



Sustainable Communities
Grant & Loan Program

Annual Report of Activities
2006

CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY
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CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY
Sustainable Communities Grant and Loan Program
Report of Activities 2006

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, 2006.

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).

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 provides maximum assistance per awardee of up to \$500,000 consisting of up to \$350,000 in grant funding and up to \$150,000 in loan assistance.

In response to demand for the program, 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 is soliciting proposals and anticipates making awards in 2007.

PROGRAM DESCRIPTION

The SCGL program was designed to be flexible and encourage creativity. Funding has been awarded to communities that are implementing 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 prescriptive approach to realize sustainable development objectives, SCGL was designed to provide funding for programs, policies and projects that will best result in achieving the sustainable development goals of the program under a variety of circumstances in communities throughout the State.

PROJECT HIGHLIGHTS

SCGL is making a tremendous impact in California. Here is a sampling of funded Projects.

SCGL Grant Facilitates Neighborhood Transformation in Redding

The City of Redding embarked on a comprehensive effort to rebuild the Parkview Neighborhood, one of Redding’s oldest neighborhoods. The neighborhood lacked curbs, gutters and sidewalks, and it was home to some of the worst housing conditions in the community.

The central component of the revitalization effort was the development of new housing utilizing Traditional Neighborhood Design (TND) principles. Redding’s SCGL Grant project—the relatively simple design and construction of two intersection treatments with curbs, gutters and sidewalks between them—provided two essential elements to help realize the transformation of the neighborhood. First, it established a pedestrian-friendly linkage between two new infill subdivisions which also create a new linkage to the neighborhood’s elementary school. Second, it constructed traffic calming features which eliminated heavy commercial traffic through the neighborhood and which reduced traffic speeds in the neighborhood overall.

“The project serves as a model for how to implement pedestrian-friendly streets and traffic calming in an infill environment.”

— Shawn Tillman, Project Manager —

Parkview Neighborhood (before)



Parkview Neighborhood (after)



North Downtown Transit Village Project Redefines City Core

The heart of the City of Lancaster has undergone a metamorphosis due to the development of a transit village district in its north downtown area that encourages smart growth through the efficient use of developed and undeveloped land within the city's urban core. The Sustainable Communities Grant played an instrumental role with the implementation of the 100-plus acre redevelopment project site known as the North Downtown Transit Village (NDTV), which has been transformed from what was once known as the worst slum in the city into a vibrant center of community activities.

Arbor Gardens Project was the first project to be completed and provided much needed affordable housing to seniors. It involved the construction of 76 apartment units, the rehabilitation of a 40-unit apartment complex, and the joining of the two apartment complexes into one project.

Next, the Children's Center of Antelope Valley opened its new 15,500 square-foot facility, was the first social service organization in the area, and helps serve the needs of abused and neglected children and their families.

Other projects underway include the construction of a 14-acre neighborhood park, a 150-unit senior apartment complex with over 8,500 square feet of commercial space, and a social service facility with 100 affordable apartment units, thirty-five of which will be made available to those with disabilities.

"The Transit Village is a substantial undertaking with many elements. When it all comes to fruition, it will make a significant difference in the quality of life in Lancaster."
— Mark Bozigian, Assistant City Manager —

Arbor Gardens (before)



Arbor Gardens (after)



The City of Lancaster and its Redevelopment Agency worked with local stakeholders—including businesses, schools, social service providers, religious institutions, senior groups, and neighborhood residents—to develop a plan that would address the area's blight and revive the economic base of the neighborhood.

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. 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.

Lion Creek Crossings Residential Development. The Oakland Housing Authority is constructing 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, is replacing the 178-unit Coliseum Gardens public housing project that was demolished in 2004. The new development includes 434 units of affordable rental and 28 units for first-time homebuyers.

Coliseum Transit Village.

The Coliseum Transit Village is slated to become 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 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."
— Larry Gallegos, Project Manager —

Lion's Creek Garden Project (before)



Lion's Creek Garden Project (after)



Artist rendering of the Coliseum Transit Village



City of Union City —SCGL Funds Secure Environmental Clearance for a Passenger Rail Stop at Union City Construction of Intermodal Station District Underway

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 that would be interconnected to Union City’s BART station and would accommodate the Capitol Corridor, Dumbarton Rail, and the Altamont Commuter Express. The Intermodal Station is the centerpiece of the Station District, a high-density, transit-oriented district.

