

Prepared for:
Metro Gold Line
Foothill Extension Construction Authority

TOD Corridor Development Assessment Study

Summary Final Report

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IBI Group

In association with:
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Arcadia

Monrovia

Duarte

Irwindale

Azusa

Glendora

San Dimas

La Verne

Pomona

Claremont

Montclair

December
2007



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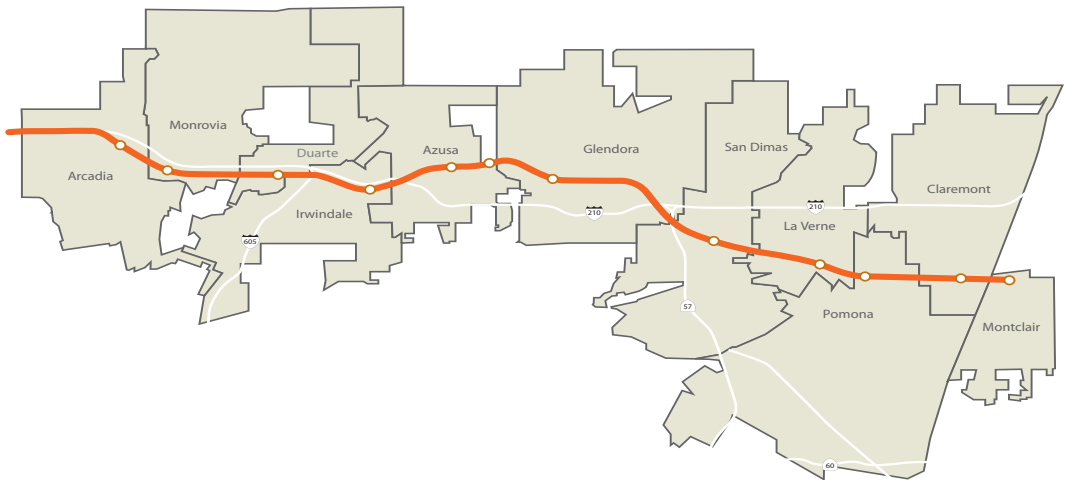


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1. Executive Summary



1.1 Overview of the Extension

The Metro Gold Line Foothill Extension Construction Authority is planning a 24 mile extension of the existing Gold Line from its current terminus at Sierra Madre Villa in East Pasadena to the Montclair Transcenter to the east. The planned extension will be constructed on existing rail right-of-way, and will cross through 11 San Gabriel Valley communities, many with historic rail depots. The construction of the line will occur in two phases, with stations from Arcadia to Azusa Citrus expected to open by 2011, and stations from Glendora to Montclair expected to open by 2014. Each of the twelve station locations offers unique opportunities for compact and transit focused development.



The Metro Gold Line Foothill Extension Construction Authority hired the IBI Group Project Team to assess the potential for transit oriented development (TOD) along the corridor and to measure the resulting economic development benefits. The Project Team provided market research, created urban design schemes, researched transportation issues, and provided recommendations for each individual station along the extension.

The Project Team comprehensively studied development opportunities along the corridor as a whole as well as in each corridor city. Based on the corridor-wide analysis and focused studies, the Project Team developed several reports documenting their findings.

This report summarizes our findings for the economic development opportunities for the corridor as a whole, as well as development opportunities for the individual cities. The Project Team's corridor-wide and city study findings are remarkable. With over 1,200 acres of developable land adjacent to the stations, the Metro Gold Line Foothill Extension has the power to transform land use in the San Gabriel Valley. Communities can retain their essential characters, while creating vibrant new centers that accommodate future population and employment growth.

Many station areas are already seeing thoughtful station area development projects, other cities are updating their Zoning Codes, some have examined transportation and parking issues, while others are developing entire new districts focused on Transit Oriented Development principles and Smart Growth. The region, the corridor, and each San Gabriel Valley city is eager to see the rail implemented.

1.2 Purpose and Funding of this Project

As part of the 2005 Transportation Authorization Bill, the Metro Gold Line Foothill Construction Authority received a grant from the Federal Transit Administration (FTA), to support corridor city planning and implementation of transit oriented developments (TOD) along the Foothill Extension Corridor. The IBI Group Project Team was commissioned to study the corridor

and equip each corridor city with the tools to plan for transit focused development and transportation integration.

1.3 Findings

The Foothill Extension Corridor is a truly unique opportunity to accommodate population growth while providing a new job centers and thoughtful compact development. The economic benefits of the Foothill Extension are exceptional - with over \$43 billion in new public and private development, new household spending, and property taxes to be generated over 30 years as a result of the extension of the Metro Gold Line within the San Gabriel Valley.

The 11 cities along the line have been planning and zoning for transit oriented development and almost all are experiencing significant development activity. The City of Monrovia has updated the land use and circulation elements of its General Plan in order to channel growth into a major transit village next to its historic station depot. Duarte's updated General Plan includes a new transit oriented neighborhood downtown, and TOD has been discussed in community workshops. Irwindale is considering a major retail development and increased commercial density around its station, and there are several major brownfield sites that could be redeveloped as workforce housing. There are three proposed developments north and south of Azusa's downtown station - including the 1,250 Rosedale residential development recently opened adjacent to the proposed Citrus Station.



Existing Station Area Redevelopment in Claremont



Proposed Station Area Development in Monrovia



The Foothill Extension offers significant opportunity to fundamentally change land use patterns in the San Gabriel Valley. There are approximately 1,200 acres of transit adjacent opportunity sites, roughly the size of Downtown Los Angeles, to accommodate future job and population growth supporting new transit-oriented development. By 2035, the population of the San Gabriel Valley is forecast to be approximately 2.5 million. This 600,000-person increase over the current population of 1.9 million is equivalent to more than four times the current population of Pasadena. Over 170,000 new housing units will be needed to accommodate this growth.

The corridor cities realize the opportunity to accommodate growth by committing to planning and zoning for higher-density mixed-use development around stations. By increasing density within station areas the San Gabriel Valley will be able to accommodate projected growth while minimizing the impact of traffic and development on existing single-family neighborhoods. The Project Team conservatively estimates new residential development around stations could absorb 17,000 new households.

The San Gabriel Valley is already an economic powerhouse and renowned research and technology incubator. The Foothill Extension would connect a dozen major research and technology facilities, including the City of Hope National Medical Center, as well as 16 colleges and universities.

In 2005 there were 122,500 jobs within two miles of the planned stations. By 2035, there will be an additional 124,000 jobs in the San Gabriel Valley including 49,000 new jobs along the corridor. Half of the newly created jobs in the Extension Communities could be accommodated within walking distance of the station sites.

Evidence of the strong market for transit oriented development includes the success of new development along the first phase of the Gold Line and at Metrolink stations in the San Gabriel Valley. New developments will absorb pent-up demand from Phase 1 station areas, and will offer transit oriented housing opportunities to a market with a wider range of pricing needs.

Economic development benefits associated with the Foothill Extension through 2030 are estimated to be \$43 billion dollars. It is projected that station areas could generate \$36 billion in

