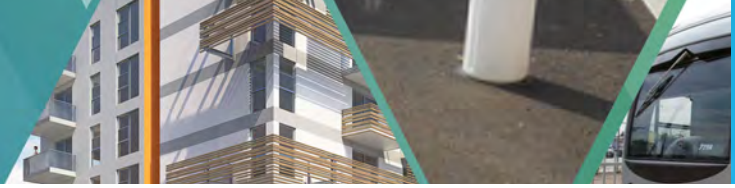
High Quality Transit Area

HQTA

PILOT PROJECT

Jurisdictional Workshop | September 14, 2017



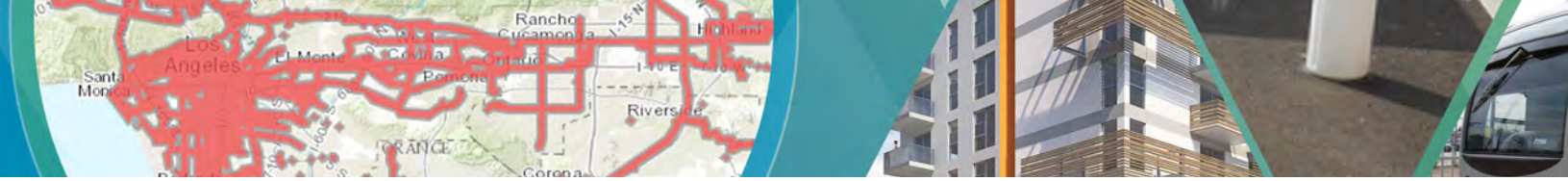
Welcome

Team Introductions

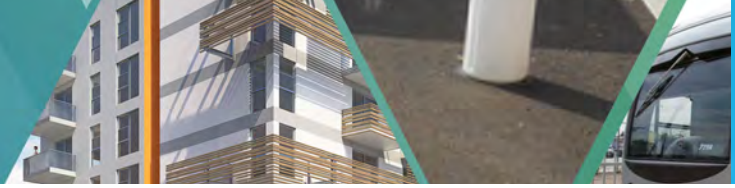
Grieg Asher
SCAG

Adam Maleitzke
Gruen Associates

Viggen Davidian
Deepak Kaushik
Iteris



Contents

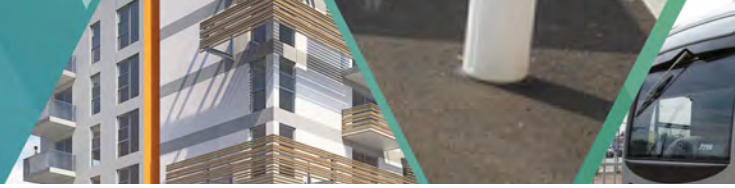


What is a High Quality-Transit Area?

HQTA

- **15 minutes or Better During Peak Commuting Hours**
- **Half Mile from Transit Line In Place or Identified in 2040 RTP**
- **137 SCAG Jurisdictions in 5 Counties with HQTAs**

Imperial County does not have HQTAs



Project Goals

1) Implement the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

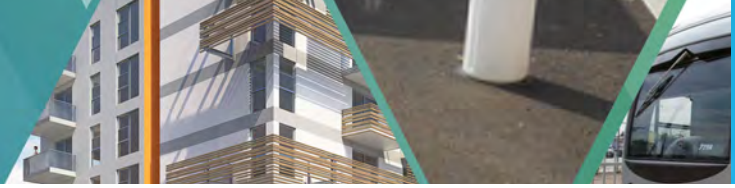
- HQTAs represent 3% of land area; 46% of future household growth
- Actionable Projects

2) Promote Higher-Density Development and Active Transportation near HQTAs

- Change the Growth Pattern
- Compact, Mix of Uses, Alternative Modes of Transportation
- Accomplished through Vision Plans

3) Reduce Greenhouse Gases (GHG) and Vehicle Miles Traveled (VMT)

- Regional Goal of 21% reduction in GHG over 2005 levels
- Lower vehicle miles traveled, increased walking, biking, use of transit
- Trackable Metrics Once Vision Plans Are Created



Eligibility

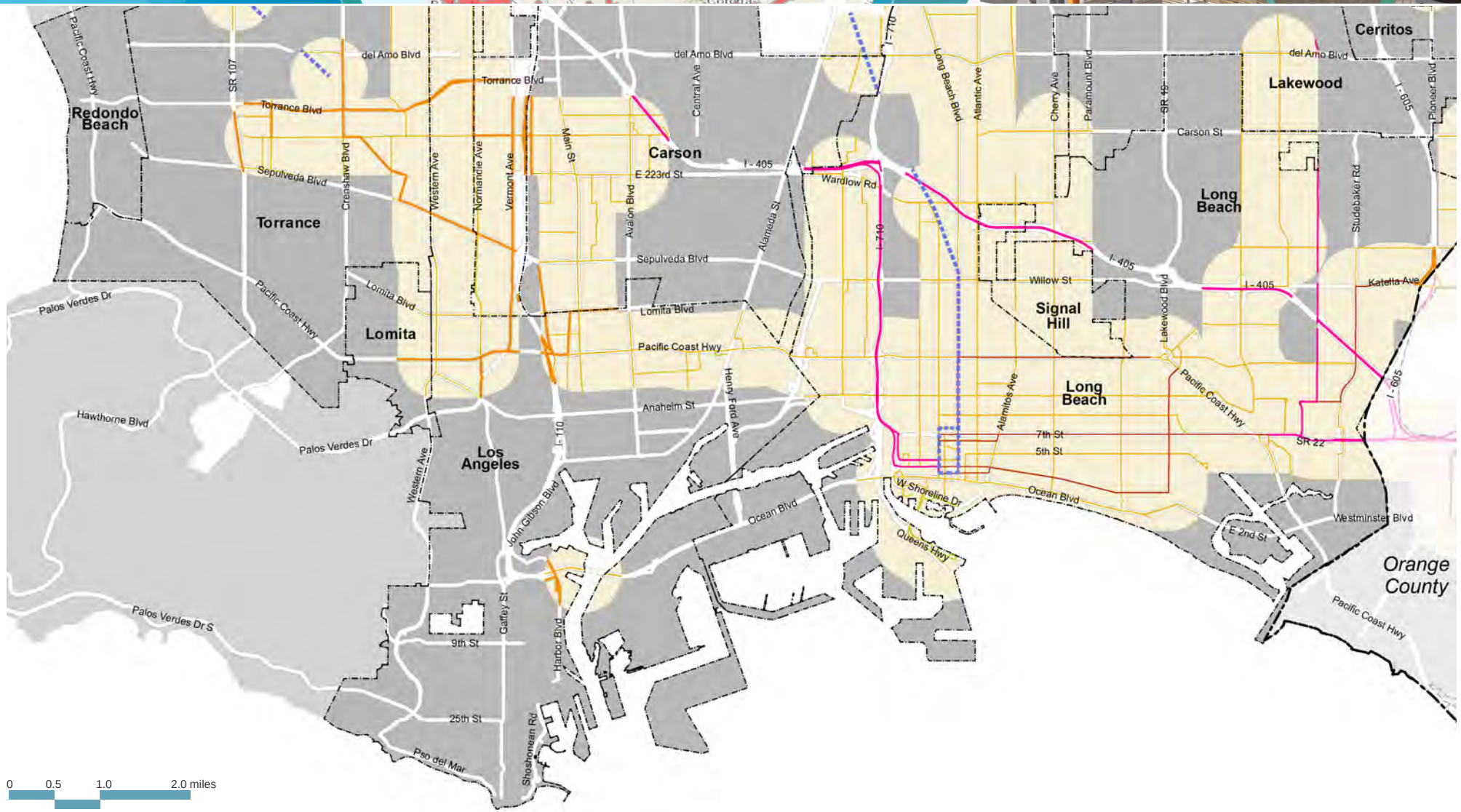
- **Must Have a 2040 HQTA within Jurisdictional Limits**

