



Sustainable Communities
Grant & Loan Program

Annual Report of Activities
2007

CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY
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CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY
Sustainable Communities Grant and Loan Program
Report of Activities 2007

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, 2007.

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 solicited proposals and received 68 applications (Attachment A). In October of 2007, the Authority awarded grant funding to seven new projects and is now in the process of completing grant documents for the awardees.

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.

Sacramento–SCGL Grant Facilitates Florin Road/Meadowview Light Rail Station Areas Planning Process

Land use plans and conceptual design plans were developed for the Florin Road and Meadowview Road light rail station areas as part of the 2002 Transit for Livable Communities (TLC) effort headed by Sacramento Regional Transit . These land use plans envisioned development of vacant land and reuse of underutilized land with medium and higher density housing, mixed use with supportive retail and/or employment, and other civic and community uses. The Sustainable Communities Grant received allowed the City of Sacramento to build upon the conceptual plans of the TLC by drafting station area development plans for the land within one-quarter mile of the transit stations at the Florin and the Meadowview stations.

proposals, this grant allows the City and RT to be better prepared with advance planning and design guidelines to foster good development coupled with a system of fees or assessments that the developer can use to support the needed infrastructure for two noteworthy future transit villages.

Artist rendering of Meadowview Station Plans



As the development community continues to respond with substantive development

"The grant allowed the City of Sacramento to engage the public in a much more intimate way than would have been possible without such funding. These funds allowed the city to develop a common vision for the Florin and Meadowview light rail station areas... the public participation that occurred forced the City to rethink key elements of transit oriented development in Sacramento, which will enhance our station area planning from this effort forward." – Fedolia “Sparky” Harris, Senior Planner

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.

Holliday 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 revitalize and enhance Trout Creek, 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 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.

Now that the Downtown Railyard Master Plan has been completed, it is being 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, staff, in partnership with Holliday Development, is holding 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. It is anticipated that Phase 1 will break ground in the summer of 2009. 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.

“This project represents a once-in-a-lifetime opportunity for the Town of Truckee, in partnership with its local citizens and Holliday Development, to redevelop a brownfield, infill site adjacent to historic downtown Truckee.”
– David Griffith, Redevelopment and Housing Coordinator

Existing Downtown Truckee



Updated Project Artist Rendering



LOANS AND GRANTS

Descriptions and Amounts of Loans and Grants

Awardees from the 2002 and 2007 funding rounds are in various stages of project implementation and completion.

2002 Funding Round

Staff’s activities for 2007 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 met conditions of funding for their projects.

2002 Funding Round					
SCGL Program Status as of December 31, 2007					
Awardee	Award	Disbursed	Balance	Project Description	Status
Los Angeles	\$350,000	\$58,857	\$191,143	Pedestrian Link Project	Project Completed 2007
Oakland	\$350,000	\$272,017	77,983	Transit Village Studies	Project Completed 2006
Concord	\$93,121	\$78,121	\$15,000	County-wide Planning Process	Project Completed 2003
Citrus Heights	\$320,000	\$320,000	\$0	Infill Development Database	Project Completed 2005
Santa Cruz	\$350,000	\$295,488	\$54,512	Infill Development Program	Project Completed 2007
Riverside	\$300,000	\$300,000	\$0	Infill Incentive Program	Project Completed 2006
San Gabriel	\$328,500	\$328,500	0	Specific Plan	Project Completed 2007
Fresno	\$316,337	\$316,337	\$0	Train Station Restoration	Project Completed 2004
Union City (G)	\$350,000	\$350,000	\$0	Transit Village Rail Study	Project Completed 2005
Union City (L)	\$150,000	\$150,000	\$0	Transit Village Rail Study	Project Completed 2005
Lancaster	\$300,000	\$300,000	\$0	Infrastructure Studies	Project Completed 2005
Bakersfield	\$143,600	\$136,030	\$7,570	Sustainable Development Strategy	Project Completed 2004
Sacramento	\$300,000	\$299,096	\$904	Infrastructure & Design Plans	Project Completed 2007
Redding	\$160,000	\$160,000	\$0	Road Construction/Pedestrian Access	Project Completed 2006
Truckee	<u>350,000</u>	<u>\$350,000</u>	<u>0</u>	Truckee Railyard Development	Project Completed 2007
<i>Total</i>	\$4,161,558	\$3,714,446	\$347,112		

Note: See Exhibit I for updates to remaining 2002 awardees’ project descriptions completed in 2007.

