

**AB 1290 FIVE (5) YEAR IMPLEMENTATION
STRATEGY
1999-2004**

WOODLAND REDEVELOPMENT AGENCY

*Amended/Updated April 2003
(Amendments/Updates shown in italics)*

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I. INTRODUCTION

The characteristics of blight in the Redevelopment Agency Project Area were carefully defined when the original Plan was prepared and adopted. A lot of those characteristics are still relevant today although many have been reduced.

For this “Implementation Period” (1999-2004), the same blight characteristics defined in the original Plan will be used. Note that the blight characteristics are shown by vicinity rather than by the generic Redevelopment Plan area. This is intended to make the evaluation of the goals of the reduction of blight easier.

Blight Characteristics: Downtown

The Downtown Commercial Core continues to exhibit many of the conditions of blight, which were identified at the time of the adoption of the Redevelopment Plan. These include:

- Deterioration and dilapidation of buildings;
- Defective design and character of physical construction, including a failure on the part of some buildings to meet modern code standards as to plumbing, heating and electrical service;
- Inadequate parking;
- Impaired economic vitality.

The downtown is primarily made up of historic buildings, some of which are in various stages of disrepair. Parking is inadequate throughout this portion of the project area. Street trees and other landscaping is incomplete. The upstairs of most of the buildings are either outmoded for commercial use or not habitable for residential use. Although many examples of progress can be seen downtown, the overall condition remains substandard.

The alleys behind most of the buildings are characterized by broken pavement; rear building dilapidation; sagging roofs and stairways. Parking is fragmented, landscaping and outdoor lighting essentially non-existent. In most cases, the rear entryways to the individual stores are not suitable for commercial use.

One of the most severe barriers to the economic revitalization of the downtown is the lack of parking. In one case, a splendid office building is mostly empty due to the absence of parking. Another major building situated at a key intersection has been seeking tenants for years. Local realtors and developers state the primary cause for such commercial vacancies is the lack of parking.

Blight Characteristics: Railroad Property

The railroad area continues to exhibit many of the conditions of blight which were identified at the time of the adoption of the Redevelopment Plan. These include:

- Deterioration design and dilapidated of buildings,
- Defective design and character of physical construction,
- Contaminated soils,
- Age and obsolescence of structures,
- Inadequate public improvements,
- Impaired investments.

Historically, primary use of the entire area was devoted to rail related commerce. Unfortunately in many cases that involved fuel transfer stations with the predictable soil contamination.

The streets are inadequate and are in various stages of disrepair. Curbs, gutters and sidewalks are missing. The storm drain systems is inadequate to handle even a moderate rainfall thereby subjecting properties and road to flooding. There is no landscaping. The dominant landowner is the Union Pacific Railroad Company. That company has leased parts of their properties to businesses that have no motivation to update the quality of the property or to improve the site they occupy.

Blight Characteristics: Armfield Area

The Armfield Area continues to exhibit many of the conditions of blight which were identified at the time of the adoption of the redevelopment plan. These include:

- Mixed and shifting uses,
- Deteriorating buildings,
- Inadequate public improvements, causing poor traffic circulation,
- Contaminated soils resulting from past railroad actions.

The Armfield Addition area is undergoing a transition from a mixed residential and industrial (railroad unloading) area to an almost exclusively commercial area. The result is a significant number of housing units that are severely deteriorated interspersed with newly constructed commercial. Also an old service station had been converted into a used car lot. The railroad terminus has been used more or less as an unloading station but mostly as a rail car “parking lot”.

Without the relocation of the rail line and the unloading area, the property is not serviceable off Main Street resulting in an inability to attract a major tenant to the location. The result is an area, which continues to experience serious blight.

Trash, debris, broken concrete and assorted discarded materials proliferate throughout the area. The housing has been neglected for many years. This has been due, in part, by the fact the housing has been in a “per-existing nonconforming use.” As such, the property owners were prevented from making improvements to their houses. The Armfield Addition suffers from a serious negative image (in the estimation of prospective tenants, buyers and developers).

Blight Characteristics: East Street Corridor

The East Street Corridor continues to exhibit many of the conditions of blight which were identified as the time of the addition of the adoption of the Redevelopment Plan. These include:

- Deteriorated buildings,
- Deteriorated low income housing particularly in the Mobile Home parks,
- Inadequate public improvements,
- Contaminated properties.

