



Foothill Gold Line Transit Oriented Development Update

October 14, 2016

The Maxima Group LLC

Foothill Gold Line
Gold Line Transit Oriented Development Update
October 2016

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Foothill Gold Line Gold Line Transit Oriented Development Update

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Executive Summary

The Foothill Gold Line has proven to be a remarkable catalyst for "smart growth" along its alignment. Since opening Phase 1 from Los Angeles to Pasadena in 2003, station areas along the entire alignment have seen the development of thousands of new housing units, as well as hotels, retail and office space.

This report quantifies the amount of transit oriented development (TOD) constructed and planned to date along the Foothill Gold Line, and estimates the total development capacity along Phases 2a (Pasadena to Azusa) and 2b (Glendora to Montclair). Quantifying development activity and capacity allows us to estimate the impacts that the light rail system brings to the Gold Line corridor: private investment, job creation, and fiscal impact. Section 1 describes the methodology used to estimate these impacts.

TOD begins with creating community consensus about what the station areas will look like with transit infrastructure in place. Every community along the corridor from the City of Los Angeles to the City of Montclair has enacted land use regulations that specifically recognize the unique opportunities associated with rail station proximity. This has taken the form of General Plan updates, Specific Plans, and zoning code modifications. Section 2 shows the many planning documents that capture the TOD visions for the Foothill Gold Line cities.

In addition, many of the institutional users along the Gold Line corridor have also implemented master plans that seek to capitalize on transit proximity: The Art Center, Huntington Hospital, Pasadena City College, City of Hope, Azusa Pacific University, Citrus College, Cal Poly Pomona, University of La Verne, and the Claremont Colleges.

While the planning efforts and the construction to date are notable, it is even more exciting to contemplate the potential for development along Phase 2 (Pasadena to Montclair) of the Foothill Gold Line. The exhibits on the following pages summarize the impact to date and the potential development at full buildout of Phase 2.

Exhibit 1: IMPACT OF FOOTHILL GOLD LINE TOD EXISTING AND PROPOSED DEVELOPMENT TO DATE

\$ 6.7 Billion

Of Private Investment Value

This investment includes projects completed to date as well as projects in the development pipeline or under construction.

12,500 New Housing Units

3,600,000 sf of Commercial/Institutional Space

1,400 Hotel Rooms

The mixed use nature of TOD maximizes the impact on how Southern California lives, works, and plays.

23,000 Direct Jobs and

26,000 Indirect Jobs

from Construction of Existing and Planned Development

These are one-time jobs from construction work (direct) and the businesses and services that support it (indirect and induced).

12,000 On-Going Jobs

Housed in the New Retail and Office Space

8,000 On-Going Jobs

from Business and Consumer Spending

These are on-going jobs from the influx of new residents, office workers, shoppers, and visitors

\$50,000,000 in Annual Revenues to LA County

This annual income is from increased property taxes, sales taxes, and transient occupancy taxes.

Exhibit 2: IMPACT OF FOOTHILL GOLD LINE TOD DEVELOPMENT POTENTIAL ALONG PHASE 2¹

\$9 Billion

Of Private Investment Value

This investment is based on a full buildout of development program prepared under the previous TOD study.

17,000 New Housing Units

10,000,000 sf of Commercial/Institutional Space

250 Hotel Rooms

The full buildout development program is based on a previous Gold Line TOD study by IBI Group.

33,000 Direct Jobs and

33,000 Indirect Jobs

from Construction of Existing and Planned Development

These are one-time jobs from construction work (direct) and the businesses and services that support it (indirect and induced).

45,000 On-Going Jobs

Housed in the New Retail and Office Space

34,000 On-Going Jobs

from Business and Consumer Spending

These are on-going jobs from the influx of new residents, office workers, shoppers, and visitors

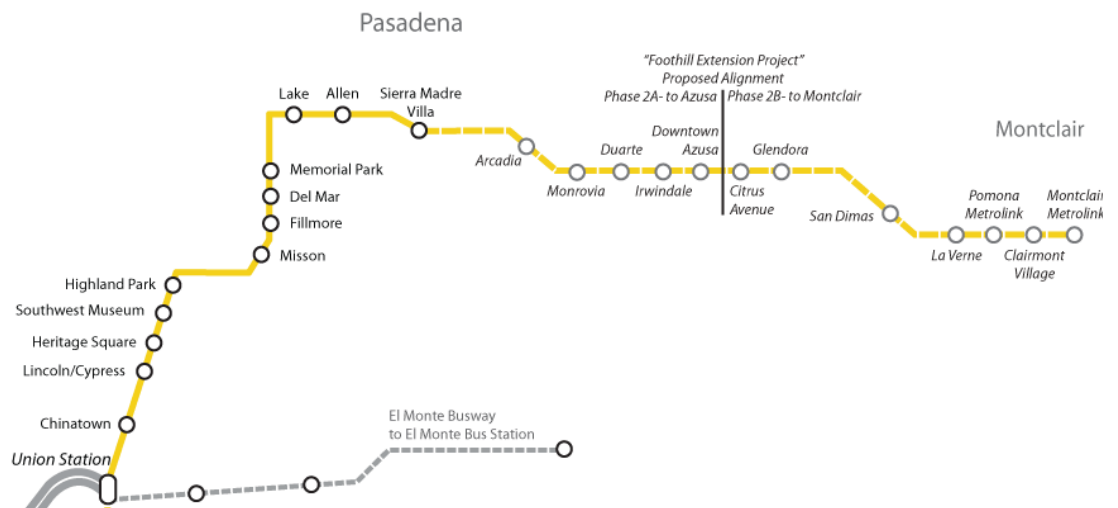
\$100,000,000 in Annual Revenues to LA County

This annual income is from increased property taxes, sales taxes, and transient occupancy taxes.

¹ Calculations are based on the development program estimated by IBI Group in December 2007, and are almost entirely additive to the development cited in Exhibit 1.

Section 1: Introduction

The Foothill Gold Line light rail system links Union Station in downtown Los Angeles with the communities of the San Gabriel Valley. The first segment of the Gold Line, from Union Station to Sierra Madre Villa Station in east Pasadena, began operations in July 2003. The second segment of the line began service in March 2016 and includes six stations in the communities of Arcadia, Monrovia, Duarte, Irwindale and Azusa. The third segment of the line will extend service to Montclair and create six additional stations in the communities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair.



Transit-oriented development (TOD) has always been an important element of the Foothill Gold Line program. In the initial phase of the line several “wide spots” in the right-of-way created the opportunity to sell surplus land at stations sites and create transit-oriented development that intensified the density and mix of uses near light rail stations. The sale of these “wide spots” both set the tone for TOD at other Gold Line stations, and created additional revenue that helped fund the construction of the first phase.

The Foothill Gold Line Construction Authority has been a strong proponent of TOD at each of the light rail stations. It has sponsored an extensive outreach and education program that has had dramatic results. Every community along the Gold Line right of way has re-examined land use around the station area and has invested in a General Plan update, Specific Plan, or other land use regulation effort that reflects the impact of light rail access on its traditional development patterns.

The TOD opportunities for the Foothill Gold Line are significantly different than for other Los Angeles-area communities along planned rail lines. Extension of the Purple Line through mid-Wilshire, for example, will add a marginal amount of density and redevelopment to an already largely built-out area. The rail alignment in the foothill communities originally provided industrial service to the San Gabriel Valley. The Gold Line station areas provide the opportunity to add visionary new projects to these largely industrial and underdeveloped areas. TOD sites in the San Gabriel Valley have the potential to accommodate a significant amount of regional growth in the context of higher density, transit-adjacent mixed use communities.

This document summarizes the results of the third TOD project undertaken by the Foothill Gold Line Construction Authority. The first project, completed in 2007, was designed to familiarize elected officials and city staff about the potential for TOD in each of the foothill communities.

The second TOD study, completed in 2012, measured the potential market support for TOD development at each of the Phase 2 station areas and created interactive software to help each community realize a three-dimensional “fly through” of its proposed density and mix of uses around the station. This effort was designed to take the principals established in the initial report and create context through the market study and an interactive tool for use as cities created a TOD vision and implemented Specific Plans.

The first phase of the Gold Line has been operational since 2003, and Phase 2A began operations in March 2016. This TOD study measures the Gold Line TOD progress to date in five specific areas:

1. Planning efforts undertaken to encourage TOD uses within a half-mile radius of the station sites.
2. Existing development and investment in place since 2003 within one-half mile radius of the station sites.
3. Planned and proposed development within one-half mile of the station sites, reflecting current developer interest in transit areas.
4. Fiscal and economic Impact of development to date, including one-time and on-going impacts.
5. Potential economic and fiscal impact of potential Phase 2 TOD development.

Section 2: Study Methodology

This work effort began with a complete survey of all development since 2003 within a one-half mile radius of the Foothill Gold Line station sites from Union Station to the proposed terminus at Montclair. We assumed that all development within the “capture area” since the first phase of the Gold Line opened in 2003 was TOD, although some project demonstrated the principals of density, mixed use, and walkability better than others. Exhibits 3 – 6 show the half mile capture areas around each station site.

We interviewed City staff at all the communities with Gold Line stations to determine the number and type of new development projects in the pipeline. We included these projects in the total of all projects to date for two reasons:

- Initiating the development review process is a good indication that the investment community has evaluated the proposed project and found it to be economically sound.
- The recession of 2008 was one of the most severe real estate recessions in recent memory. Excluding the planned and proposed projects currently in the development pipeline would have skewed the results artificially low.

The development survey also compiled information on the number of residential units; whether they were rental or for-sale; the number of affordable units; retail and/or commercial square feet; development costs for each project; and notes on any special circumstances. The quantification of the development by project type and location formed the basic assumptions used to estimate the economic and fiscal impact of development to date. Exhibit 7 shows the existing projects within the half mile radius of the Chinatown station. Exhibit 8 shows the proposed projects within the same area. Exhibit 9 shows the data collection summary table for the Chinatown station.

Economic and fiscal impacts were calculated using the development assumptions compiled in the survey process, as well as the most recent Implan multipliers for the Los Angeles region. Implan is the industry standard software for impact assessment. Additional adjustments were made for local variations in average rental rates, median home prices, and average commercial rents per square foot. Current values for residential unit and commercial values per square foot were researched in order to bring all values to current dollars, allowing us to create an “apples to apples” comparison of investment to date and the potential for future TOD investment and fiscal impacts. Appendix A contains a summary of the baseline data for each of the Gold Line stations.

The survey and the Implan calculations were used to estimate the benchmarks presented in this analysis:

- Quantity and type of development to date
- Private investment
- Job creation: one-time and on-going
- Fiscal impact on public revenues from the creation of new housing and commercial space

Exhibit 3:

Los Angeles Stations - Overview

Radius around station areas = $\frac{1}{2}$ mile

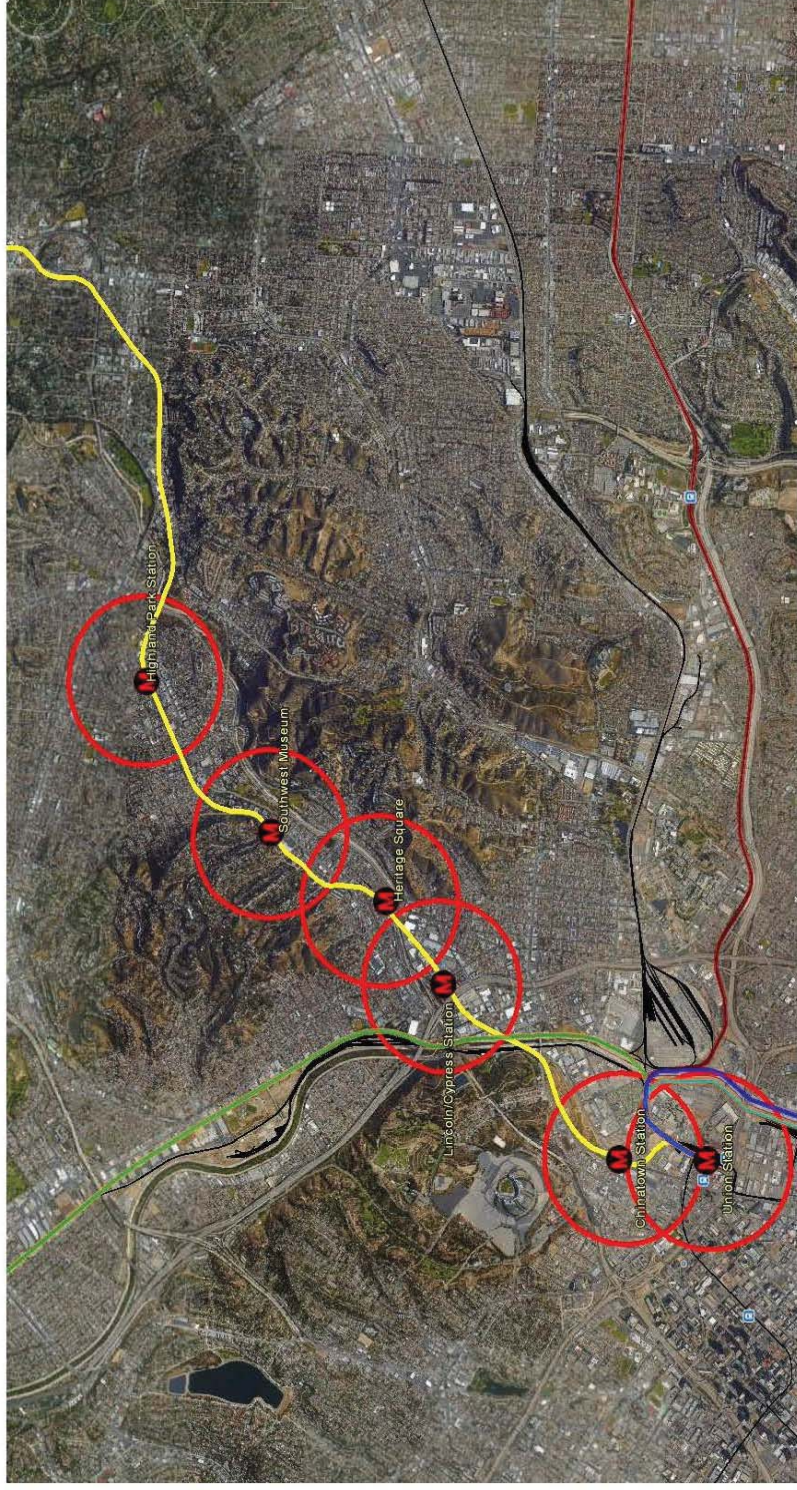


Exhibit 4:

Pasadena Stations - Overview

Radius around station areas = $\frac{1}{2}$ mile

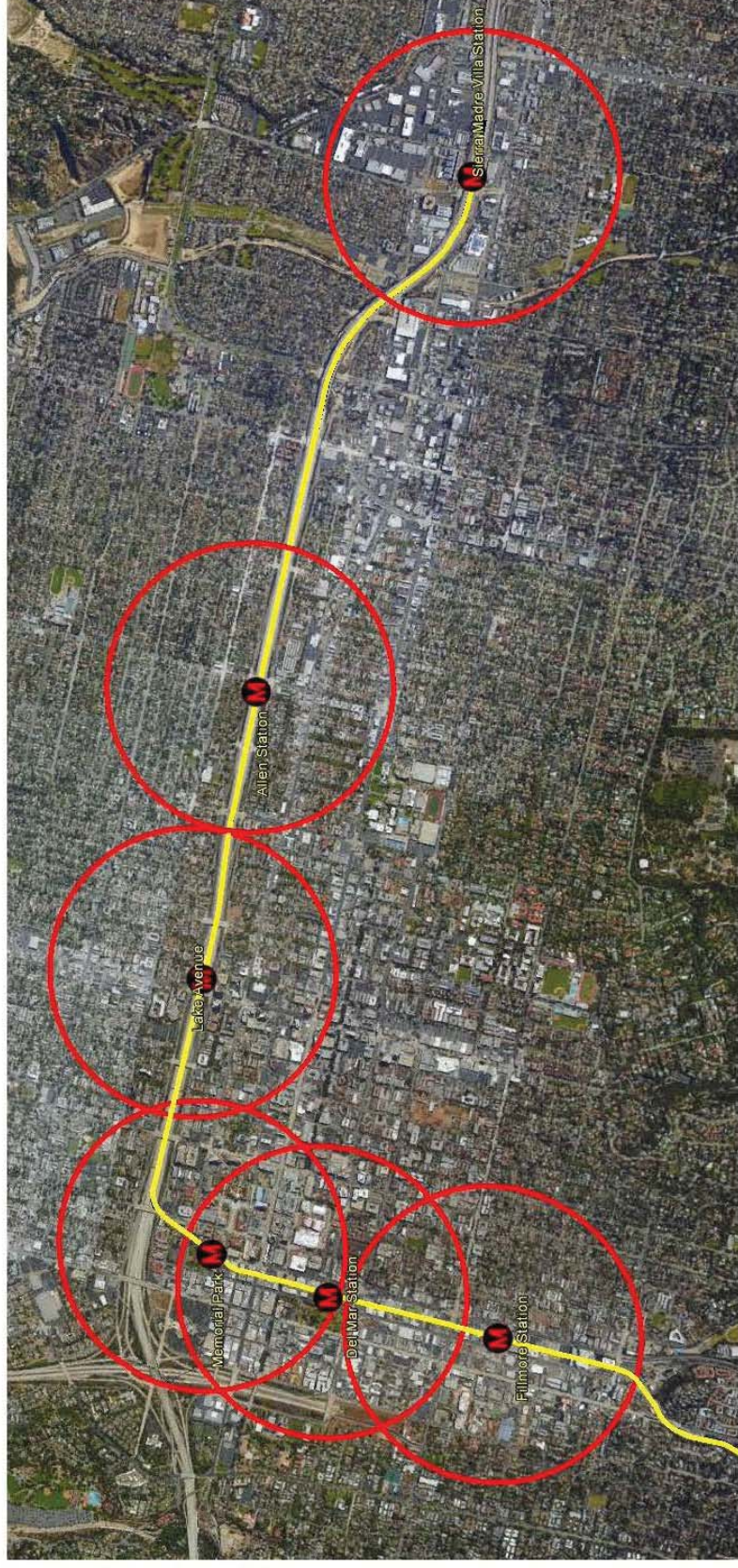


Exhibit 5:

