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Press Release Center

KTGY Group, Inc., Architecture and Planning, is pleased to announce that the National Association of Home Builders (NAHB) has recognized five KTG Y-designed multifamily residential communities among the top trend-setters in the multifamily housing industry, as part of its annual Pillars of the Industry Awards program promoting excellence in apartment design, development, management and marketing.

## **News Articles**

### **1. Metrolink Track Reopens After Death**

**By Alejandra Molina, Salvador Hernandez & Jon Cassidy**  
Orange County Register

A freight train fatally struck a man on tracks outside San Clemente early Wednesday morning, forcing Metrolink to cancel or delay trains on the Orange County line, authorities said.

Metrolink spokeswoman Angela Starr said shortly before 8 a.m. that the track had reopened. She said passengers coming north will be picked up in a normal schedule.

According to sheriff's Lt. Lloyd Downing, a Burlington Northern Santa Fe freight train heading southbound near Boca del Cannon at about 40 mph ran over a body on the tracks at about 2:30 a.m. Downing said several juveniles were standing near the tracks.

The conductor tried to stop but wasn't able to and the train ran over the body, described only as a middle-aged male adult, Downing said.

The juveniles fled but the conductor grabbed one of the juveniles. There was a confrontation and the juvenile fled.

"All we have right now is a death and it looks suspicious," Downing said. Jim Amormino, spokesman for the sheriff's department, said four juveniles were within 100 feet of where the incident took place.

"We don't know what everyone was doing down there," Amormino said.

Police are wondering how the body got there and what the juveniles were doing near the tracks.

The Sheriff's Department is asking the four juveniles and any other witnesses to come forward and call 714-647-7044.

Since 5 a.m., Metrolink officials had been updating passengers on train delays via twitter.

Trains 600, 601, 603, 605, and 607 on the Orange County line were canceled. Bus bridges were in place to and from Irvine.

On the Inland Empire-Orange County line, train 850 was canceled. Metrolink officials suggested passengers detrain at Orange and wait for train 800 to San Bernardino. Trains 564 and 566 to Oceanside were making all Metrolink stops between Irvine and Oceanside.

More details to come.

## **2. Metrolink Train Service Restored After Man Is Hit On Tracks In Oceanside**

**By Kate Linticum**  
Los Angeles Times

Northbound train service from Oceanside has been restored after a man was struck and killed on the tracks, according to Metrolink spokeswoman Angie Starr.

The service was disrupted Wednesday morning and passengers were diverted to nearby stations while Orange County sheriff's deputies investigated an early morning incident in which a train apparently struck and killed a man on the tracks. Orange County sheriff's spokesman Jim Amormino said a Burlington Northern Santa Fe freight train was passing through Oceanside at around 2:30 a.m. when the conductor spotted a person on the tracks.

The conductor braked but was unable to stop the train in time, Amormino said. It was unclear whether the middle-aged man was alive or dead at the time he was struck, Amormino said.

The conductor told investigators he saw four juveniles near the body, but they later fled on foot into a nearby neighborhood.

"We do believe that they saw what happened," Amormino said. "They're witnesses." Amormino said anyone with more information should contact sheriff's homicide detectives at (714) 647-7044.

### 3. Santa Ana Looks To Add Red-Light Cameras

**By Doug Irving**  
Orange County Register

Despite a steady stream of court challenges, Santa Ana is poised to double the number of automatic cameras it has watching over intersections for red-light runners.

The city already has the largest network of red-light cameras in Orange County, with 20. The City Council voted this week to extend the contract of the company that operates that system – and to clear the way for 20 more cameras. The contract leaves it up to the city to decide when to add those 20 cameras, and where.

The Santa Ana system has run into a barrage of legal challenges from people caught on film running red (To read a full report about this, [click here](#)). Last year, a court commissioner ruled that the city had not given fair notice that the cameras were in use and dismissed several dozen red-light cases.

More recently, a panel of Superior Court judges overturned a Santa Ana red-light ticket because no officer had actually seen the driver run the light. The judges ruled that the red-light photo at the center of the case was nothing more than hearsay evidence, and therefore inadmissible.

The city's updated red-light camera contract with Redflex Traffic Systems makes some effort to address those court concerns. It requires Redflex to provide expert court testimony, free of charge, to help prosecute tickets. It also requires at least 30 days of notice before any new cameras go on-line.