The area, in general, is characterized by mixed land uses including industrial, commercial and residential. There are many small irregular sized lots and multiple ownerships all along East Street. South of Oak Street, there is some of the most deteriorated housing in Woodland. The mobile home parks adjacent to the converted motel(s) are also marginal dwelling units populated primarily by very low- to moderate-income people.

The area suffers from deteriorating buildings that appear to have a fairly high tenant turnover. Although there are a number of relatively new shopping centers along East Street that have few vacancies, the balance of East Street needs revitalization and renewal. There is a need to underground large overhead utility lines all along East Street.

Blight Characteristics: North of North Street

The north of North Street Area continues to exhibit many of the conditions of blight, which were identified at the time of the adoption of the Redevelopment Plan. These include:

- mixed uses,
- crime,
- circulation problems.

The north of North Street is an area that is almost exclusive housing. The housing stock in the area is generally good with scattered examples of marginal housing units that are primarily multi-family. Some nonconforming warehouses are present. There are some marginal commercial uses present here also. The railroad is a dominant factor in this area.

II. PROGRAMS TO REDUCE BLIGHT

The following Programs are designed to alleviate the conditions of blight that are defined in the foregoing. The proposed strategy represents a very ambitious challenge. Given the limited revenue received by the Agency, this strategy is dependent on obtaining funding from sources outside the Agency.

However, given the nature of the proposed Programs, it is realistic to expect some grant funding can be garnered to help finance these important projects. The proposed projects are:

A. East Street Beautification

Project Description-East Street Landscaping Project

The boundaries for this landscaping project extends from the southern city limits line and East Street north to Kentucky Avenue. It further lies between the face of the curb on the west side of East Street to a line 25 feet east of the center line of the main tracks of the California Northern Railroad Company.

The project encompasses the design and the installation of a comprehensive landscaped area included flowers, trees, shrubs, rocks, fences and irrigation. The standard for the type of landscaping will generally follow the City of Woodland requirements with reference to the East Street Corridor Specific Plan.

Budget Estimates

1.	Soil Testings	\$ 2,000
2.	Landscaping Design	\$ 26,500
3.	Installation	\$300,000
4.	Fencing	<u>\$180,000</u>
	Estimated Total	\$508,000

The East Street Landscaping Project was originally designed screen rail activity in the East Street Corridor area from the general public (within the Project Area) and was to be developed in concert with California Northern Railroad, but in April 2000, Cal Northern had a significant change in personnel, unfortunately changing the company policies, which no longer allowed CalNorthern to partner with the Redevelopment Agency in the improvements of the site.

Initially, Cal Northern had agreed to provide considerable assistance to the project-grading of the landscaping area by removing the top four layers of top soil, rocks and to grade the property so that it would drain toward the tracks. Track safety assistance and hauling of excess rocks, soil and debris were also included in the original offer by

CalNorthern. As of April 18, 2000, the final budget was estimated to be approximately \$635,500, much higher than the original \$508,000 that would be covered by the Agency. The budget estimates were as follows:

	<i>Original Agency costs(In partnership with CalNorthern)</i>	<i>revised budget Agency only (Oct 1999)</i>	<i>final budget</i>
<i>Soil tests</i>	<i>\$1,500</i>	<i>\$1,500</i>	<i>\$1,500</i>
<i>Design</i>	<i>\$26,500</i>	<i>\$26,500</i>	<i>\$35,500</i>
<i>Installation</i>	<i><u>\$300,000</u></i>	<i><u>up to \$630,000</u></i>	<i><u>\$598,500</u></i>
<i>Total</i>	<i><u>\$530,000</u></i>	<i><u>up to \$658,000</u></i>	<i><u>\$635,500</u></i>

This project was funded largely with 1996 Tax Allocation Bond proceeds and annual Tax Increment.

The City eventually entered into a Landscaping Agreement with Cal Northern along East Street between the south City limit line and Kentucky avenue to the north. On July 25, 2000, the Agency Board of Directors awarded the construction contract to Olympic Landscaping. Construction began on August 28, 2000. The project was completed December 31, 2000 and the Landscape Maintenance Period ended April 7, 2001. On May 15, 2001 the Agency Board of Directors accepted the project improvements and a Notice of Completion was filed. Council accepted the project from the Board of Directors on September 3, 2002.

