

# CASE STUDY: MONTCLAIR PLAZA DISTRICT AND TRANSIT-ORIENTED DISTRICT



## Background

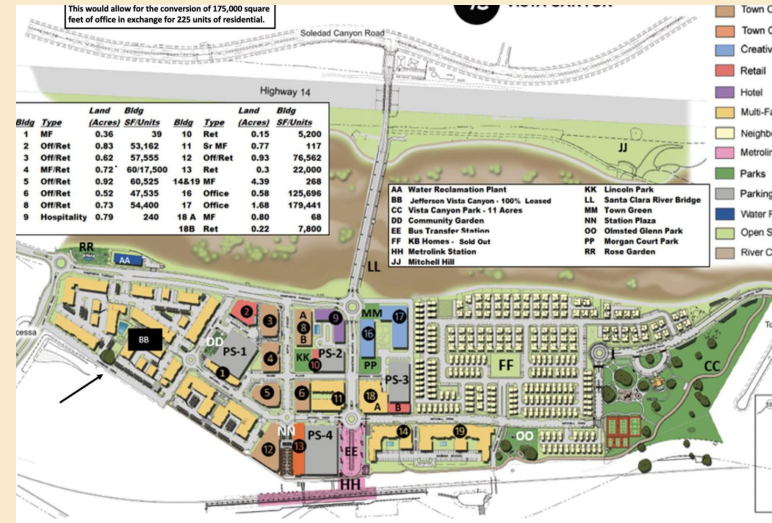
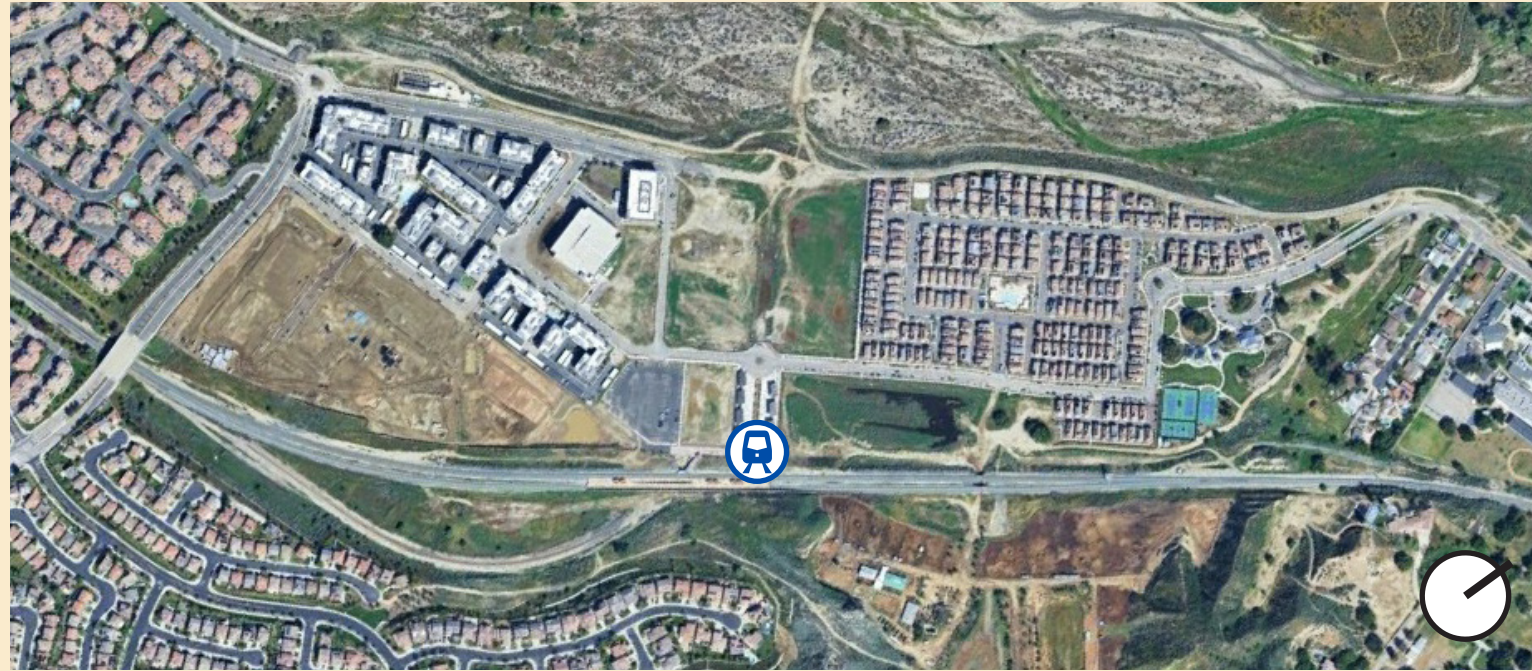
Located on the Los Angeles–San Bernardino county line, Montclair has planned the area around the Montclair Transcenter as a mixed-use transit district. The station serves Metrolink, Foothill Transit, and Omnitrans, and remains a planned future terminus of the Metro A Line (formerly the Gold Line) extension. The city has guided underused commercial land toward higher-density, walkable mixed-use development.