Gold Line Phase 2a: Pasadena to Azusa



Exhibit 6:

Gold Line Phase 2b: Glendora to Montclair

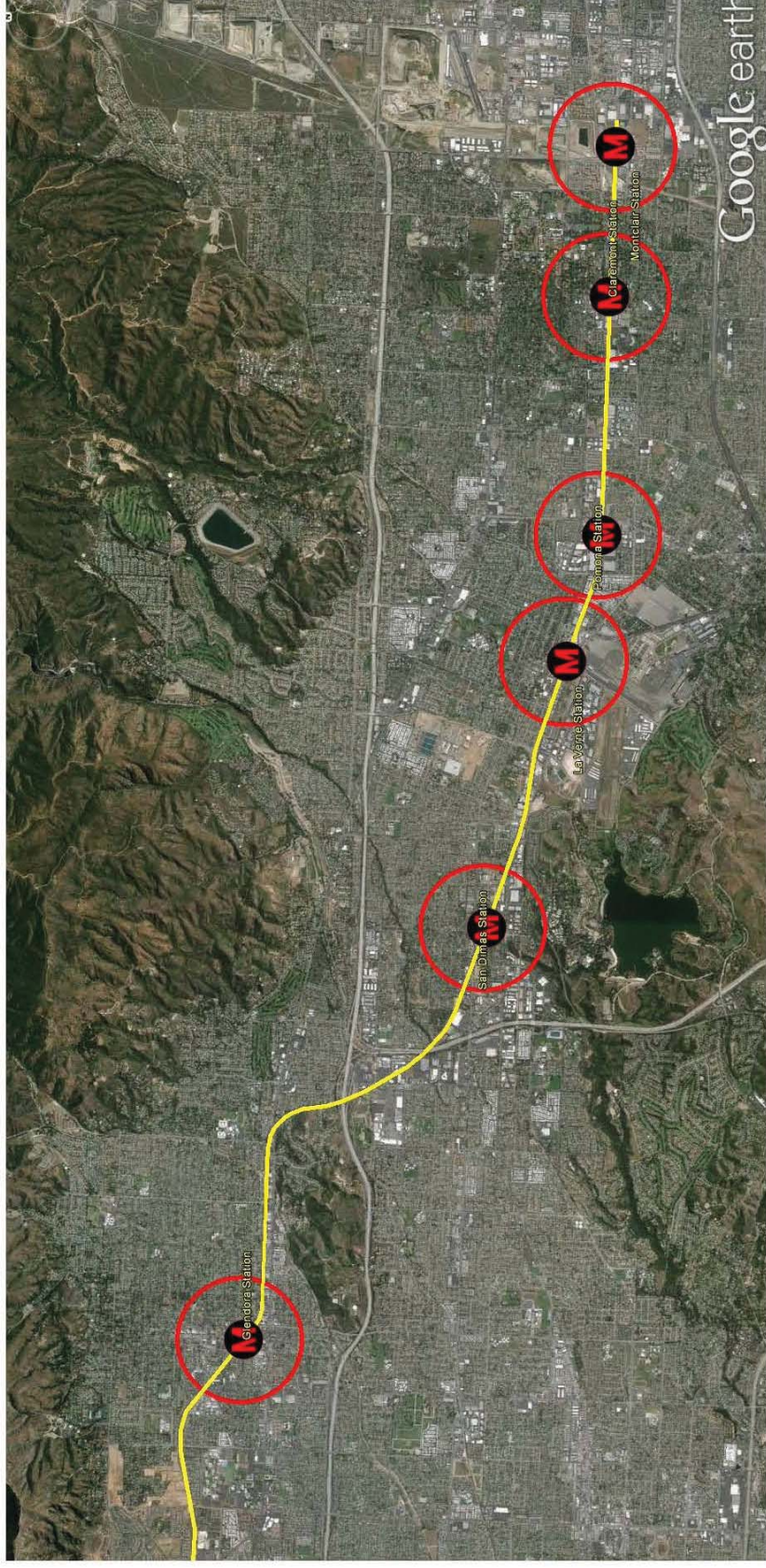
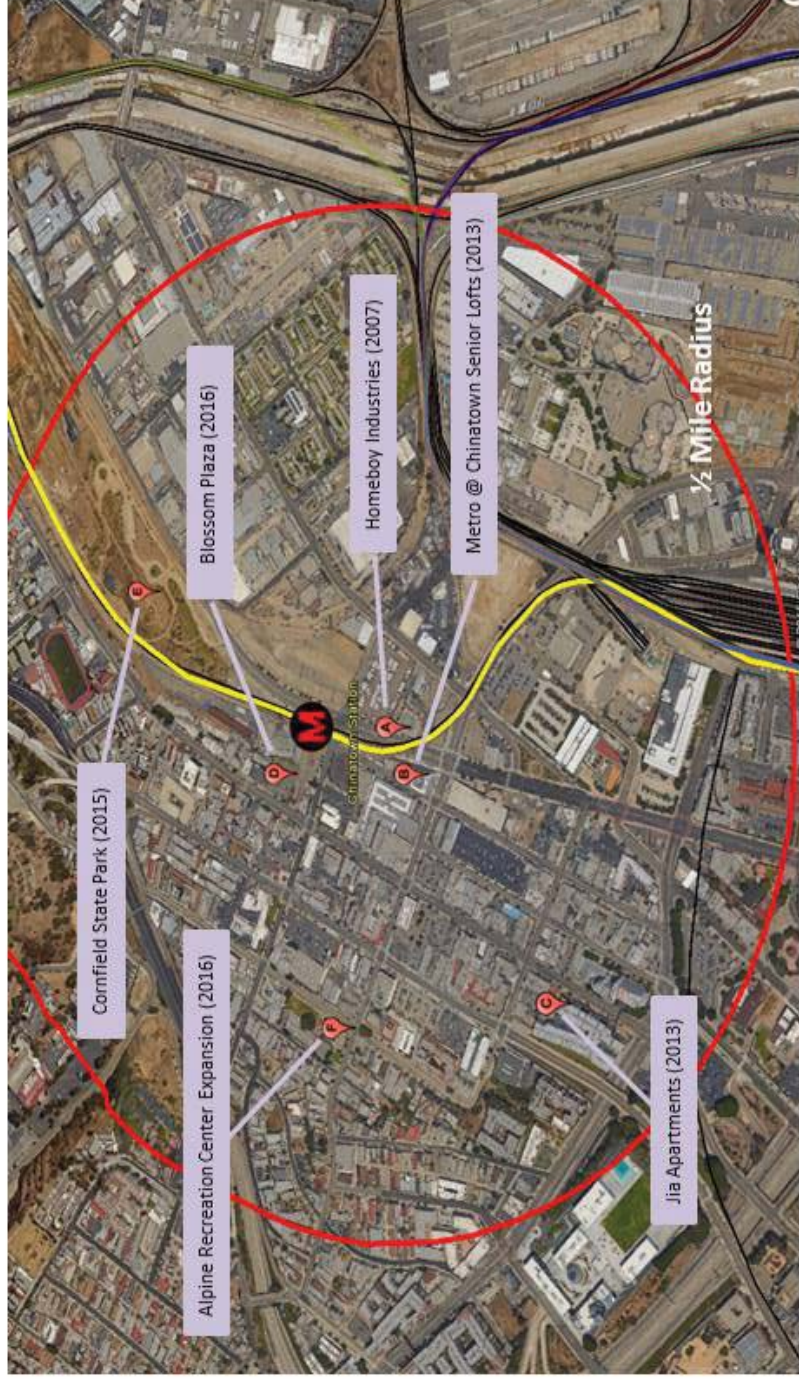


Exhibit 7: Existing Projects, Chinatown Station

Chinatown Station Area

Development Since 2003



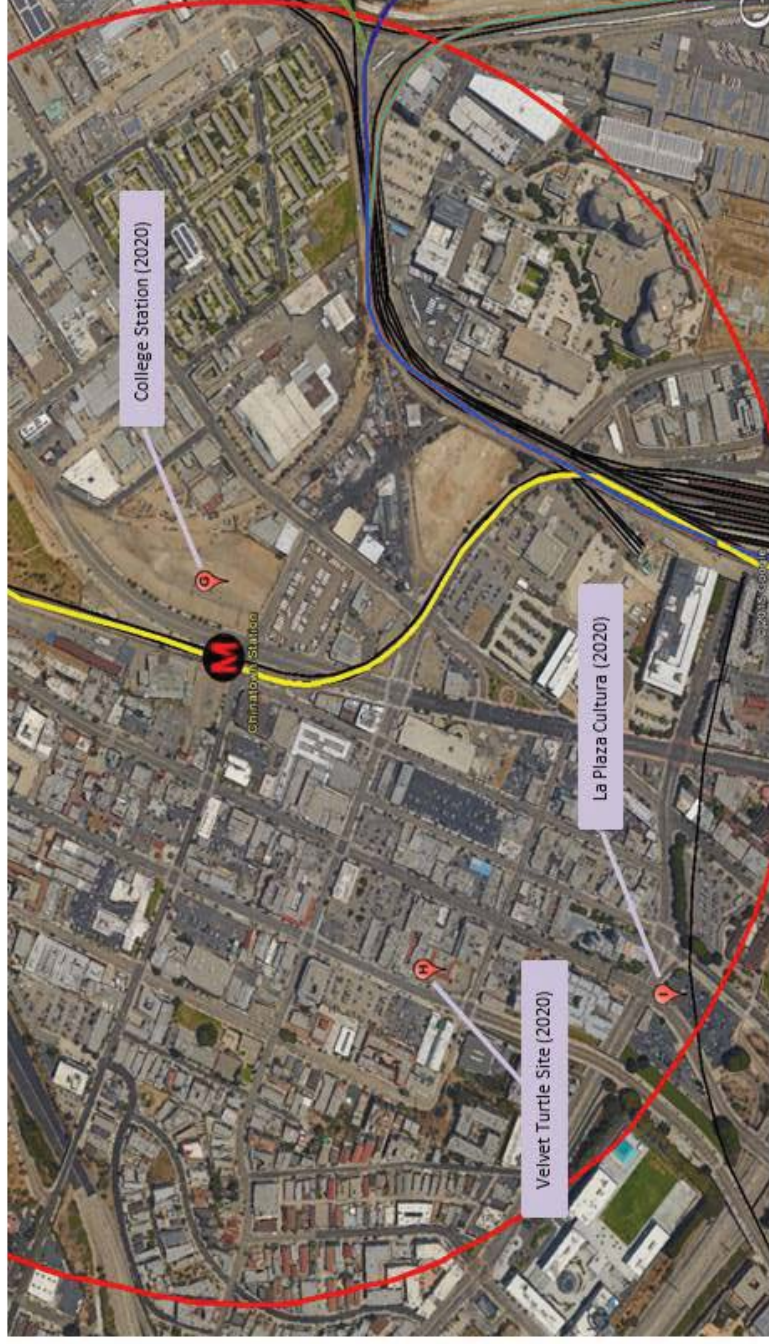
Foothill Gold Line - Real Estate Investment

1

Exhibit 8: Proposed Projects, Chinatown Station

Chinatown Station Area

Proposed Development



Foothill Gold Line - Real Estate Investment

2

Exhibit 9: Data Collection, Chinatown Station

Development Investment by Station Area

Chinatown Station

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel No. of Rms	Other Com SF	Market Value of Development
		Existing	Planned	Total Units	Affordable			
Homeboy Industries	A	2007					12,000 sf	\$ 5,819,680
Metro @ Chinatown Senior Lofts	B	2013		123 units	123 units			\$ 52,400,724
JJA Apartments	C	2014		280 units			11,337 sf	\$ 124,784,344
Blossom Plaza	D	2016		237 units	53 units		18,500 sf	\$ 109,939,256
Cornfield State Park	E	2015						\$ -
Alpine Recreation Ctr Expansion	F	2016						\$ -
Totals - Existing Projects				640	176	-	41,837	\$ 292,944,004
College Station Apartments	G		2018	624 units	100 units		40,000 sf	\$ 284,701,341
Velvet Turtle Site	H		2020					\$ -
La Plaza Cultura	I		2020	345 units			55,000 sf	\$ 172,952,446
Totals - Planned and Proposed				969	100	-	95,000	\$ 457,653,788

Section 3: Planning Efforts

All of the communities along the Gold Line alignment, including the fourteen station sites from Arcadia to Montclair, have completed or are in the process of completing a major land planning efforts that explicitly recognize the impact that a transit station will have on the density and mix of uses within a one half mile radius. The planning efforts have taken many forms:

- A General Plan update that recognizes and incorporates the principals of TOD (Arcadia).
- Station area specific plans (Duarte, Irwindale, Glendora, La Verne, Pomona, Claremont, Montclair).
- Project-level Specific Plans (The Parks @ Station Square, Monrovia).

Metro's 2015 Planning grants program shows that Foothill Gold Line cities accounted for nearly \$3 million of the \$6.3 million in grant funding to study the land use implications of transit oriented development. Irwindale is the most recent recipient of a Metro planning grant for station area specific planning.

Exhibit 10 on the following page shows the community planning efforts along the Gold Line alignment.

In addition to community planning, many of the institutions along the Gold Line alignment have undertaken campus planning efforts or implemented policies that recognize the contribution of transit adjacency to institutional land use. The following institutions have recently undertaken master planning efforts that reflect proximity to light rail:

- The Art Center
- Huntington Hospital
- Pasadena City College
- City of Hope
- Citrus College
- Azusa Pacific University
- University of La Verne
- Fairplex, Pomona
- Cal Poly Pomona
- Pomona College and the Claremont Colleges

Exhibit 10:

Planning Documents by Jurisdiction Documents Impacting Transit and Transit-Oriented Development

Jurisdictions		Planning Documents	
Phase 1 Stations			
Los Angeles	<ul style="list-style-type: none">Central City North - Chinatown - Industrial Area DirectionsCornfield / Arroyo Seco Specific PlanAvenue 57 Specific Plan	Adopted: Dec 2007	Adopted: Aug 2012
South Pasadena	<ul style="list-style-type: none">Mission Street Specific Plan	Adopted: Aug 2002	
Pasadena	<ul style="list-style-type: none">South Fair Oaks Specific PlanCentral District Specific PlanEast Colorado Specific PlanEast Pasadena Specific Plan	Adopted: April 1996	Adopted: April 1998
		Adopted: Nov 2004	Adopted: Nov 2003
		Adopted: Sept 2011	
Phase 2a Stations			
Arcadia	<ul style="list-style-type: none">Arcadia General Plan	Adopted: Sept 2010	
Monrovia	<ul style="list-style-type: none">The Parks @ Station Square Specific Plan	Adopted: Aug 2014	
Duarte	<ul style="list-style-type: none">Duarte Station Specific Plan	Adopted: Oct 2013	
Irwindale	<ul style="list-style-type: none">Irwindale Station Specific Plan	In Process	
Azusa	<ul style="list-style-type: none">Azusa TOD Specific Plan	Adopted: Nov 2015	
Phase 2b Stations			
Glendora	<ul style="list-style-type: none">Monrovia Nursery Specific PlanRoute 66 Specific Plan	Adopted: 2016	Adopted: 2003
San Dimas	<ul style="list-style-type: none">Downtown San Dimas Specific Plan	In Process	
La Verne	<ul style="list-style-type: none">Old Town La Verne Specific PlanUniversity of La Verne Master Plan	Adopted: Dec 2010	Adopted: Jan 2015
Pomona	<ul style="list-style-type: none">Pomona North Metrolink Station Area Plan	Adopted: 2014	
Claremont	<ul style="list-style-type: none">Claremont General Plan	Adopted: 2006	
Montclair	<ul style="list-style-type: none">North Montclair Transit Village Specific Plan	Adopted: 2006	

Section 4: Real Estate Development and Investment to Date and Proposed Projects

The Gold Line light rail system has only been operational since 2003, and has already realized impressive levels of real estate development at each of its station areas. This is all the more remarkable given two very significant disruptions in the real estate development environment:

- A serious real estate recession that brought new investment and project planning to a virtual halt for two to three years beginning in late 2007;
- The early 2012 dissolution of redevelopment agencies, and the loss of community investment tools that could have “primed the pump” for TOD.

Existing and Proposed Development

The two exhibits which follow illustrate the enormous impact of the Foothill Gold Line on community development. These tables illustrate real estate development activity from 2003 to the present for areas within one-half mile of the Gold Line stations.

Exhibit 11 illustrates the impact of existing development and shows that over 8,500 housing units and more than 2.4 million square feet of commercial development have already occurred, for a total estimated private sector investment value of over \$4.7 billion. Exhibit 12 shows some examples of existing TOD projects along the Foothill Gold Line.

Exhibit 13 shows that there are many planned and proposed projects currently in some stage of the development process. Nearly 4,000 additional housing units, 1.2 million square feet of commercial development and almost \$2.1 billion of private capital investment value indicate a continuing interest in the evolution of transit station areas.