Budget Estimates

1.	Conduct Level II Environmental Assessment	\$ 80,000*
2.	Perform any environmental remediation as necessary	TBD**
3.	Remove or relocate several outdoor advertising structures	\$0***
4.	Locate and secure a new site for the California Railroad Company yard.	\$300,000
5.	Relocate Cal Northern Company yard	\$411,000
6.	Relocate the Historic Depot	\$ 50,000
7.	Market the site to a qualified redeveloper	\$ 10,000

* Environmental protection Agency Grant

** Cost to be determined by Level II Assessment

*** No cost for removal predicated on Agreement with the Outdoor Advertising Co.

B. Armfield Area Improvement

Project Description

The Armfield Improvement Project envisions the Armfield area being redeveloped into a Transit Center and Transit Village. The Village will contain housing and commercial uses that will compliment the Transit Center and vice versa.

The Project will entail the relocation of the Yolo Short Line to a site on East Main Street. However, a certain portion of the tracks need to be retained in order to accommodate the Sacramento Valley Historic Railroad Society who owns the historic Depot on Sixth Street. Additional property will have to be acquired from Union Pacific to facilitate some of the Transit Center component of the development.

One component of the Transit Center would be a Park and Ride facility. This would tie in perfectly with the use of part of the Depot that would be physically relocated from Sixth and Lincoln Streets to this area. The Depot is large enough to accommodate a Ticket office for the Park and Ride; the Yolo Short Line Excursion Train; a potential Greyhound office and the Yolo Transit regular bus system. Other commercial development would serve the population using the many different transit modes, and would also serve the residential portion of the Armfield area. The total project would have the added benefit of opening the Armfield area up to access from Main Street.

The Armfield Transit Center and Transit Oriented Village Project and the development of this area has been postponed by Redevelopment Agency Board of Directors Actions. On May 21, 2002, the Redevelopment Agency Board "denied the request to authorize the Executive Director to enter into a contract with Parsons Brinckerhoff, Quade and Douglas, Inc. to prepare a Transit Center/Transit-Oriented Development Feasibility Study for the Armfield area and deferred the proposed funding of \$100,000 to the Court Street rehabilitation project" (non-RDA streets project). And, during the Council/Agency annual retreat in November 2002, it was decided that the redevelopment of the Armfield neighborhood was not a priority project of the Agency.

Based on the above decision made by the Board of Directors many actions have transpired related to this site. While there was open discussion regarding the potential development of a transit center, there was much discussion with the local Yolo Bus regarding the development of a Park and Ride facility. Until February 2003 (where a Park and Ride lot was completed within the Project area at the northwest corner of College and Court Streets) there has been an unofficial Park and Ride lot at the closed Kmart shopping center on East Main Street. Yolo Bus continues to express interest in the development of a Park and Ride facility and would like to partner with the Agency.

Yolo Shortline Railroad (YSL) was not relocated and continues to operate at its existing site along the north side of East Main Street from near E Street where YSL continues to store railcars. The railyard area will not be relocated without the assistance of the Agency. YSL has expanded their local use within the Project Area and it continues to be a blighted area and eyesore as you enter the downtown. The Armfield neighborhood continues to exist with no direct access to Main Street.

The Sacramento Valley Historic Railway Society (SVHRS) continues to improve the old Southern Pacific Depot on its current site at 6th and Lincoln Street, where the Depot has been installed with a permanent foundation. The Depot was relocated from the East Street site years back when it was donated by Southern Pacific Railroad to the current

site it is at and was expected to be relocated to the Armfield Transit Center as that area was developed. At this point the SVHRS would like to relocate but is unable to due to financial restrictions. The SVHRS continues to improve the old Depot, preparing it for public visits such as that of a Museum. SVHRS is also working to get hooked up to water and sewer and is currently connected to PG&E. The area surrounding the old Depot is planned to be developed commercially in the future as a piece of the 27-acre "Gateway Revitalization Master Plan"—a component of the 2003 Revised "Downtown Specific Plan". The Depot's future will be reviewed as the Agency develops this area.

