Sustainable Communities Grant & Loan Program

Annual Report of Activities

2005

CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY

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CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY
Sustainable Communities Grant and Loan Program
Report of Activities 2005

This report of activities for the Sustainable Communities Grant and Loan Program (SCGL) is submitted pursuant to Health and Safety Code Section 44525.6 for the calendar year ending December 31, 2005.

BACKGROUND

Legislation sponsored by the State Treasurer's Office [AB 779 (Torlakson), Ch. 914 of Statutes of 2000] authorized the creation of a financial assistance program to assist cities and counties in their community planning and development efforts. In response to this legislation, the California Pollution Control Financing Authority (CPCFA) implemented the Sustainable Communities Grant and Loan Program.

The initial legislation authorized up to $2.5 million in grant and loan funding for developing and implementing policies, programs and projects ("Projects") that: reduce pollution hazards and the degradation of the environment; assist in the revitalization of one or more California neighborhoods that suffer from high unemployment levels, low-income levels and/or high poverty; and/or promote Infill Development. In order to assist communities to meet these strategic objectives consistent with sustainable development principles, CPCFA staff designed a program that provides maximum assistance per awardee of up to $500,000 consisting of up to $350,000 in grant funding and up to $150,000 in loan assistance.

In response to demand for the program, on August 30, 2002 the Legislature passed Senate Bill 199 (Torlakson), which increased the total potential funding by $2.5 million (to $5 million). SB 199 was chaptered on September 28, 2002. Due to timing considerations associated with additional funding provided under SB 199, the Authority allocated funds on two separate occasions (October 1, 2002 and October 31, 2002). The Authority approved $4,161,558 of funding for a total of fourteen projects. The Authority has not solicited additional proposals or awarded further funding since 2002 and would need to seek additional funding authorization from the Legislature in order to conduct additional funding cycles.

PROGRAM DESCRIPTION

The SCGL program was designed to be flexible and encourage creativity. Funding was awarded to communities that were implementing policies, programs and projects using sustainable development principles. All Projects that were eligible to receive awards encompassed sustainable development principles. Examples of eligible Projects include:

- Specific plans, or portions of specific plans that direct the nature of development and revitalization within the boundaries of a required general plan consistent with sustainable development principles.
- Alternative transportation studies, urban design studies, finance plans, redevelopment plans and engineering studies that facilitate sustainable development.
- Projects such as a community center, park enhancements, or infrastructure improvements that are key elements of a comprehensive community or neighborhood sustainable development plan.
- Funding for local communities to hire individuals at various stages of planning depending on the needs of the community. An example would be hiring a new staff member or consultant to assist an

individual community with the design and/or implementation of a particular plan for development or revitalization using sustainable development principles.

- Funding for communities to hire technical experts to identify, assess, and complete applications for state, federal and private economic assistance programs that fund sustainable development and sound environmental policies and programs.

Rather than focus on one prescriptive approach to realize sustainable development objectives, SCGL was designed to provide funding for programs, policies and projects that will best result in achieving the sustainable development goals of the program under a variety of circumstances in communities throughout the State.

PROJECT HIGHLIGHTS

SCGL is making a tremendous impact in California. Here is what the awardees are telling us.

THE IMPORTANCE OF THE GRANT TO THE CITY OF SAN GABRIEL

"The award of the SCGL grant to the City of San Gabriel in May 2003 could not have come at a better time. The City was in the midst of updating its general plan for the first time in more than a dozen years. It wanted to include development of a comprehensive strategy for its most important commercial street, Valley Boulevard, as a goal in that plan. Like many small cities its size however, San Gabriel was constrained by very limited resources, such that it looked like a Valley Boulevard strategy would remain a goal that would take years to realize.

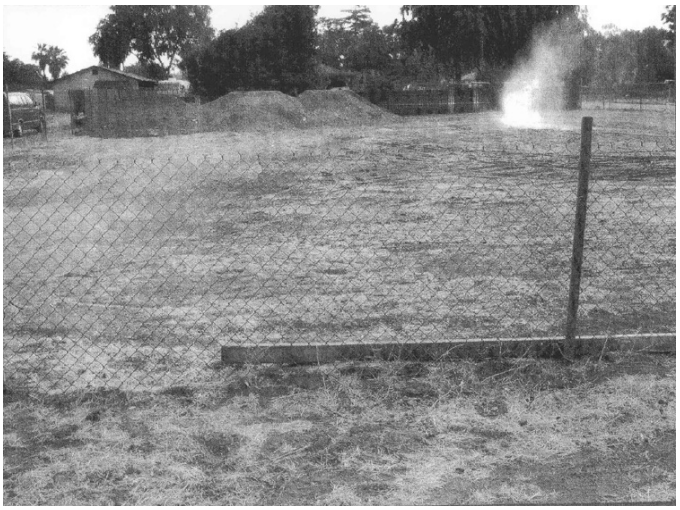
"Thanks to the SCGL program, the future for residents of San Gabriel's Valley Boulevard Neighborhoods promises to be healthier environmentally, economically, and aesthetically. The specific plan made possible by the grant will result in smart, well-planned development that will provide a model for how to implement sustainability strategies in a dynamic, diverse older suburban community."—Mark Gallatin—

Existing raised median (upper), with landscaping and roll curbs added (lower).

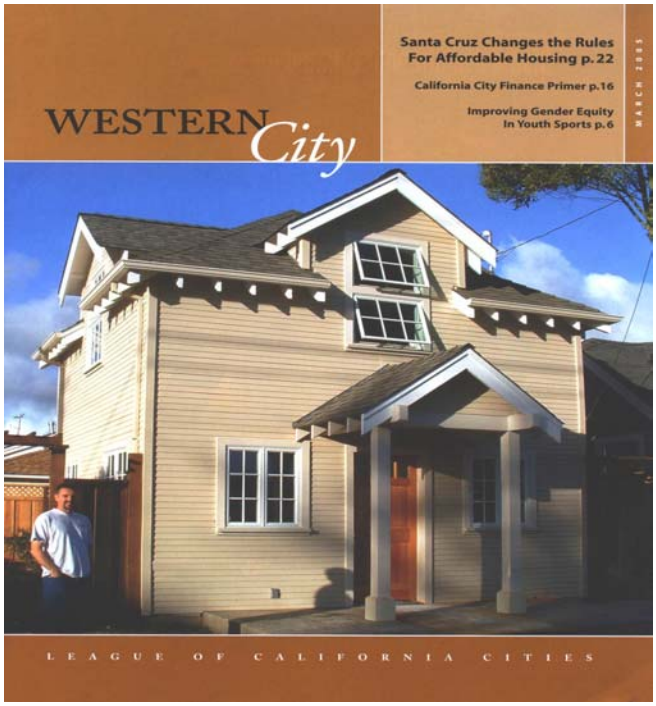
CITY OF RIVERSIDE TRANSFORMS BLIGHTED LOTS INTO NEW HOUSING

"The RIDI program is helping to improve our low to moderate-income neighborhoods by providing incentives to developers to build single-family homes on underutilized, undeveloped parcels of land. This program decreases the instances of pollution, dumping and crime associated with vacant and underutilized lots. RIDI is also a vehicle to revitalize neighborhoods while creating affordable housing for low and moderate-income families.

As a result of the SCGL grant for the Riverside Infill Development Incentive, 20 single family homes have been built and 39 are still under construction."
—Michelle Davis—



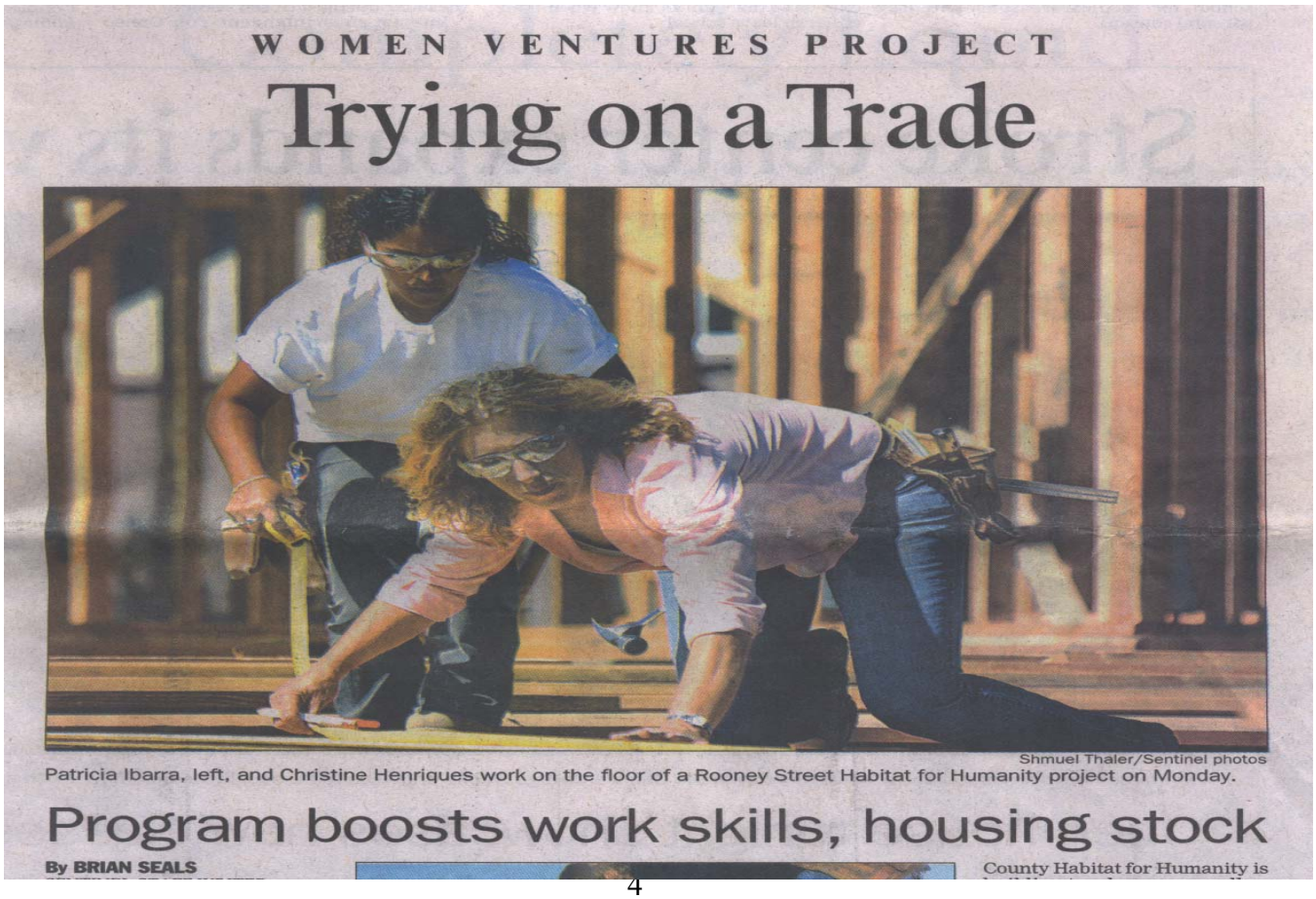
CITY OF SANTA CRUZ ADU PROGRAM GETS NATIONAL RECOGNITION



"The ADU Development Program has been acknowledged for its innovative approach and importance as a tool for creating infill rental housing with 4 local and 3 national awards.