2007 Funding Round

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. No disbursements have been made thus far pending receipt of disbursement requests.

2007 Funding Round					
Selected Projects in 2007					
Awardee	Award	Disbursed	Balance	Project Description	Status
Compton	\$350,000	\$0	\$350,000	Smart Growth Code & Zoning Audit	Grant Approved/Executed
Fort Bragg	350,000	0	350,000	Strategic Action Plan/General Plan	Grant Approved/Executed
Hayward	350,000	0	350,000	Brownfield Acquisition and Clean-up	Grant Approved/Executed
Livingston	350,000	0	350,000	Construction and Renovation	Grant Approved/Executed
Los Angeles	350,000	0	350,000	Specific Plan	Grant Approved/Executed
San Diego	350,000	0	350,000	Hiring Experts for Specific Plan	Grant Approved/Executed
Willits	<u>323,512</u>	<u>0</u>	<u>323,512</u>	Implementation of Water Study Plan	Grant Approved/Executed
<i>Total</i>	\$2,423,512	\$0	\$2,423,512		

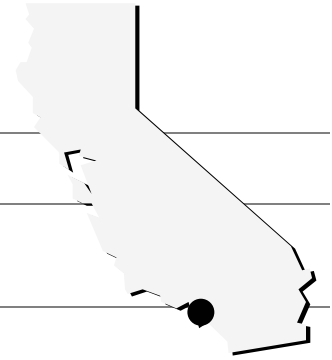
NOTE: See Exhibit II for description of 2007 projects.

In summary, total funding awards for the program are \$6,585,000 with a total of \$3,839,310 disbursed to date.

EXHIBIT I

2002 FUNDING ROUND PROJECT DESCRIPTIONS FOR PROJECTS COMPLETED IN 2007

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, 2007

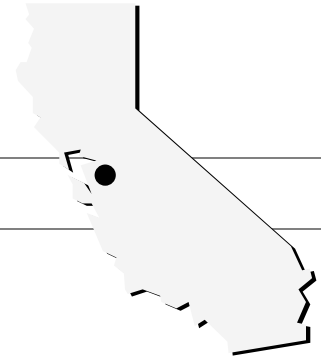
The City of Los Angeles has completed the following major project components that support new infill housing and sustainable development in the immediate area that meet the project goals:

- 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.

The amount actually expended for eligible costs is \$158,857 (45%). The balance was returned to the CPCFA fund.

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, 2007

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 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 who 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. Additionally, the City worked with Maclaren Vasquez and Esmek Architects on developing BART parking technical studies which incorporated sustainable strategies for reducing automobile emissions and dependency, and promoted mass transit alternatives. 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.

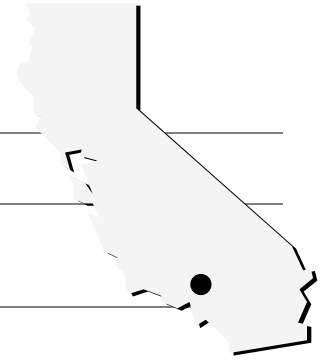
Finally, the Oakland Housing Authority (OHA), in partnership with the East bay Local Development Corporation (EBALDC) was able to complete the planning process of the reconfiguration of the former Coliseum Gardens Park which is now known as Lions Creek Crossing. Through the CPCFA SCGL grant, OHA and EBALDC was better able to coordinate the community participation process for the design of the park and creek. EBALDC was also able to contract with Hood Design for the preliminary design of the park and creek, and also with Far West Restoration Engineering for preliminary engineering of the restoration of Lion Creek.

The amount actually expended for eligible costs is \$272,017 (78%).

