Capital Improvement Project Application – 2018 Cycle VII

Project Title: **Fancher Creek Transit Station Project**

Sponsoring Jurisdiction: **City of Fresno**

Application Checklist:

- [x] Twelve hard copies and 1 CD of the complete application
- [x] Completed application form
- [x] Board/Council resolution authorizing project application (due prior to Fresno COG Policy Board meeting on March 24, 2016
- [x] Vicinity maps showing project locations, entitled land developments related to the project, and local/regional streets, bicycle, transit and highway facilities within and near the project area
- [ ] Documentation of support for the project from community groups or individuals (highly encouraged)
- [x] Aerial photo and/or other photographs depicting existing conditions in the project area

Person Authorized to Submit Application:

I certify that I have reviewed the TOD Capital Improvement Projects Program Guidelines and the information submitted in this application is accurate and in accordance with the guidelines.

Name: Bruce Rudd Title: City Manager

Signature: Date:

Capital Improvement Project Application – 2018 Cycle VII

Project Summary

1. Project Title: **Fancher Creek Transit Station Project**

2. Project description:

   The funding request is for the construction and associated infrastructure improvements of the Fancher Creek Transit Station.

3. Total project cost: **$2,012,525.00**

4. Total TOD fund request: **$277,000.00**

5. Sponsoring jurisdiction: **City of Fresno**

6. Primary contact person: **Lupe Perez**

7. Title: **Project Manager**

8. Address: **2600 Fresno Street**
   Fresno CA 93721

9. Phone: **559-621-8371**

10. E-mail: Lupe.Perez@Fresno.gov

11. Other project partners: **Fancher Creek Properties, LLC.**

Capital Improvement Project Description – 2018 Cycle VII

1. Introduction

Please provide a description of project objectives, setting, and relationship of the proposed project to existing and planned infrastructures in the project area.

The Fancher Creek Transit Station will provide a coordinated transit stop for both the existing three (3) bus lines in the immediate area, as well as the new Bus Rapid Transit (BRT) line to serve the Kings Canyon corridor on a level piece of property that is at the southwest intersection of E. Tulare Avenue and S. Argyle Avenue. Existing bus lines 22, 26 and 28 will all be coordinated to stop at the Fancher Creek Transit Station, thereby allowing riders to switch to the BRT line for express service to downtown and additional stops. This will reduce the amount of average daily vehicular trips and subsequent traffic congestion that normally result from traditional development.

The Transit Station will be located next to the Fancher Creek Town Center development that is a component of the Fancher Creek Master Planned Community. This is the first major mixed-use development of its kind in the Central Valley. The development has been designed using the "smart growth" initiatives found in the Landscape of Choice (Strategies for Improving Patterns of Community Growth) which has been cited as the basis of the City of Fresno's 2025 General Plan and is supported by the Roosevelt Community Plan, and Fresno County Farm Bureau. This development amplifies the theme of "Live, Work and Play" by providing all of the living, working, and shopping amenities required by today's modern families and businesses within a two-mile radius.

Further, the developers of the Fancher Creek Master Planned Community are focused on creating an environmentally friendly development, and to that end, have formed a partnership with the Fresno Area Express to provide for emission reducing buses and bus rapid transit nodes that will be located throughout the development. This type of master planned design will assist in improving air quality by reducing the amount of average daily vehicular trips and subsequent traffic congestion that normally result from traditional development.

Construction within Fancher Creek Town Center is starting in 2016 for the streets, utilities, and parking structures. The affordable housing components of the development are, anticipated to start in early 2017. The commercial/retail components of Fancher Creek Town Center will start construction over the next few years. To the west of the Transit Station, there is new single family homes that are under construction. Overall, this Transit Station will be the focal point for all the new developments and existing apartments by providing reliable and express bus service.

2. **Nexus to Transit Oriented Development**

Describe the nexus of the proposed project to transit oriented development. Through an existing policy or an adopted plan, explain how the project will boost transit ridership, encourage biking & walking and support a livable and viable transit oriented community.

