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Application Preview

This is a preview of your application. Please review and confirm the information is accurate before submitting the application. FFAST will perform a check to verify whether required fields are completed and/or required attachments are uploaded.

Once you have verified the information, please read the certification statement and enter your initials to submit the application to the State Water Board.

Note: To print the application, please use the “FILE -> PRINT” menu option on the browser.

PIN 34761 - Redding Downtown Loop and Affordable Housing Project - IN PROGRESS

Application Preview

RFP Title: Affordable Housing and Sustainable Communities (AHSC) Program FY 15/16 NOFA

Submitting Organization: Grant Management Associates

Submitting Organization Division:

Project Title: Redding Downtown Loop and Affordable Housing Project

Project Description: The Redding Downtown Loop and Affordable Housing Project integrates affordable housing with sustainable transportation infrastructure to transform downtown Redding into a more walkable and bikable community. It includes complete streets along Market, Butte and Yuba Streets and 79 housing units in the downtown core. The Redding Downtown Loop is an active transportation network currently under development. Phase 1 is a protected bike lane from the historic Diestelhorst Bridge and Sacramento River Trail south to California Street. The proposed project will continue the protected bikeway along California Street to connect to the proposed complete streets and housing on Market Street. An existing vacant commercial building at 1551 Market Street will be redeveloped to provide affordable housing with mixed use and market rate housing. A program of bus pass subsidies will be provided to affordable housing tenants.

Water System ID:

District Office:

APPLICANT DETAILS

Applicant Organization: City of Redding

Applicant Organization

Division:
Applicant 777 Cypress Ave , Redding , CA - 96049-6071
Address:

PROJECT LOCATION

Latitude : **Longitude:**

Watershed:

County: Shasta

**Responsible
Regional Water
Board:**

Funding Program		Applied	Amount Recommended by State Water Board		
Funding Program		Yes	\$0.00		
Project Management Role	First Name	Last Name	Phone	Fax	Email
Project Director: Authorized Representative	Brian	Crane	530-225-4170		bcrane@ci.redding.ca.us
Project Manager: Day to day contact	Chuck	Aukland	530-225-4170		caukland@ci.redding.ca.us

Applicant Information

Name: City of Redding
Division:
Address: 777 Cypress Ave Redding, CA , 96049-6071
Federal 946000401 **DUNS Number:**
Tax ID:

Person Submitting Information

Submitter Susan Strachan
Name:
Submitter 530-520-0403
Phone:
Submitter
Fax:
Submitter sstrachan@grantmanagementassoc.com
Email:

Legislative Information	Primary	Additional District(s)			
Senate District		04,			
Assembly District		01,			
US Congressional District		01,			
Cooperating Entities	Role	Name		Phone	Email
K2 land and Investment, LLC	Co-applicant	Allen Knott		530-224-0595	aknott@k2-development.com
Pre Submission Attachment Title			Phase	Submission Period	Date & Time
Concept Proposal Workbook			PHASE1	PRE SUBMISSION	3/16/2016 9:00:07 AM

Disadvantaged Community Map	PHASE1	PRE SUBMISSION	3/15/2016 9:15:21 AM
Enforcable Funding Commitments 1 of 4	PHASE1	PRE SUBMISSION	3/16/2016 10:33:26 AM
Enforcable Funding Commitments 2 of 4	PHASE1	PRE SUBMISSION	3/16/2016 10:33:53 AM
Enforcable Funding Commitments 3 of 4	PHASE1	PRE SUBMISSION	3/16/2016 10:34:22 AM
Enforcable Funding Commitments 4 of 4	PHASE1	PRE SUBMISSION	3/16/2016 10:34:44 AM
Project Area Map	PHASE1	PRE SUBMISSION	3/15/2016 2:46:52 PM
Project Area Shape File	PHASE1	PRE SUBMISSION	3/15/2016 11:33:40 AM
Signed Certification City of Redding 1 of 2	PHASE1	PRE SUBMISSION	3/16/2016 9:00:55 AM
Signed Certification K2 2 of 2	PHASE1	PRE SUBMISSION	3/16/2016 9:01:16 AM
TOD Project Area Map	PHASE1	PRE SUBMISSION	3/15/2016 9:15:36 AM
Transit Route Schedules	PHASE1	PRE SUBMISSION	3/15/2016 11:34:04 AM

Download all Pre Submission Attachments



Questionnaire - Phase1

Overview

Notes: Terms defined in Appendix A of the AHSC Program Guidelines are identified in **BOLD** throughout the Questions below.

