

City of



REPORT TO THE CITY COUNCIL

February 27, 2014

AGENDA ITEM NO.	2B
COUNCIL MEETING	February 27, 2014
APPROVED BY _____	
DEPARTMENT DIRECTOR _____	
CITY MANAGER	

FROM: BRUCE RUDD, City Manager

BY: ELLIOTT BALCH, Downtown Revitalization Manager EB
Office of the Mayor and City Manager

SCOTT MOZIER, Director SM
Public Works Department

SUBJECT: A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AUTHORIZING THE SUBMISSION OF APPLICATIONS FOR GRANTS OF \$533,457 FOR CAPITAL IMPROVEMENT PROJECTS IN THE CULTURAL ARTS DISTRICT IN DOWNTOWN FRESNO UNDER THE FRESNO COUNTY MEASURE C TRANSIT ORIENTED DEVELOPMENT (TOD) PROGRAM AND AUTHORIZING THE EXECUTION OF APPLICATION-RELATED DOCUMENTS BY THE CITY MANAGER OR DESIGNEE

RECOMMENDATION

Staff recommends that the City Council adopt the attached resolution (Exhibit A) authorizing the City to apply for \$533,457 from the Measure "C" Transit-Oriented Development (TOD) program to fund capital improvement projects related to proposed development in the Cultural Arts District at the "Met block" as well as along Broadway between Calaveras and San Joaquin Streets.

EXECUTIVE SUMMARY

The attached resolution (Exhibit A), which staff proposes for adoption today, authorizes the City to apply to the Measure "C" TOD program for \$533,457 for proposed capital improvement projects in two areas: near the proposed development at the "Met block," and near proposed development along Broadway between Calaveras and San Joaquin Streets. For project details, see Exhibit B.

The Measure "C" TOD fund accrues approximately \$700,000 per year. After approving an initial application submitted by City staff for the Fulton Mall Reconstruction Project, the Fresno Council of Governments (COG) has reopened this year's funding cycle to potential additional

applications. Granville Homes has approached the City and requested that the Council authorize applications for offsite capital improvement projects relating to the two identified Granville developments in the Cultural Arts District.

BACKGROUND

The revitalization of Downtown Fresno is one of the most important factors in the long-term economic future of the city. For almost 40 years, community leaders have expressed a desire to bring revitalization to the Downtown area. More recently the City has turned from desire to action, fixing outdated land use regulations, planning and funding the basic infrastructure necessary for growth, and empowering property owners to manage and promote the Downtown. Even as these efforts are ongoing, much progress remains to be made in order to reestablish Downtown Fresno as a vibrant area with an increased residential population, greater office occupancy, and abundant retail and entertainment options. Early Downtown developers, particularly Granville Homes and members of the Assemi family, have undertaken residential and mixed-use development that has added new energy to urban areas that had not seen significant investment for many years.

About the Measure "C" Transit Oriented Development Program

In November 2006 the voters of Fresno County passed a 20-year extension of Measure "C", the countywide half-cent sales tax for transportation. The original Measure "C" (1987-2007) focused primarily on constructing and expanding State Highways 41, 168 and 180, as well as providing flexible pass-through funding to the cities. Unlike the original initiative, the Measure "C" Extension included a number of funding categories dedicated to specific purposes such as public transportation, airports, pavement maintenance, curb ramps and sidewalks, support for infill development, bike lanes and trails.

Since that time the FCTA, COG, and other community stakeholders have worked to develop each of these programs, beginning first with the formula-based pass-through dollars for local programs, then the regional program, including the implementation of the closely related Regional Transportation Mitigation Impact Fee (RTMF) and the Public Transportation Infrastructure Study (PTIS).

The COG Policy Board approved guidelines for the Transit-Oriented Development Program in September 2011 which are based on the PTIS. The program guidelines specify that the TOD funds are allocated to fund efforts within Downtown Fresno, FAX's proposed BRT corridor (incorporating the Blackstone and Ventura corridors), and future Shaw Avenue BRT corridor. Downtown Fresno is identified in the guidelines as the highest priority area, followed by FAX's BRT corridor. Because the currently eligible areas are entirely within the city of Fresno, and the program guidelines require a resolution of support for all applications from the local City Council, the Fresno City Council in effect has the exclusive position of deciding what projects may seek TOD funding. Exhibit C is the TOD program guidelines with suggested amendments

allowing multiyear applications as described below, which the COG Policy Board will consider for adoption this evening.