The new Fancher Creek Transit Station will provide accessibility for the surrounding neighborhoods to a reliable transportation system, allowing transit users better options to employment, education and shopping. At this location, the Transit Station will be immediately adjacent to the Fancher Creek Trail system, which will allow walking and biking access from South Clovis Avenue to North Fowler Avenue. This will connect the surrounding neighborhoods as well as the Fancher Creek Elementary School to the Transit Station and the Fancher Creek Town Center.

There will be bike lockers at the Transit Station to allow riders to bicycle in for the transit to access the bus lines for work and education. With a variety of affordability and types of housing within a short walking distance (1/4 mile or less) from the Transit Station, this is 'true" Transit Oriented Development (TOD). For the Central Valley this is a mode shift in development and will reduce vehicle miles traveled and congestion on the roads.

3. **Land Use Characteristics of the Project Area**

Please provide demographic and business profile of the project area. Identify existing and planned residential density, employment intensity and industrial mixes if any in the project area. Please also identify, if applicable, any affordable housing that the project supports.

The surrounding demographics are multifamily housing and the master plan development "Fancher Creek Town Center" that will have over 1 million square feet of commercial/retail development, and 420 units of affordable housing mixed with senior and family populations.

The Fancher Creek Transit Station will provide immediate access to the surrounding existing multifamily residents and to the new developments of 180 units of 100% affordable seniors and 240 units of 100% affordable family in Fancher Creek Town Center. The new affordable housing developments are on a total of 5 acres in Fancher Creek Town Center and with the 420 units that is a density of 54 units/acre. There are already existing older affordable housing developments within a short radius of the Transit Station.

There will be an increase in job creation with the development of the Fancher Creek Town Center for that section of the City. Last year, the California

Department of Housing and Community Development (HCD) determined that there were over 1,800 existing jobs within a ½-mile radius of the planned Transit Station. The Fancher Creek Town Center will add hundreds of additional jobs to that count.

4. Transportation Characteristics of the Project Area

Please identify the distance of the proposed project to the nearest BRT station. Describe the transit, bike and walk environment in the project area, and explain, if applicable, how the proposed project will contribute to providing multi-modal transportation choice to people who live or work in the area.

This is construction of a new BRT station at the southwest corner of E. Tulare Avenue and S. Argyle Avenue in Fresno. As mentioned in the above sections, this Transit Station will provide multiple choices to the local residents in different modes of transportation. There will be three existing bus lines utilizing the Transit Station as well as the new BRT line. The Transit Station will be located immediately adjacent to the Fancher Creek Trail allowing walking and bicycling access from Fowler Avenue to Clovis Avenue to be able to access the bus lines.

5. Urban Design & Parking Policy

Describe the existing or planned design characteristics or policies in the project area. Explain, if applicable, how the project will contribute to creating a positive image of the surrounding areas.

Describe, if any, existing or planned parking policies that are transit friendly.

There will be a bare minimum number of parking spaces located at the Transit Station, as it is not, designed as a park and ride station. It is anticipated that the riders will either walk or bicycle to the Transit Station. A walking friendly community is being designed within Fancher Creek Town Center that will be a major user of the Transit Station.

6. Green Building

Please describe, if applicable, any green building element in the project.

The construction of the Transit Station will utilize green building materials in the construction. The Transit Station will be a simple design and is modeled after the City of Fresno's FAX BRT station design models.

7. Quality of Project and Additional Information

Describe the level of community support for this project. Describe how the proposed project will address the issues in the community, how the project will help create a sense of place, and potential economic impact such as attracting private investment in the project area, etc. Please also identify any potential obstacles to the successful completion of the entire project.

The surrounding community has been in support of the Fancher Creek Town Center over the past five plus years and with the addition of the new Fancher Creek Transit Station it will provide a benefit to existing and potential residents by a dedicated BRT Transit Station with dependable transportation options that do not exist now.

