



ORANGE COUNTY
COUNCIL OF GOVERNMENTS

ITEM IV. A.

STAFF REPORT

Subject: Minutes from April 22, 2004 OCCOG Board of Directors Meeting

Summary: Attached are the minutes from the April 22, 2004 OCCOG Board of Directors meeting.

Recommendation: Approve minutes.

Attachment: Minutes from April 22, 2004 OCCOG Board of Directors Meeting

Staff Contact: Annabel Cook, Regional Issues Consultant - (714) 571-5844

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**MINUTES OF A REGULAR MEETING OF THE
ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

BOARD OF DIRECTORS

HELD

April 22, 2004

A regular meeting of the Orange County Council of Governments was called to order at 9:07 a.m. by Chair Lou Bone at the Orange County Sanitation District, 10844 Ellis Avenue, Fountain Valley, California.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Board Member Ron Bates.

I. CALL TO ORDER / ROLL CALL

Roll was taken by the Clerk of the Board.

PRESENT:

Lou Bone, Chair, District 17
Richard Dixon, Vice-Chair, District 13
Alta Duke, District 18
Ron Bates, District 20
Bev Perry, District 22
Debbie Cook, District 64
Phil Anthony, ISDOC
Peter Herzog, OCD, LOCC
James Ferryman (Alternate), OCSD
Bill Craycraft, SCAQMD – Cities Rep.
Dave Swerdlin, TCAs
Susan Katsaros, (Alternate) University
Representative (*arrived at 9:35 a.m.*)
Al Hollinden, Private Sector

ABSENT:

Cathryn DeYoung, District 12
Tod Ridgeway, District 14
Richard Chavez, District 19
Art Brown, District 21
Tim Keenan, Cities At-Large
Bill Campbell, County At-Large
Denis Bilodeau, OCTA
Chris Norby, SCAG – County Rep.
Jim Silva, SCAQMD – County Rep.

VACANT:

District 15
District 16

II. OATH OF OFFICE

The Clerk of the Board administered the Oath of Office to James Ferryman, Alternate, OCSD.

III. PUBLIC COMMENTS

There were no public comments.

IV. CONSENT CALENDAR

It was moved by Board Member Swerdlin and seconded by Board Member Anthony, to approve Consent Calendar Items A-D. The motion carried unanimously, with Board Members DeYoung, Ridgeway, Chavez, Brown, Keenan, Campbell, Bilodeau, Norby, and Silva absent from the meeting.

A. Minutes from March 25, 2004, Board Meeting

Action: Approved minutes, with Board Members Bates and Craycraft abstaining on the minutes of March 25, 2004, due to their absence from the meeting.

B. Report on the OCCOG TAC

Action: Received report.

C. Air Quality Report

Action: Received report.

D. Growth Visioning Program

Action: Receive and file.

V. ACTION ITEMS

A. Approve Reduce Orange County Congestion Program Criteria and Call for Projects.

Dr. Jim Hart, Chair, ROCC Group, provided background information on this item.

Chair Bone thanked the ROCC Group for their dedication, efforts, and time spent developing the project solicitation/Call for Projects, and crafting the criteria by which submitted projects would be ranked.

Chair Bone asked for clarification regarding projection numbers.

Board Member Perry stated that the ROCC Program grant was for \$1,000,000, and OCCOG has approximately \$900,000 to sub-award to its member agencies. Ten percent (or \$100,000) of the grant was utilized for administrative costs.

Board Member Perry stated that on Agenda page 28 of the report, which is page 4 of the ROCC Technical Advisory Group Draft Criteria, line 8 should read....."transit" oriented development (TOD) instead of "transportation" oriented development (TOD).

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Board Member Bates asked for clarification regarding size of grants relative to size of cities.

Dr. Hart responded that the size of the grants is project and regional impact-driven.

Chair Bone indicated that no individual grant would exceed \$200,000.

Action: Board Member Perry moved, Board Member Bates seconded, and the motion carried unanimously, to approve Reduce Orange County Congestion Program criteria and call for projects.

VI. PRESENTATION

A. Contemporary Infill Development Trends

Tom Bak, Managing Director, Trammell Crow Company, provided a PowerPoint presentation, highlighting case studies that profile various types of infill development projects, including suburban office, business park and environmental superfund sites, and focusing on opportunities and constraints to various development types.

Action: Received report.

VII. REPORTS

A. Update on SCAG's Overall Work Program for 2004-2005

Michael Gold provided background information on this item.

Chair Bone asked for clarification regarding how much was budgeted for the Growth Visioning/Smart Growth project last year.

Michael Gold indicated that there was \$110,000 budget for the Growth Visioning/Smart Growth project last year.

Board Member Perry discussed the Growth Visioning/Smart Growth program and the SCAG Compass Program. She indicated that she would like cities that are interested in Compass program projects to receive assistance and link those projects with the ROCC program.

Action: Board Member Perry moved, Board Member Cook seconded, and the motion carried unanimously, that the Board receive and file the update on SCAG's Overall Work Program for 2004-2005.

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B. Inter-Regional Partnership Update

Heather Dion provided background information on this item, reporting that the IRP Policy Committee met on Friday, April 16, 2004, to consider final approval for the following work products: 1) Schedule and Scope of Work for the "Workforce Housing Solution;" 2) Business Site Ready Database; 3) Mixed-use Toolkit; and 4) Mixed-use PowerPoint presentation and script. She indicated that all work products will be available to the OCCOG and WRCOG member agencies and other interested parties, and will be sent to the California Department of Housing and Community Development with a final report in June 2004.

Ms. Dion also reported that an overview of the entire process and accomplishments of the Inter-Regional Partnership would take place in June, 2004.

Action: Receive and file.

C. Report from OCCOG Chair

Chair Bone encouraged Board members to attend the SCAG General Assembly meeting, which will be held on Thursday, May 6, 2004, at the Hyatt Regency, Los Angeles. The cost for registration and lunch is \$25.

Chair Bone reported that he, along with Vice-Chair Dixon and Annabel Cook, have started making contacts with legislative and congressional offices to set up strategy meetings with district office staffs to update them on the progress of OCCOG.

VIII. MATTERS FROM BOARD MEMBERS

1. Board Member Perry encouraged Board members to attend the SCAG General Assembly meeting on Thursday, May 6, 2004, at the Hyatt Regency, Los Angeles.
2. Board Member Campbell distributed brochures regarding the 2004 Electric Lawn Mower Exchange sponsored by the SCAQMD, and reported that the SCAQMD is hosting five upcoming Small Business Update breakfasts in Pasadena, Riverside, Los Angeles, Irvine, and San Bernardino. He indicated that the presentations and discussions will focus on ways the AQMD is partnering with small businesses and local communities to assist small businesses.
3. Board Member Cook encouraged Board members to attend the next League dinner on Thursday, May 13, 2004. She noted that Allen Hoffman, a transportation consultant from San Diego, would be the keynote speaker.

IX. MATTERS FROM MEMBER AGENCIES

No matters were discussed.

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X. MATTERS FROM STAFF

1. Annabel Cook reported that OCCOG will have a table at the SCAG General Assembly meeting.

XI. ADJOURNMENT

Chair Bone adjourned the meeting at 10:40 a.m. to the next regular meeting, to be held on Thursday, May 27, 2004, beginning at 9:00 a.m., at the Orange County Sanitation District, 10844 Ellis Avenue, Fountain Valley, California.

CHAIR OF THE ORANGE COUNTY COUNCIL OF
GOVERNMENTS BOARD OF DIRECTORS

ATTEST:

CLERK OF THE BOARD



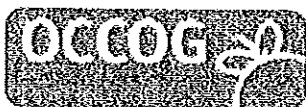
ORANGE COUNTY
COUNCIL OF GOVERNMENTS

ITEM IV. B.

STAFF REPORT

- Subject:** Report on May 4, 2004, OCCOG TAC Meeting
- Summary:** The OCCOG Technical Advisory Committee (TAC) Chair Tracy Sato and OCCOG staff has provided the OCCOG Board with the most recent OCCOG TAC minutes for review.
- Recommendation:** Receive report.
- Attachment:** Minutes from the May 4, 2004, OCCOG TAC meeting
- Staff Contact:** Annabel Cook, Regional Issues Consultant - (714) 571-5844

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**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

**MINUTES OF A REGULAR MEETING OF THE ORANGE COUNTY COUNCIL OF
GOVERNMENTS**

TECHNICAL ADVISORY COMMITTEE

HELD

May 4, 2004

A regular meeting of the Orange County Council of Governments Technical Advisory Committee was called to order at 10:00 a.m. by Tracy Sato at the City of Orange, City Hall, Conference Room C; 300 East Chapman, Orange, CA 92866

I. CALL TO ORDER/INTRODUCTIONS

Tracy Sato

Roll was taken by sign-in sheet.

II. PUBLIC COMMENTS

There were no public comments

**III. REPORT ON THE APRIL 22, 2004,
OCCOG BOARD MEETING**

Michael Gold

Action: Receive report

TAC members were presented a copy of the OCCOG Board agenda.

**IV. REDUCE ORANGE COUNTY CONGESTION
PROGRAM**

Matthew Henkes

Action: Receive report

Matthew Henkes distributed a fifteen-page informational packet about the ROCC program. This handout includes an introduction, description and details about funding eligible ROCC projects. Reporting of ROCC projects will go through the OCCOG invoicing process.

The ROCC Group is seeking a balance between planning and construction proposals. For planning proposals, the CEQA process is not necessary, however, obligating funds

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for construction projects implies that cities are ready to spend the money. Construction proposals of up to \$200,000 should already be cleared with CEQA and NEPA.

V. INTER-REGIONAL PARTNERSHIP REPORT

John Keisler

Action: Receive report

June 30, 2004 marks the conclusion of the California Department of Housing and Community Development (HCD) funded Inter-regional Partnership (IRP) between the Western Riverside Council of Governments (WRCOG) and Orange County Council of Governments.

The Policy Committee has approved the draft implementation strategies of the IRP Technical Advisory Committee. These four strategies include the Infill Survey, Mixed-Use Strategy, Business Site Readiness Strategy, and the "What's in it For Us?" public outreach strategy. Draft copies of the following products are available for review and comments until May 19, 2004. Final drafts will be available in July 2004 for distribution:

- i. Infill Survey
- ii. Mixed-use Survey
- iii. Toolkit for Mixed-use and Infill Development
- iv. Homes for California Families Video Presentation
- v. Business Site Selection Website

The Policy Committee is discussing next steps and potential funding for those steps. Please contact Annabel Cook (acook@occities.org) or John Keisler (jkeisler@occities.org) for more information.

VI. REPORT ON SCAG 2004-2005 OWP PROJECTS

Michael Gold

Action: Receive report

A two-page update on SCAG's Overall Work Program for 2004-2005 is now available. Michael Gold highlighted three specific projects for funding by SCAG in the 2004-2005 budget totaling \$300,000. These projects include: Growth Visioning/Smart Growth, Data and Modeling, and Homes for California Families.

The OCCOG Board of Directors presented suggestions regarding the budget in their April meeting. The OCCOG TAC will play an advisory role in using the Growth Visioning money and OCCOG will maintain its contract with the Center for Demographic Research (CDR) for Data and Modeling. The Homes for California Families Project will be jointly funded with WRCOG.

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VII. AIR QUALITY

Annabel Cook

Action: Receive report

Three handouts were distributed by Air Quality Management District (AQMD) representative Debra Reed. These handouts are available upon request and include the following information and events:

- i. Electric Lawnmower Exchange: May 22, 2004, Irvine
- ii. AQMD Advisor Magazine Publication for March 2004
- iii. Gigante Supermarket Clean Air Fiesta (past): May 16, 2004, Anaheim

Additionally, a legislative update was presented to the committee concerning the following air quality issues:

- i. SB 1397: locomotive emissions bill has reached appropriations
- ii. SB 1247: incentive-based emission reduction enhances the Soto bill
- iii. A recent Supreme Court resolution declaring regulations on private fleets unconstitutional by a vote of 8-1; recommendations require lower courts to develop different strategies for reducing mobile emissions.

Finally, the model air quality element is available and AQMD is attempting to get approval for a workshop at the annual League of California Cities Conference.

VIII. OTHER BUSINESS/ITEMS FOR NEXT MEETING

Tracy Sato

Action: discussion

Tracy Sato recommended a presentation of the IRP Toolkit and Video at the June OCCOG TAC meeting.

IX. MATTERS FROM COMMITTEE MEMBERS

There were no additional matters from committee members.

X. MATTERS FROM STAFF

There were no additional matters from staff.

XI. ADJOURNMENT

Tracy Sato

Next Meeting: Tuesday, June 1, 2004
City of Orange City Hall, Conference Room C
300 East Chapman
Orange, CA 92866

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**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

ITEM IV. C.

STAFF REPORT

Subject: Air Quality Report

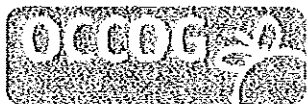
Summary: An update on air quality issues of importance to OCCOG and the region is provided.

Recommendation: Receive report.

Attachment: May 2004 Report

Staff Contact: Annabel Cook, Regional Issues Consultant - (714) 571-5844

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ORANGE COUNTY COUNCIL OF GOVERNMENTS

AIR QUALITY UPDATE May 2004

Supreme Court Strikes Down Application of SCAQMD Clean Fleet Rules to Private Fleets

On April 28, 2004, the United States Supreme Court issued an 8-1 decision that the SCAQMD is pre-empted from implementing the Clean Fleet Rules for purchases of new vehicles by privately-owned fleets. The Court did not change the rules' applicability to public fleets and left the door open for rules governing leased and used vehicles, and rules that "can be characterized as internal state purchase decisions," which may well encompass more than publicly-owned fleets. It sent the case back to the trial court for further deliberation.

In the wake of the decision, the SCAQMD has vowed to pursue all possible efforts to implement measures to reduce toxic and smog-forming air pollution, including requesting that the State of California and the U.S. Environmental Protection Agency allow the SCAQMD to continue regulating private fleets.

SCAQMD Seeks Support for Senate Bill 1397

The SCAQMD is soliciting support for State Senator Martha Escutia's bill, SB 1397, which would allow the SCAMD to adopt a Locomotive Emissions Reduction & Mitigation Program, unless or until the Federal EPA requires more stringent controls on trains. Studies have shown that one of the largest and most under-regulated source of air pollution in the South Coast Air Basin is locomotive operations and rail traffic is expected to double in the next 20 years. Letters of support can be sent directly to the Senator.

SCAQMD to Host Small Business Breakfasts

The SCAQMD is hosting a series of Small Business Update Breakfasts for local business organizations and local government officials. The event's presentations and discussions will focus on ways the SCAQMD is partnering with small businesses and local communities to assist small businesses. The Orange County date is June 17, 2004, from 8:00 a.m. to 10:30 a.m. at the Irvine Marriott. There is no registration or breakfast fee, and attendance can be confirmed by contacting Arlene Farol at 909-396-2250.

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OCCOG's Subregional Work Program Sponsored by the SCAQMD

OCCOG continues its work with the SCAQMD, a partnership started in 2002 that provides OCCOG with funding to develop a model air quality element and to provide outreach assistance to local governments in the subregion. Through this funding the following has occurred:

- A draft model air quality element (MAQE) has been developed by OCCOG and Western Riverside COG. The MAQE has been distributed to cities and other interested parties for review and comment, and a final MAQE will be distributed to local governments in Spring 2004. The MAQE can be considered by cities and counties as a tool to assist local communities address air quality issues. Adoption of MAQEs by local governments is **entirely voluntary**. OCCOG will host a workshop in the Summer of 2004 to present the MAQE.
- The OCCOG Alternative Fuel Vehicle and Infrastructure Program is continuing, with a recent workshop being provided on Moyer Funding. Any OCCOG member agency may request support and assistance under this program

For additional information on air quality issues, please contact Annabel Cook at (714) 571-5844.



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

ITEM V. A.

STAFF REPORT

- Subject:** "10 Years,10 Priorities, 1 Goal – Mobility"
A Presentation from the Orange County Transportation Authority
- Summary:** Orange County Transportation Authority's Chief Executive Officer Art Leahy will present on the progress that the OCTA has made to address Orange County's transportation needs.
- Recommendation:** Receive report.
- Attachment:** Articles pertaining to OCTA.
- Staff Contact:** Annabel Cook, Regional Issues Consultant - (714) 571-5844

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The Register
Daily

APR 27 2004

**TOPICS
OF INTEREST**
TRANSPORTATION

**Bus ridership
at record high**

Bus ridership hit a record high last month - 6.1 million boardings, the Orange County Transportation Authority reported Monday.

Officials attributed the increase, in part, to higher gasoline prices. Also credited were new programs with universities and employers, and a healthier Orange County economy.

The 6.1 million boardings in March were up 8.6 percent from the 5.6 million boardings in March 2003.

The statewide average for a gallon of unleaded gasoline Monday was \$2.12, down 2½ cents from last week, according to a federal government survey. Gas hit a high April 12, at \$2.16.

Californians paid more in 1981, \$2.48, when the amount is adjusted for inflation.

- Heather Lourie
(949) 454-7335

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Southland's Census Story, in a Word: Boom!

By SCOTT MARTELLE
AND JANET WILSON
Times Staff Writers

Southern California picked up an estimated 1 million new residents over the last three years as the Bay Area — a population magnet during the dot-com boom — stagnated, according to U.S. Census Bureau estimates.

The figures show Southern

California's pace of growth accelerating from the late 1990s — a finding that has significant consequences for a region already confronting congestion in everything from freeways to classrooms.

In a reversal of past trends, most of Southern California's recent growth came from births — particularly in older, immigrant-heavy cities in Los Angeles and Orange counties — rather than

from resettlement of adults seeking work, demographers said.

Still, Southern California continues to attract new families — particularly to inland communities from Antelope Valley to Temecula, where homes cost less than in crowded coastal counties.

"Cheap dirt ... cheap houses," said John Husing, a [See Census, Page A20]

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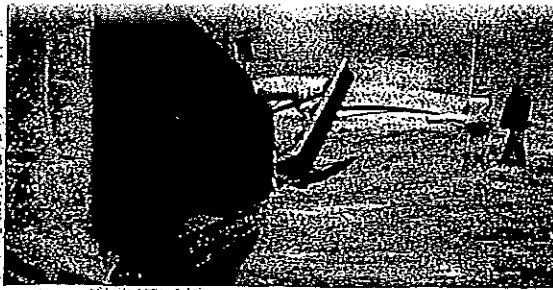
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'We are definitely
approaching
build-out on the
shore.'

Michelle Wolkoy,
real estate analyst



WON'T BE LONG NOW: The Crystal Cove project, which calls for about 2,600 homes and 2,150 hotel and time-share rooms on a 3,290-acre site, is part of a plan approved by the state four years ago.

Photographs by MARK BOSTER Los Angeles Times

to Builders, the Coast Isn't Clear

Decades of construction from San Clemente to Seal Beach have left few acres open. Some say it marks the county's urbanization.

By DANIEL YI
Times Staff Writer

After decades of feverish construction fed by the demands of home-buyers, Orange County is running out of land to build on — and the signs are most evident along its most coveted stretch of real estate, the coast.

From San Clemente to Seal Beach, nearly every acre of the 42-mile shoreline that isn't formally set aside for open space is developed or about to be developed.

With the Irvine Co. putting finishing touches on a 745-acre site above Crystal Cove State Park, "that's it for ocean view in Orange County," said Dan Nahabedian, Irvine Co.'s vice president of residential marketing.

Local officials and real estate experts confirm that virtually all of Orange County's coast is now spoken for.

"We are definitely approaching build-out on the shore," said Michelle Wolkoy, a real estate analyst with the consulting firm Meyers Group in Costa Mesa. "Crystal Cove is one of the last coastal properties to go for housing."

The milestone, real estate and planning experts say, underscores the final stages of urbanization of the Southland's second-most-populous county.

Orange County already is more crowded than Los Angeles County — with about 3,600 residents per square mile compared to 2,300 in the larger county, according to the 2000 census. And plans are underway to develop the last remaining parcels of privately owned land in the county's once-rural edges.

"Even though it still likes to think of itself as suburban, Orange County is an urban county," said Gary Painter, research director at USC's Lusk Center for Real Estate.

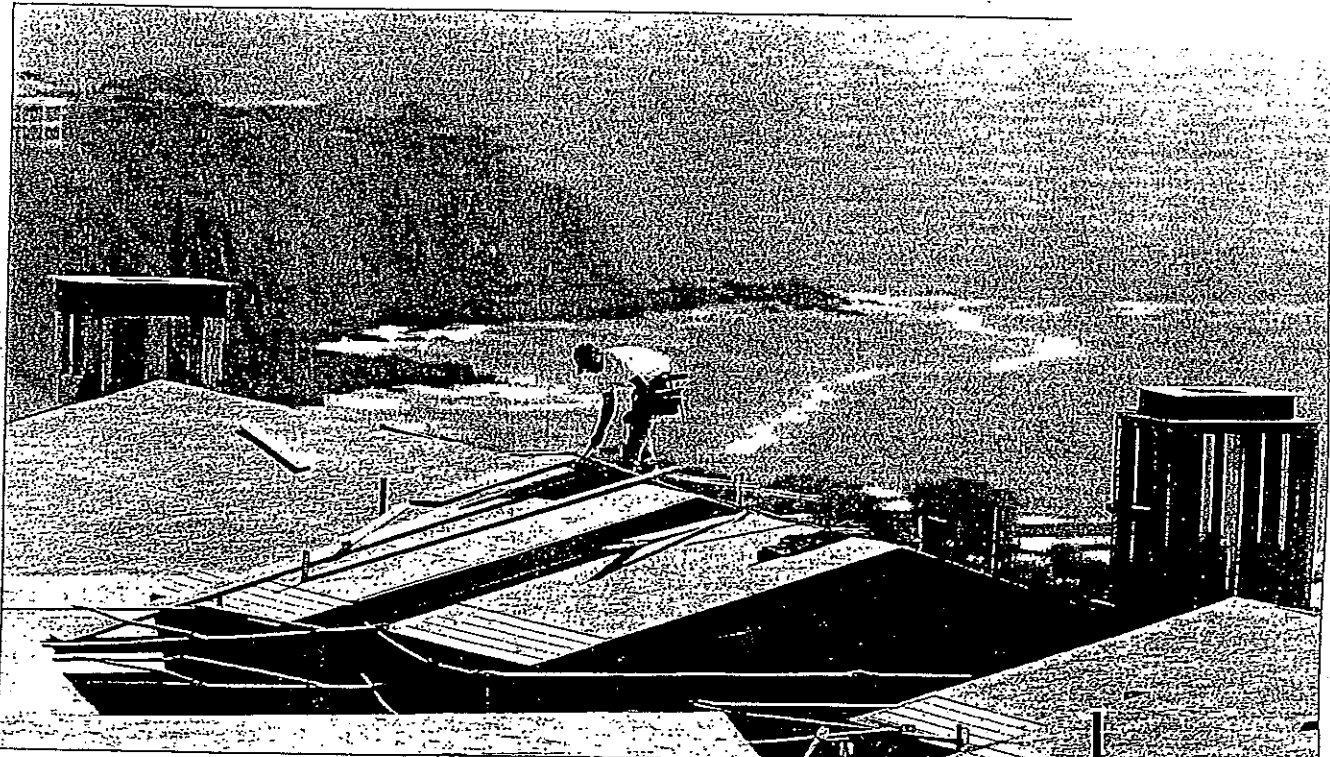
Environmentalists decree what they say is a frenzy to approve and build homes on the last stretches of private land up and down the Southern California coast. Every new project puts added strain on such resources as clean water and increases the potential for pollution along the beaches, they point out.

"People are partying while Rome burns," said Mark Massara, director of coastal programs for the Sierra Club.

But for others, what's happening along the coast is the inevitable consequence of growth. [See Coast, Page B10]

'Even though it still likes to think of itself as suburban, Orange County is an urban cow

Gary Painter, research director, USC's Lusk Center for Real Estate



GREAT VIEW, IF YOU'RE OFF-DUTY: With Abalone Point in the background, a construction worker completes a roof at the Crystal Cove project. About 75% of the planned work has been done. The shrinking supply of new coastal properties is evident in home prices near the beach, which have soared. PHOTOGRAPHS BY MARK BORTER FOR ANAHEIM TIMES

O.C. Builders Packing 'em In at the Shore

(Coast, from Page B1) and they say it presages what will happen in the rest of the county.

"Society isn't static," said Lucy Dunn, an Orange County real estate executive who also is vice president of the California Building Industry Assn. "If you think nothing will change, you are living a myth."

The shrinking supply of new coastal properties is evident in home prices near the beach, which even by the standards of today's frenzied market have reached exceptional heights.

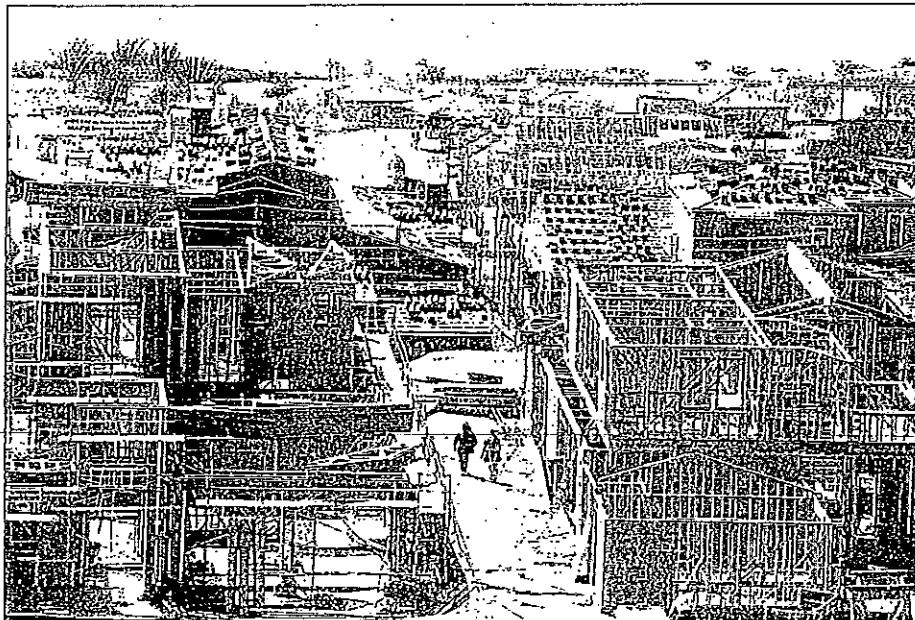
For example, townhomes in the Irvine Co. Crystal Cove development that were first sold two years ago for \$900,000 are now fetching close to \$2 million, company officials say.

Construction began in 1999 on hills that overlook the Pacific Ocean and border Crystal Cove State Park to the south and the beach. Most of the homes offer breathtaking views of the sea and the picturesque Pelican Hill Golf Club to the north, where the Irvine Co. plans to build a 115-acre resort.

The company will add 310 houses to the existing 470 homes. Nahabedian said lots will go on sale this fall and should start at about \$2.5 million. That's just for the land. The entire project is expected to be finished by 2011.

The Crystal Cove project is part of a master plan called Newport Coast that was approved by the state Coastal Commission four years ago. It calls for about 2,000 homes and 3,150 hotel and time-share rooms on a 4,290-acre site that includes the Pelican Hill Golf Club, the future resort and 7,340 acres of open space. About 75% of the planned work has been done.

North of Newport Beach,



GOING UP: Construction began in 1999 on hills that overlook the Pacific Ocean and border Crystal Cove State Park to the south and the beach. Most of the homes offer breathtaking views of the sea and the picturesque Pelican Hill Golf Club to the north.

the saga of Bolsa Chica — the 1,200 acres of salt marshes, pools and oil fields that have been the source of controversy for more than three decades — is coming to a conclusion. The marshland is slated for restoration by state and federal agencies. The site, an unincorporated area of Huntington Beach, was once proposed as a marina with hotels and thousands of homes. It was dramatically scaled back by plan-

ning authorities and repeated court challenges by environmentalists and local activists. Now, developer Heartside Homes is planning to build 395 homes on a 100-acre mesa overlooking the marshes, said Dunn, an executive vice president with Heartside. The company has already built 10 homes, but Huntington Beach and the state have said they might buy the remaining land to preserve it along with the

marshes. In Seal Beach, John Laing Homes is nearing completion of 64 homes on its 193-acre site formerly known as Hellman Ranch. The project, Heron Pointe, is in the coastal zone despite having no ocean views. The project was halted and scaled back because workers found Native American remains on the site. In south Orange County, the state Coastal Commission

recently approved the Dana Point Headlands project, which will put 125 homes, a small hotel and 40,000 square feet of commercial space on one of Southern California's last undeveloped promontories. The 121-acre site also will include 60 acres of public parks. Not all private open land along the shore is about to be developed. A few miles north of Crystal Cove is the 412-acre



CHECKING UP: Roberto Rand Marshall of Irvine Community Development Co. looks over the project.

Banning Ranch, one of the few undeveloped sites not preserved as open space. In early 2000, developer Taylor Woodrow Homes unveiled a project with 1,750 homes and retail, commercial and industrial uses, but met with local opposition and withdrew it. The land's fate is uncertain.

More typical is the story of San Clemente, the once sleepy coastal town on the south edge of the county, which is reviewing plans for Marblehead, a 250-acre project with more than 300 homes and 675,000 square feet of commercial space that the Coastal Commission approved last year after a decade of debate and compromises.

"It is the last of our land on the coastline," said George Buell, a San Clemente city planner who has lived in Orange County all his life.

"San Clemente used to be the little place you stopped at on the way to San Diego ... where you grabbed a bite or used the bathroom before getting to the big city. It's not anymore."

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LOCAL

THE ORANGE COUNTY REGISTER

WEDNESDAY, FEB. 25, 2004

Irvine looks beyond suburbia

City is deciding how best to plan urban villages that include mixes of residential, commercial and industrial areas.

By LAYLAN CONNELLY
ORANGE COUNTY REGISTER

IRVINE • Long regarded a Mecca of suburbia, Irvine is now in the middle of mixing metropolitan planning into its framework of tract houses, lush parks and schools that create its villages.

The city wants to maintain

envision people walking to work, restaurants, theaters and stores.

"One day, we'll run out of land," Irvine planner Mike Haack said. "The only way we can go is up."

The Irvine City Council met with the Planning Commission on Tuesday to discuss this uprisings of residential housing mixed into its industrial and commercial areas.

City officials want to steer away from spot zoning and make sure they can accommo-

MORE ON IRVINE
MAP: A look at current and proposed projects. Page 2

date this new urbanization in its master plan.

Irvine isn't alone in creating urban villages. Anaheim broke ground a month ago on a \$100 million redevelopment project that will bring 500 apartment and condo units into the downtown area. Placentia city officials are in preliminary negotiations with a developer to bring

in 2,500 housing units near its industrial downtown. In Orange, four developers are proposing more than 2,100 apartment units at the southwest corner of the city near The Block at Orange, including 500 units at the mall.

And at the east side of Irvine, the Irvine Co. also is urbanizing with a recently approved project of 1,550 apartment units adjacent to the Spectrum Center. A walk-

SEE IRVINE • PAGE 2

RED INK

Even if
Prop. 57
passes,



FROM PAGE 1

may eventually will act as a connector.

Experts say Orange County is dealing with a housing shortage that is calling for high-density projects in existing business districts.

The idea isn't new to Irvine. Agran pitched something similar 15 years ago, but it never got off the ground because of a dip in real estate and a City Council uninspired by the idea. He's already brainstorming for the latest plans, such as renaming the area "Jamboree Village," with a shuttle bus called the "Jamboree Jitney."

"Some people say it's about time; others are skeptical," said Erin Johnsen, a lender for developers at California Bank Trust. "They'd be kind of pioneering a new way, creating that type of environment where you could walk places."

In the '70s, the Irvine Business Complex primarily catered to manufacturers, later becoming a bustling business hub for major corporations. Agran's original urban village envisioned 30,000 residents living in the area, but only a handful of projects, such as the Charter Apartments on Jamboree, made it through.

These apartments and four other residential developments were built since then. But two years ago, the city began to see a boost in requests to rezone land slated for commercial and business for medium and high residential instead.

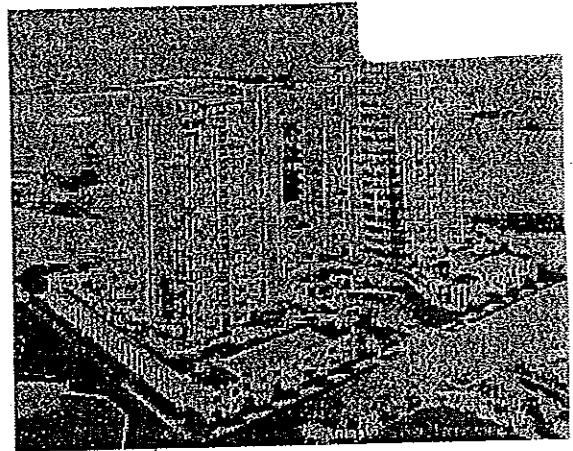
"This feels like déjà vu," Councilman Chris Mears said. "It was a good idea then; it's a good idea now."

Not everyone agrees.

An urban village goes against what Irvine is all about, argues former Councilman Greg Smith. Residents bought homes in Irvine for the peaceful, suburban, low-den-

An urban village in the Irvine Business Complex

Below shows existing and future housing proposed in the Irvine Business Complex. City officials are seeing an increased desire for residential housing in the area. They envision an urban village where people can walk to work, restaurants and shops.



