



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED COMMUNITIES Strategic Plan

TOC STRATEGIC PLAN APPENDIX

APRIL 2024





APPENDIX

A. COMMUNITY OUTREACH REPORT

B. STAKEHOLDER MEETING MATERIALS

C. POP-UP EVENT SUMMARY AND MATERIALS

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APPENDIX A

COMMUNITY OUTREACH REPORT

RCTC TOC Plan Outreach Summary

The outreach goals for the Transit-Oriented Communities (TOC) Plan included:

- Inform stakeholders about what Transit-Oriented Communities are and why and how stakeholder involvement matters in shaping a plan that responds to community needs and aspirations.
- Engage stakeholders within the project study area. Stakeholders included city, agency and transit staff, developers, and community members.

The following is a description of all components of the outreach and engagement program.

Technical Advisory Committee (TAC) Meetings

Before the first TAC meeting, the project team conducted one-on-one briefings with two cities. The goal was to introduce the study and its strategic goals. The one-on-one meetings allowed for more in-depth discussions around the city's visions, transit concerns, and aspirations. Cities were asked to provide recommendations for members for the Development Advisory Committee (DAC) and Community Advisory Committee (CAC). One-to-one meetings were held with the following:

City of Perris
February 4, 2022

City of Corona
February 8, 2022

The first TAC meeting was held Wednesday, March 16, 2022, and included the TOC Plan project team members as well as TAC members representing the County of Riverside, City of Riverside, City of Corona, City of Moreno Valley, City of Perris, RTA, Metrolink, Amtrak and Western Riverside Council of Governments (WRCOG).

The March 16 agenda included:

- Study overview and scope
- Review of Station Area Profiles
- Breakout group discussions around creating a corridor-wide vision
- TOC Plan next steps

Themes from the breakout group discussions included:

- Identifying the 91 freeway as a barrier and the need to explore cost-effective improvements on bridges and tunnels/underpasses, such as murals, public art, trees/vegetation, pedestrian, and bike infrastructure to improve connections.
- Exploring the possibility of subdividing industrial buildings to create a sense of place or nodes of activity centers, retail, public spaces, and open spaces.
- Recognizing as more millennials move into Riverside County, they expect more walkable, lively and thriving places so people don't have to leave the area on weekends to meet friends elsewhere.
- A desire for stations to have a holistic approach for amenities, community needs, and connectivity to the broader transit network.
- Corona North Main's important connection to the downtown revitalization.

- The change in grade at the La Sierra Station makes the station hard to find.
- How to better connect people and explore a possible residential neighborhood component for La Sierra Station.
- Recognize that in Moreno Valley, the flight path restricts density and limits the types of uses in the area. Refer to the Airport Compatibility Plan and March Business Center Specific Plan for guidance. Consider increasing locally serving transit to get people to and from the station since other options may be limited due to flight path constraints.

In May and June 2023, a second meeting was held individually with the cities within the study area. However, the project team met jointly a second time with the City of Moreno Valley, March JPA and Riverside County.

Cities and dates of the second meetings were the following:

City of Corona
May 25, 2023

City of Riverside
May 25, 2023

March JPA/County of Riverside/Moreno Valley
June 5, 2023

City of Perris
June 8, 2023

In the meetings, the project team and TAC members discussed TOC Plan progress, unique land uses and key mobility projects in each community, and potential TOC opportunities and challenges. TAC members were asked to review the storymap station alternatives in advance of the meetings and then the team walked through the storymaps at the meetings.

Key discussion items included how to improve walkability/bikeability in the communities, enhancing connectivity to transit and micro-transit, respecting each of the community's character while making improvements, and near-term development projects in each of the communities that could affect the TOC Plan.

Follow-up meetings were held with key Planning Department staff and included further review of the storymaps as well as discussion of specific near-term and longer-term development projects that would influence the TOC Plan so this could be reflected in the final TOC Plan. Meeting dates were the following:

City of Perris
June 28, 2023

City of Corona
July 18, 2023

In Spring 2023, SCAG received state fund to provide technical planning assistance to local jurisdictions in efforts to encourage TOD within the Metrolink system. Among six other stations, SCAG selected the

Hunter Park station in the city of Riverside and the Corona Main station in the city of Corona to participate in the technical assistance program. Since SCAG and RCTC shared similar objectives, SCAG and RCTC staff coordinated outreach and conducted joint meetings with city staff to discuss TOD concepts. It was evident that RCTC's study reflects a corridor wide set of recommendations to TOD whereas the SCAG study develops and further refines the recommendations. The city of Riverside and Corona were allowed to choose from a list of potential SCAG deliverables, such as Amendments to the General Plan, Zoning Ordinance, Design Standards or Building Code, workshops with local housing developers, or targeted market study.

Developer Advisory Committee (DAC) Meetings

The project team compiled a list of twenty-three developers/brokers and included those producing affordable and market rate properties, as well as product types including residential, mixed use/multi-family, industrial and retail. KPA contacted each developer on the list, and seven replied to the request to meet. The team decided to meet individually with developers rather than the originally planned developer roundtable to allow for more honest and efficient conversations with each developer.

The project team held the following one-on-one meetings over three days:

March 9, 2022

- Project team meeting with IDI Logistics/Vectis Strategies. Sarah Catz, consultant for IDI Logistics
- Palm Communities. CEO Dan Horn and Vice President, Project Development Mitch Slagerman

March 23, 2022

- Abode Communities, Sara Tsay, Senior Vice President, Business Development
- Creative Housing Associates. Michael Dieden, President
- LAB Holdings, LLC. Chris Bennett, Executive Vice President
- TSA Housing, Emily Ware, Director of Originations

March 25, 2022

- Watt Companies, Project Lead Jennifer McElyea

Themes in the discussions included an acknowledgement of a growing interest in developing in Riverside County. Several of the developers had projects already in Riverside County, while a couple did not.

"In Inland Empire, we see what happened in the 2000s in Orange County. Infill in Corona, Riverside, people are there and ready for something different. Tons of opportunity. Inland Empire is our next step for growth."

Barriers to development that were discussed include challenges with developing in industrial zones and the related costs and challenges required with environmental cleanup.

From the developers:

"It's no big deal to put industrial on contaminated but residential has to be squeaky clean ... Environmental contamination scares lenders and developers."

“We had environmental issues in infill spots (gas stations, cleaners). This will be more common moving forward, not a constraint, but affects bottom line and what to expect for project.”

A second concern mentioned was the challenge of meeting parking requirements.

“If looking for replacement parking, that’s a land cost. Each stall costs \$30-60,000. An example (project the developer worked on) is the Hollywood Arts Collective. Looks like DOT contributed land, but we had big upfront cost to cover due to parking needs. Need free land to keep cost per unit low.”

“The tension between parking and no or less parking ... Adjacent communities are concerned about overflow if there’s no parking allowed. Tension is that you’re building for the next 20-30 years and don’t want to spend extra money on parking that may be obsolete in future. So, we look at ‘future-proofing,’ meaning if we do parking to meet current needs, it would be subterranean or could be built upon or taken down...”

“It’s a huge factor if developers have to absorb replacement parking into the program. To do replacement parking, I don’t know how you would make it work. It adds another additional cost not offset by revenue. Must have additional incentives ... We have to build parking; lack of parking may hurt leasing model due to more demand for parking than we can provide. It’s hard to predict what the market conditions will be.”

Community Advisory Committee (CAC) Meeting

Two CAC meetings were held on the same topic to allow the chosen CAC members to attend the meeting most convenient for them:

- Tuesday, June 21, 2022, or Tuesday, June 28, 2022

Agenda included:

- Introductions
- TOC Plan background and overview
- Sharing of key feedback received to date
- Role of CAC and need for outreach support
- TOC Plan vision statement for input
- Discussion on barriers and opportunities
- CAC Comments, observations and Q&A

Desired outcomes for the TOC Plan were described by CAC members as:

- Better connectivity between the Metrolink Station and the UCR campus
- Better connectivity between Metrolink stations, especially close to large employers
- More frequent bus routes between UCR and other major cities/areas
- Reverse commuter trains to getting people who live in Irvine and Los Angeles to UCR
- Saving Downtown historic area while making progress with train services
- Matching schedules to medical facilities
- How to bring new businesses to the area
- Commuter bus rides reinstated

Additionally, a follow-up call was held with UCR’s Tara Pueschel, Transportation Demand Management Specialist, on August 5, 2022. Topics included tackling the first-last mile to/from Hunter Station, where UCR students are commuting from, popular routes used by students to get from campus to key

destinations (work, volunteering, entertainment), need for connection to the Ontario Airport, and planning the September 2022 UCR outreach event.

Virtual Open House

The project team held a [virtual open house](#) on August 23, 2022, from 5:30-7 p.m. There was a total of 32 attendees, not including panelists. Simultaneous Spanish interpretation allowed users to attend in Spanish as well as English.

Open House promotion included:

- Bilingual Open House flyers posted at stations
- Walking Man distribution of Open House flyers within ¼ mile radius of each station
- Email to TAC, CAC and DAC members about Open House accompanied by toolkit with social media messages, video and flyer to share
- Social media posts to RCTC channels
- Email blast to database

The open house agenda included:

- The project objectives and goals
- Map of study area
- Definition and benefits of TOC, local examples of TOC
- Challenges and opportunities of TOC along the 91/PV Line
- Project timeline
- Upcoming public input opportunities
- Questions and answers (Q&A)

Key questions and themes from the Q&A included:

- How soon could TOC strategies be implemented
- Curiosity about parking lot usage and identifying underutilized parking lots that could be converted to mixed use and mixed income development
- Desire for bike/ped bridges over 91 freeway
- Ways to spur new development, such as in-lieu fees for affordable housing
- Need for better connectivity between UCR and Hunter Park Station, and greater partnership between Riverside Community College District and Metrolink
- Desire for first-last mile improvements with transit
- Desire for increased frequency of Metrolink trains
- Need for more protected bike lanes

Pop-up Events

One [pop-up event](#) was planned per station community, with an additional event added for the UCR student population, allowing the project team to connect with more than 250 people at the events. The goal was to reach community members who were unlikely to attend the virtual open house or design workshops and make it easy for them to provide their feedback. The TOC Plan team partnered with the RCTC Rail Safety Team to provide information at events due to the complementary nature of the projects.

Outreach events and dates were:

August 8, 2022

5 to 8 p.m.

Corona Night Market at Circle City Center

September 15, 2022

5 to 10 p.m.

El Grito at Moreno Valley Civic Center Amphitheater

September 24, 2022

2 to 7 p.m.

Riverside Art and Music Festival at White Park

September 28, 2022

11 a.m. to 2 p.m.

University of California, Riverside “Nooners” Event

October 28, 2022

3 to 8 p.m.

Perris Artwalk at Perris Depot

The project team asked the following question at the pop-up events: How can we improve your station community?

Most attendees at the events said they do not take Metrolink. Main reasons provided were retirement and no longer commuting, they prefer the privacy or convenience of driving, Metrolink doesn’t go where they like to go, or they work from home. Some also stated that they didn’t know where the Metrolink Station was. Many of those who do not use Metrolink said they appreciated knowing about the plan since they knew others who do use Metrolink, or that they simply like to know what’s happening in their community.

Suggestions for improvements included:

- Increased frequency for Metrolink
- More housing near transit
- More community events around stations
- Improved and clearer signage, like at airports
- Better biking/walking connections to stations
- Improved walking experience across 91 freeway
- Shuttles from stations
- Add or link to parks/trails
- More security at stations

Design Workshops

The project team decided the most effective and efficient outreach approach was to connect with TAC members for discussions specific to TOC in their communities, rather than hold the three design workshops as originally planned for fall 2022.

Marketing and Communications

To stimulate engagement and raise awareness of the TOC Plan, the following marketing and communication activities took place in 2022.

- Producing and disseminating a bilingual (English/Spanish) TOC Plan Fact Sheet
- Producing and disseminating a bilingual Open House flyer
- Photo shoot of stations to capture eye-catching images for use in meeting presentations, web pages and video
- TOC Plan video
- Producing and disseminating social media messages
- Producing web pages including: [TOC Plan](#) and [TOC Plan Events](#)

APPENDIX B

STAKEHOLDER MEETING MATERIALS

Notes: CAC Meeting 1

Tuesday, June 21, 2022
11:30 AM

TRANSIT ORIENTED COMMUNITIES STRATEGIC PLAN



Attendees	Agenda	Attachments	Links
<p>RCTC</p> <ul style="list-style-type: none"> Jenny Chan, Project Manager Cheryl Donahue, Public Affairs Manager David Lewis, Capital Projects Manager Ariel Alcon Tapia, Management Analyst <p>Stantec</p> <ul style="list-style-type: none"> Adam Maleitzke, Project Manager Craig Sklenar, Visioning Task Lead Rhonda Bell, Existing Conditions Task Lead Emily Huang, Planer Jesus Navidad, Planner <p>HR&A Advisors</p> <ul style="list-style-type: none"> Jane Carlson, Director <p>Katherine Padilla Associates</p> <ul style="list-style-type: none"> Katherine Padilla-Otañez Jessica Padilla-Bowen <p>Community Stakeholders</p> <ul style="list-style-type: none"> Dr. Mark Hartley - Representing Monica Green, Norco College Rodolfo Torres - Vice Chancellor of Research for Economic Development - UCR Gaby Adame - Assistant Director Planning and Development - RUSD Colin Markovich - Field Representative - Assemblymember Sabrina Cervantes Office D60 Corona- West Riverside County, T-Now Member Monica Raygoza – Corona Norco Unified Wendy Romero – CEO, Love 4 Life Association Marven Norman - Inland Empire Bicycle Club Janice Brenner – Executive Director- Riverside Downtown Partnership Alex Lopez- Field Representative, Assemblymember Jose Medina, T-Now Member 	<ol style="list-style-type: none"> 1. Introductions (10m) 2. Introductory Presentation (20m) 3. Station Barriers and Opportunities (30m) 4. Vision Setting and Priorities (25m) 5. Next Steps (5m) 		<p>Presentation (Mural)</p> <p>(includes presentation slides, scope, warm-up exercise)</p>

Notes: CAC Meeting 2

Tuesday, June 28, 2022
3:00 PM

TRANSIT ORIENTED COMMUNITIES STRATEGIC PLAN



Attendees	Agenda	Attachments	Links
<p>RCTC</p> <ul style="list-style-type: none">Jenny Chan, Project ManagerSheldon Peterson, Rail ManagerBeatris Megerdichian, Multimodal Management Analyst <p>Stantec</p> <ul style="list-style-type: none">Adam Maleitzke, Project ManagerCraig Sklenar, Visioning Task LeadRhonda Bell, Existing Conditions Task LeadEmily Huang, PlannerJesus Navidad, Planner <p>HR&A Advisors</p> <ul style="list-style-type: none">Jane Carlson, Director <p>Katherine Padilla Associates</p> <ul style="list-style-type: none">Katherine Padilla-Otañez <p>Community Stakeholders</p> <ul style="list-style-type: none">UCR - Tara Pueschel, UCR Transportation ServicesMission Inn Foundation, Downtown Neighborhood Alliance - Nanci LarsenFriends of Moreno Valley Senior Center (MoVan) - LaDonna JempsonCorona Chamber of Commerce - Bobby SpiegelVoices for Children - Briana Miller	<ol style="list-style-type: none">1. Introductions (10m)2. Introductory Presentation (20m)3. Station Barriers and Opportunities (30m)4. Vision Setting and Priorities (25m)5. Next Steps (5m)		<p>Presentation (Mural)</p> <p>(includes presentation slides, scope, warm-up exercise)</p>



TAC Meeting #1 Summary Notes

3/16/22, 2:30 – 4:00 p.m.

Welcome & Self-Introductions: Attendees

Stantec Project Manager Adam Maleitzke opened the meeting and asked all attendees to introduce themselves. Attendees included the following:

Stantec

Adam Maleitzke, Senior Associate, Planning & Urban Design Lead
Rhonda Bell, Senior Associate, Urban Transit Planning
Emily Huang, Urban Planner/Designer
Aicha Lakhssass, Urban Planner/Designer
Jesus Navidad, Urban Planner/Designer
Craig Sklenar, Associate, Urban Places

HR&A

Judith Taylor, Partner
Ray Cabrera, Senior Analyst

KPA, Inc.

Katherine Padilla Otanez, Principal
Jessica Padilla Bowen, Senior Associate

RCTC

Jenny Chan, Program Manager
Beatris Megerdichian, Management Analyst
Ariel Alcon Tapia, External Affairs

RTA

Jennifer Nguyen, Planning & Programming

Metrolink

David Huang, Planning Manager

Amtrak

Alex Khalfin, Senior Manager, Government Affairs

WRCOG

Christopher Tzeng, Program Manager

County of Riverside

Nick Zornes, Administrative Services Manager

City of Riverside

Katie Dunlap, Planning Division

Matthew Taylor, Senior Planner

City of Corona

Jay Eastman, Planning Manager

Sudesh Paul, Transportation Planning Supervisor

Gerardo Sanabria, Associate Engineer

Ashley Zaragoza, Economic Development Administrator

City of Moreno Valley

Sean Kelleher, Planning Division Manager

Melissa Walker, Engineer

City of Perris

Stuart McKibbin, Interwest (Consultant)

I. Study Overview

II. Study Scope

III. What We Learned

IV. Breakout Group Discussions

Focus group 1 – Summary of Discussion provided by Facilitator Adam Maleitzke

Focus group 2 – Summary of Discussion provided by Facilitator Craig Sklenar

V. Next Steps



DAC One-on-One Meeting with Abode Communities

2/23/22, 9:30 a.m.

