

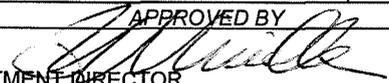
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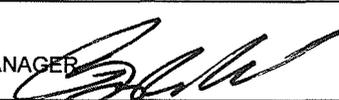


REPORT TO THE CITY COUNCIL

March 28, 2013

AGENDA ITEM NO. **2 B**
COUNCIL MEETING March 28, 2013

APPROVED BY

DEPARTMENT DIRECTOR

CITY MANAGER


FROM: MARK SCOTT, City Manager / Interim Director
Development and Resource Management Department

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Public Works Department

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Development and Resource Management Department

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SUBJECT: A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AUTHORIZING THE SUBMISSION OF APPLICATIONS FOR GRANT FUNDS TOTALING \$1,245,930 FOR TRANSIT ORIENTED DEVELOPMENT PROJECTS FROM 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 \$1,245,930 in Measure "C" Transit-Oriented Development (TOD) funds to support the continued development of TOD in downtown Fresno by constructing specified street and alley improvements and continuing to provide waivers of citywide impact fees for qualifying housing and mixed-use development projects.

EXECUTIVE SUMMARY

As part of the Measure "C" reauthorization expenditure plan that was extended in 2006, Fresno County voters approved a program to incentivize development that increases demand for multi-modal transportation and transit through higher density and mixed land uses. It was envisioned that these types of development would reduce dependence on the automobile by locating development near or adjacent to public and alternative modes of transportation and near employment, retail and commercial centers.

According to the Measure "C" TOD Program Policies and Guidelines developed and approved by the Fresno Council of Governments (COG) and the Fresno County Transportation Authority (FCTA), the TOD program "strives to support livable, viable and sustainable transit oriented healthy communities

that promote walking, biking, and the use of public transit..." The latest FCTA revenue forecasts predict approximately \$17 million will be allocated to this program over the life of the Measure.

The Measure "C" TOD program priorities were developed through the Public Transportation Infrastructure Study that identified Downtown Fresno as the highest priority area for investment followed by FAX's proposed Blackstone/Ventura Bus Rapid Transit corridor. A proposed Shaw Avenue BRT is also eligible, but introduction of BRT services along this corridor is years away. The TOD project guidelines specify that funds can be used for three types of projects/programs:

- Transportation infrastructure improvements;
- Planning projects; and
- Housing in-fill incentive programs.

The attached resolution (Exhibit A) authorizes the submission of two City applications in the 2013 round of the Measure "C" TOD program valued at \$1,247,225 that would be used to fund the following:

1. Continuation of the Downtown Development Incentive Program, which begun with a \$700,000 award in 2012. The program has successfully been used to incentivize mixed housing infill development projects by providing waivers of citywide impact fees (\$700,000).
2. Infrastructure improvements in the public right-of-way to support nearby TOD projects:
 - a. Undergrounding of overhead utilities and reconstruction of the Broadway-Fulton Alley between Calaveras and San Joaquin Streets (\$456,250)
 - b. Construction of Storm Drain Facilities on "L" Street between Calaveras and San Joaquin Streets (\$89,680)

The locations of the applicable incentive zone and proposed capital projects are mapped in Exhibit B.

Staff also recommends that this year's applications be considered in the context of a multi-year program of TOD funding requests by the City. The multi-year strategy envisioned by staff is described below.

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, taking a proven approach to revitalization that includes fixing outdated land use regulations, planning and funding the basic infrastructure necessary for growth, and empowering property owners to manage and promote the Downtown. Yet, 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.

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 (see Exhibit C). 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.

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. With these requests awarded, and new funds accrued in the TOD account, Fresno COG has made \$2.45 million available for the current funding round, with applications due April 19, 2013.

On March 12, 2013, Fresno COG staff held a workshop for a variety of agency staff and community members interested in the Measure "C" TOD program. The workshop included a presentation by City staff summarizing the past applications as well as those proposed to the City Council today.