## Development Regulations

### North Montclair Downtown Specific Plan

Year of Adoption	<ul style="list-style-type: none"> <li>Adopted in 2006 and amended in 2017</li> </ul>
Acres	<ul style="list-style-type: none"> <li>Originally 147 acres</li> <li>32 additional acres after amendment</li> </ul>
Density	<ul style="list-style-type: none"> <li>In the Station District, it permits high-density mixed-use development with heights of up to six stories and expected residential densities of 60 to 80 dwelling units per acre.</li> </ul>
Units	<ul style="list-style-type: none"> <li>Original target: 2,800 to 3,200 dwelling units</li> <li>After Amendment: 5,888 units</li> </ul>
New Developments	<ul style="list-style-type: none"> <li>The Paseos: 385 apartment units, and an integrated public park.</li> <li>Arrow Station: 129 for-sale units including condominiums and townhomes.</li> <li>Alexan Kendry: 211 apartment units</li> <li>Village at Montclair: Mixed-use development of 350 units with ground-floor commercial space</li> </ul>
Financing	<ul style="list-style-type: none"> <li>Private Market-Rate Financing</li> <li>Early public investments for critical infrastructure (such as the multi-million dollar Ramona Avenue Grade Separation to mitigate heavy freight train traffic delays) and land acquisition.</li> <li>San Bernardino County Transportation Authority (SBCTA) defunded the rail extension and withheld grant support in early 2026.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Within half-mile radius of Station: zero parking minimums mandated by AB 2097.</li> <li>Outside of half-mile radius: 1 parking space per residential unit</li> <li>Montclair's new Master Project Development Plan includes station improvements and a centralized 1,600-vehicle structure (on pause).</li> </ul>