Metro Gold Line Foothill Extension Public and Private Investment				
City	Project	Private Inv.	Public Inv.	Total
Azusa				
within	Rosedale Development Project - ALP	\$ 600,000,000		\$ 600,000,000
within	Block 35 - Lowe Enterprises	\$ 40,000,000		\$ 40,000,000
---	Azusa General Plan Update (2034)		\$ 2,500,000	\$ 2,500,000
---	Walt Gerton's Downtown North	to be determined		
---	North Downtown Plan	\$ 500,000	\$ 500,000	\$ 1,000,000
Subtotal		\$ 640,000,000	\$ 3,000,000	\$ 643,000,000
Arcadia				
within	Small scale mixed-use project - 6 senior condominium units	\$ 15,457,517		\$ 15,457,517
within	24 Hour Fitness Center (1st Ave. and Santa Clara)	\$ 7,860,000		\$ 7,860,000
---	Metro Gold Line grade separation		\$ 13,000,000	\$ 13,000,000
---	Downtown 2000 Project		\$ 9,000,000	\$ 9,000,000
Subtotal		\$ 23,317,517	\$ 22,000,000	\$ 45,317,517
Brea				
within	Village Walk - Citron	\$ 27,842,328		\$ 27,842,328
within	North Village - Tokin Group	\$ 11,529,236		\$ 11,529,236
within	Packing House Redevelopment - Artecio partners	\$ 3,932,688		\$ 3,932,688
within	Public parking/retail structure		\$ 11,000,000	\$ 11,000,000
---	North Village Improvements		\$ 3,000,000	\$ 3,000,000
---	Claremont General Plan Update		\$ 1,100,000	\$ 1,100,000
within	Traffic Management Center		\$ 500,000	\$ 500,000
---	Village Expansion Specific Plan		\$ 400,000	\$ 400,000
within	Sidewalk Improvements (S. College adjacent to RR tracks)		\$ 65,000	\$ 65,000
Subtotal		\$ 43,303,252	\$ 16,065,000	\$ 59,368,252
Duarte				
within	Duarte General Plan Update		\$ 281,000	\$ 281,000
---	Town Center Concept Plan		\$ 40,000	\$ 40,000
Subtotal		\$ -	\$ 321,000	\$ 321,000
Glendora				
within	Residential and office mixed-use development - The Morgan Group	\$ 45,000,000		\$ 45,000,000
within	Mixed-use development - Gangli	\$ 6,600,000		\$ 6,600,000
within	Mixed-use development - Milan Properties			\$ -
within	Residential development - Neiman Properties			\$ -
within	Route 60 Specific Plan		\$ 600,000	\$ 600,000
Subtotal		\$ 51,600,000	\$ 600,000	\$ 52,200,000
La Verne				
within	Lordsburg Courts development	\$ 15,000,000		\$ 15,000,000
within	University of La Verne Phase 1 Master Plan Development	\$ 10,000,000		\$ 10,000,000
within	Private Investment in San Pao and La Verne Business	\$ 9,500,000		\$ 9,500,000
---	Arrow Corridor Specific Plan	\$ 40,000	\$ 33,000	\$ 73,000
within	Paper Pack - Mixed-use Development		\$ 35,000,000	\$ 35,000,000
Subtotal		\$ 34,540,000	\$ 35,033,000	\$ 69,573,000
Monrovia				
within	Monrovia Station Square - Samuelson &	\$ 1,000,000,000		\$ 1,000,000,000
within	Monrovia development - Bowden	\$ 5,100,000		\$ 5,100,000
within	Mothers Foods development	\$ 1,000,000		\$ 1,000,000
within	Property acquisition for Monrovia Station Square - Samuelson & Fetter		\$ 21,000,000	\$ 21,000,000
within	Federal funding for station improvements		\$ 3,000,000	\$ 3,000,000
within	Foothill parking lot repaving		\$ 3,000,000	\$ 3,000,000
---	Monrovia General Plan Amendment		\$ 300,000	\$ 300,000
within	Mountain Avenue improvements		\$ 300,000	\$ 300,000
Subtotal		\$ 1,006,100,000	\$ 27,600,000	\$ 1,033,700,000
Montclair				
within	New Police Station		\$ 30,000,000	\$ 30,000,000
within	Infrastructure improvements		\$ 4,000,000	\$ 4,000,000
---	North Montclair Downtown Specific Plan		\$ 350,000	\$ 350,000
Subtotal		\$ -	\$ 30,350,000	\$ 30,350,000
Pomona				
---	Pomona General Plan Update		\$ 1,200,000	\$ 1,200,000
within	Adoption of new redevelopment areas		\$ 200,000	\$ 200,000
Subtotal		\$ -	\$ 1,400,000	\$ 1,400,000
San Dimas				
within	Mixed-use development - Fox	\$ 45,000,000		\$ 45,000,000
within	Mixed-use development land acquisition		\$ 1,500,000	\$ 1,500,000
---	San Dimas Downtown Charrette		\$ 30,000	\$ 30,000
Subtotal		\$ 45,000,000	\$ 1,560,000	\$ 46,560,000
Total		\$ 1,845,860,769	\$ 272,738,000	\$ 2,118,598,769

Public and private investment approximations April 2007

development activity, including over \$2 billion of development investment already underway in anticipation of the Foothill Extension. By 2030, planned residential development could generate up to \$6.2 billion in new household spending. It is also expected that development along the line will result in an additional \$1.3 billion in total property tax revenues, and up to \$114 million in total sales tax revenues. Anticipated economic development benefits total \$43.6 billion. Assuming a project cost of \$1 billion, every dollar of public investment yields nearly \$44 of economic development benefits.

As a result of the Gold Line's initial success, the San Gabriel Valley cities have expressed support for the proposed Gold Line Foothill Extension. Each city is actively planning for and supportive of the implementation of transit oriented station area development. The Metro Gold Line Construction Authority began working with civic leaders on planning efforts to support Phase 2 as soon as Phase 1 was completed. This sent a signal to developers and has already helped leverage \$2

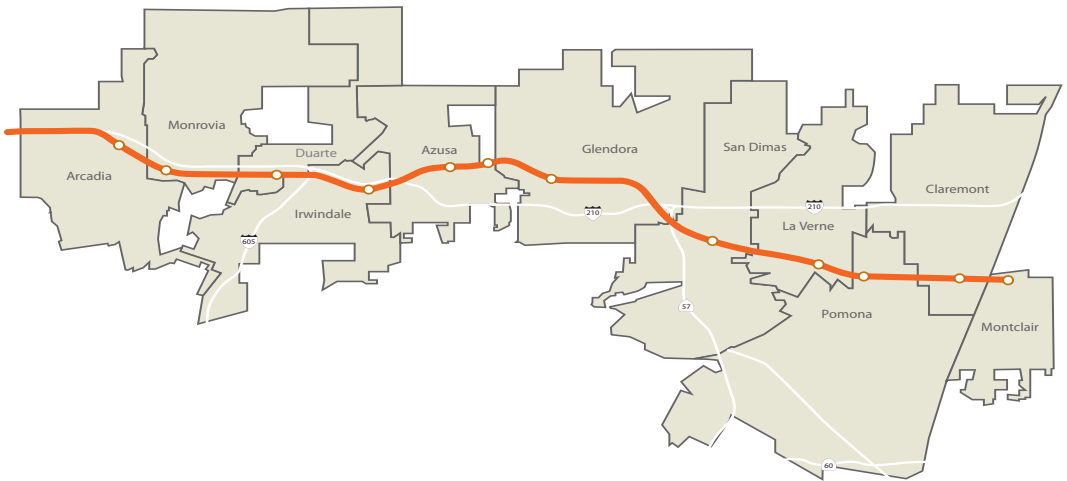


billion in investment. There is community consensus and enthusiasm along the corridor. The opportunities to manage growth while transforming land use are unequalled.

2. Background Information

2.1 Metro Gold Line Foothill Extension

The first phase of the Gold Line Foothill Extension will expand rail service to Montclair from the existing Metro Gold Line rail corridor. The planned Extension will begin at the existing Sierra Madre Villa station in Pasadena, and continue for 24 miles through the northern San Gabriel Valley. This line will offer frequent service, with ten-minute headways during commute hours, and 20-minute headways at non-peak times.



Planned Foothill Extension Corridor Map

Passing through ten cities in the San Gabriel Valley, as well as the Montclair Station in San Bernardino County, the proposed light rail system will significantly change land uses while providing job growth and housing opportunities. The system will be constructed on existing rail right-of-way, and will primarily cross through areas that currently operate as industrial or light industrial uses. The construction of the line will occur in two phases, with stations from Arcadia through Azusa/Citrus expected to open by 2011, and stations from Glendora to Montclair expected to open by 2014. Each city offers unique opportunities for compact and transit focused development.



The Study, commissioned by the Metro Gold Line Authority, evaluated the corridor-wide potential and individual cities' potential for transit oriented development. The first phase of the Gold Line, operating since 2004, connects downtown Los Angeles to Pasadena.

The existing Gold Line has generated significant reinvestment in the communities along corridor. Compact villages and transit hubs have developed along the Los Angeles to Pasadena corridor. Developers were eager to build transit oriented projects. The Holly Street mixed-use transit village in Old Pasadena was constructed to incorporate an underground station almost a decade before the train arrived in 2004. It includes 375 apartments, lofts and townhomes in seven buildings, with offices, ground floor retail and a hotel. Pasadena's Del Mar project also incorporates a station, and includes 350 apartments, 20,000 sq. ft. of retail including a restaurant in a renovated historic train station. South Pasadena's Mission Meridian pays respect to the surrounding single-family neighborhood with a mix of housing types that get more dense near the station: there are single family homes on the periphery, then courtyard housing, lofts and condos, plus neighborhood-serving retail. The Avenue 26 project in Los Angeles has added 600 units of low-income, workforce and senior housing, both rental and for sale, and a nearby historic industrial space offers both affordable and market-rate lofts with a view.

At least a dozen other projects have gone up near the stations since the line opened in 2004. Del Mar alone has added 1,500 housing units and 170,000 sq. ft. of retail within the half mile – and many more projects are planned. With the success of the first phase, the value of determining the potential for Transit Oriented Development along the Foothill extension became critical.

2.2 The Foothill Extension Transit Oriented Development Study

Methodology & Study Effort

The study effort had two objectives: to examine the potential for transit oriented development appropriate to each community along the corridor and to measure the synergies that occur

between origins and destinations. In particular, the study sought to measure the economic development impact of transit oriented development.

The project also emphasized “hands on” experiences to create a common understanding of TOD and its potential. One of the earliest project activities was to conduct tours of TOD projects in the Portland, Oregon area.

Tours

The Project Team organized two trips for stakeholders to the Portland Region to observe the transit oriented developments along established light rail corridors and glean ‘lessons learned.’ Portland’s TriMet operates a comprehensive transit network including a 44-mile, 64 station MAX light rail system, 91 bus lines, service for seniors and people with disabilities, and enhanced amenities and information. It has been two decades since the Portland area began redirecting transportation funding from highways to transit, becoming a light-rail model for the nation. Portland’s TOD ranges from higher density single family detached housing to mixed use downtown condominiums all adjacent to transit. The wide availability of transit has allowed for reduced parking at station area developments. The Portland model has become ever more popular with constituents and continues to benefit the immediate and regional community.



