Project Title: Industrial Boulevard Bike Lane and Pedestrian Improvements

Sponsoring Jurisdiction: City of Chula Vista

Application Checklist

☑ Eight (8) hard copies and one (1) CD of the complete SGIP application (including all attachments)
☑ Completed application form
☑ Resolution or minute order authorizing the application
☑ Vicinity maps showing project locations, entitled land developments related to the projects, and local/regional street, bicycle, transit, and highway facilities within and near the project area
☑ Site plan, renderings, and typical cross sections depicting project-level detail as available, not to exceed 11x17 inches
☑ Documentation of support for the project from community groups or individuals (recommended but not required)
☑ Aerial photo and other photographs depicting existing conditions
☑ Use-it-or-Lose-it Policy and Program Implementation and Oversight Requirements have been read

Person Authorized to Submit Application:

I certify that I have reviewed the TransNet Smart Growth Incentive Program Guidelines and the information submitted in this application is accurate and in accordance with these guidelines.

Richard A. Hopkins
Name

Signature

Director of Public Works
Title

February 6, 2009
Date
Project Summary

This project summary may not exceed one page in length.

Project Title: Industrial Boulevard Bike Lane and Pedestrian Improvements

Exact Project Location: Industrial Boulevard between Palomar Street and Naples Street

Project Description: In one paragraph, briefly describe the project goals, location, scope, and elements to be funded by the SGIP capital funds.

This project is located on Industrial Blvd. between Palomar Street and Naples Street within Smart Growth area CV3, Palomar Gateway. Currently there are no bike lanes on Industrial Blvd. and no sidewalk along the east side of the street. Staff proposes to construct approximately 1650 linear feet of bike lanes along both sides of the street, along with monolithic curb, gutter and sidewalk and drainage facilities on the east side. This bike lane project is identified in the City of Chula Vista’s Bikeway Master Plan. The sidewalk improvements were identified as a priority during the community walking audit of Harborside School conducted with Walk San Diego. These improvements will provide needed bicycle and pedestrian links between Harborside School, Harborside Park and the existing mobile home park at Naples Street and the Trolley Station and commercial facilities at Palomar Street. It will also provide better pedestrian and bicycle linkage to the County Family Services Center that is also located east of this route.

SGIP Funds Request: $283,900

Matching Funds: $145,300

Total Project Cost: $429,200

Sponsoring Jurisdiction: City of Chula Vista

Primary Contact Person: Elizabeth Chopp

Title: Senior Civil Engineer

Street Address: City of Chula Vista Engineering, 276 Fourth Avenue

City and Zip Code: Chula Vista CA 91910

Phone: (619) 691-5046

E-mail Address: bchopp@ci.chula-vista.ca.us

Other Project Partners: N/A

Smart Growth Opportunity Area Identifier: CV3 Palomar Gateway at Palomar Street and Industrial Boulevard

(i.e. CV 3 Palomar Gateway at Palomar Street and Industrial Boulevard; see http://www.sandag.org/smartgrowth to confirm location)
Project Description

The following information is required to evaluate the application based upon the Project Evaluation Matrix (see page 6 of the Program Guidelines).

Please provide a description of the proposed project that addresses the following; please limit description to one page:

- Project setting
- Project objectives
- Relationship of project to existing and planned land uses and transportation facilities in the project area

Please limit your description to one page. See attachment

In addition, please attach one or more maps of the project area that identify:

- The location(s) of the project See attached map
- Entitled land development projects related to the project

You also are encouraged to attach:

- A site plan, renderings, and typical cross sections depicting project-level detail, not to exceed 11x17 inches See attached site plan (one page) and street cross-sections (two page)
- Letters of support for the project from community groups See attached
- Aerial photo and other photographs depicting existing conditions See attached photos (one page)

Please ensure that all graphic materials submitted are legible.