Please refer to the [APPLICATION INSTRUCTIONS](#) for further detail.

- Please provide a one paragraph narrative describing the proposed Project and how that Project aligns with the goals of the AHSC Program.**

Answer: The 'Redding Downtown Loop & Affordable Housing Project' (the Project) adds housing and mobility options required for Downtown Redding to function as a true urban core and to effectively reduce per capita vehicle trips and vehicle miles traveled. The Project has five components: 1) the demolition of a vacant and functionally obsolete commercial building in the heart of Downtown Redding and new construction of a four story mixed-use project featuring 79 new housing units (56 affordable) and over 27,000 square feet of street level commercial; 2) construction of new complete streets surrounding the redevelopment; 3) construction of a 0.26 mile Class IV cycle track connecting the development to the region's extensive urban trail network; 4) construction of pedestrian and bicycle enhancements to the nearby regional intermodal facility and 5) implementation of a new transit pass subsidy program to encourage new residents to use transit services. The project aligns with the goals of the AHSC program by adding high density infill housing and active transportation capital improvements adjacent to a qualifying transit center. The Project will reduce greenhouse gas (GHG) emissions by: 1) greatly expanding housing options in close proximity to region's largest and most diverse center of employment and community services and 2) making alternative travel modes the preferred choice by extending the region's popular urban trail network to urban trip generators; enhancing access to local and interregional public transit options; and offering reduced-cost monthly transit passes. The shift to active

transportation modes will enhance public health and well-being and the Project's location within one of the region's largest concentrations of disadvantaged citizens will expand economic opportunity. By directing a portion of future and growth and development to existing urban areas, the Project will avoid the conversion of agricultural land to new development.

2 **Please describe the Project Area, including geographic boundaries or service areas. PLEASE NOTE: Application must include a map of the Project Area as an attachment.**

Answer: Centered on the Redding Transit Center, the Project Area includes the central business district, the proposed affordable housing and surrounding areas that are within easy walking distance. The Project Area is part of the Downtown Redding 'Strategic Growth Area' as identified in the SCS element of the region's 2015 RTP, and is aligned with the Downtown Redding Transportation Plan and Specific Plan. The Project Area features the largest concentration and diversity of trip destinations in the region (see Project Area Map). Examples of key destinations located within a five-minute walk of the development site include Shasta College's Downtown Health Science Building; Shasta County Superior Court; US Post Office; Shasta Regional Medical Center; Shasta Community Health Center; Redding Rancheria Tribal Health Center; Cascade Theater; County of Shasta offices; and dozens of restaurants and day-to-day services. Additional nearby destinations include Caldwell Park and Turtle Bay Exploration Park. Existing intermodal and active transportation infrastructure greatly enlarges the number of destinations accessible by alternative modes. Local fixed-route bus service, Greyhound, and Amtrak serve the Redding Transit Center, located one block west of the affordable housing development site. To the north is the Sacramento River Trail with non-motorized river crossings at the Diestelhorst Bridge and the iconic Sundial Bridge. To the east is the new SR 299 Sacramento River Bridge with Class IV non-motorized trail providing access to the region's largest retail commercial center. Also highlighted on the Project Area Map is the Downtown Loop active transportation project. Phase 1 (the western segment) is currently funded by a \$2.4M Active Transportation Program grant and \$400K from SRTA's Non-Motorized Program. Planning funds have been awarded by SRTA to the City of Redding for Phase 3 (the eastern segment). Capital funding for Phase 2 is requested as part of this AHSC proposal.

3 **Is the Project Area located within a MPO?**

If yes, please identify MPO.