8. Project Schedule and Scope of Work

Please outline the scope of work for this project. Please briefly describe deliverables and anticipated completion dates for each deliverables. Please also provide estimates of project expenses funded by the TOD program, and project revenue for the entire project.

Overall Construction Budget

Categories	Measure C	AHSC	Total Development Cost
Preliminary Engineering		$233,287	$233,287
Right of Way/Property		$700,000	$700,000
Site Preparation		$42,750	$42,750
Street Construction		$423,883	$423,883
Transit Station Construction	$277,000	$277,060	$554,060
Landscaping		$56,545	$56,545
TOTAL	**$277,000**	**$1,735,525**	**$2,012,525**

Categories	Measure C	AHSC	Total Development Cost
Street Lights	$40,000	$40,000	$80,000
Signaling Prioritization Technology	$7,500	$7,500	$15,000
Boarding Infrastructure	$17,500	$17,500	$35,000
Seating/Benches	$3,150	$3,210	$6,360
Transit Station	$85,000	$85,000	$170,000
ITS Technology	$36,850	$36,850	$73,700
Fiber Conduit	$57,000	$57,000	$114,000
Misc Communication & Lighting	$30,000	$30,000	$60,000
TOTAL	**$277,000**	**$277,060**	**$554,060**

The construction of the Transit Station is anticipated to start in the Spring of 2017 with completion by Summer of 2017.

Project expenses (TOD fund)

Item	Amount
Engineering	
Environmental Documentation	
Right of Way	
Construction	**$277,000**

Project Revenue (all sources)

Source	Year			
	2018			
	Year 1 ($)	**Year 2 ($)**	**Year 3 ($)**	**Year 4 ($)**
TOD	**277,000**			
Local				
State				
Federal				
Private				
Total	**277,000**			

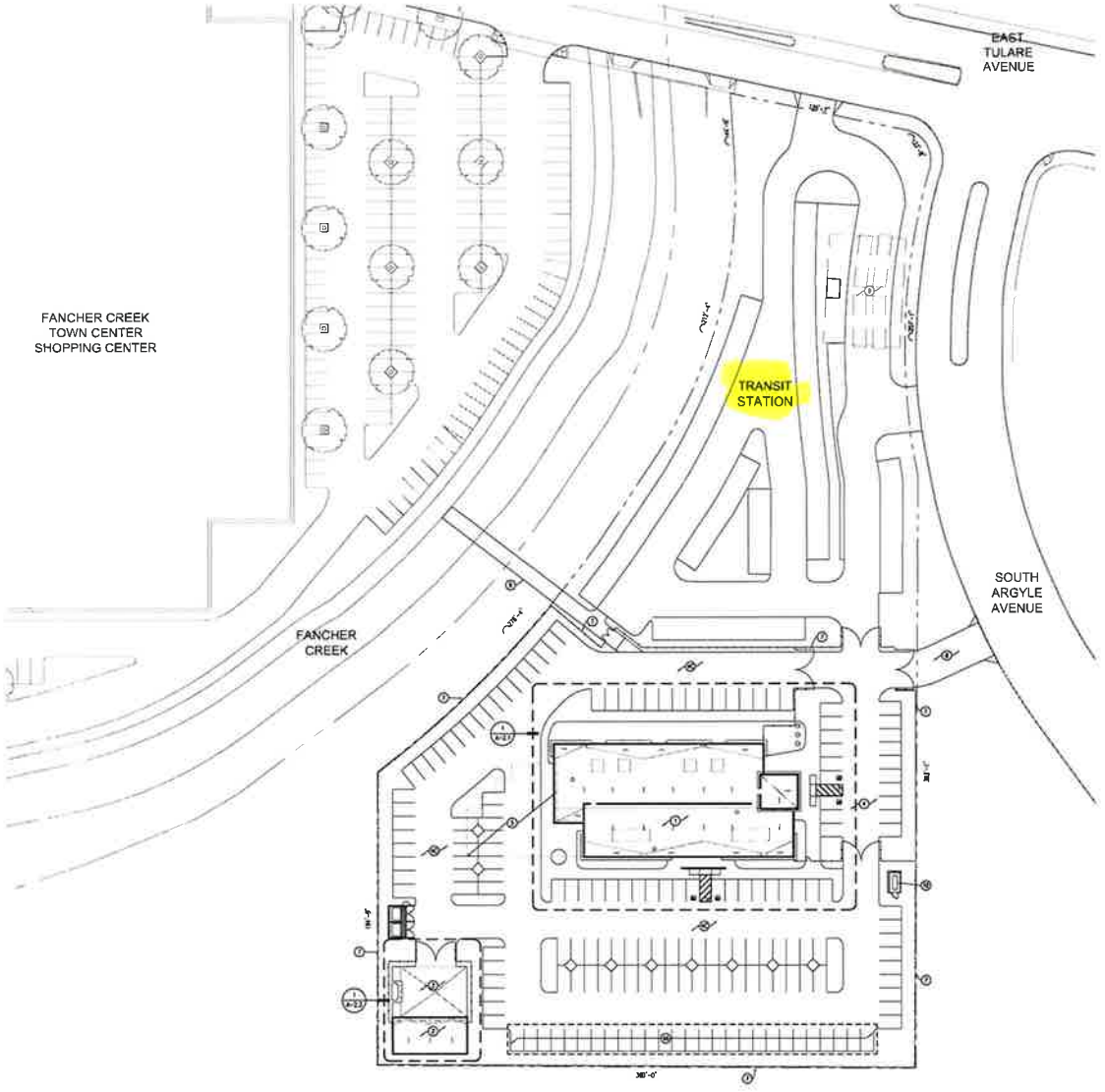
Exhibit A
City Council Resolution No.