I. Land Use and Transportation Characteristics of the Area Around the Proposed Capital Improvement Project

1. Intensity of Planned Development in the Smart Growth Opportunity Area (Criterion IA, 4 points)

Please explain if this project is located within an area, where a specific plan, community plan, master EIR, or other mechanism allows for administrative or expedited approval of development projects.

The project is located in the vicinity of the area designated as the Palomar Gateway Transit Focus Area (TFA) by the City’s 2005 General Plan. The 2005 General Plan has established smart growth planning policies and development standards, including a mixture of residential and commercial uses and transit-oriented development that will be implemented through the preparation and adoption of a Specific Plan, which City staff is currently working on with the participation of the community. The Palomar Gateway location is one of four Transit Focus Areas designated by the 2005 General Plan to allow for higher densities in the western part of the city. The established residential densities in the Mixed Use TFA are intended to have a district-wide gross density of an average of 40 dwelling units per acre of land. The Specific Plan document for this area will include detailed land use designations, design guidelines and zoning-level standards for the arrangement of land uses that include plans for...
Project Description
Industrial Blvd. Bike Lane and Pedestrian Improvements

The proposed project is located on Industrial Boulevard between Palomar Street and Naples Street (Exhibit 1 attached), which is in the vicinity of the area designated by the 2005 General Plan as the Palomar Gateway Transit Focus Area (TFA) and the SANDAG Smart Growth Planning Area CV-4. The Palomar TFA includes properties near and around the Palomar Trolley Station, including the properties located north and northeast across Palomar Street (in the vicinity of the subject project) and the properties located south of Palomar Street to Anita Street between Industrial Boulevard and Frontage Road. Currently, the area north of Palomar Street contains a mixture of light industrial/commercial uses and single-family and multi-family residences, while the area south of Palomar Street includes a 5-acre vacant property and a mix of single-family and multi-family housing (Exhibit 2). At the southeast corner of Palomar Street and Industrial Boulevard is the Palomar Trolley Station. To the east of the Trolley Station are commercial uses with a supermarket and a variety of retail outlets. Other major land use attractors include the Harborside Elementary School (on Naples Street) and Harborside Park and the County Family Services Center (on Oxford Street).

The Chula Vista 2005 General Plan created the Palomar Gateway TFA district and established new smart growth land use and transportation policies for the redevelopment of properties located in its vicinity (Exhibit 3). This area is designated to provide a mixture of uses that include retail, offices and residential built based on smart growth and transit oriented principles with pedestrian connection to and from the Palomar Trolley Station. The Palomar Gateway TFA is designated by the 2005 General Plan to allow for increased densities, which would average 40 units per gross acre of land and floor area ratios of 1.0. To implement the 2005 General Plan, the City has begun a planning process that will result in the preparation of a Specific Plan to guide the coordinated establishment of a Smart Growth Mixed Use TFA within the Palomar Gateway District.

This project includes construction of approximately 3300 linear feet of bike lanes (1650 linear feet each side) along both sides of Industrial Blvd. between Palomar Street and Naples Street. This will involve adding another five-foot wide strip of AC pavement along the east side of the current street and restriping the lanes. On the east side of the street, monolithic curb, gutter and sidewalk will be provided. Existing trees will be replanted or replaced.

This project satisfies several objectives. One objective is to construct the facilities recommended in the City’s Bikeway Master Plan, which was approved by SANDAG and adopted by the Chula Vista City Council in January 2005. It also promotes the Chula Vista Land Use and Transportation Element Objective LUT 23, “Promote the use of non-polluting and renewable alternatives for mobility through a system of bicycle and pedestrian paths and trails that are safe, attractive and convenient forms of transportation.” It provides pedestrian and bicycle linkages among several attractors, including the Palomar Trolley Station, Harborside Elementary School, Harborside Park and the County Family Services Center.
adequate pedestrian connections and support services for residents, as well as those using the transit station and other means of public transit. The specific plan and public discussion will consolidate an existing multi-level and cumbersome project review process and establish clear straight-forward development standards and regulations that will result in administrative and expedited project approval and entitlements. This would facilitate and encourage the processing of private development projects, and reduce the costs of project entitlement.