137 communities eligible
List of Eligible Communities:
http://sustain.scag.ca.gov/Documents/HQTA/SCAG_EligibleHQTACities_2040.pdf

Eligibility Maps Provided on HQTA Webpage:
http://sustain.scag.ca.gov/Pages/HQTA.aspx

- **Applications must be submitted by an Eligible City**

Counties may not apply on behalf of a city



Eligible SCAG HQTA (2040) Communities

LA County Long Beach - South Bay

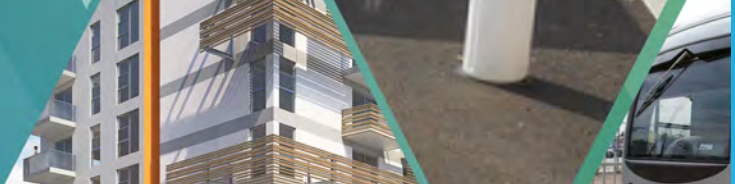
September 2017

Legend

- County Boundary
- SCAG HQTA Eligible Jurisdiction
- HQTA (2040)
- Highway / Principal Arterial
- High Speed Rail
- Commuter Rail
- Local Rail
- Bus Rapid Transit
- Transitway Bus
- Express Bus
- Rapid Bus
- Local Bus

N

Sample HQTA Eligibility Map



Defining Your HQTA

- **Local/High-Frequency Bus & Streetcar Corridors**

No more than 1-mile long
Quarter-mile corridor buffer

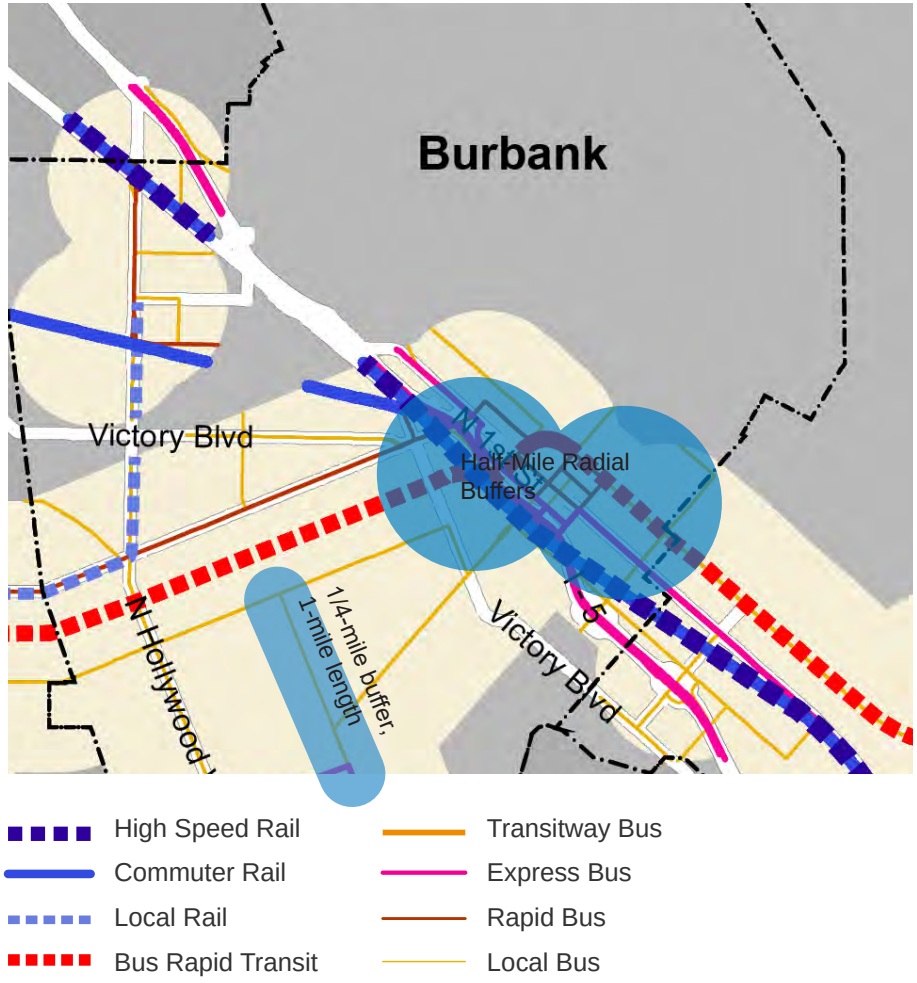
- **HSR/LRT/BRT/Commuter Rail Stations**

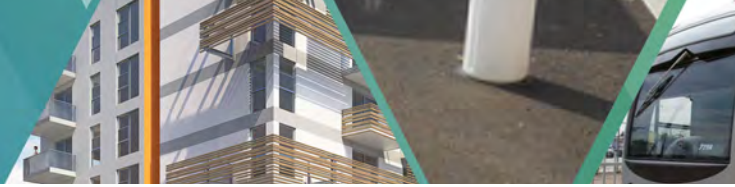
Half-Mile Radial Buffer from Station

- **May Combine Station Areas from Up to Two Modes**

Examples:

Half-Mile HSR Station Area and Half-Mile Metrolink Station Area
High Frequency Bus Corridor and Half-Mile LRT Station
Two intersecting High Frequency Bus Corridors





Pilot Project Characteristics

Six Principles of Transit-Oriented Development *(J. Campoli)*

1. Diversity/Compact Mix of Land Uses

A mix of land uses located within close proximity to transit, preferably accessible by foot or a short transit trip

Transit-Supportive Amenities & Institutions

Grocery Stores

Restaurants

Movie theaters & Entertainment

Health Services

Bars and Clubs

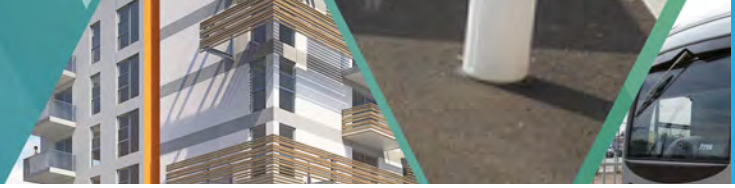
Education Services & Libraries

Clothing & Accessories

Banks & Credit Unions

General Merchandise

- **40% of mixed-use core should have ground-floor retail**
- **Balance of Jobs and Housing**
- **Not all TODs are created equal**

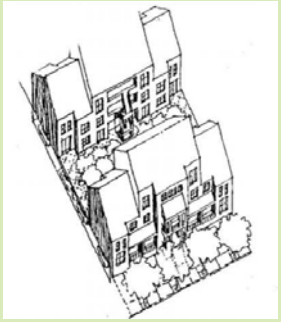
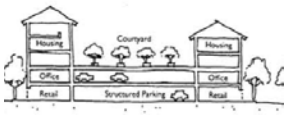
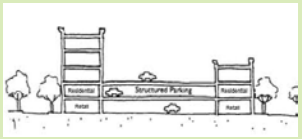


