



FORBES CREEK NEIGHBORHOOD

NEIGHBORHOOD IMPROVEMENT STUDY

CITY OF LAKEPORT, CALIFORNIA



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Prepared for
City of Lakeport

By
RBF Consulting

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SECTION 1: INTRODUCTION

I. NEIGHBORHOOD DESCRIPTION

The subject of this study is a residential area in the City of Lakeport, California. Located north of the Lake County Fairgrounds and west of downtown, the neighborhood is bounded on the north by Second Street, Compton Street, and Berry Street. The neighborhood generally slopes upward as it approaches Highway 29, providing some views of Clear Lake and surrounding mountains.



Forbes Creek Neighborhood study area

For the purposes of this report the project area will be referred to as the “Forbes Creek Neighborhood,” a possible name for the neighborhood that is based on its most notable geographic feature. Forbes Creek winds through the southeast portion of the neighborhood and the North Branch of Forbes Creek extends into the neighborhood from the north. The creek is visible in several places, running year-round in natural and concrete channels.

Besides the creek, nature is also present in the form of oak woodland, with mature trees framing several streets. Lots tend to provide ample space for gardens, and many properties have fruit and nut trees as well. Birds, frogs, and other wildlife take advantage of the habitat that is available.



Housing and Land Use

The neighborhood consists primarily of single-family homes, with some duplexes and other small multi-family complexes. East of Tunis Street, zoning provides for higher density residential uses and some commercial and office uses, including offices occupying former homes. This area provides a transition between downtown Lakeport and neighborhood streets that are entirely residential.

The neighborhood's residents live in approximately 260 housing units.¹ Housing types in the neighborhood are varied, including Victorians, small historic cottages, manufactured homes, and other post-WWII homes. Some of the large lots accommodate secondary housing units. Duplexes, triplexes and small apartment buildings are also present in the neighborhood. With this variety of housing available, the neighborhood is home to people with a range of incomes.

People

Of the occupied housing units in Forbes Creek Neighborhood, about half are occupied by renters and half by owners, compared to the city as a whole in which owner-occupied units are about 60% of occupied units. The percentage of vacant units is approximately 13%, compared to a citywide proportion of 16%. Some residents have been living in the neighborhood from childhood to retirement age, helping to provide stability.

The 2010 Census counted at least 560 people living in the neighborhood. Household sizes tend to be larger than in the city as a whole—with higher percentages of 3-person, 4-person and 5-person households than in Lakeport overall. These households make up approximately 43% of the households in the neighborhood, compared to 34% in the city as a whole. Some of this difference in household size may be due to a larger proportion of children (27% in the neighborhood compared to 22% citywide) and a smaller proportion of households with older adults living alone. People aged 55-64 make up 11% of the population, compared to 15% citywide; people aged 65 and up are approximately 14% of the neighborhood population, compared to 20% citywide.

Ethnic diversity in the neighborhood resembles the citywide population, with two notable differences. People identifying themselves as Hispanic or Latino make up about 24% of the neighborhood, compared to 17% in the city as a whole. People identifying themselves as Asian make up about 4% of the neighborhood as compared to 2% in Lakeport overall.

Approximately 150 children live in Forbes Creek Neighborhood. School buses pick them up on Armstrong Street and on the south side of Martin Street. Some neighborhood children may attend Konocti Christian Academy, located on the fairgrounds, and other parochial schools in the community.

¹ Numbers in this section are from Census 2010 and are approximate because they exclude the Census block west of Smith, which extends to 11th Street outside the neighborhood. Within the neighborhood boundary, this block includes 9 properties which appear to have housing units.



II. PURPOSE OF STUDY

The purpose of this study is to provide recommendations for improving the Forbes Creek neighborhood while preserving the characteristics that residents value. The study not only outlines street, drainage, and sidewalk improvements, but also offers creative solutions to neighborhood issues and provides a realistic implementation program. Furthermore, as the first neighborhood study in Lakeport, it provides a basis for understanding how the city's residential areas may be improved and maintained.

III. STUDY PROCESS & COMMUNITY OUTREACH

The neighborhood study began in 2011 with a review of plans and data related to the neighborhood, including Census data, GIS maps, Lake County/City Area Planning Council documents, and City plans. Consultant team members conducted field surveys of neighborhood conditions on October 24, October 25, and November 7, 2011. Information was also gathered directly from neighborhood residents through an open-ended survey that the City dropped off at each residence, informal interviews with residents during the field work, and in a meeting at City Hall on the morning of October 25. Consultants met with City staff to discuss the neighborhood and conducted interviews with staff of Lakeport Senior Center, Lake County Fairgrounds, and Main Street Association.

IV. COMMUNITY CONCERNS

Neighborhood residents expressed some issues repeatedly which seem to be of particular concern, namely:

Street Maintenance – Roadway surfaces are in need of repair throughout the neighborhood.

Drainage – Flooding is recurring in certain localized areas.

Speeding – Residents called out particular streets where they feel that cars are speeding.

Safety – Residents expressed concerns about drug use and selling, and expressed a need for more surveillance.

Property Maintenance – Residents noted the presence of some “blighted” or “dilapidated” homes and would like to see better upkeep of private properties.

V. EXISTING CONDITIONS MAP

Exhibit 1, Existing Conditions, illustrates the key conditions in the neighborhood that this study is intended to address. It summarizes concerns expressed by residents, observations of RBF team members during the site visits, and data analysis. Findings are described in subsequent sections of the study.



VI. NEIGHBORHOOD IMPROVEMENTS MAP

Exhibit 2, Recommendations, summarizes the physical improvements proposed in this study. The map does not attempt to identify all improvements, but instead provides the “big picture” for the future of the neighborhood. Recommendations shown are intended to be short-term, priority improvements that will tackle the most pressing issues. The exhibit is intended for illustrative purposes, and further analysis and engineering will be needed prior to implementing many of the details shown. Improvements are listed and prioritized in Section 8, Implementation.



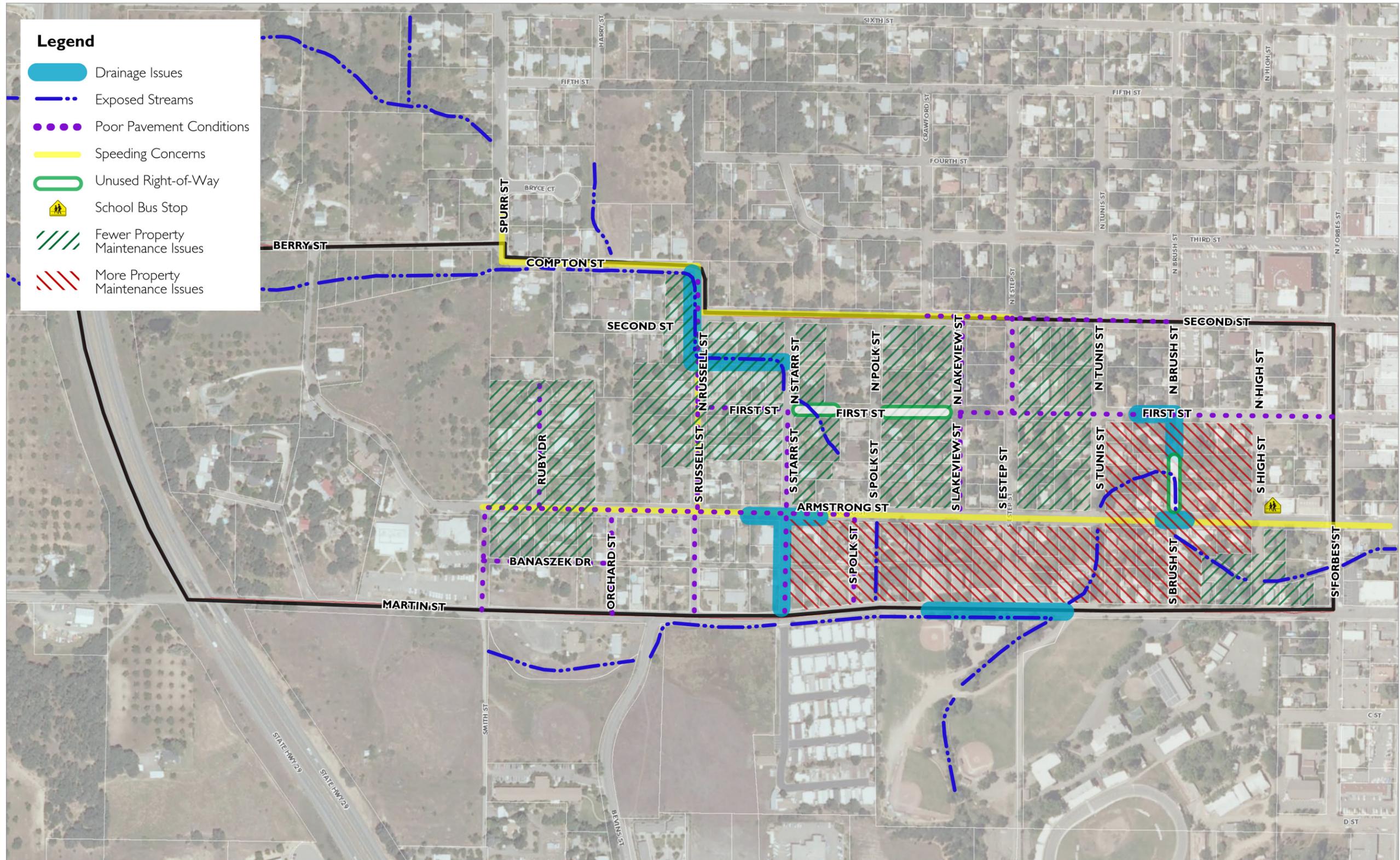


EXHIBIT 1, EXISTING CONDITIONS

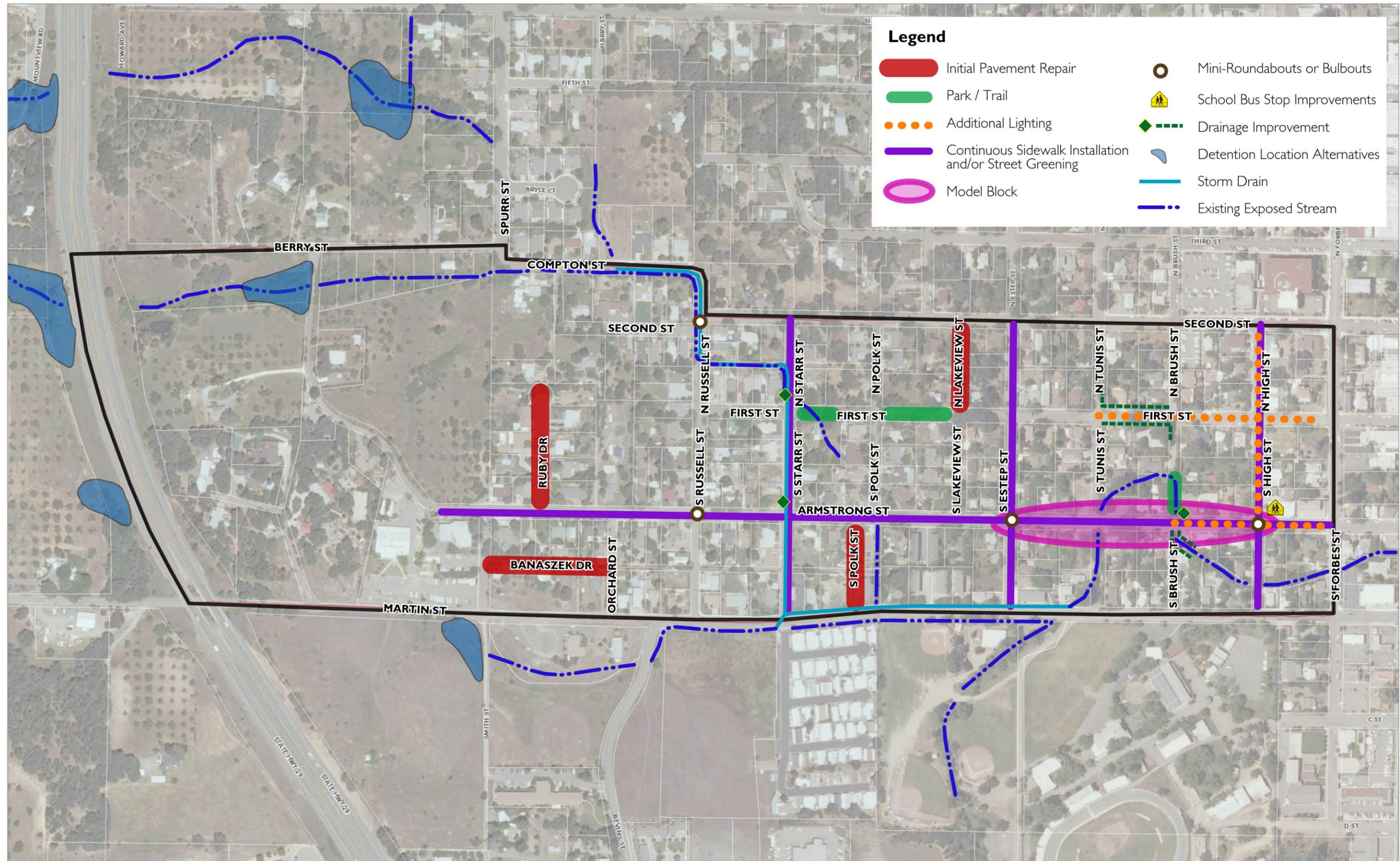


EXHIBIT 2, RECOMMENDATIONS



SECTION 2: DRAINAGE

I. INTRODUCTION

While Forbes Creek and its North Branch streams contribute to neighborhood character, their passage through the neighborhood has a downside, which is that flooding commonly occurs along their banks and low-lying areas of the neighborhood. These locations with drainage issues are noted on Exhibit 1, Existing Conditions. Adequate drainage is a concern for neighborhood residents. This section discusses existing storm water drainage conditions and key improvements necessary to address local and regional drainage issues.