# CASE STUDY: VISTA CANYON, SANTA CLARITA



## Background

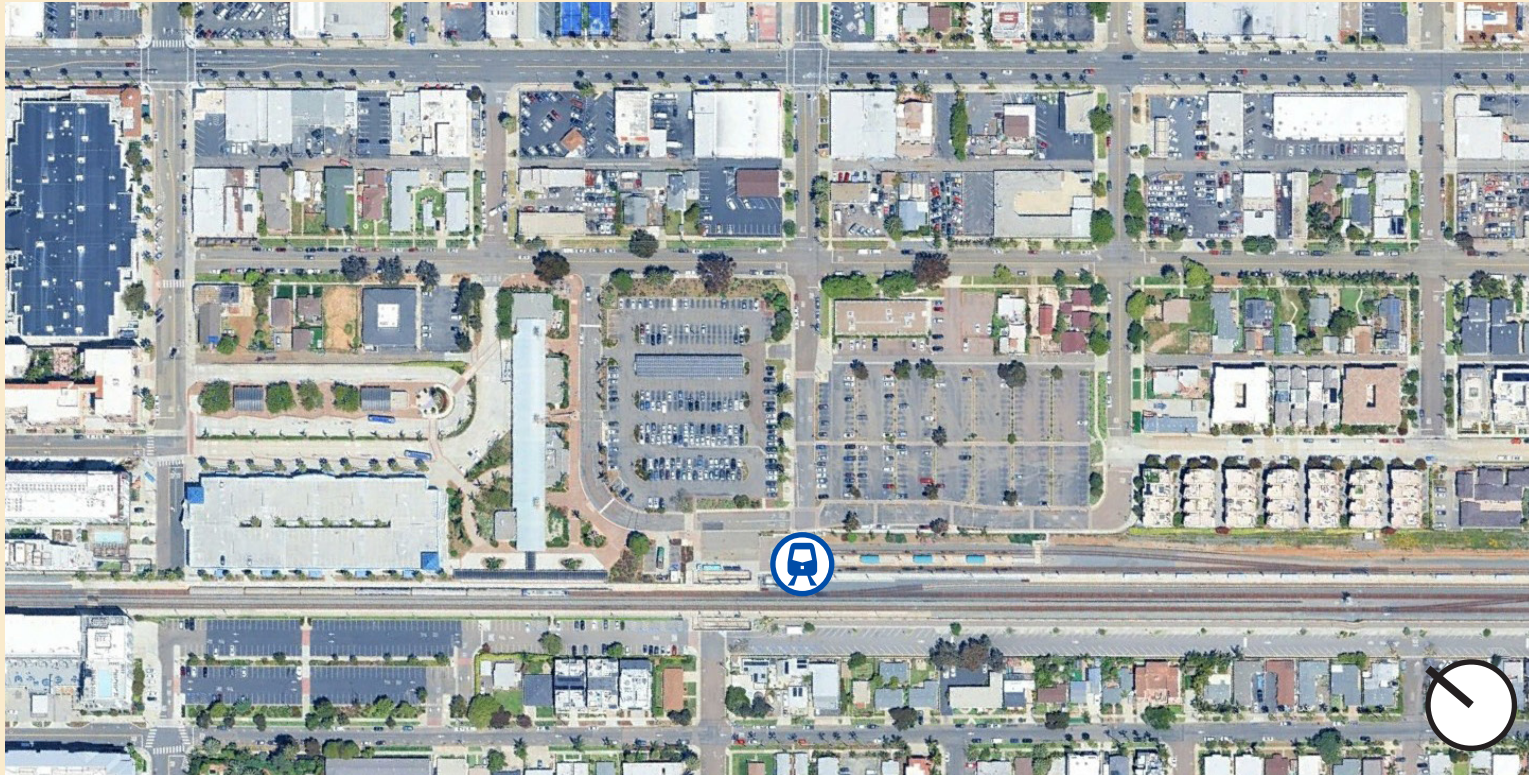
Vista Canyon is a new transit-oriented, master-planned community located in the eastern portion of Santa Clarita, California. Approved by the City of Santa Clarita in 2011, the project was designed to transform largely undeveloped and underutilized land into a sustainable car-optional urban village. The project's first two phases have opened, including residential, office, and the Vista Canyon Intermodal Center with regional Metrolink service and a multi-modal transit facility. Additional phases are slated for completion through 2035.

## Development Regulations

### Vista Canyon Specific Plan

Year of Adoption	<ul style="list-style-type: none"> <li>2011</li> </ul>
Acres	<ul style="list-style-type: none"> <li>185 acres</li> </ul>
Units	<ul style="list-style-type: none"> <li>1,117 base residential units (579 apartment units, 442 condominium / townhome units, 96 single-family lots)</li> <li>Unbuilt commercial office space could be converted into maximum additional 233 attached multi-family units under residential overlay</li> </ul>
New Developments	<ul style="list-style-type: none"> <li>Array Vista Canyon (Jefferson Vista Canyon) (2020–2021): 480 multi-family apartment units were built in two phases across 18.8 acres.</li> <li>KB Home Subdivisions (2020–2021): 245 single-family units as Auburn and Blum.</li> </ul>
New Infrastructure	<ul style="list-style-type: none"> <li>Vista Canyon Water Factory (2019)</li> <li>Vista Canyon Multi-Modal Center (2023-2024): New Metrolink commuter rail station, Santa Clarita bus transfer facility, adjacent 120-space surface parking lot.</li> </ul>
Financing	<ul style="list-style-type: none"> <li>Cooper Street Parking Structure and a portion of the Transit Center infrastructure is funded by CFD.</li> <li>The \$50 million Vista Canyon Multi-Modal Transit Center was built through Public-Private Partnership (P3).</li> <li>Residential developments were funded by private capital.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Residential parking required: 1.5 spaces /unit for rental, 1.7 spaces/unit for ownership.</li> <li>Civic Parking Structure: A 5-story, 613-space parking garage serves the transit center and commercial core. 84 spaces are dedicated specifically to the adjacent apartment complex (Array).</li> <li>The plan sets aside land and legal authorization for two more parking structures of 1,115 spaces and 800 spaces).</li> </ul>
Affordable Requirements	<ul style="list-style-type: none"> <li>An affordable senior housing complex is planned for a later phase in the SP.</li> </ul>
Other Specif Plans	<ul style="list-style-type: none"> <li>The MetroWalk Specific Plan was Adopted in 2021, this is a distinct 20.4-acre site located directly south of Vista Canyon, with 498 planned units.</li> </ul>