The Armfield neighborhood needs attention and the residents of the Armfield neighborhood continue to be concerned about the safety of their neighborhood and remain involved as issues arise.

Project Budget

Please note that these cost figures are preliminary.

Prepare Specific Plan for Transit Center and Village	\$ 75,000
Environmental Assessment	\$ 50,000
Relocate Yolo Short Line tracks	\$900,000
Relocate Historic Railroad Depot	\$ 50,000*
Purchase Union Pacific property (215,562sq ft x \$5)	<u>\$1,077,810</u>
Total	\$2,102,810

* This cost is covered in the Office Park budget

Specific Plan for Transit Center and Transit Village

The redevelopment of the Armfield area into a Transit Center and Transit Village must begin with a Specific Plan. Before any serious evaluation of the feasibility of the notion of the Transit Center and Transit Village can take place, the City/Agency needs to have a clear vision of what would be the best approach to the redevelopment of the Armfield area.

The Transit Center and Village will form the basis for the redevelopment of the entire Armfield area. Several attempts have been made to revitalize this area in the past. However, every attempt has been met with opposition from a number of long time residents who have ample justification for resisting plans that require they move from what is an area with deep historic roots. But, there is no chance for this area to change in the absence of a plan defining the nature of the proposed changes.

See comments above related to the Transit Center and Transit Village.

Environmental Assessment

Before any implementation strategy can begin, it will be necessary to conduct a Level I Environmental Assessment. That will determine if a Level II is needed. Given the history of the condition of the soils in a railroad Right-of-Way, it is highly a Level II will be required. Any responsible projection of costs must include a provision of the need for a Level II Environmental Assessment.

Relocate Yolo Short Line Tracks

In order to relocate the Yolo Short Line, a new site must be secured. The Yolo Short Line has identified a new site in the area on the north side of East Main Street with of County Road 102. This site is dependent on the annexation of the site or the willingness of the current Owner to lease a portion of the site to the Short Line.

As of this time, the Owner has not demonstrated a clear interest in the lease proposal.

Relocate the Historic Railroad Depot

The Southern Pacific Railroad Company has donated the old Depot and a small lot to the Sacramento Valley Historic Railroad Society. The lot and the now relocated Depot is near the intersection of Lincoln and Sixth Streets. This location is not well located in terms of public visibility. Clearly the site at E Street and Main Street is more visible and more apt to draw visitors.

The cost to relocate the Depot is made more reasonable by the fact the Depot was recently moved and is not yet on a permanent foundation.

See comments above related to the Transit Center and Transit Village and SVHRS.

Environmental Assessment

An Environmental Assessment is absolutely essential for appropriate evaluation of the site. This must occur before any attempt is made to acquire the site.

In any event the value of the site must be balanced against the cost of the assessment and the likely clean up.

Purchase of the Site

The purchase of the site must be based on an Appraisal of value. The cost of the appraisal can be deducted from the purchase price. Union Pacific has indicated that the site could be for sale if a public agency has the need for the site.

The estimated cost of \$5.00 per square foot is based on the appraised value of the site where the Historic Depot is presently situated. The appraisal of that nine (9) acres was established at four dollars (\$4.00) per square foot.

C. Downtown Parking Lot

A Downtown Parking Lot has been an essential element of the revitalization of the historic business core. For many years the City has not required new development within the downtown core to provide any parking nor to pay any in-lieu fees. Predictably, the core is now suffering the effects of this policy. And, also predictably, few of the existing businesses are willing to join an Assessment district to pay for new parking.

However, should the major downtown employers both public and private, join together and create a new parking lot for their respective employees the impact would be immediate and highly visible. That act alone would free up so much space that the immediate need for customer parking in the downtown area could be essentially met.

Plans then must be made to address the next level of parking deficiency in order to accommodate the economic expansion of the Downtown Area. All engineering studies performed thus far have concluded that in order for the Downtown area to reach its full economic capacity there must be additional parking. But, at this time, the most effective strategy seems to be to do what is possible right now as opposed to attempting another all comprehensive approach.

Project Budget

Purchase of Site for a new Downtown parking lot	\$600,000*
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- This figure represents the total cost for the new site. Presumably, the Agency would obtain financing and would pay the loan off over an extended period of time.