Portland’s progressive transportation and land use planning has produced dividends setting Portland apart from other cities. The Portland story is significant because of the results. Portland’s policy makers are continually exploring new land uses configurations to support transit use.



Because of the Portland region's land use policies, transit is becoming a preferred mode of transportation, improving quality of life, easing automobile congestion, and reducing pollution. The San Gabriel Valley cities can anticipate seeing the results Portland has experienced including the benefits of mode choice, reduced congestion, and improved air quality.



Once the Portland tours established a common understanding of the potential of TOD, the Project Team met with representatives of each corridor city to determine the best way to advance TOD efforts in each community. Some communities like Monrovia, Azusa, and Claremont are well advanced in their TOD planning and implementation. Others, like Irwindale, are just beginning to explore TOD in the context of their overall community goals.



The Team's initial effort was to develop a comprehensive understanding of existing conditions in the one-half mile area around each of the station sites. This included a survey of current land uses, parking and traffic conditions, and land use regulations. These baseline conditions were used to estimate the potential for future TOD.

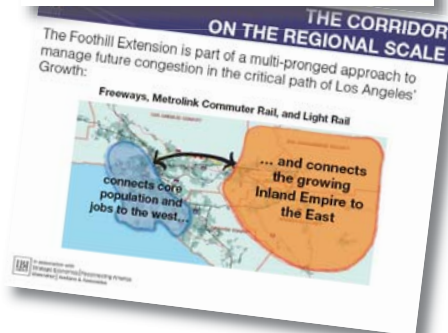
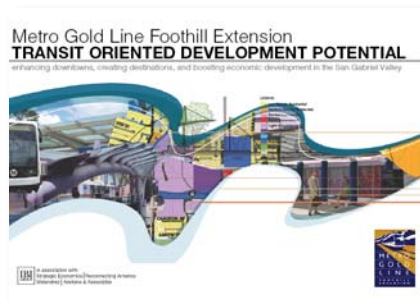
The Project Team prepared a scope of work for each corridor city and worked closely with city staff to augment (or initiate) TOD efforts. The work product for each city is described in Section 2.3; the opportunities and recommendations for each city are summarized in Section 5.

Once baseline conditions for each station area were established and the city tasks underway, the Team began to focus on the potential regional economic development benefits from development along the corridor. The amount of land available for redevelopment at each station was estimated. An allocation of future land uses and densities was approximated based on local character and land use policies. Finally, the land area by type of use was aggregated along the corridor and a phased development schedule assumed. The corridor-

wide economic development impact was calculated using the industry standard IMPLAN economic development model.

The corridor-wide assessment also considered origins and destinations. In order to be successful, development along the corridor needs to feature a mix of housing (origins) and commercial uses such as office, retail, hotel, and civic uses (destinations). Many potential destinations such as City of Hope Medical Center and 16 colleges and universities are already located within the study area. The Project Team conservatively estimated that there is sufficient capacity to house 17,000 new families and accommodate 49,000 new jobs within a half-mile of corridor stations. This has a significant effect not just on economic development, but also regional congestion and air quality.

Outreach



Drawing upon the conducted research and projections, the Project Team developed a presentation to share the study's economic findings with cities and regional stakeholders. The Project Team prepared a presentation for the September 12, 2007 meeting with regional stakeholders and key decision makers. The Project Team also created a video presentation for the meeting on September 12, 2007. The video illustrated both the need for and the support for the proposed Extension. The video was also intended for a larger audience including state and federal decision makers and local elected officials.



2.3 Summary of Corridor-wide Work Products

The Project Team evaluated the Foothill Extension corridor with a ‘big picture’ perspective: studying the existing corridor-wide conditions, evaluating the regional economic benefits, and considering the implementation logistics. The six work products developed for the corridor-wide study effort are described below.

1. Station Area Planning Books

Developed to provide a comprehensive database of existing information for each station location, the Station Area Planning Books consolidated all existing conditions along the corridor. Land Use, General Plan designations, Redevelopment Plans and all other valuable information was combined into one central document for the benefit of the cities, the Project Team, and other interested parties.

2. TOD Framework Report

The Project Team developed a detailed TOD Framework Report as a primer for those cities that have not yet undertaken transit oriented development plans. The report also serves as a refresher for those which have already initiated the process. The primer will provides common basis of understanding so that all cities would be on a level playing field.

3. Market Study

The Project Team studied and analyzed the market demand for various types of development considering existing demand factors and the potential impact of the transit corridor. The market study estimates the demand on both the corridor and regional levels. The Project Team’s regional-level market analysis evaluated the proposed transit system and possible TOD amenities which attract demand from throughout the region.

4. Joint Development Opportunities

Strategic joint development can leverage a TOD plan and increased ridership beyond parcels owned by the transit agency or private land owners. The Project Team developed information describing the opportunities and parcels that are economically viable. The opportunity sites and implementation measures are discussed in this report.

5. Park and Ride Report

The purpose of the Park and Ride Analysis was to examine the locations of Park and Ride facilities set out in the Project Definition Report and the FEIS Report in the context of proposed plans for transit oriented development.

6. Right-Of-Way Report

The Project Team's urban design and transportation analysis undertaken for the cities did no result in changes to the right-of-way requirements set out in the environmental documents. It may be necessary to look at the revisions to the right-of-way requirements in the future in the revised station location in San Dimas.

2.4 Summary of Specific Corridor City Work Products

The Project Team also studied the corridor on a more detailed level - evaluating each station location and working with each City to further their specific transit goals. The Project Team met with each of the 11 corridor cities early in the process to begin to frame the individual city assistance to further Transit Oriented Development. After meeting with each city, the Project Team developed individual scopes which focused on city specific needs and important implementation measures. The following section outlines the individual city meetings, key staff, and scopes for each city and station location. Section 5 of this report describes the opportunities and recommendations for each corridor city.



Arcadia



The Project Team met with the City of Arcadia on January 9, 2007 to discuss Transit Oriented Development Opportunities and existing conditions. The following individuals were in attendance:

- Don Penman, Assistant City Manager & Development Services Director
- Jason Kruckeberg, Community Development Administration
- Martha Eros, Transportation Services Officer
- Phil Wray, City Engineer

Subsequent to the initial meeting with City Staff, the Project Team held ongoing meetings throughout the study process with various staff members to refine the city scope, discuss draft products and present graphic materials and reports. The Project Team produced a Transit Plan and a Multi-Modal Transportation Framework focused on connecting the regional anchors – Santa Anita Racetrack, the Arboretum, and retail attractions – to the Gold Line station site. The framework serves as a guide to future development and may serve as an update to the circulation element. The developed scheme will define linkages between the station and the regional attractions.

Monrovia



Monrovia Streetscape Improvements

The Project Team met with the City of Monrovia on January 10, 2007 to discuss Transit Oriented Development Opportunities and existing conditions. The following individuals were in attendance:

Tito Haes, Deputy City Manager
Alice Griselle, Director of Community Development
Douglas Benash, City Engineer
Steve Sizemore, Planning Manager
Craig Jimenez, Principal Planner

The City of Monrovia is currently evaluating plans for a large scale compact mixed-use developing their station area. The current plan will bring over 3,800 new residences - ranging from 30 to 75 du/acre - while also providing office, retail, and hotel opportunities.

The Project Team held meetings with the City to refine the city scope, discuss draft products and present graphic materials and reports. For Monrovia, the Project Team evaluated possible transit links for buses, pedestrians, and bicyclists to the connections between the proposed Gold Line station and downtown. The options include recommendations related to proposed pedestrian enhancements and streetscape improvements in order to reduce the barrier of the freeway and increase station visibility and connections.



Duarte



Duarte Station Area Village Vision

The Project Team met with the City of Duarte on January 9, 2007 to discuss Transit Oriented Development Opportunities and existing conditions. The following individuals were in attendance:

Darrell George, City Manager
Karen Herrera, Assistant to City Manager
Jason Golding, Senior Planner

The Project Team held ongoing meetings throughout the study process with staff to refine the city scope, discuss draft products and present graphic materials and reports.

The City of Duarte asked the Project Team to evaluate the possibilities and feasibility of a Village Concept north of the proposed station area and south of the 210 freeway. The urban concept focused on developing compact mixed-uses while providing opportunities for growth in office, retail, and hotel land uses. The deliverable consisted of two-dimensional site plans and three-dimensional sketches up plans, were drafted and a implementation strategy is in the pipeline.

Irwindale



Irwindale Intensification Concept

The Project Team met with Ray Hamada at City of Irwindale to discuss Transit Oriented Development Opportunities and existing conditions for the Irwindale station location. Throughout the study process, the Project Team held various meetings to refine the scope and final deliverable with the city.