Answer: I Yes
Answer: Shasta Regional Transportation Agency (SRTA)

4 **Please select the applicable applicant type for each joint applicant (see application instructions for a listing of applicant types):**

Entity 1:
Answer: Locality

Entity 2:
Answer: Developer

Entity 3:
Answer:

5 **Was this Project funded in full or in part through a prior round of AHSC?**

Answer: I No

If yes, which round:

Answer: I

Project Area Type

6 Please select the applicable Project Area type for your application (please refer to Guidelines Section 102(c)(d) and (e) for Project Area type requirements):

Answer: I ICP

Transit Description

7 Location of Transit Station/Stop (address or cross street):

Answer: 1620 Yuba Street, Redding, CA 96001

8 Transit Station/Stop name (if available):

Answer: Redding Intermodal Facility and Downtown Transit Center

9 Mode of transit serving Transit Station/Stop:

Answer: Served by Amtrak, Greyhound, and the Redding Area Bus Authority

10 List of all transit routes serving Transit Station/Stop:

Answer: Routes, 2, 3, 5, 7, 9, 11, 14, School Express, Burney Express and Trinity Transit.

11 Transit route used to determine Project Area eligibility (see Guidelines Section 103(c)(d) and (e) for transit requirements for TOD, ICP and RIPA Project Areas):

Answer: Route 2 departs 6 times between 9am and 12pm and 4 times between 2pm and 4pm

12 Peak Period frequency of the route identified in Question 11 (please attach applicable bus/rail schedules).

12a A.M. Peak Period commute hours:

Answer: 9 a.m. - 12 p.m.

12b Route frequency during A.M Peak Period commute hours:

Answer: 6 times, 3 eastbound and 3 westbound

12c P.M. Peak Period commute hours:

Answer: 2 p.m. - 4 p.m.

12d Route frequency during P.M. Peak Period commute hours:

Answer: 4 times, 2 eastbound and 2 westbound

NOTE: Questions 13 and 14(a-d) apply only to TOD Project Area Applications. If you are applying as an ICP or RIPA Project Area, please continue on to Question 15 below.

To qualify as a TOD Project Area, the applicant must demonstrate the of permanence of the High Quality Transit route identified in Question 11 above as follows:

13 The route identified above in Question 11 fully or partially operates on a (check all that apply):

Answer: I

14 The route identified above in Question 11 includes the following Bus-Rapid Transit characteristics:

14a	Center of road alignment, mixed-traffic prohibitive intersection treatments.
	Answer: ☐
14b	Use of more limited stop service including express service and stop skipping application.
	Answer: ☐
14c	Application of Intelligent Transportation Systems (ITS) technology such as signal priority, automatic vehicle location systems, system security, and customer information.
	Answer: ☐
14d	Platform level boarding and off-board fare collection.
	Answer: ☐
For 13 and 14a - d, please attach a map that demonstrates where these permanence strategies are employed on the identified route.	

Proposed Use of Funds and Project Descriptions

15	Total AHSC funds requested:
	Answer: 20000000
16	Total estimated Project (AHD+HRI+STI+TRA+Programs) development costs (including all other sources of funding):
	Answer: 1953000
17	Please identify the funds requested for all Eligible Use components of the proposed Project (Please check all that apply). If applying for more than one project in any of the Eligible Use categories identified below (i.e. an ICP Project Area with two proposed STI components), please check "Additional Eligible Use" below and identify the Eligible Use type (i.e. a second Sustainable Transportation Infrastructure use):
	Answer: ☐ AHD ☐ HRI ☐ STI ☐ TRA
	Answer: STI = \$1,289,632; AHD = \$5,873,372; HRI = \$3,570,000; TRA = \$9,266,996
<i>NOTE: TOD Project Areas MUST include either an Affordable Housing Development or Housing-Related Infrastructure use plus at least one additional use. ICP and RIPA Project Areas MUST include Sustainable Transportation Infrastructure plus at least one additional use. Please refer to Section 102(c) (d) and (e) for further information.</i>	
18	For the Eligible Use categories checked in Question 17, please provide additional information on funds requested and Project description as follows (NOTE: if requesting funds for two or more projects within any one Eligible Use category, please indicate the total amount requested in the \$ amount filed and describe all proposed projects within the Description field):
18a	Affordable Housing Development (AHD)
	AHD \$ Amount Requested:
	Answer: 5873372