Exhibit 11: Existing Development at all Foothill Gold Line Stations

Existing Development				
LOS ANGELES STATIONS	Housing	Hotel Rooms	Other Commercial SF	Total Investment Value
	Housing Units			
Chinatown	640	-	41,837	292,944,004
Lincoln Heights	534	-	-	227,495,826
Heritage Square	-	-	-	-
Southwest Museum	-	-	-	-
Highland Park	-	-	-	-
Totals	1,174	-	41,837	520,439,830
SOUTH PASADENA STATIONS				
South Pasadena	105	-	8,600	59,129,106
PASADENA STATIONS				
Fillmore	-	-	385,269	130,088,603
Del Mar	1,537	-	502,670	992,760,524
Memorial Park	473	502	34,590	433,794,305
Lake Avenue	789	130	193,328	531,492,916
Allen Avenue	164	-	5,000	89,506,783
Sierra Madre Villa	400	-	33,000	225,334,131
Totals	3,363	632	1,153,857	2,402,977,262
PHASE 2A STATIONS				
Arcadia	-	-	-	-
Monrovia	163	-	-	53,082,398
Duarte	-	-	-	-
Irwindale	-	-	-	-
Azusa	1,250	-	206,000	475,342,693
Totals	1,413	-	206,000	528,425,091
PHASE 2B STATIONS				
Glendora	724	-	6,000	237,683,656
San Dimas	242	-	18,299	84,802,611
La Verne	-	-	-	-
Pomona	218	-	135,034	115,361,196
Claremont	270	18	275,490	183,757,410
Montclair	1,163	-	567,000	565,015,658
Totals	2,617	18	1,001,823	1,186,620,532
TOTAL PHASE 1	4,642	632	1,204,294	2,982,546,198
TOTAL PHASE 2A	1,413	-	206,000	528,425,091
TOTAL PHASE 2B	2,617	18	1,001,823	1,186,620,532
Totals	8,672	650	2,412,117	4,697,591,821

Exhibit 12: Examples of Existing TOD Along the Foothill Gold Line



Jia Apartments, Chinatown



Metro Lofts Senior Housing
Chinatown



Blossom Plaza, Chinatown



Art Center South Campus,
Pasadena



Mission Meridian,
South Pasadena



Residence Inn,
Pasadena



Holly Street Village,
Pasadena



Target Azusa



57 Wheeler, Arcadia



Target Azusa



The Parks, Monrovia



Glendora Village Collection



Grove Station, San Dimas



Claremont Packing House and
Village Square

Exhibit 13: **Proposed** Development at all Foothill Gold Line Stations

	Planned Development			
	Housing			
LOS ANGELES STATIONS	Housing Units	Hotel Rooms	Other Commercial SF	Total Investment Value
Chinatown	969	-	95,000	457,653,788
Lincoln Heights	-	-	-	-
Heritage Square				-
Southwest Museum				-
Highland Park	53	-	-	22,575,303
Totals	1,022	-	95,000	480,229,091
SOUTH PASADENA STATIONS				
South Pasadena	-	-	-	-
PASADENA STATIONS				
Fillmore	-	-	114,300	38,535,955
Del Mar	-	-	-	-
Memorial Park	475	-	630,000	466,857,902
Lake Avenue	-	-	-	-
Allen Avenue	-	495	-	166,479,107
Sierra Madre Villa	-	-	-	-
Totals	475	495	744,300	671,872,964
PHASE 2A STATIONS				
Arcadia	95	210	202,215	157,961,521
Monrovia	261	-	35,000	96,264,010
Duarte				-
Irwindale				-
Azusa	74	-	74,162	48,124,818
Totals	430	210	311,377	302,350,350
PHASE 2B STATIONS				
Glendora	48	-	-	15,630,991
San Dimas	3	-	-	976,937
La Verne				-
Pomona	831	-	-	270,611,526
Claremont	74	-	10,000	27,420,854
Montclair	867	-	-	282,334,769
Totals	1,823	-	10,000	596,975,077
TOTAL PHASE 1	1,497	495	839,300	1,152,102,055
TOTAL PHASE 2A	430	210	311,377	302,350,350
TOTAL PHASE 2B	1,823	-	10,000	596,975,077
Totals	3,750	705	1,160,677	2,051,427,482

Section 5: TOD Fiscal and Economic Impacts

The development along the Gold Line to date has occurred at virtually all stations from Union Station to Montclair. The level of development near the Phase 2 stations is particularly noteworthy because it has taken place, in most cases, without the certainty that the light rail would reach the nearby station.

The economic impact of TOD development consists of four components:

- private investment,
- construction job creation,
- on-going job creation, and
- annual impact on public revenues (fiscal impact).

Private investment results in two types of job creation: direct (the wages paid for construction labor) and indirect/induced (the jobs resulting from the demand for construction materials as well as the personal goods and services purchased with construction wages). Investment in new construction results in a one-time creation of jobs. The new office and retail space houses permanent jobs, and the residents of new housing units and/or the workers in new office or retail space create demand for goods and services that also result in on-going job creation.

Exhibit 14 shows the economic and fiscal impact of the development to date (existing and planned and proposed) along the entire Foothill Gold Line from Union Station to Montclair.

Exhibit 15 shows the economic and fiscal impact of the total development potential along the Phase 2A and Phase 2B stations, assuming the development capacity study from the 2007 TOD study.

Exhibit 14: Economic and Fiscal Impact of Existing and Proposed Development at All Foothill Gold Line Stations

Development To Date by Type		Existing Development Completed between 2003 to 2015		Planned and Proposed Near Term Projects, Planned for 2016 and beyond		Total Development Impact Completed and Near Term Projects	
Housing		8,672 units		3,750 units		12,422 units	
Retail		1,194,222 sf		338,508 sf		1,532,729 sf	
Office		680,095 sf		731,784 sf		1,411,880 sf	
Hotel		650 rooms		705 rooms		1,355 rooms	
Other / Institutional		537,800 sf		90,385 sf		628,185 sf	
Development Investment							
Market Value of Real Property (\$2016)							
Housing		\$	3,669,358,000	\$	1,423,529,667		
Retail			430,912,741		127,213,188		
Office			230,149,596		247,109,912		
Industrial			-		-		
Hotel			217,852,205		228,278,170		
Other / Institutional			149,319,279		25,296,545		
Total Investment		\$	4,697,591,821	\$	2,051,427,482	\$	6,700,000,000
Job Creation from TOD Construction (FTE for All Years of Construction)							
Total Direct Construction Employment			16,035 const jobs		7,155 const jobs		23,000 const jobs
Indirect / Induced Job Impact							
Jobs Supported by Business and Consumer Spending			18,181 jobs		7,605 jobs		26,000 const jobs
TOTAL CONSTRUCTION JOB IMPACT (TEMPORARY)			34,216 jobs		14,760 jobs		49,000 const jobs
Ongoing Job Impact from Commercial Development							
Direct Jobs (e.g. On-Site)							
Retail			3,414 jobs		969 jobs		
Office			3,024 jobs		3,253 jobs		
Industrial							
Hotel			195 jobs		212 jobs		
Other / Institutional			874 jobs		169 jobs		
Total Direct Jobs			7,507 jobs		4,603 jobs		12,000 jobs
Indirect / Induced Job Impact							
Jobs Supported by Business and Consumer Spending			4,471 jobs		3,373 jobs		8,000 jobs
Annual Fiscal Impact							
Property Tax Revenue							
Total Countywide Collection (1% General Levy)		\$	22,354,855	\$	13,795,545		
Sales Tax Revenue		\$	5,454,020	\$	1,804,044		
Includes tax revenue from new retail outlets as well as increased spending from new households							
Transient Occupancy Tax Revenue							
Hotel Bed Tax Collections by Cities		\$	4,255,718	\$	4,459,388		
TOTAL IMPACT AT COUNTY LEVEL		\$	32,064,592	\$	20,058,977	\$	52,100,000

Exhibit 15: Economic and Fiscal Impact of Potential Development at Foothill Gold Line Stations from Arcadia to Montclair

Development Assumptions	
Housing	16,947 units
Retail	3,502,021 sf
Office	7,457,781 sf
Industrial	756,602 sf
Hotel	228 rooms
Other / Institutional	314,990 sf
Development Investment	
<i>Market Value of Real Property (\$2016)</i>	
Housing	\$ 5,518,068,000
Retail	1,163,748,431
Office	2,202,913,862
Industrial	118,366,180
Hotel	67,096,125
Other / Institutional	103,087,636
Total Investment	\$ 9,173,280,234
Construction Period	
<i>(FTE for All Years of Construction)</i>	
<u>Construction Employment</u>	
Residential Construction	17,801 jobs
Average Annual Wage (\$2016)	
Commercial Construction	14,922 jobs
Average Annual Wage (\$2016)	
Redevelopment Activity - TOD Area	--
Average Annual Wage (\$2016)	--
<u>Indirect / Induced Job Impact</u>	
Jobs Supported by Business and Consumer Spending	33,176 jobs
TOTAL CONSTRUCTION JOB IMPACT (TEMPORARY)	65,899 jobs
<u>Sales Tax Revenue on Construction Material Purchases</u>	
Ongoing Job Impact from Commercial Development	
<u>Direct Jobs (e.g. On-Site)</u>	
Retail	10,007 jobs
Office	33,146 jobs
Industrial	1,514 jobs
Hotel	68 jobs
Other / Institutional	357 jobs
Total Direct Jobs	45,092 jobs
<u>Indirect / Induced Job Impact</u>	
Jobs Supported by Business and Consumer Spending	34,106 jobs
TOTAL JOB IMPACT	79,198 jobs
Annual Fiscal Impact	
Property Tax Revenue	
Total Countywide Collection (1% General Levy)	\$ 91,732,802
Portion Retained by Local Cities	\$ 22,933,201
Sales Tax Revenue	
Includes tax revenue from new retail outlets as well as increased spending from new households	\$ 13,121,221
Transient Occupancy Tax Revenue	
Hotel Bed Tax Collections by Cities	\$ 1,310,715
TOTAL IMPACT AT COUNTY LEVEL	\$ 106,164,738

Section 6: TOD in Context

It has been nearly 14 years since the completion of the first phase of the Gold Line, and less than a year from the opening of Phase 2A. While the level of TOD development along the light rail line has been impressive, it is important to realize that investment and development to date is truly the “tip of the iceberg” in terms of the way that TOD will reshape the Gold Line Foothill corridor communities.

The term TOD encompasses two concepts that are asynchronous: transit and real estate development. Transit systems are long-term investments, with success measured in decades. Real estate developments, on the other hand, must demonstrate economic success within three to five years.

The earliest years of development adjacent to a transit system are the most challenging. This is the period when cities often struggle to attract developers to station areas, must convince the public of the benefits of a mixed use and higher density, and struggle to fund the infrastructure that will create walkable station-area environments. This is particularly true in California, where many of the public financing tools available through redevelopment are no longer an option.

There has been a huge cultural change in how people want to live. The suburban dream of a single family house with a yard is less popular with a younger generation that values mobility and flexibility. Social values about environmental sustainability and the need to create housing that is more affordable are additional pressures that increase the demand for more higher quality high density housing, both for rent and for sale.

Finally, the impact of technology is literally reshaping the civic landscape. The demand for office space is shrinking as many segments of the labor force have the opportunity to work remotely from dense urban centers. Retail transactions are more frequently taking place in a virtual environment rather than in brick-and-mortar stores,

Metro areas that have more “mature” transit systems are finding that the investment market understands the value proposition of transit adjacency. Land prices around station areas have soared over time. The more mature transit systems no longer struggle with the need to attract developers to TOD areas, but rather with issues of inequality. Once transit is in place, how do you make it possible for the residents who are transit dependent and less affluent to remain in the neighborhoods they have long called home? The beginning of this issue is already beginning to be seen - Highland Park is struggling with the impact of gentrification and Pasadena is seeing infill development with office incubators.

TOD in Southern California in general and in the San Gabriel Valley in particular will continue to reshape the landscape, perhaps in ways we cannot now imagine.

APPENDIX A: STATION AREA DATA

The following pages provide a detailed breakdown by station of the land development that has taken place since 2003 (or is currently underway) within ½ mile of one of the Gold Line Stations from Chinatown to Montclair.

Exhibit A-1

Development Investment by Station Area

Chinatown Station

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Homeboy Industries	A	2007					12,000 sf	\$ 5,819,680
Metro @ Chinatown Senior Loft	B	2013		123 units	123 units			\$ 52,400,724
JIA Apartments	C	2014		280 units			11,337 sf	\$ 124,784,344
Blossom Plaza	D	2016		237 units	53 units		18,500 sf	\$ 109,939,256
Cornfield State Park	E	2015						\$ -
Alpine Recreation Ctr Expansio	F	2016						\$ -
Totals - Existing Projects				640	176	-	41,837	\$ 292,944,004
College Station Apartments	G		2018	624 units	100 units		40,000 sf	\$ 284,701,341
Velvet Turtle Site	H		2020					\$ -
La Plaza Cultura	I		2020	345 units			55,000 sf	\$ 172,952,446
Totals - Planned and Proposed				969	100	-	95,000	\$ 457,653,788

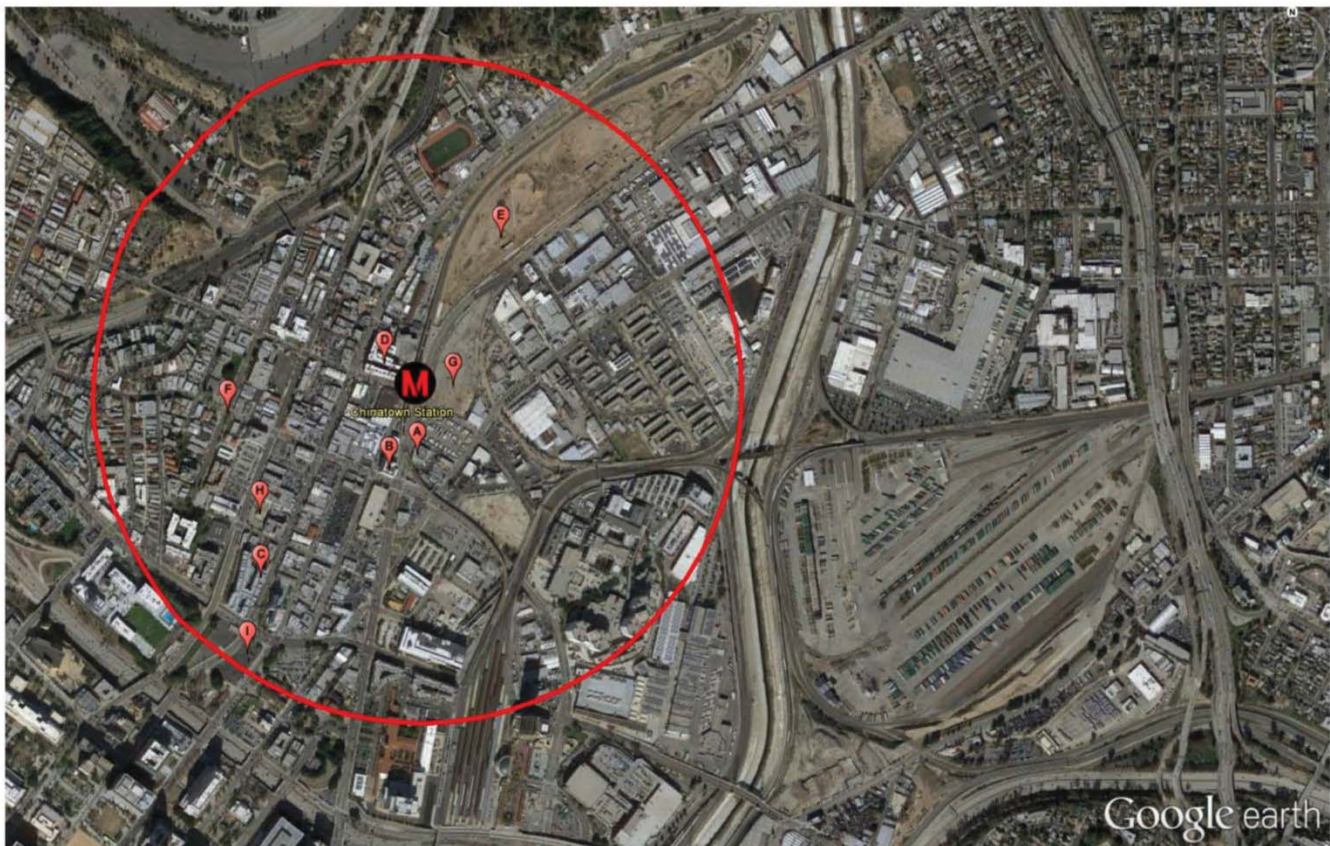


Exhibit A-2

Development Investment by Station Area

Lincoln Heights Station

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Tesoro del Valle Apartments	A	2006		121 units	121 units			\$ 51,548,680
Flores del Valle Apartments	B	2006		146 units	146 units			\$ 62,199,233
Camino al Oro Senior Apartmer	C	2006		102 units	102 units			\$ 43,454,259
Puerta del Sol Condominiums	D	2006		165 units	66 units			\$ 70,293,654
Totals - Existing Projects				534	435	-	-	\$ 227,495,826

