



## CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

### CATALYST PROJECTS FOR CALIFORNIA SUSTAINABLE COMMUNITIES

The California Department of Housing and Community Development (HCD) is pleased to announce the selection of thirteen California communities as Catalyst Projects under the Department's Catalyst Projects for California Sustainable Strategies Pilot Program. Funded by Proposition 1C, the program embodies the goals of SB 375 – landmark legislation signed into law by Governor Schwarzenegger in 2008. Designated Catalyst Projects demonstrate a commitment to sustainable communities and testing and evaluating innovative strategies designed to increase housing supply and affordability; improve jobs and housing relationships; stimulate job creation and retention; enhance transportation modal choices; preserve open space and agricultural resources; promote public health; eliminate toxic threats; address blighted properties; reduce green house gas emissions and increase energy conservation and independence. At least one Catalyst Project was designated in each of the four major Metropolitan Planning Agency (MPOs) regions to support the regions efforts to develop a Sustainable Communities Strategy required by SB 375. The thirteen selected Catalyst Communities are:

Gold Catalyst Designees: City of Emeryville, Emeryville Marketplace  
City of San Francisco, Mission Bay  
City of Sacramento, Township Nine  
City of San Diego, Village at Market Creek  
City of Fullerton, Fullerton Transportation Center

Silver Catalyst Designees: City of National City, Paradise Creek Revitalization  
City of Chico, Meriam Park  
Town of Truckee, Truckee Railyard  
City of Marina, The Dunes on Monterey Bay  
City of Ontario, Downtown Core Catalyst Project

Bronze Catalyst Designees: City of San Diego, Quarry Falls  
City of Hercules, Bay Front Transit Village  
City of Oxnard, North Oxnard Communities

Designated Catalyst Projects will receive targeted technical assistance from teams of State Agencies and additional consideration (e.g. bonus points) when applying for specific State funding programs, including CalTrans' Community Based Transportation Planning Grants. In addition, Gold Catalyst Communities will receive \$1,350,000 and Silver Catalyst Communities \$500,000 under the Department's Affordable Housing Innovation (AHI) Program, which will provide funding exclusively to communities with designated Gold and Silver Catalyst Projects.

For additional information on each of the thirteen selected Catalyst Communities, please refer to the attached Catalyst Project Fact Sheets. A copy of the Department's press release is available at <http://www.hcd.ca.gov/news/release/>. If you have additional questions, please contact Jennifer Seeger at 916-322-4263 or [jseeger@hcd.ca.gov](mailto:jseeger@hcd.ca.gov).



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## Emeryville Marketplace, City of Emeryville Gold Catalyst Community Association of Bay Area Governments Regional Designee

The Emeryville Marketplace is the first neighborhood development in the nation to achieve LEED Platinum certification from the US Green Building Council. The Bay Area Council identified the project as a critical TOD housing project in the Bay Area Economic Recovery Work plan prepared in 2009. Consistent with ABAG FOCUS regional plan, the Emeryville Marketplace will provide high-density affordable and workforce housing, mixed use on a brownfield cleanup site in East Bay urban core. Historic buildings and uses will be preserved and blended with new activities with over ten land uses to create an active, diverse neighborhood with varied building heights up to 175 feet, small-scale street grid, bike paths, and wide sidewalks to create a sense of urban excitement. Existing transit (AMTRAK, AC Transit, BART shuttle, and car share programs) will connect at an enhanced multimodal transit center featuring interactive displays, shelters, transit passes, bike-friendly streets, and funds for the free Emery Go Round BART shuttle. The Site plan calls for a vibrant community park, green trellis walls, vine-supporting rooftop trellises, and drought tolerant landscaping to create habitat, and reduce runoff and heat island effect.

