

North Main Corona Joint Development
Pre-Proposal Meeting Minutes
12/18/07 3:00 pm

Attendees:

Stephanie Wiggins, RCTC
Sheldon Peterson, RCTC
Claudia Chase, RCTC
Stan Haas, RCTC
Bill Manis, City of Corona
Darla Charbonnet, City of Corona
Laura Huerta, City of Corona
Nancy Gutierrez, City of Corona

Elizabeth Mahoney, Metrolink
Reena Shah, Keyser Marston (KMA)
Betsy Wilson, Bridge Housing
Vanessa Ng, Bridge Housing
Michael Chegini, Chegini Group
Brian Knochenhauer, Chegini Group
Rhodore Geronaga, Chegini Group

Opening Comments

Stephanie Wiggins with RCTC opened the meeting with introductions and a discussion of how RCTC and the City of Corona are working closely together to develop this project. She stated that RCTC is relatively new with these types of joint developments and are in discussions with developers for both the Riverside La Sierra and Riverside Downtown Stations. Also it was discussed that there are RCTC approved Joint Development Guidelines and a process that must be followed. Also Stephanie introduced Elizabeth Mahoney with Metrolink who is responsible for coordinating with the cities at all of the other Joint Development and Transit Oriented Development (TOD) projects near the 55 Metrolink Stations. In addition, Reena Shah with Keyser Marston is available to assist with the financials and will provide a Pro Forma template to be used as part of the submittal. As far as the project, it was clarified that the available property is the four acres that is part of the eastern parking lot. Currently a six story 1,000 space parking structure on the western portion of the parking is set to begin construction in January 2008 and be completed in 18 months. It was also emphasized how important this station is for travelers from as far away as Temecula and that the parking requirements of the project will need to be met for future growth of the Metrolink system.

Bill Manis with the City of Corona provided the city's objective for this project as a mixed use Transit Oriented Development that will hopefully be part of a larger Transit Village associated with the Metrolink Station. The city would like to see a destination element added to the joint development as part a of retail wrap. There is no concept plan approved by the city however there have been potential plans developed as part of a SCAG/WRCOG study. In addition, Bill emphasized how important this North Main District is and that there are several major redevelopment projects in the area that will bring in substantial retail, residential, and commercial improvements.

Elizabeth Mahoney with Metrolink later in the discussion added that for these types of projects it is important to remember the "T" in the TOD. First off that this is heavy commuter rail that shares these tracks with BNSF freight trains and that the station is served by two Metrolink routes the 91 Line and the Inland Empire Orange County Line with greater than 30 minute frequencies in the peak and limited midday and weekend service. The demographic for the

Metrolink rider is different the many other forms of transit. She stated that Metrolink does have this rider information available and will provide it to the bidders.

Questions & Responses

Is there the potential to acquire additional property around the station as part of this project?

There is no additional property available directly related to this project, there is a separate developer interested in property across Blaine St.. Directly east of the project are some newer industrial buildings next to the site that may be more expensive to purchase or relocate.

With residential redevelopment occurring to the west across Main St. what is the plan to create pedestrian access to the Metrolink Station?

There is the potential to create a pedestrian bridge across Main St. to Harrison St. and also create pedestrian and/or vehicle access from Harrison St. to Blaine St.. No current plan exists and these plans will come with future development projects,.

Does the city have a preference to the type of mix?

Generally the city is open to some retail, possibly a restaurant, or some sort of gathering spot.

Are there any soils reports or environmental data available for the site?

RCTC may have some existing soils reports from the construction of the site which may be made available. The City of Corona is working on an EIR for the area which will address some of the mitigation for the big issues of noise and air quality. There was also some discussion on whether or not residential development would be allowed on this site as part of the city's Specific Plan and EIR. City staff stated that this would be addressed and that residential development would be allowed on the site and that the new plan would confirm this.

What is the parking expectation for the station and is it realistic? Also is there the potential to charge for parking to finance the project?