The Council action recommended by staff today will allow the City to submit applications for two of the eligible purposes specified in the Measure "C" TOD program guidelines, housing infill incentives and infrastructure improvements.

Current Funding Round: Development Impact Fee Waivers (\$700,000)

In March 2012, with City Council approval, the City applied successfully for \$700,000 in Measure "C" TOD funds to support the Downtown Development Incentive Program. The application proposed for Council support today would continue this program with an additional allocation of \$700,000.

Under this fee waiver program, proposed development projects within the Downtown Development Incentive Zone (see map, Exhibit B) that provide a minimum density of 18 housing units per acre qualify for a waiver of the citywide impact fee for parks, trails, and open space. (For multifamily projects, the parks fee is \$2,764 per housing unit and makes up 53% of the total City impact fee obligation per unit.) For projects that both meet the above requirements for density and location, *and* voluntarily comply with the City's new draft Downtown Development Code available at www.fresnodowntownplans.com, all City impact fees are waived for the developer. Staff proposes to use the augmented funding to continue the current fee waiver program seamlessly, with all the same rules and features in place.

To date the City has received and approved funding of impact fee waivers for four Downtown housing and mixed-use infill projects which, at build-out, will create a total of 174 new housing units and 4,742 square feet of new commercial space. The projects awarded are:

Address	Developer	Housing units	Housing density (units/acre)	Measure "C" incentive
1612 Fulton St	GV Urban	30	29.5	\$ 82,920
802 Van Ness Ave	Housing Authority	45	118.4	** 196,297
1702 L St	GV Urban	28	21.7	78,154
1606,36 Broadway	GV Urban	71	65.1	189,854
TOTALS		174	46.1	\$547,225

** - Incentive funds committed reflect waiver of all applicable City impact fees because the project as proposed complies with the draft Downtown Development Code.

The commitment of \$547,225 of the \$700,000 originally allocated for impact fee waivers leaves \$152,775 on hand today to commit to future qualifying projects. As the table of already funded projects suggests, this amount may not be sufficient to fund the entire eligible incentive for even *one* more project. In fact, staff is informally aware of projects in the development pipeline that could become ripe for entitlement in the next year and, based on a best guess, draw down at least \$600,000–700,000 in further incentives. Other projects could also surface or become active — indeed, this is the hope in offering an incentive program — and consume substantially more funding if available.

Current Funding Round: Infrastructure Improvements in the Public Right-of-Way (\$545,930)

The application proposed for Council support today would provide a total of \$545,930 to fund two capital improvement projects in Downtown Fresno streets and alleys. These projects are intended to support privately developed infill housing projects and other grant-funded capital investments immediately adjacent to them, in an area known as the Cultural Arts District or Mural District, which has seen substantial momentum grow for infill housing and mixed-use investment in the past ten years.

- a. Undergrounding of overhead utilities and reconstruction of the Broadway–Fulton Alley between Calaveras and San Joaquin Streets (\$456,250)

This alley is bordered by significant proposed public and private investments. To the west of the alley, at 1606-36 Broadway, is the site of a proposed 71-unit housing project by GV Urban. As the table above indicates, this project meets the basic criteria for the Downtown Development Incentive Program and has already been awarded a substantial incentive in the form of a parks impact fee waiver. Undergrounding the utilities will make the intended building density possible by allowing housing units to be built closer to the alleyway. In addition, with the alley in a degraded condition, the reconstruction of the alley (which will occur after the alley is dug up and the utilities are buried) could become a City-imposed condition of the construction of the housing project. The proposed alley project therefore provides substantial benefit to the bottom-line economics of that development.

On the east side of the alley is the site of the proposed new Cultural Arts District park. The Council voted on March 7, 2013, to move ahead with property acquisition for the park project at this site using State Proposition 84 grant funds. This park is envisioned to serve the residential population of the entire Cultural Arts District and potentially neighborhoods beyond. The utility undergrounding and

reconstruction of the alley will beautify the park environment, maximizing the impact of the available Proposition 84 grant funds and providing lasting value to the area.

