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CSAC Honors Former League Executive Director Chris McKenzie

The California State Association of Counties (CSAC) selected Chris McKenzie as the recipient of its 2016 CSAC Distinguished Service Award for his years of service to California local government and his commitment to collaboration between cities and counties. McKenzie received the honor on Tuesday, Nov. 29 during CSAC's Annual Meeting in Palm Springs. This award recognizes individuals who have made significant policy contributions. *For more, see Page 2.*



Time to Submit 2017 Annual Conference Session Proposals

Deadline to submit is Friday, Jan. 6

Did you know that 95 percent of each year's conference programming comes directly from the open call for proposals? City officials have great ideas, which make great learning opportunities for other cities. The League of California Cities® is accepting session proposals for the 2017 Annual Conference through Jan. 6 for the Sept. 13-15 conference in Sacramento. *For more, see Page 2.*



League-Sponsored Bond Agency Issues \$171.2 Million in Tax-Exempt Bonds, Loan for Affordable Housing in Orange, Rehabilitation Center in San Francisco, Retirement Community in Los Angeles and Nonprofit in Oakland

Some of the most significant benefits of League membership for cities since 1988 have flowed from the League's co-sponsorship of the [California Statewide Communities Development Authority](#) (CSCDA). *For more, see Page 2.*

'CSAC-McKenzie' Continued from Page 1...

"As the longtime executive director of the League, you were a strong ally to California counties. You were an unparalleled partner to ensure that there was a unified voice from local government on issues of mutual interest before the Legislature," said CSAC Executive Director Matt Cate while presenting the award.

McKenzie retired from the League of California Cities® at the end of October, having led the organization for 17 years. Throughout his tenure with the League, McKenzie helped shape the strong relationship between the two associations through countless efforts. The League and CSAC worked closely together in the passage of Proposition 1A in 2004, which protects local government revenues. More recently, McKenzie was instrumental in the creation of the Fix Our Roads Coalition, which comprises the League, CSAC, local government, transportation, labor and other interests working to pass a transportation funding package. He also helped create the joint CSAC-League Homelessness Task Force, which has now held two formal meetings to discuss strategies to help California's homeless residents with supportive housing and critical services.

'AC Proposals' Continued from Page 1...

The League's Annual Conference brings together elected and appointed officials and staff and stakeholders for three days of educational sessions, workshops and networking.

Proposal Session Submission Instructions

Submissions, non-commercial in nature, from any individual, group, business or organization, on any topic are welcome. The Annual Conference Program Planning Committee will consider the educational value of each proposal and the extent to which it presents new and/or significant information. Sessions should not be product or venter commercialization oriented.

Proposals may be submitted [online](#) only. For questions, please contact [Katie Sacco](#) at (916) 658-8251.

'CSCDA' Continued from Page 1...

This program provides a variety of public agencies and developers access to low-cost, tax-exempt financing and economic development tools. CSCDA recently issued \$171,721,000 in tax-exempt bonds for the multi-family affordable housing Triangle Terrace Apartments in Orange, the Jewish Home of San Francisco (JHSF) and Hollenbeck Palms Continuing Care Retirement Community in Los Angeles, as well as a tax-exempt loan for the benefit of Lighthouse Community Charter School in Oakland.

About Triangle Terrace Apartments

Triangle Terrace Apartments is an acquisition and rehabilitation of 75 multi-family affordable housing apartments by Triangle Terrace Affordable, LP. Reiner Communities is the project sponsor, which will continue to be 100 percent affordable and provide apartments to low-income residents in Orange.

CSCDA and Reiner Communities partnered with Citibank to provide tax-exempt multi-family affordable housing bonds for Triangle Terrace. The project will undergo an extensive interior and exterior renovation ensuring that residents have an updated, safe, and affordable community to call home for years to come. The financing of Triangle Terrace will maintain the affordability of units for low-income tenants for 55 years.

About JHSF

JHSF serves approximately 1,800 patients and residents each year on its nine-acre campus. Non-residential care is offered through JHSF's short-term and rehabilitation services unit for patients who require geriatrically-specialized, interdisciplinary rehabilitation to recover from surgery or an acute illness, and through its acute geriatric psychiatry hospital.

