



Sustainable Communities Grant & Loan Program

Annual Report of Activities 2011

CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY
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About the California Pollution Control Financing Authority:

The California Pollution Control Financing Authority (CPCFA) provides California businesses with a reasonable method of financing pollution control facilities and fosters compliance with government imposed environmental standards and requirements. Over the last thirty years, CPCFA has evolved to meet California's needs as follows:

- For solid waste, recycling, water and wastewater projects through its Tax-Exempt Bond Program.
- For small businesses through the California Capital Access Program.
- With the reuse and redevelopment of brownfields through the California Recycle Underutilized Sites Program.
- With financial assistance to cities and counties in their community planning and development efforts through the Sustainable Communities Grant and Loan Program.

CPCFA consists of:

Bill Lockyer, Chair
State Treasurer

John Chiang
State Controller

Ana J. Matosantos, Director
Department of Finance

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CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY
Sustainable Communities Grant and Loan Program
Report of Activities 2011

This report of activities for the Sustainable Communities Grant and Loan Program is submitted pursuant to Health and Safety Code Section 44525.6 for the calendar year ending December 31, 2011. This will be the final SCGL Program Annual Report as the Program sunsetted on January 1, 2012.

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 (SCGL or Program).

The initial legislation authorized up to \$2.5 million in grant and loan funding for developing and implementing policies, programs and 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 provided 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, the Legislature passed Senate Bill 199 on August 30, 2002 (Torlakson), which increased the total potential funding by \$2.5 million (to \$5 million). The Authority approved \$4,161,558 of funding for a total of fourteen projects.

In September 2006 the Legislature passed Senate Bill 1341 (Committee on Environmental Safety and Toxic Materials) which increased the total potential funding by \$2.5 million (for a total program funding of \$7.5 million) and extended the operation of the program to January 1, 2012. The Authority solicited proposals and received 68 applications. In October of 2007, the Authority awarded grant funding totaling \$2,423,512 to seven new projects.

PROGRAM DESCRIPTION

The SCGL Program was designed to be flexible and encourage creativity. Funding has been awarded to communities to implement policies, programs and projects using sustainable development principles. All projects that were eligible to receive awards encompassed sustainable development principles. The Program's guidelines for 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 the planning process (e.g., 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).
- Engagement of 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 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.

According to the Grantees that participated in the SCGL Program from the funding rounds in 2002 and 2007, the SCGL Program has made a tremendous impact on their respective communities located throughout California. The following is a sampling of funded projects.

2002 PROJECT HIGHLIGHTS

Oakland Coliseum Project Area

The City of Oakland and the Oakland Housing Authority received funds for technical studies, and 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. Lions Creek Crossings Residential Development and the Coliseum Transit Village are two projects in the Oakland Coliseum Project Area. The projects represent 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.

Lion Creek Crossings Residential Development.

The Oakland Housing Authority constructed a mixed income housing development on approximately 20 acres located at San Leandro Street, between 66th and 69th Avenues. The project, which received \$34.5 million of HUD HOPE VI funding and a \$4 million Agency contribution, replaced the 178-unit Coliseum Gardens public housing project that was demolished in 2004. The new development is completed and includes 434 units of affordable rental and 28 units for first-time homebuyers.

Coliseum Transit Village.

The Coliseum Transit Village is a mixed use, sustainable transit oriented development project that will take advantage of the inter-modal mass transit hub at the Coliseum BART Station area. The City of Oakland was able to complete a market study and retail analysis for the Coliseum Transit Village project. Additionally, the City worked with architectural firms to develop BART parking technical studies which incorporated strategies for reducing automobile emissions and dependency along with

promoting mass transit alternatives. To date, 439 units of affordable

family rental housing have been completed and are fully occupied. In addition, there are 128 senior affordable rental housing units in the pre-development phase of construction.



Lion's Creek Garden Project (before)



Lion's Creek Garden Project (after)

"The Sustainable Grant Program has been a tremendous asset in helping us change the urban fabric of this historically underserved community. Without this program, the planning process wouldn't have been as inclusive to include all the residents and the feasibility studies for the Coliseum Transit Village project wouldn't have been possible." (2006)

— Larry Gallegos, Project Manager, Coliseum RDA —

2002 PROJECT HIGHLIGHTS

Revitalization of Downtown Truckee

The Town of Truckee's General Plan envisions a substantial amount of projected growth on the Downtown Truckee Railyard Master Plan Site that "preserves and enhances the historic mountain character" of the downtown area. Truckee residents have long recognized the need to plan their mountain town's future.

The Downtown Truckee Railyard Master Plan highlights the preferred plan for development of the Truckee Railyard site. This work has been funded in part by the Sustainable Communities Grant and Loan Program and was used as a tool for gathering final Town staff, general public, Planning Commission and Town Council feedback. A series of public workshops and meetings were held to finalize the Environmental Impact Report (EIR) and an Economic Impact Analysis and ultimately, to finalize the Downtown Railyard Master Plan in preparation to break ground on Phase 1 of the project. To date, no construction or development has occurred on the Truckee Railyard site. However, a Master Plan with a certified EIR was unanimously approved and adopted in 2009. The certification of the EIR was challenged and upheld by the Nevada County Superior Court and the California Appellate Court. The litigation was completed in 2011.

The project also received a CALReUSE remediation grant in the amount of \$1,585,724 to assist with its remediation efforts. In August 2012, soil remediation excavation commenced on the Balloon portion of the Truckee Railyard which has two areas containing Bunker C oil in the soil. The clean-up of the contaminated soil is anticipated to be completed in fiscal year 2012-2013.

It is anticipated that once the economy improves, construction and infill development of the Truckee Railyard will commence. Holiday Development, the project developer, is excited about creating a walkable development and providing a variety of housing choices within the historic downtown. The project provides an opportunity to create a prominent town square, and to help resolve downtown circulation and parking problems. The site provides the opportunity for the natural extension and a seamless transition to the existing downtown and will be planned to revitalize and enhance downtown commerce and businesses.

"The Sustainable Communities Grant and Loan Program funded planning work for the Town of Truckee that otherwise would not have been done." (2012)

– Tony Lashbrook, Town Manager, Town of Truckee



Existing Downtown Truckee



Updated Project Artist Rendering

2002 PROJECT HIGHLIGHTS

CITY OF FRESNO - HISTORIC SANTA FE DEPOT REOPENING

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.

In 2009, the City completed site improvements which included expanding the existing parking

lot to 16 short-term and 104 long-term parking spaces, replacing the existing canopy at the passenger loading area, and expanding the loading/unloading areas for passenger cars and buses. The project also completed the off-site street improvements, including curb, gutter, sidewalk and street trees. In addition, a partial remodel was completed on the first floor to accommodate future retail or food service businesses, but due to the economic downturn the space has not been leased.



Before picture of Santa Fe Train Depot



After Picture of the Santa Fe Depot

“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.” (2005)- Marcie Williams, Grant Writer, City of Fresno Public Works

2007 PROJECT HIGHLIGHTS

ALAMEDA COUNTY/HAYWARD AREA RECREATION AND PARK DISTRICT (HARD) – Holland Oil Property Project Land Acquisition and Park Development

For an established community with limited resources, this project represents a model for communities that face diminishing funds for recreation projects and demonstrates how to effectively plan, raise funds, and collaborate with other agencies to see a project to fruition. This project principle is applicable and could be transferred to other economically depressed communities that have a contaminated, abandoned, and blight-ridden parcel of land in that it shows how to turn it into a much needed recreational area where neighborhood children and adults can enjoy the outdoors.

The SCGL grant enabled Alameda County and HARD to purchase, remediate, and develop the contaminated and blighted property into the first community sized park in the Ashland area of San Leandro. This project helped stimulate the development of a new gymnasium on the adjacent school grounds. The gymnasium shares the park's parking lot and is operated by HARD during non-school hours for public gymnastic programs. The Project also stimulated the creation of a new multi-use youth facility center funded by the Alameda County Redevelopment Agency on the south side of the park. The center will feature health care offices, a jobs center and a café. The grounds surrounding the building are landscaped to blend into the park and will be maintained by the park district.

The acquisition of the land and cleanup of the property was completed in the third quarter of 2010.



Holland Park property prior to environmental clean-up



Play structure and park equipment at the Holland Park Property



View of the park entrance

“The Grant enabled HARD to develop this blighted property into the first community sized park in the Ashland District of San Leandro.” (2012)

-Karl Zabel, Operations and Development Supervisor,
Hayward Area Recreation and Park District

2007 PROJECT HIGHLIGHTS

City of Fort Bragg - Sustainable Specific Plan for the Georgia-Pacific Mill Site

The City of Fort Bragg was awarded \$350,000 for planning funds to create a specific plan for the redevelopment, and revitalization of a 425-acre former Georgia-Pacific lumber mill site. The site is bordered on the west by the Pacific Ocean, on the north by McKerricher State Park (Glass Beach) and on the east by a mix of low-income residential and commercial areas and Highway One. The property was used for the storage and processing of timber for over 100 years. The Georgia-Pacific Mill was permanently closed in 2002 and resulted in the loss of over one thousand jobs.

The Georgia-Pacific Corporation, the owner of the property, bore some of the costs of the project including development of the land-use plan and strategic plan along with the implementation of the Community Participation Program. As a result of the additional funding, the City requested the scope of the Project, and the grant amount awarded, to be amended. As part of the change of scope the SCGL portion of the Project included the Coastal Trail Design and Engineering, the Main Street Plan, and Noyo Center Project.

Currently, the EIR for the Specific Plan has been started but is not yet complete. If the City of Fort Bragg should decide to move forward with the EIR, it will be completed in 2014. The Specific Plan allows for 500 units of housing, 700,000 square feet of commercial, retail, office and industrial uses, and 450 hotel rooms. A number of dilapidated buildings have been demolished and approximately 80 percent of the site has been remediated of contaminants.