The program also received recognition for the Job Training/Wage Subsidy Program under the Women Ventures Project (WVP).

Seven women graduated from the training session held from September 6 through October 10, 2005 by the WVP. As a part of this training session, WVP made special arrangements with Habitat for Humanity to use an ADU being built by Habitat for part of that training." —Carol Berg—



WOMEN VENTURES PROJECT

Trying on a Trade

Shmuel Thaler/Sentinel photos

Patricia Ibarra, left, and Christine Henriques work on the floor of a Rooney Street Habitat for Humanity project on Monday.

Program boosts work skills, housing stock

By BRIAN SEALS

County Habitat for Humanity is

BAKERSFIELD DEVELOPMENT STRATEGY FOR OLD TOWN KERN BAKER STREET CORRIDOR

"The Strategy focuses on key sustainability principles. Implementation of the Strategy has resulted in a revised development proposal for the Baker Street Village Project with Triumph Companies (see further details under Project Description in Exhibit I below). Baker Street Village intends to create a friendly downtown neighborhood sense of place providing affordable housing alternatives suitable for an urban environment in a mixed use village development. The project also will include a compatible neighborhood shopping village for the residents of these new homes and the community to enjoy."

—Donna Barnes, Project Manager—

SCGL FUNDS GREATLY FACILITATE REOPENING OF FRESNO'S HISTORIC SANTA FE DEPOT

"State and local officials recently participated in the grand opening and dedication of the newly restored and rehabilitated Fresno Santa Fe Depot, which serves Amtrak California San Joaquin passenger trains and Thruway Motorcoach service.

This $6 million restoration project included new and enlarged Amtrak ticketing and waiting areas, a large ticketing counter, business offices, adjacent retail space, increased parking, new landscaping and better access for buses, taxis and pedestrians. SCGL funds supported a crucial part of the rehabilitation, the ability to make seismic retrofits, without which the building could not have been opened for public use under California Building Codes.

The "new" station actually dates to 1899 and is listed on the National Registry of Historic Places. It is one of the few California mission-style buildings constructed before 1900 still standing. It will host thousands of people traveling in California every year on one of the busiest Amtrak lines in the country.

Restoring the Santa Fe Depot puts approximately 25,000 square feet of unused space in Fresno's urban core back into useful, productive service. The completion of the project serves as a positive catalyst in Fresno's larger strategy to revitalize the downtown area."
—Marcie Williams—

LOANS AND GRANTS

Descriptions and Amounts of Loans and Grants

Awardees are in various stages of project implementation that are comprised of diverse project specific activities such as: obtaining community input via workshops and the Charette process; conducting marketing efforts; carrying out competitive bids and contracting processes to hire needed planning and/or design consultants, architects and construction contractors; and conducting various technical reviews. Individual project descriptions along with the current status of the projects are attached as Exhibit I, *Project Descriptions*, to this report. To date five projects have been completed.

SCGL Program Status as of December 31, 2005

Awardee	Award	Disbursed	Balance	Project Description	Status
Los Angeles	$350,000	$0	$350,000	Pedestrian Link Project	First Disbursement due by 02-28-06.
Oakland	$350,000	$178,097	$171,903	Transit Village Studies	Five Disbursements Approved
Concord	**$93,121**	**$78,121**	**$15,000**	County-wide Planning Process	**Project Completed**
Citrus Heights	**$320,000**	**$320,000**	**$0**	Infill Development Database	**Project Completed**
Santa Cruz	$350,000	$189,101	$160,899	Infill Development Program	Six Disbursements Approved
Riverside	$300,000	$117,895	$182,105	Infill Incentive Program	Seven Disbursements Approved
San Gabriel	$328,500	$268,954	$59,546	Specific Plan	Seven Disbursements Approved
Fresno	**$316,337**	**$316,337**	**$0**	Train Station Restoration	**Project Completed**
Union City (G)	$350,000	$350,000	$0	Transit Village Rail Study	Six Disbursements Approved
Union City (L)	$150,000	$63,355	$86,645	Transit Village Rail Study	One Disbursement Approved
Lancaster	**$300,000**	**$300,000**	**$0**	Infrastructure Studies	**Project Completed**
Bakersfield	**$143,600**	**$136,030**	**$7,570**	Sustainable Development Strategy	**Project Completed**
Sacramento	$300,000	$173,954	$126,046	Infrastructure & Design Plans	Eight Disbursements Approved
Redding	$160,000	$35,000	$125,000	Road Construction/Pedestrian Access	Five Disbursements Approved
Truckee	$350,000	$168,135	$181,865	Truckee Railyard Development	Two Disbursements Approved
Totals to Date	**$4,161,558**	**$2,694,980**	**$1,466,578**		

NOTE: All fourteen awardees received grant funding. Only one loan in the amount of $150,000 was issued for the City of Union City.

Grant and Loan Administration

Staff's activities for 2005 consisted of assisting awardees to provide the necessary documentation required for quarterly reporting on their projects and for approval of disbursements. These requirements included verifying disbursement requests against projects budgets and obtaining copies of all back-up invoices and other necessary documentation. To date, all awardees requesting disbursement are meeting conditions of funding for their projects.

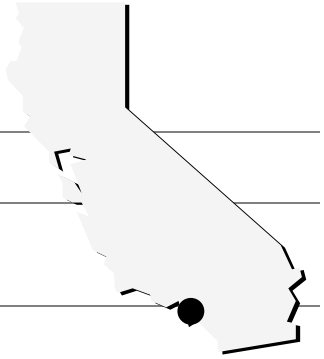
NEXT STEPS

Legislation has been introduced by the Committee on Environmental Safety and Toxic Materials to extend the operation of the SCGL Program until January 1, 2012, and would increase the amount of the grants and loans under the program to $7,500,000. If passed, CPCFA will proceed with an additional funding round in early summer 2006. In preparation for the new funding round, CPCFA staff will also hold a case studies conference in early spring 2006 to share "lessons learned" and provide "helpful hints" for cities and counties working on sustainable communities projects.

EXHIBIT I

PROJECT DESCRIPTIONS

LOS ANGELES



APPLICANT INFORMATION

APPLICANT: City of Los Angeles

PROJECT INFORMATION

PROJECT NAME: **DOWNTOWN LOS ANGELES 7TH STREET TRANSIT/PEDESTRIAN 24-HOUR SAFE PASSAGE PROJECT**

PROJECT LOCATION: Los Angeles – 7th Street between Wall Street and Hill Street and Los Angeles Street between 7th Street and 9th Street

PROJECT DESCRIPTION: Create pedestrian corridors to unify the downtown urban core.

The City of Los Angeles received funds to finance the cost of certain infrastructure and design costs for improvements to the downtown area. These costs are part of a project to create pedestrian corridors to unify the downtown urban core. The project will connect downtown commercial corridors with surrounding current and future residential developments, subway portals, rail systems and peripheral parking structures. Funds are being used in conjunction with contributions from various city funds to complete the following improvements:

- Installing solar powered pedestrian lighting to increase sidewalk visibility at night;
- Planting street trees as well as save and trim existing trees;
- Installing brick patterned crosswalks to provide continuity along the pedestrian passage;
- Installing streetscape furniture;
- Repairing and replacing damaged sidewalks and modifying intersection pedestrian ramps to meet ADA guidelines;
- Installing catch basin trash blocking magnetic swing gates to prevent trash debris from entering the municipal storm drain system;
- Installing way-finding signage to improve district identity and project continuity;
- Providing character-defining bus stops that bring identity to public transportation; and
- Coordinating 24-hour on street security, video surveillance and roaming guards from adjacent mixed use developments.

ACHIEVING SUSTAINABLE DEVELOPMENT

Currently, Downtown Los Angeles is divided into several isolated districts aligned along north and south street corridors. The goal of this project is to connect the north-south corridors with the west corridor business district, the east corridor fashion district and current and proposed residential and commercial mixed-use infill developments. These areas will also be connected via subway, rail, and peripheral parking structures. The project is in the economically distressed urban core area of Los Angeles.

DISTINGUISHING STRENGTHS

Project unifies disparate land uses in the urban core. It creatively encompasses sustainable development principles including mixed-use development, pedestrian access, infill development, affordable housing and economic development in a way that is applicable to other communities in California.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds includes financing the architectural and engineering costs, signage costs, and pedestrian lighting costs of the above described project.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	$ 0	$ 0
Grant	350,000	350,000
Total	**$350,000**	**$350,000**
USES OF FUNDS		
Pedestrian lighting	$200,000	$200,000
Solar panels	100,000	100,000
Signage	10,000	10,000
Architects and engineers	40,000	40,000
Total	**$350,000**	**$350,000**

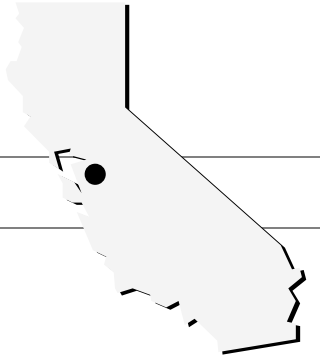
PROJECT STATUS AS OF DECEMBER 15, 2005

The City of Los Angeles has established project teams and initiated work orders mainly through the Bureau of Street Lighting (BLS) and Bureau of Street Services (BSS).