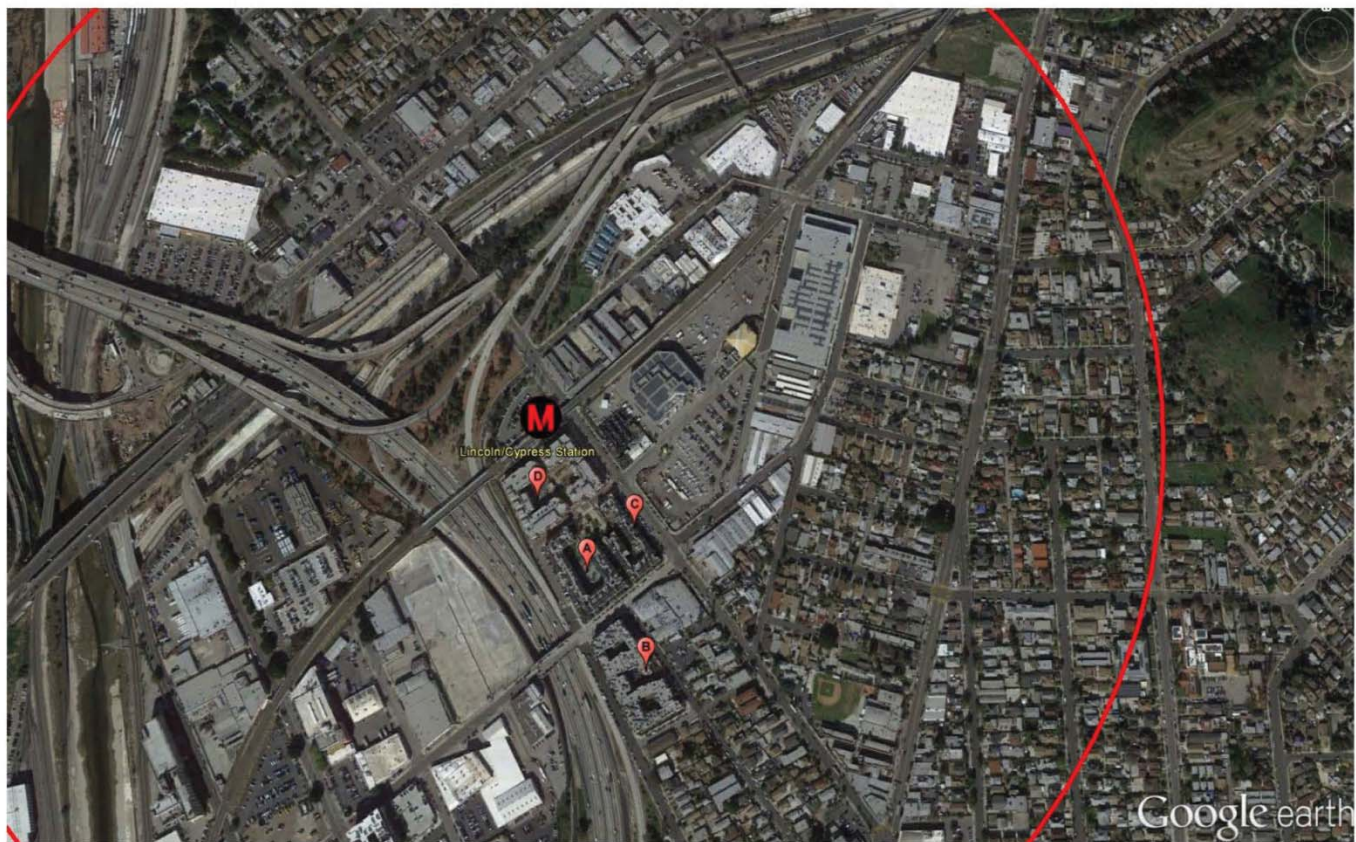


Exhibit A-3

Development Investment by Station Area

Heritage Square Station

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
								\$ -
								\$ -
								\$ -
								\$ -
Totals - Existing Projects				-	-	-	-	\$ -

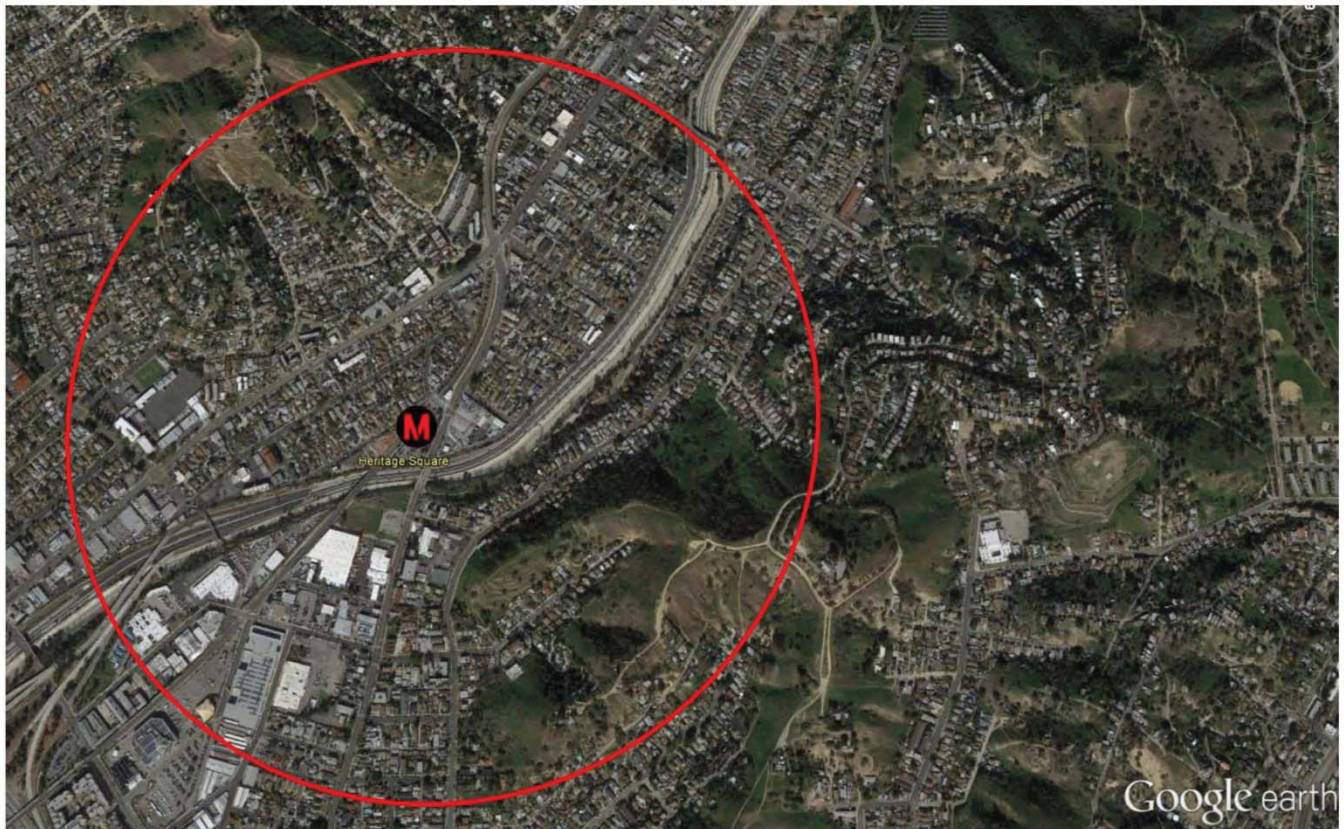


Exhibit A-4

Development Investment by Station Area

Southwest Museum Station

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Southwest Museum	A	1914						\$ -
								\$ -
Totals - Existing Projects				-	-	-	-	\$ -

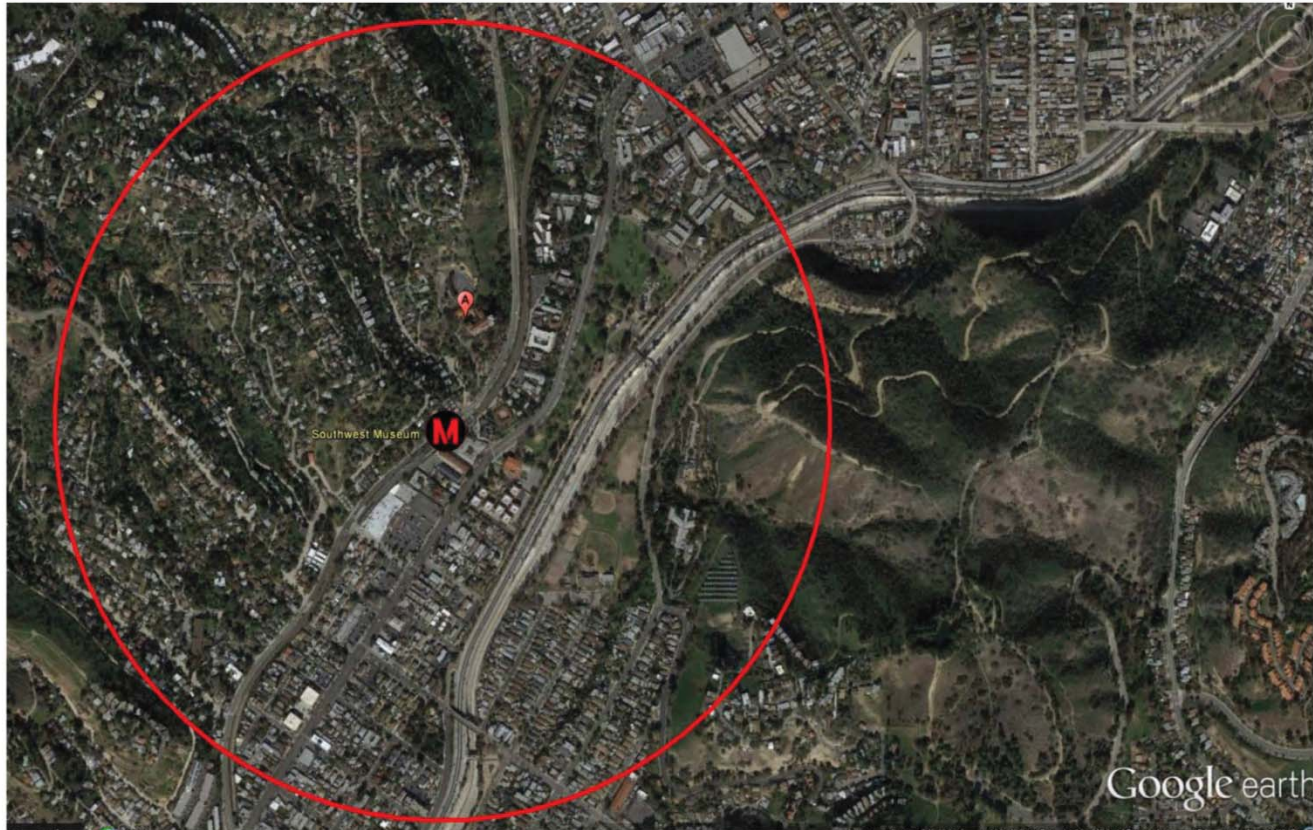


Exhibit A-5

Development Investment by Station Area

Highland Park Station

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Fig @ 50 Townhomes	A		2016	29 units				\$ 12,352,524
Williams Homes - (site acquistk	B		2018	24 units				\$ 10,222,779
Totals - Planned and Proposed				53	-	-	-	\$ 22,575,303

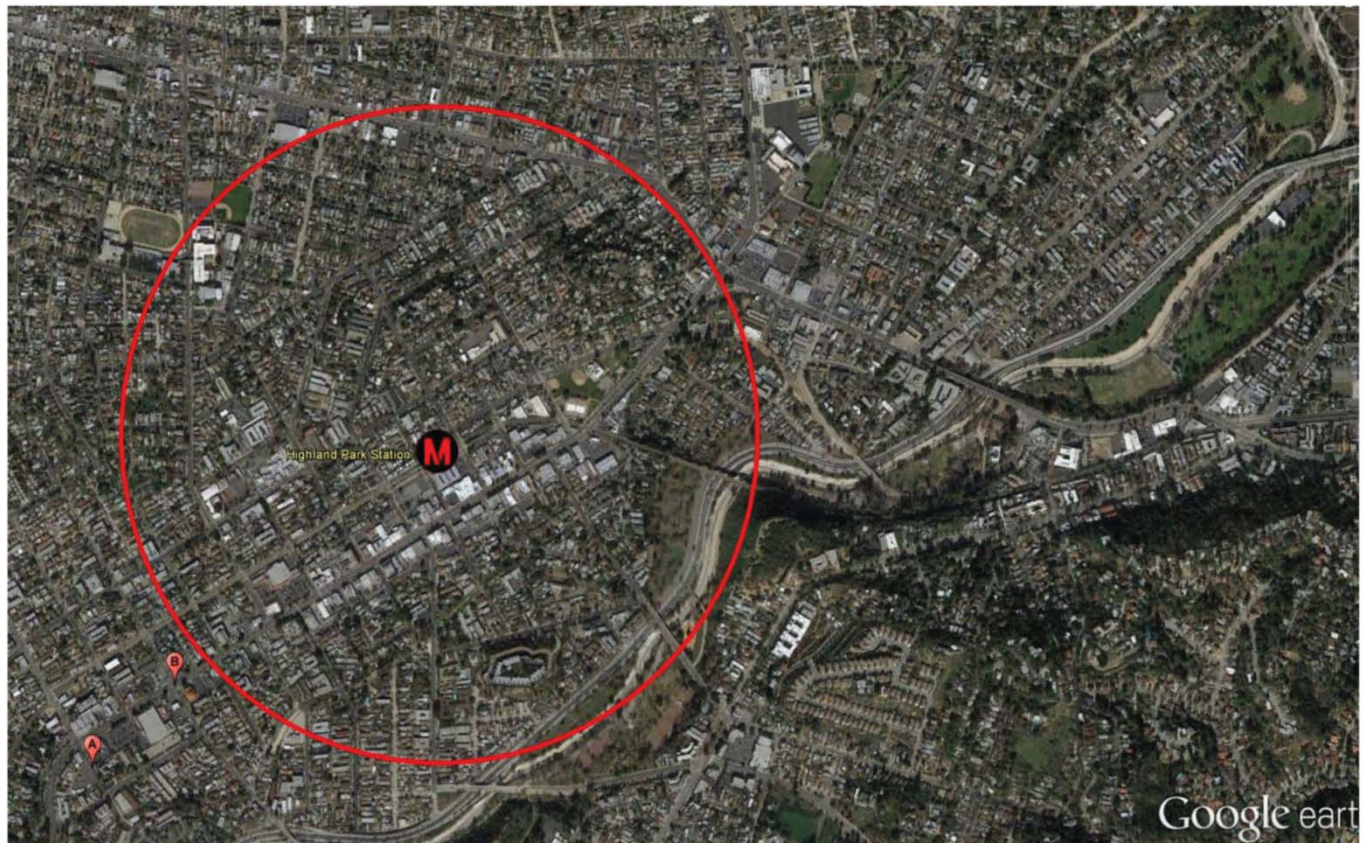


Exhibit A-6

Development Investment by Station Area

South Pasadena Memorial Station

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Mission Meridian	A	2005		67 units			5,000 sf	\$ 37,565,353
Eight Twenty	B	2016		38 units			3,600 sf	\$ 21,563,753
Totals - Existing Projects				105	-	-	8,600	\$ 59,129,106

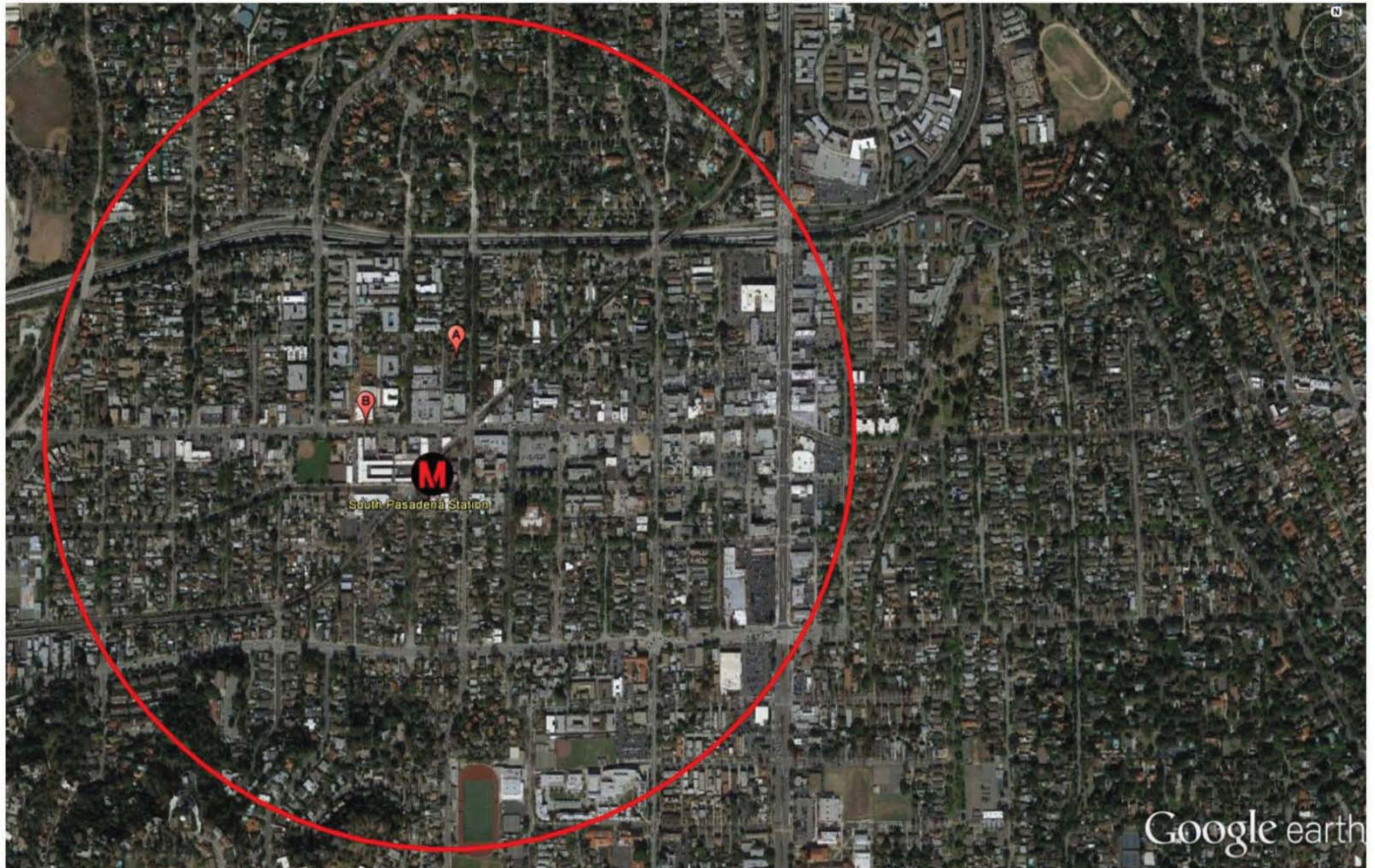


Exhibit A-7

Development Investment by Station Area

Fillmore Station

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Art Center Administrative Building	A	2014					131,318 sf	\$ 44,340,383
Art Center Phase 2	B	2012					35,772 sf	\$ 12,078,650
Art Center South Campus	C	2005					92,500 sf	\$ 31,233,231
Fillmore Medical Office	D	2008					39,180 sf	\$ 13,229,384
CVS Pharmacy	E	2003					13,625 sf	\$ 4,600,571
Development Site Land Sale	F	2014					61,420 sf	\$ 20,738,866
Development Site Land Sale	G	2014					11,244 sf	\$ 3,796,610
Totals - Existing Projects				-	-	-	385,059	\$ 130,017,695
Fillmore Medical Office - Phase	H		2018				39,500 sf	\$ 13,317,325
Shriners Hospital	I		2017				74,800 sf	\$ 25,218,630
Totals - Planned and Proposed				-	-	-	114,300	\$ 38,535,955

