

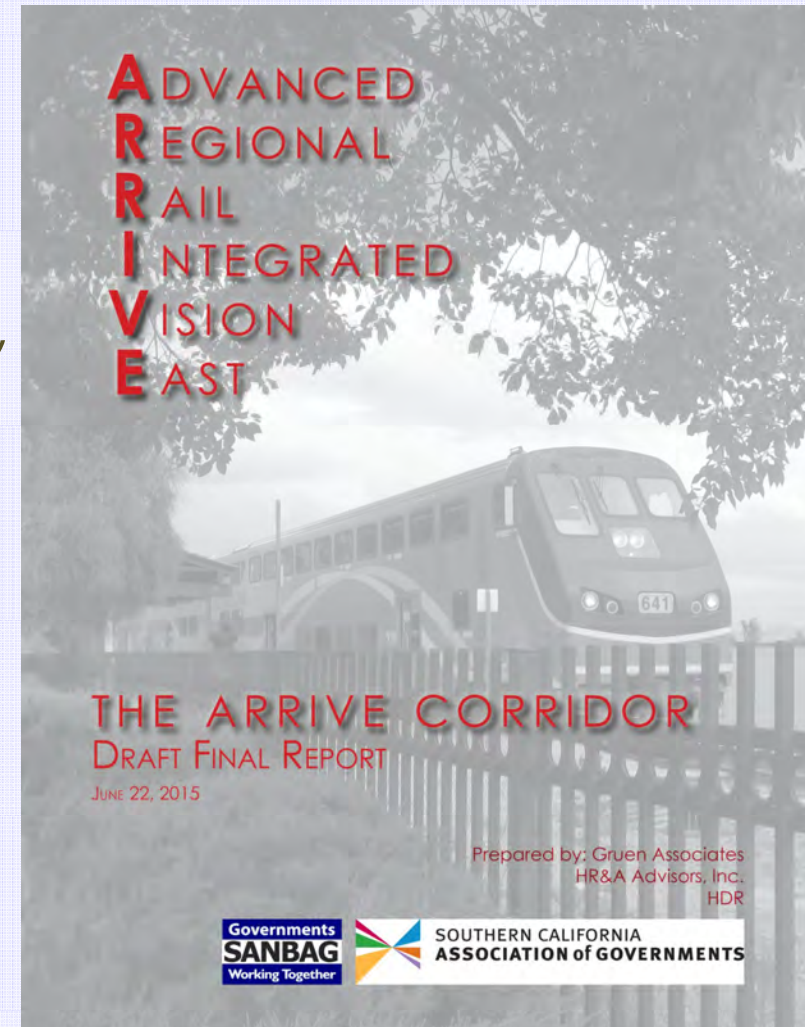
# THE ARRIVE CORRIDOR

## TAC MEETING MONTCLAIR SENIOR CENTER

June 25, 2015

# ORGANIZATION OF DRAFT REPORT

- ❑ **CHAPTER 1:** *Executive Summary*
- ❑ **CHAPTER 2:** *Introduction and Background*
- ❑ **CHAPTER 3:** *Overall Corridor-Wide Vision and Strategy*
- ❑ **CHAPTER 4:** *Existing Conditions, Opportunities, Vision and Strategies for Individual Cities*
- ❑ **CHAPTER 5:** *ARRIVE Corridor Implementation*
- ❑ **CHAPTER 6:** *Lessons Learned*