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

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

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, 2007

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

CITY OF SAN GABRIEL Continued

for use at the Community Development Department 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

Despite being in effect for less than six months the *Valley Vision* plan has already been recognized as an award-winning example of sustainability. In May, 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. Mayor Kevin Sawkins, City Planner Mark Gallatin, Associate Planner Grace Song, along with Woodie Tescher and Linda Tatum of EIP Associates, who helped draft the plan, were on hand to represent the City and receive the award.

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

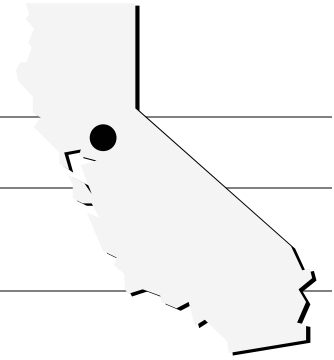
Information on the Valley Boulevard Neighborhoods Specific Plan (Valley Vision) can be found on the City of San Gabriel website:

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

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, 2007

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

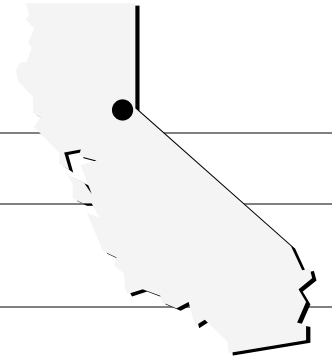
CITY OF SACRAMENTO Continued

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.

SCGL Disbursements to date totaled \$299,096 (99.7%).

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.

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;

TOWN OF TRUCKEE Continued

- protecting environmental resources; and
- reducing sprawl and its related infrastructure costs and transportation/traffic issues.

PROJECT STATUS AS OF DECEMBER 31, 2007

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 is being 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, is holding 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. It is anticipated that Phase 1 will break ground in the summer of 2009.

In the Final Report submitted to the Authority in March of 2008, the Town of Truckee outlined the current status of the Plan as well as the Town's immediate and future plans. The total amount disbursed for this project was \$349,999.50 (100%).

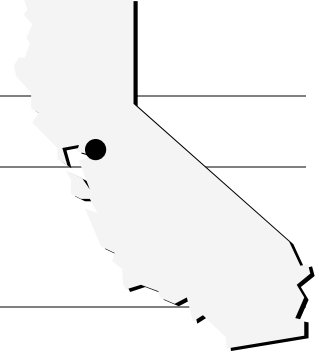
EXHIBIT II

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, clean-up, and develop a park from a 2.47 acre parcel of land previously used by Holland Oil Company.

On behalf of the Hayward Area Recreation and Park District (HARD) the County of Alameda is seeking funds to help with the acquisition, Brownfield clean-up 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, and the planned business and affordable 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:

- Reducing toxins and pollutants in the site stemming from its prior use as a bulk oil/gasoline storage facility. Once the clean-up 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.
- Promoting economic growth in an older area that suffers from lack of economic development by creating a park, business and housing development that will undoubtedly create new jobs and increase revenue.
- 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 has applicability to economically depressed communities that have a contaminated, abandoned, and blight-ridden parcel of land to show 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:

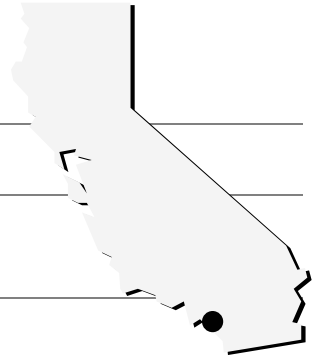
- Acquisition of land cost estimate; and
- Clean-up cost estimate.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING RECOMMENDATION
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
Clean-up costs	<u>150,000</u>	<u>150,000</u>
Total	\$ <u>350,000</u>	\$ <u>350,000</u>

CONDITIONS OF FUNDING

- Resolution of governing board authorizing the Applicant’s participation in the SCGL Program.
- Confirming documentation acceptable to Staff of proof of any funds from other sources necessary to complete the project.
- The City will conduct an RFP process for the clean-up of the Project Area.
- Other conditions, as appropriate, identified by Staff prior to, or after, funds disbursement.

