS AND POTENTIAL ADJACENT TOD.
- ANALYZE PARKING DEMAND AND SUPPLY FOR THE SPECIFIC PLAN BUILDOUT, METROLINK RIDERSHIP GROWTH AND LOSS OF EXISTING PARKING FOR DEVELOPMENT.
- EXPLORE FUNDING SUPPORT FOR A PARKING STRUCTURE AT 3RD AND "A" STREETS.
- CONSIDER CITY IMPLEMENTATION OF QUIET ZONES INCLUDING SAFETY IMPROVEMENTS TO CITY STREETS CROSSING THE RAIL TRACKS AND COORDINATING THESE WITH PLANNED METROLINK STATION IMPROVEMENTS.

ARRIVE CORRIDOR

RANCHO CUCAMONGA VISION AND RECOMMENDATIONS

EXISTING CONDITIONS AND PLANS



EXISTING LAND USES

THE THEME FOR THE RANCHO CUCAMONGA STATION AREA IS THE RANCHO CUCAMONGA TRANSIT COMMUNITY, A NEW MIXED-USE DEVELOPMENT CHARACTERIZED BY A COHESIVE AND COMPACT PATTERN OF LANDSCAPED PEDESTRIAN FRIENDLY STREETS, BLOCKS AND BUILDINGS SUPPORTING ADJACENT TRANSIT AND INTEGRATING THE PROPOSED EMPIRE LAKES PROJECT.



POTENTIAL OPPORTUNITY SITES



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



DIAGONAL PARKING ACTIVATES STREET



WIDE SIDEWALKS ALLOW FOR A MULTIPLE EXPERIENCES

MARKET ASSESSMENT AND LAND USE CONCEPTS

RANCHO CUCAMONGA DEMAND SUMMARY

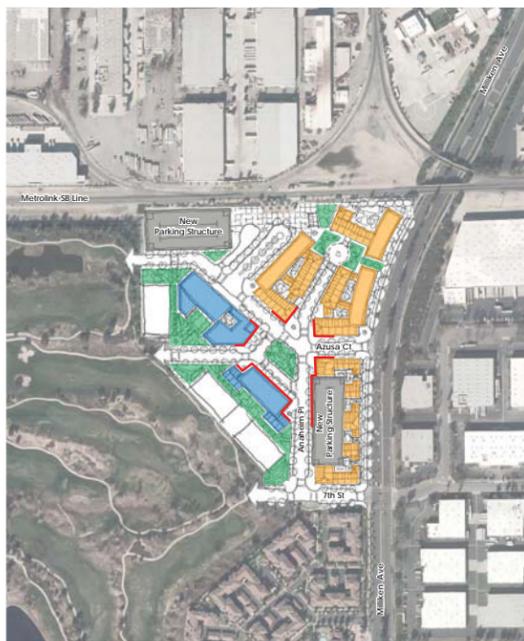
Land Use	2014-2020	2020-2035	Totals*
Residential	500-1,400 dwelling units	800-2,500 dwelling units	1,300-3,900 dwelling units
Office	0 SF	60,000-130,000 SF	60,000-130,000 SF
Retail	21,000 SF	45,000 SF	106,000 SF
Industrial	30,000-61,000 SF	167,000-334,000 SF	197,000-395,000 SF

*Totals may not add up due to rounding.

Source: HRSA Advisors, Inc.



ILLUSTRATIVE SITE PLAN CONCEPT 1



ILLUSTRATIVE SITE PLAN CONCEPT 2



PUBLIC GATHERING SPACE AS THE STAGE FOR BUILDINGS



VARIATION IN PUBLIC REALM ENHANCES PLACE - NO SIDEWALKS



RAIL INTEGRATED WITH THE PUBLIC REALM

VISION STRATEGY RECOMMENDATIONS

Creating a Dynamic Urban Environment (Land Use)

- REDEVELOP THE EMPIRE LAKES GOLF COURSE AS A MIXED-USE COMMUNITY TO TRANSFORM THE STATION AREA INTO A TRUE TOD AND PROVIDE A RANGE OF HOUSING TYPES AND DENSITIES WHICH ARE HIGHER THAN THE 30 DWELLING UNITS/ACRE PERMITTED IN THE GENERAL PLAN TO BOLSTER RIDERSHIP WITH THE OPPORTUNITY TO BECOME A NEW DESTINATION ALONG THE RAIL LINE AND PROVIDE A LARGER DOWNTOWN WORK FORCE AND RESIDENT BASE.
- CONVERT THE PARKING LOTS OF EXISTING OFFICES AND THE METROLINK STATION INTO MORE INTENSE TRANSIT-SUPPORTIVE USES WITH PARKING STRUCTURES AND DIRECT PEDESTRIAN/BIKE CONNECTIONS TO THE TRANSIT STATION.
- SUBDIVIDE THE CURRENT SUPER-BLOCK PATTERN INTO A MORE COHESIVE AND COMPACT PATTERN OF STREETS AND BLOCKS WHICH SUPPORTS A MIX OF USES AND BUILDING TYPES.
- INTENSIFY OR CONVERT SOME OF THE CURRENT INDUSTRIAL/BUSINESS PARK USES INTO TOD.