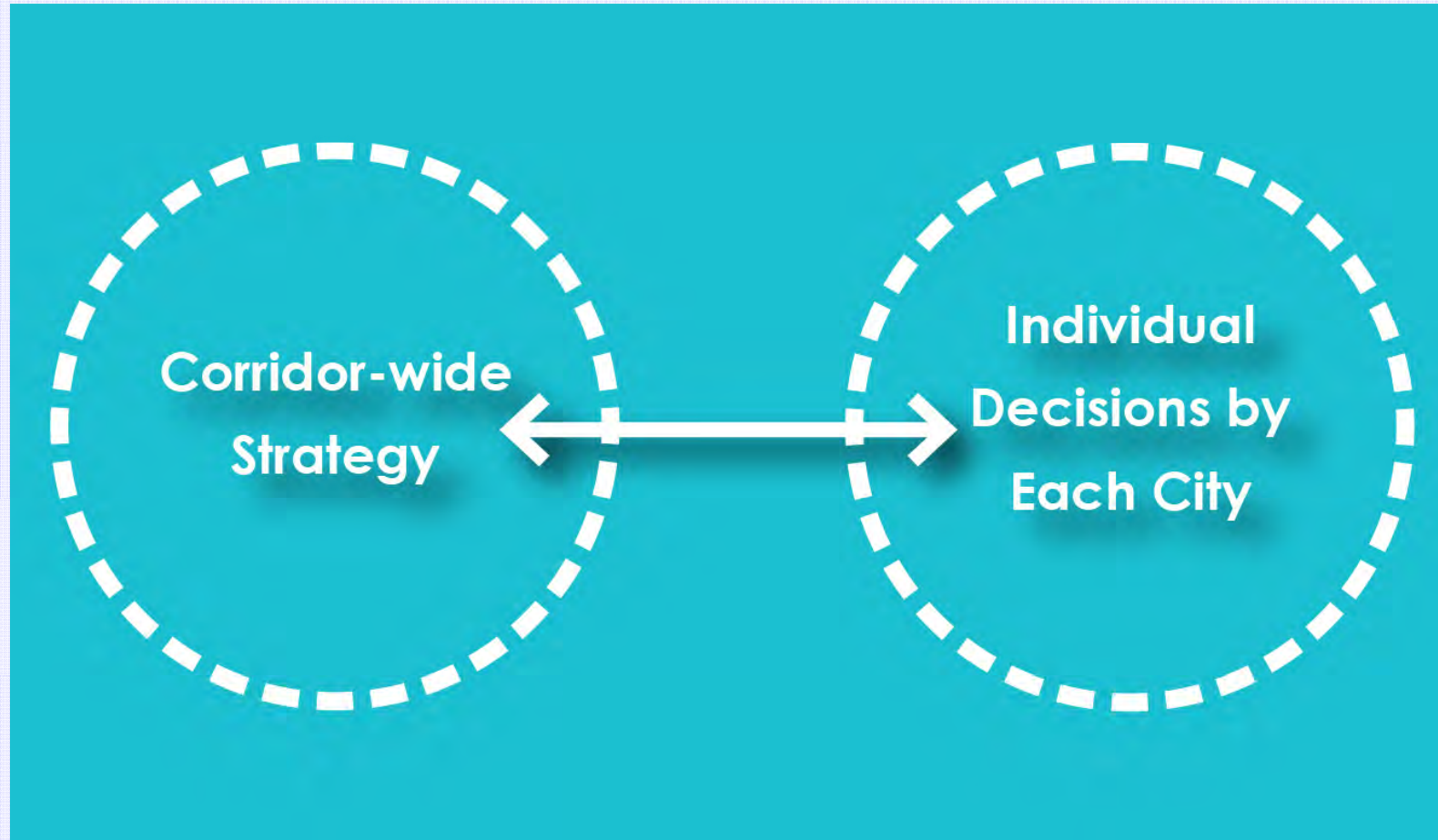




## CHAPTER 1: PROCESS LEADING TO IMPLEMENTATION OF VISION

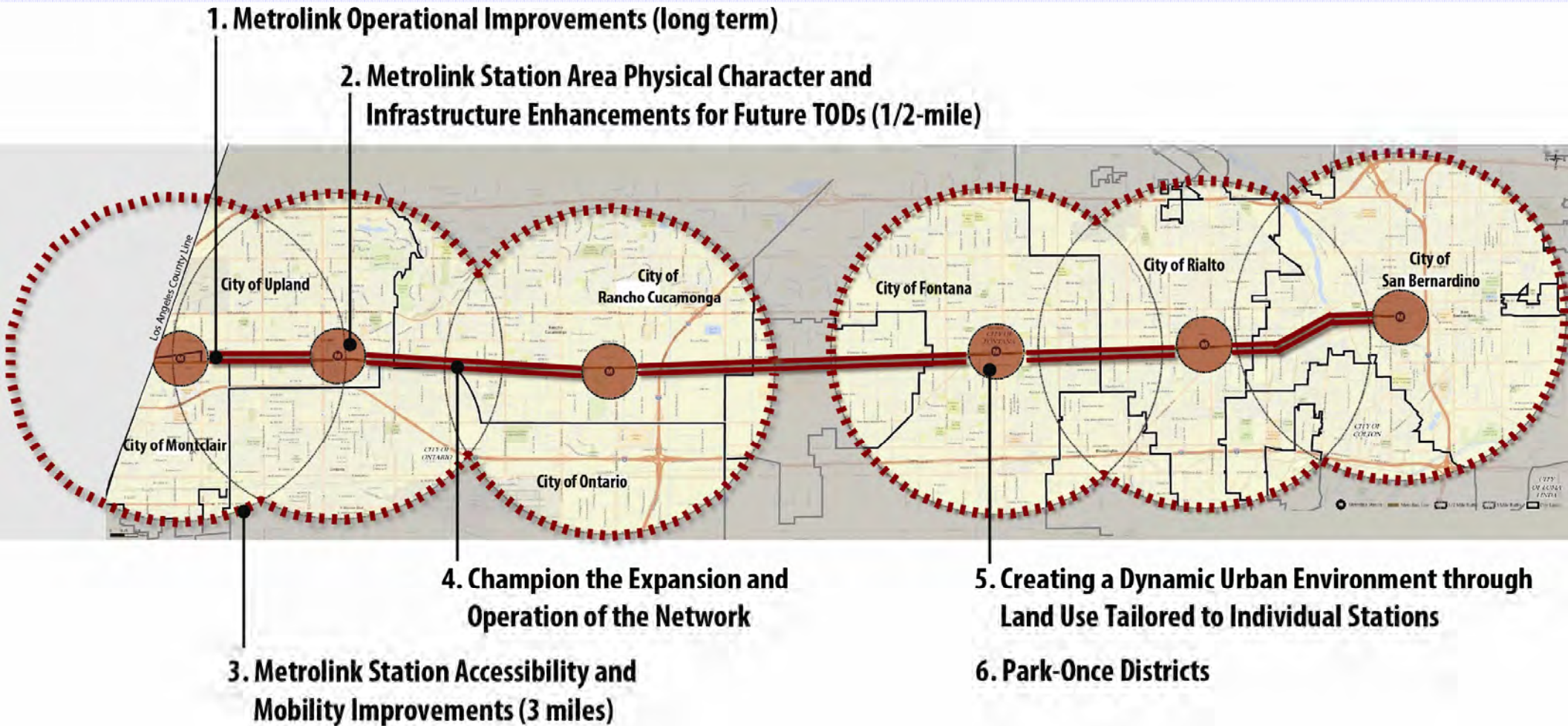


## CHAPTER 1: TWO-PRONGED VISION STRATEGY





## CHAPTER 2: OVERALL CORRIDOR VISION AND STRATEGY





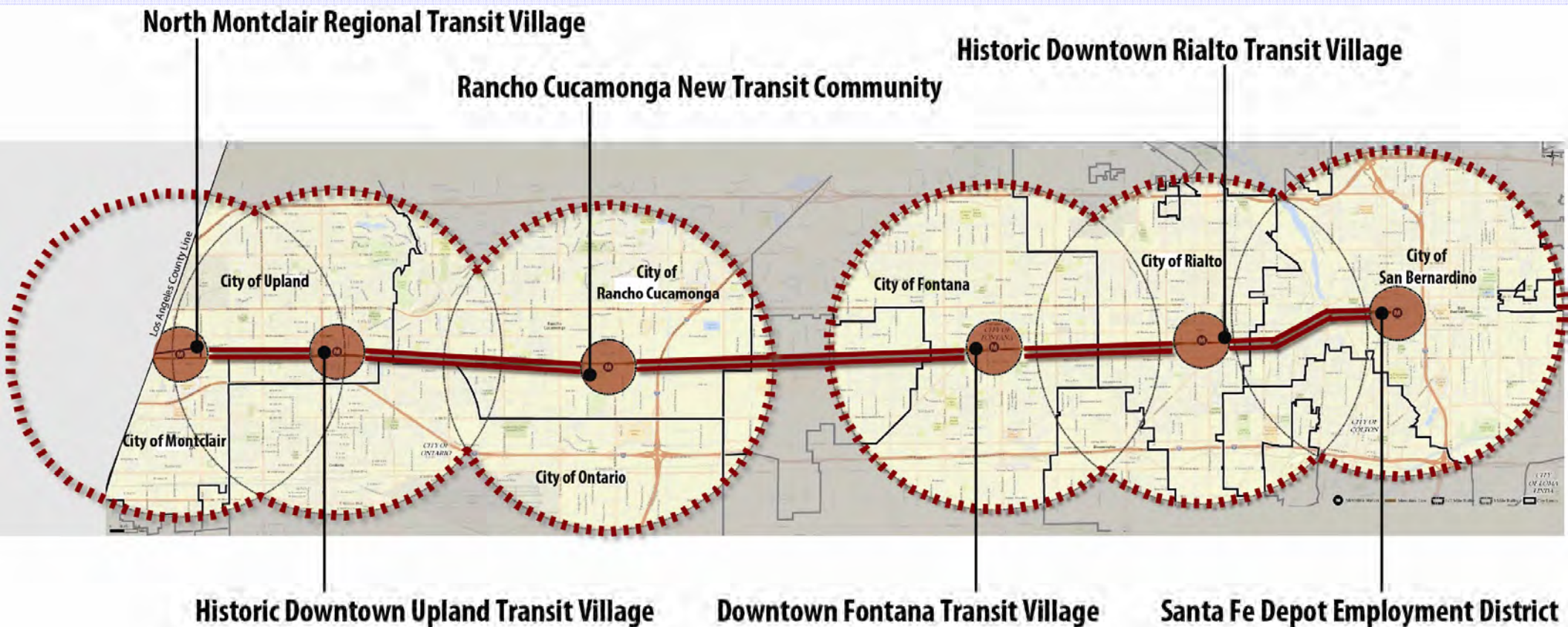
## CHAPTER 2: METROLINK OPERATIONAL IMPROVEMENTS

- ❑ Double Tracking of Two Segments
- ❑ Increasing Train Frequency
- ❑ Reducing Fare Structure
- ❑ Improving Air Quality through New Equipment
- ❑ Ticketing Improvements





# CHAPTER 2: POTENTIAL THEMES





# CHAPTER 3: TOD CHARACTERISTICS + POLICIES APPLICABLE TO ALL CITIES

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

## Building blocks of a TOD

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



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



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



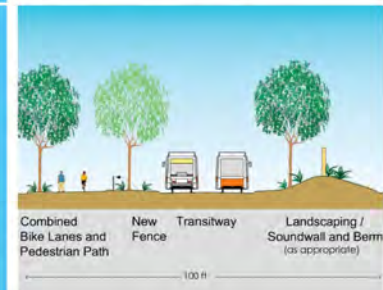
**4.** Compact mix of uses fostering walking and transit use with highest intensity at the center



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



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





## CHAPTER 3: TOD BENEFITS

### ❑ ECONOMIC

- Catalyst for Economic Development
- Revitalization
- Increased Property and Home Values
- Decreased Infrastructure Costs
- Revenue for Transit Systems