Annual rounds of TOD funding began in 2012 with \$2.7 million then available. With Council approval, the City applied in March 2012 for \$700,000 to offer waivers of citywide development impact fees to qualifying downtown development projects, and \$2,000,000 to support engineering and environmental analysis of the Fulton Mall reconstruction project. Action by the COG and FCTA boards approved the \$700,000 for impact fee waivers as well as a reduced Fulton Mall request of \$474,810, focused on environmental work and preliminary alternatives analysis. Another part of the original Fulton Mall request, \$1.1 million for preconstruction engineering, was approved in late 2013, following announcement of the award of federal TIGER dollars for a majority of the proposed project's construction cost.

In the 2013 Measure "C" TOD funding cycle, the City received awards totaling \$1,308,930 for continuation of the downtown impact fee waiver program and three downtown capital projects related to specific housing and mixed-use developments.

The 2014 round has a total of approximately \$800,000 available. The COG and FCTA boards have approved a multiyear award of construction matching funds toward the Fulton Mall Reconstruction Project (pending approval of the application by the City Council as proposed later today). Under the TOD guidelines, half the funding per annual round is available for multiyear projects until the award is fulfilled. Therefore, approximately \$400,000 is expected to be available in the remainder of the reopened 2014 round for other projects.

The Council action recommended by staff today authorizes the City to apply for capital project funding under the Measure "C" TOD program to fully fund two suites of offsite capital improvement projects necessary for two proposed Granville Homes housing developments in the Cultural Arts District.

Present Applications

Fresno COG staff has reopened the 2014 funding round to allow the City to submit proposals for the second half of this year's available funding, in addition to the Fulton Mall Reconstruction Project match. Based on requests from Granville Homes for assistance with new downtown transit-oriented housing development, City staff is recommending that the Council authorize proposals for Measure "C" funding of smaller capital projects in the Cultural Arts District.

A. \$229,799 for offsite improvements for the "Met block" development

Granville Homes is proposing the development of the block bounded by Calaveras Street, Van Ness Avenue, Stanislaus Street, and Fulton Street, excluding the former Fresno Bee/Metropolitan Museum and Theatre 3 buildings, as a residential mixed-use project. The project as proposed creates 80 housing units at a density of 37.7 units/acre, plus 2,304 s.f. of office space.

The proposed capital projects in support of this development would provide improvements to the streets and alleys bordering the development site, such as curbs and gutters, sidewalks, and paving. The improvements would also include the undergrounding of overhead utilities in the alley and relocation of electrical vaults. A portion of the budget would be available for the management of these capital projects. For details, see Exhibit B.

Separate from this request, Granville is also seeking incentives from the Measure "C" TOD program, through the City, in the form of citywide impact fee waivers. Total impact fees due on the project are estimated at \$318,549. The City has the funding currently available in this program to accommodate this request, and staff is actively reviewing features of the project to determine whether the project is eligible for a waiver of the parks fee only (accounting for 67% of the total due) or 100% of the fees.

B. \$303,658 for offsite improvements for development on Broadway between Calaveras and San Joaquin Streets

Granville Homes is proposing the development of the east side of Broadway between Calaveras and San Joaquin Streets as new development with the incorporation of the existing, historic Levinson Home already on-site. The project as proposed creates 52 housing units at a density of 40.3 units/acre.

The proposed capital projects in support of this development would provide improvements to the streets and alleys bordering the development site, such as curbs and gutters, sidewalks, and paving. The improvements would also include construction of an offsite water main. A portion of the budget would be available for plan check, inspection, and other fees. For details, see Exhibit B.

Separate from this request, Granville is also seeking incentives from the Measure "C" TOD program, through the City, in the form of citywide impact fee waivers. Total impact fees due on the project, assuming the unit count above, are estimated at \$204,758. The City has the funding currently available in this program to accommodate this request, and staff is actively reviewing features of the project to determine whether the project is eligible for a waiver of the parks fee only (accounting for 68% of the total due) or 100% of the fees.