Before picture of the abandoned mill site



Current photo of the former mill site

Coastal Trail Design

For the Coastal Trail Design portion, the EIR team prepared the chapters of the administrative draft of the EIR. The Historic Resources Evaluation Report (HRER) was completed and submitted to the State Office of Historic Preservation. The EIR was certified in 2011 and the Coastal Trail Design portion of the project is in the final stages of design. The construction of the project will commence in 2013 due to a \$4.85 million Prop 84 grant award.



Coastal Trail site photo



Current photo of the Noyo Center site

Main Street Plan

The Main Street Access and Beautification Plan was completed and will improve pedestrian and bicycle access to South Fort Bragg.

Noyo Center Project

SCGL grant funds were used to fund the schematic design of the Noyo Center for Science and Education facility. The City and its partner, Sonoma State University, are working to obtain funding to build the \$7 million Marine Research and Education facility.



Noyo Center for Science and Education schematic design

“The SCGL grant funds served as a catalyst for the revitalization of our community. The funds allowed the City to complete significant project work on a variety of activities and prepared us to be competitive for construction funds.” (2012) - Marie Jones, Community Development Director, City of Fort Bragg

2007 PROJECT HIGHLIGHTS

City of Willits – Willits Works on Water (W³) Project

The City of Willits was awarded planning funds to identify and implement aspects of a water study plan to solve water shortage issues. The City of Willits owns and operates the public water system and supplies potable water to residential, commercial, industrial and institutional customers within the City limits. Due to recent changes in hydrology and water use, the existing water infrastructure is insufficient to meet future demand.

SCGL planning funds were used to assist the City with the following four main project components: Rainwater harvesting demonstrations; demonstration of pond and bioswale run-off control on public land; a closed-system demonstration of greywater recovery; and community education and civic promotion strategies to promote water recovery.

The rainwater harvesting systems, which are located at the Brookside Elementary School and the Willits Integrated Service Center (WISC), demonstrate the applicability and effectiveness of the rainwater collection systems.

These projects included systems to capture rainwater from roof runoff and collection of the water in storage tanks for future use on the property.

To demonstrate the feasibility of controlling surface runoff, a system of bioswales and retention basins was constructed on the WISC site. The purpose of these features is to slow the rate of water run off which reduces the impacts on the City storm drain system while reducing erosion, retaining water on the site, recharging the local groundwater and allowing pollutants to settle out—all of which will improve water quality, mitigate wetland loss, provide flood containment, and improve the aesthetics of the site. All of these projects have been completed and the demonstrations have been videotaped and are available for other communities to review and replicate.



Rainwater Tank Construction



Bioswale at the WISC

In October of 2010, the City organized the Willits Greywater Event. During this time, eight new legal residential greywater systems were installed and eight local tradespeople completed the five-day greywater installers certification course. The City, with assistance from the event consultant Greywater Action, drafted a new greywater code and permitting process.

City staff was also involved in numerous speaking engagements at local organizations, farmers markets, and other community events at which posters, pamphlets, and other educational materials were distributed to the public. A WaterWise Handbook was created and printed for public distribution. In addition, DVDs which captured the various components of the grant project were featured on local television.



Greywater System Training



Greywater System Installation

“With expanding populations and dwindling resources, I think we need to keep emphasizing and focusing on sustainability. Programs like the SCGL program provide much needed assistance to develop more sustainable policies and practices. I would like to thank the California Pollution Control Financing Authority for giving us the opportunity to explore and demonstrate sustainable water conservation practices.” (2012) – Alan Falleri, Community Development Director, City of Willits

PROJECT FUNDING THROUGH THE LIFE OF THE SCGL PROGRAM

During the 2002 funding round, 14 projects were selected for funding and over \$4.1 million was awarded for various projects throughout California. (See Exhibit I for a description of each project funded). During the 2007 funding round, 68 applications from cities and counties throughout California were received. Seven projects were selected and each awarded approximately \$350,000. (See Exhibit II for a description of each project funded).

2002 Funding Round				
Awardee	Award	Disbursed	Balance	Project Description
Los Angeles	\$350,000	\$158,857	\$191,143	Pedestrian Link Project
Oakland	350,000	272,017	77,983	Transit Village Studies
Concord	93,121	78,121	15,000	County-wide Planning Process
Citrus Heights	320,000	320,000	0	Infill Development Database
Santa Cruz	350,000	295,488	54,512	Infill Development Program
Riverside	300,000	300,000	0	Infill Incentive Program
San Gabriel	328,500	328,500	0	Specific Plan
Fresno	316,337	316,337	0	Train Station Restoration
Union City (G)	350,000	350,000	0	Transit Village Rail Study
Union City (L)	150,000	150,000	0	Transit Village Rail Study
Lancaster	300,000	300,000	0	Infrastructure Studies
Bakersfield	143,600	136,030	7,570	Sustainable Development Strategy
Sacramento	300,000	299,096	904	Infrastructure and Design Plans
Redding	160,000	160,000	0	Road Construction/Pedestrian Access
Truckee	350,000	350,000	0	Truckee Railyard Development
<i>Total</i>	<u>\$4,161,558</u>	<u>\$3,714,446</u>	<u>\$347,112</u>	

In summary, total funding awards for the program in 2002 was \$4,161,558, with a total of \$3,714,446 disbursed to the Projects. The remaining amount of \$347,112 was disencumbered and returned to the CPCFA fund.

2007 Funding Round				
Awardee	Award	Disbursed	Balance	Project Description
Alameda	\$350,000	\$350,000	\$ 0	Brownfield Acquisition and Cleanup
Compton	350,000	238,739	111,261	Smart Growth Code & Zoning Audit
Fort Bragg*	350,000	319,500	30,500	Land Use Plan/General Plan Revisions
Livingston**	350,000	0	350,000	Construction and Renovation
Los Angeles	350,000	350,000	0	Specific Plan
San Diego	350,000	350,000	0	Hiring Experts for Specific Plan
Willits	323,512	164,784	158,728	Implementation of Water Study Plan
<i>Total</i>	<u>\$2,423,512</u>	<u>\$1,773,023</u>	<u>\$650,489</u>	

*Award amended from \$350,000 to \$319,500

**Award terminated due to lack of funding for the project

In summary, total funding awards for the program in 2007 was \$2,423,512, with a total of \$1,773,023 disbursed to the Projects. The remaining amount of \$650,489 was disencumbered and returned to the CPCFA fund.

EXHIBIT I

2002 FUNDING ROUND 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 were 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 were proposed to be 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.

CITY OF LOS ANGELES Continued

ACHIEVING SUSTAINABLE DEVELOPMENT

Downtown Los Angeles is divided into several isolated districts aligned along north and south street corridors. The goal of this project was 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 would 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 included 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	<u>350,000</u>	<u>350,000</u>
Total	<u>\$350,000</u>	<u>\$350,000</u>
 USES OF FUNDS		
Pedestrian lighting	\$200,000	\$200,000
Solar panels	100,000	100,000
Signage	10,000	10,000
Architects and engineers	<u>40,000</u>	<u>40,000</u>
Total	<u>\$350,000</u>	<u>\$350,000</u>

CITY OF LOS ANGELES Continued

PROJECT STATUS

The City of Los Angeles completed the following major project components:

- Survey, engineering and design
- Installation of new pedestrian lights
- Installation of new electrical conduits and wires
- Installation of trees
- Installation of street furniture
- Installation of a Low Flow Diversion facility

The completed infrastructure has provided green and bright connections along the corridors in the business district, fashion district and residential development. It provided a safer and more pedestrian-friendly environment that supports new infill housing and sustainable development in the Downtown area. The Low Flow Diversion facility utilizes one of the latest technologies to divert urban runoff into the sanitary sewer system and prevent trash debris from polluting the Los Angeles River and coastal beaches.

SCGL disbursements totaled \$158,857 (45% of the grant award).

The remaining funds totaling \$191,143 were unencumbered and returned to CPCFA.

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

- Phase I:** 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 II:** Coliseum Transit Hub streetscape improvements.
- Phases III&IV:** Replacement of BART parking with a Transit village including 400 housing units and 25,000 square feet of ground floor retail.
- Phase V:** Mixed-use development of approximately 900,000 square feet of office and retail.

CITY OF OAKLAND Continued

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 included:

- 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	<u>350,000</u>	<u>350,000</u>
Total	<u>\$398,000</u>	<u>\$350,000</u>

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	<u>95,000</u>	<u>47,000^(a)</u>
Total	<u>\$398,000</u>	<u>\$350,000</u>

- (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.

CITY OF OAKLAND Continued

PROJECT STATUS

The City of Oakland was able to complete a market study and retail analysis for the future Transit Oriented Development (TOD) known as the Coliseum Transit Village project. The City was able to work with CBRE/Sedway Consulting Group which had extensive experience in the industry relative to economic and market studies for TODs. The City was also able to work with BART, Oakland Economic Development Corporation) and MacFarlane Partners on a project financial feasibility analysis. BART authorized a right to enter permit to the City for a parking lot, which enabled the City to hire (with City funds) an on-call environmental consultant, Furgo West, to perform an Environmental Phase II study which included test borings and soil analysis of the site. Additionally, 439 units of affordable family rental housing were completed and are fully occupied. Currently, there are 128 senior affordable rental housing units in the pre-development phase of construction.

The Oakland Housing Authority (OHA), in partnership with the East bay Local Development Corporation (EBALDC) was able to complete the planning process of the reconfiguration of the former Coliseum Gardens Park which is now known as Lions Creek Crossing. In 2008, the Lions Creek Crossing development was completed with a combination of \$34.5 million of HUD HOPE VI funding and a \$4 million Agency contribution. The development includes 434 units of affordable rental and 28 units for first-time homebuyers.

SCGL Disbursements totaled \$272,017 (78% of the grant award).

The remaining funds totaling \$77,983 were unencumbered and returned to CPCFA.