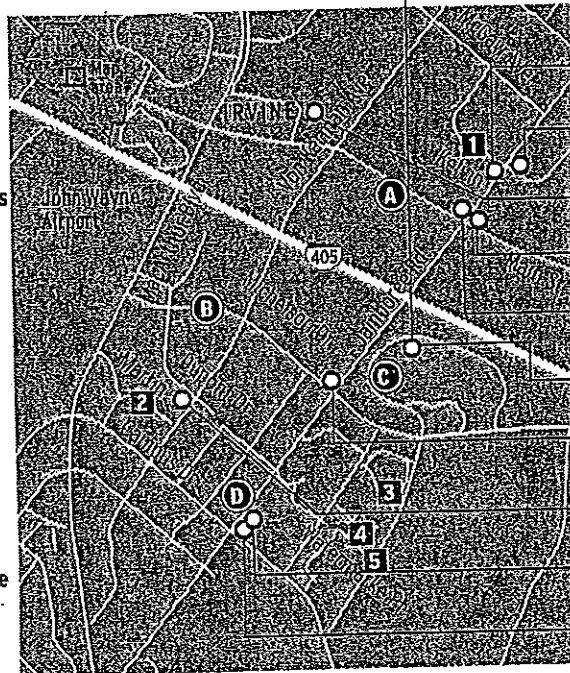
Existing residential

- 1 Charter Apartments
403 units
- 2 The Metropolitan
261 condos
- 3 Villa Stena Apartments
1,442 units
- 4 Toscana Apartments
563 units
- 5 1 Watermarke
535 units

Retail centers

- A Main Street Plaza
- B Michelson Market
- C Park Place
- D Jamboree Promenade

Sources: City Planners and Bolsa Development California Inc.



Projects approved or pending approval:

- Essex
132 units
- 2801 Kelvin
341 units
- Irvine Crossing
736 units
- RD Olson/Legacy
290 units
- MetLife
481 units
- Marquee at Park Place
232 units
- Central Park
1,390 units
- The Lofts @ Von Karman
116 units
- Campus Center I
343 units
- Campus Center II
202 units

Graphics reporting by Laylan Connelly, The Register

sity neighborhoods to get away from big cities such as New York and Los Angeles, he said.

"I think it's a disaster for the community," Smith said. "It flies in the face of those who invested their money in their homes. Once people start seeing the buildings rise there and the traffic congestion, they're going to be really angry."

Others say it won't be a conventional downtown, urban-type area.

"It's still sort of a suburban downtown, just because everything is new and clean. I

don't see it as a downtown L.A.," said Tim Strader Jr., president of Star Pointe Ventures, the company overseeing rezoning for several IBC projects.

Irvine will soon be home to two residential twin towers. Marquee Park Place, two 18-story towers at the San Diego (I-405) Freeway and Jamboree, had its foundation set in concrete a month ago. Developers have sold 73 percent of their units, which range from \$524,000 to about \$1.69 million. The second set of high-rises, a pair of 15-story condominium towers with 202

units at the northeast corner of Jamboree Road and Campus Drive, were announced earlier this month. Those range in price from \$500,000 to \$3 million.

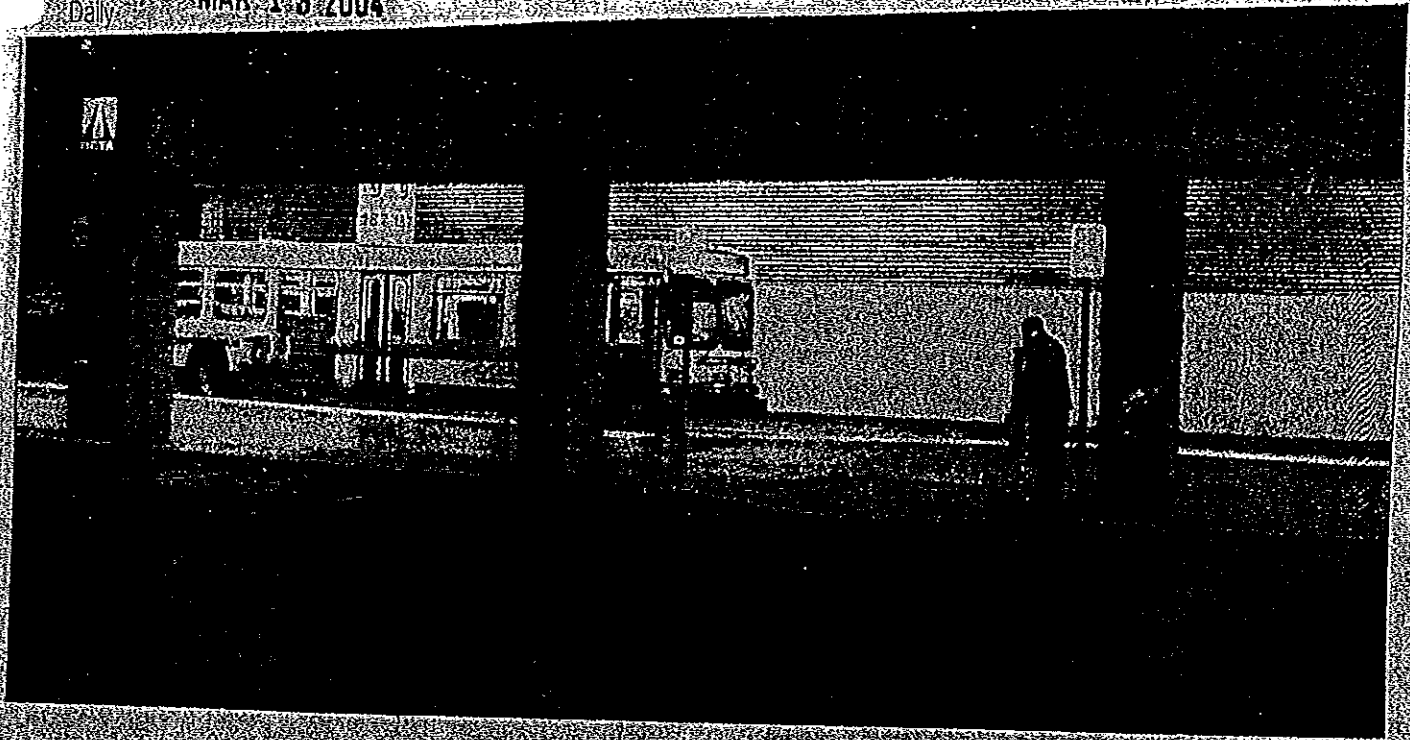
"There's just no land. I think these ... high-rises will certainly be a solution," said Carl Neuss of IHP Capital Partners, the moderator for a panel discussion called "The Manhattanization of O.C.?" two weeks ago at the University of California, Irvine.

CONTACT THE WRITER:
(949) 553-2911 or
Lconnelly@ocregister.com

pacific clippings

p.m. 11:17:89
santa ana, call: 92711

The Register
Daily MAR 18 2004



IMPROVEMENTS: Part of the plans announced by the Orange County Transportation Authority involve adding express service between the Laguna Hills Transportation Center, above, and the San Clemente Metrolink station.

Bus service to expand

Demand in south county spurs OCTA plan to add routes, extend hours

BY HEATHER LOURIE AND DENNIS KAISER
THE ORANGE COUNTY REGISTER

LAGUNA BEACH

Gabriela Matias stepped off a bus Friday in Laguna Beach after more than an hour commute from Santa Ana.

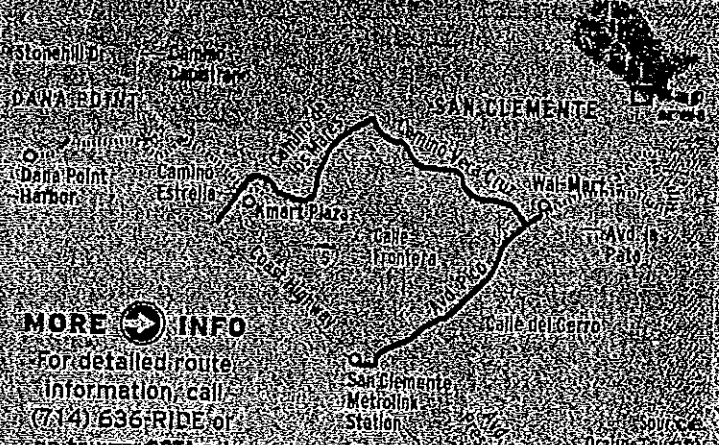
She relies on Orange County's bus system to get to her baby-sitting job in the Top of the World neighborhood.

"Sometimes it's good, sometimes it's bad," said Matias, 21, about her daily trip, which involves three different buses. "If you miss it, you have to wait another 30 minutes or 45 minutes. It just wastes time."

The Orange County Transportation Authority has plans to make Matias ride easier by adding three new bus routes and modifying six others in south Orange County. The move is in response to increasing demand, growth in new communities, such as Talego and Ladera Ranch.

New south-county route

Route 93, from Amart Plaza to the San Clemente Metrolink Station, will take effect in June. Other changes will be phased in over the next seven years.



MORE INFO
For detailed route information, call (714) 636-RIDE or go to www.OCTA.net

Expanding the bus service is great for people my age because most of us can't drive, and a lot of times the bus is the only way you get to places.
DELANAY LEE, 15
LAGUNA BEACH

Census Data Show a Region Going Boom

[Census from Page A1]
Redlands economist. "No matter what anyone says, people continue to want a single-family detached home, and they will crawl over the hills from Orange and Los Angeles counties on their hands and knees to get it."

The most pronounced effect comes when all those people start moving around, he said.

"The biggest consequence is transportation congestion," Husing said. "We cannot build our way out of it."

John Karevoll, an analyst for DataQuick, a company that tracks housing sales across the Southland, said the population growth is a big factor — along with low interest rates and the attraction of real estate as an investment — behind the phenomenon of escalating housing prices in the midst of lagging job growth.

The current trend is a reversal of one seen a decade ago when the Bay Area was surging and Southern California was mired in recession after the collapse of the aerospace industry.

"This is a very different set of demographics and housing than you had exactly 10 years ago," said Stephen Levy, director of the Center for the Continuing Study of the California Economy in Palo Alto. "Ten years ago, the region lost 1 million people, housing prices plummeted and building actually stopped between 1990 and 1994. The Bay Area is showing the pattern now that L.A. showed in the early '90s."

Indeed, the region's population growth appears to have accelerated slightly since the recession began in 2000. The six major Southern California counties grew by about 4.9% from 1997 to 2000, according to estimates by the state Department of Finance, and 7.6% from 2000 to 2003, according to the new census estimates.

Those estimates, released

Census tally

Southland growth since 2000 outpaces the Bay Area.

County	Pop. % change
Southern California:	
Riverside	15.4%
San Bernardino	8.8
San Diego	4.2
Orange	3.9
Los Angeles	3.7
Bay Area:	
Contra Costa	5.5
Alameda	1.2
Santa Clara	-0.2
San Mateo	-1.4
San Francisco	-3.2

Los Angeles Times

Thursday reaffirm Los Angeles County as the nation's most populous with 8.7 million residents as of July 1, 2003. Orange County ranked 11th in the nation with 2.96 million people, followed by San Diego County with 2.93 million residents.

In terms of raw population growth, Los Angeles County ranked first nationally with 352,070 new residents, followed by San Joaquin County with 307,111 new residents. Riverside County ranked third with 237,789 new residents. San Bernardino ranked sixth, San Diego seventh and Orange County ninth.

By contrast, three Bay Area counties — San Francisco, San Mateo and Santa Clara — lost population. Alameda grew by 1.2% and Contra Costa grew by 5.5%.

In sheer numbers of new residents, five Southern California counties — Los Angeles, Riverside, San Bernardino, San Diego and Orange — ranked in the top 10 nationwide, according to the census estimates. Others on that list included two in Texas — Har-

'It's here, it's coming, and more of it's coming for the next 20 years,

and we better start doing some serious regional planning.'



DON BARTLETTI Los Angeles Times

B VALLEY: The housing boom in the Temecula Valley nibbles away at the rural lifestyle but provides some of the most affordable homes in the Southland. No region of the country is undergoing a population boom like Southern California's.

ris, which includes Houston, and Tarrant, which includes Fort Worth — but together they added only 308,000 new residents, less than a third of Southern California's growth.

Although counties elsewhere in the nation grew at faster relative paces — Virginia's Loudoun County, a Washington, D.C., suburb, topped the list with 30% growth — no region of the country is undergoing a population explosion at Southern California's levels.

In a broad sense, Southern California's residential growth over the last three years is akin to scattering the entire population of San Francisco and Marin counties among communities from Ventura south to San Ysidro, a flow of humanity measured in worsening traffic jams, escalating housing costs and portable classrooms parked on school campuses.

"It's here, it's coming, and more of it's coming for the next 20 years, and we better start doing some serious regional planning," said Andy McCue, direc-

tor of the UC Riverside Center for Sustainable Suburban Development.

McCue predicted that swelling school-age populations in Riverside County alone over the next decade will require the construction of 36 elementary schools, 11 junior highs, and 10 high schools — costing an estimated \$1.34 billion.

Already the population growth has overwhelmed planning attempts. The Southern California Assn. of Governments last month issued low grades for the region's transportation, air quality and school systems.

"We did horribly," said Hasan Ikhrata, SCAG's director of transportation, planning and policy. "But we are trying."

Yet failure is relative.

"Even though we have huge congestion, compared to other cities in the world of our size, we're not as bad," Ikhrata said. "Take Paris or London or New York, and they're worse."

Still, some experts said the growth falls within their predictions for the region — a little low

Top 10 in growth

Five Southland counties rank among the top 10 nationwide in population growth, according to census population estimates from April 1, 2000 to July 1, 2003:

Rank	County	Population (in 2003)	Change since 2000 census	
			Numerical	Percentage
1.	Los Angeles	9,871,506	352,176	3.7 %
2.	Maricopa, Ariz.	3,389,260	317,111	10.3
3.	Riverside	1,782,650	237,263	15.4
4.	Clark, Nev.	1,576,541	200,803	14.6
5.	Harris, Texas	3,596,086	195,508	5.7
6.	San Bernardino	1,859,678	150,244	8.8
7.	San Diego	2,930,886	117,053	4.2
8.	Tarrant, Texas	1,559,148	112,929	7.8
9.	Orange	2,957,766	111,477	3.9
10.	Broward, Fla.	1,731,347	108,329	6.7

Source: Census Bureau

Los Angeles Times

for Los Angeles County and a little high for Riverside.

"These numbers show we're about on track," said Dowell Myers, a professor of urban planning and demography at USC.

"I wonder what's going to happen if our economy really rebounds and we start having job growth. . . . This could be the lull before the storm when we come out of this jobless recovery."

000033

Transit Village may get green light

Fullerton could be latest city to put new homes downtown.

BY ERIC CARPENTER
THE ORANGE COUNTY REGISTER

FULLERTON

The 6-acre lot south of the Fullerton Transportation Center sits quietly in stark contrast to the bustling restaurants, shops and luxury apartments just north of the tracks. In this side of the tracks, a neighborhood built in the early 1900s is overgrown with weeds, and vacant homes on parcels are boarded up with signs that warn "No Spassing."

The area, long considered a component in Fullerton's efforts to revitalize its downtown, has been neglected and waiting for more than 15 years as property owners tried various ideas for reusing the land.

Today, the Planning Commission will consider a proposal to build 120 townhouses and lofts with a small amount of commercial space.

The Transit Village project is the latest in a trend seen in Brea to Huntington Beach of residential units going up in established downtowns, often with a mix of reinvented into the neighborhood.

"This is a wonderful location not only next to a transit center but also to the shops, restaurants and bars of downtown," Ed Holder, project manager with the Seal Beach-based Olson Co. "It makes perfect sense for today's lifestyle."

Olson is building a similar project on part of the former Hughes Aircraft site in west Fullerton. The company's lofts in Santa Ana sold quickly for about \$250,000 in the late '90s and have skyrocketed in value.

Some of the units have resold for more than \$500,000.

The Fullerton project would include 54 townhouses, which will be built in a traditional Spanish style, and 66 lofts.

Four of the townhouses and 16 of the lofts would have space on the first floor that could be used as living space or for commercial ventures, such as a boutique, law office or cafe.

The buildings would rise three stories and include two-car garages.

Project designers say it's

too early to know how much the residential units would sell for, but the current market suggests they would start at \$450,000 or higher.

City planners are recommending approval.

"It has been a blighted property for many years now, and we are anxious to see it move forward," said Joel Rosen, Fullerton chief planner.

"This would be the first significant redevelopment project south of the tracks, and we anticipate it will lead to other improvements in the area," he said.

The Bushala family, which owns the property, began buying lots in the area in the mid-1980s.

In 1989, the City Council considered plans for a 346-unit apartment complex on the site. But after numerous delays and a sagging economy, the apartments were never built.

Other developers have expressed interest over the years, but no plans were sub-

mitted until now.

Olson's purchase of the property is contingent on City Council approval of its plans. The project is estimated to cost about \$40 million.

If the Planning Commission approves the plans, they likely would go to the City Council in May.

Local business owners said they are thrilled to see a project moving forward, especially if it can add to the success of the downtown.

"I like that this is an owner-occupied project, not just more apartments," said Walt Johnson, who owns several downtown properties across Harbor Boulevard from the proposed project.

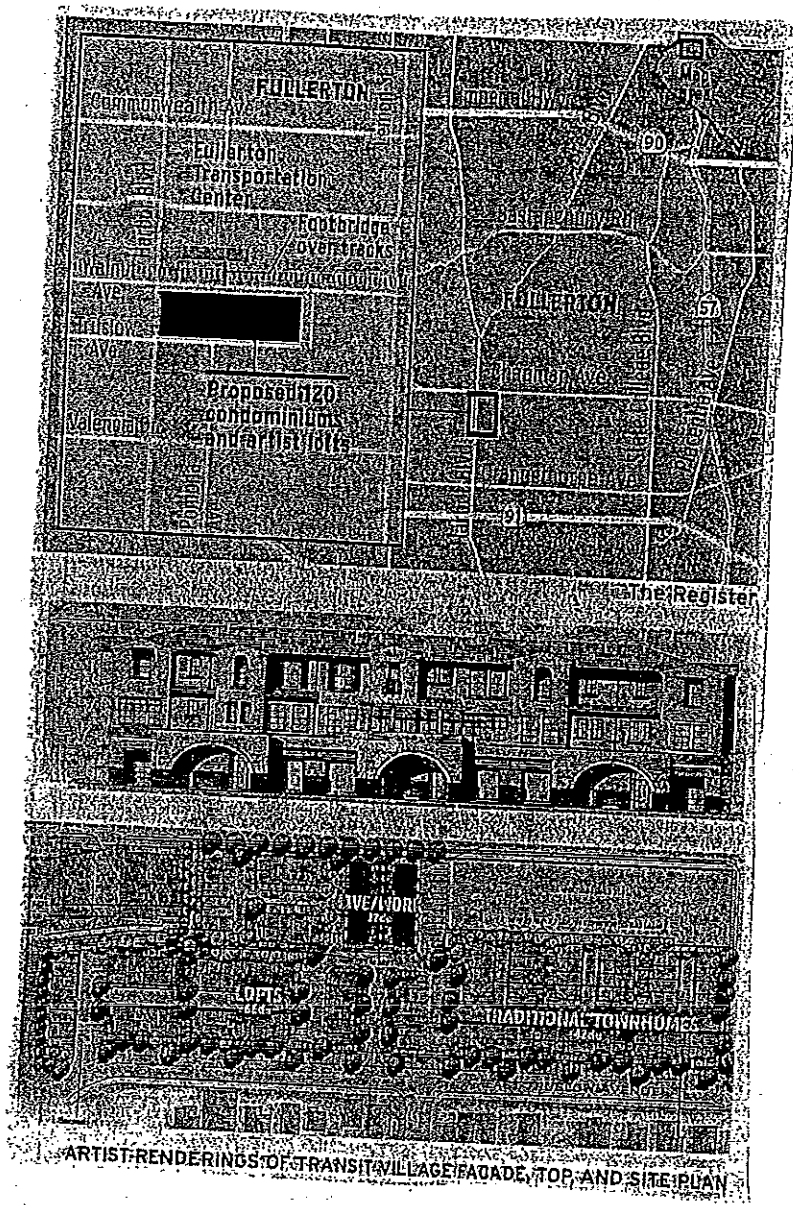
"It could bring more people downtown, and in general it looks like a good use of property that is now being used for nothing."

The Orange County Register

Wednesday, March 10, 2004

The Fullerton Planning Commission will meet at 4 p.m. today at City Hall, 303 W. Commonwealth Ave. Information: (714) 738-6317.

000034



ARTIST RENDERINGS OF TRANSIT VILLAGE FACADE, TOP, AND SITE PLAN

BUS: More south-county service

D.C. BUSES BY THE NUMBERS

\$1

first per-ride

1972

first year of service

580

Number of buses

6,500

Number of bus stops

76

Number of routes

FROM PAGE 1

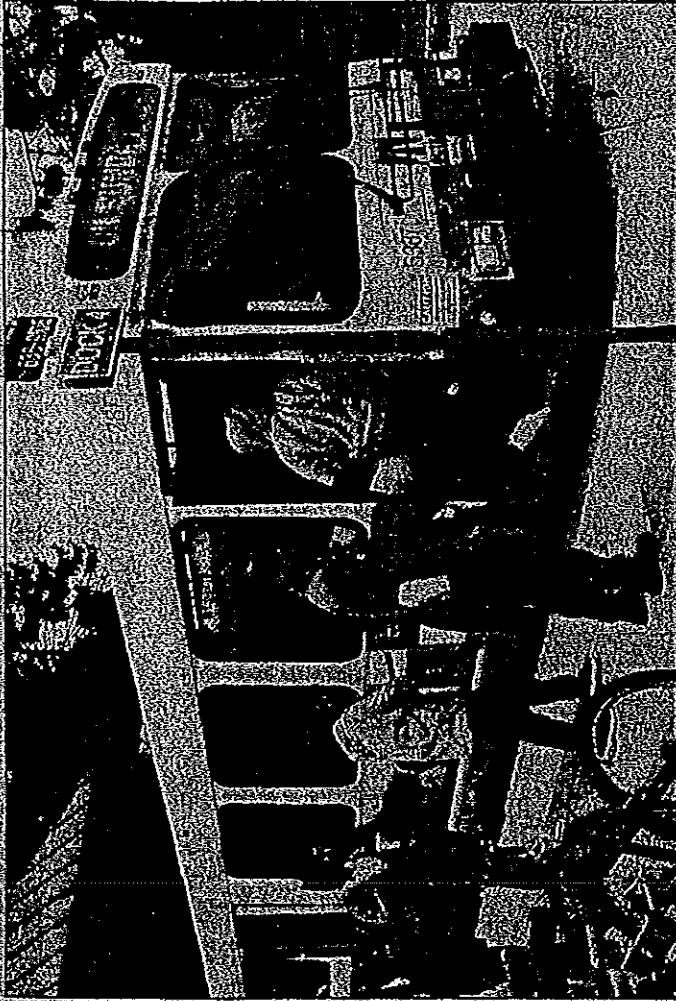
and an aging population. About 24 percent of the county's 76 bus routes now serve south county, where 26 percent of the population lives.

OCTA says the improvements in the cities south of Irvine will not cause service in other parts of the county to suffer because it will replace 40-foot-long buses with more economical smaller coaches.

A recent OCTA study shows that south Orange County presents a number of public transit challenges. The population is not as dense, the streets meander instead of running on a vertical and horizontal grid, and gated communities also make service difficult.

"South county doesn't have nearly the frequency or hours of service as north Orange County. It's much more difficult to get around by bus. Any improvements will be a huge relief," said Jane Reiter, a bus activist from Fullerton who has re-lifted on mass transit all her life.

About 60,000 people ride buses each day in Orange County.



PHOTOS BY JAGG NANNETT, THE REGISTER



"If they expand the service in this area it will make it a lot easier for people who need to get to the stores and work and home. Not everyone can always afford to have a car."

JUAN DELGADO
DANA POINT



RIDERS:

Above.com mutters board the 84 a.m. bus for Route 89, which goes from Mission Viejo to Laguna Beach, at the Laguna Hills Transportation Center on Friday. At left: Elpidio Hoka, 72, taps the Route 89 bus to El Toro.



"How a lot of my friends who work near Talega) have to ride their skateboards from Wal-Mart or hike in to get to work. ... Anything they can do to expand the service is a good thing."

EVANSON
MORFORD
CLEMENS

FOR MORE INFORMATION CALL 415-335-8100

89 NORTHBOUND
COSTA MESA

89 SOUTHBOUND
COSTA MESA

- On Friday OCTA approved changes that include:
 - Increasing frequency on routes from Mission Viejo to Laguna Beach and Laguna Hills to San Clemente on weekdays
 - Buses now run every 30 minutes on those routes
 - In the future, they will run every 20 minutes
 - Extending service hours on core routes to 10 p.m. on weekdays and 8 p.m. on weekends - an extra two hours
 - Creating a continuous route from Lake Forest to Dana Point
 - Adding express service between the Laguna Hills Transportation Center and the San Clemente Metrolink station
 - Launching small buses to ferry people within Aliso Viejo and Rancho Santa Margarita

3

Number of bases

1,660

Number of employees

since 1999. When it is completed, Ladara will have 8,100 homes. Brandon Morford of San Clemente said the changes will help his friends who work near Talega.

"Now a lot of them have to hike their skateboards from Wal-Mart or hike in to get to work," he said. "I don't believe we are behind the curve. I believe we are right on time."

CONTACT THE WRITER
1049 1547-3358
mcleff@ctfr-dfster.com

Register writers search Michael Boss contributed to this report

The improvements will be implemented in the next seven years. Manias was pleased with the news that would have a better chance to get to my job earlier. And I could get up a half-hour later.

OCTA is an exciting population growth in the southern part of the county. Talega, the biggest development in San Clemente is almost halfway to homes in Laguna Ranch. About 19,000 people live in more than 4,400 homes built

since 1999. When it is completed, Ladara will have 8,100 homes. Brandon Morford of San Clemente said the changes will help his friends who work near Talega.

"Now a lot of them have to hike their skateboards from Wal-Mart or hike in to get to work," he said. "I don't believe we are behind the curve. I believe we are right on time."

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4-20-04

Busting bottlenecks

Planners have come up with 13 solutions for bumper-to-bumper traffic on 405.

BY HEATHER LOURIE
THE ORANGE COUNTY REGISTER

Christine Alvarez isn't surprised the San Diego (I-405) Freeway carries 395,000 cars a day — the most of any Orange County freeway.

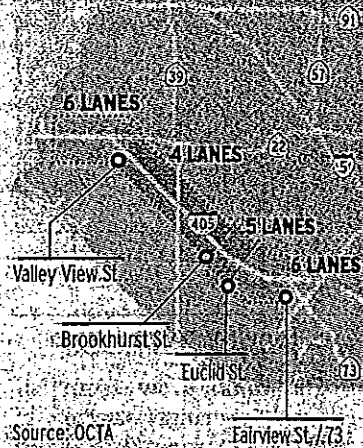
"It's out of control," said Alvarez, 55. "It's bumper-to-bumper."

The Huntington Beach schoolteacher has been driving the freeway since 1972. These days, she avoids it whenever she can. "I go on off-hours and weekends."

Seven months after launching an effort to unclog the 405, transportation planners have come up with 13 potential remedies. Along the way, they've

held public meetings, assembled an advisory committee and talked to city leaders. Engineers are focusing on the worst part of the 405, a 1 1/2-mile stretch between the San Gabriel River (I-605) Freeway and the Corona Del Mar (73) Freeway. The Orange County Transportation Authority, which funds freeway projects, will unveil its traffic-jam solutions for the first time tonight.

- Some of the highlights:
- Building double-decker roads on parts of the freeway.
 - Widening the 405, which is six lanes at its widest, by one lane in each direction.
 - Building elevated car-pool lanes that would fly over the



Here are the worst areas of congestion on the San Diego (I-405) Freeway between the 605 and 73. The freeway narrows from six lanes to five lanes to four lanes at these locations. There are 13 alternatives being considered as solutions for these bottlenecks. See Local 6.

Heather Lourie and
Monica Edwards/The Register

Traffic on Orange County freeways

San Diego (I-405) Freeway	395,000 cars per day
Santa Ana (I-5) Freeway	389,000 cars per day
Riverside (91) Freeway	319,000 cars per day
Orange (57) Freeway	308,000 cars per day
Costa Mesa (55) Freeway	304,000 cars per day
Garden Grove (22) Freeway	214,000 cars per day

Source: OCTA

Next steps

- **Today:** Thirteen options to improve the San Diego (I-405) Freeway will be presented to the public from 5 p.m. to 7 p.m. at the Fountain Valley Public Library, 17635 Los Alamos St.
- **June/July:** Determine costs for the 13 options.
- **August:** Orange County Transportation Authority board of directors will narrow the 13 options to three alternatives. Engineers will study the alternatives.
- **Late 2004:** Environmental impacts will be studied.
- **January 2005:** OCTA will pick a preferred option and do more detailed studies. In addition, it will assess how much state money it has for the project, then announce a construction start date.

SEE FREEWAY • PAGE 6

FREEWAY

FROM PAGE 1

existing road.

Building a mass transit route down the center of the freeway that could include a monorail or light-rail trains.

Kurt Brötcke, an OCTA project manager, said motorists would spend 14 minutes traveling from the 605 to the 78 in the morning rush hour if the freeway were operating the way it was designed. Instead, it can take an hour. The original freeway was designed to handle 160,000 cars a day with four lanes in each direction.

"That's considerable," he said.

FREEWAY UNIQUE

Unlike the Riverside (91) Freeway where traffic is bumper to bumper westbound during the morning and backed up eastbound in the afternoon, the 405 is congested in both directions throughout day. In addition, there are 2.1 ramps per mile to enter or exit the 405. By comparison, the 91 has 1.5 ramps per mile. Engineers say more on-ramps and exits lead to additional merging and weaving, slowing traffic.

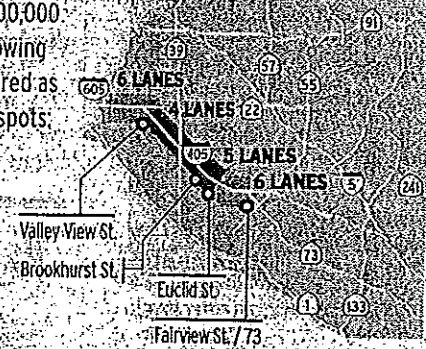
"There are a lot of complexities," Brötcke said. And because there are no parallel routes to the freeway - except Pacific Coast Highway - cars spill onto city streets.

"It continues to make our job more challenging each year," said Mark Lewis, Fountain Valley city engineer. "It's so congested, people find it more convenient to jump off the freeway and take surface streets even if they have to make more turns. At least it's moving."

Tonic for traffic

Designed to handle 160,000 cars a day with four lanes in each direction, the San Diego (I-405) Freeway is the route almost 400,000 motorists take today. The following alternatives are being considered as solutions to these bottleneck spots:

- General Purpose lane
- ▲ Auxiliary lane
- ▲ Car-pool lane
- ◆ Express lane
- ▨ Mass transit



- ▲ Alternative 1: Improve existing freeway, such as a continuous merging lane in each direction.
- ▲ Alternative 2: Add a car-pool lane in each direction.
- ▨ Alternative 3: Provide for mass transit down center of 405.
- Alternative 4: Add a lane in each direction.
- ▲◆◆ Alternative 5: Add a car-pool lane in each direction and add two express lanes or lanes with limited access in each direction.
- ◆◆▲ Alternative 6: Add two express lanes in each direction and build a continuous merging lane in each direction.
- ▲▲ Alternative 7: Add two lanes in each direction and add one continuous merging lane in each direction.
- ▲ Alternative 8: Add a lane in each direction and build a car-pool lane and/or a toll lane that's free to car-pools.
- ▨ Alternative 9: Add a lane in each direction and mass transit line in the center of freeway.
- ◆◆ Alternative 10: Add a lane in each direction and two elevated express lanes in each direction.
- ▲▲ Alternative 11: Convert a car-pool lane in each direction into a regular lane and add two elevated car-pool lanes or toll lanes.
- ▲▨ Alternative 12: Convert an existing car-pool lane to a regular lane in each direction and add an elevated car-pool lane in each direction, plus add dedicated route in center of the freeway for mass transit.
- ▨ Alternative 13: Add elevated route for mass transit over existing freeway.

Source: OCTA

* Mass transit options for the dedicated route in the center of the freeway could include monorail, light rail, express bus service or bus rapid transit.

Heather Lourie and Monica Edwards/The Register

Adding to the 405's problems are the number of lanes. The route varies from four to six lanes in each direction. So when the freeway narrows, it creates three major bottlenecks. The worst section is southbound between Valley View and Brookhurst streets because the freeway tapers from six to four lanes.

"It improved a lot when they widened it the last time," said Edward Snyder, 65, of Huntington Beach. "But it still gets backed up. There are just too many cars for it to funnel properly."

In October, the OCTA began a major study of the 405 as part of its long-range planning. By early 2005, it hopes to have the project ready to roll - with engineering and environmental work finished. Officials acknowledge that they will have

MORE  ONLINE

Go to www.octa.net/freeway/405/intro.asp for more information.

to contend with the state's budget woes before determining when construction could start. This year, the OCTA could lose more than \$400 million from projects totaling \$888 million if the governor's budget is approved.

Added Bröcke: "It's too early to say it would start in 'X' year because we don't have the scale of improvements."

Opened in 1969, the freeway's last major improvements were finished in 1991, when the car-pool lanes in Orange County were completed. If nothing is done, the traffic will only get worse, OCTA officials say. The 405

provides access to major employment centers, including the South Coast Plaza area, Irvine Spectrum and John Wayne Airport.

By 2025, job growth along the 405 is expected to rise 25 percent and population growth to swell 13 percent.

Some of the proposals may be cost-prohibitive - such as double-decking parts of the freeway - but the OCTA wants to consider a variety of plans and whittle them down as the process progresses.