II. EXISTING CONDITIONS

Drainage Setting

In general, the topography of the study area and the area tributary to it consists of steep sloping hills, hollows and gently sloping valleys. The steep valleys to the west carry runoff through gullies that slowly transform into streams as they enter the gently sloping valleys of the study area to the east. The streams that meander through the study area include Forbes Creek and its tributaries. The two unnamed streams within the study area that are tributary to Forbes Creek are collectively addressed as North Branch of Forbes Creek in the Lakeport Storm Drainage Master Plan (SDMP) prepared in 1980. The North Branch streams meander easterly and converge with the main channel at Martin Street.

The SDMP identifies the Forbes Creek watershed to be approximately 1,500 acres. A series of culverts under Highway 29 convey runoff from portions of the watersheds west of the highway to the streams to the east. Thus the runoff through the neighborhood is affected by a watershed much larger than the neighborhood boundaries itself. This flow, plus localized flooding from runoff within or immediately around the neighborhood, cumulatively adds to the overall storm water impacts to neighborhood residents.

For ease of discussion, the North Branch streams are identified as Stream One, Stream Two, and Stream Three, of North Branch of Forbes Creek and are illustrated on Exhibit 3, Drainage. Stream One is the northernmost, between 6th Street and Berry Street. Stream Two runs parallel to Berry Street and Compton Street, then meanders southeasterly to Martin Street and turns due east to its confluence with Forbes Creek. Stream Three is the southernmost and traverses parallel to Martin Street to its confluence with Forbes Creek.

These streams traverse the area through a combination of natural streambeds, open channels, culverts, and storm drains, as depicted in Exhibit 3, Drainage, and the photos on the next page.

FORBES CREEK NEIGHBORHOOD IMPROVEMENT STUDY



Types of drainage facilities found in the neighborhood



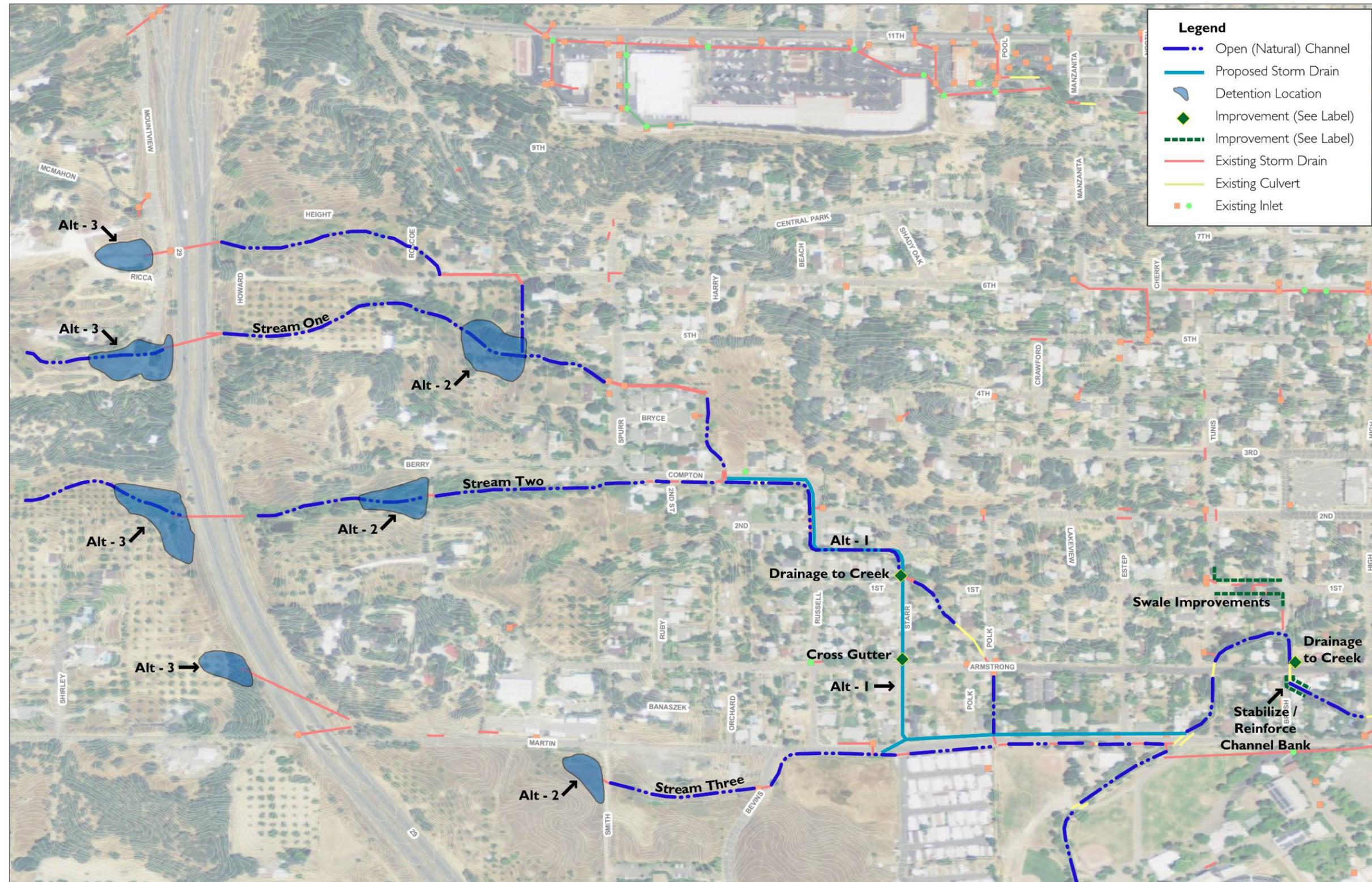


EXHIBIT 3, DRAINAGE



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Localized Flooding

Localized flooding on streets and properties is caused during less intense but more frequent storm events. The physical conditions that generally contribute to localized flooding include: 1) lack of positive drainage, 2) lack of proper means of conveyance, 3) clogged drainage facilities, or a combination of such elements. Locations in the neighborhood that were identified to have these issues during preliminary review and site reconnaissance are illustrated on Exhibit 1, Existing Conditions.



Grass swales at First and Brush Streets

Flooding occurs around First and Brush Streets due to insufficient conveyance capacity of the side swales and partially blocked culverts crossing the street and driveways. A primary factor is brush and grass growth in the swales and canals. Vegetation provides benefits such as slowing erosion and helping to remove trash and pollutants from water. However, when unchecked, it can also block drainage. Smaller swale capacity is especially sensitive even to grass growth.

Regional Flooding

Regional flooding is generally caused when storm water levels exceed the capacity of flood control facilities and inundate adjacent and/or downstream areas. Intense storm events that are less frequent, for example 50- or 100-year events, tend to be sources of such flooding. However, a significantly undersized drainage system or an inadequately maintained natural water course can be the source of such flooding even during more frequent storm events. This appears to be the case in the Forbes Creek neighborhood.

During the last approximately 20 years, there have been multiple instances of minor flooding in the neighborhood associated with high-intensity storm events and other periods when Clear Lake has exceeded flood stage and affected the levels of upstream tributaries such as Forbes Creek. Flooding affects streets and private properties.

Within the neighborhood, the North Branch streams of Forbes Creek act as flood control channels conveying runoff generated from neighborhood drainage areas as well as from offsite drainage areas to the west of the neighborhood. An initial review of topographic data estimated the tributary drainage area to the confluence of Stream One and Stream Two at Compton Street to be approximately 230 acres. A preliminary analysis based on the area and other hydrologic parameters showed that the existing configuration of Stream Two (downstream from the confluence with Stream One) may not even convey a 25-year storm event without overtopping and flooding adjacent properties. Additionally, the field visit revealed that a majority of the stream can become overgrown, which further reduces the conveyance capacity of the channel and increases the chances of flooding the neighborhood. The City removes heavy brush from the channels every year in late fall,



then allows the remaining vegetation to compress on the channel bottoms; this helps to prevent scouring of the earthen channels.



Puddles and debris after storms suggest a lack of proper drainage.

Similarly, the tributary area to Stream Three at Starr Street and Martin Street is estimated to be 60 acres and the preliminary analysis showed that it may not contain runoff from a 25-year storm event. The deficiencies in the existing North Branch streams have been identified in the Storm Drainage Master Plan.

FEMA Special Flood Hazard Area

Special Flood Hazard Areas are areas that FEMA has identified as being subject to inundation by the 1% annual chance flood, also known as a 100-year flood. The FEMA Flood Insurance Rate Maps identify flood hazard zones for communities participating in the National Flood Insurance Program, including Lake County and the City of Lakeport. Participants in the program must satisfy certain floodplain management criteria to reduce the future flood risk to new construction.

The current FEMA map with an effective date of 2005 shows that neighborhood streams and adjacent properties lie in Special Flood Hazard Area zones—see Exhibit 4, FEMA Special Flood Hazard Area. On the map, Zone AE shows the elevations of the 100-year flood. Zone AO indicates sheet flow depths ranging from 1-ft to 3-ft during the 100-year flood.



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III. RECOMMENDATIONS

Localized Flooding

To address the flooding occurring around First Street and Brush Street, functionality of the existing drainage features could be restored inexpensively by re-grading the roadside swales to increase capacity, clearing culverts of debris and vegetation, and installing an appropriate downdrain where the swale discharges into the creek. See Exhibit 3, Drainage, for recommended drainage improvements.



Downdrain example (Source: LBIW)

In places where the stream crosses the roadway and there is no clear means of discharging runoff to the stream after it is collected by curb/gutter or roadside ditches, either an inlet or a downdrain should be provided. These locations are shown on Exhibit 3. The inlets should be designed to minimize collection of debris. Other necessary improvements to minimize localized flooding include construction of cross gutters, providing positive drainage, and stabilizing creek banks.

Regional Flooding

The following alternatives for improvements can be implemented to minimize the risk of flooding during intense storm events.

Alternative 1

Alternative 1 would redirect and convey flows through an adequately designed storm drain facility that would meet current storm design requirements. The storm drain would begin at the confluence of Stream One with Stream Two, and end near Forbes Creek at Martin Street. The storm drain would also capture flows conveyed by Stream Three near the intersection of Starr Street with Martin Street. Refer to Exhibit 3, Drainage, for conceptual alignment.

Within the neighborhood boundaries, the proposed alignment of Alternative 1 reflects the storm drain alignment recommended in the Storm Drainage Master Plan. The SDMP alignment begins further upstream at Highway 29 and runs along the existing Stream One alignment to its confluence with Stream Two.

Because the storm drain alignment passes through a portion of existing stream corridor between Russell and Starr Streets, the improvements would require regulatory permitting. To minimize impacts to the stream, the City may wish to consider another alignment that places the storm drain entirely within the existing street right of way along Compton, Russell, and First Streets before reaching Starr.



If the open channels are retained when the storm drain is installed, the channels would carry flows from the neighborhood and/or low flows from offsite, while the proposed storm drain would carry high flows. Allowing at least some flows through the existing exposed creek segments would maintain habitat, provide some water quality treatment benefits, and maintain the creek as a natural feature in the neighborhood.

Alternative 2

Alternative 2 would provide graded detention basins along the streams in the undeveloped parcels within the limits of the City as shown on Exhibit 3. The basins would lower the peak inflow entering the neighborhood. Different options for basin size and location can be implemented to effectively utilize the available area.

Alternative 3

Alternative 3 would include modifying the inlet configuration of existing culverts to utilize the vacant area available upstream of the culverts to provide detention. This alternative would be cost effective as the existing terrain appears to provide the required area/volume for detention and therefore would require minimal grade changes. However, this would require coordination with property owners including Caltrans and the County.

Discussion

Until other improvements are implemented, it is important to improve the capacity of existing facilities by clearing debris and limiting vegetation. Relatively inexpensive improvements can be made to address localized flooding.

However, regional flooding appears to be the dominant factor in causing flood events in the neighborhood, and it should be a high priority to address this situation. The City should update the 1980 SDMP to meet current hydrologic criteria, and to evaluate the feasibility of alternatives and size the proposed facilities.

Assuming that the areas required for Alternatives 2 or 3 are secured through development agreements and not through land purchase, these alternatives would incur lower initial costs than Alternative 1. However, Alternative 1 would provide savings over the life of the facility as compared to the other alternatives, which would both incur maintenance costs for the detention basins.

The alternatives can be implemented individually or can be combined to minimize costs. For instance, a combination of detention areas selected from Alternatives 2 and 3 would provide more flexibility in securing acquisitions or agreements. To save costs related to installing storm drain, detention could be provided along Streams One and Two, while storm drain is installed along Martin Street to handle flows conveyed by Stream Three. These are examples of possible combinations, but a cost-benefit analysis is recommended to evaluate the alternatives.



SECTION 3: STREETS & SIDEWALKS

I. INTRODUCTION

This section describes existing roadway, parking, streetscape, and sidewalk conditions. Recommended improvements are provided for vehicular, bicycle and pedestrian circulation, streets and sidewalks, streetscape and lighting.

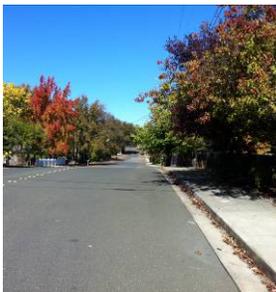
II. EXISTING CONDITIONS

Overall, the transportation infrastructure in the study area is in poor condition and lacking complete facilities for walking and cycling. Martin Street and Forbes Street are arterials per the City of Lakeport General Plan 2025, Transportation Element. Russell Street, Armstrong Street, First Street and Second Street are identified as collectors. The remaining streets in the study area are local streets. Smith Street is planned to be extended between Armstrong Street and Compton Street (providing a connection to Spurr Street). This extension is intended to reduce cut-through traffic on Russell Street.