If the proposed Measure "C" TOD funding application is successful, staff anticipates that the utility undergrounding and alley reconstruction will be designed and constructed by Granville Homes/GV Urban under a reimbursement agreement with the City. (Granville would then contract with PG&E to perform the utility work.) The City-Granville reimbursement agreement, along with a City-FCTA cooperative agreement, would come to the Council for action if and when Measure "C" funds are awarded, and before design or construction on the alley project can begin.

b. Construction of Storm Drain Facilities on "L" Street between Calaveras and San Joaquin Streets (\$89,680)

This capital project will improve the currently poor drainage conditions in the immediate area. If not addressed, these drainage challenges could require new construction in the area to incorporate higher floor levels, creating potential building setback and access issues, and driving up development costs. The "L" Street project proposed by GV Urban, located on the north side of San Joaquin Street, will benefit directly from this investment. As noted in the table above, this 28-unit housing project has also been found eligible for direct Measure "C" TOD incentives in the form of a parks impact fee waiver.

If the proposed Measure "C" TOD funding application is successful, staff anticipates that the storm drain facilities will be designed and constructed by Granville Homes/GV Urban under a reimbursement agreement with the City. If and when Measure "C" funds are awarded, the Council will be asked to approve both a City-FCTA cooperative agreement as well as the City-Granville reimbursement agreement for the project.

Future Funding Requests Envisioned

As noted above, the City in the previous Measure "C" TOD funding round was awarded a total of \$1,174,810 for a mix of direct downtown development incentives and preconstruction engineering and environmental costs for the Fulton Mall. In the current round staff is proposing to apply for an additional \$1,245,930 for direct downtown development incentives and two off-site capital projects serving planned development in the Cultural Arts District.

Staff recommends that in authorizing the proposed applications to the TOD program today, the Council join staff in approaching this funding source with a five-year strategy in mind that provides dollars to the highest priority needs, and maximizes resulting investments in transit-oriented development that lead to revitalization. The following table summarizes the applications approved and funded in 2012, those proposed today for 2013, and — in rough numbers — what staff envisions proposing in future years:

Year	Funds avail. (estimated)	Fee waiver program	Fulton Mall preconstruction	Fulton Mall construction	Smaller capital projects
2012	\$2,700,000	\$700,000	\$474,810	\$0	\$0
2013	2,450,000	700,000	0	0	545,930
2014	1,930,000	0	800,000	1,100,000	0
2015	760,000	0	0	750,000	0
2016	730,000	400,000	0	0	300,000
TOTALS		\$1,800,000	\$1,274,810	\$1,850,000	\$845,930

The draft Fulton Corridor Specific Plan identifies Fulton Mall reconstruction as the top priority for downtown revitalization, generating the highest return on investment in transit-oriented development, and the environmental impact analysis process underway now for the Specific Plan and the Mall is considering several alternatives for this project. The nature of the Mall project will, along with adoption of the Specific Plan, be subject to a City Council vote in late 2013 or early 2014. The Mall project was awarded funds in last year's round for alternative design and analysis, environmental review, and legal work, all elements that will help inform the environmental review process and the Council's upcoming deliberations about the project. The Mall project preconstruction and construction funding applications envisioned as shown for 2014 and 2015 assume that the Council will, by that time, have voted to select a future for the Mall, and that the project will have been awarded federal construction dollars. However, nothing being presented today binds the City or the Council to take the action described in the future.

The currently authorized 20-year Measure "C" extension provides funds for the TOD program annually until 2027 that will total approximately \$17 million, according to the latest estimate. The past, proposed, and envisioned future applications in the table above total approximately \$5.7 million. The Fulton Mall, while accounting for \$3.1 million, or over half the funds in the five years shown, is a one-time capital expense. If the above table were extended to 2027, it would show some \$14 million, or 80% of the total, distributed to projects other than the Mall, such as fee waivers or other capital projects.

