

**TABLE 3
TABLE OF PROGRAMS AND PROJECTS**

ASSISTANCE PROGRAMS			
DESCRIPTION OF PROGRAMS	CONNECTION TO BLIGHT	ESTIMATED COST	PRIORITY *
Affordable Housing			
Projects and programs to increase, maintain, and enhance the supply of affordable housing throughout Davis, as identified in the City’s Housing Element and the Agency’s Five-Year Implementation Plan	State law requires that 20 percent of all tax increment received by the Agency be used for affordable housing. The estimated cost is based upon the remaining tax increment through the life of the Redevelopment Plan.	\$65,000,000	1
Rehabilitation/Building Code upgrades (Pre-1976 residential) <i>Replace or install new sewer, water, electrical, or gas lines within units where deficiencies exist. Replace windows, add insulation, and upgrade appliances to improve energy efficiencies. Install heating and cooling systems where they do not exist. Replace deteriorated roofing, siding, and foundations on existing structures. Replace or install new sewer, water, electrical, and/or gas utility services to comply with current Building/Health and Safety Codes where deficiencies exist. Possibly using 20% set-aside in exchange for affordability restrictions.</i>	The project would alleviate blight by correcting inadequate housing conditions.	\$2,000,000	1
Economic Incentive Programs			
Projects and programs to assist private property owners in maintaining and improving land and buildings in the Project Area, as identified in the Agency’s Five-Year Implementation Plan	The projects and programs would help eliminate the blighting influences of vacant and dilapidated buildings and underdeveloped sites. They would also contribute to the economic vitality of the Project Area and help generate tax increment to the Agency and sales tax to the City.	\$16,000,000	1

PROJECTS			
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Subarea 1 – Olive Drive			
Richards/Gateway Corridor Improvements <i>Develop a plan to improve the area between the Davis Subway and the I-80 off-ramp with the goal of improving traffic circulation, pedestrian/bike safety, and more aesthetically appealing “gateway” to the Downtown and Olive Drive.</i> <ul style="list-style-type: none"> I-80 off/on-ramp (a.k.a. Tight Diamond) <i>Consolidate the entrance and exiting ramps to I-80 on the north side of the interchange to converge at a signalized intersection on the overpass.</i> Richards Boulevard and Olive Drive intersection enhancements <i>Reconfigure and reconstruct the sidewalks, driveways, bike lanes, bus stops, traffic signals, etc. to increase order and reduce confusion of traffic circulation, bike/pedestrian safety, and the aesthetics of this intersection.</i> 	Inadequate vehicle, bicycle, and pedestrian connections between South Davis and the remainder of the community were identified as a primarily blighting factor when the Redevelopment Plan was adopted in 1987. Portions of Olive Drive lack essential circulation and safety improvements.	\$6,000,000	1
		\$500,000	1
Pedestrian / Bike Railroad Crossing(s) <ul style="list-style-type: none"> Below Grade <i>Construct a bike/pedestrian tunnel beneath UPRR tracks from Hickory Lane to the Depot.</i> At-Grade <i>As an alternative to a tunnel, construct a bike/pedestrian at-grade crossing of the UPRR tracks at or near Hickory Lane to connect Olive Drive to Downtown via the Depot.</i> 	Inadequate vehicle, bicycle, and pedestrian connections between South Davis and the remainder of the community were identified as a primarily blighting factor when the Redevelopment Plan was adopted in 1987. These projects are alternatives; one or the other is proposed to be constructed, but not both. The subtotals assume the worst-case below-grade alternative.	\$3,300,000	3
		\$300,000	1
East Olive Drive Right-of-Way Improvements <ul style="list-style-type: none"> Traffic Calming <i>Install traffic calming measures as needed to slow traffic exiting I-80.</i> Street reconstruction <i>Reconstruction portions of East Olive Drive roadway and bike lanes.</i> Sidewalk Improvements <i>Repair and replace sidewalks and driveways as needed to improve safety and accessibility.</i> Street Lighting <i>Upgrade and/or install additional streetlights to improve safety and security.</i> 	Portions of Olive Drive lack essential circulation and safety improvements. These are blighting factors identified in the 1987 Redevelopment Plan.	\$50,000	1
		\$200,000	1
		\$300,000	1
		\$300,000	1
		Subtotal	\$10,950,000