To be attached

Exhibit B
Project Vicinity Map


240 Units Family Affordable
180 Units Senior Affordable
Fancher Creek Town Center
Transit Station
N Clovis Ave
E Illinois Ave
N Fowler Ave
Fancher Creek Canal
Fancher Creek Elementary School
E Platt Ave
E Tulare Ave
E Fillmore Ave
E Kerckhoff Ave
E Fancher Creek Dr
Wienerschnitzel
Palm Dr
Torrey Ridge Apartments
E Huntington Ave
S Waverly Ln
E Beck Ave
Riverside Town Homes
E Balch Ave
E Inyo Ave
Los Arbolitos Apartments
E Mono St
E Kings Canyon Rd
Bank of America Financial Center
Google
Imagery ©2016 DigitalGlobe, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2016 Google
3D Earth view is not available
Terms
Privacy

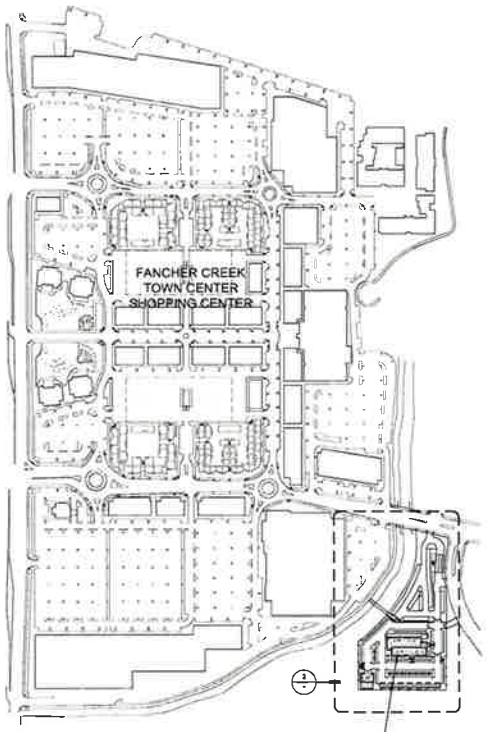
Exhibit C
Project Details



2. SITE PLAN

1"=32'-0"

