



**Sacramento
Housing &
Redevelopment
Agency**

April 7, 2004

6.1

City Council and the Redevelopment
Agency of the City of Sacramento
Sacramento, California

Honorable Members in Session:

SUBJECT: REPORT TO THE CITY COUNCIL, SCHEDULING JOINT PUBLIC HEARING, ADOPTION OF OWNER PARTICIPATION RULES, AND ELECTION TO RECEIVE TAXES FOR THE PROPOSED 65TH STREET REDEVELOPMENT PROJECT AREA.

LOCATION & COUNCIL DISTRICT

The proposed 65th Street Redevelopment Project Area is approximately 654 acres, and generally bounded by 65th Street, Folsom Boulevard, the Southern Pacific Railroad right-of-way, Power Inn Road, 17th Avenue, and San Joaquin Street.

Council Districts 3 and 6

RECOMMENDATION

Staff recommends that the Redevelopment Agency adopt the attached resolutions on pages 213 and 215:

- a) approving and adopting the Report to the City Council on the proposed Redevelopment Plan for the 65th Street Redevelopment Project, submitting said Report and proposed Redevelopment Plan to the City Council, and consenting to and requesting a joint public hearing on said Redevelopment Plan and the Final Environmental Impact Report related thereto; and
- b) approving and adopting Rules Governing Participation by Property Owners and the Extension of Reasonable Reentry Preferences to Business Occupants in the 65th Street Redevelopment Project.

Staff recommends that the City Council adopt the attached resolutions on pages 216 and 217:

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- a) acknowledging receipt from the Redevelopment Agency of the City of Sacramento of the Proposed Redevelopment Plan for the 65th Street Redevelopment Project and the Report to the City Council concerning said Plan, and consenting to and requesting a joint public hearing on said Redevelopment Plan and the Final Environmental Impact Report related thereto; and
- b) electing to receive all or any portion of the tax revenues pursuant to Section 33676 of the California Community Redevelopment Law attributable to tax rate increases imposed for the benefit of the City of Sacramento after the adoption of the proposed Redevelopment Plan for the 65th Street Redevelopment Project.

CONTACT PERSONS

Lisa Bates, City Community Development Director, 440-1316

Ya-yin Chiang, Senior Redevelopment Planner, 440-1399, x1430

FOR THE COUNCIL MEETING OF - April 20, 2004

SUMMARY

On February 3, 2004, the Redevelopment Agency adopted the Preliminary Report and referred the draft Redevelopment Plan for the proposed 65th Street Redevelopment Project to the Planning Commission, the 65th Street Redevelopment Advisory Committee and other interested persons. These actions are part of a larger redevelopment plan adoption process, prescribed by the California Community Redevelopment law, which began in January 2003 and includes a joint City Council/Redevelopment Agency public hearing tentatively scheduled for May 25, 2004.

The next steps in the 65th Street Redevelopment Plan adoption process involve actions by both the Redevelopment Agency and City Council on April 20, 2004. First, staff recommends that the Redevelopment Agency adopt resolutions which approve and transmit its Report to the City Council, included as Attachment 3 to this staff report; submit the proposed Redevelopment Plan to the City Council, included as Attachment 4 to this staff report; request a joint public hearing with the City Council on the Plan; and adopt and make available for public inspection Owner Participation Rules for the Project Area, included as Attachment 5 to this staff report. Following the Redevelopment Agency's actions, the City Council will consider resolutions acknowledging receipt of the Redevelopment Plan and the Redevelopment Agency's Report to the City Council, consenting to the joint public hearing, and electing to receive revenues from the Project Area attributable to tax rate increases that may be levied by the City after adoption of the Plan.

Upon approval of the resolutions, the information and analysis in the Redevelopment Agency's Report to the City Council, the Owner Participation Rules, the proposed Redevelopment Plan, and the Final Environmental Impact Report will be made available for public review prior to the

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joint public hearing on the proposed Redevelopment Plan tentatively scheduled for May 25, 2004. Notice of the joint public hearing will be published once a week for four weeks, and mailed to all Project Area residents, businesses, property owners, and affected taxing agencies, as well as to other interested parties, not less than 30 days prior to the joint public hearing.

RAC ACTION

Since the Redevelopment Agency's February 3, 2004 action referring the Redevelopment Plan, the 65th Street Redevelopment Advisory Committee (RAC) has been meeting to discuss the draft Redevelopment Plan and assist in the formulation of the Five-Year Implementation Plan. The RAC received a presentation on redevelopment in general, the redevelopment plan adoption process, tax increment revenue and redevelopment finance, acquisition and eminent domain, owner participation and business reentry, and relocation. The RAC also reviewed a copy of the draft Redevelopment Plan and Five-Year Implementation Plan, providing significant input on potential projects for the Implementation Plan. The Five-Year Implementation Plan is contained in Section "C" of the Report to City Council, Attachment 3 to this report. The report and recommendation of the RAC itself is also contained in Section "I" of the Report to the City Council.

At its meeting on March 16, 2004, the 65th Street RAC recommended adoption of the Redevelopment Plan for the 65th Street Redevelopment Project and adoption of the Five-Year Implementation Plan. The votes for both items were as follows:

AYES: Altier, Clayton, Donovan, Klein, Little, Lopez, Schmidt, Sikich, Stack, Wilson, Wood

NOES: None

ABSENT: Jaiyeoba, Jones, Rios-Alexander, Vail

COMMISSION ACTION

At their meeting on April 7, 2004, the Sacramento Housing and Redevelopment Commission adopted a motion recommending approval of the attached resolutions. The votes were as follows:

AYES: Burruss, Coriano, Farley, Gore, Harland, Hoag, McCarty, Piatkowski, Simon

NOES: None

ABSENT: Burns, Stivers

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BACKGROUND

Establishment of the 65th Street Redevelopment Project Area is being proposed to provide the Redevelopment Agency with the tools needed to assist property owners to revitalize a relatively stagnant part of the community by removing physical and economic blight. The Redevelopment Agency desires to see the Project Area improved in a manner consistent with the General Plan and specific plans. The specific goals of the Redevelopment Agency are to implement the City's adopted General Plan and specific plans by funding improvements around transit stations, develop vacant properties, and redevelop underutilized properties, thereby improving property values. Because the City's goals have not been accomplished by the private sector or through previous efforts of the City, redevelopment is being proposed for this area.

If the Redevelopment Plan is adopted by the City Council after a public hearing, all of the properties within the Project Area would be eligible for redevelopment benefits, such as financial incentives for rehabilitation and redevelopment. The Redevelopment Agency could finance Project Area improvements through tax increment financing, a mechanism unique to redevelopment agencies in California leveraged with private funds from the community. Tax increment financing reallocates a portion of the future growth in property tax revenue to the Redevelopment Agency for Project Area improvements without burdening property owners with onerous property tax increases. Property owners, both residents and businesses, could continue to improve and develop their property within the Project Area in accordance with the Redevelopment Plan.

Report to the City Council

The Report to the City Council, included as Attachment 3 to this staff report, incorporates the contents of the Redevelopment Agency's Preliminary Report approved on February 3, 2004, as well as additional information required by Redevelopment Law. The purpose of the Report is to assist the City Council in its consideration of the Redevelopment Plan and its legally required findings and determinations. Specifically, the Report includes the following components (per Section 33352 of the California Community Redevelopment Law):

- 1) The reasons for the selection of the Project Area, including a description of proposed projects and programs, and how these projects and programs will improve or alleviate blight in the Project Area;
- 2) A description of the physical and economic conditions in the Project Area;
- 3) The Five-Year Implementation Plan;
- 4) An explanation why blight in the Project Area cannot be alleviated by the private sector or without tax increment financing
- 5) The method of financing;
- 6) The method of relocation;
- 7) An analysis of the Preliminary Plan;

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- 8) The report and recommendation of the Planning Commission;
- 9) The Planning Commission's finding that the Plan conforms to the City's General Plan;
- 10) The Environmental Impact Report;
- 11) The report and recommendation from the 65th Street RAC;
- 12) An analysis of the base year report of the County Auditor-Controller and State Board of Equalization;
- 13) The neighborhood impact report, and;
- 14) A summary of consultations with affected taxing agencies.

A summary of some of the key sections of the Report to the City Council is presented below:

As described in the Report, the Redevelopment Plan is necessary to assist property owners and the City in alleviating blighting conditions and upgrading the character and quality of the Project Area. Section B of the Report contains a detailed description of the physical and economic blighting conditions evident in the Project Area, and provides statistical and photographic data to present evidence of these conditions. The conditions in the Project Area include the following:

- 1) Unsafe/Unhealthy Buildings;
- 2) Factors Hindering the Economically Viable Use or Capacity of Buildings and Lots;
- 3) Incompatible Uses that Prevent Economic Development;
- 4) Depreciated Property Values and Impaired Investments; and
- 5) High Vacancies, Low Lease Rates, Abandoned Buildings, and Vacant Lots.

Redevelopment Law requires that the Project Area be predominantly urbanized, generally meaning that not less than 80 percent of the land within the area has been developed, is an integral part of an urban area, or is characterized by having lots of inadequate form, shape, and size for proper usefulness and development. The analysis in Section A of the Report indicates that approximately 95 percent of the Project Area is urbanized; therefore the Project Area meets the urbanization requirement of Redevelopment Law.

Section C of the Report contains the first Five-Year Implementation Plan for the Project Area, which was approved by the 65th Street RAC on March 16, 2004. Because the Project Area will not generate a significant amount of tax increment revenue at the onset of the Redevelopment Plan, the Implementation Plan acknowledges that the Redevelopment Agency may not have sufficient resources to commence all of the listed projects without additional funding during the early years of Plan implementation. The Implementation Plan's projects list may be refined and prioritized by the RAC over time as the Project Area begins to generate tax increment revenue. The Implementation Plan also includes the Affordable Housing Compliance Plan, which sets forth the Redevelopment Agency's obligations to meet statutory inclusionary and replacement housing requirements in the Law. Approximately two years after the Redevelopment Plan is approved, the Redevelopment Agency is required to conduct a hearing to review the

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Implementation Plan, and the goals, programs, projects, expenditures, and housing requirements may be revisited at that time.

Section E of the Report acknowledges that the primary method of financing redevelopment of the Project Area would be tax increment financing, and includes a forecast of projected tax increment revenues from the Project Area. Over the 45-year period the Agency may collect tax increment revenue from the Project Area, the projections indicate that the Project Area could generate approximately \$62 million in gross tax increment revenue. After deducting the mandatory payments to affected taxing agencies required by Law, approximately \$29 million could be deposited to the Agency's non-housing fund for redevelopment projects, and another \$12 million could be deposited into the Agency's housing fund for affordable housing projects.

As explained in Section D of the Report, tax increment financing is necessary because the private sector is constrained by numerous factors that inhibit investment, including lower lease rates of industrial properties in the Project Area compared to properties outside the Project Area and commercially zoned Project Area properties that are smaller than the minimum lot requirements for today's development standards. These lower lease rates deter property owners from independently undertaking redevelopment projects despite the conditions of the properties today, because their investment cannot be recouped in additional lease revenue to offset these costs.

Section F of the Report contains the Method of Relocation the Redevelopment Agency would follow if and when relocation becomes necessary as part of Project implementation. As a California public agency, the Redevelopment Agency is required to adhere to the State Relocation Law and Relocation Guidelines on projects that are assisted by the Redevelopment Agency. As stated in Section F, the Redevelopment Agency would employ these statutes and policies (and federal law if applicable) as its method of relocation.

Sections H and J of the Report contain the report and recommendation of the Planning Commission, which reviewed the draft Redevelopment Plan on February 26, 2004. On that date, the Planning Commission adopted a resolution (contained in Section H of the Report) recommending that the City Council adopt the Redevelopment Plan, and finding that the Redevelopment Plan conforms to the City's General Plan.

Environmental Impact Report (Incorporated into Report to the City Council)

In accordance with the requirements of the California Environmental Quality Act (CEQA), a program-level EIR has been prepared to analyze the environmental impacts of the proposed Plan. A copy of the draft EIR (EIR) is incorporated into Section K of the Report by reference, and is included as Attachment 6 to this staff report for the members of the Council only. Other interested persons may obtain a copy of the draft EIR at the Sacramento Housing and Redevelopment Agency, 600 I Street, Suite 250. A copy is also on file with the City Clerk.

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The EIR reviewed all potential environmental impacts associated with the implementation of the plan. Topics addressed in the Draft EIR include: land use; traffic impacts related to potential buildout of adopted land uses; air quality, both construction and operational emissions; noise, both construction and operational noise; hazards and hazardous materials/waste management; biological resources; cultural/historic resources; stormwater/wastewater/flooding. Additionally, the EIR addressed all other sections as required by the CEQA.

The EIR analyzes the significant, short and long-term impacts related to the adoption of the Plan. The EIR is a program-level EIR as there is no specific development project associated with the Plan. The EIR includes as much detail as possible given the programmatic nature of the proposed Plan in order to maximize information available for the public review, thereby minimizing the extent of future project-specific environmental documentation. The EIR includes information gathered from the Initial Study/Notice of Preparation correspondence from utility/service providers, available literature/reference documents, and consultation with potentially affected agencies.

The Draft EIR was prepared and made available for a 45-day public review period on February 27, 2004. In accordance with the Agency's environmental review procedures, the Sacramento Housing and Redevelopment Commission held a public hearing during the public review period on March 17, 2004. The 45-day review period ends on April 12, 2004.

In general, the Draft EIR concluded that because of consistency with the City of Sacramento General Plan and Zoning Ordinance, adoption of the Redevelopment Plan would not cause impacts on: land use; noise, both construction and operational emissions; hazards and hazardous materials/waste management; biological resources; stormwater/wastewater/flooding. Aside from these topics, the Draft EIR did identify a few significant unavoidable environmental impacts. The significant and unavoidable impacts that would result from implementation of the Redevelopment Plan include cumulative impacts on the roadway system, long-term project specific operational emissions, and potential loss of cultural resources, as follows:

- 1) Traffic: The Sacramento General Plan Update and Transit Village EIRs adopted findings that determined that buildout of the designated land uses would result in significant and unavoidable cumulative impacts on the roadway system in the Project Area. The proposed Redevelopment Plan would remove barriers to development and encourage General Plan buildout in the Project Area, and be an indirect contributor to these identified impacts. The impact on transportation remains significant and unavoidable.
- 2) Air Quality: Since future projects over the life of the 30 year Redevelopment Plan cannot be defined or analyzed at this programmatic level, the impact on long-term operational emissions remains potentially significant and unavoidable.
- 3) Cultural Resources: Any loss of cultural resources associated with redevelopment projects, even if recorded prior to demolition, would contribute to a region-wide impact

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that cannot be remedied. Therefore, this is considered a potentially significant and unavoidable cumulative impact.

The final EIR, including responses to comments received during the 45-day review period, will be presented to the City Council and Redevelopment Agency for consideration at the joint public hearing and prior to its certification tentatively scheduled on June 8, 2004.

Owner Participation Rules

Redevelopment Law requires that the Redevelopment Agency have rules to govern owner participation and business occupant reentry for each redevelopment project area. The owner participation rules provide guidelines for the participation of property owners and the extension of reasonable preferences to business occupants to reenter business in the Project Area. When the Agency undertakes redevelopment of a specific property in the Project Area, the rules outline the procedures to be followed to ensure that both the rights of the participant in the redevelopment process are preserved and the goals stated in the Redevelopment Plan are achieved. The proposed rules are consistent with the Redevelopment Agency's policies in other Project Areas, and have been included as Attachment 5 to this report.

The attached resolution adopts Rules Governing Participation by Property Owners and the Extension of Reasonable Reentry Preferences to Business Occupants in the Project Area.

Scheduling Public Hearing

Redevelopment Law requires that the Redevelopment Agency and City Council conduct public hearings on a redevelopment plan before the City Council considers adopting the Plan by ordinance. In lieu of conducting separate hearings, Section 33355 of the Law permits the Redevelopment Agency and City Council to hold a single joint public hearing.

Both the Redevelopment Agency and the City Council are to adopt resolutions consenting to the joint public hearing. These actions are incorporated into the respective resolutions of the Redevelopment Agency and City Council involving the adoption and referral of the Report to the City Council. Both resolutions indicate each body's consent to the holding of a joint public hearing on Tuesday, May 25, 2004.

The legal notice requirements include publication of the notice and map of the proposed Project Area in a newspaper of general circulation once per week for four successive weeks, plus mailing the notice to all property owners, business owners, residents, and affected taxing agencies in the Project Area. The mailed notice will be sent at least 30 days before the joint public hearings as required by Law. In addition, a community-wide public workshop will be noticed and held prior to the joint public hearing.

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Election to Receive Taxes Due to Any Future Tax Rate Increases Imposed by the City

Pursuant to Redevelopment Law, the Redevelopment Agency receives Project Area tax increment revenues generated by the basic one percent tax levy and any increases in property tax rates. As one of the affected taxing agencies within the Project Area, the City of Sacramento could impose a tax rate increase in the future that it does not wish to be paid to the Redevelopment Agency in the form of tax increment revenue. In order for the City to receive taxes from such tax rate increases, Redevelopment Law requires the City to adopt a resolution electing to receive such taxes. This resolution must be adopted before the Redevelopment Plan is adopted, even if the City has no plans to increase property tax rates.

Adoption of the attached resolution provides the City the discretion to retain some or all of the property taxes generated by any future property tax rate increases levied by the City.

FINANCIAL CONSIDERATIONS

Adoption of the attached resolutions would authorize staff to conduct the requisite noticing activities. Notices would be transmitted by first class mail. The total cost of these notices and the newspaper ads has been budgeted in the Redevelopment Agency's budget for the plan adoption process.

POLICY CONSIDERATIONS

Per the California Community Redevelopment Law, the Redevelopment Agency and City Council must act affirmatively on the recommended actions in order for the Redevelopment Agency to proceed with the adoption and consideration of the 65th Street Redevelopment Plan.

The proposed actions in this staff report support the establishment of a redevelopment project area, which will meet the Redevelopment Agency's goals of eliminating blight and increasing economic opportunities, as well as promote the City of Sacramento's goal of preserving and enhancing neighborhoods.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act, the Redevelopment Agency has prepared a program-level Environmental Impact Report on the Redevelopment Plan. The Draft EIR, incorporated in Section K of the Report to the City Council, concludes that the adoption of the Redevelopment Plan could result in three significant and unmitigated impacts, including cumulative impacts on the roadway system, long term project specific operational emissions, and potential loss of cultural resources. The Notice of Availability and 45 day circulation of the draft EIR began on February 27, 2004; the notice period ends on April 12, 2004. During the review period, the Sacramento Housing and Redevelopment Commission held a public hearing on the

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EIR on March 17, 2004. All comments received during the hearing and in writing by April 12, 2004 will be addressed in the final EIR presented to the City Council and Redevelopment Agency at the May 25, 2004 joint public hearing. The City Council and Redevelopment Agency will consider certification of the EIR at a meeting tentatively scheduled for June 8, 2004. The National Environmental Policy Act does not apply to this Plan adoption.

M/WBE CONSIDERATIONS

The items discussed in this report have no M/WBE impact; therefore, M/WBE considerations do not apply.

Respectfully submitted,


ANNE M. MOORE
Executive Director

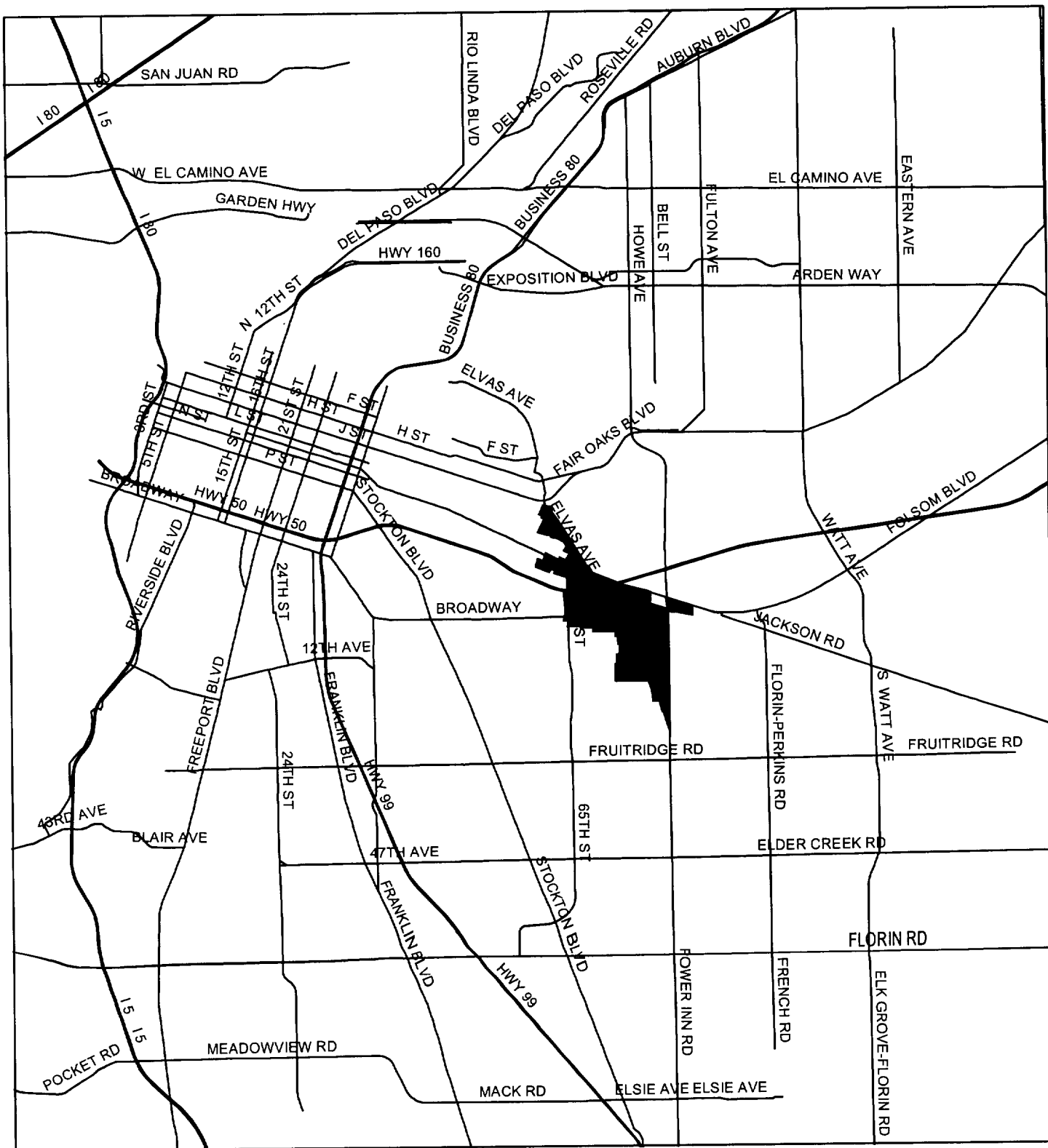
Transmittal approved,



ROBERT P. THOMAS
City Manager

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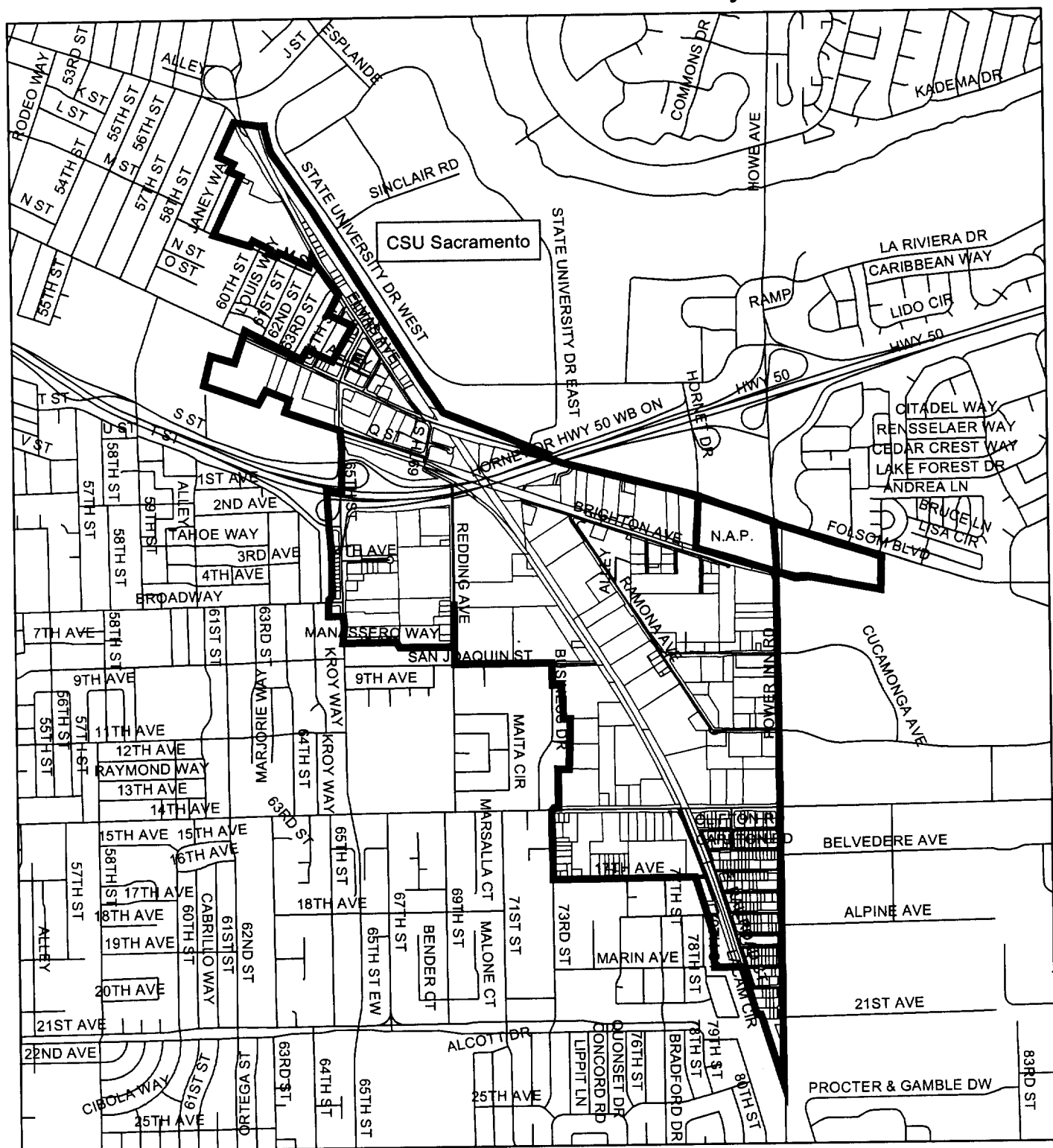
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Legend

Proposed 65th Street Redevelopment Area

Attachment 2 Proposed 65th Street Redevelopment Project Area Boundaries



Legend



Proposed 65th Street Redevelopment Area

N.A.P. Denotes not a part of Project Area





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Proclamation

Issued by the Mayor

Parliamentary Law Month April 2004

WHEREAS, parliamentary law is the embodiment of the democratic principles of justice, obedience to law and order, courtesy and a regard for the rights of all; and

WHEREAS, knowledge and practice of parliamentary procedure facilitates efficiency and harmony in organizational meetings; and

WHEREAS, a greater understanding of business transaction is achieved through the use of parliamentary procedure; and

WHEREAS, the year 2004 marks the 167th Anniversary of the birth of General Henry M. Robert, author of Robert's Rules of Order, which is recognized as America's highest authority on parliamentary law for deliberative assemblies; and

WHEREAS, the California State Association of Parliamentarians and all of its study units throughout the State of California, stress and foster parliamentary procedure in order to educate the public, promote the spirit of justice and fairness and provide an opportunity for developing these talents.

NOW, THEREFORE, I, Heather Fargo, Mayor of the City of Sacramento, do hereby proclaim the month of April 2004 as **Parliamentary Law Month** in the City of Sacramento and commend its annual observance to all citizens of Sacramento.

ISSUED: This 20th Day of April 2004.

Heather Fargo
HEATHER FARGO
MAYOR

65th Street Redevelopment Project

Report to the City Council

March 22, 2004

Redevelopment Agency of the City of Sacramento
600 I Street, Suite 250
Sacramento, California 95814



Rosenow Spevacek Group, Inc.

217 North Main Street
Santa Ana, California 92701-4822
Phone: (714) 541-4585
Fax: (714) 836-1748
E-Mail: info@webrsg.com

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Introduction

The Redevelopment Agency of the City of Sacramento ("Agency") has prepared a draft Redevelopment Plan ("Plan") for the proposed 65th Street Redevelopment Project ("Project") to upgrade and revitalize a 654-acre area in southeastern Sacramento. The proposed 65th Street Redevelopment Project Area ("Project Area") is generally bounded by 65th Street, Folsom Boulevard, the Southern Pacific Railroad right-of-way, Power Inn Road, 17th Avenue, and San Joaquin Street. If adopted by the City of Sacramento City Council ("City Council"), the Plan would permit the Agency to undertake certain redevelopment actions over a 30-year period within the Project Area.

This Report to the City Council ("Report") has been prepared by the Agency in accordance with Section 33000 et seq. of the Health and Safety Code of the State of California ("Redevelopment Law"). Consistent with Section 33352 of Redevelopment Law, this Report describes the needs for and implications of the proposed Plan. Its contents are divided into the following sections:

- Section A: Reasons for Selection of the Project Area.
- Section B: A Description of the Physical and Economic Conditions Existing in the Project Area.
- Section C: Five-Year Implementation Plan.
- Section D: An Explanation of Why the Elimination of Blight Cannot be Accomplished by Private Enterprise Acting Alone or Through Other Financing Alternatives Other Than Tax Increment Financing.
- Section E: Method of Financing and Economic Feasibility of the Plan.
- Section F: The Method of Relocation.
- Section G: An Analysis of the Preliminary Plan.
- Section H: The Report and Recommendations of the Planning Commission.
- Section I: Report and Recommendation of the Project Area Committee.
- Section J: A Statement of Conformance to the General Plan.

- Section K: The Environmental Impact Report.
- Section L: Report of the County Fiscal Officer.
- Section M: Neighborhood Impact Report.
- Section N: A Summary of the Agency's Consultations with Affected Taxing Entities and a Response to Said Entities' Concerns Regarding the Plan.

Plan Adoption Process

This Report is one of several documents Redevelopment Law requires the Agency to prepare during the Plan adoption process, and is intended to enhance the general understanding of the proposed Plan. Over the past several months, the City Council, Agency, Planning Commission, Sacramento Housing and Redevelopment Commission, the 65th Street Redevelopment Advisory Committee, affected taxing agencies, and the community at large have had an opportunity to study and comment on the proposed Plan. The comments have been considered by the Agency and have been incorporated in this Report.

The Plan is scheduled for consideration by the Agency and City Council at a joint public hearing tentatively scheduled for May 25, 2004. All Project Area property owners and affected taxing agencies will receive notice of this public hearing by mail.

Reasons for Selection of the Project Area

Location and Socioeconomic Profile

The Project Area is located within the boundaries of the City of Sacramento, Sacramento County, California ("City"). The City is the seventh largest city in California, with approximately 433,400 persons, according to January 2003 estimates from the State Department of Finance.

The proposed Project Area is located in the southeastern portion of the City, in the vicinity of California State University Sacramento. The Project Area is approximately 654 acres and is generally bounded by 65th Street, Folsom Boulevard, the Southern Pacific Railroad right-of-way, Power Inn Road, 17th Avenue, and San Joaquin Street. A map of the Project Area is presented on Exhibit A-1.

Existing land uses throughout the Project Area include industrial (warehouse), public, vacant, commercial (retail and service), residential and office. According to Agency staff field inspections, there are approximately 71 residential units in the Project Area. Land uses in the Project Area are quantified in Table A-1.

EXISTING LAND USE **TABLE A-1**
65TH STREET PROJECT AREA

Land Use	Count of Parcels		Parcel Acreage	
Industrial	243	45.9%	210.4	32.2%
Public	51	9.6%	128.2	19.6%
Vacant	42	7.9%	58.2	8.9%
Commercial	65	12.3%	52.3	8.0%
Residential	78	14.7%	37.4	5.7%
Office	18	3.4%	19.4	3.0%
Institutional 1/	6	1.1%	19.6	3.0%
Recreation	1	0.2%	10.4	1.6%
Miscellaneous	25	4.7%	4.1	0.6%
Subtotal	529	100.0%	540.0	82.6%
Public/ Right of Way		0.0%	114.1	17.4%
Total	529	100.0%	654.0	100.0%

1/ "Institutional" uses include a private school, medical facility, and two churches.

Source: County Assessor (2003-04)

Reasons for Selection of the Project Area

During the early 1900s the Project Area was mainly a farming area with relatively few homes. With the construction of the Southern Pacific Railroad within the area, and the subsequent construction of Interstate 50, the area soon became an industrial corridor. However as automobile use became the dominant mode of transportation, many industrial uses began to consolidate and relocate to more profitable locations where highways were more accessible. According to the City of Sacramento Planning staff, many of the large industrial companies have already or are planning to move outside of the Project Area. A licensed real estate broker with Cornish & Carey Commercial Brokerage suggests that the reason many industrial uses are relocating outside of the Project Area is because other locations have better accessibility with newer structures that are less deteriorated.

Unlike many of the surrounding neighborhoods and commercial areas, the Project Area was developed in a more inconsistent land use pattern, with incidents of conflicting residential/industrial and residential/commercial uses spread throughout the Project Area. These land use conflicts have resulted in serious incompatibilities between existing uses and have discouraged investment and development in the area.

Many of the structures in the Project Area predate 1960, and their age and antiquated design are contributing too much of the blight within the Project Area. The median age of structures in the Project Area is 54 years old. These structures are more susceptible to deterioration due to aging, weathering, a lack of current building standards and codes, and overall disinvestments. Moreover, the development standards at that time did not require as much off street parking, loading and unloading area, and other functional and aesthetic amenities as required today. Consequently, the value and appeal of Project Area buildings is inherently more limited as compared to the newer industrial and commercial areas.

Over time, the Project Area's economic problems have become more apparent as aging structures deteriorated due to an inability of property owners to afford repairs, and a general lack of economic incentive for property upgrades in the face of overwhelming deterioration throughout industrial, commercial, and residential properties. The lack of economic resources and overall lack of economic investment in the Area is reflected through low lease rates, high vacancies, abandoned buildings, and incompatible uses. Economic and physical conditions of blight in the Project Area will be discussed in further detail in Section B of this Report.

Two planning documents have been and are in the process of being created to help aid redevelopment efforts within the Project Area. A portion of the northern segment of the Project Area, north of State Route 50, is comprised of the completed "65th Street/University Transit Village Plan". A portion of the southern segment, south of Interstate 50 and west of the Southern Pacific Railroad right-of-

way, is comprised of the proposed "South 65th Street Area Plan." Both of these plans, along with the City's General Plan will guide land use policy within the Project Area.

The 65th Street/University Transit Village Plan Area is comprised predominantly of commercial and industrial uses with only seven known office uses and two known residential uses. The aim of the 65th Street Transit Village Plan is to help revitalize the local economy in the area by connecting the residents and businesses locally and regionally through the 65th Street Transit Station and to the nearby California State University, Sacramento (CSUS).

The proposed South 65th Street Plan Area includes a mix of industrial, commercial, office and residential properties. Once completed, the South 65th Street Area Plan is meant to direct future development and redevelopment in the southwestern portions of the Project Area focusing on improving the quality of life for the nearby residents and businesses. More specifically the plan is aimed to improve housing, provide more housing opportunity, extend residential and neighborhood serving retail uses, and promotes the connectivity of the area to the 65th Street light rail station and CSUS.

The goals of the Redevelopment Plan go beyond the land use policies in the two local land use plans. The goals of the Redevelopment Plan are to revitalize the Project Area and the greater southeast Sacramento Area. As enumerated in Section 100 of the Redevelopment Plan, the goals for the Project Area are as follows:

- A. The elimination of blighting influences and the correction of environmental deficiencies in the Project Area, including, among others, incompatible and uneconomic land uses, buildings in which it is unsafe or unhealthy for persons to live or work, small and irregular lots in multiple ownership, depreciated or stagnant property values, abnormally high business vacancies and low lease rates, and inadequate or deteriorated public improvements, facilities, and utilities.
- B. The replanning, redesign, and development of portions of the Project Area, which are stagnant or improperly utilized.
- C. The assembly of land into parcels suitable for modern, integrated development.
- D. The improvement of pedestrian, bicycle and vehicular circulation in the Project Area, in particular, public transit access and support.
- E. The strengthening of the economic base of the Project Area and the community by the installation of needed site improvements to stimulate new residential, commercial, and light industrial expansion, employment, and social economic growth.
- F. The provision of adequate land for parking and open spaces.

- G. The establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements, which provide unity and integrity to the entire Project.
- H. The provision of opportunities for participation by property owners in the revitalization of their properties.
- I. The increase, improvement, and preservation of the community's supply of housing available to low- and moderate-income persons and families.

With redevelopment tools available to the Project Area, the Agency is seeking to create financial mechanisms that will provide funding opportunities that can be pledged specifically to the proposed redevelopment objectives, resulting in an overall enhancement of the physical, economic, and environmental quality and character of the Project Area and surrounding areas. Tax increment financing and other redevelopment tools could be used to alleviate these conditions through a comprehensive improvement program focusing consistently with the City's General Plan and the applicable transit village plans.

A Determination as to Whether the Project Area is Predominantly Urbanized

For all redevelopment project areas established or areas added to project areas after January 1, 1994, Section 33320.1 of Redevelopment Law requires these areas to be "predominantly urbanized." This means that no less than 80 percent of land within the project area:

- 1) Has been or is developed for urban uses; or
- 2) Is characterized by the existence of subdivided lots of irregular form and shape and inadequate size for proper usefulness and development that are in multiple ownership; or
- 3) Is an integral part of one or more areas developed for urban uses, which are surrounded or substantially surrounded by parcels, which have been or are developed for urban uses.

A total of 622.14 acres, or 95.1 percent of the Project Area, is urbanized and 31.86 acres, or 4.84 percent of the Project Area, is non-urbanized. The urbanized areas include:

- 595.80 acres (91.1 percent) that either have been or are currently developed, and;

- 26.34 acres (4.03 percent) that is vacant but an integral part of an urban area, since they are immediately adjoined by developed parcels on at least three sides.

The Project Area contains no land dedicated to agricultural or open space use.

Based on the previously mentioned figures, the proposed Project Area is predominantly urbanized, as it clearly exceeds the 80 percent urbanization mark. Exhibit A-2 depicts the location of urbanized and non-urbanized parcels in the Project Area.

A Description of the Projects Proposed by the Agency

To assist the private sector and City with redevelopment of the Project Area, the Plan includes a list of infrastructure and public facilities projects, which could be implemented by the Agency. Additionally, the Agency will also employ resources to fund a variety of affordable housing, commercial rehabilitation, and economic development activities. A preliminary list of the redevelopment projects and programs anticipated by the Agency is contained in this section, along with estimated costs and a description as to how these projects would eliminate blight in the Project Area.

Public Infrastructure and Facilities Improvements

Attachment No. 4 of the Redevelopment Plan includes a list of the permitted public improvements that may be undertaken by the Agency, as required by Section 33445(b) of the Redevelopment Law. These and other public improvements address substandard infrastructure conditions in the Project Area, while expanding accessibility and utilization of public facilities serving the Project Area. For example, improvements to Folsom Boulevard will help implement the goals of the Plan by improving traffic flows and upgrading the character of this area, thereby making the area more attractive to redevelop. Improvements to sewer and storm drain infrastructure will help mitigate existing deficiencies and stimulate future development consistent with the General Plan.

The Agency anticipates that approximately \$10 million in non-housing tax increment revenue will be spent on these projects over the duration of the Plan. These funds may be used to supplement the City Capital Improvement Program where appropriate.

Public Infrastructure Projects

Improvements to Project Area public infrastructure are intended to alleviate traffic congestion and improve public safety, remove costly impediments to development, and upgrade infrastructure to contemporary standards to stimulate private development. The proposed traffic/circulation improvement projects shall include, but are not limited to roadways, landscape, street lights, pedestrian walkways, bridges, interchanges, curbs, gutters, sidewalks, parking, street widening, traffic signals, over or underpasses, utility undergrounding, bicycle paths, street medians, trails, and trolley crossings.

The proposed sewer and drainage improvement projects shall include, but are not limited to, monitoring systems, sewer parallels, drainage lines, sewer lines, sump improvements, detention basins, wastewater treatment facilities, flooding systems, flood control dikes, and sewer systems. The proposed utility and communication improvement projects shall include, but are not limited to,

electrical distribution systems, natural gas distribution systems, cable TV and fiber optic communication systems, water distribution systems, and windbreakers.

Numerous infrastructure projects were approved as a part of, or as mitigation for the 65th Street/University Transit Village Project. The following projects were identified and assessed in the 65th Street/University Transit Village Project Draft EIR (December 2001), and the Agency may assist in the funding of these projects:

A. Folsom Boulevard Intersection and Roadway Improvements

1. Folsom (61st-63rd)
2. Folsom (63rd-65th)
3. Folsom (65th-67th)

B. 65th Street Intersection and Roadway Improvements

1. 65th Street (Elvas to Folsom)
2. 65th Street (Folsom to US-50)
3. 65th Street (US-50 to 4th)
4. US-50 Westbound Off-Ramp improvements

C. Elvas Avenue Intersection and Roadway Improvements

1. Elvas (65th to Folsom)
2. Elvas (67th to 54th)

D. Intersection Signalization

1. 63rd and Folsom
2. 65th and Folsom
3. 67th and Folsom
4. 65th and US-50 Westbound Off Ramp

E. Combined Sewer Improvements

1. James C. McClatchy Park storage system
2. Pipeline replacement
3. Sewer maintenance holes

F. Storm Drainage Improvements

1. Storm drainage system along Folsom Boulevard west of 65th Street
2. Sump 31 expansion
3. New drainage lines and maintenance holes
4. Pump station at Folsom Boulevard / 65th Street
5. Upsize existing pipeline in Elvas Avenue to 42" pipe

G. Water Distribution System Improvements

1. Water 6", 8" and 12" lines and gates
2. Fire hydrants

These projects are being analyzed in an Infrastructure Needs Assessment being prepared for the City. Further compliance with General Plan, zoning standards, and environmental review may be necessary for these proposals to come forward on a case by case basis.

Infrastructure projects may be approved as a part of, or as mitigation for, the proposed South 65th Street Area Plan that is currently undergoing public review. To the extent that infrastructure projects are included in the adopted South 65th Street Area Plan, the Agency may assist in the funding of those projects.

Community Facilities

The proposed community facilities improvement projects shall include, but not be limited to, parks, open spaces, schools, school facilities, fire and police facilities, communication systems, libraries, cultural centers, community centers, city maintenance facilities, plazas, recreational facilities, playgrounds and civic centers.

Commercial Rehabilitation and Economic Development Incentives

The Agency anticipates a sizable portion of the non-housing revenue from the Project Area will be expended on projects to assist property owners with rehabilitation to older structures, redesign and reconstruction of obsolete properties, onsite improvements to redesign and expand parking and other amenities, construction of buffers to surrounding uses, and other improvements needed to address existing deficiencies identified in Section B of this Report.

The preliminary cost of these activities is anticipated to be \$19 million over the duration of the Plan.

These activities are designed to address blighting conditions by assisting business and property owners with rehabilitation, expansion, or acquisition activities. The Agency proposes to provide funds to assist in land acquisition and on-site and off-site infrastructure improvements. Consistent with the General Plan and applicable transit village plans, the Agency seeks to use redevelopment tools to stimulate private investment throughout the entire Project Area. Where appropriate, the Agency may provide grants and/or loans for small business or property owners who desire to install façade improvements, redesign parking areas, or add buffers to surrounding uses. In instances where more significant redevelopment work is needed, the Agency may work with multiple owners of property to create shared parking areas to improve the supply of convenient off-street parking and reduce potential safety hazards. The Agency may also participate with property owners who desire to reconstruct improvements by providing off-site improvements or other incentives to eliminate the financial shortfall facing many prospective Project Area developers and property owners. Finally, the Agency could employ the Plan's authority to assemble property, including the use of eminent domain on non-residentially occupied properties as a means to create more developable parcels.

Housing Programs

The Agency is required by Redevelopment Law to set aside at least 20 percent of its gross tax increment revenues into a fund to increase, improve, and preserve the community's supply of affordable housing. Such funds may be used inside as well as outside the Project Area boundaries.

The Agency anticipates expending approximately \$12 million on affordable housing projects over the duration of the Plan. Housing fund expenditures will assist the City in implementing the goals and programs set forth in the Agency's affordable housing compliance plan and five-year implementation plan, as well as the Housing Element of the City's General Plan. Within the Project Area, affordable housing funds may be used to assist in the development of quality housing projects in areas where such uses are permitted. By law, a minimum of 15 percent of all housing units constructed in a Project Area must be affordable. Affordable housing funds may also be employed outside the Project Area provided the Agency can make the appropriate findings of benefit required by Redevelopment Law. The Agency also expanded implementation of its existing affordable housing programs (including Homebuyer Assistance, Homeowner Assistance, and Developer Assistance programs) in the Project Area if the Plan is adopted. These housing projects implemented by Project Area tax increment revenues would generally help fulfill the community's need for affordable housing in response to development of job-generating uses and other economic growth within the Project Area.

A Description of the Physical and Economic Conditions Existing in the Project Area

This section describes the blighting conditions that exist within the Project Area. The Project Area is characterized by both physical and economic blighting conditions as defined by Redevelopment Law. Generally, the Project Area is an incongruent mix of conflicting land uses, many of which are on undersized parcels lacking parking, buffers, and public infrastructure. Decades since the area was originally subdivided for less intensive uses, Project Area parcels are extraordinarily difficult to develop, facing both physical and economic constraints to redevelopment. Consequently, the area stagnates, despite a limited amount of infill development.

The blighting conditions are described in further detail in this Section under the following subheadings:

- 1) Unsafe/Unhealthy Buildings;
- 2) Factors Hindering the Economically Viable Use of Lots;
- 3) Incompatible Uses;
- 4) Impaired Investments; and
- 5) High Vacancies, Low Lease Rates, Abandoned Buildings, and Vacant Lots.

This Section of the Report describes the findings of blight in the Project Area.

Legal Context of Blight

Sections 33030 through 33039 of Redevelopment Law describe conditions that constitute blight in a redevelopment project area. A blighted area is one that necessitates the creation of a redevelopment project area because the combination of conditions in the area constitute a burden on the community and cannot be alleviated by private enterprise, governmental action, or both. A project area must have both physical and economic blighting conditions, as defined in Sections 33031(a) and (b), respectively:

Physical blight includes the following:

- 1) Buildings in which it is unsafe or unhealthy for persons to live or work that can be caused by serious building code violations, dilapidation and deterioration, defective design or physical construction, faulty or inadequate utilities, or other similar factors.
- 2) Factors that prevent or substantially hinder the economically viable use or capacity of buildings or lots that can be caused by a substandard design, inadequate size given present standards and market conditions, lack of parking, or other similar factors.
- 3) Adjacent or nearby uses that are incompatible with each other and which prevent the economic development of those parcels or other portions of a project area.
- 4) The existence of subdivided lots of irregular form and shape and inadequate size for proper usefulness and development that are in multiple ownership.

Economic blight includes the following:

- 1) Depreciated or stagnant property values or impaired investments, including, but not necessarily limited to, those properties containing hazardous wastes.
- 2) Abnormally high business vacancies, abnormally low lease rates, high turnover rates, abandoned buildings, or excessive vacant lots within an area developed for urban use and served by utilities.
- 3) A lack of necessary commercial facilities that are normally found in neighborhoods, including grocery stores, drug stores, and banks and other lending institutions.
- 4) Residential overcrowding or an excess of bars, liquor stores, or other businesses that cater exclusively to adults that has led to problems of public safety and welfare.
- 5) A high crime rate that constitutes a serious threat to the public safety and welfare.

Section 33030(c) of the Redevelopment Law also states that a blighted area may be one that contains inadequate public improvements, facilities, or utilities when other blighting conditions are present.

Blighting Conditions in the Project Area

This section presents a detailed analysis of blighting conditions in the Project Area. The analysis is based upon a series of field inspections of the Project Area, discussions with City officials, property owners, business owners, and research and analysis of local and regional economic data. The following Table B-1 lists the individuals consulted and referenced in Section B of this Report.

LIST OF INDIVIDUALS AND ORGANIZATIONS CONSULTED
65TH STREET REDEVELOPMENT PROJECT AREA

TABLE B-1

Name	Title	Organization
Matt Anderson	Associate Planner	Sacramento Planning & Building Department
David Brennan	Industrial Broker	Cornish & Carey Commercial
Mark Dumford	GIS Specialist	Sacramento Planning & Building Department
Steve Gay	GIS Specialist	Sacramento Planning & Building Department
Greg Levi	Office/Commercial Broker	CB Richard Ellis
Jim McDonald	Senior Planner	Sacramento Planning & Building Department
Ron O'Connor	Chief of Housing and Dangerous Buildings	Sacramento Housing & Dangerous Buildings Department
David Planting	Industrial Broker	CB Richard Ellis
Bob Rose	Chief of Code Enforcement	Sacramento Code Enforcement
Joann Shapiro	Commercial/Retail Broker	American General Properties
Judy Tapia	Enforcement Officer	Sacramento Code Enforcement
Juan Travino	Inspector	Sacramento Housing & Dangerous Buildings Department

Photographs of the Project Area, including depictions of the specific blighting conditions are included in Appendix A to this Report.

In addition, a parcel-by-parcel field survey of the Project Area was conducted in April 2003 and again in November 2003 by redevelopment consultants trained in identifying and analyzing blight. The purpose of the field survey was to locate and evaluate the exterior blighting conditions prevalent throughout the project area. Each parcel was evaluated based upon physical condition of the structure, the condition of the lot, the land use and the land use compatibility with surrounding uses. The following criteria were included in and evaluated during the survey:

- Damaged/deteriorated wall materials
- Damaged/deteriorated roofing
- Damaged/deteriorated foundation
- Damaged/deteriorated overhangs/posts
- Damaged/deteriorated porch/stairs
- Damaged/deteriorated rafters/framing
- Damaged/deteriorated doors/windows
- Damaged/deteriorated wiring/utilities
- Conditions that resulted in safety hazards
- Lack of parking
- Inadequate setbacks causing land use conflicts
- Insufficient loading areas
- Ingress/egress problems

- Vacancies exceeding 20 percent of the gross building area
- Abandoned buildings
- Incompatible uses

Only serious physical or economic conditions were noted. Properties needing repainting, new signage, or general cleanup, while prominent within the Project Area, were not identified as a part of the field survey because these conditions were not deemed to be a reliable and consistent measure of physical or economic blighting conditions. A property was considered blighted if some or all of the above criteria were present.

The types of blighting conditions noted within the Project Area include unsafe and unhealthy buildings, factors that hinder the economically viable use, incompatible use, impaired investments, abandoned buildings and excess vacant lots, and low lease rates.

Blight Map

A map depicting the location of blighting conditions described in this Section is presented on Exhibit B-1 below.

Unsafe and Unhealthy Buildings

Unsafe/Dilapidated/Deteriorated Structures

Deterioration of structures is one of the chief causes of unsafe and unhealthy buildings in the Project Area. A building is considered to be unsafe and unhealthy when the physical conditions of the structure are so severe that it could cause bodily harm to those near or within the structure. Such dilapidation and deterioration is caused by deferred maintenance, damage and aging. For example, if the exterior surfaces are not properly maintained to remove dry rot, rust, or replace cracked/missing siding or concrete, this lack of maintenance could expose the interior framing and foundation to the elements, weakening the structural integrity of the building. Deterioration of doors, windows, and roofing material causes framing, rafters, and interior wiring to be susceptible to water damage and increases the deterioration of the entire structure leaving the structure susceptible to fire especially during the drier seasons. Water leakage resulting from design defects or deterioration of buildings also poses serious health risks to occupants exposing individuals to dangerous molds and fungi.