Martin Street is identified as a bicycle facility; no other bicycle facilities are planned within the neighborhood. Sidewalk conditions vary greatly between blocks. The following sections describe existing conditions for various components of the street and sidewalk network within the Forbes Creek neighborhood.

Pavement

All streets within the Forbes Creek neighborhood are paved; however, the pavement conditions and cross sections vary greatly. Some streets have paved travel lanes with an unpaved shoulder, some are paved from curb to curb, and others have some combination of pavement, curb, and unpaved shoulder. Several streets have chip seal instead of asphalt. The width of the paved area varies from block to block and often varies within blocks.



Existing pavement conditions vary, with many streets in need of rehabilitation.

The pavement conditions range from new pavement and well-defined striping to a range of longitudinal and local cracks, potholes, and inconsistent paving. The majority of the



street pavement is in a state of disrepair and needs to be reconstructed. Flooding has severely damaged many areas of pavement. Paving along steep slopes and at the bottom of hills generally shows signs of damage from runoff and ponding, including potholes, cracking, and uneven or broken edges.

The City recently updated the Citywide Pavement Condition Index (PCI) as part of the 2008 Pavement Management Program, which includes streets within the neighborhood. PCI values rate the riding quality and structural condition of roadway pavement, with 100 being the best condition and 0 being the worst condition.

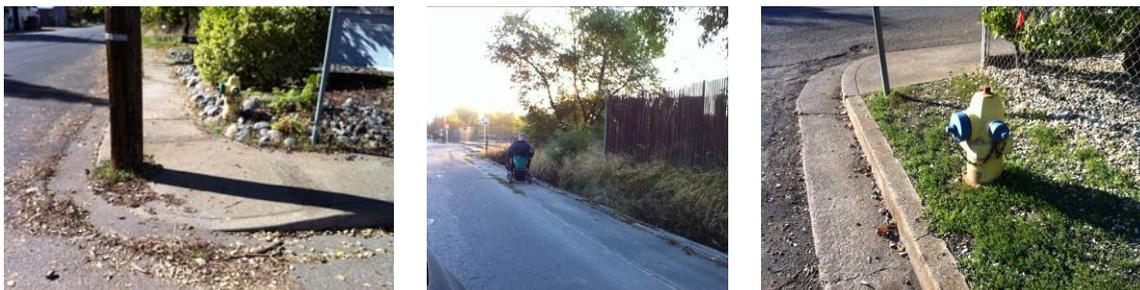
In general, the pavement of most streets in the neighborhood is in fair to poor condition and needs rehabilitation and reconstruction. The average PCI value for the neighborhood is 32, and only 7 of the 32 segments surveyed are above a PCI value of 50. Aging pavement and storm water damage are the two largest factors causing the low PCI values. Newly paved streets are in excellent condition (PCI of 88 and above) including Forbes Street, a portion of Armstrong Street, and 2nd Street at the Courthouse. The PCI values for Martin Street range between 6 and 25; however, the City recently repaved Martin Street so these values do not accurately reflect existing conditions.

Sidewalks

The presence of sidewalks varies by parcel. Where present, sidewalks are generally at least four or five feet wide, and the City strives to provide a five-foot width. Sidewalks are generally built between the property fence line and the curb; however, there are some locations where a landscaped parkway strip is located between the sidewalk and curb. In several locations, landscaping encroaches onto the sidewalks, making them unusable.



Sidewalks are provided along some parcels, but most street segments lack a continuous sidewalk.



Obstacles in the sidewalk zone impede wheelchair access.



The City of Lakeport has a local ordinance which requires property owners to install curb and gutter and sidewalk if they make property improvements with a value that exceeds a certain threshold over five years, capped at 130 feet of installation.

Residents expressed desire for sidewalks throughout the neighborhood but specifically called out the need on Martin Street, Armstrong Street (especially for children taking the school bus), and in areas impacted by community events like the Fourth of July. A resident also pointed out that the drainage ditches along the Compton/Spurr Street curve and on Martin Street near the Fairgrounds constrain the roadway width and effectively eliminate shoulders for pedestrian passage.

Circulation

Armstrong Street currently provides access to the Sheriff’s Department offices just west of Smith Street. Armstrong Street has been improved and provides an opportunity for faster traveling speeds. Neighbors have expressed concern about high operating speeds on Armstrong Street, as well as on Martin, Starr, Second, Russell, and Compton Streets. Other neighborhood streets may not have the same issue with speeding vehicles due to geography and pavement condition.

Many people use Russell, Compton and Spurr Streets as a cut-through route from Bevins Street to Central Park Avenue, which connects to the major arterial Eleventh Street via Pool Street. This is a non-direct cut-through route that carries higher volumes compared to the other residential streets. The City plans to extend and realign Smith Street to provide a more direct north-south connection from Lakeport Boulevard to Central Park Avenue, which would alleviate traffic on the existing route (see graphic at right). Several neighbors concerned with the current cut-through traffic requested that traffic calming measures be installed along Russell Street. However, such measures may divert traffic to alternative streets such as Starr Street.



Conceptual alignment for Smith St.

Traffic volumes are presented in the City of Lakeport General Plan 2025. It is estimated that traffic has not increased since 2005, because little or no growth has occurred in the City since that time. The General Plan indicates that 2005 traffic volumes on Martin Street (Arterial) were 2,740 vehicles per day, and 2,850 in 2010/11. Armstrong Street (Collector) had a 2005 daily volume of 850, and 770 in 2010/11. On collector and local streets in the study area, daily volumes are generally less than 300, except on Russell Street where the daily volume is 960. This higher volume along Russell Street indicates cut-through traffic.

Complete Streets principles require the accommodation of roadway facilities for all users, including vehicles, bicycles, and pedestrians. The study area does not fulfill this requirement, especially for pedestrians.





Traffic Safety

No signs of potential accidents (skid marks, restricted sight distance) at intersections were observed during field observations. Steep grades make travelling more challenging and the lack of continuous street lights may also decrease visibility. No accident analysis has been performed and no concerns about accidents were reported by either staff or residents.

Parking

Most streets within the Forbes Creek neighborhood can accommodate parallel parking. There are a few locations where angled parking is allowed and others where parking is prohibited, either by signage or by roadway width constraints. In general, parking is prohibited along the south side of Martin Street and portions along the north curb. Parking is also prohibited along the north side of Second Street between Crawford Street and Russell Street because of steep slopes. Parallel parking generally occurs where the pavement extends to a curb and gutter or where an unpaved shoulder (generally at least eight feet in width) is present.

Residents reported that the neighborhood sometimes experiences overflow parking from events at the fairgrounds and downtown, and that visitors to one of the commercial uses within the neighborhood are parking in the neighbor's driveway.

III. RECOMMENDATIONS

Filling in Sidewalk Gaps for Pedestrian Connectivity

Missing sidewalk segments create a challenge for pedestrians. Sidewalk improvements should be made as funding is available and longer-term projects identified beyond the projects recommended in this study.

The immediate goal should be to connect the neighborhood to destinations within an easy walking distance (i.e. $\frac{1}{4}$ to $\frac{1}{2}$ mile). Walking destinations currently consist of the school bus stop at the corner of Armstrong Street and High Street, the fairgrounds on the south side of Martin Street, downtown Lakeport to the east of the neighborhood, and the proposed park along First Street between Polk Street and Lakeview Street. It is recommended that centrally located pathways be established in both the east-west and north-south directions.

The City is currently considering a project to provide sidewalk, curb, and gutter on the north side of Armstrong Street. Armstrong Street provides good connectivity in an east-west direction and connects to the school bus stop and downtown Lakeport. It is recommended that the City implement this project to provide short-term relief for the lack of pedestrian connections.

In the north-south direction, it is recommended that sidewalk improvements be carried out on Estep Street and Starr Street because of their central location and connection to the



above-identified destinations. In addition, High Street is recommended for sidewalk, curb, and gutter because of its proximity to downtown and the likely spillover of downtown traffic and parking—as well as the City’s intention to encourage business uses in this part of the neighborhood, as expressed in the General Plan.

On Exhibit 2, Recommendations, continuous sidewalk and/or street greening are recommended for Armstrong, Estep, Starr, and High Streets in order to improve conditions for pedestrian movement along these streets.

For the identification of long-term projects, the City should utilize Table 1 to identify gaps, and prioritize additional improvements based on community input and areas experiencing the highest use. A general goal should be to maintain a continuous sidewalk on at least one side of each street within the neighborhood. Also, in the areas where a conventional curb, gutter, and sidewalk are infeasible (e.g. due to steep slopes or large trees), a meandering sidewalk may be provided. Parking may not be feasible in these areas due to right-of-way constraints.

Additional criteria for identifying improvements are cost of construction and ease of implementation. Consideration must be given to providing concrete sidewalks, which may include curb and gutter improvements, versus asphalt or decomposed granite (DG) paths which would be continued from the existing edge of pavement conditions.

Table 1 is intended to serve as a general guide for street and sidewalk improvements; the numbers in the table are approximate and several recommendations will require additional study and engineering prior to implementation.

Street Greening

Exhibit 5, Recommended Cross Sections, illustrates typical cross sections for the neighborhood that are in line with current development and conventional street design. However, the City may choose to take additional measures for street greening. Several streets have wide rights of way and may be able to accommodate landscaped elements such as parkway strips along one or both sides, tree wells within sidewalks, or decomposed granite paths with tree plantings. Traffic calming measures such as roundabouts or mid-block bulbouts can accommodate planting. Additionally, private property owners may plant shade trees near sidewalks on their own properties. The street sections in Exhibit 5 do not show these greening elements; however, such elements could be added to the sidewalk area or on-street parking area, or accommodated by narrowing the widths of travel lanes and parking.



Example of greening in mid-block bulbouts



ADA Compliance

All new and improved sidewalks (including ramps and street crossings) must comply with appropriate standards per the Americans with Disabilities Act. When installing new sidewalk along a street segment, the project should include retrofitting existing sidewalks to make a continuous pathway that meets ADA standards.

Paving

The City currently monitors pavement condition, and has a paving strategy that targets streets in good condition that have minimal deterioration because they are cheaper to repair and maintain than streets where the pavement needs to be pulverized and reshaped. Chip seal is easier to maintain when the condition is already good, and the City should continue to prioritize maintaining these streets.

Additionally, the City should prioritize roadway repair and repaving efforts on streets with the highest traffic volumes and lowest PCI values. In general, all streets with a PCI value below 50 should be repaired or repaved. Table 1 identifies the typical width of pavement on each neighborhood street, and recommended pavement improvements. Exhibit 5 illustrates the recommended cross-sections referenced in Table 1.

The City recently completed a detailed PCI evaluation which can be used to identify roads with an immediate need for repair. The priority roads for the study area with a PCI value of less than 10 are as follows: Lakeview Street (Second Street to First Street), Ruby Drive (Armstrong Street to end), Polk Street (Armstrong Street to Martin Street), and Banaszek Drive (Smith Street to Orchard Street). These roads are graphically represented on Exhibit 2, Recommendations.

Traffic Calming

Traffic calming improvements should be made as funding is available and longer-term projects identified beyond the projects recommended in this study. The City should prepare a traffic calming study identifying measures that will calm traffic without causing spillover traffic on parallel streets.

Speed humps provide the highest cost-benefit ratio and have the biggest impact in reducing speeds on streets when spaced between 300 and 500 feet. However, rerouting of traffic to parallel streets is a common occurrence when speed humps are installed. The City should monitor parallel streets for a possible diversion in traffic and act appropriately. Rubberized speed humps doveled into the existing pavement are more cost effective than asphalt speed humps. Both types of speed humps are equally effective, but asphalt speed humps have a longer life.

Mini-roundabouts are ideal for neighborhood streets and are an effective measure to slow down traffic and control traffic at intersections. Bulbouts and meandering roadways also calm traffic at costs similar to mini-roundabouts. These measures are not as effective at





reducing traffic speeds when compared to speed humps and mini-roundabouts but can provide an aesthetically pleasing environment.

Russell Street is currently a cut-through route; until Smith Street is extended, it is anticipated that it will continue to function as such. The City should consider installing traffic calming measures along Russell Street, but focus on lowering speeds without diverting traffic to parallel streets. Based on feedback from the community, traffic calming measures should be considered along Russell, Armstrong and Second Streets.

The following “Traffic Calming Measures” section identifies appropriate traffic calming measures that can be explored further in the neighborhood. See Exhibit 2, Recommendations, for recommended locations for these measures.

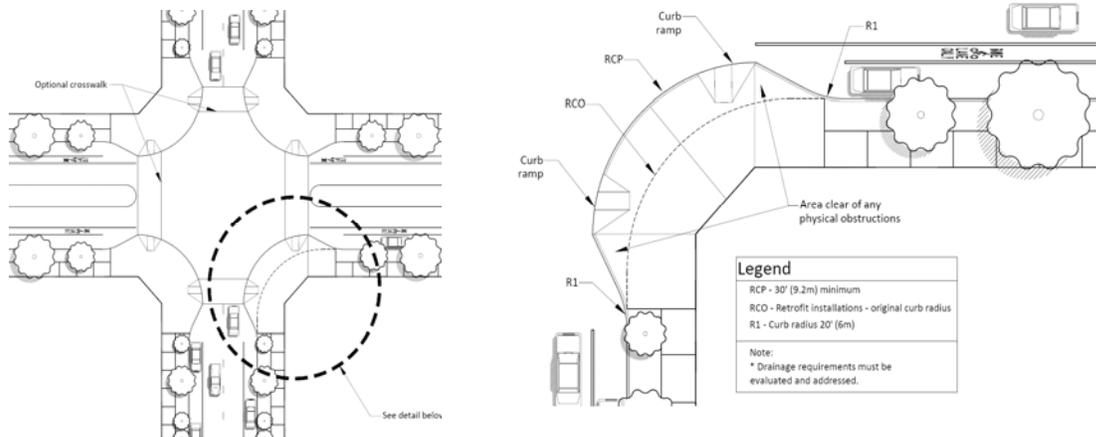
TRAFFIC CALMING MEASURES

Bulbouts

Bulbouts are curb extensions that narrow the roadway by extending the curb into the parking lane or shoulder. Curb extensions may be placed at an intersection or along a roadway. Curb extensions maintain a gap between the extension and the curb to prevent disruption to the gutter or drainage. The purpose of curb extensions is to narrow the width of the road and to slow motorists' speeds as they travel through the intersection, particularly when turning. The design of bulbouts could accommodate bicycles even if no bike lanes are striped on the approaches. The approximate cost is \$5,000 to \$10,000 per corner. Further design considerations are presented in the illustrations below.



