CAPITAL GRANT APPLICATION FORM

Project Title:
Connect the Village - Wayfinding and Traffic Calming

Applicant (Jurisdiction):
City of Carlsbad

Grant Amount Requesting:
$470,000.00

APPLICATION CHECKLIST

Application Requirements: (Please indicate application completeness by checking the following boxes)

☐ Eight hard copies and one CD of the complete Smart Growth Incentive Program application (including all attachments, clearly labeled)

☐ Resolution including all statements provided in the Sample Resolution on page A-22

☐ Format: provide narrative responses in the spaces provided in the application form

☐ Baseline data collection included in Scope of Work, Schedule, and Budget

☐ Documentation of matching funds

☐ Vicinity maps showing project locations, entitled land developments related to the project, and local/regional street, bicycle, transit, and highway facilities within and near the project area (may be printed up to 11x17 paper)

☐ Feasibility study or project study report (include in CD ONLY, do NOT attach as hard copy).

☐ Plans showing that minimum design standards has been met

☐ Project Scope of Work, Schedule and Budget

Recommended Application Elements: (Please check boxes if applicable)

☐ Documentation of support for the project from community groups or individuals (recommended but not required)

☐ Aerial photos and other photographs depicting existing conditions (recommended but not required)

☐ Phasing Plan (Only applicable to projects requesting more than $1 million)

If any of the above-required elements are not included with the application by the January 18, 2013 deadline, the application will be deemed ineligible.
GRANTEE STATEMENTS

(Please indicate application completeness by checking the following boxes, and then sign and date at the bottom)

☒ The proposed grantee has read the standardized sample grant agreement

☒ The proposed grantee understands that SANDAG will not reimburse applicants for expenses incurred prior to execution of a grant agreement.

☒ If the SANDAG Board of Directors approves the grant, the proposed grantee agrees to sign and return the standardized grant agreement to SANDAG, without exceptions, within 45 days of receipt.

☒ The proposed grantee agrees to comply with SANDAG’s Board Policy No.035 Competitive Grant Program Procedures, which outlines “use-it-or-lose-it” project milestones and completion deadlines. Board Policy No.035 is included in the standardized grant agreement as Attachment B, and is also on the SANDAG website at the following link: http://www.sandag.org/organization/about/pubs/policy_35.pdf

☒ The proposed grantee understands that all invoices must be accompanied by a written progress report of the charges for both requested reimbursement of grant and matching funds and submitted to SANDAG no less frequently than quarterly. Invoice and progress report templates are available on the SANDAG website at the following link: http://www.sandag.org/grants/forms

☒ The proposed grantee understands that upon approval of funding by the SANDAG Board of Directors, the applicant will provide a copy of their approved indirect cost rate audit or their proposed indirect cost rate methodology, if charging for overhead, to SANDAG for review and approval, which must occur prior to execution of the grant agreement.

☒ The proposed grantee understands that a resolution including the requirements of Board Policy No.035, Section 4.1, must be submitted to SANDAG with the grant application, but no later than 4pm on January 18, 2011.

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

I have the authorization to submit this grant on behalf of my organization.

Gary T. Barberio
Director, Community & Economic Development

Grantee Name (print or type)  Title

Grantee Signature (signature cannot be electronic)  Date (mm/dd/yyyy)
PROJECT SUMMARY

Applicant (Agency): City of Carlsbad
Project Title: Connect the Village - Traffic Calming and Ped/Bike Wayfinding
Smart Growth Opportunity Area Identifier: CB-1, Carlsbad Village COASTER Station

Project Area Limits: e.g. 4th St. between Laurel St. and Ash St., and 5th St. between Laurel St. and Ash St.
Component 1 Traffic Calming via Traffic Circles is focused in the residential neighborhood referred to as the Barrio generally bound by I-5, NCTD Railroad Tracks, Oak Avenue and Tamarack Avenue
Component 2 Bicycles and Pedestrian Wayfinding Signage is inclusive of the Village and Barrio area comprehensively from Buena Vista Lagoon to Agua Hedionda Lagoon and from the Pacific Ocean to I-5

Brief Project Description: Please provide a brief description of the proposed project in the space provided below.
This multi-component capital project is designed to connect "people" in the surrounding residential neighborhoods with the Village and transit opportunities by creating welcoming and inviting streets. We call them Livable Streets. The first component is to calm traffic speeds on the wide streets in the Barrio so that people feel safe as bicyclists and pedestrians. The second component is innovative pedestrian and bicyclist wayfinding signage helping them get to their destinations through awareness of time and distance by foot and bike. These projects further leverage the new bicycle infrastructure and pedestrian/bicyclist outreach campaign recently funded from SANDAG Active Transportation Grants.