Attendees

RCTC

Jenny Chan

Stantec

Adam Maleitzke

HR&A

Jane Carlson & Judith Taylor

KPA

Jessica Padilla Bowen

Abode Communities

Sara Tsay, Senior Vice President, Business Development

Agenda Item #1: Introductions

Agenda Item #2: RCTC and TOC Strategic Plan Overview

Agenda Item #3: Barriers to Development and Opportunities



DAC One-on-One Meeting with Creative Housing Associates

2/23/22, 10:30 a.m.

Attendees

RCTC

Jenny Chan & Lisa Estrada

Stantec

Craig Sklenar

HR&A

Jane Carlson, Lauren Kim & Judith Taylor

KPA

Jessica Padilla Bowen

Creative Housing Associates

Michael Dieden, President

Agenda Item #1: Introductions

Agenda Item #2: RCTC and TOC Strategic Plan Overview

Agenda Item #3: Introduction to Creative Housing Associates, Barriers to Development and Opportunities



DAC One-on-One Meeting with LAB Holdings, LLC

2/23/22, 2 p.m.

Attendees

RCTC

Jenny Chan & Lisa Estrada

Stantec

Adam Maleitzke

HR&A

Ray Cabrera, Jane Carlson, Lauren Kim & Judith Taylor

KPA

Jessica Padilla Bowen

LAB Holdings, LLC

Chris Bennett, Executive Vice President

Agenda Item #1: Introductions

Agenda Item #2: RCTC and TOC Strategic Plan Overview

Agenda Item #3: Introduction to Lab Holdings, Barriers to Development and Opportunities



DAC One-on-One Meeting with TSA (Thomas Safran Associates) Housing
2/23/22, 3 p.m.

Attendees

RCTC

Jenny Chan & Lisa Estrada

Stantec

Adam Maleitzke

HR& A

Ray Cabrera, Jane Carlson & Judith Taylor

KPA

Jessica Padilla Bowen

TSA Housing

Emily Ware, Director of Originations

Agenda Item #1: Introductions

Agenda Item #2: RCTC and TOC Strategic Plan Overview

Agenda Item #3: Barriers to Development and Opportunities



DAC One-on-One Meeting with Jennifer McElyea, Project Lead, Watt Companies on Joint Development between Watt, Metro and County; managing the Joint Development at Crenshaw Crossing. Starting in early March 2022 at a new platform called Ecos Real Estate.

2/25/22, 10 a.m.

Welcome & Self-Introductions: Attendees

Stantec

Adam Maleitzke

RCTC

Jenny Chan & Lisa Estrada

KPA

Katherine Padilla Otanez

H&A Advisors

Jane Carlson

Watt Companies/Ecos Real Estate

Jennifer McElyea

The purpose of the discussion was to hear “lessons learned” from Ms. McElyea’s joint development experience.



DAC One-on-One Meeting with Palm Communities

3/9/22, 1 p.m.

Attendees

RCTC

Lisa Estrada & Ariel Tapia Alcon

Stantec

Adam Maleitzke

HR&A

Jane Carlson

KPA

Jessica Padilla Bowen

Palm Communities

Dan Horn, CEO

Mitch Slagerman, Vice President, Project Development

Agenda Item #1: Introductions

Agenda Item #2: RCTC and TOC Strategic Plan Overview

Agenda Item #3: Barriers to Development and Opportunities

Agenda Item #4: Next steps



DAC One-on-One Meeting with IDI Logistics

Represented by [Sarah Catz](#), Senior Partner with Vectis Strategies

March 29, 2022, 11:30 a.m.

Welcome and Introductions

IDI Logistics/Vectis Strategies

Sarah Catz, Consultant for IDI Logistics

Stantec

Adam Maleitzke

RCTC

Jenny Chan

KPA

Jessica Padilla Bowen

H&A Advisors

Ray Cabrera



TRANSIT ORIENTED COMMUNITIES STRATEGIC PLAN

August, 2022
PRESENTATION VIRTUAL OPEN HOUSE

Panelists

PROJECT TEAM

Jenny Chan, RCTC Project Manager

Sheldon Peterson, RCTC Rail Manager

Ariel Alcon Tapia, RCTC Sr. Management Analyst

Adam Maleitzke, Stantec

Jane Carlson, HR&A

Jessica Padilla-Bowen, KPA

COMMUNITY/ TECHNICAL PARTNERS

COMMUNITY ADVISORY COMMITTEE

TECHNICAL ADVISORY COMMITTEE

DEVELOPER ADVISORY COMMITTEE

STATION
COMMUNITIES



Spanish Interpretation / Interpretación en español

Spanish Interpretation Via Zoom

- Click on the “Interpretation” icon
- Select the language (Spanish)

Interpretación en español Vía Zoom

- Haga clic en el icono – Interpretation
- Escoja la opción para escuchar en español



Open House Guidelines

To provide a comfortable and equitable environment during our Open House, we are asking for your help.

- › Please treat fellow community members and our panelists with respect.
- › Respectful communication extends to all forms of engagement, including questions/comments in chat and the Q&A.
- › Only one person will speak at a time.

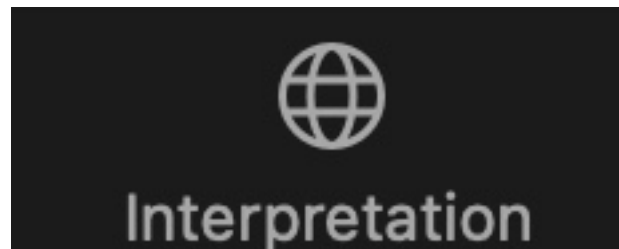
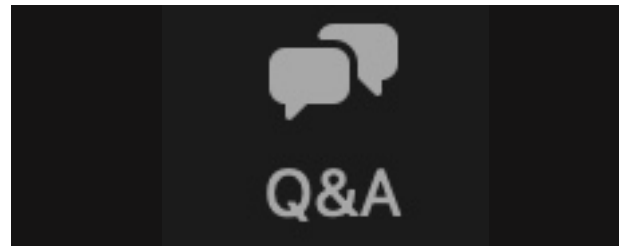
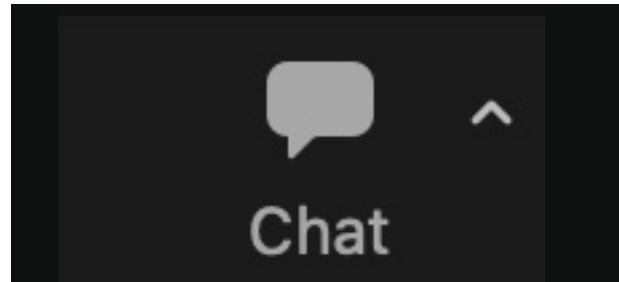
We look forward to hearing your questions, ideas and comments.



Open House Guidelines

Using Zoom to Submit Questions

- › To share your questions with the panelists, please use the “Chat” or “Q&A” buttons at the bottom of your Zoom screen.
- › You may enter your questions at any time, and we’ll save them for the question-and-answer portion of our Open House.

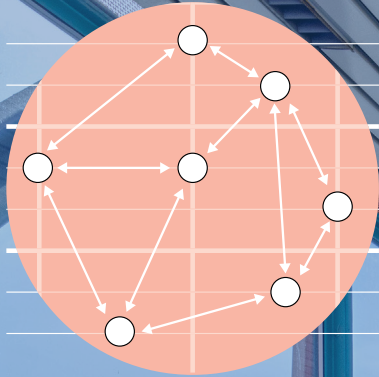


WELCOME!

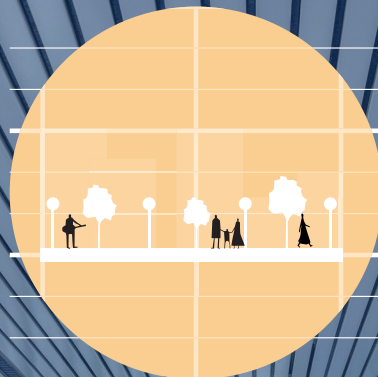
Project Objectives

1. Identify barriers to creating transit-oriented communities
2. Engage the public about challenges and opportunities facing the corridor
3. Develop mobility, urban design, and land use strategies to address barriers
4. Create a “road map” to guide implementation of improvement projects

Goals for the 91/Perris Valley Line Corridor



**Create a
connected
community by
maximizing
mobility choice**

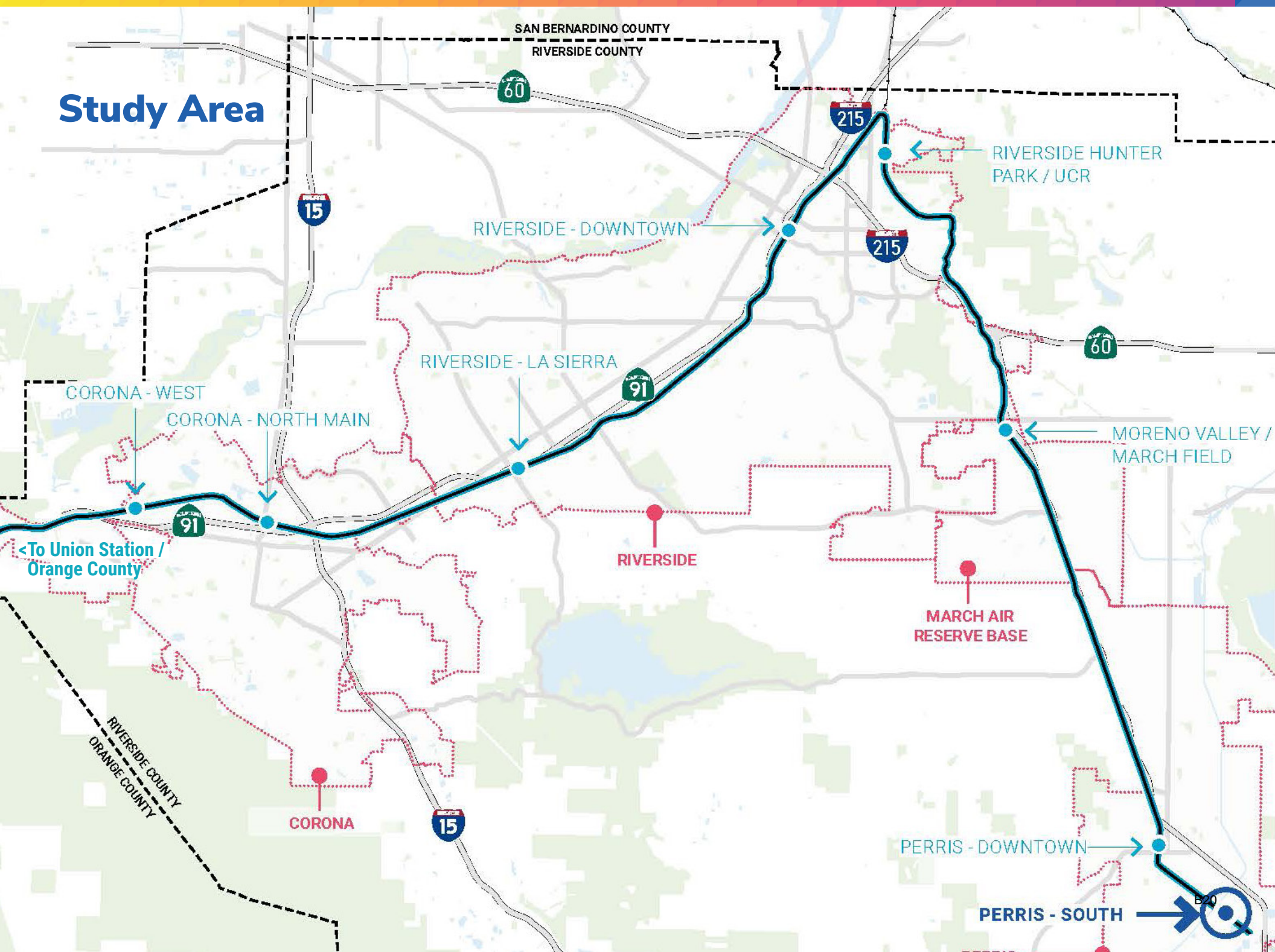


**Create sense of
place and build
community**



**Foster a
transit-friendly
environment with
a mix of uses and
densities**

Study Area



What are Transit-Oriented Communities (TOC)?

CONNECTED



- › Transit improvements
- › Bikes
- › Pedestrians

LIVABLE

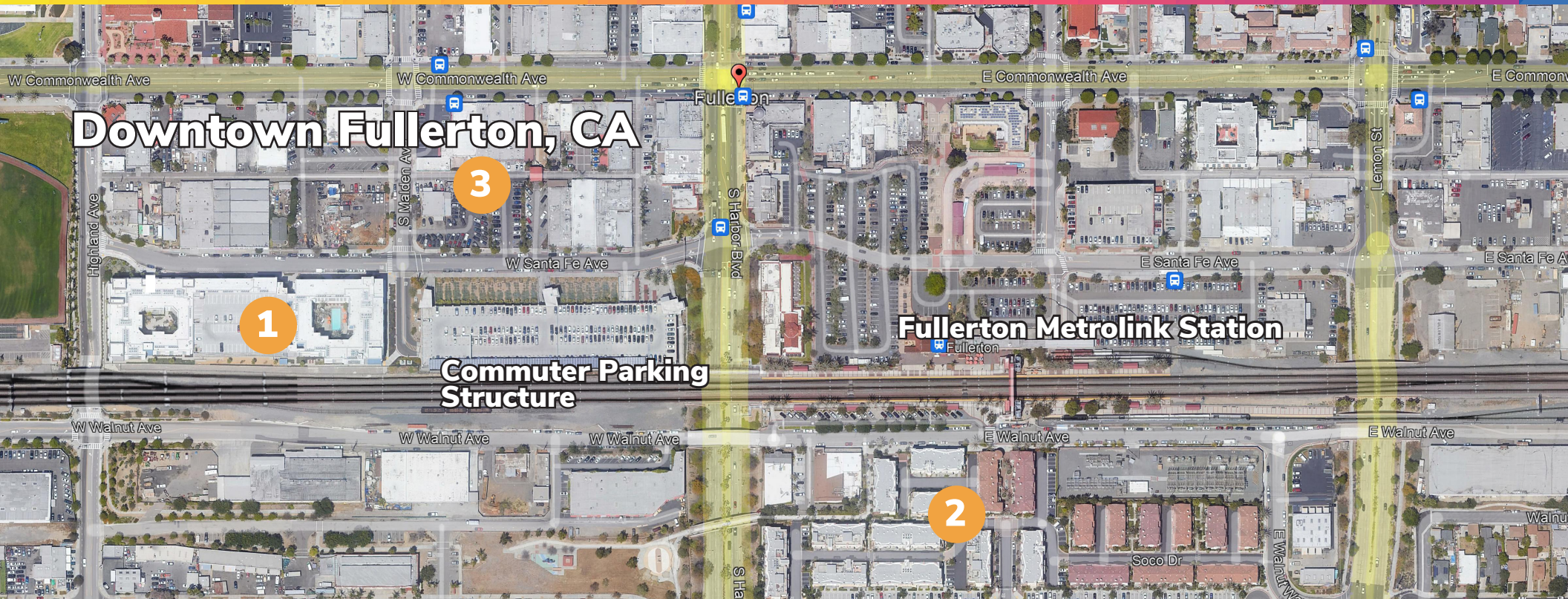


- › Parks and Open Spaces
- › Safe, comfortable streets for walking

PROSPEROUS



- › Generates affordable housing
- › Prevents displacement & gentrification
- › Promotes job growth