The estimated future allocations shown above assume conservatively that the TOD fund will accrue at the annual rate of \$715,000, yielding \$14.3 million over the 20-year life of the Measure. This was the accrual rate estimated in 2011. Due to increased Measure "C" revenues overall, however, the latest FCTA estimates predict a total of \$17.4 million accruing to the TOD fund. This difference implies that an additional \$150,000 or more could become available annually for TOD awards. When staff returns to the Council each year with the City's recommended applications for TOD funding, the proposed dollar amounts will reflect changes both in the fund balance available and in the needs and statuses of the various projects and programs proposed to be funded.

FISCAL IMPACT

Award of the grants proposed would provide \$1,245,930 in Measure "C" TOD funds for two capital improvement projects and the continuation of impact fee waivers for downtown development projects.

In terms of the capital projects, the stated costs of \$456,250 and \$89,680 represent an engineer's estimate for each project. If the Council acts in the future to accept the Measure "C" funds for construction, this will obligate the City to complete these projects, even if the costs of project delivery increase unexpectedly. However, staff will also propose that the City enter into reimbursement agreements with Granville Homes/GV Urban, making the developer responsible for project completion, with the amount of the Measure "C" TOD funding award for each project to represent the maximum reimbursement to be provided to the developer for completion of the projects.

In terms of the additional \$700,000 to be provided for infill incentives, the City's impact fee programs are kept whole by reimbursement to these funds from Measure "C" in lieu of payment by the developer.

- Exhibit A: Resolution
- Exhibit B: Map of specified capital projects and area eligible for impact fee incentive program
- Exhibit C: Fresno County Measure "C" TOD Program Policies and Guidelines

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO TO AUTHORIZE SUBMISSION OF APPLICATIONS FOR GRANT FUNDS TOTALING \$1,245,930 TO THE FRESNO COUNTY MEASURE C TRANSIT ORIENTED DEVELOPMENT PROGRAM (TOD) FOR TRANSIT ORIENTED DEVELOPMENT PROJECTS AND AUTHORIZE EXECUTION OF THE APPLICATION AND RELATED DOCUMENTS BY THE CITY MANAGER OR DESIGNEE

WHEREAS, the TOD Program was created in the 2006 Measure C Extension Plan; and

WHEREAS, the goals of the TOD are to support community-based transit projects 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; and

WHEREAS, the applicant's governing body must certify by resolution approval of the applications and program participation; and

WHEREAS, the City desires to continue the Downtown Development Incentive Program which offers waivers of citywide impact fees to help mitigate the cost of housing and mixed-use infill development projects; and

WHEREAS, the City is desirous of improving infrastructure in the public right-of-way to support nearby TOD projects.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The filing of applications for the Downtown Revitalization Projects and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval:



participation therein, consistent with constitutional and local law requirements and this resolution is approved.

2. The City Manager or designee is authorized 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.

* * * * *

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, at a regular meeting held on the _____ day of _____, 2013.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2013
Mayor Approval/No Return: _____, 2013
Mayor Veto: _____, 2013
Council Override Vote: _____, 2013