"We're trying to think out of the box and make improvements that will keep the 405 moving well into the future," OCTA spokesman Michael Lit-schi said.

CONTACT THE WRITER:
(949) 454-7335 or
h1ourie@ocregister.com



ORANGE COUNTY
COUNCIL OF GOVERNMENTS

ITEM VI. A.

STAFF REPORT

Subject: Growth Visioning Program

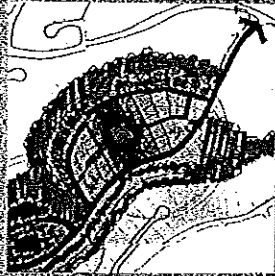
Summary: As part of OCCOG's multi-phase Growth Visioning Program, a county-wide Growth Visioning Workshop was held on March 3, 2004. With approximately 100 people in attendance, the workshop served as a forum for Orange County decision-makers to explore smart growth concepts and apply them to model parcels of land, providing attendees with hands-on experience in devising alternatives to traditional development.

A final report on the OCCOG Growth Visioning Workshop has been drafted and is presented to the OCCOG Board today. The report covers general information regarding smart growth, providing a smart growth menu and case studies for various types of development opportunities. The report will be distributed to all OCCOG member agencies and will be available on the OCCOG website.

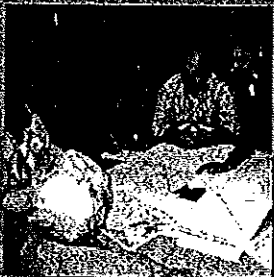
Recommendation: Receive and file.

Attachment: OCCOG Growth Visioning Workshop – Final Report

Staff Contact: Annabel Cook, Regional Issues Consultant - (714) 571-5844

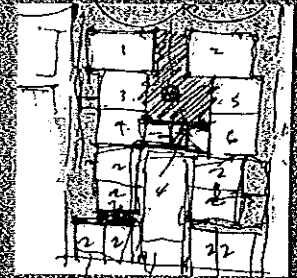
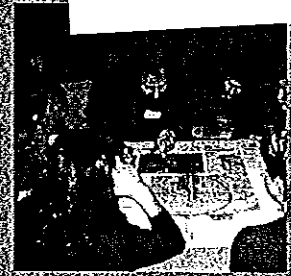


**MARCH 3
2004**

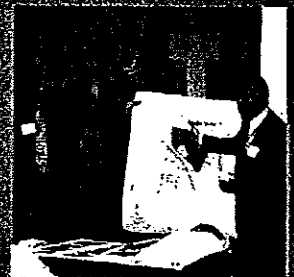
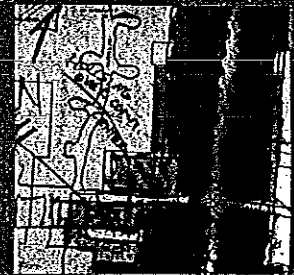


OCCOG

**GROWTH
VISIONING
WORKSHOP**



**FINAL
REPORT**



Acknowledgements

The Growth Visioning Project of Orange County Council of Governments is an ongoing effort to assist cities and other public agencies in Orange County to deal with the difficult issues of growth, housing, jobs, and congestion in Orange County.

On behalf of OCCOG, I would like to acknowledge and thank all those who helped make the March 2004 infill workshop a success. First, I would like to thank the members of OCCOG Board for their support of this effort. With their vision and leadership, we were able to conduct a very successful workshop. I would also like to thank everyone who participated in the visioning exercises. I appreciate the time spent.

Also thanks to Bill Fulton of Solimar Research Group, Dao Doan of Mainstreet Architects, and Anthony Perez of Moule + Polyzoides who worked with OCCOG to organize the event. Curtis Cormane and Nick Deitch of Mainstreet Architects and Curtis Stiles of CPS Landscape Architecture helped the participants work through the design questions on the day of the workshop, as did Lu Dai and Alexander Lew, students at the School of Planning, Policy, and Development at the University of Southern California. Other students from USC also assisted in making the day a success.

Finally, I would like to thank the OCCOG staff for their efforts in making this day a success.

Lou Bone, Chair
Mayor Pro Tem, City of Tustin

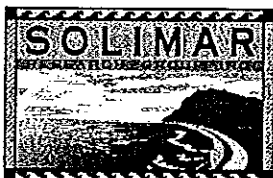
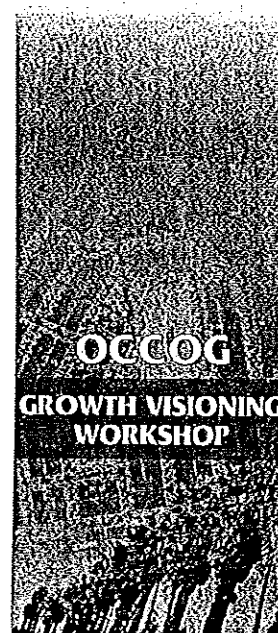


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Introduction

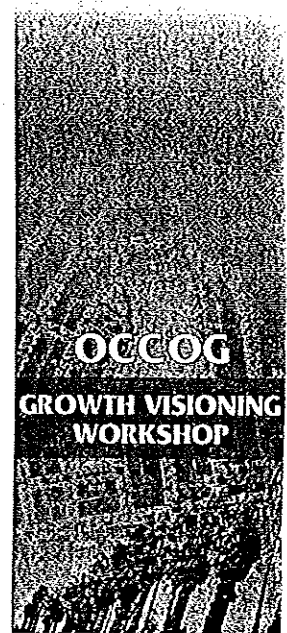
After a half-century of relentless suburban growth, Orange County is running out of developable land. But the county's population continues to grow, and it is clear that the county's housing supply is not keeping pace. Since 1990, Orange County has produced about one new home for every four residents – compared to one new home for every two residents back in the 1970s. As a result, the average home price in Orange County is close to \$500,000 – the highest in Southern California. Only about 20% of all households can afford the median-priced home.

Orange County's cities can deal with this problem in one of two ways. They can attempt to replicate the housing and land use patterns of the suburban area – squishing ever-more-dense suburban-style developments into smaller and smaller spaces. Or they can encourage new development that is denser and more compact, that provides a wide range of housing types, and yet also helps to improve the livability of existing neighborhoods.

The Orange County mixed-use and infill housing workshop is part of Phase IV of the Growth Visioning Program sponsored by the Orange County Council of Governments (OCCOG). It was designed to give mayors and city councilmembers, planning commissioners, and public agency staff members a "hands-on" understanding of how infill development works, and what choices and tradeoffs communities, residents, and developers must make in pursuing "Smart Growth" infill strategies.

Phase I of the Growth Visioning Program, launched in 1999, focused on future growth trends and current planning practices, culminating in the report, "Smart Growth Strategies for Accommodating Orange County's Future." In 2000, Phase II generated the publication "Here Comes The Neighborhood," a second report that documented the efforts of ten Orange County jurisdictions to accommodate growth, revitalize their communities, and improve neighborhood livability. Phase III, in 2001, centered on a design competition with over 90 design entries from across the nation submitted. The final report is titled "Changing the Face of Orange County."

Phase IV, which was launched in August 2003, is intended to provide policymakers with information and education about different options when considering infill or refill development, including mixed-use, in their jurisdiction. It began with an analysis of infill potential in Orange County by the Center for Demographic Research at Cal State Fullerton. It continued in March 2004 with the OCCOG Growth Visioning Workshop described in this paper. The Center for Demographic Research and the Orange County Council of Governments will publish a final report detailing the methodology, process and findings from the Infill Capacity Analysis. This report will be available through the OCCOG website in May 2004.



What Is Smart Growth?

Smart Growth is a set of urban planning and urban design principles that seeks to accommodate additional growth in a way that consumes less land, provides travel options other than driving in cars, and increases the livability of individual neighborhoods.

Although the "Smart Growth" concept is not without its critics, it is viewed by many elected officials, planners, and community activists as a key strategy in accommodating some new growth while, at the same time, revitalizing older communities and maintaining the quality of life in stable neighborhoods.

Overall, "Smart Growth" intends to accomplish these objectives through a coordinated approach to growth that seeks to:

- Locate housing, jobs, and daily needs and activities within proximity of one another;
- Accommodate different economic and age groups in the housing mix;
- Design communities around centers and close to transit stops;
- Create open spaces that are readily accessible to residents; and,
- Provide housing that is human-scaled in its access, form and relationship to its context.

Infill development is a key component in a Smart Growth strategy. Because Orange County's communities are running out of raw land, land in existing communities – old commercial sites, under utilized land along arterial strips, and so forth – will have to be recycled to accommodate additional growth. And whether or not they pursue a "Smart Growth" agenda, Orange County communities will face pressure from landowners to accommodate new growth on this property because of market demand. The OCCOG Growth Visioning Workshop helped local officials learn to deal with these pressures in a pro-active and constructive way.



The Workshop's "Case Study" Locations

The Orange County Council of Governments Growth Visioning workshop was implemented by the OCCOG staff in conjunction with the cities of Orange County and the County of Orange, assisted by planning and design consultants from Mainstreet Architects and Solimar Research Group, as well as technical assistance from the Center for Demographic Research.

In order to provide the workshop participants with hands-on experience, it was necessary for the staff and the consultants to identify a small number of areas in the county that appeared ripe for infill development. This effort began with the Center for Demographic Research's infill/refill capacity analysis, which identified some 13,000 land parcels as potential sites for more intense development. The infill/refill capacity analysis, which is the subject of a separate OCCOG report, sought to identify parcels mostly based on criteria associated with:

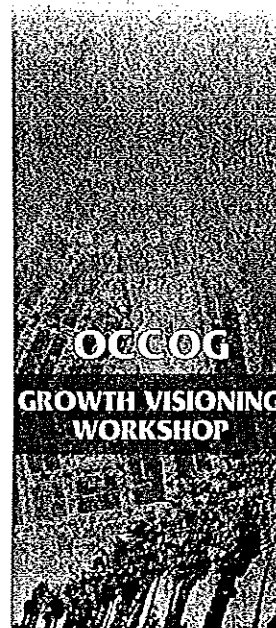
1. Under-utilization (i.e., assessed value of improvements is much lower than assessed value of land);
2. Inclusion in a city's Housing Element land inventory; and
3. Proximity to arterials, transit stations, bus routes, and employment clusters.

Because the infill/refill capacity was viewed as a long-term approach, current general plan designations and zoning were not used as a criterion to eliminate parcels that otherwise qualified. Sites with environmental constraints or other development plans were eliminated from consideration.

Working with the cities, the OCCOG staff and the consulting team then worked to identify a handful of locations around the county that would be appropriate "case studies" for the OCCOG member to examine at the workshop. These locations were not necessarily individual parcels; in many cases, they were actually neighborhoods where the Center for Demographic Research had concluded that most parcels were ready for more intense use.

The intent in identifying these infill-ripe areas was purely educational. OCCOG was not attempting to target specific infill locations for development. Nor was OCCOG attempting to rationalize or justify possible changes in the Regional Housing Needs Assessment, either for Orange County as a whole or for individual cities.

Rather, the intent was to find a few locations in the county that were representative of typical situations in Orange County and therefore could be used for the purposes of helping OCCOG members understand how Smart Growth principles might be applied in Orange County.

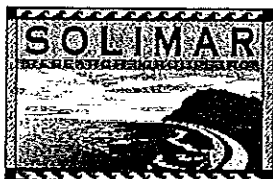


In selecting the locations for the workshop, OCCOG sought to find a balance both geographically within the county and in the characteristics of the locations. More specifically, OCCOG sought locations that represented:

- Different types of communities in the county (for example, new versus old, coastal versus inland, north versus south);
- Different types of neighborhood contexts (for example, a mostly low-density residential neighborhood versus a commercial strip); and
- Different types of street and transportation settings (for example, an area surrounded mostly by local streets versus an area surrounded mostly by arterials).

After consulting with the cities that had participated in the infill/refill analysis, OCCOG selected seven locations throughout the county to be used as prototypes at the workshop. These seven locations were:

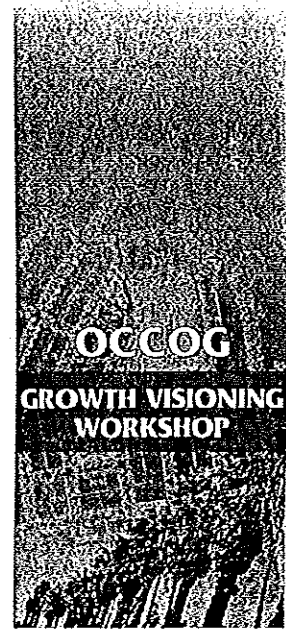
1. The commercial strip on both sides of Brea Boulevard just south of Imperial Highway – an area close to Brea Town Center but separated from it by large arterial highways;
2. A section of Brookhurst in Anaheim between Lincoln Avenue and Ball Road – an old commercial strip that had already undergone some change but appears ripe for more intense use;
3. A similar area on Beach Boulevard near Westminster Boulevard in Westminster – an older commercial strip characterized in some places by shallow commercial lots immediately adjacent to single-family homes;
4. An area off of State College Boulevard in Orange in the "Y" where the 57 and 5 Freeways merge – characterized by an old drive-in site and other non-residential uses;
5. The last remaining agricultural field in Costa Mesa, located near the Orange County Performing Arts Center;
6. A nine-acre site in Lake Forest at Los Alisos and Madero, currently occupied by a small apartment complex;
7. A 50-acre greenfield site in San Juan Capistrano, nestled among the hills near the 5 Freeway and the Junipero Serra Road exit east of Rancho Viejo Road.



The "Smart Growth" Menu

In addition to the sites themselves, OCCOG sought to provide the workshop participants with a "menu" of Smart Growth housing types to assist them in thinking through the options for the locations they were examining. This menu sought to show the full range of housing possibilities, from single-family residences to apartment houses, in a Smart Growth context – and, especially, to see them as different options for human habitats.

Much like light spans the spectrum from invisible UV, across the visible rainbow colors, to infrared, most healthy habitats in nature come in a continuum range of conditions, from the most intense, or center, to the least, or edge. Each habitat can in turn be broken down into smaller parts, and each part in turn would contain its own continuum. Thus even the microscopic cell has a nucleus within a main body, and an outer membrane or shell. Additionally, for a habitat to function effectively, each component of the spectrum should belong in its rightful place, i.e. the nucleus needs to be in the center, while the membrane would form the shell.



A healthy human habitat embodying Smart Growth principles would thus promote the following:

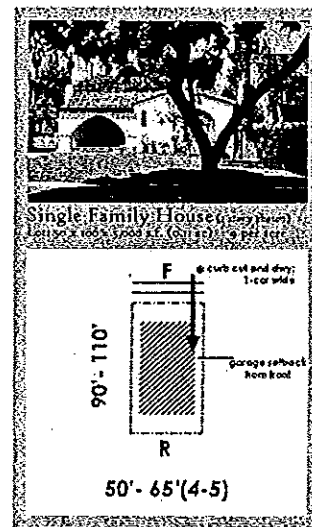
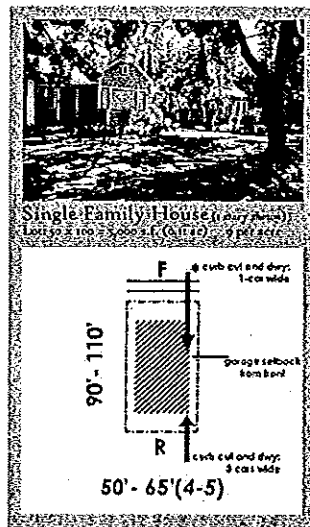
- A continuum of intensity ranges, from most to least, in which each component belongs to its proper place on said range, for diversity of choices: the town or neighborhood center, the general neighborhood, the countryside, the preserved open space, etc.;
- Neighborhoods that are well integrated into the existing "fabric" of the larger community for improved connectivity between them;
- Neighborhoods with good connectivity would improve circulation (traffic and parking), a sense of safety, and street appearance;
- Retaining the existing attributes (cultural, commercial, recreational, physical), with increasing choices, diversities and opportunities (financial, home ownerships); and
- Re-establishing a people-centered and pedestrian friendly area.

A healthy human habitat embodying the Smart Growth principals would thus discourage the following:

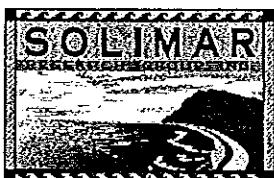
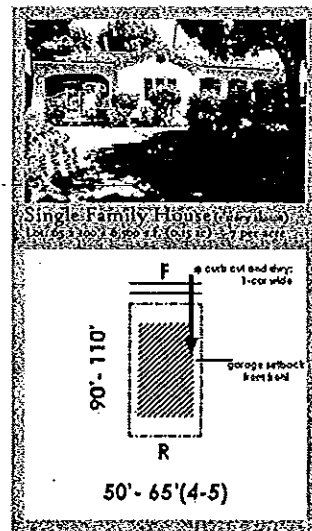
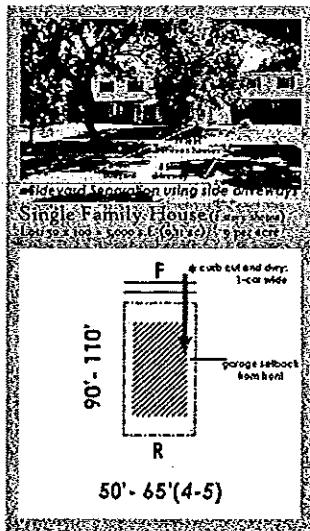
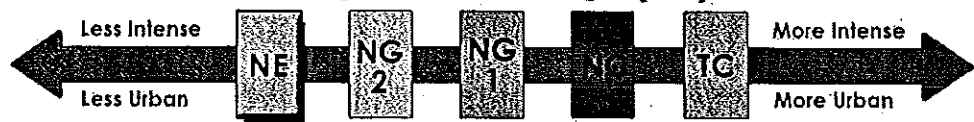
- Fenced-in neighborhoods that turn their backs to the rest of the community;

- Planning and creation of built environments in piecemeal manner, leading to disjointed, isolated neighborhoods or improper adjacencies, which promotes sprawl;
- Large scale of monoculture of any kind: density, styles, housing types, etc; and
- A place giving major priorities to cars.

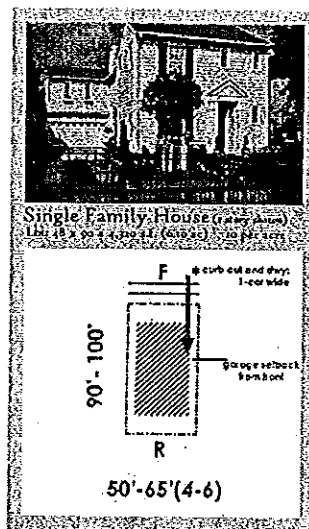
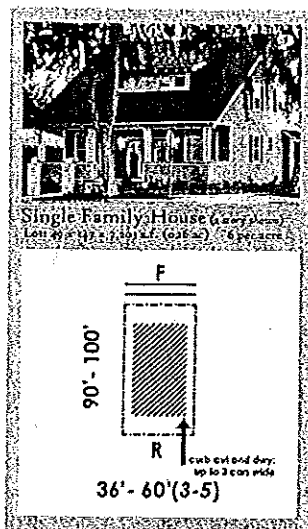
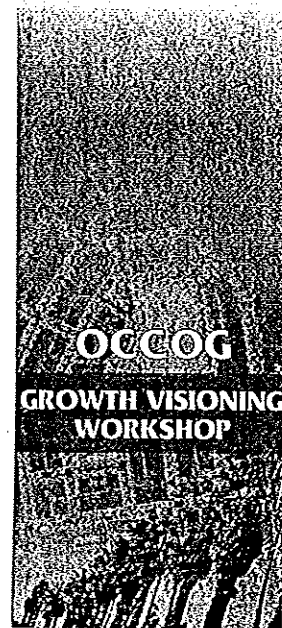
The Smart Growth menu identified the various types of housing, each color coded according to its zone, that would belong in their proper places, or zones, on the spectrum of the built environment. It was intended as Smart Growth tools for the workshop exercise.



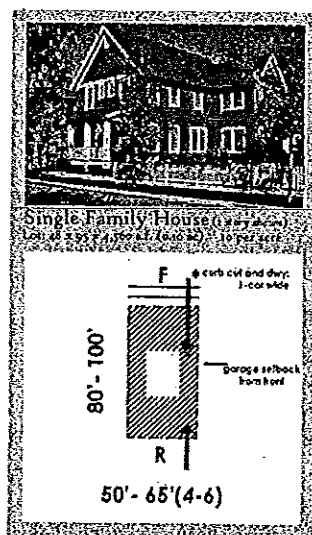
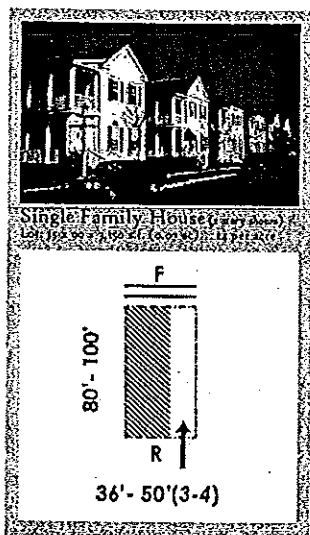
Neighborhood Edge (NE)



The following are illustrative items of the menu. The pictures are examples of the type and scale of buildings deemed appropriate for the zone to which they belong. The lower half of the diagram illustrates in general terms the positioning of the building in relation to its lot, i.e. having setbacks on all sides, or having setbacks on only one or two sides.

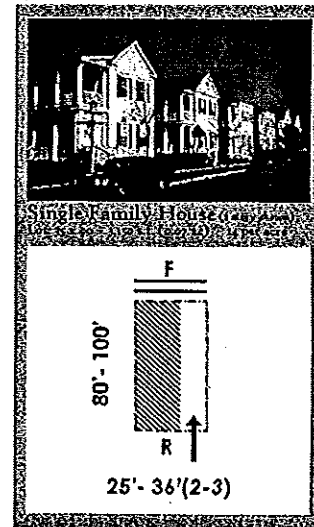
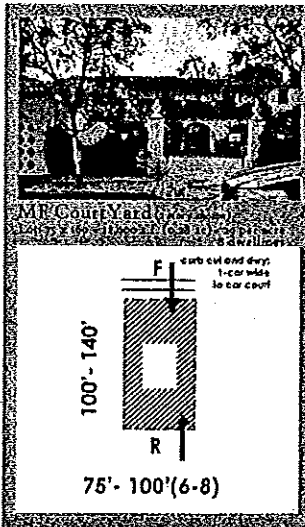


Neighborhood General-2 (NG2)

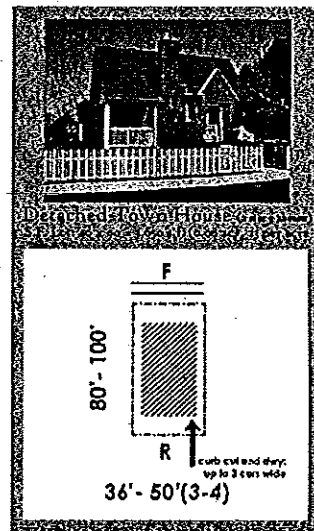
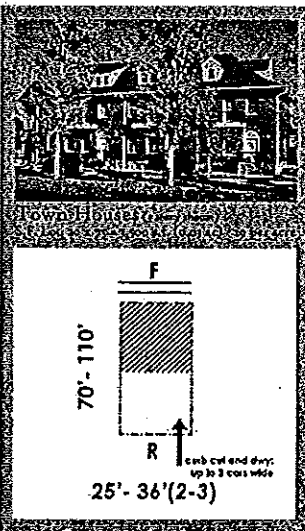


MAINSTREET
ARCHITECTS +
PLANNERS,
INC. 

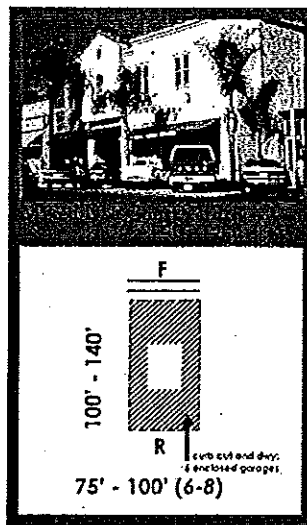
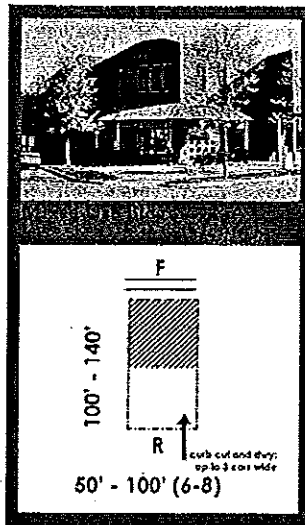
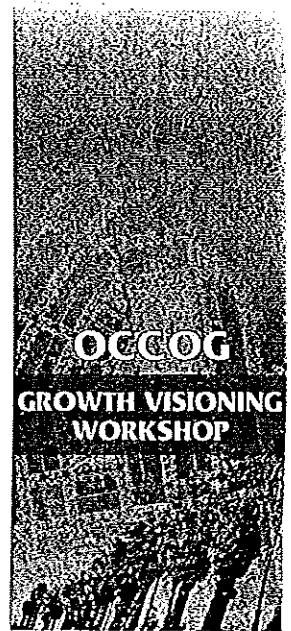
The lots are further defined by estimated dimensions, ie 90'-0" to 110'-0" deep by 50'-0" by 65'-0" wide. The width is suggested as a multiple of 12'-0" to 12'-6"; based on traditional subdivided lots of 25'-0" to 50'-0" wide. Thus a 60'-0" lot would be a multiple of 12'-0" (5 x 12).



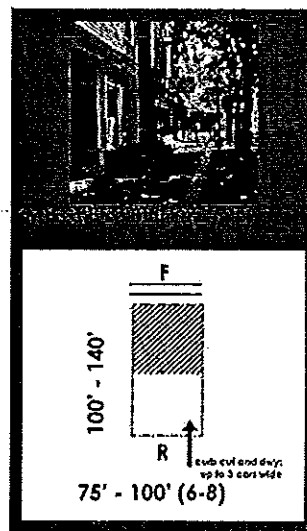
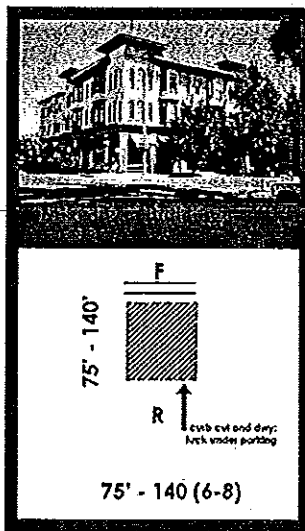
Neighborhood General-1 (NG1)



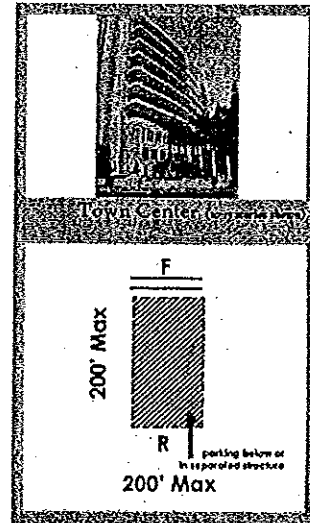
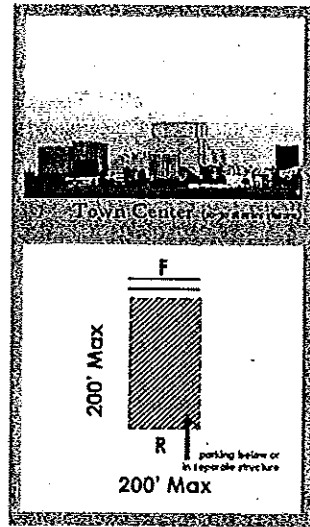
In actual application of the menu, each community would need to research and determine what is the proper scale and intensity range for itself. This menu is not meant to be a one-size-fits-all tool.



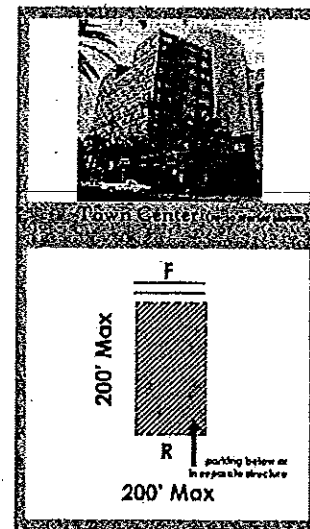
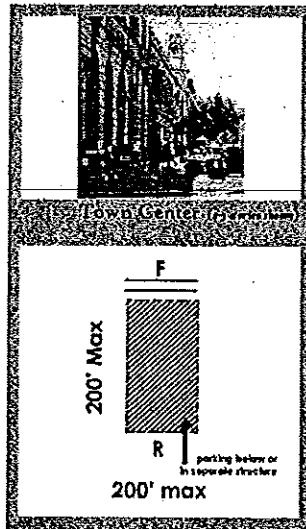
Neighborhood Center (NC)



MAINSTREET
ARCHITECTS +
PLANNERS,
INC. 



Town Center (TC)

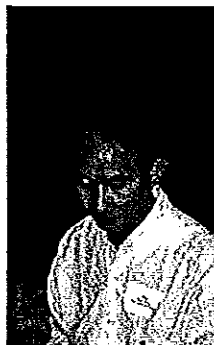


The Workshop Format

Almost 100 people participated in the workshop itself, which was conducted at the Tustin Community Center on March 3, 2004. The participants included elected officials, city staff members, representatives from other agencies such as Caltrans, and some students. After introductory remarks by William Fulton of Solimar Research Group



and Dao Doan of Mainstreet Architects + Planners, Inc., the workshop broke into seven groups – one for each of the seven sites under consideration. Each group was provided with base maps of the study area, showing streets and individual parcels, as well as an aerial photo of the areas and photographs of what exists "on the ground" currently. In order to encourage "out of the box" thinking, participants were not provided with a current zoning map.



Each group worked with facilitation assistance from OCCOG, the consulting team, and urban planning students from the University of Southern California. Some large groups broke into two sub-groups, each of which created a separate design at a separate table. Other groups stayed together at one table with the facilitator.

During the exercise, which lasted approximately two hours, the participants worked with the facilitators in moving through a series of analytical steps that helped them roughly lay out the infill possibilities for the area.



2004 GROWTH VISIONING WORKSHOP FINAL REPORT

First – using all the photographs and maps, as well as personal knowledge of the participants – the participants in each group identified the key characteristic of each study area. These included such considerations as:

- Key Corridors, barriers or special districts in or around the study area;
- Pedestrian Shed(s) – roughly described as a walking radius of a quarter mile for each;
- Town or Neighborhood Center(s) – is the form central, or linear? Does it serve the region or the more immediate surroundings?
- Neighborhood Edges – are they clearly definable, or do they meld into adjacent areas?
- Neighborhood General - Identify internal characteristics – is there existing residential? What type(s)?
- Identify any special districts (business parks, civic centers, etc) within or proximate to the study area.

During the workshop, this discussion actually turned into a broader conversation about the study areas, including consideration of:

- Nearby jobs;
- Cultural resources;
- Existing Amenities (parks, open space, entertainment venues);
- Transit stops and routes (existing and potential);
- Negative influences – and opportunities for change;
- Areas in transition (vacant or underutilized land);
- Circulation hierarchy and Connectivity (streets, roads, lanes, etc);

The types of considerations discussed by each group depended not only on the characteristics of the study area, but also the characteristics of the participants. For example, attendees from Caltrans often introduced larger, regional transportation questions into the analysis. One group also contained representatives from a city fire department, and they brought a fire protection and emergency response perspective "to the table."

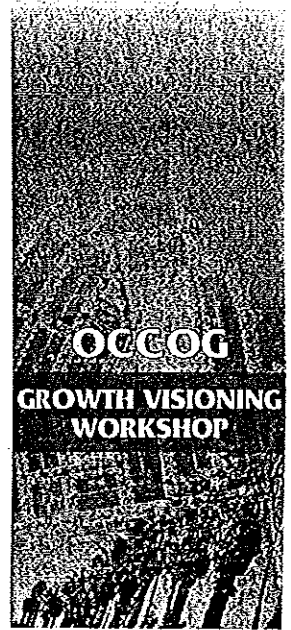
Once this basic analysis had been done, each group then worked on a set of mixed-use and infill development concepts and a rudimentary site plan. The "look" of the final product depended in large part on the approach that both the group and the facilitator brought to the project. Some were extremely detailed while others were more general. In each case, however, the group used the Smart Growth Menu to focus on:

- What type of housing could be constructed in the vicinity;
- How that housing could relate to surrounding amenities and commercial locations to achieve a diverse and walkable neighborhood configuration;
- How the reconfigured neighborhood might fit into the surrounding transit system.



What The Groups Produced

During the course of the workshop, 12 different groups of participants produced rudimentary site plans for the seven different infill areas under discussion.

