

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM
ROUND THREE AWARDS**

Approved by the Strategic Growth Council
June 3, 2014

APPLICANT	COUNTY	PROPOSAL TITLE	PROJECT DESCRIPTION	AWARD AMOUNT
ENVIRONMENTAL JUSTICE SET ASIDE AWARDS				
City of Cudahy	Los Angeles	Enabling Just and Sustainable Growth in Cudahy	A team of researchers and planners will create a new regulatory structure for land use development in Cudahy. Impact fees will support a multimodal transportation system, while parking reductions will encourage transit-orientation and compactness. UCLA researchers will review existing data and research, and conduct local research: trip generation observations, bicycle, pedestrian, and vehicle counts, trip diaries, and others. An extensive outreach effort will also take place, especially seeking input regarding affordability and displacement. The UCLA team will produce a document identifying needed projects in the areas of transportation, parks, and open space, and a nexus study of development's fair share contribution to such projects. Consultants will also produce a nexus study for water and sewer systems, since these currently constrain growth in Cudahy. The final ordinance will be a model for other working-class cities adapting to policy contexts removed from auto level-of-service.	\$105,913
Escondido, City of	San Diego	Updated Area Plans for a Combined South Escondido Boulevard/South Quince Street Target Area	Escondido's General Plan arranges major land uses to preserve and enhance the integrity and character of established residential neighborhood, provide opportunities for future growth to meet the community's vision, and strengthen the economic viability of employment areas and commercial activity centers. The General Plan identifies 14 opportunity areas where land use changes are anticipated to incorporate smart growth measures and re/development. Four contiguous, interconnected Target Areas comprise approximately 420 acres of Escondido's more established and older sectors that extend 2.25 miles along Centre City Pkwy and Escondido Blvd. The current S. Escondido Blvd Neighborhood Plan was adopted in July 1996 and requires extensive updating. The South Quince St area has never had an area specific plan prepared. Updating the area plan for this combined area will promote equity, increase infill and compact development, and strengthen the economy.	\$172,754
County of Tulare	Tulare	Disadvantaged Communities Infrastructure and Planning Policy Analysis	The purpose of the proposal is to perform a Disadvantaged Communities Infrastructure and Planning Policy Analysis. We intend to integrate infrastructure analysis with the needs of our individual rural disadvantaged communities. A thorough examination and cataloguing of existing land uses will suggest infrastructure improvements, land use changes and possibly zoning changes, where feasible, in order to fulfill the goals of Senate Bill 244. The resultant Disadvantaged Community Infrastructure Maps will provide the measurement tools needed to identify infrastructure solutions and appropriate improvement projects. The intent is to reduce greenhouse gas emissions, promote equity, provide economic stability and thus enhance sustainability, protect the environment and promote healthy and safe communities. These are communities with nonexistent, aged or failing infrastructure that face serious contamination challenges, economic inequities and a severe lack of resources.	\$390,750
City of Pasadena	Los Angeles	Climate Action Plan (CAP) & Form-Based Code to Implement General Plan	The project consists of a Climate Action Plan (CAP) and a Form-Based Code (FBC) approach to implement, in part, the 2035 General Plan Land Use Element Update. The CAP and FBC code approach allow the City to more consistently regulate future development projects, which will simplify and standardize future project GHG analysis. Form-Based Code (FBC) approach will develop replicable methodology towards the creation of a pedestrian-oriented development pattern in business centers, connectivity between neighborhoods and employment destinations, and develop appropriate code updates or amendments to target areas around existing Gold Line (light rail) stations and certain public transit nodes.	\$491,770

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Los Angeles, Department of City Planning	Los Angeles	Sustainable and Equitable Planning for Infill in Transit Priority Areas (Planning for Infill)	Planning for Infill implements sustainable planning in Transit Priority Areas (TPAs) by developing transportation metrics that better reflect the vehicle miles traveled (VMT) benefits of affordable housing and infill development, quantifies the trip reduction benefits of Transportation Demand Management (TDM) measures, and establishes methods to adopt a VMT-based California Environmental Quality Act (CEQA) threshold. Demonstrating low VMT will encourage development of more affordable housing in TPAs. Also, by quantifying the VMT benefits of TDM measures, the City will establish the nexus to define TDM as 'standard uniform measures', making infill and new affordable housing eligible for CEQA streamlining (SB 226). The result will reduce unnecessary cost and time delays in the entitlement process, and help increase the development of affordable housing in areas served by transit. The final task is to develop a policy memo to recommend a VMT-based threshold for the City.	\$491,770