The Project Team developed a TOD plan for the industrial area

surrounding the station location in Irwindale. The plan focused on the existing underutilized industrial/office uses within the station area and recommended higher and best uses for the intensification of the area. Urban design plans, two-dimensional site plans and three-dimensional sketch-up plans, were created.

Azusa



Azusa's Parking District

The Project Team met with James Makshanoff, the Public Works Director at the City of Azusa on January 17, 2007 to discuss Transit Oriented Development Opportunities and existing conditions.

The City of Azusa has multiple transit oriented developments underway all supporting multimodal transit while providing a rich mix of compact uses. The Rosedale Development Project is a 1,250 residential project adjacent to the Citrus Station . The Downtown Alameda Station is also being intensified. The Block 36 project will provide a mix of uses, a public library, and provide senior housing. Watt Genton's Downtown North project is bringing a major regional retailer to the development site.

The Project Team held various meetings with staff throughout the study process to further refine the city scope, discuss draft products and present graphic materials and reports. From these discussions, the Project Team developed a comprehensive TOD Parking District Study for the City of Azusa. The Downtown TOD parking implementation strategy involves economic and market feasibility component of developing one or more parking structures in Downtown as well as other shared parking



strategies. The Parking District Study builds upon existing work products and elevates the effort to the next level, including an updated analysis of the existing and future parking needs, an analysis of the most suitable locations for the parking structures, the cost for developing such a structure(s), and anticipated development time frames and project phasing, and an actual parking funding strategy were also provided.

Glendora



Glendora's Station Area Vision

The Project Team met with the City of Glendora on January 10, 2007 to discuss Transit Oriented Development opportunities and existing conditions. The following individuals were in attendance:

Doug Tessitor, Mayor
Eric Ziegler, City Manager
Diane Walter, City Planner

Subsequent to the initial meeting with City Staff, the Project Team held ongoing meetings throughout the study process with staff to refine the city scope, discuss draft products and present graphic materials and reports.

The site immediately adjacent to the station has recently been sold to Nieman Properties , who plans to develop the site with 84 residential units. The project will include pedestrian access to the platform and re-creation of the historic station.

Realizing the opportunity for intensification within their station area, the City of Glendora asked the Project Team to develop concepts for the intensification for their downtown village and

existing suburban community. The TOD Study focused on the area north of the proposed transit station and the area south of Foothill Boulevard. The developed schemes and designs focused on making valuable and thoughtful connections between the downtown village and suburban community.

San Dimas



Existing San Dimas Streetscape



Potential Change

The Project Team met with the City of San Dimas on January 18, 2007 to discuss Transit Oriented Development opportunities and existing conditions. The following individuals were in attendance:

Blaine Michaelis, City Manager
Krishna Patel, Director of Public Works
Larry Stevens, Assistant City Manager &
Director of Community Development
Dan Coleman, Director of Development Services

The City of San Dimas is in the process of evaluating a new station location. The feasibility of the station location request was evaluated by the Project Team. The Station Relocation Study examined the TOD potential for a new station area, including two-dimensional and three-dimensional plans, demonstrating the new location's ability to be integrated within the community.



La Verne



City of La Verne
Station Area Simulations

The Project Team met with the City of La Verne on January 10, 2007 to discuss Transit Oriented Development opportunities and existing conditions. The following individuals were in attendance:

Hal Fredericksen, Director of Community Development
Arlene Andrew, Senior Planner
Amy Altomare, Assistant Planner

The City of La Verne is introducing compact development within their station area. The Lordsburg Court residential development, the University of La Verne Phase 1 Master Plan Development, private investment in San Palo and La Verne Business, Arrow Corridor Specific Plan, and the Paper Pack expansion project - all support the principles of TOD and smart growth.

The City of La Verne requested a transportation plan, focusing on vehicular circulation on Arrow Highway, and a peer review for their station area plans. The transportation plan focused on existing and anticipated roadway demand and will incorporate recommendations for all modes of traffic. The Plan focuses on enhancing specific implementation policies and multi-modal recommendations – the auto circulation, transit modes, bike, and pedestrian circulation. The IBI Group has also provided a full review of the Arroyo's Group's report on station area development.

Pomona



Pomona's Station Area Vision

The Project Team met with the City of Pomona on January 18, 2007 to discuss Transit Oriented Development opportunities and existing conditions. The following individuals were in attendance:

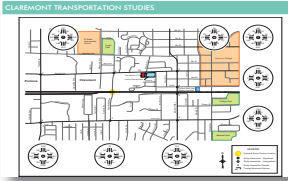
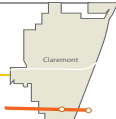
Andre Dupret, Deputy City Manager
Tim D'Zmura, Director of Public Works, City Engineer
Linda Lowry, Assistant City Manager
Charles LaClaire, Planning & Housing Director
Raymond M.Fong, Deputy Executive Director of Redevelopment

The Project Team held many meetings with key staff throughout the design process with staff to refine the city scope, discuss draft products and present graphic materials and reports.

For the City of Pomona the Project Team developed a station area vision reevaluating land uses which focused compact development in and around the station area. The concepts encouraged the intensification of residential and commercial uses with the goal of implementing transit oriented development around the station area.



Claremont



Excerpt from Claremont's
Transportation Plan

The Project Team met with the City of Claremont on January 16, 2007 to discuss Transit Oriented Development opportunities and existing conditions. The following individuals were in attendance:

Jeffrey Parker, City Manager
Craig L. Bradshaw, City Engineer
Lisa Prasse, City Planner
Colin Tudor, Management Analyst

Subsequent to the initial meeting with City Staff, the Project Team held ongoing meetings throughout the study process with staff to refine the city scope, discuss draft products and present graphic materials and reports.

The City of Claremont utilized the team's transit expertise and commissioned studies to evaluate Claremont Cambridge Crossing Closure and Parking Study. The Project Team evaluated conditions along the Cambridge Avenue closure compared to conditions without the closure to determine the impacts to vehicular level of service, emergency vehicle response times, pedestrian access, and socioeconomic conditions.

Montclair



The Project Team met with the City of Montclair on January 9, 2007 to discuss Transit Oriented Development Opportunities and existing conditions. The following individuals were in attendance:

Lee McDougal, City Manager
Marilynn Staats, Director of Community Development
Steve Lustro, City Planner
Mike Hudson, City Engineer

Subsequent to the initial meeting with City Staff, the Project Team held ongoing meetings throughout the study process with staff to refine the city scope, discuss draft products and present graphic materials and reports.

The Montclair station location is unique. The future station will serve both the existing Metro Link stop and the Gold Line station. This dual station location is land locked between seas of surface area parking. Montclair saw the potential in their parking property. The project team considered parking strategies and developed a Parking Assessment Study focused on phasing and feasibility of designated parking land for conversion to other uses. The Team evaluated the current and future parking demand and created a phased structured parking strategy to accommodate future development.

3. Corridor-wide Opportunities

3.1 TOD Framework Report

Transit-oriented development is typically defined as compact development containing a mix of uses within easy walking distance (a quarter – to one half-mile radius) of transit stations. But a prescribed density or mix of uses can't ensure the success of a transit oriented development project or guarantee that it will produce more riders for transit. It's become increasingly clear that TOD cannot be defined by physical form alone, and those high-performing projects – whether performance is judged by financial returns or the number of people who flock there – are best defined by performance criteria that can be used as a planning tool to assess how well a project will function.

The Project Team sets out a “performance-based” definition of TOD – TOD is not just development near transit stations but rather it is development that:

- Increases “location efficiency” so that people can walk, bike and take transit
- Boosts transit ridership and minimizes the impacts of traffic
- Provides a rich mix of housing, jobs, shopping and recreational choices
- Provides value for the public and private sectors, and for both new and existing residents
- Creates a sense of community and of place

These goals aren't just an urban planner's wish list. They dovetail with the elements of “livability” cited in numerous public opinion surveys conducted to determine how people define “quality of life.” It's essential to think about TOD from the perspective of people who will use it. Can parents drop a child off at day-care on the way to work? Can errands be done on foot? Is it possible to take a business client to lunch without having to drive there? TOD is ultimately about creating sustainable, walkable neighborhoods where people can live convenient, active, affordable lives. TOD helps provide more housing and transportation choices for people of all ages and incomes in development that benefits both new and existing residents.



Moreover, TOD isn't simply a project but needs to be thought of as encompassing a district or neighborhood, with a mix of uses that complements surrounding land uses and that reflects the needs and desires of those who live and work nearby. TOD needs to achieve a functional integration of transit with surrounding development so as to create a synergy among all the uses. And place-making – the art of creating a place that people want to live in or visit – may be almost as important to TOD as transit. In order to succeed in creating TOD that functions differently than conventional development, projects should achieve the following five main goals:

- Creates a sense of place
- Value capture for transit proximity
- Offers a rich mix of choices
- Boosts transit ridership and minimizes traffic
- Increases location efficiency

TOD has the potential to benefit both new and existing residents of all ages and income levels, local governments, transit agencies, local merchants, developers and investors, property owners, and all those who don't want to have to drive. TOD is really about people-oriented development, as discussed above, and sustainability in terms of both transportation and land use. Here is a partial list of benefits, some of which can also be seen in the diagram that follows, which also illustrates how TOD can work in harmony with mixed-income strategies:

- TOD is more sustainable development
- More efficient use of land, energy and resources
- Helps conserve open space
- Less oil and gas consumption
- Less air pollution
- Minimizes traffic increases
- Encourages walking
- Increases revenues, allowing cities to lower tax rates and compete with suburbs
- Increases transit ridership at a lower cost than if bus service or parking structures are needed to bring riders to stations
- Increases property values, lease revenues and rents

- Increases foot traffic for local businesses
- Creates opportunity to build mixed-income housing
- Height and density can pay for community benefits and affordability
- Reduces transportation expenditures
- Promotes healthier lifestyles
- Neighborhoods are safer because there are more people on the street and more “eyes on the street.”