Example of small bulbout at an intersection





Mini-Roundabouts

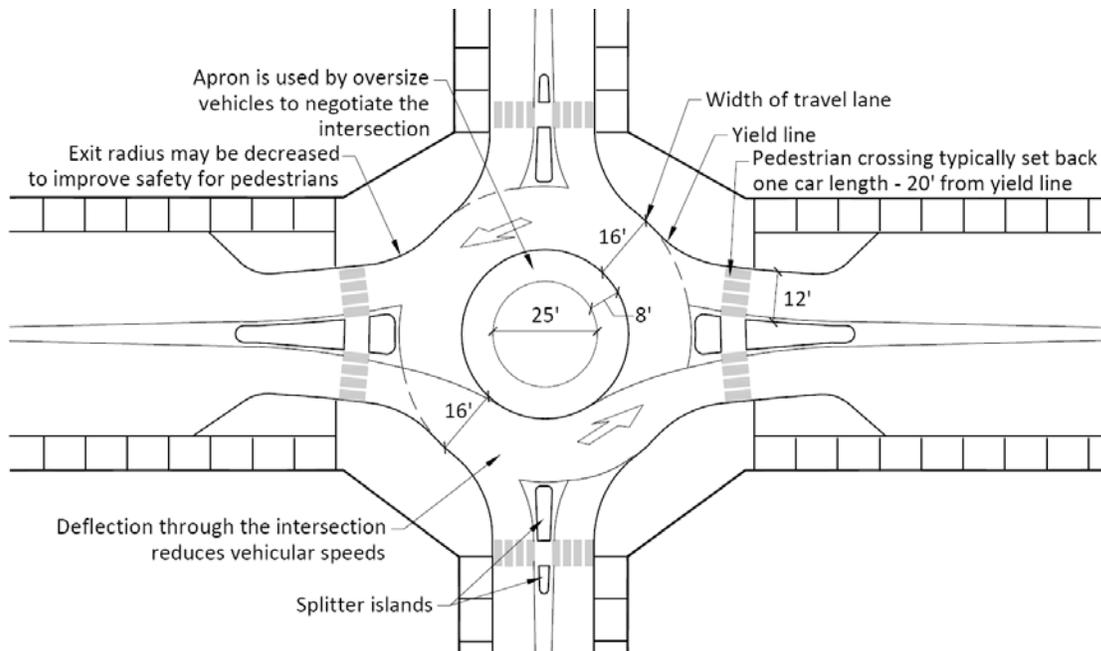
Traffic circles (mini-roundabouts) calm traffic on residential streets. Mini-roundabouts are raised circular islands constructed in the middle of an intersection. Mini-roundabouts require motorists to maneuver around the circle to proceed through the intersection, which will result in motorist speed reduction. Cyclists can circulate the intersection in the same manner as a motor vehicle. In the event cyclists desire to navigate the intersection as pedestrians, sidewalks and crosswalks are provided. The approximate cost is \$10,000 to \$25,000 excluding landscaping.



Example of traffic circle/mini-roundabout

Both traffic circles and bulbouts do result in a loss of on-street parking and thus should be discussed with adjacent property owners, where applicable. The wide curb distance along Armstrong Street could easily accommodate traffic circles and bulbouts without impacting right-of-way.

Some design considerations for bulbouts are illustrated in the example below.





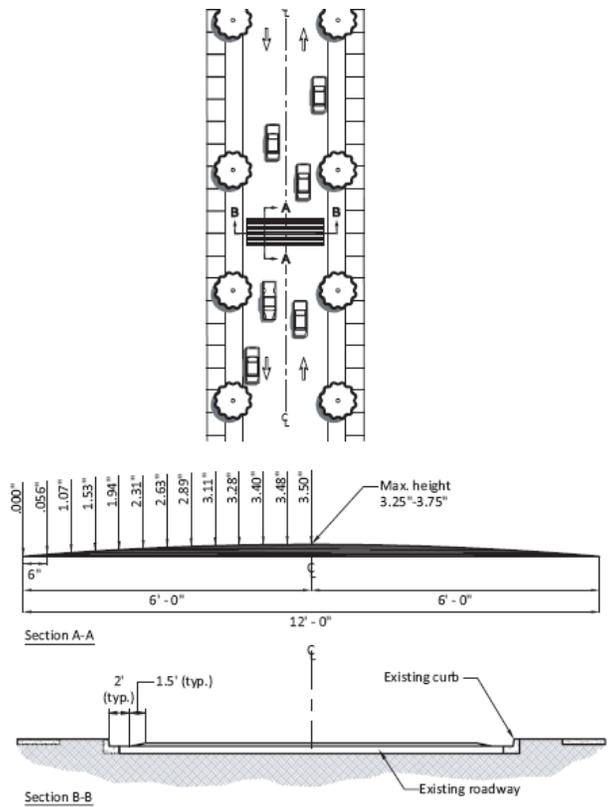
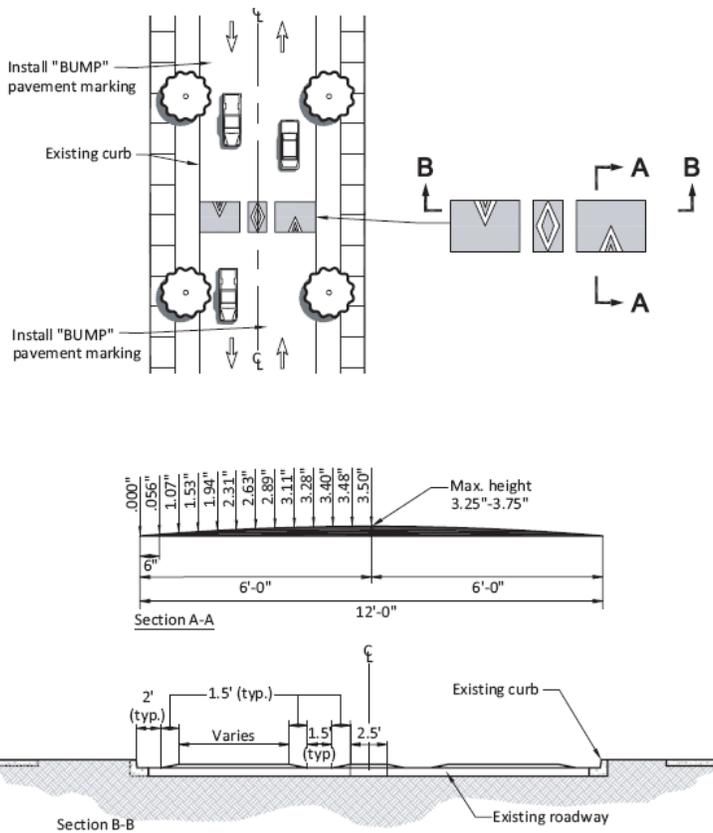
FORBES CREEK NEIGHBORHOOD IMPROVEMENT STUDY

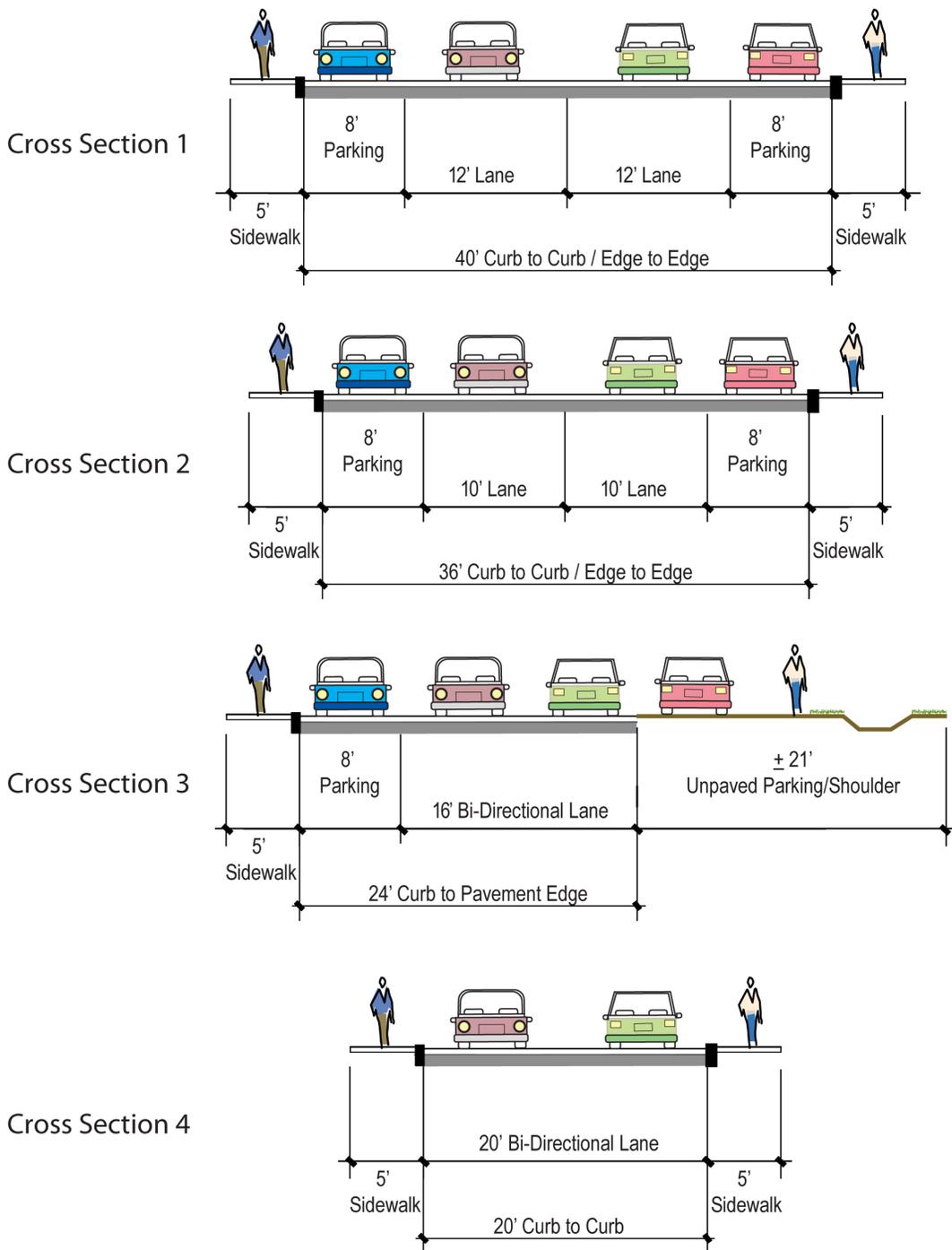
Vertical Speed Control Measures

Speed lumps and speed humps are vertical improvements to a roadway that reduce travel speeds. These geometric improvements are rounded, placed across the streets and are the most effective measure to reduce speeds. The design of speed humps and lumps can be changed to manipulate the impact of the speed reduction; shorter and higher speed lumps and speed humps will have the best results in lowering travel speed. Speed lumps are designed to allow emergency vehicles to travel along the roadway with minimal impact to response times. Speed humps extend the entire width of the street. Speed humps and lumps are supplemented with appropriate signing and striping to adequately inform motorists of the traffic calming device. The approximate cost is \$5,000 to \$12,000. Further considerations for design of these vertical control measures are illustrated in the example below.