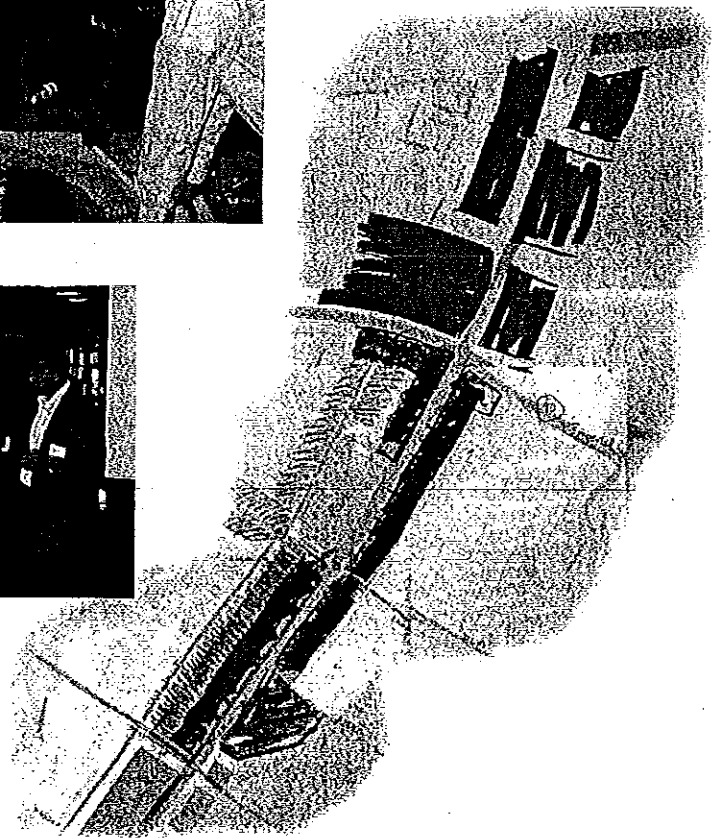
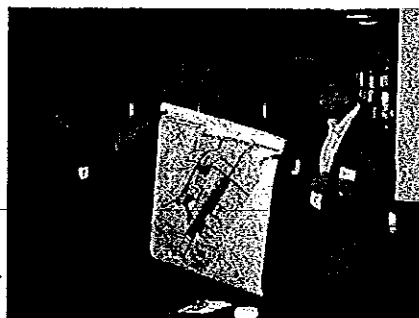
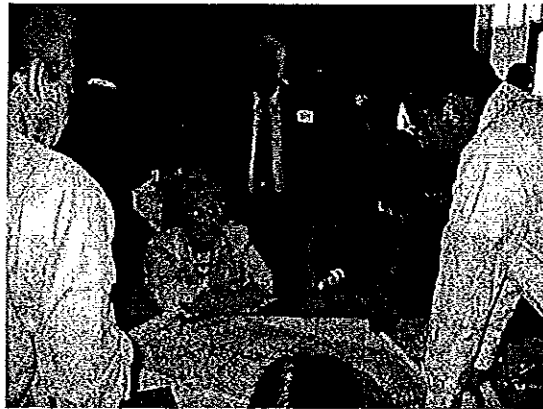


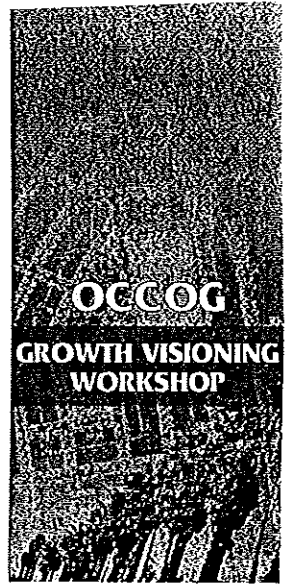
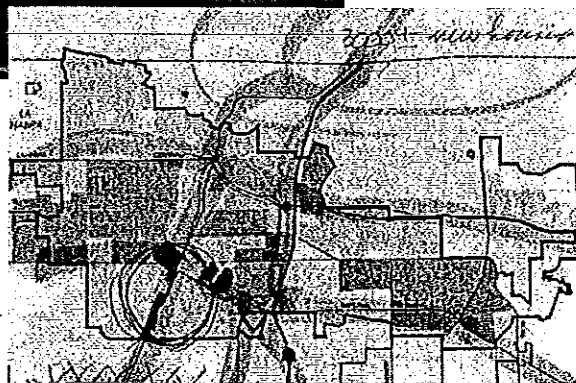
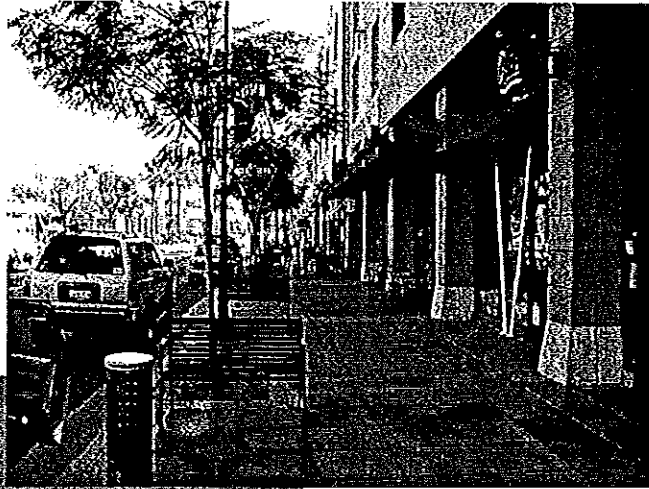
Brea

The Brea site is located along Brea Boulevard south of Imperial Highway. The initial analysis revealed that City Hall Park provided a logical "center" for the neighborhood. Schools, shopping, and a variety of housing opportunities lay within walking distance, and a drainage area provides a logical "edge" to the neighborhood.

The two groups working on the Brea site saw not only similar opportunities but also similar solutions that would create more walkability in the neighborhood and connect it back to Brea Town Center. Senior housing or other residential opportunities above the commercial spaces along Brea Boulevard would provide more housing. A trolley system could connect the different neighborhood components, especially for seniors; and also provide a better connection back to Brea Town Center.

One group proposed a pedestrian walkway over Imperial Highway as a way to connect this neighborhood with Brea Town Center, and using the walkway as the basis for a pedestrian walkway all through the interior of the neighborhood down to City Hall Park. A mixed-use transit orientation would require narrowing Brea Boulevard – difficult because of its significance as an arterial highway.



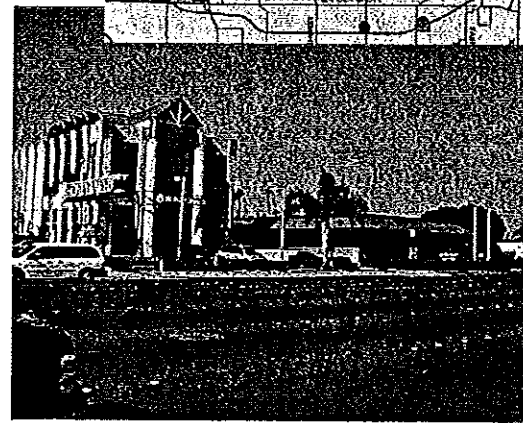
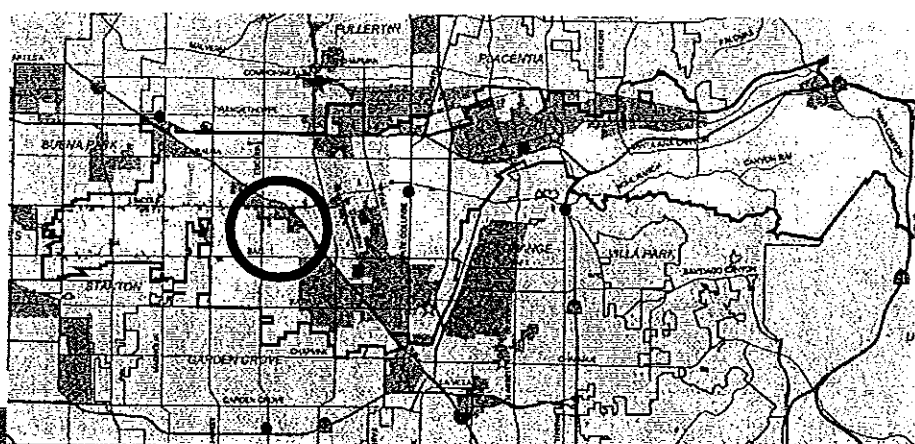


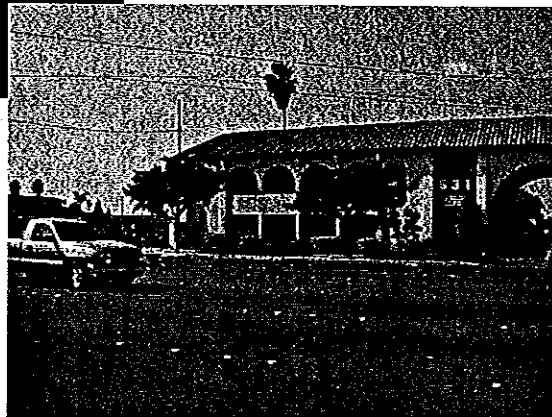
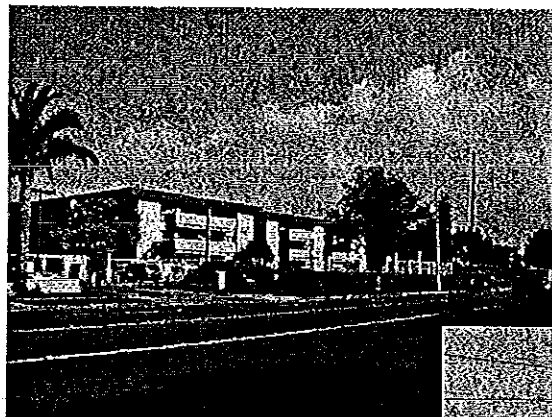
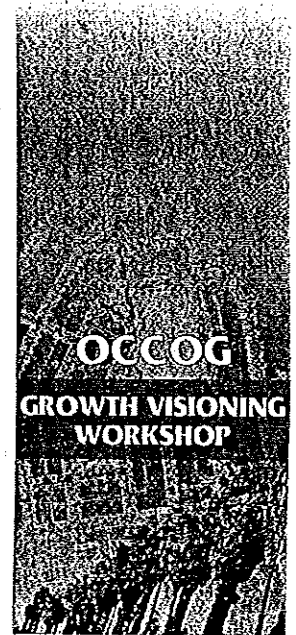
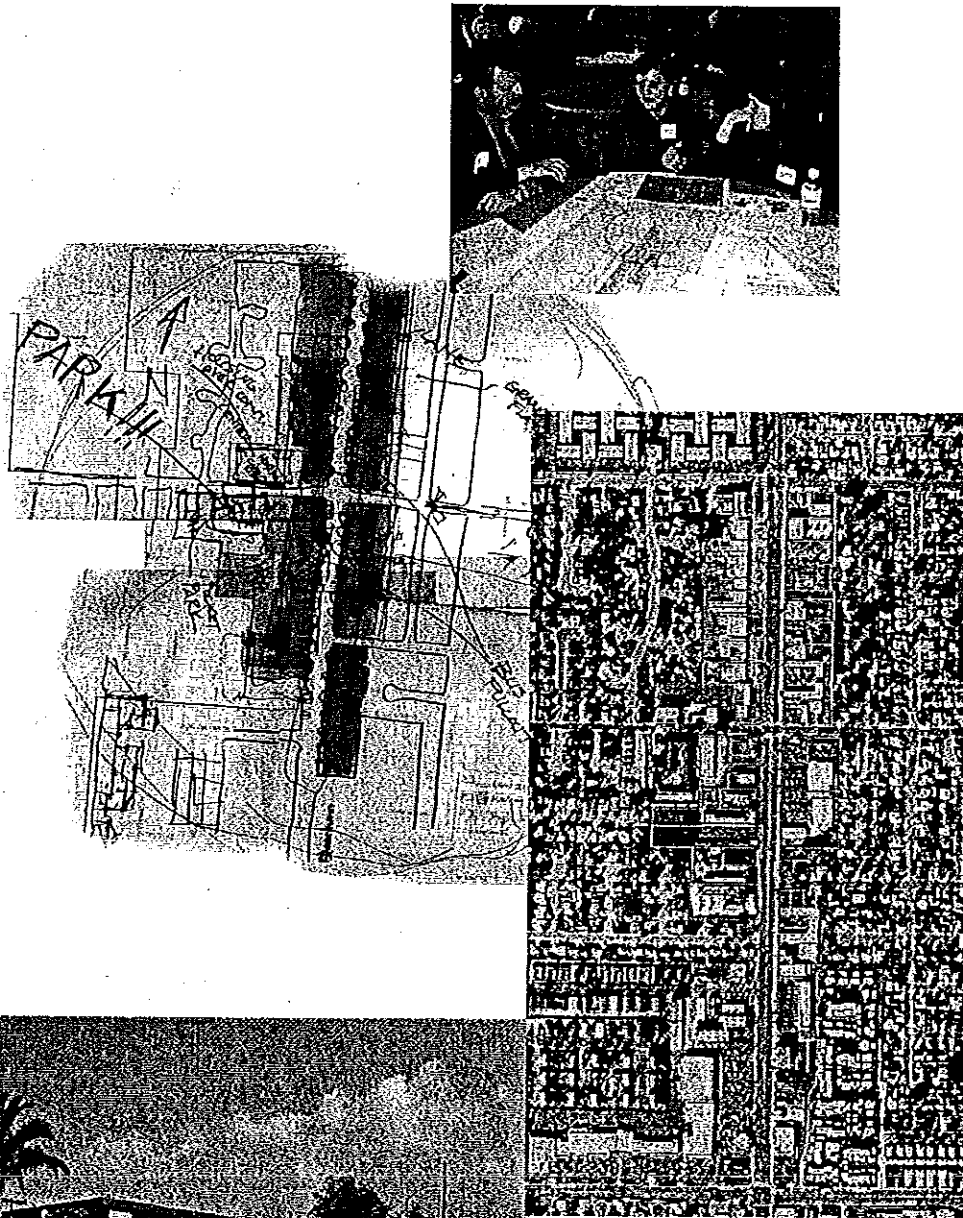
Anaheim

The Anaheim area is similar to Brea in that it is located along an arterial strip, but different in the sense that it does not have an urban anchor such as Brea Town Center at one end. It exists in a sea of low-rise, low-density commercial development surrounded by older single-family neighborhoods.

Both Anaheim groups approached this problem by attempting to create a "town center" – one group proposed converting an existing parking lot at the very northern end of the district. The groups also focused on how to build on current neighborhood proposals – or overcome likely neighborhood opposition. One group suggested implementing an idea brought forth by the local Middle Eastern community, which was to create gateways at the north and south entrances to the district. Another suggestion was to build pocket parks and other neighborhood amenities as a way to foster community support for other new projects.

The biggest obstacle was the arterial. Narrowing Brookhurst Street was an obvious solution. Among the groups' ideas were adding a transitway, planting trees, and perhaps narrowing the main part of the street while creating frontage roads on either side. It was agreed, however, that under any circumstances Brookhurst would have to remain a major arterial carrying large amounts of traffic.



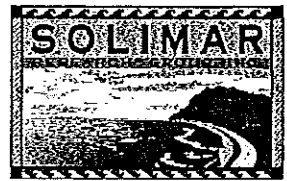
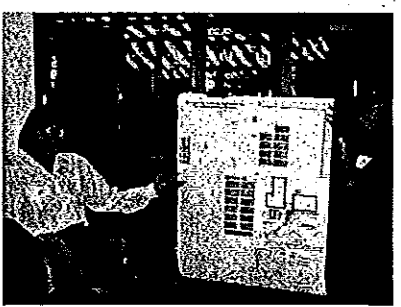
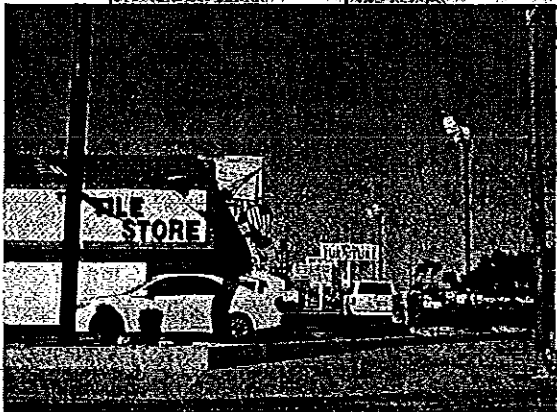
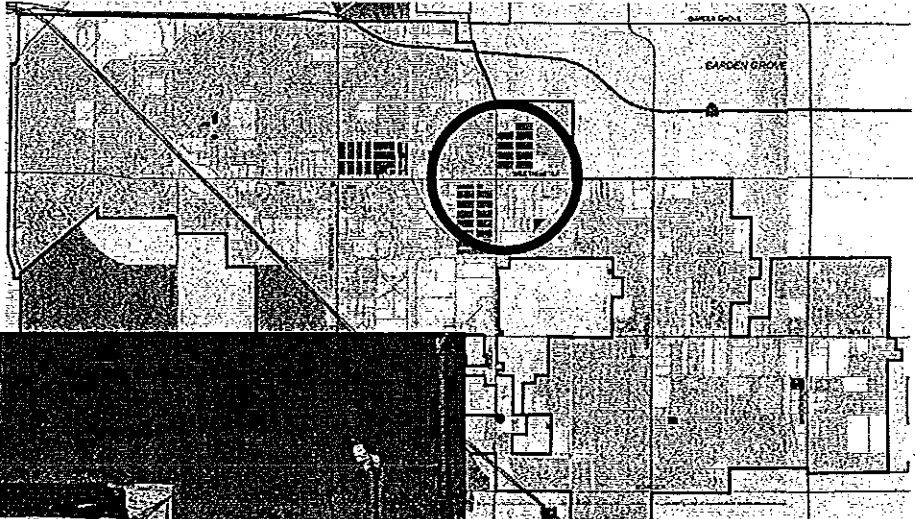


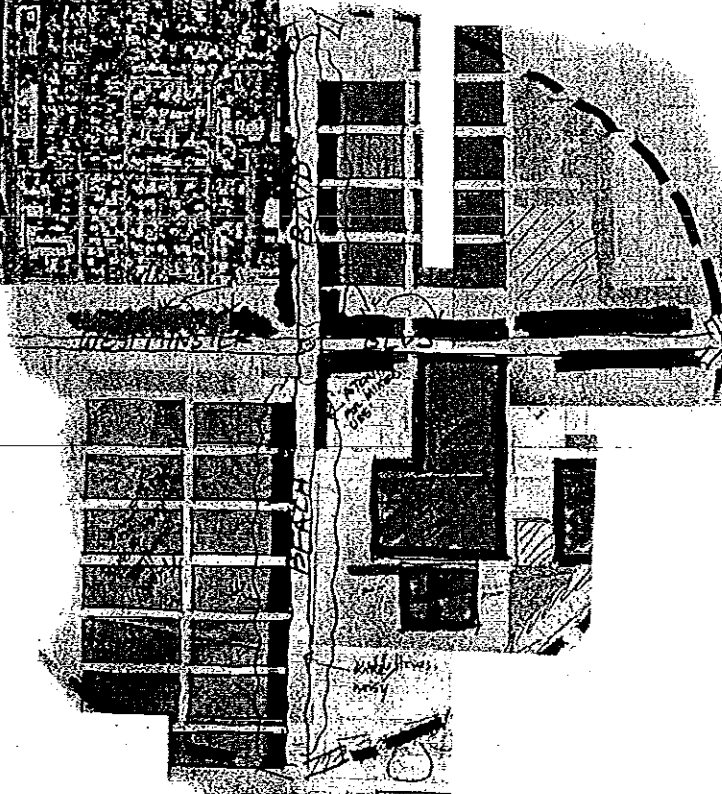
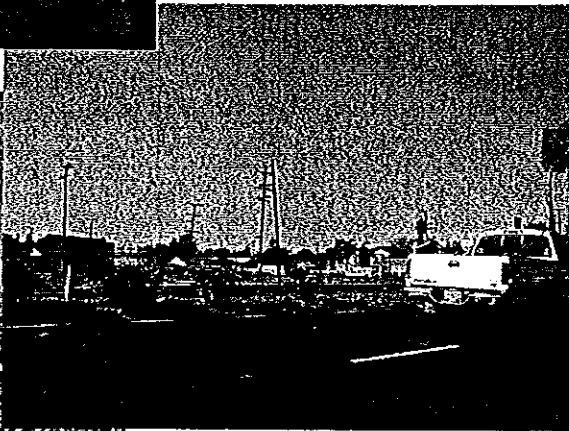
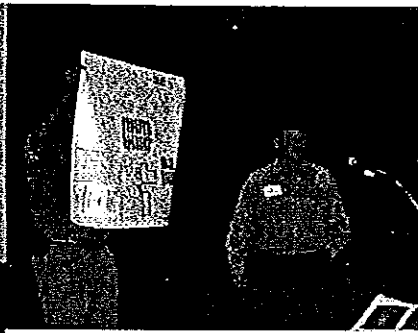
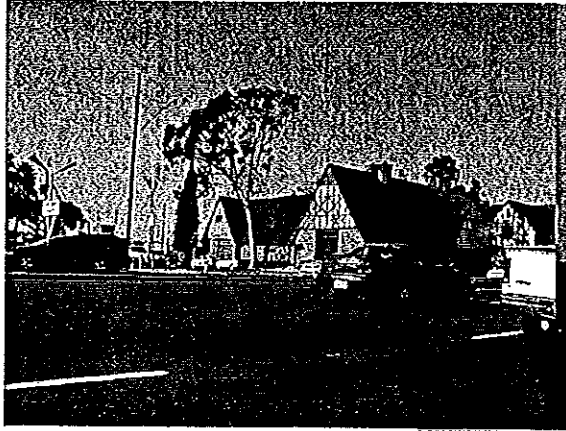
Westminster

The area around the intersection of Beach and Westminster Boulevards in Westminster provides the third "arterial strip" area under discussion. Like the Anaheim strip, the Westminster strip consists largely of low-density commercial developments with single-family residences behind them – except that many of the commercial parcels along Beach Boulevard were only 30 to 50 feet deep.

As in Brea, the Westminster groups focused on proximity to cultural activities – this district is fairly close to Westminster City Hall and other civic facilities. The groups also expressed concern about maintaining current affordable housing opportunities, including a mobile home park. The focus was strongly on encouraging small-scale private reinvestment along the boulevard "mom-and-pop" stores that would not need deep commercial parcels to succeed. One group wanted to encourage mixed-use development along Beach Blvd. up to 5-6 stories.

Once again, the size of the arterial itself proves a barrier, and one group proposed a pedestrian bridge across Beach Boulevard.





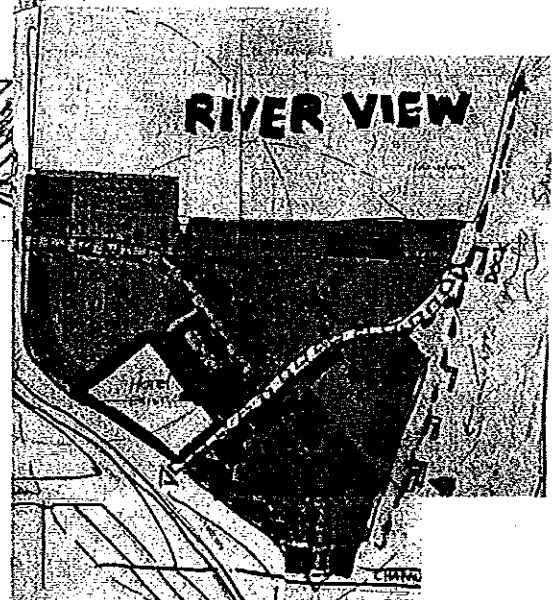
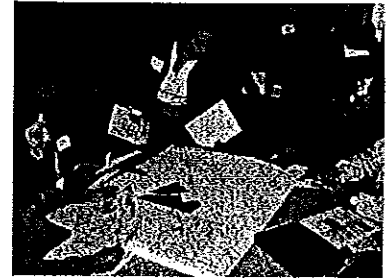
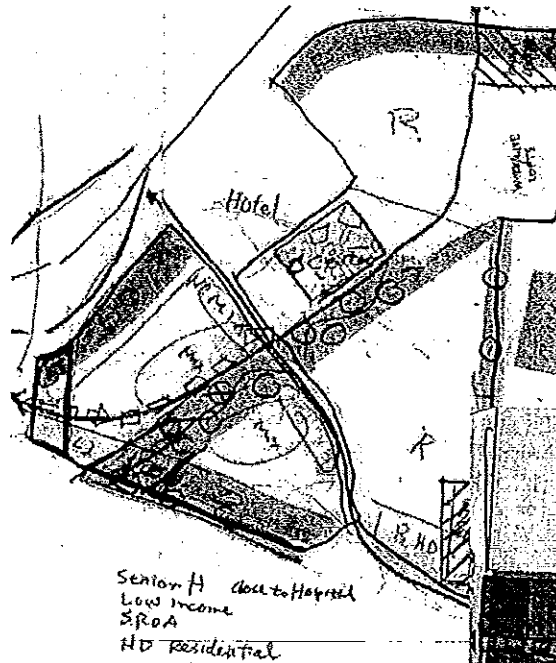
Orange

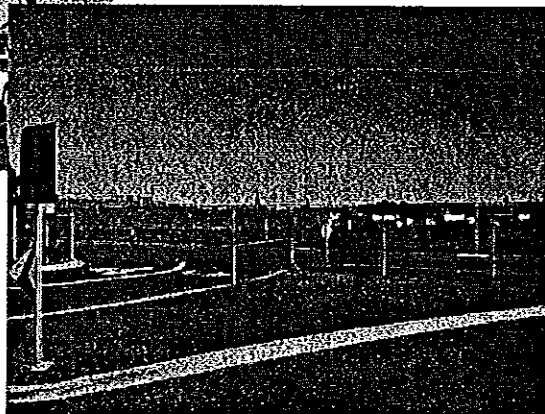
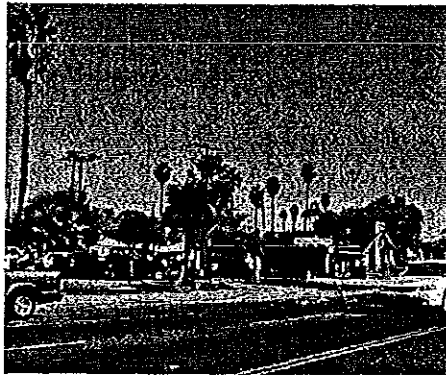
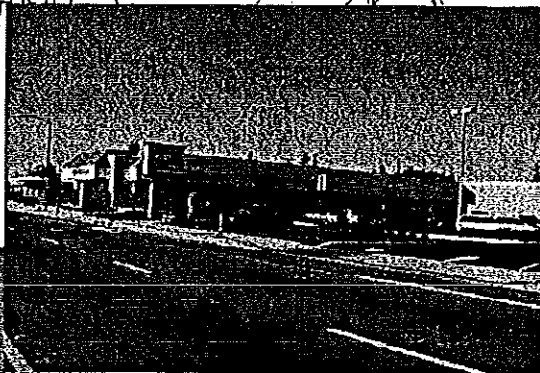
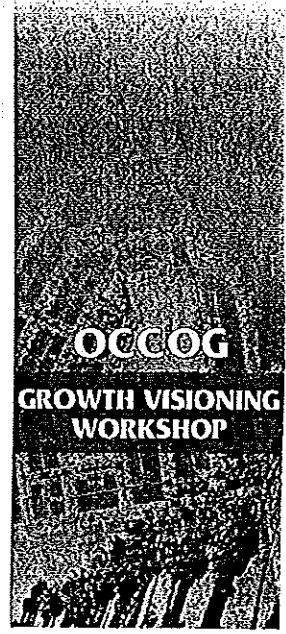
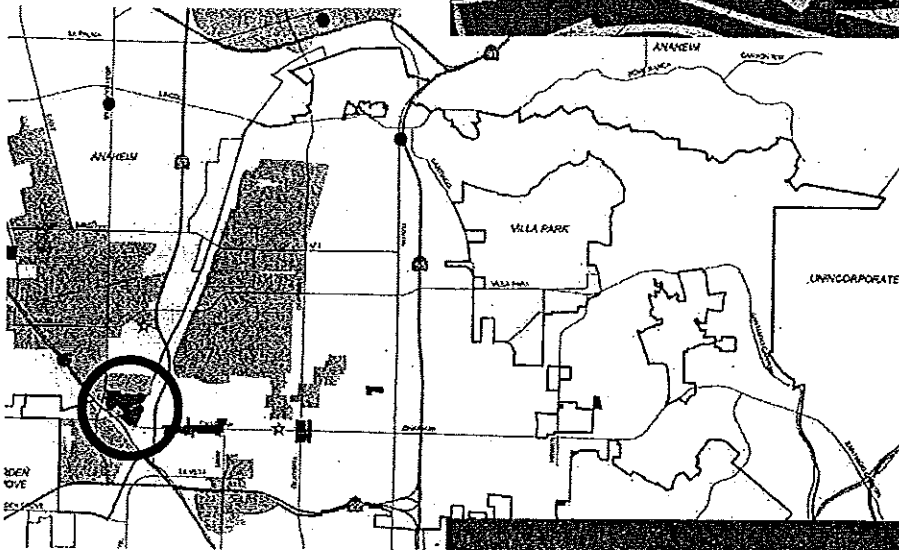
The City of Orange location is a little different in the sense that it is surrounded by the 57-5 Freeway interchange and State College Boulevard – meaning that it is not adjacent to any existing residential neighborhood.

The two groups working on this site saw this lack of existing residential development as an opportunity to create a different kind of infill community – one that has higher density, that connects to the amenities immediately surrounding the site, such as the Santa Ana River, Angels Stadium, and the Metrolink station located in the stadium parking lot.

In each case, high-density residential was the centerpiece of the proposed infill development, with other uses on the edge. Some kind of shuttle connection to the Metrolink station was envisioned, but the groups also noted that the site is well-positioned along an east-west express route on State College Boulevard. It is also very close to the proposed Centerline route:

One group suggested that the City of Orange site is best suited for senior housing because of proximity to entertainment and hospitals in Anaheim. In any event, it provided the opportunity for a different (and in many ways more "centered") infill development than the commercial strips.



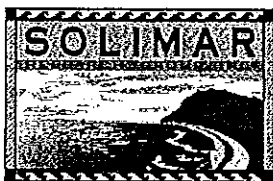
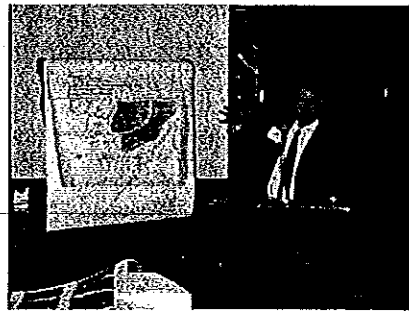


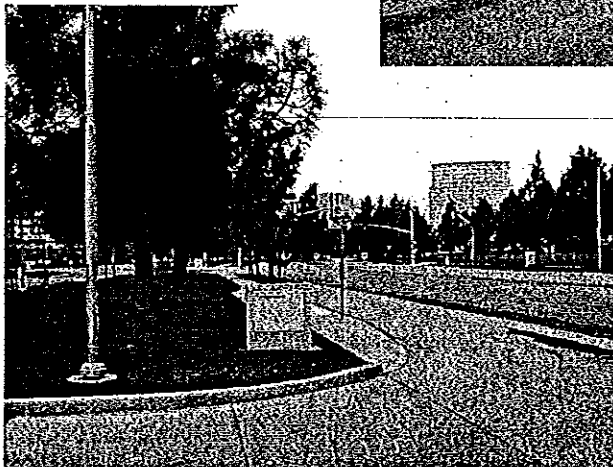
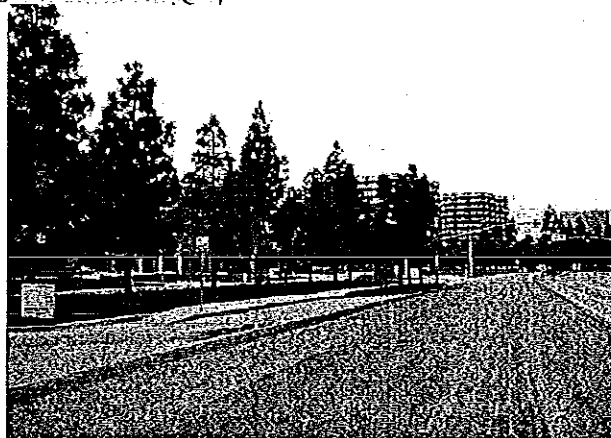
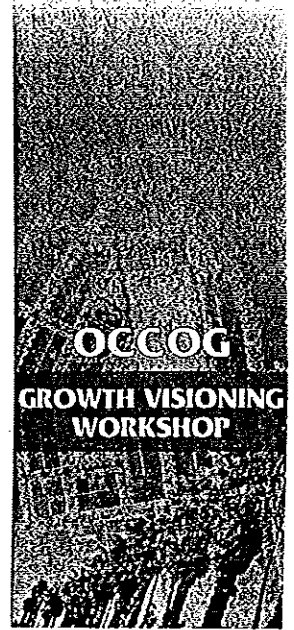
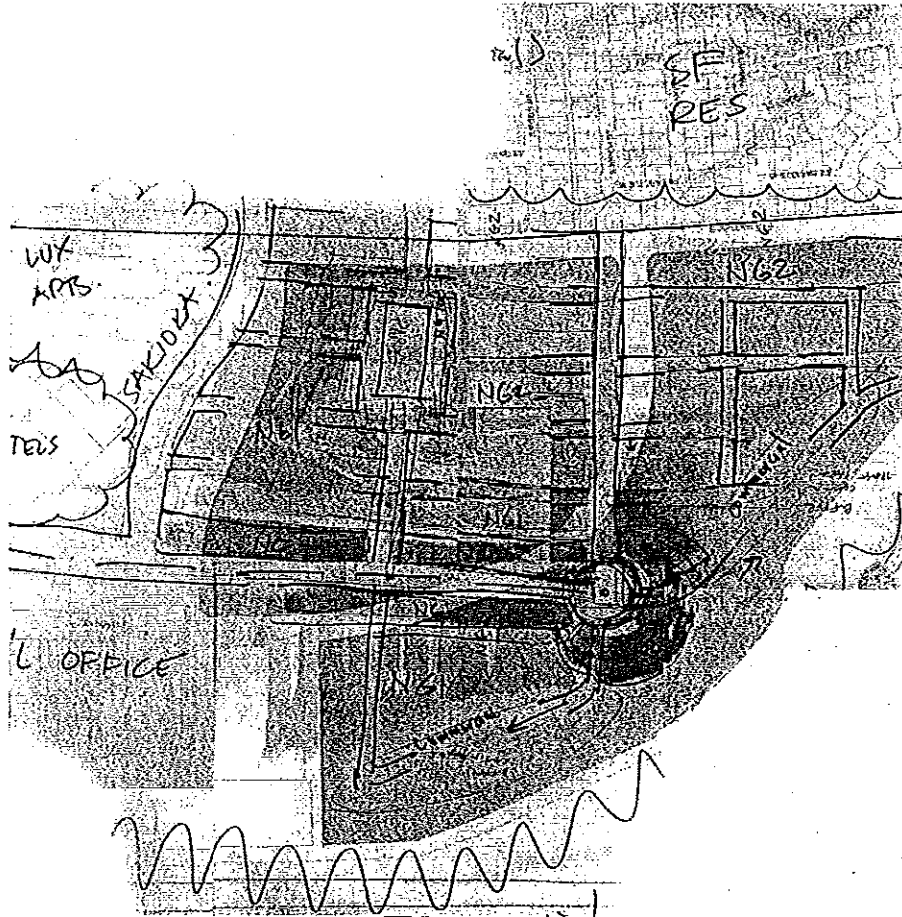
Costa Mesa

The site chosen here is the last agricultural field in Costa Mesa, located immediately adjacent to the high-density development around South Coast Plaza and the Orange County Center for the Performing Arts.