“On October 3, 2000, in furtherance of the General Plan and the Downtown Specific Plan, and following a public hearing, the City Council authorized the City Manager to proceed with the purchase of certain vacant property located generally on the corner of Court and College Streets, commonly known as 204 Court Street, to be developed for surface parking to help relieve the parking problems in the downtown-government center area. Acquisition and development of the Property for parking purposes would assist in the elimination of blight by providing for the development of other currently vacant and underutilized property located at the prime location in the City’s downtown area, within the Redevelopment Project Area, and providing much-needed parking facilities for use by shoppers, tenants and employees of the downtown-government center area.”

Effective February 21, 2003 the City of Woodland completed a public parking lot of approximately 156 parking spaces at the northwest corner of Court and College Streets (204 College Street). The total project cost was estimated to be approximately \$1,350,000 of which the acquisition of the parking lot site was assisted by the Redevelopment Agency in the amount of \$298,000 tax increment (no debt financing involved). Federal/State road (STP) improvement fund made up approximately 50% of the cost of the project. The balance of the funds came from the City’s General Fund reserves. This parking lot is an all day parking lot available to the public, which also

serves as a YoloBus local stop (Park & Ride site). The site consists of approximately 1.59 acres. The asking price for the parking lot was \$650,000, 8.33% higher than the MAI appraisal.

In November 2001, the City's Downtown Parking Plan was submitted and approved by Council. City officials are currently implementing the Strategy and developing an in-lieu parking fee structure. As was mentioned in the Implementation Plan text, the Downtown Specific Plan has allowed businesses to be exempt from parking and that has become an issue. Staff is strategizing the approach to transition the uses of the public parking lots/facilities throughout the downtown to address the high traffic areas without too much negative impact to the users.

It is anticipated that the City/Agency will work to partner with the County and share the responsibility for the parking shortage in the Downtown with the County Administration and the County (future state) Courts which is seated in Woodland. As the Courts grow over the next 3-4 years parking will become a much larger issue than a parking shortage for downtown shoppers which has been a primary focus of the Agency.

Currently, the City/Agency is also working with developers with regard to the development of an Entertainment District accompanied by a parking structure (approx. 300-450 additional parking spaces). This parking facility would accommodate the entertainment venues in the evenings in addition to day use by the Courts and downtown parking needs.

D. Old Railyard Office Park

Project Description:

The intent of the Redevelopment Agency is to remove the obstacles that presently stand in the way for the vacant properties owned by Union Pacific Railroad Company be redeveloped into an Office Park. In order to accomplish this objective and stimulate the redevelopment of this seriously blighted area, three primary events have to occur.

The first is the relocation of the California Northern Railroad Company maintenance yard to a site outside the center core of the City. Secondly, there is a need to conduct a probable soils clean up. Thirdly, the existing advertising signs must be removed.

Description of the Area

The 27± acre area lies between Main Street to the north and Cross Street to the south and essentially between Fifth Street and the main rail line on the east. (See attached Map) This area formerly was a rail yard that contained fuel depots, material transfer stations and a rail maintenance yard. The area today contains marginal warehouse facilities and a reduced size rail maintenance yard.

The site contains an old Depot that was donated by Southern Pacific Railroad Company to the Sacramento Valley Historic Railroad Society (SVHRS). The SVHRS has agreed to relocate the Depot to a site that is more visible to the public so it can be used as a Museum.

See comments above related to the Transit Center and Transit Village and SVHRS.

Components of the Project

There are a number of interrelated but separate components to the redevelopment of the Office Park. Every one of these components must be solved in order for the Project to be successful. Each component is complex and will require diligent effort so the entire Project can continue. The components are:

1. Complete negotiations for Purchase and Right of Entry with Union Pacific
2. Conduct a Level II Environmental Assessment
3. Perform any environmental remediation as necessary
4. Remove or relocate several outdoor advertising structures
5. Locate and secure a new site for the California Northern Railroad Company yard
6. Relocate Cal Northern
7. Relocate the Historic Depot to the Armfield Area
8. Market the site to a qualified redeveloper.