Example of speed hump





Not to scale
 See Table 1 for specific recommendations

EXHIBIT 5, RECOMMENDED CROSS-SECTIONS





Table 1: Existing and Proposed Street, Sidewalk, and Paving Conditions

Street Segment	ROW	Existing Pavement Edge / Curb to Curb	Proposed Cross Section	Sidewalk	Comments
ALL STREETS – GENERAL COMMENTS					
		Values below are approximate.	Numbers below reference Exhibit 5.	Sidewalks could be constructed of concrete, asphalt, or decomposed granite (DG) as determined on a case-by-case basis.	Where provided, make sidewalks ADA compliant; underground and/or relocate utility poles.
Second Street					
Russell	Polk	50'	24' to 40'	3	Retain existing sidewalk. Provide additional sidewalk on south side. Sidewalk on the north side is not feasible due to topography. Consider sidewalk on the north side along residential frontage where feasible.
Polk	Crawford	50'	40'	3	Retain existing sidewalk on south side. Sidewalk on the north side is not feasible due to topography.
Crawford	Tunis	50'	24' to 30'	2	Add sidewalk (or DG path) to south side. Resurface and provide 40' curb to curb or 36' edge to edge pavement.
Tunis	Forbes	50'	40'	1	Retain existing sidewalk. Add new sidewalk on south side between Tunis and Brush.
First					
Russell	Starr	50'	40'	1	Retain existing sidewalk. Provide additional sidewalk on both sides.
Starr	Polk	50'	20' to 24'	2	Retain existing sidewalk on south side. May consider DG path along north side from Starr to Polk. Provide a DG connection from the end of the existing sidewalk on the south side to the proposed DG path on the north side. On-street parking is not required as the street is mainly used for driveway access. Roadway should not be extended to connect to Starr.
Polk	Lakeview	50'	0'	N/A	Retain existing sidewalk on south side. Provide sidewalk or path connecting to Polk. Roadway should not be extended to connect to Polk. Instead, a park should be developed in this right-of-way.
Lakeview	Estep	50'	12' to 14'	4	Retain existing sidewalk. Provide sidewalk on one side (may be on north or south). Resurface existing pavement. May consider narrower travel way than indicated in Cross Section 4. Due to the grade of the roadway, concrete paving is recommended.
Estep	Brush	50'	20' to 30'	1	Retain existing sidewalk. Provide additional sidewalk on north side. Resurface and retain 36' curb to edge of pavement. DG path (or sidewalk) may be provided on south side.
Brush	Forbes	50'	30' to 40'	1	Retain existing sidewalk. Provide additional sidewalk on both sides. Resurface between Brush and High and retain 40' curb to curb pavement.
Russell					
Compton	Second	50'	24'	Keep Existing	Provide sidewalk on east side. Creek on west side will not allow for sidewalk and parking. Repair roadway surface.
Second	First	50'	24' to 40'	Keep Existing	Retain existing sidewalk. Provide additional sidewalk on east side. Resurface existing pavement and retain 40' curb to curb pavement, except along creek where paved width will be less. Creek on west side will not allow for sidewalk and parking; may consider paved shared walk zone.
First	Armstrong	50'	32' to 40'	1	Retain existing sidewalk. Provide additional sidewalk on both sides. Resurface existing pavement and retain 40' curb to curb pavement.
Armstrong	Martin	50'	24'	1 (without parking)	Retain existing sidewalk. Provide additional sidewalk on east side. May also add sidewalk on west side. Prohibit parking along both sides of the street. May consider shared paved walk zone on east side instead of sidewalk.
Compton					
Neighborhood Boundary	Russell	50'	40'	1	Retain existing sidewalk. Provide additional sidewalk on north side. Sidewalk on south side is difficult due to drainage channel.
Second Street Annex					
Compton	Bend in Road	30'	15'	Keep Existing	Provide new 5' DG path or shared paved walk surface on west side. Resurface and retain 15' edge to edge pavement.
Bend in Road	Russell	45'	24' to 40'	1	Retain existing sidewalk on south side. Provide sidewalk on at least one side of the street. DG path may be provided instead of sidewalk where there are issues with larger trees. Resurface and create 40' curb to curb or 36' edge to edge pavement.

FORBES CREEK NEIGHBORHOOD IMPROVEMENT STUDY



Starr						
Second	First	50'	20' to 24'	Keep Existing	Retain existing sidewalk. Provide additional sidewalk on the east side.	
First	Armstrong	50'	40'	1	Retain existing sidewalk. Provide additional sidewalk.	
Armstrong	Martin	50'	24' to 26'	1	Retain existing sidewalk. Provide additional sidewalk.	
Armstrong						
Smith	Polk	50'	40' to 48'	1	Provide sidewalk on both sides.	Resurface and retain a minimum of 40' curb to curb pavement.
Polk	Forbes	50'	40' to 48'	1	Provide sidewalk on both sides.	Retain a minimum of 40' curb to curb pavement.
High						
Second	Armstrong	45'	32' to 40'	1	Provide sidewalk on both sides.	Resurface and provide 40' curb to curb pavement.
Armstrong	Martin	45'	24' to 40'	1	Provide sidewalk on both sides.	Resurface and provide 40' curb to curb pavement.
Martin						
Smith	Orchard	50'	24'	Keep Existing	Provide concrete sidewalk or DG path on north side and south side.	The north side poses challenging geometry.
Orchard	Estep	50'	32'	Keep Existing	Provide concrete sidewalk or DG path on north side and south side.	
Creek before Estep	High	50'	24' to 26'	Keep Existing	Provide concrete sidewalk or DG path on north side and south side.	
Lakeview						
Second	First	50'	32' to 40'	1	Provide sidewalk on both sides.	Resurface and provide 40' curb to curb pavement.
First	Armstrong	50'	24' to 40'	1	Provide sidewalk on both sides.	Resurface and provide 40' curb to curb pavement.
Brush						
Second	First	40'	32'	1	Provide sidewalk on both sides.	Provide 40' curb to curb pavement.
First	Creek	40'	12'	Keep Existing	New 5' DG path or shared paved walk surface on west side.	Resurface and retain 12' edge to edge pavement.
Armstrong	Martin	40'	10' to 12'	Keep Existing	New 5' DG path or shared paved walk surface on west side.	May eliminate parking on west side due to zero setback and provide shared paved walk zone.
Tunis						
Second	Armstrong	50'	24'	1	Provide sidewalk on both sides.	Resurface south of First and provide 40' curb to curb pavement.
Estep						
Second	First	50'	20' to 24'	1	Provide sidewalk on both sides.	Resurface and provide 40' curb to curb pavement.
First	Armstrong	50'	20' to 32'	1	Provide sidewalk on both sides.	Resurface and provide 40' curb to curb pavement.
Armstrong	Martin	50'	40'	1	Provide sidewalk on both sides.	Resurface and retain 40' curb to curb pavement.
Polk						
Second	First	40'	15' to 20'	Keep Existing	Provide additional sidewalk on east side.	Resurface, retain curb to curb pavement, and connect to proposed park.
First	Armstrong	40'	20' to 40'	1	Provide sidewalk on both sides.	Resurface, provide 40' curb to curb pavement, and connect to proposed park.
Armstrong	Martin	30'	20' to 24'	Keep Existing	Retain existing sidewalk on east side.	Resurface street. May lose parking on west side if street is improved with DG path or shared paved walk zone.
Ruby						
Cul-de-Sac	Armstrong	45'	35'	1	Retain sidewalk.	Resurface and retain existing curb to curb pavement.





SECTION 4: HOUSING & PRIVATE PROPERTY

I. INTRODUCTION

In a residential neighborhood, the condition of housing is of primary importance, and the City of Lakeport recognizes this by offering programs for housing rehabilitation. In addition, the City's code enforcement program aims to ensure that private property is maintained according to health and safety codes.

Residents of Forbes Creek Neighborhood appreciate good neighbors who take care of their properties, because property maintenance affects the appearance of their street. They expressed concern about some "blighted" or "dilapidated" homes, and lack of maintenance.

This section discusses the condition of housing and maintenance of private property in the neighborhood. Information is derived from the consultant survey of housing conditions east of Spurr and Smith Streets. The housing condition survey included the wall, roof, foundation, windows and doors, landscape, and fencing for each property, as observed from the street.¹ Housing type (e.g. detached, attached) and garage presence and size were also noted.



The neighborhood's charmingly eclectic collection of mailboxes shows the pride that many residents take in their properties.

II. EXISTING CONDITIONS

As noted in the Introduction, the neighborhood has a varied housing stock of approximately 260 units (on a smaller number of parcels) that include small multi-family complexes, duplexes, and large properties with single-family homes—some of which are shared with other, smaller units.

¹ This section will focus on walls, roofs, windows/doors, and landscape. Foundations tended not to be visible, and fencing condition was similar to landscape condition.



The 2010 Census counted 33 vacant housing units, or a 13.2% vacancy rate, compared to a citywide percentage of 16.4% and vacancy of 25.2% in Lake County as a whole. The housing survey did not note a significant proportion of vacant homes. There are 9 vacant lots in the neighborhood without any housing structures.

Housing Conditions

Generally, housing stock in the neighborhood is in good condition. Housing attributes including roofs, house walls (sides of the house), and windows and doors (assessed together) were rated through field observation on a 5-point scale from “does not need repair” to “needs replacing.”

Few properties in the neighborhood had components that needed to be replaced, based on the field observations. Most windows and doors were in good condition, with 13 in need of repair or replacement due to broken glass or damaged wood. Another 44 needed slight repair such as repainting. The need for wall repairs was somewhat more common, with 16 properties needing repair and another 62 needing at least a paint touch-up.

Roofs were generally in good condition, with 15 properties identified as having roofs that needed repair or replacement. Roofs throughout the neighborhood appeared to need at least slight repair, with some shingles curling or loose (44 properties fell into this category). The actual number of properties needing roof repairs may be slightly higher since several rooftops did not have enough area visible from the street to be surveyed.



The wall condition at top would be rated “needs slight repair,” while the broken glass and wood damage at bottom would warrant the rating “needs repair” (photos are not from Lakeport).

Yard Maintenance

Yard maintenance was rated on a four-point scale, from “well-maintained” to “poorly maintained.” The presence of trash and clutter was also noted. Issues with yard maintenance were more widespread than housing maintenance issues. Seven properties were rated “poorly maintained,” all between the north side of Armstrong and Martin. This rating means that the yards had excessive weeds and gave a general impression of disorder. An additional 9 properties had trash and excessive clutter. A total of 30 properties were rated “under-maintained,” and property maintenance on more than half the remaining properties would need to improve in order to match the well-maintained properties in the neighborhood.



Areas with Best and Worst Conditions

Although properties with maintenance issues were distributed throughout the neighborhood, some areas had a greater extent of serious issues than others. Exhibit 1, Existing Conditions, shows the areas with the fewest maintenance issues, and those with the most. Areas with “Fewer Property Maintenance Issues” are contiguous groups of properties in which no property had a significant maintenance issue, defined as: a housing issue more serious than “needs slight repair”; a yard that was rated “under-maintained” or “poorly maintained”; a yard with trash and clutter; or a code violation in the last three years. The area with “More Property Maintenance Issues” has the highest predominance of properties with the types of the issues listed above.

Generally, areas with more issues were found south of Armstrong Street or east of Tunis Street. Aside from these areas near the neighborhood’s interface with non-residential uses, the neighborhood has a strong core where homes and yards are well maintained.

Accessibility

The housing conditions survey sought to determine whether properties had front doors that were accessible by wheelchair from the street or from a driveway. Only a handful of properties were fully accessible. However, several more homes could be made accessible simply by installing a small ramp to clear the final few inches of the threshold. Such features enable residents to “age in place” in their homes.

III. RECOMMENDATIONS

To improve property maintenance in the neighborhood, the City may consider two strategies: keep the well-maintained areas in good condition by addressing threats posed by nearby properties with maintenance issues, but also aggressively target areas that are negatively impacting the neighborhood as a whole. In either case, the City will need to use a combination of code enforcement, community building, and assistance programs.

There are a number of possible reasons why properties are not being maintained. Below are three possible situations that may lead to disrepair, with corresponding recommendations.

Situation 1: Inability to maintain a house or yard due to financial issues and/or physical limitations. As people age, they start to need assistance from others to maintain their properties. Others may be too busy trying to make a living to find time for maintenance, or cannot afford necessary repairs.

Recommendations for Situation 1:

Home Repair Financial Assistance. The City of Lakeport’s Housing Rehabilitation Program offers financial assistance to those who are unable to afford home repairs. After identifying particular areas in the neighborhood to target, the City should make special efforts to reach out to these areas and encourage property



owners to take advantage of these programs. If there are consistent barriers that prevent people from using the programs, these should be addressed.

Volunteer Repairs and Maintenance. Across the country, there are many examples of volunteers assisting with private property repairs and cleanup. The Senior Center director cited a local example of a contractor who constructed a wheelchair ramp for free, allowing someone who had been homebound for an extended period to venture outside. However, a local program that matched people in need with volunteers is no longer operating, and Lake County does not seem to have any organizations currently offering this service.

Volunteer efforts are more successful when they are led by a core of motivated people who are willing to commit time for an extended period, or when they are supported by someone who is in a paid position in an organization or local government. Local businesses can also mobilize their employees to do service projects. Many cities use the Martin Luther King, Jr. Day of Service as an occasion to organize annual volunteer activities.

Youth and Senior Volunteers. Youth often feel that they have “nothing to do” and desire a stronger sense of belonging in their community. This sense of belonging, and sense of being useful, can come from taking a leadership role in improving their neighborhood and helping neighbors. Retired seniors can also find themselves in a similar situation, feeling as though they are no longer contributing to society. Youth and senior involvement should be a key component of any effort to organize volunteers.

Accessibility Improvements. In the above programs, encourage housing improvements that provide ADA access to front doors.

Situation 2: Insufficient peer pressure. “Keeping up with the neighbors” and a feeling of pride in the neighborhood are key motivators for good property maintenance. People lacking connections to neighbors who feel pride in the neighborhood and take care of their properties may not be as motivated to do their part. This can be the case with renters, absentee landlords, and people who don’t know others in the neighborhood.

Recommendations for Situation 2:

Good Landlord Program. The City can make additional efforts to instill a sense of neighborhood responsibility among landlords. Some cities offer regular landlord training programs to help landlords manage their properties more effectively (see the Lancaster case study in Section 8; another example is Portland). Local realtors are invaluable partners in any efforts to reach out to landlords.

Work with local realtors to distribute educational materials about good practices to property owners who are renting properties, including a “crime free lease addendum,” and offer similar materials through the City website. Explore ways to create a peer group of landlords who can share best practices and provide mentoring for people renting their properties for the first time.



Community Building. Please see recommendations in Section 7 related to building social connections between neighbors and a sense of pride in the neighborhood.

Recognition Program. A “yard of the month” award would shine a spotlight on exemplary yard maintenance efforts, with a yard sign and small token of appreciation such as garden gloves. To further encourage a culture of pride in maintenance within the neighborhood (or city), create a volunteer committee of residents to run the program and solicit nominations from residents.

Situation 3: Being overwhelmed by overall block conditions. Residents who live near other properties that are not well-maintained, whose properties are threatened by flooding, or who live on a street with poor pavement conditions may feel that their efforts to maintain their property are futile in the face of these larger external forces.

Recommendation for Situation 3:

Model Block. Focused City investments to improve infrastructure and appearance on a single block can have a “wow” factor that makes residents feel that their neighborhood is changing for the better, and gets them excited about engaging in improvement efforts. This is also an effective way to encourage coordinated installation of sidewalks and street trees. Successful model block programs engage every resident on the block to help plan improvements.

Initiate a Model Block program that engages residents along Armstrong Street, between Estep and High Streets, before constructing infrastructure improvements in that area. Incorporate their ideas into the design of the traffic calming devices and bus stop improvements. Support property cleanups and repairs along the block. Celebrate the completion of improvements by holding a block party and inviting the rest of the neighborhood.