These severe conditions were noted throughout many parts of the Project Area. Examples of these structures were found in older industrial and commercial buildings along Elvas Avenue, Folsom Boulevard, 65th Street, Ramona Avenue, and Amador Avenue. Residential properties along Hunt Street, Amador Avenue, Butte Avenue, Merced, and 18th Avenue were also found to have at least one unsafe condition. The most frequent form of damage noted was damaged/deteriorated windows and doors, damaged/deteriorated external building materials and deteriorating roofing and framing. Approximately 16 percent of the developed parcels in the Project Area were noted for damaged external building material, 8 percent were noted to be suffering from deteriorating roofing and framing, and 5 percent were noted to have deteriorated doors and windows. Table B-2 lists the addresses as well as photo reference numbers from Appendix A of specific properties found to be suffering from severe deterioration that causes unsafe conditions.

SEVERE DILAPIDATION/DETERIORATION ANALYSIS TABLE B-2
65TH STREET REDEVELOPMENT PROJECT AREA

Land Use	Street No.	Street Address	Photo #
Industrial	4700	20th Avenue	1
Industrial	1308	65th Street	76
Industrial	7900	Amador Avenue	2
Commercial	5907	Elvas Avenue	3
Commercial	5929	Elvas Avenue	4
Industrial	5935	Elvas Avenue	5, 6
Industrial	5945	Elvas Avenue	7
Industrial	6325	Elvas Avenue	N/A
Commercial	6431	Elvas Avenue	8
Industrial	6655	Elvas Avenue	N/A
Commercial	6200	Folsom Boulevard	9
Industrial	6438	Folsom Boulevard	10
Commercial	6600	Folsom Boulevard	11
Industrial	6600	Folsom Boulevard	N/A
Office	6760	Folsom Boulevard	12
Industrial	6900	Folsom Boulevard	69
Commercial	7042	Folsom Boulevard	13
Industrial	3030	Power Inn Road	14
Industrial	4600	Power Inn Road	15
Industrial	2600	Redding Avenue	16
Industrial	2947	Ramona Avenue	17
Industrial	7832	Ramona Avenue	18
Residential	7900	18th Avenue	19
Residential	7900	Amador Avenue	20
Residential	8004	Butte Avenue	21
Residential	7700	Cucamonga Avenue	22
Residential	7400	Folsom Boulevard	23
Residential	2900	Hunt Street	25
Residential	2904	Hunt Street	77
Residential	7905	Napa Avenue	26
Residential	3312	Ramona Avenue	24

Source: RSG Survey (April 2003 & November 2003)

Residents within the project area boundaries are generally of lower income than the residents elsewhere in the City or the County. According to the 2002 demographic data reports from Applied Geographic Solutions (provider of advanced demographic reports), the Project Area per capita income is approximately 18 percent lower than communities just two miles outside the Project Area and 24 percent lower than the County per capita income. As a result, Project Area residents do not have enough disposable income or generate sufficient rent for landlords to pay for home improvements and repair. For instance, the residential property located at 2904 Hunt Street is suffering from

major deterioration to the roof, eaves, walls, and has broken or missing windows, leaving the structure completely uninhabitable (refer to photo 68 of Appendix A). Another residential property located at 7700 Cucamonga Avenue has deterioration to the roof, eaves, walls, windows, and is boarded up and vacant (refer to photo 22 of Appendix A). In the industrial zoned, M-2, area in the southernmost point of the Project Area, some of the residents have neglected improvement to their property to such an extent as to make the structure near uninhabitable for residential use. In fact the City of Sacramento Building Department has deemed 8004 Butte Avenue "Sub-Standard" and as a result, this property can no longer be occupied (refer to photo 21). Other residential properties within the Project Area are at risk as well. Residential properties located along the 2900 block of Hunt Street appear to be deteriorated to such an extent that they may be deemed substandard in the future. Refer to photos 25, 77 in Appendix A.

City of Sacramento Housing & Dangerous Buildings staff indicated that many of the non-residential structures in the area are suffering from some type of deterioration and/or disrepair. City inspectors frequent the Project Area when called upon for building inspections, code violations, or complaints related to building construction. City staff indicated that the most frequent form of deterioration to all properties in the Project Area is deteriorated/weathered roofs, holes in walls, deterioration to walls, or broken windows; and that reasons why non-residential and residential structures are often not upgraded and repaired are due to property owners' lack of disposable income or a fear of lack of return on investment.

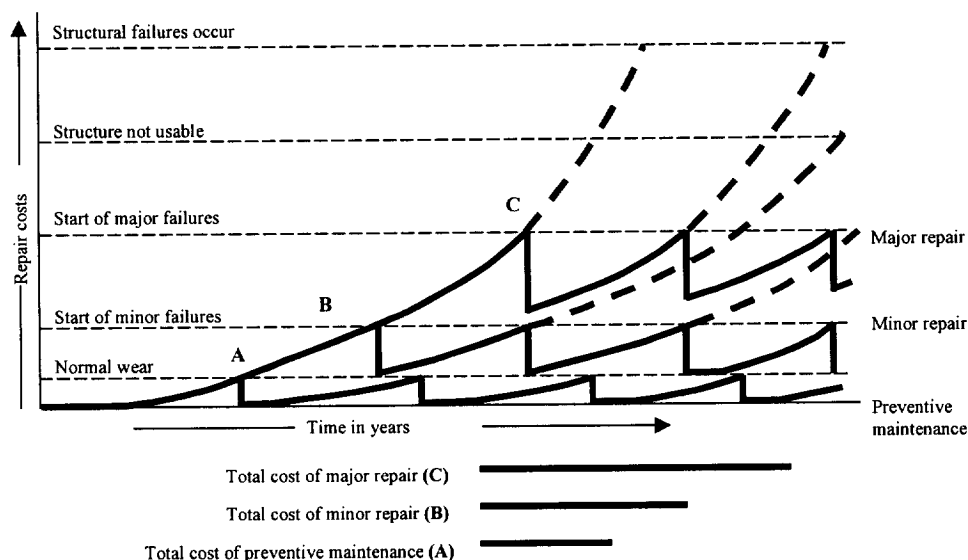
Due to the poor conditions throughout the Project Area, non-residential landlords in the Project Area are more reluctant to pay for needed improvements or repair for fear of a low or no return on investments. For instance, commercial properties are suffering from deterioration such as the property located at 6431 Elvas Avenue, which has deterioration to the walls, roofing, foundation, framing, doors, and windows to such an extent that it has been boarded up and left vacant. Further down the road, the commercial property located at 6400 Elvas Avenue exhibits deterioration to the roof, eaves, walls and windows and is also vacant (refer to photo 66). Industrial property owners are also unwilling to make improvements to properties (refer to photo 8). For instance, the building located at 1308 65th Street is suffering from major deterioration to the roof and eave of the building leaving the building uninhabitable and abandoned (refer to photo 76). A CB Richard Ellis broker suggests that the deterioration of structures in the industrial portions of the Project Area is one of the main reasons that little investment is made in the Area.

Deferred maintenance can be a result of declining or stagnant property values and/or aging building stock. Property owners are reluctant to invest if they do not realize a return on investments from the rehabilitation and as a result, the necessary preventive maintenance is neglected. Poor building conditions indicate limited reinvestment in building stock through renovation and rehabilitation, and reflect a weak environment for private sector development. Aged building stock also contributes to deferred maintenance. The median age of

structures in the Project Area is 54 years old. By nature the older structures are difficult to rehabilitate, because as the structures age, rehabilitation is more expensive due to the need to bring the structures up to current building code requirements.

As demonstrated in Figure B-1, if proper regular maintenance is not done, first minor, and then major failures will result over time. As the cost of renovating the building goes up exponentially over the years, structural failures occur and the building cannot be recovered. Since the property owners fear that they will not realize a return on an investment in rehabilitation, buildings are often neglected.

FIGURE B-1
TIME/REPAIR COST CORRELATIONS



PREVENTIVE MAINTENANCE (bottom line) not only costs markedly less in aggregate than repairing building failures, it reduces human wear and tear. A building whose systems are always breaking or threatening to break is depressing to the occupants, and that brings on another dimension of expense. This diagram is adapted from *Preventive Maintenance of Buildings* (New York: Van Nostrand Reinhold, 1991), p.3.

The process of deterioration and dilapidation can be self-perpetuating. The presence of properties which exhibit signs of deterioration may deter owners of neighboring properties from improving and maintaining their properties because it appears to the property owner that any benefit which might accrue to the value of their properties will be diminished due to the condition of surrounding properties. When deteriorating conditions are prevalent throughout an area, it is often difficult for a properly maintained property to attract a buyer because the area's degenerating conditions send a message of apathy to potential investors, which presents a risk in terms of possible decrease in property values if these conditions continue to persist.

The age of structures, coupled with a lack of maintenance in structures, appears to be one of the main reasons why investors are looking elsewhere. According to real estate experts from Cornish and Carey Commercial, aged and deteriorated buildings in the Project Area coupled with the fact that there exist comparable properties elsewhere that are newer and cleaner, results in higher vacancies in the area and less investment in properties. In addition, a real estate expert from CB Richard Ellis adds that deteriorating structures are a negative asset in the Project Area, and is one of the chief reasons that private investment is lacking.

Dilapidation and deterioration of the structures has a negative effect on the economic development of the area. Businesses are less successful in an area that is dilapidated and deteriorated due to concerns about health and safety, and concern for the economic well being of business.

Defective Physical Construction/ Defective Design

A parcel suffers from defective physical construction when structures appear to be built from materials that are outdated or substandard, such as corrugated metal, and would not be permitted if the structure were built today. Other contributing factors can include cracked foundations, leaning structures, substandard windows, or a variety of other physical inadequacies. Conditions of defective physical construction can be manifested in a number of ways. One example is where existing conditions do not meet the modern construction standards established to ensure the health and safety of the building occupants. Such defects may technically not be code violations but rather deficiencies resulting from changes in building code standards.

Buildings constructed with substandard exterior building materials were noted in the industrial and commercial buildings along Folsom Boulevard, Elvas Avenue, Ramona Avenue, Redding Avenue and less frequently along 65th Street, Power Inn Road, Heinz Street, and Amador Avenue (refer to photos: 27, 28, 11, 67, 2, 48, 29, 18, 10, 16). Many of these buildings are structurally unsound and pose fire hazards, and can pose a threat to the health and safety of the occupants, neighbors and surrounding areas. For instance the building located at 6655 Elvas Avenue is dangerously deteriorated; the support beams have dry rot and part of the roof is sagging. The dry rot creates a fire hazard and the sagging roof can be dangerous to persons walking beneath it. The building located at 6260 Folsom Boulevard suffers from deterioration to the rear of the building; the rafters are badly deteriorated showing signs of dry rot and the corrugated sheet metal used on the roof is sagging and/or missing, exposing the internal of the building to the elements. Other buildings in the Project Area have "add-ons" to the structures, which are unsound, and pose threats to people's health and safety. For instance the building located at 3030 Power Inn Road has an attached roof that is used to protect the corrugated metal structure, which is held up by only two support beams creating a danger for those who may walk beneath (refer to photo 14).

Another substandard condition prominent on the sides or tops of buildings in the industrial and commercial properties is rusted corrugated metal, found throughout

the Project Area along Elvas Avenue, Ramona Avenue, Redding Avenue, and Folsom Boulevard. As corrugated metal begins to rust and deteriorate it can pose a threat to a person's safety. Corrugated metal tends to rust fairly quickly in areas that receive high rainfall per year, such is the case in northern California cities, and as it weakens it falls off in pieces or entire sheets. This can pose a threat to workers or occupants of the property and can pose a threat to nearby residents. A real estate expert at CB Richard Ellis suggests that many industrial businesses in the Project Area adjacent to or near residential uses are more susceptible to safety and nuisance problems such as trespassing and loitering. This not only creates a nuisance to the industrial businesses but also creates a hazard when properties are found to have structures that may be unsafe due to substandard building materials.

Many parcels in the Project Area face inadequate setbacks and vehicle circulation space. The insufficient setbacks reduce the amount of parking availability forcing cars to park on sidewalks and in ingress/egress areas. During the survey it was noted that at least 50 percent of the commercial/industrial properties along Elvas Avenue, Folsom Boulevard, 66th Street, Q Street, 69th Street, and Clifton Road contained one or more vehicles parked on portions of the sidewalks or in circulation paths. (Refer to photos: 30, 39, 43, 33, 44, 36, 41, 31, 35, 34, and 46).

The defective building design layout also results in a lack of circulation, which is unsafe to pedestrians and drivers. Multiple incidents have been documented in the field survey where the buildings in the commercial areas occupy large portions of the parcel, and the limited onsite parking is completely full, often overflowing into the circulation access or sidewalks. Without proper circulation space, drivers are forced to maneuver through narrow lanes, creating a higher tendency of traffic accidents. The following table, Table B-3 represents properties that do not have adequate circulation space due to defective building design layout. Without sufficient parking spaces, customers leave the area to shop elsewhere where parking is more readily available or are forced to park in the public-right-of-way. A real estate expert at CB Richard Ellis suggests that the reason commercial and office uses do not fair as well as other comparable areas and is often overlooked is the lack of available onsite parking and access, which can be attributed to small lot setbacks. Therefore the inadequate vehicular access and lack of onsite/off street parking has a negative effect on business operations on these properties.

DEFECTIVE DESIGN LIMITING ON-SITE CIRCULATION TABLE B-3
65TH STREET REDEVELOPMENT PROJECT AREA

Inadequate Circulation	Photo #	Land Use	
5907 Elvas Avenue	38	Commercial	
5900 Elvas Avenue	30	Commercial	1/
5929 Elvas Avenue	39	Commercial	
6409 Elvas Avenue	33	Commercial	
5935 Elvas Avenue	32	Industrial	
5945 Elvas Avenue	N/A	Industrial	
6525 Elvas Avenue	35	Industrial	
6500 Folsom Boulevard	N/A	Commercial	
6531 Folsom Boulevard	44	Commercial	
6620 Folsom Boulevard	N/A	Commercial	
1315 65th Street	34	Industrial	
2992 65th Street	N/A	Commercial	
6600 66th Avenue	44	Commercial	1/
1725 69th Street	46	Industrial	
8020 14th Avenue	N/A	Industrial	
8030 14th Avenue	37	Commercial	
7948 14th Avenue	N/A	Industrial	
7900 Clifton Road	36	Industrial	1/
7900 Clifton Road	41	Industrial	1/

1/ The location of these parcels are approximate addresses, since some of the parcels do not have an address or are not clearly identified.

Source: RSG Survey (April 2003 & November 2003)

Another design deficiency that is common along Elvas Avenue is when a car is forced to reverse to exit, and lacks street visibility due to parked cars. As an existing car attempts to reverse into the traveling lane and is blinded by parked cars, opportunities for car accidents to occur greatly increases. (Refer to photos: 33, 38). The following Illustration B-1 demonstrates this type of traffic hazard within the Project Area:

ILLUSTRATION B-1 DESIGN DEFICIENCY



As can be seen in the illustration, parked cars have to back up into northbound traffic lanes on Elvas Avenue increasing the opportunity for an accident to occur. The lack of access space and shortage of parking, due in part to both small lot size and building dominance over the lot, contribute and impact conditions.

One way to correct the defective building design layout would be to locate buildings on larger parcels. This is difficult and very costly to do for it requires acquisition and redesign of properties that are in mixed ownership. An investor would be required to get owners of parcels located next to one another to agree to sell their properties and would also need to have a large amount of capital to accomplish such a feat.

Why Redevelopment?

Due to the dilapidation and deterioration of many of the Project Area buildings, and the escalating costs associated with the maintenance and upkeep of the structures, it is very likely that most of these structures will continue to decline in appearance and structural integrity, further contributing to the blighting conditions within the Project Area. As evidenced by the lack of investments to existing properties over the past several years, many property owners are not able or are unwilling to upgrade their properties to due to a fear of lack of return on investment.

Due to old age and escalating costs involved in meeting modern construction standards established to ensure the health and safety of the building occupants, it is likely that many Project Area buildings will continue to be characterized by defective physical construction. The defective layout of the aforementioned buildings on commercial properties, which do not accommodate adequate setbacks and vehicle circulation space, will continue to place persons in harm as reflected in traffic accident occurrences. Improvements required to correct defective physical construction can be expensive because of the need to bring the structure up to current code requirements that add more construction costs to repair an old structure.

As many property owners cannot afford the existing costs of upgrading their businesses or homes or are unwilling to do so due to a lack of return in investment, redevelopment can provide the tools to meet this need. Redevelopment can help to fund programs providing low cost rehabilitation loans, offsetting costs and affecting a positive change on the condition of the buildings in the area and the overall community.

Only through a cooperative effort of the property owners with the additional funding capacity will this area be given the opportunities needed to restore the economic viability of the area.

Factors that Hinder Economically Viable Uses

According to Redevelopment Law, factors affecting buildings or lots such as substandard design, a lack of parking and inadequate size can be an indication of blight in a project area if such conditions prevent or substantially hinder the economically viable use of the buildings or lots. Based on the field survey and other studies conducted by the City, the Project Area contains many parcels and buildings that have serious parking and design problems that significantly hinder the economically viable use.

Parcels lacking off-street parking or instances in which vehicles are double-parked on parcels are evidence of a lack of adequate parking. Most of the commercial and industrial properties in the Project Area were constructed in the 1950s and as a result do not have enough parking by current design standards. A decrease in the economic value of the buildings and businesses, is a result from inadequate on-site parking for patrons, visitors, employees and residents.

According to the Real Estate Center Journal, the nation's largest publicly funded organization devoted to real estate research, plentiful parking attracts new tenants and keeps existing tenants happy while a lack of adequate convenient parking can spell doom for a business, leading to high turnover and vacancy of buildings. Commercial, industrial, and warehouse buildings along Elvas Avenue, Folsom Boulevard, Q Street, 66th Street, 69th Street, Clifton Road, Carlton Road, Napa Avenue, and 20th Avenue suffer from insufficient lot size and/or setback to support adequate onsite parking. Given the small lot sizes for most of these buildings, provision of additional parking is nearly impossible. As a result owners

are reluctant to upgrade their structures and continue to function under constrained parking conditions.

In fact, approximately 63 percent of the developed commercial parcels were found to have less than 75 percent of setback space for onsite parking. According to planning staff at the City of Sacramento Planning Department, parking requirements often consume approximately 75 percent of any given lot. If these buildings need to be upgraded, they would need to be brought up to current standards, which would mean freeing more space for on-site parking. Given the small lot size for most of these buildings, provision of additional parking is nearly impossible. As a result owners are reluctant to upgrade their structures and continue to function under constrained parking conditions. The lack of on-site parking therefore hinders the economic capacity of the lot. Refer to photos: 38, 39, 41, 32, 35, 40, and 37 in Appendix A.

In addition, due to the highly subdivided nature of parcels along Elvas Avenue and the 6600 block of Folsom Boulevard, numerous curb cuts exist for vehicle ingress/egress, which reduces the amount of on-street parking. The northern portion of the Project Area not only lacks off-street parking but also lacks on-street parking particularly along Elvas Avenue and Folsom Boulevard. The lack of on-and off -street parking coupled with the high frequency of vehicles traveling these roads creates a dangerous and frustrating situation for drivers attempting to park. A lack of parking can deter potential customers from patronizing Project Area businesses, and customers may opt for places of business that have parking more readily available. Refer to photos: 42, 45, 46, 44, 43, 48, 47, and 49 in Appendix A.

The commercial uses along Elvas Avenue and Clifton Road demonstrate substandard design. During the field surveys, it was noted that many people were working outside of the buildings and in the driveways, specifically the car repair shops. Employees were often working in the driveway or the parking areas because the building and the property were too small to accommodate the number of vehicles being repaired. Furthermore, these buildings were not designed for nor have they been adapted to repair and maintain vehicles. This creates an unsafe and unhealthy environment for the people working or patronizing the business and results in a decreased property value of the affected property as well as lower values of adjacent properties.

Most of the commercial lots within the Project Area cannot accommodate contemporary retail development without first consolidating ownership of existing parcels. According to the Dollars and Cents of Shopping Centers (2002), the median building size of the smallest anchored tenant was 17,640 square feet. Taking into account space for onsite parking and other setbacks, this translates to a minimum lot size of 0.81 acres. The median size of commercial lots within the Project Area is .42 acres, approximately half of the lot requirement for an anchor tenant. In fact, the overwhelming majority of the Project Area's commercial lots (77 percent) do not meet this minimum standard. Consequently, without incentives to consolidate ownership and create larger parcels of contiguous

ownership, the Project Area is stagnant and provides only a limited range of retail needs.

RSG prepared a project pro forma for a commercial development within the Project Area as an example of how impaired development makes it difficult for an investor to acquire just one property without redevelopment assistance. Table B-4 presents a real estate construction pro forma using typical real estate market conditions in the Project Area, including lease rate, undersized parcels and other factors. The pro forma used construction costs derived from LoopNet Real Estate Information Services, broker interviews, and RSG's experience in the market area. The pro forma presents the net operating income generated at current Project Area lease rates and property value for a 17,400 square foot commercial building.

The pro forma then compares the property value to the cost of construction in the Project Area, which includes typical development costs as well as acquisition of developed properties and demolition. These latter costs cause development to be difficult because many Project Area commercial parcels are overbuilt by today's standards containing more building area and less parking. Property owners would expect to be compensated fully for all improvement on property, and therefore a prospective developer would face the economic challenge of purchasing more building area than they would ultimately develop.

HYPOTHETICAL RETAIL DEVELOPMENT PRO FORMA **TABLE B-4**
65TH STREET REDEVELOPMENT PROJECT AREA

Key Assumptions

Lot Area (Acres)	1	43,560	SF
FAR	0.25		
Improvement Size	10,890		
Lease Rate (NNN)/SF/MO	\$1.50		
Loan Amount	80% LTV		1,544,182

Income Pro forma

Gross Potential Income		196,021
Vacancy and Collections Loss	7.00%	13,721
Gross Effective Income		182,299
Operating Expenses		
Property Management	5.00%	9,115
Reserves	2.00%	3,646
NNN Charges	3.00%	5,469
Total Operating Expenses		
(Excluding NNN charges)		18,230
Net Operating Income		164,069
Capitalization Rate	9%	
Property Value		\$ 1,930,228

Cost Pro forma

Acquisition Costs	1/	50 /SF	2,178,009
Hard Costs			
Demolition Cost	5 /SF		217,801
Shell Construction	\$70.00 /SF		762,303
Tenant Improvements	\$15.00 /SF		163,351
Site Work	\$3.50 /SF		152,461
Off Site			50,000
Total Hard Costs			\$ 1,345,915
Soft Costs			
Architectural and Engineering	5.00% of hard cost		67,296
Permits and Fees	\$4.00 /SF		43,560
School Fees	\$1.00 /SF		10,890
Broker Fees	\$3.60 /SF		39,204
Interest			43,430
Loan Points	1.50%		23,163
Legal and Accounting			50,000
Contingency	5.00% of hard cost		67,296
Development/Management	5.00% of hard cost		67,296
Total Soft Costs			\$ 412,134
Total Costs			\$ 3,936,058
Target Profits	10.00% of Cost		393,606

Required GAP Assistance **\$ 2,399,436**

1/ Acquisition price anticipates buying improved property (improved with a building)

Source: Metrosan, RSG, Broker Survey

These economic conditions create a major economic disincentive for the private sector to redevelop their properties. As shown in the above pro forma, the required gap assistance for a hypothetical 1-acre development within the Project Area is \$2,399,436. The major development cost involves acquisition of developed properties under mixed ownership. Unlike purchasing vacant land, potential developers must also purchase existing nonconforming buildings on Project Area properties. Given the high density and lot coverage among many Project Area properties, particularly along Elvas Avenue, Folsom Boulevard, and 66th Street, and the southern portion along Clifton Road, Carlton Road, Napa Avenue, and 20th Avenue, developers are facing the economic challenge of purchasing properties with existing structures that are two to three times larger than what can be built at today's development standards. These conditions make it nearly impossible for the private sector to invest within the area without redevelopment assistance.

Why Redevelopment?

The private sector alone has been unable to eliminate the blighting conditions of the Project Area. Many properties have insufficient lot acreage and/or have inadequate setbacks, which reduces the economically viable use of the properties and buildings. The costs required to fix these problems are often too great for the private sector to fix on their own. As a result owners are reluctant to upgrade their structures and/or properties and continue to function under constrained conditions.

Through the tools of redevelopment, the Agency can provide incentives to ensure that future development in the Project Area provides sufficient parking and lots are of adequate size.

Incompatible Uses

According to Redevelopment Law, adjacent or nearby uses that are incompatible with each other and which prevent economic development of those parcels or other portions of the Project Area are considered a condition of blight. These incompatible uses hinder the economic development of the area by reducing the proper utilization of the parcel.

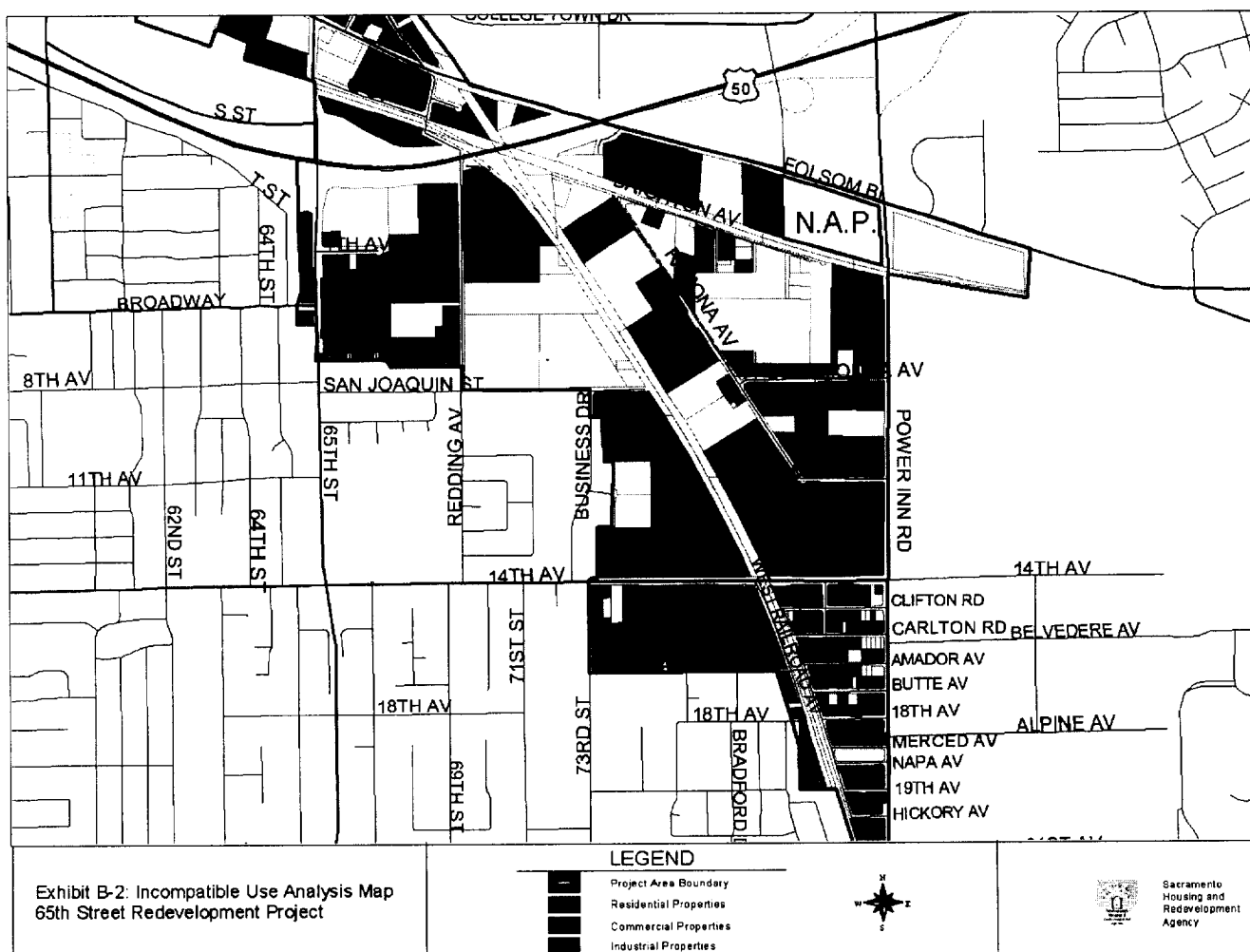
Occurrence of incompatible uses in the Project Area includes residential uses located adjacent to industrial or commercial uses. The existence of incompatible uses negatively impacts the values of properties in the area and also creates a potentially hazardous coexistence with surrounding residents. In many cases, adjacent commercial and industrial uses lack buffers (set backs, sound walls, and landscaping) between sensitive residential uses to mitigate noise, air pollution, and visual impacts.

Residential units neighboring industrial or commercial uses experience nuisances such as noise, traffic and fumes, which impacts the quality of life and property values. Industrial uses emit noxious or toxic fumes, store dangerous chemicals on site, and make loud noise. These operations can continue past regular

working hours furthering the nuisance to residents throughout most hours of the day.

For instance, the home located at 8034 Clifton Road is adjacent to two auto repair shops and endures noise nuisances such as air guns throughout most of the daylight hours. Approximately four residential uses along Ramona Avenue are adjoined by industrial uses such as the one at 3562 Ramona Avenue, which generates much noise and has many machines that emit noxious fumes, including large trucks that frequently enter and exit the parcel.

There are approximately 26 residential units located next to an industrial use that may experience some type of nuisance. Refer to photos: 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 41, 25, and 20 of Appendix A. Residential, commercial and industrial uses are shown in the following exhibit, Exhibit B-2.



Industrial and commercial properties also require large trucks to frequent the area, creating additional hazards to the residents, especially young children. During a field survey on November 3, 2003, it was noted that 11 trucks over 40 feet in length traveled along Ramona and Cucamonga Avenues in a 10 minute time period. Extrapolated over an entire hour, this amounts to 66 trucks traveling through areas containing residential uses. Not only is the frequency of truck traffic a problem, but also poses a safety hazards to local residents. It was estimated that the trucks over 40 feet in length were traveling at or over 35 miles per hour and the smaller trucks were traveling at greater speeds. Trucks traveling at high speeds along Ramona Avenue and Cucamonga Avenue may adversely affect approximately 7 residential properties.

Industrial properties are also negatively impacted by the nearby residential uses. According to local brokers at CB Richard Ellis and Cornish & Carey Commercial, industrial rents are lower and vacancies are higher due to surrounding residential uses. Many of the residential uses adjacent to the industrial properties are often deteriorated and/or run down which is not only visually unappealing but also these rundown structures raise concerns related to neighborhood safety and crime. Brokers at both companies indicated that fear of trespassers and/or crime is often expressed by industrial businesses that look into investing in the area. If buffers existed in between these incompatible uses (set backs, sound walls, and landscaping) the fears and actual instances of trespassing could be reduced.

Why Redevelopment?

Using redevelopment programs such as commercial/industrial assistance programs and low and moderate income housing programs can alleviate the land use incompatibility. The Agency could address land use incompatibilities by installing buffers (such as walls or landscaping) to reduce nuisances between existing developed properties and encourage development of more compatible developments in the future that mitigate future land use conflicts.

Depreciated Property Values and Impaired Investments

When the assessed values of properties of a specific area are increasing at a comparable rate to the surrounding area, or the city as a whole, it is often an indicator of a healthy economy. Conversely, if the assessed values are decreasing, or decreasing at a considerably slower rate than the remainder of the city, the area's economy is likely to be in a state of decline.

In order to examine the economic health of the Project Area, trends in secured property values, which include the land and improvement values, were analyzed for the fiscal years 1997-98 through 2002-03 (Information provided by Assessor's Office). A detailed analysis by Sacramento County Assessor's parcel number of Project Area assessed values revealed that despite relatively modest growth in the value of the entire Project Area, 67 privately owned and 31 publicly owned parcels in the Project Area have either declined or not kept pace with the Proposition 13 inflationary adjustment rate of 2 percent. Exhibit B-3 represents those 98 properties.

As can be seen in the exhibit above, much of the Project Area's assessed values are declining and not keeping up with the annual Proposition 13 inflationary adjustment rate of 2 percent. Of the 98 properties that have not kept up with the mandatory 2 percent, approximately 45 percent of those are industrial uses. This fact is surprising considering that the Sacramento industrial market has remained reasonably stable according to CB Richard Ellis, the largest commercial market research firm in the Country. In fact, according to the 3rd Quarter 2003 industrial market statistics prepared by CB Richard Ellis, the area including and surrounding the Project Area has the second highest vacancy rate in the City. A broker at CB Richard Ellis confirmed that the industrial properties within the Project Area have a high vacancy as compared to other industrial areas throughout the City. A high vacancy rate indicates an area that is not fairing well and helps to explain the reason why many of the industrial Project Area properties are depreciating.

There are several possible causes to such depreciated property values, including, but not limited to, general deterioration and dilapidation of properties, contamination, and a changing market for development. Depreciated property values generate a limited amount of property taxes for the City that results in a decreased amount of funds available for general infrastructure rehabilitation. Not only does the area generate little income, but it also requires much more income than surrounding areas to maintain due to the severity of existing conditions and the age of the structures.

Why Redevelopment?

As stated earlier, depreciated property values generate a limited amount of property tax for the City that results in a decreased amount of funds available for needed rehabilitation programs. Examples of programs that can be initiated and/or funded through redevelopment include Commercial Rehabilitation, Economic Development, Residential Purchase and Rehabilitation, and Infrastructure Programs.

Contaminated/Hazardous Sites

Approximately seven properties within the Project Area have been identified as those containing open cases of leaking underground storage tanks. These sites are spread throughout the Project Area with the majority of the sites having groundwater contamination with petroleum hydrocarbons associated with automotive repair or other chemicals associated with manufacturing. Table B-5 below outlines the locations, dates and nature of pending cases within the Project Area.

LEAKING UNDERGROUND STORAGE TANKS
65TH STREET REDEVELOPMENT PROJECT AREA

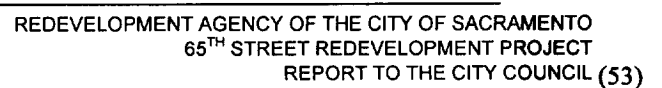
TABLE B-5

Address	Facility	Date Reported	Date Reviewed	Case Status	Contaminant	Location
2933 65TH ST	ARCO #6019	6/17/1998	9/19/1998	Preliminary Site Assessment Underway	Gasoline	Aquifer affected
7475 14TH AVE	CURTIS ROOFING COMPANY	6/22/1999	NA	None Taken	Hydrocarbons	Other Goundwater
6661 FOLSOM BLVD	EAGLE SS (FORMER)	7/12/1990	3/22/2002	Regulatory Review	Gasoline	Aquifer affected
3264 RAMONA AVE	GEREMIA POOLS	12/11/1998	5/9/2002	Regulatory Review	Gasoline	Aquifer affected
1327 65TH ST	GEREMIA POOLS, INC	9/23/1999	4/3/2002	Preliminary Site Assessment Underway	Gasoline	Aquifer affected
3550 POWER INN RD	SIMAS FLOOR COVERINGS INC	9/16/1993	5/9/2002	None Taken	Hydrocarbons	Aquifer affected
2893 65TH ST	UNOCAL #6027	11/19/1991	7/27/1993	Preliminary Site Assessment Underway	Gasoline	Aquifer affected

Source: California Environmental Protection Agency (2003 Open Cases)

California Law dictates that contamination is the responsibility of the property owner or of a responsible party determined by a court of law. Contamination impairs the value of the property due to the fact that the liability follows the sale of the property. An investor is unlikely to purchase a property that may cost more than it is worth to clean, in addition to the liability of unknown plumes migrating from the property to surrounding properties. Clean up costs of contaminated properties could range anywhere between thousands and millions in consultant fees, clean up crews and legal fees, preventing properties from being developed or redeveloped.

A fear arising from property located near or has on-site contamination is referred to as environmental stigma. These fears include property value loss, health risks, unknown remediation costs, credit ill-liquidity and reduced sales liquidity, or total inability to market the property. Of the seven contaminated properties located in the Project Area, five of them have not kept pace with the Proposition 13 inflationary adjustment rate of 2 percent indicating a decrease in property value. Of the seven properties known to have contamination, five of them have adjacent properties that are not keeping up with the 2 percent adjustment rate, indicating that the contaminated properties are lowering the value of nearby properties as well. Exhibit B-4 identifies properties surrounding known hazardous sites that are not keeping up with the 2 percent inflation factor, which may be due to the environmental stigma of contamination.



According to Cornish & Carey Commercial, known contamination negatively impacts the value of not only the subject property, but adjoining properties due to fears of contamination spreading to nearby properties. Contamination and the associated stigma with these properties has been found to have a significant affect on property values according to real estate journals throughout the country as detriments to the value of property. According to the Cleveland State University of Urban Affairs, contaminated commercial properties across the United States often sell at an average price that is 28 to 32 percent less than their previous sales price. The Real Estate Counseling Group of Connecticut noted that contaminated sites have a detrimental impact on the property values of properties that are in the proximity of a contaminated site (but not specifically contaminated). This point is further supported by the University of California Berkley, which noted that hazardous wastes and its associated stigma could have serious ramifications on the value of the subject property and nearby properties.

Why Redevelopment?

In order to foster greater economic development within the Project Area, the aforementioned sites must be remediated. Contamination impairs the value of the property. An investor is less likely to invest in properties that contain contamination due to the fact that the liability follows the sale of the property. Additionally, contaminated properties may reduce the value of adjoining or nearby properties also adding to overall disinvestments within an area. With redevelopment tools, the hazardous materials on site can be removed allowing the economic appreciation of the aforementioned properties and nearby properties as well.

High Vacancies, Low Lease Rates, Abandoned Buildings, and Vacant Lots

Vacant and Abandoned Buildings and Excessive Vacant Lots

The Project Area is characterized by intermittent parcels of varying sizes that are underutilized and undeveloped. For instance, the Project Area contains several vacant or abandoned buildings, some of which have remained unoccupied for years despite the relative affordability of industrial and commercial rents. A vacant building is defined as a building that is currently marketed for rent or lease but which is presently unoccupied. An abandoned building is defined as a building that is unoccupied and in serious disrepair. Table B-6 presents a list of the vacant and abandoned buildings in the Project Area based on field observations conducted in November 2003.

VACANT AND ABANDONED BUILDINGS**TABLE B-6****65TH STREET REDEVELOPMENT PROJECT AREA**

Vacant Buildings	Photo #	Abandoned Buildings	Photo #
8016 18th Avenue	70	6600 Elvas Avenue	75
7900 Amador Avenue	2	7900 Cucamonga Avenue	74
6400 Elvas Avenue	66	8000 Butte Avenue	21
6400 Elvas Avenue	73	1300 65th Street	76
6600 Elvas Avenue	68		
6600 Elvas Avenue	27		
6900 Folsom Boulevard	69		
7000 Folsom Boulevard	67		
7300 Folsom Boulevard	72		
7400 Folsom Boulevard	23		
7500 Folsom Boulevard	71		
2900 Hunt Street	25		
2900 Hunt Street	77		
7900 Napa Avenue	26		
2900 Ramona Avenue	17		

- 1/ The location of the parcels are approximate address, since some of the parcels do not have street address. One block may be listed twice for having more than one parcel qualify in that category

Source: County Assessor (2003-04) & RSG Survey (April 2003 & November 2003)

The vacant and abandoned buildings located along Elvas Avenue and near the railroad along Brighton Avenue and Hunt Street are boarded up, show signs of major deterioration to the walls of the structure, have broken windows, and are showing other signs of deterioration. The deterioration signals a lack of interest for the property, and is an easy target for trespassers and vandalism.

These buildings are also a safety hazard to trespassers. For example, the building located at the southeast corner of Elvas Avenue and 66th Street, photo 75, is abandoned and severely deteriorated with many large tires and debris stacked on its side creating a potential hazard. The deteriorated building and debris create fire hazards and dangers exist as the debris and structure may be susceptible to falling over. Vacant and abandoned buildings signify a declining economy and can indicate that there is not enough economic activity to sustain the businesses within the area. Neglected, abandoned and vacant buildings are not only a problem for the affected parcels, but impair investment and create problems for the surrounding properties as well. Broken windows and building deterioration are common in areas where neglected buildings exist. Buildings with broken windows and physical deterioration can be a precursor to abandonment even though a building may be currently occupied. Many safe neighborhood programs cite that neglected properties (including properties with broken windows and structural deterioration) are more likely to attract further vandalism and vagrancy as perpetrators target neighborhoods where property owners appear to be less concerned about what occurs in these areas. These

physical conditions create an environment that demoralizes the community while undermining commerce. It is indeed evident that even though not all of the buildings in the Project Area are abandoned, their presence is seen in terms of devalued properties and a limited appeal of the area.

Although most of the undeveloped land within the Project Area is physically developable, there still exist multiple lots that are vacant even though they are hooked up to public utilities. There are a total of 42 parcels that are vacant, which amounts to 8.9 percent of the Project Area that is left undeveloped. These vacant parcels are scattered throughout the Project Area and have many different owners. According to City Code Enforcement officials, these lots are often neglected and a nuisance to neighboring properties. These parcels indicate that there is not enough economic activity in the area to sustain development, as well as a lack of private sector investment.

Why Redevelopment?

It is unlikely that new development or redevelopment within the Project Area will occur without redevelopment assistance because the vacant lots, abandoned buildings and vacancies lower the property values of the area diluting any economic incentive for developing in the area. The combination of the cost for needed redevelopment improvements, assembly or division of parcels, and the marginal economic activity within the Project Area make the parcels undevelopable without the assistance of a public/private partnership made possible through the actions of redevelopment.

Low Lease Rates

Based on leasing activities reported on LoopNet, a leader in real estate information services and real estate listings, since 2002, Project Area properties face dramatically lower lease rates as compared to other comparable properties in Sacramento. The average lease rate for industrial properties within the Project Area is \$0.43, approximately 30 percent lower than the City average. In fact most reported industrial rental rates in the City are substantially higher than the highest rental rate in the Project Area, as shown in the following Table B-7.

INDUSTRIAL LEASE RATE ANALYSIS 1/**TABLE B-7****65th STREET REDEVELOPMENT PROJECT AREA**

PROJECT AREA		OTHER PARTS OF CITY 2/	
Address	Monthly Rent/ sqft	Address	Monthly Rent/ sqft
6601 Elvas Avenue	\$ 0.48	4 Wayne Court	\$ 0.68
2930 Ramona Avenue	0.38	4640 Northgate Boulevard	0.45
		4105 South Market Court	0.65
		4620 Northgate Boulevard	0.80
		1500 National Drive	0.50
		8390 Gerber Road	0.50
		8409 Rovana Circle	0.45
		7319 Roseville Road	0.56
		9815 Business Park Drive	0.60
		9801 Old Winery Place	0.70
		9912 Business Park Drive	0.59
		2660 Albatross Way	0.75
		1508 Howe Avenue	0.65
Average	\$ 0.43		\$ 0.61

1/ Lease survey includes the most recent gross asking lease rates for warehouse uses between 25,000 and 75,000 sqft in each category

2/ Include areas within the City that are not part of the Project Area

Source: LoopNet Real Estate Information Services

Listing Date: 3/10/04

According to a local broker at CB Richard Ellis, the low lease rates of industrial properties within the project area are a result of older deteriorating properties and access problems. Newer developments outside the Project Area are more appealing because structures are newer, better kept, have better access, and do not have the nuisances of surrounding residences such as trespassing and vandalism. A local broker at Cornish & Carey Commercial also suggests that age and functionality of the structures are one of the unappealing attributes of the Project Area, suggesting that industrial businesses are opting to locate in newer structures that are not deteriorating, have better access, and are not surrounded by residential use. Both CB Richard Ellis and Cornish and Carey Commercial brokers suggested that industrial properties in the Project Area are characterized by low lease rates and a high vacancy rate as compared to comparable industrial areas outside of the Project Area.

As shown in Table B-8 below, depressed industrial lease rates impair the private sector to invest in Project Area properties. Table B-8 presents a real estate construction pro forma using current real estate market conditions in the Project Area, including construction costs, land prices, lease rates, undersized parcels

and other factors. Based on RSG's experience and input from local real estate brokers active in the Project Area, the pro forma presents the net operating income generated at current Project Area lease rates and property value for a 17,400 square foot light industrial building on one-acre parcel. Typically, a minimum of one acre of property is required for economically feasible development at today's development standards.

The pro forma then compares the property value to the cost of construction in the Project Area, which includes typical development costs as well as acquisition of developed properties and demolition. These latter costs cause development to be difficult in many parts of the Project Area because the parcels are over built by today's standards, containing more building area and less parking. Property owners would expect to be compensated fully for all improvements on the property, and as a result, prospective developers face the economic challenge of purchasing more building area than what they would ultimately develop. These economic conditions create a major deterrent for the private sector to redevelop their properties because the rents in the Project Area market area are not high enough for an investor to realize a return on their construction costs.

HYPOTHETICAL INDUSTRIAL DEVELOPMENT PRO FORMA TABLE B-8
65TH STREET REDEVELOPMENT PROJECT AREA

Key Assumptions

Lot Area (Acres)	1	43,560	SF
FAR	0.40		
Improvement Size	17,424		
Lease Rate (NNN)/SF/MO	\$0.50		
Loan Amount	80% LTV		923,650

Income Pro forma

Gross Potential Income			104,544
Vacancy and Collections Loss	5.00%		5,227
Gross Effective Income			99,317
Operating Expenses			
Property Management	5.00%		4,966
Reserves	2.00%		1,986
Total Operating Expenses (Excluding NNN charges)			6,952
Net Operating Income			92,365
Capitalization Rate	8%		
Property Value			\$ 1,154,562

Cost Pro forma

Acquisition Costs	1/	20 /SF	871,203
Hard Costs			
Demolition Cost		5 /SF	217,801
Shell Construction		\$30.00 /SF	522,722
Tenant Improvements		\$3.00 /SF	52,272
Site Work		\$3.50 /SF	152,461
Off Site			20,000
Total Hard Costs			\$ 965,256
Soft Costs			
Architectural and Engineering	5.00% of hard cost		48,263
Permits and Fees	\$3.00 /SF		52,272
School Fees	\$1.00 /SF		17,424
Broker Fees	\$1.20 /SF		20,909
Interest			26,019
Loan Points	1.50%		13,855
Legal and Accounting			25,000
Contingency	5.00% of hard cost		48,263
Development/Management	5.00% of hard cost		48,263
Total Soft Costs			\$ 300,267
Total Costs			\$ 2,136,727
Target Profits	10.00% of Cost		213,673

Required GAP Assistance \$ 1,195,837

1/ Acquisition price anticipates buying improved property (improved with a building)

Source: Metroscan, RSG, LoopNet Real Estate Information Services, Broker Survey

Table B-8 demonstrates these problems based on a small prototype development in the Project Area, using construction costs derived from RSG's experience in the market area. The major development cost involves the tearing down and building back up of a new building that is up to today's building codes created to assure the health and safety of the building occupants. In the example used in Table B-8, a relatively small industrial development could require a subsidy of \$1,195,837 million. Increasing the rent rates to cover this subsidy is not feasible, since there are other comparable properties in the City that have newer buildings that are less deteriorated and have better access that are already going at a slightly higher rate. Based on these difficult conditions, it is not surprising that there has been little improvement to industrial buildings and increased vacancy and poor lease rates.

Office lease rates in the Project Area are also substantially lower than other parts of the City. Office lease rates in the Project Area are averaging \$1.68, approximately 17 percent lower than the City average. The lowest office lease rate in other parts of the City is still \$0.10 higher than the highest rental rate of the Project Area.

OFFICE LEASE RATE ANALYSIS 1/ **TABLE B-9**
65TH STREET REDEVELOPMENT PROJECT AREA

PROJECT AREA		OTHER PARTS OF CITY 2/	
Address	Monthly Rent/ sqft	Address	Monthly Rent/ sqft
3300 Power Inn Road	\$ 1.75	800 Howe Avenue	1.85
7300 Folsom Boulevard	1.60	1651 Response Road	1.85
		2500 Ventura Oaks Way	2.05
		East Commerce Way	1.95
		2151 River Plaza Drive	2.10
		1601 Respose Road	1.95
		3620 American River Drive	2.10
		3600 American River Drive	2.10
		2295 Gateway Oaks Drive	2.00
		2628 Stockton Boulevard	1.90
		301 University Avenue	2.35
Average	\$ 1.68		\$ 2.02

1/ Lease survey includes the most recent gross asking lease rates for office uses between 25,000 and 75,000 sqft in each category

2/ Include areas within the City that are not part of the Project Area

Source: LoopNet Real Estate Information Services
Listing Date: 3/11/04

According to a local broker at CB Richard Ellis, the lower lease rates among the office and commercial properties in the Project Area are primarily due to small

configuration of existing lots coupled with the deteriorating structures and declining physical appearance of many of the Project Area properties¹. These conditions prevent the development of contemporary office and commercial space that feature more accessible parking and nationally known tenants to attract a large customer base. Generally, retail centers that feature more parking areas and nationally known tenants have higher customer draw due to their brand recognition and retail synergy, therefore justifying charging market rents.

Why Redevelopment?

Lack of private investment in the Project Area has created a disadvantaged and deteriorated industrial, office, and commercial environment. Through redevelopment, the Agency could place investment in areas where private investment does not exist. In addition, the Agency could engage in substantial rehabilitation programs with industrial property owners in order to retrofit deteriorated buildings making them adequate for industrial use. Additionally, the Agency could engage in capital improvement projects by providing designated parking areas and funding renovation programs that provide rebates to merchants and property owners who make improvements to the exterior of their building. These improvements could facilitate the businesses in the Project Area to become more attractive and competitive.

¹ No more than one "asking" commercial lease rate was ascertained in the Project Area and therefore a commercial lease rate analysis could not be made.

Photo Survey

Unsafe and Unhealthy Buildings

The following photographs depict examples of unsafe or unhealthy conditions among Project Area parcels. These conditions are evident throughout the Project Area, due to dilapidation, substandard building materials, inadequate setbacks and poor lot design.



Photo 1: 4700 block of 20th Avenue. This building suffers from major deterioration to the roofing, framing, overhangs and eaves. Deterioration also exists around the window, on the door, and foundation. Additionally access is limited on this lot due to stored vehicles.



Photo 2: 7900 block of Amador Avenue. The roofing and garage door of this vacant building is made of substandard corrugated metal and has begun to rust and deteriorate. Additionally this structure is incompatible with the adjacent residential structure to the left (refer to photo 67 for a picture of the residential structure).



Photo 3: 5900 Elvas Avenue. The structure on the left suffers from minor deterioration to the walls, is missing a roof on part of the structure, and is too small for normal use as demonstrated by the swarm of automobiles. Additionally it has been constructed using substandard building materials such as corrugated metal.



Photo 4: 5900 Elvas Avenue. This building is suffering from deterioration to the roof and eave. The eaves are left exposed subjecting the building to dry rot and undermining its structural integrity.



Photo 5: 5900 block of Elvas Avenue. This structures corrugated walls are deteriorating and separating from the building, subjecting the bearing wall/structural support to deterioration.



Photo 6: 5900 block of Elvas Avenue. This structures roofing and wall material is deteriorated. The structural support, rafters, and eaves are completely exposed and there are gaps between the wall and roof. Additionally, the roof and portion of wall are constructed with corrugated metal.



Photo 7: 5900 block of Elvas Avenue. This structures corrugated metal roofing does not adequately protect the roof and eave of the building. Additionally a portion of the building has a hole completely exposing the interior framing and the building occupants to the elements outside.



Photo 8: 6400 block of Elvas Avenue. This vacant structure exhibits deterioration to the windows, walls, roof and eaves. The building is boarded up and unsafe.



Photo 9: 6400 block of Folsom Boulevard. This structure suffers from minor deterioration and weathering to the walls, doors, eaves, and windows.



Photo 10: 6200 block of Folsom Boulevard. This structure is constructed of substandard building materials and is deteriorating. The corrugated metal roof and walls have begun to rust and has exposed the internal framing of the building and its occupants to the elements.



Photo 11: 6600 block of Folsom Blvd. This structure has significant deterioration to its corrugated metal walls and roofing material, making it unsafe and structurally unsound. The eaves are deteriorating and are completely exposed. Additionally, this site is contaminated according to the EPA.



Photo 12: 6700 block of Folsom Boulevard. This vacant building has significant damage to the roofing and has minor window damage.