Pilot Project Characteristics

Six Principles of Transit-Oriented Development

2. Density

A higher concentration of infrastructure and amenities, and a compact built environment that allows more workers and residents to live near transit

Multifamily with structured parking		*Mixed-use with structured parking*		*Multifamily with structured parking*		
Parcel Size: 1 acre Residential		Parcel Size: 1.5 acres Residential, Office, Retail		Parcel Size: 1.5 acres Residential, Retail		
						
						
2.0	*Average*	2.75	*Above Average*	3.0	*Above Average*	Floor-Area Ratio
45	*Low*	60	*Average*	90	*Above Average*	Dwelling Units per Acre
85	*Average*	125	*Above Average*	140	*Above Average*	Intensity (workers + residents on 1 acre of land)
5	*Low*	30	*Above Average*	10	*Average*	Job Density

- **"Missing Middle" Consider townhomes, more diverse mix of housing to achieve higher densities**
- **Land uses with high job intensities**

  (office, manufacturing, retail)

Pilot Project Characteristics

Six Principles of Transit-Oriented Development

3. Design - building design

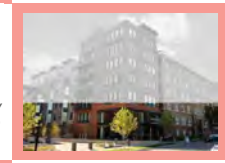
High quality public spaces and buildings that create a sense of place, foster community, and promote economic development

Building Design Elements

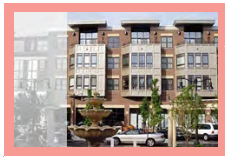
Signage
On Grand Avenue in Saint Paul (left), storefront signage is provided on, below, and above, awnings, at building corners, and on sandwich boards to create visual interest. Wayfinding signage and maps, including directions to major district-wide destinations and transit, can also be added to buildings.

Public Art
Murals, decorative building installations, and even poetry inscriptions can help to create a sense of place and turn a building into a memorable landmark.

Terraces, Porches, Balconies
Street-facing terraces, porches, and balconies facilitate interaction among pedestrians and add to the vibrancy of the streetscape. Arts Quarter Lofts (left) on Nicollet Avenue provides balconies and patio seating. Uptown's Walkway project offers outdoor restaurant seating on two levels.



ADA Accessibility
The Eitel building in the Loring Park neighborhood of Minneapolis includes an ADA-friendly plaza that navigates a slope without stairs. Buildings should include highly-visible entrances with push-button door openers and accessible, comfortable waiting and rest areas.



Color, Material
A rich and diverse palette of brick, limestone, and other cladding was used for the Excelsior and Grand project in Saint Louis Park.

Outdoor Interface
This restaurant in Lowertown features large doors that open directly onto a sidewalk sitting area. Other businesses have used garage doors. Fruit and newspaper stands, floral arrangements, and sandwich boards can be used to create an interesting streetscape that invites customers inside.

Design for Climate
Arcades, like the one shown here in the North Loop, along with awnings, screened porches, louvers, covered walkways, and other installations can protect pedestrians from the elements during extreme weather events.

Break up building mass
A pass-through at the Lyric at Carleton Place (left) allows for pedestrian movement. Set-backs, where the 2nd or 3rd floor is pushed back from the lot line by about 10', can also help to make a building more human-scaled. Large, singular structures should be avoided in favor of multiple buildings with smaller footprints.

Glazing
Vue Apartments in Minneapolis features a significant number and wide variety of windows. At least 40% of the length of the first floor should include windows, which enhances safety and regulates temperature. Storefronts should have ceiling heights of at least 14-15' to allow for solar access and visibility.

Lighting
At 50th and France in Edina, lights are installed on buildings, both as uplights and for pedestrians. Pedestrian-level lighting, taller street fixtures, and waist-high bollards provide illumination at all levels. The lighting scheme creates a vibrant commercial district and promotes safety at night.

- **Enforce standards through Specific Plans, design guidelines**

Pilot Project Characteristics

Six Principles of Transit-Oriented Development

3. Design - public space

High quality public spaces and buildings that create a sense of place, foster community, and promote economic development

A	**Distinguish between public and private space**	*In a mixed-use, housing and retail development, public space should be designed in such a way that the public and private uses are clearly defined. Resident tot lots should be fenced in, and other private areas can be screened with vegetation.*
B	**Orient active building walls to open space**	*Restaurants, coffee shops, and other active retail uses should be located next to public space, if possible, to provide passive surveillance and make public spaces lively and exciting.*
C	**Integrate stormwater management with amenities**	*Where possible, pervious pavers, tree trenches, rain barrels, and other visible stormwater management devices should be used[1]. Stormwater features can often be incorporated into public art installations.*
D	**Design for a wide variety of purposes**	*Common areas, especially small, urban, public spaces, should not be overly-programmed and should be designed with as little clutter as possible to allow for more flexibility.*
E	**Incorporate safety considerations**	*Crime Prevention through Environmental Design (CPTED)[2] principles should be considered when designing public spaces to protect vulnerable visitors such as children and seniors. Dark, secluded areas should be avoided.*

- **Focus on high-quality placemaking to generate ridership and economic activity**

Pilot Project Characteristics

Six Principles of Transit-Oriented Development

4. Distance to transit

Development is ideally within a 10-minute walk to/from transit

Average Block Size 7.5 acres

Number of Intersections 75

Enclosed blocks (acreage indicated)

Intersections

- **1/2 Mile Walk:** HSR, LRT, BRT, Commuter Rail
- **1/4 Mile Walk:** High-frequency/local bus, streetcar, express Bus

Pilot Project Characteristics

Six Principles of Transit-Oriented Development

5. Destination Accessibility

Proximity to transit-supportive retail, jobs, and institutions that allow people to meet daily needs without the use of a car

A — Encourage short blocks

The standard, 330' x 660' (5 acre) Minneapolis and St. Paul block promotes adequate circulation between jobs, housing, public space and transit. Other regions, such as Portland, OR, feature blocks as small as 250' x 250'. The case study at right, at 50th and France in Edina, features a 5-acre block.

Large superblocks with monolithic structures should be avoided.

B — Include fine grain, pedestrian connections

While circulation should be provided along the streets that frame blocks, alleyways, arcades, mid-block paths, and other connections should be included to facilitate pedestrian movement. The map at right shows internal pedestrian circulation between a parking ramp and retail and residential uses within a single block. At 50th and France, these passageways have opened up opportunities for additional retail storefronts and office space.

Several structures with smaller footprints are encouraged. This approach promotes better pedestrian connectivity throughout the station area.

C — Provide continuous, ample sidewalks

Continuous, well-maintained, and safe sidewalks should be provided throughout the station area. Cities should identify gaps in pedestrian infrastructure and provide adequately-sized sidewalks as needed. In addition, cities should promote infill development with limited setbacks on vacant sites to enhance the pedestrian experience.

D — Calm traffic

In residential areas and shopping districts, the number of driving lanes should be minimized in favor of wider sidewalks, bike routes, and associated infrastructure.

Cities can use a number of devices to calm traffic:

- Bump-outs
- On-street parking
- Trees and vegetation to frame lanes and limit driving speeds
- Illuminated and/or signalized crosswalks
- Adequate lighting to promote nighttime safety
- Well-marked crosswalks with pavers and striping

Case study: 50th and France: Edina, Minnesota

Trees and other vegetation, lighting, and seating areas calm traffic along 50th Street

Access to internal pedestrian circulation network from retail corridor along 50th Street. Additional retail storefronts and office space front can be found along the route between 50th Street and a parking ramp on W 49-1/2 Street.