In this particular case, the use of transportation facilities to tie the site into surrounding development dominated the conversation. Again, the location is along the proposed Centerline route, so development would have to be oriented toward that possibility. Beyond that, the two groups had different approaches to dealing with Anton Drive, which wends its way across the site on a curve. One group kept the configuration the way it was; the other proposed straightening it out as a way of connecting the site to the Center for the Performing Arts.

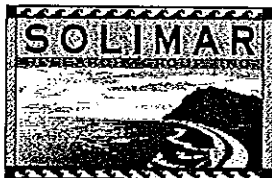
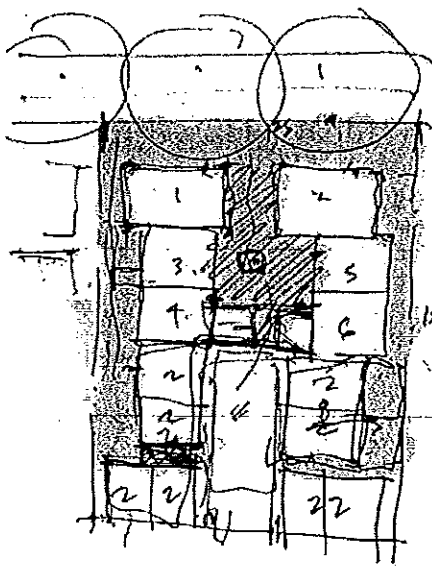
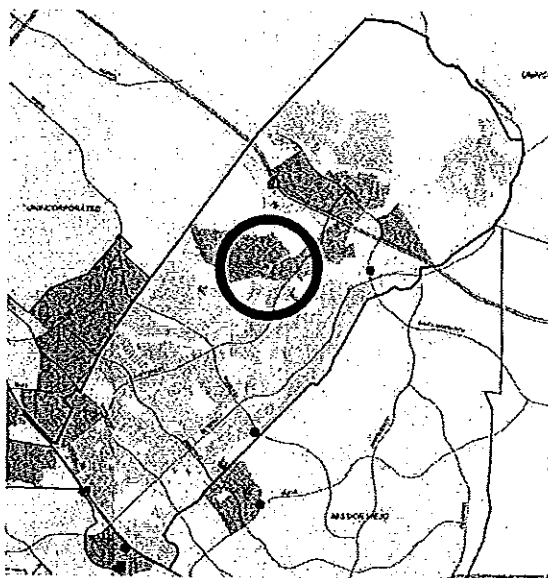
In any event, both groups proposed a park on part of the site, and a mixture of densities so that higher density development would string along the corridor to the performing arts center.

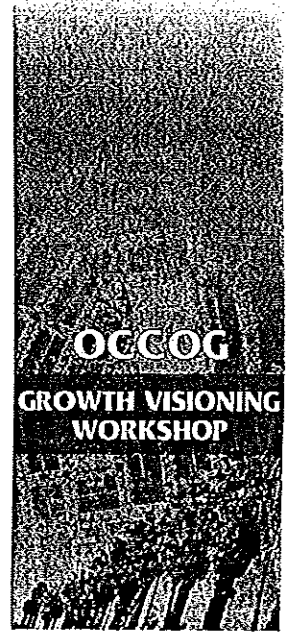




Lake Forest

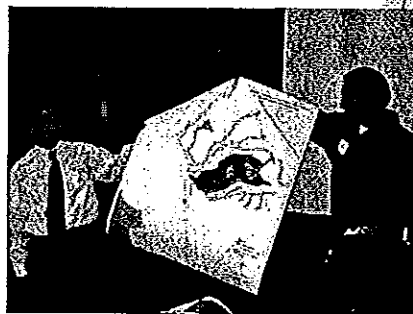
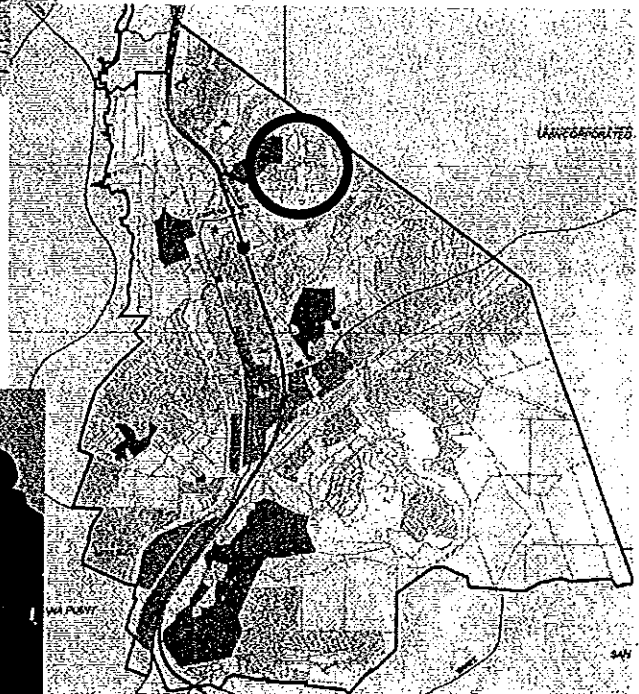
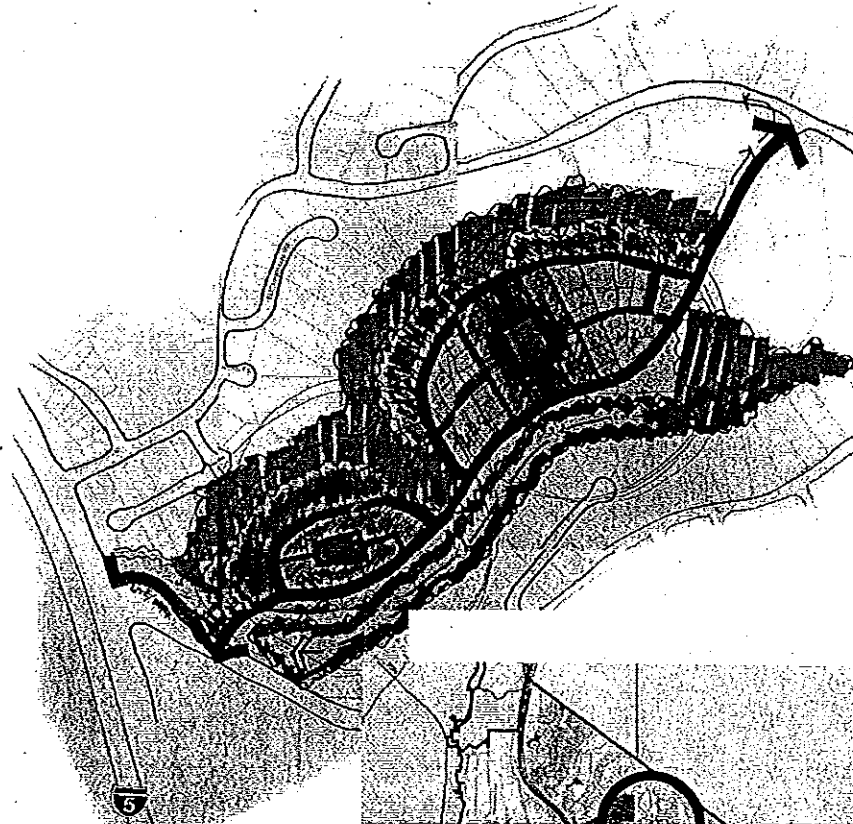
The Lake Forest site is a nine-acre location adjacent to Mission Viejo – a location that already has a problem with people loitering at the back of the site. One combined group worked on the Lake Forest site and, surprisingly, came up with a fairly high density proposal – a 176-unit project (19 units per acre), but the products range from single-family near the creek to the north to 8-plexes near the road, with some mixed-use development fronting the arterial. There was even some excitement about the possibility of doing similar projects on the other side of the boundary in Mission Viejo.

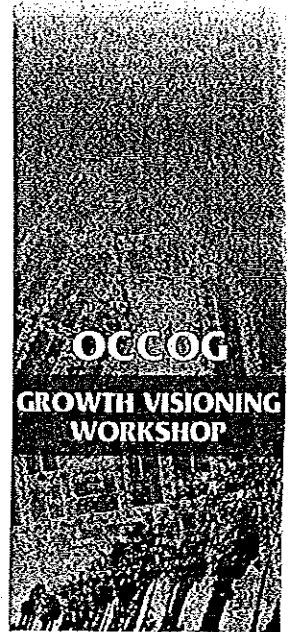




San Juan Capistrano

The San Juan Capistrano site is the only true greenfield site in the exercise – a hilly, undeveloped location east of Interstate 5. One combined group worked on the site, and concluded that the hilly areas should be excluded from development. The flatter parts of the site could be developed around two activity centers that operated on the quarter-mile pedestrian orientation. By placing higher-density development close to these centers, it is possible to reinforce the possibility of frequent transit service connecting this site to surrounding job centers, highways, and malls. Other innovative transportation solutions such as car-sharing and paratransit would also probably have to be pursued.





Common Themes and Lessons Learned

As stated above, the infill workshop exercises were not designed to create real proposed designs and developments for the sites in question. Rather, they were designed to allow the participants to "get their hands dirty" in thinking about and understanding the factors involved in creating a design for an infill site.

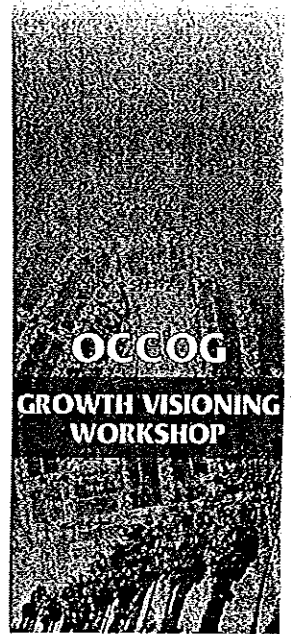
Obviously, the exercises were "blue sky" in nature – unconstrained by neighborhood, environmental, or financial constraints except those that the participants brought with them. In some cases, this encouraged the participants to make unrealistic assumptions – most frequently, a bottomless bank account for public infrastructure improvements – but at the same time it freed them to think about innovative solutions in new ways.

Even though the seven sites were vastly different in many ways, the same common themes and lessons did emerge from the workshop – themes and lessons that are vital to remember as Orange County's cities move forward in pursuing infill development that helps provide more housing and enhances existing neighborhoods.

- In most cases, infill sites are located in proximity to many community facilities and amenities. The Brea site is perhaps the best example. Although it seems like an ordinary arterial strip, in fact it is located within a quarter-mile of parks, schools, shopping, and a variety of housing types. So the question is not whether it is possible to enliven the suburbs with "urban amenities"; the question is how to connect new housing opportunities with the amenities that already exist.
- Different types of suburban contexts provide different opportunities. The City of Orange site, for example, is not a classic suburban strip situation, as was Brea, Anaheim, and Westminster. Yet it provides ample opportunity anyway. The fact that no housing exists in the vicinity creates the opportunity of higher-density and perhaps more urban housing than the commercial strips would permit – as does the proximity to larger-scale amenities like the river and the stadium.
- Linkage is vital. The missing link in so many suburban areas is the linkage between different types of activities. Even when these activities are in close proximity to one another, people usually drive between them simply because there is neither practical nor pleasant alternative. This puts more traffic on the road and also subjects people unnecessarily to congested driving conditions. Linkage that provides alternatives to driving is an important component to the solution.



- The arterial strips are a huge barrier to linkage – yet also a great opportunity. The suburban-era arterial strips that form Orange County's spine are a source of both great hope and great frustration. They represent hope because they contain so much under utilized land and so many opportunities to create linear linkages among different activities. They represent a barrier because they are so wide and carry so much traffic. That's why so many of the groups proposed either narrowing the arterials or building pedestrian bridges, even though these might be unrealistic solutions in some cases.
- There is no substitute for a hands-on design experience. Despite the "blue-sky" nature of the workshop exercise, there is no question that most participants came away from it with a much better understanding of the tradeoffs involved in making infill development work. This insight emerged from the exercise itself – from the process of understanding the site's attributes, the neighborhood context, and the range of potential development possibilities.



Next Steps

The OCCOG Growth Visioning workshop is only one step in the long process of assisting Orange County cities and special districts envision how to approach future growth issues. But it opens the door for several possible next steps in dealing specifically with design issues associated with infill development projects. Among the possible next steps:

- More focused infill workshops for specific communities. Now that elected officials and other community leaders have experienced the process of analyzing and designing proposals for infill sites, it might be possible to bring that same experience to specific communities. In any individual community, neighborhood activists, business leaders, and others could participate in a similar exercise – working on either a theoretical exercise or a real-world problem.
- More focused workshops dealing with common design challenges. The OCCOG Growth Visioning workshop highlighted a few common themes and problems – most specifically dealing with arterials and linkages. It might be possible for future OCCOG workshops to deal with specific questions about these issues. What are the options for creating unconventional linkages in a conventional suburban grid? Can arterials be narrowed and become more transit-focused without sacrificing the need to carry through traffic? Can different types of arterials serve different needs – with some serving a mixed-use, transit-oriented role while others remain traditional?
- Workshops dealing with specific corridors that span several cities. In dealing with corridors and arterials, the local-versus-regional conflict inevitably comes into play. One city might seek to narrow an arterial, but such a change would cause traffic problems in the next town. Or the attractiveness of a renewed arterial might be strengthened if community amenities in adjacent cities could be created together. Future workshops might bring together leaders from adjacent communities to examine corridor and arterial issues that stretch across their borders.

Information on the Orange County Council of Governments Growth Visioning Program and related materials for phases I through IV are available through the OCCOG office and the website.





ORANGE COUNTY
COUNCIL OF GOVERNMENTS

ITEM VI. B.

STAFF REPORT

- Subject:** Reduce Orange County Congestion (ROCC) Program Update
- Summary:** The ROCC program Call for Projects was released Monday, April 26, 2004. Postcards announcing the Call for Project's availability were mailed to each of the OCCOG member agencies in addition to series of emails. Staff is currently responding to inquiries as they are received and will continue to do so until the June 25, 2004 deadline for receiving project proposals. All inquiries are being posted on the OCCOG website.
- Recommendation:** Receive report.
- Attachment:** ROCC Call for Projects Announcement.
- Staff Contact:** Matthew Henkes, Policy Analyst 714/972-0077



The Orange County Council of Governments
is pleased to announce the release of its
Reduce Orange County Congestion
(ROCC) Program Call for Projects.

*Approximately \$900,000 is available to
member agencies to help implement land
use planning solutions to Orange County
traffic congestion.*

The Call for Projects can be found at
<http://www.occities.org/occog>.
If you have difficulty accessing the Call for
Projects on our website or would like more
information, please contact:

Matthew Henkes, Policy Analyst
(714) 972-0077 or mhenkes@occities.org

OCCOG
600 W. Santa Ana Blvd.,
Suite 214
Santa Ana, CA 92702





**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

ITEM VI.C

STAFF REPORT

Subject: Inter-Regional Partnership (IRP) Update

Summary: This is the last month of the OCCOG and Western Riverside Council of Governments (WRCOG) IRP, the voluntary partnership to address the jobs/housing imbalance between the two counties. The final products will be sent to the California Department of Housing and Community Development (HCD) along with a final report in the summer 2004. We will have a full presentation of the four IRP strategies listed below at next month's Board meeting:

- Mixed-Use Strategy
- Infill Strategy
- Business Site Readiness Database
- "What's in it for Us?" Workforce Housing Strategy

All work products will be available to the OCCOG and WRCOG member agencies and other interested parties in late June.

Recommendation: Receive report.

Attachment: None

Staff Contact: John Keisler, Regional Issues Analyst, 714/571-5843

000081



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

ITEM VI. D.

STAFF REPORT

Subject: OCCOG Chair Update

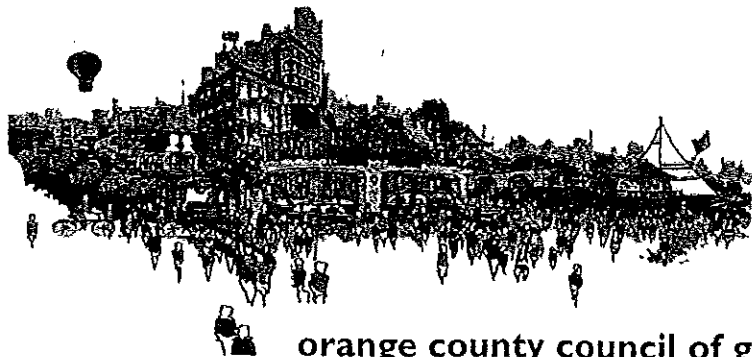
Summary: The OCCOG Chair will provide a report to the OCCOG Board of Directors.

Recommendation: Receive report.

Attachment: None

Staff Contact: Annabel Cook, Regional Issues Consultant, (714)972-0077

000083



orange county council of governments
Regular Meeting of the
BOARD OF DIRECTORS

Meeting Date / Location

Thursday, June 24, 2004
9:00 a.m. – 11:00 a.m.
Orange County Sanitation District
10844 Ellis Avenue
Fountain Valley, California

AGENDA ITEM

STAFF

PAGE

Agenda descriptions are intended to give notice to members of the public by providing a general summary of items of business to be transacted or discussed. The listed Recommended Action represents staff's recommendation. The Board of Directors may take any action which it deems appropriate on the agenda item and is not limited in any way by the recommended action.

PLEDGE OF ALLEGIANCE

I. CALL TO ORDER / ROLL CALL

(Chair Lou Bone)

Lou Bone, Chair, District 17
Richard Dixon, Vice-Chair, District 13
Cathryn DeYoung, District 12
Tod Ridgeway, District 14
Vacant, District 15
Vacant, District 16
Alta Duke, District 18
Richard Chavez, District 19
Vacant, District 20
Art Brown, District 21
Bev Perry, District 22
Debbie Cook, District 64

Tim Keenan, Cities At-Large
Bill Campbell, County At-Large
Phil Anthony, ISDOC
Peter Herzog, OCD, LOCC
Shirley McCracken, OCSD
Denis Bilodeau, OCTA
Chris Norby, SCAG-County Rep. (*not activated*)
Bill Craycraft, SCAQMD – Cities Representative
Jim Silva, SCAQMD – County Representative
Dave Swerdlin, TCAs
Owen Holmes, University Representative
Al Hollinden, Private Sector

II. OATH OF OFFICE

(Clerk of the Board)

An oath of office will be administered to members and alternates present who are joining the OCCOG Board of Directors.

- cities**
Aliso Viejo
Anaheim
Brea
Buena Park
Costa Mesa
Cypress
Dana Point
Fountain Valley
Fullerton
Garden Grove
Huntington Beach
Irvine
La Habra
La Palma
Laguna Beach
Laguna Hills
Laguna Niguel
Laguna Woods
Lake Forest
Los Alamitos
Mission Viejo
Newport Beach
Orange
Placentia
Rancho Santa Margarita
San Clemente
San Juan Capistrano
Santa Ana
Seal Beach
Stanton
Tustin
Villa Park
Westminster
Yorba Linda
County of Orange

- agencies**
Costa Mesa Sanitary District
East Orange Water District
El Toro Water District
Emerald Bay Service District
Irvine Ranch Water District
Mesa Consolidated Water District
Moulton Niguel Water District
OC Fire Authority
OC Sanitation District
OC Transportation Authority
OC Water District
Placentia Library District
Rossmoor/Los Alamitos Area Sewer District
Serrano Water District
Silverado-Modjeska Parks & Recreation District
South Coast Water District
Trabuco Canyon Water District
Transportation Corridor Agencies

III. PUBLIC COMMENTS

At this time members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors which are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. NO action may be taken on items not listed on the agenda unless authorized by law. Comments shall be limited to three minutes per person and an overall time limit of twenty minutes for the Public Comments portion of the agenda.

Any person wishing to address the Board on any matter, whether or not it appears on this agenda, is requested to complete a "Request to Speak" form available at the door. The completed form is to be submitted to the Clerk of the Board prior to an individual being heard. Whenever possible, lengthy testimony should be presented to the Board of Directors in writing and only pertinent points presented orally.

IV. CONSENT CALENDAR

All matters listed under the Consent Calendar are routine and will be enacted by one vote without separate discussion unless Members of the Board, the public, or staff request specific items be removed from the Consent Calendar for separate action or discussion.

- A. Minutes from May 27, 2004, Board Meeting (Clerk of the Board) 5

Recommended Action: Approve minutes.

- B. Report on the OCCOG TAC (Tracy Sato, OCCOG TAC Chair) 11

Recommended Action: Receive report.

- C. Air Quality Report (Annabel Cook) 15

Recommended Action: Receive report.

V. ACTION

- A. Approve Resolution Setting Time, Date and Location for the OCCOG 2004 General Assembly (Annabel Cook) 19

Recommended Action: Approve resolution and authorize staff to make arrangements for the General Assembly.

VI. PRESENTATIONS

- A. Groundwater Replenishing System Program (Denis Bilodeau, OCWD Board President, OCCOG Board Member) 25

Recommended Action: Receive report.

- B. Inter-Regional Partnership (Bev Perry, IRP Policy Committee Chair, OCCOG Board Member) 29

Recommended Action: Receive report.

VII. REPORTS

- A. Potential OCCOG Bylaws Amendments (Annabel Cook) 65
Recommended Action: Receive and file.
- B. Rivers and Mountain Conservancy Outreach (Matt Henkes) 67
Recommended Action: Receive and file.
- C. Reduce Orange County Congestion Program (Matt Henkes) 69
Recommended Action: Receive and file.
- D. Report from OCCOG Chair (Chair Bone) 71
Recommended Action: Receive and file.

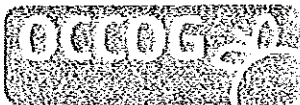
VIII. MATTERS FROM BOARD MEMBERS (Chair Bone)

IX. MATTERS FROM MEMBER AGENCIES (Chair Bone)

X. MATTERS FROM STAFF (Chair Bone)

XI. ADJOURNMENT

Next Meeting: Thursday, August 26, 2004 – General Assembly



ORANGE COUNTY
COUNCIL OF GOVERNMENTS

ITEM IV. A.

STAFF REPORT

Subject: Minutes from May 27, 2004 OCCOG Board of Directors Meeting

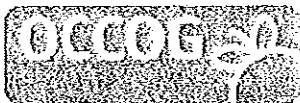
Summary: Attached are the minutes from the May 27, 2004 OCCOG Board of Directors meeting.

Recommendation: Approve minutes.

Attachment: Minutes from May 27, 2004 OCCOG Board of Directors Meeting

Staff Contact: Annabel Cook, Regional Issues Consultant - (714) 571-5844

000005



ORANGE COUNTY
COUNCIL OF GOVERNMENTS

MINUTES OF A REGULAR MEETING OF THE
ORANGE COUNTY
COUNCIL OF GOVERNMENTS

BOARD OF DIRECTORS

HELD

May 27, 2004

A regular meeting of the Orange County Council of Governments was called to order at 9:17 a.m. by Chair Lou Bone at the Orange County Sanitation District, 10844 Ellis Avenue, Fountain Valley, California.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Board Member Alta Duke.

I. CALL TO ORDER / ROLL CALL

Roll was taken by the Clerk of the Board.

PRESENT:

Lou Bone, Chair, District 17
Richard Dixon, Vice-Chair, District 13
Cathryn DeYoung, District 12
Alta Duke, District 18
Art Brown, District 21
Debbie Cook, District 64
Arlene Schafer, ISDOC (Alternate)
Peter Herzog, OCD, LOCC
Shirley McCracken, OCSD
Bill Craycraft, SCAQMD – Cities Rep.
Dave Swerdlin, TCAs
Susan Katsaros, (Alternate) University
Representative
Al Hollinden, Private Sector

ABSENT:

Tod Ridgeway, District 14
Richard Chavez, District 19
Ron Bates, District 20
Bev Perry, District 22
Tim Keenan, Cities At-Large
Bill Campbell, County At-Large
Denis Bilodeau, OCTA
Chris Norby, SCAG – County Rep.
Jim Silva, SCAQMD – County Rep.

VACANT:

District 15
District 16

Chair Bone introduced Gus Ayer, District 15, who will be administered the oath of office at the next regular Board meeting on June 24, 2004.

000007

II. OATH OF OFFICE

None.

III. PUBLIC COMMENTS

There were no public comments.

IV. CONSENT CALENDAR

Board Member Herzog pulled Item A and requested that page 4, Item VIII – Matters from Board Members, #2, line one, of the minutes of April 22, 2004, be amended to read Board Member *Craycraft*.

It was moved by Board Member Herzog and seconded by Board Member Swerdlin, to approve Consent Calendar Items B-C and Item A as amended. The motion carried unanimously, with Board Members Ridgeway, Chavez, Bates, Perry, Keenan, Campbell, Blodeau, Norby, and Silva absent from the meeting.

A. Minutes from April 22, 2004, Board Meeting

Action: Approved minutes as amended on page 4, with Board Members Brown and DeYoung abstaining on the minutes of April 22, 2004, due to their absence from the meeting.

B. Report on the OCCOG TAC

Action: Received report.

C. Air Quality Report

Action: Received report.

V. PRESENTATION**A. "10 Years, 10 Priorities, 1 Goal – Mobility," A Presentation from OCTA**

Arthur Leahy, CEO, Orange County Transportation Authority, provided a PowerPoint presentation, highlighting OCTA's "10 Strategic Initiatives," including: 1) Widening the SR-22/I-5 Far North; 2) Improving the SR-91; 3) Fixing Freeway Bottlenecks; 4) Encouraging Carpooling; 5) Investing in Streets and Roads; 6) Enhancing Metrolink Service; 7) Expanding Bus Service; 8) Adding Express Bus Service; 9) Providing Bus Rapid Transit; and 10) Building Light Rail Transit.

Action: Received report.

000008

VI. REPORTS

A. Growth Visioning Program

Annabel Cook provided background information on this item, as well as an overview of the final report on the County-wide Growth Visioning Workshop that was held on March 3, 2004. She indicated that a color copy of the report will be sent to all 55 member agencies, which includes special districts. Ms. Cook also reported that the report will be available on the OCCOG website as well.

Board Member DeYoung requested that Board members receive a color copy of the report as well.

Action: Receive and file.

B. Reduce Orange County Congestion Program

Matt Henkes provided background information on this item, reporting that the Call for Projects was released on Monday, April 26, 2004, and the deadline for receiving project proposals is Friday, June 25, 2004.

C. Inter-Regional Partnership Update

John Keisler provided background information on this item, reporting that May is the last month of the OCCOG and Western Riverside COG IRP, which is the voluntary partnership to address jobs/housing imbalance between the two counties. The final products will be sent to the California Department of Housing and Community Development along with a final report in the summer 2004. A full presentation of the four IRP strategies will be held at the June 24, 2004 OCCOG Board meeting.

Action: Receive and file.

D. Report from OCCOG Chair

Chair Bone thanked Gus Ayer, City of Fountain Valley, District 15, for stepping forward as the new OCCOG representative for District 15.

Chair Bone reported that the City of Fullerton is interested in applying for two (2) policy committees. He indicated that with these two (2) seats, there will be one (1) seat remaining for appointment.

000009

VII. MATTERS FROM BOARD MEMBERS

1. Board Member Dixon asked about the procedure for attendance at SCAG policy committee meetings.
2. Board Member Brown requested that the issue of attendance at SCAG policy committee meetings be agendaized for discussion at an upcoming Board meeting.
3. Board Member McCarthy reported that the Orange County Sanitation District and Orange County Water District is producing a video of the Groundwater Replenishment System. She reported that the video will be made available to cable companies throughout the county, and the first phase of the project will be completed in 2005.
4. Board Member Craycraft discussed SB 1397. He also discussed SB 1193 and the recent Supreme Court ruling in Washington, D.C. regarding the Clean Air Act.
5. Board Member Craycraft commended Orange County cities who have taken great strides in offering support to clean air in Orange County by purchasing alternate fuel vehicles, etc.

VIII. MATTERS FROM MEMBER AGENCIES

No matters were discussed.

IX. MATTERS FROM STAFF

1. Annabel Cook introduced Lupe Valdez from MetroLink, and reported that Ms. Valdez has requested to be agendaized for a presentation at an upcoming OCCOG Board meeting.
2. Annabel Cook reported that the SCAG meeting will be held this month in Temecula.

X. ADJOURNMENT

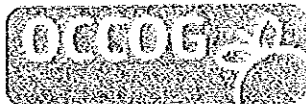
Chair Bone adjourned the meeting at 10:32 a.m. to the next regular meeting, to be held on Thursday, June 24, 2004, beginning at 9:00 a.m., at the Orange County Sanitation District, 10844 Ellis Avenue, Fountain Valley, California.

CHAIR OF THE ORANGE COUNTY COUNCIL OF
GOVERNMENTS BOARD OF DIRECTORS

ATTEST:

CLERK OF THE BOARD

000010



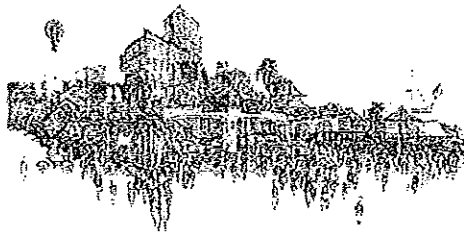
ORANGE COUNTY
COUNCIL OF GOVERNMENTS

ITEM IV. B.

STAFF REPORT

- Subject:** Report on June 1, 2004, OCCOG TAC Meeting
- Summary:** The OCCOG Technical Advisory Committee (TAC) Chair Tracy Sato and OCCOG staff have provided the OCCOG Board with the most recent OCCOG TAC agenda for your review.
- Recommendation:** Receive report.
- Attachment:** Agenda from the June 1, 2004, OCCOG TAC meeting
- Staff Contact:** Annabel Cook, Regional Issues Consultant - (714) 571-5844

000011



Orange County Council of Governments

TECHNICAL ADVISORY COMMITTEE

Meeting Date / Location

www.occities.org/occg

Tuesday, June 1, 2004
10:00 a.m.
City of Orange
300 Chapman Avenue
Orange, California

Agenda Item

Staff

- | | | |
|-----|-----------------|--------------------|
| I. | INTRODUCTIONS | (Chair Tracy Sato) |
| II. | PUBLIC COMMENTS | (Chair) |

At this time members of the public may address the TAC regarding any items within the subject matter jurisdiction, which are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. NO action may be taken on items not listed on the agenda unless authorized by law. Comments shall be limited to three minutes per person and an overall time limit of twenty minutes for the Public Comments portion of the agenda.

Any person wishing to address the TAC on any matter, whether or not it appears on this agenda, is requested to complete a "Request to Speak" form available at the door. The completed form is to be submitted to the TAC Chair prior to an individual being heard. Whenever possible, lengthy testimony should be presented to the TAC in writing and only pertinent points presented orally.

- | | | |
|------|-------------------------------------------------|---------------|
| III. | REPORT ON THE MAY 27, 2004, OCCOG BOARD MEETING | (Matt Henkes) |
|------|-------------------------------------------------|---------------|

Recommended Action: Receive report.

- | | | |
|-----|---------------------------------------------------------------------------------------|----------------|
| IV. | INTER-REGIONAL PARTNERSHIP REPORT
- Presentation of IRP Mixed-Use and Infill Video | (John Keisler) |
|-----|---------------------------------------------------------------------------------------|----------------|

Recommended Action: Receive report.

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- V. REPORT ON GROWTH VISIONING PROGRAM (Annabel Cook)

Recommended Action: Receive report.

- VI. REDUCE ORANGE COUNTY CONGESTION PROGRAM (Matt Henkes)

Recommended Action: Receive report.

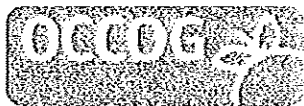
- VII. AIR QUALITY UPDATE (Annabel Cook)

Recommended Action: Receive report.

- VIII. OTHER BUSINESS / ITEMS FOR NEXT MEETING

- IX. SET NEXT MEETING: Tuesday, August 3, 2004, at 10:00 a.m.

- X. ADJOURNMENT



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

ITEM IV. C.