The Old Railyard Office Park project is now referenced as the Gateway Revitalization Master Plan. The Gateway Revitalization Master Plan is a component of the Downtown Specific Plan Update 2003 (to go before City Council for final approval on March 18, 2003). The Gateway Revitalization Master Plan area continues to encompass 27 acres which includes several underutilized sites including approximately 10 acres owned by Union Pacific Railroad Co.

Since the adoption of the Implementation Plan, several developments have occurred throughout the area.

1. *The City acquired approximately 4 acres for the development of a new Police Department, which is estimated to be completed by early 2004. While this development will not generate property taxes, it is anticipated that it will trigger the interest in the 27 acre area. The addition of the Police Department will add to the community as it may give developers of commercial and residential properties a better sense of safety and the reduction of crime in the immediate vicinity.*
2. *On January 28, 2003 the Executive Director of the Redevelopment Agency executed a Disposition and Development Agreement (DDA) by and between the Wiseman Co., LLC and the Agency for the development of a Class A, steel structure, 35,000 square foot commercial building, to be located at 1122 Main Street (the current site of the Parks Recreation & Community Services office. It is expected that construction will begin in June 2003 and be completed by*

approximately March 2004. The Developer is currently working to secure tenants while securing the permanent financing for development of the site. The site is currently owned by the City, who will sell the site to the Agency, who will then sell the site to the Developer at Fair Reuse Value. The Agency is providing offsite improvements for the development of the 27- acre area.

3. *The Blue Shield Call Center has been at 1122 Main Street since early 1993. The building is approximately 40,000 square foot with insufficient parking based on the use of the building. The Blue Shield currently needs approximately 320 parking spaces per day and there are only 159 spaces on site, in addition to the 26 committed to by the Agency in 1993 when the site was developed. In 1993 the Agency entered into a reimbursement agreement with Blue Shield for a period of 10 years, provided Blue Shield met certain job requirements. Thus far, Blue Shield and the Agency have honored this agreement which expires 12/31/03 at which time the Agency will no longer be required to provide tax increment to Blue Shield as a condition of their tenancy. Blue Shield currently has a lease for the site through December 31, 2005. The Agency is working with Blue Shield to continue to provide ample parking during the development of the Wiseman Co. project.*
4. *Staff continues to negotiate with Union Pacific Railroad Co. (UPRR) for the acquisition of the approximate 10 acres along the eastern portion of the 27 acre area (south of Blue Shield and east of 6th Street).*

A Phase I Site Assessment was completed on the site by the UPRR. The Agency has a copy of this document. A Targeted Site Assessment was underway in late 2000 and early 2001 when UPRR would not give the consultant permission to complete the study (borings that test for contamination) on site. The Agency continues to stay in touch with the consultant (Ecology and Environment, Inc) in the event that the Agency gets access to the site (considered a Brownfields Contamination Site). Through 2000, Agency staff attempted to work with UPRR to execute a Purchase & Sale Agreement with the eventual outcome to be the acquisition of the 10 acres by the Agency for commercial/residential development. However, clean up remediation of the site had become an issue.

In 2002-2003 again, staff is preparing to acquire the site(s) totaling 10 acres. UPRR has contracted with Grubb Ellis and now Colliers International for the sale of the site. We anticipate discussions to ensue once UPRR has sold several very high profiles sites in the Sacramento area.

The acquisition of this site(s) will allow for the opportunity to implement the Gateway Revitalization Master Plan and develop the area as the highest and best use for this area, and allow for clean-up of an existing contaminated site.

5. *The Agency is interested in the development of other sites in this 27- acre area, but is placing much more emphasis on the necessary infrastructure needed for the development of this area.*

III. AFFORDABLE HOUSING FOR LOW-TO MODERATE INCOME PEOPLE *(to implement the requirements of Health and Safety Code Sections 33334.2, 33334.6 and 33413)*

The Five-year Implementation Strategy for Low-to-Moderate Income (LMI) people was approved by the Agency Board of Directors on February 2, 1999. This LMI Strategy was based on a Phase I Report on Housing that quantified the needs for housing within the Redevelopment Project Area. Both the Phase I Housing Conditions Assessment and the Phase II Implementation Strategy are incorporated herein by reference.