Making the Connections (Connectivity)

- IMPLEMENT SANBAG IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS WHICH INCLUDES PLANNED IMPROVEMENTS TO THE PEDESTRIAN AND BICYCLE ENVIRONMENT TO ENHANCE THE STATIONS' CONNECTIVITY.
- PROVIDE A REGULAR PATTERN OF STREET TREES ON AZUSA COURT AND ANAHEIM PLACE TO GIVE THE STATION AREA A SENSE OF PLACE, ENHANCE CIRCULATION AND STRENGTHEN CONNECTIVITY TO THE MAJOR ARTERIALS.
- EXTEND 7TH STREET THROUGH THE GOLF COURSE, BETWEEN MILLIKEN AVENUE AND CLEVELAND AVENUE, AND PROVIDE SHUTTLE/BUS SERVICE TO USES ALONG HAVEN AND FOOTHILL BOULEVARDS.
- PROVIDE TRANSIT-RELATED COMMERCIAL ALONG THE EXTENDED 7TH STREET. THIS WILL SUPPORT AN EFFORT TO CREATE A STRONGER CONNECTION BETWEEN NEARBY RESIDENTS AND THE METROLINK STATION - RETAIL ALONG MILLIKEN AVENUE, ADJACENT TO AZUSA COURT HAS STRUGGLED OVER THE YEARS WITH HIGH TURNOVER LIKELY DUE TO LIMITED RESIDENTIAL DEVELOPMENT AND A HIGH CONCENTRATION OF INDUSTRIAL USES IN THE AREA.
- PROVIDE PEDESTRIAN/BICYCLE CONNECTIONS FROM THE PLANNED MIXED-USE DEVELOPMENT ON THE GOLF COURSE TO THE STATION.
- ENHANCE FUTURE CONNECTIONS (E.G., BICYCLE MASTER PLAN) TO PARCELS SOUTH OF 6TH STREET, ADJACENT TO 4TH STREET AND HAVEN AVENUE, THE ANTICIPATED FOCUS OF FUTURE DEVELOPMENT OPPORTUNITIES.

- CONSIDER SUPPORT OF RAPID BUS ALIGNMENT FOR THE WEST VALLEY CONNECTOR TO CAPTURE THE HIGH RIDERSHIP POTENTIAL NEAR THE HAVEN AVENUE AND FOOTHILL BOULEVARD INTERSECTION (ADJACENT TO CIVIC CENTER AND TERRA VISTA TOWN CENTER) AND/OR VICTORIA GARDENS.
- CONSIDER THE USE OF EXISTING FIBER OPTIC UTILITIES, CURRENTLY IN THE SANBAG RAIL RIGHT-OF-WAY, TO SERVE ADJACENT INDUSTRIAL USES. SANTA FE RAILWAY MAINTAINS THE RIGHTS TO THE FIBER OPTICS AND COULD BE A PARTNER IN THIS EFFORT.
- CONSIDER THE FUTURE RAIL ALIGNMENTS IN THE ONTARIO AIRPORT RAIL ACCESS STUDY THAT DO NOT CUT THROUGH THE EMPIRE LAKES GOLF COURSE. CONNECTING DIRECTLY WITH THE ONTARIO INTERNATIONAL AIRPORT WILL PROVIDE ADDITIONAL OPPORTUNITY FOR ATTRACTING DEVELOPERS TO THE POTENTIAL OF DOING HIGH-DENSITY, MIXED-USE TOD DEVELOPMENT ADJACENT TO THE METROLINK STATION.
- PROVIDE A DIRECT PEDESTRIAN CONNECTION TO AND FROM DEVELOPMENTS NORTH OF THE RAILROAD TRACKS.
- ENHANCE MILLIKEN AVENUE WITH A SIGNATURE SCULPTURAL STATEMENT AND/OR A GATEWAY MARKER SUCH AS STATEMENT PALM TREES AND ENHANCED PAVING TO CREATE A DRAMATIC FIRST IMPRESSION OF THE ENTRY TO THE METROLINK STATION AND ESTABLISH A SENSE OF PLACE.

- ACTIVATE RANCHO CUCAMONGA COURT AS A DESTINATION WITH FOOD VENDORS, COFFEE SHOPS AND/OR RESTAURANTS WHICH CAN CATER TO BOTH TRANSIT PATRONS AND ADJACENT COMMERCIAL/INDUSTRIAL/RESIDENTIAL USES NEARBY.
- UTILIZE THE CITY'S CURRENT PROGRAM OF CHARGING FOR PARKING AT THE METROLINK STATION, WHICH IS PERFORMING WELL, FOR FUTURE SITE IMPROVEMENTS. A SURPLUS FROM PARKING REVENUE CAN HELP FUND PHYSICAL IMPROVEMENTS TO THE STATION AREA (E.G., LANDSCAPING) AND CAN POTENTIALLY CONTRIBUTE TO FUNDING A FUTURE PARKING STRUCTURE.

- REDEVELOPMENT OF THE PARKING LOTS ADJACENT TO THE METROLINK STATION AND THE EMPIRE LAKES GOLF COURSE PRESENTS OPPORTUNITIES FOR CREATING ACTIVE PUBLIC GATHERING SPACES AS A FOCUS FOR A VARIETY OF HOUSING TYPES, AND FOR CONNECTING DENSE RESIDENTIAL DEVELOPMENT AND STRUCTURED PARKING SUPPORTING THE STATION, TRANSIT-CENTERED COMMERCIAL, RETAIL AND NEARBY EMPLOYMENT CENTERS.