CSCDA partnered with Cain Brothers, the underwriter, on the \$135,920,000 AA- rated insured tax-exempt bonds. The bonds will be issued to finance construction of the new 265,000 square foot facilities, with new and expanded services at JHSF's existing campus. In addition, the project will include the demolition of several existing buildings. The new facilities will feature approximately 190 licensed residential care elderly units, 113 of which will be used for assisted living and 77 being used for memory support care, with the additional facilities being used to house medical care, wellness and fitness programs, dining, and other senior living services, as well as the construction of a new subterranean parking lot. The project will also include improvements to the existing campus facilities, including seismic upgrades. The new facilities will be operated in conjunction with the existing 378 licensed bed distinct-part nursing facility and the 12 licensed bed acute gero-psychiatric hospital.

About Lighthouse

Lighthouse, a 501c3 nonprofit organization, was founded in 2002 by a small group of committed teachers and parents in downtown Oakland. The school serves over 740 students in grades K-12, supported and taught by over 100 faculty and staff. Dedicated to serving a student population that has been historically underserved by the traditional school system, Lighthouse provides a much-needed option for students and their families in Oakland.

The borrower under the tax-exempt loan for Lighthouse is the Rogers Family Foundation. Founded in 2003, the foundation is a private family foundation established by T. Gary and Kathleen Rogers to primarily focus on Oakland's public schools. The foundation envisions a future in which all Oakland students have the opportunity to attend a high-quality school where inspired and effective teachers personalize learning for every student.

About Hollenbeck Palms

Located on an 8 acre, park-like campus with panoramic views of downtown Los Angeles, Hollenbeck Palms, a 501c3 nonprofit organization, was the former home of John and Elizabeth Hollenbeck who gifted their estate in 1890. Since then, Hollenbeck Palms has been transformed into one of Los Angeles' premiere Continuing Care Retirement Communities. Offering a wide array of residential and assisted living accommodations, award-winning activities and wellness programs, along with 24-hour care that can be accessed as needed, its residents have less worry and more time to pursue their interests and lifestyle choices.

CSCDA partnered with Cain Brothers, the placement agent, on the \$20,435,000 in tax-exempt refunding bonds. The bonds refunded prior bonds originally issued by CSCDA for the construction and equipping of facilities on the Hollenbeck Palms campus. The refinancing is expected to produce net present value savings of \$1.2 million, with average annual debt service savings of approximately \$200,000.

Background

CSCDA is a joint powers authority created in 1988 and is sponsored by the League of California Cities® and the California State Association of Counties. It was created by cities and counties for cities and counties. More than 500 cities, counties and special districts are program participants in CSCDA, which serves as their conduit issuer and provides access to efficiently finance locally-approved projects. CSCDA has issued more than \$50 billion in tax exempt bonds for projects that provide a public benefit by creating jobs, affordable housing, healthcare, infrastructure, schools and other fundamental services. Visit [CSCDA's website](#) for additional information on the ways in which CSCDA can help your city.

California City Solutions: Davis Creates Protected Intersection to Maintain Public Safety

This story is part of an ongoing series featuring Helen Putnam Award entries. The 2016 entries are available on the League's website as a resource for cities in a searchable database called [California City Solutions](#). The city of Davis' Protected Intersection was submitted in 2016 for the Public Works, Infrastructure, and Transportation award category.

Davis is a city of nearly 67,000 with a university and residential population known for its commitment to environmental awareness and active transportation principles. To encourage and promote active modes of transportation, the city built 56 miles of bike lanes and more than 60 miles of off-street shared-use paths to provide children, university students, families, and seniors with safe and inviting transportation routes to school, work and recreational activities.

Covell Boulevard is one of two major east-west arterial roadways in Davis linking to Highway 80 and State Route 113. This corridor is an important cross-town roadway for drivers, transit and people on bikes connecting to schools, community centers, parks, and shopping. Covell Boulevard serves 20,000 vehicles and 150-250 cyclists daily. The critical speed along the corridor is 42 miles per hour and the posted speed limit is 35 miles per hour.

This four-lane major arterial was a typical transportation corridor where cars were the priority and the bike and pedestrian treatments were existing, but minimal, especially at intersections along the corridor. Children living north of Covell Boulevard biking to elementary and junior high schools were forced to cross multiple vehicle lanes including two relatively high-speed channelized right turn lanes. Families utilizing the existing shared-use path on the south side of Covell Boulevard also had a difficult time crossing at intersections because of the convergence of the path with the channelized right turn lanes.