But attorney Allen Baylis, who has made a career of fighting red-light tickets, said he fully intends to keep bringing cases against Santa Ana's system. He described it as a "blatant abuse of the police power" and said bringing in company experts to testify won't necessarily convince a judge that the case is closed.

"They really seem to have their heels dug in on this thing," Baylis said.

The city has been paying Redflex \$5,370 per camera per month – which adds up to nearly \$1.3 million a year for the entire 20-camera system. On the other side of the ledger, the city's central budget includes a line for red-light ticket revenue that is expected to total just under \$1.1 million this fiscal year – an apparent shortfall of nearly \$200,000.

But red-light ticket money also goes into traffic funds that aren't included in the central budget numbers, Santa Ana Police Cpl. Anthony Bertagna said. He said the

cameras turned a \$374,000 profit in 2009, citing internal police numbers that are not spelled out in detail in the city's main budget.

Nonetheless, the city's revised contract with Redflex cuts the monthly cost for each existing camera to \$3,900, saving the city more than \$350,000 a year. Each additional camera will cost the city another \$4,750 a month.

Santa Ana has been using red-light cameras to nab light-runners since 2003. In a report to the City Council, city staffers described the system as a "force multiplier" for police; it averaged around 1,500 tickets a month last year.

Red-light cameras have a mixed record in Orange County. Fullerton took down its cameras last year after a judge ruled that its camera contract gave a private company an incentive to increase tickets. Costa Mesa briefly suspended its program in 2005 after a driver appealed his ticket and won, in part because the city hadn't given enough warning that cameras were operating.

Anaheim, which does not have red-light cameras, has put forward a proposal to ban them forever. A Charter amendment that would make that law goes to the ballot in November (To read a full report about this, [click here](#)).

Other cities – including Laguna Woods, Garden Grove and San Juan Capistrano – have camera systems in place and are still issuing citations despite the recent court ruling calling their value as evidence into question.

Santa Ana's City Council voted 4-0 with no discussion and no debate to extend and expand the red-light camera contract. Three members of the council – Mayor Miguel Pulido, Councilwoman Claudia Alvarez and Councilman Vincent Sarmiento – had left the meeting to avoid a conflict of interest on an earlier agenda item and did not return.

## **4. Major Truck Corridor Will Be Closed For 9 Days**

**By Sandra Stokley**  
Riverside Press-Enterprise

One of the most heavily traveled truck corridors in Riverside County is set to be closed for nine days next month to make way for a multimillion-dollar reconstruction project.

Thousands of trucks pass through Mira Loma's Van Buren Boulevard-Etiwanda Avenue intersection on their way to and from dozens of warehouses that lie north and south of the corner.

Transportation director Juan Perez said traffic counts dating to February 2009 show that an estimated 65,000 vehicles pass through the intersection every day.

Between 6 and 8 percent of those vehicles are trucks, he said.

"I think it's safe to say this is one of the five busiest intersections in Riverside County," Perez said.

The closure will begin on Friday, July 9, at 8 p.m. The intersection will reopen on Monday, July 19, at 5 a.m.

Truck driver Tony Tanious lives in South Dakota but hauls for Ontario-based 3-M Co. On Wednesday he parked his truck behind Farmer Boys restaurant waiting to pick up his load at 3 p.m.

"If it's only for nine days, I guess we can live with it," Tanious said. "But no longer." Across the lot, Rick Young sat in his truck on a break. He hauls paper products, electronics and other items for Canada-based Caneda Transport Inc. which has a warehouse on Etiwanda Avenue.

"That's a busy intersection to be closed," Young said. "I guess we'll have to come in the back way."

The "back way" is the preferred detour on Interstate 15 the Transportation Department is publicizing. Trucks would exit on Cantu-Galleano Ranch Road, and head north on Wineville Road to the warehouses.

During the closure, contractor American Asphalt, of Corona, will work around the clock, replacing the existing asphalt pavement at the intersection and 200 feet of approach lanes with concrete, to cut down on the damage caused by the heavy truck traffic.

Under terms of the \$3.5 million contract, the company faces daily fines of \$1,000 per hour and \$60,000 for each full day if the work is not completed on time. To minimize the disruption, the department has brought in consultant Dennis Green for a public awareness campaign.