### ❑ 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
- Improved Quality of Life
- Universal Accessibility





## CHAPTER 3: TOD TYPOLOGIES AND CASE STUDIES

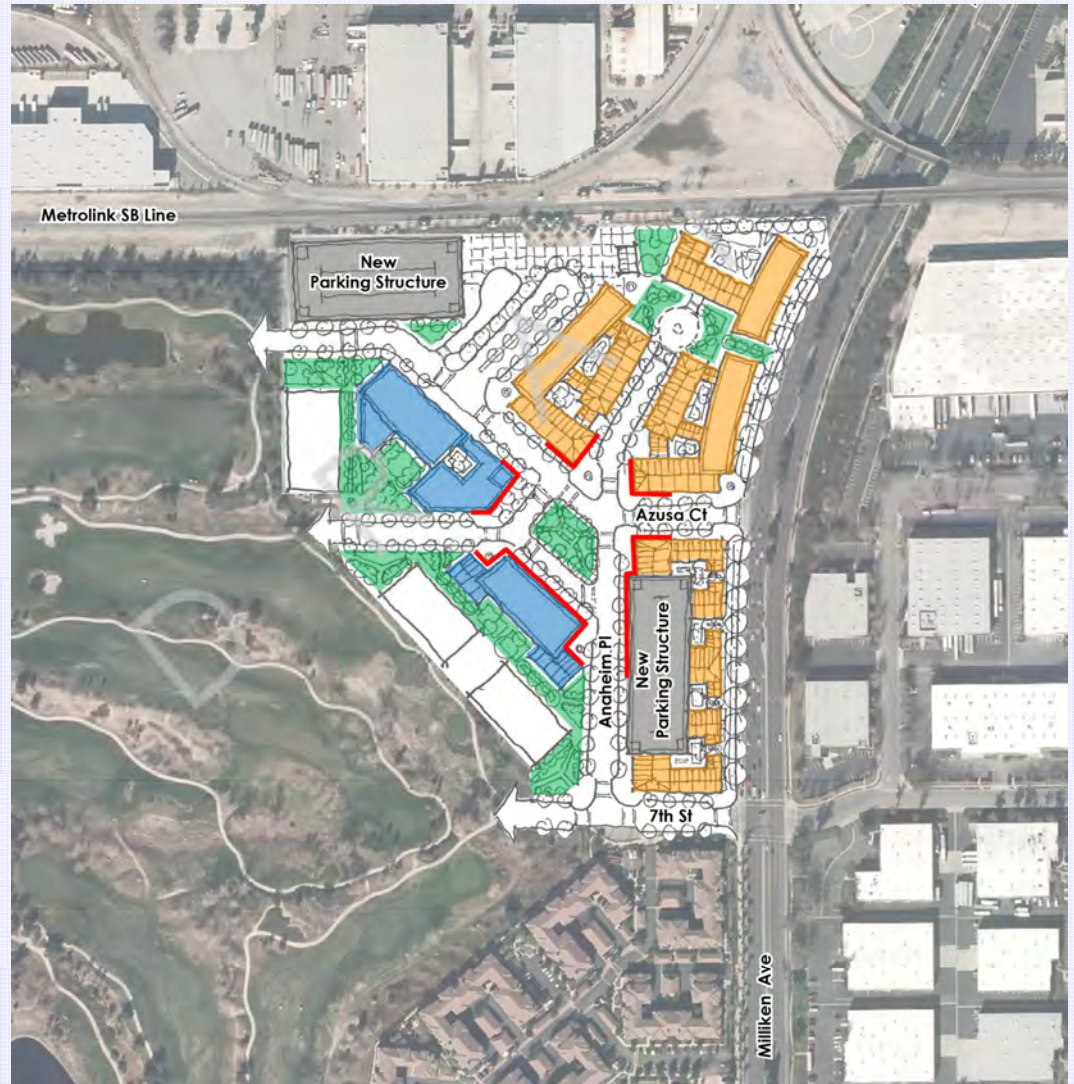
Place Type or Typologies	Land Use Characteristics	Station Area Examples
Downtown	Mixed use with a full range of commercial, residential, civic, educational and cultural uses.	Union Station, Los Angeles; Village Walk, Claremont; SOCO Walk, downtown Fullerton; Holly Street Village, Pasadena; Upland; Fontana; 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