# CASE STUDY: OCEANSIDE TRANSIT CENTER



## Background

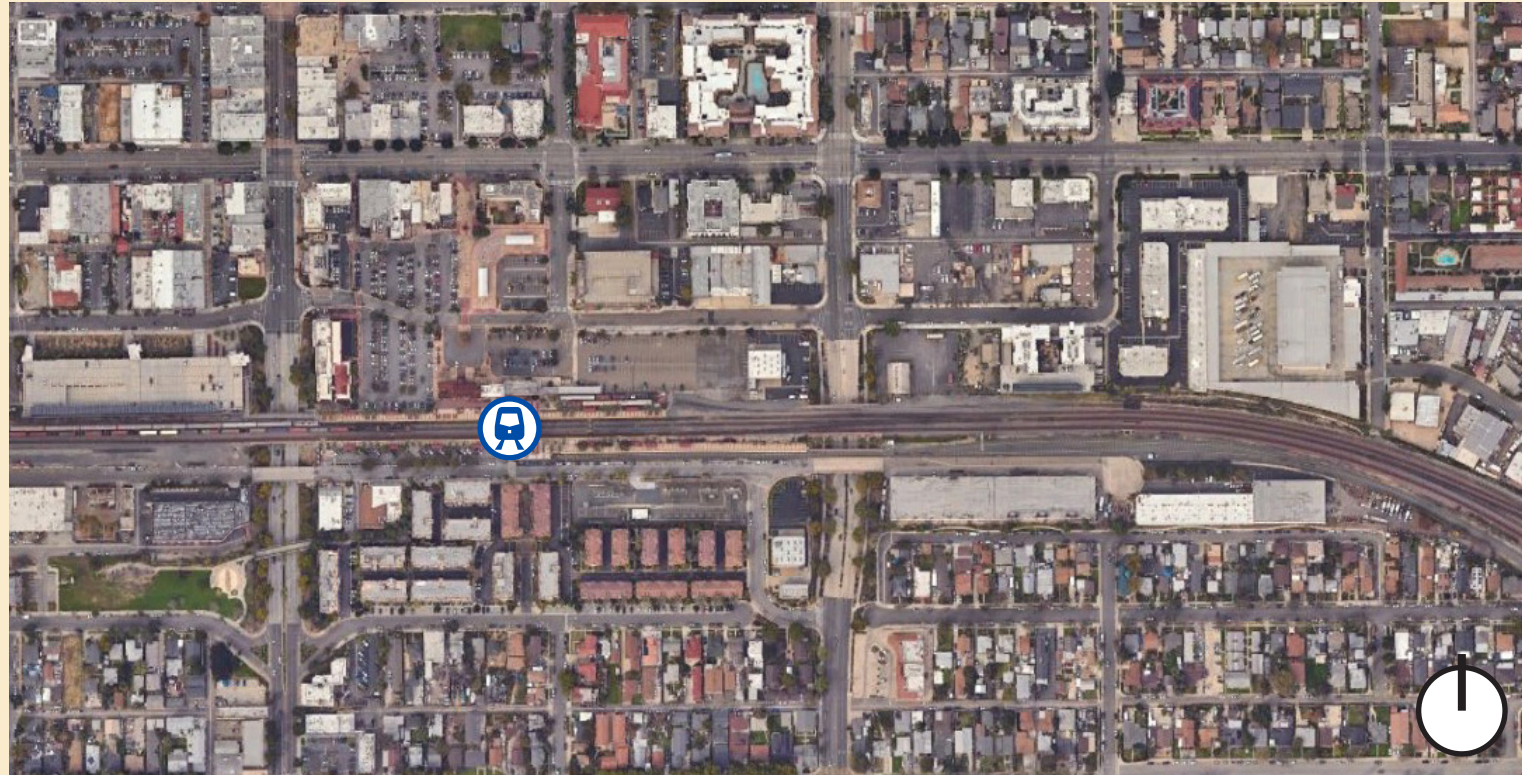
The Oceanside Transit Center (OTC), located in downtown Oceanside, California, serves as the primary regional transit hub for Northern San Diego County. The project is the first of 11 Transit-Oriented Development (TOD) projects the North County Transit District (NCTD) is planning. To maximize the utility of this transit hub, the NCTD partnered with Toll Brothers Apartment Living to initiate the massive TOD project. The plans will proceed to the California Coastal Commission for final review in 2026.