PROJECTS			
DESCRIPTION OF PROJECTS	CONNECTION TO BLIGHT	ESTIMATED COST	PRIORITY *
Subarea 2 – Old City Core			
<p>H Street Alley and Multi Modal Center Enhancements <i>Realign the H Street “Alley” between Second and Third Streets to improve traffic circulation, safety and access in and around the Multi Modal Center. The project would allow for new bus stop accommodations immediately adjacent to the Depot Entrance, improved pedestrian and bike access/amenities, and increased private development opportunities.</i></p>	<p>The project would facilitate improved public parking as well as bus, automobile, and bicycle circulation. It would enhance private development activity in the area and complement other public and private activities. It would also alleviate the currently sub-optimal configuration of the loading dock and parking area for adjacent merchants.</p>	\$800,000	1
<p>Commercial Reuse of City Owned/leased buildings (Historic City Hall, Varsity, Scout Cabin, Pump House, Hunt Boyer) <i>Provide funding for capital improvements to these facilities to leverage private reinvestment in these facilities with the objective of generating increased business license, sales and transit occupancy taxes.</i></p>	<p>The properties in their current conditions are not conducive to private ownership or management. The Historic City Hall building has been vacant for over a year and the pump house has been vacant for many years. These vacancies are blighting factors that contribute to a public perception of a failing downtown and increase likelihood of vandalism.</p>	\$1,500,000	Although these are 1 priority projects for the City, Agency assistance may not be necessary
<p>Pedestrian Amenities, including Improved Pedestrian Crossings at Primary Intersections <i>Purchase and install amenities to serve pedestrians, transit users, and bicyclists within the Downtown such as; bike racks, news racks, benches, trees, bus shelters, enhanced sidewalk paving, directional signs/map cases. Install “bulb-outs” (similar to 4th and G and Third and C) to increase pedestrian/bike safety, enhance the aesthetic, and improve traffic safety within the downtown.</i></p>	<p>Improves the appearance, physical condition, and extent of pedestrian-related improvements in the central business district. Enhances pedestrian safety, would encourage greater foot traffic of shoppers in the Core, and would encourage business owners to improve their structures.</p>	\$1,500,000	2
<p>Additional Public Parking</p> <ul style="list-style-type: none"> • Third Parking Structure <i>Develop a third parking structure at the North F Street lot as part of a larger mixed-use project involving the contiguous privately owned land. Agency would likely initiate the analysis and potentially lead the planning and reuse process. Other Agency involvement could include; property acquisition, preparation, disposition and relocation, and remediation as necessary.</i> • Public Parking within Private Projects <i>Provide funding assistance to individual private projects for the development of underground parking in exchange for public use of the parking spaces.</i> • Purchase the Fourth and F Parking structure <i>This structure is subject to a covenant requiring public access for 30 years. Acquiring the property would ensure public on an ongoing basis.</i> 	<p>Inadequate parking downtown is a blighting factor. In addition, insufficient parking can contribute to failed businesses and vacant buildings, as customers are lost.</p>	\$10,000,000	1
		\$5,000,000	2
<p>Richards Bike Over-crossing <i>Design and Construct a bike and pedestrian overcrossing on the north side of the Davis Subway to connect F Street to the Putah Creek/Arboretum bikeway.</i></p>	<p>Portions of Olive Drive lack essential circulation and safety improvements. These are blighting factors identified in the 1987 Redevelopment Plan. This project was identified in the Richards Corridor Alternatives study.</p>	\$3,000,000	3
<p>Corridor Plans and Improvements</p> <ul style="list-style-type: none"> • Fifth Street Corridor (Between A and L Streets) <i>Some or all of the following: Design and construct improvements to mitigate traffic speeds. Reconstruct Fifth Street to include left turn lane and bike lanes, if feasible and desirable.</i> • Third Street Corridor (Between A and L Streets) <i>As the primary East-West bike and pedestrian corridor between the University and Downtown, design and construct improvements to mitigate traffic speeds, improve bike and pedestrian safety/access, and aesthetics on this corridor. A likely significant component of this is the construction of intersection “bulb-outs” previously mentioned above.</i> • B Street Corridor (Between 1st and 5th Streets) <i>Design and construct improvements to mitigate traffic speeds and improve pedestrian/bike safety. Install new traffic signals and “bulb-outs” at the First and Second Street intersections.</i> • F Street Corridor (Between 1st and 5th Streets) <i>Design and construct improvements to mitigate traffic speeds and improve pedestrian/bike safety. Install “bulb-out” and new traffic signal and at the Fourth Street intersection if warranted.</i> 	<p>Fifth Street between L and B Streets is the only arterial in Davis without bicycle lanes or paths. The adjacent land uses, including both sides from the railroad tracks to Pole Line Road, contains poorly maintained properties and inappropriately mixed character. The General Plan identifies Fifth Street as the highest-priority Corridor Plan.</p> <p>Third Street contains aged and obsolescent buildings, multiple zoning code violations (particularly in the areas of exterior maintenance, landscaping, and signs), and unattractive utility infrastructure.</p> <p>B Street and F Street have been targeted for additional traffic and roadway improvements in the Core Area Specific Plan.</p>	\$500,000	1
		\$1,000,000	2
		\$500,000	2
		\$500,000	3
		Subtotal \$24,300,000	

PROJECTS			
DESCRIPTION OF PROJECTS	CONNECTION TO BLIGHT	ESTIMATED COST	PRIORITY *
Subarea 3 – South Davis			
Corridor Plans and Improvements <ul style="list-style-type: none"> Cowell Boulevard (Research Park to Mace Boulevard) <i>Design and construct improvements to mitigate traffic speeds.</i> Lillard Drive (Cowell to Ohlone) <i>Design and construct improvements to mitigate traffic speeds.</i> Mace Boulevard (Chiles to San Marino) <i>Design and construct improvements to mitigate traffic speeds.</i> 	<p>Inadequate vehicle, bicycle, and pedestrian connections between South Davis and the remainder of the community, and within South Davis, were identified as a primarily blighting factor when the Redevelopment Plan was adopted in 1987.</p> <p>The corridor improvements would enhance vehicular, pedestrian and bicycle safety, encourage more local residents to patronize businesses on the commercial corridors, and indirectly encourage additional business investment and expansion in the area (with attendant job and sales tax revenue and growth).</p>	<p>\$1,500,000</p> <p>\$500,000</p> <p>\$500,000</p>	<p>2</p> <p>2</p> <p>3</p>
		Subtotal	\$2,500,000
Total Capital Project Funding			\$37,750,000

* The prioritization of the projects is shown for budgetary purposes and is based on a relative scale with Priority 1 being the highest.