The funds awarded by the SCGL program continued the momentum of the Intermodal Transit Station District project and the planned connection to passenger rail. With SCGL funding, Union City was able to proceed with the rail studies such that the project is well positioned to receive future funding.

The lands within the Station District are currently being developed by a combination of private and public participants. Near the core, on former contaminated land, 119 single family homes have been recently completed and 218 townhomes are under construction. In addition, 438 high density apartment units have recently been approved for construction immediately 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 planned passenger rail/intermodal station. Phase 1 site work will begin on the BART site in the next few months and the station improvement will follow that

will lay the groundwork for the new passenger rail connection.

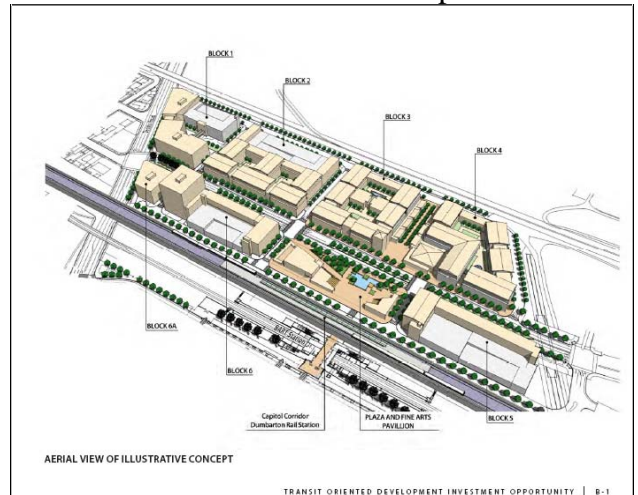
“The SCGL program provided funding at a critical time to keep this regionally significant transportation project moving forward. Coupled with a high density land use vision around the intermodal station, we believe it will contribute significant transportation benefits to the City and region for years to come.”

— Joan Malloy, Planning Manager

Current Station District Project Area



Aerial View of Illustrative Concept



LOANS AND GRANTS

Descriptions and Amounts of Loans and Grants

Awardees completed various stages of project implementation that includes activities such as: obtaining community input via workshops and the Charette process; conducting marketing efforts; carrying out competitive bids and contracting processes to hire needed planning and/or design consultants, architects and construction contractors; and conducting various technical reviews. Individual project descriptions along with the current status of the projects are attached as Exhibit I, *Project Descriptions*, to this report. As of calendar year-end 2006 ten of the fourteen projects have been completed.

SCGL Program Status as of December 31, 2006					
Awardee	Award	Disbursed	Balance	Project Description	Status
Los Angeles	\$350,000	\$0	\$350,000	Pedestrian Link Project	Disbursement Pending Approval
Oakland	\$350,000	\$272,017	\$77,983	Transit Village Studies	Eight Disbursements Approved
Concord	\$93,121	\$78,121	\$15,000	County-wide Planning Process	Project Completed
Citrus Heights	\$320,000	\$320,000	\$0	Infill Development Database	Project Completed
Santa Cruz	\$350,000	\$295,488	\$54,512	Infill Development Program	Project Completed
Riverside	\$300,000	\$300,000	\$0	Infill Incentive Program	Project Completed
San Gabriel	\$328,500	\$325,024	\$3,476	Specific Plan	Eight Disbursements Approved
Fresno	\$316,337	\$316,337	\$0	Train Station Restoration	Project Completed
Union City (G)	\$350,000	\$350,000	\$0	Transit Village Rail Study	Project Completed
Union City (L)	\$150,000	\$150,000	\$0	Transit Village Rail Study	Project Completed
Lancaster	\$300,000	\$300,000	\$0	Infrastructure Studies	Project Completed
Bakersfield	\$143,600	\$136,030	\$7,570	Sustainable Development Strategy	Project Completed
Sacramento	\$300,000	\$245,606	\$54,394	Infrastructure & Design Plans	Nine Disbursements Approved
Redding	\$160,000	\$160,000	\$0	Road Construction/Pedestrian Access	Project Completed
Truckee	\$350,000	\$248,435	\$101,565	Truckee Railyard Development	Three Disbursements Approved
Totals to Date	<u>\$4,161,558</u>	<u>\$3,497,058</u>	<u>\$664,500</u>		

NOTE: All fourteen awardees received grant funding. Only one loan in the amount of \$150,000 was issued for the City of Union City. This loan is due and payable on January 31, 2008.