There were four (4) areas of LMI housing assistance programs approved based on the Phase II Report. They are:

1. Mobile Home Park renovation
 2. General neighborhood clean up and creation of family oriented open space and playgrounds for young children
 3. Armfield Area Improvement
 4. Moderate Income Homebuyers Assistance Program.
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1. *The Dana/Woodland Mobile Home Park(s) (aka Casa Del Sol Mobile Home Park) project is a major Mobile Home Park renovation project the Agency has engaged in. The Owner/Property Manager is Community Housing Opportunity Corporation (CHOC). On December 27, 2000 the Agency and CHOC entered into a Participation Agreement whereby CHOC would rehabilitate the two existing, substandard mobile home parks. The project involves the acquisition, rehabilitation and some permanent relocation at the site. With the financial assistance of the Agency (as committed in the Participation Agreement), CHOC has acquired the two mobile home parks and has demolished the existing dilapidated Dana Motel. CHOC has secured the site and plans to begin the rehabilitation stage of the project once federal funds and tax exempt bond funds are secured (see budget below). The Parks will be maintained as an affordable housing project for 55 years. The Dana and Woodland Mobile Home Parks provide permanent housing for 148 extremely low, very low, low and moderate income households, where 83% are Hispanic head-of-households and over half of the residents are farm worker families. The rehabilitation of the Dana/Woodland Mobile Home Parks will improve the infrastructure of a blighted mobile home park.*

The project rehabilitation will allow for better traffic flow, safety, and better sewer/water service to the mobile home parks. In addition the rehabilitation

allows for the addition of the Family-oriented open space and the clean up of the East Street Corridor neighborhood cleanup.

Estimated Budget

<i>City of Woodland/Agency (HUD Section 108 CHFA HELP Program(will be replace by Bond funds)</i>	<i>\$1,000,000</i>
<i>(Agency assistance)</i>	<i>\$1,000,000</i>
<i>501 (c) (3) Bond</i>	<i>\$3,190,613</i>
<i>State of CA MPROP(mobile home program)</i>	<i>\$1,500,000</i>
<i>State of CA Farmworker Housing Grant</i>	<i>\$1,500,000</i>
<i>State of CA EHAP</i>	<i>\$ 475,000</i>
<i>Federal Home Loan Bank AHP</i>	<i>\$ 660,000</i>
<i>CHOC Owner advances (loans from Agency)</i>	<i><u>\$ 282,000</u></i>
<i>Total</i>	<i><u>\$8,607,613</u></i>

- 2. The Nueva Vista-Low Income Housing Subdivision project is planned to begin construction by May 2003 provided all financing is in place and the City is prepared to convey the 1.59 acres to the Sacramento Valley Organization Committee (SVOC). The project will provide 36 new low income units at the City's old Sutter Street Municipal Corporation yard (decommissioned). The City has agreed to provide the Sutter Street Corporation yard property in exchange for a \$484,000, 20 year, 2%-4% deferred interest loan. This represents the acquisition and permanent secondary financing in the amount of \$13,444.44 for each of the 36 families that will live in Nueva Vista.*

In addition to the above deferred loan, the Agency has provided a loan guarantee in the amount of \$47,000, partially securing a 6.0% \$97,000 Rural Local Initiatives Support Corporation (Rural LISC) predevelopment loan, which will be rolled into the construction financing.

This project is a self- help housing project-10 of the 36 units will be self help homes. The owners will be required to commit 30 hours per week for each unit for the duration of the construction period. 26 units will be contractor models and not require self help.

Tentative maps have been submitted to and approved by the City. The Negative Declaration for this project was approved by the Planning Commission and City Council in the Spring of 2002. SVOC and housing consultant, Mercy Housing California, plan to submit final subdivision map on March 20, 2003 and begin construction in the summer of 2003. A Lottery/first-come first-serve system is set up for potential homebuyers. The Agency is also working to secure (State HOME) FTHB funds to provide homebuyer assistance to homebuyers. SVOC is in the process of securing the permanent financing for this project.

Estimated Budget

<i>Acquisition of site</i>		\$ 629,000*
<i>Total Development Costs</i>		\$ 6,056,810**
<i>Site costs</i>	\$4,707,808	
<i>Site improvement fees</i>	\$ 758,604	
<i>Indirect Costs</i>	\$ 590,398	
	<i>Carrying costs, predevelopment</i>	
<i>Total</i>		<u>\$6,685,810</u>

*\$484,000 is sale of land to SVOC in the form of a deferred loan in exchange for affordability covenants on all 36 units.