Lion's Creek Garden Project (before)



Lion's Creek Garden Project (after)

CONCORD



APPLICANT INFORMATION

APPLICANT: City of Concord

CO-APPLICANT: Concord acted on behalf of the 19 cities and the county government on the 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 was 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 rested with a six-member Management Committee appointed by the Public Managers Association. Community collaboration was 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 committed to fund 75 percent of the project, with 15 percent coming from other local government agencies and private sponsors. SCGL funds were approximately 10 percent of all funds.

ACHIEVING SUSTAINABLE DEVELOPMENT

The project was 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 emphasized 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.

CITY OF CONCORD Continued

DISTINGUISHING STRENGTHS

The Concord project 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 appeared to be further strengthened by the fact that all 19 cities, 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 included 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	<u>78,121</u>	<u>78,121</u>	<u>15,000^(a)</u>	<u>93,121</u>
Totals	<u>\$78,121</u>	<u>\$78,121</u>	<u>\$15,000</u>	<u>\$93,121</u>
USES OF FUNDS				
Consultant Services	\$78,121	\$78,121	\$ 0	\$78,121
Education and Meetings	<u>0</u>	<u>0</u>	<u>15,000</u>	<u>15,000</u>
Total	<u>\$78,121</u>	<u>\$78,121</u>	<u>\$15,000</u>	<u>\$93,121</u>

(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.

CITY OF CONCORD Continued

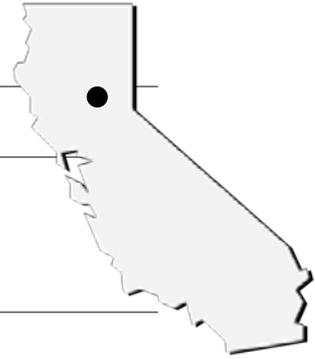
PROJECT STATUS

The City of Concord's, The Shaping Our Future Report is complete. Seventeen of the twenty agencies involved in the development of the report approved the Principles of Agreement. These seventeen agencies represent over 90% of the County's population. Due to the economic downturn, most agencies were not able to fully implement the plan principles.

SCGL Disbursements totaled \$78,121 (84% of the grant award).

The remaining funds totaling \$15,000 were unencumbered and returned to CPCFA.

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 for land values, construction costs, rents and other costs and revenues associated with land development in the Sacramento region. Referred to as the Redevelopment Lands Inventory or “RLI”, the database assists local governments to better understand redevelopment and infill projects. The RLI helps identify those projects that can be supported entirely with private investment, and those that need public investment to leverage private investment. This information enables SACOG to perform economic proforma analyses for a range of development products in the SACOG Region.

In terms of the RLI’s broader use, the City of Citrus Heights partnered with the 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 involved understanding the market economics of infill and redevelopment throughout the SACOG six-county region.

One of the SACOG Projects which benefitted from the RLI was the \$500 million Community Design Program that was adopted by the SACOG Board of Directors in July 2002 as part of the Metropolitan Transportation Plan. The Community Design program provides 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.

The second SACOG Project which benefitted from the RLI was a two and one-half year Transportation – Land Use study that used state-of-the-art modeling techniques and an extensive community outreach process to evaluate base-case future growth patterns. The study evaluated alternatives that used sustainable development techniques such as jobs-housing balance within sub-regions and that emphasized fully utilizing existing underutilized lands and infill development.

CITY OF CITRUS HEIGHTS Continued

ACHIEVING SUSTAINABLE DEVELOPMENT

The land use forecasting made possible by the RLI helps educate the public, planners, elected officials and developers of the possibilities of infill development. Moreover, the information was 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 created 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 is also an important policy tool for local governments and development entities to make informed land use decisions that promote and facilitate sustainable growth.

SOURCES AND USES OF SCGL FUNDS

For the RLI, a consultant was retained to survey commercial leases to gather non-residential land price information for the database. Additionally, a Geographic Information Systems (GIS) analyst was 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	<u>350,000</u>	<u>320,000</u>
Total	<u>\$350,000</u>	<u>\$320,000</u>

USES OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Project Manager	\$ 30,000	\$ 0 ^(a)
GIS Analyst	210,000	210,000
Real Estate Consultant	100,000	100,000
Meetings and travel	<u>10,000</u>	<u>10,000</u>
Total	<u>\$350,000</u>	<u>\$320,000</u>

^(a)The project manager is a previously existing position, and thus an ineligible cost.

CITY OF CITRUS HEIGHTS Continued

PROJECT STATUS

- The City of Citrus Heights in partnership with the SACOG finalized the project in early 2005.
- The SCGL funding used by the City of Citrus Heights and SACOG became a critical piece of the regional Blueprint project. The data and tools were used in many stages of the project including public outreach, analysis of land use alternatives and the evaluation of preferred alternatives.
- The data and outreach information is accessible at www.sacog.org. The Grantee reports that the database has been a huge success and that it has been continually updated and shared with other communities. The current economic state has affected the progress of land development; however, the data and tools are relevant and still utilized.

SCGL Disbursements totaled \$320,000 (100%).

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 proposed to 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 was designed to encourage the development of legal ADU's so that on average the City would receive 30 to 35 per year 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.
- 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 proposed use of SCGL funds included 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 cities 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 APPROVED
Loan	\$150,000	\$ 0
Grant	<u>318,300</u>	<u>350,000</u>
Total	<u>\$468,300</u>	<u>\$350,000</u>
 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	<u>100,300</u>	<u>100,300</u>
Total	<u>\$468,300</u>	<u>\$350,000</u>

^(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.

CITY OF SANTA CRUZ Continued

PROJECT STATUS

Santa Cruz, like many built out cities, searched for ways to create more affordable housing without annexing land, changing the character of existing neighborhoods, or breaking the City coffers. The City’s ADU Program funded by the Sustainable Communities Grant provided technical assistance to homeowners to help them develop their own lots by building an ADU and helped to educate the community as to their benefits, smoothing the way for acceptance of ADUs in the neighborhoods. The Grant funded a series of “how to manuals”, ADU design prototypes, technical assistance to homeowners, community meetings and presentations, and a construction training component.

The City of Santa Cruz determined that there was insufficient demand for the ADU Loan Program. Grant funds that were earmarked for the ADU Loan Program were redirected to fund the creation of a Garage Conversion Manual in 2006. Copies of the manual are currently available for purchase at the City of Santa Cruz.

By 2011, nearly 200 units of much needed rental units have been built since the ADU Program was started. More importantly, the ADU Program continues to help produce infill housing units over time. The economic downturn has affected the number of ADUs being built but not so much that the amounts are back to pre-ADU plan numbers. See the chart below of the ADUs built in Santa Cruz from 2000 to 2011.

<u>Year</u>	<u># Built ADUs</u>	<u>Year</u>	<u># Built ADUs</u>
Prior to initiation of the ADU Plan		After Initiation of the ADU Plan	
2000	5	2003	13
2001	6	2004	22
2002	7	2005	25
		2006	33
		2007	36
		2008	26
		2009	15
		2010	13
		2011	12

SCGL Disbursements totaled \$295,488 (84% of the grant award). The remaining funds totaling \$54,512 were unencumbered and returned to CPCFA.

Please see photos of ADU prototypes on the following page.

CITY OF SANTA CRUZ Continued

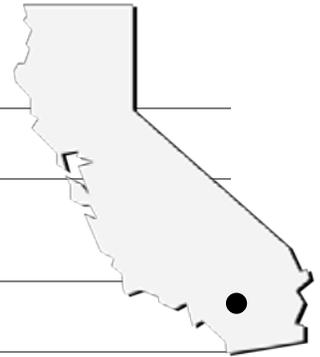


ADU Prototype



ADU Prototype

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 was 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 were over 1,700 vacant single-family residential lots in the city. These vacant lots had a blighting effect on a neighborhood and attracted dumping and crime.

The RIDI program was part of a larger local effort to improve neighborhoods through increased home ownership. The current percentage of home ownership was 54 percent - the target is 60 percent. A significant focus of this effort was 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 lots 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.

CITY OF RIVERSIDE Continued

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 were used to subsidize the \$5,000 grants to builders.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$ 0	\$ 0
Grant	<u>350,000</u>	<u>300,000</u>
Total	<u>\$350,000</u>	<u>\$300,000</u>

USES OF FUNDS

Grant pool ^(a)	<u>350,000</u>	<u>300,000</u>
Total	<u>\$350,000</u>	<u>\$300,000</u>

^(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

- The program is still active in 2012 and has resulted in 69 single family homes which were built on formerly vacant lots.
- SCGL Disbursements totaled \$300,000 (100%).



Vacant Lot (before)



Newly Constructed Single Family Home (after)

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 were used toward developing a specific plan, new zoning and development strategies to manage these challenges.

ACHIEVING SUSTAINABLE DEVELOPMENT

The end result was be a specific plan that included:

- *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.

CITY OF SAN GABRIEL Continued

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	<u>328,500</u>	<u>328,500</u>
Total	<u>\$328,500</u>	<u>\$328,500</u>
 USES OF FUNDS		
City Personnel	\$ 0	\$ 0
EIP Associates	175,000	175,000
Technical Analysis	50,000	50,000
Promotion and other costs	<u>103,500</u>	<u>103,500</u>
Total	<u>\$328,500</u>	<u>\$328,500</u>

PROJECT STATUS

The *Valley Boulevard Neighborhoods Specific Plan (Valley Vision)* officially took effect on January 19, 2007. Copies of the final plan were distributed to all City departments and consultants as well as to the Los Angeles County library branch in San Gabriel, the Pasadena and Los Angeles public libraries, and the San Gabriel Unified School District. Summary handouts of key sections of the plan were prepared for use at the Community Development Department

CITY OF SAN GABRIEL Continued

counter. Since taking effect, the plan has generated significant interest from the development community, with several possible mixed-use developments under discussion within the plan area. The Final Report to the Authority was submitted on June 6, 2007.

Valley Vision is an Award Winner

The *Valley Vision* plan has been recognized as an award-winning example of sustainability. The Southern California Association of Governments (SCAG) awarded the plan its Compass Blueprint Excellence Award for Sustainability. This was the first such award given as part of SCAG's Compass Blueprint strategy. Compass Blueprint represents a plan that, with only modest changes to development patterns in 2% of Southern California's land area, can point the region toward maintained and improved quality of life.