Grant and Loan Administration

Staff's activities for 2006 consisted of obtaining the necessary documentation required for quarterly reporting on awardees' projects and of approval of disbursements. Staff verified disbursement requests against project budgets and obtained copies of all back-up invoices and other necessary documentation. All awardees requesting disbursement are meeting conditions of funding for their projects.

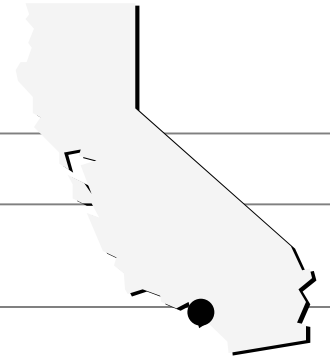
NEXT STEPS

In response to the passage of Senate Bill 1341 (Committee on Environmental Safety and Toxic Materials) which increased the total potential funding by \$2.5 million, and extended the operation of the SCGL Program until January 1, 2012. A Notice of Funding Availability was released on April 23, 2007. Application workshops will be conducted in May 2007. The last day to submit an application to the SCGL Program is July 16, 2007. This will be followed by an evaluation period with awards anticipated in October 2007.

EXHIBIT I

PROJECT DESCRIPTIONS

LOS ANGELES



APPLICANT INFORMATION

APPLICANT: City of Los Angeles

PROJECT INFORMATION

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

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

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

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

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

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

CITY OF LOS ANGELES Continued

USES OF SCGL FUNDS

The specific use of SCGL funds includes financing the pedestrian lighting costs, solar panel costs, and patterned crosswalks costs of the above described project.

Description	Other Funding	SCGL Funding	Total
Pedestrian lighting	\$50,000	\$164,000	\$214,000
Transit lighting (over bus stops)	80,000	0	80,000
Solar panels	100,000	49,500	149,500
Patterned crosswalks	0	136,500	136,500
Trees	5,000	0	5,000
Streetscape furniture & signage	80,000	0	80,000
Misc	5,000	0	5,000
Architectural & engineering	15,000	0	15,000
Project inspection	15,000	0	15,000
	<u>\$350,000</u>	<u>\$350,000</u>	<u>\$700,000</u>

PROJECT STATUS AS OF DECEMBER 31, 2006

The City of Los Angeles has completed the following major project components that support new infill housing and sustainable development in the immediate area that meet the project goals:

- Pedestrian lighting totaling \$158,857 in materials and installation that is ready for grant disbursement;
- Engineering and design costs along with new wires and conduits totaling \$195,000 that is the City's matching contribution;
- Installation of trees in the amount of approximately \$5,025 that is the City's matching contribution; and
- Installation of street furniture in the amount of \$42,000. An additional \$214,000 of street furniture has been permitted.

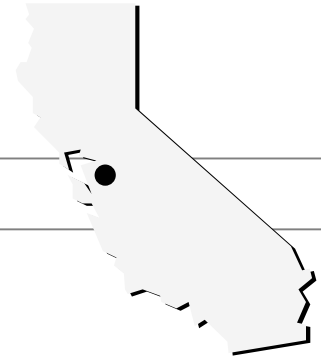
The City was unable to implement the solar panels component as the contract and financing negotiations for the public parking structure on which the solar panels were to be installed took a great deal of time due to the complexity of the financing package and the timing of available funds. During this period of time, the cost of materials and labor had increased to the point where cost-cutting measures were needed to complete the public parking garage which included the deletion of the solar panels.

The City was also unable to construct the patterned crosswalks as contemplated in the grant application as the cost of hiring a private contractor was found to be approximately two and a half times as much as City public works employees¹ to perform the work which would result in far less crosswalks being constructed.

No disbursements have been made to date. Staff is currently processing a disbursement request for the pedestrian lighting component of the project.

¹The City public works employees are previously existing positions, and thus an ineligible cost.

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.

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

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

Phase 2: Coliseum Transit Hub streetscape improvements.

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

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

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.

PROJECT STATUS AS OF DECEMBER 31, 2006

The City of Oakland, BART and the project developers have been negotiating regarding the feasibility of the project based on the analysis completed by the consultants hired through the SCGL grant. Several versions of the project proformas were generated based on the data generated from the financial feasibility study. The study suggests that approximately 600-800 units of housing and up to 30,000 square feet of neighborhood serving retail could be supported by the proposed development.