### **Catalyst Highlights:**

- 1.2 million gross square feet of high density, mixed-use infill transit-oriented development including reuse of existing and historic buildings, mitigating and redeveloping an existing brownfield site currently in use as an underutilized surface parking lot.
- 670 new units at densities of up to 100 units per acre.
- The site is a capped brownfield managed under a deed restriction from DTSC. Site will be cleaned for housing developments in coordination with regulatory agencies.
- 15-20 percent of units will be affordable to low and moderate income households, measured through Affordability Agreements as condition of project approval.
- All sites located within a quarter mile of the Amtrak station and improved pedestrian access to the AMTRAK bridge.
- Hybrid plug in stations, free car share parking, bike parking and rental services
- Reduction in parking ratios from 4 to 2 car spaces per 1000 square feet and unbundled from underlying land uses.
- LEED ND Platinum plan certified by US Green Building Council.
- Onsite Energy Generation through collection of kitchen grease from restaurateurs and donated for conversion to clean-burning diesel fuel for local school buses.
- Wind and solar energy generation will be added.





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**Mission Bay, City of San Francisco**  
**Gold Level Catalyst Community**  
**Association of Bay Area Governments Designee**



Mission Bay is a national model for smart growth and sustainable communities. A 303 acre former brownfield industrial rail yard located in San Francisco, Mission Bay is being redeveloped into an infill, mixed use, transit-oriented community. A remarkable jobs/housing balance is achieved by combining 6,000+ units of residential, 30 percent of which are affordable, with 4.4 million square feet of office and lab space, a 500 room hotel, 280,000 square feet of retail, a 2.7 million square foot University of California, San Francisco campus, and a 550

bed medical center. Over \$700 million in new and upgraded infrastructure, including 41 acres of open space and parks, is being constructed at Mission Bay to extend the urban fabric of the city into this massive infill site. In total, over \$9 billion in private and public investment is projected in the build out of Mission Bay. The scale of Mission Bay, combined with the fact that the development is already approximately 50 percent complete, provides an unparalleled laboratory for studying California Sustainable Strategies policy objectives in action. The project presents the opportunity to immediately measure the efficacy of various strategies for advancing smart growth, combined with equally substantial remaining development in which to apply the lessons learned from these initial rounds of evaluation.

**Catalyst Highlights:**

- 6000 units total of which 3000 have been constructed to date. 30 percent of units to be affordable rentals and condos
- Targets special needs households (seniors, formerly homeless, workforce housing) with services and employment opportunities
- Intersection of CalTrain commuter rail (SF station) and Muni light rail lines (five light rail stops), BART shuttle services and plans to expand ferry service
- 66,700 linear feet of pedestrian friendly wide sidewalks; 10,300 linear feet of bike lanes, 19,500 linear feet of bike paths, 1000 new bike racks.
- LEED silver minimum for all commercial construction, hospital built to LEED gold standards
- \$700 million in infrastructure improvements to extend urban street grid into undeveloped area to maintain compact development of mixed-use urban core within 4 blocks of transit stop at up to 100 units per acre.
- Reduced parking ratios, required bike parking and program for ride matching and car sharing pods
- Institutes ratio of one acre of park per 1000 residents (41 acres) to include urban agriculture and community gardens



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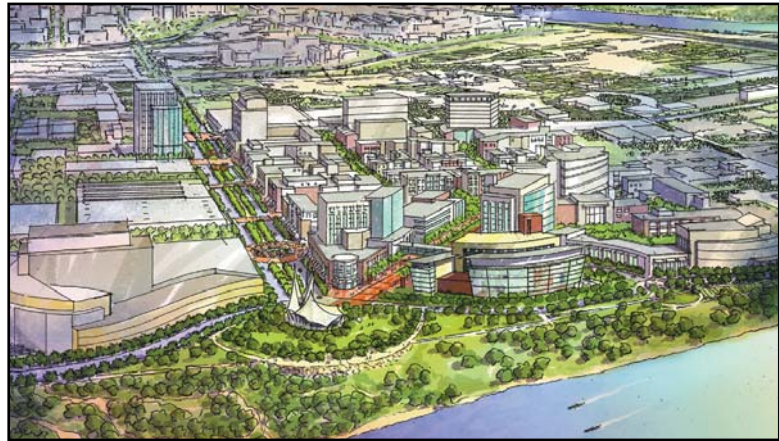
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## Township Nine, City of Sacramento

### Gold Catalyst Community Sacramento Area Council of Governments Regional Designee

Township Nine exemplifies compact, infill development while remediating a brownfield site and revitalizing a blighted area of Sacramento.