The Davis City Council approved the Cannery mixed-use Master Planned Community in 2013, which includes 547 residential units and the employment potential for up to 850 jobs. This development gave the city the ability to improve biking and walking along Covell Boulevard and to make the corridor safer and more inviting for people on bikes and pedestrians.

To better understand the impacts of the new development, the city and Cannery developers funded a corridor study along Covell Boulevard. The goal was to identify transportation improvements that would enhance safety, circulation and identify access options for all modes of transportation throughout the corridor. Key safety concerns and recommendations were identified through public input with stakeholder groups including residents, local bicycle and transit advocacy groups, developers, property management companies, business owners, school officials, and law enforcement.

A grade-separated bike and pedestrian crossing to provide residents living and working in the Cannery development a safer crossing at Covell Boulevard was one priority. Davis cyclists at all levels desired improvements to the bike facilities along Covell Boulevard. The novice riders preferred the comfort level of the shared-use path, while the more experienced riders wanted to ride with traffic to expedite their commute time. Community members advocated for the removal of the channelized right turn lanes to reduce turning vehicle speeds, and shorten pedestrian crossings.

Findings were presented to the Davis City Council in April 2014. Council members supported the overall improvements, but requested additional new and unique options. They directed staff to conduct a peer review to seek the perspective of a consultant that could offer nontraditional expert opinions and design solutions that focused on active transportation. Staff consulted with the Netherlands based Dutch Cycling Embassy. The Dutch Cycling Embassy is a public/private network promoting sustainable bicycle inclusive mobility. The Dutch Cycling Embassy referred the firm, Mobycon, based in Delft, Netherlands, and specializes in active transportation and place making for assistance with design solutions.

In September 2014, Mobycon and staff presented recommendations to the city council for Covell Boulevard. The recommendations included a roundabout or a protected intersection at Covell Boulevard and J Street. Staff had initial concerns regarding the physical space required for a

roundabout, synchronization of traffic signals, and the practice of installing a multilane roundabout in a location with anticipated high bicycle and pedestrian traffic. As a result, the council approved the protected intersection treatment for both Covell Boulevard at J Street and Covell Boulevard at L Street. These two intersections would serve as pilot projects. Covell Boulevard at J Street would be funded by the Cannery development and Covell Boulevard and L Street would be a City Capital Improvement Project.

The city opened the first operational protected intersection in the United States in August 2015. This new intersection includes:

- Corner refuge concrete islands, situated between the bike lane and the right turn lane, which separates from the right turning drivers. These refuge islands decrease the speed of right turning vehicles and increase visibility for people on bikes, and pedestrians, as drivers must “square-up” with the intersection;
- Colored and marked bike and pedestrian intersection crossing areas, which show people on bikes and pedestrians where they should be positioned in the intersection and it lets drivers know to expect people on bikes and pedestrians. The left turning cyclist does not need to enter the left turn pocket with the vehicles. They could travel in the designated colored area around the intersection without any conflict with vehicles; and
- A bike only traffic signal phase will provide a separate green phase for people on bikes and pedestrians to safely navigate the intersection. The bike signal will be activated once the Cannery development is built-out.

Feedback has been positive and the city is in the next design phase to construct two additional protected intersections. Other communities in California and other states have reached out to the city to study the design and to implement similar intersections in their cities. As with all new innovative projects, there are lessons learned and as the city moves forward with more bike and pedestrian friendly intersections improvements will be made on the design.

SB 350 Low-Income Barriers Study Recommendations Draft Announcement *Cities Encouraged to Provide Feedback, Comments due Dec. 8*

The California Energy Commission recently (CEC) released its [SB350 Low-Income Barriers Study Recommendations](#). The study examines the challenges to and opportunities for increasing access to energy efficiency, weatherization and renewable energy investments for low-income customers. CEC is soliciting feedback from local government to better understand how to assist and strengthen local government efforts in addressing these barriers.

The CEC has worked closely with community members, environmental justice advocates, government agencies and industry leaders on the draft recommendations. These recommendations have implications for local governments, including the development of a pilot program of regional one-stop shops, a new oversight structure and an emphasis on collaboration and involvement from community-based organizations.

Comments on the [draft report](#) are due Dec. 8.

For questions or more information about the report, please contact [Deputy Public Advisor René Macleay Santiago](#) at (916) 654-4489.