Bump-outs reduce pedestrian crossing distance and encourage vehicles to slow down, while signage draws attention to the mid-block pedestrian crossing.

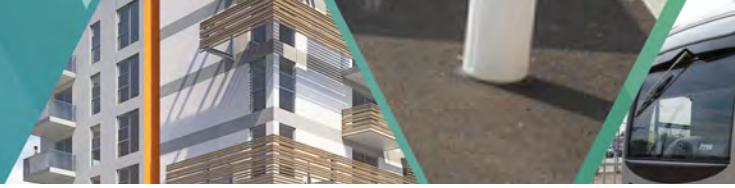
Retail frontage

Internal pedestrian circulation

Well-marked crosswalks

Street-facing sidewalks

- **Create smaller, walkable blocks through paseos, arcades, new streets, alleys,**
- **Bike paths that provide first/last mile connections to transit**
- **Wider sidewalks**



Pilot Project Characteristics

Six Principles of Transit-Oriented Development

6. Parking

Reduced parking supply for residents, workers, and customers and coordinated, district-wide parking solutions for the station area

	strategies
A	**Utilize on-street and structured parking** *Surface parking lots should be avoided, except for a limited number of guest parking or retail spaces behind buildings. On-street, short term spaces (1hr. max.) can be maximized to support retail uses. Above-grade ramps or below-grade garages should be used for medium-high density developments.*
B	**Share parking among station area users** *Blocks or development projects with a mix of uses can often utilize the same parking spaces throughout the day. Researchers have observed that there are complementary peak use times that vary by land use type. For example, a commuter who works from 9-5 can make available a parking space for a customer who arrives during peak retail time in mid afternoon, effectively reducing the need for two spaces.*
C	**Promote car sharing** *The Twin Cities now has several car-sharing services available, including HOURcar, ZipCar, and Car2Go. These services provide access to an automobile for residents who primarily walk or take transit and do not want to pay to own, store, and maintain a personal vehicle. Cities can promote car sharing by encouraging dedicated private or public car-share parking stalls.*
D	**Create parking improvement districts** *Parking revenues from meters and paystations should be reinvested in the TOD area to support management, enforcement, maintenance, and investment in future parking infrastructure. Parking fees should be high enough to maintain a 15% vacancy rate at any time.*
E	**Unbundle parking from monthly rent** *For rental properties, parking should be provided for a separate, monthly fee. Many residents will opt to not pay for parking and decide to use alternative forms of transportation, which will, in effect, reduce the overall demand for parking spaces.*

- **Lower parking ratios**
- **Eliminate parking requirements; let market decide**
- **Shared parking/Park once districts**
- **Unbundled parking**

Pilot Project Characteristics

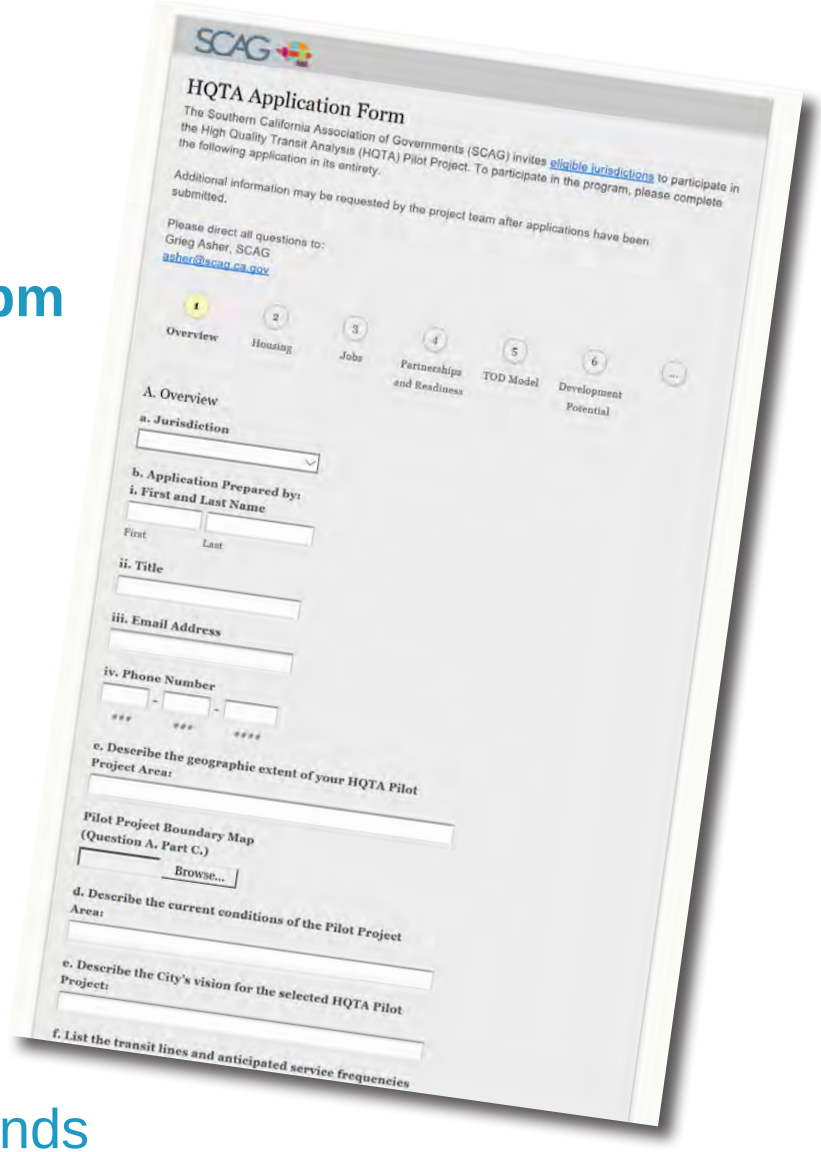
HQTA Station Area Checklist

		EXISTING	PLANNED
Urban Design			
1.	Are first floor uses "active" and pedestrian-oriented?	☐	☐
2.	Are buildings placed and designed to encourage access to and from the station?	☐	☐
3.	Are building designs interesting by themselves and visually appealing?	☐	☐
4.	Do buildings come all the way to the street or build-to line?	☐	☐
5.	Do buildings avoid placing blank walls along sidewalks and walkways?	☐	☐
6.	Do buildings incorporate architectural features that convey a sense of place and relate to the street and pedestrian environment?	☐	☐
7.	Does the station area provide high quality, publically-accessible space for people to sit, mingle, and/or recreate?	☐	☐
8.	Are streetscape amenities present, including seating, pedestrian-scale lighting, trees and landscaping, and awnings to provide enclosure and protection from the element?	☐	☐
9.	Are sidewalks in good condition?	☐	☐
10.	Is the walking environment pleasant?	☐	☐
Land Use			
1.	Are auto-oriented land uses minimized within the station area?	☐	☐
2.	Will the planned mix of uses attract people around the clock and throughout the week?	☐	☐
3.	Are uses available near the station that would be conveniences for surrounding residents, commercial tenants and transit patrons, e.g. coffee and newspapers, grocery stores, daycare and drycleaners?	☐	☐
4.	Are commercial uses concentrated?	☐	☐
5.	Is the station area secure (low vacancy rate, buildings are well-maintained, safe)?	☐	☐
6.	Will new and existing residents and tenants generate enough demand to support proposed retail uses?	☐	☐
Mobility			
1.	Does the topography lend itself to comfortable walking?	☐	☐
2.	Does the station area incorporate a well-connected, pedestrian-oriented network that is directly connected to the station?	☐	☐
3.	Do pedestrian pathways and buildings incorporate universal design principles for accessibility?	☐	☐
4.	Are curb cuts kept to a minimum?	☐	☐
5.	Are most of the roads through a project designed for speeds less than 30 miles per hour?	☐	☐
6.	Are sidewalks and intersections designed for safe movement by all users, including pedestrians of all ages and abilities?	☐	☐
7.	Are streets designed to provide access for bicycles or is there a planned network of bicycle routes?	☐	☐
8.	Is parking located behind buildings or underground?	☐	☐
9.	Is secure and convenient bicycle parking available?		
10.	Is some short-term parking allowed in front of street-fronting retail?	☐	☐
11.	Are car-share stations such as HOURcar or Car2Go present in the station area?	☐	☐
12.	Are bike-share stations present in the station area?	☐	☐
13.	Do pedestrian pathways directly and safely connect the station to nearby bus stops to facilitate transit transfers?	☐	☐