CITY OF LOS ANGELES Continued

- The BLS has completed investigations, fieldwork, preliminary engineering, an evaluation of the existing conditions of the street, and cost estimates. BLS also has:
    - Developed street lighting location maps;
    - Finalized scope of work for street lighting;
    - Selected pedestrian lighting equipment;
    - Obtained approval of the Proposed Final Lighting Improvements from various City agencies;
    - Completed the final plans for street lighting; and
    - Completed the engineering report to the Board of Public Works for the Proposition 218 and initiated the process.
- The BSS has developed a working plan for crosswalk construction and tree planting and completed the following tasks:
    - Tree planting;
    - Identified a list of the intersections for crosswalk improvement; and
    - Worked with the City Council offices and coordinated the Street Furniture Program funded by Viacom Decaux LLC for streetscape furniture and signage.
- The City has provided a revised estimated time schedule to complete the work proposed under the grant:
    - January 2005 — Completed design of street lighting
    - May 2006 — Start Construction
    - June 2006 — Complete construction
- The project will be completed within the grant award budget. Other City or City-identified funding sources(s) will pay for any additional costs of the overall project.
- The City's BSL has identified approximately $195,000 of additional funds to cover the increased costs for new wiring and conduit.
- The City submitted the final draft plan for street lighting for CPCFA review on April 25, 2005.
- The initial disbursement of the SCGL funds was extended thru February 28, 2006. No disbursements have been made to date.
- The Board of Public Works plans to adopt the Proposition 218 report on December 16, 2005.

OAKLAND



APPLICANT INFORMATION

APPLICANT: City of Oakland
CO-APPLICANT: Oakland Housing Authority

PROJECT INFORMATION

PROJECT NAME: **TECHNICAL STUDIES FOR THE IMPLEMENTATION OF THE COLISIUM BART TRANSIT VILLAGE**

PROJECT LOCATION: Oakland – Coliseum / Airport BART Station and its surface parking, the Oakland Housing Authorities Coliseum Gardens park and Lions Creek, and industrial land.

PROJECT DESCRIPTION: Transit oriented development to revitalize and redevelop the Coliseum/Oakland airport Bart Station Area.

The City of Oakland and the Oakland Housing Authority (OHA) received funds for technical studies, design and planning assistance for a project to redevelop the area around the Coliseum BART Station into a high profile, gateway to the city featuring high density, transit-oriented, mixed-use development.

ACHIEVING SUSTAINABLE DEVELOPMENT

The project is the next step in moving forward the Coliseum/Oakland Airport BART Station Area Concept Plan which will be implemented in five phases based upon project readiness, land acquisition and remediation duration, and financing. The plan includes the following:

Phase 1: Coliseum Garden mixed income housing development – includes 416 units of affordable rental and 33 units of for sale housing for first time buyers. Plan also includes a reconfigured five-acre neighborhood city park in the center of the proposed housing development and the reconstruction of Lion Creek.

Phase 2: Coliseum Transit Hub streetscape improvements.

Phases 3 & 4: Replacement of BART parking with a Transit village including 400 housing units and 25,000 square feet of ground floor retail.

Phase 5: Mixed-use development of approximately 900,000 square feet of office and retail.

DISTINGUISHING STRENGTHS

The project represents a model of transportation-oriented development dealing with complex issues of housing, remediation, infrastructure, multiple access modes (walk, bike, transit, auto), public open spaces and mixed-use commercial/residential. Elements of the project incorporate creative reuse of underutilized parking into more efficient higher density commercial/residential uses of land, and creative restoration of a degraded concrete water channel to replicate a natural creek.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds includes:

- A financial feasibility, market, and fiscal analysis and financing plan;
- Alternative schematic designs and costs for BART parking replacement; and
- Park and open space (Lion Creek) planning, design, and cost estimates.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	$ 48,000	$ 0
Grant	350,000	350,000
Total	**$398,000**	**$350,000**

USES OF FUNDS		
Financial feasibility, market and fiscal analysis & financing plan.	$188,000	$188,000
BART parking designs	115,000	115,000
Park design/planning process	95,000	47,000[(a)]
Total	**$398,000**	**$350,000**

(a) The Authority approved $47,000 of the $95,000 request for the park design/planning process because there appeared to be other sources of funds to assist with this part of the project. The $47,000 partial funding for the park planning process is contingent upon the City of Oakland identifying the remaining funding required to complete the project.

PROJECT STATUS AS OF DECEMBER 15, 2005

- On September 1, 2005, the City of Oakland ("City") and the San Francisco Bay Area Rapid Transit District ("BART") signed and entered into an Exclusive Negotiating Agreement with the Oakland Economic Development Corporation in partnership with MacFarlane Partners towards predevelopment efforts of the Coliseum Transit Village Project.

CITY OF OAKLAND Continued

- Phase I of the financial feasibility report and market and fiscal analysis for the Coliseum BART station area have been completed. To date, the City received disbursements of $178,097 (51%) for the entire project.
- The City has also completed the preliminary alternative schematic designs with MV&E Partners to examine alternative parking scenarios for the BART replacement parking studies.
- The City in conjunction with the Capitol Corridor Joint Powers Authority completed construction of the Amtrak Intercity Rail Platform project which now serves rail passengers from San Jose to Sacramento and provides an additional mass transit amenity to the future Coliseum Transit Village residents and surrounding community.
- The City has issued a Notice to Proceed to begin construction of the Coliseum Transit Hub Streetscape Improvement Project which shall bring vehicular and pedestrian improvements to the street directly in front of the Coliseum BART Station.
- Demolition and re-grading of the former 178 units of Oakland Housing Authority's ("OHA") Coliseum Gardens public housing project has been completed. Phase I of the newly master planned residential community is nearly complete and Phase II is scheduled to begin next month. The Oakland Redevelopment Agency has contributed over $4 million towards infrastructure improvements on this project.
- The City and the OHA have entered into a Memorandum of Understanding through which OHA will have responsibility for coordinating the planning process which will be funded through the SCGL grant.
- The OHA has contracted with the East Bay Asian Local Development Corporation (EBALDC) for the planning of the reconfiguration of the Coliseum Gardens Park and the restoration of Lion Creek. EBALDC is also coordinating community participation in the design of the park and creek.
- EBALDC contracted with Hood Design for preliminary design of the creek and park and with Far West Restoration Engineering for preliminary engineering for the restoration of Lion Creek.
- In April 2004, the OHA and the City completed an exchange of several parcels of property in order to create the site for the new park and the creek restoration.
- The OHA has committed $500,000 toward the cost of construction of the park portion of the project. In 2005, the City was awarded $500,000 from the State of California, Housing and Community Development's Workforce Housing Incentive Grant Program. This funding, will be applied towards the construction costs of the park and creek.

CONCORD

APPLICANT INFORMATION

APPLICANT: City of Concord

CO-APPLICANT: Concord is acting on behalf of the 19 cities and the county government [illegible] application.

PROJECT INFORMATION

PROJECT NAME: **CONTRA COSTA – SHAPING OUR FUTURE**

PROJECT LOCATION: Contra Costa County

PROJECT DESCRIPTION: Unified vision among the County and 19 cities resulting in a growth compact for sustainable development.

The City of Concord - applying on behalf of Contra Costa County and the 19 cities within the County - received planning funds to develop a unified vision and implementation strategies to guide the growth and development of Contra Costa County over the next 20 years. Growth is estimated at 225,000 people over the period. This is a significant undertaking given the diversity of the County, which includes older industrial cities, small rural towns, bustling cosmopolitan areas and both economically privileged and disadvantaged populations.

Significant features of this project are strong governmental and community support throughout the County, and a broad mix of governmental, community and business participation. A Policy Committee made up of 21 elected officials is responsible for selecting project staff, approving the overall approach to the project, and recommending implementation steps to the appropriate entities. Administration rests with a six-member Management Committee appointed by the Public Managers Association. Community collaboration is the responsibility of the Oversight Committee consisting of ten members from the business, environmental, social equity, labor, faith, and development communities. Moreover, the County and nineteen cities within the County have committed to fund 75 percent of the project, with 15 percent coming from other local government agencies and private sponsors. SCGL funds are approximately 10 percent of all funds.

ACHIEVING SUSTAINABLE DEVELOPMENT

The project is intended to result in the adoption of a Growth Compact among the participating jurisdictions which will re-orient growth in Contra Costa County from the traditional "edge-expansion" process to a process based on sustainable development principles. The planning approach will emphasize greater density, transit-oriented and mixed-use development, improving the jobs/housing balance, a focus on the urban infill and reuse process, infrastructure improvements, preserving open space and improvements to social service and educational systems.

DISTINGUISHING STRENGTHS

Concord presents a comprehensive, regional approach for dealing with sustainable growth and development on a cooperative basis. The project utilizes broad, early stage community participation. The project is further strengthened by the fact that all 19 cities and the county and community interests have dedicated representatives and financial resources to the project.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds includes hiring a consultant to assist with:

- Alternative growth scenarios and analysis;
- Implementation strategies for the preferred development scenario; and
- Creating a compact among local agencies committing to action steps to achieve the future vision.

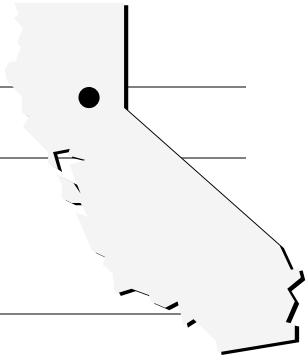
SOURCE OF FUNDS	FUNDING REQUEST	INITIAL AWARD (10/01/02)	ADDITIONAL FUNDS (10/31/02)	TOTAL AWARD
Loan	$ 0	$ 0	$ 0	$ 0
Grant	78,121	78,121	15,000[a)]	93,121
Totals	**$78,121**	**$78,121**	**$15,000**	**$93,121**
USES OF FUNDS				
Consultant Services	$78,121	$78,121	$ 0	$ 78,121
Education and Meetings	0	0	15,000	15,000
Total	**$78,121**	**$78,121**	**$15,000**	**$93,121**

[a)] As part of creating alternative growth scenarios and analysis, the City of Concord received an additional $15,000 to conduct education and additional meetings in Contra Costa's most economically distressed neighborhoods to incorporate the interests of residents living in those neighborhoods and to ensure that the views of these residents are considered in the County's growth scenarios and growth compact.

PROJECT STATUS AS OF DECEMBER 15, 2005

According to the Project Manager, the Shaping Our Future Report is complete. Seventeen of the twenty agencies involved in the development of the report have approved the Principles of Agreement. These seventeen agencies represent over 90% of the County's population. Several of the agencies will implement with vigor, while three will not participate at this point. Updates to Concord's General Plan and Zoning Ordinances are available at: http://www.ci.concord.ca.us/about/zoningupdate.htm. SCGL Disbursements totaled $78,121 (84%).

CITRUS HEIGHTS



APPLICANT INFORMATION

APPLICANT: City of Citrus Heights

CO-APPLICANT: Sacramento Area Council of Governments (SACOG)

PROJECT INFORMATION

PROJECT NAME: **REDEVELOPMENT LANDS INVENTORY**

PROJECT LOCATION: SACOG Region – El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties

PROJECT DESCRIPTION: Create a database of potential infill areas.