Creating Places

- REDEVELOPMENT OF THE PARKING LOTS ADJACENT TO THE METROLINK STATION AND THE EMPIRE LAKES GOLF

Implementation Priorities and Actions

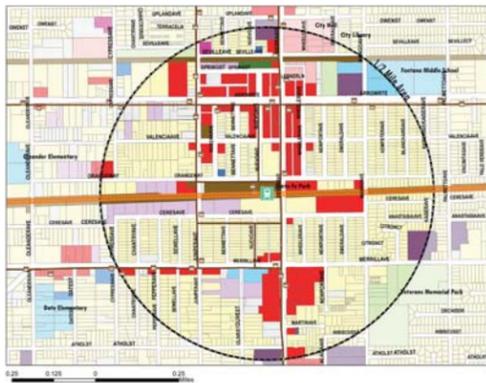
- INTEGRATE THE PROPOSED EMPIRE LAKES PROJECT WITH THE MIXED-USE DEVELOPMENT OF THE STATION PARKING LOTS.
- PLAN NEW DEVELOPMENT AS A MORE COHESIVE AND COMPACT PATTERN OF STREETS AND BLOCKS THAT SUPPORTS A MIX OF USES AND BUILDING TYPES.
- PROVIDE TRANSIT RELATED COMMERCIAL ALONG THE EXTENDED 7TH STREET AND ACTIVATE RANCHO CUCAMONGA COURT AS A DESTINATION WITH FOOD VENDORS, COFFEE SHOPS AND /OR RESTAURANTS.
- CONVERT THE PARKING LOTS OF THE METROLINK STATION AND EXISTING OFFICES INTO TRANSIT SUPPORTIVE USES AND CONSTRUCT PARKING STRUCTURE FOR TRANSIT/ MIXED-USE.
- ENHANCE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE STATION THROUGH GRANT PROGRAMS THAT CAN IMPLEMENT

COMPONENTS IDENTIFIED IN SANBAG IMPROVEMENT TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS.

- WORK WITH OMNITRANS FOR IMPROVED BUS SERVICE IDENTIFIED AS AN ISSUE IN THE TRANSIT SURVEY.

ARRIVE CORRIDOR FONTANA VISION AND RECOMMENDATIONS

EXISTING CONDITIONS AND PLANS

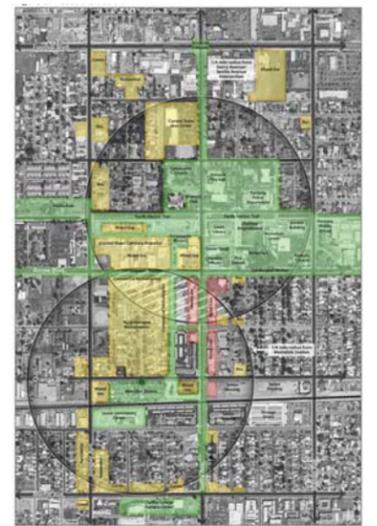


EXISTING LAND USES

THE THEME FOR THE FONTANA STATION AREA IS DOWNTOWN TRANSIT VILLAGE. THE INTENT IS TO REESTABLISH DOWNTOWN AS THE HEART OF THE COMMUNITY AND A REGIONAL DESTINATION WITH RETAIL, ENTERTAINMENT, CIVIC USES AND OTHER TRANSIT-SUPPORTIVE USES, SUCH AS HIGHER DENSITY HOUSING. STRONGER CONNECTIONS SHOULD BE MADE TO THE TRANSIT STATION, TO THE PE TRAIL AND KEY ASSETS IN THE STATION AREA INCLUDING THE CIVIC CENTER COMPLEX, LEWIS LIBRARY, CHAFFEY COLLEGE, NEW MIXED-USE DEVELOPMENT AND SURROUNDING NEIGHBORHOODS.



POTENTIAL OPPORTUNITY SITES



DOWNTOWN FONTANA TOD DEVELOPMENT STUDY

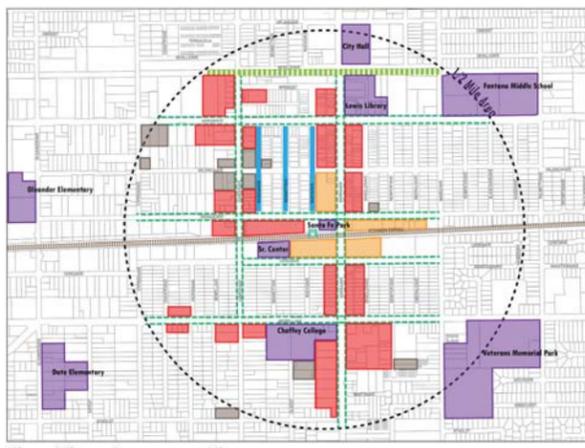
MARKET ASSESSMENT AND LAND USE CONCEPTS

FONTANA DEMAND SUMMARY

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

*Totals may not add up due to rounding.

Source: HR&A Advisors, Inc.



POTENTIAL AREA FOR LAND USE CHANGES



ILLUSTRATIVE SITE PLAN CONCEPTS

- A** MULTI-FAMILY DEVELOPMENT ON THE METROLINK PARKING LOT WITH A SHARED STRUCTURE FOR DEVELOPMENT AND REPLACEMENT PARK-&-RIDE PARKING WOULD BE PROVIDED. ALTERNATIVE 1 SHOWS METROLINK PARKING REPLACED IN A PARKING STRUCTURE SHARED WITH RESIDENTIAL AND HOUSING AT DENSITIES OF 40 TO 50 DWELLING UNITS/ACRE.
- B** A SMALL INFILL SITE ON ROSENA AVENUE ILLUSTRATES THE OPPORTUNITY FOR MULTI-FAMILY AND SHARED PARKING AT 12 TO 18 DWELLING UNITS/ACRE.
- C** A SMALL INFILL SITE WITH MIXED USE COULD INCLUDE BELOW GRADE PARKING.
- D** MULTI-FAMILY DEVELOPMENT ON A VACANT SITE ON ARROW BOULEVARD AND JUNIPER AVENUE AT 40 TO 50 DWELLING UNITS/ACRE. AS THIS IS A LARGE SITE, IT COULD BE PHASED TO ADDRESS VARIOUS CONDITIONS AS ILLUSTRATED FOR MONTCLAIR.