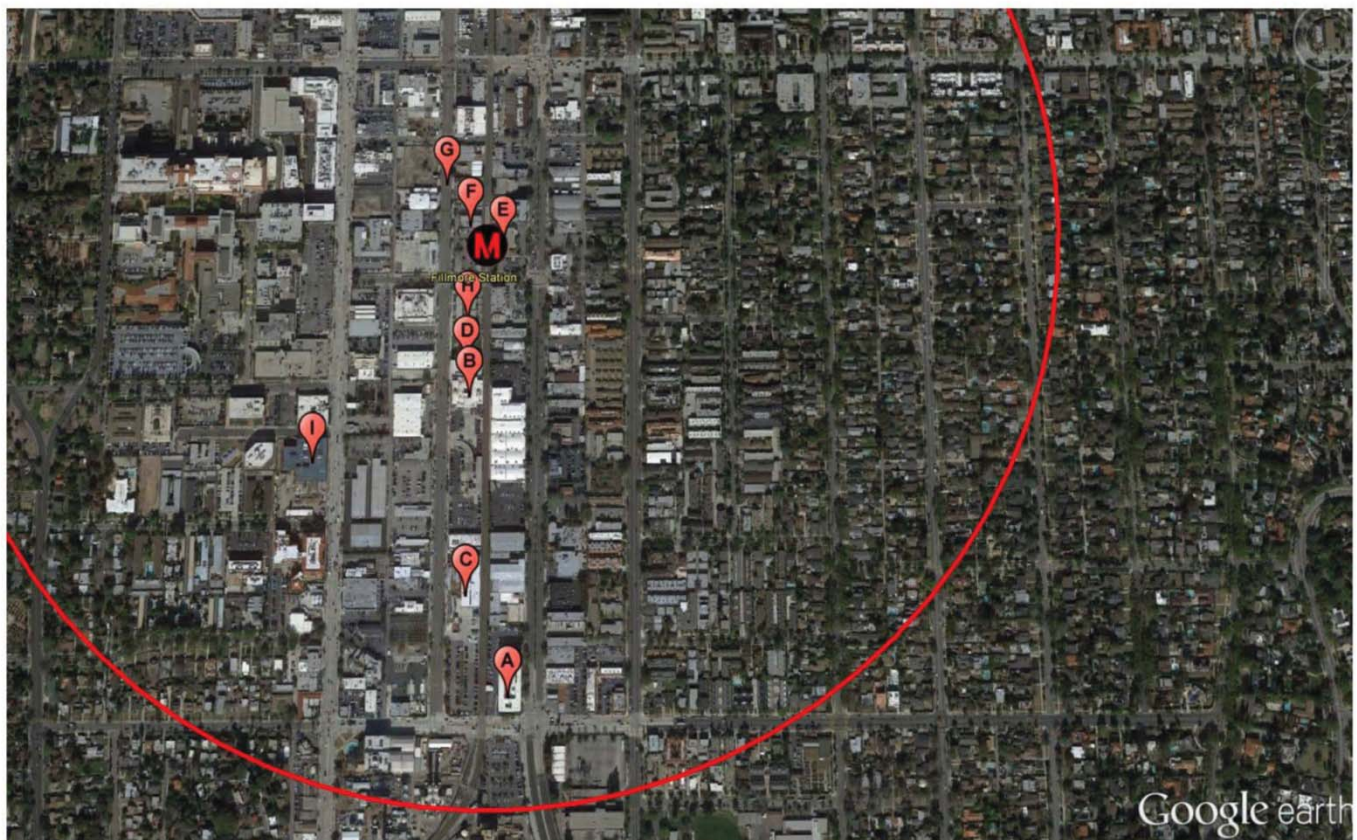


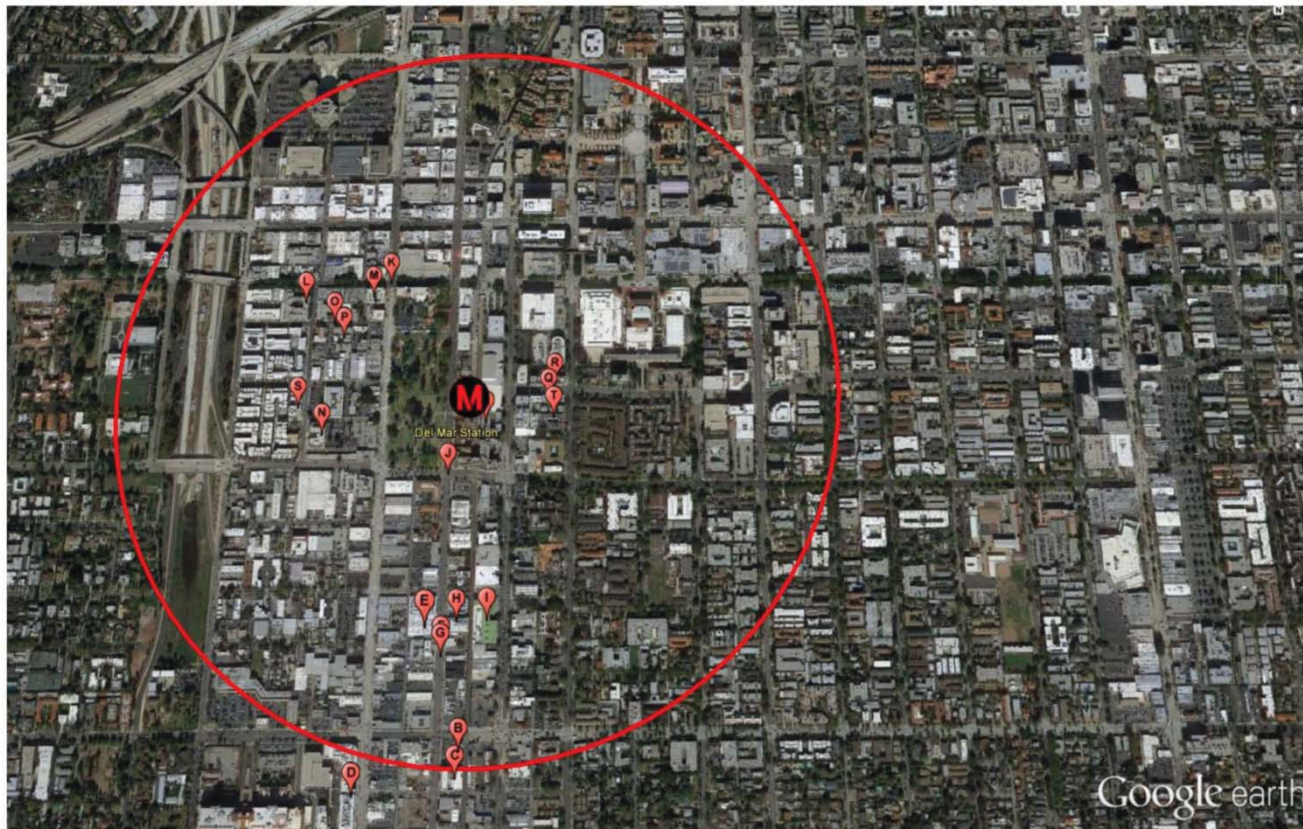
Exhibit A-8

Development Investment by Station Area

Del Mar Station

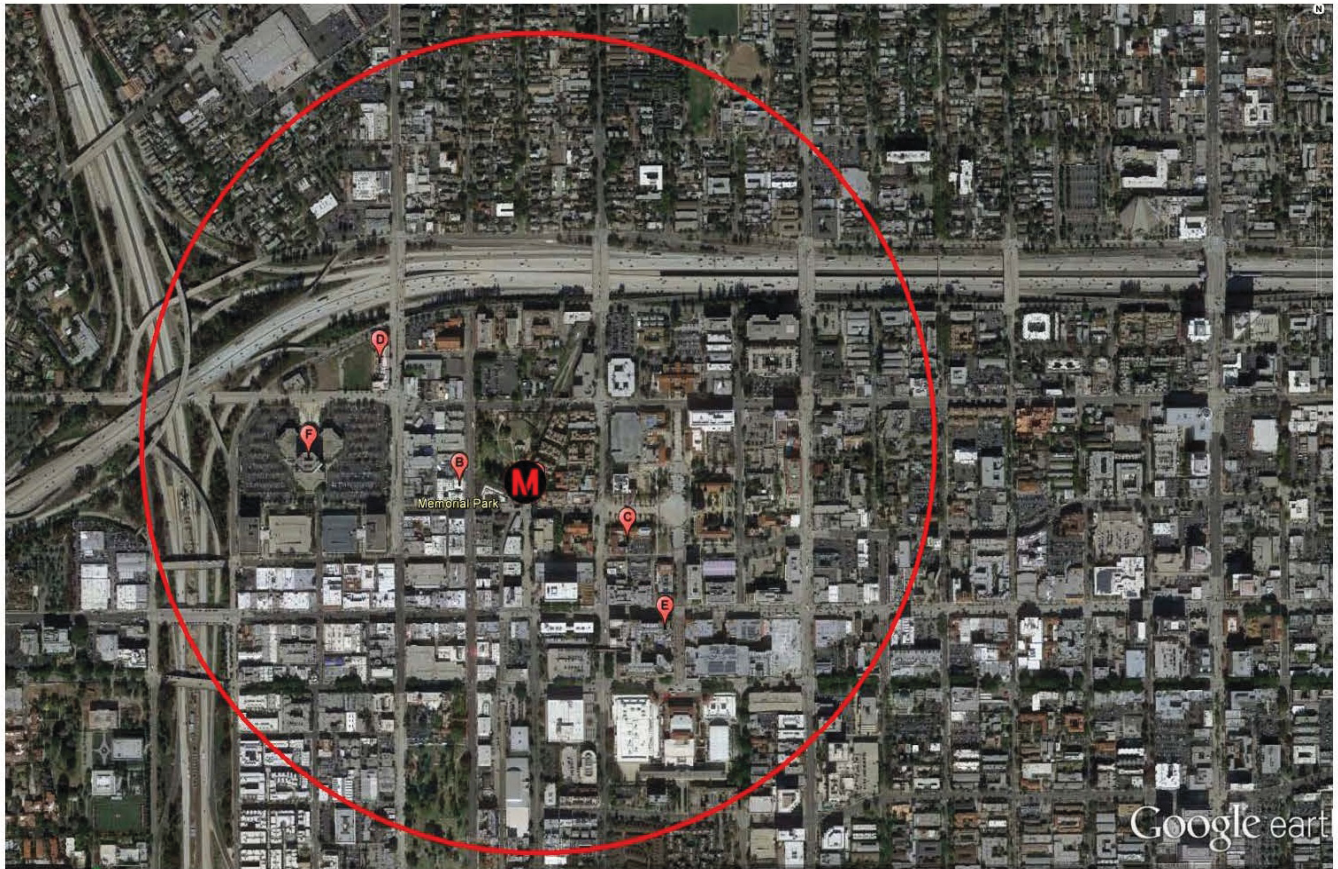
Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Avalon Del Mar Station	A	2003		347 units	21 units		11,500 sf	\$ 189,694,146
Calif Center for Plastic Surgery	B	2014					10,000 sf	\$ 3,376,566
Medical Office Building	C	2007					49,455 sf	\$ 16,698,805
Huntington Pavilion Building	D	2009					183,540 sf	\$ 61,973,484
Disney Store HQ - Building A	E	2006					46,892 sf	\$ 15,833,391
Disney Store HQ - Building B	F	2006					20,382 sf	\$ 6,882,116
Disney Store HQ - Building C	G	2006					5,155 sf	\$ 1,740,620
KPCC Admin Center	H	2009					29,500 sf	\$ 9,960,868
Whole Foods	I	2007					77,046 sf	\$ 26,015,087
Pasadena Humane Society	J	2013					18,000 sf	\$ 6,077,818
One Green	K	2013					41,200 sf	\$ 13,911,450
Delacey at Green	L	2007		150 units			5,000 sf	\$ 82,010,082
The Palermo	M	2003		48 units				\$ 25,702,976
Delacey Place	N	2007		35 units				\$ 18,741,753
Messina Apartments	O	2002		43 units			5,000 sf	\$ 24,713,865
Dayton Street Lofts	P	2002		17 units				\$ 9,103,137
Cinema Lofts	Q	2008		37 units				\$ 19,812,710
Terra Bella	R	2011		19 units				\$ 10,174,095
Westgate Apartments - Phase	S	2010		480 units	96 units			\$ 257,029,758
Westgate Apartments - Phase	S	2013		340 units				\$ 182,062,745
Monaco Terrace	T	2016		21 units				\$ 11,245,052
Totals - Existing Projects				1,537	117	-	502,670	\$ 992,760,524



Memorial Station**Phase: Los Angeles to Pasadena**

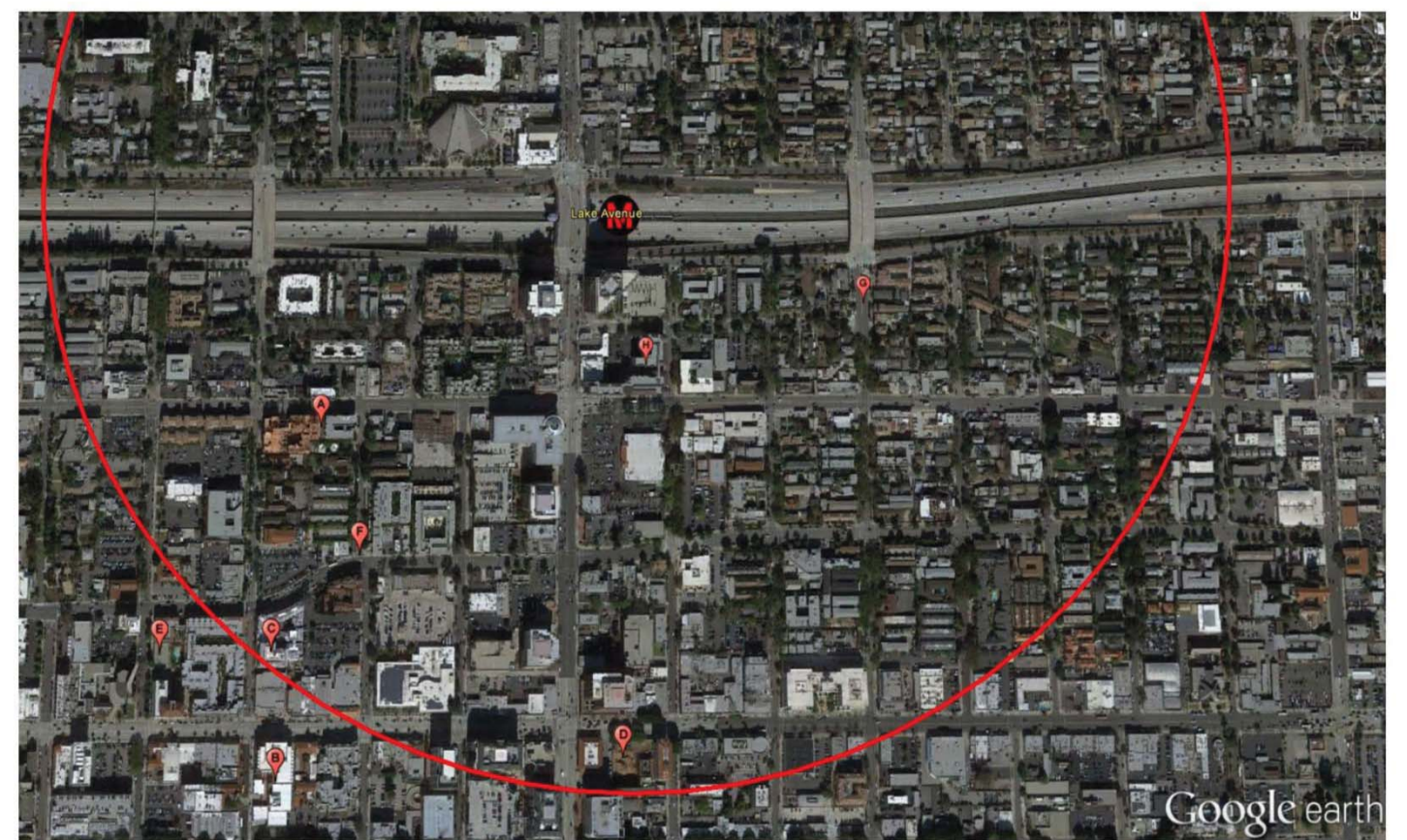
Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Holly Street Village	A	1994		374 units	77 units		9,590 sf	\$ 203,507,146
Raymond Renaissance	B	2010		28 units				\$ 14,993,403
Kimpton Boutique Hotel	C	2016				179 rooms		\$ 60,201,536
Residence Inn	D	2016				144 rooms		\$ 48,430,286
Paseo Hyatt	E	2016				179 rooms		\$ 60,201,536
Paseo Hyatt	E	2016		71 units			25,000 sf	\$ 46,460,399
Totals - Existing Projects				473	77	502	34,590	\$ 433,794,305
100 West Walnut	F		2018	475 units			630,000 sf	\$ 466,857,902
Totals - Planned and Proposed				475	-	-	630,000	\$ 466,857,902