2. Entitled Development Density Within a ¼-mile Radius of Proposed Capital Project Site (Criterion IB2, maximum 6 points), Mix of Uses (Criterion IB3, maximum 3 points), and New Affordable Housing Development (Criterion IC, maximum 3 points)

Please provide the following information for each entitled development project located within a ¼-mile of the proposed capital project:

- Project Name
- Location
- Land Uses
- Units per Net Residential Acre
- Total Number of Units
- Number of Affordable Housing Units
- Number of Affordable Housing Units Restricted to Very-Low Income Residents
- Estimated Gross Lease Area for Commercial/Office/Retail Uses
- Estimated Construction Completion Date

There are no entitled development projects in this area.

3. Transportation Demand Management (TDM) Characteristics (Criterion ID4, maximum 2 points), ½ page max.

Please describe any existing or proposed transportation demand management strategies associated with existing or planned development in the project area. TDM strategies can include incentives such as transit pass programs for employees or residents in the area, vanpool/carpool programs, parking cashout programs for employees, car or bike sharing programs, shuttle services to rail stations or major destinations, and other strategies. Not applicable

4. Urban Design Characteristics and Community Context (Criterion IE1, maximum 6 points), 1 page max.

a. How do the urban design characteristics of the project area support smart growth?

The project is located in the vicinity of the Palomar Gateway TFA. The area is currently characterized by incompatible land uses, low intensity development, and lack of adequate infrastructure. The City's 2005 General Plan has established smart growth planning policies and development standards that will be implemented through the preparation and adoption of Specific Plans, which City staff is currently working on with the participation of the community. The Palomar Gateway location is one of four Transit Focus Areas designated by the 2005 General Plan to intensify the area by establishing policies for the development of mixed uses, including residential, retail and office commercial in a transit-oriented setting. The 2005 General Plan also designated this area to create higher densities in the western part of the city. The Specific Plan document for this area will include land use, design guidelines and zoning-level standards for the arrangement of land uses that include plans for adequate pedestrian connections and support services for residents, as well as those using the transit station and other means of public transit. The construction of project will build upon and support the Specific Plan effort by providing the
needed infrastructure in the area that would provide adequate pedestrian and bicycle access between the Palomar Gateway TFA and Transit Station and the uses in the area north of Palomar Street.

b. For the project area, is there adopted guidance in place such as urban design guidelines, specific area plans, or form-based codes that regulate the design of buildings and infrastructure to support smart growth?

The Chula Vista 2005 General Plan created the Palomar Gateway Transit Focus Area (TFA), establishing new smart growth land use and transportation policies in the redevelopment of properties located in the vicinity of this area. The Palomar Street and Industrial Boulevard location is one of four TFA’s designated by the 2005 General Plan to allow for increased densities and a mixture of residential and commercial uses. To implement the 2005 General Plan, the City has begun a planning process that will result in the preparation of Specific Plans to guide the coordinated establishment of a Mixed Use TFA within the Palomar Gateway District. An important element of the specific planning process is community involvement and participation through design workshops, known as charettes. The Design workshop process is one technique to bring together diverse viewpoints that will lead to the preparation and adoption of smart growth design and specific plans that will implement the City’s 2005 General Plan, update the current zoning ordinance, and provide efficient guidelines and development standards for the proper development/redevelopment of the Palomar Gateway and the properties in the vicinity of the project area.

c. Identify the mix of public and private land uses in the project area and how the uses meet local needs for goods, services, entertainment, etc. within walking distance of residents or employees.