Evaluation Process

1. Online Application

Link to Application on HQTA Webpage:
http://sustain.scag.ca.gov/Pages/HQTA.aspx
Applications Due **Friday, September 29th, 5pm**
No late applications will be accepted

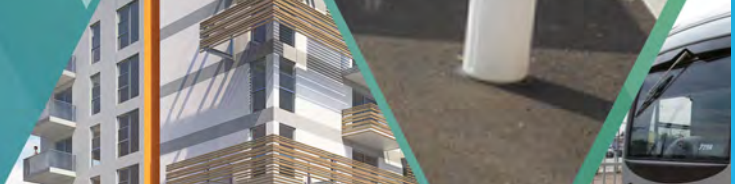


2. Resources

- HQTA Maps
- Workshop Presentation
- Contact Grieg Asher with Questions
- Conference Call:
  Wednesday, September 20th, 11a-12p
  Number Posted to HQTA Webpage

3. Selection

- Up to 5 Pilot Projects Selected
- Applications retained for potential future rounds
- Projects selected by early-mid October



Selection Criteria

- **Development Potential & Status of Plans**

- Market potential through built/permitted TOD projects, market studies
- Jurisdictions with some/limited planning preferred

Built/Permitted TOD Projects
Market Studies
Vacant/Underutilized sites and development opportunities identified
Areas with some/limited TOD planning preferred


Montclair

- **Potential for VMT/GHG Reduction**

- Areas with high growth and high VMTs preferred

Bicycle/Pedestrian Master Plans, Commuter Incentives, Active Transportation Planning in Mobility Element


Lancaster

Selection Criteria

- **Growth Projections and Population Centers**

- Higher than average growth forecasts in 2040 RTP/SCS

OR

- Areas that currently have a high concentration of jobs and residents

- **HQTA Model**

- Potential to become a regional model that aligns with TOD Principles

- RTP/SCS Place Types

Place Types Used in Growth Forecasts for 2040 RTP/SCS

17/35 Place Types Demonstrate TOD Principles

http://scagrtpscs.net/documents/2016/supplemental/UrbanFootprint_PlaceTypesSummary.pdf

Urban Residential

Land Use Mix		Residential Mix	
Residential	64%	*SF Large Lot*	0%
Employment	4%	*SF Small Lot*	0%
Mixed Use	12%	*Townhome*	0%
Open Space/Civic	21%	*MultiFamily*	100%
Built Environment		**Employment Mix**	
Intersections per mi²	200	*Office*	22%
Average Floors	18	*Retail*	78%
Floors Range	5 – 60	*Industrial*	0%
Total Net FAR	9.0		
Gross Density Range *(per acre)*		**Average Density** *(per acre)*	
Household	75-500+	*Household*	131
Employee	0-50+	*Employee*	44

Town Commercial

Land Use Mix		Residential Mix	
Residential	1%	*SF Large Lot*	0%
Employment	69%	*SF Small Lot*	0%
Mixed Use	17%	*Townhome*	0%
Open Space/Civic	14%	*MultiFamily*	100%
Built Environment		**Employment Mix**	
Intersections per mi²	200	*Office*	68%
Average Floors	3	*Retail*	32%
Floors Range	2 – 8	*Industrial*	0%
Total Net FAR	1.8		
Gross Density Range *(per acre)*		**Average Density** *(per acre)*	
Household	0-7	*Household*	5
Employee	60-90	*Employee*	75

Selection Criteria

- **Transit Mode**

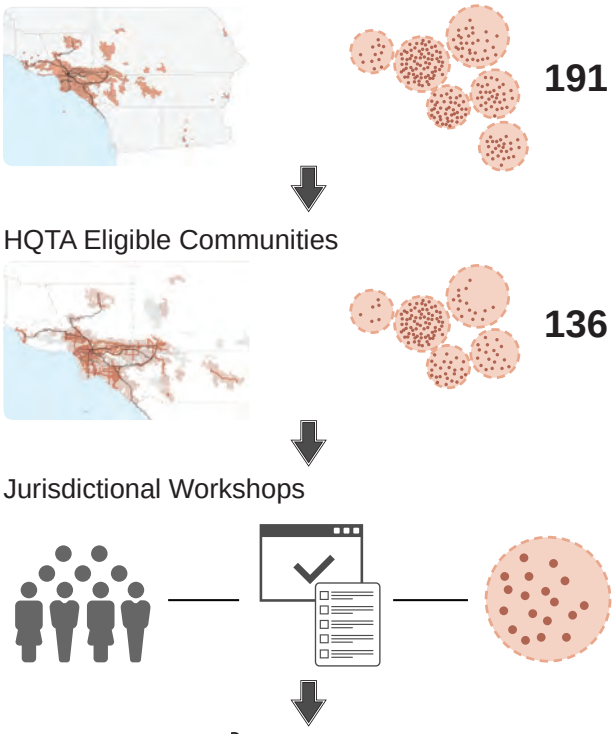
- Tier I and II Modes Preferred (HSR, LRT, BRT, HRT, Commuter Rail, Streetcar, Rapid Bus)

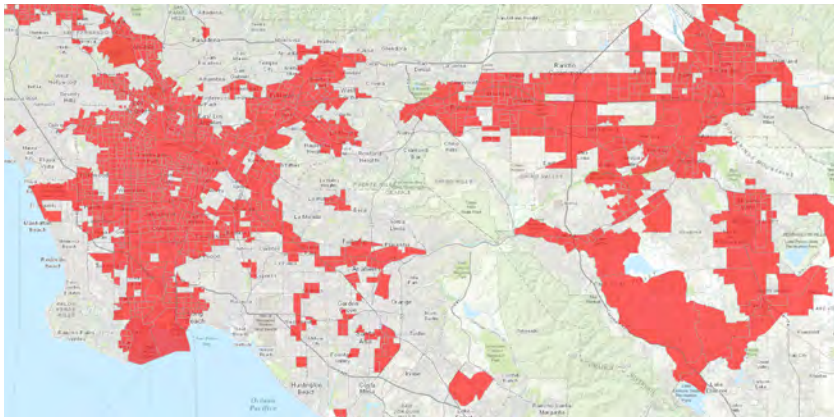
- **Partnerships and Readiness**

Committment of Jurisdictional Staff and
- Availability of Resources
- Partnerships with local transit provider, stakeholders