Lake Avenue Station

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
The Hudson	A	2016		173 units			5,000 sf	\$ 94,326,091
Playhouse District Office	B	2015					159,971 sf	\$ 54,015,257
Union Village	C	2016		118 units				\$ 63,186,482
Hotel Constance	D	2014				130 rooms		\$ 43,721,786
Trio	E	2004		304 units			14,357 sf	\$ 167,633,248
Granada Court	F	2005		50 units			2,000 sf	\$ 27,449,246
District Walk	G	2015		33 units				\$ 17,670,796
Lake @ Walnut	H	2009		111 units			12,000 sf	\$ 63,490,010
Totals - Existing Projects				789	-	130	193,328	\$ 531,492,916



Allen Avenue Station**Phase: Los Angeles to Pasadena**

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Hill Condominiums	A	2006		36 units				\$ 19,277,232
Davis Lumber Site	B	2016		128 units	10 units		5,000 sf	\$ 70,229,552
Totals - Existing Projects				164	10	-	5,000	\$ 89,506,783
PCC Hotel	C		2018			375 rooms		\$ 126,120,536
PCC Boutique Hotel	D		2019			120 rooms		\$ 40,358,571
Totals - Planned and Proposed				-	-	495	-	\$ 166,479,107

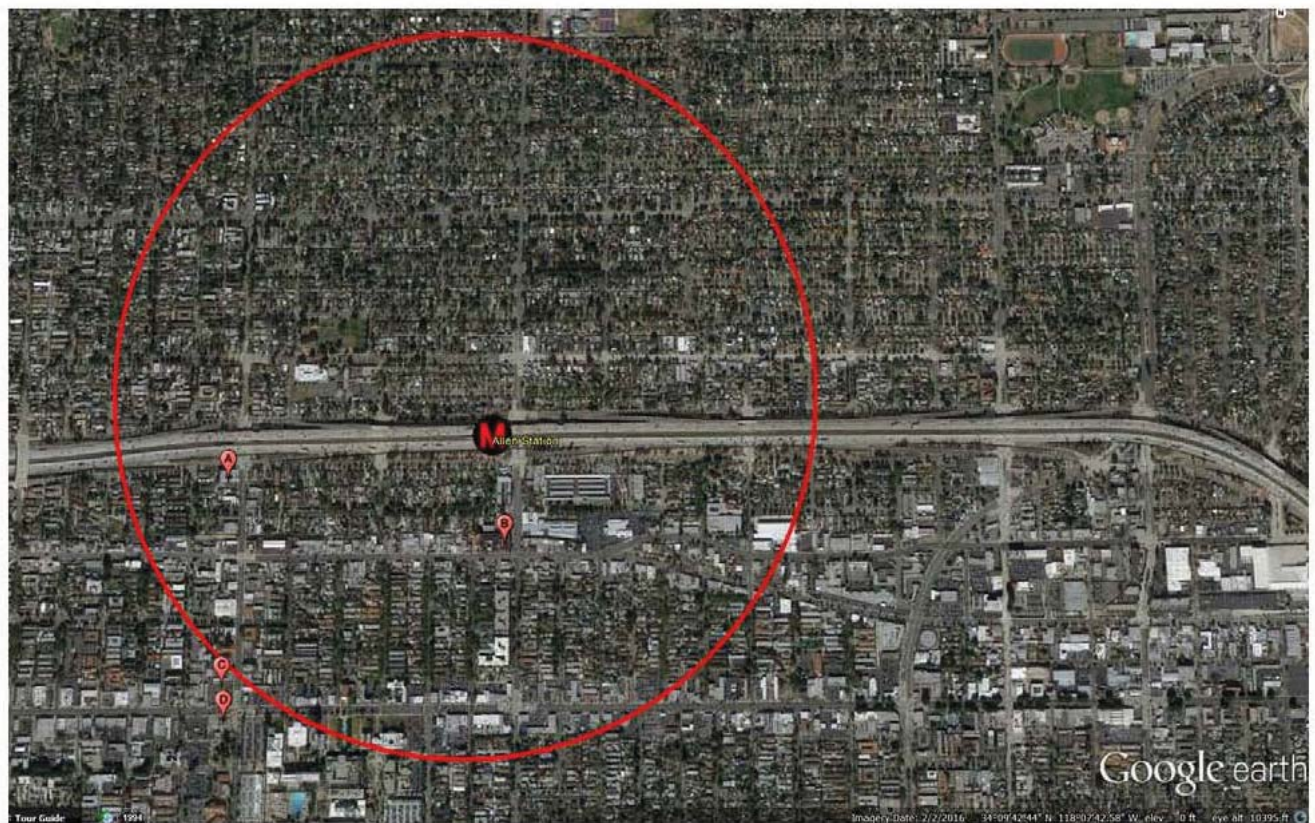
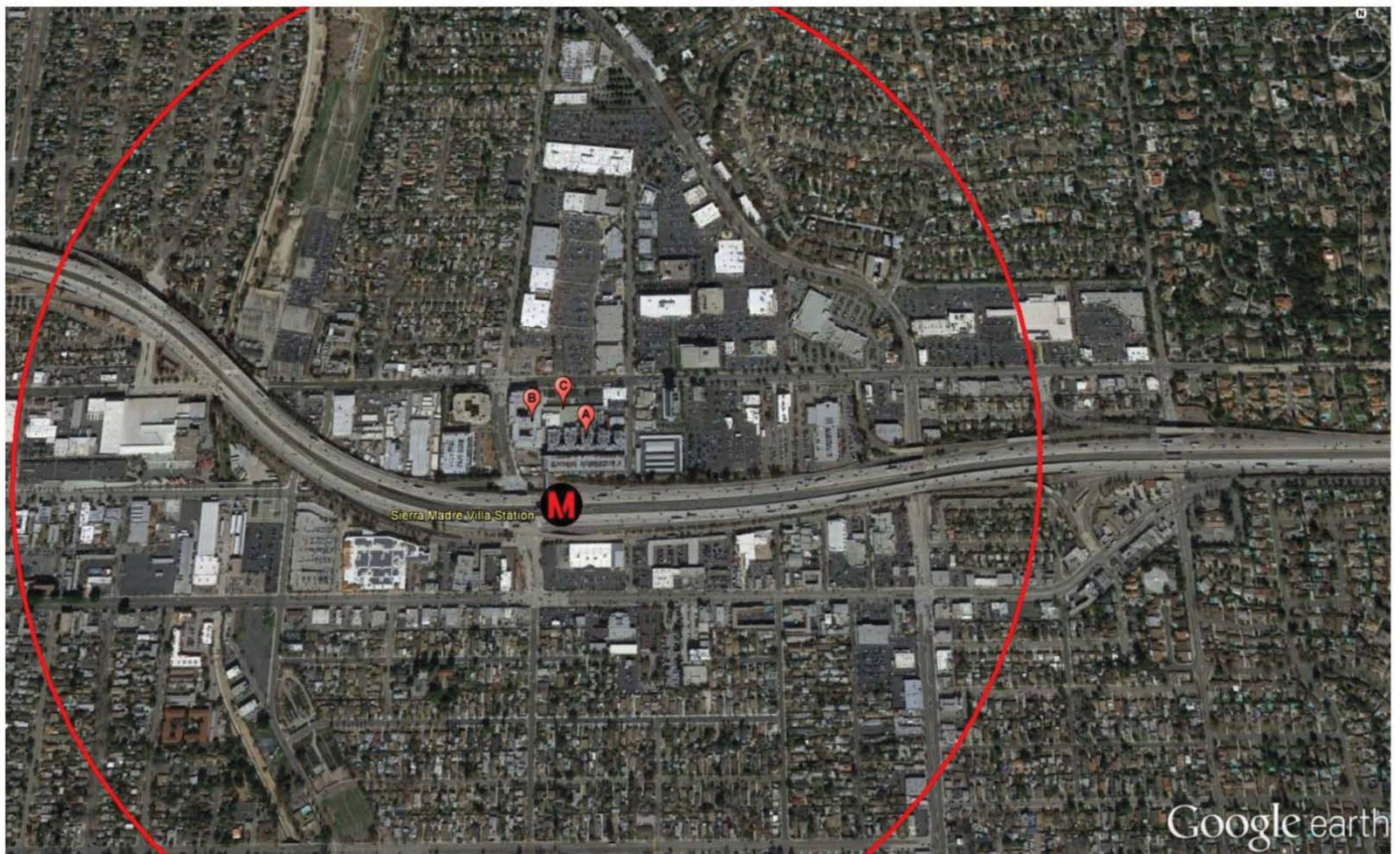


Exhibit A-12
Development Investment by Station Area

Sierra Madre Villa

Phase: Los Angeles to Pasadena

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
The Stuart	A	2007		188 units				\$ 100,669,988
The Ellington	B	2016		212 units				\$ 113,521,476
A Noise Within Theater	C	2011					33,000 sf	\$ 11,142,666
Totals - Existing Projects				400	-	-	33,000	\$ 225,334,131



Arcadia Station**Phase:** Arcadia to Azusa

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
57 Wheeler	A		2018	38 units			17,850 sf	\$ 18,129,894
Mt Lowe Brewery	B		2018				59,400 sf	\$ 19,162,135
Medical Office Building	C		2018				15,615 sf	\$ 5,037,319
Medical Office Building	D		2018				5,105 sf	\$ 1,646,847
Seabiscuit Specific Plan - P1	E		2018			210 rooms		\$ 61,799,063
Planned Condominiums	F		2018	37 units			19,360 sf	\$ 18,291,444
Medical Office Building	G		2017				64,000 sf	\$ 20,646,071
20-unit Condo Project	H		2017	20 units				\$ 6,511,356
Vendome Fine Wine & Spirits	I		2017				5,300 sf	\$ 1,709,753
Arroyo Pacific Academy	J		2018				15,585 sf	\$ 5,027,641
Totals - Planned and Proposed				95	-	210	202,215	\$ 157,961,521

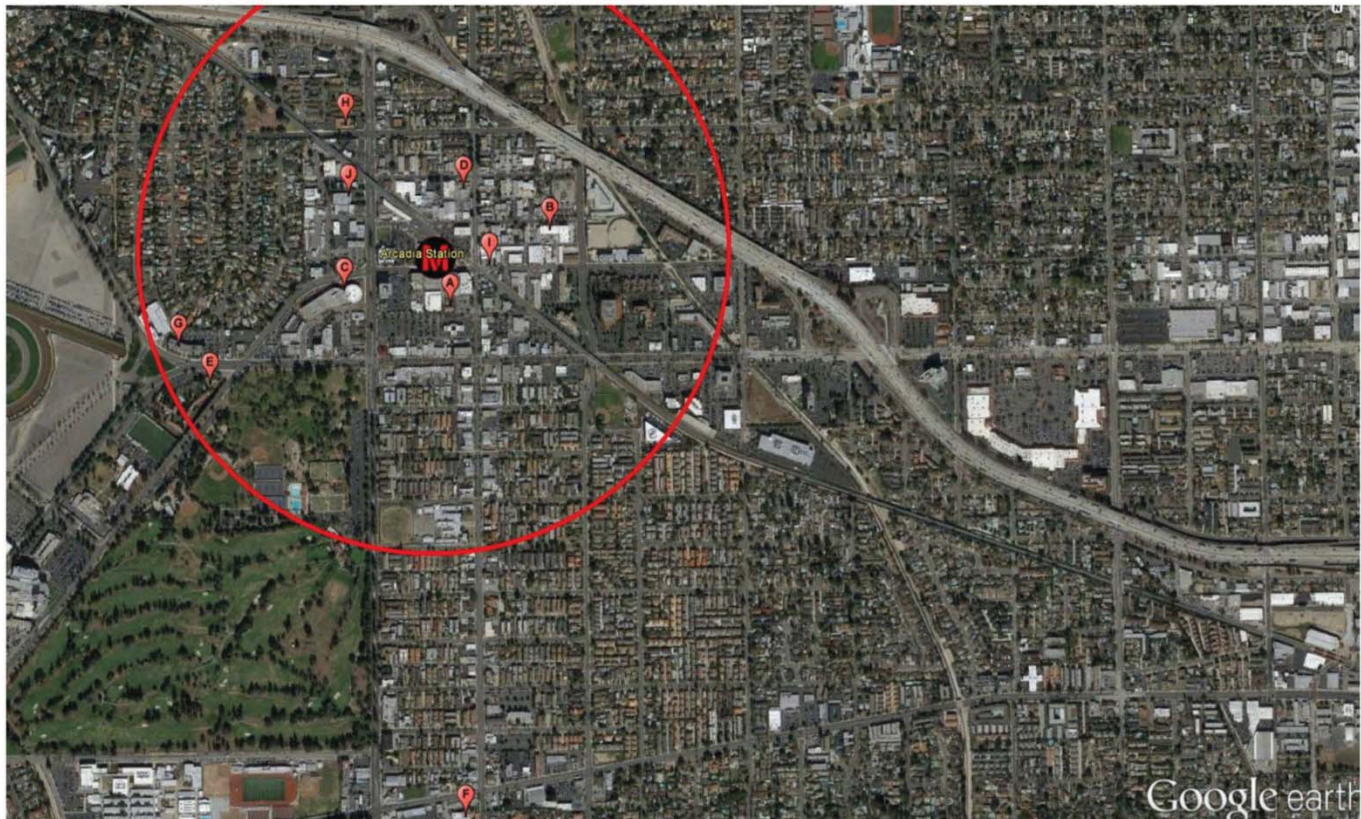
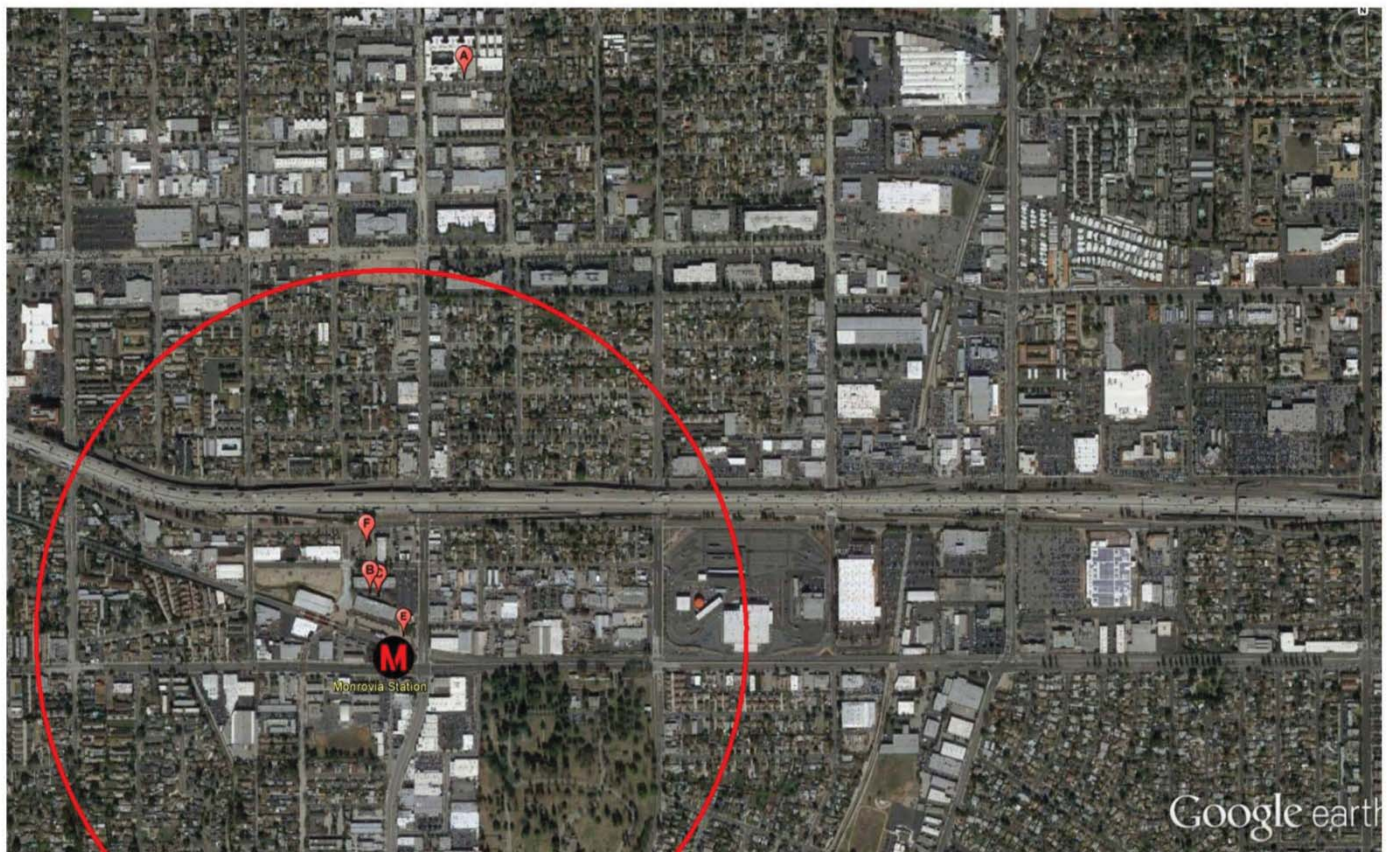


Exhibit A-14
Development Investment by Station Area

Monrovia Station

Phase: Arcadia to Azusa

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Paragon at Old Town	A	2010		163 units				\$ 53,082,398
Totals - Existing Projects				163	-	-	-	\$ 53,082,398
Monrovia Station Square	B		2018	261 units				\$ 84,973,190
Hop Secret Microbrewery	C		2017					\$ -
RevWinery			2017				5,000 sf	\$ 1,612,974
The Depot Restaurant / Café			2017				5,000 sf	\$ 1,612,974
Lumber Yard			2017				25,000 sf	\$ 8,064,872
Totals - Planned and Proposed				261	-	-	35,000	\$ 96,264,010



Duarte Station**Phase:** Arcadia to Azusa

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Totals - Existing Projects				-	-	-	-	\$ -
Totals - Planned and Proposed				-	-	-	-	\$ -