AHD Description:

Answer: 1551 Market Street is construction of a four-story mixed-use building consisting of first floor retail/office and 3 floors of residential, with a mix of energy-efficient affordable and market rate units. The project is located in the central business district of downtown Redding and one block from the Redding Transit Center. The total project size is 122,408 SF consisting of approximately

27,420 SF of ground floor retail/circulation space and 94,988 SF in floors 2-4 dedicated specifically to housing. The total housing component of the project consists of 79 units occupying floors 2-4 in their entirety, 56 of which will be designated affordable housing at 35, 40, 50 and 60% AMI. The project mix is 15 one-bedroom, 47 two-bedroom and 17 three-bedroom family units. The project is consistent with HCD housing design requirements and includes second floor roof top gardens and outdoor courtyard areas that overlook the street scenes that connect to indoor common areas. Currently the project area is remnant of a downtown mall with limited commerce and activity making it prone to loitering and vagrancy. The repurposed use of this building site and surrounding infrastructure improvements will serve to drastically impact the new vision of downtown. The project has been characterized by city staff, community, city leadership, local businesses and downtown stakeholders as a catalyst project. The density and FAR is unique and a first for the region, which is an urban core surrounded by low density suburban and rural lands that can be more straightforward to develop. It is envisioned to be the pilot project for similar improvements throughout the central business district. The combination of well-designed retail, pedestrian friendly complete streets and the introduction of high density housing will contribute greatly to the revitalization of downtown Redding.

AHD Project address (or closest intersection if street number unknown):

Answer: 1551 Market Street, Redding, CA 96001

AHD Census tract(s) (please use full 10-digit tract number):

Answer: 0608901010

Proposed Density (Note: Applicants must meet or exceed the required density for the project location designation as identified in section 103(a)(iv) of the Guidelines):

Answer: Floor Area Ratio of 3.042

Housing Type:

Answer: I Rental

Housing Type (cont.):

Answer: I Conversion to Residential Uses

Number of Affordable Units:

Answer: 54

Percentage of Affordable Units:

Answer: 71

Mixed Use:

Answer: I Yes

Scattered Sites:

Answer: I No

18b

Housing-Related Infrastructure (HRI)

HRI \$ Amount Requested:

Answer: 3570000

HRI Description:

Answer: Housing related infrastructure consists of reconstruction of the city-owned basement, which is a

separate assessor's parcel on the project site. It currently provides parking, which will be reduced from 144 spaces to 97 spaces in the basement. Renovation of the basement includes moving the parking ramp out of the pedestrian and bicycle travel zones, adding a pay for parking system, adding an elevator for ADA access to street level and replacing the lid of the basement to accommodate the reduced footprint and greater building mass. The reconstruction of the City-owned basement was required as a condition of approval to the City's use permit for construction of the overlying affordable housing development. HRI does not include any of the first floor commercial uses or the affordable housing units on the second to fourth floors.

HRI Project address for the associated affordable development including street (or closest intersection if street number unknown), city and zip:

Answer: 1551 Market Street, Redding, 96001

HRI Census tract(s) (please use full 10-digit tract number):

Answer: 0608901010

Proposed Density of the associated affordable development (NOTE: Applicants must meet or exceed the required density for the project location designation as identified in section 103(a)(iv) of the Guidelines):

Answer: Floor Area Ratio of 3.042

18c

Sustainable Transportation Infrastructure (STI)

STI \$ Amount Requested:

Answer: 1289632

STI Description:

