RIA LTO OPPORTUNITY SITES

3.1 VISION - Mixed-Use Downtown District Surrounding the Metrolink Station

Compass Blueprint Sites 5a and 5b are located in the heart of downtown Rialto. The vision for both sites is a Transit-Oriented Development (TOD) within a livable, walkable, mixed-use district located ½ mile from the Metrolink Station. A TOD is a compact, mixed-use, pedestrian-oriented neighborhood surrounding a transit station. The two sites chosen would play an important role in the revitalization of downtown Rialto. In addition to the Compass Blueprint project, the City of Rialto has other long-term plans for downtown Rialto underway, including a General Plan Update and the Rialto Downtown Vision and Strategic Plan. The Strategic Plan generated from the Downtown Vision provides the building blocks for future development, land uses, and transportation connections in three focus areas: the Civic Center, Riverside Avenue, and Metrolink Station Area. The Compass Blueprint Team has been coordinating with the consultants working on the Downtown Vision and Strategic Plan and the General Plan Update.

The Rialto Opportunity Sites are components of a downtown mixed-use district within ½ mile of the Metrolink Station and are envisioned by the City as vibrant, attractive, and livable places, with mixed-use buildings, townhomes, live/work units, and various residential densities/intensities.
A portion of Compass Blueprint Site 5a is located within the Strategic Plan’s Civic Center focus area. In the Civic Center focus area, an expanded Civic Center and condominium units are proposed. The Compass Blueprint Alternatives propose multi-family housing that would be similar to the condominium proposal, as well as several variations for further consideration, including mixed-use buildings and townhomes with live/work units on the site.

The proposed site plan for the Strategic Plan’s Metrolink Station Focus Area (which includes Compass Blueprint Site 5b) shows transit-oriented housing for Site 5b. The two Alternatives presented in this chapter for Site 5b (Alternatives 1 and 1B) incorporate the TOD concept in various residential densities/intensities.

### 3.2 EXISTING CONDITIONS WITHIN ½ MILE OF STATION

Existing conditions within ½ mile of the Metrolink Station include the following:

- The Rialto Metrolink station is located at the termination of Palm Ave. with transit parking along the railroad tracks from Riverside Ave. to east of Palm Ave (Figure 3.1).
- The ½ mile radius includes Rialto’s downtown, which is focused along both sides of Riverside Ave.
- Riverside Ave. has an attractive and pedestrian-friendly streetscape with a wide landscape median, widened landscaped sidewalks, street furniture, curb extensions, on-street parking, decorative crosswalks, pedestrian lighting, and shops and small businesses oriented to the sidewalks.
- There is a considerable amount of vacant and underutilized properties within the ½ mile area.
- Site 5a, located at Rialto Avenue and Palm Avenue, is vacant and located close to the Civic Center, the downtown shops on Riverside Avenue and the Metrolink Station.
- Site 5b, located south of the railroad tracks on Bonnie View Drive is also vacant and within 250 feet of Riverside Drive. No direct pedestrian connection to the Metrolink Station exists.
Figure 3.1: Half-mile radius around the proposed Metrolink Station. The selected sites (Site 5a and 5b) are shaded in blue.
3.3 CURRENT CITY PLANS

The following summarizes the existing City plans relevant to Sites 5a and 5b.

- Most of the ½ mile area is around the Metrolink Station within the Rialto Downtown Redevelopment Area and is in the Downtown Specific Plan (also called the Central Area Specific Plan).
- The City’s General Plan was prepared on March 31, 1992 and is currently being updated by Hogle-Ireland. The General Plan Update is scheduled for completion by Fall of 2008.
- A Downtown Visioning and Strategic Plan is underway by MIG. Three community visioning sessions were held and the Draft Plan is scheduled to be completed in Spring of 2008.
- The Strategic Plan is scheduled for completion by summer of 2008.
- No update of the Downtown Specific Plan is proposed.
- A mixed-use development consisting of senior housing, commercial uses, and underground parking is planned at the north east corner of First Street and Riverside Avenue. This project is a joint venture with the Rialto Redevelopment Agency and KDF Properties.
- A study for additional Metrolink station parking is underway by Aztec Engineering. Four sites were originally under consideration (Figure 3.2), of which the City Council approved funds to prepare a study for Alternatives 1 and 2. Alternatives 3 and 4 are no longer up for consideration.
  - The Alternative 1 site is located just north and immediately adjacent to the existing Metrolink station area. It is currently a private property and occupied by an auto service yard.
  - The Alternative 2 site is located just north of the railroad tracks just east of Willow Avenue. A storage facility used by the Police Department and the City currently occupies the site. This facility would need to be relocated if a parking structure is built.