The City of Citrus Heights received SCGL funds to develop an extensive, detailed regional database on land values, construction costs, rents and other associated costs and revenues associated with land development in the Sacramento region. Referred to as the Redevelopment Lands Inventory or "RLD", the database will assist local governments to better comprehend and understand redevelopment and infill projects. The RLD will help identify those projects that can be supported entirely with private investment, and those that need public investment (and the amount of public investment) to leverage private investment. This information will be put to immediate use in current planning models such as MEPLAN and PLACE3 to assist SACOG to perform economic proforma analyses for a range of development products in the SACOG Region.

In terms of the RLD's broader use, the City of Citrus Heights partnered with the Sacramento Area Council of Governments (SACOG) on two groundbreaking projects (the SACOG Projects) related to better understanding the linkage between land use patterns and transportation behavior. An essential component of both of these projects is understanding the market economics of infill and redevelopment throughout the SACOG six-county region.

One of the SACOG Projects to benefit from the RLD is a $500 million new Community Design Program that was adopted by the SACOG Board of Directors in July 2002 as part of the Metropolitan Transportation Plan. This program will provide funds to assist cities and counties to work with developers to build projects that benefit the transportation system. Examples include transit oriented housing and employment near light rail stations and compact, pedestrian friendly design in downtown and residential areas.

The second SACOG Project to benefit from the RLD is a two and one-half year Transportation – Land Use study that will use state-of-the-art modeling techniques and an extensive community outreach process to evaluate base-case future growth patterns and alternative futures that use sustainable development techniques such as jobs-housing balance within sub-regions and that emphasize fully utilizing the region's potential for redevelopment of existing underutilized lands and infill development.

ACHIEVING SUSTAINABLE DEVELOPMENT

The land use forecasting made possible by the RLD will help educate the public, planners, elected officials and developers of the possibilities of infill development. Moreover, the information will be used to strategically and efficiently focus $500 million of transportation funds to promote sustainable growth and development in the region.

DISTINGUISHING STRENGTHS

This project represents an excellent example of data building and regional cooperation that improves the efficiency and effectiveness of infill development decision-making and transportation planning. It creates a platform for SACOG to most effectively target $500 million of transportation funds in the region to support sustainable growth concepts such as transit oriented and infill development, pedestrian friendly access (sidewalks, pathways, tunnels, bridges) and zoning in support of minimum densities and balanced job/housing mixes. The database will also be an important policy tool for local governments and development entities to make informed, market based project and land use decisions that promote and facilitate sustainable growth.

This unique "market information" approach to infill development has broad applicability throughout the state.

SOURCES AND USES OF SCGL FUNDS

For the RLD, a consultant will be retained to survey commercial leases to gather non-residential land price information for the database. Additionally, a Geographic Information Systems (GIS) analyst will be hired to integrate real estate prices, residential rents, and commercial lease date using GIS technology.

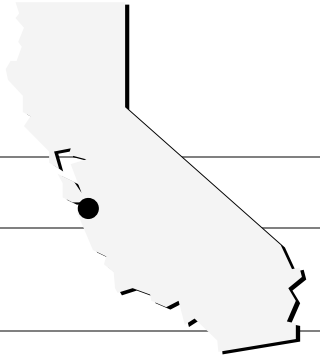
SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	$ 0	$ 0
Grant	350,000	320,000
Total	**$350,000**	**$320,000**
USES OF FUNDS		
Project Manager	$ 30,000	$ 0[a]
GIS Analyst	210,000	210,000
Real Estate Consultant	100,000	100,000
Meetings and travel	10,000	10,000
Total	**$350,000**	**$320,000**

[a]The project manager is a previously existing position, and thus an ineligible cost.

PROJECT STATUS AS OF DECEMBER 15, 2005

- The City of Citrus Heights in partnership with the SACOG finalized the project in early 2005. All grant funds were expended.
- SACOG has participated in several peer review sessions concerning the land use economic database:
  - A fiscal impacts analysis was created for the Sacramento Region Blueprint Vision. The analysis used land values, construction costs, rents, other associated cost, and revenues related to land development in the Sacramento region to estimate a cost comparison of two distinct growth patterns. This data was presented to a panel of local experts from the public and private sectors.
  - A residential land capacity analysis was conducted for the city of Roseville as a test case used in a national peer review session. Information from the database was used to estimate capacity for residential growth. The findings were presented in Orlando, Florida at the Placematters conference, held in October 2005.
- The land use economic database will be updated as part of SACOG's ongoing land use monitoring efforts, and will be used for residential and employment monitoring, and in association with regional land use modeling.
- SACOG is using this data in conjunction with the implementation of the Sacramento Region Blueprint Vision. This includes, but is not limited to, aiding member jurisdictions in development review, and assisting in the update of general plans.
- A website with data and outreach information is accessible at www.sacog.org.

SANTA CRUZ



APPLICANT INFORMATION

APPLICANT: City of Santa Cruz

PROJECT INFORMATION

PROJECT NAME: **ADU DEVELOPMENT PROGRAM**

PROJECT LOCATION: Citywide

PROJECT DESCRIPTION: Prototype design, technical and other assistance to implement strategy to create additional housing via extra dwelling units on single-family lots.

The City of Santa Cruz received assistance to fund elements of its Accessory Dwelling Unit (ADU) program, a vehicle to create new infill and housing opportunities by encouraging homeowners to construct ADU's on their properties. An ADU is an additional living unit that has separate kitchen, bedroom, and bathroom facilities, attached to or detached from the primary housing unit on a single-family lot.

The City of Santa Cruz will use SCGL funds to:

- develop ADU prototypes to ease design costs for program participants;
- provide technical assistance to participants as well as to other cities interested in the program;
- supplement an ADU loan program which provides low-interest (4.5%) loans of up to $70,000 for borrowers that agree to rent to low-income tenants;
- train women in housing construction skills through the Women's Ventures Project; and
- evaluate the program.

The proposed ADU development program is designed to encourage the development of legal ADU's so that an average of 30 to 35 per year receive permits. Last year, residents applied for 15 such permits.

Santa Cruz is a built-out city with very little land left for traditional infill development. With the high value of land, even the hard to develop sites are being used. Moreover, the city of Santa Cruz has policies in place to "maintain a compact City with clearly defined urban boundaries" and it has a focus on environmental protection which has created a "greenbelt" around the city. The ADU program addresses the community's need for additional housing in a way that efficiently uses available land, promotes density and preserves open space.

ACHIEVING SUSTAINABLE DEVELOPMENT

- Promotes infill development and sustainable land use patterns.
- Ensures higher density use of land.

CITY OF SANTA CRUZ Continued

- Provides the potential for affordable rental housing on the city's 18,000 single-family lots.
- Encourages alternative transportation and car sharing, which will in turn reduce pollution.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds includes the:

- Development of ADU prototypes to assist homeowners and reduce the cost of developing.
- Workshops for at least 100 homeowners.
- Technical assistance manual and videos to inform 10 other cites of ADU potential.
- 2 hours of technical support to each homeowner building an ADU.
- Offer affordable ADU loans.
- Train women in housing construction skills through the Women's Ventures Project.

SOURCES OF FUNDS	FUNDING REQUEST	FUNDING APROVED
Loan	$150,000	$ 0
Grant	318,300	350,000
Total	**$468,300**	**$350,000**
USES OF FUNDS		
Develop ADU Prototype	$ 66,000	$ 66,000
Workshops (Brochures)	5,000	5,000
Tech. Asst. Manual/Video	24,000	24,000
Tech. Support for Bldg.	21,000	21,000
On-going Evaluation	2,000	2,000
Alley Improvements[(a)]	100,000	0
Loan Program[(b)]	150,000	131,700
Training Program	100,300	100,300
Total	**$468,300**	**$350,000**

[(a)]This component is not necessary for the successful completion of the project.
[(b)]The loan program for ADU development will be supplemented by current project funds from the city and remains tenable at the recommended reduced funding level.

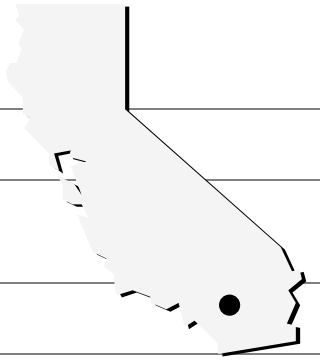
PROJECT STATUS AS OF DECEMBER 15, 2005

- In 2005, the City of Santa Cruz's ADU Program received national awards from the American Planning Association (APA) and American Institute of Architects (AIA). These awards are in

addition to awards from local chapters of both of these organizations as well as a 2004 Award of Excellence from the California League of Cities and a 2004 Smart Growth Award from the U. S. Environmental Protection Agency.

- To help homeowners, the City has developed a series of six creative, high quality, energy efficient design prototypes for ADUs and a "how to" manual. Since releasing the ADU Prototype Plan Sets and the ADU Manual in 2003, over 630 sets of Prototype Plan Set and ADU Manuals have been sold through the City's Planning Department and over 160 sets distributed at no cost to other municipalities in California. (Reference http://www.ci.santa-cruz.ca.us/pl/hcd/ADU/adu.html)
- Since the ADU Program's inception in 2003, ADU building permits in the City of Santa Cruz have jumped to over 4 times their pre-program levels. In 2005, 44 building permits have been issued to date. Prior to 2003, ADU building permits averaged about 10 per year.
- To date, three loans have been made under the Accessory Dwelling Unit Loan Program.
- The Woman's Venture Project has conducted construction training, which has produced a total of sixty-two graduates since 2003. The last graduating class of 7 received on the job training on an ADU being built by Habitat for Humanity.

RIVERSIDE



APPLICANT INFORMATION

APPLICANT: City of Riverside

PROJECT INFORMATION

PROJECT NAME: **INFILL DEVELOPMENT INCENTIVE PROGRAM**

PROJECT LOCATION: Riverside

Project Description: Infill Incentive Program.

The Riverside Infill Development Incentive (RIDI) program is designed to grant up to $5,000 to reimburse builders who receive permits and proceed with building a single family house in a low to moderate-income area. Riverside estimates that there are over 1,700 vacant single-family residential lots in the city. These vacant lots have a blighting effect on a neighborhood and attract dumping and crime.

The RIDI program is part of a larger local effort to improve neighborhoods through increased home ownership. The current percentage of home ownership is 54 percent - the target is 60 percent. A significant focus of this effort to encourage infill development of homes through creating incentives such as the RIDI program and significantly reduced developer fees.