Answer: The Project will improve bicycle and pedestrian connections from the affordable housing development to the Redding Transit Center and an ATP-funded Class IV bike facility. The proposed Sustainable Transportation Infrastructure (STI) comprises Phase 2 of the Redding Downtown Loop. On California Street, the project will construct a new 12-foot wide, two-way Class IV separated cycle track for 1400 LF, a first for the region. The cycle track will be separated from vehicular traffic with a combination of raised curb and delineators along the length. Three intersections will be modified with new signal equipment and phasing diagrams to accommodate the two-way cyclist facility that will be contraflow to the southbound one way vehicular traffic on California Street. The cycle track will connect with the ATP-funded Class IV bike facility at Division Street where the intersection with California will be modified to an all way stop to allow safe connectivity for cyclists and pedestrians. All intersections along California will be modified with curb extensions for pedestrian safety. Pedestrian and bicycle access will likewise be improved to the Redding Transit Center. Beginning at the Market-California Alley just east of the affordable housing, sidewalks will be constructed across the parking ramp at Yuba and Butte Streets that will create an elevated and protected space through the parking structure, forcing north/south vehicle parking structure traffic to yield the right of way at newly constructed driveways. The sidewalks will create narrow, slow-speed two way roadways extending Yuba and Butte Streets west to California Street that will be marked with sharrows for cyclists and motorists. The project will leverage the ATP-funded Class IV bike facility (Phase 1 of the Downtown Loop). It also leverages the planning phase for the connections from the proposed affordable housing project northeast to Turtle Bay, the Sundial Bridge and Sacramento River Trail (Phase 3).

STI census tract (please use full 10-digit tract number and list all applicable census tracts):

Answer: 0608901010

18d **Transportation-Related Amenities (TRA)**

TRA \$ Amount Requested:

Answer: 9266996

TRA Description:

Answer: The Transportation Related Amenities portion of the project consists of the complete streets. The existing vacant building at 1551 Market Street is constructed into the former right of way for Market, Butte and Yuba Streets. The parking garage is constructed under the right of way. In order to construct complete streets on Market, Butte and Yuba Streets, the building must be demolished, the portions of the parking garage that underlie these streets must be demolished, backfilled and supported with retaining walls and the right of way that is currently privately owned must be purchased by the City. Market, Butte, and Yuba Streets will be reconstructed with narrow slow-speed travel lanes for shared automobile and bicycle use, wide tree-lined sidewalks for pedestrians and flex-zones for both pedestrian and automobile parking. These flex-zones allow outdoor markets and sidewalk cafes serving adjacent restaurants to share space with curbside parking supporting nearby shops in a pleasant and cohesive manner. The flex-zones respond to market conditions creating living streets that evolve and transform in response to local market and community needs. The complete streets will also incorporate pervious pavement in the parking stalls to minimize run-off and tree planting to mitigate urban heat island effects.

TRA census tract (please use full 10-digit tract number and list all applicable census tracts):

Answer: 0608901010

18e

Programs (PRG)

PRG \$ Amount Requested:

Answer: 0

PRG Description (include proposed program objectives, population served, program activities and operations headquarters):

Answer: To encourage a mode shift to more affordable and sustainable transportation, a bus voucher program for the residential tenants of the newly constructed 1551 Market Street building will be instituted. The program will require the property manager to offer each resident of the building a 20 percent discount on fixed route monthly transit passes on the Redding Area Bus Authority (RABA) system. The Program is provided as leveraged funding. Interested tenants will purchase these passes directly from the property manager at a cost of not more than 80 percent of the price of the most current monthly rate as changed from time to time by the RABA Board of Directors. The program will encourage the use of transit as a mode choice for residents of the affordable housing complex due to proximity of the Redding Transit Center and the proposed AHSC funded bicycle and pedestrian infrastructure connecting the two. Bus voucher passes for Redding Area Bus Authority will be available to all tenants at or below 60% median income. The project owner will subsidize 20% of the cost of bus passes for all residence enrolling in the Bus Voucher program. The program will be available to tenants for a 55-year time period commencing at certificate of occupancy.

Is the Program new or expansion of an existing Program?

Answer: I New

Program Type (select all that apply):

Answer: I Transit Ridership

19 **Projected earliest construction start date of any proposed AHSC funded Eligible Use component:**

Answer: 05/01/2017

20 **Projected latest construction completion date of any proposed AHSC funded Eligible Use component:**

Answer: 09/28/2018

Eligibility for Statutory Set-Asides:

21 **Is this application eligible for the Affordable Housing statutory set-aside?**

Answer: I Yes

22 **Is this application eligible for the Disadvantaged Communities statutory set-aside?**

Answer: I No

23 **If eligible for Disadvantaged Community set-aside, please indicate how the Project is eligible for the set-aside (see application instructions for descriptions of the eligibility requirements):**