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 is seeking 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.

Currently, the Brickyard Site is 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 has partnered with the University of Southern California Center for Economic Development to conduct the Smart Growth Code and Zoning Audit and prepare the Transit-Oriented Specific Plan. The Center is currently 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 will be 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 end result will be a specific plan that will 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; and
- *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; and

CITY OF COMPTON Continued

- *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 a 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 specific use of SCGL funds includes:

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

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING RECOMMENDATION
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) No specific costs cut identified at this time. The City asserts that it can proceed with the project without the loan funding.

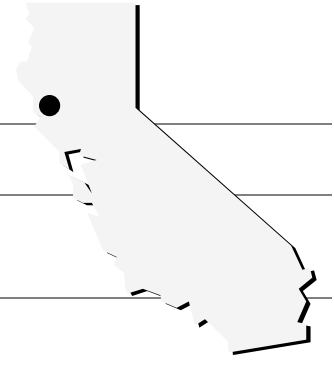
CONDITIONS OF FUNDING

- Resolution of governing board authorizing the Applicant’s participation in the SCGL Program.
- Confirming documentation acceptable to Staff of proof of any funds from other sources necessary to complete the project.

CITY OF COMPTON Continued

- Planning consultant(s) must show experience in planning, urban design and infill development acceptable to Staff.
- Other conditions, as appropriate, identified by Staff prior to, or after, funds disbursement.

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 is seeking 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 clean-up 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.

SCGL funds will be used to assist the City in 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 and;

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 developed from Fort Bragg’s specific plan will include:

- *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 represents 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 specific use of SCGL funds includes:

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

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING RECOMMENDATION
Loan	\$149,957	\$ 0
Grant	<u>350,000</u>	<u>350,000</u>
Total	<u>\$499,957</u>	<u>\$350,000</u>

CITY OF FORT BRAGG Continued

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) No specific costs cut identified at this time. The City asserts that it can proceed with the project without the loan funding.

CONDITIONS OF FUNDING

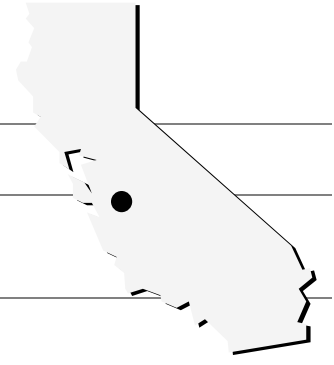
- Resolution of governing board authorizing the Applicant's participation in the SCGL Program.
- Confirming documentation acceptable to Staff of funds from other sources necessary to complete the Project.
- Planning consultant(s) must show experience in planning, urban design, and infill development acceptable to Staff.

Other conditions, as appropriate, identified by staff prior to, or after, funds disbursement.

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, is seeking 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 is 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 to get to the theater.

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

SOURCES AND USES OF SCGL FUNDS

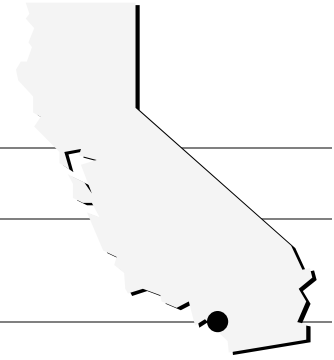
The specific use of SCGL funds includes paying a portion of the construction and renovation of the Court Theater building.

SOURCE OF FUNDS	FUNDING REQUEST	FUNDING RECOMMENDATION
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>

CONDITIONS OF FUNDING

- Resolution of governing board authorizing the Applicant’s participation in the SCGL Program.
- Confirming documentation acceptable to Staff of proof of any funds from other sources necessary to complete the project.
- Other conditions, as appropriate, identified by Staff prior to, or after, funds disbursement.

LOS ANGELES



APPLICANT INFORMATION

APPLICANT: City of Los Angeles

PROJECT INFORMATION

PROJECT NAME: CORNFIELDS/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 is seeking 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 will be a specific plan that will include:

- *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.

CITY OF LOS ANGELES Continued

SOURCES AND USES OF SCGL FUNDS

The specific use of SCGL funds includes:

- 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.