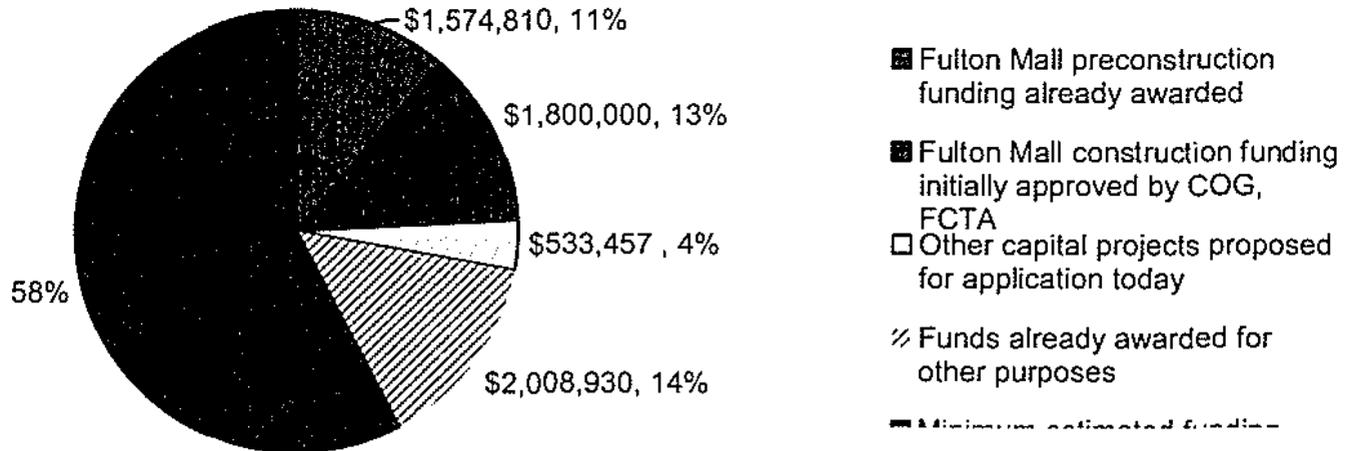
Status of the Measure "C" TOD fund

The Measure "C" TOD program applications proposed for authorization today would bring requests to this program to a total of \$5,917,197 since funding first became available in 2012. This is an estimated 42% of the roughly \$14 million expected to be available to the TOD program over the life of the Measure "C" extension.

This total includes total requests for the proposed Fulton Mall Reconstruction Project of \$3,374,810, comprised of \$1,574,810 for preconstruction work and \$1,800,000 in construction

costs. This is envisioned as the end of the City's needs from the program for the Fulton Mall. Past, proposed, and future funding is summarized in the chart below.

Measure "C" TOD Program Funding to Date



FISCAL IMPACT

The proposed funding, if awarded by the Fresno COG and FCTA, and if accepted by the Council, would be available on a reimbursement basis for construction costs related to the capital projects as described in the Cultural Arts District.

As has been the case with alley and storm drain reconstruction projects previously funded by the Measure "C" TOD program, Granville Homes would carry out the projects, and seek reimbursement from the City, and the City would then seek reimbursement from the Fresno County Transportation Authority under a cooperative agreement subject to future approval action by the City Council. The commitment by the City and the Measure "C" TOD program to these projects would be limited to the authorized grant amounts.

- Exhibit A: Resolution
- Exhibit B: Offsite capital project detail, Met Block and Broadway developments
- Exhibit C: Fresno County Measure "C" TOD Program Policies and Guidelines

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RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AUTHORIZING THE SUBMISSION OF APPLICATIONS FOR GRANTS OF \$533,457 FOR CAPITAL IMPROVEMENT PROJECTS IN THE CULTURAL ARTS DISTRICT IN DOWNTOWN FRESNO UNDER THE FRESNO COUNTY MEASURE C TRANSIT ORIENTED DEVELOPMENT (TOD) PROGRAM AND AUTHORIZING THE EXECUTION OF APPLICATION-RELATED DOCUMENTS BY THE CITY MANAGER OR DESIGNEE

WHEREAS, the Transit Oriented Development (TOD) Program was created in the 2006 Measure C Extension Plan;

WHEREAS, the goals of the Measure C Transit Oriented Infrastructure for In-Fill are to support community-based transit projects that are developed through an inclusive planning process with broad private-public partnerships and outreach; improve the range of transportation choices by supporting transit facilities and improving links between facilities and activity nodes; and support well-designed, high-density housing and mixed uses near transit;

WHEREAS, TOD guidelines call for the applicant's governing body to certify by resolution its authorization to apply for funding;

WHEREAS, the projects described below will enable transit-oriented housing and mixed use development in Downtown Fresno ("City") and accomplishing such projects with grant funding acts an incentive by relieving development projects of the costs involved; and

1 of 4

Date Adopted:
Date Approved:
Effective Date:

City Attorney Approval: BC

Resolution No.