![Figure 3.2: Metrolink Parking Expansion Study](image)

### 3.3.1 General Plan

In the General Plan, both sites 5a and 5b are designated General Commercial (Figure 3.3).
According to the General Plan, the 1992 Specific Plan indicates that high-density housing, other than for senior citizens, is not desirable (Note: Metrolink station and Interstate 210 had not been built at the time. This policy should be reconsidered in the General Plan update.

- The highest density currently permitted in residential designations for the entire City of Rialto is 21 du/ac, which is low for today’s standards.

- The General Plan indicates the area may be eligible as an historic district.

### 3.3.2 Zoning

As shown in Figure 3.4

- Site 5a is zoned Core Commercial within the Downtown Specific Plan.
- Site 5b is zoned Support Commercial

**Core Commercial**

- Building height limit: Six (6) stories or seventy-five (75) feet
- Front yard setback: None
- Side yard setback: None required, except for lots which side a residential zone, the setback is 8 feet.
- Rear yard setback: None required, except for lots which rear a residential zone, the setback is 15 feet
- Residential uses are currently not permitted under this zoning designation.
Support Commercial

- Site development standards regarding height, bulk and space are the same as those of Core Commercial

3.3.3 Parking

- One parking space for each 125 square feet on the ground floor
- One space for each 250 sq ft of floor area on all floors other than the ground floor

3.4 SITES SELECTED FOR THE COMPASS BLUEPRINT IMPLEMENTATION PROJECT

The following are additional descriptions for the two sites selected for Rialto.

- Compass Blueprint Site 5a is located on Rialto Ave. between Palm Ave and Orange Ave. The City-owned site is 0.93 acres and it is currently vacant (Figure 3.5). The site consists of the following parcels (by APN numbers):
  o 013027113
  o 013027114
  o 013027117
  o 013027116
  o 013027115

- Compass Blueprint Site 5b is located on Bonnie View Drive in a block bounded by Willow Ave. and Riverside Ave. The site is 2.89 acres and it is also currently vacant (Figure 3.5). The site consists of the following parcels (by APN numbers):
  o 013102141
  o 013102140
  o 013102133

3.5 STAKEHOLDER INTERVIEWS

In conversations with City staff and some elected officials, the Compass Blueprint Planning Team obtained relevant information about Rialto as well as both selected sites. A summary of comments follows:

- City staff and elected officials are generally supportive of Transit-Oriented Developments (TOD) around the Metrolink station area.
- The downtown area is currently facing economic challenges.
- Parking is foreseen as an issue in the near future. Shared parking is encouraged.
The City desires plans developed for connections to downtown and a walkable environment.

The City may support proposed densities higher than 25 du/Ac in downtown.

Rialto is developing incentives for homebuyers.

Population did not increase this last year and school registration dropped in the City.

The City has started to acquire underutilized properties in the downtown area.

There is a potential for a TransCenter at the Rialto Metrolink station. Discussions with Omnitrans are underway.

Residential and mixed-uses should be considered for the alternative concepts.

Rialto BIDA addresses issues related to marketing for the local businesses as well as lighting in the trees. These are primarily day-time businesses in downtown.

There is an issue with security for night-time businesses and on weekends as well.

BIDA boundaries: Willow Ave to Olive Ave; Merrill Ave to Foothill Blvd.

Downtown businesses include: three flower stores, two party stores, small market, a furniture store, a market, a mattress store and restaurants.