- **Disadvantaged Communities**

- HQTA is located within a Disadvantaged Community (CalEnviroScreen)
http://oehha.maps.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4





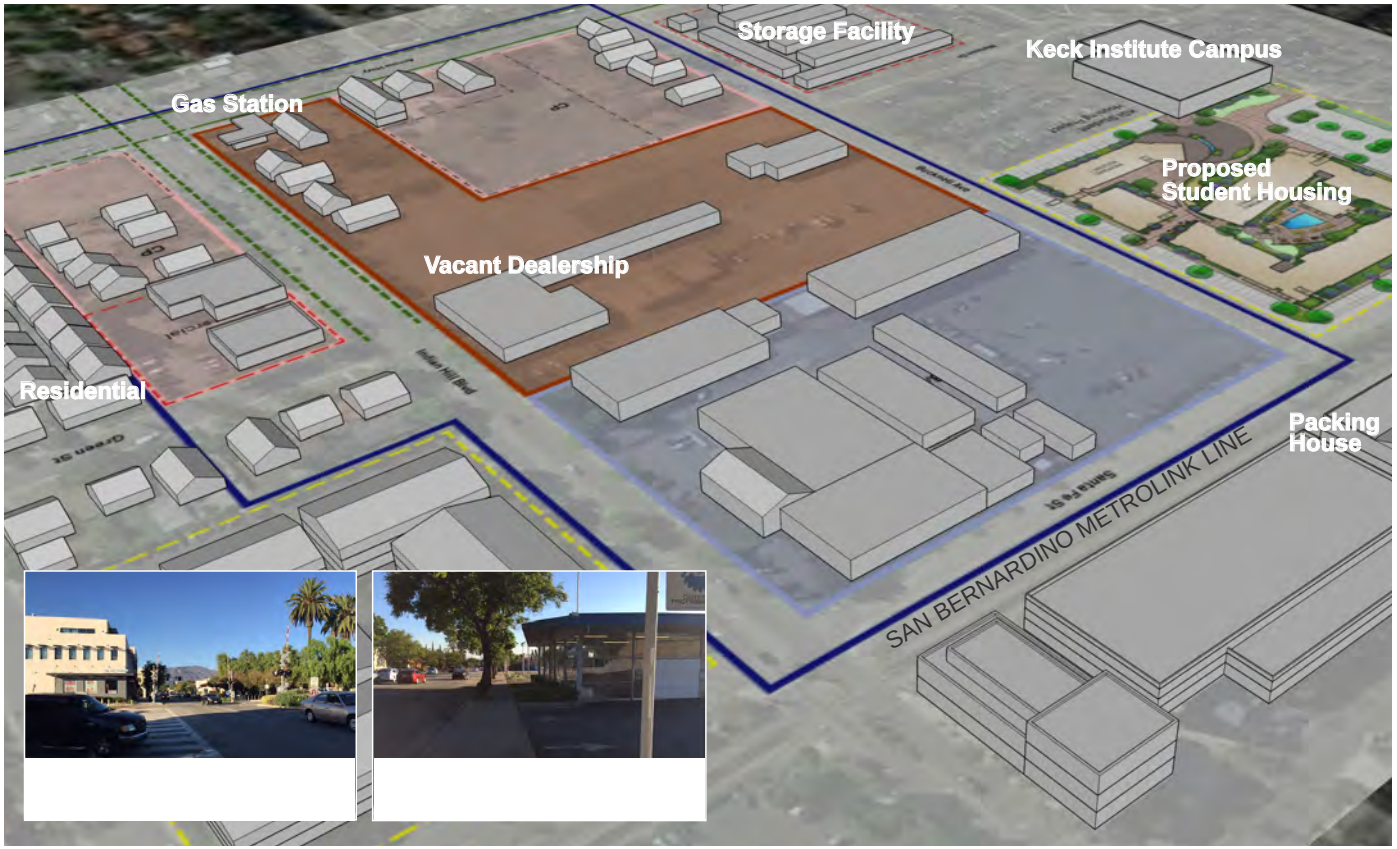
Selection Criteria Summary

Criteria
Growth Projections and Population Centers
- SCAG RTP/SCS 2040 job and household growth forecasts - high growth areas favored
Potential for VMT/GHG Reduction
- Areas with high growth and high VMTs preferred
Development Potential and Status of Plans
- Market potential through Built/permitted TOD projects, market studies - Vacant/underutilized sites and development opportunities identified - Areas with some/limited planning preferred
Transit Mode
- Preference for Tier I and II Modes
HQTA Model
- Potential for Pilot Project to become a regional model
Disadvantaged Communities
- HQTA is located within a Disadvantaged Community (CalEnviroScreen)
Partnerships and Readiness
- Strong partnership with local transit provider - Availability of staff and resources for HQTA Pilot Project - Commitment to tracking Pilot Project and providing annual updates to SCAG

Vision Plan Components

1. HQTA Profile

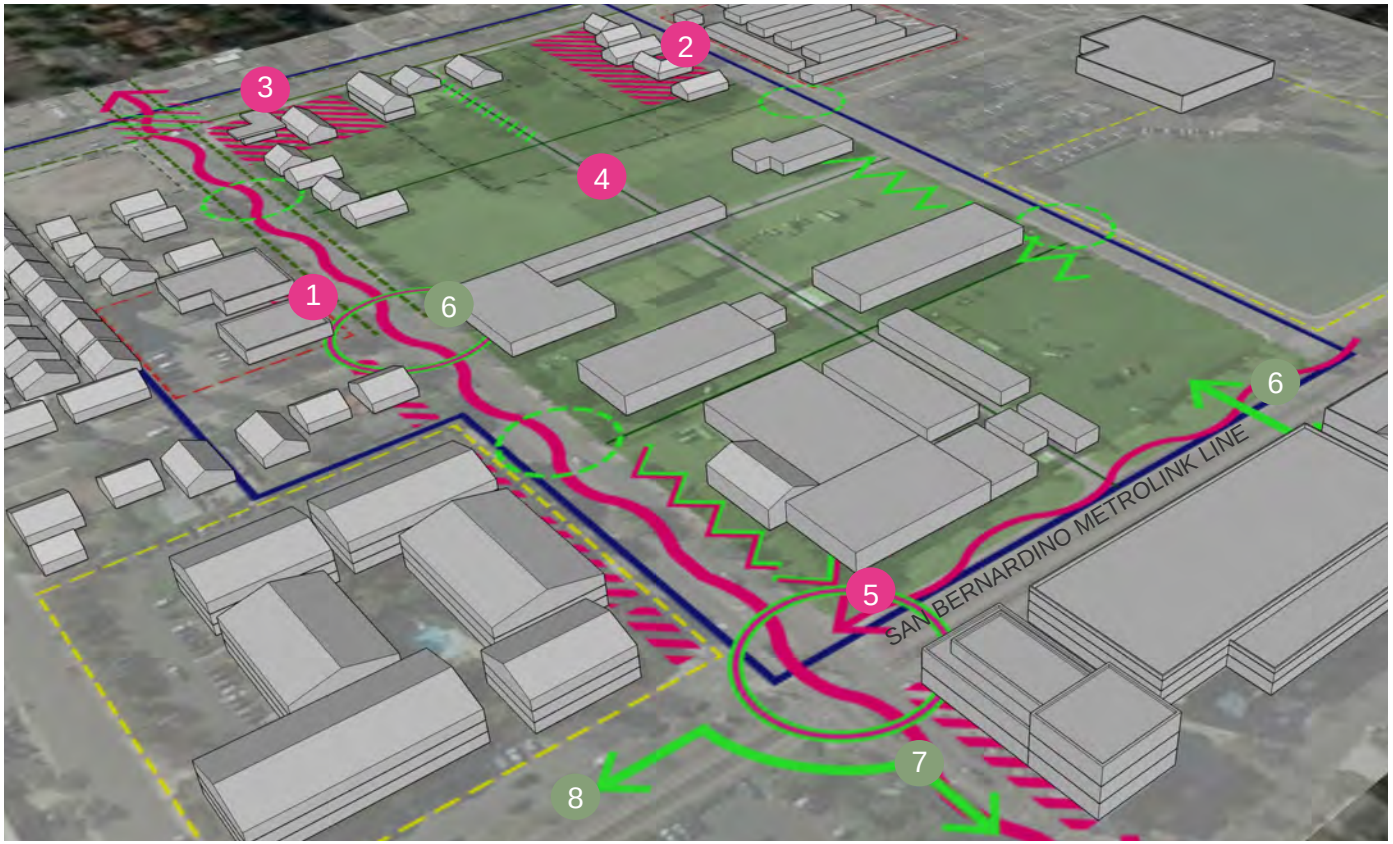
- Demographic and Socioeconomic Profile
- Identification of Potential Market Opportunities
- Inventory of Station Conditions