WHEREAS, staff will return to the City Council for consideration of an agreement with the Fresno County Transportation Authority to carry out those projects selected for award, and the City is not obligated to utilize the funding proposed unless such an agreement is approved.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF FRESNO HEREBY:

1. Approves the filing of applications to fund the following proposed projects, consistent with constitutional and local law requirements and this resolution, for a total of \$533,457:

- A. Offsite improvements for the *Met block* development.....229,799
- B. Offsite improvements for development on Broadway between Calaveras and San Joaquin Streets.....303,658

2. Certifies that the City has reviewed, understands and, to the extent consistent with all constitutional and local law requirements and this resolution, agrees to the provisions contained in the applications and program guidelines, manual and related documents.

3. Certifies that the City will have sufficient funds to operate and maintain the projects consistent with the grant requirements, or will secure the resources to do so.

4. Certifies that the City will comply with any laws and regulations including, but not limited to, the California Environmental Quality Act (CEQA), legal requirements for building codes, health and safety codes, disabled access laws, and, that prior to commencement of construction, all applicable permits will have been obtained.

5. Certifies that the City will work towards the Measure C TOD Priorities intended to support livable, viable and sustainable transit oriented healthy communities that promote walking, biking, and the use of public transit and reduce private vehicle dependence.

6. Appoints and authorizes the City Manager or his designee as the agent for the City of Fresno to execute and submit all application documents, materials and certifications and so on which may be necessary in pursuit hereof, subject to prior approval as to form by the City Attorney's Office.

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CLERK'S CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF FRESNO)ss.
CITY OF FRESNO)

I, YVONNE SPENCE, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, California, at a regular meeting thereof, held on the _____ day of _____, 2014.

AYES:
NOES:
ABSENT:
ABSTAIN:

YVONNE SPENCE, CMC
City Clerk

BY: _____
Deputy

APPROVED AS TO FORM:
DOUGLAS T. SLOAN
City Attorney

By: _____
Brandon M. Collet Date
Deputy

BMC:prn [64003bmc/reso] 02-18-14

MET PROJECT
1 of 1

GARY G. GIANNETTA
CONSULTING CIVIL ENGINEER
1119 "S" STREET
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COST ESTIMATE
MET PROJECT PUBLIC IMPROVEMENTS
CALAVERAS STREET, FULTON STREET AND STANISLAUS STREET

December 23, 2013

ITEM DESCRIPTION	QUANTITY	\$ UNIT COST	\$ EXTENSION
<u>OFFSITE STREET CONSTRUCTION</u>			
1. Mobilization		LUMP SUM	\$ 3,000.00
2. Clearing and Grubbing		LUMP SUM	4,000.00
3. Traffic Control		LUMP SUM	6,000.00
4. Excavation and Grading		LUMP SUM	5,000.00
5. Curb and Gutter	925 LF	\$ 14.00	12,950.00
6. Sidewalk	8,110 SF	4.50	36,495.00
7. Return w/Ramp	2 Ea	2,200.00	4,400.00
8. Driveway Approach	1 Ea	1,600.00	1,600.00
9. Alley Approach	1 Ea	2,200.00	2,200.00
10. Asphalt Pavement	3,950 SF	7.00	27,650.00
	TOTAL STREET CONSTRUCTION		\$ 103,295.00
<u>MISCELLANEOUS</u>			
1. Adjust P.G.&E Vaults to Grade	2 Ea	\$5,000.00	\$ 10,000.00
2. Underground Overhead (Calaveras)		Lump Sum	75,000.00
3. Street Trees and Irrigation	30 Ea	250.00	7,500.00
	TOTAL MISCELLANEOUS		\$ 92,500.00
<u>FEES AND CHARGES</u>			
1. Project Engineer			\$ 11,274.00
2. Soils Engineer			3,000.00
3. Plan Check and Inspection			10,335.00
4. Contract Administration and Supervision			9,395.00
	TOTAL FEES AND CHARGES		\$ 34,004.00
SUMMARY			
STREET CONSTRUCTION			\$ 103,295.00
MISCELLANEOUS			92,500.00
FEES AND CHARGES			34,004.00
	TOTAL OFFSITE PUBLIC IMPROVEMENT COST		\$ 229,799.00

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COST ESTIMATE
TRACT 6015 PUBLIC IMPROVEMENTS
SAN JOAQUIN STREET, BROADWAY AND CALAVERAS STREET