Township Nine is located in a neighborhood with very little adequate housing or amenities for families and working people but has access to remarkable resources including direct access to bus and rail service, access to the American River and pedestrian trails and close proximity to jobs, shopping and community resources.



Development standards, such as allowing 150 housing units per acre and heights up to 12 stories, break out of the “business as usual” mold of what has been traditionally approved in Sacramento. Through effective community outreach, the project has attained the support of community groups, business groups, health advocates and various governmental agencies.

#### **Catalyst Highlights:**

- 2,350 units of mixed-income housing; 179 of 752 housing units in Phase 1 will have 55-year affordability covenants and are being front-loaded into the project.
- 150,000 square feet of retail space and 800,000 square feet of office space.
- New light rail station (all housing located within one-half mile of the station); two miles of landscaped walking and biking paths and sidewalks connecting to the Two Rivers and American River Bikeways.
- LEED-Neighborhood Development Program pending Gold certification.
- Recycles and revitalizes an underutilized, infill, brownfield site.
- Fully entitled and “shovel ready”, CEQA process is complete and construction has begun.
- Consistent with the Sacramento Area Council of Government’s Blueprint.
- Close proximity to jobs, shopping and community resources.
- 20 acres of open space including development of Riverfront Park in a park-deficient area;
- Creation of 1,000 green construction job and more than 3,000 permanent jobs.
- Interconnected street pattern, bike and pedestrian pathways, proximity to transit and to amenities will contribute to the reduction in automobile use and fuel consumption.
- Recycles demolition materials for fill material, road base and some building features of the transit station.
- Project includes a storm filter system to clean runoff before it is discharged into the City’s drainage system and the American River.
- Due to previous uses on the site, the project maximizes infrastructure currently in place without requiring extraordinary off-street improvements.



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## Village at Market Creek, City of San Diego

### Gold Catalyst Community

### San Diego Association of Governments Regional Designee



The Village at Market Creek is planned for the construction of up to 1,031 multi-family housing units that will create ten permanent jobs for each unit. Over 1.7 million square feet of existing and planned mixed-use redevelopment will create over 2,033 new jobs that exceed the Area Median Income (\$39,000). Five

hundred permanent jobs have been created to date relating to overall Village redevelopment. The Diamond Neighborhoods population, among the most culturally diverse in San Diego, has been challenged for decades by under-investment, social equity and environmental justice issues, and high rates for unemployment, crime and gang-related violence, and chronic health diseases – all related to land use. The Village provides efficient patterns of redevelopment supported by resident-driven planning that centers around the Euclid Transit Station, extends to the 47<sup>th</sup> Street Station and I-805, and from SR-94 ramps to Imperial Avenue, and which promotes walkable access to transit, workplaces, sources of healthy food, and other amenities. Properties assembled for infill development include numerous underutilized sites, including brownfields. Over 3,000 linear feet of wetlands (Chollas Creek) have recently been restored and enhanced to serve as open space and a pedestrian trail/connector with additional opportunities for restoration. The Village offers walkable access within a ½ mile radius to the multi-modal Euclid Transit station (light rail and 12 bus lines, with rapid bus service planned in SANDAG's Regional Transportation Plan).