NEIGHBORHOOD PARKS PROVIDE CONNECTIVITY



HIGH-DENSITY RESIDENTIAL NEXT TO THE GOLD LINE



SPLASH PADS TO ACTIVATE A PLAZA



COURTYARD HOUSING



MULTI-MODAL ENVIRONMENT IN A TRANSIT-SUPPORTIVE AREA



KIOSKS ANIMATE ACTIVITY AT A PARK

VISION STRATEGY RECOMMENDATIONS

Creating a Dynamic Urban Environment (Land Use)

- AS PARKING UTILIZATION IS AT 70.2%, CONSIDER AS AN EARLY PHASE WHEN MODEST CONDITIONS ARE IMPROVED DEVELOPING THE VACANT PARCEL ADJACENT TO JUNIPER AVENUE SOUTH OF CERES AVENUE AND A PORTION OF THE METROLINK PARKING LOT INTO A TOD ALLOWING FOR A VARIETY OF HOUSING CHOICES AND ATTRACTING A WIDE VARIETY OF RESIDENTS, I.E., STUDENT HOUSING, SENIOR HOUSING, LIVE/WORK, MULTI-FAMILY HOUSING AND SINGLE FAMILY HOUSING, FOR BOTH SALE AND RENT.
- OVER TIME, CONSOLIDATE MULTIPLE LOTS AND INFILL POTENTIAL OPPORTUNITY SITES AND VACANT LAND ADJACENT TO METROLINK STATION WITH TRANSIT-SUPPORTIVE USES INCLUDING HOUSING, AT A DENSITY HIGHER THAN IS CURRENTLY PERMITTED IN THE GENERAL PLAN, AS WELL AS RETAIL AND EMPLOYMENT USES CONCENTRATED ALONG SIERRA AVENUE.
- UTILIZE AN UPDATED DOWNTOWN SPECIFIC PLAN, WHICH WILL BE INCLUDED IN THE GENERAL PLAN UPDATE, AND THE RECENTLY APPROVED HOUSING ELEMENT TO ADD NEW REGULATIONS FOR DEVELOPMENT COMPOSED OF OFFICE, RESIDENTIAL, LIVE/WORK SPACE AND RETAIL TO BOLSTER RIDERSHIP WITH THE OPPORTUNITY TO BECOME A NEW DESTINATION ALONG THE RAIL LINE AND PROVIDE A LARGER DOWNTOWN WORK FORCE AND RESIDENT BASE.

Making the Connections (Connectivity)

- IMPLEMENT SANBAG IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS, WHICH INCLUDES PLANNED IMPROVEMENTS TO THE PEDESTRIAN AND BICYCLE ENVIRONMENT TO ENHANCE STATION CONNECTIVITY WITHIN THE STATION AREA AND A 3-MILE RADIUS OF THE STATION AREA.
- PROVIDE DIRECT CONNECTIONS FROM THE STATION TO THE PE TRAIL TO OFFER AN ALTERNATE WAY TO REACH THE STATION AND IMPROVE THE PEDESTRIAN/BICYCLE ENVIRONMENT ALONG SIERRA AVENUE.
- CREATE A STRONGER CONNECTION WITH THE STUDENT POPULATION AT CHAFFEY COLLEGE BY PROVIDING ATTRACTIVE STREETSCAPE ENHANCEMENTS ON SIERRA AVENUE, JUNIPER AVENUE AND MERRILL AVENUE (E.G., STREET FURNITURE, LIGHTING, AND STREET TREES).

Creating Places

- ENCOURAGE AN ACTIVE TRANSIT PLAZA WITH ACTIVE GATHERING PLACES AT SANTA FE PARK USED BY RIDERS COMING AND GOING TO THE TRANSIT STATION AND BY THOSE LIVING AND WORKING IN THE AREA. THE TRANSIT PLAZA COULD BE A GATEWAY TO THE STATION AREA AND INCLUDE PLACE-MAKING FEATURES SUCH AS RECREATIONAL FITNESS EQUIPMENT, LANDSCAPING, PUBLIC ART, FOOD VENDORS, INFORMATIONAL SIGNAGE AND DISPLAYS CELEBRATING THE UNIQUENESS OF THE COMMUNITY. THE PLAZA CAN ALSO SERVE AS A LOCATION FOR COMMUNITY EVENTS. AS A SHORT-TERM SOLUTION, REMOVE THE IRON RAILINGS DIVIDING THE STATION AND SANTA FE PARK.
- AS VACANT LAND IS ABSORBED AROUND THE STATION AREA, DEVELOPMENT SHOULD BE FOCUSED TOWARDS INFILL AND CONSIDERATION SHOULD BE GIVEN TO STREETSCAPE IMPROVEMENTS NEAR THE STATION INCLUDING ORANGE WAY, WHICH HAS THE POTENTIAL OF BECOMING A COMPLETE STREET UNIFYING THE METROLINK STATION WITH THE NEIGHBORHOOD TO THE NORTH, REDUCING AUTOMOBILE SPEEDS FOR PEDESTRIAN SAFETY AND CREATING A MORE PEDESTRIAN-FRIENDLY ENVIRONMENT.
- THE FONTANA METROLINK STATION HAS ONE OF THE HIGHEST AVERAGE DAILY BOARDINGS OF ANY SITE IN THE OMNITRANS SERVICE AREA, AT JUST UNDER 4,000 DAILY BOARDINGS. FREQUENT HEADWAYS AND STRONG PERFORMING ROUTES SERVE THE STATION AND THE MULTIPLE ROUTES THAT TERMINATE THERE. COORDINATE WITH OMNITRANS REGARDING FUTURE EXPANSION, IMPROVEMENTS AND MAINTENANCE TO THIS TRANSFER CENTER.