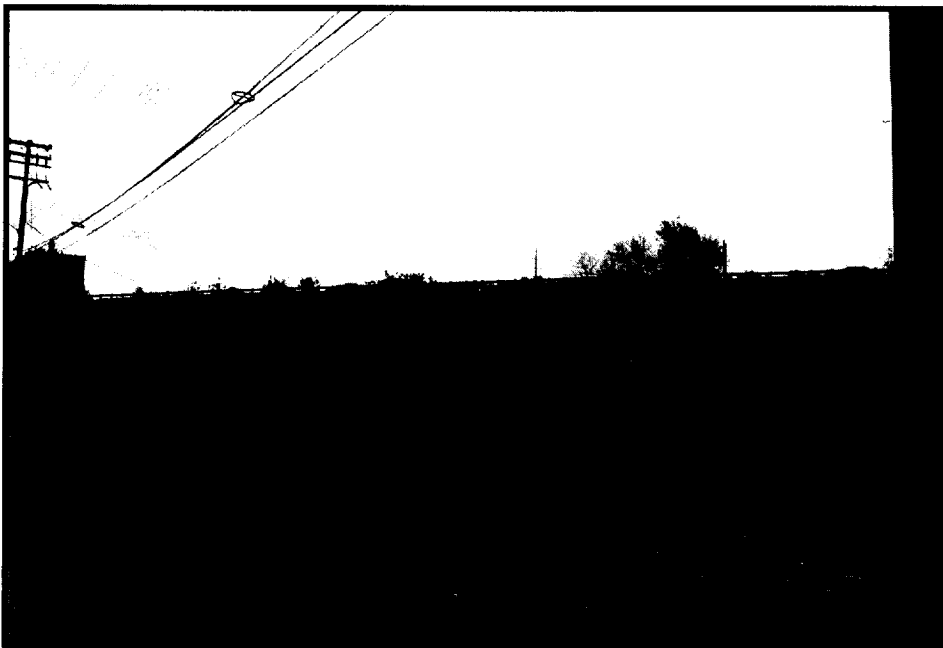


Photo 13: Folsom Boulevard. This structure suffers from deterioration to the roof to such an extent that a plastic sheet is used as a protection against rain. Additionally, the structure has deteriorated walls, exposed eaves, boarded up windows and is vacant.

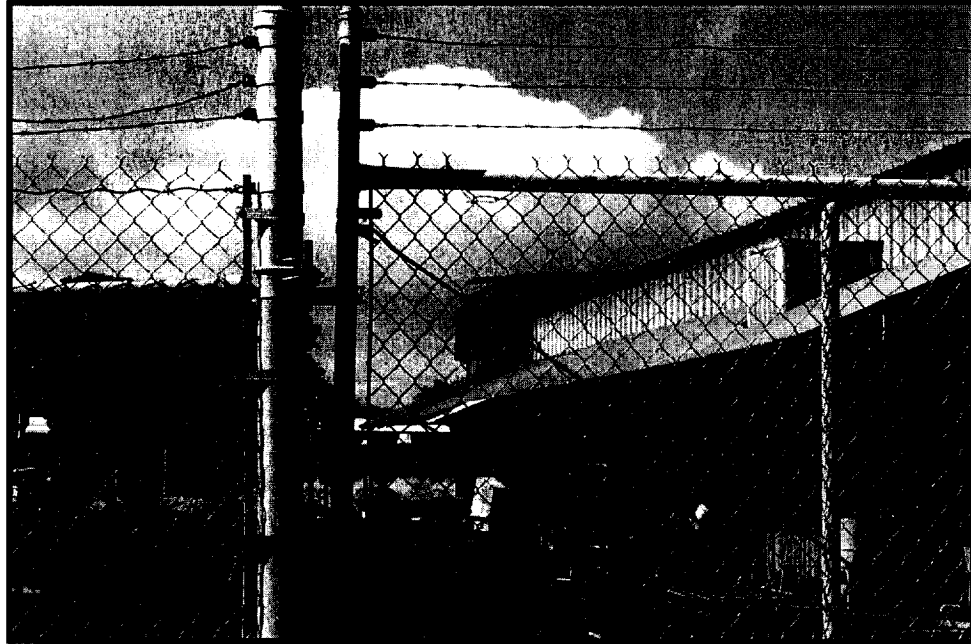


Photo 14: 3000 block of Power Inn Road. A roof has been attached to the side of this rusted corrugated metal building to help protect the structure. The interior of the building is exposed at cracks where the roof and air units are attached. Additionally, materials are being stored outside of the structure indicating a lack of space.

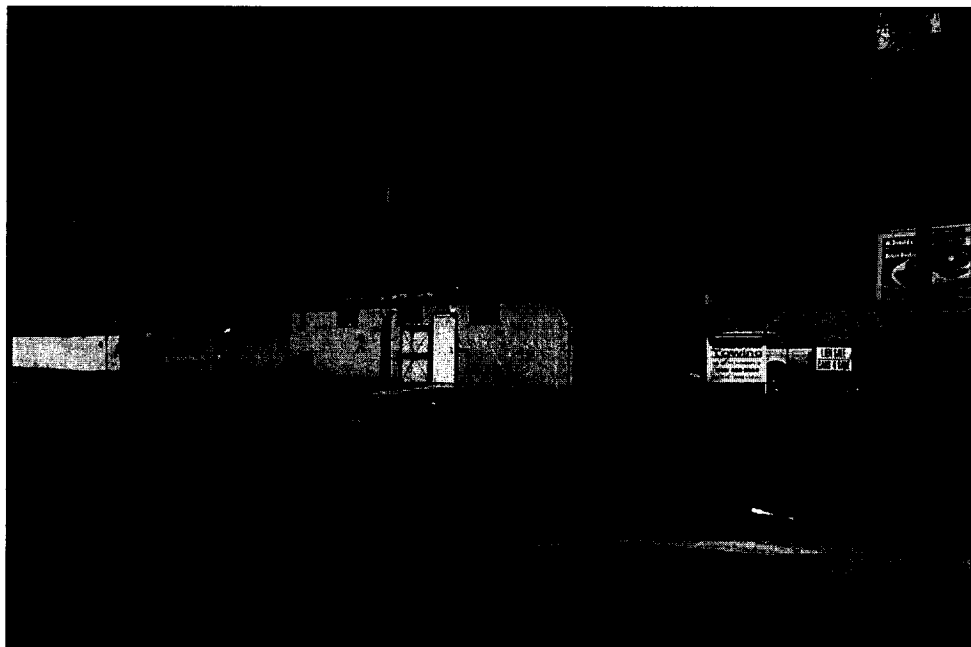


Photo 15: 4600 block of Power Inn Road. This buildings wall material, roofing, doors and windows are severely deteriorated and in dire need of repairs.



Photo 16: 2600 block of Redding Avenue. This industrial building is constructed of corrugated sheet metal, which is substandard building material. The walls of the structure are rusted and may be vulnerable to water damage leading to severe corrosion and subsequent weakening of the structure. The rusted corrugated metal also poses a health and safety hazard.



Photo 17: 2900 block of Ramona Ave. This vacant structure suffers from deterioration to the walls and roofing.

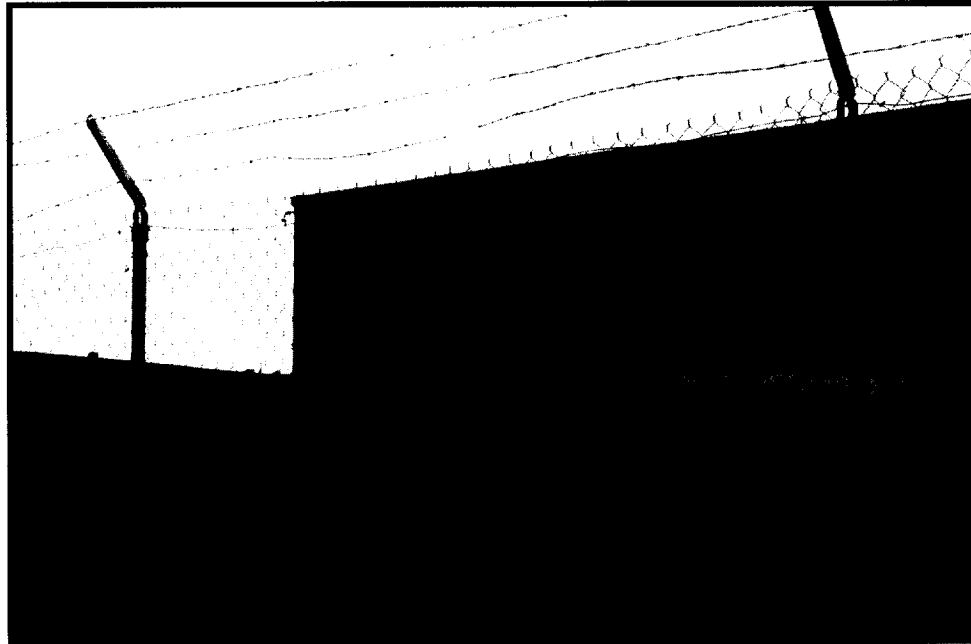


Photo 18: 7800 Ramona Avenue. This building is constructed of corrugated metal, which has separated from the internal framing of the structure exposing it to the elements and subjecting it to further deterioration.

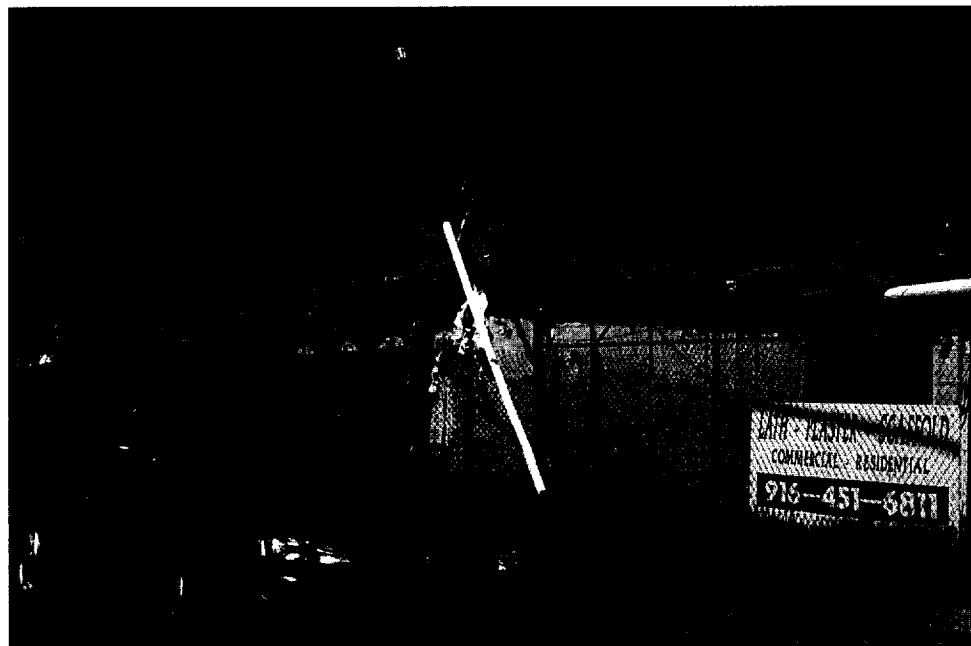


Photo 19: 7900 block of 18th Avenue. This structure suffers evidently from years of neglect. Deterioration is exhibited on the wall, framing, doors and windows, making the building near inhabitable. This structure suffers from deterioration to the roof to such an extent that a plastic sheet is used as a protection against rain.

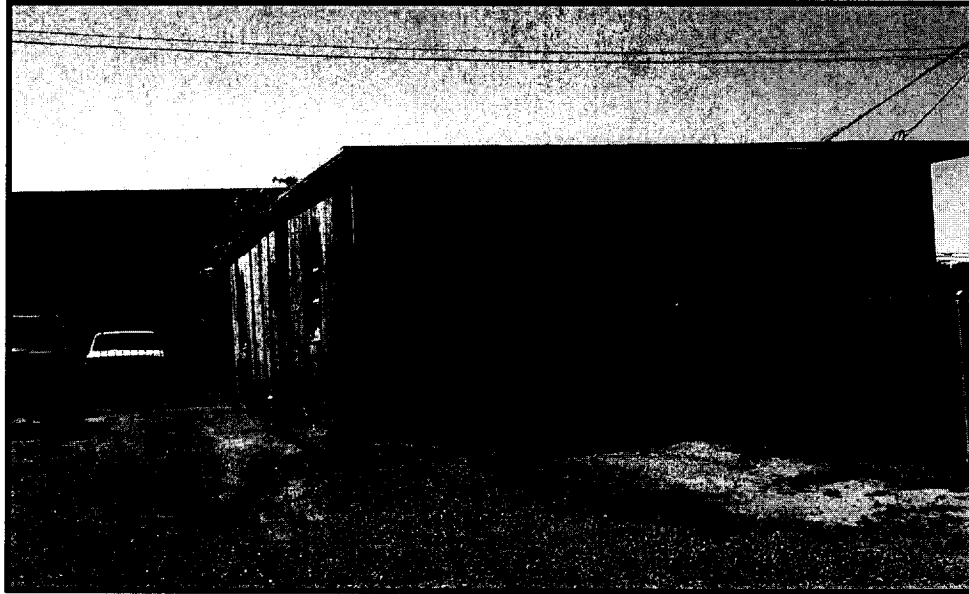


Photo 20: 7900 block of Amador Avenue. This residential structure has severe damage to the wall materials and foundation. Some of the windows are broken and the front door is also in a deteriorated condition. This structure is also incompatible abutting an industrial use and is in a M-2 Heavy Industrial zone.



Photo 21: 8000 block of Butte Avenue. This abandoned residential structure has deteriorated to such an extent that City of Sacramento Building Department has boarded it up and deemed it substandard refusing occupancy. Note the boarded up windows and the white sign identifying the building as substandard. Particular deterioration was noted to the walls, roofing, foundation, doors, windows, and eaves of the building.



Photo 22: 7900 block of Cucamonga Avenue. This abandoned residential structure suffers from severe deterioration to the roof, framing, and foundation. The wall materials, doors and windows also show minor signs of deterioration and weathering.

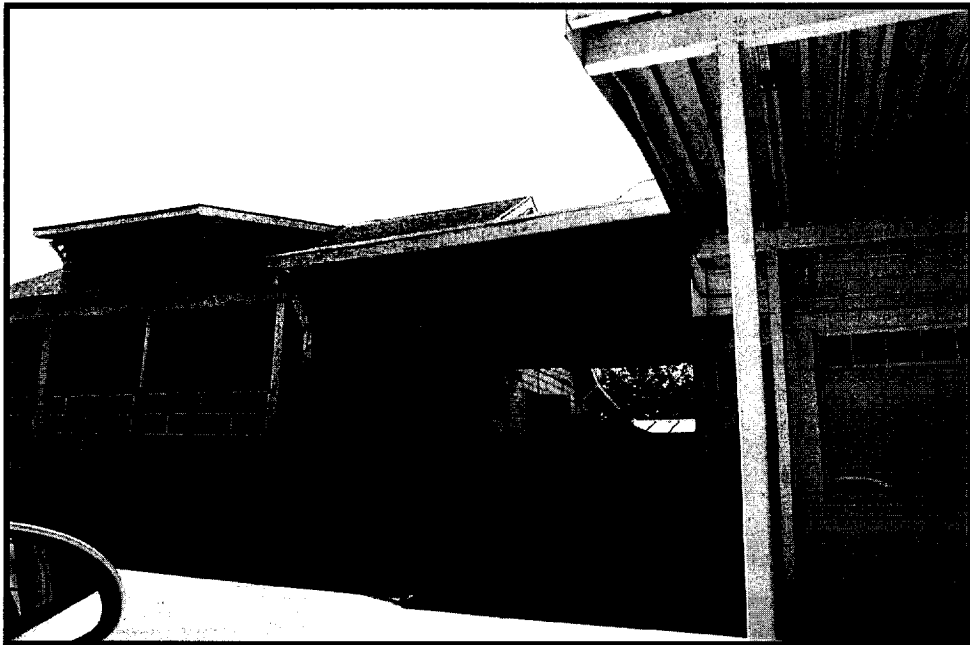


Photo 23: 7400 block of Folsom Boulevard. This vacant residential structure suffers from deterioration to the wall material, framing, the doors and windows. Additionally, it is incompatible with the adjacent commercial and industrial uses.



Photo 24: 3312 Ramona Avenue. This residential structure suffers from minor deterioration to the roof and eaves of the building. Deterioration such as this can be a precursor to an unhealthy and unsafe situation.



Photo 25: 2900 block of Hunt Street. This unsafe residential structure is vacant and has severe signs of deterioration to the wall material, roofing, foundation, overhang, framing, doors and windows. The roof is in severe disrepair and has plant growth inundating the structure. The walls are bare and suffer from severe dry rot creating a fire hazard. Additionally this residential structure is incompatible with the adjacent youth correctional center.

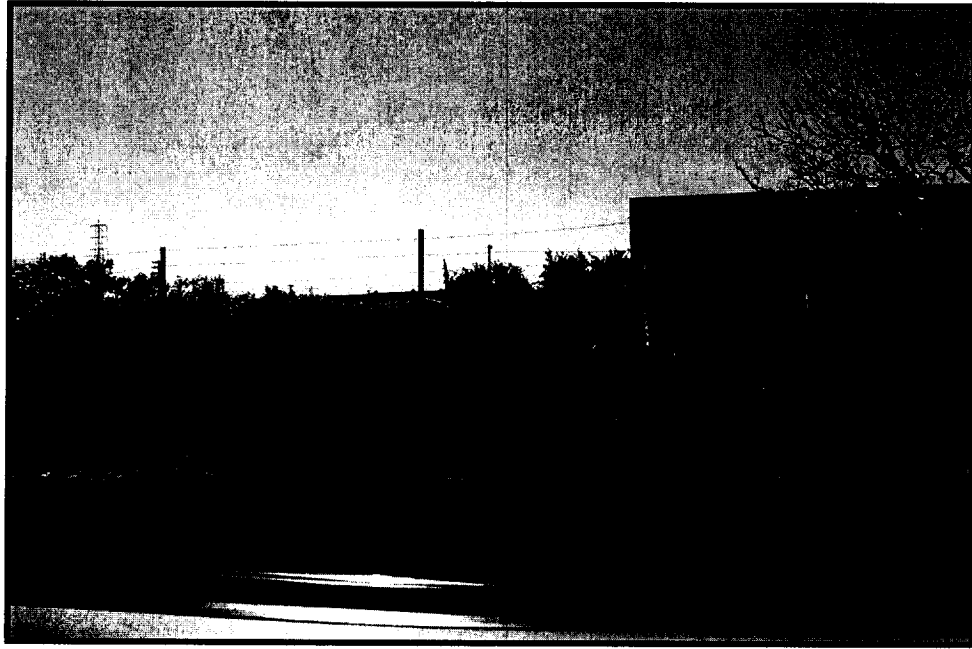


Photo 26: 7900 block of Napa Avenue. This vacant residential structure exhibits deterioration to the foundation, walls, and roofing.

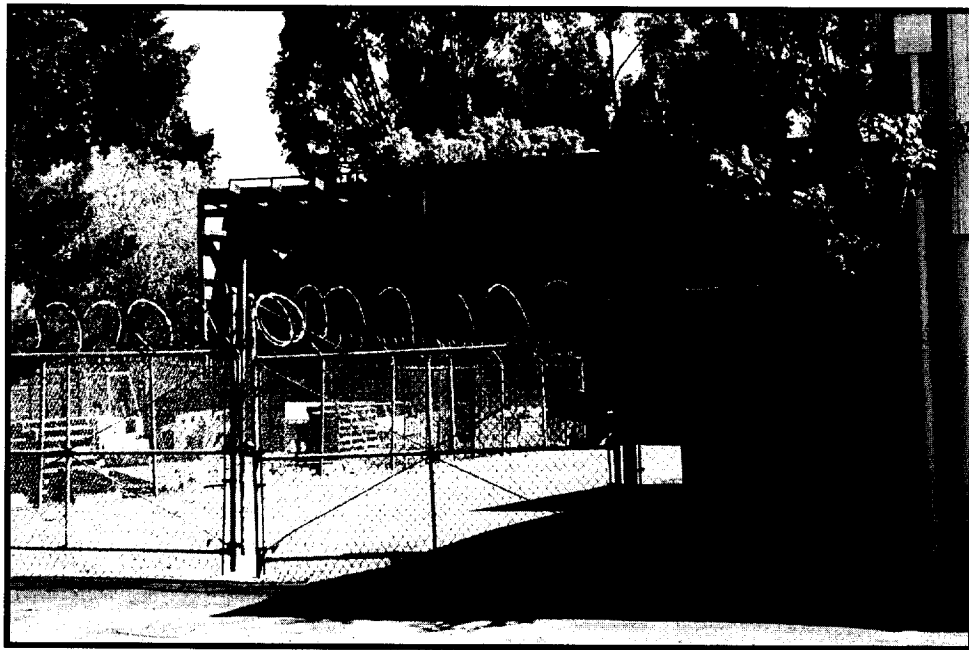


Photo 27: 6600 block of Elvas Avenue. The wooden framing of this vacant structure is dangerously deteriorated and shows signs of being patched. The wall material is corrugated metal and the roof is sagging on the left side of the building making the building structurally unsound. The lot is unpaved and would require significant cleanup and improvement for normal use.



Photo 28: 6600 block of Elvas Avenue. This building's corrugated metal walls, roofing material, framing, doors, and windows are deteriorated. The building is unsafe and the building materials hinder viable use.



Photo 29: 3000 block of Power Inn Road. This structure is constructed of substandard corrugated metal and shows signs of rusting on the rear left portion of the building.

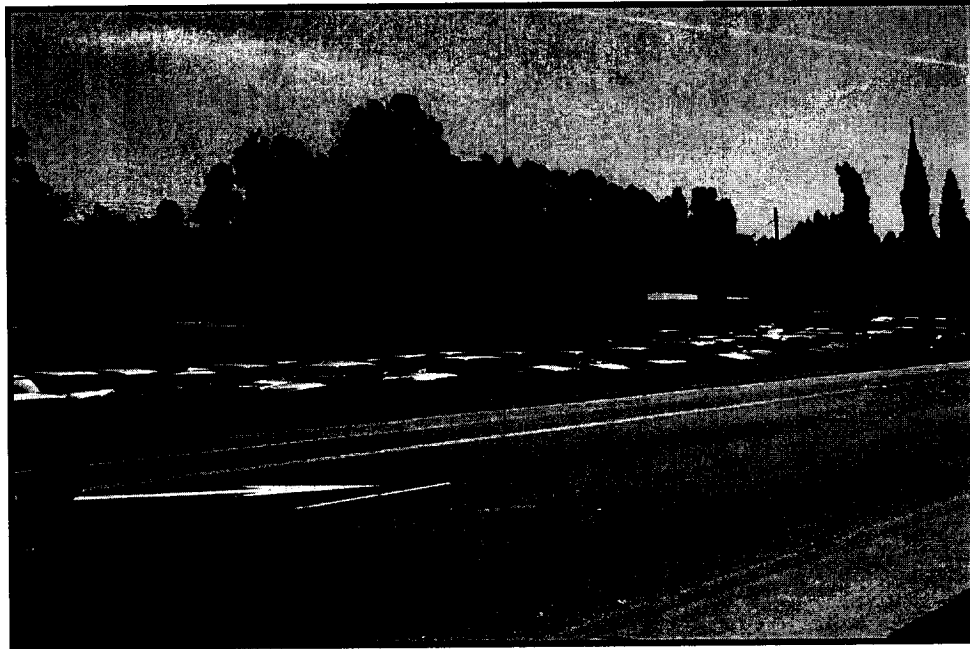


Photo 30: 5900 block of Elvas Avenue. Defective lot design. The lot is over parked and lacks sufficient setbacks. The parcel has an irregular shape and is too narrow for normal uses as demonstrated by the crowd of automobiles.

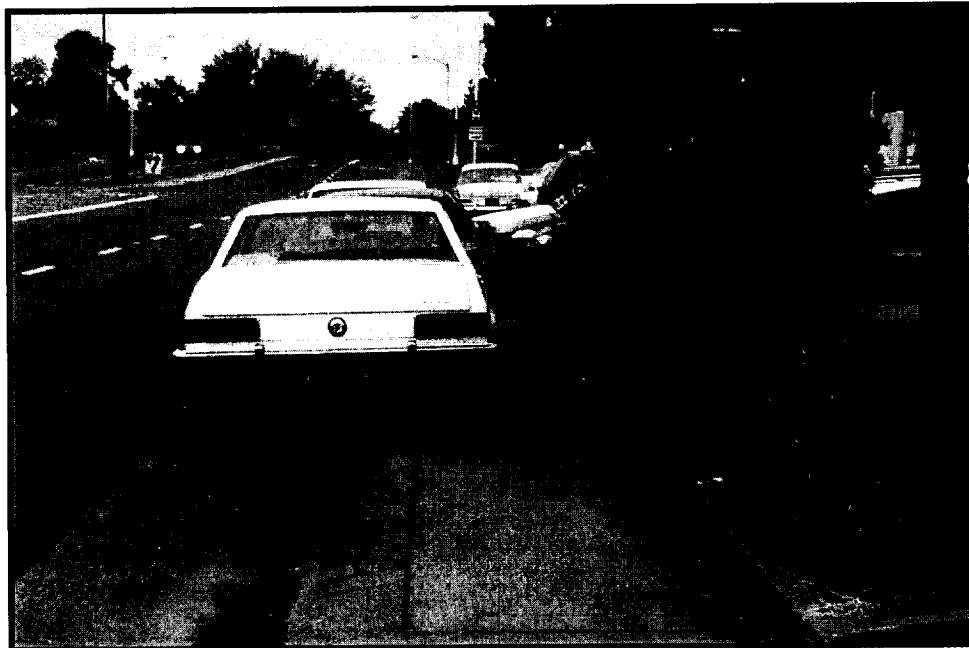


Photo 31: 5900 block of Elvas Avenue. Defective lot design. The small lot sizes along Elvas Avenue coupled with the narrow street forces cars to be over parked and on portions of the sidewalk.

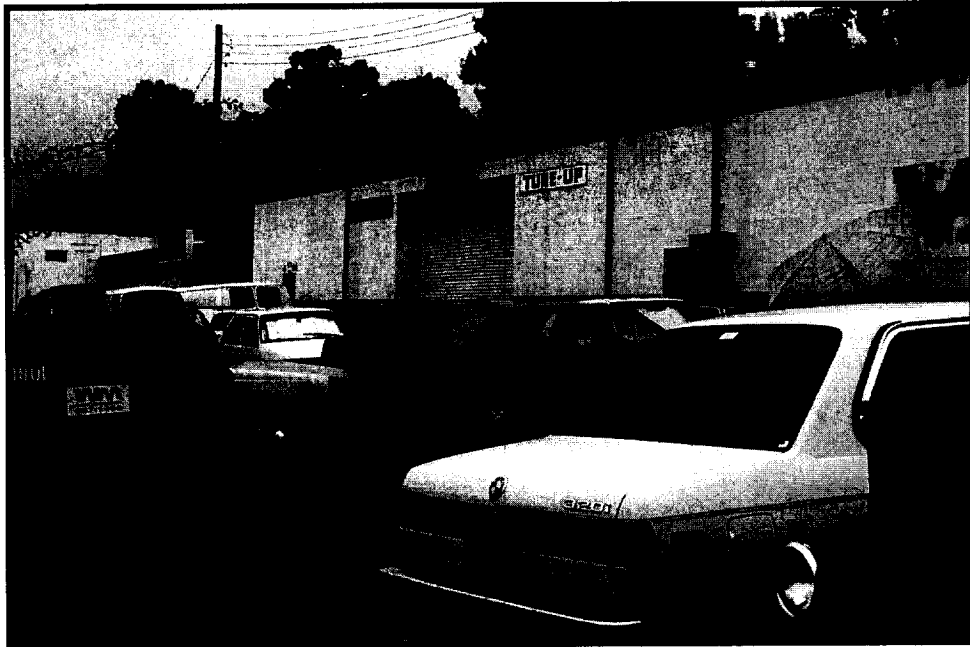


Photo 32: The layout of this auto body shop on the lot does not allow for adequate onsite parking. The onsite parking is completely full and is overflowing into the circulation access blocking vehicular ingress and egress.



Photo 33: 5900 block of Elvas Avenue. Defective lot design. This vacant building lacks sufficient setback. There is no separation between the parking area and the pedestrian access to the building. The parking creates a dangerous situation, as cars must reverse into the traffic lane in order to leave the parking spaces.



Photo 34: 6500 block of Elvas Avenue. Defective layout of this large industrial building on the lot creates a lack of onsite parking and when offsite parking is full, vehicles are forced to park and unload in the ingress/egress areas. Notice that sidewalks do not exist on the south side of this block and when cars are parked they create a hazard as cars are sharing the same right-of-way as pedestrians.



Photo 35: 6500 block of Elvas Avenue. This structure has been built so close to the road that cars parked in the lot are forced to back into the pedestrian right of way and into traffic in order to exit, presenting a threat not only to oncoming traffic but pedestrians as well. The parking conditions of this lot are constrained.



Photo 36: 8000 block of Clifton Rd. Defective lot design. The layout of this building on this parcel creates a limited amount of onsite parking and forces vehicles to park on the street, which lacks curbing. In this case, vehicles are actually parked on the sidewalk.

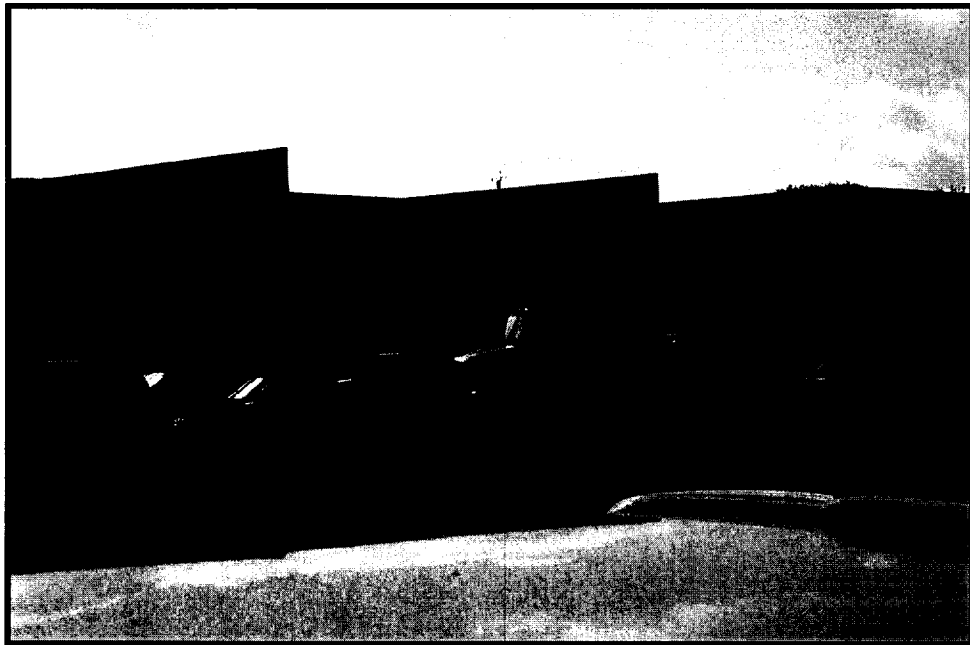


Photo 37: 8000 block of 14th Avenue. The front setback of this site is so small that vehicles are forced to park in the circulation path creating a problem for emergency vehicles and vehicles alike. Additionally, vehicles that attempt to leave the property, must navigate through these small areas desperately trying to avoid an accident.

Factors That Prevent or Substantially Hinder Viable Use

The following photos exhibit examples of factors that prevent or substantially hinder the viable use of buildings or lots, taken from the field survey in April and November 2003.



Photo 38: 5900 block of Elvas Avenue. An excessive number of cars are parked on the lot. The parcel is triangular and too narrow for normal uses as demonstrated by the horde of automobiles. Cars, which attempt to exit this lot, are by blinded by parked cars, increasing the potential for an accident to occur.

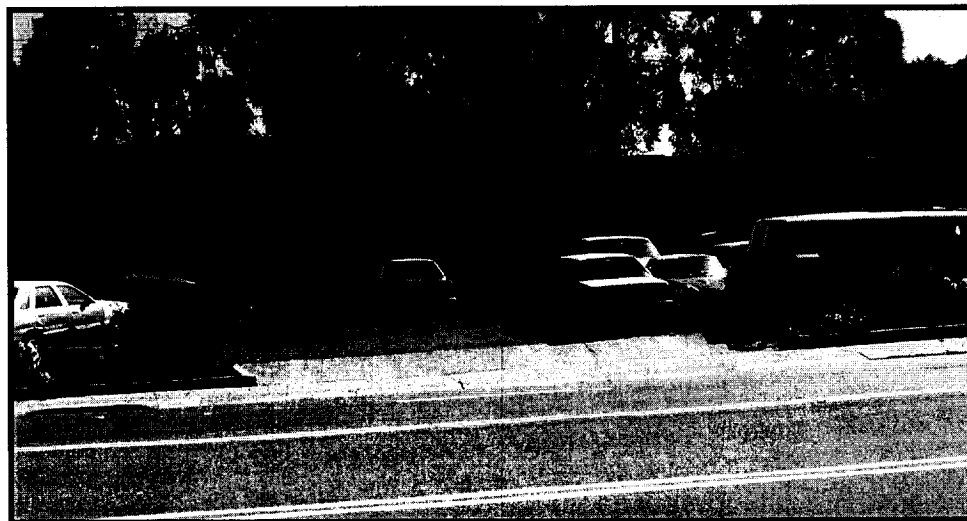


Photo 39: 5900 block of Elvas Avenue. The size of this lot is insufficient for its current use as an auto repair facility due to a lack of onsite parking. The lot is over parked and lacks the vehicular access required by emergency vehicles.



Photo 40: 7500 Folsom Boulevard. This automotive shops onsite parking is completely full requiring cars to park in the ingress/egress areas. This situation not only inconveniences customers but also creates a potential hazard by reducing the amount of required space needed for emergency vehicles to enter the site in the event of a fire.

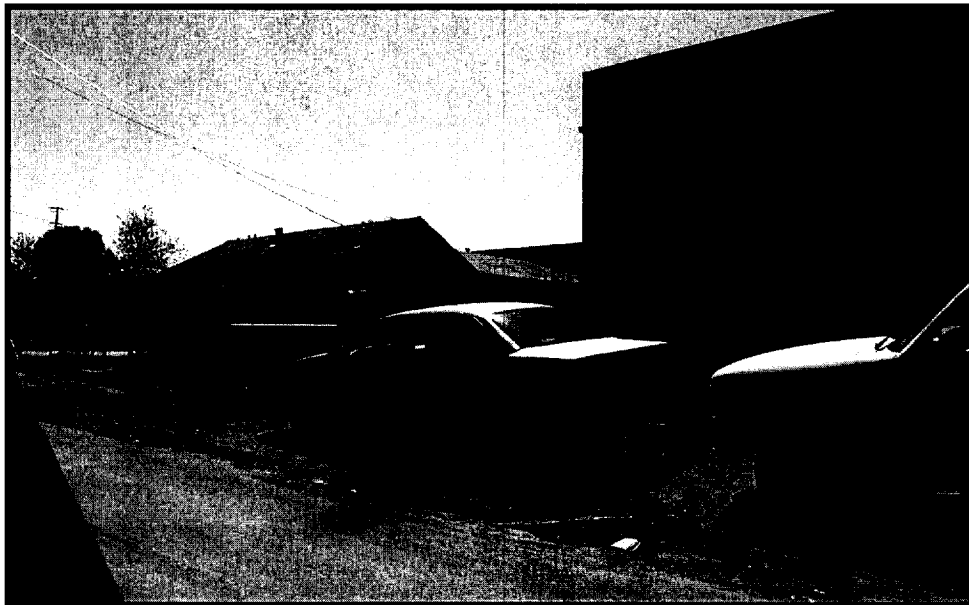


Photo 41: 7900 block of Clifton Road. This building is placed so close to the edge of the street that vehicles are forced to park wherever they can often blocking sidewalks and pedestrian access as seen above. In addition the residential use is incompatible with the industrial uses in this Heavy Industrial M-2 zoned area.



Photo 42: 5900 block of Elvas Avenue. Many of the commercial and industrial uses along Elvas Avenue have small setbacks, lacking adequate onsite parking and relying primarily on a limited amount of street parking, which not only creates a parking shortage as shown in the photo, but also hinders pedestrian and vehicle visibility. Cars leaving lots on the left hand side have difficulty seeing oncoming vehicles, creating a traffic hazard.



Photo 43: 5900 block of Elvas Avenue. This street is not wide enough and lacks curbing for street parking. There is nothing to separate parked cars from the sidewalk.

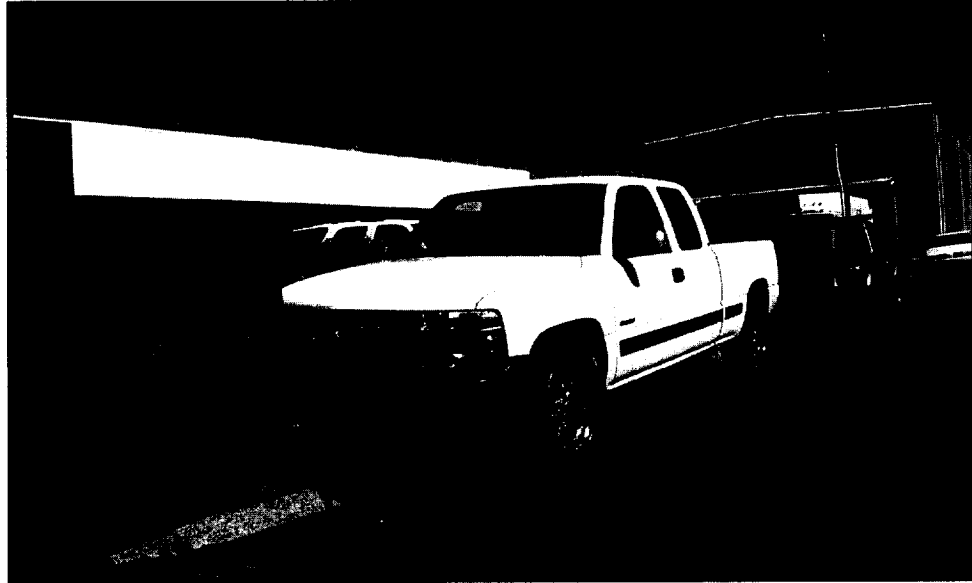


Photo 44: 6600 block of 66th Avenue. Defective layout of the building on the lot at the corner of Folsom Boulevard and 66th Avenue creates inadequate onsite parking. Insufficient onsite parking on the lot forces vehicles to park on the street or in circulation paths. Note that the vehicles are actually parked on the sidewalk creating a hazard for pedestrians.



Photo 45: 3600 Power Inn Road. A lack of onsite and offsite parking at the property shown in the photo above results in vehicles illegally parking in ingress/egress areas. During the survey it was noted that onsite and offsite parking in and around this office building was completely swamped making parking near impossible.



Photo 46: 1700 block of 69th Street. Defective layout of industrial buildings on lots along this street creates a lack of onsite parking and forces cars to park on sidewalks creating hazards for pedestrians. Additionally, a lack of parking, such as the situation demonstrated in the photo above, can deter customers from frequenting the businesses along this street.



Photo 47: 6700 Q Street. Lack of parking along Q Street creates a dangerous situation as seen above. Here vehicles are parked in the pedestrian right-of-way forcing persons to walk in the vehicle right-of-way.



Photo 48: 1200 block of 66th Street. Lack of parking along on the industrial and commercial lots along 66th forces vehicles to park off-site. Additionally the building on the left hand side is constructed with substandard corrugated metal.

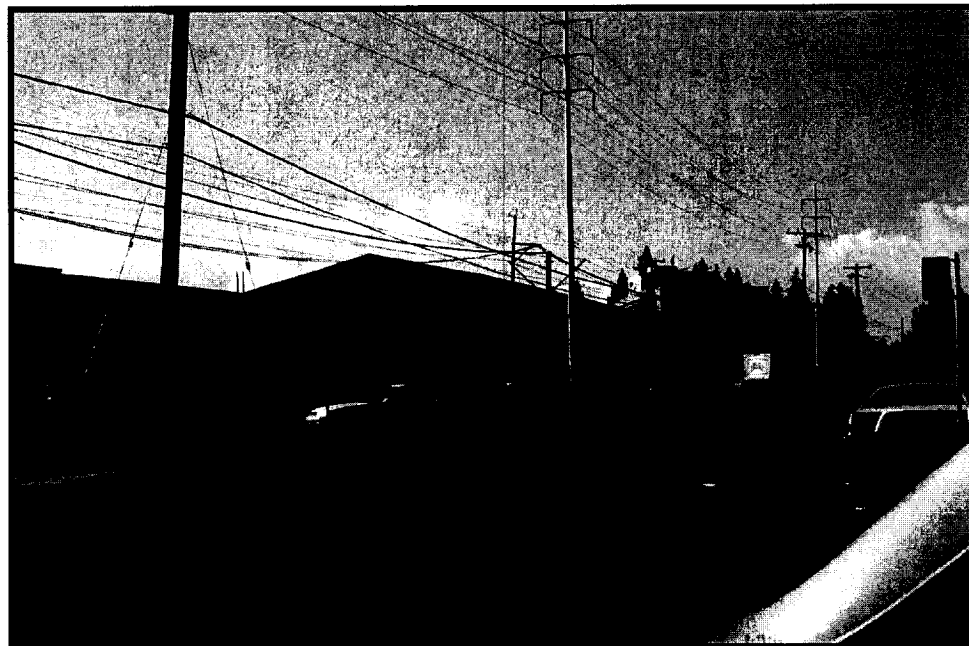


Photo 49: 6700 Q Street. Sidewalks, curbs and gutters are lacking on portions of Q Street creating a safety hazard as cars are sharing the same right-of-way as pedestrians. The lack of curbs and gutters also contribute to drainage problems in the event of rains.



Photo 50: 6600 block of Elvas Avenue. Sidewalks, curbs and gutters are lacking along the 6600 block of Elvas Avenue creating drainage problems, which can lead to flooding; note the flooding in the picture above. Additionally, lack of sidewalks and curbs creates another safety hazard as cars are sharing the same right-of-way as pedestrians.

Incompatible Use

As mentioned in Section B of the Report, many of the residential units are located next to and/or directly across from industrial uses such as auto repair shops, manufacturing uses, lumberyards, or on busy commercial streets, subjecting the sensitive residential uses to nuisances and impairing property values.



Photo 51: 7500 block of 17th Avenue. One of four properties along 17th Avenue that back up into an industrial use and have industrial uses on the sides as well. A chain link fence provides virtually no buffer between the industrial site and the residential property.



Photo 52: 7500 block of 17th Avenue. Another residential use that it is surrounded by industrial uses along 17th Avenue.



Photo 53: 2742 65th Street. Residential structure located next to a moving van supplier.



Photo 54: 6200 block of Elvas Avenue. Incompatible Use. Residential unit located next to an industrial use. Note the tires and lumber stacked within feet away from the property.



Photo 55: 6600 Manassero Way. Incompatible use. The residential structure on the left and the right back up against an industrial use. Note the towering height of the industrial use and lack of proper screening.

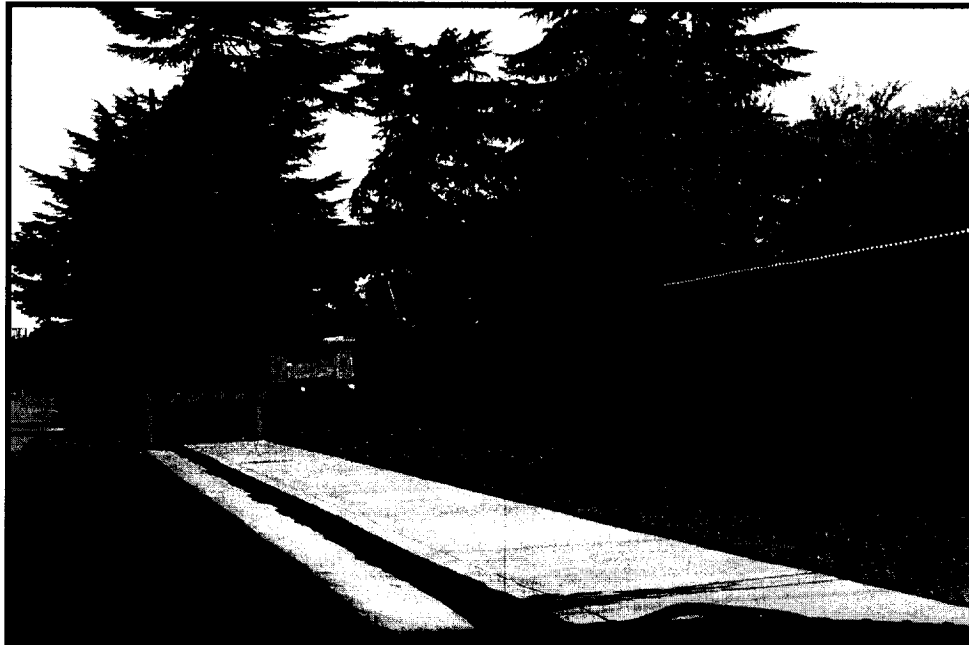


Photo 56: 7400 block of Brighton Avenue. Incompatible use. Note the residential structure in the background. There is no screening between the industrial use and residential use except for the heavy machinery that lies on the edge of the industrial property dangerously close to the residential structure.



Photo 57: 2900 block of 65th Street. Residential use located next to a laundromat and bridal store. Note the lack of screening between the commercial property and residential structure.



Photo 58: 6600 4th Avenue. Incompatible Use. Residential unit located adjacent to a RV/Trailer dealership.



Photo 59: 8000 block of Carlton Road. Residential unit located next to a camper shell automobile use.



Photo 60: 8000 block of 18th Avenue. Residential unit located next to a commercial site and across the street from a commercial parkway.



Photo 61: 8000 block of Amador Avenue. Residential unit located next to a vacant lot and across the street from a commercial site.



Photo 62: 8000 block of Butte Avenue. Blighted residential units located next to a commercial site.



Photo 63: 8000 block of Carlton Road. Residential unit located next to a warehouse and across from a commercial site.



Photo 64: 3300 block of Ramona Avenue. One of four homes located along Ramona Blvd., next to vacant lots and across the street from Industrial land use. Note the large trucks on the left hand side. During the filed survey it was noted that large trucks in the area often travel at high speeds along Ramona Avenue creating a dangerous situation for pedestrians.



Photo 65: 8000 block of Amador Avenue. Residential use located next to an industrial site. Note the lack of proper screening.

Abnormally High Business Vacancies and Abandoned Buildings

The Project Area has an abundance of business vacancies and abandoned buildings, with a concentration in areas mentioned in Section B of the Report. The following photos exhibit some of the vacant and/or abandoned buildings.



Photo 66: 6400 block of Elvas Avenue. Vacant commercial structure which exhibits deterioration to the roof, eaves, walls, and windows.

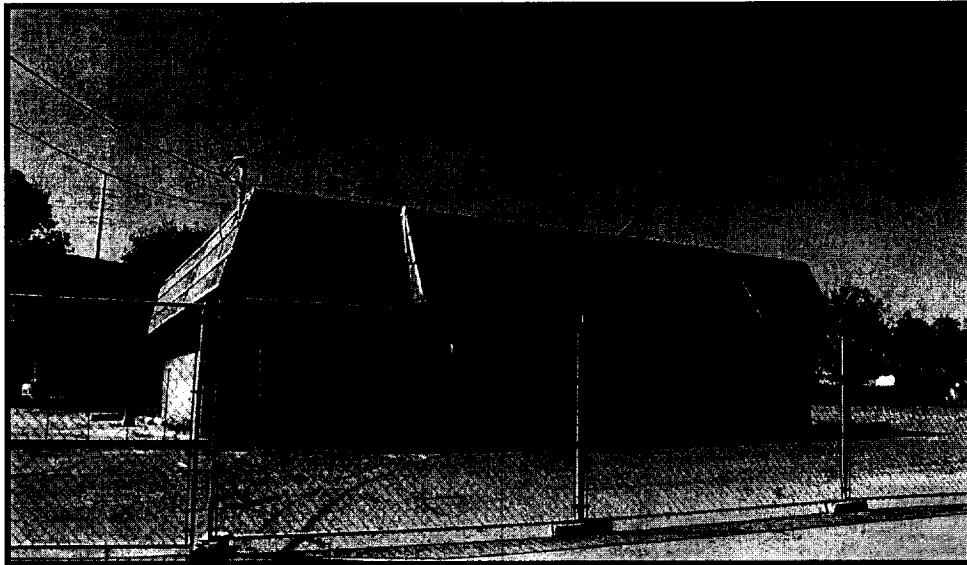


Photo 67: 7000 block of Folsom Boulevard. This building is left vacant and deteriorating. Additionally, the foundation is cracked and sloping downwards which questions the structural integrity of the building.

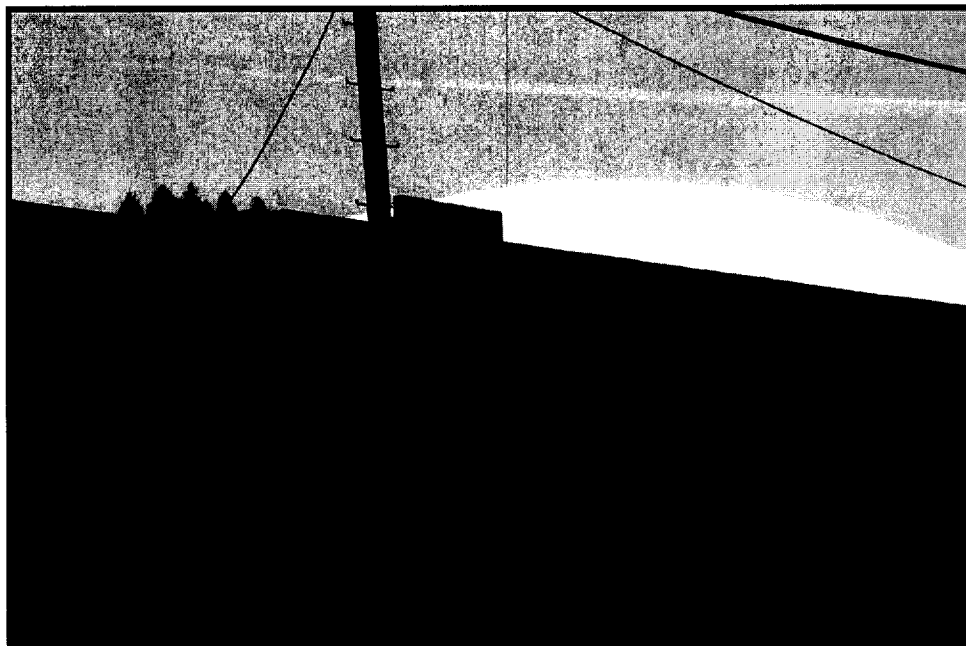


Photo 68: 6600 block of Elvas Avenue. This building is vacant.



Photo 69: 6900 block of Folsom Boulevard. This building has deteriorated corrugated metal doors, deteriorated roofing, and is vacant.



Photo 70: 8016 block of 18th Avenue. Vacant.

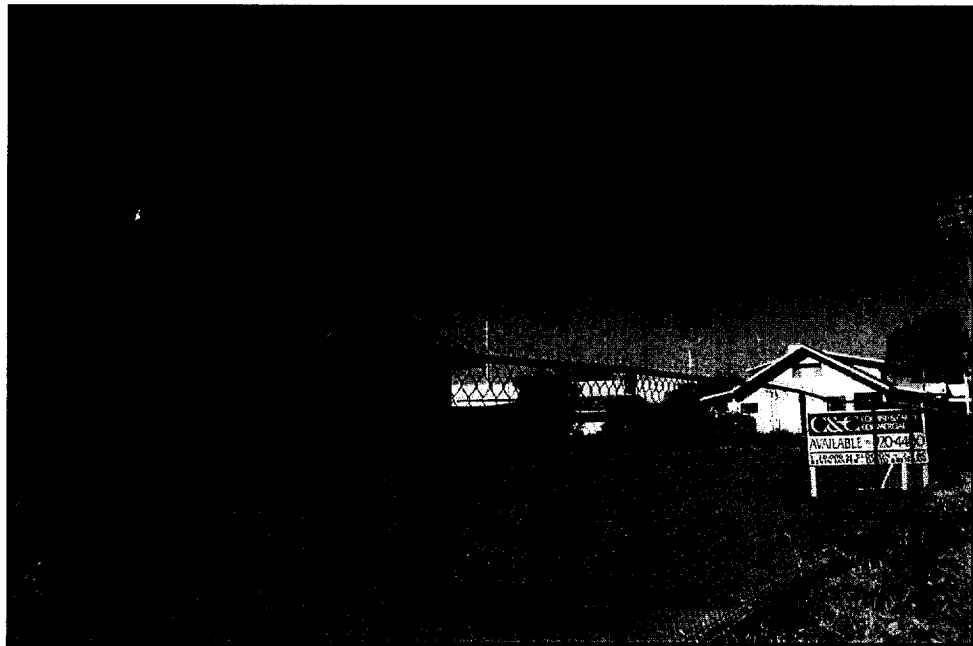


Photo 71: 7500 block of Folsom Boulevard. Vacant.