1

Malden Station



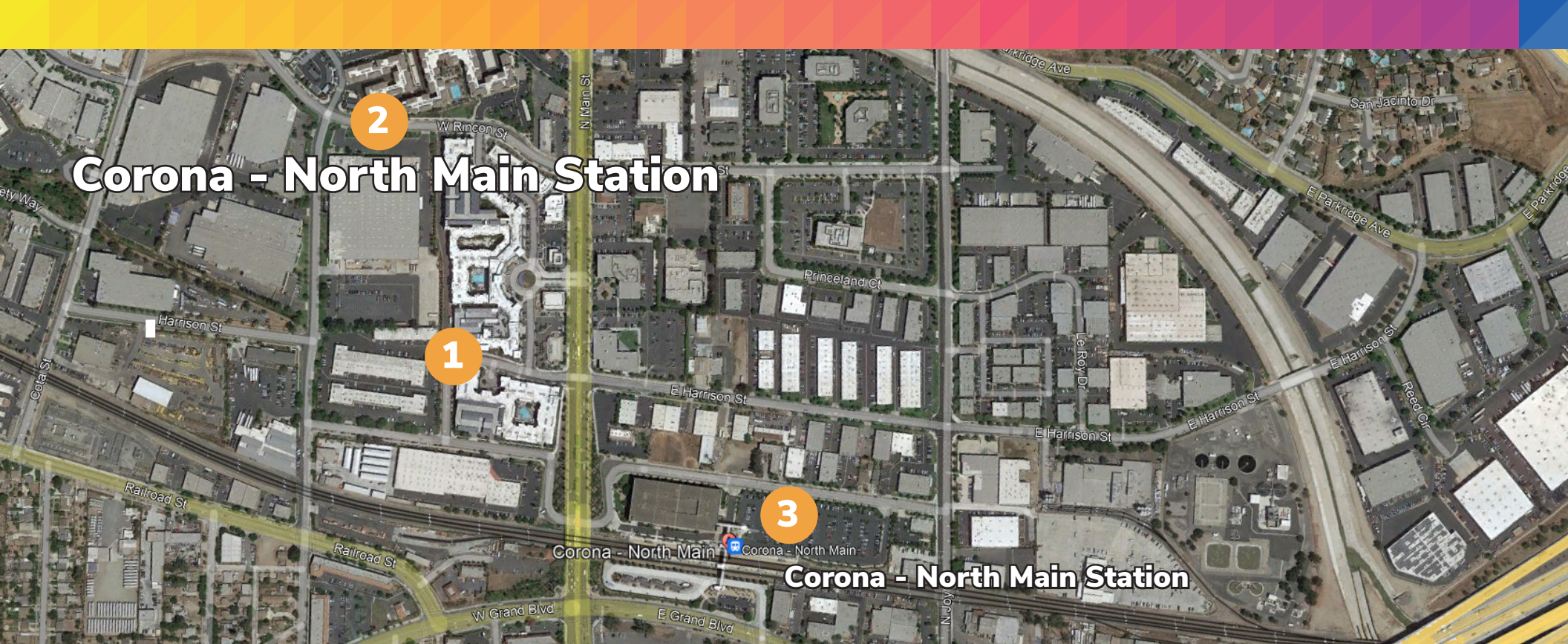
2

SoCo Walk



3

SoCo District



1

Metro at Main

2

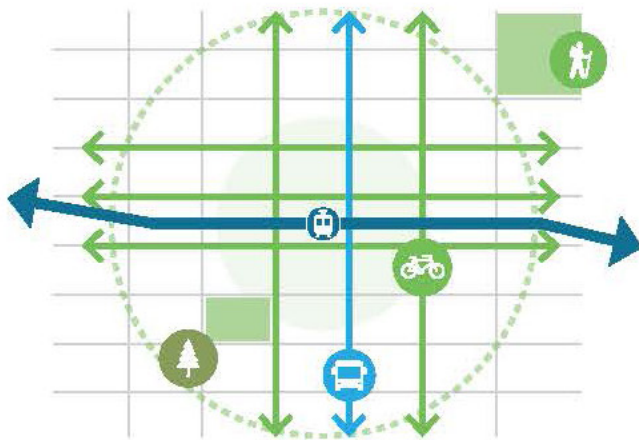
Artisan at Main

3

Corona - North Main Station

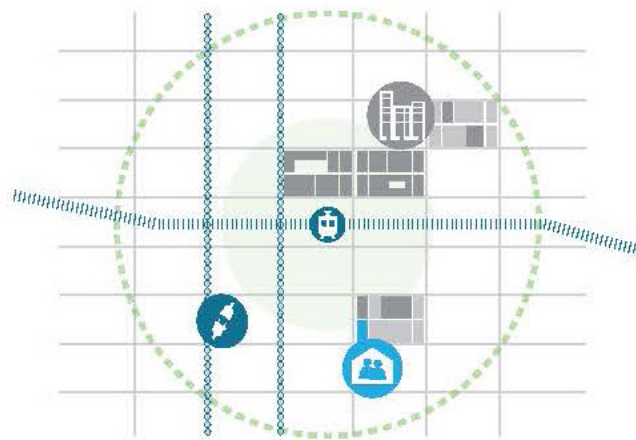
Benefits of TOCs

ENVIRONMENTAL



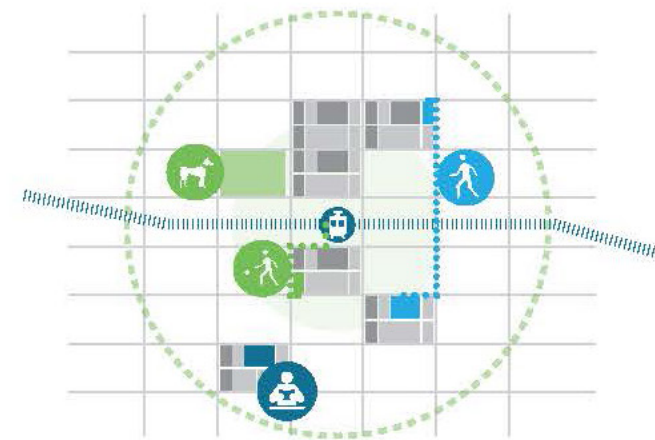
- Increased transit ridership
- Reduced VMT
- Reduced GHG
- Improved Air Quality
- Conservation of land and open space

ECONOMIC



- Catalyst for economic development
- Redevelopment of vacant and underutilized properties
- Increased property value
- Decreased infrastructure costs
- Revenue for transit systems
- Reduced household spending on transportation
- Increase in affordable housing

SOCIAL



- Increased housing and employment choices
- Greater mobility choices
- Health benefits
- Enhanced sense of community
- Enhanced public safety
- Increased quality of life

Key Challenges and Opportunities

BARRIERS

- Limited number of daily trains
- Single-occupancy vehicles are primary mode of access to station
- Market realities in some station areas do not currently support TOCs
- Some stations are fully built-out; infill development will be more complicated than greenfield development

OPPORTUNITIES

- Rapid growth and rise in home values present opportunity to reshape investments, while mitigating negative impacts from gentrification
- Changing technologies and trends in mobility (work from home, bike/ped, autonomous vehicles)
- Significant improvements to Metrolink service over next several years
- Commitment by municipalities to invest in multiple modes of transportation, diversity of housing types



Project Timeline

WE ARE HERE



Come Join Us!

Visit our events page for more information!
www.rctc.org/toc-events

POP-UP AND VIRTUAL EVENTS



Corona



Virtual Open House



Moreno Valley

**MORE TO BE
SCHEDULED
FOR PERRIS,
UCR, AND
RIVERSIDE-
DOWNTOWN!**

DESIGN WORKSHOPS Early November 2022



THANK YOU

CONTACT US AT: TOCPLAN@RCTC.ORG

Question Report

Report Generated

8/24/2022 13:39

Topic *Webinar ID*
RCTC TOC 850 9606 9556

Actual Start Time *Actual Duration (minutes)*
 8/23/2022 16:27 153

Strategic Plan

Open House

Question Details

#	Question	Asker Name	Asker Email
1	More transit-oriented development would be a wonderful boost to our region to create downtown areas, increase transit ridership, and produce naturally affordable housing. How soon can we make this all happen?		'-
2	What is the impact of the COVID induced work from home on the transit needs of employees to and from work?		'-
3	What are the parking regulations like around these stations? As we know, parking minimums generate induced demand for cars and increase the cost per unit of development, making development infeasible. Would be good to see flexible parking requirements or parking maximums.		'-
4	How does a developer get on the development committee? How does a person from the public get selected to one of the committees?		'-
5	Also, to better connect to downtown from Metrolink it would appear that a pedestrian/bicycle bridge over the 91 fwy would be helpful.		'-
6	UCR and RTA are partnering on a new Route from Hunter Park to the school, funded by UCR if approved.		'-
7	transition from rail to neighborhood is important. retail facing community rather than inward towards tracks.		'-
8	I watched the development of the apartments and housing around the la Sierra station which is ideal for a TOC. However, the housing and apartments are unattainable for much of the community. Is there any plans for additional development in this area? We have good grocers but need green spaces, business/living units and restaurants. Any plans or is this TOC done?		'-

- 9 Are there ways to use the opportunities for new development to finance the preservation of naturally occurring affordable housing? (ie. in lieu fees could fund preservation) '-
- 10 What's the committee's opinion on people who oppose denser housing in general, which is necessary for TOCs? Many people in my city (Jurupa Valley) oppose denser housing, and I've heard this sentiment expressed elsewhere, citing a myriad of reasons from traffic, to changing the lifestyle, to bringing "those people" into communities. This feels like a major barrier to TOCs to me
- 11 Are there any additional stations being considered and if so, where would they be located? '-
- 12 What are the plans for metrolink along the Interstate 15 corridor. '-
- 13 Better connection to the Hunter Park Metrolink station would be helpful for students, staff, and visitors to the campus; however, a more ideal solution would be to have an on-campus station. It seems like that was the original plan for that project. Are there any plans/discussions to eventually relocate the UCR station or simply build an additional station adjacent to the campus? '-
- 14 Riverside Community College District has over 50,000 commuter students between Moreno Valley College, Norco College, and Riverside City College. We have a partnership with RTA to support greater public transportation use. What opportunities might there be with Metrolink? Given the location of the Metrolink stations to the RCCD campuses, partnering with the cities for safer bike paths would be a great opportunity to promote TOCs. '-
- 15 Very excited about this plan. Has RCTC looked into leasing land it owns for development, and acquiring land adjacent to stations to do so? Rail companies in Asia attain up to 50% of their revenue this way, and BART is looking into something similar. BART may be looking into state-wide legislation to make this easier, I encourage you to look into their plan and consider collaborating with them.
<https://www.bart.gov/about/business/tod> '-
- 16 What about a bridge over the 91 freeway from the vine street station to Riverside city '-

- 17 How do city council members from throughout the region and the county supervisors feel about this project?
- 18 is there a role that the general public can play to help get more transportation funds to Riverside County of Metrolink in Riverside? ' -
- 19 I have scored ATP grants for the last several cycles and each time there have been applications for bike/ped bridges over freeways and they continue to score competitively. If RCTC or local agencies care enough to prioritize getting them done, they will get funded. ' -
- 20 Following up on my last question, is there data on parking lot usage and have you identified underutilized parking lots that could be converted to mixed use , mixed income development? For example the Hunter Park station parking lot always seems to be empty when I go there. ' -
- 21 Are there any plans for last mile transportation from the transit center stations? ' -
- 22 Related to developer incentives, how does the committee feel about the bills AB 2011 and AB 2097?
- 23 the proposed TODs are a great concept, but I am concerned about solidifying various investments around Metrolink train services that is unreliable due to various reasons most important of which is that Metrolink operates on shared tracks with BNSF. I think we need to work that out first, if at alll possible, have trains run every 15 minutes, and the TODs would make perfect sense! ' -
- 24 How many unused train slots does RCTC currently have along the San Bernardino Sub? ' -
- 25 More people would be attracted to Riverside County if the freeways/roads were less congested. More transit opportunities to their work sites would encourage greater development in Riverside County. ' -
- 26 How has the outreach been in terms of age demographics?
- 27 How is this strategic plan connected with the current efforts to expand metrolink in downtown ' -
- 28 Riverside. ' -

- 29 Is there any development planned for the downtown riverside station? ' -
- 30 Most streets in Riverside County do not bicycle lanes. A good project would be to create bicycle lanes on major streets. ' -
- 31 Very curious about Jen's question ' -
- 32 The Temescal Valley residents would benefit from a first and last mile (5+miles) microtransit vehicle that would provide commuter transit service to and from the Corona Transit Center ' -
- 33 As an aside to the question regarding in lieu fees - the City of Riverside is currently studying the feasibility of an inclusionary housing policy, which could include an in-lieu fee program for affordable housing. A workshop with the City Planning Commission is planned for early October. If you are interested to learn more, you can contact me at mtaylor@riversideca.gov ' -
- 34 When is the third track project supposed to be completed? ' -
- 35 would you repeat the comment about the city of riverside policy you just mention? please expand. ' -



Virtual Open House Meeting Summary
Tuesday, August 23, 2022 – 5:30-7 p.m.

Attendance

RCTC

Ariel Alcon Tapia
Jenny Chan
Lisa Estrada
Sheldon Peterson

Stantec

Rhonda Bell
Emily Huang
Adam Malietzke

HR&A

Jane Carlson

Katherine Padilla & Associates (KPA)

Melba Novoa (interpreter)
Jessica Padilla Bowen
Katherine Padilla Otanez
Xavier Sibaja

Participants (as they entered their names in Zoom)

Kristy Beavers
Christian

RCTC TOC Virtual Open House Meeting Notes

Prepared by KPA

Briana Egan

Steve Fox

Monica Green

Aaron Hake

Les Hallenbeck

Jay

Jezelle

Sean P. Kelleher #Planning

Erick Landeros

Jen McElyea

Andy Melendrez

Masaki Mendoza

Jennifer Nguyen

Marven Norman

Michele Patterson# Moreno - Valley Economic Development Manager

Driana Rizzo

Suzanne Schwab

Jerry Sincich

Richard Smith

Chris Swieca

Matthew Taylor - Division Manager

Kristin W - RTA CEO

Ashley Zaragoza

Open House

The meeting began with a welcome and introduction of the panelists: Jenny Chan, Sheldon Peterson and Ariel Alcon Tapia from RCTC, Adam Maleitzke from Stantec, and Jane Carlson from HR&A, with Jessica Padilla Bowen from KPA as moderator.

There was a total of 32 attendees, not including panelists. Simultaneous Spanish interpretation allowed users to attend in Spanish as well as English.

After introductions and a welcome from Jenny, Adam shared presentation key points such as:

- The project objectives
- Goals for the 91/Perris Valley Line
- Map of study area
- Definition of TOC
- Examples of TOC in Downtown Fullerton and at Corona North Main Station
- Benefits of TOC
- Challenges and opportunities of TOC along the 91/PV Line
- Project timeline
- Upcoming public input opportunities

The meeting was then opened for questions and answers.

Key Points From Questions and Comments

The overall topics raised by the Virtual Open House attendees were:

General questions and comments on Transit-Oriented Development:

- a) More transit-oriented development would be a wonderful boost to our region to create downtown areas, increase transit ridership, and produce naturally affordable housing. How soon can we make this all happen?

Covid impact on transportation needs:

- a) What is the impact of the COVID induced work from home on the transit needs of employees to and from work?

Parking:

- a) What are the parking regulations in these stations? As we know, parking minimums generate induced demand for cars and increase the cost per unit of development, making development infeasible. Would be good to see flexible parking requirements or parking maximum capacity.
- b) Is there data on parking lot usage and have you identified underutilized parking lots that could be converted to mixed use, mixed income development?

TOC outreach and stakeholder involvement:

- a) How has the outreach been in terms of age demographics?
- b) How does a developer get on the development committee? How does a person from the public get selected to one of the committees?
- c) Is there a role that the general public can play to help get more transportation funds to Riverside County of Metrolink in Riverside?
- d) How County and City elected officials providing input for this project?
- e) Is there a role that the general public can play to help get more transportation funds to Riverside County of Metrolink in Riverside?

Connectivity over 91:

- a) To better connect to downtown to Metrolink it seems that a pedestrian/bicycle bridge over the 91 freeway would be helpful. Transitioning from rail service to neighborhoods is important. Retail should face pedestrian rather than towards the tracks.

- b) What about a bridge over the 91 freeway from the vine street station to Riverside city?
- c) I also support a pedestrian bridge over the 91.
- d) RCTC or local agencies should prioritize applications for bike/ped bridges over freeways.
- e) I have scored ATP grants for the last several cycles and each time there have been applications for bike/ped bridges over freeways and they continue to score competitively. If RCTC or local agencies care enough to prioritize getting them done, they will get funded.

Student transportation and connectivity modes:

- a) UCR and RTA are partnering on a new route from Hunter Park to the school, funded by UCR if approved.
- b) A better connection to the Hunter Park Metrolink station would be helpful for students, staff, and visitors to the campus. However, a more ideal solution would be to have an on-campus station. It seems like that was the original plan for that project. Are there any plans/discussions to eventually relocate the UCR station or simply build an additional station adjacent to the campus?
- c) I live in the neighborhood near UCR and would support an infill station serving campus.
- d) Riverside Community College District has over 50,000 commuter students between Moreno Valley College, Norco College, and Riverside City College. We have a partnership with RTA to support greater public transportation use. What opportunities might there be with Metrolink? Given the location of the Metrolink stations to the RCCD campuses, partnering with the cities for safer bike paths would be a great opportunity to promote TOCs.

TOC development:

- a) I watched the development of the apartments and housing around the La Sierra station which is ideal for a TOC. However, the housing and apartments are unattainable for much of the community. Are there any plans for additional development in this area? We have good grocers but need green spaces, business/living units and restaurants. Any plans or is this TOC done?
- b) What are the opportunities for new development to finance the preservation of affordable housing? (i.e., in lieu fees could fund preservation.)
- c) As an aside question regarding in lieu fees - the City of Riverside is currently studying the feasibility of an inclusionary housing policy, which could include an in-lieu fee program for affordable housing. A workshop with the City Planning Commission is planned for early October.
- d) What are some of the incentives being considered for developers that you're hoping bring in to build these communities?

RCTC TOC Virtual Open House Meeting Notes

Prepared by KPA

- e) Very excited about this plan. Has RCTC looked into leasing land it owns for development, and acquiring land adjacent to stations to do so? Rail companies in Asia attain up to 50% of their revenue this way, and BART is looking into something similar.
- f) Related to developer incentives, how does the committee feel about the bills AB 2011 and AB 2097?
- g) Is there any development planned for the downtown riverside station?

Denser housing development

- a) What's the committee's opinion on people who oppose denser housing in general, which is necessary for TOCs? Many people in my city (Jurupa Valley) oppose denser housing, and I've heard this sentiment expressed elsewhere, citing a myriad of reasons from traffic, to changing the lifestyle, to bringing "those people" into communities. This feels like a major barrier to TOCs to me.

Environmental goals under the TOC

- a) What are the environmental goals within the TOC open space, landscaping, certifications and such?
- b) What is the estimated certification of the TOC plan deadline?