Sacramento Area Council of Governments	Sacramento	Accelerating Local Implementation of Sacramento Region Metropolitan Transportation Plan/Sustainable Communities Strategy	This is a collaborative project of SACOG and its member agencies. It provides an innovative, 3-year assistance program to help jurisdictions overcome barriers and accelerate implementation of local infill/revitalization plans to help realize regional GHG reduction targets. Based on jurisdictions' interests, the project: *Continues a pilot assistance program on strategies to revitalize and intensify central cores, commercial corridors, and established suburbs through the Urban Sustainability Accelerator Program in Portland - a laboratory of successful infill implementation for small- and mid-sized cities. *Leverages local expertise from policy and implementation work of Sacramento County and WALKSacramento to help jurisdictions and developers implement active design/transportation improvements and promote public health. *Engages renowned experts from the Center for Public Interest Design to help build resident capacity for community revitalization in South Sacramento EJ areas.	\$885,186
City of Hawthorne	Los Angeles	Hawthorne ECO-Village Revitalization Plan	The City of Hawthorne is seeking a grant for the ECO-Village Specific Plan (ECO-Village). The Plan Area is an underutilized 150-acre area located just south of the SpaceX headquarters, Tesla design lab, municipal airport and nearby Crenshaw METRO light rail station. ECO-Village will encourage a compact urban form where a diversity of land uses are within close walking distance of home and work. ECO-Village will accommodate new development in mixed-use, higher density residential projects that are linked via convenient, safe active transit routes (walking, bicycling, and public transportation). Future development will incorporate sustainability and smart growth concepts that will reduce dependency on the private automobile. As a presage to what the future of Hawthorne can be, the ECO-Village will usher in a new urban community for its residents, businesses, and South Bay region.	\$422,922
City of Colton	San Bernardino	City of Colton Downtown Sustainable Development Code	The City of Colton's Focused Sustainable Planning Program (the Project) will create innovative incentive guidelines within a plan for sustainable development implementation projects. This Project seeks to promote equity by providing incentives for affordable housing, increase infill and compact development and revitalize the urban and community center that this project is based around. Through the preparation of this revitalization plan, the City seeks to implement new land use and transportation policies that will enable the city to comply with state-mandated regional housing targets through the infill development of its established downtown rather than through new housing proposed for undeveloped portions of the City.	\$228,181

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San Joaquin Valley Regional Policy Council	Madera	Implementing a Sustainable Energy Roadmap for the San Joaquin Valley	The Sustainable Energy Roadmap (SER) will leverage a proven process and set of tools to support municipal agencies in the San Joaquin Valley to adopt and pursue clean energy and sustainable development goals that optimize outcomes for their most disadvantaged communities. Led by the Madera County Transportation Commission, SER is a regional model that includes the Valley's regional planning agencies, self-selected municipal participants, community stakeholders, and experts on smart growth. The project will deliver a triple bottom line (environment, economy and equity) benefit. Successful SER implementation will rely heavily on extensive community input and local adoption of best practices to enable resilient and thriving communities.	\$981,055
City of Antioch	Contra Costa	City of Antioch Downtown Specific Plan	The City of Antioch is requesting funding for a Downtown Specific Plan. The rebounding economy provides an opportunity to reinvent Antioch's downtown, which is an MTC/ABAG Priority Development Area, as a vibrant and healthy transit-oriented community that connects compact infill development with public transit and trails. To increase connectivity and reduce GHG emissions, the Plan will connect the existing passenger rail station and Riverwalk with the eBART station under construction and a future downtown ferry terminal, as well as enhance pedestrian and bicycle access to transit. The Plan will address all planning components required by State law, leverage existing resources and emphasize economic viability. The Plan will increase development density to create enough critical mass to support increased retail and restaurant venues downtown and "place making" to create an environment where people will want to live, work, and simply be, in a naturally-beautiful riverfront environment.	\$426,857
MAIN POOL AWARDS				
Davis, City of	Sacramento	Downtown/University Gateway District Plan	The City of Davis in co-application with Yolo County, and active partnership with the University of California at Davis, requests funding for the development and evaluation of three innovative sustainability plans for the Reduction of Automobile Usage and Fuel Consumption, Promotion of Water Conservation, and Promotion of Energy Efficiency and Conservation in the area connecting downtown Davis and the University central campus. The project will address the need for additional jobs and housing within an area where there are high numbers of pedestrian/bicyclist collisions, limited availability of affordable housing units for the City and University, existing barriers for pedestrian/bicyclists/transit riders, and lack of economic productivity on a current vacant/underutilized site adjacent to both downtown Davis and central campus and the East Village redevelopment area on the UC Davis campus.	\$591,108