### 3.6 Market Assessment

A preliminary market analysis for the Rialto sites has been prepared by ERA. The following represents a summary of their findings:

- There are densification opportunities in the areas south of downtown.
- Multiple infill opportunities exist in the downtown area.
- Approximately 300 passengers board the Metrolink at the Rialto station daily.
- There are some challenging adjacencies such as industrial uses near the selected sites.

#### 3.6.1 Market Highlights

- Rialto is mostly built out, but the Renaissance and Lytle Creek master plans offer tremendous opportunities in regional positioning.
- Office inventory in the city is approximately 300,000 sq. ft. with very little new space added since 2001. Specific Plans include new commercial space.
- Approximately 2.34 million sq. ft. of retail space currently exists with significant new space to be delivered via Specific Plans (4.5 million sq. ft.)
- About 11,000 new residential units are in the pipeline (or in the entitlement process).
- Average new home prices are in the $200+- per sq. ft. range – multiple higher value products are proposed in the Specific Plan areas such as ‘Bloomington Lane, just south of project area.
3.6.2 Strategies

- Densification, infill, and linkages to transit are key elements
- New master plan developments and associated retail/commercial compete with the Compass Blueprint Implementation Project sites, but also create markets for downtown due to scarcity of land, increased incomes, demand for unique urban experiences.
- Employment and Public Use opportunities are adjacent to the Metrolink right-of-way.
- High and Mid density residential, Live-Work opportunities are at locations slightly further away from the tracks.
- Dining and office mixes and future density increases should be considered along Riverside Ave. in the future.
- Enabling design framework and “District” marketing is going to be critical for success.

The market analysis has been completed in February, 2008. ERA’s recommendations have been considered in the creation of a land-use program for the development of alternative concepts for the two sites. ERA does recommend the higher density site use alternatives, which will be appropriate for revitalizing downtown. See Appendix III for the detailed market demand report.

3.7 GOALS AND OBJECTIVES

The Goals and Objectives for the two opportunity sites are as follows:

- To change the General Plan and zoning from commercial to mixed-use and increase the current development units per acre standard (currently 21 du/ac).
- Provide pedestrian linkages from the proposed residential development to the transit station, downtown Rialto, Riverside Avenue and the proposed single-family neighborhood on Bonnie View Drive.
- Plan for compatibility with the adjacent single-family neighborhood.
- Provide gathering spaces, amenities, wide tree-lined sidewalks, pedestrian scale features and linkages.
- Consider appropriate solar orientation of buildings, open spaces and other “green” features to address energy concerns.

3.8 ALTERNATIVE SITE CONCEPTS

The following describes and illustrates the site characteristics and alternatives proposed for the opportunity sites. Site 5a includes four alternatives while Site 5b includes two alternatives.

3.8.1 Site 5a

- Site 5a is approximately 150’x300’ and it is bisected in the middle by a 20-foot wide alley, ending on Rialto Ave.
- The site is approximately 450-feet from the Metrolink station, one block from the shops along Riverside Ave. and across the street from the Civic Center and Post Office.
There is some single-family residential south of the site as well as some underutilized/vacant parcels.

Rialto Ave. is designated as a secondary highway from Willow Ave to Riverside Ave. A secondary highway consists of 4 lanes and left turn pockets; parking is permitted and the design speed is 40 mph. A planned widening of Rialto Ave is shown on the General Plan.

The site is owned by the City and lies within an active redevelopment project area.

Alternative 1: Three story Mixed-Use Project (Residential and Retail), as shown in Figures 3.6 to 3.8

This alternative presents a three-story mixed-use concept with ground level retail and parking, two stories of residential and a second level courtyard (alley is relocated). The preliminary program includes the following:

- Residential: 40 units; average size +/- 1,100 Sq. ft.
- Retail: +/- 8,000 Sq. ft.
- Open Space (Courtyard/Balconies): +/- 12,000 Sq. ft.
- Parking:
  - Retail: 32 spaces (1 space per 250 Sq. ft.).