Implementation Priorities and Actions

- IN THE GENERAL PLAN UPDATE, EXPLORE OPPORTUNITIES FOR THE NEIGHBORHOOD NORTH OF THE STATION FOR MORE INTENSIVE INFILL AND DIAGONAL PARKING ON THE WIDE STREETS AND MIXED-USE ALONG MAJOR STREETS.
- AS PARKING UTILIZATION IS 70.2%, CONSIDER AS AN EARLY PHASE TO DEVELOP VACANT LAND AND A PORTION OF THE PARKING LOT ADJACENT TO JUNIPER AVENUE INTO A TRANSIT-SUPPORTIVE DEVELOPMENT.
- CREATE A STRONGER CONNECTION WITH THE ADJACENT RESIDENTIAL NEIGHBORHOODS, DOWNTOWN AND THE STUDENT POPULATION AT CHAFFEY COLLEGE BY PROVIDING ATTRACTIVE STREETSCAPE ENHANCEMENTS.
- ENCOURAGE ACTIVE GATHERING SPACE AT SANTA FE PARK WITH PLACEMAKING FEATURES SUCH AS OUTDOOR RECREATION EQUIPMENT, PUBLIC ART, FOOD VENDORS AND SIGNAGE.
- IN THE GENERAL PLAN UPDATE, INCREASE DENSITY/INTENSITY IN TOD AREAS.
- MODIFY OR ELIMINATE THE BOULEVARD OVERLAY AND ALLOCATE MORE LAND FOR RESIDENTIAL/MIXED-USE DEVELOPMENT.
- CONSIDER PREPARATION OF AN UPDATED SPECIFIC PLAN WITH NEW REGULATIONS FOR OFFICE, RESIDENTIAL, RETAIL AND LIVE/WORK.
- IMPLEMENT SANBAG IMPROVEMENTS TO TRANSIT ACCESS AND DIRECT CONNECTIONS FROM TRANSIT TO THE PE TRAIL.
- JUMP-START DEVELOPMENT INTEREST IN THE STATION AREA VIA A MARKETING BOARD.
- EXPLORE LAND ASSEMBLY TOOLS SUCH AS A PARKING AUTHORITY AND THE SPONSORSHIP OF LEGISLATION TO DEAL WITH THE LOSS OF REDEVELOPMENT TOOLS.
- EXPLORE POTENTIAL TO IMPLEMENT QUIET ZONES.

ARRIVE CORRIDOR

RIALTO VISION AND RECOMMENDATIONS

EXISTING CONDITIONS AND PLANS



EXISTING LAND USES

THE THEME FOR RIALTO IS "HISTORIC DOWNTOWN RIALTO TRANSIT VILLAGE". THIS IS A MIXED-USE COMMUNITY FORMED AROUND THE CIVIC USES, THE DOWNTOWN MAIN STREET, THE RIVERSIDE AVENUE SHOPS AND RESTAURANTS AND THE RIALTO METROLINK STATION.



POTENTIAL OPPORTUNITY SITES



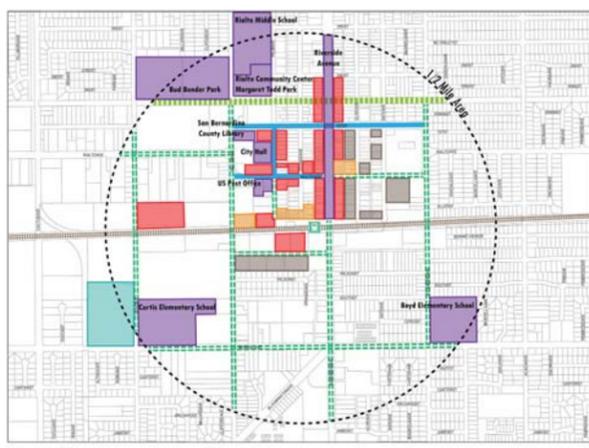
WALKABLE ENVIRONMENTS

MARKET ASSESSMENT AND LAND USE CONCEPTS

RIALTO DEMAND SUMMARY

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

*Totals may not add up due to rounding. Source: HSR&A Advisors, Inc.



POTENTIAL AREA FOR LAND USE CHANGES



OUTDOOR DINING TERRACES ACTIVATE STREET



GATHERING SPACE WITH PEDESTRIAN AMENITIES



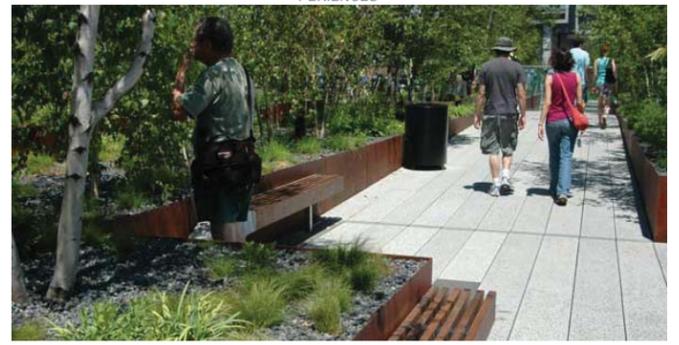
ALLEYS AS PEDESTRIAN PASEOS



SETBACKS ALLOW FOR ANIMATED PUBLIC REALM EXPERIENCES



SETBACKS ALLOW FOR ANIMATED PUBLIC REALM EXPERIENCES



INTIMATE OPEN SPACE FOR CONNECTIVITY

VISION STRATEGY RECOMMENDATIONS

Creating a Dynamic Urban Environment (Land Use)