City of Sacramento	Yolo	Sacramento Intermodal Phase 3	The Sacramento Intermodal Phase 3 Project (SI-3) integrates transportation and land use to transform the existing station area in downtown Sacramento into an expanded multimodal district that meets the region's 21st century transportation needs; incorporates new modes including high speed rail; and creates a vibrant, compact, connected center that is a gateway and catalyst for transit-oriented development. In the grant proposal, SI-3's transit and destination development will be planned and designed so that all components work well together, now and future, and foster non-vehicular travel. SI-3 will result in mobility, livability, climate and sustainability benefits that lead to greenhouse gas reductions in the region. Currently there is increasing momentum to develop in this area of downtown. This grant allows the City to take advantage of a short window of opportunity to master plan the Intermodal district to create a great urban center that achieves sustainability targets.	\$491,770

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City of West Hollywood	Los Angeles	WeHo:ACTS (Active and Community-Oriented Transportation Solutions)	In September 2011, West Hollywood adopted a General Plan update and Climate Action Plan (CAP), with actions to reduce community GHG emissions 25% below 2008 levels by 2035. Even in times of fiscal constraint, we have made progress on more than half of the actions contained in these plans. However, further progress toward our strategic goals and aggressive reduction targets requires more funding and resources than the City can currently provide. This request supports priority implementation items to link land use and mobility, highlight sustainability best practices, and quantitatively assess CAP implementation progress. Completing the following tasks will make West Hollywood a more sustainable community and continue our tradition of sustainable leadership: Transit Overlay Zones and Standards, Active Transportation and Transportation Demand Management Ordinance, Parking Demand and Utilization Study and Pilot Project, and Climate Action Plan Monitoring Tool.	\$245,885
City of West Sacramento	Yolo	Pioneer Bluff Redevelopment Master Plan	West Sacramento has been remarkably successful laying the groundwork for infill development, leveraging funds for planning, design, infrastructure, economic development, recreation, housing, brownfields cleanup, and other actions necessary to attract infill to the emerging urban core adjacent to downtown Sacramento. Achievements include Raley Field; streetscape and infrastructure improvements; the Community, Transit, and Civic Centers; Los Rios Community College; 700+ high-density housing units; River Walk Park; removal of the rail spur; and CalSTRS headquarters. This application leverages recent successes. The next area targeted for infill is the 130-acre Pioneer Bluff area. The Pioneer Bluff Redevelopment Master Plan includes land use and urban design strategies, infrastructure master planning, financing, parks/trails master planning, analysis of environmental conditions, economic/market analysis, and related activities needed to spur urban infill development.	\$377,561
Association of Bay Area Governments	Multiple Counties	Plan Bay Area Implementation	The Association of Bay Area Governments and the Metropolitan Transportation Commission propose to continue implementation of Plan Bay Area, the region's first Sustainable Communities Strategy. This grant will allow ABAG and MTC partnership with local jurisdictions, to support development of complete communities within Priority Development Areas that are healthy, sustainable and equitable. It will also allow regional agencies to link planning and implementation to accomplish the goals of SB 375.	\$983,541
County of Santa Clara	Santa Clara	Driving to Net Zero: Decarbonizing Transportation in Silicon Valley	A multi-jurisdiction/agency project to expand policies, accelerate market uptake of alternative fuel vehicles (AFV) (i.e., electric, natural gas, biofuel, hydrogen fuel cell), and stimulate development of alternative fuel infrastructure (AFI) within the county. DRIVING TO NET ZERO would assist jurisdictions in the development and adoption AFV and AFI related policies; provide jurisdictions with AFI-related training to permitting and inspection staff; explore innovative AFI (e.g., public access municipal compressed natural gas (CNG) fueling stations, regional biogas facility) ideas, and conduct cost-benefit analyses for jurisdiction or regional installation; develop private sector forum to identify ways businesses can contribute to the local AFV market transformation; develop countywide local government forum to discuss implementation opportunities and challenges, and to convene and coordinate with regional and state agencies regarding AFV and AFI policy advances and/or funding.	\$536,729