The subject project is located in an area west of Industrial Boulevard characterized by low density development consisting of single-family and multi-family residential uses, a Mobile Home Park, and industrial/commercial uses. (Existing zoning is shown on Exhibit 4.) Along Industrial Boulevard and the subject project runs the San Diego Trolley Right of Way, which limits pedestrian access from the west side of the residential community to the properties and uses on the east side. The public and private uses on the east side of the Trolley Right of Way include Harborside Elementary School on Naples Street, the County of San Diego Family Resource Center on Oxford Street, the Harborside Community Park located east of the County facility, commercial uses such Costco and Wal-Mart fronting on Broadway, and other retail and wholesale businesses fronting on Palomar Street. The area east of the Trolley Right of Way and north of Naples Street includes a limited amount of Industrial uses located between the Trolley Right of Way and Colorado Avenue. East of Colorado Avenue is a single-family neighborhood that extends Madison Avenue, near Broadway. Currently there are no bike lanes on Industrial Blvd. and no sidewalk along the east side of the street. The proposed project would provide approximately 1650 linear feet of bike lanes along each side of the street, along with monolithic curb, gutter and sidewalk and drainage facilities on the east side. This bike lane project is identified in the City of Chula Vista’s Bikeway Master Plan (Exhibit 5). The sidewalk improvements were identified as a priority during the community walking audit of Harborside School. These improvements will provide a bicycle and pedestrian link between Harborside School and the existing mobile home park at Naples Street, the Trolley Station, commercial facilities at Palomar Street, and the residential neighborhood south of Palomar Street. It will also provide better pedestrian/bicycle linkage to the County Family Resource Center Building located on Oxford Street.

5. Sustainability
   (Criterion IE2, maximum 2 points), ½ page max.
   a. Please list existing or entitled buildings in the project area that incorporate sustainable building principles.
Describe developments and the relevant features. For example, "Mission Homes 10-unit multi-family development with LEED silver certification" or "Nordahl Shopping Center 10,000 square feet retail with solar panels."

The Los Vecinos Affordable Housing Project, which is a 42 unit residential Building, is located at 1501 Broadway about 1½-mile from the proposed project. It incorporates efficiency and renewable energy features. 90% of the building’s energy demand is met by solar panels and residential units include Energy Star-rated appliances, instantaneous water heaters and a "cool" roof. The project is seeking Platinum LEED certification.

b. Please list any known established programs among local businesses in the project area to promote sustainable business practices in the project area. Describe programs and participating businesses.

N/A

6. Universal Design
   (Criterion IE3, maximum 2 points), ¼ page max.

   a. List any known existing or entitled buildings in the project area that incorporate universal design principles. Describe type of development and relevant features. N/A

II. Quality of Proposed Capital Improvement Project

A. Support for Public Transit
   (Criterion IIA, maximum 5 points), 1 page max.

   Describe how the completed project will support the use of regional public transit service in the project area. For example:

   a. Does the project improve roadway bus access within the community, and if so, how? N/A

   b. How does the project facilitate better access to transit facilities for pedestrians (both able-bodied and disabled) and bicyclists? This project will provide better pedestrian and bicycle access to the trolley station at Palomar Street, Harborside School, Harborside Park and the County Social Services Center. It will also provide a safer connection between neighborhoods adjacent to the trolley station and the school, park and family services center.

   c. Does the project enhance bus stop and station area environments, and if so, how? It provides safe pedestrian and bicycle access to and from Palomar Trolley Station to the north.

   d. Are there any other elements of the project that will promote use of public transit? No, already addressed in a, b and c.

B. Providing Transportation Choices
   (Criterion IIB, maximum 5 points), 1 page max.

   Describe how the infrastructure changes being proposed will directly improve pedestrian and bicycle access and reduce vehicle miles traveled in the project area. If the street is being redesigned, how will the new design prioritize access for pedestrians and bicyclists? For example:

   a. If pedestrian enhancements are proposed, please describe them in detail, and discuss why these enhancements will encourage increased pedestrian activity in the area. There currently is no sidewalk on the east side of Industrial Blvd. The proposed project would provide a five-foot wide sidewalk on the east side of Industrial Blvd. with monolithic curb and gutter. Pedestrians currently walk along the dusty roadway during busy periods at the end of the school day. (See photographs on Exhibit 6.) This facility would provide needed pedestrian links between Harborside Elementary School and the Palomar Trolley Station and safer pedestrian options for parents and children.