Primary Contact Person (Project Manager): Bryan Jones, TE, PTP, AICP
Title: Deputy Transportation Director
Street Address: 1635 Faraday Avenue
City and Zip Code: Carlsbad 92008
Phone: (760) 602-2431
E-mail Address: bryan.jones@carlsbadca.gov

OTHER PROJECT PARTNERS: Gary Barberio, Community and Economic Development
Ashley Westman, Urban Place Consulting Group

| SGIP Grant Funds Request Amount | $470,000.00 |
| Matching Funds | $95,000.00 |
| Total Project Cost | $565,000.00 |

Total Project Cost = SGIP Grant Funds + Matching Funds
Can this project be broken into phases? (Y/N) Y

If yes, briefly list phased scope and costs:
(Please note, that if the proposed project is requesting more than $1 million in SGIP funds, a phasing plan is required)

Together these components create a comprehensive capital infrastructure project to help "connect" people in our smart growth area that has the greatest potential for walking, biking, and transit use along with enhanced residential densities and mix of land uses. The city's preference for priority is the traffic calming project which is "shelf ready" with attached design plans to add traffic circles in the Barrio area with a grant request of $256,000 with a match of $60,000 for a total of $315,000. The second priority is the wayfinding signage with a grant request of $215,000 with a match of $35,000 for a total of $250,000.
Please insert the proposed project location map here, or include the map as attachment 1 in your application.
PROJECT COSTS AND FUNDING

TOTAL ESTIMATED PROJECT COST:

Summary of Cost Estimates

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline Data Collection</td>
<td>$ 5,000.00</td>
</tr>
<tr>
<td>Preliminary Engineering or Planning Engineering</td>
<td></td>
</tr>
<tr>
<td>Project Management</td>
<td>$ 15,000.00</td>
</tr>
<tr>
<td>Contract Engineering</td>
<td>$ 15,000.00</td>
</tr>
<tr>
<td>Environmental Clearance</td>
<td></td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
<td></td>
</tr>
<tr>
<td>Final Design</td>
<td>$ 4,000.00</td>
</tr>
<tr>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>Construction Management</td>
<td></td>
</tr>
<tr>
<td>Construction Contract</td>
<td>$ 502,000.00</td>
</tr>
<tr>
<td>Utilities Coordination</td>
<td>$ 21,000.00</td>
</tr>
<tr>
<td>Community Outreach</td>
<td>$ 3,000.00</td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td><strong>$ 565,000.00</strong></td>
</tr>
</tbody>
</table>

Funding Sources:

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>SGIP Grant Funds Requesting Amount</td>
<td>$ 470,000.00</td>
<td>SGIP</td>
</tr>
<tr>
<td>Matching Funds (specify source)</td>
<td>$ 55,000.00</td>
<td>Gas Tax Funds</td>
</tr>
<tr>
<td>Other (specify source)</td>
<td>$ 40,000.00</td>
<td>in-kind staff time</td>
</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td><strong>$ 565,000.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

MINIMUM DESIGN STANDARDS & GUIDELINES

Clearly illustrate that the minimum design standard is being met. Plans provided must be actual cross-section drawings. (Provide photographs, if applicable) See Eligibility Criteria for more information on design standards and guidelines.
PROJECT SUMMARY/ DETAIL DESCRIPTION

In the space provided below, please provide a description of the proposed project that addresses the following; please limit to one page.

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

Applicants are encouraged to also provide the following attachments:

- Location(s) Map of the Project Area
- Map of Entitled Land Development projects related to the project
- A site plan, renderings, and typical cross sections depicting project-level detail, not to exceed 11x17 inches
- Aerial photo and other photographs depicting existing conditions

Please ensure that all graphic materials submitted are legible

PROJECT SETTING

Carlsbad Village is the City of Carlsbad’s up-and-coming downtown area, with a walkable grid street pattern and access to bus and rail transit, the Coastal Rail Trail, and many other amenities conducive to smart growth. In addition, the adjacent residential Barrio neighborhood is seeing significant public and private investment in higher density and affordable residential projects. The City has embraced smart growth and complete streets and recently funded a revitalization effort to improve the economic vitality and sustainability of the Village. In 2012, the Village launched a bike rack pilot project and was subsequently awarded SANDAG Active Transportation funding to expand the project with additional bike racks and bike corrals. Funding was also awarded for a pedestrian and bicycle outreach, education, and awareness campaign to connect the commercial core of the Village with the surrounding residential areas. On a weekend day, there are 24,000 to 36,000 pedestrians and 3,000 to 5,000 cyclists traveling in and through the Village, depending on the season.