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LA County Metropolitan Transportation Authority	Los Angeles	Sustainable South Bay Transportation and Land Use Implementation Framework	The Los Angeles County Metropolitan Transportation Authority (Metro), the South Bay Cities Council of Governments (SBCCOG), San Diego State University (SDSU) and the Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC), a program of UCLA, have formed a partnership, to develop tools to implement the Sustainable South Bay Strategy (SSBS), a policy framework of mutually reinforcing land use and transportation initiatives that have been field tested and are now ready for implementation by cities and incorporated into the regional policy framework. The new tools consist of Climate Action Plan transportation and land use chapters that identify GHG reduction strategies at the sub-regional and local levels, a Sub-Regional Implementation Toolkit to provide technical assistance for local level adoption of GHG reduction strategies and a Mobility Matrix for the South Bay, which includes evaluation and screening criteria for identifying priority projects.	\$885,048
San Francisco Planning Department	San Francisco	San Francisco Railyard Alternatives and I-280 Boulevard Feasibility Study	San Francisco's Railyard Alternatives and I-280 Boulevard Feasibility Study will create significant infill opportunities at the hub of regional transit (Caltrain, Bart, High Speed Rail) and substantially improve transit and street infrastructure. The work will identify alternatives for replacing a segment of I-280 with a boulevard, completing the Downtown Rail Extension (which will connect the Caltrain Depot to the Transbay Transit Center), electrifying Caltrain, and introducing High Speed Rail with reduced costs and expedited completion. We will identify alternatives to reconfigure or relocate the Caltrain Depot railyard to create up to 3.6 million square feet of infill development valued at \$228 million. We will identify financing tools to effectively capture the value of land use changes around HSR and adjoining transit connections. The project will coordinate improvements to circulation, public space, and land use.	\$490,672
County of Santa Cruz	Multiple Counties	Monterey Bay Community Power - Community Choice Aggregation (CCA) Phase 1 Technical Study	Monterey Bay Community Power (MBCP) is a regional partnership comprised of all 21 Counties and Cities within the Monterey Central Coast area, as well as other key stakeholders. The partnership was formed to analyze the environmental and economic elements involved with creating a regional Community Choice Aggregation Joint Powers Authority agency (CCA-JPA). Each MBCP partner is committed to participate in a Phase 1 Technical Study that will provide the necessary assessment and analysis. The MBCP partners have developed climate action plans (CAPs) that indicate 18% of the region's greenhouse gas comes from electricity consumption. Substantially increasing renewably generated electricity usage and lowering the demand for consumption with increased efficiency have the most potential for significant and relatively quick GHG reduction. Establishing a CCA-JPA holds the most promise for accomplishing both, a potential that makes it the region's highest priority CAP initiative.	\$344,239
Butte County	Butte	Renewable Energy Overlay	To meet long-term, statewide GHG emissions, significantly more renewable energy sources must come on line in California. At the same time, the State cannot sacrifice important farmland, habitat, or recreational lands, which also provide crucial carbon and economic benefits. This grant application will cover the creation of a Renewable Energy Overlay to identify locations in unincorporated Butte County that are appropriate to accommodate renewable energy infrastructure and streamline the review and approval of new renewable energy facilities on the identified sites. The work plan proposes extensive community engagement through 19 public meetings, as well the involvement of stakeholders from a diverse range of farming, environmental, and utility backgrounds. The resulting overlay will be a model for rural communities throughout the state seeking to achieve ambitious renewable energy targets while conserving open space.	\$296,837

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City of San Jacinto	Riverside	City of San Jacinto Downtown Specific Plan	The City of San Jacinto envisions a revitalized Downtown which preserves the city's rich cultural heritage and abundant natural environment, while activating the streets with pedestrian activity. The plan would support a network of multi-modal transportation corridors linking residents to downtown and the proposed public transit center and eventual commuter rail line terminal. The Specific Plan is an opportunity to revitalize abandoned and underutilized properties. Transit Oriented Development and incentives for green infill and mixed-use will reduce auto dependence and GHG emissions, improve infrastructure to facilitate active transportation, improve public health, and spur private investment to strengthen the local economy.	\$491,770
City of Redding	Shasta	Update to the Downtown Redding Specific Plan Incorporating Infill Development Needs of the Sustainable Communities Plan	An up-to-date Downtown Specific Plan update is needed to inform the Sustainable Communities Strategy(SCS) and the Regional Transportation Plan(RTP). The City of Redding downtown core has been identified as a strategic growth area due to adequate infrastructure, potential for substantial redevelopment, access to transit, walking and biking trails and potential for incentivized multi-use redevelopment projects. The SCS has determined that the region would see substantial reductions to greenhouse gas emissions by incentivizing development downtown in conjunction with multi-modal transportation investments. Increasing density, diversity of land use, and reducing distance to transit in the downtown core will encourage walking, biking and the use of transit. The existing specific plan needs to be updated to incorporate the goals of both plans and to incorporate infill goals by fundamentally changing the character of downtown to incentive multi-use development and affordable housing.	\$275,175