   b. If bicycle facilities are proposed, please describe them in detail and discuss why these enhancements will encourage increased cycling activity in the area. The existing asphaltic concrete (AC) roadway is
36 feet wide on Industrial Blvd. The proposed project would increase the AC pavement width to 41 feet in order to provide a 5-foot bike lane on each side of Industrial Blvd. The roadway parking and travel width would be narrowed to 36 feet, which will aid in slowing automobile speeds and enhancing overall safety. Since there are no existing bicycle facilities on Industrial Blvd, other than signage, this facility would encourage additional cycling in providing a safer path to link cyclists to the trolley station. Current and proposed street cross sections are shown on Exhibits 7 and 8.

c. If the project proposes public gathering space enhancements, please discuss how the enhancements will help promote pedestrian or bicycle activity in the project area. N/A

d. How does the project handle parking? Describe how proposed changes to parking in the project area will emphasize greater mobility for all users, and how proposed parking might impact the design characteristics of the neighborhood. N/A

e. Are there any other elements of the proposed project that will promote walking and bicycling in the project area? No, this has already been addressed.

C. Community Enhancement
(Criterion II C, maximum 5 points), 1 page max.
Describe how the proposed improvements enhance a sense of place and create destinations for people in the project area. How will the design features of the proposed improvements activate public places within the area and attract private investment? This project will improve the attractiveness of the area by changing the unpaved dusty edge of pavement along the east side of Industrial Blvd to include a walkway and bike lanes, in attracting more pedestrian and bicycle traffic to the area, it could make this area more attractive to commercial developers. It will provide needed connections for the future housing development at Palomar Gateway by providing needed connections to area services, the school and park.

D. Addressing Project Area Issues
(Criterion II D, maximum 5 points), 1 page max.

a. List any distinct needs identified by the local community that will be addressed by the project objectives (such as but not limited to improving pedestrian access for special populations such as the elderly or disabled, or enhancing public safety). Through the Healthy Eating – Active Communities (HEAC) program, the City and Walk San Diego conducted walking audits in the areas around three elementary schools in Southwest Chula Vista. During the walking audits of the area around Harborside School, community members identified sidewalks along Industrial Blvd. as a high priority to improve pedestrian access for school children.

b. Please identify any cultural or natural resources within the project area. Explain how such resources have been addressed in the project design. No cultural or natural resources have been identified in the project area.

III. Proposed Capital Improvement Project Readiness

A. Major Milestones Completed
(Criterion III A)
Please note if the proposed project has already completed any of the following milestones. If not, note anticipated completion date.

<table>
<thead>
<tr>
<th>Proposed Project</th>
<th>Date Completed or Anticipated Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility Study</td>
<td>Not required</td>
</tr>
<tr>
<td>Environmental Clearance</td>
<td>Notice of Exemption Completed as of February 4, 2009</td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
<td>Not required</td>
</tr>
<tr>
<td>Final Design</td>
<td>September 2009</td>
</tr>
</tbody>
</table>
If the project has not yet obtained environmental clearance or fully acquired right-of-way, please describe the following (¼ page max.):

a. Is the project located in an environmentally sensitive area? Are there potential environmental issues that may delay project implementation or prohibit project approval?

b. Are right-of-way acquisitions required to complete this project? If so, please identify.

**B. Evidence of Local Commitment (Criterion IIIB), 1 page max.**

a. Describe how community involvement in the development of this project. Explain community planning efforts that led to this project, community workshops, or other meetings that have been held, and stakeholder groups that have participated. Prior to the walking audit process, the school district superintendent was notified. Prior to the walking audits at Harborside Elementary School, the principal was notified, flyers were distributed and face-to-face meetings were held with parents. A series of three workshops (including walking audits) were held, with approximately 30 total residents/parents in attendance. A letter of support was provided by Walk San Diego (Exhibit 9).

b. Please identify known opposition from community planning groups, business associations, community development corporations or other stakeholders in the project area, and how their concerns are being addressed. There is no known community opposition to this project.