Alternative 2: Five story Mixed-Use Project (Residential and Retail), illustrated in Figures 3.9 to 3.11

This alternative presents a five-story mixed-use concept with ground level retail and parking, four stories of residential and a second level courtyard (alley is relocated). Residential units close to existing homes could be two-stories high. The preliminary program includes the following:

- Residential: 63 spaces (1.6 spaces/unit); counting shared parking (2.4 spaces /unit).
- Proposed density: 40 du/ac or less.
Alternative 3: Live-Work / Townhomes
(Figures 3.12 and 3.13)
This alternative presents a mixed-use concept with town homes and live/work units with private garages. Building heights may vary from two to three stories. The preliminary program includes the following:

- Residential: 24 units; size ranges from 1,800-2,400 Sq. ft.
- Open Space (Courtyards & Balconies/Paseos): +/- 3,500 Sq. ft.
- Parking:
  - Tenants: 48 spaces (2 spaces/unit)
  - Visitors: 6 spaces
  - Tandem parking proposed for 8 residential units
- Proposed density: 24 du/ac

Alternative 4: Office / Retail (Figures 3.14 to 3.16)
This alternative presents a commercial concept with one 5-story office building and a single story building for retail or restaurant
uses (could potentially be 2 stories). The preliminary program includes the following:

- Office: 11,700 Sq. ft per story = 58,500 Sq. ft.
- Retail: 4,000 Sq. ft (shops and/or restaurant)
- Open Space (Courtyards/Paseos): +/- 9,250 Sq. ft.
- Parking: 250 spaces (1 space per 250 Sq. ft)
- Proposed intensity: 1.4 FAR

### 3.8.2 Site 5b

The following alternatives for Site 5b are described and illustrated below.

- Site 5b is approximately 452’x 270’ in 2.89 acres.
- The site is directly south of the Metrolink station and the railroad tracks.

**Alternative 1: Multi-family Residential and Townhomes**

The urban design concept is to locate higher density residential development closer to the Metrolink Station transitioning to 2 to 3 story townhomes near Bonnie View Drive and planned single family development. The residential development would be connected to the transit station by a bridge over or underpass of the railroad tracks.

**Site Plan**

The Draft Strategic Plan for the Metrolink Station focus area proposes that Palm Avenue continue south of the Metrolink Station and intersect with Bonnie View Drive. It also calls for a pedestrian connection from the transit-oriented development south of the railroad tracks to connect with the Metrolink Station to the north of railroad tracks. The Alternatives shown here take that into consideration and allot space in the western portion of the site.

Both alternatives have one level of podium parking raising the residential above the railroad. Atop the podium would be double-loaded multi-story residential and an
outdoor pool area. Anchored by stairs on both ends, a pedestrian bridge or underpass would connect the residential development to the transit station. This elevator tower would be shared with the residential development. Additional flats are attached to the south end of the above grade parking structure. In scale to the proposed single family housing development at the opposite side of Bonnie View Drive, two to three story townhomes are proposed at the south end of the site (Figure 3.17).

Alternative 1A: Three stories over 1 level of parking (Figure 3.18)
Alternative 1A would have three stories of residential flats over one level of podium parking. Another row of flats attached to the south of the parking structure would also be three stories. In this scheme, the parking requirements for today’s zoning would be met; however considerations should be given to reduced parking due to proximity of the Metrolink station.
- Total residential units: 87
- Residential Density: 30 du/ac
- Building Coverage: 0.53
- FAR (w/o parking garage): 0.8
- FAR (w/ parking garage): 0.97

Alternative 1B: Five stories over 2 levels of parking (Figure 3.19)
- In Alternative 1B, the ground level and site plan are the same as 1A. The difference for Alternative 1B is the increase in the density of development
and the amount of stories. In this alternative, five stories of residential flats would be located over the podium parking. The row of flats attached to the south of the parking would be four stories. There are two levels of parking: one level underground and the other on the first floor. The parking requirements for today’s zoning would be met with approximately 30 extra spaces. Because of the close proximity to transit, a 20% parking reduction in the City’s parking code requirements could be considered. The 2-story parking structure would have approximately 70 extra spaces over the City requirement. These extra spaces can be used in conjunction with Metrolink in a shared parking agreement.