## Development Regulations

### Oceanside Transit Center (OTC) Specific Plan

Year of Adoption	<ul style="list-style-type: none"> <li>Approved in 2025</li> <li>California Coastal Commission final review pending in 2026</li> </ul>
Acres	<ul style="list-style-type: none"> <li>10.2 acres</li> </ul>
Density	<ul style="list-style-type: none"> <li>Residential Buildings (Blocks 3 and 4): The plan caps the residential apartments at five stories.</li> </ul>
Units	<ul style="list-style-type: none"> <li>547 dwelling units</li> </ul>
New Developments	<ul style="list-style-type: none"> <li>The nearly \$100 million public-private project includes 547 residential apartments, 170 hotel rooms, nearly 30,000 sf of retail space, a park-like Station Plaza, upgraded public waiting areas and a new public parking structure. Pending CCC final review in 2026.</li> </ul>
Financing	<ul style="list-style-type: none"> <li>Public-Private Partnership (P3) Ground Lease: The developer secures land rights for private residential and commercial development in exchange for subsidizing the site's new public transit infrastructure, parking.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>The finalized development plan approved under the Specific Plan supplies up to 1,768 total parking spaces, including:                             <ul style="list-style-type: none"> <li>Apartment: 790 spaces</li> <li>Public/Transit Parking: 611 spaces in a shared parking structure (replacing and expanding the previous commuter surface lots).</li> <li>Commercial/Office/Hotel Parking: Approximately 367</li> </ul> </li> </ul>
Affordable Requirements	<ul style="list-style-type: none"> <li>15% affordable housing (10% Low-income household, 5% moderate-income household)</li> <li>Out of the 547 total apartments planned for the site, 82 units will be affordable.</li> </ul>

# CASE STUDY: FULLERTON TRANSPORTATION CENTER SPECIFIC PLAN



## Background

The Fullerton Transportation Center is a multimodal transit facility in Fullerton, California, serving Metrolink and Amtrak rail lines as well as local and regional bus services operated by the Orange County Transportation Authority. Located in downtown Fullerton, the station includes rail platforms, bus bays, parking facilities, and passenger amenities. It functions as a regional transfer point within the Southern California rail network and supports surrounding commercial and mixed-use development.

## Development Regulations

### Fullerton Transportation Center Specific Plan

Year of Adoption	<ul style="list-style-type: none"> <li>2011</li> </ul>
Acres	<ul style="list-style-type: none"> <li>35</li> </ul>
Density	<ul style="list-style-type: none"> <li>45-60 du/ac is the targeted density range for the high-density mixed-use and transit-oriented development zones within the plan area.</li> </ul>
Units	<ul style="list-style-type: none"> <li>Buildout potential: 1,513 residential units (inclusive of affordable housing units and additional units that may be constructed per California Density Bonus Law).</li> </ul>
New Developments	<ul style="list-style-type: none"> <li>Citrea Apartments (2018): 55 units</li> <li>The Parkwest Project: 140 residential units, 124 room hotel, and minor commercial (Approved)</li> </ul>
Financing	<ul style="list-style-type: none"> <li>Citrea Apartments (Affordable Housing): Public-Private Partnership</li> <li>The Parkwest Project (Market-Rate Mixed-Use): Private Construction on Public Land through a DDA</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Residential requirements: 1.5-2.75 spaces per unit</li> <li>Transit center parking: Fullerton Transportation Center (FTC) Parking Facility - 820 stalls</li> </ul>
Other Projects:	<ul style="list-style-type: none"> <li>Clean California Transit Enhancement Project (2021-2025): Restoration of the historic train depot; New signage provide solar-powered, real-time transit information; New bicycle racks and restriped bike lanes</li> </ul>