** does not include site acquisition

3. *Armfield Area Improvement-see notes above related to the Armfield Area Improvement*
4. *A Disposition and Development Agreement (DDA) by and between Dave Snow Homes and the Agency was approved by the RDA Board of Directors and City Council on March 5, 2002. The Agency acquired and dedicated approximately 1.847 acres to the development of affordable housing. Dave Snow Homes purchased an additional 3.1 acres for a total of 5.0 acres for the development of 34 single-family units.*

Dave Snow Homes (DSH) is currently constructing 34 single-family units in the Greenwood Subdivision of the Southeast Area Specific Plan area of the City of Woodland (outside Project Area). Per the DDA, 15 units will be affordable units (11 moderate, 4 low income) for a period of 45 years. DSH will repay approximately \$180,000 to the Agency for the land-\$15,000 for each of 12 affordable lots originally owned by the Agency for this project. These funds will then be used to provide down payment assistance to qualified homebuyers. The Agency is also contributing an added \$150,000 for assistance to up to 4 low-income households. The first low-income unit is estimated to close escrow in the next 30 days (by April 2003). All units should be completed by fall 2003.

Per the housing element and Southeast Area Specific Plan, 10% of single family units are required (by goal not mandate until the Housing Element update is approved by HCD in 2003) to be affordable or moderate income. This project has exceeded the Housing Element requirements and the Southeast Area requirements for affordable housing.

In order to meet the affordable housing goals for the Agency and City, it was critical that the Agency/City hire a housing specialist. In May 2002, a Redevelopment Specialist/Housing Specialist was approved by City Council FY 2002-2003 SLSP. In October 2002 the new Housing Specialist began with the Agency/City and the Redevelopment Manager is transitioning housing responsibilities to the specialist in order to implement a more effective housing program both Agency and City-wide.

V. GOALS OF THE IMPLEMENTATION STRATEGY

Reduction and Elimination of Blight

1. Elimination of blight in Office Park Area by relocating Cal Northern Railroad Maintenance and Switch yard out of the Downtown area. Blight defined as the lack of ability to redevelop site to fullest economic potential.
 - 1.0 Obtain \$1,500,000 or more in Grant funds.
 - 1.1 Create 500 new jobs
 - 1.2 Increase assessed evaluation by \$8million

2. Reduction of blight in North Street high-density residential area by cleaning up the problems with junk, debris and old cars. Further reduce blight by increasing the opportunities for resident families to have outdoor activities and by providing safe playground space and equipment for resident children.

3. The purchase and construction of a new Downtown Parking Lot will provide needed assistance to the Downtown property owners who will be able to attract more people to their buildings when parking is made easier. The result will be a greatly enhanced economic base for the Downtown.
 - 3.0 Reduce the level of vacant first floor retail space by 50%
 - 3.1 Increase the level of sales tax
 - 3.2 Increase the number of jobs in the Downtown area by 10.

4. Eliminate the blighted housing conditions in the Mobile Home Parks along East Street by renovating the deteriorated Parks presently existing on East Street.
 - 4.0 Replace slum housing units with twenty (20) new/improved units.
 - 4.1 Obtain \$100,000 in Grants for the replacement of deteriorated units
 - 4.2 Protect and enhance 215 units of affordable housing.

5. Reduce the blighted conditions by redeveloping the southern portion of the Armfield area into a Transit Center and Village. The redevelopment of the southern sector into a Transit Center and Village should serve as a catalyst for the redevelopment of the northern sector, including the area north of Lemen Street.
 - 5.0 Create 30 new jobs in the Transit Center and Village
 - 5.1 Create an attractive place that will encourage more people us use public transportation
 - 5.2 Create at least 20 new units of affordable housing

- 5.3 Reduce or eliminate much of the deteriorated properties by redeveloping them into higher and better uses.
6. Stimulate the investment of private capital in the East Street corridor as per the East Street Specific Plan by beautifying the property along the Union Pacific main tracks. By beautifying the property, visual blight will be reduced and the negative impact of the railroad lessened.