Photo 72: 7300 block of Folsom Boulevard. Vacant.



Photo 73: 6400 block of Elvas Avenue. Vacant



Photo 74: 7900 block of Cucamonga Avenue. Abandoned residential structure.

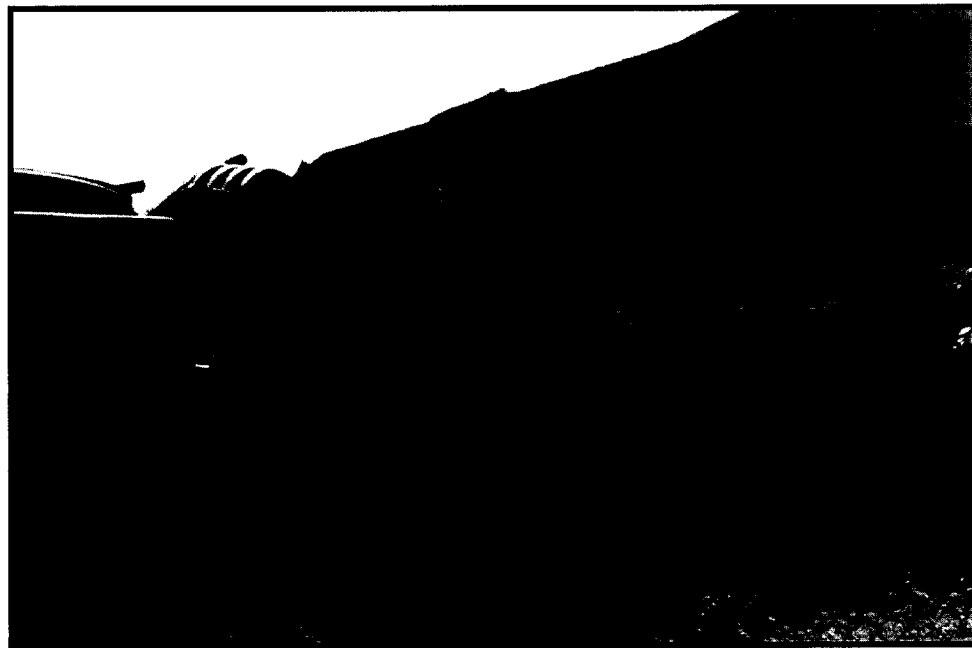


Photo 75: 6600 block of Elvas Avenue. The wall material, roofing, framing, doors, and windows of this abandoned building are severely deteriorated.



Photo 76: 1300 65th Street. This light industrial building is abandoned. Additionally, the roof is near completely deteriorated and is left in disrepair. The buildings eaves are deteriorated and the front windows are broken and/or boarded up.



Photo 77: 2900 block of Hunt Street. This abandoned structure suffers from years of neglect and deterioration. The walls are bare wood, which lacks protection from weathering, and as a result the material has started to rot. Additional deterioration exists to the roofing, foundation, metal overhang, framing, doors and windows. This structure is also incompatible with the adjacent youth correctional facility.

Five-Year Implementation Plan

Attached to this section is the Five-Year Implementation Plan ("Implementation Plan") for the 65th Street Redevelopment Project ("Project"). If the Redevelopment Plan is adopted by the City Council, then this Implementation Plan will guide the Agency as it implements specific redevelopment projects in the Project Area. If adopted, the Implementation Plan will be in place for the next five years (fiscal years 2004-05 through 2008-09). Midway after its adoption, the Agency must seek community input, and review and update this Implementation Plan.

Five-Year Implementation Plan (2004-05 through 2008-09)

March 22, 2004

Sacramento Housing & Redevelopment Agency
600 I Street, Suite 250
Sacramento, California 95814



Rosenow Spevacek Group, Inc.

217 North Main Street, Suite 300
Santa Ana, California 92701-4822
Phone: (714) 541-4585
Fax: (714) 836-1748
E-Mail: info@webrsg.com

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Background of Project Area

65th Street Redevelopment Area

Redevelopment Plan scheduled to be adopted in June 2004.

In the early 1900s the 65th Street Redevelopment Project Area ("Project Area") was mainly a farming area, sparsely developed with relatively few homes. With the construction of the Southern Pacific Railroad, and the subsequent construction of Interstate 50, the Project Area soon became an industrial corridor. However as automobile use became the dominant mode of transportation, many industrial uses began to consolidate and relocate to more profitable locations where highways were more accessible and structures were in newer/better condition. This resulted in an overall decline in investments within the Project Area with many properties remaining undeveloped, many buildings being left vacant and/or abandoned, and widespread deterioration of commercial and industrial properties.

Over time, the Project Area's economic problems became more severe and apparent. Aging has deteriorated proliferated structures due to an inability of property owners to afford repairs and a general lack of economic incentives for property upgrades. The lack of economic resources and investment in the Project Area led the Redevelopment Agency of the City of Sacramento ("Agency") to propose a redevelopment plan for the Project Area. If adopted by the City Council, the redevelopment plan would provide the Agency the ability to use tax increment revenue to stimulate revitalization, help improve public infrastructure, prepare sites for development, assemble property, participate in the redevelopment of property, encourage private development, and produce affordable housing for low and moderate income families.

The City of Sacramento Planning Department has been in the process of preparing two land use documents for the area: the completed 65th Street/University Transit Village Plan and the proposed South 65th Street Area Plan. The aim of these land use plans are to help revitalize the local economy in the Project Area by improving housing, providing more housing opportunities, extending residential and neighborhood serving retail uses, and promoting the connectivity of the Project Area to the 65th Street light rail station and California State University at Sacramento ("CSUS").

Goals of the 65th Street Redevelopment Plan

In order to guide the process of redevelopment within the Project Area the Agency established a list of goals, which are incorporated in Section 100 of the 65th Street Redevelopment Plan ("Redevelopment Plan"). These goals formulate the overall strategy for this Implementation Plan and will serve as a guide for the Agency's activities over the next five years.

The Agency's redevelopment goals for the Project Area are as follows:

- 1) The elimination of blighting influences and the correction of environmental deficiencies in the Project Area.
- 2) The replanning, redesign, and development of portions of the Project Area, which are stagnant or improperly utilized.
- 3) The assembly of land into parcels suitable for modern, integrated development.
- 4) The improvement of pedestrian, bicycle and vehicular circulation in the Project Area, in particular, public transit access and support.
- 5) The strengthening of the economic base of the Project Area and the community by the installation of needed site improvements.
- 6) The provision of adequate land for parking and open spaces.
- 7) The establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements that provide unity and integrity to the entire Project.
- 8) The provision of opportunities for participation by property owners in the revitalization of their properties.
- 9) The increase, improvement, and preservation of the community's supply of housing available to low- and moderate-income persons and families.

Community Participation

The 65th Street Redevelopment Advisory Committee ("RAC") is the focal point of ongoing community participation in the Project Area. The 15 appointed members of the RAC are composed of 11 at large members (representing residents, property owners, business owners, and representatives of community based organizations) and the other 4 are standing members representing the Sacramento Regional Transit, Sacramento Municipal Utility District, CSUS, and the Associated Students at CSUS. The RAC advises the Agency on proposed activities and assists on formulation of projects and programs to meet the identified goals of the Redevelopment Plan.

At their March 2, 2004 meeting, RAC made suggestions for programs they would like to see adopted in the Project Area and contained in this Implementation Plan and then on March 16, 2004, RAC recommended that the City Council adopt this Implementation Plan.

Anticipated Revenues

Table 1 presents a projection of revenues the Agency may have available over the next five years to fund the Implementation Plan activities. The projections are based on financial analysis prepared by a redevelopment consultant. Table 1 presents the annual projected gross tax increment receipts, low and moderate income housing set-aside requirement, statutory payments to affected taxing entities, and the remaining net revenues allocated to non-housing projects. Over the first five years of the Redevelopment Plan, the Agency is anticipated to collect as much as \$341,514 in non-housing fund revenue and \$113,838 in housing fund revenue.

Table 1: Five Year Tax Increment Revenue Forecast

Fiscal Year	Gross Tax Increment	Taxing Ag. Payments	Remainder to Agency	
			Housing	Nonhousing
2004-05	\$ -	\$ -	\$ -	\$ -
2005-06	79,067	15,813	15,813	47,440
2006-07	120,388	24,078	24,078	72,233
2007-08	162,949	32,590	32,590	97,769
2008-09	206,786	41,357	41,357	124,072
Total	\$ 569,189	\$ 113,838	\$ 113,838	\$ 341,514

Source: Table E-1, Report to City Council

It is important to note that the anticipated revenue presented in Table 1 may not be sufficient to complete all of the potential non-housing and housing projects listed in this Implementation Plan and additional funding sources may be sought to undertake these projects. Other factors affecting implementation include the regional economic climate and the private sector's ability to obtain financing.

Environmental Review and Project Approval Process

Adoption of this Implementation Plan does not approve any of the projects listed in the following sections. Projects to be undertaken by the Agency are subject to discretionary approvals by the Agency, as well as environmental clearance as determined by staff. Pursuant to Section 33490(a)(1)(B) of California Redevelopment Law, adoption of an implementation plan shall not constitute a "project" within the meaning of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), however, inclusion of any project, program or expenditure in the implementation plan shall not eliminate environmental analysis that would otherwise be required either in connection with the redevelopment plan adoption or at the time of the approval of the project, program or expenditure.

Agency Programs

The following narrative describes the programs proposed by the Agency for the next five years (five-year planning period). Anticipated expenditures are based upon preliminary staff estimates and are subject to change based upon available funding.

Non-Housing Program

Public Infrastructure and Facility Program

The Agency proposes to leverage tax increment funds with other funds available (including Community Development Block Grant funds and other City funds) for public infrastructure improvements. The Agency, in conjunction with the RAC and City of Sacramento, has identified infrastructure projects that the Agency may undertake in the upcoming years. These projects include, but are not limited to, the following:

- Implementation of the 65th Street/University Transit Village Infrastructure Needs Assessment, which includes: street improvements to Folsom Boulevard, 65th Street, and Elvas Avenue; Combined Sewer System improvements; Drainage System (Basin 31) improvements; intersection signalization, and improvements to the water distribution system.
- Completion of Infrastructure Financing Strategy and Finance Plan for 65th Street/University Transit Village Area.
- Completion of Infrastructure Needs Assessment, Financing Strategy, and Finance Plan for the Proposed South 65th Street Area Plan.
- Implementation of the Infrastructure Needs Assessment for the Proposed South 65th Street Area Plan.
- Traffic relief projects, including relieving congestion within the project area and reducing traffic impacts to adjacent residential neighborhoods.
- Improvement projects to increase pedestrian and bicycle safety and friendliness.
- Improvement projects to improve the connectivity between the 65th Street Light rail station, the 65th Street Project Area and CSUS.
- Light Rail station improvements, excluding any operational costs.
- Parking projects to accommodate new growth and increase transit ridership.

- Folsom Boulevard Widening project.
- 65th Street streetscape improvements.
- Redding Avenue street improvements.
- Streetscape improvements, area wide, as needed.
- Park development at the Detention Basin for Project Area recreation.

The Public Infrastructure and Facility Program will help to alleviate/remove blight within the Project Area. Upgrading and improving public infrastructure and public facilities will not only improve the safety and aesthetics of the Project Area providing more incentive for private sector development but also will help remove factors that hinder the economically viable use of many Project Area lots. Factors that reduce the economically viable use of lots of many of the Project Area properties include lack of sidewalks, curbs, and gutters, which are highly desirable by private sector developers and property owners alike.

Commercial and Economic Development Program

In an effort to stimulate development of retail, and other commercial uses in the Project Area, the Agency will work with property owners of vacant/underdeveloped commercial properties to identify and attract potential users. As site-specific development proposals are identified, the Agency will consider assisting developers with improvements as warranted. Potential projects may include, but are not limited to, developments that achieve the following objectives, which were identified by the RAC in conjunction with the Agency and City of Sacramento:

- Implementation of the development goals and policies of the 65th Street/University Transit Village Plan. Areas where assistance may be suitable in the Transit Village Plan area include the following: Super Block (Area 1), Triangle (Area 2), Station Block (Area 3), Barn Site (Area 4), and Elvas Buffer (Area 5).
- Completion of Proposed South 65th Street Area Plan.
- Implementation of the development goals and policies of the South 65th Street Area Plan (if and when adopted). Areas where assistance may occur in the South 65th Street Area include Northwest Quadrant (Office/Student Housing quadrant), and the Northeast Quadrant (Triangle).
- Development of neighborhood retail services as well as University/student serving retail services.
- Enhancement or development of transit oriented commercial projects surrounding the 65th Street Light Rail Station area.

- Development of high-density and mixed-use projects.
- Development Assistance. Encourage property owners to build new structures and improve existing commercial buildings, including related site improvements.
- Property Acquisition. Acquisition of underutilized and blighted commercial properties for development.
- Toxic Remediation. Identification of contaminated sites and collaboration with other agencies to eliminate toxic contamination for development of sites.
- Commercial Revitalization Program. Provide commercial loans to building owners looking to improve commercial building facades, improve accessibility and correct code deficiencies, area wide, with target marketing approach along Elvas Avenue. Program also allows for related site improvements such as parking lot resurfacing, landscaping, lighting, fencing or monument signs.

Implementation of the Commercial & Economic Development Program will help improve underdeveloped or vacant properties thereby eliminating blighting conditions related to impaired investments and factors that hinder the economically viable use of Project Area properties.

Anticipated Expenditures

The Agency anticipates that approximately \$341,154 of Agency funds may be expended on the Non-Housing Program, which includes the Public Infrastructure and Facility Program and the Commercial and Economic Development Program described above.

Housing Program

The Housing Program is designed to increase, improve and preserve the supply of affordable housing for Project Area residents, CSUS students, and the overall community. Project Area Housing Fund revenue will be used to fund a variety of Agency projects supporting new construction, rehabilitation, and homeownership, possibly including projects outside the Project Area (provided such housing proposals are determined to be of benefit to the Project Area) as well as inside the Project Area. Housing projects that have been identified by the Agency, City of Sacramento and the 65th Street Redevelopment Advisory Committee includes but are not limited to the following:

- Mixed-use development in support of the goals and policies of the 65th Street/University Transit Village Plan and the proposed South 65th Street Area Plan.

- Urban professional housing (lofts, townhomes, higher-density developments).
- Housing in support of transit-oriented development and transit ridership.
- Improvement and rehabilitation of existing housing conditions
- Inclusionary housing mandated by state law (Such inclusionary affordable housing is discussed in further detail in the Affordable Housing Compliance Plan attached hereto).

The Housing Program will not only help increase the supply of affordable housing, but will also help develop and redevelop properties in the Project Area which will act as a catalyst for future development and economic investment.

Anticipated Expenditures

The Agency anticipates that approximately \$113,838 may be expended on affordable housing programs during the five-year planning period.

Goals to be Achieved

The Programs mentioned above represent the major short-term opportunities that will implement the goals of the Redevelopment Plan. These programs are listed in the following matrix (Table 2, below), which shows the nexus between the Proposed Programs and the goals of the Redevelopment Plan.

Table 2: Achievement of Redevelopment Plan Goals to Proposed Projects

PROJECTS	GOALS								
	Elimination of blighting influences	Replanning, redesign, and development	Assembly of land into parcels suitable for development	Improvement of circulation systems	Strengthening the economic base	Provision of adequate parking and open spaces.	Establishment and implementation of site design standards, environmental quality standards, and other design elements	Opportunities for participation by property owners in the revitalization of their properties	Increase, improve, and preserve the community's supply of affordable housing
Public Infrastructure and Facility Program	X	X		X	X				
Commercial & Economic Development Program	X	X	X		X	X	X	X	
Housing Program	X	X	X				X	X	X

Affordable Housing Compliance Plan

This Affordable Housing Compliance Plan ("Compliance Plan") has been prepared pursuant to Section 33413(b)(4) of the California Health and Safety Code. Section 33413(b)(4) requires all redevelopment agencies to adopt, as part of the Implementation Plan, this Compliance Plan to meet the inclusionary and other affordable housing requirements of the Law.

To this end, this Compliance Plan outlines a forecast of the following:

- Inclusionary housing units required, and the Agency's plan for meeting such requirements
- Replacement housing units needed to ensure timely delivery of any affordable housing units destroyed or removed due to Agency's Project implementation efforts

Forecasted Housing

Table 3 below presents a breakdown of the forecasted housing construction that may occur within the Project Area over the next five years, ten years, and the 30-year duration of the Redevelopment Plan (if the Redevelopment Plan is adopted). The Agency does not anticipate any substantial rehabilitation of housing (as such substantial rehabilitation is defined in the Law), nor that the Agency itself will develop any housing units during the 2004-05 through 2013-14 ten year planning period.

Five and Ten Year Forecast

The Law requires the Agency to ensure the production of an appropriate number of affordable housing units based upon the total number of housing units constructed and or substantially rehabilitated in a project area. During the next five and ten years, the Agency anticipates that a total of 260 residential units will be developed in the Project Area. These units included the 252 unit Jefferson Commons project on 65th Street, and eight units at a mixed-use project proposed at the southwest corner of Folsom Boulevard and 65th Street. Both of these projects are being developed by entities other than the Agency.

Long Term Forecast

Beyond the next five and ten years, the Agency anticipates that additional housing units may be constructed in the Project Area. With implementation of the 65th Street/University Transit Village Plan (as well as the South 65th Street Area Plan if it is adopted by the City), as many as 1,668 additional housing units may be developed after fiscal year 2013-14. These include residential and mixed-use projects, which are identified in Table 3 below. With the 260 units anticipated

within the next five and ten years, a total of 1,928 units could be developed at some point over the 30 year duration of the Redevelopment Plan.

Table 3: Housing Construction in Project Area

	Units Constructed by Time Period ^{1/}			Grand Total
	Years 1 - 5	Years 1 - 10	Thereafter	
	(2004-05 - 2008-09)	(2004-05 - 2013-14)	(2013-14 - 2033-34)	
65th Street/University Transit Village Plan ^{2/ 3/}				-
Area 1 (Super Block)	8	8	292	300
Area 2 (Triangle Area)	-	-	132	132
Area 3 (Station Block)	-	-	451	451
South 65th Street Area Plan ^{2/ 3/}				
Student Village (Northeast Quadrant)	252	252	31	283
Detention Basin Area (Southeast Quadrant)	-	-	56	56
Traingle (Northeast Quadrant)	-	-	437	437
Call Center (Southeast Quadrant)	-	-	269	269
Other Areas (E. of Railroad and S.of San Joaquin St.) ^{3/}	-	-	-	-
Total Project Area	260	260	1,668	1,928

- 1/ All units developed by entities other than the Agency. Agency does not anticipate constructing or substantially rehabilitating any housing units in Project Area.
- 2/ Unit count based on respective planning document. South 65th Street Area figures include land use policies contingent upon adoption of South Area Plan later this year.
- 3/ Unit count based upon interviews with City Staff and number of vacant residential lots

Source: City Planning Department, 65th Street/University Transit Village Plan & South 65th Street Area Plan

Required Affordable Units

The Agency is obligated under the Law to ensure that 15% of non-Agency developed units (and 30% of all Agency developed units) are affordable to low and moderate income households. The law also requires that 40% of these affordable non-Agency developed units required (or 50% of any Agency-developed units) be affordable to very-low income households. These affordable housing production requirements must be met during the ten-year planning period, which ends in fiscal year 2013-14.

Based on the construction forecast in Table 3, the Agency would be required to ensure that at least 39 units (15%) are restricted to be affordable to very-low, low and moderate income households during the next five and ten years. Of the 39 units to be affordable, 16 of these units (40%) must be affordable to very-low

income households. The 39 affordable units may be developed inside or outside the Project Area, although units provided outside the Project Area to meet this requirement must be done so on a 2-for-1 unit basis (i.e. for every one unit needed to meet the requirement, 2 units may be provided outside the Project Area). Over the duration of the Redevelopment Plan (or through July 2034), the Agency estimates that 289 low and moderate-income units may be required, including 116 very-low income units.

Table 4 presents a summary of the future affordable housing production needs.

Table 4: Affordable Units Required

Time Period	Affordable Units Required by Time Period			
	Years 1 - 5	Years 1 - 10	Thereafter	Grand
	(2004-05 - 2008-09)	(2004-05 - 2013-14)	(2013-14 - 2033-34)	Total
Total Housing Units Projected (Table 3)	260	260	1,668	1,928
Affordable Units Needed (15% of Total)	39	39	250	289
Very Low Units (40% of 15%)	16	16	100	116

Note: No Units anticipated to be developed by Agency

At this point, the Agency has not yet developed specific affordable housing projects to achieve the necessary number of affordable housing units required by the Law. Once the Redevelopment Plan is adopted, the Agency will study the affordable housing needs of the Project Area, and will develop specific affordable housing programs and initiatives with input from the RAC to ensure production of the required number of affordable housing units. In order to meet the requirements of the Law for inclusionary housing, any affordable projects must feature covenants restricting their occupancy for at least 45 years¹.

Replacement Housing

California Redevelopment Law requires that whenever low and moderate-income households are destroyed as part of an Agency project, the Agency is responsible for ensuring that an equivalent number of replacement units are constructed or substantially rehabilitated. These units must provide at least the same number of bedrooms destroyed, and 100% of the replacement units must be affordable to the same income categories (i.e. very low, low, and moderate) as those removed. The Agency receives a full credit for replacement units created inside or outside the Project Area.

¹ 45 years for ownership units or 55 years for rental units.

The Agency does not anticipate the displacement of any Project Area housing, however if this does occur the Agency will provide replacement dwelling units in compliance with the requirements under California Redevelopment Law.

Means to Accomplish Requirements

The Agency intends to satisfy its affordable housing requirements (estimated in Table 4) through its Housing Program that may include assistance for new construction or rehabilitation or the purchase of affordability covenants on existing units. Policies and programs such as providing affordable housing incentives for developers, permitting manufactured housing, and inclusionary housing programs will also be explored by the Agency.

The Agency anticipates that it will have approximately \$ 461,625 deposited into its housing fund to finance affordable housing projects during the ten-year planning period (2004-05 through 2013-14). Section 33334.4 of the Law requires that the Agency's affordable housing set aside revenue be used to assist projects in proportion to the City's fair share housing requirements (set forth in Section 65584 of the Government Code), as well as the proportion of seniors to the total population according to the most recent (2000) Census. As such, the Agency's policies on expenditure of housing set aside funds shall be consistent with these requirements.

Housing Element Compliance

The Redevelopment Plan and this Housing Compliance Plan conform to the City General Plan and Housing Element. This Housing Compliance Plan, like the Housing Element in the City's General Plan, focuses on providing suitable housing for City residents including lower income households and has been prepared according to guidelines established in the programs and goals outlined in the Housing Element of the General Plan.

An Explanation of Why the Elimination of Blight can not be Accomplished by Private Enterprise Acting Alone or Through Other Financing Alternatives Other Than Tax Increment Financing

As described in Section B of this Report, the Agency cannot rely on private enterprise acting alone to eliminate blight because the private sector is constrained by numerous factors that inhibit investment. For example, lease rates of industrial properties are much lower in the Project Area than compared to properties outside the Project Area. Due to the depressed industrial lease rates, the private sector is unable to invest in the rehabilitation of industrial properties.

The private sector alone is unable to eliminate the blighting conditions that exist on commercially zoned properties as well. As described in Section B of this Report, the majority (77 percent) of the commercially zoned Project Area properties are smaller than the minimum lot requirements for today's development standards according to the retail commercial development guide the Dollars and Sense of Shopping Centers. These small lot sizes, coupled with the fact that virtually all of these properties have been developed, create difficult challenges for future redevelopment efforts in the Project Area. Because owners of developed properties would expect to be compensated for more than just the value of the land, future developers must contend with potentially extraordinary costs of redevelopment involving purchasing both the land and existing buildings, even though these structures do not meet today's standards.

Without redevelopment, a comprehensive revitalization effort could not be undertaken, and thereby pose a deterrent to individual investors to remove existing conditions. Real estate brokers report that an individual property owner would be unable to finance these costly improvements with an increase in lease rates, because the majority of the market area commands below-market rents. Since real estate brokers interviewed by RSG report that rent levels are affected primarily by the surrounding market conditions, any single project, regardless of its condition could not be expected to generate rents at or above market levels to offset development costs.

Consequently, redevelopment and specifically tax increment financing will be needed to remove the blighting conditions in the Project Area. These unique tools provide the Agency the ability to more comprehensively redevelop the Project Area to achieve higher real estate market values, subsidize the redevelopment of quality

industrial, retail, and other commercial projects, and generally undertake the type of large-scale revitalization effort needed in the Project Area. Tax increment financing is an attractive option to both the Agency and the private sector, because it is one of the few means to obtain a dedicated funding source for a redevelopment effort of the size that is needed in the Project Area without adding additional costs to property owners that otherwise cannot afford these costs.

While there are other means to raise public funds without tax increment financing, these techniques would ultimately result in higher taxes or increased development costs, both of which are counterproductive to resolving the unique issues in the Project Area. For example, certain public improvements could be financed, by creating an assessment district, but the property owners would probably not support creation of the district because many cannot afford the cost of additional taxes (two-thirds of the voters must approve formation of such a district).

One of the reasons for the long-term nature of the Redevelopment Plan is to provide assurance to property owners and others who decide to invest or reinvest in the Project Area that adequate controls will be in place for a significant period of time to protect those investments and to encourage, promote and protect other new investment and the overall improvement of the Project Area.

Method of Financing and Economic Feasibility of the Plan

The Agency intends on financing redevelopment of the Project Area with the following resources:

- 1) Financial assistance from the City, County, State of California and/or Federal Government;
- 2) Tax increment revenue;
- 3) Bonded debt;
- 4) Proceeds from lease or sale of Agency-owned property;
- 5) Loans from private financial institutions; and
- 6) Any other legally available source.

The more typical sources of redevelopment financing that may be employed with the Project are described below.

Financial Assistance from the City, County, State, and/or the Federal Government

The Agency may obtain loans and advances from the City for planning, construction, and operating capital for administration of the Project until such time that sufficient tax increment revenue is raised to repay loans and provide other means of operating capital. The City may also defer payments on Agency loans for land purchases, benefiting the Agency's cash flow. Such assistance is anticipated to be employed to meet short-term cash flow needs, as the City's General Fund cannot carry extensive levels of Agency debt at the risk of threatening the City's own cash balances.

As available, other funds such as state-apportioned road funds and federal Community Development Block Grants will be appropriately used to pay the costs of Project implementation. The Agency and City will also pursue other available grants and loans; additionally, the City or other public agencies may issue bonds on behalf of the Agency and provide in-kind assistance.

Property Tax Increment

The Agency will use property tax increment as provided for in Section 33670 of the Redevelopment Law, and as authorized in the Plan, to employ tax increment financing to underwrite Project costs. Tax increment revenue may only be used to pay indebtedness incurred by the Agency; indebtedness includes principal and interest on loans, monies advanced, or debts (whether funded, refunded, assumed, or otherwise) incurred by the Agency to finance or refinance, in whole or in part, redevelopment activities.

Project tax increment revenues are distributed to address an array of obligations. As required by Section 33334.2 of the Redevelopment Law, 20 percent of Project tax increment revenue is deposited into the Housing Fund for the purposes of increasing, improving, and preserving the community's supply of low and moderate income housing.

The remaining 80 percent of the tax increment revenue will be used to pay for taxing entity obligations, debt service costs, and other program expenditures. Program expenditures include infrastructure, capital facility, and economic development programs within the Project Area.

The Redevelopment Plan contains specific time limits on the collection of tax increment revenue as required by Redevelopment Law. As stated in the Plan, the Agency may collect tax increment revenue for a period of 45 years following adoption of the ordinance adopting the Plan. Assuming the Plan is adopted in calendar year 2004, the Agency would receive Project Area tax increment revenue beginning in December 2005 (fiscal year 2005-06) through July 2049 (fiscal year 2048-49).

Bonded Debt

Under the Plan, the Agency would have the capacity to issue bonds and/or notes for any of its corporate purposes, payable in whole or in part from tax increment revenue. Many redevelopment agencies in the state employ bond financing as an integral component of their overall redevelopment-financing program.

The Plan permits the Agency the ability to incur debt for a 20-year period after its adoption, and establishes a \$50 million cumulative limit on the amount of bonded debt principal which may be outstanding at any one time. Assuming the Plan is adopted in July 2004, the Agency would be permitted to incur debt until July 2024 (through fiscal year 2023-24)

Lease or Sale of Agency-Owned Property

The Agency may sell, lease, or otherwise encumber its property holdings to pay the costs of Project implementation.

Participation in Development

If the Agency enters into agreements with property owners, tenants, and/or other developers that provide for revenues to be paid or repaid to the Agency, such revenues may be used to pay Project implementation costs.

Other Available Sources

Any other loans, grants, or financial assistance from the federal government, or any other public or private source will be utilized, as available and appropriate. The Agency will also consider use of the powers provided by Chapter 8 (Redevelopment Construction Loans) of the Redevelopment Law to provide construction funds for appropriate projects. Where feasible and appropriate, the Agency may use assessment district and/or Mello-Roos bond financing to pay for the costs of public infrastructure, facilities, and operations.

Projected Tax Increment Revenues

The primary source of project financing is anticipated to be tax increment revenue. Table E-1 presents a preliminary forecast of Project tax increment revenues, based on several assumptions noted below:

- 1) **2003-04 Base Year Value:** Assuming the Plan is adopted prior to July 20, 2004 the Project will collect tax increment revenues from increases in the Project Area assessed value over fiscal year 2003-04. The Sacramento County Auditor-Controller and State Board of Equalization have provided their respective reports of the estimated base year value of the Project Area. The base year report, set the Project Area's base year secured, unsecured and utility value at \$151,473,728.
- 2) **Assessed Value Growth Rates:** RSG conservatively applied a 3.0 percent annual growth rate to forecast secured, assessed values increases in future years. Unsecured and non-unitary values were held constant due to their unpredictable nature.

TAX INCREMENT REVENUE FORECAST
65TH STREET REDEVELOPMENT PROJECT AREA

TABLE F-1

Year	Assessed Value Forecast			Incremental Value	Gross Tax Increment Revenue	Statutory Taxing Ag. Payments	Remainder to Agency		
	Secured	Unsecured/ Utility	Total				Housing	Nonhousing	Total
	3.0%	0.0%							
BY 2003-04	\$ 129,830,441	\$ 21,643,287	\$ 151,473,728						
2 2004-05	133,725,354	21,643,287	155,368,641						
3 2005-06	137,737,115	21,643,287	159,380,402	\$ 7,906,674	\$ 79,067	\$ 15,813	\$ 15,813	\$ 47,440	\$ 63,253
4 2006-07	141,869,228	21,643,287	163,512,515	12,038,787	120,388	24,078	24,078	72,233	96,310
5 2007-08	146,125,305	21,643,287	167,768,592	16,294,864	162,949	32,590	32,590	97,769	130,359
6 2008-09	150,509,064	21,643,287	172,152,351	20,678,623	206,786	41,357	41,357	124,072	165,429
7 2009-10	155,024,336	21,643,287	176,667,623	25,193,895	251,939	50,388	50,388	151,163	201,551
8 2010-11	159,675,066	21,643,287	181,318,353	29,844,625	298,446	59,689	59,689	179,068	238,757
9 2011-12	164,465,318	21,643,287	186,108,605	34,634,877	346,349	69,270	69,270	207,809	277,079
10 2012-13	169,399,278	21,643,287	191,042,565	39,568,837	395,688	79,138	79,138	237,413	316,551
11 2013-14	174,481,256	21,643,287	196,124,543	44,650,815	446,508	89,302	89,302	267,905	357,207
12 2014-15	179,715,694	21,643,287	201,358,981	49,885,253	498,853	99,771	99,771	299,312	399,082
13 2015-16	185,107,165	21,643,287	206,750,452	55,276,724	552,767	119,611	110,553	322,603	433,156
14 2016-17	190,660,380	21,643,287	212,303,667	60,829,939	608,299	140,047	121,660	346,593	468,252
15 2017-18	196,380,191	21,643,287	218,023,478	66,549,750	665,498	161,096	133,100	371,302	504,402
16 2018-19	202,271,597	21,643,287	223,914,884	72,441,156	724,412	182,776	144,882	396,753	541,635
17 2019-20	208,339,745	21,643,287	229,983,032	78,509,304	785,093	205,107	157,019	422,967	579,986
18 2020-21	214,589,937	21,643,287	236,233,224	84,759,496	847,595	228,108	169,519	449,968	619,487
19 2021-22	221,027,635	21,643,287	242,670,922	91,197,194	911,972	251,798	182,394	477,779	660,173
20 2022-23	227,658,464	21,643,287	249,301,751	97,828,023	978,280	276,200	195,656	506,424	702,080
21 2023-24	234,488,218	21,643,287	256,131,505	104,657,777	1,046,578	301,333	209,316	535,929	745,244
22 2024-25	241,522,865	21,643,287	263,166,152	111,692,424	1,116,924	327,221	223,385	566,318	789,703
23 2025-26	248,768,551	21,643,287	270,411,838	118,938,110	1,189,381	353,885	237,876	597,620	835,496
24 2026-27	256,231,607	21,643,287	277,874,894	126,401,166	1,264,012	381,349	252,802	629,860	882,663
25 2027-28	263,918,555	21,643,287	285,561,842	134,088,114	1,340,881	409,637	268,176	663,068	931,244
26 2028-29	271,836,112	21,643,287	293,479,399	142,005,671	1,420,057	438,774	284,011	697,272	981,283
27 2029-30	279,991,195	21,643,287	301,634,482	150,160,754	1,501,608	468,784	300,322	732,502	1,032,823
28 2030-31	288,390,931	21,643,287	310,034,218	158,560,490	1,585,605	499,695	317,121	768,789	1,085,910
29 2031-32	297,042,659	21,643,287	318,685,946	167,212,218	1,672,122	531,534	334,424	806,164	1,140,588
30 2032-33	305,953,939	21,643,287	327,597,226	176,123,498	1,761,235	564,327	352,247	844,661	1,196,908
31 2033-34	315,132,557	21,643,287	336,775,844	185,302,116	1,853,021	598,105	370,604	884,312	1,254,917
32 2034-35	324,586,534	21,643,287	346,229,821	194,756,093	1,947,561	632,895	389,512	925,154	1,314,666
33 2035-36	334,324,130	21,643,287	355,967,417	204,493,689	2,044,937	679,636	408,987	956,314	1,365,301
34 2036-37	344,353,854	21,643,287	365,997,141	214,523,413	2,145,234	727,778	429,047	988,409	1,417,456
35 2037-38	354,684,469	21,643,287	376,327,756	224,854,028	2,248,540	777,365	449,708	1,021,467	1,471,175
36 2038-39	365,325,003	21,643,287	386,968,290	235,494,562	2,354,946	828,440	470,989	1,055,517	1,526,506
37 2039-40	376,284,753	21,643,287	397,928,040	246,454,312	2,464,543	881,047	492,909	1,090,588	1,583,496
38 2040-41	387,573,296	21,643,287	409,216,583	257,742,855	2,577,429	935,232	515,486	1,126,711	1,642,197
39 2041-42	399,200,495	21,643,287	420,843,782	269,370,054	2,693,701	991,042	538,740	1,163,918	1,702,658
40 2042-43	411,176,510	21,643,287	432,819,797	281,346,069	2,813,461	1,048,527	562,692	1,202,241	1,764,934
41 2043-44	423,511,805	21,643,287	445,155,092	293,681,364	2,936,814	1,107,736	587,363	1,241,714	1,829,077
42 2044-45	436,217,159	21,643,287	457,860,446	306,386,718	3,063,867	1,168,722	612,773	1,282,372	1,895,145
43 2045-46	449,303,674	21,643,287	470,946,961	319,473,233	3,194,732	1,231,537	638,946	1,324,248	1,963,195
44 2046-47	462,782,784	21,643,287	484,426,071	332,952,343	3,329,523	1,296,237	665,905	1,367,382	2,033,286
45 2047-48	476,666,268	21,643,287	498,309,555	346,835,827	3,468,358	1,362,878	693,672	1,411,809	2,105,480
Total					\$61,915,957	\$20,669,855	\$12,383,191	\$28,862,911	\$41,246,102

Source: Rosenow Spevacek Group, Inc.

Over the 45-year period within which the Agency may collect tax increment revenue, RSG estimates that approximately \$62 million of gross tax increment revenue could be generated by the Project Area. After deducting the County's property tax administrative fee and statutory pass through payments to affected taxing agencies (as explained in more detail in the next paragraph) \$12 million would be deposited to the Agency's Housing Fund and \$29 million would be available to the Non-housing Fund, for a total of \$41 million of tax increment revenue.

The Agency would be required to share a portion (projected to be approximately \$21 million) of its Non-housing Fund revenues with the affected taxing agencies pursuant to Section 33607.5 of the Redevelopment Law ("Statutory Payments"). These Statutory Payments would start in the first fiscal year the Agency would receive tax increment revenue from the Project Area (assumed to be fiscal year 2005-06).

According to Section 33607.5 of Redevelopment Law, beginning in the first payment year, the Statutory Payments are equal to 25 percent of the Project's annual non-housing tax increment revenue. These Statutory Payments are subject to two subsequent increases. The first increase in Statutory Payments would take effect in the eleventh payment year, when the Agency would be required to pay 21 percent of the incremental increase in non-housing tax increment revenues exceeding amounts in the tenth payment year. The Law further provides for a second increase in the Statutory Payments that commences in the thirty-first payment year of 14 percent of the incremental increase in non-housing tax increment revenues in excess of the thirtieth year. In total, the Agency will share approximately 34 percent of its gross tax increment revenues with the affected taxing agencies.

The actual amount of the Statutory Payments will vary based on the amount of tax increment revenues collected by the Agency each year. A forecast of Statutory Payments has been included on Table E-1. Should actual tax increment revenues exceed or fall below these projections, actual Statutory Payments would be higher or lower.

Each taxing agency is entitled to their respective share of the Statutory Payment. All agencies receive their share of the Statutory Payments, except for the City of Sacramento, which, by Section 33607.5, may only elect to receive its share of the first 25 percent of the Statutory Payments. The following is a list of affected taxing agencies in the Project Area, according to the County's base year report:

- City of Sacramento
- County of Sacramento
- Sacramento City Unified School District
- Sacramento County Regional Sanitation District

- Los Rios Community College District
- Sacramento County General Fund
- Sacramento County Office of Education
- Yolo Mosquito & Vector Control District

Economic Feasibility Analysis

Section A of this Report includes a preliminary list of potential infrastructure/public facility projects in the Plan and other potential programs proposed by the Agency. RSG estimates the total cost of these projects and programs is approximately \$41 million, including direct project costs and financing costs. RSG projects that the Agency will have a combined total of \$41 million in tax increment revenue (\$12 million in housing and \$29 million in non-housing) available to fund these activities over the 45-year duration of the Plan. In today's dollars, assuming a 6.5 percent discount rate, the projected non-housing and housing resources are equal to approximately \$8 million.

This anticipated amount of tax increment revenue for the Project Area would be sufficient for the Agency to invest in a modest amount of infrastructure, public facility, commercial rehabilitation, and economic development projects. As with any redevelopment project area, the Agency will be working closely with the private sector so these tax increment revenue investments can be leveraged for the most effective impact on Project Area blight. Long-term, it is the intent of the Agency that its redevelopment activities will stimulate others to invest in the Project Area as well. Should tax increment revenues fall below or exceed projections, the Agency will alter implementation activities accordingly.

The Method of Relocation

In the event that the Plan is adopted and implementation actions include relocation of residents or businesses, the Agency will adhere to the State Relocation Guidelines, consisting of the State Relocation Law (Government Code 7260 through 7277), and the California Relocation Assistance and Real Property Acquisition Guidelines as established in the California Code of Regulations, Title 25, Chapter 6 ("Relocation Guidelines").

If relocation is necessary to implement the Plan in order to eliminate blighting conditions, the Relocation Guidelines ensure that the Agency will meet its relocation responsibilities to any families, persons, or nonprofit local community institutions to be temporarily or permanently displaced as a consequence of the Plan's implementation.

No persons or families of low and moderate income shall be displaced unless and until there is a suitable housing unit available and ready for occupancy by the displaced person or family at rents comparable to those at the time of their displacements.

An Analysis of the Preliminary Plan

The revised Preliminary Plan for the Project ("Preliminary Plan") was approved by the City of Sacramento Planning Commission ("Planning Commission") on September 11, 2003. The Preliminary Plan described the boundaries of the Project Area and included general statements of the proposed land uses, layout of principal streets, population densities, building intensities, and building standards. It also addressed how the Plan would attain the purposes of the Redevelopment Law. It discussed the conformance with the General Plan and discussed the impact of the Project upon residents and the surrounding neighborhood.

The Plan conforms with the standards and provisions of the Preliminary Plan, as detailed below:

- Project Area Location and Description: This section of the Preliminary Plan describes the boundaries of the Project Area. The proposed boundaries are identical to those described in the Preliminary Plan.
- General Statement of Proposed Planning Elements: This section of the Preliminary Plan states that Project Area land uses, proposed layouts of principal streets, proposed population densities, proposed building intensities, and proposed building standards shall be subject to and controlled by the General Plan, Zoning Ordinance, and other local codes, as amended from time to time. These planning elements have been incorporated into the Plan. Additionally, the Plan does not propose any changes to population or development densities or land use designations.
- Attainment of the Purposes of the Redevelopment Law: This section of the Preliminary Plan generally sets forth the objectives of the Project Area. To this end, the Plan contains a detailed list of redevelopment goals that permit the Agency to complete its redevelopment program to eliminate persisting blighting conditions in the Project Area in accordance with the Redevelopment Law.
- Consistency with the General Plan of the City: Both the Preliminary Plan and Plan conform to the standards, policies and provisions of the General Plan, as they exist or are hereafter amended.

- General Impact of the Proposed Project Upon the Residents of the Project Area and Surrounding Neighborhoods: This section of the Preliminary Plan states that residents in and around the Project Area will benefit from improved traffic circulation, public facilities and services, environmental quality, employment opportunity and economic development activity effectuated by implementation of the Plan. Other impacts associated with the implementation of the Plan have been assessed and analyzed in the Environmental Impact Report on the Plan, included in Section K of this Report, and the Neighborhood Impact Report, incorporated in Section M of this Report. The Plan provides the Agency with the redevelopment tools and policies necessary to achieve positive impacts and mitigate negative impacts.



The Report and Recommendations of the Planning Commission

On February 26, 2004, the Planning Commission adopted Resolution No. 2004-01 as its report and recommendation on the draft Plan. A copy of the Planning Commission's resolution follows this page.

RESOLUTION NO. **2004-01**

ADOPTED BY THE SACRAMENTO CITY PLANNING COMMISSION

ON DATE OF **FEB 28 2004****MAKING ITS REPORT AND RECOMMENDATION ON
ADOPTION OF THE PROPOSED REDEVELOPMENT PLAN
FOR THE 65TH STREET REDEVELOPMENT PROJECT**

WHEREAS, by Resolution No. 2003-001 on September 11, 2003, the Planning Commission of the City of Sacramento (the "Planning Commission") formulated and adopted the Preliminary Plan for the 65th Street Redevelopment Project (the "Project"); and

WHEREAS, the Redevelopment Agency of the City of Sacramento (the "Agency") has submitted to the Planning Commission the proposed Redevelopment Plan (the "Redevelopment Plan") for the Project; and

WHEREAS, the proposed Redevelopment Plan authorizes the Agency to acquire land for, and install or construct (or cause the installation or construction of), certain designated public improvements and public utilities either within or without the Project Area subject to the limitations contained in said Redevelopment Plan; and

WHEREAS, Section 33346 of the Community Redevelopment Law (Health and Safety Code Section 33000 *et seq.*) provides that the Planning Commission is to review the proposed Redevelopment Plan and make its report and recommendation concerning the Redevelopment Plan and its conformity to the General Plan of the City of Sacramento to the Agency and the City Council, and may submit its recommendation for or against approval of the Redevelopment Plan; and

WHEREAS, the General Plan of the City of Sacramento has been prepared and adopted in compliance with the California Planning and Zoning Law (Government Code Section 65300 *et seq.*); and

WHEREAS, Section 65402 of the Government Code provides, in part:

- "(a) If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition or disposition, such street vacation or abandonment, or such public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof...
- "(c) A local agency shall not acquire real property for any of the purposes specified in paragraph (a) nor dispose of any real property, nor construct or authorize a public building or structure, in any county or city, if such county or city has adopted a general plan or part thereof and such general plan or part thereof is applicable thereto, until the location, purpose and extent of such acquisition, disposition, or such public building or structure

have been submitted to and reported upon by the planning agency having jurisdiction, as to conformity with said adopted general plan or part thereof...."; and

WHEREAS, the above-required report and recommendation, including matters referred to in Section 33346 of the Health and Safety Code and Section 65402 of the Government Code, are to be made to the Agency and the City Council for their consideration in acting on the adoption of the proposed Redevelopment Plan; and

WHEREAS, the Planning Commission has considered the proposed Redevelopment Plan and the reports prepared in connection therewith, including the General Plan of the City and other pertinent reports;

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SACRAMENTO AS FOLLOWS:

Section 1. Findings. The Planning Commission hereby finds and determines that:

(a) Pursuant to Section 33346 of the Community Redevelopment Law, the proposed Redevelopment Plan for the 65th Street Redevelopment Project conforms to the General Plan of the City of Sacramento.

(b) Pursuant to Section 65402 of the Government Code, with respect to activities which may be undertaken within the Project Area pursuant to the proposed Redevelopment Plan and that are referred to in said section, such activities and undertakings conform to the General Plan of the City of Sacramento.

Section 2. Report and Recommendation.

(a) The Planning Commission hereby reports to the Redevelopment Agency of the City of Sacramento and the City Council of the City of Sacramento the findings referred to in Section 1 hereof.

(b) The Planning Commission hereby recommends the approval and adoption of the Redevelopment Plan in the form attached to the staff report accompanying this resolution as Attachment No. 3. In the event that prior to the adoption of the proposed Redevelopment Plan, the Agency or the City Council desire to make any minor technical or clarifying changes to the proposed Redevelopment Plan or any documents related thereto, the Planning Commission hereby finds and determines that any such minor technical or clarifying changes need not be referred to it for further report and recommendation.

Section 3. Transmittal. The Planning Director shall transmit a certified copy of this resolution to the Redevelopment Agency of the City of Sacramento and the City Council of the City of Sacramento for consideration as part of the Agency's Report to the City Council pursuant to Section 33352 of the Community Redevelopment Law, and this resolution shall be deemed the report and recommendation of the Planning Commission concerning the proposed Redevelopment Plan and contemplated public projects and activities thereunder as required by applicable provisions of law.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Sacramento this 26th day of February, 2004, by the following vote:

Vote

Members of the Planning Commission

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:



Chairman, Planning Commission

Report and Recommendation of the Redevelopment Advisory Committee

Because the Plan prohibits the use of eminent domain on residentially occupied property, a project area committee was not required pursuant to Section 33385 of the Redevelopment Law.

However, in order to facilitate input from Project Area and nearby stakeholders, the Agency created the 65th Street Redevelopment Advisory Committee ("RAC"). The 15 appointed members of the RAC are composed of 11 at large members representing area residents, property owners, business owners, and community based organizations, and 4 standing members representing the Sacramento Regional Transit, Sacramento Municipal Utility District, California State University at Sacramento (CSUS), and the Associated Students at CSUS.

Beginning on February 3, 2004, the RAC has been meeting every other Tuesday at 6:00p.m. to discuss proposed redevelopment activities and advise the Agency on proposed activities and assist in the formulation of projects and programs to meet the identified goals of the Redevelopment Plan. The RAC received a presentation on redevelopment in general, the redevelopment plan adoption process, tax increment revenue and redevelopment finance, acquisition and eminent domain, owner participation and business reentry, and relocation. The RAC also reviewed a copy of the draft Redevelopment Plan and Five-Year Implementation Plan, providing significant input on potential projects for the Implementation Plan. Staff also advised the RAC of critical meeting dates and the process involving circulation of the EIR on the Plan.

At its meeting on March 16, 2004, the 65th Street RAC recommended adoption of the Redevelopment Plan for the 65th Street Redevelopment Project, and adoption of the Five-Year Implementation Plan. The votes for both items were as follows:

AYES: Altier, Clayton, Donovan, Klein, Little, Lopez, Schmidt, Sikich, Stack, Wilson, Wood

NOES: None

ABSENT: Jaiyeoba, Jones, Rios-Alexander, Vail

Aside from the RAC participation, Agency staff and consultants will have conducted four public workshops on the Plan. The first workshop was held on March 17, 2003, the second on April 21, 2003, the third on August 25, 2003, and

the fourth workshop is scheduled to occur in early May prior to the joint public hearing (scheduled for May 25, 2004). Notice of the fourth workshop and joint public hearing will be mailed to all Project Area property owners and affected taxing agencies.

Finally, all meetings associated with the Plan adoption effort thus far, including several Planning Commission, Agency, and City Council meetings, have been open and available to the public, and records of all such meetings have been maintained by Agency staff.

A Statement of Conformance to the General Plan

On February 26, 2004 the Planning Commission adopted Resolution No. 2004-01 determining that the draft Plan and implementation activities described therein are in conformity with the General Plan of the City, pursuant to Government Code Section 65402. A copy of the Planning Commission resolution is included in Section H of this Report.

The Environmental Impact Report

In accordance with the requirements of the California Environmental Quality Act (CEQA), a Program EIR has been prepared to analyze the environmental impacts of the proposed Plan. A copy of the EIR is included under separate cover and incorporated herein by reference.

The EIR reviewed all potential environmental impacts associated with the implementation of the plan. Topics addressed in the EIR include: land use; traffic impacts related to potential buildout of adopted land uses; air quality, both construction and operational emissions; noise, both construction and operational noise; hazards and hazardous materials/waste management; biological resources; cultural/historic resources; public services; aesthetics/urban design; hydrology/stormwater/drainage. Additionally, the EIR addressed all other sections as required by the CEQA.

The EIR analyzes the significant, short and long-term impacts related to the adoption of the Plan. The EIR is a program-level EIR as there is no specific development project associated with the Plan. The EIR includes as much detail as possible given the programmatic nature of the proposed Plan in order to maximize information available for the public review, thereby minimizing the extent of future project-specific environmental documentation. The EIR includes information gathered from the Initial Study/Notice of Preparation correspondence from utility/service providers, available literature/reference documents, and consultation with potentially affected agencies.

The Draft EIR was prepared and made available for a 45-day public review period on February 27, 2004. In accordance with the Agency's environmental review procedures, the Sacramento Housing and Redevelopment Commission held a public hearing during the public review period on March 17, 2004. The 45-day review period ends on April 12, 2004.

Summary of Environmental Impacts

In general, the Draft EIR concluded that because of consistency with the City of Sacramento General Plan and Zoning Ordinance, adoption of the Redevelopment Plan would not cause impacts on: land use; noise, both construction and operational emissions; hazards and hazardous materials/waste management; biological resources; public services; aesthetics/urban design; hydrology/stormwater/drainage. Aside from these topics, the Draft EIR did identify a few significant and unavoidable environmental impacts, which are the

same as those identified from the implementation of the City's General Plan. The significant and unavoidable impacts that would result from implementation of the Redevelopment Plan include cumulative impacts on the roadway system, long-term project specific operational emissions, and potential loss of cultural resources, as follows:

- Traffic: The Sacramento General Plan Update and Transit Village EIRs adopted findings that determined that buildout of the designated land uses would result in significant and unavoidable cumulative impacts on the roadway system in the Project Area. The proposed Redevelopment Plan would remove barriers to development and encourage General Plan buildout in the Project Area, and be an indirect contributor to these identified impacts. The impact on transportation remains significant and unavoidable.
- Air Quality: Since future projects over the life of the 30-year Redevelopment Plan cannot be defined or analyzed at this programmatic level, the impact on long-term operational emissions remains potentially significant and unavoidable.
- Cultural Resources: Any loss of cultural resources associated with redevelopment projects, even if recorded prior to demolition, would contribute to a region-wide impact that cannot be remedied. Therefore, this is considered a potentially significant and unavoidable cumulative impact.