Vision Plan Components

2. Opportunities and Constraints Analysis and Synthesis

- Barriers to development, alternative transportation; identify new connections, development patterns



CONSTRAINTS

1. *High speed and volume of traffic along Indian Hill Boulevard, wide lanes, unprotected sidewalks*
2. *Existing bungalows of potentially historic significance*
3. *Gas station at high visibility corner*
4. *Large superblock with poor pedestrian circulation*
5. *High volume of cut-through traffic along Santa Fe*

OPPORTUNITIES

6. *Re-introduce traditional Downtown Claremont block pattern - 660' x 330'*
7. *Make physical and visual connections between site and Claremont Village*
8. *Improve connections to Metrolink and Future Gold Line Stations*
9. *New grade-separated pedestrian connections across Metrolink tracks*

Vision Plan Components

3. Vision Plan

- Statement of Overall Goals and Objectives
- Specific Infrastructure Projects
- Conceptual Master Plan for HQTA Pilot Project Site
- Engagement with Jurisdictional Staff and Community Workshop

POTENTIAL PILOT PROJECT INVESTMENTS

1. **Park once/District Parking Improvements**
2. **Green Roof and Sustainable Building Practices**
3. **A Mix of Housing Types and Densities**
4. **Open Space/Civic Improvements**
5. **Enhanced Connections to the Transit Station**
6. **Multimodal Bus/Rail Infrastructure**
7. **Transit-Supportive Retail**
8. **Pedestrian Improvement Projects**
9. **Complete Street Improvements**
10. **Vertical Mix of Uses**

Vision Plan Components

4. Customized Financial Strategy

- Cost Estimates
- Potential Funding Sources
- Phasing Strategies

4.1.7 Diverter

A traffic diverter is a roadway design feature which is placed upon a street or roadway in order to prohibit vehicular traffic from entering into, or from any street.

While a diverter is typically appropriate for smaller residential streets, installing raised median diverters can improve a Bike Boulevard Street where it meets with a larger arterial street. A raised median diverter allows through traffic for bicycles along a Bike Boulevard Street while directing drivers onto an arterial street more appropriate for car traffic. Diverters also make the crossing much easier and safer for pedestrians. Diverters may call for drought-resistant landscaping that can, with the support of the community or Business Improvement Districts, tie them into the feel and fabric of the surrounding neighborhood.

Image 4.7 Diverter - Vancouver, BC
Photo: Richard Drdul.

Design Guidelines

A Use signs within the diverter and reflective paint on the curb to improve center diverter visibility.

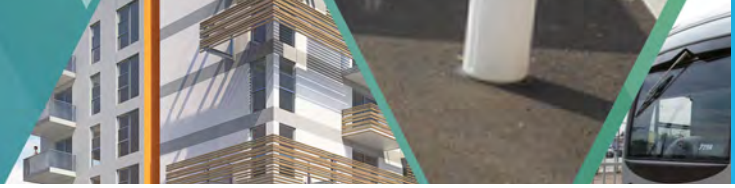
B Use permeable materials and drought tolerant landscaping within diverter if space allows to maximize stormwater infiltration.

C Diverter should allow bicycles to freely pass through as cars and trucks are diverted to cross street.

D Use enhanced crosswalks for safer pedestrian access.

Cost Estimate

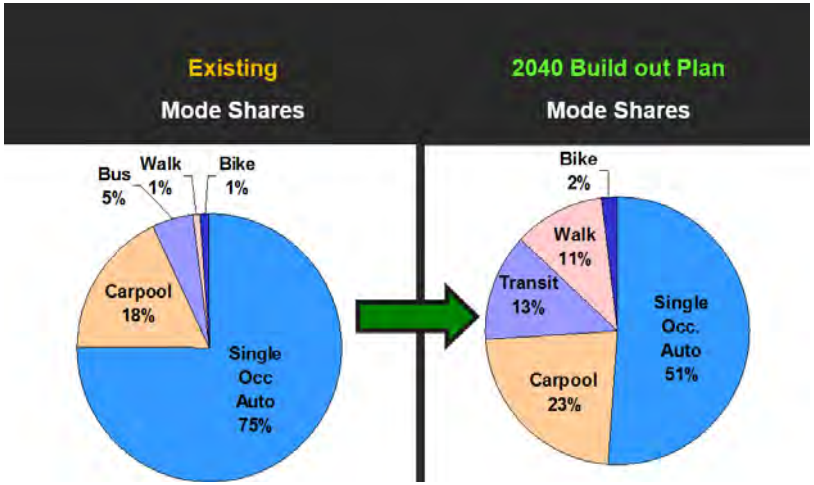
$18,000
per traffic diverter



Vision Plan Components

5. Outcomes and Metrics

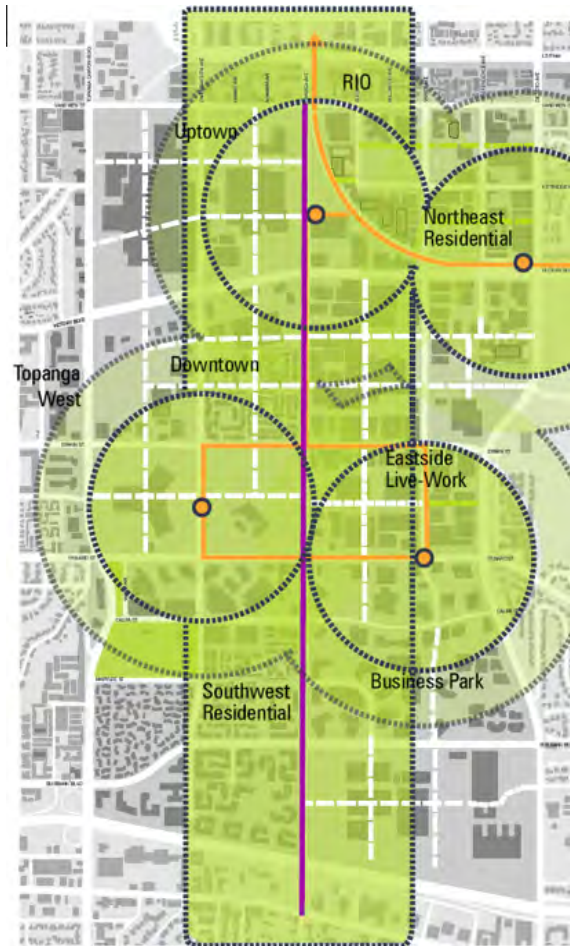
- Transportation Metrics in support of draft pilot projects
- Use 2016 SCAG RTP/SCS Regional Travel Demand Model
- Establish Baseline VMT & VHT and document existing conditions
- Develop and input HQTA's buildout demographics and socioeconomic data (DU, POP, EMP, SQFT, ACR, etc.) by traffic analysis zone
- Develop and refine underlying multimodal transportation system and linkages