Plans for expansion

- a) Are there any additional stations being considered and if so, where would they be located?
- b) What are the plans for Metrolink along the Interstate 15 corridor?
- c) Are there any plans for last mile transportation from the transit center stations?
- d) How is this strategic plan connected with the current efforts to expand Metrolink in downtown Riverside?
- e) Are there any last mile improvements plans?
- f) The Temescal Valley residents would benefit from a first and last mile (5+miles) micro-transit vehicle that would provide commuter transit service to and from the Corona Transit Center.

Transit:

- a) How many unused train slots does RCTC currently have along the San Bernardino Sub?
- b) More people would be attracted to Riverside County if the freeways/roads were less congested. More transit opportunities to their work sites would encourage greater development in Riverside County.

- c) When is the double tracking project to be completed?
- d) Transition from rail to neighborhood is important. retail facing community rather than inward towards tracks.

Metrolink service:

- a) The proposed TOD projects are a great concept, but I am concerned about solidifying various investments around Metrolink train services that is unreliable due to various reasons most important of which is that Metrolink operates on shared tracks with BNSF. Trains need to run more often.
- b) The concept of TOC is a beautiful one and one I could rally around except for a few concerns I have. As a Metrolink user in So Cal for several years, travelling for employment in OC, these plans are beautiful in theory but not very practical: 1) Metrolink is unreliable system around which I would not make such investments; RR usually bring house values down. 2) Not everyone rides bikes, and such, so you are speaking to small segment of the population. 3) Until Metrolink has its own tracks that it can operate independently of BNSF, we should not be making investments around such a system. 4) As a resident of Corona for close to 10 years, I care about the safety of all around these facilities. I can support shopping, medical, grocery facilities around these stations, but I think housing should be in the outer perimeter something like a couple of blocks away, for noise and safety purposes.
- c) I wish/hope that the Metrolink to Oceanside from Riverside Downtown will get more frequent service: I attend UCSD and use that train a decent amount to come home. But right now, the only feasible time to leave for Oceanside is 1:19, which is very limiting. I hope that route will gain some more frequency in the near future.
- d) How is this strategic plan connected with the current efforts to expand Metrolink in downtown?
- e) I just took the Corona North Main line to Union Station this weekend for CicLAvia! I loved bringing along my bike, just wished there was more frequency.
- f) One of the panelists mentioned working with the local region. Above Corona North Main Station there is only one connection to Eastvale/ Jurupa Valley. The only alternative would be trying to find a connecting train Riverside and back to the Corona Station.

Bicycle lanes:

- a) Most streets in Riverside County do not have bicycle lanes. A good project would be to create bicycle lanes on major streets.
- b) I would personally be hesitant to bike straight down Hammer, it could use more protected bike lanes.

Next Steps

The team will create a TOC FAQ based on the questions and answers from the Virtual Open House and plan for Design Workshops to be held in early November.



RCTC TOC Virtual Open House Meeting Notes
Prepared by KPA


NordVPN Connected

Press **Esc** to exit full screen

Panelists

PROJECT TEAM

Jenny Chan, RCTC Project Manager
Sheldon Peterson, RCTC Rail Manager
Ariel Alcon Tapia, RCTC Sr. Management Analyst
Adam Maleitzke, Stantec
Jane Carlson, HR&A
Jessica Padilla-Bowen, KPA



COMMUNITY/ TECHNICAL PARTNERS

COMMUNITY ADVISORY COMMITTEE

TECHNICAL ADVISORY COMMITTEE

DEVELOPER ADVISORY COMMITTEE

STATION COMMUNITIES

00:01:10 / 01:26:50

Speed


Jenny Chan

NordVPN Connected

Panelists

PROJECT TEAM

Jenny Chan, RCTC Project Manager
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Ariel Alcon Tapia, RCTC Sr. Management Analyst
Adam Maleitzke, Stantec
Jane Carlson, HR&A
Jessica Padilla-Bowen, KPA



COMMUNITY/ TECHNICAL PARTNERS

COMMUNITY ADVISORY COMMITTEE

TECHNICAL ADVISORY COMMITTEE

DEVELOPER ADVISORY COMMITTEE

STATION COMMUNITIES


00:01:34 / 01:26:50


Speed


Ariel Alcon Tapia


Project Timeline


WE ARE HERE


 Strategic Plan Launch
Fall 2021

 Visioning, Goals and
Objectives
Fall 2021 - Spring 2022

 TOC Alternatives
Summer 2022

 Preferred TOC Topology
And Recommendations
Fall - Winter 2022

 Draft and Final
Strategic Plan
Spring 2023



RCTC TOC Plan TAC Meeting - City of Riverside

Project/File: RCTC
Date/Time: May 25, 2023 / 10:00AM
Location: Zoom
Next Meeting: TBD
Attendees: Jenny Chan, Jillian Guizado, Lorelle Moe-Luna, Adam Maleitzke, Emily Huang, Amanda Nidelian, Jessica Padilla Bown, Rafael Guzman, Philip Nitollama, Matthew Taylor, Maribeth Tinio, Stephen Fox

Item**Background/Vision****Riverside – Downtown Storymap Presented****Riverside - La Sierra Storymap Presented****Riverside – Hunter Park Station Storymap Presented**

RCTC TOC Plan TAC Meeting - City of Corona

Project/File: RCTC TOC Plan
Date/Time: May 25, 2023 / 8:00AM
Location: Zoom
Next Meeting: TBD
Attendees: Jenny Chan, Jillian Guizado, Lorelle Moe-Luna, Adam Maleitzke, Emily Huang, Amanda Nidelian, Jessica Padilla Bowen, Jay Eastman, Gerardo Sanabria, Sudesh Paul, Rosie Ureno, Justin Tucker, Ashley Zaragoza, Stephen Fox, Suzanne Schwab

Item**Background/Vision****Corona North-Main Storymap Presented**

**Corona North – Main Storymap Concept Feedback – Jay Eastman,
City of Corona Planning Manager**

**Corona North – Main Storymap Concept Feedback: Discussion on
Microtransit, Transit programming, and new improvements as
mentioned by city**

SCAG Questions

Corona – West Storymap Presented

RCTC TOC Plan TAC Meeting (March JPA, County, Moreno Valley)

Project/File: RCTC
Date/Time: June 5, 2023 / 10:30am
Location: Zoom
Next Meeting: TBD
Attendees: Jenny Chan, Jullian Guizado, Sheldon Peterson, Emily Huang, Adam Maleitzke, Amanda Nidelian, Jessica Padilla Bowen, Sean Kelleher, Catherine Lin, Michele Patterson, Melissa Walker, Julie Whitaker, Dan Fairbanks, Dr. Grace Martin, Rodney MicCraine, Jeffery Smith, John Hildebrand, Kevin Tsang

Item**Where We've Been & Existing Plans and Visions****Storymap: Moreno Valley/March Field Metrolink Station presented****Feedback**

RCTC TOC Plan TAC Meeting - City of Perris

Project/File: RCTC
Date/Time: June 8, 2023 / 9:30AM
Location: Zoom
Next Meeting: TBD
Attendees: Jillian Guizado, Lorelle Moe-Luna, Sheldon Peterson, Sandra Salgado, Adam Maleitzke, Amanda Nidelian, Jessica Padilla Bowen, Grace Alvarez, Wendell Bugtai, John Pourkazemi, Ernie Reyna

Item

Background/Vision

Perris – Downtown StoryMap Presented

Perris – South StoryMap Presented

RCTC TOC Study CAC Members

First name	Last name	Title
Gaby	Adame	<i>Assistant Director, Planning & Development, Riverside Unified School District</i>
Monica	Green, Ed.D	<i>President, Norco College</i>
Ladonna	Jempson	<i>President, Friends of Moreno Valley Senior Center</i>
Nanci	Larsen	<i>T-Now, Director of Audience Dev & Admin Mission Inn Foundation</i>
Alex	Lopez	<i>T-Now Member, Field rep, Assemblymember Jose Medina (AD-61)</i>
Camille	Mahant	<i>Greater Riverside T-Now member, Financial Analyst UCR Library</i>
Colin	Markovich	<i>Greater Riverside T-Now, Field Rep Assembly member Sabrina Cervantes</i>
Jessica	Muñoz	<i>Executive Director, Voices for Children Riverside County</i>
Marven	Norman	<i>Exec Dir, Inland Empire Bicycle Alliance</i>
Edward	Ornelas, Jr.	<i>President, Inland Empire Chamber of Commerce</i>
Janice	Penner	<i>Exec Dir, Riverside Downtown Partnership</i>
Tara	Pueschel	<i>TDM Specialist, UCR Transportation & Parking Svcs</i>
Monica	Raygoza	<i>Transportation Scheduler, Corona Norco School District</i>
Wendy	Romero	<i>Pres/CEO Love 4 Life Assoc. (emphasis suicide prevention/bullying)</i>
Bobby	Spiegel	<i>Corona Chamber</i>
Rodolpho	Torres	<i>Vice Chancellor, Research & Econ Dev, UCR</i>
Ignacio	Valdivia	<i>President, Perris Chamber</i>
Jonathan	Vaughn	<i>T-Now Member, CEO Bridging Community Gaps (CBO providing resources to comm)</i>
Kathleen	Wright	<i>Friends of the Corona Library</i>
As of 7-11-22		

RCTC TOC Study DAC Members

Developer/Broker Name	Affordable or Market Rate	Product Type	Active in Inland Empire	Example Project	Contact
Abode Community Housing	Affordable	Residential	Yes	Working on a Corona project	Robin Hughes / Sara Tsai
Arteco Partners	Market Rate	Adaptive Reuse Retail	Yes	Riverside Food Lab	Jerry Tessier
Chelsea	Affordable	Mixed Use/Multi Family	Unsure		Tim Baker, Colleen Edwards, Senior Development Managers
Creative Housing Associates	Market Rate	TOD	Yes	Mission Meridian South Pasadena	Michael Dieden
Duke Realty	Market Rate	Industrial	Yes	10415 8TH STREET, Rancho Cucamonga	Collin Phillips
Evergreen Devco	Market Rate	Retail and MF	Yes	Redlands Packing House	Bryan Lamond
Fairfield Residential	Affordable and market rate	Housing	Yes	HENSLEY AT CORONA POINTE	Michelle Lord
Integrity Housing		Housing		The Commons	Anjela Ponce
IDI Logistics	Market Rate	Industrial	Yes	Sketchers Warehouse in IE	Sarah Catz, Vectis Strategies is consultant w/ IDI Logistics
Jamboree	Affordable, TOD, workforce	Residential	Yes	High Grove Blossom, Riverside	Tish Kelly, VP Housing Development
Kingdom Development Inc.	Affordable	Residential	Yes		William & Rusty Leach
LAB Holdings	Market Rate	Retail	Yes	Plan for Corona Mall	Chris Bennett
Lennar	Market Rate	Residential	Yes	Sierra Bella, Corona	Rick Keller
Lewis Group of Companies	Market Rate	Suburban Subdivision	Yes	The Resort Rancho Cucamonga	Randall Lewis
Lincoln Properties	market Rate	Mixed Use/Multi Family	No		Rob Kane
Olson Company	Market Rate	Housing	No		Todd Olson, Alternative: Phil Lam, Director of Acquisitions
Palm Communities	Affordable and supportive	Residential	Yes	Cedar Glen Apts, Riverside	Dan Horn, CEO
Realm Real Estate	Market Rate	TOD	Yes	Misson Lofts Riverside	Darrin Olson
REDA	Market Rate	Industrial	Yes	Ontario Ranch Logistics Center	Jeff Johnston
Riverside Housing Development Corp.	Affordable	Single & multi-family	Yes	Orange Blossom Apts., Hemet	Bruce Kulpa, Exec Dir
Safran & Associates	Affordable and market rate	Housing	Yes	Corona Villas	Thomas Safran, Jordan Pynes Pres, Tyler Monroe, VP Development
Toll Brothers	Market Rate	Mixed Use/Multi Family	Unsure	Oceanside TOD	Michael Winter
Watt Companies	Market Rate	Mixed Use/Multi Family	Yes	Highline Upland	Allison Lynch
Updated 7/12/22					
Attended one-on-one mtg w/ project team					

RCTC TOC Plan TAC Members

City of Riverside	First Name	Last Name
<i>City Traffic Engineer</i>	Phillip	Nitollama
<i>Senior Planner</i>	Matthew	Taylor
City of Corona		
<i>Public Works Director</i>	Savat	Khamphou
<i>Planning Manager</i>	Jay	Eastman
<i>Associate Engineer</i>	Gerardo	Sanabria
<i>Housing & Transit Manager</i>	Cynthia	Lara
<i>Transportation Planning Supervisor</i>	Sudesh	Paul
<i>Economic Development Administrator</i>	Ashley	Zaragoza
City of Moreno Valley		
<i>Econ Dev Manager</i>	Michele	Patterson
<i>Senior Planner</i>	Chris	Ormsby
<i>Planning Division Manager</i>	Sean P.	Kelleher
<i>Engineer</i>	Melissa	Walker
City of Perris		
<i>City Manager</i>	Clara	Miramontes
<i>Asst. City Manager</i>	Wendell	Bugtai
<i>Director of Development Services</i>	Kenneth	Phung
<i>Public Works</i>	Stuart	McKibbin
County of Riverside		
<i>Senior Civil Engineer, Transportation Dept</i>	Kevin	Tsang
<i>Administrative Services Manager</i>	Michael "Nick"	Zornes
<i>Deputy Director, Redevelopment Agency County of Riverside</i>	Leslie	Trainor
Riverside Transit Authority		
<i>CEO</i>	Kristin	Warsinski
<i>Planning & Programming</i>	Jennifer	Nguyen
Metrolink		
<i>Director of Planning & Dev</i>	Roderick	Diaz
<i>Planning Manager</i>	David	Huang
Amtrak		

<i>Senior Manager, Gov't Affairs</i>	Alex	Khalfin
March JPA		
<i>Principal Planner</i>	Jeff	Smith
WRCOG		
<i>Program Manager</i>	Chris	Tzeng
SCAG		
<i>Regional Planner</i>	Stephen	Fox

As of 7/12/22

APPENDIX C

POP-UP EVENT SUMMARY AND MATERIALS

El-Grito Pop-up Event Summary

Location: Moreno Valley Civic Center Amphitheater

Date: September 15, 2022 5PM-10PM

Outreach staff: Emily Huang (Stantec), Xavier Sibaja (KPA)

Summary prepared by: Emily Huang

Event Overview

On Thursday, September 15, 2022, the RCTC TOC Strategic Plan team partnered with Arellano & Associates at the El Grito community event to engage with community members regarding Metrolink safety and the TOC Strategic Plan. Two boards containing project background information and goals as well as Moreno Valley/March Field – Station specific content were displayed by the RCTC table. 73 individuals came to our booth. 64 were Spanish speakers, 9 were English Speakers.

All materials were provided in English and Spanish. The majority of event attendees spoke Spanish as their primary language, and Xavier assisted with Spanish translations.

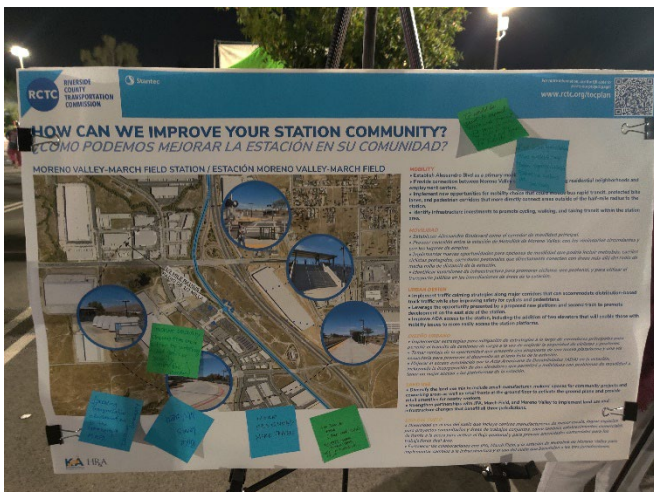
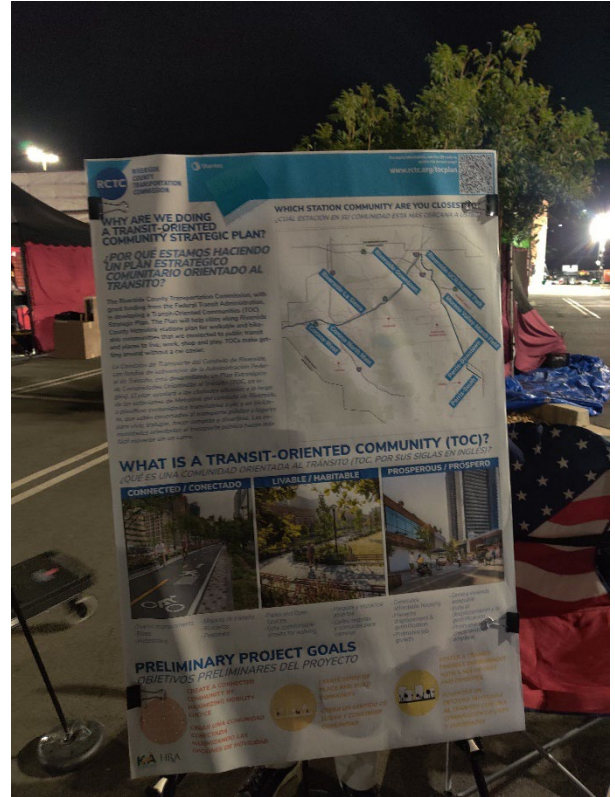
Key Takeaways

The majority of community members we spoke with were unaware that there was a station near Moreno Valley, but expressed their interest in learning more about the station and the project. One attendee mentioned that they were uncertain if they were allowed access to the station since it is within March JPA jurisdiction. Several community members also shared that they were unsure which Metrolink lines to take to reach their destinations, and how to ride the train in general. A couple of people who have ridden Metrolink before expressed a desire for more trains and increased frequency throughout the week and weekends. A few comments regarding safety around the station area were also uplifted. Since the majority of event attendees we engaged with weren't aware of the station itself, we invited community members to write down general suggestions that could potentially encourage ridership instead of specific physical improvements around the station area.