The final EIR, including responses to comments received during the 45-day review period, will be presented to the City Council and Agency at the joint public hearing prior to its certification.

Report of the County Fiscal Officer

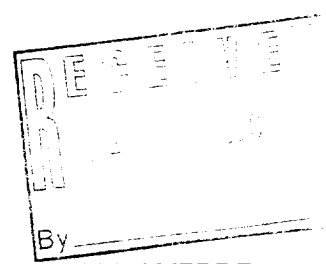
On December 24, 2003, the Sacramento County Auditor-Controller provided the Agency a report prepared in accordance with Section 33328 of the Redevelopment Law, using the 2003-04 equalized roll as the "base year" assessment roll for the purposes of calculating tax increment. In addition, on October 28, 2003, the State Board of Equalization submitted a similar report for state-assessed non-unitary assessed values in the Project Area. Together, the County and State Board of Equalization report that the total Project Area secured, unsecured, and state-assessed value in 2003-04 is \$151,473,728.

Copies of the base year reports prepared by the County Auditor-Controller and State Board of Equalization follow this page.



COUNTY OF SACRAMENTO
DEPARTMENT OF FINANCE
AUDITOR-CONTROLLER DIVISION

700 H Street, Room 3650, Sacramento, California 95814
Telephone: (916) 874-7422 Facsimile: (916) 874-6454



MARK NORRIS
Director of Finance
Auditor-Controller

JULIE VALVERDE
Assistant Auditor-Controller

December 24, 2003

Sarah Thomas Hansen, Interim Community Development Director
Sacramento Housing & Redevelopment Agency
P. O. Box 1834
Sacramento, CA 95812-1834

Subject: **FISCAL OFFICER'S REPORT FOR THE PROPOSED 65th STREET
REDEVELOPMENT PROJECT**

Dear Ms. Hansen:

This report on the proposed 65th Street Redevelopment Project is made pursuant to Health and Safety Code Section 33328, using the 2003-2004 roll as the Base Year Assessment Roll. Based on data from the State Board of Equalization, the County Assessor's Office, and our records, we have determined the following:

1. The total assessed valuation of all taxable property within the project area for 2003-2004 is \$151,473,728 as detailed in Attachment A. This value is net of veterans and welfare exemptions in the amount of \$14,632,747.
2. The taxing agencies levying taxes in the project area are:

Taxing Agency

Los Rios Community College District
Sacramento City Unified School District
County-Wide Equalization
County Library
County General
Juvenile Hall
Regional Occupation Center
Infant Development-Physically Handicapped
Infant Development-Mentally Handicapped
Children's Institutions
County Superintendent-Administration
Developmental Center – Handicapped
Sacramento-Yolo Mosquito Abatement Dist.
City of Sacramento
Regional Sanitation Bonds

Managed By (if different)

County Superintendent of Schools

Sacramento County
County Superintendent of Schools
County Superintendent of Schools
County Superintendent of Schools
County Superintendent of Schools
County Superintendent of Schools
County Superintendent of Schools
County Superintendent of Schools

County Regional Sanitation District

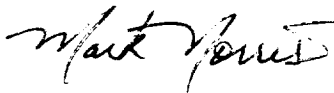
3. Attachment B to this report details the amount of tax revenues derived by each taxing agency from the 2003-2004 assessment roll including state subventions. This attachment displays each taxing agency's

revenues derived from the project area and the total tax revenues. Please note this attachment also reflects a portion of each taxing agency's permanent property tax shift to the Educational Revenue Augmentation Fund (ERAF) from its share of property tax revenues in the project area. The attachment also reflects the allocation of the ERAF amount to the County Superintendent of Schools, K-12 school districts, and the community college district in the project area based on the ERAF distribution factors.

4. Consistent with your revised request received in my office on October 22, 2003, the State Board of Equalization and the County Assessor have determined the 2003-2004 valuations within the proposed project area. This report presents only 2003-2004 valuations.

The revenues in this report exclude revenues generated by unitary and operating non-unitary properties. Those revenues are billed and apportioned as prescribed by Revenue and Taxation Code Section 98.9. Since this analysis targets base values and revenues, supplemental revenues have also been excluded. It is my understanding that the valuations of state-assessed property located in the project area have been sent directly to your office by the State Board of Equalization. I have included with this correspondence a report of the valuations of secured and unsecured local-assessed parcels located in the project area based on the Assessor's valuation information provided electronically to my office (see Attachments C and D). I hope that these reports are useful to both you and the taxing agencies affected by the project area. If you have any questions regarding these reports, please contact Kim Le at 874-6277.

Sincerely,



Mark Norris
Director of Finance

Enclosures

cc: Los Rios Community College District (w/o parcel listings)
Sacramento City Unified School District (w/o parcel listings)
County Library (w/o parcel listings)
County Superintendent of Schools (w/o parcel listings)
Chief Financial Officer, Sacramento County (w/o parcel listings)
City of Sacramento (w/o parcel listings)
Sacramento-Yolo Mosquito Abatement District (w/o parcel listings)
County Assessor, Sacramento County (w/o parcel listings)
Department of Finance, Auditor-Controller, Sacramento County
Sacramento Housing & Redevelopment Agency, Finance Director

ATTACHMENT A

COUNTY OF SACRAMENTO DEPARTMENT OF FINANCE AUDITOR-CONTROLLER DIVISION 65th STREET REDEVELOPMENT PROJECT AREA BASE VALUES Base Year 2003-2004

TRA	03005	03010	03036	03039	03050	03066	03107	03116	03122	03201	03209	03218	03219	03221	03222	03223	03224	03226	03229	03230	03235	03302	Total
STATE BOARD ROLL																							
Land	211,685		16,682			29,488			14,203			17,013		2,900	7,831	83	30,300		7,864	6,397	5,499		349,945
Improvements	158,925		12,524			2,839			10,663			12,773		2,177	5,879	63	22,748		5,904	4,803	4,128		243,426
Personal Property	90,979		7,170			3,077			6,104			7,312		1,246	3,366	36	13,022		3,380	2,749	2,363		140,804
	461,589		36,376			35,404			30,970			37,098		6,323	17,076	182	66,070		17,148	13,949	11,990		734,175
LOCAL SECURED																							
Land	4,322,074	871,953	16,996,928	2,933,448	2,273,425		189,470	79,516		1,150,426	190,322	3,974,147	2,617,921	3,750,845	1,202,951			420,064				8,815,447	49,788,937
Improvements	7,300,894	2,299,568	25,738,719	3,967,570	1,932,033		740,442				453,722	5,086,941	5,872,638	8,550,751	4,070,324			12,512				9,153,055	75,179,169
Fixtures	47,853		9,620,839	36,500			12,267				14,455	900,165	38,541	188,679								169,289	11,030,588
Personal Property	457,602	6,138	5,640,826	154,999	53,439		34,474				19,917	263,258	60,892	751,377								193,148	7,636,070
Exemption	(3,524,179)											(29,331)		(9,837,884)	(412,929)								(13,804,323)
	8,604,244	3,177,659	57,997,312	7,094,517	4,238,897		976,653	79,516		1,150,426	678,416	10,195,180	8,589,992	3,403,768	4,860,346			432,576				18,330,939	129,830,441
UNSECURED																							
Land																							
Improvements																							
Fixtures	384,349	22,223	1,393,578	521,856	3,015,650		11,082					153,982	248,961	29,325	80,365			19,912				1,553,676	7,434,959
Personal Property	2,058,880	279,963	4,159,117	1,214,784	877,277		29,159				10,651	687,019	536,684	105,820	651,768			27,381				3,482,777	14,161,280
Exemption	(32,175)		(786,462)	(9,787)																			(828,424)
	2,411,054	302,186	4,766,233	1,726,853	4,034,224		40,241				10,651	841,001	785,645	135,145	772,133			47,293				5,036,453	20,909,112
TOTAL VALUES	11,476,887	3,479,845	62,799,921	8,821,370	8,293,121	35,404	1,016,894	79,516	30,970	1,150,426	689,087	11,073,279	9,375,637	3,545,236	5,649,555	182	66,070	479,869	17,148	13,949	11,990		151,473,728
BASE 2 VALUES	12,425,760	3,193,744	53,779,270	7,461,374	7,362,405	32,327	963,261	79,516	24,866	1,150,426	658,499	10,145,021	8,776,061	12,524,677	5,367,350	146	53,048	452,488	13,768	11,200	9,627		144,168,321

NOTES:
TOTAL VALUES: To determine the Project Tax Increment and Bond Debt Tax Increment with the exception of Regional Sanitation Bond Debt
BASE 2 VALUES: To determine the Project Bond Debt Tax Increment of Regional Sanitation Bond.

ATTACHMENT B

COUNTY OF SACRAMENTO
DEPARTMENT OF FINANCE
AUDITOR-CONTROLLER DIVISION
65th STREET REDEVELOPMENT PROJECT AREA
BASE VALUES
Base Year 2003-2004

DISTRICT NAME	03005	03010	03038	03039	03050	03066	03107	03116	03122	03201	03209	03218	03219	03221	03222	03223	03224	03226	03229	03230	03235	03302	ERAF -<CONTR> DISTR	PROJECT AREA REVENUES	TOTAL REVENUES
DISTRICTS SHARING 1% TAX																									
LOS RIOS COMM COLLEGE	3,420	1,037	18,716	2,629	2,472	11	303	24	9	343	205	3,300	2,794	1,057	1,684	0	20	143	5	4	4	6,964	3,785	48,928	24,171,596
SACRAMENTO CITY UNIFIED	28,538	8,956	161,630	22,704	21,344	91	2,617	205	80	2,961	1,773	28,500	24,130	9,124	14,540	0	170	1,235	44	36	31	60,141	8,980	398,833	41,356,111
COUNTY WIDE EQUALIZATION	123	37	672	94	89	0	11	1	0	12	7	119	100	38	60	0	1	5	0	0	0	250	2,033	3,654	916,642
COUNTY GENERAL	41,203	12,493	225,455	31,669	29,773	127	3,651	285	111	4,130	2,474	39,754	33,659	12,728	20,282	1	237	1,723	62	50	43	83,890	(21,372)	522,426	293,344,379
JUVENILE HALL	52	16	284	40	37	0	5	0	0	5	3	50	42	16	26	0	0	2	0	0	0	106	858	1,543	389,287
REGIONAL OCCUP CENTER	90	27	493	69	65	0	8	1	0	9	5	87	74	28	44	0	1	4	0	0	0	183	1,491	2,680	676,609
INFANT DEV-PHYS HANDICAP	5	2	30	4	4	0	0	0	0	1	0	5	4	2	3	0	0	0	0	0	0	11	90	162	38,318
INFANT DEV-RETARDED	5	2	30	4	4	0	0	0	0	1	0	5	4	2	3	0	0	0	0	0	0	11	90	162	38,318
CHILDREN'S INSTITUTION	420	127	2,300	323	304	1	37	3	1	42	25	406	343	130	207	0	2	18	1	1	0	856	6,967	12,505	3,160,766
COUNTY SUP ADMINISTRATION	243	74	1,329	187	176	1	22	2	1	24	15	234	198	75	120	0	1	10	0	0	0	465	4,021	7,227	1,801,391
SACRAMENTO-YOLO MOSQUITO	813	247	4,451	625	588	3	72	6	2	82	49	785	665	251	400	0	5	34	1	1	1	1,656	10,736	10,736	6,134,763
CITY OF SACRAMENTO	38,719	11,740	211,862	28,760	27,978	119	3,431	268	104	3,881	2,325	37,357	31,630	11,960	19,059	1	223	1,619	58	47	40	78,832	(9,192)	501,821	77,017,468
DEV CENTER HANDICAPPED	136	41	747	105	99	0	12	1	0	14	8	132	111	42	67	0	1	6	0	0	0	278	2,259	4,060	752,479
	114,789	34,798	627,999	88,214	82,931	354	10,169	795	310	11,504	6,891	110,733	93,756	35,452	56,496	2	661	4,799	171	139	120	233,674	0	1,514,737	449,800,160

DISTRICTS WITH BOND DEBT SERVICE TAX

REGIONAL SANITATION-BASE 2	870	224	2,786	522	515	2	67	6	2	81	48	710	614	877	378	0	4	32	1	1	1	1,378		870
	870	224	2,786	522	515	2	67	6	2	81	48	710	614	877	378	0	4	32	1	1	1	1,378		870
TOTAL TAXES	115,639	35,022	631,764	88,736	83,447	356	10,236	801	311	11,585	6,937	111,443	94,371	36,329	56,871	2	664	4,830	172	140	121	236,052	-	1,515,607

TOTAL VALUES

11,076,887	3,479,845	62,798,921	8,821,370	8,283,121	35,404	1,016,884	79,516	79,516	30,970	1,150,126	689,087	11,073,279	9,375,637	3,545,236	5,649,555	182	66,070	479,868	17,148	13,949	11,980	23,367,362		870
12,425,780	3,193,744	53,779,270	7,461,374	7,362,405	32,327	953,251	79,516	79,516	24,866	1,150,126	698,499	10,145,021	8,778,061	12,524,677	5,367,350	146	53,048	452,488	13,788	11,200	9,627	19,691,467		870

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MAPB	PG	PCL	PSUB	CTMTRA	NVLAND	NVSTRU	NVFIX	NVPP	NVEX	NVHEX	NUMB	STREET	ZIP
005	0010	013	0000	03005	-	-	-	-	-	-	00000		95819
008	0010	003	0000	03005	911,390	-	-	-	-	-	00000	FOLSOM BL	95819
008	0010	012	0000	03005	253,920	33,841	-	-	-	-	06438	FOLSOM BL	95819
008	0010	018	0000	03005	81,240	173,266	-	-	-	-	06200	FOLSOM BL	95819
008	0010	019	0000	03005	130,336	380,144	-	-	-	-	06260	FOLSOM BL	95819
008	0010	024	0000	03005	-	-	-	-	-	-	00000	FOLSOM BL	95819
008	0020	003	0000	03005	119,698	-	-	-	-	-	06001	ELVAS AV	95819
008	0020	007	0000	03005	-	-	-	-	-	-	01013	58TH ST	95819
008	0020	015	0000	03005	55,821	297,727	-	-	-	-	06201	ELVAS AV	95819
008	0020	017	0000	03005	19,129	10,357	-	-	-	-	06211	ELVAS AV	95819
008	0020	019	0000	03005	14,204	-	-	-	-	-	05945	ELVAS AV	95819
008	0020	020	0000	03005	14,204	121,873	-	-	-	-	05929	ELVAS AV	95819
008	0020	021	0000	03005	14,204	-	-	-	-	-	05945	ELVAS AV	95819
008	0020	022	0000	03005	82,146	46,938	-	-	-	-	05935	ELVAS AV	95819
008	0020	023	0000	03005	102,889	-	-	-	-	-	05929	ELVAS AV	95819
008	0020	028	0000	03005	365,651	2,687,838	40,483	412,375	3,506,347	-	06051	M ST	95819
008	0020	029	0000	03005	28,131	92,935	4,696	14,084	-	-	05907	ELVAS AV	95819
008	0313	002	0000	03005	9,552	8,280	-	-	17,832	-	00000	M ST	95819
008	0321	002	0000	03005	90,969	184,340	-	-	-	-	06317	ELVAS AV	95819
008	0321	003	0000	03005	275,782	34,995	-	-	-	-	06325	ELVAS AV	95819
008	0321	005	0000	03005	57,120	49,980	-	-	-	-	06405	ELVAS AV	95819
008	0321	006	0000	03005	68,743	-	-	-	-	-	06409	ELVAS AV	95819
008	0321	007	0000	03005	68,743	1,365	-	-	-	-	06415	ELVAS AV	95819
008	0321	008	0000	03005	21,598	67,253	1,577	5,093	-	-	06423	ELVAS AV	95819
008	0321	009	0000	03005	-	-	-	-	-	-	06431	ELVAS AV	95819
008	0321	017	0000	03005	-	-	-	-	-	-	00000	ELVAS AV	95819
008	0321	019	0000	03005	124,440	108,120	-	-	-	-	06329	ELVAS AV	95819
008	0321	020	0000	03005	62,218	23,595	1,097	4,050	-	-	06401	ELVAS AV	95819
008	0321	021	0000	03005	73,222	332,688	-	-	-	-	06313	ELVAS AV	95819
008	0322	016	0000	03005	60,081	166,387	-	-	-	-	06332	ELVAS AV	95819
008	0323	003	0000	03005	-	-	-	-	-	-	00000	ELVAS AV	95819
008	0323	012	0000	03005	78,785	61,272	-	-	-	-	01100	65TH ST	95819
008	0323	013	0000	03005	78,785	-	-	-	-	-	01108	65TH ST	95819
008	0323	014	0000	03005	111,992	80,899	-	-	-	-	06438	ELVAS AV	95819
008	0323	015	0000	03005	99,196	178,199	-	22,000	-	-	06400	ELVAS AV	95819
008	0381	007	0000	03005	231,406	1,175,024	-	-	-	-	06341	FOLSOM BL	95819
011	0293	006	0000	03005	35,055	56,090	-	-	-	-	02742	65TH ST	95817
011	0293	007	0000	03005	35,055	56,090	-	-	-	-	02800	65TH ST	95817
011	0293	008	0000	03005	35,055	56,090	-	-	-	-	02804	65TH ST	95817
011	0293	024	0000	03005	182,320	98,166	-	-	-	-	02730	65TH ST	95817
011	0323	002	0000	03005	35,055	56,090	-	-	-	-	02812	65TH ST	95817
011	0323	003	0000	03005	7,604	23,687	-	-	-	-	02816	65TH ST	95817
011	0323	004	0000	03005	35,055	56,090	-	-	-	-	02930	65TH ST	95817
011	0323	005	0000	03005	7,604	14,803	-	-	-	7,000	02964	65TH ST	95817
011	0323	006	0000	03005	22,488	42,730	-	-	-	7,000	02970	65TH ST	95817
011	0323	007	0000	03005	12,252	45,218	-	-	-	-	02976	65TH ST	95817
011	0323	008	0000	03005	12,516	47,886	-	-	-	-	02980	65TH ST	95817
011	0323	009	0000	03005	12,252	44,451	-	-	-	-	02984	65TH ST	95817
011	0323	010	0000	03005	20,722	73,366	-	-	-	-	02992	65TH ST	95817
015	0084	004	0000	03005	163,446	312,821	-	-	-	-	03000	65TH ST	95820
03005 Tot:					4,322,074	7,300,894	47,853	457,602	3,524,179	14,000			
008	0321	011	0000	03010	67,840	189,685	-	-	-	-	06429	ELVAS AV	95819
008	0321	012	0000	03010	108,713	201,443	-	-	-	-	06501	ELVAS AV	95819
008	0321	013	0000	03010	36,380	-	-	-	-	-	06525	ELVAS AV	95819
008	0321	014	0000	03010	25,355	78,274	-	6,138	-	-	06525	ELVAS AV	95819
008	0321	015	0000	03010	83,640	324,360	-	-	-	-	06529	ELVAS AV	95819
008	0321	018	0000	03010	34,278	94,836	-	-	-	-	06431	ELVAS AV	95819
008	0391	003	0000	03010	79,570	4,409	-	-	-	-	05601	ELVAS AV	95819
008	0391	006	0000	03010	59,357	1,419	-	-	-	-	06661	ELVAS AV	95819

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008	0391	009	0000	03010	84,729	799,510	-	-	-	-	06601	ELVAS AV	95819
008	0391	010	0000	03010	119,443	163,073	-	-	-	-	06655	ELVAS AV	95819
008	0391	015	0000	03010	35,605	26,670	-	-	-	-	06671	ELVAS AV	95819
015	0176	001	0000	03010	18,035	23,800	-	-	-	-	03121	65TH ST	95820
015	0176	002	0000	03010	2,800	-	-	-	-	-	00000		95820
015	0177	001	0000	03010	26,010	130,050	-	-	-	-	03201	SHER CT	95820
015	0177	003	0000	03010	35,700	77,520	-	-	-	-	06621	MANASSERO WY	95820
015	0177	004	0000	03010	26,456	79,377	-	-	-	7,000	03200	LUSCUTOFF CT	95820
015	0178	001	0000	03010	28,042	105,142	-	-	-	-	03201	LUSCUTOFF CT	95820
03010 Tot:					871,953	2,299,568	-	6,138	-	7,000			
015	0010	003	0000	03038	781,191	1,173,477	-	-	-	-	06620	FOLSOM BL	95819
015	0010	015	0000	03038	171,357	454,484	-	-	-	-	06800	FOLSOM BL	95819
015	0010	020	0000	03038	211,194	528,590	-	-	-	-	06500	FOLSOM BL	95819
015	0010	020	0080	03038	10	-	-	-	-	-	06500	FOLSOM BL	95819
015	0010	021	0000	03038	-	-	-	-	-	-	06800	FOLSOM BL	95819
015	0010	023	0000	03038	858,703	1,211,994	-	-	-	-	06700	FOLSOM BL	95819
015	0010	024	0000	03038	504,000	336,000	-	-	-	-	06750	FOLSOM BL	95819
015	0010	025	0000	03038	135,281	414,067	-	-	-	-	06760	FOLSOM BL	95819
015	0010	028	0080	03038	10	-	-	-	-	-	00000	FOLSOM BL	95819
015	0010	032	0000	03038	178,282	288,647	-	-	-	-	01719	69TH ST	95819
015	0010	033	0000	03038	200,000	-	-	-	-	-	01601	69TH ST	95819
015	0010	034	0000	03038	216,485	595,337	207,525	2,722,007	-	-	01725	69TH ST	95819
015	0010	037	0000	03038	1,299,979	-	-	-	-	-	01817	65TH ST	95819
015	0010	038	0000	03038	-	-	-	-	-	-	00000	Q ST	95819
015	0010	038	0080	03038	-	-	-	-	-	-	00000	65TH ST	95819
015	0010	039	0000	03038	-	-	-	-	-	-	00000	Q ST	95819
015	0010	039	0080	03038	-	-	-	-	-	-	00000	Q ST	95819
015	0010	040	0000	03038	-	-	-	-	-	-	00000	Q ST	95819
015	0010	040	0080	03038	-	-	-	-	-	-	00000	65TH ST	95819
015	0010	043	0000	03038	232,403	467,992	-	-	-	-	06779	Q ST	95819
015	0023	004	0000	03038	30,656	128,783	-	-	-	-	02836	REDDING AV	95820
015	0023	011	0000	03038	116,902	313,905	-	-	-	-	02810	REDDING AV	95820
015	0023	012	0000	03038	405,172	869,706	-	-	-	-	02750	REDDING AV	95820
015	0031	001	0000	03038	1,061,179	-	-	-	-	-	00000	REDDING AV	95820
015	0031	009	0000	03038	163,620	-	-	-	-	-	02955	65TH ST	95817
015	0031	012	0000	03038	168,501	-	-	-	-	-	06600	4TH AV	95817
015	0031	013	0000	03038	123,743	-	-	-	-	-	06610	4TH AV	95817
015	0031	014	0000	03038	5,909	10,984	-	-	-	-	00000	4TH AV	95817
015	0031	015	0000	03038	25,885	35,028	-	-	-	-	06626	4TH AV	95817
015	0031	024	0000	03038	1,140,568	217,243	-	-	-	-	02975	65TH ST	95817
015	0031	025	0000	03038	148,494	68,743	-	-	-	-	02965	65TH ST	95817
015	0031	033	0000	03038	413,871	201,629	128,394	61,619	-	-	02933	65TH ST	95817
015	0031	039	0000	03038	33,179	-	-	-	-	-	00000	4TH AV	95817
015	0031	040	0000	03038	-	-	-	-	-	-	00000	4TH AV	95817
015	0031	043	0000	03038	285,600	91,800	-	-	-	-	02901	65TH ST	95817
015	0031	044	0000	03038	1,800,000	7,400,000	992,817	-	-	-	06507	4TH AV	95817
015	0031	045	0000	03038	780,009	3,022,883	-	-	-	-	06701	4TH AV	95817
015	0033	003	0000	03038	-	-	-	-	-	-	00000		95826
015	0033	005	0000	03038	-	-	-	-	-	-	00000	REDDING AV	95820
015	0033	007	0000	03038	-	-	-	-	-	-	00000	RAILROAD AV	95820
015	0033	010	0000	03038	220,212	610,269	736,948	359,217	-	-	02600	REDDING AV	95820
015	0091	020	0000	03038	50,011	102,380	-	-	-	-	03111	65TH ST	95820
015	0091	041	0000	03038	26,530	110,895	-	-	-	7,000	03030	REDDING AV	95820
015	0091	044	0000	03038	58,332	-	-	-	-	-	00000	REDDING AV	95820
015	0091	045	0000	03038	82,742	-	-	-	-	-	03004	REDDING AV	95820
015	0091	046	0000	03038	7,602	8,340	-	-	-	-	03004	REDDING AV	95820
015	0091	047	0000	03038	8,731	27,410	-	-	-	7,000	03012	REDDING AV	95820
015	0091	048	0000	03038	9,952	-	-	-	-	-	00000	REDDING AV	95820
015	0091	055	0000	03038	417,997	1,219,985	7,554,732	2,414,041	-	-	03009	65TH ST	95820

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015	0091	057	0000	03038	594,300	1,138,200	-	-	-	-	03041	65TH ST	95820
015	0091	059	0000	03038	6,740	27,406	-	-	-	7,000	03100	REDDING AV	95820
015	0091	060	0000	03038	27,670	63,280	-	-	-	7,000	03200	REDDING AV	95820
015	0101	003	0000	03038	2,561	-	-	-	-	-	00000	RAILROAD AV	95820
015	0101	004	0000	03038	-	-	-	-	-	-	00000	RAILROAD AV	95820
015	0101	007	0000	03038	-	-	-	-	-	-	00000	RAILROAD AV	95820
015	0101	008	0000	03038	-	-	-	-	-	-	00000	RAILROAD AV	95820
015	0101	009	0000	03038	-	-	-	-	-	-	00000	SAN JOAQUIN ST	95820
015	0101	013	0000	03038	-	-	-	-	-	-	00000	RAILROAD AV	95820
015	0101	016	0000	03038	114,700	-	-	-	-	-	02601	REDDING AV	95820
015	0101	017	0000	03038	-	-	-	-	-	-	00000	SAN JOAQUIN ST	95820
015	0101	018	0000	03038	-	-	-	-	-	-	00000	SAN JOAQUIN ST	95820
015	0101	019	0000	03038	1,261,018	429,692	-	-	-	-	03075	REDDING AV	95820
015	0311	020	0000	03038	696,087	1,721,668	-	-	-	-	07301	14TH AV	95820
015	0311	022	0000	03038	-	-	-	-	-	-	00000	14TH AV	95820
015	0311	024	0000	03038	18,652	137,171	-	-	-	-	07475	14TH AV	95820
015	0311	028	0000	03038	231,406	427,757	423	83,942	-	-	07500	SAN JOAQUIN ST	95820
015	0311	029	0000	03038	198,109	107,037	-	-	-	-	07475	14TH AV	95820
015	0311	031	0000	03038	317,053	343,659	-	-	-	-	07601	14TH AV	95820
015	0311	032	0000	03038	158,119	433,829	-	-	-	-	07571	14TH AV	95820
015	0311	033	0000	03038	163,663	372,695	-	-	-	-	07551	14TH AV	95820
015	0311	034	0000	03038	42,767	-	-	-	-	-	00000	14TH AV	95820
015	0311	035	0000	03038	118,791	625,754	-	-	-	-	07400	SAN JOAQUIN ST	95820
015	0311	041	0000	03038	347,000	-	-	-	-	-	00000	BUSINESS DR	95820
015	0311	053	0000	03038	324,000	-	-	-	-	-	00000	BUSINESS DR	95820
03038 Tot:					16,996,928	25,738,719	9,620,839	5,640,826	-	28,000			
021	0010	019	0000	03039	-	-	-	-	-	-	00000		95820
021	0010	020	0000	03039	-	-	-	-	-	-	00000		95820
021	0092	008	0000	03039	8,451	-	-	-	-	-	07331	17TH AV	95820
021	0092	012	0000	03039	42,289	210,380	-	-	-	-	04101	73RD ST	95820
021	0092	014	0000	03039	5,574	13,868	-	-	-	-	04011	73RD ST	95820
021	0092	016	0000	03039	29,334	89,186	-	-	-	-	07301	17TH AV	95820
021	0092	017	0000	03039	6,757	27,072	-	-	-	7,000	07309	17TH AV	95820
021	0092	019	0000	03039	63,977	499,725	38,500	154,999	-	-	07400	14TH AV	95820
021	0092	020	0000	03039	7,768	56,610	-	-	-	-	04019	73RD ST	95820
021	0092	021	0000	03039	7,773	5,746	-	-	-	-	04021	73RD ST	95820
021	0092	022	0000	03039	15,324	91,985	-	-	-	7,000	04023	73RD ST	95820
021	0092	023	0000	03039	7,334	70,054	-	-	-	7,000	04115	73RD ST	95820
021	0092	025	0000	03039	25,400	116,862	-	-	-	7,000	03905	73RD ST	95820
021	0092	026	0000	03039	19,303	92,977	-	-	-	-	07308	14TH AV	95820
021	0092	027	0000	03039	17,675	100,206	-	-	-	-	07314	14TH AV	95820
021	0092	028	0000	03039	22,908	51,218	-	-	-	-	07317	17TH AV	95820
021	0092	029	0000	03039	53,060	79,590	-	-	-	-	03913	73RD ST	95820
021	0092	031	0000	03039	119,066	27,060	-	-	-	-	07320	14TH AV	95820
021	0101	002	0000	03039	177,728	510,000	-	-	-	-	07512	14TH AV	95820
021	0101	003	0000	03039	174,240	34,317	-	-	-	-	07550	14TH AV	95820
021	0101	004	0000	03039	174,240	74,560	-	-	-	-	07612	14TH AV	95820
021	0101	005	0000	03039	174,296	-	-	-	-	-	07650	14TH AV	95820
021	0101	006	0000	03039	213,998	204,991	-	-	-	-	07660	14TH AV	95820
021	0101	014	0000	03039	43,640	-	-	-	-	-	07591	17TH AV	95820
021	0101	015	0000	03039	39,449	-	-	-	-	-	07513	17TH AV	95820
021	0101	017	0000	03039	5,911	1,683	-	-	-	7,000	07505	17TH AV	95820
021	0101	018	0000	03039	15,512	-	-	-	-	-	07501	17TH AV	95820
021	0101	019	0000	03039	28,071	-	-	-	-	-	07511	17TH AV	95820
021	0101	021	0000	03039	52,170	-	-	-	-	-	07431	17TH AV	95820
021	0101	026	0000	03039	13,698	38,076	-	-	-	-	07700	14TH AV	95820
021	0101	030	0000	03039	107,436	52,300	-	-	-	-	07417	17TH AV	95820
021	0101	034	0000	03039	24,468	-	-	-	-	-	07507	17TH AV	95820
021	0101	035	0000	03039	1,683	-	-	-	-	-	07507	17TH AV	95820

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MAPB	PG	PCL	PSUB	CTMTRA	NVLAND	NVSTRU	NVFIX	NVPP	NVEX	NVHEX	NUMB	STREET	ZIP
021	0101	036	0000	03039	-	-	-	-	-	-	00000	14TH AV	95820
021	0101	037	0000	03039	276,560	153,000	-	-	-	-	03900	W RAILROAD AV	95820
021	0101	039	0000	03039	70,067	800,032	-	-	-	-	07500	14TH AV	95820
021	0101	040	0000	03039	-	-	-	-	-	-	00000	14TH AV	95820
021	0101	041	0000	03039	20,692	-	-	-	-	-	00000	17TH AV	95820
021	0101	042	0000	03039	18,677	37,357	-	-	-	-	07435	17TH AV	95820
021	0101	043	0000	03039	741,377	528,715	-	-	-	-	07607	17TH AV	95820
021	0193	019	0000	03039	40,000	-	-	-	-	-	00000	17TH AV	95820
021	0193	025	0000	03039	16,542	-	-	-	-	-	07861	18TH AV	95820
021	0274	026	0000	03039	51,000	-	-	-	-	-	07821	MARIN AV	95820
03039 Tot:					2,933,448	3,967,570	38,500	154,999	-	35,000			
008	0383	003	0000	03050	15,631	-	-	-	-	-	01314	66TH ST	95819
008	0383	006	0000	03050	381,390	-	-	-	-	-	06513	FOLSOM BL	95819
008	0383	007	0000	03050	-	-	-	-	-	-	06501	FOLSOM BL	95819
008	0383	017	0000	03050	15,220	17,255	-	53,439	-	-	01327	65TH ST	95819
008	0383	018	0000	03050	15,423	-	-	-	-	-	00000	65TH ST	95819
008	0383	019	0000	03050	16,240	-	-	-	-	-	00000	65TH ST	95819
008	0383	020	0000	03050	15,221	64,317	-	-	-	-	01327	65TH ST	95819
008	0383	023	0000	03050	16,240	100,542	-	-	-	-	01325	65TH ST	95819
008	0383	024	0000	03050	77,180	813,870	-	-	-	-	01210	66TH ST	95819
008	0383	025	0000	03050	240,000	195,000	-	-	-	-	06531	FOLSOM BL	95819
008	0383	026	0000	03050	223,769	164,454	-	-	-	-	01315	65TH ST	95819
008	0391	011	0000	03050	456,613	163,874	-	-	-	-	06801	ELVAS AV	95819
008	0391	012	0000	03050	-	-	-	-	-	-	00000	FOLSOM BL	95819
008	0392	007	0000	03050	70,092	-	-	-	-	-	06601	FOLSOM BL	95819
008	0392	012	0000	03050	145,575	-	-	-	-	-	06661	FOLSOM BL	95819
008	0392	013	0000	03050	82,785	-	-	-	-	-	06661	FOLSOM BL	95819
008	0392	014	0000	03050	104,377	-	-	-	-	-	00000	ELVAS AV	95819
008	0392	015	0000	03050	397,669	412,721	-	-	-	-	06621	FOLSOM BL	95819
03050 Tot:					2,273,425	1,932,033	-	53,439	-	-			
061	0010	006	0000	03066	-	-	-	-	-	-	00000		95826
061	0010	013	0000	03066	-	-	-	-	-	-	00000		95826
061	0010	014	0000	03066	-	-	-	-	-	-	00000		95826
061	0010	015	0000	03066	-	-	-	-	-	-	00000		95826
061	0010	016	0000	03066	-	-	-	-	-	-	00000		95826
061	0010	017	0000	03066	-	-	-	-	-	-	00000		95826
061	0010	024	0000	03066	-	-	-	-	-	-	00000	POWER INN RD	95826
03066 Tot:					-	-	-	-	-	-			
061	0023	007	0000	03107	59,670	234,090	-	-	-	-	08020	14TH AV	95826
061	0023	029	0000	03107	80,290	367,163	12,267	34,474	-	-	08000	14TH AV	95826
061	0023	030	0000	03107	49,510	139,189	-	-	-	-	08021	CLIFTON RD	95826
03107 Tot:					189,470	740,442	12,267	34,474	-	-			
061	0023	025	0000	03116	79,516	-	-	-	-	-	08039	CLIFTON RD	95826
03116 Tot:					79,516	-	-	-	-	-			
005	0010	028	0000	03122	-	-	-	-	-	-	00000		95819
03122 Tot:					-	-	-	-	-	-			
079	0230	009	0000	03201	1,150,426	-	-	-	-	-	07820	FOLSOM BL	95826
03201 Tot:					1,150,426	-	-	-	-	-			
061	0023	027	0000	03209	67,318	97,807	12,731	1,279	-	-	03900	POWER INN RD	95826
061	0053	029	0000	03209	123,004	355,915	1,724	18,638	-	-	04250	POWER INN RD	95826
03209 Tot:					190,322	453,722	14,455	19,917	-	-			
015	0033	002	0080	03218	-	-	-	-	-	-	00000		95826
015	0033	008	0000	03218	-	-	-	-	-	-	00000	RAMONA AV	95826
015	0033	009	0000	03218	41,835	-	-	-	-	-	00000	RAMONA AV	95826
061	0010	001	0000	03218	-	-	-	-	-	-	00000		95826
061	0010	002	0000	03218	-	-	-	-	-	-	00000		95826
061	0010	003	0000	03218	-	-	-	-	-	-	00000		95826
061	0010	004	0000	03218	-	-	-	-	-	-	00000		95826
061	0010	005	0000	03218	-	-	-	-	-	-	00000		95826

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MAPB	PG	PCL	PSUB	CTMTRA	NVLAND	NVSTRU	NVFIX	NVPP	NVEX	NVHEX	NUMB	STREET	ZIP
061	0010	018	0000	03218	-	-	-	-	-	-	00000		95826
061	0021	008	0000	03218	21,034	-	-	-	-	-	07925	CLIFTON RD	95826
061	0021	011	0000	03218	21,034	-	-	-	-	-	07901	CLIFTON RD	95826
061	0021	012	0000	03218	21,034	-	-	-	-	-	00000	CLIFTON RD	95826
061	0021	013	0000	03218	21,034	-	-	-	-	-	00000	CLIFTON RD	95826
061	0021	014	0000	03218	19,627	90,452	-	-	-	-	07831	CLIFTON RD	95826
061	0021	015	0000	03218	46,275	90,452	-	-	-	-	07831	CLIFTON RD A	95826
061	0021	017	0000	03218	56,224	-	-	-	-	-	07917	CLIFTON RD	95826
061	0021	020	0000	03218	21,034	120,815	-	-	-	-	07844	14TH AV	95826
061	0021	021	0000	03218	104,341	142,955	900,165	231,709	-	-	07850	14TH AV	95826
061	0021	022	0000	03218	4,713	-	-	-	-	-	00000	14TH AV	95826
061	0021	023	0000	03218	10,382	-	-	-	-	-	07840	14TH AV	95826
061	0021	024	0000	03218	10,248	22,683	-	-	-	-	00000	14TH AV	95826
061	0022	003	0000	03218	29,237	223,556	-	-	-	-	07900	CLIFTON RD	95826
061	0022	004	0000	03218	17,203	71,687	-	-	-	-	07920	CLIFTON RD	95826
061	0022	005	0000	03218	17,203	71,687	-	-	-	-	07920	CLIFTON RD	95826
061	0022	008	0000	03218	16,932	-	-	-	-	-	00000	ABBNEY RD	95826
061	0022	009	0000	03218	16,932	-	-	-	-	-	00000	ABBNEY RD	95826
061	0022	010	0000	03218	26,426	108,366	-	-	-	-	07917	CARLTON RD	95826
061	0022	014	0000	03218	23,240	-	-	-	-	-	04021	E RAILROAD ST	95826
061	0022	015	0000	03218	73,939	167,324	-	-	-	-	07901	CARLTON RD	95826
061	0022	016	0000	03218	30,967	189,831	-	31,549	-	-	07930	CLIFTON RD	95826
061	0022	017	0000	03218	18,957	-	-	-	-	-	00000	CLIFTON RD	95826
061	0023	003	0000	03218	23,811	-	-	-	-	-	07942	14TH AV	95826
061	0023	004	0000	03218	17,203	68,703	-	-	-	-	07948	14TH AV	95826
061	0023	008	0000	03218	3,540	30,290	-	-	-	-	08030	14TH AV	95826
061	0023	015	0000	03218	7,965	-	-	-	-	-	08031	CLIFTON RD	95826
061	0023	028	0000	03218	223,433	149,505	-	-	-	-	07930	14TH AV	95826
061	0024	001	0000	03218	20,753	53,205	-	-	-	-	08000	CLIFTON RD	95826
061	0024	002	0000	03218	20,753	53,205	-	-	-	-	08000	CLIFTON RD	95826
061	0024	003	0000	03218	20,753	53,205	-	-	-	-	08000	CLIFTON RD	95826
061	0024	004	0000	03218	20,753	53,205	-	-	-	-	07950	CLIFTON RD	95826
061	0024	005	0000	03218	20,753	53,205	-	-	-	-	08010	CLIFTON RD	95826
061	0024	006	0000	03218	17,990	-	-	-	-	-	00000	CLIFTON RD	95826
061	0024	007	0000	03218	17,990	-	-	-	-	-	08009	CARLTON RD	95826
061	0024	008	0000	03218	22,879	-	-	-	-	-	00000	CLIFTON RD	95826
061	0024	009	0000	03218	22,879	-	-	-	-	-	00000	CLIFTON RD	95826
061	0024	010	0000	03218	23,364	2,052	-	-	-	-	08034	CLIFTON RD	95826
061	0024	011	0000	03218	108,242	54,121	-	-	-	-	03930	POWER INN RD	95826
061	0024	012	0000	03218	23,308	-	-	-	-	-	04020	POWER INN RD	95826
061	0024	014	0000	03218	12,865	-	-	-	-	-	00000	CARLTON RD	95826
061	0024	015	0000	03218	45,768	20,020	-	-	-	-	08015	CARLTON RD	95826
061	0024	016	0000	03218	17,990	23,613	-	-	-	-	08009	CARLTON RD	95826
061	0024	017	0000	03218	17,990	-	-	-	-	-	08005	CARLTON RD	95826
061	0024	018	0000	03218	3,374	13,530	-	-	-	-	08003	CARLTON RD	95826
061	0024	019	0000	03218	21,707	7,624	-	-	29,331	-	07949	CARLTON RD	95826
061	0024	020	0000	03218	20,753	53,205	-	-	-	-	07941	CARLTON RD	95826
061	0024	021	0000	03218	20,753	53,205	-	-	-	-	07935	CARLTON RD	95826
061	0024	022	0000	03218	20,753	53,205	-	-	-	-	07935	CARLTON RD	95826
061	0051	006	0000	03218	55,557	171,898	-	-	-	-	07928	CARLTON RD	95826
061	0051	007	0000	03218	16,006	-	-	-	-	-	07940	CARLTON RD	95826
061	0051	008	0000	03218	20,400	114,495	-	-	-	-	07946	CARLTON RD	95826
061	0051	009	0000	03218	20,400	114,495	-	-	-	-	07950	CARLTON RD	95826
061	0051	010	0000	03218	3,374	7,604	-	-	-	7,000	08000	CARLTON RD	95826
061	0051	011	0000	03218	3,374	-	-	-	-	-	08004	CARLTON RD	95826
061	0051	012	0000	03218	17,203	-	-	-	-	-	08008	CARLTON RD	95826
061	0051	013	0000	03218	35,935	449,922	-	-	-	-	04060	POWER INN RD	95826
061	0051	014	0000	03218	35,935	-	-	-	-	-	08016	CARLTON RD	95826
061	0051	015	0000	03218	35,935	-	-	-	-	-	08020	CARLTON RD	95826

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061	0051	016	0000	03218	35,935	-	-	-	-	-	08024	CARLTON RD	95826
061	0051	017	0000	03218	35,935	-	-	-	-	-	00000	CARLTON RD	95826
061	0051	026	0000	03218	18,039	-	-	-	-	-	07937	AMADOR AV	95826
061	0051	027	0000	03218	22,488	6,182	-	-	-	-	07933	AMADOR AV	95826
061	0051	028	0000	03218	2,696	1,508	-	-	-	4,204	07929	AMADOR AV	95826
061	0051	029	0000	03218	21,848	43,696	-	-	-	-	07925	AMADOR AV	95826
061	0051	030	0000	03218	2,780	3,117	-	-	-	-	07921	AMADOR AV	95826
061	0051	031	0000	03218	2,780	6,504	-	-	-	7,000	07917	AMADOR AV	95826
061	0051	032	0000	03218	11,487	-	-	-	-	-	07913	AMADOR AV	95826
061	0051	033	0000	03218	11,487	-	-	-	-	-	07909	AMADOR AV	95826
061	0051	036	0000	03218	-	-	-	-	-	-	00000	AMADOR AV	95826
061	0051	037	0000	03218	36,390	84,920	-	-	-	-	07918	CARLTON RD	95826
061	0051	038	0000	03218	30,361	-	-	-	-	-	00000	CARLTON RD	95826
061	0051	040	0000	03218	20,213	281,361	-	-	-	-	07941	AMADOR AV	95826
061	0052	003	0000	03218	51,000	-	-	-	-	-	07916	AMADOR AV	95826
061	0052	004	0000	03218	2,523	-	-	-	-	-	07918	AMADOR AV	95826
061	0052	004	0080	03218	10	-	-	-	-	-	00000		95826
061	0052	005	0000	03218	8,589	5,069	-	-	-	-	07922	AMADOR AV	95826
061	0052	005	0080	03218	10	-	-	-	-	-	07922	AMADOR AV	95826
061	0052	006	0000	03218	8,589	5,069	-	-	-	-	07926	AMADOR AV	95826
061	0052	007	0000	03218	2,525	-	-	-	-	-	07932	AMADOR AV	95826
061	0052	008	0000	03218	6,367	12,221	-	-	-	-	07936	AMADOR AV	95826
061	0052	009	0000	03218	6,367	27,563	-	-	-	-	07942	AMADOR AV	95826
061	0052	010	0000	03218	27,722	-	-	-	-	-	07948	AMADOR AV	95826
061	0052	030	0000	03218	16,902	-	-	-	-	-	07913	BUTTE AV	95826
061	0052	034	0000	03218	26,987	-	-	-	-	-	07908	AMADOR AV	95826
061	0052	036	0000	03218	42,448	-	-	-	-	-	07917	BUTTE AV	95826
061	0053	001	0000	03218	6,295	-	-	-	-	-	07916	BUTTE AV	95826
061	0053	002	0000	03218	5,296	-	-	-	-	-	07922	BUTTE AV	95826
061	0053	020	0000	03218	22,990	-	-	-	-	-	00000	18TH AV	95826
061	0053	021	0000	03218	22,992	-	-	-	-	-	00000	18TH AV	95826
061	0053	022	0000	03218	22,992	-	-	-	-	-	00000	18TH AV	95826
061	0053	023	0000	03218	21,648	-	-	-	-	-	00000	18TH AV	95826
061	0053	024	0000	03218	21,648	16,236	-	-	-	-	07933	18TH AV	95826
061	0053	025	0000	03218	2,441	-	-	-	-	-	07929	18TH AV	95826
061	0053	026	0000	03218	21,877	-	-	-	-	-	07921	18TH AV	95826
061	0053	027	0000	03218	31,507	-	-	-	-	-	07901	18TH AV	95826
061	0053	030	0000	03218	35,055	-	-	-	-	-	07924	BUTTE AV	95826
061	0081	001	0000	03218	18,571	-	-	-	-	-	07920	18TH AV	95826
061	0081	002	0000	03218	15,918	-	-	-	-	-	00000	18TH AV	95826
061	0081	003	0000	03218	15,918	-	-	-	-	-	00000	18TH AV	95826
061	0081	004	0000	03218	21,363	-	-	-	-	-	00000	18TH AV	95826
061	0081	005	0000	03218	21,363	-	-	-	-	-	00000	18TH AV	95826
061	0081	006	0000	03218	12,476	139	-	-	-	-	07948	18TH AV	95826
061	0081	007	0000	03218	12,476	285	-	-	-	-	08000	18TH AV	95826
061	0081	010	0000	03218	2,525	3,374	-	-	-	-	08016	18TH AV	95826
061	0081	013	0000	03218	-	-	-	-	-	-	00000	POWER INN RD	95826
061	0081	014	0000	03218	5,509	16,534	-	-	-	-	08021	MERCED AV	95826
061	0081	015	0000	03218	21,930	78,540	-	-	-	-	08015	MERCED AV	95826
061	0081	018	0000	03218	12,904	6,706	-	-	-	-	08005	MERCED AV	95826
061	0081	019	0000	03218	12,904	3,122	-	-	-	-	08005	MERCED AV	95826
061	0081	020	0000	03218	21,363	-	-	-	-	-	00000	MERCED AV	95826
061	0081	021	0000	03218	21,363	-	-	-	-	-	00000	MERCED AV	95826
061	0081	022	0000	03218	15,918	-	-	-	-	-	07911	MERCED AV	95826
061	0081	023	0000	03218	23,877	-	-	-	-	-	07901	MERCED AV	95826
061	0081	024	0000	03218	6,757	16,913	-	-	-	7,000	08005	MERCED AV	95826
061	0081	025	0000	03218	25,377	1,178	-	-	-	-	00000	18TH AV	95826
061	0082	014	0000	03218	267,756	992,572	-	-	-	-	07905	NAPA AV	95826
061	0083	001	0000	03218	18,360	12,240	-	-	-	-	07900	NAPA AV	95826

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061	0083	002	0000	03218	22,644	-	-	-	-	-	00000	NAPA AV	95826
061	0083	003	0000	03218	22,644	-	-	-	-	-	00000	NAPA AV	95826
061	0083	004	0000	03218	22,644	-	-	-	-	-	00000	NAPA AV	95826
061	0083	005	0000	03218	22,644	-	-	-	-	-	08000	NAPA AV	95826
061	0083	006	0000	03218	22,644	-	-	-	-	-	08004	NAPA AV	95826
061	0083	007	0000	03218	44,126	1,338	-	-	-	-	08008	NAPA AV	95826
061	0083	008	0000	03218	44,126	444	-	-	-	-	08012	NAPA AV	95826
061	0083	009	0000	03218	44,126	444	-	-	-	-	08016	NAPA AV	95826
061	0083	010	0000	03218	23,458	1,114	-	-	-	-	04416	POWER INN RD	95826
061	0083	011	0000	03218	23,458	1,114	-	-	-	-	04424	POWER INN RD	95826
061	0083	012	0000	03218	44,126	444	-	-	-	-	00000	19TH AV	95826
061	0083	013	0000	03218	44,238	9,381	-	-	-	-	08021	19TH AV	95826
061	0083	014	0000	03218	44,126	1,338	-	-	-	-	00000	19TH AV	95826
061	0083	015	0000	03218	22,644	-	-	-	-	-	00000	19TH AV	95826
061	0083	016	0000	03218	22,644	-	-	-	-	-	00000	19TH AV	95826
061	0083	017	0000	03218	22,644	2,040	-	-	-	-	07999	19TH AV	95826
061	0083	018	0000	03218	22,644	-	-	-	-	-	00000	19TH AV	95826
061	0083	019	0000	03218	24,684	9,180	-	-	-	-	07937	19TH AV	95826
061	0111	006	0000	03218	3,284	6,841	-	-	-	7,000	08024	19TH AV	95826
061	0111	007	0000	03218	10,935	-	-	-	-	-	08030	19TH AV	95826
061	0111	012	0000	03218	3,117	-	-	-	-	-	08001	HICKORY AV	95826
061	0111	014	0000	03218	95,758	86,910	-	-	-	-	04503	E RAILROAD ST	95826
061	0111	015	0000	03218	79,526	88,964	-	-	-	-	08007	HICKORY AV	95826
061	0111	016	0000	03218	18,232	128,182	-	-	-	-	08000	19TH AV	95826
061	0113	001	0000	03218	-	-	-	-	-	-	00000	20TH AV	95826
061	0113	002	0000	03218	17,093	-	-	-	-	-	00000	20TH AV	95826
061	0113	003	0000	03218	17,093	-	-	-	-	-	00000	20TH AV	95826
061	0113	004	0000	03218	7,929	-	-	-	-	-	04700	20TH AV	95826
061	0113	005	0000	03218	42,730	-	-	-	-	-	08004	HICKORY AV	95826
061	0113	006	0000	03218	17,990	134,943	-	-	-	-	08004	HICKORY AV	95826
061	0113	007	0000	03218	17,990	-	-	-	-	-	08016	HICKORY AV	95826
061	0113	008	0000	03218	17,990	-	-	-	-	-	08016	HICKORY AV	95826
061	0113	009	0000	03218	17,990	-	-	-	-	-	00000	HICKORY AV	95826
061	0113	010	0000	03218	8,994	-	-	-	-	-	00000	HICKORY AV	95826
061	0113	011	0000	03218	43,749	-	-	-	-	-	00000	POWER INN RD	95826
061	0113	012	0000	03218	17,092	4,585	-	-	-	-	00000	20TH AV	95826
061	0113	013	0000	03218	17,093	-	-	-	-	-	00000	20TH AV	95826
061	0113	014	0000	03218	25,159	31,310	-	-	-	-	04600	POWER INN RD	95826
03218 Tot:					3,974,147	5,086,941	900,165	263,258	29,331	32,204			
061	0024	013	0000	03219	47,200	705	-	-	-	-	04024	POWER INN RD	95826
061	0051	039	0000	03219	42,801	390,003	-	-	-	-	04150	POWER INN RD	95826
061	0052	011	0000	03219	2,525	5,911	-	-	-	-	08004	AMADOR AV	95826
061	0052	012	0000	03219	-	-	-	-	-	-	00000	AMADOR AV	95826
061	0052	013	0000	03219	-	-	-	-	-	-	00000	AMADOR AV	95826
061	0052	022	0000	03219	39,795	-	-	-	-	-	07945	BUTTE AV	95826
061	0052	023	0000	03219	20,400	112,200	-	-	-	-	07941	BUTTE AV	95826
061	0052	031	0000	03219	254,052	281,220	12,699	33,347	-	-	04216	POWER INN RD	95826
061	0052	032	0000	03219	55,573	106,100	-	-	-	-	07933	BUTTE AV	95826
061	0052	033	0000	03219	40,048	198,084	-	-	-	-	07925	BUTTE AV	95826
061	0052	035	0000	03219	63,784	266,743	-	-	-	-	04206	POWER INN RD	95826
061	0053	005	0000	03219	17,203	-	-	-	-	-	07934	BUTTE AV	95826
061	0053	006	0000	03219	21,328	-	-	-	-	-	07938	BUTTE AV	95826
061	0053	009	0000	03219	20,808	20,808	-	-	-	-	08004	BUTTE AV	95826
061	0053	010	0000	03219	35,907	17,952	-	-	-	-	08008	BUTTE AV	95826
061	0053	014	0080	03219	10	-	-	-	-	-	04216	POWER INN RD	95826
061	0053	028	0000	03219	4,555	8,364	-	-	-	-	08016	BUTTE AV	95826
061	0053	031	0000	03219	42,213	94,927	-	-	-	-	07942	BUTTE AV	95826
061	0053	032	0000	03219	5,909	7,602	-	-	-	7,000	08020	BUTTE AV	95826
061	0081	026	0000	03219	7,684	17,676	-	-	-	-	08016	18TH AV	95826