- Total residential units: 123
- Residential Density: 43 du/ac
- Building Coverage: 0.53
- FAR (w/o parking garage): 1.1
- FAR (w/ parking garage): 1.31

3.9 FUTURE MASS TRANSIT CONCEPT FOR DOWNTOWN RIALTO

The site is currently served by Omnitrans Bus Route 14 and Route 22. Route 14 travels from the City of Fontana to the City of San Bernardino via Foothill Boulevard and operates currently on a 15 minute peak weekday headway. Route 22 travels from North Rialto to the Arrowhead Regional...
Medical Center (ARMC) via Riverside Ave and operates currently on twenty minute peak weekday headway.

Future Mass Transit Concepts for Site 5a and 5b in Rialto are as follows:

- **Community Circulator Service** - The disbursed nature of activity centers in the City of Rialto may warrant the development of community circulator mass transit service that connects Sites 5a and 5b with a variety of key centers in the Community. The Circulator would be on a fixed route and time table with designated stops.

- **Improved Metrolink Commuter Rail Services** - Based upon the new Strategic Plan now being developed by the SCRRRA, Metrolink commuter rail service will be enhanced from what is operated today with additional peak and off-peak service and expanded park-and-ride lots. Site 5b is immediately adjacent to the Rialto Metrolink Station.

- **Improved Omnitrans Fixed Route Bus Services** - Omnitrans adds or modifies service on a periodic basis based upon requests it receives from member jurisdictions. Omnitrans Bus service could be increased to serve individual sites in the future if a jurisdiction makes a strong case for the modification to Omnitrans.

### 3.10 STAKEHOLDER MEETINGS

Comments by City Staff specific to Alternatives for Site 5a:
- Alternatives 1 and 2: These alternatives are preferred because they make the best use of housing adjacent to rail. The townhome concept has not fared well in this economy for Rialto. The townhome units became rented and there were problems with maintenance issues elsewhere in the City.
- Alternative 4 lacks opportunity to put housing adjacent to rail. If a viable national commercial tenant such as a restaurant was located there it would be a much needed improvement.

Comments by City Staff specific to Alternatives for Site 5b:
- Both TOD plans should be retained for consideration.
- The plan should consider the expenses and the feasibility of the pedestrian bridge in today’s economic market.

### 3.11 NEXT STEPS / IMPLEMENTATION

As mentioned previously the City of Rialto is currently updating its General Plan and is preparing a Downtown Vision and Strategic Plan for downtown. The downtown plan’s vision includes focusing improvements and investments into three Priority Focus Areas: Riverside Avenue, the Civic Center, and the Metrolink Station area.
For Riverside Avenue, proposed improvements include facade improvements, infill mixed-use development on existing parking lots, improvements to Trickleside Alley to connect Riverside Avenue with the Civic Center, and the width reduction of automobile lanes for diagonal parking and to slow driver speeds, creating a more pedestrian-friendly environment.

A new Civic Center is proposed with a new City Hall, a new library, a higher education facility, a plaza, and parks. Adjacent are proposed townhomes and condominiums. The Metrolink Station Area includes a proposed mix of uses including transit-oriented housing, a new office building, live/work units, and a pedestrian bridge connecting the transit-oriented housing to the Metrolink station plaza. South of the railroad tracks new housing at densities of 50 to 60 units are proposed.

The concept plans for the two sites are consistent with this vision. To implement these concepts, the densities recommended and parking requirements should be incorporated into the General Plan and Downtown Strategic Plan.