Green and his assistant have made a presentation to the Jurupa Community Services District, met with officials of the Jurupa Unified School District and are pounding the pavement, visiting each business and warehouse in the vicinity. The contractor will be required to keep a 10-12 foot lane open at all times for emergency vehicles to use, Green said.

After the work is completed at the corner of Van Buren Boulevard and Etiwanda Avenue, Phase 2 of the project -- the resurfacing of Etiwanda Avenue from Van Buren Boulevard north to Philadelphia Avenue -- will begin.

The \$3.5 million project cost is underwritten by a combination of federal, state and local funds, Perez said.

## 5. License Ploys

Riverside Press-Enterprise

California legislators do have imagination after all, judging from a new proposal to look at selling advertising on license plates. But the Legislature should put that creativity toward finding real budget solutions instead of hatching schemes that help the state duck tough financial choices.

Fixing California's budget requires addressing at least two fundamental flaws: a public revenue system that provides erratic funding, and spending commitments that outstrip available money. Selling ads on new digital license plates would do little to resolve either of those issues.

But new revenue that does not require raising taxes is always more attractive to legislators than exercising careful oversight of public finances. So Sen. Curren Price, D-Los Angeles, produced SB 1453, which would let the state study the potential of electronic license plates. Only drivers who agreed would use the digital plates, which would mimic regular license plates when the vehicle is moving. When the car stopped, however, the plates would display advertising or other messages. The state could raise revenue by selling this new advertising space, though the bill offers no estimate of how much money this might garner.

The bill, now in the Assembly, does not commit the state to using the new plates, only to exploring the idea. And the plates present a host of technical and practical challenges. What happens if the plates malfunction, for example, displaying ads while the vehicle is moving? And would drivers be able to tinker with the plates in ways that would prevent the license number from showing?

First Amendment considerations would likely require the state to accept all advertising that is not obscene, which has the potential for embarrassment and trouble. And license plates that flash messages would run counter to the Legislature's push to crack down on distractions for drivers, such as cell phones and text messages.

Of course, the license plate idea is not that far removed from Gov. Arnold Schwarzenegger's 2008 suggestion that the state sell ad space on Caltrans' electronic billboards. And it may actually make more sense than the state's current plans to sell state office buildings and lease them back to raise some money now, at a much greater long-term cost to taxpayers.

The hallmark of all these proposals, however, is that they seek politically painless ways to fill the state's budget holes, instead of addressing the underlying reasons for the chronic shortfalls. License plate ad sales would not make up for the state's heavy reliance on high-end income tax, which creates wild swings in revenue from year to

year. Nor would the extra money change state spending commitments that bear little connection to the funds the state has available.

Whatever else they may achieve, ploys that commercialize public assets and operations will not provide the budgetary reforms required to stabilize state finances. And no amount of high-tech gadgetry will redeem the Legislature's failure to take that duty seriously.

## **6. It's Time to Get on Board With Transit**

**By Ellen Isaacs**

Jewish Journal (opinion)

Ask people in Los Angeles if they think we can have a public transportation system that is more extensive than London's, cleaner than Tokyo's or more accessible than New York's. They will probably say, "Not in my lifetime."

Guess what? That vision is becoming a reality.

In the last 20 years, greater Los Angeles has been busily remaking itself from a freeway-happy megalopolis to a county with the third-largest transit system in the country. And in 2008, faced with massive traffic congestion and on the brink of a severe recession, 68 percent of L.A. County voters passed Measure R, which will raise \$40 billion over 30 years and build the subway to Westwood, the Gold Line to Arcadia, an Orange Line extension to Canoga Park, the Green Line to LAX and the South Bay and more.

Now, Mayor Villaraigosa and Los Angeles leaders have proposed the innovative 30/10 plan to build the Measure R projects in only 10 years by creatively leveraging federal funds secured by the Measure R revenue. If successful, we will dramatically transform Los Angeles — in our lifetimes.

Transit in Los Angeles must now be put on top of the Jewish community agenda. Many of the individuals involved in the effort to create a viable transportation system in Los Angeles are Jewish, particularly members of the American Jewish Committee (AJC), who signed on early in support. Raising transportation's profile in our community can help us achieve more in our efforts on behalf of Israel, peace, social justice for the poor and the environment; more transit means energy independence, congestion relief, access to services and better air quality.