Currently, numerous Valley neighborhood sidewalks and revitalization has occurred and the residents are very pleased with the results. However, the recession badly affected development in the Valley Boulevard neighborhoods because several approved mixed-use projects evaporated when funding dried up during the recession. Now that the recession is lifting there are several new projects now proposed, and a second phase of street tree plantings consistent with the plan is scheduled to begin in October 2012. The new projects include at least two potential hotel projects. The Planning staff also has a funding study underway to help identify additional revenues to pay for some of the streetscape, transportation improvements, and parking options discussed in the plan. And in response to the plan's success, the city has developed a climate action plan and 'San Gabriel Goes Green' strategy to implement these principles citywide, in accordance with AB 32 and SB 375 goals.

The City of San Gabriel used the entire SCGL award of \$328,500 (100%).

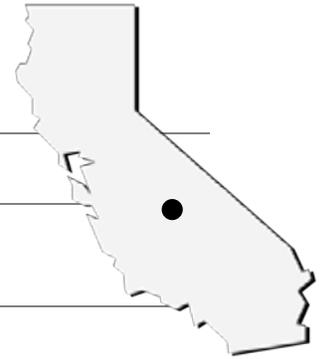


Example of Existing raised median



Example of landscaped median

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 Santa 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 was not in use and could not be operated until various improvements were made, including exterior and interior improvements and a seismic retrofit to bring the depot into compliance with earthquake and safety standards. The Santa Fe Depot replaced the “makeshift” Amtrak rail stop nearby and serves as a “working” historical rail station.

ACHIEVING SUSTAINABLE DEVELOPMENT

The project accomplished 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 put approximately 25,000 square feet of unused space in Fresno’s urban core into useful, productive service. The completion of the project serves as a positive catalyst in Fresno’s larger strategy to revitalize the downtown area.

CITY OF FRESNO Continued

SOURCES AND USES OF SCGL FUNDS

SCGL funding covered the construction costs associated with the seismic retrofit.

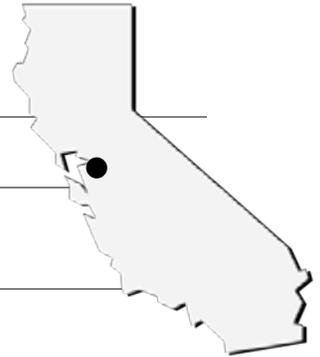
SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$ 0	\$ 0
Grant	<u>316,337</u>	<u>316,337</u>
Total	<u>\$316,337</u>	<u>\$316,337</u>
USES OF FUNDS		
Construction	<u>\$316,337</u>	<u>\$316,337</u>
Total	<u>\$316,337</u>	<u>\$316,337</u>

PROJECT STATUS

- 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 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.
- In 2009, the City completed site improvements which included expanding the existing parking lot to 16 short-term and 104 long-term parking spaces, replacing the existing canopy at the passenger loading area, and expanding the loading/unloading areas for passenger cars and buses. The project also completed the off-site street improvements, including curb, gutter, sidewalk and street trees.
- A partial remodel was completed on the first floor to accommodate future retail or food service businesses, but due to the economic downturn the space has not been leased.

The City of Fresno used the entire SCGL award of \$316,337 (100%).

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 uses existing track currently owned by Union Pacific. While AMTRAK passed through the target area it did 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 station was 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 study was 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 had large expanses of open land, including an existing BART station and was served by various transit operators that link to BART.

ACHIEVING SUSTAINABLE DEVELOPMENT

This transit oriented development assists 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

CITY OF UNION CITY Continued

serving Union City, the San Francisco Peninsula, Richmond, Walnut Creek, Sacramento, Stockton, Tracy and elsewhere.

- 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 moved 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 were 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 identified 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	<u>350,000</u>	<u>107,042</u>	<u>242,958</u>	<u>350,000</u>
Totals	<u>\$500,000</u>	<u>\$107,042</u> ^(a)	<u>\$392,958</u> ^(b)	<u>\$500,000</u>

USES OF FUNDS

Contractual – Eng.Studies	<u>\$500,000</u>	<u>\$107,042</u>	<u>\$392,958</u>	<u>\$500,000</u>
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^(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

The Phase II Rail Study project was successfully completed in 2006. The objectives of the Phase II Rail study were to provide preliminary engineering and environmental clearance for a passenger rail station to accommodate the Capitol Corridor, Dumbarton Rail, and the Altamont Commuter Express, all within walking distance of the Union City BART station.

The District core is being developed by a combination of private and public participants. Near the core, on formerly contaminated land, 119 single family homes and 218 townhomes have been completed. In addition, 438 high density apartment units have also been built west of the BART Station. An additional 1,000 high density residential units, incorporating mixed retail space, have been proposed to be built in phases over a 12 year period immediately east of the BART Station. Commercial office space will be constructed on land that is currently owned by the City when the office market permits.

In 2007, the City and BART began construction of the Intermodal Station Phase I project, with the goal to modify the Union City BART Station to allow eventual integration of a future commuter rail station, reconfigure the existing BART parking lot to improve access for all modes of transportation such as pedestrians, bicyclists, transit and vehicles and to better adapt the existing 14-acre BART site for future Transit Orient Development (TOD). The Phase I project was completed and the ribbon cutting ceremony to celebrate this fact was held on Dec. 2, 2010 which was attended by over 150 guests including dignitaries, elected officials, private developers and funding agencies.

Highlights of the Phase I project included:

- Modifying the BART Station building for better circulation and integrating to a future “free pass-through” to eventually link the BART Station to a future commuter rail station to be located adjacent to and on the east side of the BART Station.
- Creating a new compact 16-bus bay transit facility by moving buses closer to the front door of BART that includes a transit canopy shelter structure, a driver’s facility and new bike facilities.
- Improving the existing BART parking lot for better circulation and access for pedestrians, bikes, vehicles and transit with more entries/exits on Union Square and constructing Station Way, a new connection linking the BART station to Decoto Road.
- Installing bicycle lanes on both sides of Union Square to better serve BART commuters. Union Square is the main public street that serves BART Station.
- Installing a new traffic signal at Union Square at its intersection with the new entrance to BART Station, including bicycle loops and pedestrian signals, etc.

The design effort for the Phase II project was completed in late 2011 with bids to open late 2012. Phase II of the Intermodal Station Project will consist of making further improvements within the

CITY OF UNION CITY Continued

station building and on its east side in anticipation of future expansions of the BART Station and to establish a pedestrian connection with the City's TOD development.

SCGL Disbursements totaled \$500,000—\$350,000 of grant funding and a \$150,000 loan. The loan was repaid on January 31, 2008.



Union City Station District 1999



Union City Station District 2011

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 was 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.

ACHIEVING SUSTAINABLE DEVELOPMENT

Completion of the infrastructure studies for the Master Plan was the next step in moving the NDLTV concept forward. 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.

CITY OF LANCASTER Continued

SOURCES AND USES OF SCGL FUNDS

SCGL funds were 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	<u>350,000</u>	<u>300,000</u>
Total	<u>\$350,000</u>	<u>\$ 300,000</u>
USES OF FUNDS		
Consultant	<u>\$350,000</u>	<u>\$300,000</u>
Total	<u>\$350,000</u>	<u>\$300,000</u>

PROJECT STATUS

- SCGL funds were used to prepare an Infrastructure Master Plan and Design Guidelines.
- 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.
- 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.

CITY OF LANCASTER Continued

There are three new senior-oriented housing complexes in the NDLTV area which have been built within the past few years. Arbor Gardens, Arbor Grove, and Arbor Court provide older residents with convenient and affordable housing which is close to shopping, dining, and transportation.

An integral part of the Transit Village plan was to make community services more accessible to residents of the downtown Lancaster area. Non-profit groups such as Mental Health America and The Children's Center of Antelope Valley have opened facilities in the NDLTV area to provide services to area residents.

Arbor Walk is a four block area in which the focus was to rehabilitate older homes and provide in-fill housing with new construction. The improvements to the public alleys, streetscapes, and sidewalks have enhanced the look and feel of the neighborhood. Additionally, traffic flow problems through the neighborhood were also remedied with the construction of a new road.

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 and to bring the building of the plans to fruition.

SCGL Disbursements totaled \$300,000 (100%).



Arbor Gardens (before)



Arbor Gardens (after)

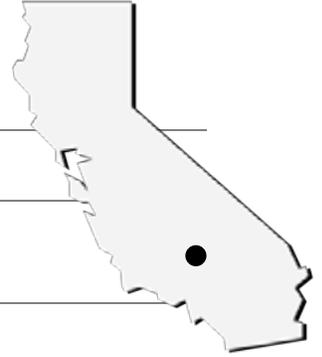


Arbor Walk Housing



Arbor Walk Streetscape

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.

Conditions included a housing stock in transition from owner-occupied to absentee landlord ownership, a deteriorated housing stock which 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 was negatively affected due to blight and arson. Several of the buildings have been demolished for safety concerns brought about by age or damage due to fire. The southern section of the corridor was the oldest section of the corridor. Although it too was impacted by a transient population, crime and a general deterioration of the building stock, it was 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 were 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

CITY OF BAKERSFIELD Continued

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 Bakerfield’s community planning approach sets 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, Bakerfield created 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 included:

- 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	<u>186,600</u>	<u>143,600</u>
Total	<u>\$186,600</u>	<u>\$143,600</u>
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	<u>41,100</u>	<u>41,100</u>
Total	<u>\$186,600</u>	<u>\$143,600</u>

^(a)These components can be adequately completed with less funds.

^(b)This component will be covered by city funds.