STAFF REPORT

Subject: Air Quality Report

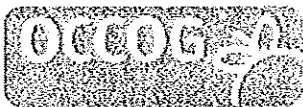
Summary: An update on air quality issues of importance to OCCOG and the region is provided.

Recommendation: Receive report.

Attachment: June 2004 Report

Staff Contact: Annabel Cook, Regional Issues Consultant - (714) 571-5844

000015



ORANGE COUNTY COUNCIL OF GOVERNMENTS

AIR QUALITY UPDATE June 2004

SCAQMD Proposes Nation's First Measure to Reduce Dairy Emissions

The SCAQMD will consider adopting the nation's first regulation to reduce smog- and particulate-forming emissions from the waste generated by more than 250,000 dairy cows, primarily concentrated in the Chino area. Proposed Rule 1127 – Emission Reductions from Livestock Waste, would require dairies to clear manure from corrals more frequently and send the manure to an emissions-controlled compost facility, an anaerobic digester or to agricultural land where manure is approved for spreading as fertilizer. The rule also contains other provisions to minimize dust. The SCAQMD's Governing Board will consider adopting the measure following an August 6 public hearing, with the rule being phased in starting Dec. 1, 2004.

SCAQMD Issues Advisory to Public Fleet Operators and Seeks Federal Waiver to Implement Fleet Rules for Private Fleets

On May 26, 2004, the SCAQMD issued an Advisory Notice to public fleets in the South Coast Air Basin stating that the Clean Fleet Rules remain in effect for state and local entities, including the State of California, counties, cities and special districts. The SCAQMD also stated that it would not affirmatively enforce the Clean Fleet rules as they apply to private fleets or private fleets contracting with public agencies.

In addition, the SCAQMD has officially asked the State of California to submit the fleet rules to the U.S. Environmental Protection Agency (EPA) for a waiver from any prohibitions in the federal Clean Air Act.

Consumers Encouraged to Select Clean Air Choice Vehicles

The SCAQMD has launched the Clean Air Choice program, an innovative new car-labeling program designed to make it easy for environmentally concerned customers to identify low-emitting vehicles. Under the program, participating auto dealers prominently post Clean Air Choice labels on new vehicles that are among the lowest-polluting models in the world, certified by the California Air Resources Board (CARB) as either:

- Advanced Technology – Partial Zero Emission Vehicles (AT-PZEVs);
- Partial Zero Emission Vehicles (PZEVs); or
- Super Ultra Low-Emission Vehicles (SULEVs).

According to the SCAQMD, "Clean Air Choice" vehicles are more than five times cleaner than the average 2004 model car. The program was developed by the SCAQMD because passenger vehicles are the single largest source of air pollution in the Los Angeles area, responsible for about 25 percent of all smog-forming emissions. SCAQMD supports the program by providing dealers with labels, flyers explaining the program, updated lists of all Clean Air Choice models, a website and ongoing outreach to the public and auto dealers on the benefits of Clean Air Choice vehicles.

OCCOG's Subregional Work Program Sponsored by the SCAQMD

OCCOG continues its work with the SCAQMD, a partnership started in 2002 that provides OCCOG with funding to develop a model air quality element and to provide outreach assistance to local governments in the subregion. Through this funding the following has occurred:

- A draft model air quality element (MAQE) was developed by OCCOG and Western Riverside COG. The MAQE has been distributed to cities and other interested parties for review and comment, and a final MAQE will be distributed to local governments in Summer 2004. The MAQE can be considered by cities and counties as a tool to assist local communities address air quality issues. Adoption of MAQEs by local governments is **entirely voluntary**. OCCOG will host a workshop in the Fall 2004 to present the MAQE.
- The OCCOG Alternative Fuel Vehicle and Infrastructure Program is continuing, with a recent workshop being provided on Moyer Funding. Any OCCOG member agency may request support and assistance under this program

For additional information on air quality issues, please contact Annabel Cook at (714) 571-5844.



ORANGE COUNTY
COUNCIL OF GOVERNMENTS

ITEM V. A.

STAFF REPORT

Subject: Approve Resolution Setting Time, Date and Location for the OCCOG
2004 General Assembly

Summary: Pursuant to the OCCOG Bylaws, a resolution must be adopted setting the time, date and location for the meeting of the OCCOG General Assembly. Historically, the General Assembly has been held at a meeting location recommended by the Board Chair. This year, Board Chair Bone has recommended and secured on OCCOG's behalf the Tustin Community Center. The details are as follows and are reflected in the attached resolution, recommended by OCCOG staff for approval.

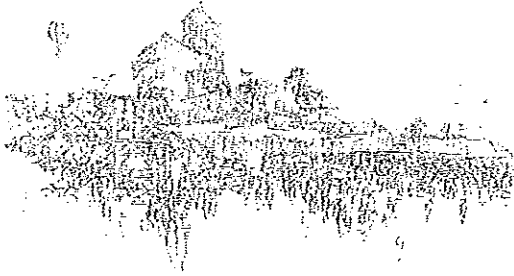
Date: August 26, 2004
Time: 9:00 a.m.
Place: Tustin Community Center
300 Centennial Way
Tustin, California 92780

Recommendation: Approve resolution and authorize staff to make arrangements for the General Assembly.

Attachment: Resolution 04-1 – Setting the Time, Date and Location for the OCCOG
2004 General Assembly.

Staff Contact: Annabel Cook, Regional Issues Consultant - (714) 571-5844

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**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

Resolution No. 04-1

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY COUNCIL OF GOVERNMENTS ("OCCOG"), a JOINT POWERS AUTHORITY, SETTING THE DATE, TIME, AND PLACE FOR THE 2004 MEETING OF THE GENERAL ASSEMBLY.

WHEREAS, pursuant to the Bylaws for the Orange County Council of Governments and the desires of its Board Members, the OCCOG shall hold a meeting of its General Assembly during August each year; and,

WHEREAS, the Ralph M. Brown Act, commencing with Government Code Section 54950, requires that regular meetings of a legislative body be held at a time and place set by ordinance, resolution, or bylaws; and,

WHEREAS, the Bylaws for the OCCOG were adopted by the Board of Directors on May 15, 1997, and Section 4.1 of said Bylaws require the date, time, and place of the General Assembly meeting to be established by Resolution of the Board; and,

NOW THEREFORE, the Board of Directors of the Orange County Council of Governments does hereby resolve as follows:

Section 1. The date, time, and place for the 2004 meeting of the General Assembly for the Orange County Council of Governments shall be as follows:

Date: August 26, 2004

Time: 9:00 a.m.

Place: Tustin Community Center
300 Centennial Way
Tustin, California 92780

Section 2. If any section, subsection, subdivision, sentence, clause, phrase or portion of this Resolution, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The Board of Directors hereby declares that it would have adopted this Resolution, and each section, subsection, subdivision, sentence, clause, phrase, or portion

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thereof, irrespective of the fact that any one or more sections, subdivisions, sentences, clauses, or portions thereof be declared invalid or unconstitutional.

Section 3. That the Clerk of the OCCOG Board of Directors shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 24th day of June 2004.

Lou Bone
Chair

ATTEST:

Jill R. Guertin
Clerk of the OCCOG Board of Directors

APPROVED AS TO FORM:

Fred Galante
General Counsel

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STATE OF CALIFORNIA

COUNTY OF ORANGE

I, Jill R. Guertin, Clerk of the OCCOG Board of Directors, DO HEREBY CERTIFY that the foregoing Resolution No. 04-1 was duly passed and adopted at a regular meeting of the OCCOG Board of Directors held on the 24th day of June 2004 by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Jill R. Guertin,
Clerk of the OCCOG Board of Directors

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ORANGE COUNTY
COUNCIL OF GOVERNMENTS

ITEM VI. A.

STAFF REPORT

Subject: Groundwater Replenishing System Program

Summary: The Groundwater Replenishment (GWR) System will provide a high quality, reliable water supply for Orange County's growing population. The system, which is scheduled to go on line in 2007, will divert highly treated sewer water currently discharged into the ocean, and treat it through advanced techniques, including microfiltration, reverse osmosis and ultraviolet disinfection and hydrogen peroxide. The resulting water will be so pure, it will actually improve the overall quality of the groundwater basin by lowering the mineral content.

Currently, the north-central portion of the county's drinking water supply is mostly groundwater and the rest is purchased imported water. However, the projected water demand for the year 2020 for central and north Orange County is 600,000 acre-feet (which is enough water for 1.3 million families annually) compared to current consumption of about 500,000 acre-feet per year (which is enough water for one million families annually). These projections indicate that demand will far outweigh supply. This imbalance will become even more pronounced in a drought.

Faced with this prospect, Orange County must secure a safe, reliable and locally-controlled alternative source of water for the years ahead. Water agencies must explore a variety of alternatives, including conservation, water transfers and water purification.

Recommendation: Receive report.

Attachment: Groundwater Replenishment System Fact Sheet

Staff Contact: Annabel Cook, Regional Issues Consultant - (714) 571-5844

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Groundwater Replenishment System Fact Sheet

A new visionary water purification project is being built in Orange County and it's called the Groundwater Replenishment System. The Groundwater Replenishment System will help increase Orange County's water independence by creating a locally controlled, drought-proof supply of safe, high-quality water – enough water to meet the annual needs of 140,000 families by 2007.

The Groundwater Replenishment System will take highly treated sewer water from the Orange County Sanitation District, water that is currently released into the ocean, and purify it through one of the world's most advanced water purification systems, consisting of microfiltration, reverse osmosis and ultraviolet light and hydrogen peroxide. The purified water will then be injected into a seawater intrusion barrier, with the remaining water pumped to spreading basins in Anaheim, where it will naturally filter through the ground and blend with Orange County's other sources of groundwater. This water will follow the same natural filtering process rainwater has taken since time began. Most of the drinking water for north and central Orange County is drawn from the groundwater basin.

Groundwater Replenishment System water will exceed all state and federal drinking water standards and have water quality similar to bottled water.

Project benefits: The Groundwater Replenishment System provides a safe, reliable, locally controlled supply of water to replenish the groundwater basin; to protect the groundwater basin from seawater intrusion; to help Metropolitan Water District of Southern California provide reliability for all of Southern California; diversify our water supplies and decrease our reliance on imported water. The water from the Groundwater Replenishment System will help make Orange County be more tolerant of future droughts.

Construction required: A new purification plant on existing water agency land in Fountain Valley, new injection wells for an expanded seawater intrusion barrier and a 13-mile pipeline alongside the Santa Ana River between Fountain Valley and Anaheim.

Location of construction: Anaheim, Fountain Valley, Garden Grove, Huntington Beach, Orange and Santa Ana.

Agency reviews and approvals: More than a dozen federal, state and local agencies responsible for health, environmental safety and water quality will review and/or approve the Groundwater Replenishment System before it is built.

Estimated Phase I cost: Approximately \$483 million.

Funding sources: A mix of federal, state and local funding is being applied to this project. Grants of \$92.5 million have been secured, which includes \$37 million from the State Water Bond (Proposition 13) approved by California voters in 2000, \$30 million from the California Department of Water Resources and \$5 million from the State Water Resources Control Board awarded in 2002. Additional grants have been provided by the California Energy Commission, Environmental Protection Agency, Bureau of Reclamation and Metropolitan Water District of Southern California. Additional grants are being pursued.

Project Timeline:

1994: Project research began.
1999: Environmental review completed.
2000: Project development in preparation of project design completed.
2001: Water agencies' Boards of Directors voted to proceed with project design.
2002: Project design began.
June 2003: Interim Water Purification Facility construction began.
December 2003: Project design completed.
January 2004: Pipeline construction began; Water Factory 21 decommissioned; and Southeast Barrier Pipeline completed
Summer 2004: Advanced Water Purification Facility construction begins.
2007: Project scheduled to be operational, producing about 70,000 acre-feet per year.

Awards:

"1998 Planned Project of the Year" presented by the Water Reuse Association of California and the U.S. Environmental Protection Agency (EPA) 2002 Environmental Achievement Award.

The Groundwater Replenishment System Education and Information Program was selected by the U.S. Department of Energy as a national example of "best practices" in communicating scientific information.

Project Area Facts

Acre-foot: Sufficient water for two families for an entire year, about 326,000 gallons, or amount of water to cover football field to a depth of one foot.

Project area: 350 square miles in north and central Orange County, overlying Orange County's large groundwater basin.

Project area population: 2.3 million residents; 300,000 to 700,000 additional Orange County residents projected by 2020.

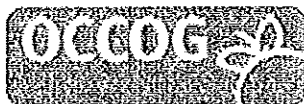
Current water demand: 505,000 acre-feet per year.

Projected water demand in 2020: 605,000 acre-feet per year.

Current sources of water in North Orange County: Currently, approximately 50 percent groundwater, 50 percent imported (purchased) water from the Colorado River and State Water Project.

Orange County Water District: Agency responsible for providing groundwater to 23 cities and water agencies in north-central Orange County; protecting Orange County's flow of the Santa Ana River; and for managing and protecting the Orange County groundwater basin.

Orange County Sanitation District: Agency responsible for collecting, treating and disposing of wastewater generated in 23 cities in north and central Orange County.



ORANGE COUNTY
COUNCIL OF GOVERNMENTS

ITEM VI. B.

STAFF REPORT

Subject: Inter-Regional Partnership

Summary: Established in 2001, the Inter-Regional Partnership (IRP) was formed by the Western Riverside Council of Governments (WRCOG) and the Orange County Council of Governments (OCCOG) to address the imbalance of jobs and housing that has developed between Western Riverside County and Orange County over the last five to 20 years. The IRP is a voluntary compact between local elected officials representing the Western Riverside and Orange counties. Other affected governmental agencies and non-governmental organizations also participate in the partnership. These first three years of the IRP effort was primarily funded through a grant from the California Department of Housing and Community Development as part of the State's Jobs-Housing Balance Grant Program, with matching in-kind services provided by WRCOG and OCCOG.

The primary goal of the IRP is to foster a more sustainable land use pattern providing appropriate employment closer to where people live and more affordable housing closer to employment in jobs-rich areas throughout the two-county area. By doing so, workers would have the option of living closer to work, and the need for long distance inter-regional commuting would be reduced. In addition, the IRP develops and promotes strategies that mitigate the impacts of this jobs-housing imbalance has on congestion along the SR-91 Corridor.

Under the direction of the IRP Policy Committee and the technical support of the IRP Technical Working Group, the IRP developed a three-year work program that culminated in a Jobs/Housing Balance Action and Implementation Plan and Evaluation Program. Four key initiatives have been developed and will be presented to the OCCOG Board:

- Infill Development Initiative – Infill Capacity Study and Infill Development Report;
- Mixed-use Development Initiative - Mixed-use Survey and a Toolkit for Mixed-use and Infill Development;

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- “What’s In It For Us?” – A Workforce Housing Solutions Strategy;
and
- Business Sites Selection Website – Web-ready Property Database.

Although the IRP will officially end on June 30, 2004, the IRP Policy Committee is developing an implementation plan for the initiatives, assuring that the efforts of the IRP will continue. Additional work can proceed contingent upon funding and OCCOG Board approval.

Recommendation: Receive report.

Attachment: List of IRP Committee Membership
List of IRP Member Jurisdictions and Staff
Draft Inter-Regional Partnership Executive Summary

Staff Contact: Annabel Cook, Regional Issues Consultant, (714) 972-0077

Inter-Regional Partnership Committees

Policy Committee Members

Orange County Council of Governments

Councilmember Bev Perry
City of Brea

Mayor Alta Duke,
City of La Palma

Councilmember Richard Dixon
City of Lake Forest

Council Member Marilyn Poe
City of Los Alamitos

Council Member Cathryn DeYoung
City of Laguna Niguel

Council Member Debbie Cook
City of Huntington Beach

Western Riverside County Council of Governments

Mayor Jeff Miller (Co-Chair)
City of Corona

Supervisor Marion Ashley
County of Riverside

Supervisor Bob Buster
County of Riverside

Supervisor John Tavaglione
County of Riverside

Mayor Ron Loveridge
City of Riverside

Mayor Thomas Buckley
City of Lake Elsinore

Councilmember Bonnie Flickinger
City of Moreno Valley

Mayor Frank Hall
City of Norco

Technical Working Group Members

Orange County

Jonathan Borrego, City of Anaheim

Ellen Burton, OCTA

Annabel Cook, OCCOG

Deborah Diep, City of Fullerton

Heather Dion, OCCOG

John Douglas, Civic Solutions

Caroline Frazier, CDR

Dr. Bill Gayk, CDR

Lorri Gonzalez, CDR

Matthew Henkes, OCCOG

Sherman Jones, City of Orange

John Keisler, OCCOG

Paula Lund, County of Orange

Melanie McCann, City of Santa Ana

Tracy Sato, City of Anaheim

Ron Taira, OCTA

Western Riverside County

Craig Aaron

Marlene Best

Rick Bishop, WRCOG

Kathy Boyer

Patricia Burbano-Brenes

Darcy Kuenzi (Sup. Marion Ashley)

Terri Manuel

Nancy Martin

Brian Oulmam

Anne Palatino

Michele Patterson

Arnold San Miguel

Jeff Specter

John Standiford Riverside County Transportation

Peggy Temple

Kevin Viera, WRCOG

Alexa Washburn, WRCOG

Terry Wold

INTER-REGIONAL PARTNERSHIP

Western Riverside Council of Governments (WRCOG)

Mayor Jeff Miller (City of Corona)
Co-Chair, WRCOG-OCCOG Inter-Regional
Partnership

Rick Bishop, Executive Director WRCOG

WRCOG Member Jurisdictions

City of Banning
City of Beaumont
City of Calimesa
City of Canyon Lake
City of Corona
City of Hemet
City of Lake Elsinore
County of Moreno
City of Murrieta
City of Norco
City of Perris
City of Riverside
City of San Jacinto
City of Temecula
County of Riverside

Project Team:

Susan DeSantis, Project Director
Annabel Cook, Consultant OCCOG
Alexa Washburn, WRCOG
Heather Dion, OCCOG
John Keisler, OCCOG

With Special Thanks to:

IRP Policy Committee Members
IRP Technical Advisory Committee Members
Jennifer Solomon, OCCOG Communications
Specialist
Leslie Punelli, Graduate Student Intern, USC
Marianne Calkins, Graduate Student Intern, USC

Orange County Council of Governments (OCCOG)

Council Member Bev Perry (City of Brea)
Co-Chair, WRCOG OCCOG Inter-Regional
Partnership

Janet Huston, Executive Director OCCOG
Mike Gold, Deputy Director OCCOG

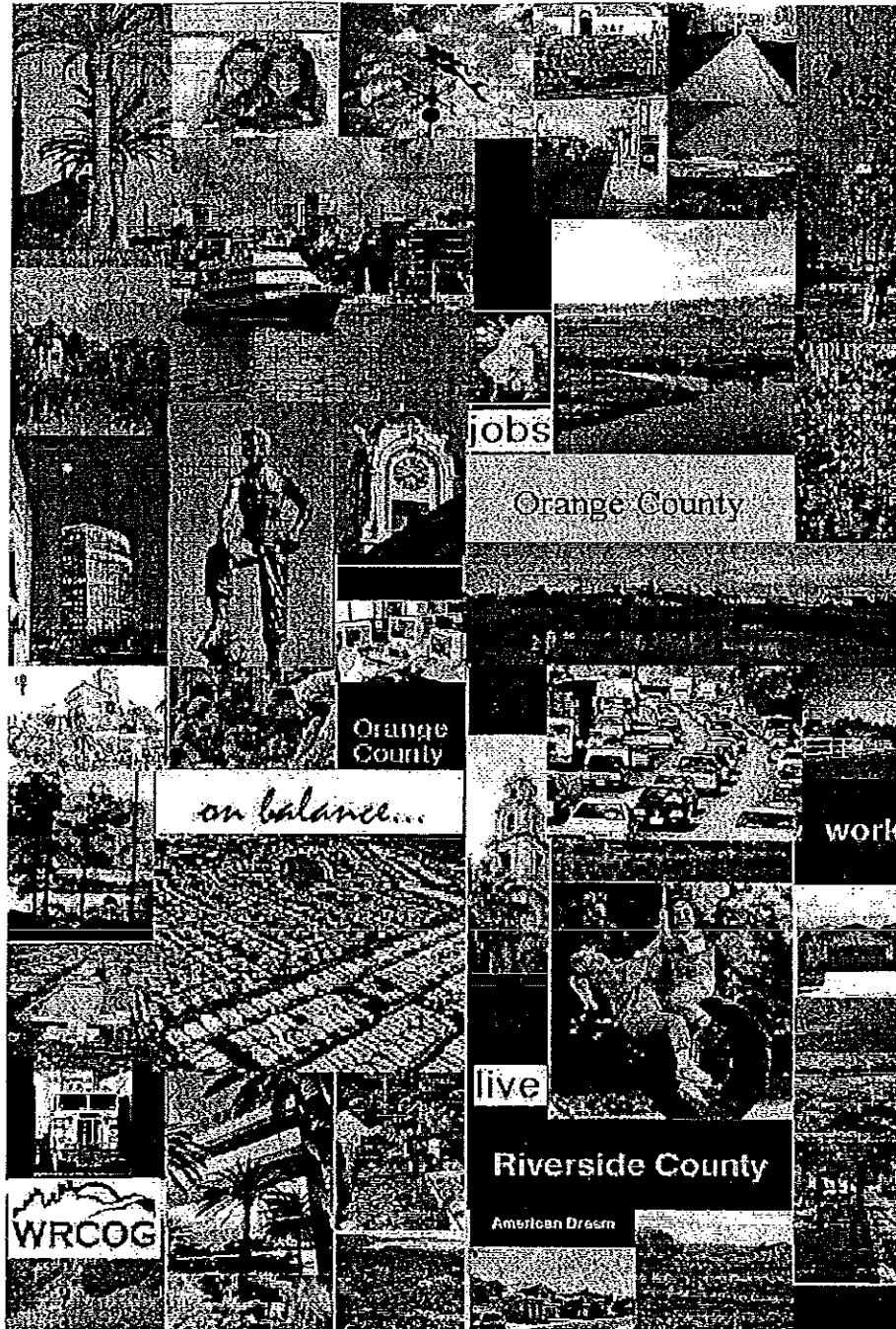
OCCOG Member Jurisdictions

City of Aliso Viejo	City of Anaheim
City of Brea	City of Buena Park
City of Costa Mesa	City of Cypress
City of Dana Point	City of Fountain Valley
City of Fullerton	City of Garden Grove
City of Irvine	City of Huntington Beach
City of La Habra	City of La Palma
City of Laguna Beach	City of Laguna Hills
City of Laguna Niguel	City of Laguna Woods
City of Lake Forest	City of Los Alamitos
City of Mission Viejo	City of Newport Beach
City of Orange	City of Placentia
City of San Clemente	City of San Juan Capistrano
City of Santa Ana	City of Seal Beach
City of Stanton	City of Tustin
City of Villa Park	City of Westminster
City of Yorba Linda	County of Orange

Member Agencies:

Costa Mesa Sanitary District	Serrano Water District
South Coast Water District	UC Irvine
El Toro Water District	Placentia Library District
Emerald Bay Service District	OC Water District
Trabuco Canyon Water District	
Irvine Ranch Water District	
Mesa Consolidated Water District	
Moulton Niguel Water District	
Orange County Sanitation District	
East Orange County Water District	
Rossmoor/Los Alamitos Area Sewer District	
San Joaquin Transportation Corridor Agency	
Silverado-Modjeska Parks and Recreation District	
Foothill/Eastern Transportation Corridor Agency	
Orange County Transportation Agency	
Orange County Fire Authority	

A TOOLKIT FOR MIXED-USE AND INFILL DEVELOPMENT



Executive Summary

INTERREGIONAL PARTNERSHIP

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INTERREGIONAL PARTNERSHIP

what we know about the

dynamics of *growth*

Growth is a dynamic process that involves the interaction of numerous factors (housing, employment, convenience, access, investment and operating cost, location preferences).

These interactions tend to create "hot zones" at any given location and time.

A hot zone usually emerges when a given area begins capturing a disproportionate amount of growth relative to other areas in the same region.

A region's need for space to sustain increased economic activity strongly influences the distribution of job increases, housing starts, traffic congestion, wealth accumulation, etc., over a given time frame. This dynamic process follows a relatively predictable pattern summarized by three stages of growth:

Stage 1: Homes, commuters, and population serving jobs.

Growth is first characterized by outlying residential development where a vast majority of residents commute to jobs in more central locations. The growth in household population, however, drives demand for population-serving land use activity (e.g. retailers, schools, consumer service providers) and associated service sector jobs. The area emerges as a "hot zone for housing."

Stage 2: Big space & lower-cost labor. Vast amounts of low-cost land and relatively low-cost labor begins attracting industrial enterprises with limited value-added potential (such as distribution activities). Industrial activities attracted to the area are in need of lower-cost facilities and do not rely on a large pool of highly-specialized work skills. The area emerges as a competitive "hot zone" for select sectors of employment growth and associated industrial development. Housing in the area continues to remain cost-attractive. The area employment base continues to expand, but does not yet constitute a self-generating economy.

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Stage 3: High-end firms & workers, mass-poor migration .

As the area progresses through stages one and two, the amount of available space becomes limited relative to the level of demand driven by economic activity. This process increases the complexity and cost of providing housing, commercial and industrial space, transport of goods, and operating labor. Vibrant economic activity continues to be facilitated by regional preferences for intrinsic attributes of the area (e.g. coastal climate, amusement and cultural amenities, institutes of higher education, executive housing). Over time, however, attractive growth opportunities become increasingly focused on firms that utilize high-skill labor and engage in high value-added processes (e.g. biomedical, instruments and electronics, financial services). Concurrently the income structure of area households becomes increasingly bifurcated. *Sustained economic growth must now address challenges of housing affordability, overcrowding, commuter congestion, labor wage and cost of living disparities.*

Both Orange County and Riverside County are essentially sub-regions within the broader Southern California economy, each competing for a share of regional growth. In 2002, Orange County is clearly in Stage 3 of the economic growth process. Riverside County, by contrast, represents a hybrid mix of growth stages. Gateway markets near large concentrations of employment in Orange and San Diego counties are moving into the Stage 3 process while more outlying locations in Center Riverside County are just now moving into the Stage 2 process.

Source

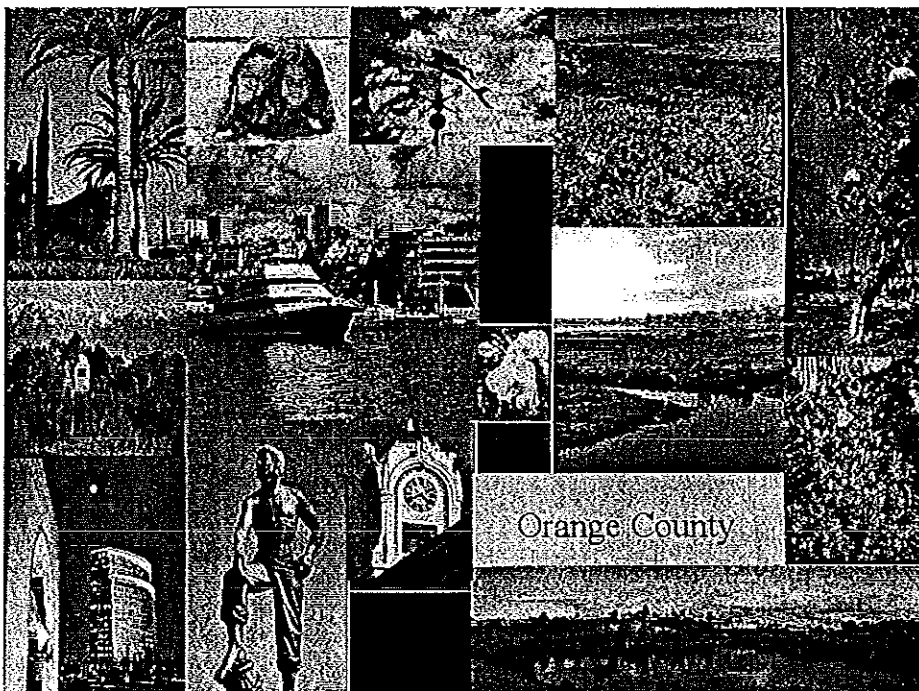
*Economic Interdependencies of Orange County and Western Riverside County,
John Husing and Alonzo Pedrin, 2003*

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how do we *grow*?

The same enticements that lured families to Orange County from Los Angeles in the 50's and 60's—affordable housing, open space, suburbia, new schools, increased mobility, and better opportunities—are among the primary reasons for the massive migration from coastal areas to Riverside County during the past twenty years.

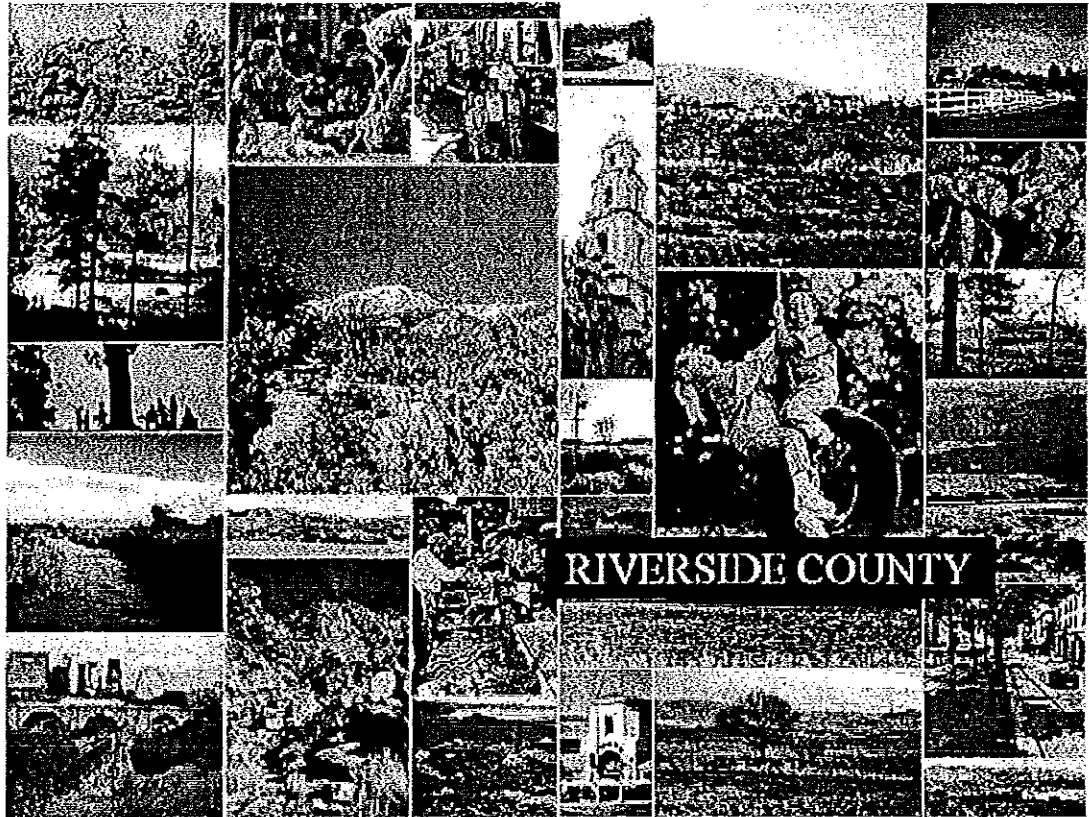
The gap between jobs and housing that exists in areas of Southern California today is a result of a dynamic growth process. In many areas, where jobs are plentiful, like in Orange County, housing supply is scarce. This has driven housing prices and rents to soar in Orange County, while Riverside County's median housing price remains significantly lower than the surrounding counties.



Riverside County is viewed today as a burgeoning bedroom community to Orange County. The same was true in the 1950s when Orange County was seen as a favored location for young families who desired to retain a certain distance from the urban Los Angeles core. Relative proximity to employment, new and affordable housing, new schools, shopping and safety were major

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components that contributed to the rapid transformation of the formerly agricultural Orange County landscape into an area whose population density now rivals major metropolitan areas in the United States.



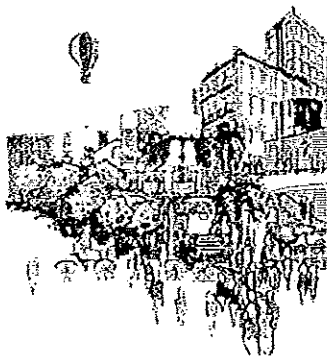
Today, Riverside County finds itself among the fastest growing areas in the nation. Recent data indicates that the County's farm base is being replaced by housing at a more rapid pace than anywhere in California. An improved freeway system has connected Riverside County to Orange and San Diego counties, and has increased workers' mobility. As families find affordable housing farther and farther from work, but still relatively accessible through highways, traffic congestion in the direction of jobs-rich areas has increased, and commute times have lengthened substantially.

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orange county today:

Outlook:

Over time, these facts will condition both the number and kinds of people who will be able to find housing in Orange County.



Demographics

Well-educated labor force.

Rapidly rising home prices.

Numerous high-end businesses.

More jobs than local workers to fill them.

Orange County is running out of residentially zoned lots

Housing supply has not been able to expand enough to meet demand; as a result, home prices have soared

Housing is Increasingly unaffordable

It is becoming difficult to house new families.

Even upper middle class families are being forced out of the market.

Under 25% of families can afford the median priced home, despite the highest incomes in Southern California.

A large percentage of lower paid service workers have to live outside the County,

High density per home

Flat housing levels and increasing population means greater densities, especially in the north and central parts of the County.

Lack of industrial space

There is a shortage of undeveloped industrial land in the face of continuing demand for space.

High cost of company operations

Employers pay the highest lease rates in Southern California, and the highest average wages and salaries in the Southland, making it difficult for some companies to compete.