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MAPB	PG	PCL	PSUB	CTMTRA	NVLAND	NVSTRU	NVFIX	NVPP	NVEX	NVHEX	NUMB	STREET	ZIP
061	0111	017	0000	03219	132,105	235,166	5,387	5,387	-	-	04540	POWER INN RD	95826
079	0300	009	0000	03219	215,883	-	-	-	-	-	07832	RAMONA AV	95826
079	0300	012	0000	03219	157,918	267,536	-	-	-	-	07851	14TH AV	95826
079	0300	014	0000	03219	229,984	1,379,966	20,455	22,158	-	-	03850	14TH AV	95826
079	0300	015	0000	03219	271,082	616,365	-	-	-	-	03800	POWER INN RD	95826
079	0300	016	0000	03219	117,353	187,766	-	-	-	-	07901	14TH AV	95826
079	0300	017	0000	03219	163,200	346,800	-	-	-	-	07935	14TH AV	95826
079	0300	022	0000	03219	153,732	389,032	-	-	-	-	07950	RAMONA AV	95826
079	0300	023	0000	03219	454,869	921,712	-	-	-	-	03600	POWER INN RD	95826
03219 Tot:					2,617,921	5,872,638	38,541	60,892	-	7,000			
079	0230	001	0000	03221	331,223	1,335,138	2,998	6,304	-	-	07510	FOLSOM BL	95826
079	0230	003	0000	03221	10,306	-	-	-	-	-	00000	FOLSOM BL	95826
079	0230	004	0000	03221	131,316	138	-	-	-	-	07610	FOLSOM BL	95826
079	0230	008	0000	03221	603,432	-	-	-	-	-	07716	FOLSOM BL	95826
079	0230	026	0000	03221	330,746	496,118	8,832	12,219	-	-	07606	FOLSOM BL	95826
079	0230	027	0000	03221	13,696	121,302	-	-	-	-	07608	FOLSOM BL	95826
079	0230	029	0000	03221	2,330,126	6,598,055	176,849	732,854	9,837,884	-	07700	FOLSOM BL	95826
079	0230	030	0000	03221	-	-	-	-	-	-	00000		95826
079	0230	033	0000	03221	-	-	-	-	-	-	00000		95826
03221 Tot:					3,750,845	8,550,751	188,679	751,377	9,837,884	-			
079	0222	016	0000	03222	452,455	2,951,130	-	-	-	-	07300	FOLSOM BL	95826
079	0222	021	0000	03222	46,458	21,318	-	-	-	7,000	07400	FOLSOM BL	95826
079	0222	022	0000	03222	93,708	305,078	-	-	-	-	07500	FOLSOM BL	95826
079	0222	031	0000	03222	290	-	-	-	-	-	00000	BRIGHTON AV	95826
079	0222	032	0000	03222	188,341	-	-	-	-	-	07300	FOLSOM BL	95826
079	0222	037	0000	03222	421,699	792,798	-	-	412,929	-	07324	FOLSOM BL	95826
079	0222	039	0000	03222	-	-	-	-	-	-	00000		95826
079	0222	039	0080	03222	-	-	-	-	-	-	00000		95826
079	0222	040	0000	03222	-	-	-	-	-	-	00000		95826
079	0222	040	0080	03222	-	-	-	-	-	-	00000	POWER INN RD	95826
079	0230	031	0000	03222	-	-	-	-	-	-	00000		95826
03222 Tot:					1,202,951	4,070,324	-	-	412,929	7,000			
079	0230	016	0000	03223	-	-	-	-	-	-	00000		95826
03223 Tot:					-	-	-	-	-	-			
015	0010	027	0000	03224	-	-	-	-	-	-	00000		95819
015	0033	004	0000	03224	-	-	-	-	-	-	00000		95826
079	0241	004	0000	03224	-	-	-	-	-	-	00000		95826
079	0281	010	0000	03224	-	-	-	-	-	-	00000		95826
079	0300	003	0000	03224	-	-	-	-	-	-	00000		95826
03224 Tot:					-	-	-	-	-	-			
079	0222	002	0000	03226	11,938	3,802	-	-	-	-	06948	FOLSOM BL	95826
079	0222	005	0000	03226	-	-	-	-	-	-	00000		95826
079	0222	025	0000	03226	24,550	-	-	-	-	-	06978	FOLSOM BL	95826
079	0222	034	0000	03226	383,576	8,710	-	-	-	-	07042	FOLSOM BL	95826
03226 Tot:					420,064	12,512	-	-	-	-			
079	0230	032	0000	03229	-	-	-	-	-	-	00000		95826
03229 Tot:					-	-	-	-	-	-			
079	0230	015	0000	03230	-	-	-	-	-	-	00000		95826
079	0310	037	0000	03230	-	-	-	-	-	-	00000	FOLSOM BL	95826
079	0310	038	0000	03230	-	-	-	-	-	-	00000	FOLSOM BL	95826
079	0310	038	0080	03230	-	-	-	-	-	-	00000	FOLSOM BL	95826
079	0310	040	0000	03230	-	-	-	-	-	-	00000	POWER INN RD	95826
079	0310	040	0080	03230	-	-	-	-	-	-	00000	FOLSOM BL	95826
079	0310	045	0000	03230	-	-	-	-	-	-	00000	POWER INN RD	95826
079	0310	045	0080	03230	-	-	-	-	-	-	00000	POWER INN RD	95826
03230 Tot:					-	-	-	-	-	-			
015	0010	027	0080	03235	-	-	-	-	-	-	00000		95819
079	0222	001	0000	03235	-	-	-	-	-	-	00000	FOLSOM BL	95826
03235 Tot:					-	-	-	-	-	-			

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MAPB	PG	PCL	PSUB	CTMTRA	NVLAND	NVSTRU	NVFIX	NVPP	NVEX	NVHEX	NUMB	STREET	ZIP
079	0241	001	0000	03302	56,243	-	-	-	-	-	00000	BRIGHTON AV	95826
079	0241	002	0000	03302	252,567	-	-	-	-	-	00000	BRIGHTON AV	95826
079	0241	003	0000	03302	426,556	-	-	-	-	-	00000	ROMONA AV	95826
079	0241	006	0000	03302	21,882	175,220	-	-	-	-	02940	RAMONA AV	95826
079	0241	007	0000	03302	631,418	-	-	-	-	-	02930	RAMONA AV	95826
079	0242	002	0000	03302	71,293	11,005	-	-	-	7,000	07430	BRIGHTON AV	95826
079	0242	004	0000	03302	197,155	516,090	-	-	-	-	02947	RAMONA AV	95826
079	0242	006	0000	03302	-	-	-	-	-	-	00000	BRIGHTON AV	95826
079	0242	007	0000	03302	-	-	-	-	-	-	00000	BRIGHTON AV	95826
079	0242	009	0000	03302	385,507	-	-	-	-	-	07500	BRIGHTON AV	95826
079	0251	003	0000	03302	69,582	92,778	-	-	-	-	02900	HEINZ ST	95826
079	0251	005	0000	03302	14,617	-	-	-	-	-	07710	HUNT ST	95826
079	0251	007	0000	03302	28,111	-	-	-	-	-	00000	HUNT ST	95826
079	0251	008	0000	03302	11,211	-	-	-	-	-	02901	HEINZ ST	95826
079	0251	009	0000	03302	3,410	-	-	-	-	-	02909	HEINZ ST	95826
079	0251	010	0000	03302	4,935	5,700	-	-	-	-	02904	HUNT ST	95826
079	0251	011	0000	03302	-	-	-	-	-	-	00000	BRIGHTON AV	95826
079	0251	012	0000	03302	69,582	-	-	-	-	-	02900	HEINZ ST	95826
079	0251	014	0000	03302	41,511	62,591	-	-	-	-	02867	HEINZ ST	95826
079	0251	015	0000	03302	34,367	15,980	-	-	-	-	07610	BRIGHTON AV	95826
079	0252	001	0000	03302	4,770	-	-	-	-	-	07822	BRIGHTON AV	95826
079	0252	002	0000	03302	26,088	-	-	-	-	-	07832	BRIGHTON AV	95826
079	0252	003	0000	03302	-	-	-	-	-	-	00000	DEL MONTE AV	95826
079	0252	004	0000	03302	-	-	-	-	-	-	00000	DEL MONTE AV	95826
079	0260	005	0000	03302	163,495	173,446	-	-	-	7,000	07717	CUCAMONGA AV	95826
079	0260	006	0000	03302	32,010	5,724	-	-	-	-	07825	CUCAMONGA AV	95826
079	0260	008	0000	03302	-	-	-	-	-	-	00000	RAMONA AV	95826
079	0260	009	0000	03302	-	-	-	-	-	-	00000	RAMONA AV	95826
079	0260	011	0000	03302	188,659	-	-	-	-	-	00000	RAMONA AV	95826
079	0260	012	0000	03302	1,215	-	-	-	-	-	00000	CUCAMONGA AV	95826
079	0260	013	0000	03302	-	-	-	-	-	-	00000	RAMONA AV	95826
079	0260	014	0000	03302	-	-	-	-	-	-	00000	RAMONA AV	95826
079	0270	001	0000	03302	-	-	-	-	-	-	00000	BRIGHTON AV	95826
079	0270	004	0000	03302	63,229	193,834	-	-	-	-	03030	POWER INN RD	95826
079	0270	005	0000	03302	19,511	-	-	-	-	-	00000	POWER INN RD	95826
079	0270	006	0000	03302	67,698	116,851	-	-	-	-	03100	POWER INN RD	95826
079	0270	012	0000	03302	78,574	39,594	4,757	19,723	-	-	03150	POWER INN RD	95826
079	0270	013	0000	03302	26,454	-	-	-	-	-	00000	CUCAMONGA AV	95826
079	0270	015	0000	03302	137,316	-	-	-	-	-	07935	CUCAMONGA AV	95826
079	0270	017	0000	03302	25,912	21,918	-	-	-	-	07915	CUCAMONGA AV	95826
079	0270	018	0000	03302	899,500	1,227,523	-	-	-	-	03000	POWER INN RD	95826
079	0281	001	0000	03302	355,663	652,800	-	-	-	-	02950	RAMONA AV	95826
079	0281	014	0000	03302	368	-	-	-	-	-	03300	RAMONA AV	95826
079	0281	015	0000	03302	3,031	9,129	-	-	-	-	03304	RAMONA AV	95826
079	0281	016	0000	03302	6,258	26,392	-	-	-	-	03308	RAMONA AV	95826
079	0281	017	0000	03302	1,899	-	-	-	-	-	03316	RAMONA AV	95826
079	0281	018	0000	03302	232,291	-	-	-	-	-	00000	RAMONA AV	95826
079	0281	019	0000	03302	-	-	-	-	-	-	00000	RAMONA AV	95826
079	0281	020	0000	03302	197,452	-	-	-	-	-	00000	RAMONA AV	95826
079	0281	021	0000	03302	-	-	-	-	-	-	00000	RAMONA AV	95826
079	0281	022	0000	03302	3,333	26,925	-	-	-	-	03316	RAMONA AV	95826
079	0281	023	0000	03302	-	-	-	-	-	-	00000	RAMONA AV	95826
079	0281	024	0000	03302	21,312	26,646	-	-	-	-	03300	RAMONA AV	95826
079	0281	026	0000	03302	159,367	126,738	-	-	-	-	03264	RAMONA AV	95826
079	0281	027	0000	03302	562,644	670,826	-	-	-	-	03250	RAMONA AV	95826
079	0282	001	0000	03302	377,050	291,279	-	-	-	-	07800	CUCAMONGA AV	95826
079	0282	002	0000	03302	317,684	995,036	-	-	-	-	07830	CUCAMONGA AV	95826
079	0282	007	0000	03302	46,906	549,581	-	-	-	-	03550	POWER INN RD	95826
079	0282	013	0000	03302	64,317	-	-	-	-	-	00000	POWER INN RD	95826

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MAPB	PG	PCL	PSUB	CTMTRA	NVLAND	NVSTRU	NVFIX	NVPP	NVEX	NVHEX	NUMB	STREET	ZIP
079	0282	015	0000	03302	-	-	-	-	-	-	03433	RAMONA AV	95826
079	0282	016	0000	03302	446,506	713,250	-	-	-	-	03453	RAMONA AV	95826
079	0282	017	0000	03302	237,746	353,723	-	-	-	-	03453	RAMONA AV	95826
079	0282	018	0000	03302	26,696	-	-	-	-	-	03715	RAMONA AV	95826
079	0282	019	0000	03302	13,407	67,631	-	-	-	-	07949	RAMONA AV	95826
079	0282	020	0000	03302	250,341	183,672	-	-	-	-	03500	POWER INN RD	95826
079	0282	021	0000	03302	139,715	698,661	-	-	-	-	07975	RAMONA AV	95826
079	0282	024	0000	03302	28,929	143,651	-	-	-	-	03312	POWER INN RD	95826
079	0282	026	0000	03302	140,218	195,113	-	-	-	-	07920	CUCAMONGA AV	95826
079	0282	027	0000	03302	392,492	236,781	164,532	173,425	-	-	03300	POWER INN RD	95826
079	0300	006	0000	03302	489,499	73,254	-	-	-	-	03562	RAMONA AV	95826
079	0300	018	0000	03302	105,537	337,724	-	-	-	-	07832	RAMONA AV	95826
079	0300	019	0000	03302	-	-	-	-	-	-	00000	RAMONA AV	95826
079	0300	020	0000	03302	-	-	-	-	-	-	00000	RAMONA AV	95826
079	0300	021	0000	03302	140,408	115,989	-	-	-	-	03560	RAMONA AV	95826
03302 Tot:					8,815,447	9,153,055	169,289	193,148	-	-	14,000		
Grand Tot:					49,788,937	75,179,169	11,030,588	7,636,070	13,804,323	144,204			

03005	4,322,074	7,300,894	47,853	457,602	3,524,179	14,000
03010	871,953	2,299,568	-	6,138	-	7,000
03038	16,996,928	25,738,719	9,620,839	5,640,826	-	28,000
03039	2,933,448	3,967,570	38,500	154,999	-	35,000
03050	2,273,425	1,932,033	-	53,439	-	-
03066	-	-	-	-	-	-
03107	189,470	740,442	12,267	34,474	-	-
03116	79,516	-	-	-	-	-
03122	-	-	-	-	-	-
03201	1,150,426	-	-	-	-	-
03209	190,322	453,722	14,455	19,917	-	-
03218	3,974,147	5,086,941	900,165	263,258	29,331	32,204
03219	2,617,921	5,872,638	38,541	60,892	-	7,000
03221	3,750,845	8,550,751	188,679	751,377	9,837,884	-
03222	1,202,951	4,070,324	-	-	412,929	7,000
03223	-	-	-	-	-	-
03224	-	-	-	-	-	-
03226	420,064	12,512	-	-	-	-
03229	-	-	-	-	-	-
03230	-	-	-	-	-	-
03235	-	-	-	-	-	-
03302	8,815,447	9,153,055	169,289	193,148	-	14,000
49,788,937 75,179,169 11,030,588 7,636,070 13,804,323 144,204						

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MAPB	PG	PCL	PSUB	PARSU	CODEA	LAND	STRUC	FIXT	PPROP	BOAT	CHURCH	VETEX	HOEX	ACFT	NUMB	STREET	ZIP
008	0010	012	0000	1400	03005	0	-	-	-	-	-	0	0	0	6438	FOLSOM BL	95819
008	0010	012	0000	4028	03005	0	-	-	-	12,530	-	0	0	0	6438	FOLSOM BL	95819
008	0010	018	0000	2200	03005	0	-	17,127	53,170	-	-	0	0	0	6200	FOLSOM BL	95819
008	0010	019	0000	1600	03005	0	-	-	54,817	-	-	0	0	0	6290	FOLSOM BL	95819
008	0010	019	0000	2300	03005	0	-	15,022	7,202	-	-	0	0	0	6300	FOLSOM BL	95819
008	0010	019	0000	5000	03005	0	-	37,815	12,383	-	-	0	0	0	6260	FOLSOM BL	95819
008	0020	015	0000	3100	03005	0	-	-	-	-	-	0	0	0	6201	ELVAS AV	95819
008	0020	015	0000	3101	03005	0	-	-	-	-	-	0	0	0	6201	ELVAS AV	95819
008	0020	015	0000	3200	03005	0	-	-	-	-	-	0	0	0	6201	ELVAS AV	95819
008	0020	015	0000	3300	03005	0	-	-	91,300	-	-	0	0	0	6201	ELVAS AV	95819
008	0020	015	0000	6000	03005	0	-	-	1,305,460	-	-	0	0	0	6201	ELVAS AV	95819
008	0020	020	0000	2000	03005	0	-	-	-	-	-	0	0	0	5927	ELVAS AV	95819
008	0020	022	0000	5111	03005	0	-	-	-	-	-	0	0	0	5935	ELVAS AV	95819
008	0020	022	0000	5300	03005	0	-	-	-	-	-	0	0	0	5935	ELVAS AV	95819
008	0020	022	0000	6300	03005	0	-	-	-	-	-	0	0	0	5935	ELVAS AV	95819
008	0020	023	0000	6100	03005	0	-	-	-	-	-	0	0	0	5929	ELVAS AV	95819
008	0020	028	0000	3000	03005	0	-	-	32,175	-	32,175	0	0	0	6051	M ST	95819
008	0020	028	0000	3100	03005	0	-	-	-	-	-	0	0	0	6051	M ST	95819
008	0020	028	0000	3300	03005	0	-	-	52,586	-	-	0	0	0	6051	M ST	95819
008	0020	028	0000	3981	03005	0	-	-	9,710	-	-	0	0	0	6051	M ST	95819
008	0321	002	0000	3011	03005	0	-	11,543	34,631	-	-	0	0	0	6317	ELVAS AV	95819
008	0321	002	0000	3300	03005	0	-	-	10,071	-	-	0	0	0	6317	ELVAS AV	95819
008	0321	002	0000	3333	03005	0	-	-	-	-	-	0	0	0	6317	ELVAS AV	95819
008	0321	002	0000	6700	03005	0	-	209,708	61,606	-	-	0	0	0	6317	ELVAS AV	95819
008	0321	003	0000	5500	03005	0	-	-	-	-	-	0	0	0	6325	ELVAS AV	95819
008	0321	009	0000	5500	03005	0	-	-	-	-	-	0	0	0	6431	ELVAS AV	95819
008	0321	019	0000	6300	03005	0	-	18,957	44,915	-	-	0	0	0	6329	ELVAS AV	95819
008	0321	021	0000	1100	03005	0	-	-	48,802	-	-	0	0	0	6313	ELVAS AV	95819
008	0321	021	0000	2900	03005	0	-	-	-	-	-	0	0	0	6313	ELVAS AV	95819
008	0321	021	0000	6700	03005	0	-	-	-	-	-	0	0	0	6313	ELVAS AV	95819
008	0322	016	0000	1301	03005	0	-	-	-	-	-	0	0	0	6346	ELVAS AV	95819
008	0322	016	0000	1302	03005	0	-	9,581	96,585	-	-	0	0	0	6346	ELVAS AV	95819
008	0322	016	0000	1900	03005	0	-	-	-	-	-	0	0	0	6332	ELVAS AV	95819
008	0322	016	0000	3200	03005	0	-	-	-	-	-	0	0	0	6346	ELVAS AV	95819
008	0322	016	0000	3300	03005	0	-	-	9,429	-	-	0	0	0	6346	ELVAS AV	95819
008	0322	016	0000	5300	03005	0	-	11,635	29,586	-	-	0	0	0	6346	ELVAS AV	95819
008	0323	012	0000	1801	03005	0	-	5,553	24,782	-	-	0	0	0	1100	65TH ST	95819
008	0323	014	0000	1100	03005	0	-	16,226	18,924	-	-	0	0	0	6438	ELVAS AV	95819
008	0323	015	0000	2500	03005	0	-	3,668	11,322	-	-	0	0	0	6400	ELVAS AV	95819
008	0323	015	0000	6400	03005	0	-	-	5,650	-	-	0	0	0	6400	ELVAS AV	95819
008	0381	007	0000	6200	03005	0	-	1,189	5,618	-	-	0	0	0	6313	FOLSOM BL	95819
011	0293	024	0000	9000	03005	0	-	8,505	9,126	-	-	0	0	0	2738	65TH ST	95817
011	0323	003	0000	3200	03005	0	-	-	-	-	-	0	0	0	2893	65TH ST	95817
011	0323	010	0000	8881	03005	0	-	-	-	-	-	0	0	0	2994	65TH ST	95817
015	0084	004	0000	1100	03005	0	-	-	-	-	-	0	0	0	3006	65TH ST	95820
015	0084	004	0000	2900	03005	0	-	-	-	-	-	0	0	0	3008	65TH ST	95820
015	0084	004	0000	5001	03005	0	-	17,820	16,500	-	-	0	0	0	6490	BROADWAY	95820
015	0084	004	0000	5002	03005	0	-	-	-	-	-	0	0	0	6492	BROADWAY	95820
015	0084	004	0000	6000	03005	0	-	-	-	-	-	0	0	0	3000	65TH ST	95820
015	0084	004	0000	6025	03005	0	-	-	-	-	-	0	0	0	6498	BROADWAY	95820
03005 Total						0	-	384,349	2,046,350	12,530	32,175	0	0	0	0		
008	0321	012	0000	1300	03010	0	-	737	15,362	-	-	0	0	0	6501	ELVAS AV	95819
008	0321	012	0000	1400	03010	0	-	-	11,626	-	-	0	0	0	6511	ELVAS AV	95819
008	0321	014	0000	4778	03010	0	-	-	-	41,535	-	0	0	0	6525	ELVAS AV	95819
008	0391	006	0000	6000	03010	0	-	-	-	-	-	0	0	0	6661	ELVAS AV	95819
008	0391	009	0000	2900	03010	0	-	13,691	197,901	-	-	0	0	0	6601	ELVAS AV	95819
008	0391	010	0000	6001	03010	0	-	7,795	13,539	-	-	0	0	0	6655	ELVAS AV	95819
03010 Total						0	-	22,223	238,428	41,535	-	0	0	0	0		

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MAPB	PG	PCL	PSUB	PARSU	CODEA	LAND	STRUC	FIXT	PPROP	BOAT	CHURCH	VETEX	HOEX	ACFT	NUMB	STREET	ZIP
015	0010	003	0000	3200	03038	0	-	-	5,203	-	-	0	0	0	6620	FOLSOM BL	95819
015	0010	020	0000	1200	03038	0	-	26,180	4,620	-	-	0	0	0	6500	FOLSOM BL	95819
015	0010	020	0000	6000	03038	0	-	3,022	1,007	-	-	0	0	0	6500	FOLSOM BL	95819
015	0010	023	0000	1020	03038	0	-	-	-	-	-	0	0	0	6720	FOLSOM BL	95819
015	0010	023	0000	1201	03038	0	-	-	-	-	-	0	0	0	6720	FOLSOM BL	95819
015	0010	023	0000	1203	03038	0	-	24,948	24,947	-	-	0	0	0	6700	FOLSOM BL	95819
015	0010	023	0000	2301	03038	0	-	-	-	-	-	0	0	0	6720	FOLSOM BL	95819
015	0010	023	0000	3200	03038	0	-	-	13,400	-	-	0	0	0	6700	FOLSOM BL	95819
015	0010	023	0000	3201	03038	0	-	-	17,081	-	-	0	0	0	6700	FOLSOM BL	95819
015	0010	023	0000	3202	03038	0	-	-	4,711	-	-	0	0	0	6700	FOLSOM BL	95819
015	0010	023	0000	3203	03038	0	-	-	201,547	-	-	0	0	0	6700	FOLSOM BL	95819
015	0010	023	0000	5003	03038	0	-	7,677	161,728	-	-	0	0	0	6700	FOLSOM BL	95819
015	0010	023	0000	7501	03038	0	-	-	7,180	-	-	0	0	0	6700	FOLSOM BL	95819
015	0010	024	0000	1001	03038	0	-	-	-	-	-	0	0	0	6750	FOLSOM BL	95819
015	0010	024	0000	1003	03038	0	-	-	-	-	-	0	0	0	6750	FOLSOM BL	95819
015	0010	024	0000	1101	03038	0	-	-	-	-	-	0	0	0	6750	FOLSOM BL	95819
015	0010	024	0000	1200	03038	0	-	-	-	-	-	0	0	0	6720	FOLSOM BL	95819
015	0010	024	0000	1305	03038	0	-	1,905	17,817	-	-	0	0	0	6750	FOLSOM BL	95819
015	0010	024	0000	1800	03038	0	-	-	-	-	-	0	0	0	6710	FOLSOM BL	95819
015	0010	024	0000	2100	03038	0	-	-	-	-	-	0	0	0	6750	FOLSOM BL	95819
015	0010	024	0000	5100	03038	0	-	-	-	-	-	0	0	0	6750	FOLSOM BL	95819
015	0010	024	0000	6303	03038	0	-	1,310	18,931	-	-	0	0	0	6750	FOLSOM BL	95819
015	0010	025	0000	5200	03038	0	-	8,927	15,913	-	-	0	0	0	6790	FOLSOM BL	95819
015	0010	032	0000	3100	03038	0	-	-	8,535	-	-	0	0	0	1719	69TH ST	95819
015	0010	032	0000	3200	03038	0	-	-	-	-	-	0	0	0	1719	69TH ST	95819
015	0010	032	0000	6000	03038	0	-	-	22,310	-	-	0	0	0	1719	69TH ST	95819
015	0010	034	0000	3102	03038	0	-	-	-	-	-	0	0	0	1725	69TH ST	95819
015	0010	034	0000	7000	03038	0	-	27,329	69,895	-	-	0	0	0	1725	69TH ST	95819
015	0010	037	0000	3100	03038	0	-	-	-	-	-	0	0	0	1817	65TH ST	95819
015	0010	043	0000	2800	03038	0	-	20,431	64,964	-	-	0	0	0	6779	Q ST	95819
015	0010	043	0000	3000	03038	0	-	-	-	-	-	0	0	0	6779	Q ST	95819
015	0010	043	0000	6600	03038	0	-	-	-	-	-	0	0	0	6779	Q ST	95819
015	0023	004	0000	1020	03038	0	-	5,185	5,890	-	-	0	0	0	2836	REDDING AV	95820
015	0023	011	0000	5700	03038	0	-	-	-	-	-	0	0	0	2810	REDDING AV	95820
015	0023	011	0000	6600	03038	0	-	-	-	-	-	0	0	0	2810	REDDING AV	95820
015	0023	011	0000	7500	03038	0	-	-	-	-	-	0	0	0	2810	REDDING AV	95820
015	0023	012	0000	6138	03038	0	-	578,067	445,427	-	-	0	0	0	2750	REDDING AV	95820
015	0031	015	0000	1111	03038	0	-	-	5,537	-	-	0	0	0	6630	4TH AV	95817
015	0031	024	0000	6700	03038	0	-	-	-	-	-	0	0	0	2995	65TH ST	95817
015	0031	033	0000	3200	03038	0	-	-	-	-	-	0	0	0	2933	65TH ST	95817
015	0031	043	0000	6800	03038	0	-	104,605	19,385	-	-	0	0	0	2893	65TH ST	95817
015	0031	044	0000	1604	03038	0	-	89,322	534,487	-	623,809	0	0	0	6507	4TH AV	95817
015	0031	044	0000	1800	03038	0	-	-	-	-	-	0	0	0	6507	4TH AV	95817
015	0031	044	0000	3000	03038	0	-	-	-	-	-	0	0	0	6507	4TH AV	95817
015	0031	044	0000	3100	03038	0	-	-	-	-	-	0	0	0	6507	4TH AV	95817
015	0031	044	0000	3149	03038	0	-	-	10,446	-	-	0	0	0	6507	4TH AV	95817
015	0031	044	0000	3200	03038	0	-	-	131,761	-	131,761	0	0	0	6507	4TH AV	95817
015	0031	044	0000	3201	03038	0	-	-	-	-	-	0	0	0	6507	4TH AV	95817
015	0031	044	0000	3300	03038	0	-	-	14,022	-	-	0	0	0	6507	4TH AV	95817
015	0031	044	0000	8881	03038	0	-	-	30,892	-	30,892	0	0	0	6507	4TH AV	95817
015	0031	045	0000	1900	03038	0	-	-	1,068,434	-	-	0	0	0	6701	4TH AV	95817
015	0033	005	0000	3030	03038	0	-	-	-	-	-	0	0	0	2601	REDDING AV	95820
015	0033	005	0000	3101	03038	0	-	-	-	-	-	0	0	0	2601	REDDING AV	95820
015	0033	010	0000	3200	03038	0	-	144,082	-	-	-	0	0	0	2601	REDDING AV	95820
015	0091	055	0000	2800	03038	0	-	16,460	13,599	-	-	0	0	0	3021	65TH ST	95820
015	0091	055	0000	3000	03038	0	-	-	-	-	-	0	0	0	3021	65TH ST	95820
015	0091	055	0000	3200	03038	0	-	-	7,771	-	-	0	0	0	3021	65TH ST	95820
015	0091	055	0000	3259	03038	0	-	-	-	-	-	0	0	0	3009	65TH ST	95820

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MAPB	PG	PCL	PSUB	PARSU	CODEA	LAND	STRUC	FIXT	PPROP	BOAT	CHURCH	VETEX	HOEX	ACFT	NUMB	STREET	ZIP
015	0091	057	0000	1100	03038	0	-	-	-	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	1400	03038	0	-	-	36,300	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	1500	03038	0	-	-	-	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	2201	03038	0	-	-	5,918	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	2400	03038	0	-	-	38,036	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	2402	03038	0	-	329	4,943	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	2601	03038	0	-	-	241,912	-	-	0	0	0	3041	65TH ST	95820
015	0091	057	0000	3101	03038	0	-	-	-	-	-	0	0	0	3041	65TH ST	95820
015	0091	057	0000	3200	03038	0	-	-	-	-	-	0	0	0	3041	65TH ST	95820
015	0091	057	0000	5200	03038	0	-	-	42,598	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	5500	03038	0	-	-	-	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	5501	03038	0	-	-	-	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	5600	03038	0	-	4,840	18,150	-	-	0	0	0	3045	65TH ST	95820
015	0091	057	0000	6200	03038	0	-	-	10,213	-	-	0	0	0	3045	65TH ST	95820
015	0101	009	0000	6200	03038	0	-	-	-	-	-	0	0	0	7051	SAN JOAQUIN ST	95820
015	0101	016	0000	3200	03038	0	-	-	-	-	-	0	0	0	2601	REDDING AV	95820
015	0101	016	0000	3300	03038	0	-	-	5,486	-	-	0	0	0	2601	REDDING AV	95820
015	0101	016	0000	3301	03038	0	-	-	27,878	-	-	0	0	0	2601	REDDING AV	95820
015	0101	017	0000	5100	03038	0	-	-	19,201	-	-	0	0	0	7399	SAN JOAQUIN ST	95820
015	0101	019	0000	1001	03038	0	-	-	-	-	-	0	0	0	3075	REDDING AV	95820
015	0101	019	0000	1200	03038	0	-	642	10,001	-	-	0	0	0	3075	REDDING AV	95820
015	0311	020	0000	3000	03038	0	-	-	62,592	-	-	0	0	0	7301	14TH AV	95820
015	0311	020	0000	3101	03038	0	-	-	-	-	-	0	0	0	7301	14TH AV	95820
015	0311	020	0000	6022	03038	0	-	284,152	310,035	-	-	0	0	0	7301	14TH AV	95820
015	0311	028	0000	3101	03038	0	-	-	11,245	-	-	0	0	0	7500	SAN JOAQUIN ST	95820
015	0311	028	0000	3300	03038	0	-	-	7,717	-	-	0	0	0	7500	SAN JOAQUIN ST	95820
015	0311	029	0000	1500	03038	0	-	4,570	40,182	-	-	0	0	0	7475	14TH AV	95820
015	0311	031	0000	1202	03038	0	-	-	7,138	-	-	0	0	0	7601	14TH AV	95820
015	0311	031	0000	2200	03038	0	-	-	32,345	-	-	0	0	0	7601	14TH AV	95820
015	0311	031	0000	3300	03038	0	-	-	5,014	-	-	0	0	0	7601	14TH AV	95820
015	0311	032	0000	2100	03038	0	-	39,595	146,804	-	-	0	0	0	7571	14TH AV	95820
015	0311	032	0000	3100	03038	0	-	-	38,411	-	-	0	0	0	7551	14TH AV	95820
015	0311	032	0000	3101	03038	0	-	-	-	-	-	0	0	0	7551	14TH AV	95820
015	0311	033	0000	1200	03038	0	-	-	-	-	-	0	0	0	7551	14TH AV	95820
015	0311	033	0000	2301	03038	0	-	-	49,860	-	-	0	0	0	7551	14TH AV	95820
015	0311	033	0000	4616	03038	0	-	-	-	13,198	-	0	0	0	7551	14TH AV	95820
015	0311	035	0000	3101	03038	0	-	-	26,500	-	-	0	0	0	7400	SAN JOAQUIN ST	95820
03038 Total						0	-	1,393,578	4,145,919	13,198	786,462	0	0	0			
021	0101	002	0000	1500	03039	0	-	-	-	-	-	0	0	0	7512	14TH AV	95820
021	0101	002	0000	3300	03039	0	-	-	77,960	-	-	0	0	0	7512	14TH AV	95820
021	0101	002	0000	3301	03039	0	-	-	13,057	-	-	0	0	0	7512	14TH AV	95820
021	0101	002	0000	3995	03039	0	-	-	5,023	-	-	0	0	0	7512	14TH AV	95820
021	0101	026	0000	6001	03039	0	-	-	12,613	-	-	0	0	0	7700	14TH AV	95820
021	0101	039	0000	1002	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	1204	03039	0	-	2,420	43,560	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	1300	03039	0	-	964	79,561	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	1501	03039	0	-	7,865	30,250	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	1505	03039	0	-	2,302	8,605	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	1600	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	1800	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	2201	03039	0	-	269	6,041	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	2703	03039	0	-	3,654	1,342	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	2800	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	3200	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	5000	03039	0	-	3,147	9,440	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	5700	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	5900	03039	0	-	272	15,931	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	6202	03039	0	-	1,946	7,922	-	-	0	0	0	7500	14TH AV	95820

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MAPB	PG	PCL	PSUB	PARSU	CODEA	LAND	STRUC	FIXT	PPROP	BOAT	CHURCH	VETEX	HOEX	ACFT	NUMB	STREET	ZIP
021	0101	039	0000	6203	03039	0	-	-	43,672	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	6301	03039	0	-	-	6,088	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	6889	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	6901	03039	0	-	-	9,787	-	9,787	0	0	0	7500	14TH AV	95820
021	0101	039	0000	7333	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	7888	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	039	0000	8881	03039	0	-	-	-	-	-	0	0	0	7500	14TH AV	95820
021	0101	043	0000	2986	03039	0	-	499,017	843,932	-	-	0	0	0	7701	17TH AV	95820
					03039 Total	0	-	521,856	1,214,784	-	9,787	0	0	0			
008	0383	006	0000	1300	03050	0	-	-	-	-	-	0	0	0	6511	FOLSOM BL	95819
008	0383	007	0000	1200	03050	0	-	10,596	14,989	-	-	0	0	0	6505	FOLSOM BL	95819
008	0383	007	0000	1301	03050	0	-	-	4,740	-	-	0	0	0	6505	FOLSOM BL	95819
008	0383	017	0000	3300	03050	0	-	-	9,358	-	-	0	0	0	1327	65TH ST	95819
008	0383	020	0000	2300	03050	0	-	-	-	-	-	0	0	0	1327	65TH ST	95819
008	0383	020	0000	3000	03050	0	-	-	-	-	-	0	0	0	1327	65TH ST	95819
008	0383	024	0000	0134	03050	0	-	2,714,608	746,655	-	-	0	0	0	1210	66TH ST	95819
008	0383	024	0000	2300	03050	0	-	232,316	58,079	-	-	0	0	0	1210	66TH ST	95819
008	0383	024	0000	3000	03050	0	-	-	-	-	-	0	0	0	1210	66TH ST	95819
008	0383	024	0000	3012	03050	0	-	-	-	-	-	0	0	0	1210	66TH ST	95819
008	0383	025	0000	2200	03050	0	-	50,756	29,071	-	-	0	0	0	6531	FOLSOM BL	95819
008	0383	026	0000	6000	03050	0	-	-	11,716	-	-	0	0	0	6500	ELVAS AV	95819
008	0391	011	0000	6200	03050	0	-	-	-	-	-	0	0	0	6771	ELVAS AV	95819
008	0392	007	0000	5000	03050	0	-	7,374	2,669	-	-	0	0	0	6601	FOLSOM BL	95819
008	0392	012	0000	0001	03050	0	134,880	-	-	-	-	0	0	0	6680	FOLSOM BL	95819
008	0392	012	0000	0002	03050	0	6,417	-	-	-	-	0	0	0	6701	FOLSOM BL	95819
008	0392	012	0000	1500	03050	0	-	-	-	-	-	0	0	0	6727	FOLSOM BL	95819
008	0392	012	0000	5400	03050	0	-	-	-	-	-	0	0	0	6670	ELVAS AV	95819
					03050 Total	0	141,297	3,015,650	877,277	-	-	0	0	0			
061	0023	007	0000	6677	03107	0	-	5,287	19,963	-	-	0	0	0	8020	14TH AV	95826
061	0023	029	0000	1900	03107	0	-	4,160	5,647	-	-	0	0	0	8000	14TH AV	95826
061	0023	029	0000	3901	03107	0	-	-	-	-	-	0	0	0	8000	14TH AV	95826
061	0023	030	0000	1200	03107	0	-	1,635	3,549	-	-	0	0	0	8021	CLIFTON RD	95826
					03107 Total	0	-	11,082	29,159	-	-	0	0	0			
079	0230	009	0000	6009	03201	0	-	-	-	-	-	0	0	0	7850	JACKSON RD	95826
					03201 Total	0	-	-	-	-	-	0	0	0			
061	0023	027	0000	3300	03209	0	-	-	10,651	-	-	0	0	0	3900	POWER INN RD	95826
061	0053	029	0000	1800	03209	0	-	-	-	-	-	0	0	0	4250	POWER INN RD	95826
061	0053	029	0000	1802	03209	0	-	-	-	-	-	0	0	0	4250	POWER INN RD	95826
061	0053	029	0000	3100	03209	0	-	-	-	-	-	0	0	0	4250	POWER INN RD	95826
					03209 Total	0	-	-	10,651	-	-	0	0	0			
061	0021	014	0000	3000	03218	0	-	44,254	106,139	-	-	0	0	0	7831	CLIFTON RD	95826
061	0021	014	0000	3101	03218	0	-	-	-	-	-	0	0	0	7831	CLIFTON RD	95826
061	0021	014	0000	3201	03218	0	-	-	8,081	-	-	0	0	0	7831	CLIFTON RD	95826
061	0021	023	0000	5900	03218	0	-	-	12,101	-	-	0	0	0	7840	14TH AV	95826
061	0022	003	0000	2801	03218	0	-	27,830	84,544	-	-	0	0	0	7900	CLIFTON RD	95826
061	0022	004	0000	7502	03218	0	-	-	6,485	-	-	0	0	0	7920	CLIFTON RD	95826
061	0022	015	0000	5700	03218	0	-	-	17,733	-	-	0	0	0	7901	CARLTON RD	95826
061	0022	015	0000	6050	03218	0	-	847	3,449	-	-	0	0	0	7901	CARLTON RD	95826
061	0023	008	0000	5200	03218	0	-	10,120	51,288	-	-	0	0	0	8030	14TH AV	95826
061	0023	028	0000	6200	03218	0	-	583	9,212	-	-	0	0	0	7930	14TH AV	95826
061	0024	001	0000	2300	03218	0	-	-	-	-	-	0	0	0	8000	CLIFTON RD	95826
061	0024	005	0000	1500	03218	0	-	5,297	20,042	-	-	0	0	0	8012	CLIFTON RD	95826
061	0024	005	0000	3100	03218	0	-	-	6,129	-	-	0	0	0	8010	CLIFTON RD	95826
061	0024	007	0000	2800	03218	0	-	1,558	6,206	-	-	0	0	0	8009	CARLTON RD	95826
061	0024	021	0000	2002	03218	0	-	59,430	6,720	-	-	0	0	0	7935	CARLTON RD	95826
061	0024	021	0000	5600	03218	0	-	2,499	8,612	-	-	0	0	0	7935	CARLTON RD	95826
061	0051	008	0000	6701	03218	0	-	-	7,220	-	-	0	0	0	7946	CARLTON RD	95826
061	0051	012	0000	3200	03218	0	-	-	-	-	-	0	0	0	8008	CARLTON RD	95826

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MAPB	PG	PCL	PSUB	PARSU	CODEA	LAND	STRUC	FIXT	PPROP	BOAT	CHURCH	VETEX	HOEX	ACFT	NUMB	STREET	ZIP
061	0051	013	0000	7500	03218	0	-	1,468	4,160	-	-	0	0	0	4060	POWER INN RD	95826
061	0051	029	0000	6200	03218	0	-	-	-	-	-	0	0	0	7925	AMADOR AV	95826
061	0051	032	0000	1900	03218	0	-	-	-	-	-	0	0	0	7915	AMADOR AV	95826
061	0051	037	0000	1010	03218	0	-	-	6,395	-	-	0	0	0	7918	CARLTON RD	95826
061	0051	040	0000	1300	03218	0	-	96	9,690	-	-	0	0	0	7941	AMADOR AV	95826
061	0081	023	0000	1400	03218	0	-	-	-	-	-	0	0	0	7901	MERCED AV	95826
061	0082	014	0000	2200	03218	0	-	-	18,440	-	-	0	0	0	7905	NAPA AV	95826
061	0083	013	0000	8881	03218	0	-	-	-	-	-	0	0	0	8021	19TH AV	95826
061	0111	006	0000	1800	03218	0	-	-	49,895	-	-	0	0	0	8016	19TH AV	95826
061	0111	006	0000	3300	03218	0	-	-	179,261	-	-	0	0	0	8016	19TH AV	95826
061	0111	015	0000	3900	03218	0	-	-	24,763	-	-	0	0	0	8007	HICKORY AV	95826
061	0111	016	0000	1800	03218	0	-	-	5,771	-	-	0	0	0	8000	19TH AV	95826
061	0113	014	0000	6300	03218	0	-	-	34,683	-	-	0	0	0	4580	POWER INN RD	95826
061	0113	014	0000	6400	03218	0	-	-	-	-	-	0	0	0	4600	POWER INN RD	95826
03218 Total						0	-	153,982	687,019	-	-	0	0	0	0		
061	0024	013	0000	1900	03219	0	-	-	6,984	-	-	0	0	0	4024	POWER INN RD	95826
061	0051	039	0000	1030	03219	0	-	3,956	32,462	-	-	0	0	0	4150	POWER INN RD	95826
061	0051	039	0000	1200	03219	0	-	-	-	-	-	0	0	0	4131	POWER INN RD	95826
061	0051	039	0000	2111	03219	0	-	2,588	21,583	-	-	0	0	0	4150	POWER INN RD	95826
061	0051	039	0000	2300	03219	0	-	-	52,274	-	-	0	0	0	4191	POWER INN RD	95826
061	0051	039	0000	3108	03219	0	-	-	-	-	-	0	0	0	4191	POWER INN RD	95826
061	0051	039	0000	3200	03219	0	-	132,021	33,006	-	-	0	0	0	4181	POWER INN RD	95826
061	0052	035	0000	3100	03219	0	-	-	-	-	-	0	0	0	4206	POWER INN RD	95826
061	0052	035	0000	3200	03219	0	-	-	24,382	-	-	0	0	0	4206	POWER INN RD	95826
061	0052	035	0000	3208	03219	0	-	-	12,193	-	-	0	0	0	4206	POWER INN RD	95826
061	0081	026	0000	6600	03219	0	-	-	-	-	-	0	0	0	8020	18TH AV	95826
061	0111	017	0000	1600	03219	0	-	5,503	22,247	-	-	0	0	0	4580	POWER INN RD	95826
061	0111	017	0000	3200	03219	0	-	-	6,563	-	-	0	0	0	4580	POWER INN RD	95826
079	0300	014	0000	2001	03219	0	-	-	-	-	-	0	0	0	3850	POWER INN RD	95826
079	0300	015	0000	3108	03219	0	-	-	-	-	-	0	0	0	3800	POWER INN RD	95826
079	0300	015	0000	3235	03219	0	-	-	-	-	-	0	0	0	3800	POWER INN RD	95826
079	0300	015	0000	3300	03219	0	-	-	5,852	-	-	0	0	0	3800	POWER INN RD	95826
079	0300	015	0000	7664	03219	0	-	2,051	6,772	-	-	0	0	0	3800	POWER INN RD	95826
079	0300	016	0000	3100	03219	0	-	-	-	-	-	0	0	0	7901	14TH AV	95826
079	0300	016	0000	3300	03219	0	-	-	6,284	-	-	0	0	0	7901	14TH AV	95826
079	0300	016	0000	5601	03219	0	-	67,643	109,217	-	-	0	0	0	7901	14TH AV	95826
079	0300	017	0000	2200	03219	0	-	32,302	11,892	-	-	0	0	0	7935	14TH AV	95826
079	0300	017	0000	3000	03219	0	-	-	-	-	-	0	0	0	7935	14TH AV	95826
079	0300	017	0000	3200	03219	0	-	-	-	-	-	0	0	0	7935	14TH AV	95826
079	0300	017	0000	3300	03219	0	-	-	10,788	-	-	0	0	0	7935	14TH AV	95826
079	0300	017	0000	8881	03219	0	-	-	-	-	-	0	0	0	7945	14TH AV	95826
079	0300	022	0000	6800	03219	0	-	-	-	-	-	0	0	0	7950	RAMONA AV	95826
079	0300	023	0000	0425	03219	0	-	-	-	8,457	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	1100	03219	0	-	-	-	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	1110	03219	0	-	-	-	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	1555	03219	0	-	-	6,971	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	1800	03219	0	-	-	-	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	1900	03219	0	-	-	5,576	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	2008	03219	0	-	-	20,467	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	2601	03219	0	-	-	-	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	3082	03219	0	-	-	41,016	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	3900	03219	0	-	-	-	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	5090	03219	0	-	-	70,778	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	6200	03219	0	-	-	-	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	6600	03219	0	-	-	-	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	6900	03219	0	-	2,897	20,920	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	7502	03219	0	-	-	-	-	-	0	0	0	3600	POWER INN RD	95826
079	0300	023	0000	8882	03219	0	-	-	-	-	-	0	0	0	3600	POWER INN RD	95826

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03219 Total						0	-	248,961	528,227	8,457	-	0	0	0			
079	0230	001	0000	1007	03221	0	-	-	-	-	-	0	0	0	7510	FOLSOM BL	95826
079	0230	001	0000	5103	03221	0	-	-	-	-	-	0	0	0	7510	FOLSOM BL	95826
079	0230	004	0000	6050	03221	0	-	14,977	45,789	-	-	0	0	0	7610	FOLSOM BL	95826
079	0230	026	0000	1000	03221	0	-	14,348	33,001	-	-	0	0	0	7606	FOLSOM BL	95826
079	0230	026	0000	3200	03221	0	-	-	-	-	-	0	0	0	7606	FOLSOM BL	95826
079	0230	026	0000	3201	03221	0	-	-	5,222	-	-	0	0	0	7606	FOLSOM BL	95826
079	0230	029	0000	3100	03221	0	-	-	-	-	-	0	0	0	7700	FOLSOM BL	95826
079	0230	029	0000	3300	03221	0	-	-	9,463	-	-	0	0	0	7700	FOLSOM BL	95826
079	0230	029	0000	3301	03221	0	-	-	12,345	-	-	0	0	0	7700	FOLSOM BL	95826
03221 Total						0	-	29,325	105,820	-	-	0	0	0			
079	0222	016	0000	1020	03222	0	-	6,647	127,030	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	1301	03222	0	-	-	-	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	2000	03222	0	-	5,054	56,993	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	3000	03222	0	-	-	7,810	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	3100	03222	0	-	-	5,077	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	3121	03222	0	-	-	-	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	3300	03222	0	-	-	14,702	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	3301	03222	0	-	-	9,993	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	3900	03222	0	-	-	-	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	5002	03222	0	-	32,416	182,803	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	5400	03222	0	-	-	-	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	016	0000	7501	03222	0	-	25,584	70,870	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	021	0000	3900	03222	0	-	-	-	-	-	0	0	0	7400	FOLSOM BL	95826
079	0222	022	0000	1201	03222	0	-	959	4,489	-	-	0	0	0	7500	FOLSOM BL	95826
079	0222	032	0000	3000	03222	0	-	-	-	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	032	0000	3100	03222	0	-	-	20,516	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	032	0000	3154	03222	0	-	-	14,970	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	032	0000	3300	03222	0	-	-	63,738	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	032	0000	5800	03222	0	-	-	73,438	-	-	0	0	0	7300	FOLSOM BL	95826
079	0222	037	0000	1302	03222	0	-	9,705	18,332	-	-	0	0	0	7324	FOLSOM BL	95826
079	0222	037	0000	3000	03222	0	-	-	-	-	-	0	0	0	7322	FOLSOM BL	95826
079	0222	037	0000	3300	03222	0	-	-	6,022	-	-	0	0	0	7322	FOLSOM BL	95826
079	0222	037	0000	3410	03222	0	-	-	-	-	-	0	0	0	7322	FOLSOM BL	95826
079	0222	037	0000	5800	03222	0	-	-	14,985	-	-	0	0	0	7324	FOLSOM BL	95826
079	0222	037	0000	6001	03222	0	-	-	-	-	-	0	0	0	7322	FOLSOM BL	95826
079	0222	037	0000	6100	03222	0	-	-	-	-	-	0	0	0	7324	FOLSOM BL	95826
03222 Total						0	-	80,365	691,768	-	-	0	0	0			
079	0222	002	0000	3200	03226	0	-	-	14,643	-	-	0	0	0	6948	FOLSOM BL	95826
079	0222	002	0000	6900	03226	0	-	2,750	4,730	-	-	0	0	0	6948	FOLSOM BL	95826
079	0222	034	0000	1900	03226	0	-	-	-	-	-	0	0	0	7042	FOLSOM BL	95826
079	0222	034	0000	7500	03226	0	-	17,162	8,008	-	-	0	0	0	7042	FOLSOM BL	95826
03226 Total						0	-	19,912	27,381	-	-	0	0	0			
079	0241	006	0000	6076	03302	0	-	61,096	14,184	-	-	0	0	0	2940	RAMONA AV	95826
079	0242	004	0000	1600	03302	0	-	-	-	-	-	0	0	0	2945	RAMONA AV	95826
079	0242	004	0000	2002	03302	0	-	787	3,275	-	-	0	0	0	2947	RAMONA AV	95826
079	0242	004	0000	2004	03302	0	-	-	-	-	-	0	0	0	2945	RAMONA AV	95826
079	0242	004	0000	2200	03302	0	-	-	15,116	-	-	0	0	0	2945	RAMONA AV	95826
079	0242	004	0000	3115	03302	0	-	-	-	-	-	0	0	0	2947	RAMONA AV	95826
079	0242	004	0000	3200	03302	0	-	-	6,199	-	-	0	0	0	3001	RAMONA AV	95826
079	0242	004	0000	5000	03302	0	-	7,503	22,509	-	-	0	0	0	2945	RAMONA AV	95826
079	0242	004	0000	5004	03302	0	-	-	-	-	-	0	0	0	2947	RAMONA AV	95826
079	0242	004	0000	6900	03302	0	-	-	8,327	-	-	0	0	0	2947	RAMONA AV	95826
079	0251	014	0000	1000	03302	0	-	-	7,518	-	-	0	0	0	2867	HEINZ ST	95826
079	0251	014	0000	1400	03302	0	-	-	-	-	-	0	0	0	2867	HEINZ ST	95826
079	0251	014	0000	3100	03302	0	-	-	26,508	-	-	0	0	0	2867	HEINZ ST	95826
079	0251	014	0000	3200	03302	0	-	-	-	-	-	0	0	0	2867	HEINZ ST	95826
079	0251	015	0000	3200	03302	0	-	-	-	-	-	0	0	0	7610	BRIGHTON AV	95826