The leading Jewish organizations in Los Angeles need to step up and add transit to their agendas. Every synagogue should also step up and create a transit committee or fully and completely incorporate transit into the other work that they do. This includes ensuring that members and visitors alike know how to get to the synagogue door by transit.



Transit in Los Angeles helps to address an energy security issue for the United States and Israel: We rely too much on driving and are, therefore, at the mercy of oil prices over which we have no control, set by oil-producing countries that challenge our foreign policy goals and the State of Israel. We should be using light rail, subways and clean fuel buses to become energy independent.

Transit is a social justice issue: What is more democratic than public transportation accessible to all, at a price that most can afford? What is more just than being able to easily access jobs, schools and health care without eating up your whole day or a sizeable chunk of your budget?

Transit is an environmental issue: Oil dependence pollutes our oceans, coastlines and air — the environmental devastation of the BP Deepwater Horizon oil disaster is a consequence of our addiction to oil. Los Angeles County is dotted by oil derricks, offshore oil rigs and oil refineries that degrade our environment and are potential environmental disasters in the making. They also contribute to some of the worst air quality in the country because the end product, gasoline, fuels the millions of cars on our congested roads. We can end our car dependency and improve our environment by getting out of our cars and into clean, green transit. Simply put, other than walking or biking, public transit is the most energy efficient, most environmentally sound and least expensive way to travel, and all of this should matter to the Jewish community.

But, you say, I like driving my own car. I can come and go as I please, on my own timetable.

Really? In this traffic? Want to enjoy a pastrami sandwich at Langer's? Hop on the subway. Visit the recently reopened Breed Street Shul in East L.A.? Take the Gold Line. Taking a class at the Hebrew Union College-Jewish Institute of Religion? Soon you will be able to take the Expo Line there. Attending Jewish Community Night at Dodger Stadium? Take Metrolink or the Red, Purple or Gold Line to Union Station and hop on the free shuttle bus. Catch the latest exhibit at the Skirball? Take the bus. (Did you know you get a discount on admission at the Skirball just by showing your transit pass?) Going to see Dudamel and the L.A. Phil at the Walt Disney Concert Hall? Take the Red Line. Need to do your Shabbat shopping in Valley Village? Take the Orange Line.

Increased mobility in Los Angeles leads to better air, energy independence and improved access to jobs, education, medical care and even improved recreational opportunities. That's why Move LA, an extraordinary coalition of leading business, labor and environmental organizations, has come together to advocate for the jobs, mobility and access that transit represents. This includes the Los Angeles Area Chamber of Commerce, the Valley Industry and Commerce Association, Los Angeles County Federation of Labor, the Sierra Club, Environment Now and many more. The Jewish community must be part of that coalition.

Transit is one way of repairing our world. Talk with your lay leaders and rabbis. Get educated on transportation issues in the county. Schedule a meeting to find out more about Measure R and the 30/10 plan for L.A. County. Talk with your elected representatives at the local, county, state and national levels about what you can do to make more transportation options available sooner in Los Angeles. Figure out how you can begin to take transit. Together, the Jewish community can accomplish great things and help make Los Angeles a world-class city with a world-class transportation system. Let's get on board.

Ellen Isaacs is transportation deputy for Assemblyman Mike Feuer (42nd district). Eli Lipmen is director of communications for the American Jewish Committee (AJC) and a member of the Move LA coalition. Jody Feerst Litvak is community relations manager for the Los Angeles County Metropolitan Transportation Authority.

## **7. Five KTG Y-Designed Residential Communities Among Finalists in National Multifamily Housing Industry Award Competition**

*NAHB has recognized five KTG Y-designed multifamily residential communities among the top trend-setters in the multifamily housing industry, as part of its annual Pillars of the Industry Awards program promoting excellence in apartment design, development, management and marketing.*

Press Release Center

IRVINE, CALIF. - KTG Y Group, Inc., Architecture and Planning, is pleased to announce that the National Association of Home Builders (NAHB) has recognized five KTG Y-designed multifamily residential communities among the top trend-setters in the multifamily housing industry, as part of its annual Pillars of the Industry Awards program promoting excellence in apartment design, development, management and marketing. Hundreds of entries—representing apartment and condo communities from across the country—vied for this year's awards, which are considered among the most prestigious in the housing industry.