Commuter difficulty

Orange County firms must rely upon workers residing in Western Riverside County and adjoining counties.

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riverside county today:

Demographics

Young and rapidly growing population.

Modestly educated labor force.

Numerous blue collar and entry-level firms.

Fewer jobs than resident workers despite rapid job growth.

Land resources

Wealth of undeveloped residential & industrial land, resulting in:

Thousands of homes across a wide price range;

Reasonably priced industrial buildings;

A broad spectrum of workers migrating to the County to find affordable housing;

Numerous manufacturing and distribution firms locating in the County.

Income

Low per-capita income of \$24,957.

Education and occupations

16 percent of population has a bachelors degree or higher

28 percent in management or professions.

Educational challenge

To raise living standards, the County must:

Provide an extraordinary level of training to adult workers.

Provide children with the means to achieve upward social mobility.

Job growth and commuting

40,000 new jobs must be created annually to avoid gridlock on SR-91 Corridor.

Truck traffic

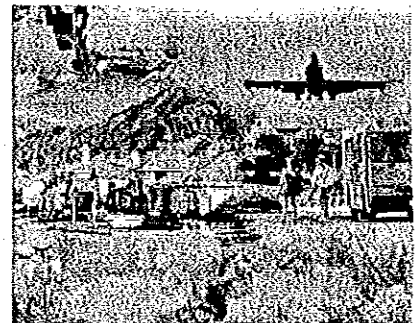
Continuous increase in truck traffic is taking a large share of highway capacity. Truck traffic expected to increase by 70 percent; at that level, it will consume most of the existing highway capacity.

Outlook:

There is a mismatch between the quality of local jobs and the skills of many of its newest residents.

Commuting will remain a significant issue.

The gap between the number of new resident-workers and new local jobs is closing, but it will take decades to reach balance.



INTERREGIONAL PARTNERSHIP

what we know

about *our future*

All jurisdictions can make positive contributions toward preparing for change.

Growth and change will continue in Western Riverside and Orange County, and throughout the region over the next several decades,

The current geographic imbalances that exist between jobs and housing is a result of a dynamic growth process that will self-correct over time, but, based on existing trends, it won't happen any time soon. Therefore, policies designed to accelerate the offset in the imbalance in jobs and housing in the near-term are key.

We cannot sustain our historical patterns of land use and build enough roadways to keep up with projected increases in travel. Currently, the SR-91 transportation system that connects our two counties accommodates over 250,000 daily trips. Travel demand is projected to increase to 400,000 daily trips by 2030. Congestion will worsen over time, unless we have options to get people out of single-occupant vehicles, especially during peak travel periods.

Residential and employment densities will have a major influence on our ability to create efficient and cost-effective transit routes and service levels. Addressing the affordable housing crisis, building new communities and rebuilding older ones around public transit, walking and biking, and providing other needed infrastructure to support growth and development will be central to maintaining and enhancing our quality of life, and resolving our transportation dilemma.

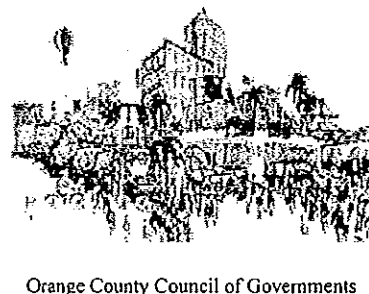
INTERREGIONAL PARTNERSHIP

about the *interregional partnership*

The Interregional Partnership (IRP) is a voluntary compact between local elected officials representing the Western Riverside Council of Governments (WRCOG) and the Orange County Council of Governments (OCCOG). Other affected governmental agencies and non-governmental organizations also participate in the partnership. The IRP was formed in 2001 to address the imbalance of jobs and housing that has developed between Western Riverside County and Orange County over the last 5 to 20 years.

The primary goal of the IRP is to foster a more sustainable land use pattern providing appropriate employment closer to where people live and more affordable housing closer to employment in jobs-rich areas throughout the Study Area. By doing so, workers would have the option of living closer to work, and the need for long distance inter-regional commuting would be reduced. In addition, IRP strategies are designed to mitigate the impacts of the existing imbalance on congestion along the SR-91 Corridor.

The project was funded through a grant from the California Department of Housing and Community Development as part of the State's Jobs-Housing Balance Grant Program, with matching in-kind services provided by WRCOG and OCCOG.



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influencing outcomes through **policy**



This is the typical pattern of development in Southern California today...with homes separated from commercial and retail land uses. This pattern of development brings challenges for our region's decision-makers because the private vehicle is the only feasible mode of travel, which increases traffic congestion.

Housing supply and affordability Orange County

- From a geographic perspective, the bulk of future housing will be located relatively convenient to new employment centers.
- Future supply and affordability will pose challenge because of the predominant type of housing product (detached) and the suburban densities planned.
- Fundamental Challenge: Increasing the supply of housing at prices that reflect broad cross-section of employment opportunities

Riverside County

- Diminishing capacity for additional housing in close proximity to gateway markets in Orange County and San Diego County.
- Will impact affordability and increase demand for new housing along the I-15 Corridor, Central Riverside County, and planned communities in the greater Prado Basin area of San Bernardino County.
- Near exclusive emphasis on low-density detached product as the principal form of housing will contribute to increase work-trip congestion outside gateway market areas.

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A recent survey conducted by the Interregional Partnership confirmed the fact that most Southern California residents have chosen to live in low density suburbs. Given a choice between a single-family residence in the suburbs, and a 45 minute commute, versus attached housing and a 15 minute commute, 85% of Western Riverside County residents would opt for the detached home and the longer commute.

Job-creation--workforce employment

Concurrent with providing additional housing opportunities in Orange County to improve the jobs-housing balance, Western Riverside needs to provide additional employment opportunities. In order for Western Riverside County to become more economically diverse and create jobs closer to home for local residents, it will need to continue to encourage commercial and industrial development to grow and/or relocate within its borders. Economic development not only provides jobs for local residents, it also contributes significantly to establishing the tax base necessary to provide new and/or improved infrastructure and public services to support development.

Home--work mobility.

A fundamental requirement for sustained economic growth over the next 10 to 20 years for both counties is the ability to facilitate movement between home and work. In order to provide a greater supply of affordable housing in proximity to worker jobs in Orange County, and jobs in proximity to worker residences in Western Riverside, economic and political impediments will need to be removed that inhibit a significant increase in the housing stock in Orange County, and limit changes in preference that now favor coastal settings to conduct business despite cost advantages inherent to inland locations. As a result, the jobs-housing gap is expected to persist in each respective county (in absolute terms) indicates the need to facilitate more efficient home-work mobility between both counties.

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irp strategy for *balancing* jobs, housing & transportation

improving mobility



The IRP Strategy supports development patterns that locate employment centers and job opportunities in closer proximity to where people live. This approach ensures that the links between jobs and homes are accessible in a number of different ways.

Transportation plays a critical role in where and how our counties, cities, and communities develop and grow, and is the first element of the **IRP Strategy**. Accessibility to home, work, community centers, stores, businesses, and industry are key components of any region's growth and development patterns. *The IRP Strategy acknowledges that to accommodate future transportation needs, an overall system for mobility must focus growth in established neighborhoods and areas already served by transit, as well as provide greater investments system-wide expansion of highway and transit plans and programs.*

Transportation Investments provide the link between home and workplaces. By recognizing the cross-cutting effects of transportation investments, local governments can use transportation as a tool to attract and direct desirable development activities.

Transportation choices. Development patterns and transportation systems can facilitate the quick and easy transport of people and goods. *The IRP Strategy supports reuse of land services by existing transportation systems.*

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Density determines what kinds of transportation choices are possible. Density is essential to cost-effective and efficient public transit systems—systems that will serve the transportation needs of the community while taking numerous cars off the road, easing congestion. *The IRP Strategy encourages concentrating growth in established areas to reduce the need for long trips and offer greater choices in travel modes, especially walking and transit.*



housing

Housing is a basic necessity of life and the second component of the *IRP Strategy*.

Housing Choices. A growing segment of the market is seeking the amenities a city provides, the convenience public transportation offers, and the quality of life associated with homes and businesses located in better planned communities. *The IRP Strategy is committed to serving this growing market for smaller-lot, higher-density, mixed-use suburban development.*

For many residents, securing suitable housing is difficult. Often, housing is costly, or located far from employment and service centers. Ever-increasing distances between work and home force people to drive more—harming our region's air quality.



There are some signs that homebuyers' are looking for something different. Changing demographics, smaller family sizes, and greater cultural diversity are likely to create new housing markets. The desire for easier commuting and walkable neighborhoods will bring new markets for transportation options and new community designs. Different lifestyles, and working from home, will bring markets for different home designs.

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economic development

Local governments decide how they will collect money and where they will invest it. These policies can be harnessed to help direct where growth goes and when it occurs, and to enhance the quality of growth in the region.

Local economic policies have a profound effect on how counties, cities, and regions grow, and represent the third leg of the IRP Strategy. *The IRP Strategy recognizes that to ensure economic vitality and a sustainable future for our region and communities, local economic policies must consider more than just job creation or business retention.* Local evaluation of economic development alternatives against their effects on future land use, jobs-housing balance transportation, and other important regional goals is critical.

Global Marketplace. Increasingly, the IRP, COGs, counties and cities are realizing that the global forces influence and impact the local economy. *The IRP Strategy acknowledges this trend, and encourages the pursuit of economic development on an interregional scale in cooperation with other municipalities that comprise the local economic market. We need to look collectively at how to position ourselves to compete in this new global marketplace.*

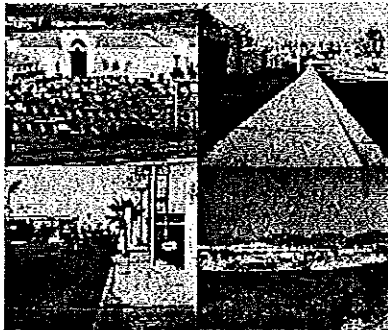
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land supply

By the year 2020, Orange and Western Riverside counties will be home to nearly 5.9 million people. This represents an increase of 1.9 million new residents since the 2000 Census.



Examples of underused parcels that can be redeveloped into mixed use development.

Challenge To ensure that enough land is designated for residential development to accommodate population growth. As it reaches build-out conditions, Orange County faces a severe limit on the amount of remaining vacant land suitable for development. (Current estimates are that Orange County has available undeveloped land to accommodate approximately 55,000 additional units). And while Western Riverside County still has undeveloped land resources where a significant amount of growth can be accommodated, remaining undeveloped land is rapidly being consumed in the gateway area of the County along the 91 Freeway Corridor.

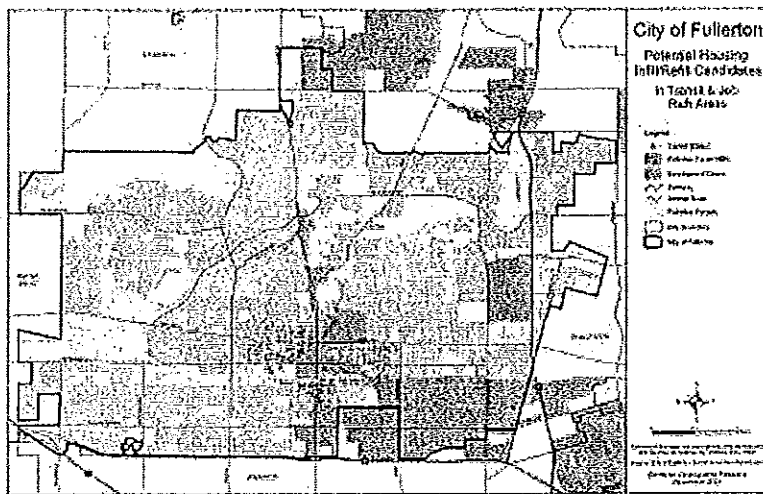
Opportunity. As the supply of vacant parcels diminishes, another large pool of land exists—underused parcels that can be redeveloped. These underused parcels will become increasingly important in accommodating growth.

IRP Initiative. Work with member jurisdictions to increase the amount and quality of infill development. Many impediments to infill can be addressed by local government action, resulting in a more favorable climate for reinvestment in existing urban areas.

For infill to meet its potential, it is important to systematically identify key obstacles currently hindering infill development, and to work out solutions.

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Accomplishments A thorough inventory of vacant and underutilized lands near existing job centers and transportation nodes and corridors in Orange and Western Riverside counties was prepared for the Interregional Partnership by the Center for Demographic Research at California State University, Fullerton. The site maps were reviewed with city and county planning staff during 2003.



Benefits. The land identified through this process shows the potential capacity of nearly 80,000 dwelling units (the number of units that could be produced given a moderate level of density of 12 units per acre). This represents a 75,000 unit potential in Orange County, and 4,900 units in Western Riverside County identified through this process.

Next Steps. The inventory of potential infill sites cannot be considered complete until each of these parcels has been physically evaluated and the capacity of individual parcels determined.

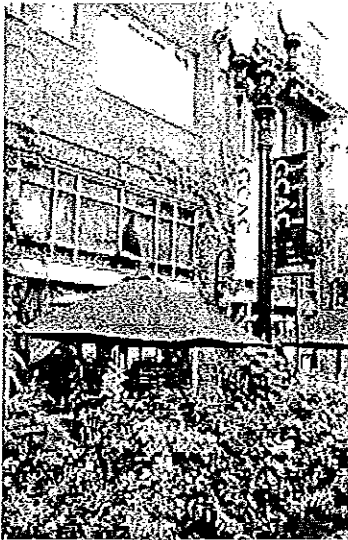
Targeting Infill Sites

Residential infill has traditionally meant development on vacant parcels that had been overlooked when first-phase development took place. This definition includes redevelopment of residential parcels as well as recycling of land from typically an industrial or commercial use to a residential use.

An employment database was created by identifying areas that had both a high number of jobs per square mile and high number of employers. A similar process was used to identify parcels in transit rich areas. Parcels that met the criterion were kept as candidates. The map on the left depicts the results for the City of Fullerton.

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new housing products



These artist lofts are the residential extension of Santa Ana's Art District. They were designed to provide a residential space attached to street-level retail and commercial space, carrying through the "Art Walk" theme of the surrounding area.



Challenge

Demographic shifts to smaller families, empty nesters, childless marriages and singles create demand for new housing products that reflect changing lifestyles and lifecycles.

Opportunity

These changing demographics provide the driving force behind new housing markets. The future population will demand more entry and mid-priced housing. It will place a premium on location and good access to work opportunities, services, and family. It will be important to place a high priority on locating new housing and job opportunities in areas that meet these criteria.

IRP Initiative

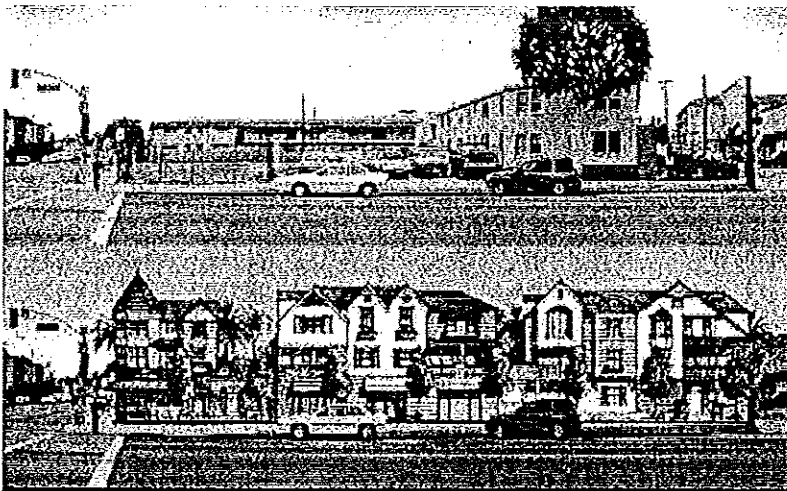
- Support development patterns that serve this important growing component of the suburban housing market with smaller-lot, higher density, mixed-use suburban development.
- Support local government efforts to remove obstacles and facilitate the market for higher-density mixed use development.

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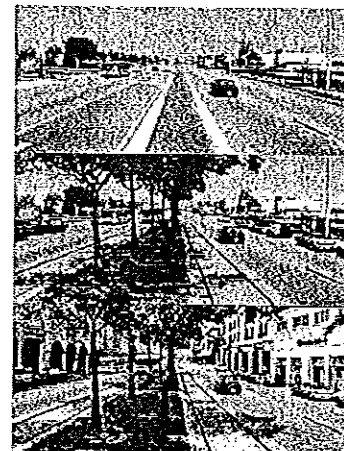
Accomplishments. A Toolkit was prepared by the Interregional Partnership which provides information on how cities and counties can implement well-planned mixed-use development. The Toolkit guides jurisdictions through the initial stages of identifying, planning and implementing mixed-use projects in their jurisdictions. A complimentary Video Presentation identifies the need for infill and mixed-use development, and provides examples of successful projects. Public outreach efforts have focused on educating elected officials, stakeholder organizations, and the community about infill and mixed-use development.

Benefits. Locating a mix of land uses together—residential, retail, civic, and office—encourages the integration of work, home and daily activities. A mix of uses contributes to a more compact development pattern, which will have a major influence on our ability to create efficient and cost-effective transit routes and service levels.

Next Steps. Work with IRP jurisdictions to use available tools to plan and implement mixed-use projects in their jurisdictions. Take actions that will facilitate public understanding and support for a shared vision of how to implement infill and mixed-use strategies that are complimentary to local goals.



A vacant lot and barracks-style apartments have been transformed into



Arterial highways can be transformed over time into thriving business centers.

Reinvesting in the Orange and Western Riverside county corridors as mixed-use places, and opening up housing opportunities through infill and redevelopment will provide needed housing in areas that are well served by transportation and ripe with urban amenities.

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building a policy agenda for

housing production

Existing Trends

Orange County will have a net deficit of workers in 2010, which means that 20 percent of local jobs will need to be filled by workers residing outside the County (San Diego, Los Angeles, Riverside, or San Bernardino.)

The City Point Apartments located in Fullerton's downtown will provide housing choices for singles, young professionals, students and families who would like to walk to the nearby Farmers Market, Performing Arts Center, outside dining, and shops.

Challenge

We are not building enough homes to meet the needs of our growing families and new families that form as our children grow up. Unless we are able to increase our capacity to develop more homes, apartments, and condominiums to meet the needs of our growing population, we can anticipate continuing increases in housing costs and traffic congestion that could pose a threat to our quality of life.

Opportunity

Affordable housing for all income levels—for daycare providers, teachers, and firefighters, as well as executives—is the key to the preservation of a good quality of life, stable families, healthy communities, and economic prosperity. However, public opposition to new home development and NIMBY attitudes affect our elected officials' ability to say "yes" even in the face of compelling need. An educated public—aware of the community benefits of new homes—will positively influence and impact their community's decision-makers and elected officials to promote public policy that values our "built" environment as importantly as they now value their "natural" environment.



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IRP Initiative

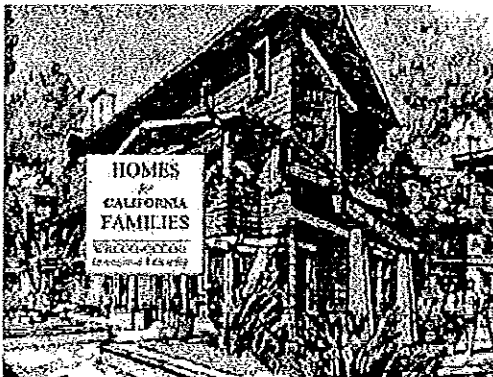
- Engage the public in a dialogue working through the issues, videotape, and then broadcast results to enlighten a wider audience (expanding exposure).
- Use dialogue results to frame and build a consensus on a public policy agenda that supports new home development.

Accomplishments

- A dialogue process has been designed to assess how residents' views on the housing situation change as they learn more about the issues and work through some of the difficult tradeoffs involved in any sustainable solution.
- Fundraising efforts are underway to raise \$300,000 to carry out the project.
- Financial commitments of \$131,000 have been secured
- KOCE has committed to be our media partner in the effort

Next Steps.

A steering Committee will be established to oversee the project. Final products will include: a marketable video for public education and broadcast, a consensus public policy agenda for future stakeholder action; message development and choices; better educated public; better educated civic leaders, resulting in less opposition to new homes.



Building a Policy

Agenda

The project will provide insight into the likely evolution of public opinion and provide decision-makers with a tool that will allow them to make important projections about housing choices and tradeoffs that the broader public is likely to accept or reject.

The ability to understand core public values and to anticipate how the public will resolve tough tradeoffs is indispensable to finding breakthroughs on housing issues.

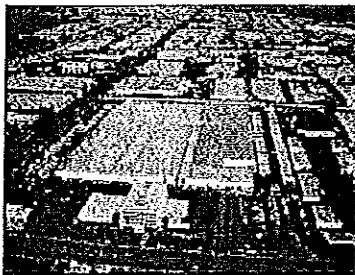
INTERREGIONAL PARTNERSHIP

job creation accelerating the process

for *locating land*

Existing Trends

In 2010, Riverside County is projected to have a net surplus of workers requiring 23 percent of its residents to commute to jobs outside the County.



Challenge.

With undeveloped real estate fast disappearing in Orange and San Diego counties, Riverside County is in the midst of an aggressive population boom. Although Western Riverside is generally known as a "bedroom subregion", it has in fact been creating jobs in recent years at a rate faster than the state and region. Yet a large number of residents still commute long distances to jobs in other counties. More employment opportunities need to be available in Riverside County closer to where people live.

Opportunity.

Businesses who wish to locate their businesses in Western Riverside County need answers to the following questions: Does the community have property available for this business? What are the market characteristics of the location? (In other words, what kind of workforce is available there, and is there a market demand for the business' goods or services?) Which nearby business will create synergy or competition? This information usually has to be obtained by making numerous phone calls, visiting government offices, or searching a multitude of sites on the Internet or databases.

Accomplishments

- Accelerate the process of new businesses locating Riverside County by providing accurate information for business prospectors in a timely and efficient manner
- Create a cost-effective marketing tool for Western Riverside County in the form of an interactive, web-based database of available industrial and commercial sites and buildings.

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Accomplishments.

The IRP first surveyed jurisdictions in western Riverside and Orange counties to determine interest in this marketing tool. Survey results indicate that the cities of Banning, Beaumont, Calimesa, Moreno Valley, Perris, Riverside, Norco, and the County of Riverside did not have a program like this in place, and were interested in having the tool developed. Armed with this information, the IRP approached the Inland Empire Economic Partnership (IEEP) to discuss a joint effort. What has resulted is the creation of a technology application that provides on-line mapping coupled with site selection and demographics. Specifically, this kind of program allows the user to map the exact locations of companies in a particular industry so they can see what kinds of industry clustering are happening in the area. On-line site selection can provide information that business prospects need about the region, the community, and even particular building or parcel. This searchable database integrated with other site selection analysis tools—web-based GIS—allows a site selector to look for a property that meets specific needs.

Benefits.

Provides accurate information for business prospectors in a timely and efficient manner.

Next Steps

- Work with IEEP to globally market the database.
- Explore with the Orange County Business Council the interest and feasibility of creating a similar technology application to market infill sites in Orange County jurisdictions.

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irp implementation plan

IRP Implementation Framework

The purpose of the IRP Implementation

Framework is to provide a context for local and subregional action in developing and implementing measures that address future growth and development challenges in the two-county area.

Enlightened Discussion

The IRP is committed to providing a forum for enlightened discussion of how best to plan for growth within the two-county area. It recognizes that growth is both inevitable, and important to maintaining and improving communities. It also recognizes that growth patterns (i.e. where we put it, how we arrange it and what it looks like) must balance our need for housing, jobs and economic development with our mobility needs and the desire to save our natural environment. These issues transcend municipal boundaries. Except for transportation planning, few forums exist to address these broader regional issues.

Regional Coordination

The IRP is committed to take a leadership role in advocating interregional cooperation on affordable housing, economic development, transportation and environmental protection in the two-county area. Cooperation between the respective Councils of Government, counties, cities and suburbs in Western Riverside and Orange counties is essential to plan for growth for the benefit of the entire two-county area and its future viability. By pursuing an interregional agenda, all residents in Western Riverside and Orange counties will realize advantages to preserving their quality of life, treasured open spaces, and transportation choices while enjoying the cultural and historical amenities of their communities and contributing to its revitalization.

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Proactive Involvement

The IRP provides the respective Councils of Government and member jurisdictions with the opportunity to take actions that will help shape future growth patterns in the two-county area. By providing basic principles and viable policy choices as guides to positive change, the IRP can help to ensure that the economy, environment, and quality of life in the two-county area will remain at a high level for years to come. Ultimately, specific growth decisions at the local level come about from active local government leadership.

Policy Choices

There is a wide range of incentives, policy and programmatic choices available to address growth and development challenges in the two-county area. The IRP encourages COGs, counties and cities to select the most appropriate policies—through a collaborative, comprehensive, and integrated process- after carefully considering the unique economic and environmental characteristics of their area and their ability to achieve community land use objectives. Policies may include incentives to promote infill, mixed-use, or transit-oriented development; streamlined regulatory processes; directed public investments; establishment of key public/private partnerships; and traditional growth management strategies. The IRP does not endorse one policy, but rather challenges the respective Councils of Government and communities to select those that reflect their unique conditions and help achieve their vision for future growth and development.

Strategic Partnerships

The IRP is not alone in its efforts. Other subregions, local governments and agencies in the region are also grappling with ways to mitigate the impacts that arise from rapid growth and the urbanization process. In Western Riverside and Orange counties, the business communities' interests may overlap substantially with local government concerns related to broader economic objectives.

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The IRP will help to identify common interests and forge alliances to bring about changes in legislation and regulations that would result in more workable plans.

Communication

The IRP is committed to provide a knowledge base and the forum to communicate important information about jobs, housing, transportation, land use, and the environment. The IRP will sponsor educational forums that engage different segments of the community—the private sector, the public sector, and nonprofit organizations—in a dialogue to explore impediments to, and opportunities for, sensible growth in the two-county area.

Resources

In order to put ideas into action, resources need to be engaged. The IRP identifies public and private resources that can be tapped in implementing the recommended actions.

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irp guiding principles

Guiding Principles

The IRP supports the following Principles in implementing individual and collective actions to address future growth and development challenges in the two-county area. These principles are expected to remain applicable through the long-term though refinements may occur from time to time.

The IRP Strategy encourages development that:

- takes place in the context of a local & interregional growth strategy;
- is integrated into the fabric of existing communities; and
- provides a mix of land uses, open spaces, housing & transportation. options.

REMOVING BARRIERS

The IRP supports actions that make it easier to develop or redevelop a community that integrates commercial and residential uses, provides transit, walking and bicycling opportunities, and protects environmental resources—all key components of the IRP Strategy. It is understood that actions to remove barriers that might impede this preferred pattern of development may necessitate changes in local policies.

ECONOMIC VITALITY

The IRP Strategy was developed in the context of regional economic and policy realities. Fundamentally, it is about providing more, not fewer choices for our residents.

CAPACITY

All measures and actions that would draw upon COG and local government resources are understood to be limited to the extent that financial, staff, time and other resources are available.

INTERREGIONAL PARTNERSHIP

CONTINUITY

A sustained, cooperative program will improve the chances of implementing the IRP Strategy and maintaining the quality of life in the two-county area.

COST-EFFECTIVENESS

It is understood that all resources, whether public or private, cost something—nothing is free. The respective COGs, counties, cities, businesses, stakeholder groups and individuals need to focus their limited resources on actions that reinforce commitments that provide choices, keeping costs to a minimum. Cost-effectiveness is a fundamental consideration in selecting implementing actions.

COORDINATED COMMITMENT & PARTNERSHIPS

The IRP encourages creative partnerships with other levels of government and the private sector. Strategies pursued by multiple local governments within the two-county area in a coordinated fashion will be more effective than independent commitments to policies that seek to influence issues that transcend local boundaries and balance jobs, housing, and transportation. The business community may find it less costly to implement strategies if they are consistently implemented in jurisdictions throughout Orange and Western Riverside counties.

LOCAL VARIATION

It is appropriate for the respective Councils of Government and member jurisdiction to participate in as many strategy components as reasonable, with appropriate modifications to reflect local preferences

PUBLIC EDUCATION

Public education and awareness is critical to the successful adoption and implementation of actions to mitigate the impacts of rapid growth and jobs-housing imbalances in the two-county area. The public must be confident that these actions play an important role in maintaining the quality of life in Orange and Western Riverside counties in order to achieve widespread support for, and acceptance of, the IRP Strategy.

INTERREGIONAL PARTNERSHIP

irp monitoring plan

IRP Goals

- *Foster a more sustainable land use pattern providing employment closer to where people live and more affordable housing closer to employment in jobs-rich areas throughout Orange and Western Riverside counties.*
- *Improve the relationship between jobs, housing and transportation in Orange and Western Riverside counties by encouraging land use patterns that complement transportation investments.*

The IRP and the respective Councils of Government will monitor the implementation of the interregional strategies and initiatives that have been approved as part of this study. The Implementation and Monitoring Plan has been developed to support the following goals and policy objectives:

Implementation Measures

These measures are actions that can be taken to implement an interregional strategy.

Performance Measures

These measures are measurable, quantifiable indicators of performance relative to the state goals and objectives. Changes in land use, travel or other behavior can be measured to determine the effects of an action. The performance measures identified below would indicate the extent to which the IRP strategies are meeting objectives.

Use infill development where appropriate on underutilized sites to improve the balance of jobs and housing.

The use of infill in aging and underutilized sites provides a means of accommodating growth and efficient use of existing infrastructure.

INTERREGIONAL PARTNERSHIP

IRP Policy Objectives

Accelerate the offset of jobs-housing imbalances by:

- *Encouraging land use and growth strategies that differ from currently expected trends through a collaborative implementation program that identifies actions and policies for local implementation.*

- *Removes obstacles that work against the achievement of a jobs-housing balance, such as the availability and cost of land for housing; allowable density/intensity and the types of uses authorized, and the permitting process.*

Focus growth along transit corridors and nodes to facilitate transit use and utilize available capacity.

Many existing corridors lack residential and commercial density to adequately support non-auto uses. By intensifying these corridors with mixed-use developments, the existing transit system can more fully realize its potential for accommodating trips, taking strain off systems that are already at or over capacity.

Provide housing opportunities near job centers, and job opportunities, where appropriate, in housing-rich communities.

Balancing the location of jobs and housing is an important strategy in meeting regional goals of relieving congestion, reducing commute times and trips, encouraging alternative modes of transportation, and improving air quality. The IRP seeks to achieve these goals by encouraging infill development that brings together job and housing centers in areas suitable for accommodating additional growth.

Provide housing opportunities to match changing demographics.

Changing demographics will have an impact on the economic future of the region. The large "baby boom" cohort will begin retiring after 2010. Other changes on the horizon include increased immigrant population, increased household size and lower per capita income. These changes necessitate variations in the housing types offered as well as amenities to serve the changing population.

INTERREGIONAL PARTNERSHIP

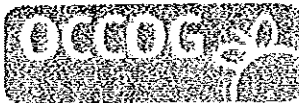
MONITORING METHODS

The Center for Demographic Research at Cal State Fullerton will report to the respective COG Boards annually in June on the Performance and Implementation Measures identified above.

The results of local government surveys conducted by the Center for Demographic Research will be used by the respective COGs to report on the status of the Implementation Measures.

MONITORING REPORTS

Reports will include: a brief project background with the goals, objectives, and performance standards covering each of the IRP Initiatives; summary of the results; assessment of project with regard to performance standards; and a description of any recommended actions.



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

ITEM VII. A.

STAFF REPORT

Subject: Potential OCCOG Bylaws Amendments

Summary: Each year at the OCCOG General Assembly, OCCOG staff may bring forward potential OCCOG Bylaws amendments for consideration by the OCCOG General Assembly Delegates. These potential amendments are prepared either at the request of OCCOG Board Members, as a function of changes in the OCCOG organization, or for technical "clean-up" of the language of the Bylaws. Once a Bylaws amendment is considered by the General Assembly, those amendments are forwarded as a formal Bylaws amendment recommendation to the OCCOG Board, which can adopt the amendments by a majority vote.

This year, staff is preparing, at the request of the OCCOG Board, one Bylaws amendment to, and one technical language "clean-up" of, the current OCCOG Bylaws. They are as follows:

OCCOG Board of Directors Attendance Policy

This potential Bylaws amendment would incorporate into the Bylaws at Article V, a section establishing a formal attendance policy for OCCOG Board Members, which will mirror the current attendance policy of the Orange County Division of the League of California Cities. The Division's policy is that Board Members may not miss three consecutive meetings or attend less than 50% of the meetings in a 12-month period. If a violation of this policy occurs, staff recommends that the Board Member committing such a violation be notified and then asked to respond in writing to the OCCOG Chair and Vice-Chair as to the reasons for the violation.

OCCOG Board Member Alternates

This technical "clean-up" would occur within Article V, Section 5.1.D. and would eliminate the word "city" from line three, allowing any Board Member to select an alternate from his or her Selection Pool. Although this has been the practice of OCCOG Board Members, this technical language "clean-up" will provide greater clarity.

It is recommended by OCCOG staff that these two amendments be taken to the OCCOG General Assembly on August 26, 2004, and with its formal recommendation, to the OCCOG Board for consideration at the regular OCCOG Board meeting on September 23, 2004.

000065

Recommendation: Receive and file.

Attachment: None

Staff Contact: Annabel Cook, Regional Issues Consultant - (714) 571-5844



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

ITEM VII. B.