### **Catalyst Highlights:**

- Redevelops 52 acres, including underutilized brownfields, into productive use.
- 1,000 units averaging a density of 55 units per acre; 595 units affordable to households earning between 30 and 60 percent of area median income.
- 120 senior and special needs units will be located within one-quarter mile of medical centers, community centers and transit.
- 574,000 square feet of retail, office and light industrial uses.
- Walkable access within one-half mile of the multi-modal Euclid Transit Station and within closer distance of a transit stop.
- Designated as a state enterprise zone, thus eligible for benefits including permit expedition, assistance or waiver of impact fees, technical and financial assistance not available to other developments and businesses.
- SANDAG selected Smart Growth Incentive Program site.
- Walkable and bikable community with all-weather pathways, bicycle storage facilities, car-sharing and shuttle services using hybrid/electric vehicles; Large-scale improvements to circulation including connections to existing and planned public transit facilities.



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## Fullerton Transportation Center, City of Fullerton Gold Level Catalyst Community Southern California Association of Governments Regional Designee

The Fullerton Transportation Center (FTC) incorporates sustainable residential and mixed-use buildings, pedestrian-oriented streets, a Transit Plaza, neighborhood parks, paseos, enhanced pedestrian and bicycle connections, a centralized bus depot and public parking structure, and a bike-n-ride facility. The FTC is a forty acre, multi-phased project which will include approximately 1,560 one-, two- and three-bedroom rental and homeownership units, 100,000 square feet of retail space, 120,000 square feet of hotel rooms and at least 49,000 square feet of office space. The FTC is currently one of the busiest stations in the regional Metrolink service line, serving 3,000 passengers daily. The project's goal is to leverage current and future transit ridership to provide transit-oriented housing and commercial development opportunities, creating employment opportunities and providing greater access for pedestrians, bicycles and buses.

### **Catalyst Highlights:**

- Mixed-use, transit-oriented development encompassing the rezoning of 40 acres adjacent to an existing train station and bus depot.
- 1560 planned units, 129 units affordable to households at 50 percent area median income and 43 units at 40 percent area median income.
- 68,500 square foot transit plaza including 19,500 square foot pedestrian plaza.
- Connection to Metrolink, Amtrak, local and regional bus routes. Planned for bus rapid transit and potential high speed rail access. Local trolley planned between FTC and Cal State Fullerton. Bike and pedestrian friendly with 1,250 feet of trails.
- Compact project site will allow short walking distance to regional transit hubs. Plan to increase bike amenities, encourage alternative neighborhood electric vehicles, includes and encourages affordable housing close to transit.
- Consistent with SCAG Compass Blueprint Program and the City's economic development strategy and includes cohesive program for retention and expansion of existing business.
- Major Component of Orange County Transportation Authority's long range transportation plan.
- Creation of buildings with active and positive ground-floor presences along streets and civic spaces with design elements to improve and expand existing circulation network to create a pedestrian friendly environment that supports bicycle and transit ridership.
- Promotion of low-impact development techniques to improve the quality of stormwater runoff and minimize impacts on downstream drainage systems.



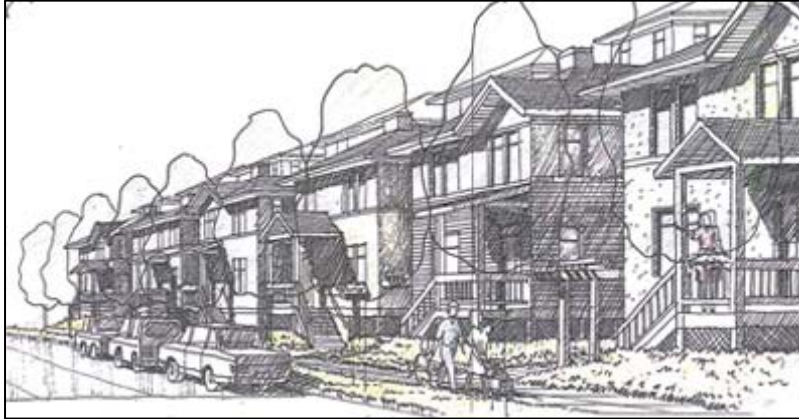


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## Westside Infill Transit Oriented Development Project City of National City