The parking demand and expectation is based on the current preliminary design plans for a full parking structure to cover the property which has been approved by the city. With future Metrolink growth, it is predicted the stated parking requirements will be needed. Currently RCTC does not charge for parking at any of the stations. At the July 2007 RCTC meeting, the Commission approved a policy that supports the possible implementation of user fees as a revenue source to assist with the financing the construction and/or maintenance associated with a parking structure at Commissioned owned station through compliance with the Government Code Section 5956-5956 .10.

What is the allowable building height?

Currently the city would allow for an 8 story structure or 85 feet, but the planning department may be open to higher limits based on the project.

What would be the potential traffic impacts of the project?

Currently this area is being studied as part of a broader EIR with the city and traffic impacts and improvements should be addressed in that document.

Is there the potential to extend the proposal deadline beyond January 7th?

At the meeting we were not aware that the deadline was supposed to already be extended until January 31st, this was later clarified and all parties were made aware of the new date. A formal request in writing with justification is required if any developers would want to extend the date.

Is there potential for additional funding?

Bill Manis stated that there is the potential for the city to support Tax Increment Financing that could help to reimburse the project after the fact. There is also the potential for Caltrans Planning Grants and other state and federal grant programs. As part of the discussion Bridge Housing mentioned that in addition to their affordable housing projects they also have a for-profit development program to assist in the funding. Bridge Housing also has concerns with the parking requirements and that it would be challenging to make the project work out for them financially. Members of the Chegini group also had concerns and had previous experience with various projects in Oceanside and Fullerton that had different financing arrangements which made it more attractive to the developers.

Open Discussion

At this point the meeting turned into an open discussion, with Betsy from Bridge Housing stating that retail may be at risk at this site and citing the example that the Fruitvale BART TOD is struggling and that the customers at these sites tend to be more from local residential than from transit users. Bill suggested that the redevelopment of the other downtown district may help to support the retail. Betsy felt that there is not enough room at the project site to create a destination. A suggestion was then made that if commercial was developed on the site if the city, county, or RCTC could commit to leasing office space in advance that it would improve the chance of the developers to get external funding. It was stated that there is no direct need for that type of space at this time from the agencies in the room. The term of the lease was also discussed whether it could be a 30 years or longer land lease since most affordable housing project works off a 65 year lease program.

Next Steps

- Members of the groups proposed submittal of a due date extension letter for the proposal. If an extension request received RCTC will respond.
- Keyser Marston offered to provide the format for the Pro Forma to all developers.
- The questions and responses would be prepared and distributed to the interested parties.

Attachments:

- Metrolink Line Profiles with Demographics
- Previous Phase I Soils Report for Station Construction
- Proforma

Follow Up Questions

Here are some additional questions for the Corona North Metrolink Joint Development from the Chegini Group.

1) Are cadd files (for site and structure being built), topo, ALTL available for the site?

The cadd files for the structure are not available.

2) Does the city have an existing 'Specific Plan' and or conditional use requirements for the site?

The property is located within the North Main Street District Specific Plan (SP 99-01) and there are proposed changes to the SP as part of the EIR effort. The existing and proposed changes are outlined in the Notice of Preparation, which can be found at the following link:

<http://www.discovercorona.com/index.cfm?section=City%20Departments&page=Community%20Development&viewpost=2&ContentId=677>

3) Is there an existing traffic study for the 1000 stall parking structure that is being constructed currently?

The traffic study will be made available on the RCTC website.

4) Is there an existing noise pollution study that was prepared as part of the 1000 stall parking structure that is being constructed currently?

The noise pollution was reviewed as part of the original station construction and is part of the environmental documents that will be made available.

5) Is there an update on when the environmental reports will be available?

The dates for review of the Draft EIR for North Main will be beginning of March 2008.

RCTC also receive a written request to postpone the submittal date. This was reviewed and approved and the new deadline for the proposal submittal will be February 15 at 2 pm.