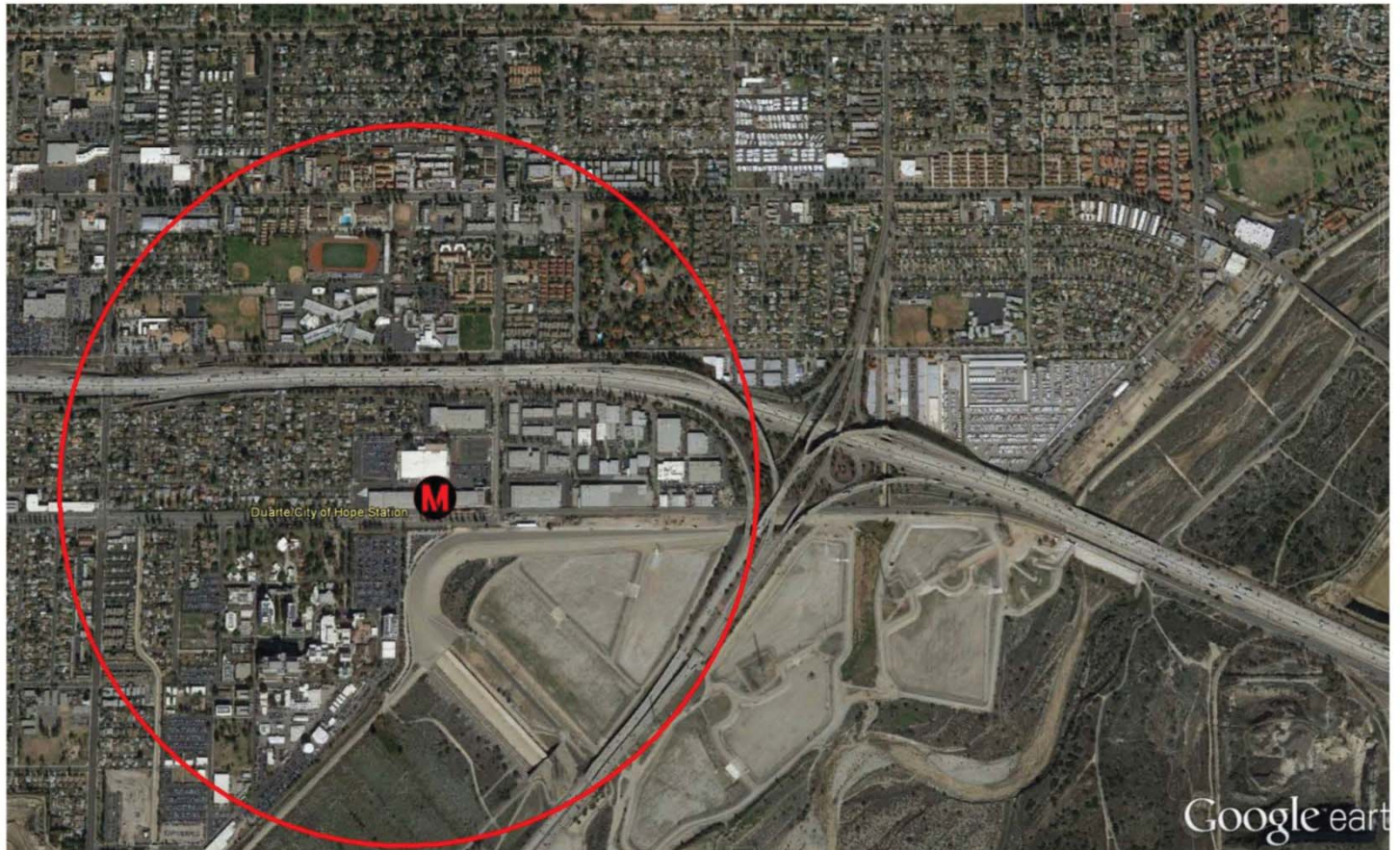


Exhibit A-16
Development Investment by Station Area
Irwindale Station

Phase: Arcadia to Azusa

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Totals - Existing Projects				-	-	-	-	\$ -
Totals - Planned and Proposed				-	-	-	-	\$ -

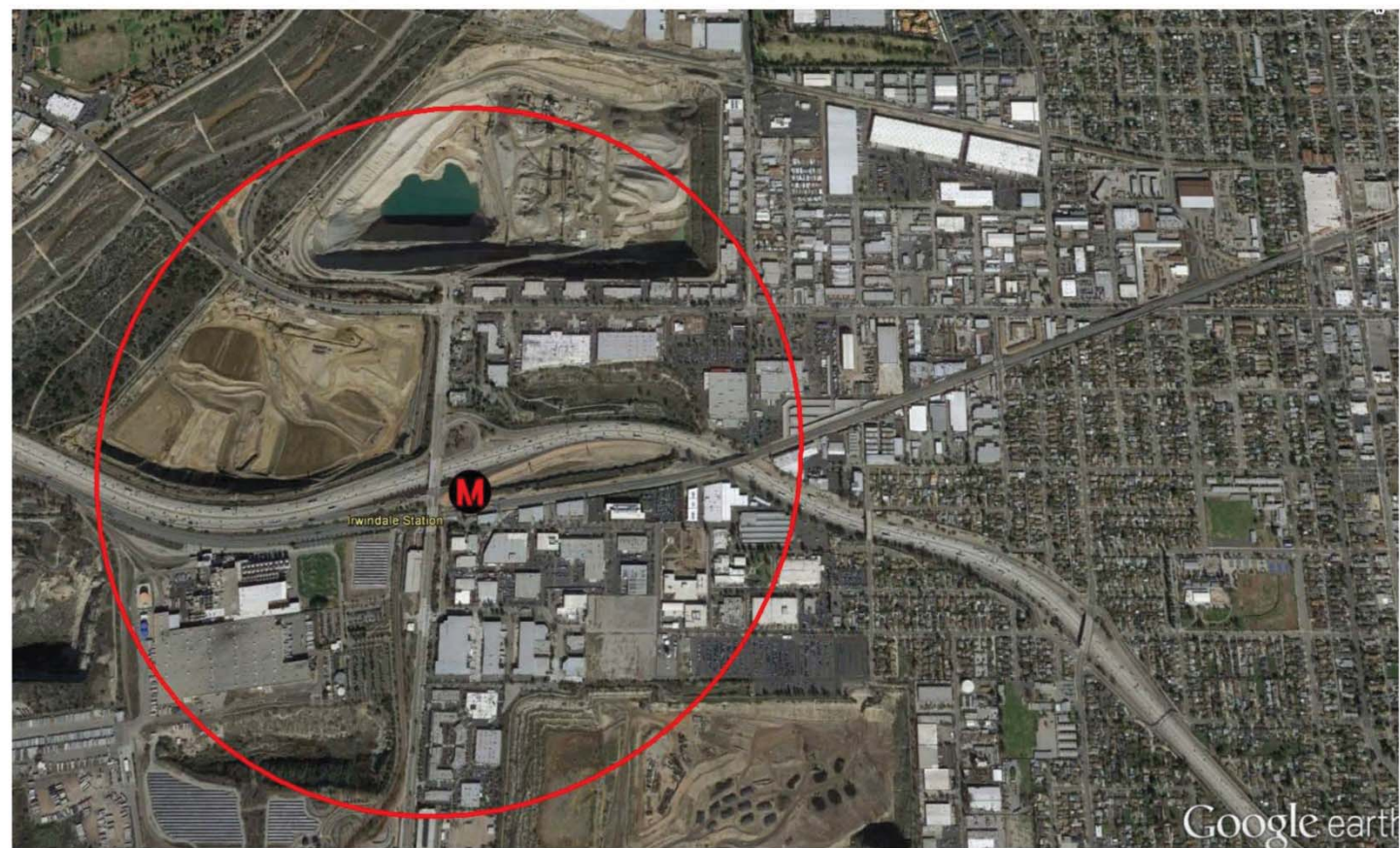


Exhibit A-17
Development Investment by Station Area

Azusa Stations

Phase: Arcadia to Azusa

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Target	A	2011					159,000 sf	\$ 52,693,133
Rosedale (ongoing)	B	2006		1,250 units			10,000 sf	\$ 410,387,636
Citrus College Visual Arts Buildi	C	2016					37,000 sf	\$ 12,261,924
Totals - Existing Projects				1,250	-	-	206,000	\$ 475,342,693
4-unit MXD project	D		2017	4 units				\$ 1,302,271
MXD project	E		2019	43 units			14,000 sf	\$ 18,624,265
Townhomes	F		2018	27 units				\$ 8,790,330
Smart & Final Extra	G		2018				60,162 sf	\$ 19,407,952
Totals - Planned and Proposed				74	-	-	74,162	\$ 48,124,818

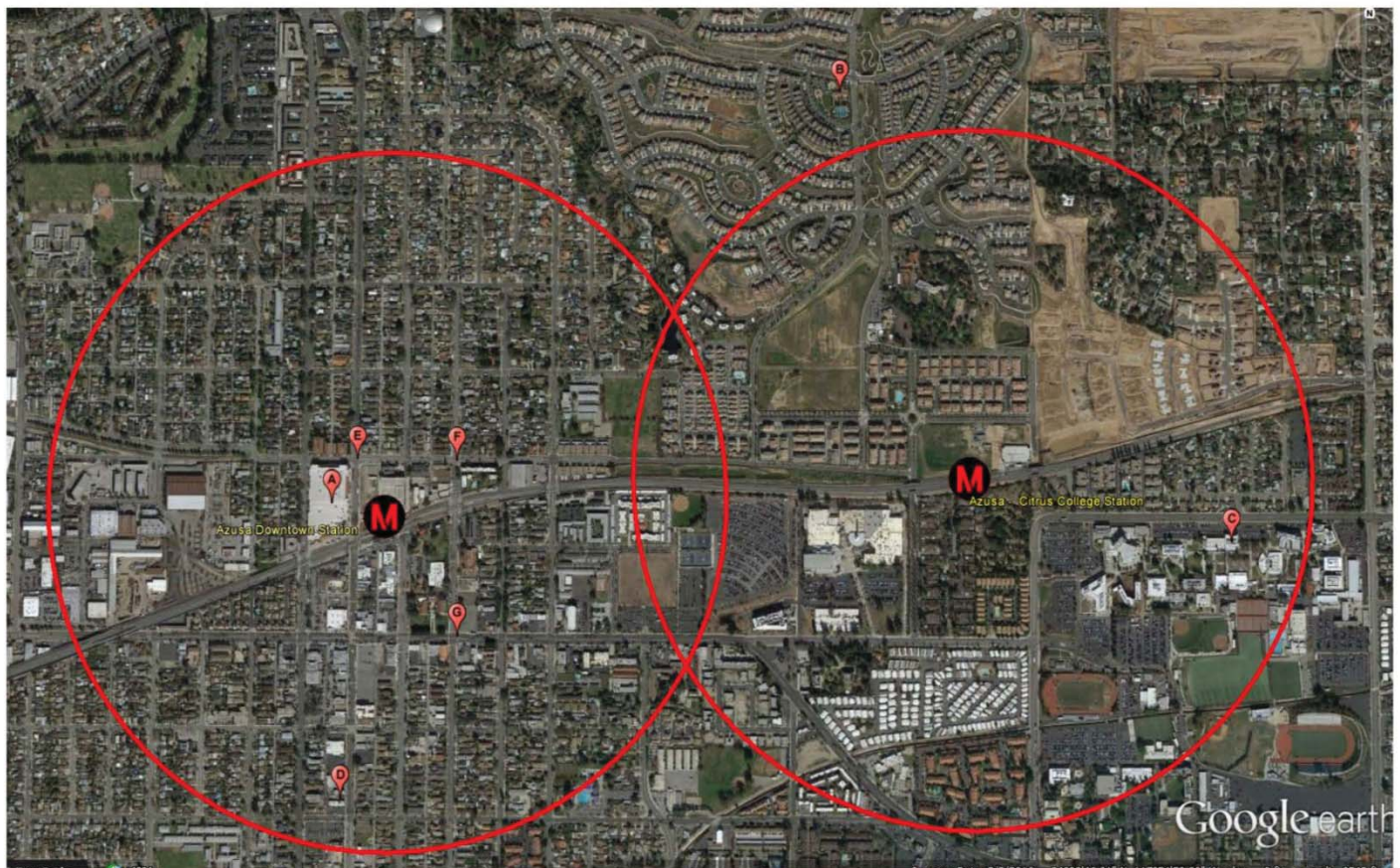


Exhibit A-18
Development Investment by Station Area

Glendora Station

Phase: Glendora to Montclair

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Foothill 533	A	2016		144 units				\$ 46,881,822
Glendora Village Collection	B	2015		53 units				\$ 17,255,115
Motif	C	2016		126 units			2,000 sf	\$ 41,679,019
Avalon Bay	D	2015		280 units			4,000 sf	\$ 92,473,947
Monrovia Nursery Specific Plan	E	2016		121 units				\$ 39,393,753
Totals - Existing Projects				724	-	-	6,000	\$ 237,683,656
Watt Communities Project	F		2017	40 units				\$ 13,025,826
Infill Cond Development	G		2017	8 units				\$ 2,605,165
Totals - Planned and Proposed				48	-	-	-	\$ 15,630,991