December 23, 2013

ITEM DESCRIPTION	QUANTITY	\$ UNIT COST	\$ EXTENSION
OFFSITE STREET CONSTRUCTION			
<u>Street Construction Cost</u>			
1 Mobilization		LUMP SUM	\$ 3,000.00
2. Clearing and Grubbing		LUMP SUM	8,000.00
3. Excavation and Grading		LUMP SUM	3,000.00
4. Curb and Gutter	655 LF	\$ 14.00	9,170.00
5. Sidewalk	5,770 SF	4.50	25,965.00
6. Return Landing w/Ramp	1 Ea	2,200.00	2,200.00
7. Driveway Approach	2 Ea	1,400.00	2,800.00
8. Pavement	2,400 SF	7.00	16,800.00
9. A.C. Plug	310 LF	12.00	3,720.00
10. Traffic Control		LUMP SUM	5,000.00
	Total Street Construction		\$ 79,655.00
<u>Miscellaneous</u>			
1. Street Trees and Irrigation	23 Ea	\$ 250.00	\$ 5,750.00
2. Street Lights (Relocate & Adjust)		LUMP SUM	20,000.00
3. Signage and Striping		LUMP SUM	8,000.00
	Total Miscellaneous		\$ 33,750.00
<u>Fees and Charges</u>			
1. Plan Check and Inspection			\$ 11,557.00
2. Engineering			8,800.00
3. Soils Testing			1,800.00
4. Contract Administration and Supervision			16,560.00
	Total Fees and Charges		\$ 38,717.00
	Total Offsite Street Construction Cost		\$ 152,122.00

OFFSITE WATER MAIN CONSTRUCTION

Water Construction Cost

1. Clearing and Grubbing		LUMP SUM	\$	8,000.00
2. 8" Water Main	743 LF	\$ 35.00		26,005.00
3. 4" Fire Service	2 Ea	3,500.00		7,000.00
4. 2" Service	7 Ea	1,230.00		8,610.00
5. Fire Hydrant	1 Ea	4,000.00		4,000.00
6. 4" Temporary Blow Off	2 Ea	1,500.00		3,000.00
7. Trench Resurfacing	900 LF	30.00		27,000.00
8. Wet Ties		LUMP SUM		27,400.00
9. Traffic Control		LUMP SUM		3,500.00
		Total Water Construction Cost	\$	114,515.00

Fees and Charges

1. Plan Check and Inspection			\$	11,773.00
2. Engineering				6,871.00
3. Soils Testing				1,200.00
4. Contract Administration and Supervision				17,177.00
		Total Fees and Charges	\$	37,021.00

Total Offsite Water Construction Cost \$ 151,536.00

TOTAL TRACT 6015 PUBLIC IMPROVEMENT COST \$ 303,658.00

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Fresno County Measure C Transit Oriented Development (TOD) Program Policies and Guidelines

The TOD program was created in the 2006 Measure C Extension Plan. The goals of the Measure C Transit Oriented Infrastructure for In-Fill allocation are to support community-based transit projects that:

- Are developed through an inclusive planning process with broad private-public partnerships and outreach;
- Improve the range of transportation choices by supporting transit facilities and improving links between facilities and activity nodes; and
- Support well-designed, high-density housing and mixed uses near transit.

In addition to encouraging transit supportive land use surrounding the high-capacity transit corridors to boost transit ridership in the Fresno County region, the Measure C TOD program also strives to support livable, viable and sustainable transit oriented healthy communities that promote walking, biking, and the use of public transit and reduce private vehicle dependence. Such TOD communities promote health and well-being and reduce risks for chronic diseases such as obesity, diabetes, and heart disease. The projects funded by the TOD program serve as models that reduce vehicle trips, improve air quality and provide access to physical activity opportunities through integrated land use and transportation planning.

As described in the 2007 Measure C Extension Local Agency Handbook, revised February 28, 2008, the TOD program provides funding to 3 types of projects/programs that are competitive-based:

- A. Transportation infrastructure improvements to transit facilities to encourage safety and access to transit facilities, support in-fill development or revitalization, reduce traffic congestion at transit stations, and provide for a wider range of transportation choices and improved internal mobility. Funds could be used for preliminary design and environmental studies, engineering, land acquisition, and construction;
- B. Planning Program or matching money to identify nodal transit sites on transit corridors for transit oriented development, planning retrofit for existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create access to transit and mixed use development in transit friendly environments. The community planning process would result in transportation / land-use concept plans; streetscape design concept plans, environmental studies,

detailed drawings, construction cost estimates, and implementation plans for specific capital projects; and

- C. Housing in-fill incentive program would reward local governments for encouraging developers to build compact designs with higher housing densities, affordable, accessible housing, and mixed uses that are characteristic of well-implemented Transit Oriented Design in other cities developments at transit stops. Local government agencies could spend funds to supplement development fees or on a capital project that supports new housing development connections to transit.

Who Can Apply?

City and County governments in Fresno County are eligible for the TOD funding. Private sector or non-profit organizations can apply for the TOD funding through the representation of the local government where the project is located.