The RIDI program reimburses developers' costs of grading and padding infill lots (up to five contiguous lost can be included in any application). In order to qualify for RIDI funds, a builder would have to demonstrate that:

- The house will be built in a qualified low to moderate-income census tract;
- The builder has the financial capacity required to build a single-family home;
- The builder has site control and a building permit; and
- The grading of the site has occurred (funds will be used as reimbursement for grading costs).

ACHIEVING SUSTAINABLE DEVELOPMENT

The goal of the program is to improve low to moderate-income neighborhoods by providing incentives to developers to build single-family homes on underutilized, undeveloped parcels of land. The program decreases the instances of pollution, dumping and crime associated with vacant and underutilized lots. It is also a vehicle to revitalize neighborhoods while creating affordable housing for low and moderate-income families.

DISTINGUISHING STRENGTHS

This program represents a creative, incentive approach to encourage efficient use of land, neighborhood revitalization, and homeownership that may be easily replicated in other areas of the state.

SOURCES AND USES OF SCGL FUNDS

SCGL funds will be used to subsidize the $5,000 grants to builders.

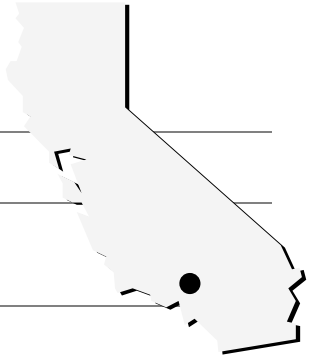
SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	$ 0	$ 0
Grant	350,000	300,000
Total	**$350,000**	**$300,000**
USES OF FUNDS		
Grant pool[(a)]	350,000	300,000
Total	**$350,000**	**$300,000**

[(a)]This infill incentive program can be accomplished with a reduction of funds. Because SCGL funds will be used to subsidize grants to builders, less funding results only in less grants to builders. However, the program can still operate successfully.

PROJECT STATUS AS OF DECEMBER 15, 2005

- To date, the City of Riverside has approved 27 applications for reimbursement to developers who have demonstrated that their housing projects will be built in accordance with the City's RIDI requirements. Of the 27 approved applications, 12 developers for 24 sites were reimbursed a total of $117,206 (39% of the SCGL grant) for grading and padding costs. The City has reimbursed 7 developers for the grading and padding of 11 sites for a total of $54,322. In December, the City will reimburse 3 developers for the grading and padding of 11 sites for a total of $55,000. The City has 6 developers waiting for building permits to be issued. The City has encumbered $60,000 for these 6 developers.
- The City of Riverside anticipates one additional application for site grading and padding, and it will submit the requisitions for SCGL funding upon receipt of the required documentation from the developers.
- As a result of the Riverside Infill Development Incentive 20 Single family homes have been built and 39 are still under construction.

CITY OF SAN GABRIEL



APPLICANT INFORMATION

APPLICANT: City of San Gabriel

PROJECT INFORMATION

PROJECT NAME: **CITY OF SAN GABRIEL COMMUNITY DEVELOPMENT (VALLEY BOULEVARD NEIGHBORHOODS SPECIFIC PLAN)**

PROJECT LOCATION: Valley Boulevard Corridor

PROJECT DESCRIPTION: Specific Plan for Valley Boulevard Development.

The City of San Gabriel, population 41,000 - area 4.1 square miles, received funding for several technical studies and community outreach forums to formulate a specific plan to be tied to its updated General Plan (not funded through SCGL). The specific plan will guide future development and revitalization efforts of its Valley Boulevard neighborhoods, streets, transportation system, housing and recreational areas.

Similar to several established California communities, San Gabriel is faced with the significant management challenge of dealing with rapid growth and change in business and residential areas while trying to protect the environment, manage traffic in compacted corridors, provide balanced housing and jobs and offer a quality way of life for its residents. SCGL funds will be used toward developing a specific plan, new zoning and development strategies to manage these challenges.

ACHIEVING SUSTAINABLE DEVELOPMENT

The end result will be a specific plan that will include:

- *Community greening strategies* that increase open space, integrate competing land uses, clean air and water, provide shade, cover and energy reductions and incorporate ecological design principles;
- *Design retrofit strategies* that reflect the traditional forms and structure of the neighborhood while promoting greater density;
- *Transit strategies* that reduce reliance on private vehicles, encourage alternative circulation and provide housing at higher densities; and
- *Alternative materials and building systems* that reduce pollution, increase energy efficiency and reduce reliance on fossil fuels.

DISTINGUISHING STRENGTHS

For an established community with limited resources, this project represents a comprehensive planning strategy for sustainable growth and development with strong livability, land use, transportation, community input and economic revitalization themes. The project has broad applicability to similarly sized, resource-constrained, suburban communities in the state facing significant character and cultural changes and growth strains to change to an urban environment.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds includes:

- A land use planning and urban design study;
- An Environmental Impact Report (EIR)—this document will also codify certain zoning changes needed for the Project Area;
- Various technical review documents; and
- Community outreach and marketing efforts.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	$ 0	$ 0
Grant	328,500	328,500
Total	**$328,500**	**$328,500**
USES OF FUNDS		
City Personnel	$ 0	$ 0
EIP Associates	175,000	175,000
Technical Analysis	50,000	50,000
Promotion and other costs	103,500	103,500
Total	**$328,500**	**$328,500**

PROJECT STATUS AS OF DECEMBER 15, 2005

- During the first quarter of 2005, the City continued to publicize the *Valley Boulevard Neighborhoods Specific Plan* to the community. The progress of the plan was chronicled in the community newsletter, *The Grapevine*.

CITY OF SAN GABRIEL Continued

- The San Gabriel County Water District prepared and delivered to the City a water supply assessment in February. The assessment is required due to the large number of potential residential units and commercial/office/hotel space that could be constructed under the plan within the District's service area. The water supply assessment found that the District will have sufficient water supplies to meet the potential demand created by implementation of the Valley Boulevard Neighborhoods Specific Plan. The cost of preparing the assessment was borne entirely by the Water District.

- Newly elected members of the City Council were briefed regarding the plan in March.

- City staff prepared and delivered presentations at various community and regional meetings including the San Gabriel Rotary Club and the UCLA Smart Growth Conference.

- City staff held a study session with the City Council in early August to seek direction on how to approach those development projects in the planning area that are likely to come up for entitlement review before the adoption of the *Valley Boulevard Neighborhoods Specific Plan.* The Council directed staff to work with the City Attorney on recommendations on how to allow projects that may not meet all current development standards but are in substantial compliance with the standards of the draft specific plan.

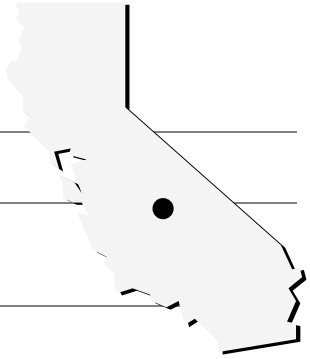
- The administrative draft of the *Valley Boulevard Neighborhoods Specific Plan* was provided to the City by the consultant team in early September. City staff circulated the plan internally for review and met with the consultant team in mid-October to provide comments received and incorporate them into the plan.

- A copy of the administrative draft was provided to Sarah James, author of *The Natural Step for Communities: How Cities and Towns Can Change to Sustainable Practices* and the American Planning Association's *"Planning for Sustainability"* policy guide. Ms. James is a nationally known expert on sustainable planning practices and was asked to review the draft plan and provide feedback on it. Her comments on the plan were exceedingly positive, saying it "jumps to the forefront of planning for sustainability in this country".

- The screencheck draft of the *Valley Boulevard Neighborhoods Specific Plan* and the Draft EIR (DEIR) were provided to the City by the consultant team in November. The city is circulating the plan internally for review, with release of the documents for public comment scheduled in early January.

- The project continues on time and within budget. SCGL disbursements to date total $268,954 (82% of the grant).

FRESNO



APPLICANT INFORMATION

APPLICANT: City of Fresno

PROJECT INFORMATION

PROJECT NAME: **SANTA FE DEPOT SEISMIC RETROFIT**

PROJECT LOCATION: Historic Santa Fe Depot at Tulare Street and Santa Fe Avenue

PROJECT DESCRIPTION: Train station restoration.

The City of Fresno received funds to restore its Sante Fe Train Depot. The Depot is a 102-year-old, two-story building located in the heart of the Fresno Redevelopment Area – also designated as an Enterprise Zone and an Empowerment Zone. The project is part of Fresno's "Vision 2010" downtown revitalization plan, which includes construction of a multi-purpose 12,500 seat stadium, a regional medical center, a federal courthouse, a host of streetscape and parking improvements, and an Exhibit Hall expansion, among a number of other projects.

The Santa Fe Depot is currently not in use and cannot be operated until various improvements are made, including exterior and interior improvements and a seismic retrofit to bring the depot into compliance with earthquake and safety standards. Once functional, the Santa Fe Depot will replace the current "makeshift" Amtrak rail stop nearby and serve as a "working" historical rail station.

ACHIEVING SUSTAINABLE DEVELOPMENT

The project accomplishes several sustainable development goals. In particular, it:

- Promotes infill development through the restoration of the Santa Fe Depot to its original use as a passenger terminal;
- Serves as an economic anchor for other infill development in the urban core and encourages revitalization of struggling businesses in a distressed area; and
- Improves a major transportation system in the City of Fresno.

DISTINGUISHING STRENGTHS

Restoring the Santa Fe Depot will put approximately 25,000 square feet of unused space in Fresno's urban core back into useful, productive service. The completion of the project serves as a positive catalyst in Fresno's larger strategy to revitalize the downtown area.

SOURCES AND USES OF SCGL FUNDS

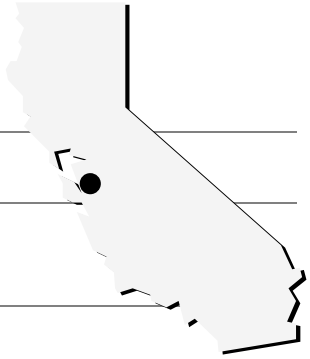
SCGL funding will cover the construction costs associated with the seismic retrofit.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	$ 0	$ 0
Grant	316,337	316,337
Total	**$316,337**	**$316,337**
USES OF FUNDS		
Construction	$316,337	$316,337
Total	**$316,337**	**$316,337**

PROJECT STATUS AS OF DECEMBER 15, 2005

- The seismic upgrade has been completed and signed off by the City's Development Department. All SCGL funds for the Seismic Retrofit portion of the Depot Project have been expended.
- An Official Opening Ceremony was held at the station November 19, 2005.
- In addition to new and enlarged passenger ticketing and waiting areas , the station features a large ticketing counter, Quik-Trak ticketing, checked baggage service, business offices, and adjacent retail space. Surrounding the station is new landscaping, increased automobile parking and better access to the facility for buses, taxis and pedestrians.
- Many inquiries have been received concerning available space for lease in the building; renovation of the interior retail space on the first floor has just been funded by Caltrans. Funding for interior renovations for the second floor retail/business offices is being sought.