N



10,280 SF
SUBSTATION

1. DEVELOPMENT PLAN

1"=200'-0"

N

KEY NOTES

1. SUBSTATION
2. VEHICLE SERVICE BAYS
3. VEHICLE SERVICE YARD
4. CONCRETE PARKING LOT: 178 TOTAL STALLS
   - (4A) POLICE USE SOLAR COVERED STALLS: 27 TOTAL
   - (4B) PUBLIC PARKING STALLS: 19 TOTAL
   - (4C) POLICE USE OPEN STALLS: 132 TOTAL
5. FUTURE EXPANSION AREA: APPROXIMATELY 3500 SF
6. PEDESTRIAN/LIGHT VEHICLE BRIDGE - PREFABRICATED
7. SECURE PERIMETER FENCING
8. NEW ENTRY DRIVE; VERIFY WITH PROPERTY OWNER
9. TRANSIT STATION - N.I.C
10. GAS FIRED EMERGENCY GENERATOR

SCOTT BECK ARCHITECT
1515 WASHINGTON BOULEVARD, SUITE 100 CULVER CITY, CA 90232 (310) 945-4575

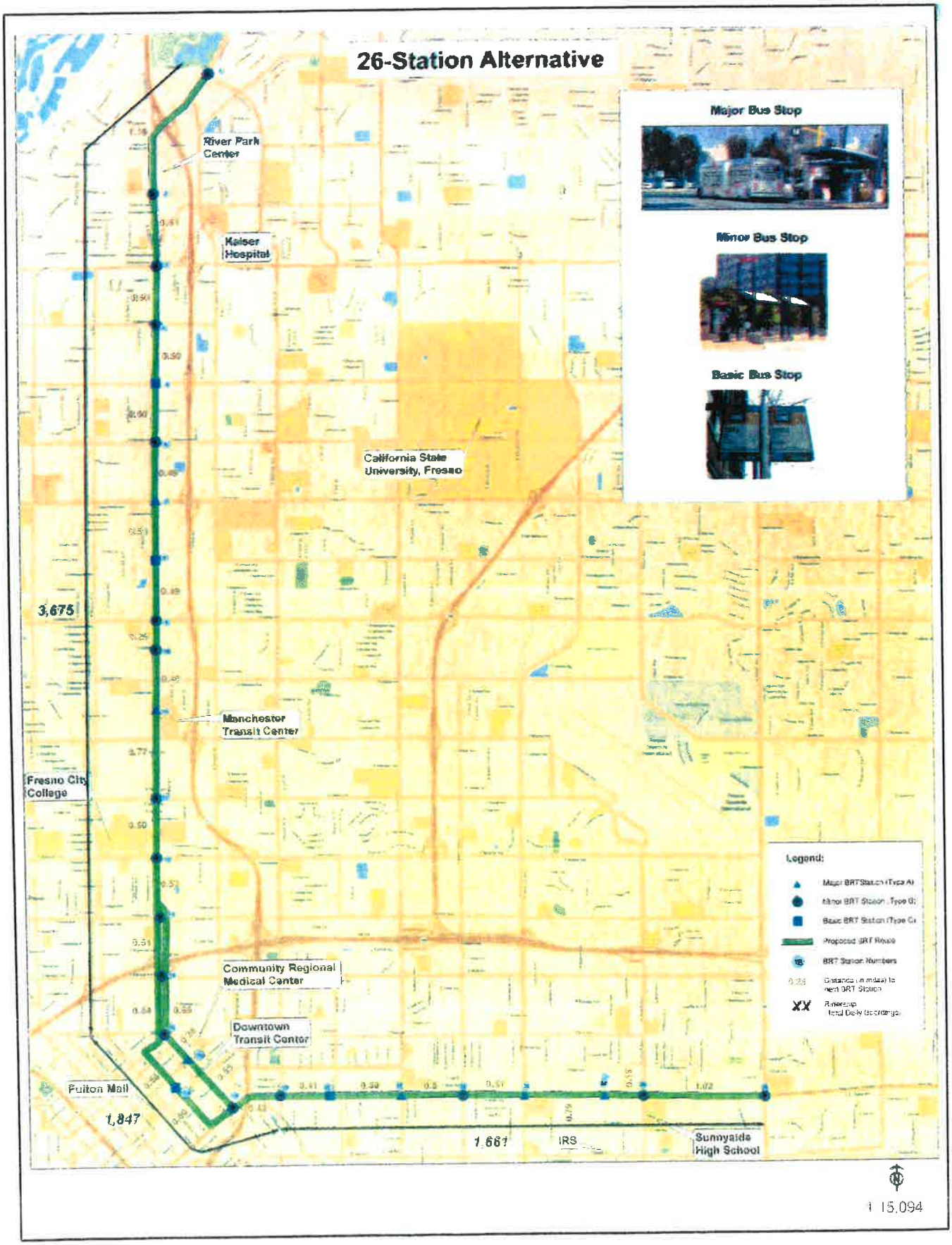
SITE PLAN

SOUTHEAST DISTRICT STATION
FANCHER CREEK - TOWN CENTER

PHASE: BUDGET - DD
SCALE: AS NOTED
DATE: 11-18-2015
JOB NUMBER: 2014.002.01

A-1.1

Blackstone and Ventura-Kings Canyon Corridor BRT Stations



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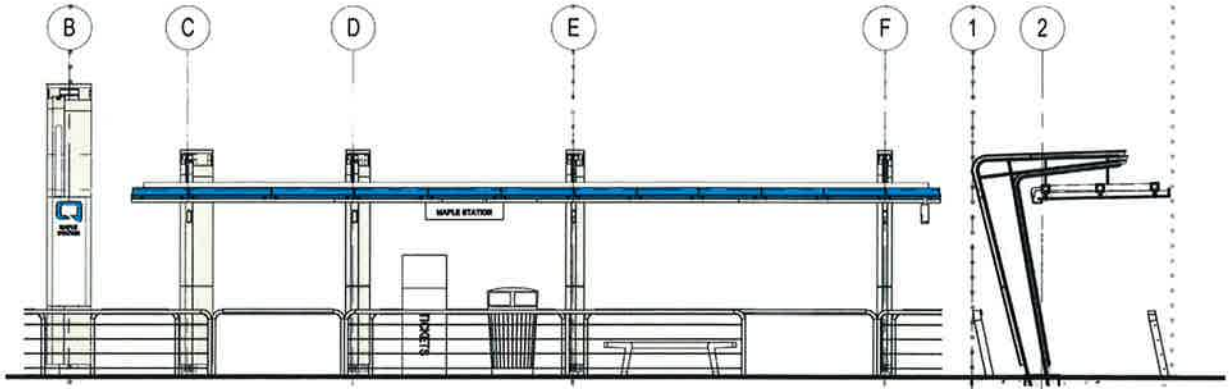
Fresno BRT