CITY OF BAKERSFIELD Continued

PROJECT STATUS

The Project area included eleven blocks of former retail/office buildings along Baker Street. A comprehensive Economic Development Strategy was developed as a partnership between residents, local businesses, political leaders, and social service providers. The area was dilapidated, blighted and was a hot bed for both social and criminal activities. The plan identified key opportunity sites. The City of Bakersfield obtained a special Federal grant earmarked for Streetscape improvements in 2003. Street trees, sidewalk improvements and other street and pedestrian improvements were completed. In 2004, aided by another Federal Economic Grant the property acquisition and cleanup of four blocks along Baker Street began for a phased Mixed-Use Redevelopment project. The Mixed-Use Redevelopment project is being constructed in four phases. Phase I consisted of 24 townhomes and a \$10,000 commercial building with eleven lofts and was completed in 2011. The residential units were 100% occupied less than 15 days after completion. The subsequent phases of the project are pending.

The SCGL grant provided a proactive strategy to the stakeholders and local political leaders. The City Council adopted the plan recommendation and gave priority attentions to the area, driving staff from the Economic Development Department and Police Department to work towards achieving the identified goals.

SCGL disbursements totaled \$136,030 (95% of grant award).

The remaining funds totaling \$7,570 were unencumbered and returned to CPCFA.

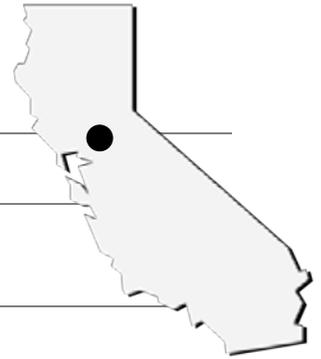


Pre-DEMOLITION of site on Baker Street



Baker Street Frontage

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 was 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 proposed station specific transit-supportive land use plans around light rail stations. These land use plans envisioned 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 was 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 would have provided higher density housing within one-quarter mile of public transportation supported by retail uses. Placement of

CITY OF SACRAMENTO Continued

housing, civic uses, and business around these transit stations would have enabled the use of transportation other than the automobile when commuting to work, home, or shops.

The Regional Transit District was 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 represented the City's and RT's pilot projects for implementing this strategy throughout the region.

DISTINGUISHING STRENGTHS

This project represented 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 included:

- **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.

CITY OF SACRAMENTO Continued

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$ 0	\$ 0
Grant	<u>350,000</u>	<u>300,000</u>
Total	<u>\$350,000</u>	<u>\$300,000</u>
USES OF FUNDS		
Personnel	\$ 50,000	\$ 0 ^(a)
Consultants – Infrastructure /Engineering Plans	250,000	250,000
Consultant – Design Plans	<u>50,000</u>	<u>50,000</u>
Total	<u>\$350,000</u>	<u>\$300,000</u>

^(a)These funds, requested for current staff positions, constitute an ineligible cost

PROJECT STATUS

The infrastructure needs and urban design concepts for both the Florin Road Station area and the Meadowview Road Station area were adopted by the City Council on February 17, 2009. One residential development, Hampton Station by Woodside Homes, has developed to the north of the Meadowview Station Area Plan but this development was in the entitlement process during the creation of the plan.

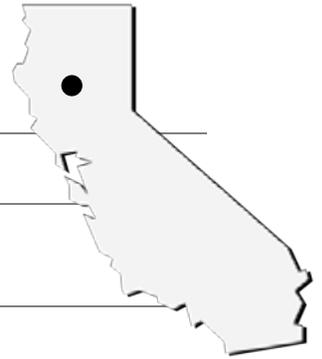
Sacramento Regional Transit owns a majority of the land planned for intensification in both station areas. Unfortunately, reduced State funding to Regional Transit resulted in severe staffing cuts including the Real Estate division that actively marketed their surplus properties for development. The 2007/08 downturn in the housing market also contributed to slower than expected development on both sites. The recent elimination of redevelopment funding will also contribute to slower than anticipated development of these sites. Tax increment financing was a vital funding option for both of these sites, which were located in key redevelopment areas.

While development applications continue to be stagnant in Sacramento, the guidance provided by the plans adopted in 2009 remain the vision for future construction at these two light stations.

SCGL Disbursements totaled \$299,096 (99.7% of the grant award).

The remaining funds totaling \$907 were unencumbered and returned to CPCFA.

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 blocks 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 was 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 had completed a comprehensive neighborhood planning effort, adopted an Action Plan that appropriated funding, and initiated key property acquisitions and public improvements for the Parkview Neighborhood. The specific street improvements funded by SCGL:

- resulted 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
 - created 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.
 - facilitated 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.

CITY OF REDDING Continued

SOURCES AND USES OF SCGL FUNDS

The proposed use of SCGL funds included:

- 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	<u>160,000</u>	<u>160,000</u>
Total	<u>\$160,000</u>	<u>\$160,000</u>
 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	<u>14,553</u>	<u>14,553</u>
Total	<u>\$160,000</u>	<u>\$160,000</u>

PROJECT STATUS

The project description stated four specific outcomes the Project would achieve.

1. Facilitate the development of infill housing. Construction of 33 single-family units of a Traditional Neighborhood Development (TND) by New Urban Builders between Leland and Lanning Avenues are complete. By 2005, the development of Juniper Park, a 45-unit TND subdivision by New Urban Builders on Grange Street, immediately east of the Project, was

CITY OF REDDING Continued

determined to not be economically feasible by New Urban Builders. The site was marketed to other developers over the following years, but due to a decline in the economy no interest was shown in the site. The single site was then split into two project sites: a two-acre parcel adjacent to Grange Street and a larger seven-acre remainder site. In 2010, the City entered into an agreement with a local developer to build two duplexes (two units are affordable low income housing and two units are market rate). The duplexes were completed in the fall of 2011. Please see pictures below. The City of Redding's Housing Division is in negotiations with a second developer proposing to build a 65-75 unit affordable housing rental complex on the larger remainder site along with the creation of a pedestrian linkage that includes the extension of Grange Street from the west side of the Parkview Neighborhood to Juniper Academy, the local elementary school.

2. Reduce heavy commercial traffic on Leland and Lanning Avenue. As a result of the Project, it is now very inconvenient for vehicles, such as busses and commercial vehicles, to access Lanning and Leland Avenues from Grange Street. Such traffic is now traveling on Grange to South Market Street, an arterial street, a much more appropriate roadway for heavy commercial traffic. Heavy commercial traffic on Leland and Lanning Avenues is virtually nonexistent.
3. Assist in implementing the Parkview Neighborhood Strategic Revitalization Plan. This project achieves the major goals of the Revitalization Plan, which is to reduce heavy commercial traffic and increase pedestrian safety on the Neighborhood's streets.

On January 2, 2007, the City of Redding provided the Authority with a final report and Certificate of Completion. SCGL Disbursements totaled \$160,000 (100%).



Parkview neighborhood (before)



Parkview neighborhood (after)

CITY OF REDDING Continued



View of newly built duplex



Close-up of new duplex

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 15,000 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:

TOWN OF TRUCKEE Continued

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

Phase I: Identify principal project opportunities and objectives to build upon the Downtown Truckee Specific Plan.

TOWN OF TRUCKEE Continued

- Phase II:** Provide 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.
- Phase III:** Resulted 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^(a)
Loan	\$150,000	\$ 0
Grant	<u>350,000</u>	<u>350,000</u>
Total	<u>\$500,000</u>	<u>\$350,000</u>
 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	<u>15,250</u>	<u>15,250</u>
 Total	 <u>\$500,000</u>	 <u>\$350,000</u>

^(a)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

The Downtown Truckee Railyard Master Plan highlights the preferred plan for the development of the Truckee Railyard site. This work has been funded in part by the Sustainable Communities Grant and Loan Program. The grant has enabled the Town to support the purchase of the site by a well-established developer and build a solid foundation of technical studies and background information. The work has also included a review of the alternatives for the road and infrastructure layout, and block structure, all of which have been presented to the Planning Commission and Town Council. The Railyard Partnership is committed to continued work with stakeholders, residents and local business to create the best plan for the Railyard Master Plan Site and the existing downtown.

The completed Downtown Railyard Master Plan was used as a tool for gathering final Town staff, general public, Planning Commission and Town Council feedback. Beginning in early January 2008 with the expectation of continuing through July 2008, town staff, in partnership with Holliday Development, held a series of public workshops/meetings to finalize the Environmental Impact Report and an Economic Impact Analysis and ultimately, to finalize the Downtown Railyard Master Plan in preparation to break ground on Phase 1 of the project. To date, no construction or development has occurred on the Truckee Railyard, however, a Master Plan with a certified Environmental Impact Report (EIR) was unanimously approved and adopted in 2009. The certification of the EIR was challenged and upheld by the Nevada County Superior Court and the California Appellate Court. The litigation was completed in 2011.

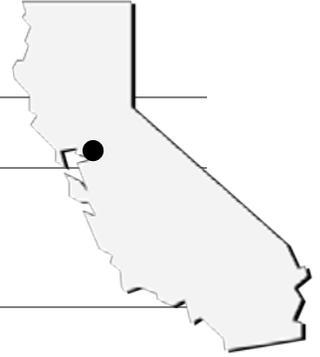
The project also received a California Recycle Underutilized Sites (CALReUSE) Program remediation grant in the amount of \$1,585,724 to assist with its remediation efforts. In August 2012, soil remediation excavation commenced on the Balloon portion of the Truckee Railyard which has two areas containing Bunker C oil in soil. The clean-up of the contaminated soil is anticipated to be completed in fiscal year 2012-2013.

The total amount disbursed for this project was \$349,999.50 (100%).

EXHIBIT II

2007 FUNDING ROUND PROJECT DESCRIPTIONS

ALAMEDA COUNTY



APPLICANT INFORMATION

APPLICANT: County of Alameda
CO-APPLICANT: Hayward Area Recreation and Park District (HARD)

PROJECT INFORMATION

PROJECT NAME: HOLLAND OIL PROPERTY PROJECT
LAND ACQUISITION AND PARK DEVELOPMENT

PROJECT LOCATION: Ashland Area of San Leandro

PROJECT DESCRIPTION: Acquire, cleanup, and develop a park from a 2.47 acre parcel of land previously used by Holland Oil Company.