Comments on sticky notes:

- Spreading transportation information to the community about the Moreno Valley / March Field Station; inform community
- Improve security around the area either by installing ticket gates or security
- Bike lanes MV area
- More frequent/more trains
- San Juan de Ariza (bike lane/trail) Located near Potrero Park off of Kitching Street
- It would be great to expand Metrolink transit. I'd love to take my kids on the train & not have to drive!!!
- More security at stations; more available times; bigger signage/visibility of where the stations are. Love riding
- E-bike chargers

Photos from the event:





UCR Pop-up Event Summary

Location: University of California, Riverside

Date: September 28, 2022 11AM-1PM

Outreach staff: Emily Huang (Stantec), Xavier Sibaja (KPA)

Partnership with Arellano Associates & UCR Transportation Services

Summary prepared by: Emily Huang

Event Overview

On Wednesday, September 29, 2022, the RCTC TOC Strategic Plan team partnered with Arellano & Associates and UCR Transportation Services at UCR's fall "Nooners" event to engage with the student body regarding Metrolink safety, RTA bus services, and the TOC Strategic Plan. Two boards containing project background information and goals as well as Riverside - Hunter Park / UCR station specific content were displayed by the RCTC table. In total, the team engaged with 41 attendees.

All materials were provided in English and Spanish. All event attendees spoke English as their primary language.

Key Takeaways

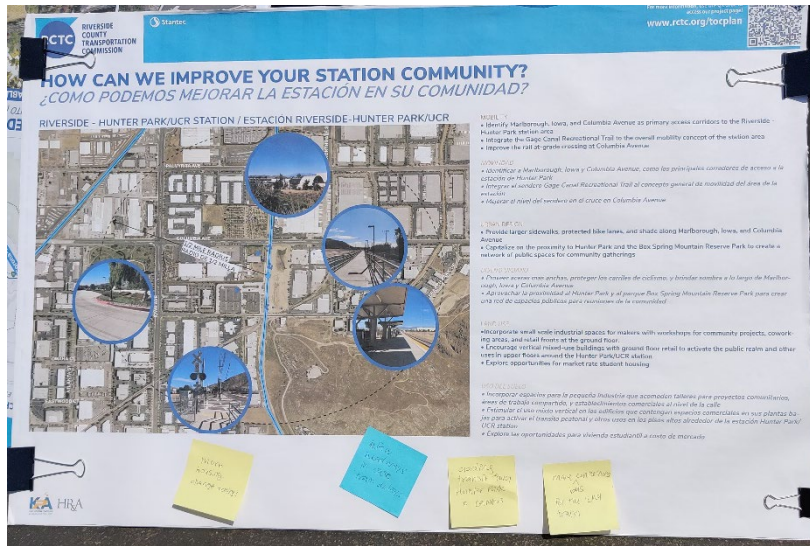
The majority of students we spoke with were freshman who were unaware that there were two Metrolink stations near UCR. We encouraged new students to download the app to receive two free tickets to ride Metrolink, and generally discussed destinations they'd like to travel to, and what would encourage them to ride the train. All the students we engaged with expressed interest in learning more about Metrolink and RTA bus services to get to and from school, as well as travel to LA and Orange County. Flyers promoting the design workshops were distributed to those interested in learning more about the project.

There were a two upperclassmen who took Metrolink regularly to campus and were excited to hear about the project and potential Metrolink improvements. They shared concerns regarding train delays and missing RTA bus connections to campus. They also voiced interest in more affordable student housing near the stations. One student lived close to the Hunter Park/UCR Station and was looking forward to a shuttle or bus service between the station and campus. Another student expressed gratitude for the train, since her father has started to rely Metrolink for his commute due to a medical condition. Students we engaged with who have taken Metrolink have all boarded from the Downtown-Riverside station.

Comments on sticky notes:

- More bus connections from the second train
- Adding transit from Hunter Park to campus
- Few headways in case of train delays
- More housing. Change zoning?

Photos from the event:





**RIVERSIDE
COUNTY
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TRANSIT-ORIENTED COMMUNITIES Strategic Plan

Pop-up Event #1

Date/Time: Monday, August 8, 5-8 p.m.

Location: Corona Night Market, Circle City Center, 365 N. Main St.

Approximate # of community members team connected with: 32

Themes/concerns from attendees

- Need to educate about TOCs and their benefits
- Need to educate on stations and their routes
- Concerns expressed re: bike lanes taking up extra space on road and causing traffic
- Most people interested in safer biking routes to get to stations
- Concerns expressed about safety using transit, which deters people from using it
- Concerns about inconsistent service and/or long wait times for service
- Concerns about first-last mile connections and convenience or habit of driving a car
- Those who used station expressed enjoyment with route to Oceanside
- Appreciation expressed for improving these station areas through more mobility options and specifically a better sense of landscaping for shading and aesthetics
- Request to possibly expand the school bus system, and a need for education for students/parents on how to use their transportation systems for their day-to-day route to school

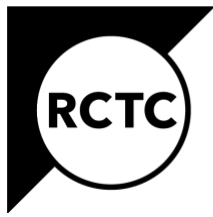
Main questions received

- What are TOCs?
- Where are the station areas?
- Where can you go to from the station?
- What are bus routes to the stations?

Photos

<https://www.dropbox.com/sh/hmqkmp7s1uxf4xo/AADHfI9R5IVmEU05xVHdZCQXa?dl=0>





**RIVERSIDE
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TRANSIT-ORIENTED COMMUNITIES Strategic Plan

Perris Artwalk Pop-up Event Summary

Location: Downtown Perris

Date: October 28, 2022, 3PM-6:30PM

Outreach staff: Amanda Nidelian (Stantec), Xavier Sibaja (KPA)

Summary prepared by: Amanda Nidelian

Event Overview

On Friday, October 28, 2022, the RCTC TOC Strategic Plan team attended the Perris Artwalk community event to engage with community members regarding the TOC Strategic Plan. Outreach boards containing project background information and goals as well as Perris station-specific content were displayed at the RCTC table. In total, the team engaged with over 30 attendees.

All materials were provided in English and Spanish. Most event attendees spoke English as their primary language.

Key Takeaways

Most of those who stopped by the booth had never used Metrolink before, but others were extremely familiar with using the train's services. Those who have used the train mentioned that they wanted more frequent headways and later trains that would run until late night. They also mentioned that having more development near the station would be a good addition within the Perris Downtown area. Other than that, most who stopped by had never used the train and that there was no specific reason that they hadn't been on the train, just that they never had a need to use it. Within the Downtown Perris area, it was mentioned a few times that the addition of more community events, just like the Art Walk, should be prioritized and happen more often. There were also some City of Corona community members that drove down for the event and were unaware that the train stopped in Perris Downtown.

There was a lot of discussion with parents of young children at the event. When discussing Perris South, many said that the addition of more hiking/biking trails for kids is of interest and the ones that are present within the community already need to be better kept. Suggestions for the area ranged from requesting more open space and trails, to mixed-use residential developments and mid-density housing.

Comments submitted

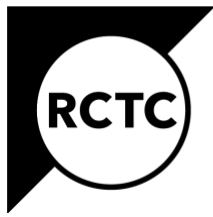
(Perris Downtown) More Artwalks

(Perris Downtown) More Lines every 30 minutes & late night
(Perris Downtown) More parks/better kept
(Perris Downtown) more community events
(Perris Downtown) More community events!
(Perris Downtown) More trails
(Perris Downtown) More housing near transit
(Perris Downtown) Trees for shading
(Perris South) addition of Residential Developments (specified mid density & mixed-use)
(Perris South) High density mixed-use
(Perris South) Trails for Kids

Photos







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TRANSIT-ORIENTED COMMUNITIES Strategic Plan

Riverside Art & Music Festival Pop-up Event Summary

Location: White Park, Downtown Riverside

Date: September 24, 2022, 2PM-7PM

Outreach staff: Adam Maleitzke (Stantec), Jessica Padilla Bowen (KPA)

Partnership with Arellano Associates presenting train track safety info

Summary prepared by: Jessica Padilla Bowen

Event Overview

On Saturday, September 24, 2022, the RCTC TOC Strategic Plan team partnered with Arellano & Associates at the Riverside Art & Music Festival community event to engage with community members regarding the TOC Strategic Plan and Metrolink train track safety. Four boards containing project background information and goals as well as UCR/Hunter Station/Downtown Riverside– Station specific content were displayed at the RCTC table. In total, the team engaged with over 70 attendees.

All materials were provided in English and Spanish. Most event attendees spoke English as their primary language.

Key Takeaways

The majority of attendees said they did not take Metrolink. Main reasons were they were retired and no longer commuting, they prefer the privacy or convenience of driving, Metrolink doesn't go where they like to go, or they work from home. Many of those who did not ride said they appreciated knowing about the plan since they knew others who did ride Metrolink, or they like to know what's happening in their community. Those who did use Metrolink mainly reporting using it to get to the beach, with a handful who were very familiar with the Riverside stations due to commuting from those stations.

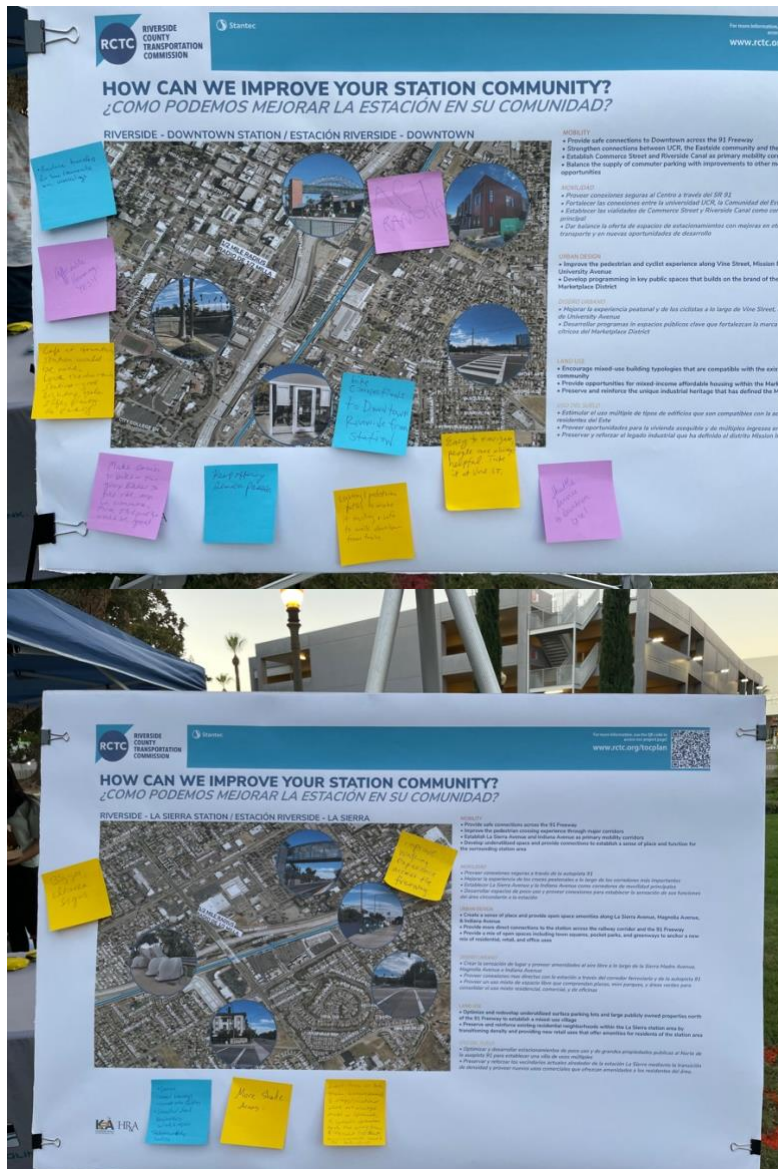
Verbal comments made included the belief all transit should be free, a concern that biking around the Hunter Station is "sketchy" and feels unsafe, and that in Austria, where the attendee was from, the trains have plenty of space for bikes and luggage to encourage use and she suggested the same for America. Someone also shared the following concern: "Last time we took the train, announcements of train stations/locations were made in Spanish only sometimes. A Spanish-speaker took the wrong train and learned too late. Announcements need to be bilingual."

Comments on sticky notes

- Bigger and clearer signs would be helpful
- Better signage is needed at stations, like at the airport. Easier to know when to get on/off, schedule easier to understand.
- Improve walking experience across the freeway
- More shade areas
- For Corona: connect bikeways, connect bike facilities, connect with local businesses with bike repair, pedestrian/bike centric

- ## Photos





APPENDIX D

OUTREACH MARKETING MATERIALS

Riverside County Transportation Commission · August 23, 2022 · 🌐

Reminder: Join us for a virtual Open House tonight at 5:30 p.m. to share your ideas and learn more about our Transit-Oriented Communities Strategic Plan. TOCs make it easier to get around without a car by connecting public transit to walkable and bikeable communities. Together, we can improve the quality of life in #RiversideCounty. 🚶🚲

Learn more: https://www.rctc.org/.../2022/08/RCTC_TOC_Open_House.pdf

County of Riverside - Government



**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

TRANSIT-ORIENTED COMMUNITIES Strategic Plan



Riverside County Transportation Commission · August 30, 2022 · 🌐

Thank you to all who participated in last week's Transit-Oriented Communities Strategic Plan virtual open house. We had a lively discussion about transit, development, and our communities along the @Metrolink 91/Perris Valley Line. Check out the presentation and recording of the open house at <https://www.rctc.org/transit-oriented-communities.../>

City of Corona - City Government
City of Perris - Government
The City of Moreno Valley Gover... See more



TRANSIT-ORIENTED COMMUNITIES Strategic Plan



Riverside County Transportation Commission · August 15, 2022 · 🌐

Help us plan transit-oriented communities! RCTC is developing a Transit-Oriented (TOC) Strategic Plan to help cities connect local Metrolink stations with walkable communities. TOCs make it easier to get around without a car. 🚶🚲

Join us August 23 at 5:30 p.m. on Zoom to learn more about the Strategic Plan ideas.

Learn more: <https://www.rctc.org/toc-events>



0:18 / 1:00

RCTC.ORG
RCTC TOC

6

Riverside County Transportation Commission · August 10, 2022 · 🌐

RCTC is hosting a virtual Open House on August 23 to hear ideas for our Transit-Oriented Communities Strategic Plan. Let's talk about how you would design a walkable, bikeable community. 🚶🚲

Learn more: [rctc.org/tocplan](https://www.rctc.org/tocplan)

City of Corona - City Government / City of Perris - Government / The City of Moreno Valley Government / City of Riverside, CA - City Government ... See more



**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

TRANSIT-ORIENTED COMMUNITIES Strategic Plan



D1



TRANSIT-ORIENTED COMMUNITIES Strategic Plan

Help Us Create Transit-Oriented Communities!

Login to our virtual Open House on August 23 to share your ideas

The Riverside County Transportation Commission, with grant funding from the Federal Transit Administration, is developing a Transit-Oriented Communities (TOC) Strategic Plan. The Plan will help cities along Riverside County Metrolink stations plan for walkable and bikeable communities that are connected to public transit and places to live, work, shop and play. TOCs make getting around without a car easier.

TUESDAY, AUGUST 23 - 5:30 to 7 p.m.

Hosted via Zoom

Join online: <https://bit.ly/TOCopenhouse>

Join by phone: 669-444-9171

Webinar ID: 850 9606 9556 | Passcode: 813220

Everyone is welcome. A Spanish simulcast will be available.

- Learn more about the Strategic Plan
- Share your ideas to increase pedestrian and bicyclist safety and connections, and ways to promote development of residential, commercial and civics spaces near transit
- Help us enhance mobility and improve quality of life for residents
- Meet the project team and ask questions

The Strategic Plan focuses on the Metrolink stations in the cities of Corona, Riverside, and Perris and County of Riverside that serve the 91/Perris Valley Line and key corridors within a five-mile radius of each station.

We will be in your neighborhood and look forward to connecting with you! Check out rctc.org/toc-events for dates and locations or scan the QR code below.





TRANSIT-ORIENTED COMMUNITIES Strategic Plan

¡Ayúdenos a crear comunidades orientadas al tránsito!

Únase a nuestra reunión virtual el 23 de agosto y comparta sus ideas

La Comisión de Transporte del Condado de Riverside, con fondos de subvención de la Administración Federal de Tránsito, está desarrollando un Plan Estratégico de Comunidades Orientadas al Tránsito (TOC, en inglés). El plan ayudará a las ciudades situadas a lo largo de las estaciones de Metrolink del condado de Riverside a planificar comunidades transitables a pie y en bicicleta que estén conectadas al transporte público y lugares para vivir, trabajar, hacer compras y jugar. Las comunidades orientadas al transporte público hacen más fácil moverse sin un carro.