STAFF REPORT

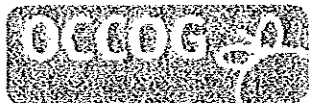
Subject: Rivers and Mountains Conservancy Outreach

Summary: During July 2004, OCCOG will coordinate the first of two workshops that will be held to educate eligible, Orange County cities and agencies regarding available open space and watershed related grants from the RMC's Proposition 40 grant program. This first workshop is designed expressly for local government representatives, while the second will include community stakeholders. As a precursor to the first workshop, individual meetings will be held with "hard-to-reach" cities, i.e., cities that have not previously applied for funding.

Recommendation: Receive report.

Attachment: None

Staff Contact: Matthew Henkes, Policy Analyst, (714)972-0077



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

ITEM VII. C.

STAFF REPORT

Subject: Reduce Orange County Congestion Program

Summary: OCCOG continues to answer questions as the June 25, 2004, project proposal submittal draws near. A short list of frequently asked questions may be found on the OCCOG website (www.occities.org/occog). Next week, staff will begin contacting the ROCC Technical Advisory Group to prepare the project-ranking phase of the program.

Recommendation: Receive report.

Attachment: None

Staff Contact: Matthew Henkes, Policy Analyst, (714)972-0077

000069



**ORANGE COUNTY
COUNCIL OF GOVERNMENTS**

ITEM VII. D.

STAFF REPORT

Subject: OCCOG Chair Update

Summary: The OCCOG Chair will provide a report to the OCCOG Board of Directors.

Recommendation: Receive report.

Attachment: None

Staff Contact: Annabel Cook, Regional Issues Consultant, (714) 972-0077

000071

California State Library
California Library Literacy Services (CLLS)
Fiscal Year 2004-2005

APPLICATION FOR CONTINUING PROGRAMS

Submit three copies to be postmarked by Friday, May 28, 2004 to Attn: Literacy Team, California State Library, PO Box 942837, Sacramento, CA 94237-0001 for mail. Non-postal delivery to 900 N Street, Suite 500, Sacramento, CA 95814. Fax is not acceptable. Questions: 916-653-7743.

1. Applicant: Placentia Library District _____
(full legal name of jurisdiction and/or library)
2. Address: 411 East Chapman Ave. _____
Placentia, CA 90026 _____
3. Contact name: Jim Roberts _____
Phone: (714) 524-8408x215 Fax:(714) 528-8236 E-Mail: jroberts@placentialibrary.org _____

Intent to Participate (Only programs funded in 2003/04 can apply for 2004/05):		
<u>Programs funded in 2003/04:</u>	<u>Programs applying for in 2004/05:</u>	
<input type="checkbox"/> Adult Literacy Services (ALS)	<input checked="" type="checkbox"/> Applying	<input type="checkbox"/> Not Applying
<input type="checkbox"/> Families for Literacy (FFL)	<input checked="" type="checkbox"/> Applying	<input type="checkbox"/> Not Applying
<input type="checkbox"/> English Language Literacy (ELLI)	<input checked="" type="checkbox"/> Applying	<input type="checkbox"/> Not Applying
<input type="checkbox"/> Mobile Library Literacy Services (MLLS)	<input type="checkbox"/> Applying	<input checked="" type="checkbox"/> Not Applying

4. SUMMARY OF YOUR LITERACY SERVICES: (Briefly describe the key elements of your library's literacy service -- what services will you provide? To how many people/families? How many volunteers?, etc. Who are your key collaborators for each service? If you have special program elements, such as prison or health literacy services, describe them as well. Identify any major changes from last year in space provided.) **Please keep your answer to ½ page per service.**

Adult Literacy Services:

The Placentia Library Literacy Services (PLLS) provides free one to one tutoring in English for adults. Adults meet once a week with a tutor, and are provided with free workbooks and learning materials. The PLLS also provides Spanish literacy classes and ESL classes on an as needed basis. The PLLS recruits parents whose children attend Head Start and area adult education classes. Many students are walk ins, as the PLLS has become known in the community as "the" place to come to for free literacy services.

Applicant Jurisdiction:

Any major changes from last year?

The program will continue with the successful format that has been established.

Families for Literacy Program:

The PLLS' FFL program provides tutors for both parents and their children, monthly events for the entire family, and free book give aways. A special component of the FFL Program has been the monthly multicultural events, as well as special storytimes and library tours just for FFL families.

Any major changes from last year?

There will not be any major changes to our FFL Program.

English Language and Literacy Intensive (ELLI) Program:

The ELLI Program tutors K-6th grade students in area elementary schools. Tutors work with students one to one and in small groups within the classroom, using materials purchased and donated by the PLLS in addition to the school curriculum. ELLI tutors focused on children whose parents attended CBET classes; children enrolled in extended day kindergarten classes (KED); and students in emerging English classes.

Any major changes from last year?

There will not be any major changes to our ELLI program.

Mobile Library Literacy Services (formerly LLABS) (if applicable):

Applicant Jurisdiction:

Any major changes from last year?

ESL (Other) (if applicable):

Any major changes from last year?

5. How did you determine the local need for the literacy services you provide? (What local sources of data did you use?)

The PLLS serves not only Placentia, but the surrounding cities of Anaheim, Brea, Fullerton, and Yorba Linda. We are the only Library Literacy Service that provides tutors for both children and adults. Each of these cities has a large immigrant population in need of free literacy services. Through our partnerships with the local school district, CBET Programs and Even Start, we have been able to target those most in need of literacy services, as well as those who are least able to pay for tutoring.

6. INPUTS: What resources will you use to provide the services described in the coming year?

The Literacy Coordinator and the FFL/ELLI Coordinator will give staff support to ensure services are provided. In addition to the volunteer tutors that we will recruit, the PLLS will continue to use service learners, interns, and Federal work study students through our numerous community partnerships. We will have partnerships in FY2004/2005 with Cal State Fullerton, Western State University College of Law, University of Phoenix, and possibly others, to recruit Federal work study staff, interns, and service learners.

Applicant Jurisdiction:

7. OUTPUTS: How many users will be served, and how many of each service/program will be provided in the coming year?

Learners:

CLC: 250

FFL: 250

ELLI: 300

TOTAL: 800

Tutors:

CLC: 120

FFL: 35

ELLI: 38

TOTAL: 193

8. RECRUITMENT: How will you recruit program participants?

PLLS has potential students walk-in almost every day. In addition, the PLLS has a waiting list of more than 50 adults. In other words, we don't have to recruit students. In fact we have not been signing up new students because our waiting list is too long.

9. RECRUITMENT: How will you recruit tutors and other volunteers?

The PLLS will recruit tutors and other volunteers through a variety of media resources such as PSA's, the local community access cable channel, and a variety of newsletters. We will also recruit at local community service organizations, such as the Rotary Club.

10. COMMUNITY RELATIONS: How will you ensure that your community stakeholders (library staff and trustees, mayor, county supervisors, civic organizations, local legislators, etc.) are aware of what the library is doing to address the community literacy issues?

The library staff and Board of Trustees are well aware of community literacy issues because of the size of the program and the daily activity in PLLS and by the monthly literacy reports to the Board that provides details about CLC, FFL, and ELLI literacy services and programs. The Literacy Coordinator is also involved in several community organizations where literacy and other community issues are addressed.

11. Projected Budget (forms attached)

Applicant Jurisdiction:

12. Statement of Intent

- a. I intend to request State funds available under the provisions of Section 18866 of the Education Code for the 2004/05 fiscal year. I understand that I will be notified by the California State Library of the amount for which my library is eligible, according to the provisions of the law, and that I will be required to submit a Plan of Service and proposed Budget utilizing the full eligible amount for literacy, subject to approval by the California State Library.
- b. I affirm that any or all other agencies participating in the program have agreed to the terms of the application/grant award, and have entered into an agreement(s) concerning the final disposition of equipment, facilities, and materials purchased for this program from the funds awarded for the activities and services described in the attached, as approved and/or as amended, application.

(Signed): EDM Date: June 8, 2004

(Authorized representative)

(Printed): Elizabeth D. Minter, MLS

Title :Library Director

Library Jurisdiction: Placentia Library District

Street/mail address: 411 E. Chapman Ave.

City: Placentia County : Orange Zip + 4: 92870-6198

Telephone: (714) 528-1925x 202 Fax: (714) 528-8236

E-mail: administration@placentialibrary.org

--OR--

My library will **not** apply for California State Library literacy funds for the 2004/05 fiscal year.

(Signed): _____ Date: _____

(Authorized representative)

(Printed): _____

Title: _____

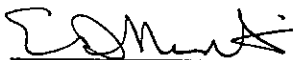
Library Jurisdiction: _____

Minimum Standards for California Library Literacy Services

Families for Literacy (FFL)

In order to receive a baseline amount of funding from the California State Library for Families for Literacy, please check and sign the following to certify that your library literacy services are in compliance with these minimum operational standards:

- Adult caregivers are the primary focus of family literacy instruction
- Adult caregivers are participants in the library's adult literacy services
- Volunteer tutors who work with the participating adults receive special training designed to support family literacy concepts and practices
- Families eligible for FFL include, but are not limited to, those with young children up to the age of five years
- Regular programming is provided for the adult and the child together during hours that are convenient for the families
- Regular programming is provided in a public library setting or, if elsewhere, a strong connection to the library is made
- Literacy and other library staff cooperate, partner and collaborate to assure maximum integration of library services for participating parents and children
- There are multiple opportunities for participating families to receive free children's books for ownership, as well as other reading materials and incentives
- Programming activities like storytelling, word games and other exercises are designed to promote the enjoyment of reading in adults and children
- Parents/caregivers are given instruction in the use of children's books, in reading aloud to children, in the selection of books on topics such as parenting, childcare, health, nutrition and family life education, and in how to create a literacy-rich environment at home
- The library has a method for gathering family literacy statistics and outcomes data
- The library undertakes periodic, regular parent assessment, family literacy services evaluation and the reporting of outcomes
- The library knows its community and the community's family literacy needs



Library Director Signature
FY 2004/05

Placentia Library District

Library Name

Minimum Standards for California Library Literacy Services

Adult Literacy Services

In order to receive a baseline amount of funding from the California State Library for Adult Literacy Services, please check and sign the following to certify that your library literacy services are in compliance with these minimum operational standards:

- Definition of an Adult Learner -- For the purposes of qualifying for the per capita award portion of the CLLS funding formula, an adult learner:
- Is 16 years or older and not concurrently enrolled in high school
 - Seeks literacy services for him/herself in English and is able to do the intake interview in English
 - Has completed an intake interview, has been assessed and is receiving instruction including, but not limited to, one-to-one, small group and/or computer instruction
 - Has established one or more personal literacy goals
 - Does not include someone who requests services from your library but is referred elsewhere
- “Dedicated staff” have been assigned specifically to adult literacy services
- Literacy instruction is provided for the English-speaking adults who seek it, and the service is in response to the needs of the community
- Literacy services are provided in a public library setting or, if elsewhere, a strong connection to the library is made
- The service has trained volunteer tutors and adult learners
- While library literacy services may charge a third party, such as a workplace, for services, instruction is always provided for free to the “end-user,” the adult learner or participating family.
- The service defines “adult learners” as those 16 years or older, not concurrently enrolled in high school, who seek literacy services for themselves in English and are able to do the intake interview in English.
- Adult learners go through an initial intake process, which includes screening, assessment and possible referral
- Adult learners receive regular instruction including but not limited to one-to-one, small group and/or computer instruction
- Volunteer tutor screening, training, assessment and referral services are provided
- After volunteer tutors receive training they are matched or are waiting to be matched with adult learners

Adult Literacy Minimum Standards – page 2

- Volunteer tutors meet regularly with adult learners and report on their progress
- Ongoing tutor and adult learner support services and programs are offered
- The library has a method for gathering literacy data and uses the CLLS "Roles and Goals" form with its adult learners in order to gather outcomes data
- The library undertakes periodic, regular student assessment, literacy services evaluation, and the reporting of outcomes
- The library has a plan for increased local support, i.e., a financial commitment from the local jurisdiction
- Literacy staff participate in their regional network (BALIT, CVLLN, NCLC, SCLLN, CSJVLN)
- The library participates in or is in the process of establishing a local adult literacy coalition
- The library knows its community and the community's literacy needs



Library Director Signature, FY 2004/05

Placentia Library District

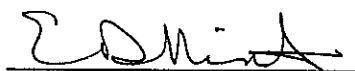
Library Name

Minimum Standards for California Library Literacy Services

English Language & Literacy Intensive Program (ELLI)

In order to receive a baseline amount of funding from the California State Library for ELLI, please check and sign the following to certify that your library literacy services are in compliance with these minimum operational standards:

- Participants are identified as at-risk school-age children (grades K – 12) whose home language is one other than English
- Programming includes regular meetings of the English language-learning children, their parents, and meetings of the families together at a time and location that is convenient for them
- Regular programming is provided in a library setting or, if elsewhere, a strong connection to the public library is made
- The service provides instruction to parents on how to navigate the school system and get involved with their child's school as well as other aspects of parenting as needed
- Literacy and other library staff cooperate, partner and collaborate to assure maximum integration of library services for participating parents and children
- Programming activities like storytelling, educational games, tutoring, arts programming and book discussions are designed to promote the enjoyment of reading and writing in children and adults
- The library has a method for gathering ELLI statistics and standardized test scores
- The library undertakes periodic, regular child and parent assessment, ELLI services evaluation and the reporting of outcomes, including standardized test scores for participating children
- The library knows its community and the community's need for English language literacy services



Library Director Signature
FY 2004/05

Placentia Library District

Library Name

FOR OFFICE USE ONLY

Category _____ App. No. _____

2004 OFFICIAL APPLICATION

Applications must be postmarked by June 25th, 2004. Please type information and submit to *Disneyland® Resort Community Service Awards, Community Relations - TDA 324-L, P.O. Box 3232, Anaheim, CA 92803-3232*. Please submit dated application with original signatures, typed in no smaller than a 10pt font, and include 10 copies, 3-hole punched. Attach a list of your Board of Directors, a copy of your tax-exempt status form and Form W-9. Applications must comply with the above mentioned or will not be considered in the selection process. E-mailed applications will not be accepted.

Organization Name Placentia Library Literacy Services

Contact Name James Roberts Title Literacy Coordinator Daytime Phone (714) 524-8408x211

Mailing Address 411 East Chapman Ave. City Placentia State CA Zip 92870

Category Educational Serves Anaheim 20% or Orange County 100%

Year Incorporated as Non-Profit/Tax-Exempt Organization _____

State ID Number _____ Federal ID Number _____

If your organization is not incorporated as a non-profit, but sponsored by a non-profit, please provide the name of that organization.
The Placentia Library Foundation (incorporated as a non-profit in 1995)

Tax ID Numbers (State) C1931285 (Federal) 73-0635140

Number of Full-Time Paid Staff 1 (one) Number of Part-Time Paid Staff 0 (zero)

Number of Volunteers (Unduplicated) 327 Hours of Volunteer Service 18,000 hours

Number of Clients Served (Unduplicated) 1082 Geographic Area Anaheim, Brea, Fullerton, Placentia, YorbaLi

Number on Board of Directors 5 (five) How often do you meet? monthly

Have you ever received a Community Service Award? Not yet When? N/A

Income (2003)		Expenses (2003)	
Dues	\$ <u>0.00</u>	Salaries	\$ <u>51,954.00</u>
Foundation/Corp. Grants	\$ <u>16,000.00</u>	Operating Costs	\$ <u>17,000.00</u>
Fundraising Events	\$ <u>0.00</u>	Fundraising/PR Costs	\$ <u>0.00</u>
Private Donations	\$ <u>0.00</u>	National/Parent Org.	\$ <u>0.00</u>
United Way	\$ <u>0.00</u>	Other (list)	\$ <u>0.00</u>
Government Funding	\$ <u>51,954.00</u>		
Other Sources (list)	\$ <u>1,000.00</u>		
Total	\$ <u>68,954.00</u>	Total	\$ <u>68,954.00</u>
In-Kind Donations Value	\$ _____		

Organization Mission Statement:

The Placentia Library Literacy Services (PLLS) is a library program developed in partnership with the California Library Literacy Campaign. Operating out of the Placentia Library District, the PLLS provides free and confidential basic literacy and English language instruction to adults and children (pre-school through eighth grades) in Placentia and the neighboring cities of Anaheim, Brea, Fullerton, Yorba Linda, and others in Northern Orange County. The mission of PLLS is to assist all students in improving their literacy skills and reaching their literacy goals. Our students work individually with trained volunteer tutors.

Describe your 2003 Community Service Highlights:

The Placentia Library Literacy Services (PLLS) is a four pronged literacy program. The English Language and Literacy Intensive program provides school based tutoring to three local elementary schools with English Language Learners (ELL) and Kindergarten Extended Day (KED) programs. At each of these schools fewer than 10% of the children entering kindergarten have attended pre-school. Many lack the basic school readiness skills that will prepare them to meet California's Reading By Nine goals. Trained volunteer tutors work with classroom teachers to assist the students needing extra help in order to learn English. Our Families For Literacy (FFL) program provides trained volunteer tutors for preschool age children and their parents. The goals are to build a legacy of literacy in the family; to prepare preschoolers for kindergarten; to establish a library of trade books in the home through books give-aways; and to assist parents in becoming their child's first teacher. The two remaining components of the literacy program are library based one-to-one tutoring for both adults and school age (K-12) children. We also offer assistance to adults who are applying for United States citizenship. We help them complete the application and prepare for the interview. We are hoping to add a drop-in homework help club to our services. We have many students whose parents are limited or non-English speaking and are unable to help their children with homework assignments. A drop-in homework help center would really help those families.

Briefly describe the outcomes or impact of your programs as related to your category selection in 2003:

The teachers and administrators at the elementary schools receiving ELLI tutors have reported that they witnessed marked improvement not only in the academic performance of the students but also in attitude towards their education, assignments, and abilities. They also noted increases in both self esteem and self confidence. The California English Language Development Test (CELDT) scores will not be published until early 2005. The FFL adults are learning English and some are attending the library story hour programs. The FFL preschoolers are working on puzzles, learning the letters and enjoying many picture books. We track the progress of our adult literacy students through their completion of each book in our adult curriculum and by their increased ability to converse in English. We know we're helping the children who receive tutoring services because they often bring their report cards to show us how much they have improved.

If selected as a 2004 Disneyland® Resort Community Service Award recipient, please state how award funds would be utilized:

Severe budget cuts have taken a toll on our literacy programs. We will use the funds from a 2004 Disneyland Resort Community Service Award to provide ELLI tutoring services to two additional elementary schools; to increase the number of books we distribute to FFL families; to purchase additional resources (bilingual dictionaries and teaching materials) for our on-site tutoring programs; and to start a drop-in homework help club. We thank the Disneyland Resort for the opportunity to earn this award and for the support that will help the Placentia Library Literacy Services to continue to meet the literacy needs of Placentia and the neighboring cities of Anaheim, Brea, Fullerton and Yorba Linda.

We hereby certify the information contained in this application to be true to the best of our knowledge and belief.

Toby R. Silberfarb
Individual Preparing Application (typed)
FFL/ELLI Coordinator
Title
Toby R. Silberfarb June 17, 2004
Signature Date

Jean Lasley
President/Chairman of the Board of Directors (typed)
Jean Lasley 6/17/04
Signature Date

If you should have any questions regarding the Disneyland® Resort Community Service Awards Program, please contact Community Relations at (714) 781-0856. You will receive a postcard confirming receipt of completed application within one month.

COVER PAGE

Organization Name: Placentia Library Foundation

DBA (Doing Business As): Not Applicable

Address: 411 East Chapman Avenue
Placentia, CA 92870-6198

Telephone: (714) 524-8408 x. 213

Fax: (714) 528-8236

Email address: tsilberfarb@hotmail.com

Chief Executive Officer/Title: Elizabeth D. Minter, MLS/Executive Director

Contact Person/Title: Toby R. Silberfarb, M.Ed. /ELLI Coordinator

Amount Requested: \$25,000

Geographic Area Served: Cities of Anaheim, Brea, Fullerton, Placentia, and Yorba Linda with a combined population of 594,833 according to the 2000 U.S. Census

Type of Support: Program

Program Name: English Language and Literacy Intensive

Organizational Budget: \$97,890

Program Budget, if applicable: \$97,890

For office use only. Do not write below this line. Be sure to include this information if you recreate this form.

Fund:

Recommended amount:

Site visit:

Guideline fit:

Event Partnership:

Background

The Placentia Library Foundation is a non-profit, tax exempt organization incorporated in the State of California in 1995. Its mission is to "ensure the future of Placentia's public library". The Placentia Library's English Language and Literacy Intensive (ELLI) program provides off-site, in the classroom, tutoring to students attending three local elementary schools. ELLI tutors are recruited from Western State University College of Law and Cal State University Fullerton. Placentia Library's ELLI program is the only remaining library-connected provider of free literacy tutoring for children in the cities of Anaheim, Brea, Fullerton, Placentia, and Yorba Linda. In spite of dramatic budget cuts for fiscal year 2003-2004 (from \$85,200 to \$10,000) the ELLI program served approximately 300 children this year. Additional funding reductions may occur.

Proposal

The ELLI Program not only provides academic assistance to local elementary school students it also serves as an ambassador of the library in the greater community. The Placentia Library is located in southwest Placentia, a predominantly Hispanic area. We recruit volunteer tutors from neighboring Western State University College of Law, Cal State University Fullerton, the University of Phoenix, and from the community at large. The demand for ELLI tutors and general literacy services is greater than the supply of qualified and trained tutors. At the three neighborhood elementary schools that ELLI serves fewer than 10% of entering kindergarteners have attended preschool and a significant number of the other kindergarteners lack basic school readiness skills. ELLI targets these students. Recent reports indicate that our students are faring well in spite of entering school with significant disadvantages.

The ELLI program for 2004-2005 will be very similar to this year's program. Trained tutors will work with individual students and small groups that have been identified as needing extra support as they acquire English reading, writing and speaking skills. We plan to broaden our support of these students by starting a drop-in homework help center in the library. Our vision is to have two (or more) trained tutors available to help children with their homework. We formulated this plan because so many parents and students have problems understanding exactly what to do in order to complete an assignment. We may also add a new local school, Melrose Elementary, which is scheduled to open in September 2004. Melrose Elementary is located in southwest Placentia, a predominantly Hispanic area.

The city of Placentia is a part of the Placentia/Yorba Linda Unified School District (PYLUSD), a district that includes: Placentia, Yorba Linda and parts of Anaheim, Brea, and Fullerton. The District K-12 enrollment is over 27,000 students. The ethnic make up of the District is: 59.4% White; 29.7% Hispanic; 8.8% Asian/Pacific Islander; 1.7% African American. Major budget cuts throughout the California Library Literacy Services have forced the closure or reduction of other library literacy programs. The ELLI program is now the sole remaining library sponsored free literacy tutoring program

servicing the children of the PYLUSD and the Placentia Library is the only full service library literacy program in Northern Orange County, California.

Finances

Government Agencies	\$51,954
United Way	0
Corporations	3,000
Foundations	15,000
Total	\$69,954

Collaborations

The Placentia Library Foundation's ELLI program benefits from several collaborative relationships. We recruit our many of our volunteer tutors from Western State University College of Law, Cal State University Fullerton, and The University of Phoenix. Additionally, we are working with the Placentia Rotary Club and the PYLUSD whose collaborative venture, the Placentia Rotary Reading Enrichment Program (PRREP), provides additional volunteer tutors.

Evaluation

Our program is part of a state-wide data-collection system designed to measure the impact of this program on the client population. We will receive the CELDT (California English Language Development Test) scores of the ELLI participants in the Fall. These scores will document students' increased English language proficiency. Additionally, we have received very positive feedback from the teachers who worked with ELLI tutors.

Progress Report

The **Mighty Ducks Care** \$10,000 grant for 2003 was spent on Leap Pad Learning stations and software; trade books for student "give-away" programs; monthly tutor training session materials; and administrative expenses.

Additional Information

The Placentia Library Foundation and the ELLI program want to express their thanks for the support we received from **Mighty Ducks Care**. We hope that the support will continue so that we will be able to increase the number of school sites and students receiving ELLI tutors and services for the year 2004-2005.

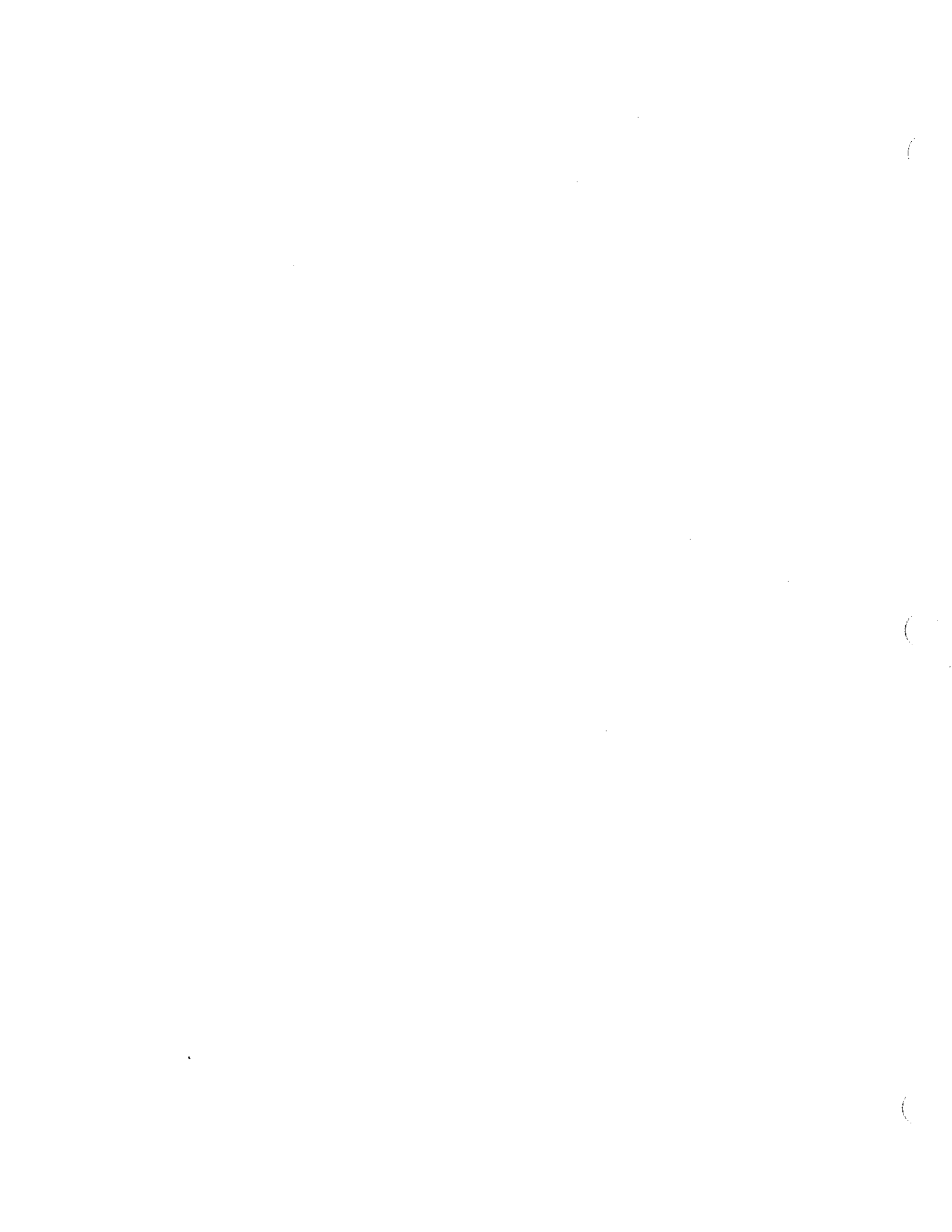
The Placentia Library Foundation has a long standing commitment to building literacy through a community based program. Placentia Library Literacy Services provides a variety of free literacy offerings in addition to ELLI. We sponsor one to one tutoring for limited English speaking adults and children; citizenship services which include mock interviews and tests; and literacy tutoring for school-age children. Another program, Families For Literacy (FFL) helps to prepare preschoolers for kindergarten and their families for helping with homework.

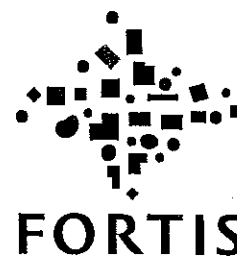
The ELLI program not only helps students build scaffolds to support their learning, it also provides mentoring to the participants. Our tutors serve as role models for pursuing higher education. The ELLI staff is respectful of language and cultural differences. They have high expectations for the students and help to build self-esteem through patient and supportive teaching techniques.

MATERIALS TO SUPPORT APPLICATION

Please include copies of the following documents with your completed application. Indicate that these documents are included in your application by checking the appropriate boxes below and returning this page with your application packet. Applications submitted without these materials will be considered incomplete.

- Certificate of Tax Exempt Status form (see page 5) completed by an officer of your organization indicating that your tax exempt status is current.
- Most recent IRS 501(c)(3) tax exempt determination letter.
- Most recent audited financial statements or IRS Form 990.
- Line-item budget for the organization for the year of the grant request. Also include a line-item program budget, if the proposal is for a specific program.
- If the proposal is for salary support, include a job description and, if available, the resume of the person who will fill the position.
- A list of members of the board of directors of the organization, including principal business or professional affiliation of each. This list should be condensed to one side of one sheet of paper. Addresses and phone numbers need not be included.
- A list of the five largest grants received from corporations and/or foundations during the same fiscal year of the audit/990 included with this application. Include the dollar amount contributed by each corporation and foundation, and provide the total amount given by foundations and corporations at the end of the list. Do not include in-kind donations, or contributions made by individuals or government.
- Annual report, if available. *N/A*





Solid partners, flexible solutions*

May 25, 2004

Ms. Donna Siloti
Placentia Library District
411 E Chapman Ave
Placentia CA 92870

Re: Policy # 4027912

Dear Ms. Siloti:

Thank you for choosing Fortis Benefits Insurance Company as your group insurance provider. The annual renewal of your policy is now complete. The new monthly rates, based on the current plan design, are listed below and will become effective on July 1, 2004.

Many factors have been taken into consideration as we established your new life insurance rate. We have been carefully considering the changes in the composition of your group. Employee demographics specific to your group such as average age, gender distribution and payroll composition have been assessed as well as the specific industry in which your group operates. The change in one or more of these factors has brought about an adjustment to the group life insurance rate.

<u>Coverage</u>	<u>Old Rate</u>	<u>New Rate</u>	<u>Rate Basis</u>
Life	\$0.22	\$0.24	Per \$1000 of insurance
Acc. Death & Dismem.	0.03	0.03	Per \$1000 of insurance

Fortis Benefits Insurance Company now offers employers a powerful on-line management tool. With Fortis Benefits Online Advantage™, employers can reduce the time and expense of benefits administration. See the enclosed materials for details on how to get more information.

It is our mission to deliver high-quality products that build and strengthen your employees' loyalty, while providing security for them and their families. Our staff is committed to providing you with the superior service you deserve as a valued customer. Our rating of A (Excellent) from A.M. Best and A2 (Good) from Moody's are reflective of our financial stability.

**Fortis Benefits
Insurance Company**
Renewal Underwriting

2323 Grand Boulevard
Kansas City, MO
64108-2670
Telephone
(816) 474-2716
Facsimile
(816) 474-2461
fortisbenefits.us.fortis.com



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Page 2

Fortis Benefits Insurance Co., Kansas City, Mo. specializes in non-medical employee benefits. Fortis Benefits' group product offerings include long-term and short-term disability, life and accidental death and dismemberment coverage and dental insurance. Fortis Benefits also offers voluntary (employee-paid) long-term disability, short-term disability, life and dental plans, as well as a Section 125 plan. In addition, Fortis Benefits offers an employee assistance plan (EAP) through New Directions. Underwriting flexibility allows Fortis Benefits to develop tailor-made benefit plans for groups of any size.

Fortis Benefits is part of Fortis, Inc., a financial services company that, through its operating companies and affiliates, has built leadership positions in a number of specialty insurance market segments. Fortis, Inc. is part of Fortis, a financial services provider active in the fields of insurance, banking and investment.

Should you have any questions regarding your renewal or other aspects of your group insurance plan, your local insurance representative will be happy to assist you. You may also contact our Orange County Sales Office at (800)348-1460. For more information about Fortis Benefits Insurance Company, and the services we provide, please visit us on the Internet at www.fortisbenefits.com.

Sincerely,

LaRae Liberty

LaRae Liberty

Renewal Underwriter

e-mail: LaRae.Liberty@Assurant.com

cc: Chris Brno - Orange County Sales Office
William A. Waldeck Jr

Enclosures:
FBOA Leaflet

The People are the City

Mayor
JUDY A. DICKINSON

Interim City Administrator
RAY GRIEST



Councilmembers:
SCOTT P. BRADY
NORMAN Z. ECKENRODE
CHRIS LOWE
CONSTANCE UNDERHILL

401 East Chapman Avenue - Placentia, California 92870

May 19, 2004

Via Certified Mail, Return Receipt Requested

Placentia Library
411 East Chapman Avenue
Placentia, CA 92870

Subject: Redevelopment Plan for Amendment No. 2 to the Redevelopment Plan for
 the Placentia Redevelopment Project Area

Honorable Governing Board:

Pursuant to Section 33375 of the California Health and Safety Code, herewith transmitted to you is a copy of Ordinance No. O-2004-03 adopting the Redevelopment Plan for Amendment No. 2 to the Redevelopment Plan for the Placentia Redevelopment Project Area. Also enclosed is a copy of the Statement of Proceedings recorded with the County of Orange regarding Redevelopment Plan.

Respectfully submitted,

CITY OF PLACENTIA/PLACENTIA REDEVELOPMENT AGENCY

Ray Griest
Interim City Administrator/Executive Director

Enclosures: Ordinance No. O-2004-03 and Statement of Proceedings