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Base Year 2003-2004

INFORMATION PROVIDED BY THE ASSESSOR'S OFFICE - E-mail 10/27/2003

MAPB	PG	PCL	PSUB	PARSU	CODEA	LAND	STRUC	FIXT	PPROP	BOAT	CHURCH	VETEX	HOEX	ACFT	NUMB	STREET	ZIP
079	0251	015	0000	3300	03302	0	-	-	11,879	-	-	0	0	0	7610	BRIGHTON AV	95826
079	0251	015	0000	6100	03302	0	-	4,582	13,846	-	-	0	0	0	7610	BRIGHTON AV	95826
079	0260	006	0000	1301	03302	0	-	-	24,163	-	-	0	0	0	7825	CUCAMONGA AV	95826
079	0270	004	0000	2898	03302	0	-	9,547	34,849	-	-	0	0	0	3030	POWER INN RD	95826
079	0270	004	0000	3100	03302	0	-	-	-	-	-	0	0	0	3030	POWER INN RD	95826
079	0270	006	0000	1500	03302	0	-	-	1,313,438	-	-	0	0	0	3100	POWER INN RD	95826
079	0270	012	0000	5300	03302	0	-	-	-	-	-	0	0	0	3150	POWER INN RD	95826
079	0270	012	0000	6050	03302	0	-	19,902	21,925	-	-	0	0	0	3150	POWER INN RD	95826
079	0270	017	0000	1900	03302	0	-	-	-	-	-	0	0	0	7915	CUCAMONGA AV	95826
079	0270	018	0000	1900	03302	0	-	-	-	-	-	0	0	0	3000	POWER INN RD	95826
079	0281	001	0000	2300	03302	0	-	-	18,588	-	-	0	0	0	2950	RAMONA AV	95826
079	0281	001	0000	2601	03302	0	-	-	-	-	-	0	0	0	2950	RAMONA AV	95826
079	0281	001	0000	3200	03302	0	-	-	-	-	-	0	0	0	3120	RAMONA AV	95826
079	0281	001	0000	3300	03302	0	-	-	-	-	-	0	0	0	640	N 9TH ST	95826
079	0281	001	0000	3900	03302	0	-	-	-	-	-	0	0	0	2950	RAMONA AV	95826
079	0281	001	0000	5300	03302	0	-	216,013	21,509	-	-	0	0	0	2950	RAMONA AV	95826
079	0281	022	0000	1030	03302	0	-	-	-	-	-	0	0	0	3316	RAMONA AV	95826
079	0281	027	0000	1800	03302	0	-	317,919	77,922	-	-	0	0	0	3120	RAMONA AV	95826
079	0281	027	0000	2020	03302	0	-	-	398,514	-	-	0	0	0	3264	RAMONA AV	95826
079	0281	027	0000	3300	03302	0	-	50,509	50,510	-	-	0	0	0	3120	RAMONA AV	95826
079	0281	027	0000	3343	03302	0	-	-	-	-	-	0	0	0	3120	RAMONA AV	95826
079	0282	001	0000	5900	03302	0	-	-	221,613	-	-	0	0	0	7800	CUCAMONGA AV	95826
079	0282	002	0000	1100	03302	0	-	-	-	-	-	0	0	0	7830	CUCAMONGA AV	95826
079	0282	002	0000	1900	03302	0	-	-	-	-	-	0	0	0	7830	CUCAMONGA AV	95826
079	0282	002	0000	2000	03302	0	-	25,691	8,457	-	-	0	0	0	7830	CUCAMONGA AV	95826
079	0282	002	0000	5000	03302	0	-	7,179	7,827	-	-	0	0	0	7850	CUCAMONGA AV	95826
079	0282	002	0000	6300	03302	0	-	-	43,588	-	-	0	0	0	7830	CUCAMONGA AV	95826
079	0282	002	0000	8883	03302	0	-	1,210	22,990	-	-	0	0	0	7830	CUCAMONGA AV	95826
079	0282	007	0000	2578	03302	0	-	-	155,512	-	-	0	0	0	3550	POWER INN RD	95826
079	0282	007	0000	8881	03302	0	-	-	28,903	-	-	0	0	0	3550	POWER INN RD	95826
079	0282	015	0000	1100	03302	0	-	-	15,074	-	-	0	0	0	3443	RAMONA AV	95826
079	0282	015	0000	1700	03302	0	-	-	22,251	-	-	0	0	0	3443	RAMONA AV	95826
079	0282	015	0000	3000	03302	0	-	-	31,460	-	-	0	0	0	3443	RAMONA AV	95826
079	0282	015	0000	5200	03302	0	-	2,096	19,599	-	-	0	0	0	3443	RAMONA AV	95826
079	0282	015	0000	6700	03302	0	-	-	-	-	-	0	0	0	3433	RAMONA AV	95826
079	0282	016	0000	1201	03302	0	-	14,771	20,985	-	-	0	0	0	3443	RAMONA AV	95826
079	0282	016	0000	1202	03302	0	-	-	-	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	016	0000	1700	03302	0	-	-	-	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	016	0000	2100	03302	0	-	-	8,520	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	016	0000	2401	03302	0	-	4,823	15,697	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	016	0000	3102	03302	0	-	-	5,973	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	016	0000	3300	03302	0	-	-	5,300	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	016	0000	5003	03302	0	-	6,954	13,645	-	-	0	0	0	3463	RAMONA AV	95826
079	0282	016	0000	5700	03302	0	-	-	6,980	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	016	0000	6300	03302	0	-	-	5,129	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	017	0000	2111	03302	0	-	-	28,257	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	017	0000	3002	03302	0	-	-	5,578	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	017	0000	3101	03302	0	-	-	-	-	-	0	0	0	3463	RAMONA AV	95826
079	0282	017	0000	5001	03302	0	-	3,045	25,013	-	-	0	0	0	3473	RAMONA AV	95826
079	0282	017	0000	5100	03302	0	-	-	73,777	-	-	0	0	0	3463	RAMONA AV	95826
079	0282	017	0000	5600	03302	0	-	4,578	1,526	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	017	0000	5800	03302	0	-	-	-	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	017	0000	6501	03302	0	-	-	9,275	-	-	0	0	0	3443	RAMONA AV	95826
079	0282	017	0000	8881	03302	0	-	-	-	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	017	0000	8883	03302	0	-	6,864	209,396	-	-	0	0	0	3453	RAMONA AV	95826
079	0282	017	0000	8884	03302	0	-	22,925	13,082	-	-	0	0	0	3463	RAMONA AV	95826
079	0282	019	0000	1200	03302	0	-	-	-	-	-	0	0	0	7949	RAMONA AV	95826
079	0282	020	0000	2010	03302	0	-	3,687	5,585	-	-	0	0	0	3500	POWER INN RD	95826

(159)

65th STREET REDEVELOPMENT PROJECT AREA

UNSECURED PARCELS

Base Year 2003-2004

INFORMATION PROVIDED BY THE ASSESSOR'S OFFICE - E-mail 10/27/2003

MAPB	PG	PCL	PSUB	PARSU	CODEA	LAND	STRUC	FIXT	PPROP	BOAT	CHURCH	VETEX	HOEX	ACFT	NUMB	STREET	ZIP
079	0282	020	0000	5000	03302	0	-	-	-	-	-	0	0	0	3500	POWER INN RD	95826
079	0282	021	0000	1300	03302	0	-	-	-	-	-	0	0	0	7975	RAMONA AV	95826
079	0282	024	0000	1700	03302	0	-	10,152	18,133	-	-	0	0	0	3312	POWER INN RD	95826
079	0282	026	0000	6000	03302	0	-	-	8,855	-	-	0	0	0	7920	CUCAMONGA AV	95826
079	0300	006	0000	6100	03302	0	-	703,107	210,476	-	-	0	0	0	3562	RAMONA AV	95826
079	0300	006	0000	6200	03302	0	-	4,247	1,062	-	-	0	0	0	3562	RAMONA AV	95826
079	0300	006	0000	7501	03302	0	-	-	103,435	-	-	0	0	0	3562	RAMONA AV	95826
079	0300	018	0000	8881	03302	0	-	44,489	19,045	-	-	0	0	0	7832	RAMONA AV	95826
03302 Total						0	-	1,553,676	3,482,777	-	-	0	0	0	0		
Grand Total						0	141,297	7,434,959	14,085,560	75,720	828,424	0	0	0	0		

RECAP

03005	3005	-	-	384,349	2,046,350	12,530	32,175	-	-	-
03010	3010	-	-	22,223	238,428	41,535	-	-	-	-
03038	3038	-	-	1,393,578	4,145,919	13,198	786,462	-	-	-
03039	3039	-	-	521,856	1,214,784	-	9,787	-	-	-
03050	3050	-	141,297	3,015,650	877,277	-	-	-	-	-
03066										
03107	3107	-	-	11,082	29,159	-	-	-	-	-
03116										
03122										
03201	3201	-	-	-	-	-	-	-	-	-
03209	3209	-	-	-	10,651	-	-	-	-	-
03218	3218	-	-	153,982	687,019	-	-	-	-	-
03219	3219	-	-	248,961	528,227	8,457	-	-	-	-
03221	3221	-	-	29,325	105,820	-	-	-	-	-
03222	3222	-	-	80,365	691,768	-	-	-	-	-
03223										
03224										
03226	3226	-	-	19,912	27,381	-	-	-	-	-
03229										
03230										
03235										
03302	3302	-	-	1,553,676	3,482,777	-	-	-	-	-
		141,297	7,434,959	14,085,560	75,720	828,424	-	-	-	-

Neighborhood Impact Report

Redevelopment Law requires that a Neighborhood Impact Report discuss the impact the Plan will have on low and moderate income persons or families in the following areas: relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population and quality of education, property assessments and taxes, and other matters affecting the physical and social quality of the neighborhood.

Additional issues that the neighborhood impact report must address include: the number of low or moderate-income dwelling units to be removed or destroyed; the number of low or moderate income persons or families expected to be displaced; the general location of housing to be rehabilitated, developed or constructed; the number of dwelling units planned for construction or rehabilitation to house persons and families of low or moderate income (other than replacement housing); the projected means of financing the aforementioned dwelling units; and the projected timetable for meeting the Plan's relocation, rehabilitation, and replacement housing objectives.

Relocation

At this time, the Agency does not have any plans to relocate residents or businesses in the Project Area nor does the Agency have the power of eminent domain to acquire any real property that is occupied by a residence. If relocation activities are undertaken, the Agency will handle those activities on a case-by-case basis, in accordance with its method of relocation, as contained in Section F of this Report. As a public agency formed under the provisions of state law, the Agency is required to adhere to the State Relocation Law (Government Code Sections 7260 through 7277) and follow the California Relocation Assistance and Real Property Acquisition Guidelines ("State Guidelines") as established in the California Code of Regulations, Title 25, Chapter 6.

Prior to commencement of any acquisition activity that may cause substantial displacement of residents, the Agency will adopt a specific relocation plan in conformance with the State Guidelines. To the extent appropriate, the Agency may supplement those provisions provided in the State Guidelines to meet particular relocation needs of a specific project. Such supplemental policies, if adopted in the Agency's sole discretion, will not involve reduction, but instead enhancement of the relocation benefits required by State Law.

Traffic Circulation

Transportation and circulation impacts resulting from the adoption and implementation of the Plan are discussed in Section 4.2 of the EIR.

The Plan does not directly propose new development, but would implement project and programs that would encourage development consistent with the City's General Plan, as amended over time, by funding incentives, programs and public improvements in the Project Area. As the Plan would remove barriers to development and encourage General Plan buildout in the Project Area, it would indirectly generate traffic both during and after project construction, impacting existing levels of service on road segments and intersections that serve the Project both within and outside its boundaries.

The City's General Plan will control the land use designations and intensities of the Plan; its implementation will not create locally or cumulatively significant impacts beyond what is anticipated under the General Plan. It will also not alter or intensify the General Plan's land uses, traffic generation, levels of service, or intersection capacities. As a result, no traffic or circulation impacts were forecast in the EIR that were not considered by the General Plan EIR. The Agency, via the Plan, will adhere to policies in the circulation element of the General Plan in lessening traffic and circulation impacts.

The Plan permits the Agency to construct improvements to improve traffic circulation. In the absence of the Plan, such improvements may be delayed indefinitely because of the City's lack of financial resources in funding the improvements. Several projects related to circulation and traffic improvements are listed in the Plan and are enumerated in Section A of this Report. These improvements include, but are not limited to modifications to roadway widths, construction of curbs, gutters, street lights, and sidewalks, and installation and improvements to water lines. These projects proposed by the Agency will improve circulation, mitigate traffic deficiencies, and provide general benefits to the Project Area consistent with the circulation element of the General Plan.

Environmental Quality

The EIR reviewed the impacts of the Plan, including the potential new development and public improvements that could be facilitated by the Agency. The EIR is incorporated herein by reference. The EIR analyzed the following ten areas:

- land use;
- traffic impacts related to potential buildout of adopted land uses;
- air quality, both construction and operational emissions;
- noise, both construction and operational noise;
- hazards and hazardous materials/waste management;
- biological resources;

- cultural/historic resources;
- stormwater/wastewater/flooding.

Because the Plan does not propose uses or intensities beyond the General Plan, adherence to adopted General Plan policies will ensure that implementation of the Plan will lessen or avoid potential impacts. Where applicable, the EIR outlines mitigation measures, which will be required of future development. This will assure that the quality of the environment is maintained.

During implementation of the Plan, specific redevelopment proposals may warrant further specific environmental analysis as required by the California Environmental Quality Act, Public Resources Code Sections 21000, et seq. ("CEQA").

Availability of Community Facilities and Services

The Initial Study and Notice of Preparation for the EIR determined that the Plan would not have a significant impact on public facilities including fire protection, police, water, wastewater, storm drain, and solid waste services.

The Plan provides that any redevelopment activity is to be subject to, and consistent with, the policies set forth in the City's General Plan, Zoning Ordinance, and local codes and ordinances, as they now exist or are hereafter amended; the General Plan incorporates policies to mitigate impacts on public services and facilities. As outlined in Section A of this Report, implementation of the Plan and its proposed projects are expected to improve the City's existing community facilities and services. The Plan will allow the Agency to utilize tax increment revenues to provide for the upgrading of existing, and construction of new, community facilities, which will be of benefit to the Project Area.

Effect on School Population and Quality of Education

The Project Area is served by the Sacramento City Unified School District and the Los Rios Community College District (collectively, the "Districts"). The Initial Study (dated October 23, 2003) included in Chapter 7 of the EIR indicates that adoption of the 65th Street Redevelopment Project will result in less than significant impacts upon area schools.

Less than significant impacts means that development fees and/or land set-asides for schools would be sufficient to fund these facilities. Redevelopment Law also provides the Districts with statutory payments from generated tax increment, irrespective of whether the Districts suffer impacts from Plan adoption. This revenue may be used for capital and operational purposes, including school facilities.

Plan implementation will not result in excess development of that allowed by the City's General Plan. Therefore, the adoption of the Plan will not cause the Project Area to generate more students than could occur in connection with development

allowed in the General Plan. The City has adopted policies in the General Plan to mitigate impacts of General Plan buildout on schools; implementation of the Plan will adhere to the General Plan policies to mitigate impacts on schools.

Property Taxes and Assessments

The Plan calls for various methods of financing its implementation. Because redevelopment agencies do not have the constitutional authority to impose taxes, implementation of the Plan will not cause an increase in property tax rates. Rather, the principal method of financing redevelopment will be the utilization of tax increment revenues generated by the Project Area. Tax increment financing reallocates property tax revenues generated by increases in the assessed value of property in the Project Area. Although redevelopment of the Project Area will increase the assessed valuation, Project Area property owners will not experience increases in property taxes beyond those normally allowed by other state law and state constitutional provisions.

Low and Moderate Income Housing Program

A. Number of Dwelling Units Housing Low and Moderate Income Households Expected to be Destroyed or Removed by the Project

At this time, the Agency does not have plans to destroy housing units in the Project Area. However, in that the Project Area does contain several dilapidated structures, some of which are located in non-residential areas, it is conceivable that some units could be demolished over the next 30 years the Plan is in effect. There is a total of 71 residential units in the Project Area and the Agency assumes that between 0 to 10 of these units could be demolished over the life of the Plan.

B. Number of Persons and Families of Low and Moderate Income Expected to be Displaced by the Project

Assuming that each household anticipated to be displaced over the Plan contains 3.2 persons, between 0 and 32 persons could be displaced by Project implementation.

C. General Location of Replacement Low and Moderate Income Housing to be Rehabilitated, Developed and Constructed

It is the Agency's intention that any replacement housing units be located within the Project Area or in nearby areas that permit residential uses.

D. Number of Dwelling Units Housing Persons of Low and Moderate Income Planned for Construction or Rehabilitation Other than Replacement Housing

As discussed in Section E of this Report, the Project Area is projected to generate as much as \$12 million in housing fund revenues. The Agency will

invest its housing fund resources into a variety of housing programs described in Section A of this Report. At this time, the Agency does not have any specific plans for construction or rehabilitation of any low and moderate-income units in the Project Area.

E. Projected Means of Financing Rehabilitation and New Construction of Housing for Low and Moderate Income Households

The Agency intends to utilize not less than 20% of its tax increment revenues to finance the rehabilitation, construction, purchase, and mortgage assistance of housing for low and moderate income households, in accordance with the provisions of the Redevelopment Law as it now exists or may hereafter be amended. The Agency will also cooperate with the City to pool funds and resources beyond the tax increment set aside funds if it is determined to be necessary by both bodies in order to improve the City's affordable housing stock.

F. Projected Timetable for Meeting the Plan's Relocation, Rehabilitation and Replacement Housing Objectives

The Agency has no plans to remove any housing units at this time. However it is conceivable that between 0 and 10 units could be removed at some point over the 30-year duration of the Plan. The time frame for rehabilitating units pursuant to the Plan will be subject to the availability of housing fund revenues. Rehabilitation activities will be gradually phased over the 30-year duration of the Plan. Replacement housing would be completed within four years following the demolition of any occupied affordable units.

A Summary of the Agency's Consultations with Affected Taxing Entities and a Response to Said Entities' Concerns Regarding the Plan

According to the Sacramento County Auditor-Controller's office, the following 8 taxing entities levy taxes within the Project Area:

- 1) City of Sacramento
- 2) County of Sacramento
- 3) Sacramento City Unified School District
- 4) Sacramento County Regional Sanitation District
- 5) Los Rios Community College District
- 6) Sacramento County General Fund
- 7) Sacramento County Office of Education
- 8) Yolo Mosquito & Vector Control District

On October 1, 2003, these entities were mailed, via certified mail, the Statement of Preparation of the Redevelopment Plan. On October 23, 2003, the Notice of Preparation of the Draft EIR was transmitted via certified mail to the taxing entities. On February 19, 2004, the Preliminary Report was transmitted via certified mail to the taxing entities. On February 27, 2004 the Draft EIR was transmitted to the taxing entities. Finally, all taxing agencies will receive the notice of joint public hearing scheduled for May 25, 2004, also via certified mail. As a part of each of these three transmittals, the Agency offered to consult with the affected taxing entities pursuant to Section 33328 of Redevelopment Law.

To date, the Agency has not yet been contacted by any taxing entities regarding the proposed Plan. At the joint public hearing, staff will update the City Council and Agency with respect to any correspondence with the taxing agencies.

ATTACHMENT 4

**REDEVELOPMENT PLAN
FOR THE
65TH STREET REDEVELOPMENT PROJECT**

**Prepared by the
REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO**

Adopted on _____, 2004, by Ordinance No. _____

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Attachments

Attachment No. 1	Legal Description of the Project Area Boundaries
Attachment No. 2	Project Area Map
Attachment No. 3	Redevelopment Land Use Map
Attachment No. 4	Proposed Public Improvements and Facilities

REDEVELOPMENT PLAN
FOR THE
65TH STREET REDEVELOPMENT PROJECT

I. [§100] INTRODUCTION

This is the Redevelopment Plan (the “Plan”) for the 65th Street Redevelopment Project (the “Project”) in the City of Sacramento (the “City”), County of Sacramento, State of California. This Plan consists of the text, the Legal Description of the Project Area Boundaries (Attachment No. 1), the Project Area Map (Attachment No. 2), the Redevelopment Land Use Map (Attachment No. 3), and the Proposed Public Improvements and Facilities (Attachment No. 4). This Plan was prepared by the Redevelopment Agency of the City of Sacramento (the “Agency”) pursuant to the Community Redevelopment Law of the State of California (Health and Safety Code Section 33000 et seq.), the California Constitution, and all applicable local laws and ordinances.

The proposed redevelopment of the area within the boundaries of the Project (the “Project Area”) as described in this Plan conforms to the General Plan for the City of Sacramento (the “General Plan”), adopted by the City Council of the City of Sacramento (the “City Council”) on January 19, 1988, and as subsequently amended.

This Plan is based upon a Preliminary Plan formulated and adopted by the Planning Commission of the City of Sacramento (the “Planning Commission”) by Resolution No. 2003-01 on September 11, 2003.

This Plan provides the Agency with powers, duties, and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the area within the Project Area. Because of the long-term nature of this Plan and the need to retain in the Agency flexibility to respond to market and economic conditions, property owner and developer interests, and opportunities from time to time presented for redevelopment, this Plan does not present a precise plan or establish specific projects for the redevelopment, rehabilitation, and revitalization of the Project Area. Instead, this Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established, and specific solutions will be proposed and by which tools are provided to the Agency to fashion, develop, and proceed with such specific plans, projects, and solutions.

The purposes of the Community Redevelopment Law will be attained through, and the major goals of this Plan are:

- A. The elimination of blighting influences and the correction of environmental deficiencies in the Project Area, including, among others, incompatible and uneconomic land uses, buildings in which it is unsafe or unhealthy for persons to live or work, small and irregular lots in multiple ownership, depreciated or stagnant property values, abnormally high business vacancies and low lease rates, and inadequate or deteriorated public improvements, facilities, and utilities.

- B. The replanning, redesign, and development of portions of the Project Area which are stagnant or improperly utilized.
- C. The assembly of land into parcels suitable for modern, integrated development.
- D. The improvement of pedestrian, bicycle and vehicular circulation in the Project Area, in particular, public transit access and support.
- E. The strengthening of the economic base of the Project Area and the community by the installation of needed site improvements to stimulate new residential, commercial, and light industrial expansion, employment, and social and economic growth.
- F. The provision of adequate land for parking and open spaces.
- G. The establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project.
- H. The provision of opportunities for participation by property owners in the revitalization of their properties.
- I. The increase, improvement, and preservation of the community's supply of housing available to low- and moderate-income persons and families.

II. [§200] DESCRIPTION OF PROJECT AREA

The boundaries of the Project Area are described in the "Legal Description of the Project Area Boundaries," attached hereto as Attachment No. 1 and incorporated herein by reference, and are shown on the "Project Area Map," attached hereto as Attachment No. 2 and incorporated herein by reference.

III. [§300] PROPOSED REDEVELOPMENT ACTIONS

A. [§301] General

The Agency proposes to eliminate and prevent the spread of blight and deterioration in the Project Area by:

- 1. The acquisition of certain real property and the assembly of adequate sites for the development and construction of residential, commercial, and light industrial facilities;
- 2. The demolition or removal of certain buildings and improvements;

3. Providing for participation by owners and tenants located in the Project Area and the extension of preferences to business occupants desiring to remain or relocate within the redeveloped Project Area;
4. The management of any property acquired by and under the ownership and control of the Agency;
5. Providing relocation assistance to displaced Project occupants;
6. The installation, construction, or reconstruction of streets, utilities, and other public improvements;
7. The disposition of property for uses in accordance with this Plan;
8. The redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
9. The rehabilitation of structures and improvements by present owners, their successors, and the Agency;
10. The rehabilitation, development or construction of extremely low, very low, low-, and moderate-income housing within the Project Area and outside the Project Area if there is a finding of benefit to the Project Area; and
11. Providing for the retention of controls and the establishment of restrictions or covenants running with the land so that property will continue to be used in accordance with this Plan.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by law.

B. [§302] Participation Opportunities; Extension of Preferences for Reentry Within Redeveloped Project Area

1. [§303] Opportunities for Owners and Business Occupants

In accordance with this Plan and the rules for participation adopted by the Agency pursuant to this Plan and the Community Redevelopment Law, persons who are owners of real property in the Project Area shall be given a reasonable opportunity to participate in the redevelopment of the Project Area consistent with the objectives of this Plan. Property owners do not, however, have an absolute right to participate in the redevelopment of their property in the Project Area.

The Agency shall extend reasonable preferences to persons who are engaged in business in the Project Area to remain or reenter into business within the redeveloped

Project Area if they otherwise meet the requirements prescribed in this Plan and the rules adopted by the Agency.

2. [§304] Rules for Participation Opportunities, Priorities, and Preferences

In order to provide opportunities to owners to participate in the redevelopment of the Project Area and to extend reasonable preferences to businesses to reenter into business within the redeveloped Project Area, the Agency shall promulgate rules for participation by owners and the extension of preferences to business tenants for reentry within the redeveloped Project Area.

3. [§305] Participation Agreements

The Agency may require that, as a condition to participation in redevelopment, each participant shall enter into a binding agreement with the Agency by which the participant agrees to rehabilitate, develop, and use and maintain the property in conformance with this Plan and to be subject to the provisions hereof. In such agreements, participants may be required to join in the recordation of such documents as may be necessary to ensure the property will be developed and used in accordance with this Plan and the participation agreement. Whether or not a participant enters into a participation agreement with the Agency, the provisions of this Plan are applicable to all public and private property in the Project Area.

In the event a participant fails or refuses to rehabilitate, develop, and use and maintain its real property pursuant to this Plan and a participation agreement, the real property or any interest therein may be acquired by the Agency and sold or leased for rehabilitation or development in accordance with this Plan.

4. [§306] Conforming Owners

The Agency may, at its sole and absolute discretion, determine that certain real property within the Project Area presently meets the requirements of this Plan, and the owner of such property will be permitted to remain as a conforming owner without a participation agreement with the Agency provided such owner continues to operate, use, and maintain the real property within the requirements of this Plan. However, a conforming owner may be required by the Agency to enter into a participation agreement with the Agency in the event that such owner desires to construct any additional improvements or substantially alter or modify existing structures on any of the real property described above as conforming.

C. [§307] Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency, however, will seek the

cooperation of all public bodies which own or intend to acquire property in the Project Area. Any public body which owns or leases property in the Project Area will be afforded all the privileges of owner and tenant participation if such public body is willing to enter into a participation agreement with the Agency. All plans for development of property in the Project Area by a public body shall be subject to Agency approval.

The Agency may impose on all public bodies the planning and design controls contained in this Plan to insure that present uses and any future development by public bodies will conform to the requirements of this Plan. To the extent now or hereafter permitted by law, the Agency is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements (within or without the Project Area), which land, buildings, facilities, structures, or other improvements are or would be of benefit to the Project.

D. [§308] Property Acquisition

1. [§309] Real Property

Except as specifically exempted herein, the Agency may acquire, but is not required to acquire, any real property located in the Project Area by any means authorized by law.

It is in the public interest and is necessary in order to eliminate the conditions requiring redevelopment and in order to execute this Plan for the power of eminent domain to be employed by the Agency to acquire real property in the Project Area which cannot be acquired by gift, devise, exchange, purchase, or any other lawful method, provided, however, that the Agency shall not use the power of eminent domain to acquire any real property that is occupied as a residence. Eminent domain proceedings, if used, must be commenced within twelve (12) years from the date of adoption of this Plan. Such time limitation may be extended only by amendment of this Plan.

The Agency shall not acquire real property to be retained by an owner pursuant to a participation agreement if the owner fully performs under the agreement. The Agency is authorized to acquire structures without acquiring the land upon which those structures are located. The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee.

The Agency shall not acquire real property on which an existing building is to be continued on its present site and in its present form and use without the consent of the owner unless: (a) such building requires structural alteration, improvement, modernization, or rehabilitation; (b) the site, or lot on which the building is situated, requires modification in size, shape, or use; or (c) it is necessary to impose upon such property any of the controls, limitations, restrictions, and requirements of this Plan, or of any Design Guide adopted by the Agency pursuant to this Plan, and the owner fails or refuses to execute a participation agreement in accordance with the provisions of this Plan.

The Agency is not authorized to acquire real property owned by public bodies which do not consent to such acquisition. The Agency is authorized, however, to acquire public property transferred to private ownership before redevelopment of the Project Area is

completed, unless the Agency and the private owner enter into a participation agreement and the owner completes his responsibilities under the participation agreement.

2. [§310] Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the Agency is authorized to acquire personal property in the Project Area by any lawful means, including eminent domain.

E. [§311] Property Management

During such time as property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

F. [§312] Payments to Taxing Entities

Pursuant to Section 33607.5 of the Community Redevelopment Law, the Agency is required to and shall make payments to affected taxing entities to alleviate the financial burden and detriment that the affected taxing entities may incur as a result of the adoption of this Plan. The payments made by the Agency shall be calculated and paid in accordance with the requirements of Section 33607.5.

In any year during which it owns property in the Project Area, the Agency is authorized, but not required, to pay directly to any city, county, city and county, district, including, but not limited to, a school district, or other public corporation for whose benefit a tax would have been levied upon such property had it not been exempt, an amount of money in lieu of taxes.

G. [§313] Relocation of Persons, Business Concerns,
and Others Displaced by the Project

1. [§314] Assistance in Finding Other Locations

The Agency shall assist all persons, business concerns, and others displaced by the Project in finding other locations and facilities. In order to carry out the Project with a minimum of hardship to persons, business concerns, and others, if any, displaced by the Project, the Agency shall assist such persons, business concerns and others in finding new locations that are within their respective financial means, in reasonably convenient locations, and otherwise suitable to their respective needs.

2. [§315] Relocation Payments

The Agency shall make relocation payments to persons, business concerns, and others displaced by the Project for moving expenses and direct losses of personal property and additional relocation payments as may be required by law. Such relocation payments shall be made pursuant to the California Relocation Assistance Law (Government

Code Section 7260 et seq.) and Agency rules and regulations adopted pursuant thereto. The Agency may make such other payments as may be appropriate and for which funds are available.

H. [§316] Demolition, Clearance, and Building and Site Preparation

1. [§317] Demolition and Clearance

The Agency is authorized to demolish and clear buildings, structures, and other improvements from any real property in the Project Area as necessary to carry out the purposes of this Plan.

2. [§318] Preparation of Building Sites

The Agency is authorized to prepare, or cause to be prepared, as building sites any real property in the Project Area owned by the Agency. In connection therewith, the Agency may cause, provide for, or undertake the installation or construction of streets, utilities, parks, playgrounds, and other public improvements necessary to carry out this Plan. The Agency is also authorized to construct foundations, platforms, and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, commercial, industrial, public, and other uses provided for in this Plan.

Prior consent of the City Council is required for the Agency to develop sites for commercial or industrial use by providing streets, sidewalks, utilities, or other improvements which an owner or operator of the site would otherwise be obliged to provide.

I. [§319] Property Disposition and Development

1. [§320] Real Property Disposition and Development

a. [§321] General

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. To the extent permitted by law, the Agency is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding. Property acquired by the Agency for rehabilitation and resale shall be offered for resale within one (1) year after completion of rehabilitation or an annual report concerning such property shall be published by the Agency as required by law.

Real property acquired by the Agency may be conveyed by the Agency without charge to the City and, where beneficial to the Project Area, without charge to any public body. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

All purchasers or lessees of property acquired from the Agency shall be obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as

reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

b. [§322] Disposition and Development Documents

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the Agency, as well as all property subject to participation agreements, is subject to the provisions of this Plan.

The Agency shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, deeds, contracts, agreements, and declarations of restrictions of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Agency, such documents, or portions thereof, shall be recorded in the office of the Recorder of Sacramento County.

All property in the Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, marital status, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Project Area. All property sold, leased, conveyed, or subject to a participation agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases, or contracts for the sale, lease, sublease, or other transfer of land in the Project Area shall contain such nondiscrimination and nonsegregation clauses as required by law, in particular, Sections 33435 and 33436 of the Community Redevelopment Law.

c. [§323] Public Improvements

To the extent now or hereafter permitted by law, in particular, Section 33445 of the Community Redevelopment Law, the Agency is authorized to pay for, develop, or construct any publicly-owned building, facility, structure, or other improvement either within or without the Project Area, for itself or for any public body or entity, which buildings, facilities, structures, or other improvements are or would be of benefit to the Project Area. Specifically, the Agency may pay for, install, or construct the buildings, facilities, structures, and other improvements identified in Attachment No. 4, attached hereto and incorporated herein by reference, and may acquire or pay for the land required therefor, subject to obtaining any required consent of the City Council and the making of applicable findings by the Agency and/or the City Council.

In addition to the public improvements authorized under Section 318 and the specific publicly-owned improvements identified in Attachment No. 4 of this Plan, the Agency is authorized to install and construct, or to cause to be installed and constructed, within or without the Project Area, for itself or for any public body or entity for the benefit of the Project Area, public improvements and public utilities, including, but not limited to, the following: (1) over- and underpasses; (2) sewers; (3) natural gas distribution systems; (4)

water distribution systems; (5) parks, plazas, and pedestrian paths; (6) playgrounds; (7) parking facilities; (8) landscaped areas; and (9) street improvements.

The Agency may enter into contracts, leases, and agreements with the City or other public body or entity pursuant to this Section 323, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under subdivision (b) of Section 33670 of the Community Redevelopment Law and Section 502 of this Plan or out of any other available funds.

d. [§324] Development Plans

All development plans (whether public or private) shall be subject to Agency approval. All development in the Project Area must conform to City design review standards.

2. [§325] Personal Property Disposition

For the purposes of this Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber, or otherwise dispose of personal property which is acquired by the Agency.

J. [§326] Rehabilitation, Conservation, and Moving of Structures

1. [§327] Rehabilitation and Conservation

The Agency is authorized to rehabilitate and conserve, or to cause to be rehabilitated and conserved, any building or structure in the Project Area owned by the Agency. The Agency is also authorized and directed to advise, encourage, and assist in the rehabilitation and conservation of property in the Project Area not owned by the Agency. The Agency is also authorized to acquire, restore, rehabilitate, move, and conserve buildings of historic or architectural significance.

2. [§328] Moving of Structures

As necessary in carrying out this Plan, the Agency is authorized to move, or to cause to be moved, any standard structure or building or any structure or building which can be rehabilitated to a location within or outside the Project Area.

K. [§329] Low- and Moderate-Income Housing

Pursuant to Section 33334.2 of the Community Redevelopment Law, not less than twenty percent (20%) of all taxes which are allocated to the Agency pursuant to Section 33670 of the Community Redevelopment Law and Section 502 of this Plan shall be used by the Agency for the purposes of increasing, improving, and preserving the City's supply of housing for persons and families of extremely low, very low, low-, or moderate- income unless certain findings are made as required by that section to lessen or exempt such requirement. In carrying out this purpose, the Agency may exercise any or all of its powers.

The funds for this purpose shall be held in a separate Low and Moderate Income Housing Fund until used. Any interest earned by such Low and Moderate Income Housing Fund shall accrue to the Fund.

L. [§330] Replacement Housing

Pursuant to and to the extent required by Section 33413 of the Community Redevelopment Law, whenever dwelling units housing persons and families of low or moderate income are destroyed or removed from the low- and moderate-income housing market as part of a redevelopment project that is subject to a written agreement with the Agency or where financial assistance has been provided by the Agency, the Agency shall, within four years of the destruction or removal, rehabilitate, develop, or construct, or cause to be rehabilitated, developed, or constructed, for rental or sale to persons and families of low or moderate income, an equal number of replacement dwelling units that have an equal or greater number of bedrooms as those destroyed or removed units, and which shall be available at affordable housing cost to persons in the same or a lower income category (low, very low, or moderate) as the persons displaced from those destroyed or removed units.

M. [§331] Inclusionary Housing

Pursuant to and to the extent required by Section 33413 of the Community Redevelopment Law, a percentage of the dwelling units (1) developed by the Agency or (2) developed within the Project Area by public or private entities or persons other than the Agency, shall be made available at affordable housing cost to, and occupied by, persons and families of low or moderate income, including very low income households.

IV. [§400] USES PERMITTED IN THE PROJECT AREA

A. [§401] Redevelopment Land Use Map

The "Redevelopment Land Use Map," attached hereto as Attachment No. 3 and incorporated herein by reference, illustrates the location of the Project Area boundaries, major streets within the Project Area, and the land uses authorized within the Project Area by the City's current General Plan. The City will from time to time update and revise the General Plan. It is the intention of this Redevelopment Plan that the land uses to be permitted within the Project Area shall be as provided within the City's General Plan, as it currently exists or as it may from time to time be amended, and as implemented and applied by City ordinances, resolutions and other laws.

B. [§402] Other Land Uses

1. [§403] Public Rights-of-Way

As illustrated on the Redevelopment Land Use Map (Attachment No. 3), the major public streets within the Project Area include: 65th Street; Elvas Avenue; U.S. Highway 50; Folsom Boulevard; Q Street; Brighton Avenue; 4th Avenue; Redding Avenue; San Joaquin Street; West Railroad Avenue; Ramona Avenue; Cucamonga Avenue; 14th Avenue; 17th Avenue; and Power Inn Road.

Additional public streets, alleys, and easements may be created in the Project Area as needed for proper development. Existing streets, alleys, and easements may be abandoned, closed, or modified as necessary for proper development of the Project.

Any changes in the existing interior or exterior street layout shall be in accordance with the General Plan, the objectives of this Plan, and the City's design standards, shall be effectuated in the manner prescribed by state and local law, and shall be guided by the following criteria:

- a. The requirements imposed by such factors as topography, traffic safety and aesthetics; and
- b. The potential need to serve not only the Project Area and new or existing developments but to also serve areas outside the Project by providing convenient and efficient vehicular access and movement; and
- c. The potential need or desire to accommodate the facilities and/or equipment of mass transportation modes.

The public rights-of-way may be used for vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

2. [§404] Other Public, Semi-Public, Institutional, and Nonprofit Uses

In any area shown on the Redevelopment Land Use Map (Attachment No. 3), the Agency is authorized to permit the maintenance, establishment, or enlargement of public, semi-public, institutional, or nonprofit uses, including park and recreational facilities, libraries, educational, fraternal, employee, philanthropic, religious and charitable institutions, utilities, railroad rights-of-way, and facilities of other similar associations or organizations. All such uses shall, to the extent possible, conform to the provisions of this Plan applicable to the uses in the specific area involved. The Agency may impose such other reasonable requirements and/or restrictions as may be necessary to protect the development and use of the Project Area.

3. [§405] Interim Uses

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or permit the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan.

4. [§406] Nonconforming Uses

The Agency may permit an existing use to remain in an existing building in good condition which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Project Area. The owner of such a property must be willing to enter into a participation agreement and agree to the imposition of such reasonable restrictions as may be necessary to protect the development and use of the Project Area.

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The Agency may authorize additions, alterations, repairs, or other improvements in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project where, in the determination of the Agency, such improvements would be compatible with surrounding Project uses and development.

C. [§407] General Controls and Limitations

All real property in the Project Area is made subject to the controls and requirements of this Plan. No real property shall be developed, rehabilitated, or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan.

1. [§408] Construction

All construction in the Project Area shall comply with all applicable state and local laws and codes in effect from time to time. In addition to applicable codes, ordinances, or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the Agency to control and direct redevelopment activities in the Project Area.

2. [§409] Rehabilitation and Retention of Properties

Any existing structure within the Project Area approved by the Agency for retention and rehabilitation shall be repaired, altered, reconstructed, or rehabilitated in such a manner that it will be safe and sound in all physical respects and be attractive in appearance and not detrimental to the surrounding uses.

3. [§410] Limitation on the Number of Buildings

The number of buildings in the Project Area shall not exceed the number of buildings permitted under the General Plan.

4. [§411] Number of Dwelling Units

The number of dwelling units permitted in the Project Area shall not exceed the number of dwelling units permitted under the General Plan.

5. [§412] Limitation on Type, Size, and Height of Buildings

Except as set forth in other sections of this Plan, the type, size, and height of buildings shall be as limited by applicable federal, state, and local statutes, ordinances, and regulations.

6. [§413] Open Spaces, Landscaping, Light, Air, and Privacy

The approximate amount of open space to be provided in the Project Area is the total of all areas which will be in the public rights-of-way, the public ground, the space around buildings, and all other outdoor areas not permitted to be covered by buildings. Landscaping shall be developed in the Project Area to ensure optimum use of living plant material.

Sufficient space shall be maintained between buildings in all areas to provide adequate light, air, and privacy.

7. [§414] Signs

All signs shall conform to City sign ordinances and other requirements as they now exist or are hereafter amended. Design of all proposed new signs shall be submitted to the Agency and/or the City prior to installation for review and approval pursuant to the procedures of this Plan.

8. [§415] Utilities

The Agency shall require that all utilities be placed underground whenever physically and economically feasible.

9. [§416] Incompatible Uses

No use or structure which by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors, as determined by the Agency, would be incompatible with the surrounding areas or structures shall be permitted in any part of the Project Area.

10. [§417] Nondiscrimination and Nonsegregation

There shall be no discrimination or segregation based upon race, color, creed, religion, sex, marital status, national origin, or ancestry permitted in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Project Area.

11. [§418] Subdivision of Parcels

The consolidation, subdivision or re-subdivision of any parcel in the Project Area, including any parcel retained by a participant, shall be subject to the approval of the Agency.

12. [§419] Minor Variations

Under exceptional circumstances, the Agency is authorized to permit a variation from the limits, restrictions, and controls established by this Plan. In order to permit such variation, the Agency must determine that:

- a. The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships

inconsistent with the general purpose and intent of this Plan;

- b. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and controls;
- c. Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and
- d. Permitting a variation will not be contrary to the objectives of this Plan or of the General Plan.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting any such variation, the Agency shall impose such conditions as are necessary to protect the public peace, health, safety, or welfare and to assure compliance with the purposes of this Plan. Any variation permitted by the Agency hereunder shall not supersede any other approval required under applicable City codes and ordinances.

D. [§420] Design for Development

Within the limits, restrictions, and controls established in this Plan, the Agency is authorized to establish heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Project Area.

No new improvement shall be constructed, and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated, except in accordance with this Plan and any such controls and, in the case of property which is the subject of a disposition and development or participation agreement with the Agency and any other property, in the discretion of the Agency, in accordance with architectural, landscape, and site plans submitted to and approved in writing by the Agency. One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space, and other amenities to enhance the aesthetic quality of the Project Area. The Agency shall not approve any plans that do not comply with this Plan.

E. [§421] Building Permits

No permit shall be issued for the construction of any new building or for any addition, moving, conversion or alteration to an existing building in the Project Area from the date of adoption of this Plan until the application for such permit has been processed in the manner provided herein below. Any permit that is issued hereunder must be in conformance with the provisions of this Plan, any Design Guide adopted by the Agency, any restrictions or controls established by resolution of the Agency, and any applicable participation or other agreement.

Upon receipt of such an application, the City's Building Department shall refer the application to the Community Development Director for review and a determination whether the proposed project is in conformance with the provisions of this Plan and/or any applicable standards or requirements adopted pursuant to this Plan. In the case of an application pertaining to the construction or rehabilitation of dwelling units, review by the Community Development Director shall consider compliance with inclusionary housing requirements set forth in Section 331 of this Plan. The Community Development Director may, in his/her discretion, indicate that the proposed project is in conformance, that the proposed project is not in conformance, that the proposed project can be made to be in conformance by granting the permit with conditions, or refer the application to the Agency. The Community Development Director shall complete his/her review of the application and take one of the foregoing actions within thirty (30) days after the receipt of the application.

The Agency is authorized to establish permit procedures and approvals in addition to those set forth above where required for the purposes of this Plan. Where such additional procedures and approvals are established, a building permit shall be issued only after the applicant for same has been granted all approvals required by the City and the Agency at the time of application.

V. [§500] METHODS OF FINANCING THE PROJECT

A. [§501] General Description of the Proposed Financing Method

The Agency is authorized to finance this Project with financial assistance from the City, the State of California, the federal government, tax increment funds, interest income, Agency bonds, donations, loans from private financial institutions, the lease or sale of Agency-owned property, or any other available source, public or private.

The Agency is also authorized to obtain advances, borrow funds, issue bonds and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds, bonds and indebtedness may be paid from tax increments or any other funds available to the Agency. Advances and loans for survey and planning and for the operating capital for administration of this Project may be provided by the City or any other available source, public or private, until adequate tax increment or other funds are available, or sufficiently assured, to repay the advances and loans and to permit borrowing adequate working capital from sources other than the City. The City, as it is able, may also supply additional assistance through the issuance of bonds, loans and grants and in-kind assistance.

The City or any other public agency may expend money to assist the Agency in carrying out this Project. As available, gas tax funds or other legally available funds from the state and county may be used for street improvements and public transit facilities.

B. [§502] Tax Increment Funds

All taxes levied upon taxable property within the Project Area each year, by or for the benefit of the State of California, the County of Sacramento, the City, any district, or any other public corporation (hereinafter sometimes called "taxing agencies"), after the effective date of the ordinance approving this Plan shall be divided as follows:

1. That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of said taxing agencies upon the total sum of the assessed value of the taxable property in the Project as shown upon the assessment roll used in connection with the taxation of such property by such taxing agency, last equalized prior to the effective date of such ordinance, shall be allocated to and when collected shall be paid into the funds of the respective taxing agencies as taxes by or for said taxing agencies on all other property are paid (for the purpose of allocating taxes levied by or for any taxing agency or agencies which did not include the territory of the Project on the effective date of such ordinance but to which such territory is annexed or otherwise included after such effective date, the assessment roll of the County of Sacramento, last equalized on the effective date of said ordinance, shall be used in determining the assessed valuation of the taxable property in the Project on said effective date).
2. Except as provided in subdivision 3, below, that portion of said levied taxes each year in excess of such amount shall be allocated to and when collected shall be paid into a special fund of the Agency to pay the principal of and interest on loans, moneys advanced to, or indebtedness (whether funded, refunded, assumed, or otherwise) incurred by the Agency to finance or refinance, in whole or in part, this Project. Unless and until the total assessed valuation of the taxable property in the Project exceeds the total assessed value of the taxable property in the Project as shown by the last equalized assessment roll referred to in subdivision 1 hereof, all of the taxes levied and collected upon the taxable property in the Project shall be paid into the funds of the respective taxing agencies. When said loans, advances, and indebtedness, if any, and interest thereon, have been paid, all moneys thereafter received from taxes upon the taxable property in the Project shall be paid into the funds of the respective taxing agencies as taxes on all other property are paid.
3. That portion of the taxes in excess of the amount identified in subdivision 1, above, which are attributable to a tax rate levied by a taxing agency which was approved by the voters of the taxing agency on or after January 1, 1989, for the purpose of producing revenues in an amount sufficient to make annual repayments of the principal of, and the interest on, any bonded indebtedness for the acquisition or improvement of real property shall be allocated to, and when collected shall be paid into, the fund of that taxing agency.

The portion of taxes mentioned in subdivision 2, above, are hereby irrevocably pledged for the payment of the principal of and interest on the advance of moneys, or making of loans or the incurring of any indebtedness (whether funded, refunded, assumed, or otherwise) by the Agency to finance or refinance the Project, in whole or in part. The Agency is authorized to

make such pledges as to specific advances, loans, and indebtedness as appropriate in carrying out the Project.

C. [§503] Agency Bonds

The Agency is authorized to issue bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the Project. Neither the members of the Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

The bonds and other obligations of the Agency are not a debt of the City or the state, nor are any of its political subdivisions liable for them, nor in any event shall the bonds or obligations be payable out of any funds or properties other than those of the Agency, and such bonds and other obligations shall so state on their face. The bonds do not constitute an indebtedness within the meaning of any constitutional or statutory debt limitation or restriction.

The amount of bonded indebtedness to be repaid in whole or in part from the allocation of taxes described in subdivision 2 of Section 502 above which can be outstanding at any one time shall not exceed \$50,000,000.00, except by amendment of this Plan.

D. [§504] Time Limit to Establish Indebtedness

The Agency shall not establish or incur loans, advances, or indebtedness to finance in whole or in part the Project beyond twenty (20) years from the date of adoption of this Plan. Loans, advances, or indebtedness may be repaid over a period of time beyond said time limit. This time limit shall not prevent the Agency from incurring debt to be paid from the Low and Moderate Income Housing Fund or establishing more debt in order to fulfill the Agency's housing obligations under subdivision (a) of Section 33333.8 of the Community Redevelopment Law. Further, this time limit shall not prevent the Agency from refinancing, refunding, or restructuring indebtedness after the time limit if the indebtedness is not increased and the time during which the indebtedness is to be repaid is not extended beyond the time limit for repaying indebtedness set forth in Section 505 below.

E. [§505] Time Limit to Receive Tax Increment and Repay Indebtedness

The Agency shall not receive, and shall not repay loans, advances, or other indebtedness to be paid with, the proceeds of property taxes from the Project Area pursuant to Section 33670 of the Community Redevelopment Law and Section 502 of this Plan beyond forty-five (45) years from the date of adoption of this Plan. After the expiration of this time limit, the Agency may not receive such property taxes, except in order to fulfill the Agency's housing obligations under subdivision (a) of Section 33333.8 of the Community Redevelopment Law.

F. [§506] Other Loans and Grants

Any other loans, grants, guarantees, or financial assistance from the United States, the State of California, or any other public or private source will be utilized if available.

VI. [§600] ACTIONS BY THE CITY

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing blight. Actions by the City shall include, but not be limited to, the following:

- A. Institution and completion of proceedings for opening, closing, vacating, widening, or changing the grades of streets, alleys, and other public rights-of-way and for other necessary modifications of the streets, the street layout, and other public rights-of-way in the Project Area. Such action by the City shall include the requirement of abandonment, removal, and relocation by the public utility companies of their operations of public rights-of-way as appropriate to carry out this Plan provided that nothing in this Plan shall be construed to require the cost of such abandonment, removal, and relocation to be borne by others than those legally required to bear such cost.
- B. Provision of advances, loans, or grants to the Agency or the expenditure of funds for projects implementing this Plan as deemed appropriate by the City and to the extent funds are available therefor.
- C. Institution and completion of proceedings necessary for changes and improvements in private and publicly owned public utilities within or affecting the Project Area.
- D. Revision of zoning or adoption of specific plans, as appropriate, within the Project Area to permit the land uses and development authorized by this Plan.
- E. Imposition wherever necessary (by conditional use permits or other means) of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.
- F. Provision for administrative enforcement of this Plan by the City after development. The City and the Agency shall develop and provide for enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Project Area throughout the duration of this Plan.
- G. Preservation of historical sites.
- H. Performance of the above actions and of all other functions and services relating to public peace, health, safety, and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.

- I. Provision of services and facilities and the various officials, offices, and departments of the City for the Agency's purposes under this Plan.
- J. The undertaking and completing of any other proceedings necessary to carry out the Project.