Program Application Areas and Funding Priority

Consistent with the recommendation of the Fresno County Public Transportation Infrastructure Study (PTIS), which was accepted by the Fresno COG Policy Board in May 2011, priority will be given to proposed projects located in the priority transit oriented development areas as identified by the PTIS— downtown Fresno (Exhibit A), the Blackstone and Ventura-Kings Canyon corridor (Exhibit B), and Shaw Avenue from SR99 to SR168, in descending order of preference. To receive funding from this program, projects must be in the specified downtown Fresno area, or within ½ mile of a proposed or adopted Bus Rapid Transit station.

Beginning with the first funding cycle under existing program guidelines, after the first 5 consecutive years/funding cycles, projects outside of the program application areas that meet the other criteria may apply.

Funding Availability

As of December 2010 estimation, there will be a total of \$14.5 million available over 20 years in the TOD program. Approximately \$2.7 million is available for the first funding cycle. The funding level for subsequent cycles will differ year from year depending upon revenue accrued.

No local match is required.

Funding Cycle

Call for projects will be issued annually. Funding will be awarded to the best-qualified project(s) based on the amount available. If there is no qualified project submitted in a given funding cycle, the amount will be rolled into the subsequent year's funding pool. The Fresno COG Policy Board reserves the right not to fund any projects or to fund less than the amount available for a given funding cycle.

For a large project that exceeds the funding available in the present cycle, an eligible jurisdiction may apply for multi-year funding for the project. If one or more multi-year projects are selected for funding and there are no other qualified applications, it/they will receive all of the funding for the cycle if their application requests add to at least that amount. The shares received by each of the multi-year projects will be determined by the scoring committee. If there are qualified single-year and multi-year projects, half of the funding in the funding cycle will be set aside for the multi-year projects, and all the projects, including the multi-year projects, will compete for the second half of the funding in the cycle. Should a multi-year project be approved for funding, funding will not become available to the recipient until each annual funding cycle. The application must specify the amount of funding requested in each funding cycle.

Project Selection Process

A panel that includes Fresno COG staff, representatives from the TOD Technical Advisory Committee and COG member agencies will evaluate, score and rank the proposed projects. The selected project(s) will go through Fresno COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board for endorsement, and will be presented to Fresno County Transportation Authority for final approval.

The scoring committee consists of one representative from each of the following entities:

1. Fresno Council of Governments
2. Fresno County Transportation Authority
3. Fresno Area Express
4. City of Fresno
5. City of Clovis
6. Eastside Cities
7. Westside Cities
8. County of Fresno
9. the public – development community
10. the public – environment/health
11. the public – other sectors

A. Capital Improvement Program

Eligible Activities

Eligible capital improvement projects include pedestrian, bicycle, transit facilities and other infrastructure improvement that will support and enhance transit oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize traffic; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Capital Improvement Projects include but not limited to:

- Improvements to transit facilities
- Improvements to bike and pedestrian facilities
- Public plazas
- Streetscape enhancement
- Parking structure
- Other infrastructure upgrade to support transit oriented development (e.g. water & sewers)

Funds can be used for preliminary design, environmental studies, engineering, land acquisition and construction.

Project Evaluation

1. Project Location

The project must be located in the priority transit oriented development areas as described in the Program Application Areas section. Projects located in downtown Fresno (Exhibit A) will have the first priority, then Blackstone and Ventura-Kings Canyon corridor (Exhibit B), and thirdly the Shaw Ave. corridor.

2. Nexus to Transit Oriented Development

The application must demonstrate that development supported by the project is transit oriented, and conforms to all applicable adopted plans. The project will be scored based on how the project will advance TOD principles and how well the project will contribute to a livable and viable community.

3. Land Use Characteristics in the Project Area

The applicant will identify existing as well as planned land use conditions in the development area that the project supports. The project will be scored based on residential density, employment intensity, as well as the level of mixed use in the surrounding areas. Projects must support development with a minimum residential density of 18 units per acre.

4. *Transportation Characteristics*

The applicant will demonstrate how the project will improve accessibility to transit, and connectivity of trips by alternative mode such as walking and bicycling in the TOD areas the project serves. An exemplary project will support multi-modal access to transit service and enhance bicycle and pedestrian travel to facilitate non-auto trips within the TOD area.

For projects that are not directly related to transportation, the applicant will identify the existing or planned conditions of transit accessibility as well as the bike/pedestrian environment in the areas that the project supports.