### Silver Catalyst Community San Diego Association of Governments Region



National City is developing the Westside Infill Transit-Oriented Development Project (WITOD) as part of its larger Paradise Creek Revitalization Plan (PCRP). National City is San Diego County's most dense and diverse city. It also has the lowest household income in the region and has traditionally housed an underserved transient population. The PCRP links western National City by the creation of Paradise Path, a walking path along

a natural watershed that would include sustainable design elements and promote safe and healthy living. Key residential projects along the path include the 201 unit WI-TOD. The WI-TOD project is a transit-oriented, 100 percent affordable, infill rental residential community to be located immediately adjacent to National City's 24th Street Trolley Station. The WI-TOD will include over 200 units in several buildings, and will expand the existing Adult Education Center to offer financial and employment training to local residents. Additionally, the WI-TOD has been selected as 1 of 5 Sustainable Communities Partnership Pilots in the country by the US Environmental Protection Agency, HUD, and the Department of Transportation.

#### **Catalyst Highlights:**

- The Paradise Creek Revitalization Plan (PCRP) incorporates two City Specific Plans, the Downtown Specific Plan and the Westside Specific Plan.
- The Westside Infill Transit-Oriented Development Project (WI-TOD) is part of its larger Paradise Creek Revitalization Plan and is located within the Westside Specific Plan.
- PCRP includes 6,425 new residential units at full buildout with 20 percent being affordable.
- WI-TOD will include 201 affordable units in four residential buildings and will expand and existing Adult Education Center.
- Selected as one of five Sustainable Communities Partnership Pilots in the country by the U. S. Environmental Protection Agency, HUD and the Department of Transportation.
- PCRP is compact mixed use, transit oriented redevelopment.
- WI-TOD is adjacent to the 24<sup>th</sup> Street Trolley Station with trolley and transit access located within one-quarter mile of residential development and employment opportunities.
- Consistency with SANDAG's Regional Blueprint.
- A Smart Growth project with planned facility improvements at trolley station, multi-use trail along creek that will link housing, employment, education and recreation facilities.
- Project is located within the San Diego Regional Enterprise Zone, creating an incentive for businesses development.
- New development will tie into existing roadways, water lines and sewer lines, all of which have capacity to accommodate additional load.



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## Meriam Park, City of Chico

### Silver Catalyst Community Balance of State Region



Meriam Park is a mixed-use, mixed-density traditional neighborhood development on 200 acres in southeast Chico. Meriam Park is composed of several neighborhoods, a commercial and civic center, all complemented with a variety of neighborhood greens, parks and plazas and a greenway along Little Chico Creek. With the entitlement of Meriam Park, the City of Chico adopted a "TND" (Traditional Neighborhood Development) code. The TND Code puts walkable streets, distributed parks and greens, and the full range of building types needed to build Smart Growth projects on the same as of right legal footing as

conventional development. Meriam Park integrates a major employment center into a walkable, transit-served neighborhood with parks, greens and plazas, and a full range of residential and mixed-use buildings. The neighborhood provides more choices in transportation, housing and new workplaces with greater flexibility and energy efficiency. The compact and connected neighborhoods of Meriam Park will demonstrate how mixed-use, mixed-density projects deliver the market amenities and environmental benefits needed as an alternative to business-as-usual, single-use developments. By building with higher yields and greater flexibility on less land, Meriam Park will relieve pressure to build on important agricultural lands on the western edge of Chico and the sensitive habitat on the eastern foothills.