3.11.1 Policies / Guidelines to Consider Including in the General Plan Update

While the City is updating its General Plan and SANBAG is updating its LRTP it is the appropriate time to incorporate transportation and land use integration concepts demonstrated for downtown and on Site 5a and 5b and in other locations in the City. The LRTP for the premium transit corridors would typically have stations/stops approximately every mile or so, providing multiple opportunities to create appropriate land uses within walking distances of stations. Figure 1.1, Draft Long Range Transit Plan in Chapter One shows station locations under consideration in Rialto. The General Plan update should provide land use policies for these stations stops along premium transit lines. Policies should be considered flexible as they need to be translated to the unique site and market conditions for each station area. Policies suggested include:

- To increase mobility and contribute to a healthy, livable community, encourage Transit-Oriented Development along major transit corridors.
  - Concentrate within ½ mile of premium transit station/stops\(^2\), mixed-use commercial/residential uses, retail, restaurants, offices, multi-family residential,

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\(^2\) Premium transit includes light rail, heavy passenger rail, bus rapid transit (BRT), monorail, or other similar mode. Express bus such as Metro Rapid in Los Angeles may also be considered Premium.
entertainment, and civic uses while protecting established low density residential.

- Target areas within ½ mile of premium transit station/stops for the highest employment/retail intensities and densities relieving pressure to develop established single family neighborhoods in the City.

- Provide incentives for increased density within ½ mile of premium transit station/stops such as density bonuses, FAR increases, reductions in parking requirements, and expedited review.

- Create strong pedestrian and bicycle linkages to the premium transit station/stops thereby reducing auto trips.

- Support attractively designed premium station/stops with transit/pedestrian amenities.

- Develop urban design and planning guidelines and parking management strategies that promote non-auto transportation and quality live, work, and play environments.

- Locate along major streets pedestrian friendly uses and building entrances.

- Locate parking behind buildings or on the side.

- Provide people gathering spaces, amenities, and wide tree-lined sidewalks along major transit corridors.

- Plan for concentrated developments within ½ mile of proposed transit corridors which can be phased for increased intensities/densities, when transit is available.

- Limit new low density/intensity development within the ½ mile area.

- Provide space for future transit stations/stops and establish and implement streetscape improvements and tree-lined pedestrian/bicycle pathways.

- Locate surface parking areas that serve the 1st phase development away from the walkable environment along the street, and to provide for future building sites with more intense development.

- Work with Omnitrans and SANBAG in locating premium transit corridors, stations, and planning appropriate adjacent Transit-Oriented Development tailored to each site’s unique conditions.
3.11.2 Implementation Policies / Guidelines to Consider Relative to Opportunity Sites 5a and 5b

In the General Plan and the future update of the Specific Plan include the following:

- Revise the land use designation for Sites 5a and 5b to allow for mixed-use including multi-family residential up to 60 units/acre or more.
- Site 5a, require a certain portion of the ground floor frontage along Rialto Avenue to be retail or restaurant uses that would help to create a interactive place at the corner of Rialto Avenue and Palm Avenue.
- Encourage a transition in height from more dense mixed-use development to adjoining moderate density development.

To refine the connections to transit and downtown shops and restaurants on Riverside Drive provide:
- Streetscape improvements on Rialto Avenue between Civic Center Drive and Riverside Avenue
- Streetscape improvements along Palm Avenue from Site 5a to the Metrolink Station. Explore the feasibility of an overpass or underpass with Metrolink, for Site 5a and 5b to place the area south of the railroad tracks in walkable distance to the Metrolink Station.

3.11.3 Funding Sources

The following tables illustrate implementation techniques and potential funding sources for development of this opportunity site.

### Table 3.1: Transit-Oriented Developments Implementation Techniques Matrix

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<td>4) Current development agreement</td>
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<td>5) On site/adjacent adequate utilities</td>
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<td>6) High regional visibility</td>
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<td>7) Town/city center concept</td>
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<td>9) New TOD right of way required</td>
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<td>11) Potential forecast of development initiation</td>
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<td>12) Needs recovery of land values</td>
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<td>13) Major regional adjacent impact issues</td>
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<td>14) Existing public purpose land relocation or sale</td>
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Source: Economic Research Associates
### Table 3.2: Transit-Oriented Developments Implementation Funding Matrix

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**Source:** Economic Research Associates

*NOTE: Photos if not cited were taken by Gruen Associates Staff and are a part of Gruen Associates image library.*