MARTES 23 DE AGOSTO - 5:30 a 7 p.m.

A través de Zoom

Únase en línea: <https://bit.ly/TOCopenhuse>

Únase por teléfono: 669-444-9171

ID del seminario web: 850 9606 9556 | Código de acceso: 813220

Todos son bienvenidos. Estará disponible una transmisión simultánea en español.

- Conozca más sobre el Plan Estratégico
- Comparta sus ideas para aumentar la seguridad y las conexiones para peatones y ciclistas, y formas de promover el desarrollo de espacios residenciales, comerciales y cívicos cerca del transporte público
- Ayúdenos a mejorar la movilidad y mejorar la calidad de vida de los residentes
- Conozca al equipo del proyecto y haga preguntas

El Plan Estratégico se enfoca en las estaciones de Metrolink en las ciudades de Corona, Riverside y Perris y el Condado de Riverside que dan servicio a la Línea 91/Perris Valley y corredores clave dentro de un radio de cinco millas de cada estación.

¡Estaremos en su vecindario y esperamos conectarnos con usted!
Visite rctc.org/es/toc-events para fechas y ubicaciones o escanee el código QR a continuación.





Cost: Funded by a \$700,000 Federal Transit Administration grant and matching funds from RCTC

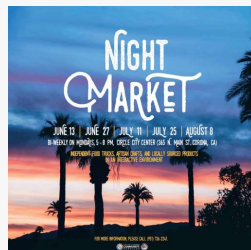
HOJA INFORMATIVA EN ESPAÑOL

The Riverside County Transportation Commission, with grant funding from the Federal Transit Administration, is developing the Transit-Oriented Communities Strategic Plan. The Strategic Plan will focus on the eight Metrolink stations that serve the 91/Perris Valley Line and key corridors within a five-mile radius of each station.

- Increased pedestrian and bicycle safety
- Facilitating first and last mile connections
- Promoting housing development and employment opportunities near transit centers
- Improving the quality of life for residents and
- Enhancing Mobility



TOC STRATEGIC PLAN EVENTS



Corona Night Market—Circle City Center

Date: Monday, August 8, 2022

Time: 5 p.m. to 8 p.m.

Location: 365 N. Main Street, Corona



Virtual Open House

Date: Tuesday, August 23, 2022

Open House Recording

Presentation (English)

Presentation (Spanish)



Moreno Valley El Grito 2022

Date: Thursday, September 15, 2022

Time: 5 p.m. to 10 p.m.

Location: 14075 Frederick Street, Moreno Valley



Riverside Art & Music Festival

Date: Saturday, September 24, 2022

Time: 2 p.m. to 7 p.m.

Location: White Park, 3936 Chestnut St. Downtown Riverside

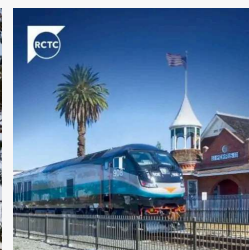


University of California, Riverside

Date: Wednesday, September 28, 2022

Time: 11 a.m. to 2 p.m.

Location: UC Riverside Bell Tower



Perris Artwalk

Date: Friday, October 28, 2022

Time: 3 p.m. to 10 p.m.

Location: Perris Depot, 120 W. 4th st., Downtown Perris

APPENDIX E

BEST PRACTICES REPORT

TOC STRATEGIC PLAN BEST PRACTICES REPORT



PROJECT SCOPE

The Transit-Oriented Communities (TOC) Strategic Plan (The Plan) is a resource for communities along the eight Metrolink stations along the 91/Riverside and 91/Perris Valley corridors within Riverside County as they implement transit-oriented communities.

WHAT WE HOPE TO ACCOMPLISH

The goals of the TOC Strategic Plan are to support local economic development, increase Metrolink ridership, and decrease auto trips; these latter two goals in particular help address local and regional traffic congestion. The Plan will provide a regional planning framework that builds upon existing regional or local jurisdictions' Transit-Oriented Development (TOD)-friendly planning efforts and provides guidance to accelerate public and private investment within the five-mile radius of each station.

RCTC ROLE

The Riverside County Transportation Commission (RCTC) delivers transportation solutions that improve the quality of life and business climate in Riverside County, California. It oversees funding

and coordination of all public transportation services within Riverside County. RCTC has secured funding from the Federal Transportation Administration's (FTA) TOD Pilot Program and is leading the development of the plan in partnership with corridor communities.

STAKEHOLDERS

A public engagement process supports the Strategic Plan effort. It is dedicated first and foremost to identifying the specific needs, desires and interests of the communities surrounding each of the eight station areas. The Plan proposes solutions that preserve the best elements of each of the communities and enhance their well-being, while allowing the benefits of TOC strategies to take root and flourish.

To that end, an extensive communication and public engagement has been established, with the objective of reaching out to and hearing the views of communities and key stakeholders at various stages of the planning process.

STRATEGIC PLAN SCOPE

The TOC Strategic Plan for each station is composed of five major sections.

1. STATION AREA PROFILES

This section analyzes the current urban conditions and identifies opportunities and constraints.

2. PUBLIC ENGAGEMENT SUMMARY

This section provides highlights of the public engagement process and the contribution to the planning process.

3. CORRIDOR-WIDE TOC VISION

This section provides the vision statement, goals and objectives developed for the entire corridor that will coherently guide subsequent interventions.

4. STATION AREA TOC TYPOLOGIES

This section sets out the area-specific vision, identifies key redevelopment sites, and makes recommendations.

5. IMPLEMENTATION AND POLICY FRAMEWORK PLAN

This section identifies implementation strategies that will catalyze context-specific and market-sensitive solutions.

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1. INTRODUCTION

SUMMARY

BEST PRACTICES

The purpose of the Transit-Oriented Communities Best Practices Report (Best Practices Report) is to examine commuter rail corridors around the United States and identify examples of successfully-implemented transit-oriented communities that can be applied to the 91/Perris Valley Line corridor. The Best Practices Report will help support the development of the Transit Oriented Communities (TOC) Strategic Plan (TOC Plan) by integrating universal best practices tailored to the Inland Empire's unique urban and economic context.

The Best Practices Report can help guide regional planners, transit agencies, and local government to integrate innovative and practical approaches to zoning, multi-modal standards, affordable housing, gentrification mitigation, financing, first/last mile connections, value capture strategies, and developments of opportunity zones. In addition to case studies from out-of-state transit agencies, this Report will also analyze TOD effectiveness of recent development locally on the 91/Perris Valley Line, including Riverside – La Sierra, Riverside – Downtown, and Corona – North Main.

OVERVIEW OF OBSERVED BARRIERS

Through a collaborative process, the TOC Strategic Plan project team assessed existing conditions along the 91/Perris Valley Line to identify the most prominent barriers to development prevalent within each station area. The project team also conducted a corridor-wide site visit to all eight stations. The Best Practices Report consists of case studies from local and regional transit agencies including Metrolink, MetroTransit (Minneapolis-St. Paul) Denver Regional Transit District (RTD), Metro Transit, and Utah Transit Authority (UTA), and discuss success stories and strategies that have overcome issues associated with each barrier.

The barriers that were observed among the eight stations along the 91/Perris Valley Line are shown in the matrix on the following page, and are discussed below:

Parking and traffic: Large surface parking lots and parking structures (at some stations) dominate the majority of stations along the 91/Perris Valley Line, encouraging auto-oriented travel modes. Currently, over 90% of trips to most stations are completed by passenger vehicle, meaning that in

the short term, increases in ridership may need to be offset by new parking facilities. Parking facilities are expensive to construct and difficult to convert to other, more productive land uses. In the long term, there is an opportunity to transition land uses and improve first/last mile infrastructure near the station to promote pedestrian and cyclist activity. This will reduce the overall demand for commuter parking spaces and reduce traffic congestion near the station. Traffic and fast vehicle speeds along major arterials and highways surrounding the station also discourage active modes of transportation, especially around station areas that are more industrialized.

Limited headways and frequency: As of April 2022, the 91/Perris Valley Line operates five trains traveling inbound and seven trains traveling outbound between Los Angeles Union Station and South Perris. Two trains traveling outbound terminate at Riverside – Downtown Station. There is typically a waiting period of 45 minutes between each train. On the weekends, the 91/Perris Valley Line operates four trains, with two traveling inbound and two traveling outbound. To help facilitate TOD and increase ridership, operational improvements to service and frequency will need to be considered.

First/last mile gap: The first and last mile refers to the journey and mode of transportation taken between the transit station and an individual's destination, whether that be work or home. There are significant first/last mile gaps between stations and major destinations along the 91/Perris Valley Line, due to limited service coverage provided by local transit agencies, as well as minimal pedestrian and bicycle infrastructure surrounding the station area.

Community concerns: Historically, there has been some concern from the community regarding new transit-oriented development projects. Within the Riverside – Downtown station area, gentrification and lack of affordable housing is a top concern. Residential development around the Riverside – Hunter Park/UCR Station also have been negatively viewed by existing residents due to concerns around noise and traffic.

Coordination between stakeholders: A primary goal of the TOC Strategic Plan is to foster collaboration among the jurisdictions representing the 91/Perris Valley line corridor. The intent is to leverage resources and identify regionally-significant investments and policy changes to

support the development of TOCs. The project is also supported by three advisory committees, including a committee with community and CBO representation, to focus on issues of displacement, gentrification, economic development, and other concerns.

Site planning and urban design: Major barriers surrounding TOD along the 91/Perris Valley Line corridor involve limited opportunities for new development, such as awkwardly-shaped parcels, existing buildings, and a fragmented urban fabric that discourages active transportation.

METROLINK COMMUTER RAIL SYSTEM



METROLINK COMMUTER RAIL SYSTEM

SOURCE: OCTA

91/PERRIS VALLEY LINE BARRIER MATRIX

The matrix below displays the barriers and where they were observed during a site visit among the eight stations along the 91/Perris Valley Line. As previously discussed, several stations share multiple barriers to development. Limited headways and frequency as well as first/last mile gaps are barriers prevalent across all eight stations on the 91/Perris Valley Line corridor.

	Corona - West	Corona - North Main	Riverside - La Sierra	Riverside -Downtown	Riverside - Hunter Park/UCR	Moreno Valley - March Field	Perris - Downtown	Perris - South
Parking and traffic			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Limited headways and frequency	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
First/last mile gaps	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Community concerns				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Coordination between multiple stakeholders	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Site planning and design	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	

CASE STUDIES BARRIER MATRIX

Based on the barriers that we have observed along the 91/Perris Valley Line corridor, we have identified a number of successful economic development and mobility strategies prepared for other, similar commuter rail stations throughout North America that have addressed these issues and other barriers to redevelopment.

	Olde Town Arvada Station (RTD)	61st and Pena Station (RTD)	Fullerton Station (Metrolink)	South Jordan Station (UTA)	Ramsey Station (MetroTransit)	Riverside - La Sierra (Metrolink)	Corona - North Main (Metrolink)	Riverside - Downtown (Metrolink)
Parking and traffic	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					
Limited headways and frequency				<input checked="" type="checkbox"/>				
First/last mile gaps				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Community concerns			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Coordination between multiple stakeholders			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Site planning and design		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Page Numbers	10	12	14	16	18	20	22	24

2.

CASE STUDIES



OLDE TOWN ARVADA STATION - RTD

OVERVIEW

Olde Town Arvada station is located along the Gold/G-Line in Denver, Colorado and began operating in 2019. Considered the “heart” of the G-Line, it has recently adopted an urban renewal plan with TOD projects underway. This includes the Residences and the Shops at Olde Town Station, a mixed-use development featuring 252 multifamily units, a hotel, retail, and dining on an existing park-n-ride, which is replaced by the new Olde Town Transit Hub parking structure.

APPLICABLE STATIONS

- **PERRIS - SOUTH**
- **PERRIS - DOWNTOWN** ■
- **MORENO VALLEY - MARCH FIELD** ■
- **RIVERSIDE - HUNTER PARK / UCR** ■
- **RIVERSIDE - DOWNTOWN** ■
- **RIVERSIDE - LA SIERRA** ■
- **CORONA - NORTH MAIN** ■
- **CORONA - WEST**

STRATEGIES

TRANSIT AND PEDESTRIAN ACCESS

RTD developed [Transit Access Guidelines](#) in 2009, which analyzes travel characteristics of RTD patrons to achieve an “optimal balance of access to the transit system”. The access guidelines and standards:

- Establishes a hierarchy for access that prioritizes pedestrians over single-occupancy vehicles
- Lists guidelines for bus transfer, auto, pedestrian and bicycle access.
- Details which agency is responsible for enforcing standards

In 2001, the City completed the Ralston Road improvement project north of the station, including pedestrianized gathering spaces and improved access for cyclists.

PARKING MANAGEMENT

In an effort to create more housing and revitalize Olde Town Arvada, the City implemented a managed parking plan to limit parking supply by replacing surface lots with on-street parking and parking structures. Managed parking strategies include:

BARRIERS ADDRESSED

■ PARKING AND TRAFFIC

- Shared parking between uses or parking management district can reduce parking need by up to 25%
- Including on-street parking in requirement count to reduce parking as a land use
- Locate parking facilities behind building facades
- Design of parking should complement streetscape design and circulation

A multi-screen movie theater is located directly adjacent to the Olde Town station, taking advantage of weekend and evening parking supply available outside of peak commuter times. Similar, complementary land uses should be considered near the station to take advantage of the parking resource. RCTC could consider near-term shared use agreements with adjacent owners to generate revenue and promote active use of the station throughout the week.

OUTCOME

By consolidating parking, underutilized surface lots became an opportunity for development. The Residences is anticipated to generate \$28M in sales and property tax increment. The new Olde Town Transit Hub replaced 9-acres of a park-n-ride by providing 400 parking spaces for RTD, 200 parking spaces for Olde Town, a bus transfer station, and three public plazas.



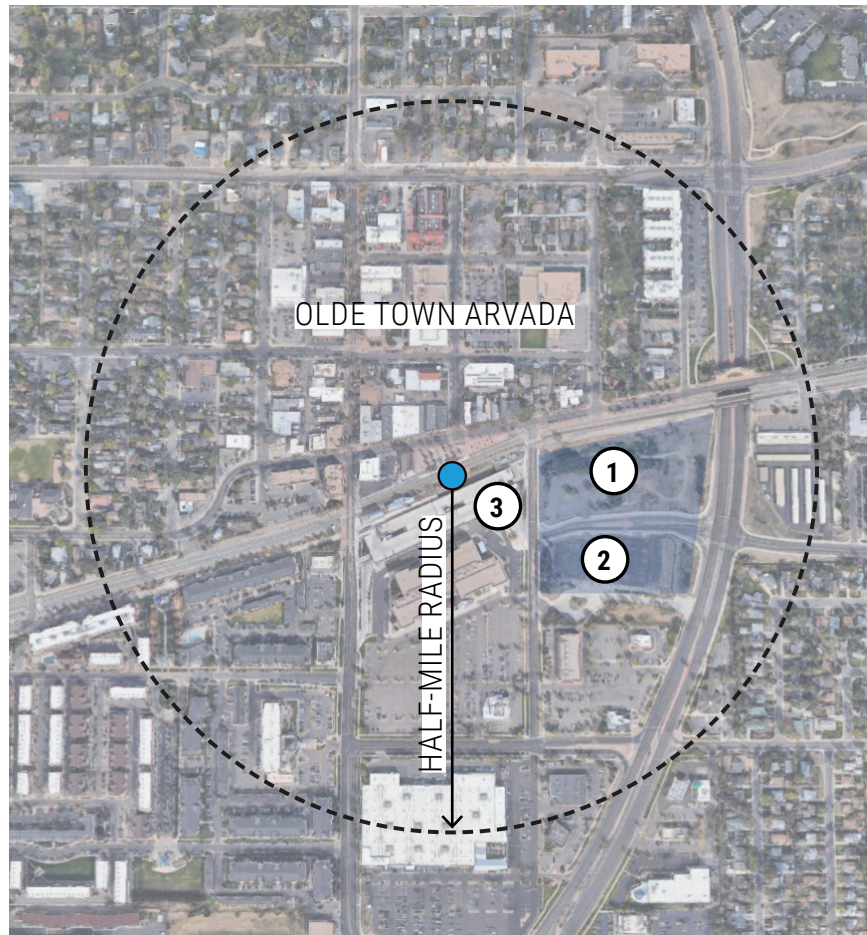
THE RESIDENCES AT OLDE TOWN
SOURCE: ARVADA URBAN RENEWAL



SHOPS AT OLDE TOWN
SOURCE: ARVADA URBAN RENEWAL



NEW TRANSIT HUB
SOURCE: RTD



OLDE TOWN ARVADA STATION AREA
SOURCE: GOOGLE EARTH 2021

TAKEAWAYS

- Establishes a set of transit access standards to be implemented across the corridor.
- Prioritizes multi-modal access and connectivity during the design and redevelopment phase by examining existing trends.
- Adds or improves wayfinding signage, pedestrian bridges for direct connections, street improvements, pathways designated to pedestrians and cyclists
- Designs parking structures that are integrated into the building façade to preserve human scale
- Includes shared parking strategies to reduce the demand for commuter parking and make available more land for more productive uses
- Shared-use parking agreements with complementary, nearby land uses could generate a revenue stream for RCTC.