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SECTION 5: SAFETY

I. INTRODUCTION

This section discusses safety and crime in the neighborhood. Traffic safety is addressed in Section 3. Safety did not appear to be a primary concern in the neighborhood, but it was a subject raised by survey respondents and discussed in the meeting with residents.

II. EXISTING CONDITIONS

Criminal Activity

Some residents expressed concerns about criminal activity in the neighborhood, particularly the use and sale of drugs. They cited unwanted activity on Armstrong, youth smoking marijuana on 1st and Russell, and residents selling drugs. Residents expressed that a fear of intimidation and retaliation prevented them from going to the police with their concerns.

Residents were also aware of petty theft in the neighborhood, such as bikes and lawn mowers being stolen from yards. They also mentioned a break-in and someone attempting to steal a car.

A review of crime reports from April to October 2011¹ showed 60 incidents of minor criminal activity throughout the neighborhood, mostly reflecting the issues brought up by residents—theft, property crimes, breaking and entering, family offenses, and drugs—but also four assaults on Martin Street (400 block, which is where the Fairgrounds are located) and one on Forbes Street. Only one of these assaults was reported at night.

If residents are not reporting some incidents of drug sales and use, the actual activity is likely higher than the crime reports show. Reviewing reported incidents in those six months, there was not a noticeably higher incidence in the neighborhood relative to other areas of the city.

Neighborhood Watch

An informal neighborhood watch exists among residents of Polk Street. There is no formal neighborhood watch program in the City of Lakeport, although the Police Department expressed interest in creating one.

¹ Using crimereports.com, as suggested by the Lakeport Police Department. Six months is the maximum time period available on this website.



Lighting

A nighttime observational survey of lighting conditions in the neighborhood revealed mostly dark streets between the high streetlights at intersections. North/south streets especially tended to be dark, including Forbes Street, which had no streetlights between 2nd Street and Martin Street. Of the east/west streets, Martin Street had the most consistent illumination.

The City is considering the installation of streetlights along portions of Armstrong Street, which currently has patchy illumination and an especially dark area between Estep and Brush where there is no streetlight at the corner of Tunis.

Between the streetlights, illumination was occasionally provided by lights that residents had installed on their own properties.

III. RECOMMENDATIONS

Resident suggestions for improving safety in the neighborhood included a more visible police presence, neighborhood watch groups, and better landlord control over tenant activity. The following safety recommendations reinforce these suggestions.

Neighborhood Watch

Neighborhood residents can play an important role in safety by keeping an eye on their block and reporting suspicious activity to the police. If fear of retaliation is a concern, it will be essential to create an overall culture of safety and sense of partnership with the police so that residents feel that they are protected when they report crimes. A formal Neighborhood Watch program would help to foster this culture. The City should also strive to provide ample opportunities for residents to get to know and trust the police officers who patrol the neighborhood.

Crime Free Rentals

Some cities work with owners of multi-family properties to use, and enforce, a "Crime Free Lease Addendum." Renters sign this addendum to their lease agreement, which states that their lease shall be terminated if they commit certain criminal acts on the property. Landlord training makes this type of program more effective. The City should consider including this type of lease addendum in educational materials distributed to landlords. Please see the Good Landlord Program recommendation in Section 4, Housing & Private Property.

Lighting

Installation of additional street lights for safety should be balanced with the risk of light pollution which interferes with the enjoyment of the night sky, and creating glare into windows which interferes with sleep. This is an issue deserving further exploration among residents.



The eastern portion of the neighborhood with commercial properties is a prime candidate for additional lighting, ideally with an extension of the pedestrian-scaled lighting from downtown. Street lighting should also be considered in conjunction with sidewalk installation, especially on streets identified as priorities for pedestrian movement such as Armstrong, Starr, Estep, and High Streets (see Exhibit 2, Recommendations).

Community Building

Beyond Neighborhood Watch and its focus on preventing crime, neighborhood safety can be strengthened by promoting social connections between neighbors and developing a sense of shared responsibility for the neighborhood. Please see Section 7, Community Building, for further recommendations related to community building.



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SECTION 6: PARKS, TRAILS & GREENING

I. INTRODUCTION

This section focuses on “urban greening”, particularly park, trail, vegetation, and other natural features in the Forbes Creek Neighborhood. Benefits of urban greening are abundant – additional recreation opportunities, better connectivity, enhanced aesthetics, improved community health, higher property values, increased public safety (through “eyes on the street”), expanded socialization and community building opportunities, and a stronger image and identity for the neighborhood.

II. EXISTING CONDITIONS

Forbes Creek Neighborhood is home to a variety of assets and challenges in the area of “greening”. The following outlines these conditions based on a combination of neighborhood observation, research, and resident discussions.

Parks and Recreation

Currently, Forbes Creek Neighborhood residents use the Lake County Fairgrounds property and the Konocti Christian Academy for such activities as casual play, baseball, and walking. However, no formal joint use agreement exists to protect and enhance the recreational use of the properties. The neighborhood also enjoys close proximity to Lakefront and Library Parks, with a number of residents noting that they walk to these parks daily.



Fairgrounds fields provide open space.

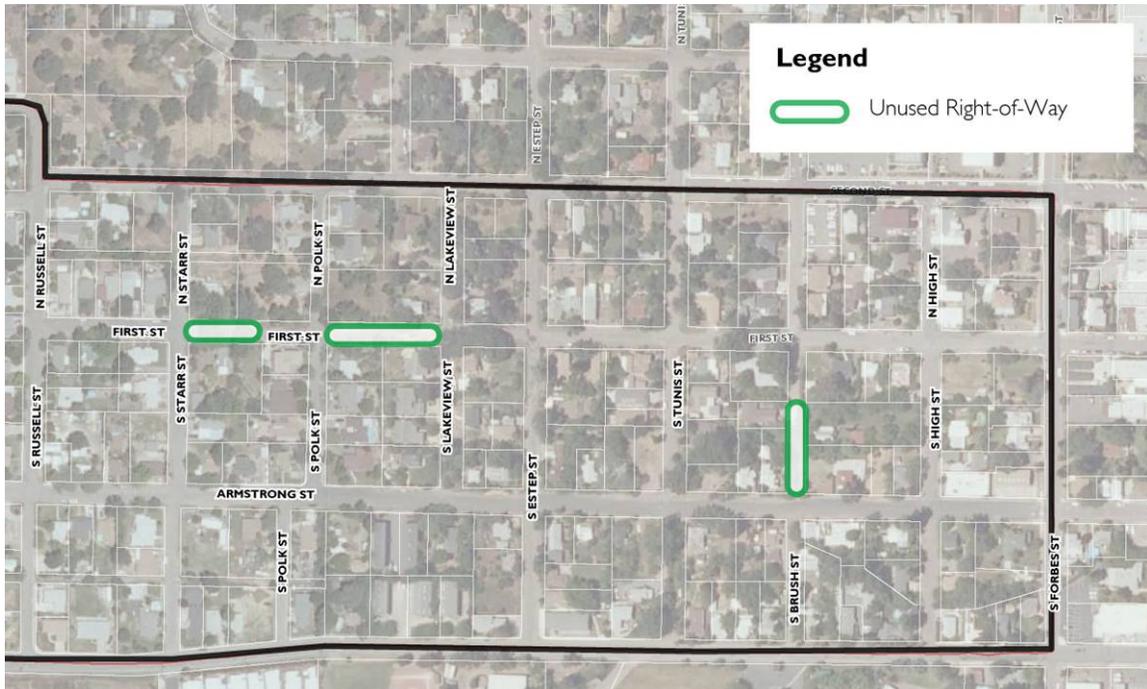
Additional recreational needs appear to be met through informal use of the neighborhood streets and sidewalks for walking, bike riding, and play. However, lack of sidewalks and poor street conditions make it difficult to safely enjoy these activities in numerous parts of the neighborhood.

Vacant and Undeveloped Property

A significant area of undeveloped land exists along the First Street right of way between Lakeview and Starr Streets, with additional property at the corner of First and Polk. Much of the large open space is currently owned by the City and already includes public access via a narrow sidewalk. Beautiful views of the Lakeport vicinity are available at First and Lakeview, the highest point in the eastern neighborhood area. At present, the weed-filled open spaces do not contribute positively to the neighborhood image or environment, but both represent opportunities to expand the neighborhood green space, trails, and



recreational amenities. Additional unused right of way exists on Brush Street between First and Armstrong, as depicted below.



Unused right of way

Natural Resources

Large, mature oak trees are found frequently on both public and private property, providing shade, habitat, and a unifying neighborhood design feature. Private gardens and rear and front yard landscaping on many properties add to the lush and natural aesthetic of the neighborhood. However, it is not uncommon to also find blocks with little to no vegetation – public or private.



Natural creeks and mature trees are visual and natural resources in the neighborhood.

Creek is a particularly striking natural feature in the neighborhood, with numerous views of the tributaries available throughout. Despite the flooding issues and current unkempt appearance, the creek with its tributaries is an appealing amenity that could become an attractive aesthetic resource for the neighborhood.



III. RECOMMENDATIONS

Opportunities to enhance the neighborhood’s natural environment are plentiful. The following strategies can help create a stronger, healthier, and greener neighborhood.

Forbes Creek Neighborhood Park



First row: Existing conditions along First Street right of way.
 Second row: Potential elements of a neighborhood park.

Establish an iconic park and multi-use trail within the First Street right of way from Lakeview to Starr, including a footbridge to cross the creek at Starr. In addition to the trail, consider attractive entry signage, neighborhood-designed public art, exercise stations, sitting areas along the trail and a viewing area at Lakeview and First that takes advantage of the beautiful vista. Additionally, look into utilizing the vacant lot adjacent to the right of way for a complementary pocket park that serves as a convenient play area for the many children in the neighborhood.

Brush Street Trail



Brush Street right of way

Develop a simple path within the Brush Street right of way between First Street and Armstrong Street. A trail here, ideally for both walking and bicycling, would increase neighborhood connectivity and enjoyment of the creek. Preliminary field observations indicate that a trail may be feasible along the eastern portion of the right of way; however, precise dimensions, location, and overall feasibility would need to be determined with further study. The northern part of this right of way





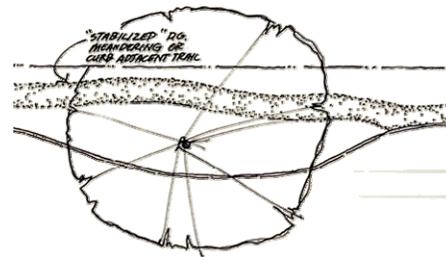
is used as primary access for the residential unit at 115 S. Brush Street. Forbes Creek runs through the southern portion of this area and poses potential constraints to the design and location of the trail. Due to slope, sight distance, or other issues, this trail may not be suitable for bicyclists or may be infeasible altogether.

Joint Use Agreements

Work with the school and the fairgrounds to formalize an agreement for use of the recreational facilities and open space. A joint use agreement will provide more assurance that residents will be able to use and enjoy these facilities. In exchange, the City should assist in maintaining the shared facilities.

Street Greening

Retain mature trees and plant new trees in the neighborhood whenever possible. Where trees exist in the public right of way, consider using decomposed granite pathways as they can accommodate trees better than traditional concrete sidewalks.



Decomposed granite (DG) pathway

In streets with wide rights of way, consider adding features planted with trees or other vegetation to enhance the street. See “Street Greening” in Section 3, Streets and Sidewalks, for further discussion of such features, which can be used to slow traffic and create a better environment for walking.

Consider adding amenities such as trees, seating, and a garbage receptacle at the school bus stop at Armstrong and High Streets.



Street greening opportunities

Involve the community in tree planting and street greening efforts to help economize, but more importantly to enhance social cohesion and stewardship.

Creek Enhancement

Develop the creeks as an attractive neighborhood feature. Enhance visible creek areas and incorporate attractive railings, interpretive signage, seating, and footbridges (where appropriate). These types of projects are perfect for Eagle Scouts, or could be sponsored by a civic organization. These enhancements will need to be coordinated with plans for installing storm drain and other drainage improvements. Involve the community in creek cleanups to help improve the look and function of the creek, as well as to strengthen the sense of community in the neighborhood.





Examples: rainwater capture barrel, creek interpretive signage, and footbridge.

On-Site Rainwater Capture

Encourage and explore incentives for on-site rainwater/stormwater capture such as residential rain gardens, rainwater barrels, etc. Incorporate a citywide education campaign on the benefits of on-site rainwater capture.





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SECTION 7: RESIDENT ENGAGEMENT & NEIGHBORHOOD PRIDE

I. INTRODUCTION

When listing positive neighborhood attributes, residents repeatedly said they appreciated the good neighbors and friendly people. This indicates that there are some positive social relationships between neighbors, which is a valuable asset.

Many of the recommendations in this study rely upon resident involvement, or will be more effective if residents are involved. At the most basic level of involvement, residents can help improve their neighborhood by communicating with the City about issues they see—just as they did in this neighborhood improvement study. For example, they can communicate about criminal activity or code violations, and alert the City about properties being rented so that the City can reach out to landlords. They might be the first to notice an elderly neighbor who is becoming homebound and may need additional services from the Senior Center.

At a more advanced level, residents may organize into groups to advocate for certain improvements or carry out initiatives themselves such as volunteer yard cleanups and tree planting. This section describes ways to promote greater resident involvement in maintaining a strong neighborhood.

II. EXISTING CONDITIONS

The resident response to this neighborhood improvement study indicates that there are residents who care enough about improving the neighborhood to take the time to express their opinion. A survey (distributed in part by a volunteer from the neighborhood) was returned by 20 residents, and a morning meeting at City Hall was attended by nearly 10 residents. In addition, at least five residents who had read the flyer about the study came out of their homes to talk with the consultant team.

There is other evidence of resident involvement. As noted in the Safety section, residents on Polk Street have organized themselves into an informal neighborhood watch group. At the larger community level, residents are involved in civic organizations and made an impressive number of donations to pay for the lampposts installed downtown.