This year's finalists are showcased virtually with NAHB Multifamily's new venue for the Pillars Awards – the Internet. An interactive presentation at this link – [www.nahb.org/pillarsawards](http://www.nahb.org/pillarsawards) shows the five KTG Y-designed finalists and other innovative multifamily communities to viewers all over the country.

The Lofts at Promenade in Long Beach, Calif., which received recognition as a Pillars of the Industry Award finalist in two categories: "Best Rental Community (non-garden 5 stories or less)" and the "Best Multifamily Community Site Plan," was chosen on the basis that this challenging discontinuous site transformed a former "parking district" surface parking lot in the heart of Downtown Long Beach into a unsurpassed sophisticated urban living environment offering 104 luxury, loft-style

apartments plus 401 parking spaces for area businesses and project residents. Developed by Lyon Realty Advisors, LLC, in a public/private collaboration, The Lofts is located within walking distance of shopping, restaurants, entertainment, world-class events, beaches, employment, mass transit including LA Metro Blue Line providing convenient transportation to Downtown Los Angeles.

The Lofts' sustainable design, modern loft-style architecture includes 10' ceilings with exposed metal ducting, large picture windows, concrete flooring, industrial designer fixtures and hardware, open-concept gourmet kitchen with granite countertops, European-Style cabinets, stainless steel appliances and in-home washer/dryer. The amenity rich, resort-style residential community consists of two separate mixed-use buildings situated at a diagonal and linked by a spectacular pedestrian bridge, which joins four levels of residential built over at-grade commercial space and parking podium and a seven level parking garage topped by a "Rooftop Sky Lounge" tucked behind four levels of residential over at-grade commercial space. The rooftop amenities include an outdoor pool, spa, cabanas and lounge areas, fireplace, barbecue, entertainment area, lush landscaping, state-of-the-art fitness center with yoga and Pilates classes, business and conference center with WiFi, and spectacular panoramic views of city lights and mountains.

The Bond in Oakland, Calif., which received recognition as an award finalist as the "Best New Loft Apartment Community," was selected for its pioneering sustainable design and urban infill, transit-oriented development that cost-effectively resolves the issues of how to meet the increasing demand of high-density construction at a lower construction cost without sacrificing design and aesthetics. Developed by The Embarcadero Pacific Company, the Bond's eight-story poured in place structure, without cladding, offers an innovative template that is superior to other urban, transit-oriented structures. This revolutionary model, which creates a stunning architectural form out of a structural concrete shell, can be replicated in other urban areas where budget limitations impact the deliverability of a high quality, high-density building.

Incorporating concrete, glass and metal with an architectural design inspired by the fashionable Bond Streets in London and New York, the 105-unit luxury residential community provides sophisticated urban living in historical context adjacent to shopping, restaurants, employment and transportation, and capitalizes on the spectacular panoramic views of the estuary and city skyline. The Bond offers unique amenities including large, exclusive onsite 4,000-square-foot dog park (none existed in the area), electric vehicle charging stations (first in the region), and complimentary ferry tickets for residents, residents are treated to a unparalleled "White Glove" rental experience with concierge services typical of five-star hotels across the globe.

555 YVR in Walnut Creek, Calif., which received recognition as an award finalist as the "Best Mid-Rise Condominium Community," was chosen on the basis of its many attributes: Downtown Walnut Creek's first live-work-shop-play residences; the first in its market to debut a "Sky Lounge," amenity, a mixed-income condo development and a residential building in a CBD/BART Station node; and achieving highest prices

per square foot and fastest absorption rate in the market. Developed by Thompson | Dorfman Partners, LLC, with KTGy as the project architect, in conjunction with Kwan Henmi as the concept design architect, 555YVR is a modern, environmentally-friendly, transit-oriented development featuring 87 spacious one-bedroom, one-bedroom plus den and two-bedroom homes, as well as townhomes and live-work units. All units feature luxury finishes, stainless steel appliances and expansive floor-to-ceiling windows. Located adjacent to the Walnut Creek BART Station, 555 YVR is steps to world-class shopping, restaurants, civic, cultural, entertainment destinations, employment centers, and transit links.