## CHAPTER 4: EXISTING CONDITIONS, OPPORTUNITIES, VISION AND STRATEGIES FOR INDIVIDUAL CITIES

### ❑ Rancho Cucamonga Land Use Alternative

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



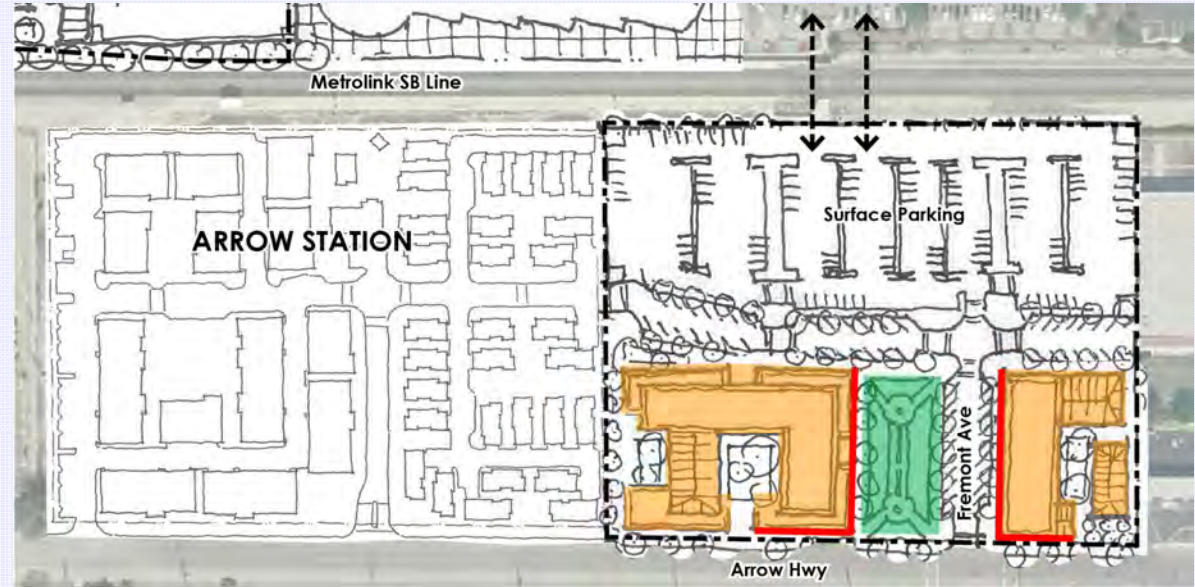


## CHAPTER 4: PRO-FORMA RESULTS PHASE 1 - MONTCLAIR

### ❑ Town Center at Transit Station

- +/- 7 acre site
- Specific Plan includes a number of amenities including park, overcrossing of the tracks, parking structure
- Current apartment and Townhome rent levels supports 20-25 units/acre
- Significant barrier is structured or subterranean parking
- Land sales support a \$40 per square foot land value

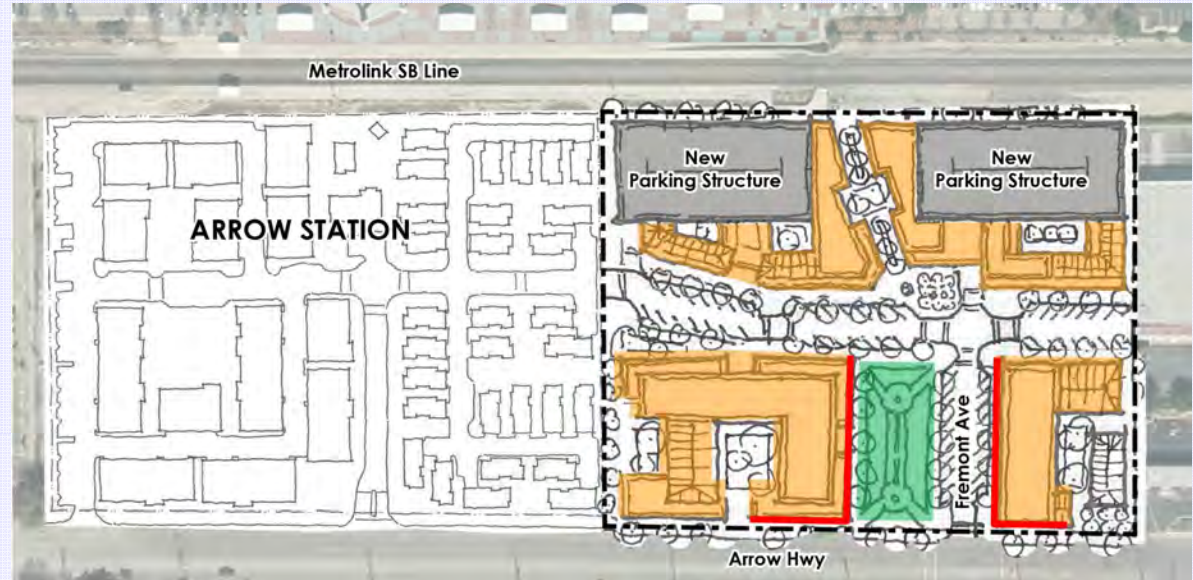
### ❑ 184 residential units (lofts, apartments, townhomes) with surface parking at 2 spaces/unit for phase 1





## CHAPTER 4: PRO-FORMA RESULTS PHASE 2 - MONTCLAIR

- ❑ 2<sup>nd</sup> phase to be feasible, key conditions to achieve:
  - New apartments must achieve significant real rent growth
  - Structured and on-street parking could support a ratio of approximately 1.5 space/unit
  - Station area improvements, placemaking efforts and meaningful commitment to investing in the area
  - \$41 residual land value
- ❑ At 2 parking spaces/unit a subsidy is estimated at 2.7 million to cover park and/or parking structure



# CHAPTER 5: IMPLEMENTATION STRATEGY

## (SHORT-TERM ACTIONS – 0-5 YEARS)

### ❑ MARKETING TOD OPPORTUNITIES

- An independent, new non-profit Marketing Board to promote station development opportunities would be established
- Focus would be to promote TOD to developers and city leadership

### ❑ STATION AREA IMPROVEMENTS

- Cities should prioritize new station area improvements in capital plans, incorporate wayfinding signage and placemaking design in all projects
- Cities should explore federal and state funding for transportation improvements

### ❑ IMPLEMENTATION OF PARK-ONCE DISTRICTS

- Cities should evoke shared parking in Metrolink and other parking lots
- Allow for unbundling of parking for commercial uses and allow off-site parking to satisfy parking requirements