- UTILIZE THE AMENDED SPECIFIC PLAN'S CORE COMMERCIAL TOD OVERLAY ZONE (30 DWELLING UNITS/ACRE) AND THE GENERAL PLAN'S DOWNTOWN MIXED USE DESIGNATION (6.1 TO 60 DWELLING UNITS/AC; MAX 1.5 FAR) TO ADD NEW DEVELOPMENTS COMPOSED OF OFFICE, RESIDENTIAL, LIVE/WORK SPACE, RETAIL AND INDUSTRIAL TO BOLSTER RIDERSHIP WITH THE OPPORTUNITY TO BECOME A NEW DESTINATION ALONG THE RAIL LINE PROVIDING A LARGER DOWNTOWN WORK FORCE AND RESIDENT BASE.
- RETAIN AND ENHANCE GOVERNMENT USES, AND PROVIDE EMPLOYMENT-FOCUSED DEVELOPMENT AS A CRITICAL COMPONENT TO DOWNTOWN'S FUTURE SUCCESS.
- REMOVE UNCERTAINTY RELATED TO THE CIVIC CENTER RELOCATION.
- DETERMINE STATUS OF LAND OWNED BY REDEVELOPMENT AGENCIES AND POTENTIAL CHANGES IN INDUSTRIAL SITES IN THE AREA.
- DEVELOP A LIST OF INCENTIVES AND SUBSIDIES THAT ENCOURAGES A VARIETY OF HOUSING TYPES AND USES WITHIN THE STATION AREA AND CREATE A STRONGER SENSE OF PLACE, SUCH AS:
 - LAND WRITE-DOWN
 - FUNDING FOR INFRASTRUCTURE, CONNECTIVITY IMPROVEMENTS AND A TRANSIT PLAZA
 - DISCOUNTED TRANSIT PASSES
 - INNOVATIVE PARKING REDUCTION STRATEGIES AND FUNDING FOR PARK-ONCE

Creating Places

- CONSOLIDATE PARCELS TO CREATE NEW DEVELOPMENT OPPORTUNITY SITES WITHIN 1/2-MILE OF THE STATION AREA.
- MARKET VACANT PROPERTIES FOR TOD.
- CONTINUE PEDESTRIAN ATMOSPHERE CREATED ALONG RIVERSIDE AVENUE TO OTHER STREETS SUCH AS RIALTO AVENUE IN THE STATION AREA AND INTEGRATE THIS WITH EACH NEW PLANNED DEVELOPMENT.
- EXPAND UPON EXISTING DESIGN GUIDELINES TO OBTAIN QUALITY PEDESTRIAN-ORIENTED DEVELOPMENT PROVIDING A SENSE OF PLACE WHICH WILL ATTRACT A DIVERSE DAYTIME AND EVENING POPULATION TRANSFORMING THE DOWNTOWN AREA INTO A DESTINATION. ATTRACTING POTENTIAL NEW RESIDENTS FROM SPECIFIC PLANS TO THE NORTH (E.G., THE RENAISSANCE SPECIFIC PLAN), WHICH ARE PLANNED TO BE EMPLOYMENT CENTERS AND WILL INCLUDE THOUSANDS OF RESIDENTIAL UNITS AND STUDENTS FROM LOCAL COLLEGES CAN PROVIDE A VIBRANT DOWNTOWN ATMOSPHERE ALLOWING RETAIL TO THRIVE.

Making the Connections (Connectivity)

- IMPLEMENT SANBAG IMPROVEMENTS TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS, WHICH INCLUDES A STRONG DIRECT PEDESTRIAN CONNECTION FROM WILLOW AVENUE.
- PROVIDE STRATEGIC STREET TREE PLANTINGS AND WIDENED SIDEWALKS ALONG RIALTO AVENUE, 1ST STREET, PALM AVENUE AND OTHER STREETS LINKING MAJOR DESTINATIONS AND ACTIVITY AREAS TO HELP DRAW PEDESTRIANS FROM RIVERSIDE AVENUE. THIS WOULD ALLOW VISITORS TO SEE THE CITY'S COMMITMENT TO THE "QUALITY OF LIFE" ENHANCEMENTS THAT WILL MAKE DOWNTOWN AN ATTRACTIVE PLACE TO SPEND TIME AND LIVE.
- IMPROVE OMNITRANS SERVICE AND FREQUENCY TO THE METROLINK STATION AND ALONG RIVERSIDE AVENUE WHICH PROVIDES CONNECTIONS TO BUS ROUTES ALONG FOOTHILL BOULEVARD AND OTHER CORRIDORS TO THE SOUTH.
- RECTIFY PEDESTRIAN AT-GRADE CROSSING ISSUES BY PLANNING FOR A PEDESTRIAN CONNECTION UNDER OR OVER THE TRACKS IN CONJUNCTION WITH ADJOINING DEVELOPMENT AND RAIL IMPROVEMENTS. THIS IS ESPECIALLY CRITICAL FOR STRENGTHENING THE VIABILITY OF FUTURE TOD DEVELOPMENT BY CONNECTING TO VACANT PROPERTIES SOUTH OF THE TRACKS.