**IV. Matching Funds**

In the table below, please describe any and all sources and amounts of approved matching funds. Matching funds may include in-kind staff costs associated with project oversight, up to 10 percent of the total project cost.

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transnet Local Streets Improvements – Congestion Relief</td>
<td>$145,300</td>
</tr>
<tr>
<td>If Bicycle Transportation Grant (BTA) is received for bike lanes on Industrial Blvd. from L Street to Palomar St., $130,800 of the above match will be from the BTA grant.</td>
<td></td>
</tr>
</tbody>
</table>

**Scope of Work and Project Schedule, 1 page max.**

In the section below, state the project deliverables (including specific quantities and locations of improvements) and anticipated completion dates. Please note that if this project is funded, this scope of work will be added to the grant agreement and the grantee will be held to this scope of work for the purpose of project oversight.

<table>
<thead>
<tr>
<th>Deliverables</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Design</td>
<td>September 2009</td>
</tr>
<tr>
<td>Project Construction: Construction of two bike lanes on both sides of Industrial Blvd. (approximately 1650 linear feet each side) and monolithic curb, gutter and sidewalk (approximately 1650 linear feet) on east side of Industrial Blvd. from Palomar Street to Naples Street, with pavement restriping and signage</td>
<td>December 2009</td>
</tr>
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</table>
### Project Budget

#### Capital Project Expenses

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering</td>
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<tr>
<td>Project Management and Project Design</td>
<td>$ 49,000</td>
</tr>
<tr>
<td>Contract Engineering</td>
<td>$ N/A</td>
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<tr>
<td>Environmental Documentation and Soil Testing</td>
<td>$ 12,300</td>
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<tr>
<td>Right-of-Way</td>
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</tr>
<tr>
<td>Construction</td>
<td></td>
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<tr>
<td>Construction Inspection and Management</td>
<td>$ 24,500</td>
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<tr>
<td>Construction Surveying</td>
<td>$ 36,800</td>
</tr>
<tr>
<td>Construction Contract</td>
<td>$ 306,600</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 429,200</strong></td>
</tr>
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</table>

#### Project Revenues

<table>
<thead>
<tr>
<th>Source</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>TransNet SGIP</td>
<td>$ 283,900</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Local</td>
<td></td>
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</tr>
<tr>
<td>Transnet LSI: Congestion Relief</td>
<td>$ 145,300</td>
<td></td>
<td></td>
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<tr>
<td>State</td>
<td></td>
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<tr>
<td>Federal</td>
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<td>In Kind</td>
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<tr>
<td><strong>Total</strong></td>
<td>$ 429,200</td>
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</table>

*Maximum Amount of SANDAG Participation: 100%*
RESOLUTION NO. 2009-022

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA AUTHORIZING THE FILING OF AN APPLICATION FOR SMART GROWTH INCENTIVE PROGRAM GRANT FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS FOR INDUSTRIAL BOULEVARD PEDESTRIAN IMPROVEMENTS FROM NAPLES STREET TO PALOMAR STREET, CONFIRMING IDENTIFIED LOCAL MATCH FUNDS FOR THE PROJECT, AND STATING THE CITY'S ASSURANCE TO COMPLETE THE PROJECT SHOULD GRANT FUNDING BE AWARDED

WHEREAS, the San Diego Association of Governments (SANDAG) has released a call-for-projects for competitive grant funding through its TransNet Smart Growth Incentive Program (SGIP) for fiscal years 2009 and 2010, with an application deadline of February 6, 2009; and

WHEREAS, a total of approximately $9.7 million in SGIP funds are available to local jurisdictions in fiscal years 2009 and 2010 to fund both capital projects and planning projects; and

WHEREAS, in accordance with the SGIP application guidelines published by SANDAG, the City of Chula Vista has prepared a capital grant application requesting $283,900 in SGIP funds for Industrial Blvd. Pedestrian Improvements from Naples Street to Palomar Street; and