#### **Catalyst Highlights:**

- This 200-acre project will ultimately include 2,500 homes, 200,000 square feet of retail space, and a million square feet of commercial and civic uses.
- Includes 29 acres of open space including neighborhood greens, parks, plazas and a greenway along Little Chico Creek.
- Of the 2,500 homes to be built, 340 are planned to be affordable to low and moderate income households.
- The 1<sup>st</sup> phase which includes a 90-unit affordable rental project and neighborhood park adjacent to two schools is already under construction.
- Integrates a major employment center into a walkable, transit-oriented neighborhood with a full range of residential and mixed-use buildings.
- Proposed district cooling system serving the core of Meriam Park would provide significant energy savings and reduced operating costs for the new North Butte County Courthouse, the North County Center offices, and the adjacent private office and mixed-use buildings. District cooling system which will use PV solar and fuel cells to power a central chiller plant and be a permanent source of green jobs.





## Truckee Railyards, Town of Truckee

### Silver Catalyst Community Balance of State Region

Implementation of the Truckee Railyard Master Plan will create an easterly extension of the existing downtown core that compliments the historic character of the downtown and the industrial heritage of the Railyard and Mill Site. The Truckee Railyard is a transit-oriented infill development located one block away from the Truckee Depot which offers regional and local transit options including: Amtrak, Greyhound, Tahoe-Truckee Airport Shuttles, Truckee Trolley and Tahoe Area Rapid Transit (TART). In addition to public transportation options, the Railyard includes well-planned and efficient bicycle and pedestrian networks.



### Catalyst Highlights:

- This infill project represents 30 acres of underutilized brownfield adjacent to the downtown area and includes three distinct districts:
  - **The Downtown Extension District:** 65,000sf of retail, 10,000sf office space, 1,000-seat movie theatre, 60-room hotel, 20,000sf for grocery stores, 25,000sf for civic buildings, up to 285 new housing units
  - **Industrial Heritage District:** 125 live/work or traditional residential units, 5,000 square feet retail space and 5,000 square feet office space
  - **Trout Creek District:** a mixture of multi-family and single-family homes with connections to the Trout Creek Greenway, 60 residential units and 25 live/work units with 30 percent of the residential units affordable to low and moderate income families and workers.
- The restoration of Trout Creek Greenway will alleviate current flooding in the area, improve the fishery of Trout Creek, and provide a substantial asset to the community in the form of public open space and outdoor recreation.
- implement LEED-ND development policies
- As the site was formerly owned by Union Pacific Railroad, extensive remediation is required to mitigate potential hazards. Truckee Development Associates received a \$1.5M site remediation grant from California's Center for Creative Land Recycling.



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## The Dunes on Monterey Bay, City of Marina

### Silver Catalyst Community Balance of State Region



The Dunes on Monterey Bay is a 420-acre master planned community located in former Fort Ord, a superfund site and placed on National Priority List of Hazardous Waste Sites in 1990, within the City of Marina. This mixed-use project is planned to provide 1,237 residences; 1,510,000 square feet of office, retail and multi-uses; 500 hotel rooms, 81 acres of public facilities; and 42 acres of parks/open space. The Dunes is a public-private partnership established through a Development Agreement by and between the City of Marina and Marina Community Partners, LLC. Through this partnership comes a commitment to realize the vision of the livable community and embrace the paradigm shift toward integrated sustainability with a goal of long term prosperity. Smart Growth principles guided the planning and development of The

Dunes, and sustainable strategies were incorporated to increase housing supply and affordability; improve the relationship between jobs and housing; stimulate job creation and retention; enhance transportation choices; preserve open space. Fundamental to the success of The Dunes as a sustainable mixed-use community is its interconnection with local and regional programs. The Dunes provides an origin and destination for multimodal demand within the region, providing opportunities for new ridership and a destination for existing and future users.