RTD 61ST AND PENA STATION - RTD

OVERVIEW

61st & Pena Station is located in the East Corridor Rail Line on the RTD A Line and is known as Denver airport's "gateway area." The station falls within the far northeast neighborhood, currently undergoing development for [Pena Station NEXT](#), a master planned community over 200 acres in size. It is envisioned to be Denver's new transit-oriented smart city featuring autonomous vehicles and smart technology.

APPLICABLE STATIONS

- **PERRIS - SOUTH**
- **PERRIS - DOWNTOWN** ■
- **MORENO VALLEY - MARCH FIELD**
- **RIVERSIDE - HUNTER PARK / UCR** ■
- **RIVERSIDE - DOWNTOWN** ■
- **RIVERSIDE - LA SIERRA** ■
- **CORONA - NORTH MAIN** ■
- **CORONA - WEST** ■

STRATEGIES

SUBURBAN RETROFIT

The [Far Northeast Area Plan](#) encompasses 16.5 square miles of land that includes 61st and Pena station. The plan highlights strategies aimed to combat development limitations that result from existing rural or suburban land use and built form. This includes:

- Retrofitting existing centers and corridors by converting parking lot drive aisles into streets
- Filling in underutilized lots within infill development fronting street network
- Providing smooth transitions between land use and height to the surrounding neighborhood
- Incorporating pedestrian bike and transit infrastructure to support retrofitting efforts
- Rezoning strategy – revising permit fee structures and providing relief from restrictive PUDs

CONNECTIVITY

The [61st and Pena Station Area Plan](#) stresses the importance of a comprehensive, multi-modal approach to connectivity in transit planning and fostering accessible and inclusive communities.

BARRIERS ADDRESSED

■ SITE PLANNING AND DESIGN

Concepts and recommendations for the station area include:

- Creating "Living Streets" that capitalize on infrastructure improvements, integrates complete streets, and incorporates green infrastructure into streetscapes
- Connecting regional and local bike facilities and supporting buses accessing the station
- Support facilities that improve multi-modal access from the station to civic amenities like schools, recreation centers, and libraries

OUTCOME

The goal of the station area planning efforts was to identify a variety of ways to create walkable and sustainable development despite existing constraints. The vision of the Far Northeast Area Plan and Pena Station NEXT aims to expand further than the station area in order to create a cohesive, well-articulated urban network.

Completed in 2019 with 218 units, the multi-family apartment complex Elevate at Pena Station is part of the first phase in Pena Station NEXT. Upon build out, Pena Station NEXT will include 1.5 million square feet of office space, 500,00 sf of retail, and over 2,500 residential units.



ELEVATE AT PENA STATION
SOURCE: MGL PARTNERS



EXISTING CONDITIONS - RETAIL CENTER
SOURCE: FAR NORTHEAST AREA PLAN



**RETROFIT LONG-TERM - COMMERCIAL/
RETAIL FRONTS NEW STREETS ALONG
WITH ADDED HOUSING**
SOURCE: FAR NORTHEAST AREA PLAN



61ST AND PENA STATION AREA
SOURCE: GOOGLE EARTH 2021

TAKEAWAYS

- Retrofit existing underused activity centers dominated by large parking lots to incrementally revitalize the area and promote economic development.
- Infill development should be cognizant of surrounding built form.
- Incorporate complete street policies to promote multi-modal transportation.
- Prioritize connections between the station and civic amenities including schools and parks.
- Establish a new character and identify for the station area to promote placemaking and investment.



FULLERTON STATION - METROLINK

OVERVIEW

Fullerton Station is located along the 91/Perris Valley and Orange County Lines, west of the Corona – West Station. Since it started operating in the 1990s, the City of Fullerton has prioritized planning efforts that restore historic buildings, encourage small businesses, promote placemaking, and attract TOC.

APPLICABLE STATIONS

- **PERRIS - SOUTH** ■
- **PERRIS - DOWNTOWN** ■
- **MORENO VALLEY - MARCH FIELD** ■■
- **RIVERSIDE - HUNTER PARK / UCR** ■■
- **RIVERSIDE - DOWNTOWN** ■■
- **RIVERSIDE - LA SIERRA** ■■
- **CORONA - NORTH MAIN** ■
- **CORONA - WEST** ■

STRATEGIES

PARKING STRATEGY

The [Fullerton Transportation Center Specific Plan](#) (FTC Specific Plan) was prepared to establish a sustainable transit-oriented district at the Fullerton Transportation Center, located in Downtown Fullerton. The specific plan provides techniques for innovative parking, including:

- Replace all public parking that is currently in the Specific Plan Area at a one-to-one ratio
- Allow reduced parking requirements for residential and live-work buildings that provide affordable housing
- Allow residential and live-work parking to be unbundled from purchase and lease contracts
- Allow automated parking to reduce space required for parking
- Implement a shared parking system and paid parking program to maximize efficiency of parking and reduce parking requirements for commercial uses
- Replace all existing public parking with parking structures

BARRIERS ADDRESSED

- PARKING AND TRAFFIC
- COORDINATION WITH MULTIPLE STAKEHOLDERS

AFFORDABLE HOUSING

Gentrification and lack of affordable housing can be a concern to residents around the station area. The City of Fullerton has taken legislative actions to promote inclusionary and affordable housing within TOD. The City has proposed a Housing Incentive Overlay Zone that enables the construction of inclusionary and affordable housing on under-performing industrial and commercial properties. The FTC has also been updated to include affordable housing provisions.

OUTCOME

Parking strategies play a pivotal role in maximizing the operational efficiency of parking. Metrolink and Amtrak spaces in the parking structures will be available for public use during the evenings and weekends, when parking utilization is low. Paid parking will also encourage active forms of transportation and also supports parking programs within the specific plan area. Built in 2016, Malden Station, a 200 unit apartment complex, is located just west of the parking structure and directly adjacent to the tracks. The building incorporates design and parking management strategies that mitigate noise while enhancing the neighboring streetscape, including disguised parking wrapped by buildings, units positioned to face an internal courtyard, and triple pane windows. Truslow Village, an affordable housing project, is located south of the mainline tracks and within a 10 minute walk to the station.



FULLERTON STATION AREA
SOURCE: GOOGLE EARTH 2021



MALDEN STATION SITE PLAN
SOURCE: ARCHITECTS ORANGE



MALDEN STATION PARKING AND RESIDENTIAL UNITS
SOURCE: MALDEN STATION BY WINDSOR



TRANSIT CENTER PARKING STRUCTURE
SOURCE: IPD GLOBAL

TAKEAWAYS

- Consolidate parking with structures or shared lots to increase developable land and promote infill development.
- Implement a shared parking system and paid parking program to reduce number of parking spaces needed.
- Affordable housing provisions should be included in station area planning to help mitigate gentrification.
- Incorporate design elements that prioritizes the pedestrian experience—residential units configured to wrap around the parking structure, enclosed courtyards, and ground floor retail.



SOUTH JORDAN - UTA FRONTRUNNER

OVERVIEW

The FrontRunner, Utah Transit Authority's (UTA) commuter rail, provides connections between Provo, Salt Lake City, and Ogden. It offers 25 round trips with trains running hourly between 4:30AM to midnight during the week. South Jordan Station opened in 2012, and features TOD on a 12-acre site, comprised of a hotel, offices, and 539 multifamily units at Jordan Station Apartments.

APPLICABLE STATIONS

- **PERRIS - SOUTH** ■■
- **PERRIS - DOWNTOWN** ■■
- **MORENO VALLEY - MARCH FIELD** ■■
- **RIVERSIDE - HUNTER PARK / UCR** ■■
- **RIVERSIDE - DOWNTOWN** ■■
- **RIVERSIDE - LA SIERRA** ■■
- **CORONA - NORTH MAIN** ■■
- **CORONA - WEST** ■■

STRATEGIES

INCREASING FREQUENCY SYSTEM-WIDE

According to the [Salt Lake City Transit Master Plan](#), increased ridership and frequency of the FrontRunner relied on the successful implementation of the following strategies between all modes of transit:

- Conducted a study to examine ridership and headway frequency to determine level of investments
- Created a "Design Your Own Transit System" Online Tool- allowed the public to identify ways to improve transit system regarding service coverage, service periods, and use
- Establish a Frequent Transit Network (FTN), which entails service that operates every 15 minutes, that integrates buses, BRT, and light rail.
- Experimented with UTA's on-demand "microtransit" service

CLOSING FIRST/LAST MILE GAPS

UTA created a toolbox for first/last mile strategies that were incorporated in station area planning. This includes:

- Bike-oriented: bike share, bike and

BARRIERS ADDRESSED

- LIMITED HEADWAYS/FREQUENCY
- FIRST/LAST MILE GAP

ride facilities, and on-board bicycle accommodation

- Pedestrian-oriented: wayfinding, sidewalk improvements, and crossing treatments
- Restructured transit routes
- On-demand ride services in low-density residential areas
- Employer-oriented services

OUTCOME

UTA has received \$300 million in Federal funding with plans to increase the FrontRunner's speed, frequency, and reliability, including double-tracking to improve peak hour frequency to every 15 minutes. Investments in bike and pedestrian connections between the transit station and the newly constructed hotel, apartment building, and office buildings will allow more residents to use alternative forms of transportation. Through these and other improvements, ridership increased by 12% between 2017 and 2018 following the completion of the project. Strategies were prioritized based on station typology, and selected based on select criteria: usability, costliness, and effectiveness in boosting ridership.



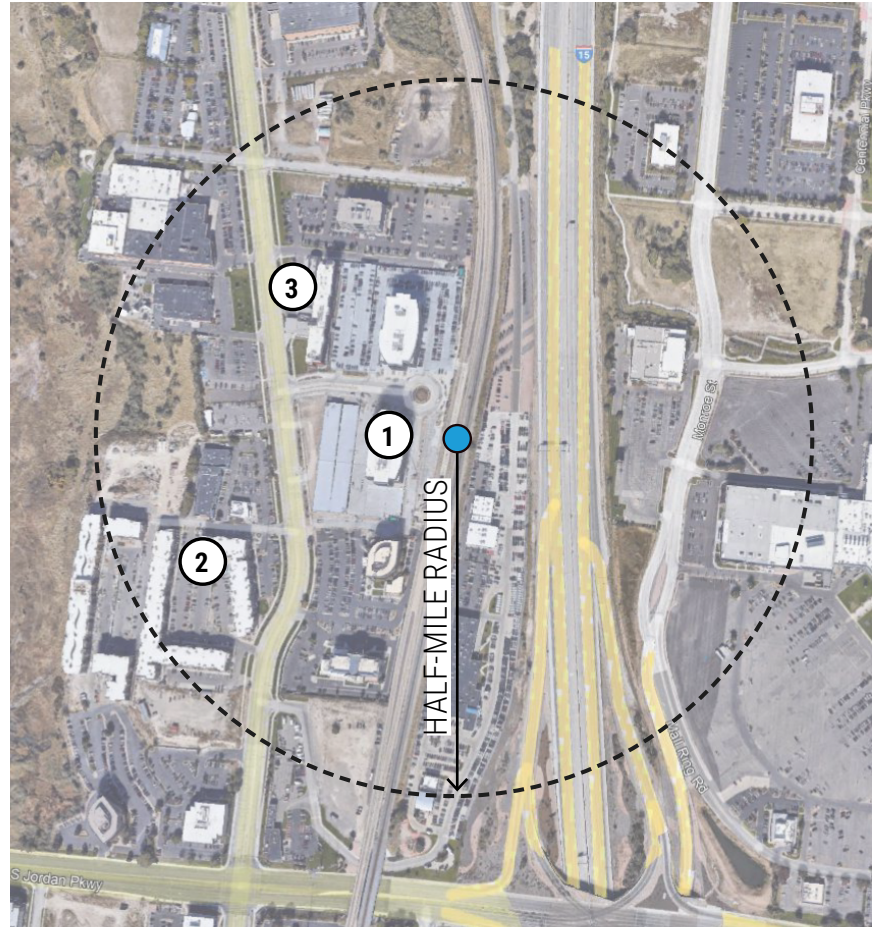
OFFICE SPACE AND BUS TERMINALS
SOURCE: IPD GLOBAL



JORDAN STATION APARTMENTS
SOURCE: GOOGLE EARTH 2021



HOTEL AT STATION
SOURCE: GOOGLE EARTH 2021



SOUTH JORDAN STATION AREA
SOURCE: GOOGLE EARTH 2021

TAKEAWAYS

- Coordination with RTA and other local transit agencies to improve frequency and connection times, and determine if restructuring routes are feasible.
- Analyze existing trends to identify where Metrolink riders are traveling to and from, and the mode of transportation they use.
- Implement employer-oriented services at station areas with large employers. Metrolink can also coordinate with UCR to provide shuttle service for direct connections to the university.
- Implement an on-demand ride service by partnering with service companies (i.e. Lyft or Uber) around stations surrounded by low-density residential areas that are not served by local buses, such as Corona – West, Perris – South, and Moreno Valley – March Field. Lyft has already begun a campaign to bridge the first and last mile gap in Dallas.

T RAMSEY STATION - METRO TRANSIT NORTHSTAR

OVERVIEW

Metro Transit operates public transportation in the Minneapolis-Saint Paul area in Minnesota. Ramsey Station is located on the Metro Transit's commuter rail, the Northstar. Following the station opening in 2012, COR, a 300 acre transit-oriented development was also completed directly adjacent to the station. 90 acres is owned by the City of Ramsey. The Residence at the COR was completed in 2013 and features 230 multi-family units.

APPLICABLE STATIONS

- PERRIS - SOUTH ■
- PERRIS - DOWNTOWN ■■
- MORENO VALLEY - MARCH FIELD ■
- RIVERSIDE - HUNTER PARK / UCR ■■
- RIVERSIDE - DOWNTOWN ■■
- RIVERSIDE - LA SIERRA ■■
- CORONA - NORTH MAIN ■■
- CORONA - WEST ■■

STRATEGIES

PLANNED DEVELOPMENT

The COR features a diverse mix of uses, including residential, retail, office, government facilities, and recreation. According to the [Ramsey Station TOD market Analysis](#), the Ramsey Station area potential for TOD was dependent on location, convenience, and geographic area served by the station. Other considerations included:

- How to accommodate and reach customers that are not Northstar riders for commercial or retail development
- Location within a planned community that incorporated station in a TOD environment
- Surrounding uses that would support daytime and nighttime use to support ground level retail
- Employment opportunities
- Opportunity to develop housing that appeals to a wide range of markets (singles, families, senior living)
- Concentrate on parcels that can be redeveloped to higher values, especially existing industrial
- MetroTransit generally does not replace commuter parking at a 1:1 ratio for joint development projects; shared parking opportunities prioritized with adjacent development
- Identify and implement key near-term infrastructure improvements to catalyze development

BARRIERS ADDRESSED

- COORDINATION BETWEEN MULTIPLE STAKEHOLDERS
- SITE PLANNING AND DESIGN

CITY AID AND FINANCIAL SUPPORT

City aid and financial support was critical in the development of the COR. The City led early efforts to create a master plan for the site, which included a detailed evaluation of all infrastructure needs. Prior to construction of the COR, the City of Ramsey provided an \$8.3 million construction loan to the developers, contributed \$2.4 million in developer fees, and sold the land for \$750,000, which was \$1.4 million less than its market value. The City of Ramsey also provided \$7 million for the parking garage that accommodated 200 spaces for the apartment complex's residents. Funding was also provided by the Metropolitan Council as part of its Livable Communities program.

OUTCOME

Since the COR was planned to incorporate Ramsey Station, the City was successful in bringing in mixed-use, higher density transit-oriented development into the planned area with a total development cost of \$149m. The mixture of housing types and land uses would also foster a vibrant hub to live, work, shop, and play. Support from the City also played a critical role in the development of the COR. The City has already developed an [Economic Development Guide](#) that identifies future development sites within the TOD area for business parks, retail, healthcare, and multifamily housing.