YVONNE SPENCE, CMC
City Clerk

BY: _____
Deputy

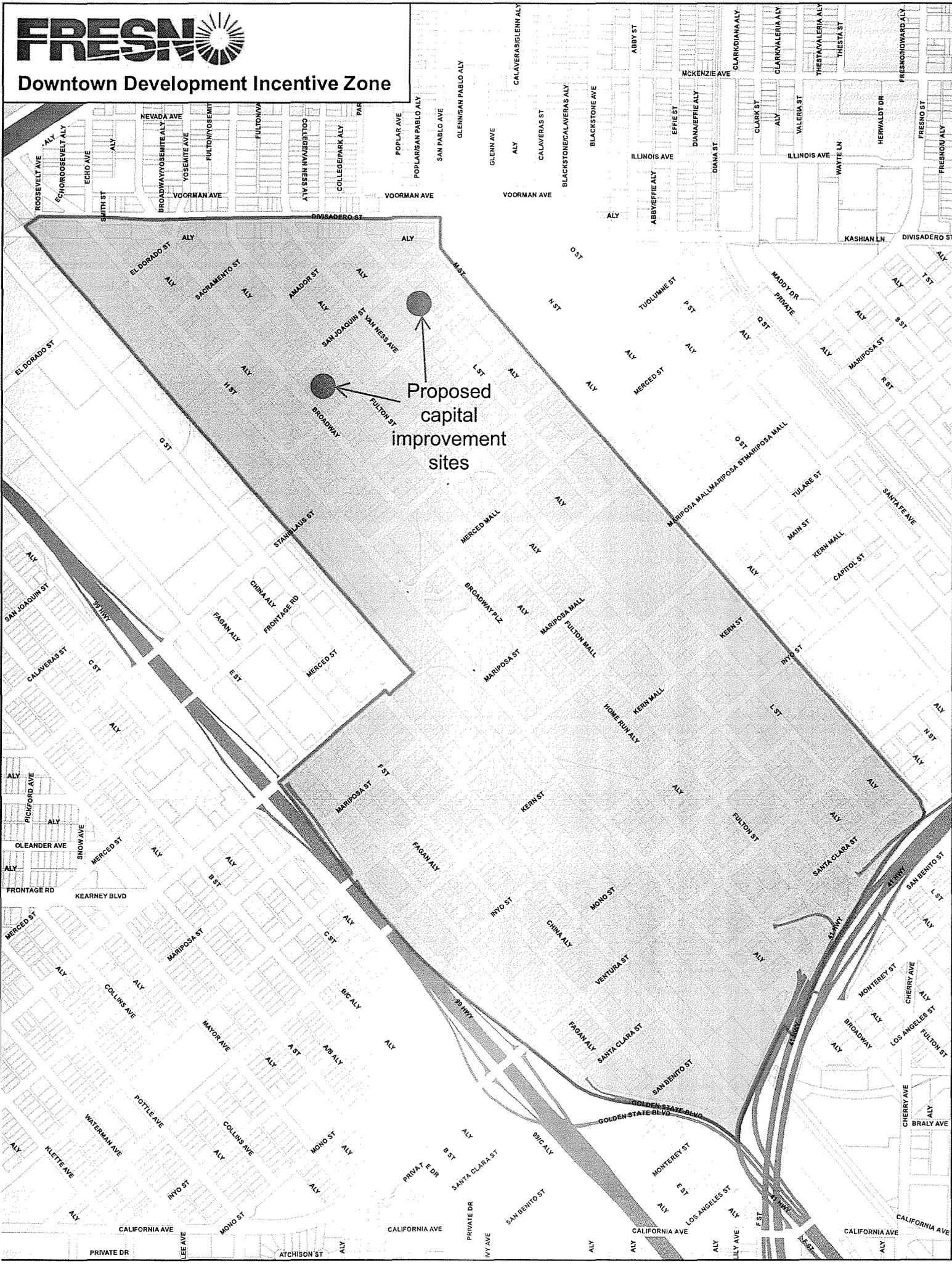
APPROVED AS TO FORM:
CITY ATTORNEY'S OFFICE

BY: _____
Robert C. Abrams, Deputy Dated: 3/20/13

RCA:cg[61353cg/RESO]



Downtown Development Incentive Zone



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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. Eligible projects could apply up to the maximum amount available for the funding cycle for the entire TOD program. 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.

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 the 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.

Exhibit A

Downtown Fresno (in green)



Exhibit B

Blackstone and Ventura-Kings Canyon Corridor BRT Stations