On behalf of the HARD, the County of Alameda was awarded funds to help with the acquisition, brownfield cleanup and development of the 2.47-acre Holland oil property to help fulfill the community’s need for open park space. With the acquisition of this property, HARD will be able to connect 1.65 acres of land to existing recreational spaces, including Ashland Little League Field, Edendale Park, and the grounds of Edendale Middle School, which total 11.25 acres and will become the new community park that will offer a broad range of recreational opportunities for the residents of the Ashland district. The creation of the park, gymnastic center, businesses and affordable housing development on the property will create new economic development with new jobs, which will enhance the neighborhood’s economic competitiveness. The remainder of the Holland Oil property will be purchased and developed by the Alameda County Redevelopment Agency.

ACHIEVING SUSTAINABLE DEVELOPMENT

The Holland Oil Property Project will assist the park district to further sustainable development goals by implementing:

- *Pollution control strategies* will reduce toxins and pollutants in the site stemming from its prior use as a bulk oil/gasoline storage facility. Once the cleanup is complete, the most polluted portion of the property will be turned into the first “green space” along the East 14th Street thoroughfare and the lesser contaminated land will be developed for commercial uses and affordable housing.
- *Economic development strategies* promote economic growth in an older area, which suffers from lack of economic development, by creating a park, business and housing development that will undoubtedly create new jobs and increase revenue.

COUNTY OF ALAMEDA Continued

- *Infill development strategies include* planning and developing an efficient, higher density use of land where the needs of the residents of the community and the agency officials were taken into account.

DISTINGUISHING STRENGTHS

The project represents a model for communities that face diminishing funds for recreation projects and demonstrates how to effectively plan, raise funds, and collaborate with other agencies to see a project to fruition. This project is applicable and could be transferred to other economically depressed communities that have a contaminated, abandoned, and blight-ridden parcel of land in that it shows how to turn it into a recreational area where the neighborhood children and adults can enjoy the outdoors.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds includes:

- Acquisition of land cost estimate; and
- Cleanup cost estimate.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$ 0	\$ 0
Grant	<u>350,000</u>	<u>350,000</u>
Total	<u>\$ 350,000</u>	<u>\$ 350,000</u>
USES OF FUNDS		
Acquisition of land	\$ 200,000	\$ 200,000
Cleanup costs	<u>150,000</u>	<u>150,000</u>
Total	<u>\$ 350,000</u>	<u>\$ 350,000</u>

PROJECT STATUS

Alameda County on behalf of the HARD utilized the SCGL grant to acquire and clean-up the former Holland Oil Property to create open park space in the San Leandro area.

The Alameda County Environmental Department approved a clean-up plan which was incorporated into the overall project plans and specifications. The bids were publicly opened in August of 2009 and the lowest qualified bidder, O.C. Jones and Sons, was awarded the contract for cleanup. The cleanup work began in September of 2009 and was completed in October of 2010.

COUNTY OF ALAMEDA Continued

The environmental firm of Ninyo and Moore has been monitoring and testing the site during and after the cleanup.

The Project was completed the third quarter of 2010. The clean-up of the land and creation of the park was part of a larger Project which was to improve the adjacent school athletic field with a new track and ball fields, which the Recreation District manages for public use, as well as the construction of a new school gym. The new gym, which has been completed, is also managed by the Park and Recreation District for public use after school hours and non-school days (weekends and vacation periods). In addition, a portion of the adjacent property has a new multi-million dollar youth center being built at this time. This center will have health care offices, a jobs center and a café. The grounds surrounding the building are landscaped to blend into the park and will be maintained by the park district.

The grantee indicated that the Holland Park property purchase and clean up provided by the SCGL Program grant stimulated and enabled other groups and agencies to invest and spend millions of dollars in improvements in this once blighted section in the Ashland District of San Leandro, California.

SCGL disbursements totaled \$350,000 (100%).



Holland Park property prior to environmental clean-up.



Play structure and park equipment at the Holland Park Property.

COMPTON



APPLICANT INFORMATION

APPLICANT: City of Compton

PROJECT INFORMATION

PROJECT NAME: BRICKYARD SITE TRANSIT-ORIENTED SPECIFIC PLAN

PROJECT LOCATION: Compton – Brickyard Site

PROJECT DESCRIPTION: Transit-oriented infill development plan for the Brickyard Site Area.

The City of Compton was awarded planning funds for developing opportunities for revitalization, as well as economic, and transit oriented development for a 105-acre project area known as the Brickyard Site. The project area is located on the northwest corner of Compton between Rosecrans Avenue on the south, and 135th Street on the north.

The Brickyard Site was zoned for heavy manufacturing, but is surrounded primarily by residential and commercial uses. The Brickyard Site is part of the City’s consolidated Redevelopment Project Area and exhibits signs of physical and economic blight characterized by underutilization, high vacancy rates, business closures, and inadequate and outdated infrastructure.

The City partnered with the University of Southern California Center for Economic Development (USC) to conduct the Smart Growth Code and Zoning Audit and prepare the Transit-Oriented Specific Plan. The Center was preparing the update to the City’s General Plan and developed the Smart Growth Code and Zoning Audit Tool for U.S. EPA in partnership with the Smart Growth Leadership Institute, a project of Smart Growth America. Blodgett/Baylosis Associates Inc. (BBA) will perform the Environmental Impact Report (EIR) for the specific plan.

SCGL funds were used for development of a Smart Growth Code and Zoning Audit, the creation of a Transit-Oriented Specific Plan and an Environmental Impact Report (EIR).

ACHIEVING SUSTAINABLE DEVELOPMENT

The proposed specific plan would include:

- *Infill Development strategies* by providing affordable housing through live/work units, commercial, and light industrial uses will diversify the economic base and provide the necessary jobs-housing balance.
- *Economic Development strategies* that will bring mixed use development to the project area thus stimulating economic growth through retail, commercial, industrial, and recreational venues.

CITY OF COMPTON Continued

- *Transit-Oriented strategies* that reduce reliance on private vehicles by providing transit, bike lanes, and increased pedestrian connectivity within this higher density development thereby reducing pollutants in the air.
- *Energy efficiency strategies* that incorporate smart growth measures which include green energy, green building, and water conservation techniques to minimize environmental impact.

DISTINGUISHING STRENGTHS

This project represents a comprehensive planning strategy for sustainable growth and development with strong land-use, transportation, and economic revitalization themes. Though the idea of mixed-use developments is not new, the specific plan in an existing, high poverty urban area that reinforces a jobs-housing balance, transit-oriented development, energy efficiency, and green building is certainly applicable and transferable to other urban communities.

SOURCES AND USES OF SCGL FUNDS

The proposed use of SCGL funds included:

- Smart Growth Code and Zoning Audit, Specific Plan and EIR.
- Phase I Environmental Assessment

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$150,000	\$ 0
Grant	<u>350,000</u>	<u>350,000</u>
Total	<u>\$500,000</u>	<u>\$350,000</u>
USES OF FUNDS		
Smart Growth Code & Zoning Audit and Specific Plan and EIR	\$300,000	\$300,000
Phase I Environmental Assessment	50,000	50,000
Pre-Development Loan Pool	<u>150,000</u>	<u>0^(a)</u>
Total	<u>\$ 500,000</u>	<u>\$350,000</u>

^(a) At the time of award, the City asserted that it could proceed with the project without the loan funding.

PROJECT STATUS

The Brickyard Specific Plan consisted of the following elements:

- The *Introduction* provides an overview of the scope and content of the Specific Plan and outlines its statutory authority.
- The *Land Use Plan* contains regulations and standards related to land use and development applicable to the current development proposal within the area governed by the Specific Plan.
- The *Urban Design Plan* focuses on development standards, landscaping, and overall appearance of the future development now contemplated within the Planning Area.
- The *Implementation Plan* details the actions that will be required to implement and enforce the development contemplated under the Specific Plan.

The development standards for the Brickyard site were finalized in 2010 and were approved by the Compton Planning and Economic Development Department. The City of Compton staff was not able to complete the EIR before the SCGL grant terminated. The project is currently on hold due to lack of funding. However, some of the information from the Brickyard Specific Plan is being implemented in the City of Compton's General Plan.

The SCGL grant allowed the City to better understand some of the historical uses of the site. According to records, there were several instances of excessive dumping onsite and it is unclear if the dumping was ever cleaned up. The City was able to conduct a Phase I environmental report and start on the preparation of the Environmental Impact Report. The City was able to identify all the property owners and ascertain from them and other stakeholders what is desired for the area. The grant allowed the City to develop prototypical models and renderings of commercial buildings and residential structures.

SCGL disbursements totaled \$238,739 (68% of grant award).

The remaining funds totaling \$111,261 were unencumbered and returned to CPCFA.

FORT BRAGG



APPLICANT INFORMATION

APPLICANT: City of Fort Bragg

PROJECT INFORMATION

PROJECT NAME: SUSTAINABLE COMMUNITY SPECIFIC PLAN FOR THE GEORGIA-PACIFIC MILL SITE

PROJECT LOCATION: 500 acres within the City of Fort Bragg

PROJECT DESCRIPTION: Develop a specific plan for revitalization of a 425-acre former Georgia-Pacific lumber mill site.

The City of Fort Bragg was awarded planning funds to create a specific plan for the redevelopment, and revitalization of a 425-acre former Georgia-Pacific lumber mill site. The site is bordered on the west by the Pacific Ocean, on the north by McKerricher State Park (Glass Beach) and on the east by a mix of low-income residential and commercial areas and Highway One. The property was used for the storage and processing of timber for over 100 years. The mill was permanently closed in 2002 and resulted in the loss of over a thousand jobs.