555 YVR offers residents a Sky Lounge rooftop terrace, which features an outdoor kitchen, fireplace, WiFi access and spectacular 360-degree views of the San Ramon valley and Mt. Diablo. Residents also enjoy a state-of-the-art media room, a private fitness center, a lushly landscaped courtyard with a water feature and bench seating, an on-site protected dog run and WiFi connectivity in common areas, which is ideal for tech-savvy professionals.

Designed by KTGy, The Crossing in Anaheim, Calif., received recognition as an award finalist in several categories: "Best Clubhouse at a Multifamily Community," "Best Leasing or Sales Center," "Best Interior Merchandising at a Multifamily Community," and "Best Brochure for a Rental Apartment Community." Developed by SARES-REGIS, The Crossing is a unique transit-oriented development in Anaheim, featuring 312 well-appointed lofts, one- and two-bedroom apartment homes (some with dens) and 39 live/work units. Located adjacent to the Anaheim Metrolink and Amtrak train stop and close to shopping, dining and entertainment venues, the new transit-oriented/pedestrian-friendly community is a conversion of industrial land to luxury rental apartments and live/work units.

A candidate for LEED® Silver certification by the U.S. Green Building Council, The Crossing was designed and built as an environmentally-friendly, smoke-free residential community promoting healthy living and sustainable practices. The Crossing has dedicated parking for 120+ bicycles and preferred parking for fuel efficient vehicles; and its cool roof technology reduces the heat island effect. Other green features include: Broan SmartSense® ventilation systems to improve air circulation, high-grade energy efficient windows, water-saving fixtures including high-efficiency dual flush toilets, energy-saving compact fluorescent lights, low-VOC (Volatile Organic Compound) paint, adhesives and carpet, carpets made from 100% post-recycled content (recycled plastic bottles) and a community recycling program. There are also separate chutes for recyclables. To mitigate the noise of the trains passing by, great care was taken to orient units to private courtyards within the buildings. These courtyard spaces act as the social heart of the project, joining with the spacious club room, fitness center/spa, and leasing areas to create an exciting, hip, and sophisticated environment.

Villaggio on Route 66 in Rancho Cucamonga, CA, which received recognition as an award finalist as the "Best Affordable Apartment Community (40% of units must be

affordable to people earning 60% or less of area median income)," was selected for its thoughtfully-planned, mixed-income, sustainable apartment community that provides quality housing and residential amenities including excellent educational, health and social programs for the community members. Developed by National Community Renaissance and situated near the vibrant and successful Victoria Gardens and City Hall, the Tuscan-inspired community consists of one, two and three-story buildings with spacious two and three-bedroom units, as well as a 5,600-square-foot community building, two tot lots, a pool and fitness center, business center, and an education center for residents.

"Creativity in design and a clear understanding of the entrants' local markets characterized this year's entries," said Charles R. Brindell, Jr., President and CEO of Trammel Crow Residential, and chair of NAHB's Multifamily Leadership Board. "The results are outstanding apartments and condos that their residents will take pride in for years to come."

KTGY has won countless awards for its many multifamily, mixed-income, affordable, workforce, senior and campus housing projects and was recently honored with seven Awards of Merit in the 2010 Gold Nugget Award design and planning competition. The Gold Nugget Award program honored the firm's wide range of capabilities, excellence and innovation in addressing complex design/build issues in attached, detached and sustainable communities as well as transit-oriented developments.

#### About NAHB

The National Association of Home Builders is a Washington-based trade association representing more than 175,000 members involved in home building, remodeling, multifamily construction, property management, subcontracting, design, housing finance, building product manufacturing and other aspects of residential and light commercial construction. NAHB is affiliated with 800 state and local home builders associations around the country. NAHB's builder members will construct about 80 percent of the new housing units projected for 2010. Visit [www.nahb.org](http://www.nahb.org).

#### About KTGY Group, Inc.

Established in 1991, KTGY Group, Inc., Architecture and Planning, provides comprehensive planning and award-winning architectural design services for residential communities, retail, hospitality, mixed-use and related specialty developments. KTGY delivers innovative solutions that reflect clear understanding of development, marketing and financial performance and takes particular pride in its highly motivated and principal led studios. Serving clients worldwide, KTGY maintains offices in Irvine, Oakland and Santa Monica, and in Denver. See [www.ktgy.com](http://www.ktgy.com).