The Federal Transit Administration evaluates and recommends projects for funding using a “multiple measure” approach that assesses the merits of each project according to the following measures: mobility improvements, environmental benefits, operating efficiencies, cost-effectiveness, transit supportive existing land use policies and future patterns, and “other factors” These “other factors” include:

1. The degree to which local transportation planning, programming and parking policies, etc., are in place.



2. Project management capability
3. In evaluating the land use potential for a New Start project, FTA applies eight transit-supportive land use measurement factors:
 - Existing land use
 - Growth management programs
 - Transit-supportive corridor policies
 - Supportive zoning near stations
 - Tools to implement land use policies
 - Performance of land use policies
 - The potential impact of the transit investment on regional land use.

SAFETEA-LU Congress amended the New Starts program to elevate the importance of land use and the impact of a project on economic development. To date, though, FTA has not opted to incorporate that change in the New Starts Guidance and has deferred implementation until publication of the SAFETEA-LU Final Rule, which is currently scheduled for publication in the Federal Register in January 2008.

These criteria have motivated project sponsors to begin planning and zoning for TOD early in the planning and design of transit projects. By the end of Preliminary Engineering the FTA expects corridor and station area conceptual plans, TOD zoning recommendations for individual stations. Transit agencies should be proactive - working with local governments and developers to ensure transit-supportive development is occurring in the corridor. By the end of Final Design the FTA expects that station area plans and TOD zoning will be adopted by local governments, that a joint development program and appropriate financial tools will be in place, and that a number of TOD development proposals for each station area will have been completed.

Using this analysis, It is possible to evaluate TOD projects in a new light and to take a different approach to improving them. What follows is a list of actions that can be taken by the transit agency and by local governments to help TOD projects move forward.

3.2 Market Study Findings

The Foothill Extension presents enormous opportunity to further integrate the San Gabriel Valley with the greater Los Angeles region, and take full advantage of market momentum for TOD from recent projects in the Pasadena and Claremont areas. The proposed light rail will include twelve stations in eleven cities representing 1,200 acres of development opportunity. When introduced, these stations will greatly increase the supply of land for potential TOD. The key to achieving quality TOD at these new stations is to phase development in a way that takes advantage of current development opportunities while planning and preparing for the future.



The extension presents a long-term opportunity to improve the development, design, and mix of uses in the surrounding half-mile station areas and beyond. Some cities will realize this opportunity sooner than others because they already possess many of the features needed to encourage good TOD, including market interest, political support, and/or a pedestrian scale street layout and use mix. Stations such as Arcadia, Monrovia, Azusa Alameda, Azusa Citrus, Claremont, and Montclair are experiencing development interest and are already encouraging TOD in advance of the Foothill Extension operation.

Successful development at Mission station in South Pasadena, and the Del Mar and Sierra Madre stations in Pasadena are already creating pressure for development at the Arcadia and Monrovia stations. These cities will need to move quickly to ensure that plans are in place to accommodate the greatest levels of new development and to ensure good local

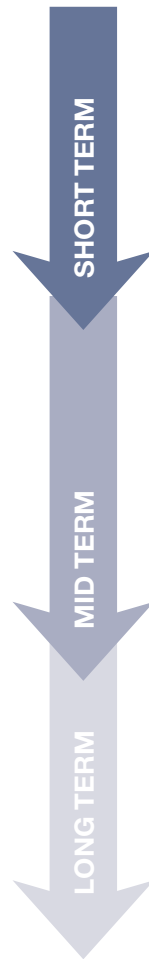


bus connections to nearby destinations such as the Santa Anita Racetrack, the Westfield Mall, the Methodist hospital, Old Town Monrovia, and offices along Huntington Boulevard. Claremont and Montclair have already completed major planning efforts and are moving forward with development that adheres to the vision outlined in these plans. The presence of the Metrolink stations has been one of the major drivers of this growth.

The City of Azusa also offers significant short-term opportunity. The three major developments occurring near their station locations - Rosedale, Block 36, and Watt & Genton's Project - are bound to spur additional transit focused projects in the station areas.

The successful development at all four of these stations will likely generate interest in other nearby stations on the Foothill Extension. Stations such as Duarte, Glendora, La Verne and Pomona will likely follow with a mid-term phase of transit-oriented development. These stations will need to establish strong station area plans to link to nearby features such as the City of Hope, nearby grocery stores and neighborhood retail as well as the Fairplex and La Verne University. These station areas may support TOD, but the success of their development is dependent on making supportive policy changes and establishing a good pedestrian scale street grid and use mix.

Irwindale and San Dimas have limited short or mid-term potential for TOD, for vastly different reasons. Irwindale sustains a vital mix of industrial and warehousing jobs, and the station area's existing land use pattern leaves little possibility for TOD. While San Dimas offers good potential connections to Old San Dimas, the City's hesitation to support TOD policies – including allowing increased densities or significant new development – leaves very few short or mid-term opportunities for a successful TOD. Nonetheless long-term economic or political shifts could open up potential for new types of uses at these stations.



Given the number of stations that will be introduced along this transit extension, the longer term phasing of development at some stations will be advantageous for the corridor. With the short term land supply constrained, development can be concentrated at several stations, which will help to introduce the concept of TOD on the corridor and generate further momentum for new development at stations that require major infrastructure improvements, land assembly, and planning to create TOD opportunities. Moreover, the market for TOD in the Los Angeles region is long-term, and new types of transit-oriented uses may emerge over time as the transit system matures and more demographic segments have a demand for TOD. Stations with longer-term opportunities will be able to take advantage of these changes and evolve with the market, ensuring that the corridor's overall development remains diverse, complementary, and economically vital.

Phase 2 of the Gold Line will link these eleven cities and their real estate markets in a new way. The market study found that Phase 2 offers significant opportunity to fundamentally change land use patterns in the San Gabriel Valley. There are 1,200 acres of opportunity sites, roughly the size of Downtown Los Angeles, and there is strong market and political support for new transit-oriented development.

Evidence of the strong market for transit-oriented development includes the success of new development at Phase 1 and Metrolink stations in the San Gabriel Valley. Phase 2 developments will absorb pent-up demand from Phase 1 station areas, and will offer transit-oriented housing opportunities to a market with a wider range of pricing needs. The market study found further potential synergies between Phase 2 stations. For example, the Claremont Station, located in the downtown village, has recently added new housing and commercial development and is becoming a highly popular community in which to live. However, there are limited opportunity sites remaining at this station. Phase 2 will open up opportunities for the Montclair, Pomona, and La Verne stations to absorb Claremont's pent up demand for new housing and retail space, providing new residents with easy transit access to desirable amenities and destinations in Claremont's downtown.



4. Corridor-wide Recommendations

4.1 TOD Framework Recommendations

A focus on a performance-based definition of TOD leads to a different view of why TOD projects often do not live up to their potential:

- Projects fail to recognize the tension between node and place
- Planners lack guidelines about what makes a place work
- Unleashing synergy is complicated
- The regulatory and policy environment is fragmented
- The market may not be supportive

Using this analysis, it is possible to evaluate TOD projects in a new light and to take a different approach to improving them. What follows is a list of actions that can be taken by the transit agency and by local governments to help TOD projects move forward.

4.2 Metro Gold Line Authority Recommendations

The Project Team recommends that The Authority:

1. Participate in planning for both authority property and the wider station area with the aim of fostering long-term rather than short-term value. Use available resources to support this long-term value.
2. Encourage station access plans that recognize the critical link between the station and its adjacent land uses, as well as the need for the station to be an integral part of a larger area.
3. Plan for TOD at the system-wide scale, assessing opportunities at each station site and thinking regionally about the interplay between land uses around each station and the way they can affect system-wide ridership.

4.3 General City Recommendations

The Project Team recommends that each City:

1. Establish transit oriented development area plans around all stations.
2. Develop a process for interagency coordination with Metro Gold Line Foothill Extension to ensure that projects will both achieve the goals of TOD and move forward expeditiously.
3. Create area-wide parking strategies for TOD projects that include comprehensive management and that “unbundle” parking from other land uses.
4. When necessary, provide financial and land assembly assistance to developers as an incentive for creating optimal TOD projects, including identifying new revenue streams to support bond financing.
5. Establish explicit policies for incorporating mixed-income housing in TOD projects.