The people who got involved in the neighborhood improvement study are good candidates for further involvement in neighborhood improvement efforts. Still others could be mobilized for particular initiatives that are important to them.



III. RECOMMENDATIONS

Neighborhood Identity

A sense of identity is linked to a sense of pride in a neighborhood. Identity comes naturally from the setting and features of the neighborhood. To improve the sense of neighborhood identity, call attention to its assets.

Fortunately, Forbes Creek is a strong identity feature that already exists here. Currently a mixed blessing, the creek can create real value for the neighborhood if the flooding issues are addressed (see Section 2) and appropriate enhancements are made (see Section 6).

The proposed park on Lakeview Street would call attention to the already beautiful views and mature oaks on this aptly named street.

The level of upkeep in the neighborhood is another important source of neighborhood identity—positive or negative. This includes public infrastructure such as streets and sidewalks as well as private properties. See Sections 3 and 4 for recommendations to improve maintenance in these areas.

Identity can be enhanced by designating a name for the neighborhood (such as Forbes Creek Neighborhood), especially if this is reinforced through signage and the repeated use of the name in neighborhood events and communications about the neighborhood. Residents should be involved in any formal naming of the neighborhood.

Neighborhood Events

A neighborhood block party is a time-honored way to create social ties between neighbors. It can also be an opportunity for City staff, police officers, and elected officials to meet residents and learn first-hand what is going on in the neighborhood.

Work parties such as cleanup days are team-building opportunities. Sections 4 and 6 offer recommended ways for residents to roll up their sleeves together. Celebrate with a shared meal at the end of the work effort, or plan the work in conjunction with a block party.

Other event possibilities include coordinated garage sales and neighbors decorating their block together for the holidays.

Neighborhood Association

A neighborhood association provides a mechanism for residents to mobilize and create positive change. It opens up a channel of communication between residents and the City (and other entities that affect the neighborhood). Neighborhood associations organize social events and other collective efforts, and advocate for the interests of their members. They can be valuable partners for local governments. But this partnership requires work to sustain over the long term and is best supported with a commitment of staff time. In



Section 8, the Riverside case study describes programs that support neighborhood associations in that city.

The Potential Funding/Financing Sources section describes the AmeriCorps VISTA Program, which would allow the City to gain a staff member for at least a year who would devote his or her time to initiate programs that address the needs of low-income residents. This VISTA member could launch a neighborhood association program and create other volunteer programs described in Section 4, Housing and Private Property. The City should explore applying for this program.

Communication Forums

The City can keep track of neighborhood issues by offering regular forums for communicating with residents. These could be as simple as the morning meeting that was held at City Hall during this neighborhood improvement study. More formal town hall meetings for the entire community are another option, which could include presentations by City staff or elected officials as well as solicitations of resident input. The Lancaster case study in Section 8 describes town halls and “walks with the mayor” held in that city.

Lakeport has tools for outward communication to residents, including a newsletter and website, which can be used to get the word out about opportunities to provide input and get involved.

Getting Started

To begin the efforts of organizing residents into a cooperative neighborhood group or groups, first approach residents who participated in the neighborhood improvement study as well as others who have been involved in civic affairs in the past. Create a contact list of residents who may be interested in starting a neighborhood association, Neighborhood Watch groups, or other groups.

Identify a few “champions” willing to organize and promote a large neighborhood block party, or a series of small block parties for particular areas. Provide support for the block party or parties. Use the opportunity to listen to residents and gauge their interest in organizing around particular ideas or issues. Provide encouragement to the most committed residents as they begin their organizing efforts, and investigate the options for longer-term staff support. As illustrated in the Riverside example in Section 8, financial support for small items like printing newsletters goes a long way to assist resident efforts.





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SECTION 8: IMPLEMENTATION

I. INTRODUCTION

This Neighborhood Improvement Study marks a new effort by the City of Lakeport to focus attention and resources on the community's residential areas. This section provides case studies of neighborhood improvement efforts in other communities that the City may consider emulating. It also provides a matrix of actions to direct implementation efforts, as well as potential funding and financing sources.

Besides those identified in the matrix, there are two key implementation steps for initiating and maintaining neighborhood improvement efforts:

1. **Implement Priority Projects** – Projects in the implementation matrix with priority level "A" are recommended as highest priority because they are expected to have the greatest positive impact on issues that were identified in this study.
2. **Update Neighborhood Improvement Priorities** – Maintaining the neighborhood will be an ongoing effort. Even without a neighborhood association, the City should periodically engage residents in setting priorities for further neighborhood improvements as projects are completed.

II. CASE STUDIES

Cities throughout the United States are focusing on neighborhood revitalization and improvement, using different approaches. To assist the City of Lakeport in its efforts to improve its neighborhoods, a brief review of a few case study approaches are presented in this section.

Strong Neighborhoods Initiative: San Jose, CA

City/Neighborhood Partnership

The Strong Neighborhoods Initiative (SNI) brings together staff from the City of San Jose's Planning Department, Housing Department, and Redevelopment Agency, along with residents and property owners, with the goal of creating clean, safe, and strong neighborhoods. The Redevelopment Agency Board/City Council designated 19 areas, approximately 10,000 acres total, throughout the City as SNI areas.

The public-private partnerships that come out of the SNI program are aimed at helping each of the neighborhoods achieve its potential as a highly livable community. This project is designed to serve as a stepping stone for neighborhood improvement, but the City recognizes that ongoing maintenance and management are required for ultimate success. Ultimately, independent, self-governing neighborhood organizations are intended to be established (where not already present) to ensure the needs of the



neighborhoods are met through perpetuity.

A Neighborhood Action Coalition (NAC) was established for each of the SNI areas. Each NAC consists of approximately 12 to 25 members representing the strength and diversity of the neighborhood, including property owners and tenants, representatives from neighborhood associations, businesses, the faith community, schools and other community stakeholders.



Neighborhood Association BBQ

NACs helped develop specific Neighborhood Improvement Plans in 2002 that provided goals, improvement plan concepts, and implementation/strategic action plans. Each of the 19 plans also includes “Top Ten” action items that represent the top priorities for the neighborhood. The NACs continue to work closely with City and Redevelopment Agency staff to implement each neighborhood’s top priority projects, funded by redevelopment budget allocations as well as investment by neighborhood property owners. More than 150 priority projects have been completed in SNI areas to date.



Sketch of proposed alley improvements

The City’s Housing Department has spearheaded numerous multi-family demonstration projects in the SNI areas, focusing on multi-family areas that have been neglected and have high crime rates and/or other risk factors. These demonstration projects generally focus on improvements that enhance “curb appeal”, such as facade improvements, repaving, and improvements to lighting, fencing, and landscaping. Property owners are encouraged to collaborate and form an association or agreement for ongoing

maintenance, monitoring, and improvements. The success of past projects has led to additional projects in other SNI areas.

Neighborhood Improvement Programs: Lancaster, CA

The City of Lancaster has an array of programs related to improving its neighborhoods, led by City staff, volunteer committees, community partners, and law enforcement partners. There is strong support from the Mayor for these programs, which are featured frequently in the City’s communications with residents.

Revitalization Programs

The Department of Housing and Neighborhood Revitalization has been working to improve neighborhoods that face issues with infrastructure, circulation, property maintenance, safety, and health. The department obtains HUD funding and other support for a range of activities. Its efforts include housing rehabilitation and other affordable



housing programs, code enforcement, and partnerships with the Sheriff's Department to carry out special campaigns targeting safety and gang issues.

The department has demolished dilapidated buildings to make way for new affordable housing, a mental health complex, and mixed use development. It has also made investments in the physical infrastructure of the neighborhoods, including sidewalks, parks, a fitness trail, and a community garden. These efforts are guided by neighborhood vision plans prepared by a consultant (RBF).

Community-Based Efforts

UNITE Lancaster Neighborhood Grants

Now entering its third year, the City's UNITE program provides small grants to community organizations and groups of residents that propose projects for beautification, neighborhood interaction, and public safety. The City's Safer Stronger Neighborhoods Committee oversees this program and coordinates with grantees to carry out projects. Past projects have included building a community garden, painting house numbers on curbs, and hosting a block party.



*UNITE project
(Photo: Antelope Valley Times)*

Neighborhood Impact Ministry

A collaborative of churches in Lancaster formed the Neighborhood Impact program to carry out volunteer ministry activities in "adopted" neighborhoods. Large-scale projects such as cleanups, home painting/rehab, and construction in schools or parks are carried out on the Martin Luther King, Jr. National Day of Service and other work days. The program also maintains a steady presence in the neighborhoods by hosting sports and after school programs as well as social events such as barbecues.

Communication with Residents

Walk With the Mayor

Weekly morning hour-long walking sessions in a park, during which residents can talk with the mayor, other elected officials, or City management. The Recreation Department provides a fitness instructor who supervises the walks and teaches senior-targeted stretch and tone classes on other days of the week.



Town Hall meeting

Neighborhood Town Hall Meetings

A series of town hall meetings were held at Lancaster schools to provide forums for communication between City staff, the Sheriff's Department, and neighborhood residents. Each event included presentations by the City and Sheriff's Department, a question-and-answer session, and an information fair with activities.





Safety Programs

LAN-CAP Rental Property Program

The LAN-CAP program addresses safety and maintenance of rental properties through landlord training, certification and inspection of properties, and patrolling by a specialized team. Every rental housing unit in the City is subject to a rental housing business license fee, which supports this program—led by a partnership between the City, County District Attorney’s Office, and Sheriff’s Department. Properties with 16 or more units must also go through a certification process which includes landlord training, implementation of CPTED (crime prevention through environmental design) strategies, property inspection, and tenant crime prevention training. The eight-hour landlord training classes are held multiple times per year; topics include tenant screening, code enforcement, evictions, Section 8, gangs and graffiti, CPTED, Neighborhood Watch, narcotics, and chronic nuisance abatement.

WeTip Partnership

The City of Lancaster has a partnership with WeTip, a national nonprofit organization that accepts anonymous crime tips over the phone or online and forwards them to law enforcement agencies. WeTip also offers monetary rewards for tips leading to arrest and conviction, while maintaining the tipper’s anonymity.

Neighborhood Organizing: Riverside, CA

City of Riverside
Neighborhoods

(Click a Neighborhood for more information)

Click for Detailed PDF

-Select a neighborhood below to read more about it-

- Airport
- Alessandro Heights
- Arlanza
- Arlington
- Arlington Heights
- Arlington South
- Canyon Crest
- Casa Blanca
- Downtown
- Eastside
- Grand
- Hawarden Hills
- Hunter Industrial Park
- La Sierra
- La Sierra Acres
- La Sierra Hills
- La Sierra South
- Magnolia Center
- Mission Grove
- Northside
- Orangecrest
- Presidential Park
- Ramona
- Sycamore Canyon Park
- Sycamore Canyon Springs
- University
- Victoria
- Wood Streets

The Housing & Neighborhoods Division of the City of Riverside Development Department recognizes 26 neighborhoods, and provides support to encourage residents to form and maintain organizations in those neighborhoods—including a toolkit, technical support from other residents, leadership training, and an annual conference.

Neighborhood Organizing Toolkit

The Neighborhood Organizing Toolkit is a guide to organizing and running a neighborhood organization, available on the City’s website. It also describes City programs of interest to residents such as beautification and code enforcement, and how to report various issues to the City.

Riverside Neighborhood Partnership

The Riverside Neighborhood Partnership was established in 1994 as a forum for neighborhood collaboration and networking.

The volunteer board assists neighborhoods with free support in neighborhood organizing and problem solving. All board members are leaders of neighborhood associations



currently registered with the City. The group is supported by City staff and meets monthly to discuss neighborhood issues and advocate for neighborhood concerns.

Neighborhood Leadership Academy

The Neighborhood Leadership Academy provides residents with management skills that can assist them in leading their neighborhoods. The City provides professional trainers to facilitate interactive workshops on topics such as: communication skills, managing conflict and personality styles, presentation skills and meeting management, systematic problem-solving, team-building, and cultural diversity.



Leadership Academy class

Neighborhood Conference

The City and Riverside Neighborhood Partnership host an annual conference to build resident capacity and leadership, and engage residents in building partnerships with each other and with the City. Typical conference workshop topics include neighborhood safety and community aesthetics, developing effective communications with neighbors, and learning how to work with government to improve neighborhood quality of life. City departments and local agencies set up exhibit booths. The conference is free and includes breakfast, lunch, and children’s activities.

Awards

Presented at the Neighborhood Conference, the Neighborhood Spirit Award recognizes extraordinary efforts by a neighborhood association, and the Jack B. Clarke Good Neighbor Award recognizes individual residents in honor of the late Council Member Clarke and his vision of improving the community.

Matching Grants

The Neighborhood Matching Grant provides cash to match community contributions of volunteer labor, donated professional services or materials, or cash donations in support of neighborhood-based self-help projects. Projects can be funded up to \$1,000 per year to established neighborhood organizations registered with the City.

Newsletter Mini-Grants

Neighborhood organizations can apply for \$100 in grant funds to offset the cost of newsletters, meeting flyers, agendas, and other relevant print costs.