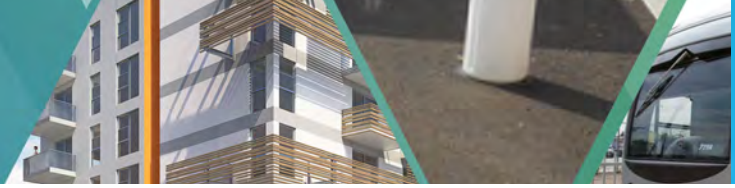


Vision Plan Components

5. Outcomes and Metrics

- Forecast HQTA buildout trips, vehicle miles traveled (VMT), vehicle hours traveled (VHT), average trip lengths, GHG impacts, etc.
- Compare to regional averages for performance metrics per capita and per employee
- Other potential performance metrics: distance traveled to work, number of dwelling units or jobs, mode shift from auto, reduced parking requirements, etc.

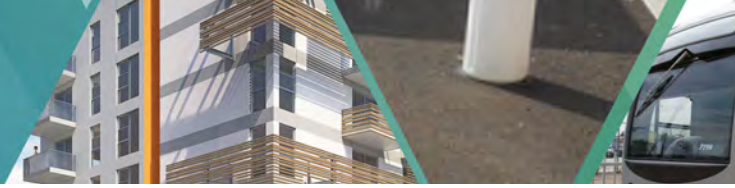




Vision Plan Implementation

Reporting Requirements

- Annual Report to SCAG
- Progress of Implementation of Vision Plan
- Track Land Use Changes and New Growth
- Implementation of Infrastructure



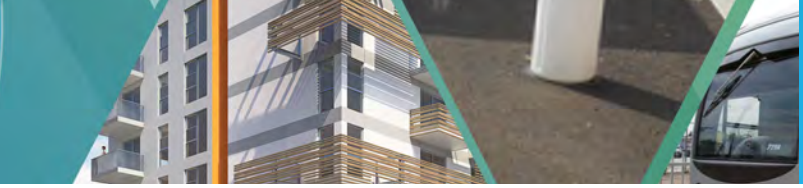
Vision Plan Implementation

SCAG Resources

- Technical Support
- Sustainbility Planning Grants

State Resources

- Technical Assistance
- Grants



Schedule

SEPTEMBER

- Application Conference Call: **Wednesday, September 20th, 11a-12p**
- Applications Submitted: **Friday September 29th, 5pm**

OCTOBER

- Pilot Projects Selected

NOVEMBER

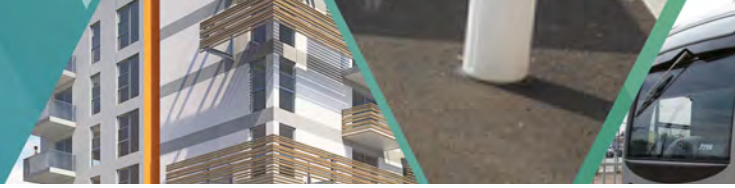
- Initial Meeting with First Pilot Project Jurisdiction

NOVEMBER-MAY

- Development of Pilot Project Vision Plans


South Pasadena

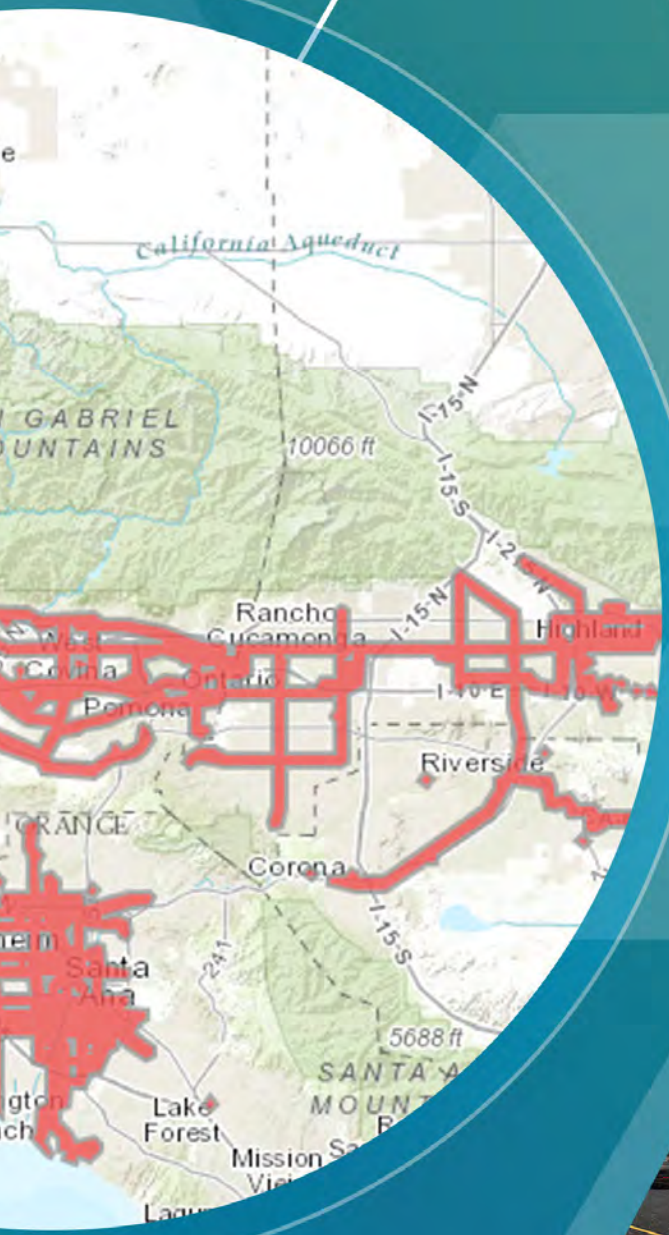

Claremont



Q & A

Thank you for your interest in the HQTA Pilot Project!

SCAG Contact:
Grieg Asher
asher@scag.ca.gov


California Aqueduct
I GABRIEL
OUNTAINS
10066 ft
I-15-N
I-15-S
I-210-W
I-15-N
Rancho
Cucamonga
Highland
West
Covina
Ontario
I-10-E
Pomona
Riverside
ORANGE
Corona
I-15-S
241
Santa
Ana
5688 ft
SANTA A
MOUN
Lake
Forest
Mission
Viej
Lagu