5. *Urban Design*

The purpose of transit oriented development is to create vibrant and livable places/communities around transit stations. Urban design contributes significantly to the attractiveness of a place. The highest scored projects would be those that would likely bring positive impacts to the physical appearance of the project area; or where there are already urban design principles in place to guide the development in the project area.

6. *Parking*

The applicant will provide the existing parking inventory in the project area, and identify existing and future parking policies in the area. A project will be scored favorably if there are existing or planned parking policies in the project area that would provide for TOD friendly parking. Examples of such TOD friendly parking policies include but are not limited to: reduced parking requirements, shared parking, reciprocal access agreement, transit friendly parking design, transit supportive zoning, etc.

7. *Green Buildings*

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in the development that the project supports.

8. *Affordable Housing*

A project that supports an affordable housing development will be scored favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as defined in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

Scoring Criteria

I. Project Location (maximum 15 points)

1. *Downtown Fresno as shown in Exhibit A (max 15 points)*
2. *Within ½ mile of a BRT station along the Blackstone and Ventura-Kings Canyon corridor as shown in Exhibit B (max 10 points)*
3. *Within ½ mile of a BRT station on Shaw Avenue between SR. 99 and SR 168 –BRT Stations to be determined (max 5 points)*

II. Land Use Characteristics in the Project Area (max 20 points)

1. *Residential Density (max 5 points)*
Projects supporting development with a residential density of 30 units per acre and above will receive a max of 5 points. The minimum required density is 18 units per acre.
2. *Employment Intensity (max 5 points)*
Projects supporting development that brings higher concentration of jobs will be scored more favorably than low employment intensity development.
3. *Mixed-uses (max 5 points)*
Projects that support a variety of land uses, and internalize non-commute trips through walking and biking, will be scored favorably.
4. *Affordable Housing (max 5 points)*
Projects that support or provide affordable housing will receive maximum 5 points.

III. Transportation Characteristics in the Project Area (max 20 points)

1. *Transit Accessibility (max 10 points)*
Projects that improve transit accessibility in the project area will receive maximum 10 points.
2. *Bike/Pedestrian Enhancement (max 10 points)*
Projects that improve bike/pedestrian environment to facilitate non-auto trips in the project area will receive maximum 10 points

IV. Urban Design (max 10 points)

Projects that support development whose aesthetic design provides a safe and pedestrian friendly environment will be awarded maximum of 10 points. For example, development with doors and windows oriented towards the sidewalk to provide “eyes on the street”.

V. Parking Policies (max 10 points)

Projects that support development with TOD friendly parking policies in place, or development within the area of an adopted plan that provides such policies, will receive maximum 10 points.

VI. Sustainable Green Building Design (max 5 points)

Projects that support development with sustainable green building design as defined in the Project Evaluation section will receive a maximum of 5 points.

VII. Community Support (max 10 points)

Projects that are developed through an inclusive planning process with broad private and public partnership will receive maximum of 10 points.

VIII. Subjective Evaluation (max 10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: quality of project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

B. Planning Program

Eligible Activities

Planning grants award funding to planning activities that will develop station area plans, transit corridor specific plans or any other specific plans that focus on creating vibrant and livable communities through investment on transit oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize traffic; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Planning projects include but not limited to:

- Station area plans
- Transit corridor specific plans
- Specific plans that address parking requirement/district, or urban design guidelines in the designated TOD areas

Awards can be used to pay for professional services and project management as required by the planning efforts.

Project Evaluation

1. Project Location

The project must include areas as described in the Program Application Areas section. Planning areas that include downtown Fresno (Exhibit A) will have the first priority, then those that include BRT station areas along the Blackstone and Ventura-Kings Canyon corridor (Exhibit B), and thirdly those that include BRT Station areas along the Shaw Ave. corridor.

2. Nexus to Transit Oriented Development

The application must demonstrate the project’s nexus to transit oriented development. The planning project will be scored based on how the project will advance the TOD principles and how well the project will contribute to a livable and viable community. The exemplary project would help achieve the goal of boosting transit ridership through land use changes, and providing multi-modal transportation access to job, school or recreational destinations.

3. *Planning Elements*

A successful planning project will include analysis of existing and planned land use/employment conditions, transit accessibility, street connectivity, urban design characteristics, and TOD friendly parking policies in the project area. The highest scored projects will demonstrate the most transit friendly elements such as mixed use, high residential density, concentration of employment, convenient access to transit, abundant choice of other travel alternatives, aesthetic design, etc.

4. *Project Impact*

The highest scored planning project in this category will include anticipated implementation actions such as programming of funds for infrastructure projects, adoption of zoning changes, or other formal action by the City Council or Board of Supervisors that will result in tangible changes such as general plan amendment, a community plan or a specific plan thereto.