The foregoing actions to be taken by the City do not involve or constitute any commitment for financial outlays by the City unless specifically agreed to and authorized by the City.

VII. [§700] ENFORCEMENT

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency and/or the City.

The provisions of this Plan or other documents entered into pursuant to this Plan may also be enforced by court litigation instituted by either the Agency or the City. Such remedies may include, but are not limited to, specific performance, damages, reentry, injunctions, or any other remedies appropriate to the purposes of this Plan. In addition, any recorded provisions which are expressly for the benefit of owners of property in the Project Area may be enforced by such owners.

VIII. [§800] DURATION OF THIS PLAN

Except for the nondiscrimination and nonsegregation provisions which shall run in perpetuity, and the affordable housing covenants imposed by the Agency which shall continue for the period specified by the Agency, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan may be made effective, for thirty (30) years from the date of adoption of this Plan; provided, however, that subject to the limitations set forth in Sections 504 and 505 of this Plan, the Agency may issue bonds and incur obligations pursuant to this Plan which extend beyond the termination date, and in such event, this Plan shall continue in effect to the extent necessary to permit the full repayment of such bonds or other obligations. After the termination of this Plan, the Agency shall have no authority to act pursuant to this Plan except to pay previously incurred indebtedness and to enforce existing covenants or contracts.

IX. [§900] PROCEDURE FOR AMENDMENT

This Plan may be amended by means of the procedure established in Sections 33354.6 and/or 33450 et seq. of the Community Redevelopment Law or by any other procedure hereafter established by law.

ATTACHMENT NO. 1

LEGAL DESCRIPTION OF THE PROJECT AREA BOUNDARIES

The boundaries of the 65th Street Redevelopment Project are described as follows:

ALL THAT CERTAIN REAL PROPERTY IN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF POWER INN ROAD AND 14TH AVENUE; SAID INTERSECTION ALSO BEING THE NORTHWESTERLY CORNER OF THE "SACRAMENTO ARMY DEPOT REDEVELOPMENT PROJECT AREA" AS SAID PROJECT AREA IS DESCRIBED IN BOOK 1998-1028 AT PAGE 731 OF OFFICIAL RECORDS OF SACRAMENTO COUNTY; THENCE

1. S00°46'50"W, 3,895.86 FEET, MORE OR LESS, ALONG SAID CENTERLINE OF POWER INN ROAD AND THE WESTERLY LINE OF SAID SACRAMENTO ARMY DEPOT REDEVELOPMENT PROJECT AREA TO THE INTERSECTION WITHIN THE WESTERLY LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY RIGHT-OF-WAY BEING 100.00 FEET WIDE; THENCE
2. N15°51'18"W, 1,993.15 FEET, MORE OR LESS, ALONG SAID WESTERLY LINE OF SAID RIGHT-OF-WAY TO THE EASTERLY PROLONGATION OF THE CENTERLINE OF MARIN AVENUE, BEING 40.00 FEET WIDE; THENCE
3. N89°09'32"W, 277.75 FEET, MORE OR LESS, ALONG SAID PROLONGATION TO THE EASTERLY LINE OF THE SUBDIVISION OF BRIGHTON ADDITION, ALSO KNOWN AS H.J. GOETHE SUBDIVISION NO. 111; THENCE
4. N00°30'02"E, 412.08 FEET, MORE OR LESS, ALONG SAID EASTERLY LINE TO THE RAILROAD GRANT LINE; THENCE
5. N15°51'18"W, 359.78 FEET, MORE OR LESS, ALONG SAID GRANT LINE TO A TANGENT CURVE THEREON CONCAVE WESTERLY AND HAVING A RADIUS OF 11,259.17; THENCE
6. NORTHERLY ALONG SAID CURVE AND GRANT LINE THROUGH A CENTRAL ANGLE OF 02°00'01", AN ARC DISTANCE OF 393.10 FEET TO THE INTERSECTION WITH THE SOUTH LINE OF 17TH AVENUE, BEING 42.00 FEET WIDE; THENCE
7. S89°27'30"W, 1,816.21 FEET, MORE OR LESS, ALONG SAID SOUTH LINE OF 17TH AVENUE TO THE WEST LINE OF 73RD STREET, BEING 40.00 FEET WIDE; THENCE

8. N00°26'00"W, 894.34 FEET, MORE OR LESS, ALONG SAID WEST LINE TO THE CENTERLINE OF 14TH AVENUE; THENCE
9. N89°57'41"E, 104.04 FEET, MORE OR LESS, ALONG SAID CENTERLINE OF 14TH AVENUE TO THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF PARCELS 1, 2, 3 AND 4 AS PER MAP FILED IN BOOK 113 OF PARCEL MAPS AT PAGES 6 AND 6A, RECORDS OF SAID SACRAMENTO COUNTY; THENCE
10. N00°07'08"W, 527.59 FEET ALONG SAID PROLONGATION AND EASTERLY LINE TO THE SOUTH LINE OF SAID PARCEL MAP; THENCE
11. N89°52'52"E, 170.11 FEET ALONG SAID SOUTH LINE TO THE WEST LINE OF PARCEL 7 OF SAID PARCEL MAP; THENCE
12. N00°30'30"E, 242.76 FEET TO AN ANGLE POINT THEREON; THENCE
13. S89°29'30"E, 10.00 FEET TO AN ANGLE POINT THEREON; THENCE
14. N00°30'30"E, 20.70 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 54.00 FEET; THENCE
15. NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 114°51'55," AN ARC DISTANCE OF 108.26 FEET TO THE WEST LINE OF PARCEL 13 AS PER MAP FILED IN BOOK 101 OF PARCEL MAPS AT PAGES 27 AND 27-A, RECORDS OF SACRAMENTO COUNTY; THENCE
16. N24°36'55"E, 35.15 FEET ALONG SAID WEST LINE OF PARCEL 13 TO AN ANGLE POINT THEREON; THENCE
17. N00°42'49"W, 220.00 FEET TO THE NORTH LINE OF PARCEL 14 OF SAID PARCEL MAP; THENCE
18. S89°17'11"W, 88.31 FEET ALONG SAID NORTH LINE TO THE EAST LINE OF PARCEL 15 OF SAID PARCEL MAP; THENCE
19. N01°54'42"W, 420.55 FEET TO THE NORTH LINE OF SAID PARCEL 15; THENCE
20. S87°51'24"W, 153.10 FEET ALONG SAID NORTH LINE OF PARCEL 15 AND ITS WESTERLY PROLONGATION TO THE WEST LINE OF BUSINESS DRIVE, BEING 58.00 FEET WIDE; THENCE
21. N00°30'10"E, 239.06 FEET, MORE OR LESS, TO THE SOUTH LINE OF SAN JOAQUIN STREET; THENCE
22. N89°35'58"W, 1,203.99 FEET, MORE OR LESS, ALONG SAID SOUTH LINE OF SAN JOAQUIN STREET TO THE WESTERLY LINE OF REDDING AVENUE, BEING 50.00 FEET WIDE; THENCE

23. N00°34'18"E, 271.45 FEET, MORE OR LESS, TO THE SOUTH LINE OF PARCEL 3 AS PER MAP FILED IN BOOK 42 OF PARCEL MAPS AT PAGE 6, RECORDS OF SAID SACRAMENTO COUNTY; THENCE
24. S89°39'00"W, 651.87 FEET, MORE OR LESS, TO THE EAST LINE OF THE BENES ESTATES SUBDIVISION AS PER MAP FILED IN BOOK 144 OF MAPS AT PAGES 7 AND 7-A, RECORDS OF SACRAMENTO COUNTY; THENCE
25. N00°20'05"E, 13.24 FEET TO A NON-TANGENT CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 451.10 FEET, SAID CURVE ALSO BEING THE SOUTH LINE OF MANASERRO WAY, BEING 44.00 FEET WIDE; THENCE
26. WESTERLY ALONG SAID CURVE AND SOUTH LINE THROUGH A CENTRAL ANGLE OF 10°33'16," AN ARC DISTANCE OF 83.10 FEET; THENCE
27. TANGENT TO SAID CURVE N89°50'50"W, 590.93 FEET, MORE OR LESS, TO THE WEST LINE OF 65TH STREET; THENCE
28. N00°02'25"E, 377.75 FEET, MORE OR LESS, ALONG SAID WEST LINE TO THE SOUTH LINE OF LOTS 91, 92 AND 93 OF THE SUBDIVISION OF THE FIFTH AVENUE TRACT; THENCE
29. N89°50'50"W, 155.00 FEET ALONG SAID SOUTH LINE OF LOTS 91, 92 AND 93 TO THE WEST LINE OF SAID LOT 91; THENCE
30. N00°02'25"E, 170.00 FEET ALONG SAID WEST LINE AND ITS NORTHERLY PROLONGATION TO THE CENTERLINE OF BROADWAY, BEING 80.00 FEET WIDE; THENCE
31. S89°50'50"E, 45.00 FEET ALONG SAID CENTERLINE TO THE SOUTHERLY PROLONGATION OF THE WEST LINE OF LOT 35 OF THE FAIR VISTA SUBDIVISION; THENCE
32. N00°15'16"E, 801.85 FEET, MORE OR LESS, ALONG SAID PROLONGATION AND WEST LINE OF SAID LOT 35 AND ITS NORTHERLY PROLONGATION TO THE NORTH LINE OF LOT 31 OF LYNCH AND HAGEL SUBDIVISION NO. 2; THENCE
33. N89°50'50"W, 13.00 FEET, MORE OR LESS, ALONG SAID NORTH LINE TO THE EAST LINE OF LOTS 5 AND 6 OF THE LYNCH AND HAGEL SUBDIVISION NO. 1; THENCE
34. N00°15'16"E, 104.33 FEET, MORE OR LESS, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE FREEWAY ROUTE 50; THENCE
35. S89°15'05"E, 98.00 FEET ALONG SAID SOUTHERLY LINE TO AN ANGLE POINT THEREON; THENCE
36. S49°37'32"E, 37.09 FEET TO THE WEST LINE OF 65TH STREET; THENCE

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37. S89°15'05"E, 50.00 FEET TO THE CENTERLINE OF SAID 65TH STREET; THENCE

38. N00°44'55"W, 1,256.32 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY RIGHT-OF-WAY; THENCE

39. N70°41'40"W, 697.14 FEET TO THE EAST LINE OF THE LANDS OF SACRAMENTO MUNICIPAL UTILITY DISTRICT AS SHOWN ON A MAP FILED IN BOOK 32 OF RECORD OF SURVEYS AT PAGE 5, RECORDS OF SACRAMENTO COUNTY; THENCE ALONG THE BOUNDARY OF SAID LANDS THE FOLLOWING SEVEN (7) COURSES:

40. N19°55'10"E, 165.45 FEET; THENCE

41. N25°23'15"W, 56.26 FEET; THENCE

42. N70°41'40"W, 286.50 FEET; THENCE

43. N05°50'52"W, 59.45 FEET; THENCE

44. S19°55'10"W, 26.82 FEET; THENCE

45. N70°41'40"W, 19.00 FEET; THENCE

46. S19°55'10"W, 228.20 FEET TO THE NORTH LINE OF SOUTHERN PACIFIC RAILROAD COMPANY; THENCE

47. N70°41'40"W, 729.43 FEET ALONG SAID NORTH LINE; THENCE

48. LEAVING SAID NORTH LINE N19°18'20"E, 390.00 FEET; THENCE

49. S70°41'40"E, 300.00 FEET, MORE OR LESS; THENCE

50. N19°55'10"E, 396.03 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF FOLSOM BOULEVARD, BEING 80.00 FEET WIDE; THENCE

51. S63°41'00"E, 635.00 FEET, MORE OR LESS ALONG SAID NORTHERLY LINE TO THE WEST LINE OF LOT 16 OF THE EDGEMONT SUBDIVISION; THENCE

52. N30°32'00"E, 150.00 FEET, MORE OR LESS, TO THE NORTH LINE OF THE FIRST 20 FOOT WIDE ALLEY NORTH OF FOLSOM BOULEVARD; THENCE

53. S63°41'00"E, 340.18 FEET, MORE OR LESS, TO THE WEST LINE OF THE FIRST 20 FOOT WIDE ALLEY WEST OF 65TH STREET; THENCE

54. N30°32'00"E, 500.00 FEET ALONG SAID WEST LINE TO THE SOUTH LINE OF LOT NO. 34 OF THE EDGEMONT SUBDIVISION; THENCE

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55. N63°41'00"W, 340.18 FEET, MORE OR LESS, ALONG SAID SOUTH LINE OF LOT 34 AND ITS WESTERLY PROLONGATION TO THE WEST LINE OF THE FIRST 15 FOOT WIDE ALLEY WEST OF 64TH STREET; THENCE
56. N30°32'00"E, 251.42 FEET, MORE OR LESS, ALONG SAID WEST LINE TO THE SOUTHERLY LINE OF ELVAS AVENUE, BEING OF VARIABLE WIDTH; THENCE
57. N31°22'45"W, 612.34 FEET, MORE OR LESS, ALONG SAID SOUTHERLY LINE TO THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS FILED IN BOOK 20 OF SURVEYS AT PAGE 49, RECORDS OF SACRAMENTO COUNTY; THENCE
58. S26°11'00"W, 125.77 FEET ALONG SAID EAST LINE; THENCE
59. N63°49'00"W, 374.42 FEET, MORE OR LESS, TO THE CENTERLINE OF LOUIS WAY; THENCE
60. S30°32'00"W, 81.00 FEET ALONG SAID CENTERLINE TO THE CENTERLINE OF "M" STREET; THENCE
61. N63°49'00"W, 125.05 FEET ALONG SAID CENTERLINE; THENCE
62. N30°32'00"E, 81.00 FEET; THENCE
63. N63°49'00"W, 249.50 FEET; THENCE
64. S25°14'30"W, 60.01 FEET, MORE OR LESS, TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTH AND HAVING A RADIUS OF 1,026.95 FEET, SAID CURVE ALSO BEING THE NORTH LINE OF "M" STREET, A RADIAL LINE THROUGH SAID POINT BEARS N00°38'13"W; THENCE
65. WESTERLY ALONG SAID CURVE AND NORTH LINE THROUGH A CENTRAL ANGLE OF 13°01'48," AN ARC DISTANCE OF 233.54 FEET TO A POINT ON A REVERSE CURVE CONCAVE NORTH AND HAVING A RADIUS OF 962.09 FEET, A RADIAL LINE THROUGH SAID POINT BEARS N12°23'35"E; THENCE
66. WESTERLY ALONG SAID REVERSE CURVE AND NORTH LINE OF "M" STREET THROUGH A CENTRAL ANGLE OF 13°57'03," AN ARC DISTANCE OF 234.26 FEET; THENCE
67. TANGENT TO SAID REVERSE CURVE N63°49'00"W, 0.60 FEET; THENCE
68. LEAVING SAID NORTH LINE OF "M" STREET, N24°58'38"E, 734.47 FEET; THENCE
69. S63°39'22"E, 124.00 FEET; THENCE
70. N24°58'38"E, 50.00 FEET; THENCE

71. N63°39'22"W, 244.00 FEET, MORE OR LESS, TO THE EAST LINE OF JANEY WAY; THENCE
72. N24°58'38"E, 108.88 FEET ALONG SAID EAST LINE OF JANEY WAY; THENCE
73. N63°39'22"W, 226.09 FEET TO THE WEST LINE OF LOT 72 OF THE SMITH TRACT NO. 3 FILED IN BOOK 7 OF MAPS AT PAGE 29, RECORDS OF SACRAMENTO COUNTY; THENCE
74. N24°58'38"E, 572.22 FEET, MORE OR LESS, TO THE NORTH LINE OF SAID TRACT NO. 3; THENCE
75. N30°46'38"W, 150.72 FEET ALONG SAID NORTH LINE AND ITS NORTHWESTERLY PROLONGATION; THENCE
76. N89°27'54"E, 383.62 FEET, MORE OR LESS, TO THE EASTERLY LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY RIGHT-OF-WAY BEING 100.00 FEET WIDE; THENCE
77. S12°41'22"E, 391.33 FEET ALONG SAID EASTERLY LINE TO A TANGENT CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 905.04 FEET; THENCE
78. SOUTHERLY ALONG SAID CURVE THROUGH ITS CHORD S23°23'06"E, 138.73 FEET TO A STANDARD RAILROAD TAPER CURVE CONCAVE EASTERLY; THENCE
79. SOUTHERLY ALONG SAID TAPER CURVE THROUGH ITS CHORD S31°51'21"E, 204.39 FEET TO THE END OF SAID TAPER CURVE; THENCE
80. S34°04'51"E, 3,670.72 FEET ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY LINE OF FOLSOM BOULEVARD BEING OF VARIABLE WIDTHS; THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING FIVE (5) COURSES:
 81. S71°31'21"E, 503.10 FEET; THENCE
 82. S17°46'02"W, 43.68 FEET; THENCE
 83. S71°17'20"E, 504.78 FEET; THENCE
 84. S75°56'40"E, 1,842.53 FEET; THENCE
 85. S72°04'15"E, 2,634.86 FEET, MORE OR LESS, TO THE EASTERLY LINE OF THAT CERTAIN PARCEL OF LAND RECORDED AS S.B.E. 135-34-37A-1 BY THE CALIFORNIA STATE BOARD OF EQUALIZATION; THENCE
 86. S00°32'15"W, 589.94 FEET ALONG SAID EASTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHERLY AND HAVING A

RADIUS OF 11,516.17 FEET, SAID CURVE ALSO BEING THE SOUTHERLY LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY RIGHT-OF-WAY, A RADIAL LINE THROUGH SAID POINT BEARS S07°38;16"W; THENCE

87. WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°39'27," AN ARC DISTANCE OF 1,136.14 FEET, MORE OR LESS, TO THE EAST LINE OF POWER INN ROAD; THENCE

88. S00°46'50"W, 2,776.95 FEET, MORE OR LESS, TO THE CENTERLINE OF 14TH AVENUE AND THE NORTH LINE OF SAID "SACRAMENTO ARMY DEPOT REDEVELOPMENT PROJECT AREA"; THENCE

89. S89°53'59"W, 40.00 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL OF LAND:

BEGINNING AT THE SOUTHEASTERLY CORNER OF THAT CERTAIN LAND SURVEYED AND FILED IN BOOK 55 OF SURVEYS AT PAGE 30, RECORDS OF SACRAMENTO COUNTY, SAID CORNER ALSO BEING THE INTERSECTION OF THE WEST LINE OF POWER INN ROAD AND THE NORTH LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY RIGHT-OF-WAY AS SHOWN ON SAID MAP. THE RAILROAD RIGHT-OF-WAY BEING A CURVE CONCAVE NORTH AND HAVING A RADIUS OF 11,409.17 FEET; THENCE

100. WESTERLY ALONG SAID CURVE AND RIGHT-OF-WAY LINE THROUGH A CENTRAL ANGLE OF 04°53'06," AN ARC DISTANCE OF 972.74 FEET; THENCE

101. LEAVING SAID RIGHT-OF-WAY LINE N00°28'00"W, 590.06 FEET, MORE OR LESS, TO THE SOUTH LINE OF FOLSOM BOULEVARD; THENCE

102. S72°04'15"E, 928.63 FEET TO A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE

103. SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 66°30'53", AN ARC DISTANCE OF 29.02 FEET TO THE WESTERLY LINE OF SAID POWER INN ROAD; THENCE ALONG SAID LINE THE FOLLOWING FOUR (4) COURSES:

104. S05°33'22"E, 100.00 FEET; THENCE

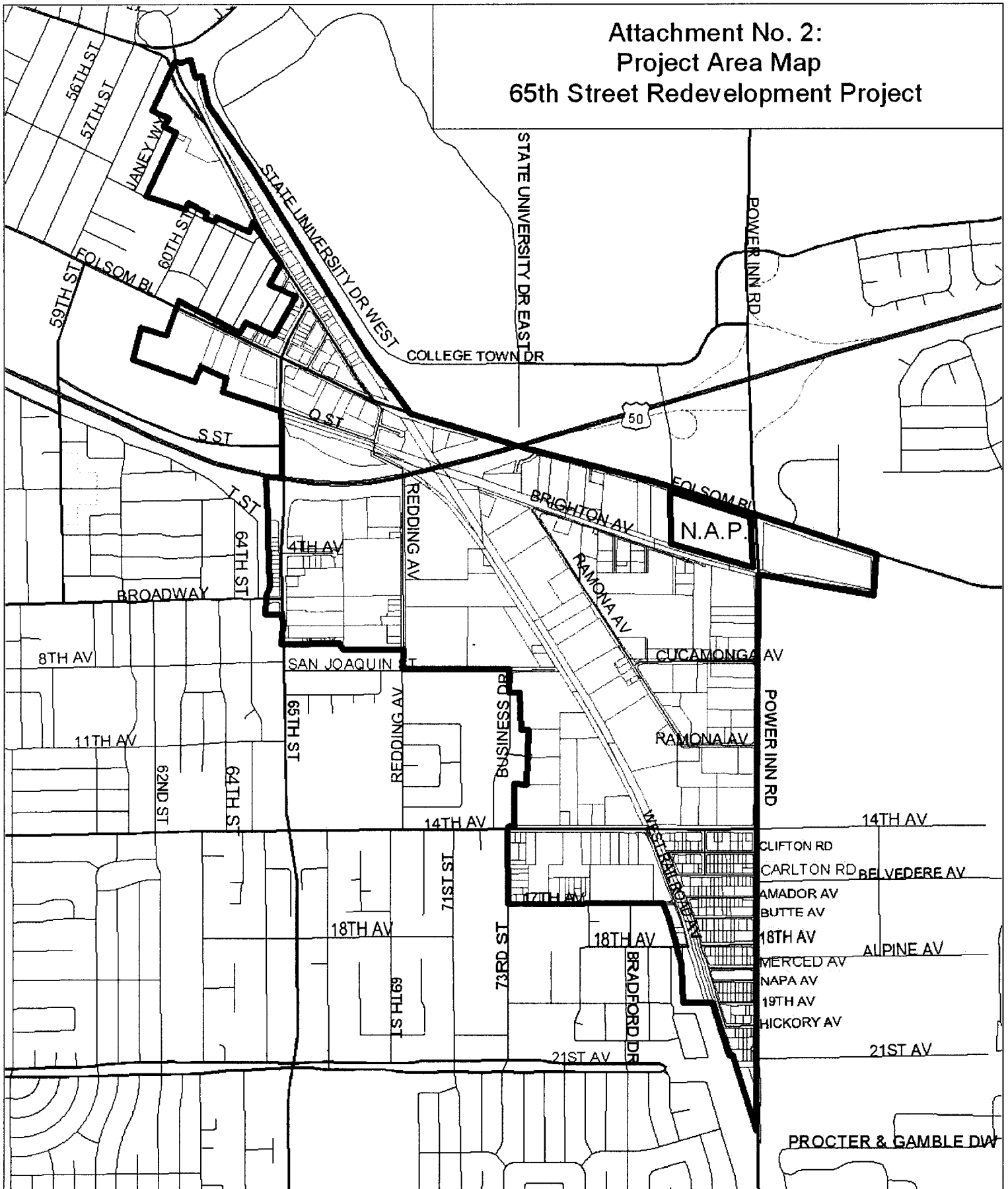
105. S08°18'18"E, 67.79 FEET; THENCE

106. S03°16'49"E, 277.69 FEET; THENCE

107. S00°52'49"E, 112.96 FEET TO THE POINT OF BEGINNING.

CONTAINING: 654.0 ACRES, MORE OR LESS

Attachment No. 2: Project Area Map 65th Street Redevelopment Project



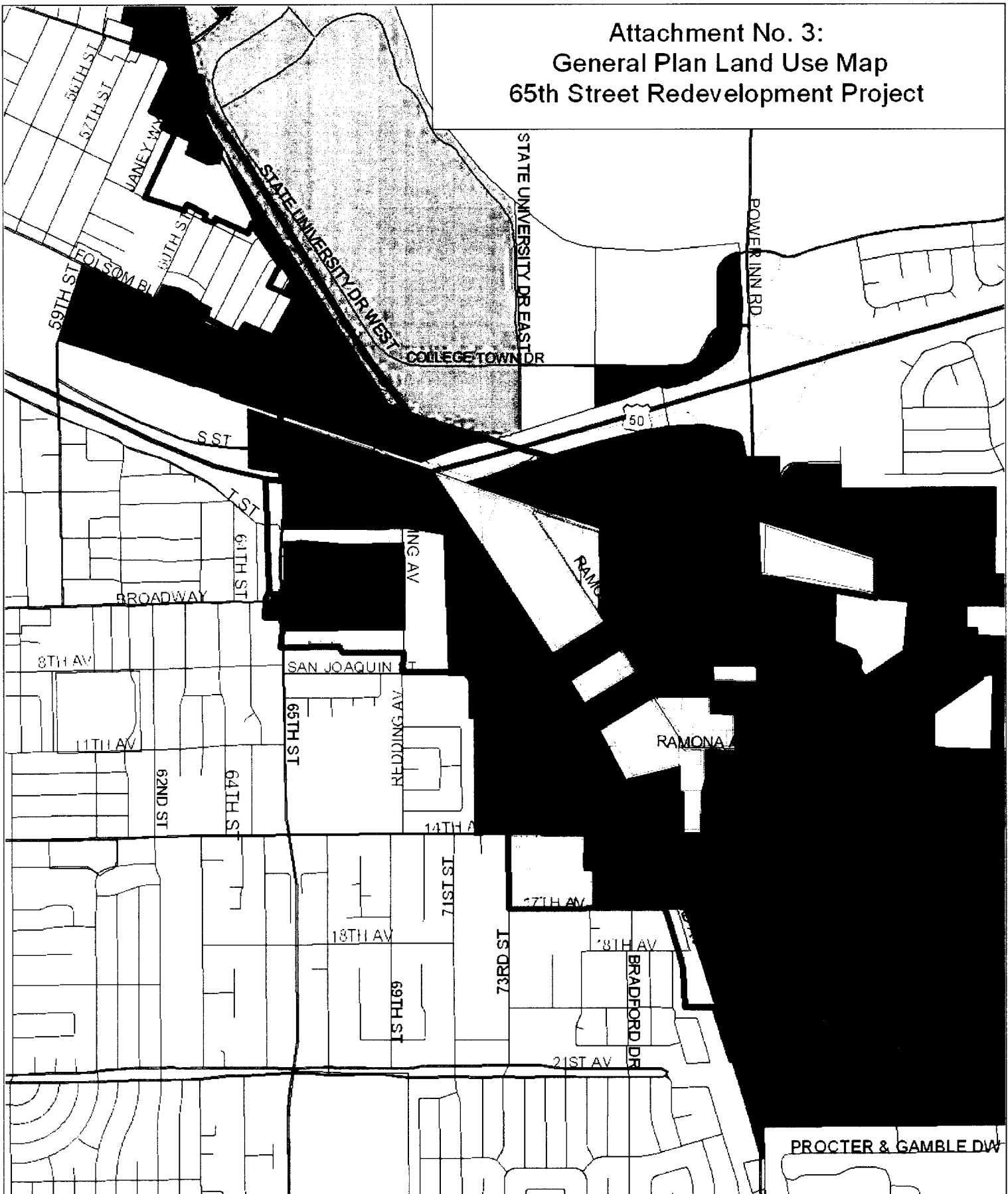
LEGEND

 Project Area Boundary



Sacramento
Housing and
Redevelopment
Agency
(198)

Attachment No. 3: General Plan Land Use Map 65th Street Redevelopment Project



LEGEND

- | | |
|--|---|
| Project Area Boundary | Community Neighborhood Commercial & Offices |
| High Density Residential 30+ du/na | Industrial |
| Medium Density Residential 16-29 du/na | Industrial-Employee Intensive |
| Low Density Residential 4-15 du/na | Public Quasi-Public Miscellaneous |
| Regional Commercial & Offices | Transportation Utilities |
| Heavy Commercial or Warehouse | Schools |
| | Parks-Recreation-Open Space |



Sacramento
Housing and
Redevelopment
Agency (199)

ATTACHMENT NO. 4

PROPOSED PUBLIC IMPROVEMENTS AND FACILITIES

The following public improvements and facilities are anticipated to be provided in the Project Area:

Public Infrastructure Projects

Improvements to Project Area public infrastructure are intended to alleviate traffic congestion and improve public safety, remove costly impediments to development, and upgrade infrastructure to contemporary standards to stimulate private development. The proposed traffic/circulation improvement projects shall include, but are not limited to roadways, landscape, street lights, pedestrian walkways, bridges, interchanges, roadways, curbs, gutters, sidewalks, parking, street widening, street lights, traffic signals, over or underpasses, utility undergrounding, bicycle paths, street medians, trails, and trolley crossings.

The proposed sewer and drainage improvement projects shall include, but are not limited to, monitoring systems, sewer parallels, drainage lines, sewer lines, sump improvements, detention basins, wastewater treatment facilities, flooding systems, flood control dikes, and sewer systems. The proposed utility and communication improvement projects shall include, but are not limited to, electrical distribution systems, natural gas distribution systems, cable TV and fiber optic communication systems, water distribution systems, and windbreakers.

Numerous infrastructure projects were approved as a part of, or as mitigation for the 65th Street/University Transit Village Project. These projects were identified and assessed in the 65th Street/University Transit Village Project Draft EIR (December 2001), and the Agency may assist in the funding of these projects, as follows:

- A. Folsom Boulevard Intersection and Roadway Improvements
 - 1. Folsom (61st-63rd)
 - 2. Folsom (63rd-65th)
 - 3. Folsom (65th-67th)
- B. 65th Street Intersection and Roadway Improvements
 - 1. 65th Street (Elvas to Folsom)
 - 2. 65th Street (Folsom to US-50)
 - 3. 65th Street (US-50 to 4th)
 - 4. US-50 Westbound Off-Ramp improvements
- C. Elvas Avenue Intersection and Roadway Improvements
 - 1. Elvas (65th to Folsom)
 - 2. Elvas (67th to 54th)

- D. Intersection Signalization
 - 1. 63rd and Folsom
 - 2. 65th and Folsom
 - 3. 67th and Folsom
 - 4. 65th and US-50 Westbound Off Ramp
- E. Combined Sewer Improvements
 - 1. James C. McClatchy Park storage system
 - 2. Pipeline replacement
 - 3. Sewer maintenance holes
- F. Storm Drainage Improvements
 - 1. Storm drainage system along Folsom Boulevard west of 65th Street
 - 2. Sump 31 expansion
 - 3. New drainage lines and maintenance holes
 - 4. Pump station at Folsom Boulevard / 65th Street
 - 5. Upsize existing pipeline in Elvas Avenue to 42" pipe
- G. Water Distribution System Improvements
 - 1. Water 6", 8" and 12" lines and gates
 - 2. Fire hydrants

These projects are being analyzed in an Infrastructure Needs Assessment being prepared for the City. Further compliance with General Plan, zoning standards, and environmental review may be necessary for these proposals to come forward on a case by case basis.

Community Facilities

The proposed community facilities improvement projects shall include, but not be limited to, parks, open spaces, schools, school facilities, fire and police facilities, communication systems, libraries, cultural centers, community centers, city maintenance facilities, plazas, recreational facilities, playgrounds and civic centers.

ATTACHMENT 5

**RULES GOVERNING PARTICIPATION BY PROPERTY
OWNERS AND THE EXTENSION OF REASONABLE REENTRY
PREFERENCES TO BUSINESS OCCUPANTS IN THE
65TH STREET REDEVELOPMENT PROJECT**

**Adopted by the
Redevelopment Agency of the City of Sacramento**

**Date:
Resolution No.:**

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**RULES GOVERNING PARTICIPATION BY PROPERTY
OWNERS AND THE EXTENSION OF REASONABLE REENTRY
PREFERENCES TO BUSINESS OCCUPANTS IN THE
65TH STREET REDEVELOPMENT PROJECT**

I. [Section 100] PURPOSE AND INTENT

These rules are adopted pursuant to the Community Redevelopment Law of the State of California (Health and Safety Code Section 33000 et seq.) in order to implement the provisions of the Redevelopment Plan for the 65th Street Redevelopment Project regarding participation by property owners and the extension of reasonable reentry preferences to business occupants within the Project Area. These rules set forth the procedures governing such participation and preferences.

It is the intention of the Agency to encourage and permit participation in the redevelopment of the Project Area by property owners and to extend reasonable reentry preferences to business occupants of real property within the boundaries of the Project Area to the maximum extent feasible consistent with the objectives of the Redevelopment Plan.

II. [Section 200] DEFINITIONS

As used herein, the following definitions apply:

- A. "Agency" means the Redevelopment Agency of the City of Sacramento.
- B. "Business Occupant" means any person, persons, corporation, association, partnership, or other entity engaged in a lawful business within the Project Area on or after the date of adoption of the Redevelopment Plan by the City Council.
- C. "City Council" means the City Council of the City of Sacramento, California.
- D. "Long-Term Lease" means a lease of real property with a term of twenty (20) years or more, with at least five (5) years remaining on such term.
- E. "Owner" means any person, persons, corporation, association, partnership, or other entity holding fee title to or a long-term lease of real property in the Project Area on or after the date of adoption of the Redevelopment Plan by the City Council.
- F. "Participant" means an Owner who has entered into a Participation Agreement with the Agency.
- G. "Participation Agreement" means an agreement entered into by an Owner with the Agency providing for such Owner to participate in redevelopment within the Project Area in accordance with the provisions of the Redevelopment Plan and these rules.

H. "Project Area" means the area described in the "Legal Description of the Project Area Boundaries" (Attachment No. 1 of the Redevelopment Plan) and shown on the "Project Area Map" (Attachment No. 2 of the Redevelopment Plan).

I. "Redevelopment Plan" means the Redevelopment Plan for the 65th Street Redevelopment Project, as adopted by the City Council of the City of Sacramento.

III. [Section 300] OPPORTUNITIES FOR OWNER PARTICIPATION AND PREFERENCES TO BUSINESS OCCUPANTS TO REENTER IN BUSINESS WITHIN THE REDEVELOPED AREA

A. [Section 301] Opportunities for Owner Participation

Owners of real property within the Project Area shall be extended reasonable opportunities to participate in redevelopment within the Project Area in conformity with the Redevelopment Plan and these rules.

B. [Section 302] Reentry Preferences for Persons Engaged in Business in the Project Area

Business Occupants engaged in business in the Project Area shall be extended reasonable preferences to reenter in business within the redeveloped area if they otherwise meet the requirements prescribed by the Redevelopment Plan and these rules.

IV. [Section 400] METHODS OF OWNER PARTICIPATION AND LIMITATIONS THEREON

A. [Section 401] Methods of Owner Participation

Participation methods include remaining in substantially the same location either by retaining all or portions of the Owner's property, or by retaining all or portions of the Owner's property and purchasing adjacent property from the Agency, or joining with another person or entity for the rehabilitation or development of the Owner's property and, if appropriate, other property, or submitting to the Agency for its consideration another method of participation proposal pursuant to these rules. An Owner who participates in the same location may be required to rehabilitate or demolish all or part of his/her existing buildings, or the Agency may acquire the buildings only and then remove or demolish the buildings. Participation methods also include the Agency buying land and improvements at fair market value from Owners and offering other parcels for purchase and rehabilitation or development by such Owners or offering an opportunity for such Owners to rehabilitate or develop other property jointly with other persons or entities.

B. [Section 402] Limitations on Owner Participation Opportunities

Owner participation opportunities shall necessarily be subject to and limited by factors such as the following:

1. The elimination and changing of some land uses;
2. The construction, realignment, abandonment, widening, opening and/or other alteration or elimination of public rights-of-way;
3. The removal, relocation, and/or installation of public utilities and public facilities;
4. The ability of the potential Participant to finance the proposed acquisition, development or rehabilitation in accordance with the Redevelopment Plan;
5. The ability and experience of the potential Participant to undertake and complete the proposed rehabilitation or development;
6. Any reduction in the total number of individual parcels in the Project Area;
7. The construction or expansion of public improvements and facilities, and the necessity to assemble parcels for such projects;
8. Any change in orientation and character of the Project Area;
9. The necessity to assemble areas for public and/or private development;
10. The requirements of the Redevelopment Plan and applicable rules, regulations, and ordinances of the City of Sacramento;
11. Any design guide adopted by the Agency pursuant to the Redevelopment Plan;
12. The feasibility of the potential Participant's proposal;
13. The scope of the potential Participant's proposal; and
14. The superiority of a competing proposal with regard to implementation of the goals and objectives of the Redevelopment Plan.

C. [Section 403] Conflicts Between Potential Participants

If conflicts develop between the desires of potential Participants for particular sites or land uses, the Agency is authorized to establish reasonable priorities and preferences among the potential Participants and to determine a solution by consideration of the criteria set out in Section 402 and factors such as:

1. Length of time in the neighborhood;
2. The needs and desires of the neighborhood;
3. Accommodation of as many potential Participants as possible;
4. Ability to perform;
5. Similar land use to similar land use; and
6. Conformity with intent and purpose of the Redevelopment Plan and these rules.

In order to facilitate participation of potential Participants, to the extent feasible, the Agency shall encourage two or more persons, firms or institutions to join together in partnerships, corporations, or other joint entities.

V. [Section 500] METHODS FOR EXTENDING REENTRY PREFERENCES AND LIMITATIONS THEREON

A. [Section 501] Methods for Extending Reentry Preferences

Whenever a Business Occupant will be displaced by Agency action from the Project Area, the Agency will, prior to such displacement, determine: (1) whether such Business Occupant desires to relocate directly to another location within the Project Area; or (2) if suitable relocation accommodations within the Project Area are not available prior to displacement, whether such Business Occupant would desire to reenter in business within the Project Area at a later date should suitable accommodations become available. For those Business Occupants who desire to relocate directly to another Project Area location, the Agency will make reasonable efforts to assist such Business Occupants to find accommodations at locations and rents suitable to their needs. A record of the Business Occupants who cannot be or do not want to be directly relocated within the Project Area, but who have stated that they desire to reenter into business in the Project Area whenever suitable locations and rents are available, will be maintained by the Agency for a period of five (5) years. The Agency will make reasonable efforts to assist such Business Occupants to find reentry accommodations at locations and rents suitable to their needs. In any event, the Agency shall not be obligated to provide financial assistance to any displaced Business Occupant in excess of that required by law.

In order to implement the operation of this Section 501, the Agency will provide in Participation Agreements, or disposition and development agreements, as applicable, that in the renting or leasing of premises rehabilitated or developed pursuant to such agreements the Participant or developer will give reasonable preferences (over other potential tenants or lessees) to Business Occupants who will be or who have been displaced from their places of business to lease or rent premises within the newly rehabilitated or developed facilities.

B. [Section 502] Limitations on the Extension of Reentry Preferences

Reentry preferences shall necessarily be subject to and limited by factors such as the following:

1. The extent to which suitable relocation or reentry accommodations exist or are rehabilitated or developed within the Project Area;
2. The extent to which suitable relocation or reentry accommodations are available to displaced Business Occupants within an acceptable time period or at rents and other terms that are acceptable to such displaced Business Occupants, and within their financial means;
3. The extent to which the Agency has control over the proposed reentry accommodations;
4. The compatibility of the displaced Business Occupant with available reentry accommodations; and
5. The requirements of the Redevelopment Plan, these rules and any design guide adopted by the Agency pursuant to the Redevelopment Plan.

C. [Section 503] Conflicts Between Business Occupants Seeking Similar Preference

If conflicts develop between Business Occupants who seek similar preference (e.g., two or more occupants who desire to relocate directly or to reenter in business at the same premises), in addition to the criteria set out in Section 502, above, the Agency is authorized to establish reasonable priorities among such occupants and to determine a solution by consideration of factors such as:

1. Length of time in the neighborhood;
2. Accommodation of as many Business Occupants as possible;
3. Appropriateness of the type of business within the proposed premises and/or at the proposed location;
4. The needs and desires of the neighborhood;

5. The feasibility of business success; and
6. Conformity with the intent and purpose of the Redevelopment Plan and these rules, and any design guide adopted by the Agency pursuant to the Redevelopment Plan.

VI. [Section 600] PARTICIPATION PROCEDURES

A. [Section 601] Notice and Statement of Interest

Before entering into Participation Agreements, disposition and development agreements, exclusive negotiation agreements, or taking other actions that may involve the acquisition of real property in the Project Area, the Agency shall first notify Owners of property that may be acquired and call upon them to submit Statements of Interest in Participating in the proposed development or in otherwise participating in the redevelopment of the Project Area. The solicitation for Statements of Interests may be in the form of a request for proposals for a development project.

Those desiring to submit Statements of Interest in Participating must complete and submit such statements to the Agency within thirty (30) days of receipt. Such statements shall include information requested by the Agency and shall be in the form requested by the Agency.

Any Owner may also submit such a statement at any time before such notification.

The Agency shall consider such statements as are submitted on time and shall seek to develop reasonable participation for those submitting such statements whether to stay in place or to move to another location. The Agency may, in its sole discretion, determine that a participation proposal is not feasible or in the best interest of the Redevelopment Project or the community, or is otherwise limited by one or more of the criteria set forth herein.

B. [Section 602] Participation Agreements

1. [Section 603] General

Public and private Owners wishing to develop or improve their properties within the Project Area may be required, as a condition to the Agency's approval of such development, to enter into a binding, written Participation Agreement with the Agency, if the Agency determines it is necessary to impose upon such property any of the standards, restrictions and controls of the Redevelopment Plan or any design guide adopted by the Agency pursuant to the Redevelopment Plan.

2. [Section 604] Contents

A Participation Agreement shall obligate the Owner, and the Owner's heirs, successors and assignees to acquire, rehabilitate, develop and use the property, as may be applicable, in conformance with the Redevelopment Plan and/or to be subject to such other provisions and conditions of the Redevelopment Plan the Agency may require for the period of time that the Redevelopment Plan is in force and effect, excepting those provisions related to non-discrimination which shall run in perpetuity.

Each Participation Agreement will contain such terms and conditions and will require the Participant to join in the recordation of such documents as the Agency may require in order to insure that the property will be acquired, rehabilitated, developed and used in accordance with the Redevelopment Plan and the agreement. The rights of any Owner Participant under an approved Participation Agreement may or may not, at the Agency's option, be transferable upon sale or other disposition of the property. Participation Agreements are subject to the approval of the Agency's governing board.

VII. [Section 700] CONFORMING PROPERTIES

The Agency may, in its sole and absolute discretion, determine that certain real property within the Project Area presently meets the requirements of the Redevelopment Plan, and such property will be permitted to remain as conforming properties provided such Owners continue to operate, use, and maintain their property within the requirements of the Redevelopment Plan.

In the event that any of the Owners of conforming property desire to construct any improvements or substantially alter or modify existing structures, such conforming Owners may be required by the Agency to enter into a Participation Agreement with the Agency to insure that such improvement or alteration is consistent with the Redevelopment Plan.

VIII. [Section 800] LIMITATIONS ON ACQUISITION OF PROPERTY BY THE AGENCY

The Agency shall not acquire real property to be retained and developed by an Owner pursuant to a Participation Agreement if the Owner fully performs under the agreement. In addition, under the terms of the Redevelopment Plan, the Agency will not be permitted to acquire property used as a residence by eminent domain.

The Agency shall not acquire real property on which an existing building is to be continued to be maintained in its present form and use without the consent of the Owner, unless:

- A. Such building requires structural alteration, improvement, modernization, or rehabilitation;
- B. The site or lot on which the building is situated requires modification in size, shape, or use; or
- C. It is necessary to impose upon such property any of the controls, limitations, restrictions, and requirements of the Redevelopment Plan, and the Owner fails or refuses to

participate in redevelopment by executing a Participation Agreement in accordance with the provisions of the Redevelopment Plan.

IX. [Section 900] ENFORCEMENT

In the event a property is not acquired, rehabilitated, or used in conformance with the Redevelopment Plan, with an Agency determination of conformance, or a Participation Agreement, then the Agency is authorized to (1) purchase the property, (2) purchase any interest in the property sufficient to obtain conformance, or (3) take any other appropriate action sufficient to obtain such conformance.

X. [Section 1000] AMENDMENT OF RULES

These rules may be modified or amended from time to time by the Agency at any regular or duly called special meeting, provided, however, that no such amendment shall retroactively impair the rights of Owners who have executed Participation Agreements with the Agency in reliance upon these rules as presently constituted.

RESOLUTION NO. _____

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF _____

**APPROVING AND ADOPTING THE REPORT TO THE CITY COUNCIL
ON THE PROPOSED REDEVELOPMENT PLAN FOR THE 65TH STREET
REDEVELOPMENT PROJECT, SUBMITTING SAID REPORT AND PROPOSED
REDEVELOPMENT PLAN TO THE CITY COUNCIL, AND CONSENTING TO AND
REQUESTING A JOINT PUBLIC HEARING ON SAID REDEVELOPMENT PLAN
AND THE FINAL ENVIRONMENTAL IMPACT REPORT RELATED THERETO**

WHEREAS, the Redevelopment Agency of the City of Sacramento ("Agency") has prepared a proposed Redevelopment Plan ("Redevelopment Plan") for the 65th Street Redevelopment Project ("Project"); and

WHEREAS, the Agency submitted the proposed Redevelopment Plan to the Planning Commission of the City of Sacramento for its report and recommendations, and the Planning Commission, by Resolution No. 2004-01, adopted on February 26, 2004, reviewed the proposed Redevelopment Plan and determined that the Redevelopment Plan was consistent with the City of Sacramento General Plan and recommended the approval and adoption of the proposed Redevelopment Plan; and

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Section 21000 *et seq.*, "CEQA"), the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 *et seq.*) and local procedures adopted by the Agency pursuant thereto, the Agency has prepared a program-level Environmental Impact Report ("EIR") on the proposed Redevelopment Plan;

WHEREAS, pursuant to Section 33352 of the California Community Redevelopment Law (Health and Safety Code Section 33000 *et seq.*), the Agency has prepared a Report to the City Council on the proposed Redevelopment Plan, which Report incorporates by reference the EIR; and

WHEREAS, Section 33355 of the Community Redevelopment Law authorizes a joint public hearing on the proposed Redevelopment Plan with the consent of the Agency and the City Council of the City of Sacramento.

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO:

Section 1. The Agency hereby approves and adopts the Report to the City Council on the Redevelopment Plan for the 65th Street Redevelopment Project in the form attached to the staff report accompanying this resolution ("Report"). The Agency hereby submits said Report,

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

together with the proposed Redevelopment Plan for the Project, to the City Council. The proposed Redevelopment Plan for the Project is attached to the staff report accompanying this resolution.

Section 2. The Agency hereby consents to a joint public hearing on the proposed Redevelopment Plan for the Project, together with a joint public hearing on the Final EIR on the proposed Redevelopment Plan, and requests that the City Council call a joint public hearing of the Agency and the City Council on Tuesday, May 25, 2004, at 7:00 p.m., in the City Council Chambers, 730 I Street, Sacramento, California, to consider the proposed Redevelopment Plan, the Final EIR and all documents and evidence pertaining thereto.

Section 3. The Secretary of the Agency shall, in cooperation with the City Clerk of the City of Sacramento, prepare, publish, and mail such notices and documents and do all other acts as may be necessary to carry out the purposes of this resolution.

CHAIR

ATTEST:

SECRETARY

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO. _____

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF _____

APPROVING AND ADOPTING RULES GOVERNING PARTICIPATION BY PROPERTY OWNERS AND THE EXTENSION OF REASONABLE REENTRY PREFERENCES TO BUSINESS OCCUPANTS IN THE 65TH STREET REDEVELOPMENT PROJECT

WHEREAS, the Redevelopment Agency of the City of Sacramento ("Agency") has prepared a proposed Redevelopment Plan ("Redevelopment Plan") for the 65th Street Redevelopment Project Area ("Project Area"); and

WHEREAS, Section 33345 of the California Community Redevelopment Law (Health and Safety Code Section 33000 *et seq.*) provides that the Agency shall adopt and make available for public inspection rules to implement the operation of owner participation in connection with the Redevelopment Plan; and

WHEREAS, Section 33339.5 of the California Community Redevelopment Law provides that the Agency shall adopt and make available for public inspection rules regarding the extension of reasonable preferences to persons who are engaged in business in the Project Area to reenter in business within the redeveloped Project Area if they otherwise meet the requirements prescribed by the Redevelopment Plan.

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO:

THAT, the "Rules Governing Participation by Property Owners and the Extension of Reasonable Reentry Preferences to Business Occupants in the 65th Street Redevelopment Project," in the form attached to the staff report accompanying this resolution, are hereby approved and adopted.

CHAIR

ATTEST:

SECRETARY

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO. _____

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**ACKNOWLEDGING RECEIPT FROM THE REDEVELOPMENT AGENCY OF
THE CITY OF SACRAMENTO OF THE PROPOSED REDEVELOPMENT PLAN
FOR THE 65TH STREET REDEVELOPMENT PROJECT AND THE REPORT
TO THE CITY COUNCIL CONCERNING SAID PLAN, AND CONSENTING TO
AND CALLING A JOINT PUBLIC HEARING ON SAID REDEVELOPMENT PLAN
AND THE FINAL ENVIRONMENTAL IMPACT REPORT RELATED THERETO**

WHEREAS, the Redevelopment Agency of the City of Sacramento ("Agency"), by Resolution No. _____, adopted on April 20, 2004, submitted to the City Council of the City of Sacramento a proposed Redevelopment Plan ("Redevelopment Plan") for the 65th Street Redevelopment Project Area, together with a Report to the City Council on said Redevelopment Plan, and consented to and requested that the City Council call a joint public hearing of the Agency and the City Council to consider the proposed Redevelopment Plan and the Final Environmental Impact Report ("Final EIR") related thereto; and

WHEREAS, Section 33355 of the California Community Redevelopment Law (Health and Safety Code Section 33000 *et seq.*) authorizes a joint public hearing on the proposed Redevelopment Plan with the consent of the Agency and the City Council.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO:

Section 1. The City Council hereby acknowledges receipt from the Agency of the proposed Redevelopment Plan for the 65th Street Redevelopment Project and the Report of the Agency to the City Council concerning said Redevelopment Plan.

Section 2. The City Council hereby consents to and, at the request of the Agency, calls a joint public hearing of the Agency and the City Council on Tuesday, May 25, 2004, at 7:00 p.m., in the City Council Chambers, 730 I Street, Sacramento, California, to consider the proposed Redevelopment Plan, the Final EIR and all documents and evidence pertaining thereto.

Section 3. The City Clerk of the City of Sacramento shall, in cooperation with the Secretary of the Agency, prepare, publish, and mail such notices and documents and do all other acts as may be necessary to carry out the purposes of this resolution.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

(216)

DATE ADOPTED: _____

RESOLUTION NO. _____

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**ELECTING TO RECEIVE ALL OR ANY PORTION OF THE TAX REVENUES
PURSUANT TO SECTION 33676 OF THE CALIFORNIA COMMUNITY
REDEVELOPMENT LAW ATTRIBUTABLE TO TAX RATE INCREASES
IMPOSED FOR THE BENEFIT OF THE CITY OF SACRAMENTO AFTER
THE ADOPTION OF THE PROPOSED REDEVELOPMENT PLAN
FOR THE 65TH STREET REDEVELOPMENT PROJECT**

WHEREAS, the Redevelopment Agency of the City of Sacramento ("Agency") has prepared a proposed Redevelopment Plan ("Redevelopment Plan") for the 65th Street Redevelopment Project Area ("Project Area"); and

WHEREAS, Section 33676 of the California Community Redevelopment Law (Health and Safety Code Section 33000 *et seq.*) provides that, prior to the adoption of the Redevelopment Plan, any affected taxing agency may elect to receive, in addition to the portion of taxes allocated to the affected taxing agency pursuant to Section 33670(a) of the Community Redevelopment Law, all or any portion of the tax revenues allocated to the Agency from the Project Area pursuant to Section 33670(b) of the Community Redevelopment Law which are attributable to the tax rate increases imposed for the benefit of the taxing agency after the tax year in which the ordinance adopting the Redevelopment Plan becomes effective (the "Increases"); and

WHEREAS, as an affected taxing agency, the City Council of the City of Sacramento desires to receive all such Increases.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO:

Section 1. The City Council hereby elects to receive all Increases, as defined in the above recitals, resulting from taxes levied on property within the 65th Street Redevelopment Project Area.

Section 2. The City Clerk is hereby directed and authorized to transmit a copy of this resolution to the Executive Director of the Redevelopment Agency of the City of Sacramento and to the tax collector of Sacramento County.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____ (217)

DATE ADOPTED: _____