UNION CITY



APPLICANT INFORMATION

APPLICANT: The City of Union City

PROJECT INFORMATION

PROJECT NAME: **PHASE II RAIL STUDY FOR THE INTERMODAL TRANSIT STATION DISTRICT PROJECT**

PROJECT LOCATION: Union City

PROJECT DESCRIPTION: Rail study necessary to implement a passenger rail station as part of a multi-modal transit oriented development

Union City received funds to complete a Rail Study to accommodate a commuter (passenger) rail stop. The station would use existing track currently owned by Union Pacific. The current focus is for an AMTRAK stop (the Capital Corridor rail line). While AMTRAK passes through the target area it does not stop in the area. The long-term rail vision includes additional linkages to the Dumbarton Rail and the Altamont Commuter Express commuter rail lines.

The proposed station is part of an overall development plan to integrate the major transportation providers of rail, BART, bus and other forms of transportation with commercial and residential development. The proposed study is a necessary step in Union City's vision and goal of creating a high density, pedestrian oriented commercial and residential district that is centered around multi-modal regional transportation options.

In late October 2000 Union City brought together an Intermodal Action Team to oversee the development of a Transit Facility Plan and the Intermodal Station District. The team included representatives from several transit operators, citizens, City Officials and City Staff. As a result of this effort, a preferred land use concept and transit facility layout was approved by the Planning Commission and the City Council in March 2001.

The project site area has large expanses of open land, includes an existing BART station and is served by various transit operators that link to BART.

ACHIEVING SUSTAINABLE DEVELOPMENT

This proposed transit oriented development will assist Union City to further sustainable development goals by:

- Reducing reliance on automobiles via centrally locating multi-modal, alternative travel options of *rail* (Capitol Corridor Altamont Commuter Express and Dumbarton Rail), *bus* (AC Transit and Union City Transit), *BART*, and *paratransit* - that have a regional reach serving Union City, the San Francisco Peninsula, Richmond, Walnut Creek, Sacramento, Stockton, Tracy and elsewhere.

CITY OF UNION CITY Continued

- Promoting the redevelopment of the Station's 50-acre core with a pedestrian oriented, high-density development anticipated to include 469 housing units - 15 percent designated affordable - 1.12 million square feet of office space, 100,000 square feet of retail, community facilities, public open space and recreational greenways; and
- Promoting the redevelopment of the greater Station District's 170 acres of underutilized and underdeveloped land around a transportation, residential and commercial core.

DISTINGUISHING STRENGTHS

This is an innovative project that moves forward the complex task of integrating multiple forms of commuter transportation, including a unique commuter rail component. The project promotes sustainable development and economic growth via a transit center that is envisioned to aggregate residential housing and office units, retail and light industrial businesses, parks and open spaces.

SOURCES AND USES OF SCGL FUNDS

Funds will be used to prepare preliminary engineering and environmental clearance studies (Phase II studies) for the preferred location of the passenger rail station and track alignment. The studies will identify exact requirements needed to construct a passenger rail station, including land requirements and architectural design and engineering plans.

Phase I studies to select the preferred location of the station and to prepare a viable engineering and urban design solution have been completed.

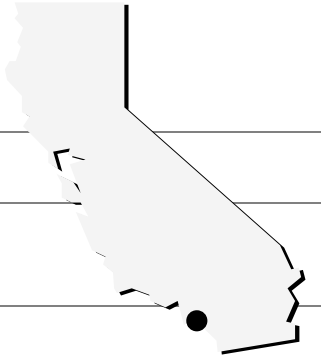
SOURCE OF FUNDS	FUNDING REQUEST	INITIAL AWARD (10/01/02)	ADDITIONAL FUNDS FOR (10/31/02)	TOTAL AWARD
Loan	$150,000	$ 0	$150,000	$150,000
Grant	350,000	107,042	242,958	350,000
Totals	**$500,000**	**$107,042**[a)]	**$392,958**[b)]	**$500,000**
USES OF FUNDS				
Contractual – Eng. Studies	**$500,000**	**$107,042**	**$392,958**	**$500,000**

[a)] Amount received represents remaining funds after funding higher scoring awardees in the Program's first allocation.
[b)] Additional amount represents full funding of the Project in the Program's second round of awards.

PROJECT STATUS AS OF DECEMBER 15, 2005

- Approximately 100% of the $350,000 grant and approximately 42% of the $150,000 loan, or $63,355, has been disbursed.
- The funds have been used to provide preliminary engineering and environmental clearance for the preferred location of a passenger rail station. The end product will be an application to the Capitol Corridor Joint Powers Administration for a BART station stop in Union City.
- As a result of the award, the City of Union City has been able to:
  - Complete the initial site assessment for hazardous materials;
  - Complete a draft photo simulation of the Shinn Connection;
  - Complete a review of noise and vibration studies;
  - Incorporate comments reviewed on the draft technical reports for biological resources, hydrology and water quality, cultural resources, and air quality;
  - Completed a draft Environmental Impact Report (EIR);
  - Expanded the scope of the draft Environmental Impact Report (EIR) to incorporate the Dumbarton Rail project;
  - Obtained grant funds of $100,000 from MTC to fund this scope expansion; and
  - Facilitated public review and comment of the expanded Environmental Impact Report (EIR).
- The expansion to integrate the Dumbarton Rail was stimulated by the passage of Measure 2 in March 2004, which provides increased funding for regional transportation projects. This additional funding source will be important to the ultimate realization of the Intermodal Transit Station District project.

LANCASTER



APPLICANT INFORMATION

APPLICANT: City of Lancaster

PROJECT INFORMATION

PROJECT NAME: **INFRASTRUCTURE MASTER PLANNING PROGRAM AND DESIGN GUIDELINES FOR THE NORTH DOWNTOWN LANCASTER TRANSIT VILLAGE PROJECT (NDLTV)**

PROJECT LOCATION: The North Downtown Lancaster Transit Village Project (NDLTV) covers an approximately one-half square mile area of Downtown Lancaster. The project area comprises 110 acres roughly bounded by Avenue I, Sierra Highway

PROJECT DESCRIPTION: Infrastructure Studies for Master Plan.

The City of Lancaster received SCGL funds to assist with the financing of infrastructure and design guidelines for its Master Plan that city staff need for phasing, scheduling, cost estimating and attracting funding for the NDLTV project. The focus of the NDLTV is to create an integrated neighborhood in the North Downtown area that provides for affordable housing, needed social services, new schools, and improved retail opportunities for area residents and employees. Stakeholders include existing residents, seniors living in senior housing, businesses, schools, social service providers, religious institutions, and civil service providers.

Since some stakeholders are close to submitting construction plans, infrastructure requirements are of obvious concern to stakeholders, engineers, and architects in submitting complete plans to the city.

ACHIEVING SUSTAINABLE DEVELOPMENT

Completion of the infrastructure studies for the Master Plan is the next step in moving the NDLTV concept forward. The City is currently in the initial phase of the NDLTV which includes property acquisition and demolition of blighted properties.

The NDLTV Project represents a strong example of sustainable development and community reinvestment to maintain the vitality and livability of an aged community near the urban core. This project – which upgrades and enhances the mix of residential, commercial, educational, and public facilities – calls for construction of affordable housing, the siting of several needed social service organizations, improved educational facilities, improved retail opportunities, and the general elimination of blight.

DISTINGUISHING STRENGTHS

This project implements a plan for higher uses of land centered around needed community services and civic, residential and commercial spaces - all in close proximity to transit. The project has broad applicability to other blighted communities in the state facing underutilized land and inadequate and dilapidated housing.

SOURCES AND USES OF SCGL FUNDS

SCGL funds would be used to hire a consultant to develop the following components of the Master Plan:

- Water Supply/Wastewater System Study
- Storm Drain System Evaluation
- Overhead Utility System Evaluation
- Subsurface Dry Utilities Evaluation
- Circulation System Evaluation
- Design Guidelines

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	$ 0	$ 0
Grant	350,000	300,000
Total	**$350,000**	**$ 300,000**
USES OF FUNDS		
Consultant	$350,000	$300,000
Total	**$350,000**	**$300,000**

PROJECT STATUS AS OF DECEMBER 15, 2005

- To date 100% of the $300,000 grant awarded to the City of Lancaster has been disbursed.
- The funds were used to prepare an Infrastructure Master Plan and Design Guidelines.
- Engineers and architects used the Infrastructure Master Plan extensively to design various projects.

CITY OF LANCASTER CONTINUED

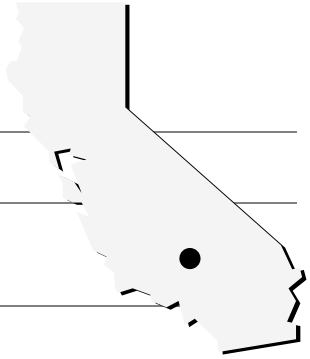
- As a result of the award, the City of Lancaster has been able to proceed with preparing the NDLTV Map, vision poster, vision pamphlet and concept drawings. As hoped, these items assisted the City in obtaining further grants to continue with the project. Grants thus far received include a $8,486,875.

  Grants thus far received include a $500,000 grant from the State of California Cal-Home Program, $7,486,875 from the State of California Home Investment Partnership Program (HOME) and $500,000 from the Federal Government. Additionally, the items were instrumental in the approval of the expansion of Sacred Heart School by the Archdiocese of Los Angeles and the approval of the expansion of 7th Day Adventist School by Southern California Association of Seventh-Day Adventists, approval of funding by the Tax Credit Allocation Committee for the Arbor Grove Senior Project, approval of funding by the State of California Multifamily Housing Program and California Debt Allocation Committee for the combined Mental Health Association and multifamily housing project and Jamboree Housing Multifamily affordable housing project.

- The vision poster, vision pamphlet, maps, and proposed concept drawing will also be utilized by InSite Development for funding by the California Tax Credit Allocation Committee for an owner occupied housing project.

The City of Lancaster's goals have been met by the successful completion of the Infrastructure Master Plan and Design Guidelines. The Infrastructure Master Plan and Design Guidelines not only assisted the completion of the streetscape design of the NDLTV but, as hoped, has been proving instrumental in attracting funds from other sources to further the NDLTV project.