Currently, the abandoned mill site is subject to a cleanup order by the Department of Toxics and Substance Control (DTSC) and a site investigation is in process to determine the types and extent of soil and groundwater contamination. The mill site represents an opportunity for Fort Bragg to revitalize and redevelop residential, commercial, environmental and economic growth around “the only significant undeveloped piece of property within the City limits.” The mill site represents the City’s future for the development of affordable housing, mixed-use projects, and retail and commercial development.

The City proposed utilizing the SCGL funds to complete a five phase planning process to revitalize the former mill site.

Phase I: Understanding the Specific Plan Area - this includes refining the scope of work, preparing land use and design materials, and preparing an economic and market analysis.

Phase II: Refining the Vision for the Mill Site - includes a conceptual land use plan, vision, economic development strategy, community involvement workshops, and fiscal impact analysis.

Phase III: Completing and Implementing the Plan - includes the preparation of the final specific land use plan, and City Council public hearings.

Phase IV: Program Environmental Impact Report (EIR) - includes preparation of a draft and final EIR.

CITY OF FORT BRAGG Continued

Phase V: Post Specific Planning - includes implementing General Plan amendments and local coastal program amendment, and a Mill Pond restoration plan.

ACHIEVING SUSTAINABLE DEVELOPMENT

The resulting strategies to be developed from Fort Bragg's specific plan included:

- *Economic development strategies* that provide principles and concepts for re-zoning vacant industrial land parcels for job-generating commercial uses, and affordable residential housing.
 - *Transit Strategies* that reduce reliance on private vehicles through the development of a commuter Class One bicycle lane through the center of the mill site, development of the coastal trail connecting Fort Bragg to the north coast, and the development of a pedestrian-friendly connection from downtown to the coast.
 - *Pollution control strategies* that ensure that the mill site contamination is cleaned up to levels that accommodate future land uses, installation of a storm water management system to reduce run-off, and restoration of the Mill Pond to a natural drainage system.
-

DISTINGUISHING STRENGTHS

For a small community, this project represented a comprehensive planning strategy for smart and sustainable growth and development with strong infill, land use, transportation, and housing themes. This project has broad applicability to other small cities that are economically dependent on a single large industrial employer and the challenges that it faces when that employer closes its operations.

SOURCES AND USES OF SCGL FUNDS

The proposed use of SCGL funds included:

- Preparation of a land use plan and community involvement framework and materials
- An Environmental Impact Report
- Amendments to the General Plan and other technical review documents
- Community outreach and marketing efforts

CITY OF FORT BRAGG Continued

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$149,957	\$ 0
Grant	<u>350,000</u>	<u>350,000</u>
Total	<u>\$499,957</u>	<u>\$ 350,000</u>
 USES OF FUNDS		
Preparation of land use plan Strategic Action Plan/General Plan Revisions	\$319,852	\$319,852 ^(a)
EIR	\$164,105	\$ 30,148
Supplies and other costs	<u>16,000</u>	<u>0</u>
Total	<u>\$499,957</u>	<u>\$350,000</u>

(a) At the time of award, the City asserted that it could proceed with the project without the loan funding.

AMENDED USE OF FUNDS
(APPROVED JUNE 5, 2009)

Preparation of land use plan Strategic Action Plan/General Plan Revisions	\$319,500
Total	<u>\$319,500</u>

Note: CPCFA approved a budget amendment to accommodate the grantee's ability to obtain additional funding for the project from the responsible party, the Georgia-Pacific Corporation. These changes included removing funding for the EIR and supplies and other costs line items. The funding for the Preparation of Land Use Plan/General Plan Revisions was also reduced.

PROJECT STATUS

The Georgia-Pacific Corporation, the owner of the property, bore the costs of development of the land-use plan/strategic plan and the implementation of the Community Participation Program. Therefore, in June 2009, CPCFA approved the City's request to change the scope of work for the Project and eligible use of the grant funds to be used for the preparation of the Land Use Strategic Action Plan/General Plan Revisions and amend the grant amount to \$319,500.

CITY OF FORT BRAGG Continued

The SCGL grant enabled the City of Fort Bragg to fund the planning of three parts of the Specific plan: the Coastal Trail Design, Main Street Plan, and the Noyo Center Project. Currently, the EIR for the Specific Plan has started but not yet complete, if the City of Fort Bragg moves forward the EIR will be completed in 2014.

A number of dilapidated buildings have been demolished and approximately 80 percent of the site has been remediated of contaminants.

Coastal Trail Design

For the Coastal Trail Design portion, the EIR team prepared the chapters of the administrative draft of the EIR. The Historic Resources Evaluation Report (HRER) was completed and submitted to the State Office of Historic Preservation. The EIR has been certified and the Project is in the final stages of design. The construction of the project will commence in 2013 due to a \$4.85 million Prop 84 grant award.

Main Street Plan

The Main Street Access and Beautification Plan was completed and will improve pedestrian and bicycle access to the southern part of Fort Bragg.

Noyo Center Project

SCGL grant funds were used to fund the schematic design of the Noyo Center for Science and Education facility. The City and its partner, Sonoma State University, are still working to obtain funding to build the \$7 million Marine Research and Education facility.

SCGL disbursements totaled \$319,500 (100%).



Before photo of the abandoned buildings at the former Georgia-Pacific Mill site



Photo of the Mill Site as it looks today

LIVINGSTON



APPLICANT INFORMATION

APPLICANT: City of Livingston

PROJECT INFORMATION

PROJECT NAME: LIVINGSTON COURT THEATER PROJECT

PROJECT LOCATION: Downtown/620 Main Street

PROJECT DESCRIPTION: Rehabilitation of the Court Theater, a vacant building in the commercial district.

The City of Livingston, located in the San Joaquin Valley, was awarded funds to rehabilitate and renovate the Court Theater, a vacant building located along Main Street in the City's downtown commercial district. The Court Theater was originally designed and built in 1946 and served as the City's entertainment focal point until its closure in 1977. At present time, the abandoned building has deteriorated and fallen into a state of disrepair.

The main objective of the project was to convert the existing 1946 movie theater into a multi-use Dinner Theater and Performing Arts Center of approximately 8,000 square feet, and flanked by two-story commercial buildings totaling approximately 12,000 square feet. The renovation will include the movie theater and seating along with a stage for live theater performances. The commercial buildings will feature office space that will be available to local private and public service agencies centralizing essential services for the residents of Livingston and surrounding communities. The SCGL funds will be used to assist the City in paying for a portion of the construction and renovation of this historical building.

ACHIEVING SUSTAINABLE DEVELOPMENT

The resulting strategies from Livingston's restoration of the Court Theater will promote economic development by establishing shopping, office space, services, and entertainment venues that are in close proximity to housing. Thus, creating a revitalized area that will become the economic anchor of downtown Livingston. The project serves as an ideal example of infill development because it entails creating new development on vacant lots, renovation of underutilized buildings, and the rehabilitation of historic buildings for new uses. Livingston is located within the Merced County Enterprise Zone, which makes it attractive to businesses that are looking for incentives to start a business there. The main bus line also has a stop directly in front of the Court Theater, which makes it convenient for residents and visitors to use public transportation.

CITY OF LIVINGSTON Continued

DISTINGUISHING STRENGTHS

This project is applicable to any Central Valley community that suffers from economic hardship and is plagued by blight created by abandoned or underutilized buildings. The project puts to use a structure that has been inoperable for 30 years. The building has steadily deteriorated since its closure in 1977. This project would put an end to blight and restore a local treasure, reviving a significant piece of Livingston’s history.

While the project itself constitutes infill development, it would also promote infill development in an area of town that has declined in recent decades. Rather than building outward, new businesses would have incentive to establish themselves at the town’s center, near a thriving entertainment and commercial hub.

SOURCES AND USES OF SCGL FUNDS

The proposed use of SCGL funds included paying a portion of the construction and renovation of the Court Theater building.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$ 0	\$ 0
Grant	<u>350,000</u>	<u>350,000</u>
Total	<u>\$350,000</u>	<u>\$350,000</u>
USES OF FUNDS		
Construction and Renovation	\$350,000	\$350,000
Total	<u>\$350,000</u>	<u>\$350,000</u>

PROJECT STATUS

The Project included the City’s plan to rehabilitate the Court Theater, a vacant, inoperable building located along Main Street in the downtown commercial district. The reconstruction of the Court Theater would serve many purposes such as serving as the economic anchor for future downtown Livingston redevelopment. The building would include a movie theater as well as a stage for live performances, with an area for office space on either side. These office spaces would be offered to local public service agencies. The building would become a multi-use community facility to provide much needed recreation and educational opportunities for the youth and residents of Livingston.

The City of Livingston was unable to secure the additional funding of approximately \$5-6 million needed to begin construction. Due to the collapse of the lending market and uncertain economic times, the project was put on hold for the foreseeable future.

CITY OF LIVINGSTON Continued

As a result, CPCFA unencumbered the funds that were reserved for this Project.

SCGL disbursements totaled \$0 (grant award of \$350,000 returned to CPCFA).

LOS ANGELES



APPLICANT INFORMATION

APPLICANT: City of Los Angeles

PROJECT INFORMATION

PROJECT NAME: CORNFIELD/ARROYO SECO SPECIFIC PLAN

PROJECT LOCATION: Cornfields/Arroyo Seco

PROJECT DESCRIPTION: Sustainability enhancements to the Cornfields/Arroyo Seco Specific Plan

The City of Los Angeles was awarded planning funds to create sustainability enhancements to a 400 acre area, located north of downtown Los Angeles, that includes a new State Historic Park, two light-rail stations, a significant industrial neighborhood, a public housing project, the Los Angeles River, and the I-5 freeway. The proposed enhancements include development of river-related restoration opportunities to promote best land practices and uses, development of a multi-modal standard for the plan area encouraging innovative parking strategies, and an eco-business development and job assessment to identify potential business, job, and educational opportunities.