Answer: I

24 **Enter the census tract for the Disadvantaged Community (10 Digit Census Tract Identifier):**

Answer: N/A

25 **Please enter the Disadvantage Community percentile score:**

Answer: I

Note: Census tract look up and percentile scores can be obtained from the following websites:

[CalEnviroScreen 2.0 Score](#) and <http://oehha.ca.gov/ej/pdf/CES20UpdateOct2014.xlsx>

26 **Describe the Disadvantaged Community need that the Project addresses:**

Answer: N/A

27 **Provide a qualitative description of how the Project benefits the identified Disadvantaged Community:**

Answer: N/A

Identification of Project Co-Benefits:

28 **Please identify and describe expected co-benefits of the Project.** These co-benefits can include, but are not limited to, public health and safety, economic, or environmental co-benefits (Refer to Appendix E of Program Guidelines for additional information and Application instructions for a sample list of co-benefits).

Answer: The Project constitutes a leap forward in the revival of Redding's downtown and numerous firsts for the region. The Project will redevelop a portion of the Downtown Mall, where the City created a suburban-type mall on its main downtown thoroughfare in 1972. The Downtown Specific Plan cited the potential for a revitalized mall to catalyze a revitalized downtown Redding. This project implements the first step of the Preferred Alternative for the Downtown Mall revitalization, by reconstructing Market, Yuba and Butte Streets into pedestrian friendly complete streets and providing first floor retail. The Project will also introduce approximately 200 new residents into the downtown core, providing customers for those businesses. It will provide economic co-benefits by providing needed affordable rental housing in the downtown area, where 60% of the units are renter-occupied (compared with 42% for Redding and 32% for Shasta County) and where 58% of all households earn less than 60% of the Area Median Income. Additional co-benefits will accrue

from creating jobs, reducing transportation costs through active transportation and providing transit subsidies and reducing energy costs through energy efficiency measures. It will contribute to public health benefits by reducing air pollutants, providing infrastructure for active transportation and recreation, reducing heat-related health impacts by planting trees along the complete streets and providing shading from the affordable housing development (suggested through public input) and connecting the downtown core to the Sacramento River Trail and Caldwell Park (public swimming pool and water park) to the north. It will contribute to a cohesive downtown by bringing residents and their activities to downtown and will preserve the social and financial stability of the community by creating affordable housing for low income residents.

Statutory Threshold Requirements: Greenhouse Gas Emissions Reductions

- 29 **Please select the applicable Project Setting type that will be used in the Quantification Methodology (Note: RIPA project types must select Low Density Suburban):**

Answer: ☒ Urban Center

- 30 **Please enter supporting justification of the Project Setting selected in accordance with Appendix B of the Quantification Methodology (e.g., distance to Central Business District). NOTE: RIPA project types and projects using TAC Methods only may enter "N/A".**

Answer: The project setting type is Urban Center as it is located in the downtown central business district (CBD) amongst commercial office and retail land uses. This is quantified in the project setting analysis with lead determinants being location in the CBD and having a high (8.13) jobs to housing ratio. The project includes redevelopment of an existing vacant building that has been underused for many years. The surrounding 2 to 4 story buildings and the proposed 4 story building are of a height consistent with the Urban Center project setting. The buildings are set adjacent to the street, consistent with the Downtown Specific Plan recommended setbacks. Additionally, the affordable housing project is less than a tenth of a mile from the Redding Transit Center which is served by 7 regional routes, 2 express routes and 3 inter-regional routes. Route 2 departs 6 times between 9am and 12pm and 4 times between 2pm and 4pm with headways less than the urban center designation of 15 minutes. Additionally, the HCD jurisdiction status is identified as suburban due to various factors. The transit headways and HCD jurisdiction status is largely offset by the distance to CBD and jobs/housing ratio qualifying the project setting as (infill) Urban Center.