#### **Catalyst Highlights:**

- The development is part of an Economic Development Conveyance (EDC) by the Base Realignment and Closure (BRAC) and is anticipated to generate nearly 800 new construction jobs and 4,700 new permanent jobs at buildout.
- The Dunes establishes a new transportation network of arterials and neighborhood streets that accommodates bus priority lanes, bicycle routes and pedestrian pathways. This multimodal transportation network will provide an intermodal hub with an MST bus transfer station for local and regional bus connections. The bus transfer station is located adjacent to a proposed light rail transit station.
- Includes 42 acres of city parks, open space, linear parks and trails.
- Further eliminates gaps in the infrastructure by addressing historic local flooding and outfall to Fort Ord Dunes State Park through the use of a progressive drainage solution and an extensive water quality treatment train.
- Of the 1,237 residential units to be built, 248 will be designated as affordable units and 62 as workforce units.



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## Downtown Core Catalyst Project, City of Ontario

### Silver Catalyst Community Southern California Association of Governments Region

The Downtown Core Catalyst Project (DCCP) is a collection of 8 individual projects designed to transform the decaying historic downtown into an urban village through the infusion of high density residential and mixed-use developments into the downtown core.

The DCCP will provide for over \$156 million of investment, including the construction of 519 housing units, 47,061 square feet of new retail space, a new 2.5-acre multi-functional downtown community plaza, numerous civic center improvements, substantial renovation of City Hall, and the adaptive reuse the historic Bank of Italy building. The City created unique development regulations within portions of the DCCP area to facilitate the DCCP vision and land-use intensification projects. The City also modified parking requirements to allow tandem parking, shared use of existing City owned parking lots, and reduced street widths. All of these regulatory relief efforts were essential to creating the community fabric wherein the City could achieve the densities and diversity of housing options required to support the economic viability of downtown Ontario. Given the proximity of existing amenities within the area, the new housing residents will be encouraged to eliminate car trips through an increased variety of transportation options including the Omnitrans Bus Transcenter, a local Amtrak light rail service stop.

#### **Catalyst Highlights:**

- Increased density from 20 to 65 units per acre.
- Incorporates new and exiting neighborhoods in maximizing the economic productivity of the commercial areas and maximizing the affordability component for all segments of the population.
- Joint use of a downtown plaza, community center, and library.
- Partnership between Related California, the City of Ontario and the Ontario Redevelopment Agency.
- Incorporation of green building components, including installation of a recycled water line that will significantly reduce water usage in the public right-of-way and drought tolerant plants and trees.





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## Quarry Falls, City of San Diego

### Bronze Catalyst Community San Diego Association of Governments Region



Quarry Falls will transform a 70-year-old sand and gravel quarry into a sustainable community with nearly 5,000 homes, village shops, businesses, potential for a K-8 or K-12 charter school, access to San Diego's Light Rail System and abundant acres of park space that are all within a 15 minute walk of each other. The Quarry Falls plan is based on San Diego's "City of Villages" strategy that was used as the framework for the City's recently adopted General Plan. This "City of Villages" community framework will facilitate a reduced dependency on cars and, ultimately, greenhouse gas emissions. Quarry Falls will feature a shuttle system, a hybrid-car sharing program and is within close proximity to the trolley stop – with the ultimate goal of providing residents everything they need to live, work, and play without having to drive. In addition, Quarry Falls' sustainable design features potentially will include an on-site reclaimed water treatment plant, solar orientation and energy management systems, drought tolerant and native landscaping, a community garden, high efficiency irrigation systems, natural filtration of storm water, construction waste recycling, and the use of sustainable and recyclable building materials.

#### **Catalyst Highlights:**

- 4,780 planned housing units, 10 percent of which will be affordable to low- or moderate-income households.
- Stage 1 "Gold" rating from the LEED-ND.
- Organized around a network of parks and open space, residents, retail, office and civic spaces will be linked by pedestrian trails, walkable streets, and bike paths.
- More than one-third of site devoted to open space and public areas creating a community dedicated to promoting a healthy and active lifestyle.
- Estimated to create over 9,000 construction jobs and 3,700 direct and indirect permanent jobs in the retail, education and public service sectors, among many others.
- Fiber optic structure with high speed internet to all units.
- Environment Protection Agency Study projects VMT reduction of two-thirds and 48 percent reduction in GHG
- Minimum of 75 percent construction waste recycled.
- Bicycle-friendly design incorporates bike facilities and parking, as well as links to regional bikeway system.