The CBRE/Sedway consultants have completed the Phase II portion of the financial feasibility, market study and retail analysis for the TOD project. The project management team has provided feedback and comments to the consultants and a final report shall be completed in Spring 2007.

As outlined in the MOU with BART the City of Oakland has every indication that the Project will meet the proposed budget.

SCGL Disbursements to date totaled \$272,017 (78%). The City anticipates that it will utilize nearly all of the grant.

Current Developments

Coliseum Transit Village. The Coliseum Transit Village is slated to become 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. Currently, the City and BART have entered into an Exclusive Negotiating Agreement with OEDC/MacFarlane Partners for the transit oriented development, which will replace the existing Coliseum BART parking lot and provide 600-800 units of housing and approximately 20,000 to 30,000 sq. ft. of ground floor, neighborhood-serving retail.

Lion Creek Crossings (formerly Coliseum Gardens) Residential Development. The Oakland Housing Authority is constructing 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, is replacing the 178-unit Coliseum Gardens public housing project that was demolished in 2004. The new development includes 434 units of affordable rental and 28 units for first-time home buyers. Phase I of this four phase project was completed in June 2006. During the first six months of 2006, 115 families moved into the new homes. The entire project will be completed by December 2008.

Updates concerning the Oakland – Coliseum project area may be found at:

<http://www.business2oakland.com/main/coliseum.htm>

CONCORD



APPLICANT INFORMATION

APPLICANT: City of Concord

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

PROJECT INFORMATION

PROJECT NAME: CONTRA COSTA – SHAPING OUR FUTURE

PROJECT LOCATION: Contra Costa County

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

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

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

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

PROJECT STATUS AS OF DECEMBER 15, 2005

According to the Project Manager, the Shaping Our Future Report is complete. Seventeen of the twenty agencies involved in the development of the report approved the Principles of Agreement. These seventeen agencies represent over 90% of the County’s population. Several of the agencies will

implement with vigor, while three will not participate at this point. Updates to Concord's General Plan and Zoning Ordinances are available at:

<http://www.cityofconcord.org/citygov/dept/planning/zoningupdate.htm>.

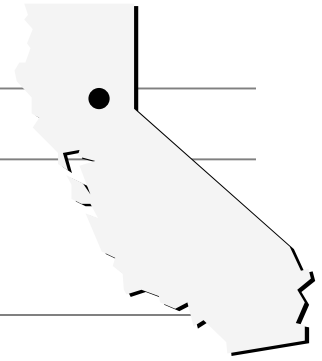
SCGL Disbursements totaled \$78,121 (84%).

CITRUS HEIGHTS

APPLICANT INFORMATION

APPLICANT: City of Citrus Heights

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



PROJECT INFORMATION

PROJECT NAME: REDEVELOPMENT LANDS INVENTORY

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

PROJECT DESCRIPTION: Create a database of potential infill areas.

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

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

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

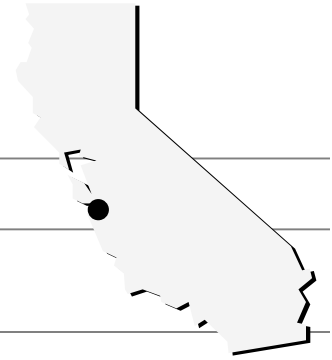
The second SACOG Project to benefit from the RLD is a two and one-half year Transportation – Land Use study that will use state-of-the-art modeling techniques and an extensive community outreach process to evaluate base-case future growth patterns and alternative futures that use sustainable development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

CITY OF CITRUS HEIGHTS Continued

PROJECT STATUS AS OF DECEMBER 15, 2005

- The City of Citrus Heights in partnership with the SACOG finalized the project in early 2005.
- A website with data and outreach information is accessible at www.sacog.org.
- 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 will use SCGL funds to:

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

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

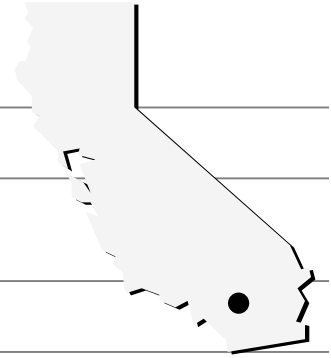
Santa Cruz is a built-out city with very little land left for traditional infill development. With the high value of land, even the hard to develop sites are being used. Moreover, the city of Santa Cruz has policies in place to "maintain a compact City with clearly defined urban boundaries" and it has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

PROJECT STATUS AS OF DECEMBER 31, 2006

- A total of 52 building permits were issued in 2006, far exceeding the City's annual goal of 30 to 40 ADU building permits for the year. This can be compared to an average of about 10 permits per year prior to initiating the program.