BAKERSFIELD



APPLICANT INFORMATION

APPLICANT: City of Bakersfield

PROJECT INFORMATION

PROJECT NAME: **OLD TOWN KERN BAKER STREET CORRIDOR DEVELOPMENT STRATEGY**

PROJECT LOCATION: Bakersfield – Old Town Kern

PROJECT DESCRIPTION: Create a sustainable development strategy.

The City of Bakersfield received planning funds to identify opportunities for revitalization and economic development of its "Old Town Kern Baker Street Corridor". This is a corridor of eleven blocks in length consisting of approximately 1,900 acres with Baker Street as the primary artery. This corridor is the site of the original 1870's commercial district and was a thriving community until the late 1940's and 1950's, at which time the residents and businesses started to move to new locations in the outlying areas of Bakersfield.

Current conditions include a housing stock in transition from owner-occupied to absentee landlord ownership, a deteriorated housing stock which now includes a host of dilapidated single room occupancy (SRO) hotels, and a number of social service agencies for the homeless and transient population. The central section of the corridor has been negatively affected due to blight and arson. Several of the buildings have recently been demolished for safety concerns brought about by age or damage due to fire. The southern section of the corridor is the oldest section of the corridor. Although it too is impacted by a transient population, crime and a general deterioration of the building stock, it is home to the Basque and other specialty type restaurants. These restaurants are a regional draw identified by the city as a potential focus for future development.

SCGL planning funds will be used to assist the city in a four phase planning process to revitalize the Baker Street corridor.

Phase I: includes an assessment and analysis of demographic and market trends that are affecting the area;

Phase II: is a community visioning (Charette) process to involve key stakeholders (local businesses, property owners, residents, political leaders, social service agencies, etc.) to outline the resources available to the community and to identify the accountability of each group in the revitalization process;

Phase III: is the creation of a "Strategic Action Plan" to attract developers to assist in revitalizing the corridor; and

Phase IV: Implement General Plan revisions and zoning changes for unresolved land use problems found in the area to assist redevelopment.

ACHIEVING SUSTAINABLE DEVELOPMENT

The resulting strategies developed from Bakersfield's community planning approach should set a good framework for revitalization, renewed community interest and sustainable development of a historic area of Bakersfield.

DISTINGUISHING STRENGTHS

Bakersfield represents a strategic, community based effort to reverse a trend of businesses and residents abandoning a community. By engaging the community and stakeholders in identifying problems and solutions, Bakersfield may create a synergy to turn around the current community trend of neglect into a trend of coordinated action toward revitalization.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds includes:

- Assessment and analysis – Analysis of business and market data, inventory and identification of potential sites for development, economic analysis.
- Community visioning through Charette process.
- Strategic action plan – Determine goals and develop an action plan.
- General Plan revisions and zoning changes for land use problems found in the project area.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	$ 0	$ 0
Grant	186,600	143,600
Total	**$186,600**	**$143,600**

USES OF FUNDS		
Assessment and Analysis	$ 32,500	$ 17,500[a]
Community Visioning	65,000	40,000[a]
Strategic Action Plan	45,000	45,000
General Plan Revisions	3,000	0[b]
Supplies and other costs	41,100	41,100
Total	**$186,600**	**$143,600**

[a]These components can be adequately completed with less funds.
[b]This component will be covered by city funds.

PROJECT STATUS AS OF DECEMBER 15, 2005

On July 22, 2004, the City of Bakersfield provided to the Authority a final report and Certificate of Completion. Disbursements totaled $136,030 (95% of the original amount of the grant).

The Final Report outlines the various tasks associated with the four phases of the City's plan to revitalize "Old Town Kern Baker Street Corridor." The Final Report provides, in part, a description of the four-phase process for the Baker Street corridor revitalization: demographic and marketing assessment and analysis; community visioning; strategic action plan for Old Town Kern Baker Street Corridor Development Strategy; and public participation and document printing. Additionally, the Strategy was posted on the City website, where it remains available for access by the public.

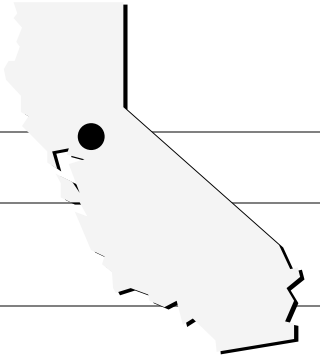
The Final Report is being used for a two-block redevelopment mixed-use project. A development proposal for the Baker Street Village Project with Triumph Companies consists of approximately 49,200 square feet of retail comprising five buildings: the existing 20,000 square foot Coronet Building, 32 residential lofts, eleven condos, eleven flats, and 30 town homes. The Agency has initiated negotiations with The Village at Baker Street, LLC formed by the Triumph Companies (Triumph). The site has been assembled and demolition will be complete by December 31, 2005. A Disposition and Development Agreement will be finalized by January or February 2006.

The estimated total project value is about $26 million. The City has utilized multiple funding sources including $1,000,000 (Section 108 Loan), $250,000 (Brownsfield Economic Development Initiative (BEDI funds), $408,000 (tax increment funds) and $1,100,000 (CDBG Commercial/Industrial Acquisition and Demolition program) to assist in land acquisition and relocation of existing businesses/tenants. Requirements for this funding include timely expenditure of funds and specific job creation and retention activities which will ultimately benefit low and moderate income persons. A subrecipient agreement with the RDA has been developed for transferring project responsibility and use of funds for complying with HUD requirements for this project. Additional Federal Entitlement HOME funds of $1,330,000 are committed to write down construction costs for the project. HOME funds of $1,625,000 and tax increment of $1,500,000 will be earmarked and subsequently committed to the project for Downpayment Assistance.

In November 2004, Congress appropriated funds for special projects under HUD's Economic Development Initiative (EDI). As part of this appropriation, the City of Bakersfield received $277,760 for use towards the Baker Street Corridor streetscape improvement project. The City of Bakersfield will be the lead agency and recipient of those funds. Additional Community Development Block Grant funds are currently allocated for this project.

The streetscape improvement project is proposed for the west and east sides of Baker Street, Truxtun Avenue to the south and Jackson Street to the north. Streetscape elements are to include the installation of trees, tree grates, automatic irrigation, lights with banners, and trash cans. Additionally, there will be reconstruction of the railroad crossing and installation of curbs, gutters, sidewalks and streetlights between Sumner to Jackson streets. This location was designated by staff as the best suited site for the use of these monies since staff completed the blocks between Jackson and Niles streets during Phase I of the streetscape project. Additionally, the railroad tracks act as a natural divider of Baker Street. Meanwhile, staff is waiting for Union Pacific's schedule of their committed improvements.

SACRAMENTO



APPLICANT INFORMATION

APPLICANT: City of Sacramento

PROJECT INFORMATION

PROJECT NAME: **FLORIN AND MEADOWVIEW TOD INFRASTRUCTURE & DESIGN PLANS**

PROJECT LOCATION: South Sacramento – Florin and Meadowview Light Rail Stops on South Line Extension.

PROJECT DESCRIPTION: Preparation of circulation, infrastructure, and urban design plans to implement transit-oriented development plans for two light rail station areas in Sacramento.

The City of Sacramento received planning funds to assist with implementation of two new transit stations in the Meadowview and Florin areas of Sacramento. The Meadowview Station area encompasses a total of 152 acres, 55 acres of which are currently vacant, with development potential for 1,300 to 1,900 new housing units plus retail and community space. The Florin Road Station area encompasses 220 acres, 27 acres of which are currently vacant, with additional underutilized acres, with potential for 2,300 to 3,600 new housing units, with retail and civic uses.

The Florin and Meadowview Transit Oriented Development Infrastructure and Design Plans project (FM-TOD Project) is part of a larger effort by the City of Sacramento to encourage infill development. In May 2002 the City of Sacramento adopted an Infill Strategy to promote infill development and establish priorities and programs to support targeted infill development. The FM-TOD Project is the next step in implementing the transit-oriented development vision developed through the Transit for Livable Communities (TLC) planning effort led by the Sacramento Regional Transit District (RT) in collaboration with the City of Sacramento. The TLC Project proposes station specific transit-supportive land use plans around light rail stations. These land use plans envision development of 20 current and future light rail stations located in vacant or underutilized sites with higher density housing, mixed use and supportive retail, and civic and community uses.

ACHIEVING SUSTAINABLE DEVELOPMENT

The Meadowview and Florin light rail stations will be the City's first effort to specifically plan and assist transit-oriented development around light rail stations Upon completion, the Meadowview Station area and Florin Road Station area will provide higher density housing within one-quarter mile of public transportation supported by retail uses. Placement of housing, civic uses, and business around these transit stations enables the use of transportation other than the automobile when commuting to work, home, or shops.

CITY OF SACRAMENTO Continued

The Regional Transit District is actively considering conceptual land use plans, development strategies, and implementation measures for a total of twenty light rail stations in the Sacramento region.

The SCGL component represents the City's and RT's pilot projects for implementing this strategy throughout the region.

DISTINGUISHING STRENGTHS

This project represents a strong model for developing sustainable communities through merging transportation and land use planning strategies.

SOURCES AND USES OF SCGL FUNDS

Specific uses of SCGL funds include:

- **Traffic study and transit study** – the transportation study would analyze potential automobile and transit trips to be created by the proposed transit-oriented development plan, and identify where improvements are needed;
- **Circulation analysis** – the circulation analysis would examine the various means of access and travel in the transit station area including auto, transit, pedestrian, and bicycles, and identify the best ways to accommodate all forms of travel to reduce the reliance on automobiles;
- **Water, sewer, drainage analysis** – this analysis would examine the existing water, sewer, and drainage systems serving the area and identify the upgrades and improvements that would be required to serve the planned higher density development;
- **Conceptual infrastructure plans** – this analysis would indicate the location and distribution of new systems to serve the identified land use plan; and
- **Urban design / Streetscape plans** – these plans would identify the urban design standards for development of the area and streetscape and civic enhancements, including sidewalks, street trees, and other landscaping, civic spaces, street lighting and furniture, and design elements for structures and civic spaces.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDINGAPPROVED
Loan	$ 0	$ 0
Grant	350,000	300,000
Total	**$350,000**	**$300,000**
USES OF FUNDS		
Personnel [(a)]	$ 50,000	$ 0
Consultants – Infrastructure /Engineering Plans	250,000	250,000
Consultant – Design Plans	50,000	50,000
Total	**$350,000**	**$300,000**

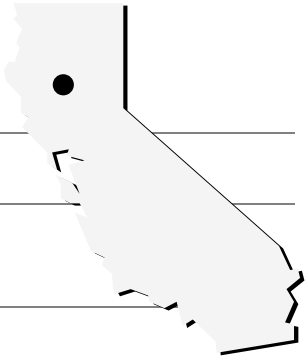
[a]These funds, requested for current staff positions, constitute an ineligible cost.