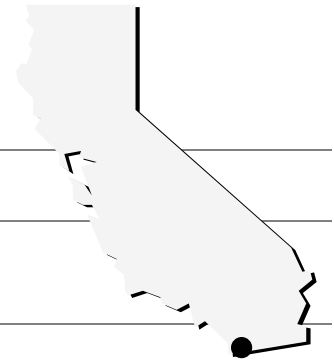
SOURCE OF FUNDS	FUNDING REQUEST	FUNDING RECOMMENDATION
Loan	\$ 0	\$ 0
Grant	<u>350,000</u>	<u>350,000</u>
Total	<u>\$350,000</u>	<u>\$350,000</u>
USES OF FUNDS		
Personnel – hiring of a Professional Student Worker	\$ 25,000	\$ 25,000
Contractual – Assessment and Analysis	300,000	300,000
Program promotion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

CONDITIONS OF FUNDING

- Resolution of governing board authorizing the Applicant’s participation in the SCGL Program.
- Confirming documentation acceptable to Staff of proof of any funds from other sources necessary to complete the project.

Other conditions, as appropriate, identified by Staff prior to, or after funds disbursement.

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 is seeking 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 will address 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 will offer 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 will reduce 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 includes:

- 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 RECOMMENDATION
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 ^(a)
	<u>150,000</u>	<u>0</u>
Total	<u>\$350,000</u>	<u>\$350,000</u>

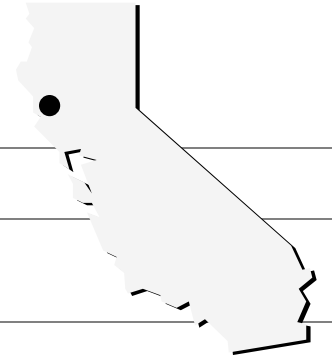
^(a) The City asserts that it has obtained additional funding sources and can proceed with the project without the loan funding.

CONDITIONS OF FUNDING

- Resolution of governing board authorizing the Applicant’s participation in the SCGL Program.
- Confirming documentation acceptable to Staff of proof of any funds from other sources necessary to complete the project.
- Planning consultant(s) must show experience in planning, urban design and infill development acceptable to Staff.

Other conditions, as appropriate, identified by Staff prior to, or after, funds disbursement.

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, is seeking 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 will be 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 should set a good 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 communities with similar water issues to use. The City will be working with a professional videographer to document the planning and

CITY OF WILLITS Continued

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 specific use of SCGL funds includes:

- The establishment and hiring of a Water Conservation Coordinator (50% grant funded).
- 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 RECOMMENDATION
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 City’s request to fund a portion of the Community Development Director position is an ineligible cost because it is an existing position. This personnel cost and fringe benefits will continue to be covered by the City.

CONDITIONS OF FUNDING

- Resolution of governing board authorizing the Applicant’s participation in the SCGL Program.
- Confirming documentation acceptable to Staff of proof of any funds from other sources necessary to complete the Project.
- The City will utilize an RFP process to select a qualified Consultant.

Other conditions, as appropriate, identified by staff prior to, or after, funds disbursement.