Implementation Priorities and Actions

- CLARIFY THE USES PERMITTED AND THE DENSITIES/INTENSITIES IN THE STATION AREA AND POST INFORMATION ON THE CITY'S WEBSITE.
- MARKET VACANT LAND TO POTENTIAL DEVELOPERS.
- RETAIN AND ENHANCE GOVERNMENT USES TO ATTRACT A DIVERSE DAYTIME AND EVENING POPULATION.
- CONTINUE CHARMING PEDESTRIAN ATMOSPHERE CREATED ALONG RIVERSIDE AVENUE.
- UTILIZE AN AMENDED SPECIFIC PLAN CORE COMMERCIAL TOD OVERLAY ZONE TO ATTRACT NEW DEVELOPMENTS ALONG THE RAIL LINE AND PROVIDE A LARGER DOWNTOWN WORK FORCE AND RESIDENT BASE.
- PROVIDE CONNECTION/BRIDGE WITH VACANT PROPERTY SOUTH OF THE STATION ONCE FUNDING IS OBTAINED.
- PROPEL DEVELOPMENT INTEREST IN THE STATION AREA:
 - CONSIDER REPLACEMENT FUNDING OPTIONS FOR THE STALLED HOUSING PROJECT AT THE CORNER OF RIVERSIDE AVENUE AND RIALTO AVENUE
 - MARKETING BOARD
- SUPPORT THE CITY'S COMMUNITY GATHERING SPACE OR RE-ENTITLED THE LOT FOR DEVELOPMENT.

ARRIVE CORRIDOR

SAN BERNARDINO VISION AND RECOMMENDATIONS

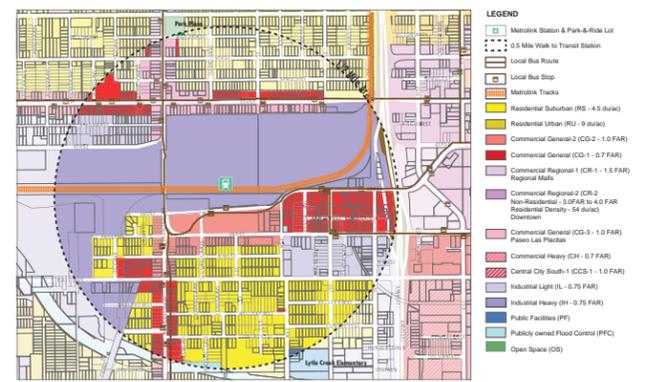
EXISTING CONDITIONS AND PLANS



EXISTING LAND USES



POTENTIAL OPPORTUNITY SITES



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

THE THEME FOR THE SAN BERNARDINO STATION AREA IS THE "SANTA FE DEPOT EMPLOYMENT DISTRICT" WHICH ENHANCES THE HISTORIC CHARACTER OF THE ADJACENT SANTA FE DEPOT AND SUPPORTS THE INDUSTRIAL ACTIVITIES OF THE BNSF INTERMODAL YARD TO CREATE UNIQUE, EMPLOYMENT/TRAINING FOCUSED DEVELOPMENT.

MARKET ASSESSMENT AND LAND USE CONCEPTS

SAN BERNARDINO DEMAND SUMMARY

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

*Totals may not add up due to rounding.

Source: HR&A Advisors, Inc.



BUILDINGS AS BACKDROPS FOR PUBLIC GATHERING SPACE



COMMUNITY EVENT ANIMATING THE PUBLIC REALM



GREEN COURTS IN COMMERCIAL BUILDINGS

VISION STRATEGY RECOMMENDATIONS

Creating a Dynamic Urban Environment (Land Use)

- SIMPLIFY AND REFINE THE GENERAL PLAN AND THE DEVELOPMENT CODE TO SUPPORT THE REPOSITIONING OF THE DEPOT AREA TO BE ABOUT JOB CREATION. CONSOLIDATING THE ZONING CATEGORIES WILL STREAMLINE THE DEVELOPMENT PROCESS AND PROVIDE DEVELOPERS WITH THE TOOLS THEY NEED TO INTRODUCE THE CITY'S DESIRED USES, BUILDING TYPES AND AMENITIES IN THE DEPOT'S STATION AREA.
- INCLUDE THE DEPOT'S STATION AREA AS A FOCUS AREA IN ADDITION TO THE CITY'S ONGOING EFFORTS IN THE DOWNTOWN CORE, CALIFORNIA STATE UNIVERSITY, SAN BERNARDINO AND HOSPITALITY LANE.
- PLAN FOR A UNIQUE MIXED-USE, EMPLOYMENT FOCUSED DEVELOPMENT INCLUDING INDUSTRIAL USERS, DOMESTIC MANUFACTURERS, OFFICE, INSTITUTIONAL AND LIMITED RETAIL CLUSTERED CLOSE TO THE DEPOT AND PARKING USES. AN EMPLOYMENT TRAINING CENTER OR OTHER EDUCATIONAL FACILITY, POTENTIALLY CONNECTED WITH SAN BERNARDINO VALLEY COLLEGE, SHOULD ALSO BE CONSIDERED.
- NO INCREASE IN RESIDENTIAL DENSITIES IS RECOMMENDED DUE TO THE BNSF INTERMODAL YARD. OVER TIME POCKETS OF RESIDENTIAL ISOLATED BY THE RAILROAD AND INDUSTRIAL USE SHOULD BE DESIGNATED FOR INDUSTRIAL.
- CONSIDER OPEN SPACE AS A VIABLE OPTION TO IMPROVE THE AIR QUALITY IN THE AREA.