- Seven design prototypes were completed in 2003. Since releasing the ADU Prototype Plan Sets and the ADU Manual in the fourth quarter of 2003, over 700 sets of Prototype Plan Set and ADU Manuals have been sold through the City's Planning Department and more than 160 sets have been distributed to other municipalities in California. The ADU Manual and pictures of the Prototypes are also provided on the City's website (Reference: www.ci.santa-cruz.ca.us/pl/hcd/ADU/adu.html).
- A new Garage Conversion Manual was completed in 2006.
- Five ADUs were built or approved with affordability covenants in 2006 with one fee waiver being granted in the 4th quarter. A total of 11 affordability covenants have been recorded since 2003.
- Since 2003 the Woman's Venture Project conducted construction training, which has produced a total of sixty-two graduates. Women Ventures Project has not successfully engaged a contractor who has been willing to work with the Program, despite major outreach efforts. In 2005, seven apprentice workers were trained under this Program using ADUs being built by Habitat for Humanity.
- SCGL Disbursements totaled \$295,488 (84%).

RIVERSIDE



APPLICANT INFORMATION

APPLICANT: City of Riverside

PROJECT INFORMATION

PROJECT NAME: INFILL DEVELOPMENT INCENTIVE PROGRAM

PROJECT LOCATION: Riverside

Project Description: Infill Incentive Program.

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

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

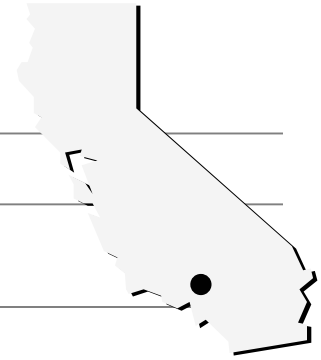
- The house will be built in a qualified low to moderate-income census tract;
- The builder has the financial capacity required to build a single-family home;
- The builder has site control and a building permit; and
- The grading of the site has occurred (funds will be used as reimbursement for grading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

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.

PROJECT STATUS AS OF DECEMBER 31, 2006

- As a result of the Riverside Infill Development Incentive 69 single family homes were built on formerly vacant lots.
- SCGL Disbursements totaled \$300,000 (100%).

CITY OF SAN GABRIEL



APPLICANT INFORMATION

APPLICANT: City of San Gabriel

PROJECT INFORMATION

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

PROJECT LOCATION: Valley Boulevard Corridor

PROJECT DESCRIPTION: Specific Plan for Valley Boulevard Development.

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

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

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

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

PROJECT STATUS AS OF DECEMBER 31, 2006

In the culmination of over three years of community effort, the San Gabriel City Council gave final approval to the *Valley Boulevard Neighborhoods Specific Plan (Valley Vision)* on December 19, 2006. Approval was unanimous and marked a milestone in the city's advanced planning efforts, as *Valley Vision* becomes only San Gabriel's second specific plan and the first ever to be based on the principles of sustainability.

CITY OF SAN GABRIEL Continued

Several months ago, representatives of seven commercial property owners on Valley Blvd. had expressed a concern over the proposed land use designations for their properties, shown as Multi-Family Residential (Strategy 5) in the draft plan. In response, the City Council directed staff to explore alternate designations with the property owners and continued the matter to October 17, 2006.

At that meeting, staff returned with a recommendation that these properties be changed to Mixed-Use, Commercial or Multi-Family Residential on Corridors (Strategy 4). The City Council endorsed this revision and sent the matter to the Planning Commission for a report. On November 13, the Planning Commission recommended that the City Council approve the ordinance adopting the *Valley Vision* plan with this change to the land use designation for the seven properties. The City Council gave first reading to the adopting ordinance on December 5 and second reading on December 19. *Valley Vision* became effective 30 days thereafter.

With the adoption of the *Valley Vision* plan by the City Council, staff is now busy taking those steps necessary to implement the plan. Copies of the final plan have been 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 have been prepared for use at the Community Development Department counter.