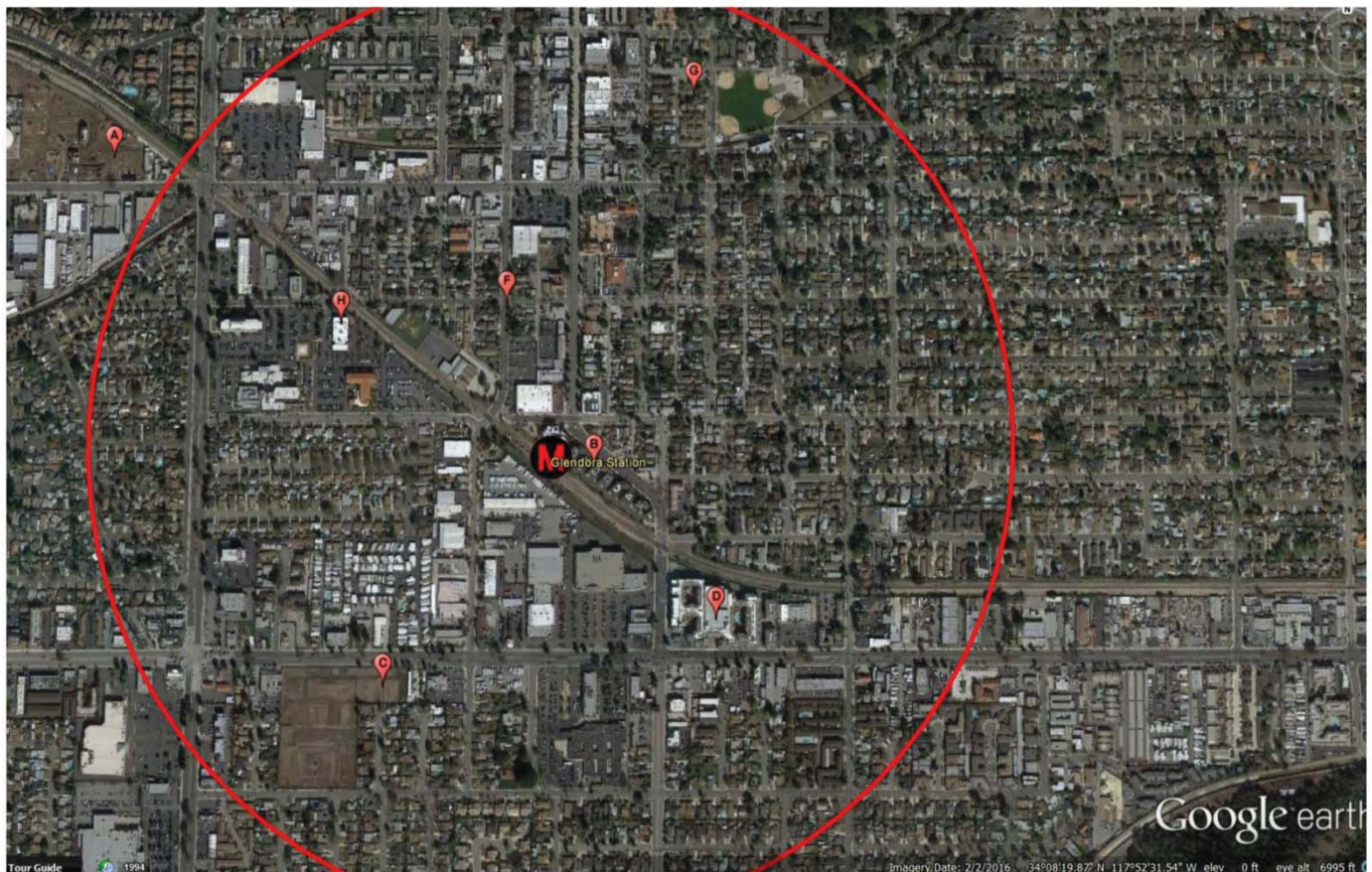


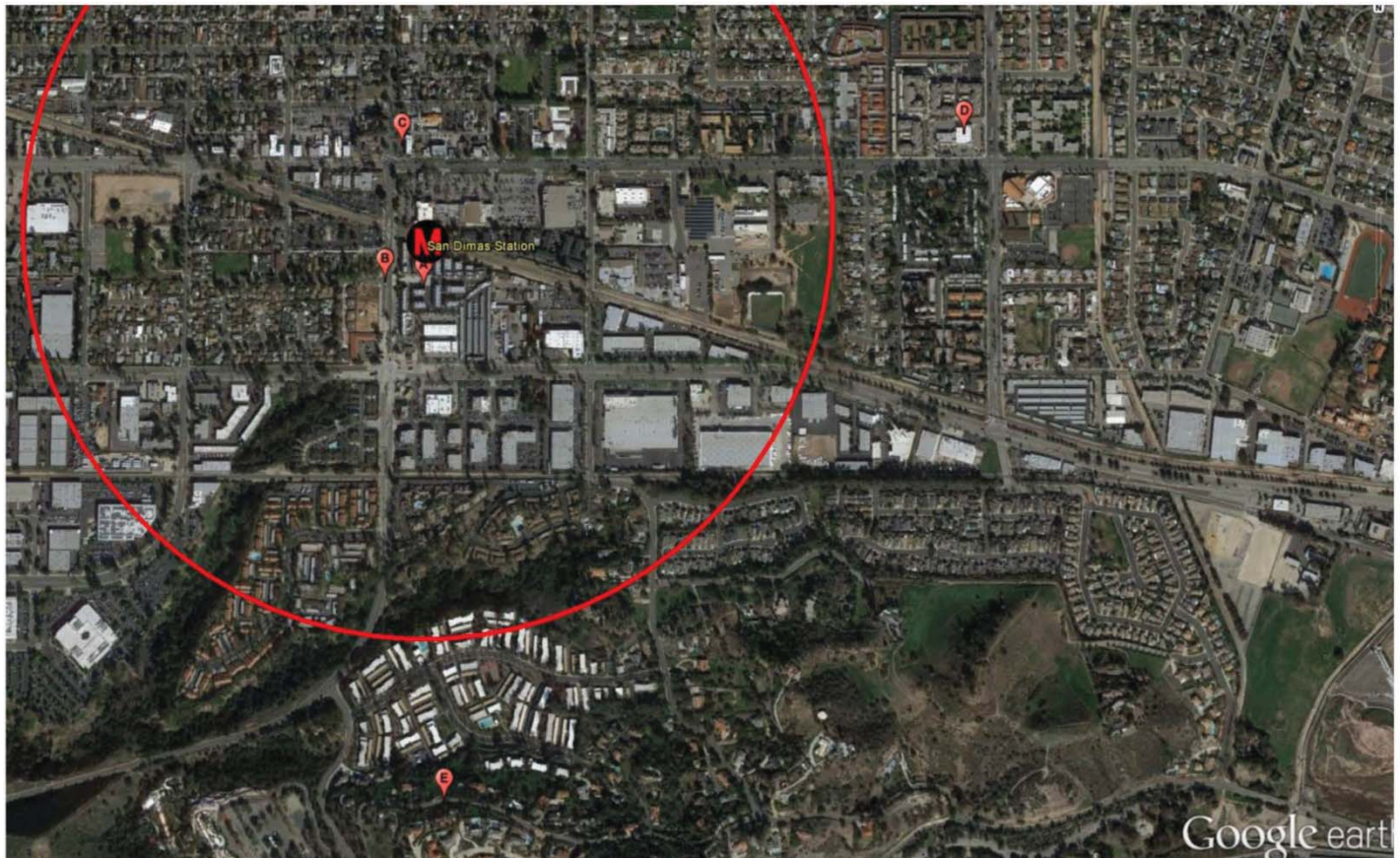
Exhibit A-19

Development Investment by Station Area

San Dimas Station

Phase: Glendora to Montclair

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Grove Station	A	2011		67 units				\$ 21,813,070
Johnstone Station	B	2016		19 units				\$ 6,185,796
Bonita Canyon Gateway	C	2016		156 units				\$ 50,788,640
Bonita Canyon Shopping Center	D	2011					18,299 sf	\$ 6,015,105
Totals - Existing Projects				242	-	-	18,299	\$ 84,802,611
Cannon Homes 3	E		2017	3 units				\$ 976,937
Totals - Planned and Proposed				3	-	-	-	\$ 976,937



La Verne Station

Phase: Glendora to Montclair

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Universit of La Verne Master Plan		2015						\$ -
La Verne Old Town Specific Plan		2014						\$ -
Totals - Existing Projects				-	-	-	-	\$ -
Totals - Planned and Proposed				-	-	-	-	\$ -

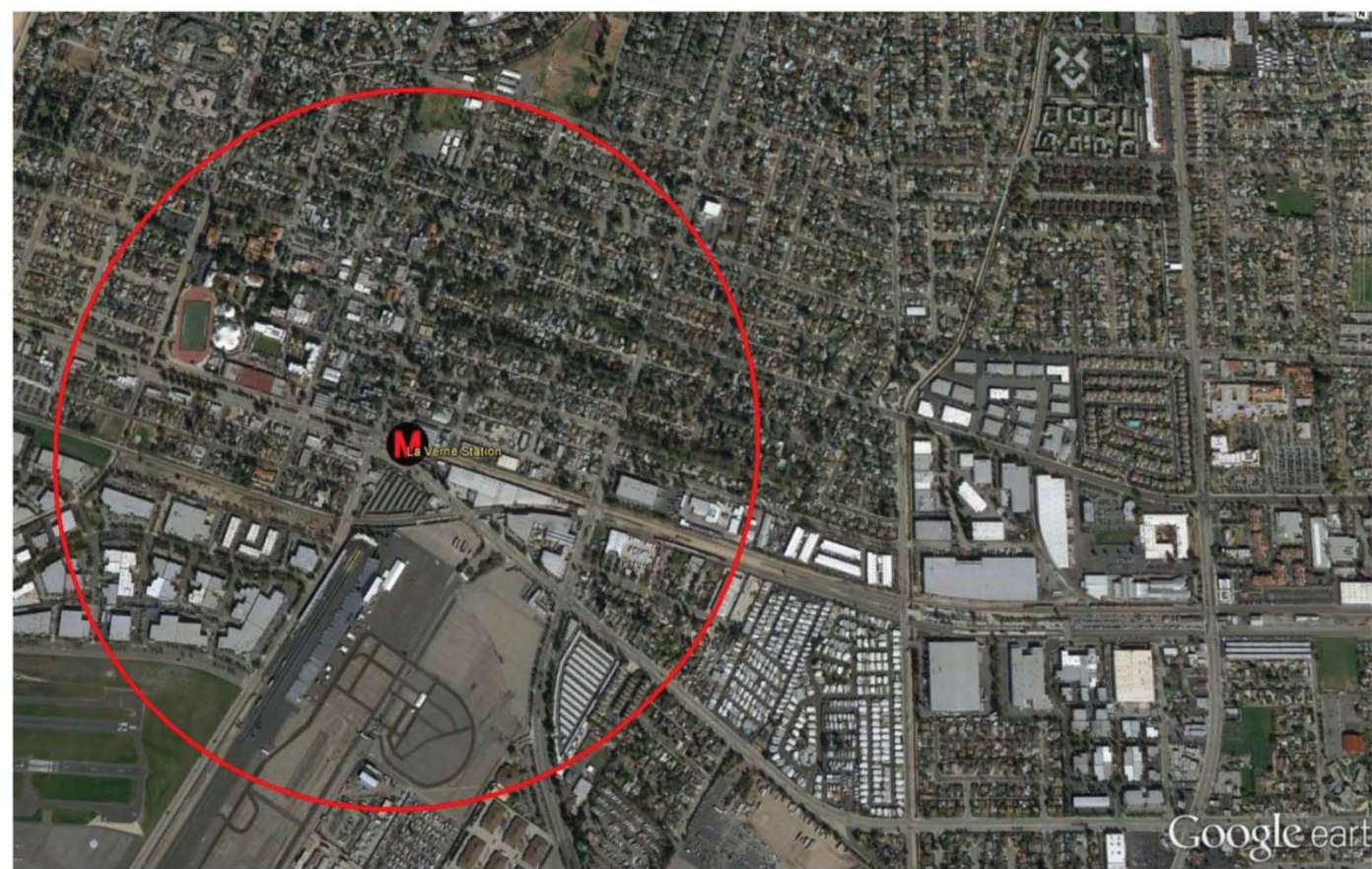


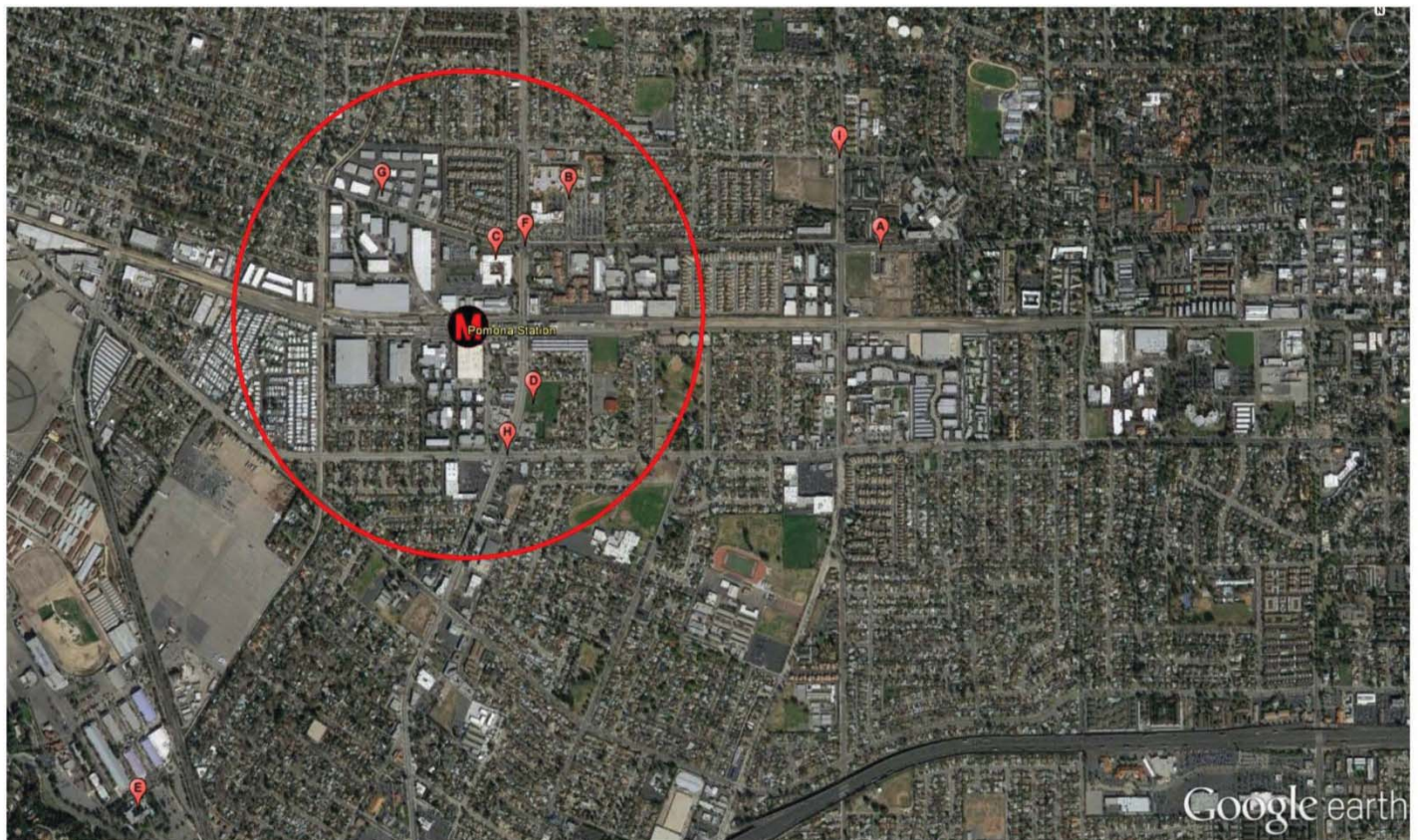
Exhibit A-21

Development Investment by Station Area

Pomona Station

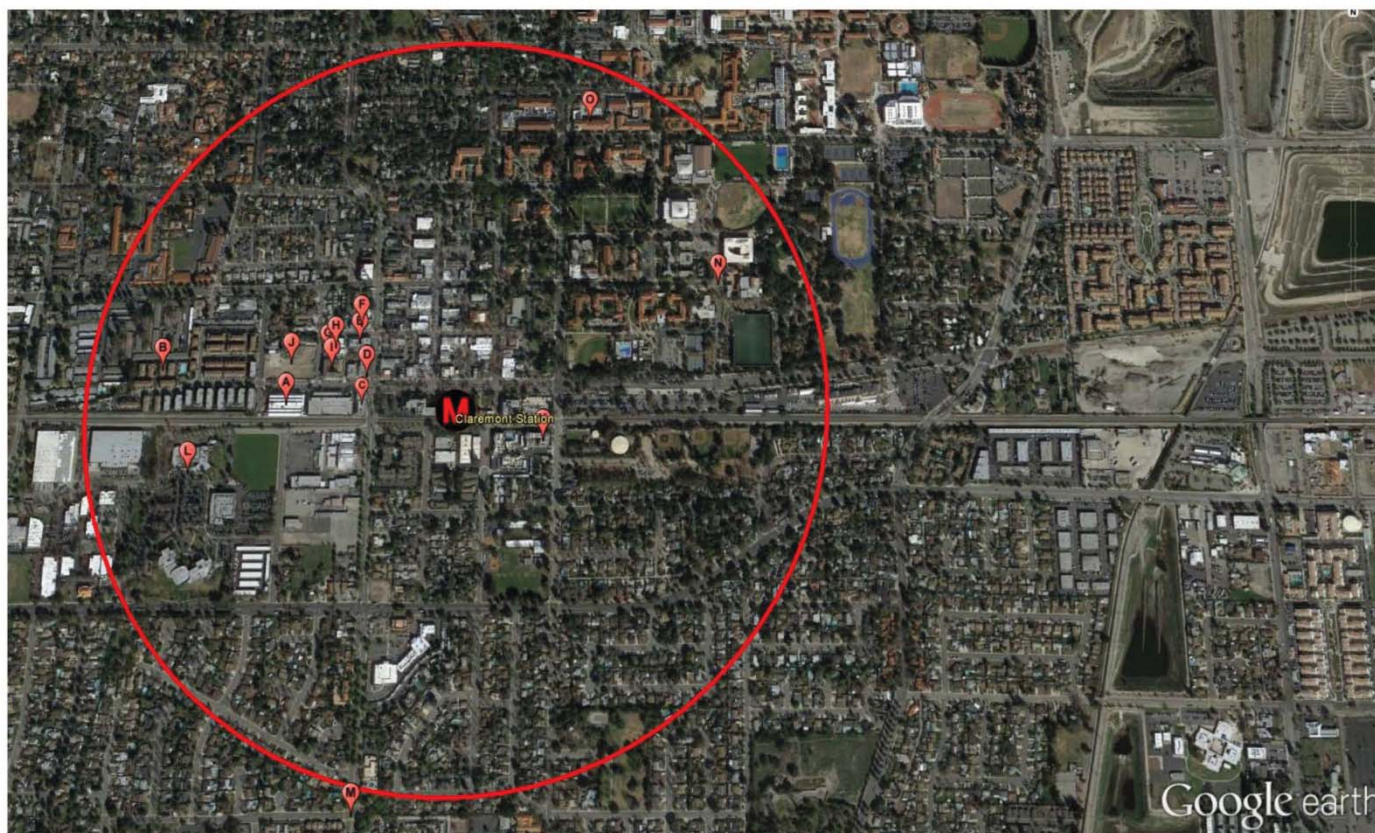
Phase: Glendora to Montclair

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Metro + Capril at Bonita Village	A	2016		143 units				\$ 46,556,254
Casa Colina Medical Bldg	B	2016					38,220 sf	\$ 12,563,381
Fairplex Trade & Conf Center	E	2012					85,000 sf	\$ 27,940,539
KB Homes	F	2005		75 units				\$ 24,417,616
Old Stump Brewery	G	2016					11,814 sf	\$ 3,883,406
Totals - Existing Projects				218	-	-	135,034	\$ 115,361,196
Multifamily Project #1	C		2019	650 units				\$ 211,669,665
Multifamily Project #2	H		2019	47 units				\$ 15,305,345
Richmond Homes	I		2017	134 units				\$ 43,636,516
Totals - Planned and Proposed				831	-	-	-	\$ 270,611,526



Claremont Station**Phase:** Glendora to Montclair

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
Packing House	A	2007					56,344 sf	\$ 18,520,962
Claremont Village Walk	B	2004		173 units				\$ 56,323,300
Claremont Village Square	C to H	2007					109,146 sf	\$ 35,877,625
Hotel Casa 425	I	2007				18 rooms		\$ 5,297,063
Courier Place	K	2011		76 units	76 units			\$ 24,743,184
Ivy Walk	M	2014		21 units	3 units			\$ 6,836,932
Studio Art Bldg Pomona College	N	2014					35,000 sf	\$ 11,504,928
Millikan Lab Pomona College	O	2015					75,000 sf	\$ 24,653,417
Totals - Existing Projects				270	79	18	275,490	\$ 183,757,410
Village Lofts	J		2017	74 units			10,000 sf	\$ 27,420,854
Keck Graduate Institute	L		2018					\$ -
Totals - Planned and Proposed				74	-	-	10,000	\$ 27,420,854



Montclair Station

Phase: Glendora to Montclair

Project	Legend	Year Completed		Housing Development		Hotel	Other	Market Value of Development
		Existing	Planned	Total Units	Affordable	No. of Rms	Com SF	
The Paseos	B	2013		386 units			542,000 sf	\$ 303,831,355
College Park Shopping Center	E	2013					25,000 sf	\$ 8,217,806
College Park Apartments	F	2009		448 units				\$ 145,854,557
Rancho Monte Vista	G	2007		240 units				\$ 78,136,370
Claremont Square	H	2015		89 units				\$ 28,975,571
Totals - Existing Projects				1,163	-	-	567,000	\$ 565,015,658
Arrow Station	A		2017	128 units				\$ 41,682,642
Montclair Place	C		2018					\$ -
Van Wechel Development	D		2017	23 units				\$ 7,489,850
Lewis Homes	I		2017	465 units				\$ 151,425,222
Maple MF Land	J		2019	251 units				\$ 81,737,055
Totals - Planned and Proposed				867	-	-	-	\$ 282,334,769