Association of Monterey Bay Area Governments	Multiple Counties	AMBAG Sustainable Communities Strategy Implementation Project (SCSIP)	The goal of the SCSIP is to implement the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) by making it possible for infill development to become a reality in high quality transit corridors. High quality transit corridors are corridors with rail or transit service at 15 minute headways or better. Opportunity Areas are within a half mile of transit stops along high quality transit corridors. To create consistency with the SCS at the local level the SCSIP will remove barriers to mixed use infill development in Opportunity Areas via revised local policies and ordinances that implement innovative transportation strategies and create incentives for transit oriented development. This will create consistency with the land use pattern envisioned in the 2035 MTP/SCS in local policies. Additionally, the SCSIP will result in economic development strategies that revitalize cities as well as build strong stakeholder buy-in, particularly in disadvantaged communities.	\$491,770
Sonoma County Transportation Authority	Sonoma	Shift Sonoma County	Shift Sonoma County will define locally specific actions to implement high priority transportation strategies to reduce greenhouse gas emissions by encouraging a shift in both the mode and fuel used for personal transportation. Strategies to be developed through Shift are those at the nexus of Plan Bay Area, the SCTA Comprehensive Transportation Plan (CTP), and Climate Action 2020 (CA2020, a multijurisdictional community Climate Action Plan). Shift will enable Sonoma County jurisdictions to better integrate transportation investment and land use planning and make diverse transportation choices more feasible and attractive throughout Sonoma County, including Priority Development Areas and disadvantaged communities. In this way, Shift will enable measurable reductions in automobile usage and fuel consumption while improving public health and equity in Sonoma County.	\$868,463

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Los Angeles County Department of Regional Planning	Los Angeles	West Carson Transit Oriented Development Specific Plan	The County of Los Angeles proposes development of Specific Plan for Transit Oriented District in the community of West Carson. The target area is one-half mile radius from West Carson Metro station within unincorporated area. The Specific Plan will address the need to support multimodal transportation for all users, to promote mixed use and compact development, and to improve infrastructure. Through implementation of the Specific Plan, the County seeks to improve aging and fragmented commercial development, to increase new housing stocks in higher-density, and to create more vibrant and healthier community center for all members of the community. Interdepartmental collaboration and communication with various stakeholders will take place throughout the process. Through the Specific Plan, the County aims to continue planning efforts in support of AB 32 to reduce greenhouse gas emissions through local measures that coordinate land use and transportation.	\$491,770
City of San Diego	San Diego	Balboa Avenue Station Area Plan	The Balboa Avenue Station Area Plan would engage the community to establish transit-oriented development (TOD) adjacent to the planned Balboa Avenue Trolley station. Multi-modal improvements will be identified to increase bicycle, pedestrian, and transit access to the station. The area has constrained roadways that could affect access to the future Trolley Station. The existing land use and community plans do not effectively address TOD or multi-modal access to the Station. With the design process for the Mid-Coast Corridor Light Rail Transit Project underway, the service could serve as a catalyst for new TOD uses near the station. The Plan will engage the Pacific Beach and Clairemont communities to produce a Specific Plan and implementation program that addresses transportation demand, economic market analysis, urban design concepts, and multimodal improvement projects. The Plan will be implemented through Community Plan and Facilities Financing Plan amendments.	\$786,832
City of Avenal	Kings	City of Avenal General Plan Update and Sustainability Implementation Programs	The City of Avenal is applying for a Sustainable Communities Planning Grant to complete a General Plan Update and a series of Sustainability Implementation Programs (GPU/SIP). Avenal's current General Plan was adopted in 2005 and already contains a comprehensive set of goals and policies that promote sustainable development patterns. However, the Plan needs to be updated to meet recent changes in State law. More importantly, the City seeks to develop a series of Implementation Programs that will facilitate the implementation of the General Plan's goals and policies and allow Avenal to become a more sustainable community. These programs will also allow the City's planning documents to be consistent with the Kings County Regional Climate Action Plan, scheduled to be completed in May 2014, and the San Joaquin Valley Blueprint. As a result, the GPU/SIP will play a critical role in working towards State goals that are supported by the Sustainable Communities grant program.	\$458,138