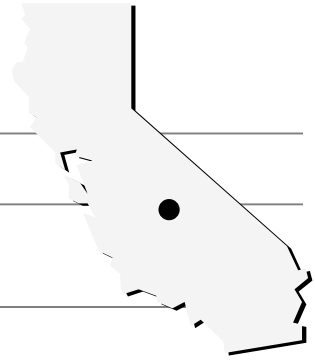
The *Valley Vision* plan is being nominated for an American Planning Association award; the submittal is being prepared and is due in March 2007.

Interested parties can access the plan at:

<http://www.sangabrielcity.com/cityservices/communitydev/specificplans.shtml>

SCGL Disbursements to date totaled \$325,024 (99%). The City anticipates that it will utilize the entire grant.

FRESNO



APPLICANT INFORMATION

APPLICANT: City of Fresno

PROJECT INFORMATION

PROJECT NAME: SANTA FE DEPOT SEISMIC RETROFIT

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

PROJECT DESCRIPTION: Train station restoration.

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

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

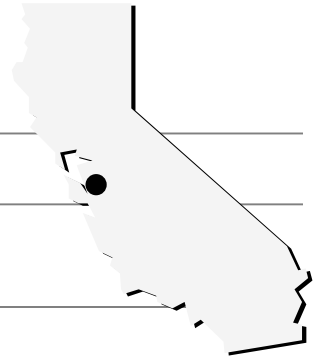
- Promotes infill development through the restoration of the Santa Fe Depot to its original use as a passenger terminal;
- Serves as an economic anchor for other infill development in the urban core and encourages revitalization of struggling businesses in a distressed area; and
- Improves a major transportation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

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

PROJECT STATUS AS OF DECEMBER 15, 2005

- The seismic upgrade was completed and signed off by the City’s Development Department. All SCGL funds for the Seismic Retrofit portion of the Depot Project were expended.
- An Official Opening Ceremony was held at the station November 19, 2005.
- SCGL Disbursements totaled \$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 would use existing track currently owned by Union Pacific. The current focus is for an AMTRAK stop (the Capital Corridor rail line). While AMTRAK passes through the target area it does not stop in the area. The long-term rail vision includes additional linkages to the Dumbarton Rail and the Altamont Commuter Express commuter rail lines.

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

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

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

PROJECT STATUS AS OF DECEMBER 31, 2006

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.

CITY OF UNION CITY Continued

At the time of application, full funding for the entire rail program was not assured. In March, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. Regional Measure 2 provided over \$1.5 billion for a variety of regional transportation projects, including \$135 million for the Dumbarton Commuter Rail Service. This additional funding source provided an opportunity to leverage the funding of SCGL into an environmental study of broader regional significance and use. The Environmental Impact Report addressing Union City's rail connections for Capitol Corridor and Altamont Commuter Express, as well as incorporating Segment G of the Dumbarton Commuter Rail Service project, was completed in February, 2006.

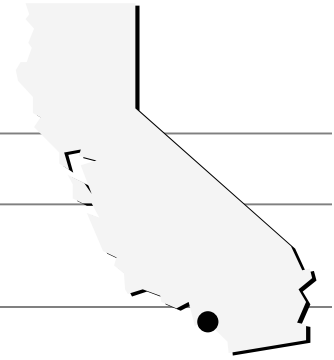
The District core is currently being developed by a combination of private and public participants. Near the core, on formerly contaminated land, 119 single family homes have been recently completed and 218 townhomes are under construction. In addition, 438 high density apartment units have recently been approved for construction immediately 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.

Public improvements are underway to create a new bus, car, and pedestrian access from Decoto Road (a major arterial road adjacent to the District) into the BART station. Under a cooperative agreement with the City of Union City, BART will begin its site improvements next year, with station improvements to follow, eventually culminating in opening the back side on BART as a free pass-through to the rail station and east side of the District. Attached are 3 exhibits that show (1) an illustrative master plan concept for the intermodal station district as a whole, (2) a current photograph of the east side of the district, and (3) an aerial rendering of the master plan concept for the east side of the district.

The City submitted a final report and certificate of completion for the Phase II Rail Study project component of the Intermodal Transit Station District project. The project was coordinated under contract with Earth Tech, Inc.

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

LANCASTER



APPLICANT INFORMATION

APPLICANT: City of Lancaster

PROJECT INFORMATION

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

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

PROJECT DESCRIPTION: Infrastructure Studies for Master Plan.

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

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

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

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

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.