4.4 Market Analysis Recommendations

Short Term Development Opportunities

Arcadia | Monrovia | Azusa: Alameda & Citrus | Claremont | Montclair

Arcadia, Monrovia, Azusa Alameda, Azusa Citrus, Claremont, and Montclair are experiencing development interest and pushing TOD planning forward today, well prior to the introduction of the Foothill Extension. Successful development at the stations in Pasadena and Sierra Madre has accelerated demand for development at the Arcadia and Monrovia stations.

These cities will need to move quickly to ensure that plans are in place to accommodate the appropriate levels of new development. Arcadia and Monrovia must focus on local connections such as good local bus service to nearby destinations such as the Santa Anita Racetrack,



the Westfield Mall, the Methodist hospital, Old Town Monrovia, and offices along Huntington Boulevard.

Claremont and Montclair have already completed major planning efforts and are moving forward with development that adheres to the vision outlined in these plans. The presence of the Metrolink stations has been one of the major drivers of this growth. The successful development at all four of these stations will likely generate interest in other nearby stations on the Foothill Extension.

Mid Term Development Opportunities

Duarte | Glendora | La Verne | Pomona

Stations such as Duarte, Glendora, La Verne and Pomona will likely follow with a mid-term phase of transit oriented development. These stations will need to establish strong station area plans to link to nearby features such as the City of Hope, nearby grocery stores, neighborhood retail, the Fairplex, and La Verne University. These station areas may support TOD, but the success of their development is dependent on making supportive policy changes and establishing a good pedestrian scale street grid and use mix.

Long Term Development Opportunities

Irwindale | San Dimas

Irwindale and San Dimas have limited short-term or mid-term potential for TOD, for vastly different reasons. Irwindale sustains a vital mix of industrial and warehousing jobs, and the station area's existing land use pattern leaves little possibility for TOD other than the intensification of existing uses. While San Dimas offers good potential connections to Old San Dimas, the City's hesitation to support TOD policies – including allowing increased densities or significant new development – leaves very few short or mid-term opportunities for a successful TOD. Nonetheless long-term economic or political shifts could open up potential for new types of uses at these stations.

Given the number of stations that will be introduced along this transit extension, the longer term phasing of development at some stations will be advantageous for the corridor. With the short term land supply constrained, development can be concentrated at several stations, which will help to introduce the concept of TOD on the corridor and generate further momentum for new development at stations that require major infrastructure improvements, land assembly, and planning to create TOD opportunities.

Moreover, the market for TOD in the Los Angeles region is long-term, and new types of transit-oriented uses may emerge over time as the transit system matures and more demographic segments have a demand for TOD. Stations with longer-term opportunities will be able to take advantage of these changes and evolve with the market, ensuring that the corridor's overall development remains diverse, complementary, and economically vital.



4.5 Joint Development Recommendations

Joint development strategies should be developed in conjunction with the opportunity sites analysis. In developing a station area plan for any transit zone, it is important to assess early on which areas are:

- in stable uses that are not likely to change
- underutilized in terms of providing ridership for the transit system, even if the use on its own still has considerable economic value
- Acquisition targets used to either leverage other development or provide a long term land banking mechanism to protect future development opportunities. This type of land supply analysis, combined with good market data, can then become the framework for developing a TOD implementation strategy that revolves around taking the proactive steps necessary to facilitate development rather than just focusing on land use policy, like rezoning.

It is also helpful to accept that different stations will emerge as viable joint development sites at different times. In fact, transit agency sites can be defined as either Catalytic Sites – locations where a public agency-led development effort could stimulate private investment in the TOD district – and Value Capture Sites – where publicly-owned or controlled property might be offered for development relatively late in the maturity of an area in order to maximize the returns to the agency. A “Decision Tree” helps to sort out the types of decisions transit agencies are faced with and determine the best approach to joint development at individual sites.

Specific Opportunities for Joint Development along the Gold Line extension

Many stations along the Gold Line Extension are both development opportunity sites and sites where commuter parking is planned. These are the most opportune locations for joint development activities.

City/Station	Planned Transit Parking	TOD Opportunity	Joint Development Notes
Arcadia	800 Stall Parking structure at the northwest corner of Front Street and Santa Clara Street	Minimal	Limited to facilities that provide connectivity to Downtown and other city destinations.
Monrovia	600 spaces	Significant	Opportunity to enter into joint venture with City and private property owners to develop Station Square as a TOD.
Duarte	250 surface spaces	To be defined	Possible joint development opportunity on commuter parking site.
Irwindale	700 surface spaces	To be defined	Possible joint development opportunity on commuter parking site.
Azusa/ Alameda	400 surface spaces	Significant	Projects are already underway surrounding the station and joint development on the surface commuter lot could be an opportunity.
Azusa/ Citrus	350 spaces in 2-story structure	Significant	The Rosedale Community presents an opportunity to create a transit village incorporating commuter parking facilities.
Glendora	400 spaces	To be defined	To be defined
San Dimas	750 in parking structure	To be defined	To be defined
LaVerne	600 surface spaces	To be defined	To be defined
Pomona	800 space parking structure (3-level) on a vacant lot, west of Garey, south of Bonita	To be defined	To be defined
Claremont	700 spaces in a structure on top of existing Metrolink spaces.	Significant	Joint development project to accommodate both parking and retail are being envisioned in the Claremont Village expansion effort
Montclair	800 surface spaces	Significant	To be defined



Next Steps

The communities along the Gold Line Extension have done a tremendous job getting ready for TOD and there is significant potential for a wide range of benefits to accrue local jurisdictions and the region. Recommended next steps include:

- Establish a set of comprehensive Joint Development and TOD policies and procedures that both reinforce the local TOD plans and ensure maximum corridor-wide benefits accrue to the transit agency. The policy should be tailored to the goals and outcomes for the corridor as a whole.
- Undertake an assessment of the specific TOD and Joint Development opportunities along the corridor, categorize publicly-owned or controlled properties as either catalytic or value capture sites, and, if appropriate, use the Decision Tree to identify specific actions at each station.
- Establish clear roles and protocols for working with local jurisdictions along the corridor to ensure that incremental development decisions are strongly supported and expedited.

4.6 Right-of-Way Recommendations

Several permanent property acquisitions required in order to implement the Gold Line Foothill Extension have been identified in the Final EIR (February 2007) for the project. These include both full acquisitions, where an entire parcel would be acquired; and partial acquisitions, where only a portion of land, landscaping, parking and/or structure would be acquired.

Within the station areas, right-of-way may be required for the stations, parking and traction power substations. The below summarizes the number of potential acquisitions for each of the stations along the alignment, by city:

Station	Full Acquisitions	Partial Acquisitions	Relocations
Pasadena	0	0	0
Arcadia	10 (for parking)	2	10 (for parking)
Monrovia	0	4	0
Duarte	1	2	0
Irwindale	1	3	0
Azusa / Alameda	7	0	5 businesses
Azusa / Citrus	0	1	0
Glendora	0	1	0
San Dimas	5	0	1 business
La Verne	0	0	0
Pomona	0	1	0
Claremont	1	5 (Station Option A/B)	9 **
Montclair	0	0	0

** Partial acquisitions may reduce available parking to less than city code requirements, potentially causing up to 9 relocations.

Source: Gold Line Foothill Extension – Pasadena to Montclair Final EIR (February 2007), Table 3-1.12

As a result of the Project Team's work on the Transit Oriented Development study, only one change may be required to the right-of-way requirements shown in the Final EIR document. It may be necessary to show a change to the acquisitions for the San Dimas station parking that would now be located to the east of where it was shown in the Final EIR document as a result of the proposed change in station location.



4.7 Park and Ride Recommendations

The Final EIR for the Gold Line Foothill Extension determined that a total of 8,150 parking spaces will be distributed among the 13 stations on the light rail transit system. The location and distribution of the parking locations as indicated in the FEIR are provided in the table below:

Station	Parking Location(s)	Number of Stalls
Pasadena	Existing structure	1,000
Arcadia	Parking structure at the northwest corner of Front Street and Santa Clara Street	800
Monrovia	The City is in the process of building 300 surface spaces at the southwest corner of E. Pomona Avenue and S. Myrtle Avenue. A future transit-oriented development on this site will include 600 parking spaces for transit users.	600
Duarte	North of E. Duarte Road, on a vacant lot south of Business Center Drive.	250
Irwindale	East of Irwindale Avenue and north of Montoya Street frontage road	700
Azusa/Alameda	Surface parking lot located north of the tracks, between Alameda and Azusa Avenues	400
Azusa/Citrus	North of the tracks, west of Citrus Avenue in a parking structure constructed in conjunction with a TOD project.	350
Glendora	North of the tracks, east of S. Vermont Avenue, on a trapezoidal plot of land where a future TOD project will provide 400 spaces for transit patrons.	400
San Dimas	Parking structure on the 2.9-acre Henkle & McCoy property at the northwest corner of Eucla and the railroad right-of-way.	750
La Verne	Surface lot on Fairplex land	600
Pomona	Parking structure (3-level) on a vacant lot, west of Garey, south of Bonita	800
Claremont	Parking structure on the existing Metrolink surface parking lot, east of College Avenue and north of the railroad right-of-way.	700
Montclair	Existing parking at the transit center will be utilized (no structure)	800
Total		8,150

Source: Gold Line Foothill Extension – Pasadena to Montclair Final EIR February 2007, Table 3-19.