5. *Green Buildings*

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in the project.

6. *Affordable Housing*

A planning project that includes a housing strategy that promotes affordable housing will be scored more favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as defined in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

Scoring Criteria

I. Project Location (maximum 15 points)

Points will be awarded based on the planning areas' inclusion of the following location(s):

- 1. Downtown Fresno as shown in Exhibit A (max 15 points)*
- 2. Within ½ mile of a BRT station along Blackstone and Ventura-Kings Canyon corridor as shown in Exhibit B (max 10 points)*
- 3. Within ½ mile of a BRT station on Shaw Avenue between SR. 99 and SR 168 –BRT Stations to be determined (max 5 points)*

II. Planning Elements (maximum 30 points)

The highest scored project will address the planning elements listed under the Project Evaluation section. A successful project will demonstrate support for transit oriented development through these planning elements.

III. Plan Implementation (maximum 25 points)

A successful project will demonstrate potential of timely implementation of the plan. The project will be scored favorably if it leads to a capital improvement project or other tangible changes such as a general plan amendment.

IV. Local Commitment and Community Support (maximum 10 points)

The high scored project will have broad community support (public involvement to date, letter of support, etc). Demonstration of developers and property owners' support and being part of the planning process will also be strong evidence for local commitment.

V. Affordable Housing (maximum 5 points)

Planning projects that include strategies to promote affordable housing will receive maximum 5 points.

VI. Sustainable Green Buildings (maximum 5 points)

Planning projects that include strategies to promote sustainable green building design will receive maximum 5 points.

VII. Subjective Evaluation (10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: the quality of the planning project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

C. Housing In-fill Incentive Program

Eligible Activities

The Housing In-fill Program was designed to reward local governments for encouraging developers to build higher density housing with TOD characteristics. Local government could spend funds to supplement development fees or on a capital project that would support transit oriented development. The Housing In-fill Incentive funds could be expended on two types of programs/projects:

- Capital improvement projects as defined under the Capital Improvement Projects Program that would support transit oriented development
- Forgiveness of impact fees or other cost for residential development within a specified area described in the Program Application Areas section above

Project Evaluation

1. Project Location

The project must be located in the priority transit oriented development areas as described in the Program Application Areas section. Projects located in downtown Fresno (Exhibit A) will have the first priority, then Blackstone and Ventura-Kings Canyon corridor (Exhibit B), and thirdly the Shaw Ave. corridor.

2. Nexus to Transit Oriented Development

The project applicant will demonstrate the project nexus to transit oriented development through its density, accessibility to transit facilities, level of mix uses if applicable, affordability, and other characteristics of TOD communities.

3. Density

Development supported by the project must have a minimum residential density of 18 units per acre.

4. Green Buildings

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in development that the projects support.

5. Affordable Housing

A housing project that provides affordable housing will be scored favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as described in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

6. Project Readiness

For applications that propose to support unspecified future development projects (such as an impact fee forgiveness program), the grantee agency must require building permits to be pulled within 24 months of the project being selected for support under this program. If not, the award will be withdrawn, and the funds will be rolled back into the TOD funding pool. Funds to support a development project will not be disbursed to the grantee agency until the development is complete and receives its certificate of occupancy.

Scoring Criteria

I. Project Location (maximum 15 points)

- 1. Downtown Fresno as shown in Exhibit A (max 15 points)*
- 2. Within ½ mile of a BRT station along Blackstone and Ventura-Kings Canyon corridor as shown in Exhibit B (max 10 points)*
- 3. Within ½ mile of a BRT station on Shaw Avenue between SR. 99 and SR 168 –BRT Stations to be determined (max 5 points)*

II. Nexus to Transit Oriented Development (maximum 30 points)

A successful applicant will demonstrate strong nexus to transit oriented development through TOD characteristics, such as accessibility to transit, affordability, biking and walking environment, etc.

III. Density (maximum 25 points)

Projects supporting development with a residential density of 30 units per acre and above will receive a maximum of 25 points. The minimum required residential density is 18 units per acre.

IV. Affordable Housing (maximum 5 points)

Projects that provide affordable housing will receive maximum 5 points.

V. Sustainable Green Building (maximum 5 points)

Projects with sustainable green building design will receive maximum 5 points.

VI. Community Support (max 10 points)

Projects that are developed through an inclusive planning process with broad private and public partnership will receive maximum of 10 points.

VII. Subjective Evaluation (10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: the quality of the project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.