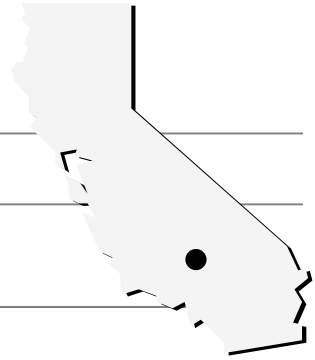
PROJECT STATUS AS OF DECEMBER 15, 2005

- SCGL funds were used to prepare an Infrastructure Master Plan and Design Guidelines.
- Engineers and architects use the Infrastructure Master Plan extensively to design various projects.
- As a result of the award, the City of Lancaster has been able to proceed with preparing the NDLTV Map, vision poster, vision pamphlet and concept drawings. As hoped, these items assisted the City in obtaining further grants to continue with the project. Grants thus far received include a \$500,000 grant from the State of California Cal-Home Program, \$7,486,875 from the State of California Home Investment Partnership Program (HOME) and \$500,000 from the Federal Government. Additionally, the items were instrumental in the approval of the expansion of Sacred Heart School by the Archdiocese of Los Angeles and the approval of the expansion of 7th Day Adventist School by Southern California Association of Seventh-Day Adventists, approval of funding by the Tax Credit Allocation Committee for the Arbor Grove Senior Project, approval of funding by the State of California Multifamily Housing Program and California Debt Allocation Committee for the combined Mental Health Association and multifamily housing project and Jamboree Housing Multifamily affordable housing project.
- The vision poster, vision pamphlet, maps, and proposed concept drawing will also be utilized by InSite Development for funding by the California Tax Credit Allocation Committee for an owner occupied housing project.

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

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

BAKERSFIELD



APPLICANT INFORMATION

APPLICANT: City of Bakersfield

PROJECT INFORMATION

PROJECT NAME: OLD TOWN KERN BAKER STREET CORRIDOR DEVELOPMENT STRATEGY

PROJECT LOCATION: Bakersfield – Old Town Kern

PROJECT DESCRIPTION: Create a sustainable development strategy.

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

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

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

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

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

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

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

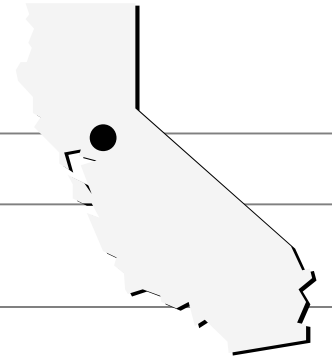
PROJECT STATUS AS OF DECEMBER 15, 2005

On July 22, 2004, the City of Bakersfield provided the Authority with a final report and Certificate of Completion.

The Final Report outlines the various tasks associated with the four phases of the City's plan to revitalize "Old Town Kern Baker Street Corridor." The Final Report provides, in part, a description of the four-phase process for the Baker Street corridor revitalization: demographic and marketing assessment and analysis; community visioning; strategic action plan for Old Town Kern Baker Street Corridor Development Strategy; and public participation and document printing. Information about the Strategy may be obtained from City staff by visiting the City's website at <http://www.bakersfieldcity.us/edcd/redev/index.htm>.

SCGL Disbursements totaled \$136,030 (95%).

SACRAMENTO



APPLICANT INFORMATION

APPLICANT: City of Sacramento

PROJECT INFORMATION

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

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

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

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

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

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

PROJECT STATUS AS OF DECEMBER 31, 2006

The Draft Urban Design Plans uncovered a policy conflict related to park acreage dedication and adopted Smart Growth Principles. After much debate, the City's Parks and Recreation Department

CITY OF SACRAMENTO Continued

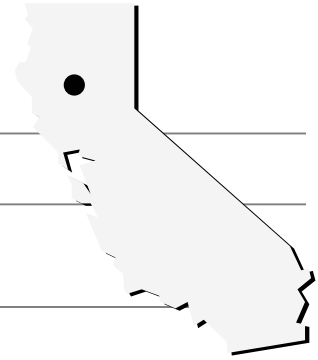
conducted a series of workshops culminating with the City Council on the subject of "Small Public Places in Sacramento".

Based on the common vision established by the workshops, staff was able to better understand how to design the Florin and Meadowview Light Rail Station area plans to meet the parks standards.

The project was largely on hold pending resolution of this issue through 2006. Scheduled negotiations with the consultant have concluded and staff anticipates revising the draft plans and completing the project in the summer of 2007.

SCGL Disbursements to date totaled \$245,606 (82%). The City anticipates that it will utilize the entire grant.