As a result of the Project Team's work on the Transit Oriented Development study, only one change would be required to the parking locations shown in the Final EIR document. It would be necessary to show a change to the parking location for the San Dimas station parking that would now be located to the east of where it was shown in the Final EIR document as a result of the proposed change in station location.

5. Corridor Cities Opportunities and Recommendations

Each city in the San Gabriel Valley is in a different state of readiness to realize transit oriented development opportunities. Regardless of the individual readiness, the project team recommends the following steps to encourage TOD for each unique station along the corridor. Respecting the individuality of the each distinct corridor city, the Project Team recommends the following:

City of Arcadia Recommendations



The Project Team produced a Transit Plan and a Multi-Modal Transportation Framework focusing on connecting the regional anchors – the Racetrack and retail attractions – to the Gold Line station site. The framework serves as a guide to future development and may serve as an update to the circulation element. Urban design and transportation principles were used to evaluate and create defined linkages between the station, the arboretum, the racetrack, and Arcadia's downtown.

Based on the developed Transit Plan, the Project Team recommends the following steps for the City of Arcadia:



1. Create strategic transportation links between the Gold Line Arcadia station and key attractions in the City.
2. Implement a signage plan directing traffic from the I-210 freeway to access the station.
3. Provide a city-operated local shuttle bus service that links the station, with stops at the Shops at Santa Anita, the Westfield Mall, and the Los Angeles County Arboretum.



1. Work with Foothill Transit to modify the alignment of Bus Route 184 include a stop at the Gold Line station.
2. Widen the sidewalks along 1st Avenue to accommodate a bus pullout near the station.
3. Install pedestrian amenities such as shade trees, lighting, and signage along streets surrounding the Gold Line station. The city could consider extending the existing pedestrian street theme on Huntington Drive to the station area.
4. Implement bicycle lanes, bicycle routes, or bicycle boulevards on streets leading to the station.

Based on the Market Analysis, the Project Team recommends that the City of Arcadia:

1. Give careful planning consideration to parcels immediately adjacent to the station area. Parcels immediately adjacent to the station represent a significant opportunity for the City of Arcadia, but strong market pressures could compromise the long term potential for these sites by driving development to occur in the short term.
2. Consider a plan for the desired uses, intensities, and design of these parcels in order to ensure that the station area becomes fully integrated with the downtown.

City of Monrovia Recommendations



For Monrovia, the Project Team evaluated possible transit links for buses, pedestrians, and bicyclists to the connections between the proposed Gold Line station and downtown. The options include recommendations related to proposed pedestrian enhancements and streetscape improvements in order to reduce the barrier of the freeway and increase station visibility and connections.

The Project Team recommends that the City of Monrovia:

1. Enhance local transit services and provide transit connections to the Gold Line Monrovia station.
2. Market the current dial-a-ride service operated by the City of Monrovia as a transport mode for commuters to access the Gold Line station.
3. Explore the use of automated vehicle locating (AVL) devices for the dial-a-ride vehicles.
4. Explore opportunities for collaborative arrangements with key community stakeholders including the business and health care communities.
5. Consider phasing out the existing trolley service and reallocating those resources to provide local transit connections to the Gold Line rail station.

Based on the Market Analysis, the Project Team recommends that the City of Monrovia:

1. Invest in infrastructure improvements to improve pedestrian environment. The City of Monrovia should consider making infrastructure improvements to the site in order to ensure that pedestrian connectivity to the station is improved. These improvements include: construction of a cohesive street



network, traffic calming on Pomona Avenue and Myrtle Avenue, well located and designed transit parking, and improved pedestrian features such as widened sidewalks and internal pedestrian circulation in the new development.

2. Provide intermodal bus service from the station to the office parks on Huntington Drive and Old Town. Bus transit could offer intermodal access for employees in the City's auto oriented job corridor lining Huntington Drive. The link to Old Town could provide additional market opportunities for compact development.



Figure VI.3 – Alternative C : Full Service

City of Duarte Recommendations



The City of Duarte asked the Project Team to evaluate the possibilities and feasibility of a Village Concept north of the proposed station area. The team created a detailed urban concept consisting of two-dimensional site plans and three-dimensional sketch-up plans, and an implementation strategy is in the pipeline. The Project Team recommends that the City of Duarte:

1. Use the vision for the station area that has been developed to date to study several for land use and open space alternatives
2. Meet with Council and Planning Commission to discuss the alternatives
3. Work in partnership with the City of Hope Hospital, as the major stakeholder in the area, to develop the options, planning framework and implementation strategy
4. Set up a public forum for the public to comment on the development alternatives
5. Develop a planning framework, in terms of General Plan Amendment or new Area-Specific Plan and Zoning Code for proceeding
6. Set out a specific implementation strategy, including opportunities for public/private partnerships
7. Amend the General Plan and Zoning Code to permit the vision for the Station Area
8. Work with developers to implement the redevelopment of the area





Based on the Market Analysis, the Project Team recommends that the City of Duarte:

1. Explore strategies to encourage redevelopment on industrial sites to the north of the station. These strategies might include creating a redevelopment area that includes land to the north of the station, engaging in a public/private partnership for reuse of the industrial sites, or testing the market potential for new uses and rezoning the area to harness private market forces.
2. Rezone the current industrial land to allow for the redevelopment of the site to hospital related uses could help trigger changes that could make this station an employment destination in the corridor.
3. Work closely with the City of Hope to ensure that nearby uses support its development plans. Involve the City of Hope in future development plans in adjoining area to ensure that city and hospital expansion plans do not conflict with one another. Craft nearby development to support transit and consider impacts on future City of Hope expansion plans.
4. Offer shuttle access to employment areas that are outside of walking distance to the station area. Offering shuttle service from the station to jobs in Duarte that fall outside the half-mile station area will provide employees with better commute options and stimulate development in the station area.



City of Irwindale Recommendations

The Project Team developed a TOD plan for the industrial area surrounding the station location in Irwindale. The plan focused on the existing under utilized industrial/office uses within the station area and recommended higher and best uses for the intensification of the area. Urban design plans, two dimensional site plans and three-dimensional sketch-up plans, were created.

The Project Team recommends that the City of Irwindale:

1. Use the vision for the station area that has been developed to date to develop a vision for the re-use of the gravel pits on the north side of the 210 Freeway, which are the major redevelopment sites within the proposed station area.
2. Create urban design alternatives for the redevelopment of these major sites
3. Review the urban design alternatives with Council and Planning Commission
4. Examine pedestrian connection alternatives between the Gold Line station and the redevelopment sites, including a bridge and tunnel
5. Examine transit alternatives to connect the redevelopment sites to the Gold Line Station
6. Examine vehicular access alternatives for access to the major redevelopment sites
7. Set up a public forum for the public to comment on the alternatives
8. Develop a planning framework, in terms of General Plan Amendment or new Area-Specific Plan and Zoning Code for proceeding
9. Set out a specific implementation strategy, including opportunities for public/private partnerships



10. Amend the General Plan and Zoning Code to permit the vision for the redevelopment of the gravel pits
11. Work with developers to implement the redevelopment of the area

Based on the Market Analysis, the Project Team recommends that the City of Irwindale:

1. Consider this station for a major park-and-ride accessible by Interstate 210. This station could help divert parking needs from other stations that offer significant TOD potential.
2. Provide a shuttle service to major industrial employers may help boost ridership to and from the station.

City of Azusa Recommendations



The Project Team developed a comprehensive TOD Parking District Study for the City of Azusa. The Downtown TOD parking implementation strategy involves economic and market feasibility component of developing one or more parking structures in Downtown as well as other parking strategies. The strategy builds upon existing work products and takes it to the next level, including an updated analysis of the existing and future parking needs, an analysis of the most suitable locations for the parking structures), the cost for developing such a structure(s), anticipated time frames and phasing as to when a structure(s) would be needed, and provides an actual parking funding strategy. The Project Team recommends that the City of Azusa undertake the following next steps with regard to implementing the findings of this report:

1. Determine the scale and location of parking required to serve the Gold Line Alameda station and other adjacent TOD uses.
2. Determine the potential tolerance for introducing parking fees to help fund development and operating costs.

3. Undertake an analysis of properties potentially benefiting from the proposed parking strategy and determine whether a special assessment could represent an acceptable burden on the existing commercial base.
4. Consider in detail the most appropriate way to fund the provision of Gold Line-related parking which represents a broader benefit to the community.