ACHIEVING SUSTAINABLE DEVELOPMENT

The end result would be a specific plan that included:

- *Pollution reduction strategies* that will reduce storm water runoff contamination to the Los Angeles river, reduction of transportation related pollution, and promoting green businesses.
- *Transit strategies* that promote alternative transportation options such as public transportation, pedestrian and bicycle-friendly areas, multi-modal parking to allow for greater access and mobility, and providing affordable housing at higher densities.
- *Economic Development strategies* that will address promoting more businesses within the area, which will in turn increase the number of jobs in the area, helping to alleviate some of the strain of high poverty and unemployment of area residents. Also being addressed is the balance of affordable housing related to the number of jobs available.

DISTINGUISHING STRENGTHS

For an established community with limited resources, this project represents a comprehensive planning strategy for sustainable growth and development with strong high density land use, transportation, pollution reduction, and economic revitalization themes. The standards and enhancements used in this project can be used as a model for other high poverty, urbanized areas that are experiencing underutilized infrastructure, pollution, and transportation issues.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds included:

- Assessment and analysis – analysis of development of river-related restoration opportunities, conducting a green roofs assessment of existing buildings, establishing a storm water management standard, development of a multi-modal standard for the plan area, and eco-business development and job assessment.
- Program promotion and marketing.
- Meetings.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$ 0	\$ 0
Grant	<u>350,000</u>	<u>350,000</u>
Total	<u>\$350,000</u>	<u>\$350,000</u>
USES OF FUNDS		
Personnel – hiring of a Professional Student Worker	\$ 25,000	\$ 25,000
Contractual – Assessment and Analysis	300,000	300,000
Program promotion	15,000	15,000
Meetings	<u>10,000</u>	<u>10,000</u>
Total	<u>\$350,000</u>	<u>\$350,000</u>

CITY OF LOS ANGELES Continued

PROJECT STATUS

The City of Los Angeles utilized the SCGL grant to create sustainability enhancements to its Cornfield Arroyo Seco Specific Plan, which was completed in the last quarter of 2009. The Cornfield Arroyo Seco Specific Plan was adopted on December 13, 2012. The Plan is expected to spur a range of mixed-use developments which will bring housing, community services, and additional employment to the area. In addition, the proposed street changes will, over time, transform the area from a vehicularly oriented to a multi-modal area.

The City indicated that without the SCGL grant and the analysis that the funds made possible, the Cornfield/Arroyo Seco Specific Plan would not have been able to implement the wide variety of sustainable development strategies that are currently proposed for the Plan area.

SCGL disbursements totaled \$350,000 (100%).



Before picture of the Project area.



Artist rendering of future project area.

SAN DIEGO



APPLICANT INFORMATION

APPLICANT: City of San Diego

PROJECT INFORMATION

PROJECT NAME: **BARRIO LOGAN COMMUNITY PLAN AND ZONING PROGRAM UPDATE**

PROJECT LOCATION: Barrio Logan – Community Plan Area

PROJECT DESCRIPTION: Create a planning and zoning update in Barrio Logan, including transportation and infill plans.

The City of San Diego was awarded planning funds to conduct a comprehensive planning and zoning update in the community of Barrio Logan, located south of the downtown area. The specific plan addresses the challenges and issues facing the community that include land use incompatibilities, significant air-borne and water-borne pollution and transportation deficiencies.

The revised Barrio Logan Community Plan offers policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, and equitable development while keeping the needs of its residents at the forefront.

ACHIEVING SUSTAINABLE DEVELOPMENT

The resulting strategies developed from Barrio Logan’s Community specific plan reduces pollution hazards and the degradation of the environment by eliminating co-location hazards from incompatible land uses. A residential/industrial co-location and buffer study will be prepared to identify opportunities for employment uses and areas within Barrio Logan that are appropriate for locating workforce-housing opportunities while balancing the need to create a buffer between industrial and residential uses. The analysis will produce strategies which minimize land use conflicts.

DISTINGUISHING STRENGTHS

For an established community with limited resources, this project represents a comprehensive planning strategy for sustainable growth and development with strong land use, transportation, community input, and economic revitalization themes. The project has broad applicability to similarly sized, resource-constrained communities in the state of facing significant land use issues and conflicts.

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds included:

- Hiring of technical experts to identify, assess, and complete the updated community plan document, planned district ordinance regulations, local coastal program policies, and environmental impact report.
- Associated studies including traffic, urban design, economic and fiscal analysis, public facilities, and environmental studies prepared by the team of Consultants.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$150,000	\$ 0
Grant	<u>350,000</u>	<u>350,000</u>
Total	<u>\$500,000</u>	<u>\$350,000</u>
USES OF FUNDS		
Hiring of technical experts for the assessment & completion of specific plan, regulations, EIR and associated studies	\$350,000	\$350,000
	<u>150,000</u>	<u>0^(a)</u>
Total	<u>\$500,000</u>	<u>\$350,000</u>

^(a) At the time of award, the City asserted that it could proceed with the project without the loan funding.

PROJECT STATUS

The Barrio Logan Community Plan Update process included the creation of the Barrio Logan Stakeholders’ Committee that held public meetings, workshops, and a charrette to provide public input for the plan update. As a result of the public process, the draft update of the Barrio Logan Community Plan, which includes two alternatives, focuses on the development of a comprehensive land use plan that address infill development, sustainable development principles, and the collocation of hazardous and polluting industries that are in close proximity to residences.

Because of the SCGL grant, the City of San Diego was able to generate a public draft of the plan update and an internal draft of the EIR associated with the plan update. The EIR is scheduled to be released to the public in January 2013 for a 45-day review period. Once the public review and comment period is closed, city staff and the EIR consultant will respond to comments and schedule the draft community plan for adoption by the City Planning Commission.

SCGL disbursements totaled \$350,000 (100%).

WILLITS



APPLICANT INFORMATION

APPLICANT: City of Willits

PROJECT INFORMATION

PROJECT NAME: WILLITS WORKS ON WATER (W³) PROJECT

PROJECT LOCATION: City of Willits

PROJECT DESCRIPTION: Implement aspects of a water study plan to address and solve water shortages.

The City of Willits, population 5,073, was awarded planning funds to identify and implement aspects of a water study plan to solve water shortage issues. The City of Willits owns and operates the public water system and supplies potable water to residential, commercial, industrial and institutional customers within the City limits. Due to recent changes in hydrology and water use, the existing water infrastructure is insufficient to meet future demand.

The City plans to approach water issues with the Ahwahnee Water Principles, which provide a practical blueprint for sustainable land use practices that can improve the reliability and quality of water resources.

SCGL planning funds were used to assist the City with the following four main project components: Rainwater harvesting demonstrations; demonstration of pond and bioswale run-off control on public land; a feasibility study and closed-system demonstration of greywater recovery; and community education and civic promotion strategies to promote water recovery.

ACHIEVING SUSTAINABLE DEVELOPMENT

The resulting strategies developed from Willits' water study planning approach are anticipated to set a model framework for dealing with water shortages and implementing sustainable land-use practices via the Ahwahnee Water Principles. The reduction of pollution by preventing water runoff through rainwater collection systems, bioswales and ponds, will help with the promotion of infill development, economic development, and higher density land use. Once the water issue is resolved new development will be allowed.

DISTINGUISHING STRENGTHS

The Willits W³ Project represents a strategic, community based effort to address and solve a serious water shortage problem that many communities are dealing with. With the help of its partners, the City plans to develop a model and templates that will be available for other

CITY OF WILLITS Continued

communities with similar water issues to use. The City will be working with a professional videographer to document the planning and implementation of this project, and this film will be available to serve as a valuable guide for other communities.

SOURCES AND USES OF SCGL FUNDS

The proposed use of SCGL funds included:

- The establishment and hiring of a Water Conservation Coordinator (50% grant funds).
- The hiring of a Systems Development Contractor to carry out the design and construction of the proposed public demonstration sites.
- The hiring of a Greywater Consultant to conduct a Feasibility Study to assess soil types, water tables, and existing systems.
- Community outreach and marketing efforts, including travel and office supplies.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING APPROVED
Loan	\$ 0	\$ 0
Grant	<u>350,000</u>	<u>323,512</u>
Total	<u>\$350,000</u>	<u>\$323,512</u>
USES OF FUNDS		
Personnel	\$193,079	\$166,591 ^(a)
Greywater Consultant/ Systems Development Contractor	125,000	125,000
Program Promotion/ Other Expenditures	<u>31,921</u>	<u>31,921</u>
Total	<u>\$350,000</u>	<u>\$323,512</u>

^(a) The personnel cost and fringe benefits of the Community Development Director will be covered by the City, which accounts for the reduction in funded amount.

PROJECT STATUS

The rainwater harvesting systems, which are located at the Brookside Elementary School and the Willits Integrated Service Center (WISC), demonstrate the applicability and effectiveness of the rainwater collection systems. These projects included systems to capture rainwater from roof runoff and collection of the water in storage tanks for future use on the property. To demonstrate the feasibility of controlling surface runoff, a system of bioswales and retention basins was constructed on the WISC site. The purpose of these features is to slow the rate of water run off which reduces the impacts on the City storm drain system while reducing erosion, retaining

CITY OF WILLITS Continued

water on the site, recharging the local groundwater and allowing pollutants to settle out. All of these elements will improve water quality, mitigate wetland loss, provide flood containment, and improve the aesthetics of the site. All of these projects have been completed and the demonstrations have been videotaped and are available for other communities to replicate.

In October of 2010, the City organized the Willits Greywater Event. During this time, eight new legal residential greywater systems were installed and eight local tradespeople completed the five-day greywater installers certification course. The City, with assistance from the event consultant Greywater Action, drafted a new greywater code and permitting process.

A WaterWise Handbook was created and printed for distribution to the public. Additionally, each page was printed separately to allow for distribution as individual flyers or handouts at various public events. Also, DVDs, which captured the various components of the grant project were produced and featured on local television and places on the web for public viewing.

SCGL disbursements totaled \$164,784 (51% of grant award used).

The remaining funds, which totaled \$158,728 were unencumbered and returned to CPCFA.



Rainwater Storage Tank at WISC



Greywater System Installation



Bioswale at WISC