- 31 **Will the Project result in reduced vehicle miles traveled in such a way that would be quantifiable through a measure included in the Quantification Methodology (e.g., from Table 3, Table 4, or TAC Methods)?**

Answer: ☒ Yes

- 32 **If yes, please list the strategy item #(s) applicable to the Project (refer to the Application Instructions for the complete list of greenhouse gas reduction strategies.)**

Answer: 1, 2, 4, 6, 9, 10, 11, 13, 15, 27

- 33 **Does the Project include features that would result in a quantifiable reduction of vehicle miles traveled that are not included in the Quantification Methodology (e.g., neighborhood electric vehicles)?**

If Yes, please describe.

Answer: ☒ Yes

Answer: Transit and Connectivity (TAC) methods can be used to for new Class 4 bike facilities not included

Statutory Threshold Requirements: Sustainable Communities Strategies

34 Please describe how the Project supports the implementation of the applicable Sustainable Communities Strategy or other qualifying regional plan.

Answer: The region's SCS cannot be realized without the project, as the SCS calls for 519 units of new high-density residential development and 6% of city job growth to occur within the Downtown Redding Strategic Growth Area. It is currently the centerpiece of SRTA's SCS implementation efforts, with nearly \$170,000 in SRTA technical assistance grants to ready the project, including architectural design, structural engineering, civil engineering, traffic/street design and emissions modeling. The SCS also requires an aggressive expansion of active transportation infrastructure, with a priority on connecting the region's Class IV trail corridors to employment centers and trip generators. The region's top priority is a Class IV trail loop connecting Downtown Redding to the Sacramento River Trail at two key non-motorized river crossings – the Sundial Bridge and Diestelhorst Bridge. The first phase is fully funded through a \$2.4 million ATP capital grant and \$400,000 from SRTA's Non-Motorized Program. The proposed project will complete the critical middle portion of this loop through the core of Downtown Redding. Planning for the final phase to the Sundial Bridge has been funded through a \$45,000 grant from SRTA to the City of Redding. Once completed, the proposed project will provide virtually unimpeded Class IV trail access between Downtown Redding and – by extension of the regional trails network – convenient connections to surrounding commercial centers and residential areas. Direct access will also be provided to the Redding Transit Center, which offers fixed route bus, intercity bus, and Amtrak passenger rail services. Together with a discounted transit-pass program for project residents and a new cross-town express transit service made possible with Low-Carbon Transit Operations Program funds, the proposed project will address all five of the 'D Factors' known to drive mode shift and reduce transportation-related greenhouse gas emissions.

Statutory Threshold Requirements: State Planning Priorities

35 Please describe how the Project is consistent with the State Planning Priorities (Government Code Section 65041.1).

Answer: The project will reduce air pollution by providing viable and appealing alternatives to vehicle travel, thus reducing VMT. It will improve conditions in disadvantaged communities by providing affordable housing in an area where 58% of all households earn less than 60% of the Area Median Income. It will support public health by providing infrastructure for active transportation. It will provide other co-benefits cited in Section 39712 of the Health and Safety Code by providing jobs where 18.2% of people live below the poverty line. It will improve connectivity and accessibility by completing Phase 2 of the Redding Downtown bicycle loop and improving pedestrian access in the downtown core. It will increase options for mobility by connecting to the ATP-funded bicycle facility, with only one remaining link complete the loop. It will increase transit ridership by providing transit subsidies. It will develop affordable housing for lower income households. It will protect agricultural lands by implementing infill development.

Concept Application Filter Formula

(AHSC Funds Requested + Enforceable Funding Commitments - Deferred Costs) ÷ (Total Development Cost - Deferred Costs)

Please enter the following information (please refer to Appendix A for defined terms and Section 105(c) (3)(b) of the Guidelines):

36 **Total AHSC Funds Requested:**

Answer: 20000000

37 **Total Enforceable Funding Commitments:**

Answer: 17446890

38 **Total Deferred Costs:**

Answer: 81163

39 **Total development costs:**

Answer: 23401425

40 **Resulting value from equation (AHSC Funds Requested + Enforceable Funding Commitments - Deferred Costs) ÷ (Total Development Cost - Deferred Costs). Please enter value as a number with two decimal points (i.e. 36.58).**

Answer: 100

Attachments

Please download, complete and upload the following attachment templates.

[2015-16 Concept Proposal Workbook](#)

[AHSC Concept Certification](#)

Back to Application

Application Completion Check