PROJECT OBJECTIVES

Dovetailing with the improved infrastructure and outreach above, “Connect the Village” aims to enhance safety by reducing travel speeds with traffic circles and also direct pedestrians and bicyclists to important destinations in an innovative way that is relatively new to the west coast. By denoting landmarks not only by direction but by walking and cycling distance and/or time, pedestrians and cyclists are empowered to go where they may not have otherwise traveled because the perceived distance had seemed too great.

There will be three traffic circles on each of the three through north-south Presidential "named" streets in the Barrio, breaking up the long, wide roadways into shorter blocks to reduce motorists' speeds. The wayfinding signage for pedestrians and bicyclists will be strategically located throughout the Village and Barrio to help connect and direct people on foot or bike with their destination. One of the greatest challenges on foot or bike is not knowing how long (distance and time) it will take to get to one’s destination and then also getting lost. These signs will direct people to key destinations and give them a distance and time duration which will help encourage them to consider walking or biking rather than driving because of the unknowns.
RELATIONSHIP TO EXISTING AND PLANNED LAND USES AND TRANSPORTATION FACILITIES

Existing land uses in the smart growth area include the North County Transit District (NCTD) station, a mix of single-family and multi-family residential uses at densities ranging approximately between 4-30+ du/ac, single-story commercial, multi-story office, mixed-use, public parks and services, and light industrial (see Attachments 2 and 3). Other transit facilities in the Village include a bus transfer station adjacent to the Coaster station, Breeze Bus Routes 301 and 325, the Coastal Rail Trail (see Attachment 4), and a growing public bike parking program that will entail 100 custom bike racks and 6 bike corrals. The Regional Transportation Plan calls for Rapid Bus service in the Village to be phased in by 2030 and High Frequency Local service by 2020.

Carlsbad is currently updating its General Plan. The new mobility element for our General Plan update will be focusing on "connecting" people rather than just "collecting" vehicles, which is in alignment with the community values identified in the Carlsbad Community Vision. We will be modifying highway classifications for our roadways to street typologies to account for all users of the roadway in context with adjacent land uses. We will be identifying priority modes that the roadway will be designed for and secondary modes for which the roadway will be designed to accommodate. Carlsbad is in the process of developing a multi-modal level of service analysis tool that will be state of the art and state of the industry/practice to help facilitate designing streets that are welcoming and inviting to people as a destination or sense of place.

All of the streets in the Village and Barrio for purposes of this Smart Growth Incentive grant are proposed to have pedestrians and bicyclists as the priority modes. This means that no additional vehicle capacity or roadway widening is anticipated to occur and that amenities and infrastructure that support bicyclists and pedestrians will be encouraged. This capital grant directly supports the vision of the new General Plan for this smart growth area.
LAND USE AND TRANSPORTATION CHARACTERISTICS

Intensity of Planned Development in the Smart Growth Opportunity Area

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 Carlsbad Village Master Plan and Design Manual and the Carlsbad Zoning Code currently allow for administrative approval of certain development projects in the project area. In April 2012, the City Council approved substantial changes to citywide development review processes (including the Barrio but outside the Village Master Plan area), which will result in a more streamlined permitting of new development. The City has also applied for SGIP funds ("Plan the Village") to update the Village Master Plan and Design Manual. One objective of the update will be to update use and development standards to incentivize smart growth. Innovative approaches such as form-based zoning will be considered.

Entitled Development Density within a ¼ mile Radius of Proposed Capital Project Site, Mix of Uses, and New Affordable Housing Development

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

Please see Attachment 5 showing pending, approved, under construction, and recently completed higher density residential housing, mixed use, and affordable housing developments.
Transportation Demand Management (TDM) Characteristics

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.

The City of Carlsbad does not currently have Transportation Demand Management strategies. However, with our new mobility element underway for our General Plan update scheduled for adoption later this year, one of the proposed policies will be to develop TDM program opportunities and incentives for North County’s largest job center and promoting the connection between the smart growth areas, coaster stations, and business parks.

In addition, the mobility element will be focusing on "connecting" people rather than just "collecting" vehicles, which is in alignment with the community values identified in the Carlsbad Community Vision. We will be modifying highway classifications for our roadways to street typologies to account for all users of the roadway in context with adjacent land uses. We will be identifying priority modes that the roadway will be designed for and secondary modes for which the roadway will be designed to accommodate. Carlsbad is in the process of developing a multi-modal level of service analysis tool that will be state of the art and state of the industry/practice to help facilitate designing streets that are welcoming and inviting of people as a destination or sense of place.

All of the streets in the Village and Barrio for purposes of this Smart Growth Incentive grant are proposed to have pedestrians and bicyclists as the priority modes. This means that no additional vehicle capacity or roadway widening is anticipated to occur and that amenities and infrastructure that support bicyclists and pedestrians will be encouraged. This capital grant directly supports the vision of the new general plan for this smart growth area.