## CHAPTER 5: IMPLEMENTATION STRATEGY (MEDIUM-TERM ACTIONS – 5-10 YEARS)

### ❑ EXPANDING AND STRENGTHENING THE MARKETING BOARD

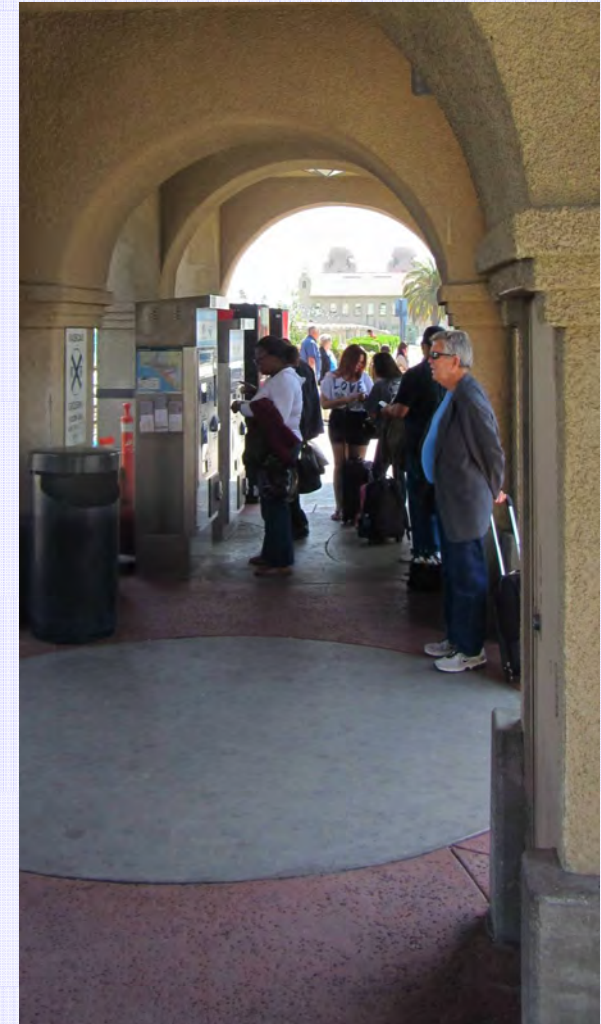
- *Lead multi-jurisdictional initiatives to provide funding for corridor-wide improvements and coordinate cities branding/marketing efforts*
- *Establish a clear housing strategy for TOD developers*
- *Work toward expanded membership and private sector partners*

### ❑ METROLINK OPERATIONAL IMPROVEMENTS

- *Metrolink to encourage ridership through measures such as increasing service levels and frequency, re-evaluating fare levels*

### ❑ IMPLEMENTATION OF PARK-ONCE DISTRICTS

- *Consider implementing fee-based parking based on utilization and pilot initiatives*
- *Consider Parking Benefits Districts to set aside revenue for parking acquisition and subsidy*



## CHAPTER 5: IMPLEMENTATION STRATEGY (LONG-TERM ACTIONS – 10+ YEARS)

- ❑ **CONSIDER ESTABLISHING AN ARRIVE CORRIDOR ECONOMIC DEVELOPMENT CORPORATION**
  - *Marketing Board could evolve into a sub-regional EDC*
  - *EDC could purchase, hold and consolidate land as well as support development through prototypes with additional funding sources such as EB-5*
- ❑ **METROLINK INFRASTRUCTURE IMPROVEMENTS**
  - *Evaluate double tracking of priority segments*
  - *Cities/SANBAG/Metrolink should aim to reduce accidents at grade crossings, improve corridor-wide safety and preserve expanded right-of-ways*
- ❑ **BUILDING STRUCTURED PARKING AT STATIONS**
  - *Work to consolidate station area parking into structures*
  - *Consider Parking Authorities to support development of structured parking including collecting revenue, acquiring property and issuing bonds*

### Parking Authority

#### Procedure

Each city council would need to pass an ordinance that declares the need for a parking authority. An appointed five-person board directs the authority, with regular reporting requirements.

#### Powers

The authority has the power to:

- Purchase, lease, acquire or otherwise obtain property, including improvements. It has the power of eminent domain (and can accelerate foreclosure).
- Expand, modify and dispose of public parking facilities, and to lease, manage, or operate unused space (up to 25% of surface area) which is not needed for parking purposes.
- Receive, control, and expend money and funds derived from operation, appropriation by the city, assessments levied, and bonds issues by the authority or the city.