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## The Hercules Bayfront Transit Village, City of Hercules

### Bronze Catalyst Community Association of Bay Area Governments Region

The Hercules Bayfront Transit Village is a major infill project to rebuild an abandoned industrial area into a transit village linked to the Hercules Intermodal Transit Center, a new major regional hub combining ferry, train and bus service. The project is envisioned to have approximately 1,400 new multifamily units, mixed with up to 115,000 sf of office uses, 134,000 sf of flex uses and 90,000 sf of neighborhood-serving retail, all located within a one-quarter mile radius of the Transit Center, accessible by bicycle and walking via the Bay Trail. The project incorporates key objectives to promote the waterfront character and scenic resources through development of a transit-oriented neighborhood of walkable streets, a variety of dwelling types and businesses and public plazas.



#### **Catalyst Highlights:**

- 1,400 new units; 15 percent (201 units) affordable to low- and moderate-income households.
- 115,000 square feet office space, 134,000 square feet of flex space and 90,000 square feet of neighborhood serving retail.
- Multimodal train/ferry/bus center with dedicated parking for electric vehicles and carshare vehicles.
- All development within 1/4 mile of major regional hub with Biking/walking via Bay Trail .
- LEED ND Gold for plan awarded in January 2010.
- Awarded "Growing Smarter Together" through FOCUS Blueprint program.
- ABAG Priority Development Area served by WestCAT bus services, Cap Corridor, AmTrak and Union Pacific Railroad.
- Increased supply of housing in 33 unit per acre waterfront district restoration.
- Rebuild abandoned industrial area as transit village linked to new intermodal Transit Center.
- Reduce automobile use and fuel consumption by increasing bus trips from 30-60 trips per day, increased ferry service of 10 trips per day and 32 train trips per day.
- Restoration of Refugio Creek watershed and riparian corridor to protect San Francisco Bay Estuary. Returned to natural alignment and 1.25 acre tidal marsh.



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## North Oxnard Communities Catalyst Project, City of Oxnard

### Bronze Catalyst Community Balance of State Region

The North Oxnard Communities Catalyst Project (NOCCP) consists of five different communities: River Park Specific Plan area, The Village Specific Plan area, Esplanade Shopping Center and Financial Plaza, the Levitz Redevelopment sites and the proposed Jones Ranch Specific Plan. These communities are interconnected by streets, bus service, bicycle and pedestrian routes, schools and open space and create an opportunity for live/work and neighborhood compatibility combining together to create a sustainable community.



#### **Catalyst Highlights:**

- River Park Specific Plan: 702 acres, proposed to build out with 2,805 residential units and 2.46 million square feet of commercial development. Development will emphasize the importance of mixed-land uses and community scale for pedestrian movement and limited automobile usage.
- The Village Specific Plan: 63 acre, 1,500 residential units (15 percent affordable to low- and moderate-income households), 50,400 square feet commercial. Proposed land uses include high and very high density residential, live/work townhomes, mixed-use, transit center and open space.
- Esplanade Shopping Center/Financial Plaza includes 392,575 sq ft retail shopping space.
- Levitz redevelopment site is planned for up to 1,000 residential units.
- Jones Ranch Specific Plan to include 2,500 residential units will be restricted to meet workforce housing needs and designed as 100 percent affordable based on the Ventura County median income. Also includes 50,000 to 75,000 square feet of neighborhood commercial, retail and non-residential uses.
- Will include transit services to major transit stations including Metrolink.
- An 18 acre park and the bike/pedestrian paths will increase available park land.
- Esplanade Shopping Center and Financial Plaza will serve as a major employment center with approximately 3,200 employees.
- Project includes redevelopment of underutilized lands and calls for dense development near the retail sections.