Creating Places

- INTEGRATE COMMUNITY EVENTS AND UNIQUE "POP" UP ACTIVITIES NEAR THE DEPOT TO ATTRACT NEW TRANSIT USERS, POTENTIAL EMPLOYERS AND EMPLOYEES OF BNSF INTERMODAL YARD. THE SAN BERNARDINO EMPLOYMENT AGENCY ALSO RECEIVES STATE FUNDING TO ASSIST WITH JOB CREATION IN SUSTAINABLE CAREERS WHICH CAN GIVE THE DEPOT AREA THE OPPORTUNITY TO BE A TRAINING GROUND FOR FUTURE JOB GROWTH.
- CREATE A CLUSTER OF CAFES, BARS, FITNESS CENTERS AND OTHER NEIGHBORHOOD SERVING USES, GROUPED NEAR THE DEPOT AND ALONG BOTH SIDES OF 2ND STREET TO FOSTER A SENSE OF PLACE AND DESTINATION FOR THE LOCAL RESIDENTS AND EMPLOYEES.
- PROVIDE VARIED PEDESTRIAN EXPERIENCES OF THE AREA THAT CAPITALIZE ON GRADE CHANGES WITHIN THE SANTA FE DEPOT STATION AREA. PLACES SUCH AS GARDENS, CLUSTERED RETAIL TERRACES AND BICYCLE HUBS ON MULTIPLE LEVELS WOULD ENRICH THE DEPOT AS A DESTINATION AND STRENGTHEN ITS HISTORIC VALUE WITHIN A VIBRANT COMPOSITION OF INTEGRATED COMPONENTS.
- LEVERAGE THE ONGOING EFFORT TO MARKET AND BRAND THE CITY TO HIGHLIGHT THE DEPOT'S UNIQUE SETTING TO POTENTIAL DEVELOPERS. AS PART OF THE MT. VERNON BRIDGE PROJECT, ADJACENT PARCELS HAVE BEEN ACQUIRED AND MAY PROVIDE DEVELOPERS AND OTHER POTENTIAL PARTNERS (E.G., UNIONS, LOCAL COLLEGES AND BNSF) WITH FAVORABLE CONDITIONS FOR THE INTRODUCTION OF AN EMPLOYMENT-FOCUSED GROWTH AND TRAINING IN THE AREA.

Making the Connections (Connectivity)

- IMPLEMENT SANBAG IMPROVEMENT TO TRANSIT ACCESS FOR CYCLISTS AND PEDESTRIANS WHICH INCLUDES PLANNED IMPROVEMENTS TO THE PEDESTRIAN AND BICYCLE ENVIRONMENT TO ENHANCE STATION CONNECTIVITY.
- MAKE PUBLIC REALM AND CONNECTIVITY IMPROVEMENTS BETWEEN THE SANTA FE DEPOT AREA AND THE SINGLE FAMILY NEIGHBORHOODS TO THE NORTH AND SOUTH OF THE DEPOT WHICH ARE BIFURCATED BY RAIL ACTIVITIES. WITH THE BRIDGE IMPROVEMENTS AND DOWNTOWN SAN BERNARDINO PASSENGER RAIL PROJECTS IN MIND, CONSIDERATION SHOULD ALSO BE GIVEN TO ENHANCING THE STREETSCAPES FOR MT. VERNON AVENUE, 2ND STREET, AND RIALTO AVENUE FOR IMPROVED ACCESSIBILITY.
- MARKET THE EXTENSION OF METROLINK TO THE PLANNED SAN BERNARDINO TRANSIT CENTER. THE EXTENSION WILL IMPROVE ACCESS FROM DOWNTOWN SAN BERNARDINO AND ALL OF ITS DESTINATIONS SUCH AS SAN BERNARDINO CITY HALL, CAROUSEL MALL SHOPPING CENTER AND SAN MANUEL STADIUM.
- CAPITALIZE ON THE SAN BERNARDINO VALLEY COLLEGE LOCATED WITHIN THE 3-MILE STATION AREA FOR THE POTENTIAL OF ESTABLISHING TRAINING SITES IN THE STATION AREA CONNECTED TO THE COLLEGE.

Implementation Priorities and Actions

- PLAN FOR A UNIQUE, EMPLOYMENT/TRAINING FOCUSED DEVELOPMENT.
- INTEGRATE COMMUNITY EVENTS AND UNIQUE "POP" UP ACTIVITIES NEAR THE DEPOT TO ATTRACT NEW TRANSIT USERS, POTENTIAL EMPLOYERS AND EMPLOYEES OF THE BNSF INTERMODAL YARD.
- PLAN FOR INDUSTRIAL, RETAIL AND FLEX OFFICE ON VACANT LANDS NEAR DOWNTOWN SAN BERNARDINO PASSENGER RAIL PROJECT AND ON OTHER UNDERUTILIZED SITES.
- CONSIDER REZONING ISOLATED HOUSING AREAS FOR INDUSTRIAL USE.
- ENCOURAGE DEVELOPMENT OF AN EMPLOYMENT TRAINING CENTER CONNECTED TO SAN BERNARDINO VALLEY COLLEGE.
- CONSIDER OPEN SPACE AS AN OPTION TO IMPROVE THE AREA.
- MAKE PUBLIC REALM AND CONNECTIVITY IMPROVEMENTS BETWEEN THE SANTA FE DEPOT AREA AND ADJACENT NEIGHBORHOODS TO THE NORTH AND SOUTH.