#### Revenue bonds

The authority could request authorization to issue bonds, which would be put up for special election, after which it would not need subsequent voter approval to issue further bonds, and any revenue bonds would not obligate either the city or state. Bondable revenue could include income from parking facilities, from revenue generally, from city, state or federal assistance or from parking meter revenue.



# CHAPTER 5: FUNDING

## ❑ RELEVANT FUNDING SOURCES INCLUDE:

- Cap and Trade Fund Allocations
- Value Capture through Enhanced Infrastructure Financing Districts (EIFDs) or Tax Subventions
- EB-5 Immigrant Visa Investment
- New Markets Tax Credits (NMTCs)
- Federal and State Transportation and Funding Sources
- Community Facilities Districts (CFDs)
- Benefit Assessment Districts and Business Improvement Districts (BIDs)
- Parking Districts
- Affordable Housing Funding
- Parks and Open Space Funding

Entity with programming authority	Federal												
	5337 State of Good Repair	5307 Urbanized Area Formula Grants	5339 Bus & Bus Facilities	5310 Mobility for Seniors & Disabled	FHWA Sec 130 Highway-Railway Grade Crossings	TIGER Discretionary Grants	RSTP	CMAQ	Regional Imprvmnt Program	Active Transpo Program	Cap and Trade LCTOP Section 99313	Cap and Trade LCTOP Section 99314	Cap and Trade TCRP
Transit Capital													
Double tracking of Metrolink		X				X	X	X	X				X
Station Facilities & Improvements													
Bus Plaza Reconfiguration	X	X	X	X		X	X	X	X		S+	S+	X
New Bus Stop Shelter/Amenities		X	X	X		X	X	X	X		S+	S+	X
Overcrossing or Undercrossing of Tracks		X			X	X	X	X <sup>3</sup>	X				X
Pedestrian Undercrossing Improvements		X			X	X	X		X	XX			
Operations													
New Bus Service		X		X							S+	S+	
TOD Development-related													
Park Once Parking Structures		T					T	T	T				
Intersection Improvements for Quiet Zones		X							X				
Major New Streets with Sidewalks & Landscaping						X	T		X	XX			
Pedestrian/Bicycle Improvements						X	T		X	X	XX	XX	
Utilities <sup>2</sup>													

<sup>1</sup> The above matrix identifies eligibility of specific fund sources based on improvement type but does not indicate availability of funding.

<sup>2</sup> Additional funding for utility relocations may be available based on a project specific review of prior rights.

<sup>3</sup> non-capacity enhancing grade separations only

<sup>4</sup> projects funded under the IIP must have interregional significance or provide an intercity mobility benefit; therefore, vast majority of proposed local station area improvements would unlikely be competitive

## CHAPTER 6: LESSONS LEARNED

- ❑ In addition to the discussion of the Case Studies in Section 5.0 Lessons Learned from the ARRIVE Corridor project include:
  - To achieve TOD densities and intensities, the gap between market and construction costs in suburban Metrolink locations need to be addressed.
  - City Managers of the cities along the Corridor are willing to collaborate to achieve TOD station area goals and improving the regional and corridor-wide transit system.
  - The engagement/coordination process used for this project could be improved by more meetings at individual cities and fewer Technical Advisory Committee (TAC) meetings than outlined in the SCAG scope.
  - For the consultants to be more effective, City staff need to continue updating the consultant team throughout the process.





# SCHEDULE/NEXT STEPS

<input type="checkbox"/> Draft Report to TAC	June 22
<input type="checkbox"/> TAC Meeting	June 25
<input type="checkbox"/> Report Comments from TAC Members	July 17
<input type="checkbox"/> TAC Meeting - Lessons Learned	July 23
<input type="checkbox"/> Community Meeting	July TBD
<input type="checkbox"/> Meetings with City Councils and SANBAG Board	Aug, Sept, Oct, Nov

## ACTIONS NEEDED FROM TAC

- ❑ Review report and provide comments by July 17
- ❑ TAC members to attend and help notice Community Meeting
  - Metrolink
  - SANBAG
  - Omnitrans
  - Consultant
  - Cities
- ❑ TAC to agree on potential date for Community Meeting at Santa Fe Depot or another location
- ❑ Individual city staff to provide potential dates for City Council presentations and timing