REDDING



APPLICANT INFORMATION

APPLICANT: City of Redding

PROJECT INFORMATION

PROJECT NAME: LANNING/LELAND LOOP PROJECT

PROJECT LOCATION: Lanning and Leland Avenues in Parkview Neighborhood.

PROJECT DESCRIPTION: Road construction and pedestrian access.

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

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

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

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.

PROJECT STATUS AS OF DECEMBER 31, 2006

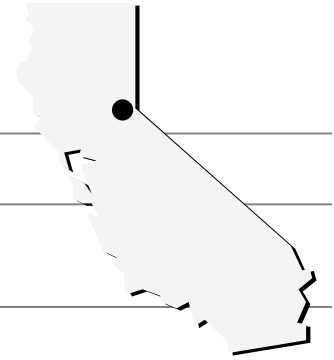
The project description stated four specific outcomes the Project would achieve.

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 is 90% complete. Entitlements to develop Juniper Park, a 45-unit TND subdivision by New Urban Builders on Grange Street, immediately east of the Project, are currently being process by the City's Planning Division. Juniper Park is expected to be under construction in sprin 2007. A development plan is under review for an additional 20 units on Grange Street adjacent to the Project to be built by Habitat for Humanity Shasta Cascade.
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. Create a pedestrian linkage. A separated sidewalk now exists along Grange Street between Lanning and Leland Avenues where none existed before. When Juniper Park is developed in 2007, it will include the extension of Grange Street with separated sidewalk to create a continuous pedestrian linkage from the west side of the Parkview Neighborhood to Juniper Academy, the Neighborhood's elementary school.
4. 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%).

TRUCKEE



APPLICANT INFORMATION

APPLICANT: Town of Truckee

PROJECT INFORMATION

PROJECT NAME: TRUCKEE RAILYARD DEVELOPMENT PROJECT

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

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

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

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

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

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.

PROJECT STATUS AS OF DECEMBER 31, 2006

The Railyard Site is a Special Development District requiring a Master Plan prior to the commencement of any development at the site. Through this grant project, the Town of Truckee invested in research, planning, and coordination with the new private property owner of the site (Holliday Development Company) and Union Pacific Railroad Company (adjacent land owner), and heavily engaged the Town's citizens in planning and development of the Draft Truckee Railyard Master Plan. A copy of the completed document is enclosed for your review.

On March 3, 2005, the Truckee Town Council accepted the Draft Truckee Railyard Master Plan background summary (Phase 1) and recommended that the Town continue to work on development of the Draft Truckee Railyard Master Plan (Phase 2) of the SCGL in conjunction with Holliday Development Company and Darin Dinsmore (dba Dinsmore SIERRA) as the Development Coordinator. Phase 2 of the Master Plan was completed in January 2006. Staff then proposed to complete the Draft Truckee Railyard Master Plan (Phase 3) by including Chapter 6, "Development Standards", which outlined proposed zoning regulations and design guidelines for the Master Plan area. A proposal for professional services to coordinate and manage completion of Phase 3 of the Draft Master Plan was submitted by Dinsmore SIERRA at that time, which was subsequently approved by Council. Dinsmore SIERRA was successful in completing its scope of work, resulting in a completed Draft Master Plan document, supported by a successful public input process.

Even though an environmental impact report (EIR) was previously completed for the Downtown Specific Plan area (which includes the Railyard Site), the Railyard Development Team agreed that producing a new Master Plan area EIR was essential for creating a sustainable plan for the downtown area. As a result, a proposal to move forward with a combined project/program EIR for the Railyard Master Plan area was approved by the Council in October, 2006, and is currently being prepared by LSA Associates. The project EIR component will consider the proposed Phase 1 component of the development, known as the Theater Block, and the program EIR will consider the overall Master Plan area. Holliday Development is continuing with preliminary technical studies to help plan development of the first phase of the master-planned project. The technical studies will also provide valuable data and environmental documentation for the overall Master Plan area (the program EIR component).

Now that the Draft Truckee Railyard Master Plan is complete and the grant reporting obligations have been met, Town staff proposes to initiate an official public process in the spring of 2007 for Council to formally adopt the Final Truckee Railyard Master Plan document. This Final Master Plan document will provide a framework for completing the Master Plan area EIR, and more importantly, create a final framework for planning and redevelopment for this downtown project area.

SCGL disbursements totaled \$248,435 (71%) through 2006. The Town anticipates fully utilizing all of the grant funding.