Based on the Market Analysis, the Project Team recommends the following for the City of Azusa's Alameda Station:

1. Continue policy support for transit oriented development supportive uses. The implementation of TOD-supportive policies in the General Plan update is essential to laying the groundwork for guided development practices in Azusa.
2. Establish linkages between the station area and the downtown. Redevelopment plans for the downtown area will be instrumental in helping to ensure that good TOD occurs in the station area, and will create a positive symbiotic relationship between the downtown and station.
3. Secure vacant parcels surrounding the station area for TOD. Strategically acquire available parcels in the immediate station area to hold for TOD. Careful consideration of where the parking for transit users should go relative to the downtown and its effects on the station area's development pattern will be important in creating needed development intensities. If there is scattered ownership in the station area, parcel assembly may be necessary.
4. Provide a shuttle service to Azusa Pacific University. Further connections such as pedestrian, bicycle, and bus should also be considered between Azusa's universities and station areas.



The Project Team recommends the following for the City of Azusa's Citrus Station:

1. Improve access, specifically road and pedestrian access to Citrus College and Foothill Boulevard. By targeting the station area as a development node and laying a continuous street network throughout Rosedale and points south, Azusa Citrus will emerge as a successful transit-oriented district.
2. Work with Citrus College to ensure that students and employees have easy shuttle, bicycle, and pedestrian access to and from the university. The Azusa-Citrus station should focus its station area development on serving the needs of the residential and education communities. With good access, the station could serve as both an origin and destination station on the corridor.

City of Glendora Recommendations



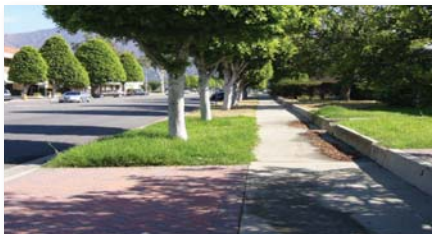
Realizing the opportunity for intensification within their station area, the City of Glendora asked the Project Team to develop concepts for the intensification for their downtown village and existing suburban community. The TOD Studied specified studied the area north of the proposed transit station and developed schemes for intensification. These schemes and designs focus on making valuable and thoughtful connections between the downtown village and suburban community. The Project Team recommends that the City of Glendora:

1. Discuss the proposed urban design vision for the Gold Line Station area with City Council and Planning commission
2. Set up a public forum for the public to comment on the urban design vision
3. Develop a planning framework, in terms of General Plan Amendment or new Area-Specific Plan and Zoning Code for proceeding
4. Set out a specific implementation strategy, including opportunities for public/private partnerships

5. Amend the General Plan and Zoning Code to permit the urban design vision for the Station Area
6. Work with developers to implement the redevelopment of the area

Based on the Market Analysis, the Project Team recommends that the City of Glendora:

1. Offer TOD-supportive land use and design policies. Because the timing of the market for transit-oriented uses may not coincide with the phasing of the station area, future policies should ensure that the long-term development of key opportunity sites is reserved for transit-oriented designs and uses. Guiding future development and policies to reflect the city's desire for TOD will be instrumental in laying the groundwork for this development site.
2. Improve pedestrian and bicycle access from the station to Alosta Avenue. In spite of its auto-orientation, Alosta Avenue provides key walking access to shopping and services for potential station area residents. To the extent possible, future plans for development on Alosta Avenue should include direct pedestrian cut-throughs from the station area.
3. Encourage developers to provide a grocery store as part of redevelopment plans, which would encourage transit oriented development further.



Existing Conditions along Glendora Avenue



Glendora Avenue Potential



City of San Dimas Recommendations

The City of San Dimas proposed a new station area in the process. The feasibility of the station location request was evaluated. The Relocation Study examined the TOD potential for a new station area, including two and three dimensional plans, demonstrating the new location's ability to be integrated within the community. The Project Team recommends that the City of San Dimas:

1. Staff should meet with Council and Planning Commission to discuss the proposed urban design vision for the new Gold Line Station area
2. Work with the Metro Gold Line Authority to revise the station location in the FEIS in the context of further revisions to the document
3. Set up a public forum for the public to comment on the urban design vision
4. Develop a planning framework, in terms of General Plan Amendment or new Area-Specific Plan and Zoning Code for proceeding
5. Set out a specific implementation strategy, including opportunities for public/private partnerships
6. Amend the General Plan and Zoning Code to permit the urban design vision for the Station Area
7. Work with developers to implement the redevelopment of the area

Based on the Market Analysis, the Project Team recommends that the City of San Dimas:

1. Incorporate the vision for the new station area into the new downtown plan, with particular emphasis on encouraging access from the station to the downtown.



San Dimas Station Area Vision

City of La Verne Recommendations



The City of La Verne requested a transportation plan, focusing on vehicular circulation on Arrow Highway, and a peer review for their station area plan prepared by the Arroyo Group. The transportation plan focused on existing and anticipated roadway demand and will incorporate recommendations for all modes of traffic focusing on enhancing specific implementation policies and multi-modal recommendations – the auto circulation, transit modes, bike, and pedestrian circulation. The IBI Group has also provided a full review of The Arroyo Group's report. The Project Team recommends that the City of La Verne:

1. Implement guide signs along Arrow Highway and White Avenue to direct vehicles to the Gold Line station, passenger drop-off zones, parking facilities, and the SR-210 and I-10 freeways.
2. Inform the local community of traffic calming options during the planning and construction phases of the Gold Line Foothill Extension.
3. Establish a process for initiating and evaluating neighborhood traffic calming measures.
4. Consider developing a Transit Center near the Gold Line La Verne station to provide a nexus between multiple transit modes.

Based on the Market Analysis, the Project Team recommends that the City of La Verne:

1. Create linkages between the station, downtown La Verne, the University, and the Fairplex. TOD opportunities near the La Verne station will be longer term. However, the station offers many immediate amenities for transit riders including the downtown commercial area, the University of La Verne, and events at the Fairplex. The current planning policy efforts should include policies targeting development around the station and improving linkages between these three areas.

2. Provide incentives for TOD supportive growth and planning at the University of La Verne. The city should work with the University to establish a common vision for incorporating transit into their long range plans.



Existing Conditions along First Avenue, La Verne



First Avenue Potential, La Verne



City of Pomona Recommendations

For the City of Pomona the Project Team developed a station area vision reevaluating land uses which focused compact development in and around the station area. The concepts encouraged the intensification of residential and commercial uses with the goal of implementing transit oriented development around the station area. The Project Team recommends the following action steps for the City of Pomona:

1. City staff should meet with Council and Planning Commission to discuss the proposed urban design vision for the Gold Line Station area
2. Set up a public forum for the public to comment on the urban design vision
3. Develop a planning framework, in terms of General Plan Amendment or new Area-Specific Plan and Zoning Code for proceeding
4. Set out a specific implementation strategy, including opportunities for public/private partnerships
5. Amend the General Plan and Zoning Code to permit the urban design vision for the Station Area
6. Work with developers to implement the redevelopment of the area

Based on the Market Analysis, the Project Team recommends that the City of Pomona:

1. Acquire vacant parcels around the station. One of the immediate parking lots has already been acquired for development. Ensuring control of the other vacant parcels is important to maintaining the land needed for a critical mass of new TOD.



Station Area Potential



City of Claremont Recommendations



The City of Claremont utilized the team's transit expertise and commissioned studies to evaluate the Claremont Cambridge Crossing Closure and Parking Study. The Project Team evaluated conditions along the Cambridge Avenue closure compared to conditions without the closure to determine the impacts to vehicular level of service, emergency vehicle response times, pedestrian access, and socioeconomic conditions. Based on the Transit Studies, the Project Team recommends the following action steps for the City of Claremont:

1. Investigate the opportunities associated with constructing a parking structure with ground floor retail to serve the Gold Line Claremont station.
2. Encourage mixed-use development on parcels adjacent to the parking structure and the station.
3. Continue to have dialogue with the California Public Utilities Commission regarding the proposed closing the Cambridge Avenue grade crossing.

Based on the Market Analysis, the Project Team recommends that the City of Claremont:

1. Encourage connections between the Claremont station and neighboring stations, to help these areas capitalize on the strong real estate market and limited land availability in the Downtown.

City of Montclair Recommendations



The Montclair station location is unique. The future station will serve both the existing Metro Link stop and the Gold Line station. This dual station location is land locked between large areas of surface parking. Montclair saw the development potential in their parking lots. The project team considered parking strategies and developed a plan to encourage Parking Assessment Study Develop a detailed Parking Assessment Study focused on phasing and feasibility of designated parking land for conversion to other uses. The Team will evaluate the current and future parking demand and create a phased structured parking strategy to accommodate future development. The Project Team recommends that the City of Montclair:

1. Invest in parking structures to encourage higher density mixed-use development in the downtown area.
2. Create a financial plan, such as a Communities Facilities District, to fund future parking improvements.

Based on the Market Analysis, the Project Team recommends that the City of Montclair:

1. Continue to support the funding of necessary infrastructure improvements in the station area. This strong public message supporting TOD will heighten the visibility of this station for TOD, and encourage local developers.
2. Improve connections to the City's major retail areas. The City's specific plan calls for improving visual and pedestrian connections to retail areas. This will further stimulate TOD by enabling potential residents to access shopping and services on foot.
3. Consider parking management through the use of parking restrictions, parking meters, and longer term paid parking to generate funds and maintain high parking turnover rates along retail corridors.