CITY OF SACRAMENTO Continued

PROJECT STATUS AS OF DECEMBER 15, 2005

- In 2004, the City of Sacramento approved engagement of a consulting team to prepare the infrastructure/engineering plans and design plans. The City and the consulting team met with Regional Transit to discuss alternative urban design plans for the Florin Road Station area. City council members were briefed on potential development issues with the station area plans.
- In July of 2005 drafts of the circulation and infrastructure plans were reviewed by the Technical Advisory Committee.
- Drafts of the Urban Design Plans were released for public review and comment at an open house held in July of 2005.
- A development application for the northern portion of the Meadowview Station area was submitted for planning entitlements consistent with the proposed urban design plan.
- Final sewer, drainage, water, and transportation reports were submitted by the subconsultants in August for inclusion in the Final Report.
- A Draft Final Report was scheduled for Planning Commission review and comment but the item was pulled pending open space modifications.
- Preliminary agreement has been struck with Regional Transit to use the City's urban design plan for the Florin Station as the basis of negotiation for joint development on Regional Transit owned property identified as surplus by the District's Board of Directors.
- To date, approximately $173,954 (58% of the original grant amount) has been disbursed for this project.

REDDING



APPLICANT INFORMATION

APPLICANT: City of Redding

PROJECT INFORMATION

PROJECT NAME: **LANNING/LELAND LOOP PROJECT**

PROJECT LOCATION: Lanning and Leland Avenues in Parkview Neighborhood.

PROJECT DESCRIPTION: Road construction and pedestrian access.

The City of Redding received SCGL assistance to fund the design and construction of approximately 340 lineal feet of residential neighborhood street to include enhanced pedestrian facilities. This street addition will block the thoroughfare and linkage of two residential streets to a commercial street, thereby redirecting heavy industrial traffic to more appropriate, commercial oriented streets. The project is an element of the Parkview Neighborhood Strategic Revitalization Plan which, in 2001, received an Outstanding Planning Award from the American Planning Association for focused issue/neighborhood planning.

ACHIEVING SUSTAINABLE DEVELOPMENT

This project is part of a larger effort to improve the Parkview Neighborhood. The City of Redding has completed a comprehensive neighborhood planning effort, adopted an Action Plan that appropriates funding, and initiated key property acquisitions and public improvements for the Parkview Neighborhood. The specific street improvements to be funded by SCGL will:

- result in the elimination of heavy commercial traffic passing through the Parkview Neighborhood on Lanning and Leland Avenues and thereby reduce traffic safety and pollution impacts in the neighborhood
- create a safe, convenient and continuous pedestrian linkage between the Juniper Academy, the neighborhood's elementary school, the Redding Civic Center, and a new Safeway Food & Drug, thereby reducing residents' reliance on the automobile.
- facilitate the development of sixty-five infill residential units, including Redding's first infill subdivision.

DISTINGUISHING STRENGTHS

Redding's road re-alignment project implements a simple, but elegant vision and plan which furthers safety and pedestrian access between neighborhoods, helps facilitate an infill development project while reducing heavy commercial traffic.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds includes:

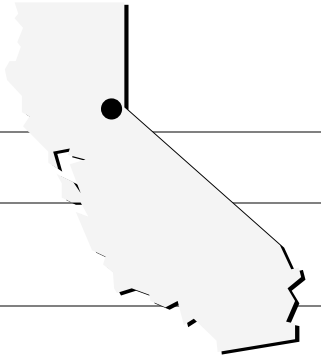
- Preliminary Design & Engineering
- Construction Engineering/Inspections
- Neighborhood Street Section
- Curb & Gutter
- Sidewalk
- Striping
- Lighting
- Project Contingency

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	$ 0	$ 0
Grant	160,000	160,000
Total	**$160,000**	**$160,000**
USES OF FUNDS		
Neighborhood street section	$ 57,446	$ 57,446
Curb and gutter	6,283	6,283
Sidewalk	37,699	37,699
Striping	2,693	2,693
Lighting	6,600	6,600
Preliminary Design	17,363	17,363
Construction engineering	17,363	17,363
Project Contingency	14,553	14,553
Total	**$160,000**	**$160,000**

PROJECT STATUS AS OF DECEMBER 15, 2005

- The Design and Construction Engineering/Inspection portion of the project has been completed. $33,600 of the $160,000 SCGL grant, or 21% of the grant funds, has been disbursed.
- Street construction is scheduled to begin in March 2006.
- The project must be constructed simultaneous with the adjacent subdivision. Storm drain design and permitting issues with the subdivision have now been resolved and the project is now programmed for construction.
- The City is contributing more to the project than originally anticipated due to increased costs for storm drain installation.

TRUCKEE



APPLICANT INFORMATION

APPLICANT: Town of Truckee

PROJECT INFORMATION

PROJECT NAME: **TRUCKEE RAILYARD DEVELOPMENT PROJECT**

PROJECT LOCATION: Thirty-seven (37) acre brownfield site (Railyard) situated adjacent to downtown historic Truckee.

PROJECT DESCRIPTION: Master Plan for developing Railyard that will help identify and resolve key barriers to private sector investment and provide solutions for environmental mitigation and efficient and safe Railyard operations for the Union Pacific Railroad.

Truckee received planning funds to create a Master Plan to redevelop a 37-acre Railyard site adjacent to its downtown. The Railyard represents an opportunity to revitalize and focus residential and commercial growth around the City's downtown core. Truckee's plans for the area include affordable housing and mixed-use commercial, retail and office space. The vision further includes reclaiming open spaces and creating civic gathering areas and a renewed focus on creating more efficient forms and routes of transportation locally and to nearby resort and commercial areas. Of significance, the proposed reuse of the site will not require the high infrastructure investment costs needed for new greenfield developments that are occurring in the area and traffic issues will be minimized.

The Railyard is a Special Development District requiring a Master Plan prior to the commencement of any development at the site. The Town of Truckee also needs to invest in research, planning, and coordination with Union Pacific, as well as further engage the town's citizens, in the development of the Railyard Master Plan.

Truckee has a 20,000 acre area, which is significant for a town with a population base of about 15,00 full-time residents. The tendency is to sprawl given the lack of a clear urban edge or growth boundary. Further creating sprawl is the pressure for second-home housing developments that use low-density development in greenfields to accommodate the 15,000 to 30,000 additional people who come to the area on weekends and during key vacation and resort periods. Other issues facing Truckee are the lack of affordable housing for current and prospective working class residents and the lack of a diverse economic base to provide year-round employment.

ACHIEVING SUSTAINABLE DEVELOPMENT

The three biggest outcomes from the Truckee Railyard Development Project will be:

- Up to 300 units of affordable and moderately priced housing to enable the Town of Truckee to retain many of its working citizens.

- 125,000 sq. feet of mixed use commercial and retail and 30,000 sq. feet of office space that will further revitalize the Downtown and strengthen Truckee as a vibrant commercial and community center of the Northern Lake Tahoe area.
- Retaining Truckee's community character by building on the Town's historic and natural assets and providing jobs and housing to retain the Town's working families.

Additional benefits of the project include:

- Directing growth to the most appropriate site – Downtown – as an alternative to commercial and residential sprawl in pristine areas.
- Providing a site for expanded civic services, including possible Town Hall relocation.
- Welcoming gateway into the Tahoe Region and Northern California.
- Mitigating environmental hazards and improvement of environmental health in Trout Creek and the Truckee River.
- Linking the Downtown to neighborhoods, and to scenic trails along the Truckee River, with bike and pedestrian trails.

DISTINGUISHING STRENGTHS

This project represents a major initiative to reclaim land and promote sustainable development and livability concepts in an environmentally sensitive, economically distressed area. This project has several applicable features for similarly situated areas in the state that need to address contamination and/or land reuse issues to revitalize their core living and commercial areas toward:

- providing affordable housing;
- stimulating the local economy;
- protecting environmental resources; and
- reducing sprawl and its related infrastructure costs and transportation/traffic issues.

SOURCES AND USES OF SCGL FUNDS

Truckee proposes to use SCGL funds to implement a three-phased process to fulfill the Town's vision while retaining rail-related functions.

Initial Phase will identify principal project opportunities and objectives to build upon the Downtown Truckee Specific Plan.

Second Phase provides the community with the opportunity to explore alternative development concepts for the Railyard in terms of land use, transportation options and neighborhood design, including options for affordable housing.

Third Phase will result in a Master Plan, including the site plan, phasing plan, and strategies for marketing the site and guiding private development.

SOURCES AND USES OF SCGL FUNDS *Continued*

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED[1]
Loan	$150,000	$ 0
Grant	350,000	350,000
Total	**$500,000**	**$350,000**

USES OF FUNDS		
Phase 1	**$190,000**	**$140,000**
Site Planning Analysis	40,000	40,000
Rail Maintenance	30,000	0
Market Analysis	70,000	70,000
Infrastructure Assessment	50,000	30,000
Phase 2	**97,000**	**72,000**
Concept Development	32,000	16,000
Master Plan Summary	65,000	56,000
Phase 3	**63,000**	**38,000**
Master Plan	8,000	8,000
Implementation Plan	50,000	25,000
Marketing Package	5,000	5,000
Other Costs	**150,000**	**100,000**
Project Management	80,000	30,000
Promotion and materials	54,750	54,750
Contingency costs	15,250	15,250
Total	**$500,000**	**$350,000**

[1]Given the difficulties and challenges of this project, staff recommended a reduced award with a required city match at each phase of the project.

PROJECT STATUS AS OF DECEMBER 15, 2005

- To date, three percent of the $350,000 grant has been disbursed. An additional $140,000 has been spent on the project that is expected to be reimbursed by the grant funds.

TOWN OF TRUCKEE Continued

- The funds have been used to identify principal project opportunities and objectives for the Downtown Truckee Specific Plan Master Plan and Design Guidelines.
- As a result of the award, the Town of Truckee has been able to:
  - Prepare a conceptual block structure, road layout, and phasing plan to guide the technical studies.
  - Complete a site servicing analysis and a 20-year financial analysis of the project.
  - Host special workshops to determine alternatives to crossings and traffic circulation.
  - Host Community Outreach meetings with stakeholders, local community groups, and the Planning Commission.
- The Town of Truckee anticipates that Phase 1 (Establish Project Objectives) reports will be finalized within the next 30 days. Phase 2 (Alternative Development Concepts) and Phase 3 (Project Implementation Strategy) will commence upon the completion of Phase I.