11.21.2014

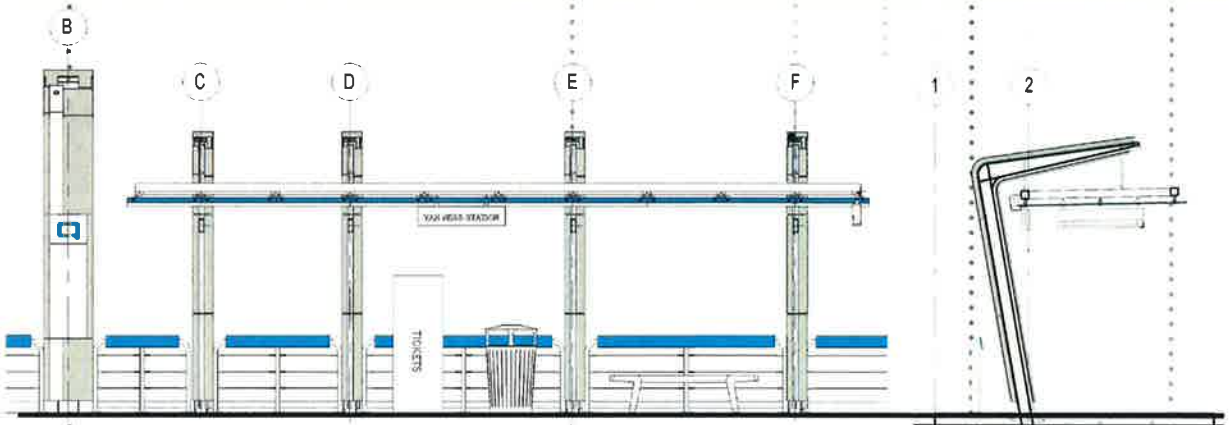
Angular Rhythm BRT Shelter



Angular Rhythm - Front Elevation Street View

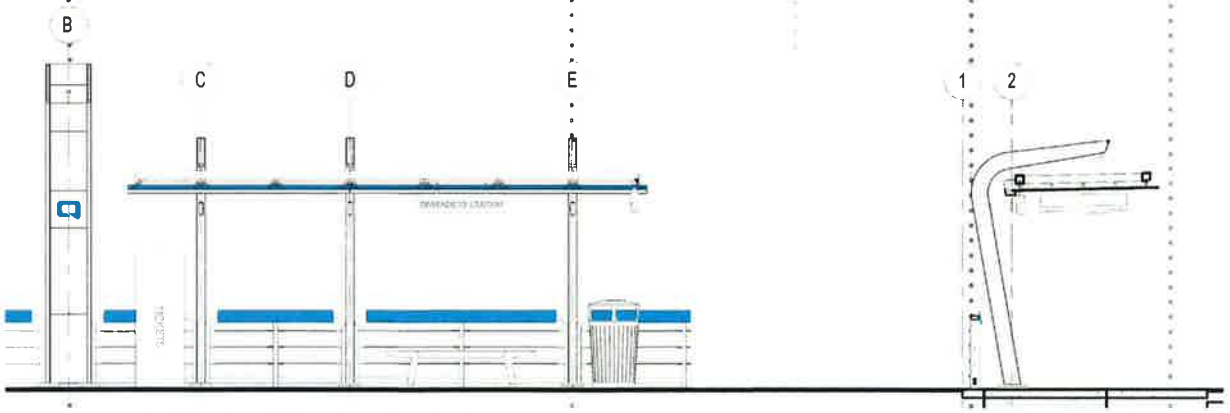
Angular Rhythm - Section

Proposed New BRT Shelter Designs



Refined Iconic - Front Elevation Street View

Refined Iconic - Section



Typical BRT - Front Elevation Street View

Typical BRT - Section

Design Concept

Angular Rhythm creates shade and a strong visual identity. The angled structural elements become wider and closer together as they near the front of the platform, reflecting the rhythm of the bus coming to a halt at each station. A thin roof appears to float below the solid structure. The widest angle houses station signage and graphics.

Fresno BRT

11.21.2014

Angular Rhythm BRT Shelter

Angular Rhythm - Perspective View

Proposed New BRT Shelter Designs

Refined Iconic - Perspective View

Typical BRT - Perspective View

Design Concept

Angular Rhythm creates shade and a strong visual identity. The angled structural elements become wider and closer together as they near the front of the platform, reflecting the rhythm of the bus coming to a halt at each station. A thin roof appears to float below the solid structure. The widest angle houses station signage and graphics.

Exhibit D
Photos of Site

Picture looking at southwest at Argyle and Tulare

Picture looking south on Argyle – Existing Multifamily across the street

Picture looking west on Tulare Avenue towards S. Clovis Ave.