ATTACHMENT A
SCGL 2007 APPLICANT POOL

	Applicant Name	Type of Project	Loan Request	Grant Request	Total Request
1	Amador	Project	\$0	\$350,000	\$350,000
2	Artesia	Project	\$0	\$350,000	\$350,000
3	Arvin	Plan	\$0	\$350,000	\$350,000
4	Berkely	Study	\$0	\$350,000	\$350,000
5	Blythe	Plan	\$26,550	\$350,000	\$376,550
6	Calaveras	Plan	\$0	\$350,000	\$350,000
7	Chico	Project	\$0	\$66,725	\$66,725
8	Chula Vista	Plan	\$0	\$350,000	\$350,000
9	Citrus Heights	Plan	\$0	\$350,000	\$350,000
10	Claremont	Program	\$0	\$300,000	\$300,000
11	Commerce	Program	\$0	\$216,450	\$216,450
12	Compton	Plan	\$150,000	\$350,000	\$500,000
13	Davis	Program	\$0	\$338,600	\$338,600
14	Delano	Project	\$150,000	\$350,000	\$500,000
15	Duarte	Program	\$0	\$350,000	\$350,000
16	El Paso Robles	Plan	\$150,000	\$350,000	\$500,000
17	Fort Bragg	Plan	\$149,957	\$350,000	\$499,957
18	Gardena	Plan	\$150,000	\$350,000	\$500,000
19	Gonzales	Plan	\$0	\$337,500	\$337,500
21	Hayward	Project	\$0	\$350,000	\$350,000
22	Huntington Beach	Project	\$0	\$300,000	\$300,000
23	Irwindale	Program	\$0	\$299,700	\$299,700
24	Kern	Plan	\$0	\$126,500	\$126,500
25	Kingsburg	Plan	\$150,000	\$298,800	\$448,800
26	La Verne	Plan	\$0	\$350,000	\$350,000
27	Lancaster	Plan	\$0	\$347,400	\$347,400
28	Lindsay	Project	\$150,000	\$350,000	\$500,000
29	Live Oak	Project	\$0	\$200,000	\$200,000
30	Livingston	Project	\$0	\$350,000	\$350,000
31	Lompoc	Project	\$0	\$250,000	\$250,000
32	Long Beach	Plan	\$0	\$348,000	\$348,000
33	Los Angeles	Plan	\$0	\$350,000	\$350,000
34	Los Angeles	Plan	\$0	\$150,000	\$150,000
35	Martinez	Study	\$0	\$200,000	\$200,000
36	McFarland	Plan	\$0	\$350,000	\$350,000
37	Merced	Project	\$0	\$350,000	\$350,000
38	Newark	Plan	\$0	\$350,000	\$350,000
39	Ontario	Project	\$150,000	\$350,000	\$500,000
40	Oroville	Plan	\$0	\$350,000	\$350,000
41	Placentia	Plan	\$0	\$200,000	\$200,000
42	Rancho Cucamonga	Plan	\$0	\$40,000	\$40,000
43	Redondo Beach	Project	\$0	\$324,000	\$324,000

ATTACHMENT A
SCGL 2007 APPLICANT POOL

	Applicant Name	Type of Project	Loan Request	Grant Request	Total Request
44	Reedley	Project	\$150,000	\$350,000	\$500,000
45	Rio Dell	Plan	\$0	\$100,000	\$100,000
46	Rio Vista	Project	\$150,000	\$350,000	\$500,000
47	Sacramento	Plan	\$0	\$250,000	\$250,000
48	Sacramento	Project	\$0	\$350,000	\$350,000
49	Salinas	Project	\$150,000	\$350,000	\$500,000
50	San Bernadino	Program	\$0	\$350,000	\$350,000
51	San Bernadino	Plan	\$0	\$295,000	\$295,000
52	San Buenaventura	Study	\$0	\$350,000	\$350,000
53	San Diego	Plan	\$150,000	\$350,000	\$500,000
54	San Francisco	Plan	\$0	\$350,000	\$350,000
55	San Gabriel	Plan	\$0	\$350,000	\$350,000
56	San Jose	Plan	\$0	\$350,000	\$350,000
57	Santa Ana	Plan	\$0	\$282,950	\$282,950
58	Santa Rosa	Plan	\$0	\$350,000	\$350,000
59	Sausalito	Plan	\$0	\$40,000	\$40,000
60	Seaside	Program	\$0	\$152,000	\$152,000
61	Shasta Lake	Study	\$0	\$300,000	\$300,000
62	South Gate	Plan	\$0	\$330,000	\$330,000
63	Trinity	Plan	\$0	\$350,000	\$350,000
64	Tulare	Project	\$0	\$326,400	\$326,400
65	Twenty Nine Palms	Plan	\$0	\$317,000	\$317,000
66	Vista	Project	\$0	\$336,973	\$336,973
67	West Hollywood	Program	\$0	\$350,000	\$350,000
68	Willits	Project	\$0	\$350,000	\$350,000
	Total		\$1,826,507	\$20,723,998	\$22,550,505