III. IMPLEMENTATION MATRIX

The matrix that follows on the next pages provides specific actions that should be undertaken by the City and its partners within the next several years to implement projects identified in this Neighborhood Improvement Study. The matrix includes the following components:

- ❖ **Actions** corresponding to the study recommendations
- ❖ **Priority** of the project (A being highest priority and C being lowest priority)
- ❖ **Cost** to indicate least and most expensive items (from \$ to \$\$\$)
- ❖ **Timing** to begin implementation (Short-Term, Mid-Term, Long-Term)





Table 2: Implementation Matrix

Action	Priority ¹	Cost	Timing ²
Street Improvements			
Continue to maintain pavement on streets that are in good condition.	A	\$\$\$	Ongoing
Identify traffic calming treatments for Armstrong and Russell Streets, while avoiding spillover traffic and seeking opportunities for greening elements (coordinated with Model Block program on Armstrong).	A	\$	S
Identify desired greening elements for Armstrong, Starr, and High Streets (coordinated with traffic calming treatments and sidewalk installation).	A	\$	S
Repair pavement on streets with the lowest PCI values: Lakeview Street (Second Street to First Street), Ruby Drive (Armstrong Street to end), Polk Street (Armstrong Street to Martin Street), and Banaszek Drive (Smith Street to Orchard Street).	A	\$\$\$	S
Install curb/gutter/sidewalk along Armstrong Street between the Sheriff's Station and the school bus stop (coordinated with Model Block program and other improvements on recommendations map).	A	\$\$\$	M
Install and retrofit sidewalk to fill in gaps along Starr Street, seeking a continuous ADA-compliant sidewalk, including any greening elements.	A	\$\$	M
Install and retrofit sidewalk to fill in gaps along High Street, seeking a continuous ADA-compliant sidewalk, including any greening elements.	A	\$\$	M
Install and retrofit sidewalk to fill in gaps along Estep Street, seeking a continuous ADA-compliant sidewalk, including any greening elements.	B	\$\$\$	M
Install traffic calming treatments on Armstrong Street as depicted on the recommendations map, including any greening elements.	A	\$\$	M
Install traffic calming treatments on Russell Street as depicted on the recommendations map, including any greening elements.	A	\$\$	M
Improve the school bus stop at Armstrong and High Streets (coordinated with Model Block program).	C	\$\$	M
Install pedestrian-scaled lighting along Armstrong Street as depicted on the recommendations map.	C	\$\$	M
Install pedestrian-scaled lighting along High Street as depicted on the recommendations map.	C	\$\$	L
Install pedestrian-scaled lighting along First Street as depicted on the recommendations map.	C	\$\$	L
Identify priorities for street lighting in other areas, especially on streets identified as priorities for pedestrian movement (coordinated with sidewalk installation).	B	\$	L
Identify further priorities for sidewalk installation among the other locations listed in Table 1.	A	\$	L



Action	Priority ¹	Cost	Timing ²
Drainage Improvements			
Maintain culverts by regularly removing debris and vegetation.	A	\$	Ongoing
Continue to remove heavy brush from channels where it contributes to flooding.	A	\$	Ongoing
Re-grade and enlarge the roadside swales on First Street, and install an appropriate downdrain where the swale discharges into the creek.	B	\$\$	S
Install a downdrain to provide drainage to the creek at Armstrong and Brush Streets.	B	\$	S
Install a downdrain to provide drainage to the creek at Starr and First Streets.	B	\$	S
Stabilize and reinforce the channel bank south of Armstrong near Brush Street.	B	\$\$	S
Update the 1980 Storm Drainage Master Plan and conduct a cost-benefit analysis to evaluate the alternatives for drainage in the neighborhood and size the proposed facilities.	A	\$\$	M
Explore the willingness of land owners to allow stormwater detention on their properties as depicted on the recommendations map and drainage exhibit.	B	\$	M
Install a cross gutter across Starr at Armstrong Street (or inlets to the storm drain, if installed).	B	\$	L
Implement drainage improvements in the updated Storm Drainage Master Plan.	A	Not Known	L
Parks, Trails, and Greening			
Involve the community in creek cleanups .	B	\$	S
Establish a park and multi-use trail within the First Street right of way from Lakeview to Starr Streets.	A	\$\$\$\$	M
Determine the feasibility of developing a path within the Brush Street right of way between First and Armstrong Streets.	B	\$	M
If feasible, install a path within the Brush Street right of way.	B	\$\$	M
Approach the fairgrounds about establishing a joint use agreement for the recreational facilities there.	B	\$\$\$\$	M
Work with the County to explore incentives and education for rainwater/stormwater capture on private properties.	C	\$	M
Seek a community partner for creating creek enhancements such as signage and seating.	A	\$	L



Action	Priority ¹	Cost	Timing ²
Property Repair and Maintenance			
Conduct outreach to promote financial assistance for home repairs.	A	\$-\$\$	Ongoing
Conduct outreach in the area with the most property maintenance issues to understand the underlying causes behind the need for home repairs and yard maintenance.	A	\$	S
With the County and Senior Center, explore options for creating or reviving a volunteer program for yard maintenance and minor home repairs.	A	\$\$	S
Initiate a Model Block program that engages residents along Armstrong Street, between Estep and High Streets, before constructing infrastructure improvements in that area.	A	\$\$	M
Work with local realtors to create and distribute educational materials about good landlord practices to property owners who are renting properties, and offer these materials through the City website.	B	\$-\$\$	M/ Ongoing
Partner with a local civic organization to create a “yard of the month” award program.	B	\$	M/ Ongoing
Volunteer Programs			
Initiate a Neighborhood Watch program (coordinated with resident engagement efforts).	A	\$\$	M/ Ongoing
Use the Martin Luther King, Jr. Day of Service as an opportunity to recruit extra hands for volunteer cleanups and home maintenance, by promoting the event citywide and encouraging businesses to provide volunteers.	A	\$	Annual
Create a “youth corps” and “senior corps” of volunteers for neighborhood/community improvement projects.	B	\$\$	M/ Ongoing
Resident Engagement and Neighborhood Pride			
Launch a regular forum for two-way communication between the City and residents, held at least annually.	A	\$-\$\$	S/Ongoing
Initiate efforts to organize residents into a cooperative neighborhood group or groups (coordinated with Neighborhood Watch efforts).	A	\$\$	S
Involve residents in choosing a name for the neighborhood (could be coordinated with a block party).	A	\$	S
Support a neighborhood block party or parties to assist in neighborhood organizing efforts.	A	\$	S
Explore the feasibility of long-term staff support for neighborhood associations .	A	\$	M
Apply for an AmeriCorps VISTA member.	A	\$	M
Work with the VISTA member to launch citywide programs supporting neighborhood associations and volunteer work.	A	\$\$	M
Provide staff support to maintain neighborhood association and volunteer programs .	A	\$\$	L/Ongoing



IV. POTENTIAL FUNDING/FINANCING SOURCES

The following table provides potential resources to pay for neighborhood improvements, in three main categories: Federal, State, and Local.

Table 3: Funding/Financing Sources

FEDERAL
<p>AmeriCorps VISTA Program Corporation for National and Community Service AmeriCorps VISTA members spend one year in full-time service at local government agencies and nonprofit organizations to address the needs of low-income communities. VISTAs strengthen and support these organizations by improving their infrastructure, expanding community partnerships, securing long-term resources, training program participants, and developing other activities that help build long-term sustainability for overcoming poverty. The project sponsor is not required to provide a financial match but must be able to direct the project, supervise the VISTA, and provide necessary administrative support to complete the goals and objectives of the project.</p>
<p>Federal Safe Routes to School (SRTS) Infrastructure Grants California Department of Transportation (Caltrans) The federal Safe Routes to School program offers grants to local agencies and others for facilities and programs that promote walking and biking to school. Infrastructure grants fund sidewalk improvements, bikeways, traffic calming and other physical projects that enhance bicycle and pedestrian safety near elementary and middle schools. The funds are distributed to each Caltrans district in multi-year cycles according to school enrollment. Local jurisdictions, school districts and other agencies are eligible. The Forbes Creek Neighborhood is included in the Countywide Safe Routes to School Plan that was completed for Lake County in 2009.</p>
<p>Hazard Mitigation Assistance Federal Emergency Management Agency (FEMA) FEMA’s Hazard Mitigation Assistance programs include the Flood Mitigation Assistance (FMA) Program and the Pre-Disaster Mitigation (PDM) Program.</p> <p>The FMA Program provides funds to assist communities in implementing measures that reduce or eliminate the long-term risk of flood damage to structures insurable under the National Flood Insurance Program. These measures may include the preparation of Flood Mitigation Plans and projects to reduce flood losses such as elevation of NFIP-insured structures.</p> <p>Administered by the California Emergency Management Agency, the PDM program provides funds for hazard mitigation planning and the implementation of mitigation projects prior to a disaster event. This program requires a 25% match and the jurisdiction must have an approved Local Hazard Mitigation Plan.</p>





STATE
<p>State Community Development Block Grant (CDBG) Program Department of Housing and Community Development (HCD) Already in use by the City of Lakeport, these funds paid for the preparation of this study. CDBG provides partial funding for public infrastructure and new public services to improve health and safety and to expand economic opportunities, principally for low- and moderate-income households. Eligible projects include drainage and flooding mitigation, lighting, recreation facilities, and housing rehabilitation.</p>
<p>Home Investment Partnerships Program (HOME) Department of Housing and Community Development (HCD) These grants to cities and counties fund rehabilitation, new construction, and acquisition and rehabilitation of single-family and multifamily housing projects. All activities must benefit lower-income renters or owners, and a 25% match is required, unless waived.</p>
<p>CalHome Program Department of Housing and Community Development (HCD) This program includes grants to local public agencies to assist individual households with deferred-payment loans for rehabilitation of housing, including manufactured homes.</p>
<p>Infrastructure State Revolving Fund Program California Infrastructure and Economic Development Bank (CIEDP) This loan program provides low-cost financing to public agencies for a variety of infrastructure programs, including: streets, bridges, drainage, flood control, and parks and recreation facilities. Funding assistance ranges from \$250,000 to \$10,000,000. There must be a dedicated source for debt service of the loan. Tax increment from redevelopment projects is often favored as a funding source for retiring this debt. The term of the loan can be as long as 30 years.</p>
<p>California Safe Routes to School (SR2S) Infrastructure Grants California Department of Transportation (Caltrans) Similar to the federal program (listed above), the state Safe Routes to School program offers grants to cities and counties for facilities that enhance bicycle and pedestrian safety near elementary and middle schools, such as sidewalk improvements, bikeways, traffic calming and other physical projects. This program requires a minimum 10 percent match. The Forbes Creek Neighborhood is included in the Countywide Safe Routes to School Plan that was completed for Lake County in 2009.</p>
LOCAL
<p>Lake County/City Area Planning Council (APC) As Lake County’s Regional Transportation Planning Agency, the APC should be the first stop when pursuing funds for transportation infrastructure projects.</p>
<p>General Fund The City’s General Fund is used to support ongoing operations and services, including general government operations, development services, public safety, and community services. Primary revenue sources for the General Fund include property taxes, sales taxes and intergovernmental revenues. It is not uncommon for cities to commit a portion of the General Fund to improvement efforts over a period of years. Improvements and ongoing projects or programs should have general community-wide benefits.</p>





<p>General Obligation Bonds</p> <p>General Obligation bonds may be used to acquire, construct and improve public capital facilities and real property. However, they may not be used to finance equipment purchases, or pay for operations and maintenance. G.O. Bonds must be approved by two-thirds of the voters throughout the Issuer’s jurisdiction in advance of their issuance and typically require the issuing jurisdiction to levy a uniform <i>ad valorem</i> (property value) property tax on all taxable properties to repay the annual debt service.</p>
<p>Revenue Bonds</p> <p>A form of debt paid back by a specific revenue stream, and which does not require a public vote. Common uses for funds include housing and social services.</p>
<p>Benefit Assessment Districts</p> <p>Provided for in the Benefit Assessment Act of 1982, these districts can fund the maintenance and operation costs of drainage, flood control, street lighting, and streets.</p>
<p>Landscape and Lighting Districts</p> <p>The Landscaping and Lighting Act of 1972 enables assessments to be imposed in order to finance the maintenance and servicing of landscaping, street lighting facilities, ornamental structures, and park and recreational improvements.</p>
<p>Special Benefit Assessments</p> <p>Special Benefit Assessment Districts (ADs) are formed for the purpose of financing specific improvements for the benefit of a specific area by levying an annual assessment on all property owners in the district. Traditionally, these improvements include streets and roads, water, sewer, flood control facilities, utility lines and landscaping.</p> <p>Each parcel of property within an AD is assessed a portion of the costs of the public improvements to be financed by the AD, based on the proportion of benefit received by that parcel. A detailed report prepared by a qualified engineer is required and must demonstrate that the assessment amount is of special benefit to each parcel upon which the assessment is levied. Prior to creating an assessment district, the city, county or special district must hold a public hearing and receive approval from a majority of the affected property owners casting a ballot. Ballots are weighted according to the proportional financial obligation of the affected properties.</p> <p>There are many state laws that govern the formation of assessment districts, such as the Improvement Act of 1911, Municipal Improvement Act of 1913, Improvement Bond Act of 1915 and the Benefit Assessment Act of 1982, as well as other specific facility improvement acts.</p>
<p>Community Facilities Districts / Mello-Roos Districts</p> <p>Community Facilities Districts levy a special tax on properties within a defined district which receive a general benefit from eligible capital projects and services. Such capital projects include infrastructure, recreation facilities, and open space, and must have a useful life of at least five years. CFDs can also be used to fund flood and storm protection services and maintenance of parks and open space. The improvements may be located outside the district boundaries. CFDs require a 2/3 supermajority approval by the affected property owners (or registered voters within the district, if there are more than 12 registered voters).</p>





Development Impact Fees

Dedications of land and impact fees are exactions which lessen the impacts of new development resulting from increased demand on infrastructure or services. They are enacted through City ordinances that carefully demonstrate the relationship between the fee pricing and extent of expected impacts.

Further Resources:

Creek Restoration and Water Quality

Projects that address flooding issues while improving lake water quality and restoring creek habitat may be good candidates for grant funding. For instance, the Clear Lake Watershed Integrated Management Plan identifies improving fish passage in Clear Lake tributaries as a high priority. According to a neighborhood resident, fish spawn in Forbes Creek near the Fairgrounds. The potential of enhancing the creek’s habitat value for fish should be investigated along with possible funding sources for creek restoration.

Special Financing Districts

The consulting firm NBS offers a guide to special assessments and special taxes which is available for download from their website, www.nbsgov.com.





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