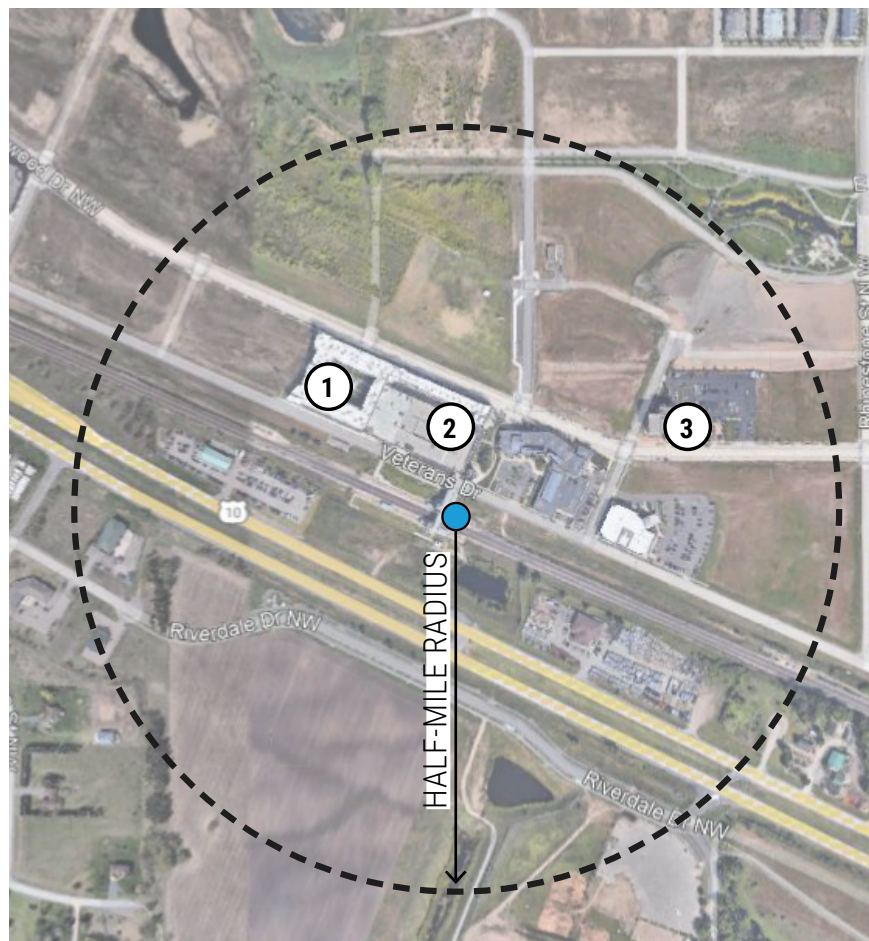
RESIDENCE AT THE COR
SOURCE: IPD GLOBAL



PARKING FOR TRANSIT AND RESIDENTS
SOURCE: GOOGLE EARTH 2021



RETAIL AND OFFICE SPACE
SOURCE: GOOGLE EARTH 2021



RAMSEY STATION AREA
SOURCE: GOOGLE EARTH 2021

TAKEAWAYS

- Incorporate design that takes into consideration the station area's geographic area, location, and convenience to catalyze TOD.
- Cities should first prioritize rezoning to enable TOCs; this draws attention from multi-family and commercial developers
- Invest early in roadway, utility, and other key infrastructure to accelerate the implementation of major development projects.
- Create regional and local partnerships among agencies and funding organizations to leverage funding and support for catalytic development projects in largely undeveloped station areas. RCTC or another agency could consider establishing a grant program (for planning and/or capital improvements) to promote TOCs
- For joint development projects, replace parking at less than a 1:1 ratio and explore shared use parking agreements with adjacent owners
- Extend the line further to population centers to boost ridership in both directions



RIVERSIDE - LA SIERRA STATION - METROLINK

OVERVIEW

Riverside - La Sierra Station is located along the 91/Perris Valley Line and has been operating since 1995. Located directly adjacent to station, Metro Gateway Apartments is the first Metrolink transit-oriented development in Riverside. Constructed in 2017, the 187-unit complex features community spaces, automated bike rental station, a bike repair station, solar carports, and drought-tolerant landscaping.

APPLICABLE STATIONS

- **PERRIS - SOUTH** ■
- **PERRIS - DOWNTOWN** ■■
- **MORENO VALLEY - MARCH FIELD** ■■
- **RIVERSIDE - HUNTER PARK / UCR** ■■
- **RIVERSIDE - DOWNTOWN** ■■
- **RIVERSIDE - LA SIERRA** ■■
- **CORONA - NORTH MAIN** ■■
- **CORONA - WEST** ■■

STRATEGIES

IDENTIFYING CONCERNS

With the increasing demand of housing in the Inland Empire, showcasing the lessons learned from TOD development in Riverside, can help support the argument for denser, mixed-use development near transit stations along the 91/Perris Valley Line. As a pioneering TOC project within the corridor, Metro Gateway offers the following lessons for other emerging TOCs in Riverside County and elsewhere:

- Establishes new, higher density character for the station with limited (<10') setbacks along the primary facade
- Uses four-story, wood frame construction and surface parking, which is less expensive than podium-style complexes with structured parking in local markets that are not as developed
- Maintains visibility of the station along Indiana Avenue through signage, other gateway elements
- Includes ground-level units with larger windows to promote an active ground-level environment for pedestrians

BARRIERS ADDRESSED

- SITE PLANNING AND DESIGN
- COORDINATION WITH MULTIPLE STAKEHOLDERS

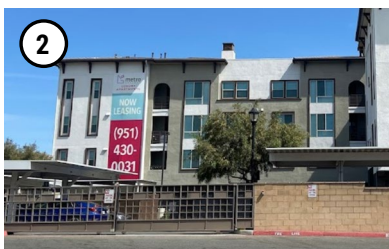
- Site layout is efficient and preserves access to remaining commuter parking spaces
- Precedent for shorter block sizes established to promote pedestrian connectivity

OUTCOME

The Metro Gateway Apartments serves as a potential catalyst for TOD in Riverside, and has started to establish a new transit-oriented character near the station. Replacing parking with housing can also help discourage automobile dependency among transit patrons and provide a hyper-local market (within the half-mile station area) for new riders without having to build additional parking facilities. Market-based, lower-cost housing typologies that are designed with TOC principles can introduce density in stations with a weaker market, such as those along the Perris Valley Line, while keeping costs relatively low in the short-term until property values rise and market conditions improve.



METRO GATEWAY APARTMENTS



METRO GATEWAY PARKING
SOURCE: GOOGLE EARTH 2021



RIVERSIDE - LA SIERRA STATION AREA
SOURCE: GOOGLE EARTH 2021

TAKEAWAYS

- Use lower-cost housing typologies to establish TOC character in the short term, while preserving land for even higher density development as market conditions improve.
- Encourage a mode shift from cars to active forms of transportation by replacing parking with residential units near the station.
- Shift the overall character of the surrounding neighborhood by adding increased density and high-quality design that prioritizes the pedestrian experience.
- Engage with the community to identify potential areas for redevelopment and what amenities they would like to see.



CORONA - NORTH MAIN STATION - METROLINK

OVERVIEW

Corona - North Main Station is located along the 91/Perris Valley Line, and began operating in 2002. Metro at Main is a new mixed-use development featuring over 60,000 square feet of ground-floor retail and 868 luxury apartment units. It is located within a ten-minute walk of the station.

APPLICABLE STATIONS

- **PERRIS - SOUTH** ■
- **PERRIS - DOWNTOWN** ■
- **MORENO VALLEY - MARCH FIELD** ■
- **RIVERSIDE - HUNTER PARK / UCR** ■■
- **RIVERSIDE - DOWNTOWN** ■■
- **RIVERSIDE - LA SIERRA** ■
- **CORONA - NORTH MAIN** ■
- **CORONA - WEST** ■

STRATEGIES

CITY SUPPORT

With construction completed in the past few years, the City of Corona played a large role in the success of the TOD. Strategies included:

- Focus on redevelopment and underutilized properties instead of large-scale new development
- Complements neighboring uses and positioned to support future growth
- Incorporating a mix of uses and providing a commercial anchor that attracts visitors and residents
- Coordination with the City's Economic Development team to help attract and grow companies
- Specific plan and zoning updated to allow for infill housing on commercial properties along North Main Street

TRANSIT-ORIENTED LAND USE PLAN

The [North Main Street District Specific Plan](#) was developed in an effort to help revitalize the areas surrounding its downtown and provide more opportunities for transit-oriented residential and commercial development, as well as transit-

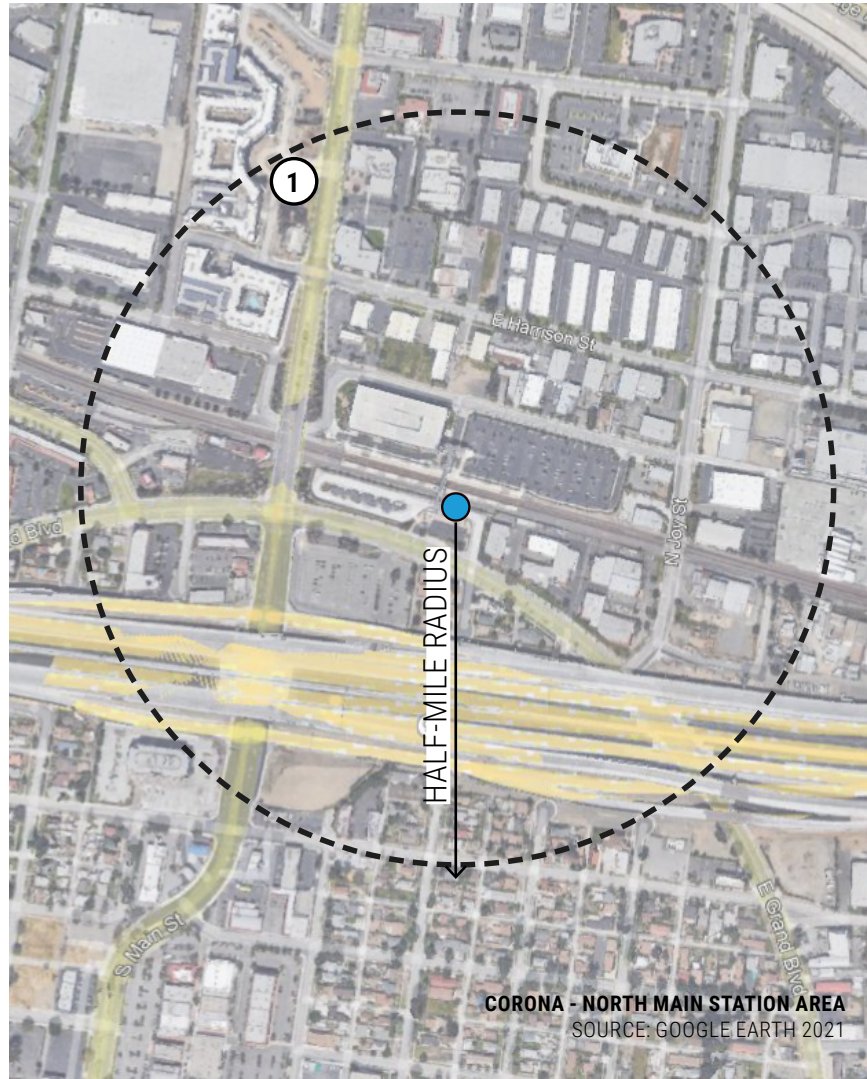
BARRIERS ADDRESSED

- COMMUNITY CONCERNS
- COORDINATION WITH MULTIPLE STAKEHOLDERS

adjacent development near Main Street while supporting the Metrolink station and RTA bus hub. New land uses that fell under eight separate districts were proposed to facilitate development that favored mixed-uses and higher density, including Metro at Main. These included Transitional Retail, Transit Commercial District, Urban Density Residential District, Mixed Use District, Business Park District, Industrial District, and Single Family Condominium District. Each

OUTCOME

Metro at Main has provided additional retail, housing, and entertainment within a ten-minute walking distance of the Metrolink station. Coordination within City departments and establishing a land use plan that encourages TOD has allowed Metro at Main to be a mixed-use activity hub. Walking and biking connections should also be improved to encourage transit ridership. Similarly to Metro Gateway, it will be critical to apply lessons learned in the outreach and visioning process to facilitate effective TOD.

**METRO AT MAIN****PREVIOUS LAND USE DESIGNATION**
SOURCE: GOOGLE EARTH 2021**LAND USE AFTER SPECIFIC PLAN ADOPTION**
SOURCE: GOOGLE EARTH 2021**CORONA - NORTH MAIN STATION AREA**
SOURCE: GOOGLE EARTH 2021

TAKEAWAYS

- Examine feasibility of rezoning or updating land use designation to support TOD.
- Coordinate with economic development departments to understand market and attract companies and businesses suitable for the community.
- Ensure that design complements surrounding context including building height, color scheme, and architectural styles.
- Strong City-led initiative (Specific plan adoption) was critical to the success of the project.



RIVERSIDE - DOWNTOWN STATION - METROLINK

OVERVIEW

Located just south of downtown, the Riverside-Downtown station area is considered to be the most urbanized station among the 91/Perris Valley line. High parking utilization and boarding can be attributed to this area's larger number of job opportunities and housing. Historically an industrial zone, old rail lines, small parcels and abandoned buildings present a challenging but interesting opportunity for development.

APPLICABLE STATIONS

- **PERRIS - SOUTH** ■
- **PERRIS - DOWNTOWN** ■■
- **MORENO VALLEY - MARCH FIELD** ■
- **RIVERSIDE - HUNTER PARK / UCR** ■■
- **RIVERSIDE - DOWNTOWN** ■■
- **RIVERSIDE - LA SIERRA** ■■
- **CORONA - NORTH MAIN** ■■
- **CORONA - WEST** ■■

STRATEGIES

CONTEXT-SENSITIVE DESIGN

Mission Lofts, completed in 2019, is a new apartment complex that has helped in the effort of reenergizing the eastside neighborhood while playing a homage to the history of the area. It consists of 212 units, a pool, spa, gym, dog park, bike storage, and electric vehicle charging station. The design of Mission Lofts featured:

- Corrugated metal exterior reminiscent of the historic character of the Citrus Thematic Industrial Historic District
- Integrating an old Southern Pacific Railroad track into the design of a bridge
- Columns of perforated metal balconies that mimic railway gangways or couplings between passenger and freight cars
- Cutaway corner imitates a corner freight-inspired cantilever clad

TRANSIT HUB

A [multi-modal mobility hub](#) has been proposed on Vine Street directly across the public parking lot of the Riverside-Downtown station. The new mobility hub would consist of an eighteen-bay bus transfer station, layover facilities, and a community

BARRIERS ADDRESSED

- FIRST/LAST MILE GAP
- SITE PLANNING AND URBAN DESIGN

plaza with art reflecting the agricultural and cultural history of the area. The mobility hub will also provide active transportation connections such as car sharing, bike sharing, and walking to improve first/last mile access between commuter rail, bus, and destinations around downtown.

OUTCOME

Mission Lofts and the Vine Street Mobility Hub has been an integral step in downtown revitalization efforts, improving connections between transit riders, residents, and major activity centers, and has provided a foundation for TOD or transit-adjacent development around the station area. Mission Lofts serves as an example of designing with historical and cultural context in mind, and can be applied to future development around the area and corridor. There are many old packing houses around the station area that have the potential to be rehabilitated into mixed-use spaces like office, breweries, or markets. Planning for Phase II is currently underway due to rising property values and resulting feasibility. Land banking, the practice of preserving land for future development, will allow for a new parking structure to accommodate additional units in Phase II.



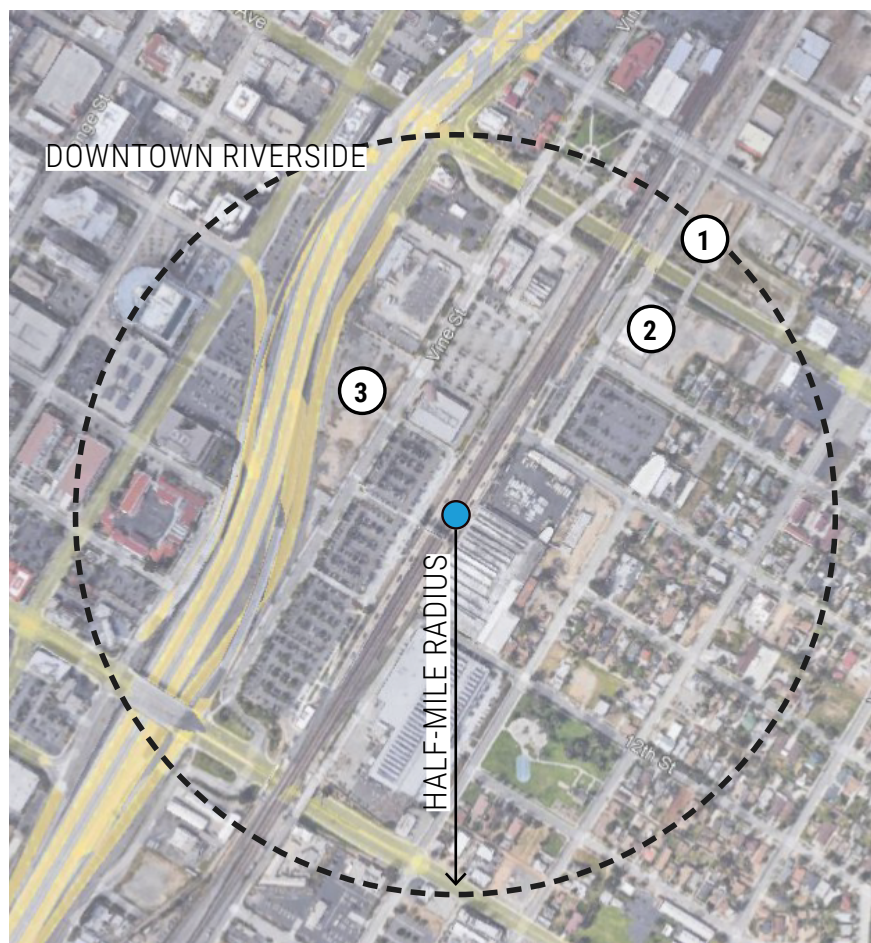
MISSION LOFTS



MISSION LOFTS PARKING
SOURCE: KTGy



VINE ST MOBILITY HUB
SOURCE: RTA



RIVERSIDE - DOWNTOWN STATION AREA
SOURCE: GOOGLE EARTH 2021

TAKEAWAYS

- Evaluate both vacant and underutilized lots to determine feasibility for retrofitting.
- Leverage existing conditions that may appear as constraints, such as old rail, materials, and historical context, to create development that is unique to Riverside County.
- Evaluate existing ridership to determine need for multi-modal connections at stations with high boardings.
- Implement a phased approach to parking that evolves with the market. Phase I of market lofts included surface parking, while Phase 2 is expected to include structured parking to facilitate additional density.

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