WHEREAS, the City of Chula Vista confirms that any local matching funds identified in the grant application will be available and provided should the requested SGIP grant be awarded; and

WHEREAS, the City of Chula Vista is committed to completing the project identified in the grant application should the SGIP grant be awarded; and

WHEREAS, the City of Chula Vista understands that the SGIP funding is fixed at the programmed amount, and that any cost increases in the project beyond the costs identified in the application cannot be expected to be funded through the SGIP program; and

WHEREAS, the City of Chula Vista understands that funding through the SGIP program shall not be used to replace other private developer funding that has been or will be committed to the project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Chula Vista hereby authorizes the submittal of the SGIP grant application to SANDAG requesting $283,900 for the Industrial Blvd. Pedestrian Improvements from Naples Street to Palomar Street project.
BE IT FURTHER RESOLVED that a copy of this Resolution be transmitted to SANDAG along with the required grant application package.

Presented by

Approved as to form by

Gary Halber, P.E., AICP
Deputy City Manager / Development Services Director

PASSED, APPROVED, and ADOPTED by the City Council of the City of Chula Vista, California, this 3rd day of February 2009 by the following vote:

AYES: Councilmembers: Bensoussan, Castaneda, McCann, Ramirez, and Cox

NAYS: Councilmembers: None

ABSENT: Councilmembers: None

Cheryl Cox, Mayor

ATTEST:

Donna R. Norris, CMC, City Clerk

STATE OF CALIFORNIA   
COUNTY OF SAN DIEGO   
CITY OF CHULA VISTA   

I, Donna R. Norris, City Clerk of Chula Vista, California, do hereby certify that the foregoing Resolution No. 2009-022 was duly passed, approved, and adopted by the City Council at a regular meeting of the Chula Vista City Council held on the 3rd day of February 2009.

Executed this 3rd day of February 2009.

Donna R. Norris, CMC, City Clerk
Industrial Boulevard south of Naples Street, looking north

Industrial Boulevard south of Naples Street, looking south
Industriai Boulevard Cross Section

City of Chula Vista

After Project Implementation

18.5'
21'
19'
21.5'

1.9
2% 1.5

2.5'

5.5'

Trolley Row

EAST SIDE

Proposed Sidewalk

Landscaped Area

Proposed Sidewalk

Existing Sidewalk

Landscaped Area

WEST SIDE
January 27, 2009

SANDAG
401 B Street Suite 800
San Diego CA 92101

Re: Smart Growth Incentive Program

To Whom It May Concern:

I am writing to express the support of WalkSanDiego for the City of Chula Vista’s Smart Growth Incentive Program application for improvements on Industrial Boulevard near Harborside Elementary School. WalkSanDiego has worked with a number of schools in Chula Vista, including Harborside Elementary School, to help them determine safe routes and modifications to adjacent streets to make walking and biking a safe and viable transportation alternative for students and parents. The obesity epidemic among children is in part due to the lack of safe walking and biking opportunities in our communities. On the other hand, many low-income students and parents walk as their main form of transportation out of economic necessity, and are more frequently injured by vehicles. It is important that we improve our streets to make walking and biking a safe and viable choice for all people.

Harborside Elementary School is of particular interest to WalkSanDiego, as we conducted a community workshop with the principal and parents from the school to identify safety issues, needs, and priorities around the school neighborhood. The residents identified critical issues such as lack of sidewalks and a lack of adequate separation of sidewalks and vehicles along Industrial Boulevard. We support the enhancements in this project to address these issues including installing sidewalks on the east side of Industrial Boulevard and striping bike lanes on both sides of the street, which provide facilities for bicyclists and added separation from vehicles for pedestrians. The enhancements around Harborside Elementary School will provide immediate benefits to the families of this underserved neighborhood, including providing a safe route to school, as well as to all Chula Vista residents.

We applaud the City’s efforts to pursue funding provided by the Smart Growth Incentive Program and offer our full support.

Sincerely,

Ken Grimes
Executive Director