City of Goleta	Santa Barbara	City of Goleta Bicycle/Pedestrian Master Plan	Develop and implement a City Bicycle and Pedestrian Master Plan that will assist with land use planning, development projects, and the capital program.	\$203,415
Southern California Assn of Governments (SCAG)	Los Angeles	Sustainable Communities Strategy Implementation in Southern California Through Sustainability Projects	SCAG and the six co-applicant cities referenced above submit a Joint Proposal with Project Title above. This Proposal is a critical component to fully implement the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to achieve greenhouse gas (GHG) reduction and other sustainability goals. This Proposal includes six sustainability projects focusing on implementing key SCS strategies across a diverse SCAG region. These projects include: Mixed-Use Development Standards (Burbank); Downtown Specific Plan (Hemet); Complete Streets Master Plan (Lancaster); Form-Based Street Design Guidelines (Pasadena); Healthy RC Sustainability Action Plan (Rancho Cucamonga); and Climate Action Plan (Seal Beach). In addition, the proposal also includes using regional forums to share the tools developed and lessons learned among all local jurisdictions in the region.	\$983,541

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City of Holtville	Imperial	Holtville General Plan and Service Area Plan Update	The City of Holtville is proposing to update their General Plan and Service Area Plan consistent with the State Planning Priorities. The proposed General Plan and Service Area Plan will comprehensively promote infill development and equity by coherently designating land uses based on analysis of infrastructure resources and strategically matching planned uses to the available capacity of the existing and/or planned infrastructure for location efficient development. The proposed General Plan would also incorporate new programs and policies to preserve natural and recreational resources within our planning boundaries that have not been satisfactorily addressed under prior plans and maximize active transportation opportunities. The project will result in the development and establishment of strategies, programs and policies that promote active transportation and compact development in a comprehensive and cohesive manner while protecting natural resources and preventing urban sprawl.	\$248,836
City of Anaheim	Orange	West Anaheim (Beach Boulevard) Corridor Specific Plan	Project includes developing a Specific Plan for a 1.5-mile segment of Beach Boulevard from approximately 0.25 miles north of Lincoln Avenue to just south of Ball Road in West Anaheim. Planning activities include community visioning (at least 10 neighborhood meetings), a revitalization strategy, development concepts, codes, standards, and regulations, an implementation plan, full CEQA analysis and establishing baseline indicators. West Anaheim is characterized by stable, well-maintained neighborhoods (roughly 9,700 people per square mile), but its primary corridor is challenged by an abundance of aging, underutilized strip commercial centers, vacant lots and approximately 15 transient motels. The current land use balance has had a negative impact on the community's quality of life and compromised our ability to attract superior economic and residential investments. Beach Boulevard has an average daily traffic count of 66,000 and has been designated a "high quality transit corridor."	\$491,770
City of Arroyo Grande	San Luis Obispo	Central Coast Collaborative CAP Implementation and Monitoring Program	The collaborative implementation and monitoring program is an innovative strategy which will help the region achieve significant GHG reductions and allow them to track these reductions and determine overall progress toward achieving state goals. The program will provide a user-friendly tool to record data associated with CAPs and other GHG-reducing activities, which will result in tangible data regarding the effectiveness of GHG reduction strategies. Therefore, if strategies are not performing as well as initially expected, corrective action can be taken immediately to focus efforts on achieving the largest GHG reductions at the lowest cost. This work program will also include best practices for implementation of one of the GHG reduction strategies (energy audit and retrofit program). The tools and best practices developed as part of this work program will provide valuable resources which can be implemented in other local and regional jurisdictions across the state.	\$102,940
City of Burlingame	San Mateo	City of Burlingame General Plan Update	The City of Burlingame has demonstrated a commitment to sustainability by adopting several initiatives including sustainable strategies, but these have been approached in a piecemeal fashion, and the General Plan Update offers the opportunity to incorporate these adopted strategies into one comprehensive plan document. The General Plan Update will also expand existing programs promoting infill development to other areas of the community where appropriate, and integrate regionally-oriented initiatives such as Plan Bay Area and the Grand Boulevard Initiative into the General Plan. The General Plan update will result in a comprehensive document containing all of the Sustainable Communities Strategies in one document, and will serve as a model which can be used by other small communities facing the same challenges, and will serve as a demonstration project for the newly updated General Plan Guidelines 2013 to be issued by the OPR, including new mapping tools and templates.	\$491,770