Urban Design Characteristics and Community Context

Please respond to the following questions in the space provided below.

- How do the urban design characteristics of the project area support smart growth?
- 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?
- 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.
URBAN DESIGN CHARACTERISTICS
Carlsbad Village and the Barrio residential neighborhood are extremely walkable and bikeable due to the traditional grid street pattern with flat topography, and system of urban sidewalks. However, the area has not yet reached its full development potential. There are a number of vacant and under-utilized properties throughout the area, as illustrated in Attachment 6. This project and other recent initiatives in the Village and Barrio will help catalyze smart growth development to make downtown Carlsbad a truly sustainable, unique, ped-and-bike-friendly destination. In addition, the Village Coaster Station creates a foundation for future transit oriented development and mixed use opportunities.

The minimum residential density target for the "Town Center" smart growth place type is 20 d.u./ac. In September 2012, the City established new Village minimum residential densities of 28 and 18 d.u./ac., depending on land use district, and maximum densities up to 35 du/ac., to meet the needs of the General Plan. This results in an estimated residential capacity of approximately 875 dwelling units. These densities will be re-evaluated and could increase as part of a separate proposal to update the Village Master Plan and Design Manual ("Plan the Village"). Additionally, the city has proposed to increase residential densities in the Barrio section of the Smart Growth area to High (23-30 du/acre) and Medium High (8-15 du/acre) density. If approved, residential capacity in the Barrio will increase by some 759 additional dwelling units near existing and planned transit and services (see Attachment 7). The Planning Commission recommended approval of the density increases in December 2012. The City Council is expected to consider and approve the proposal in late February 2013.

GUIDANCE TO REGULATE THE DESIGN OF BUILDINGS AND INFRASTRUCTURE
The Village Master Plan and Design Manual is intended to regulate land uses in the Village, and to some extent building design. Through recent stakeholder outreach and city staff review, it has become apparent that the use and development standards are in some ways impediments to the Village reaching its full potential as a smart growth community. For this reason, the City is also applying for a SGIP planning grant ("Plan the Village") to create a new, comprehensively updated master plan that may incorporate form-based or hybrid-codes in order to incentivize development that is thoughtful of the "public room" it creates.

MIX OF PUBLIC/PRIVATE LAND USES
Public land uses in the project area include the Carlsbad Senior Center, Jefferson Elementary School, Harding Community Center, the Library Learning Center, six different parks, a public fountain, and proximity to world-class beaches (see Attachment 3). Private uses include the Army and Navy Academy, multiple churches and non-profit organizations such as the Boys and Girls Club, two theaters, a grocery store, and over 350 unique shops, restaurants, and service businesses. All of this is located in an area that is less than a mile long and about a half mile wide, with the majority of it concentrated within a half-mile radius. The project area also incorporates a large and varied residential offering. Both the City of Carlsbad and North County Transit District own significant amounts of land within the Village smart growth area.
QUALITY OF PROJECT

For this section, please provide answers in bullet format. A short, concise narrative may be provided, if necessary, to describe the project.

Support for Public Transit

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

- Does the project improve roadway bus access within the community, and if so, how?
- How does the project facilitate better access to transit facilities for pedestrians (both able-bodied and disabled) and bicyclists?
- Does the project enhance bus stop and station area environments, and if so, how?
- Are there any other elements of the project that will promote use of public transit?

The project is located in a Smart Growth Opportunity Area that includes regional transit: the Carlsbad Village Coaster station and NCTD bus service. The project supports the use of these transit services by:

- Reducing the speeds of vehicles with traffic calming traffic circles, thereby enhancing the safety of pedestrians and bicyclists to utilize the roadways to connect with transit services.
- Providing directional and distance signage to the Coaster station and bus transfer station
- Enhancing bus stop and station area environments by providing directional and distance signage from the stations to important destinations in the project area
- Providing opportunities to "trip chain" with public transit (combining walking and/or biking with taking public transit to reach destinations in Carlsbad Village or other transit destinations)
- Breaking down perceived barriers to walking and biking to transit by utilizing innovative signage features (distance and/or time)
- Encouraging residents to walk and bike to transit to reach destinations beyond Carlsbad
- Providing media opportunities to bring awareness to walking and biking
- Acting as a regional and statewide model for pedestrian and bicycle wayfinding

See Attachments 8 and 9 for project design details.
Providing Transportation Choices

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:
- If pedestrian enhancements are proposed, please describe them in detail, and discuss why these enhancements will encourage increased pedestrian activity in the area.
- If bicycle facilities are proposed, please describe them in detail and discuss why these enhancements will encourage increased cycling activity in the area.
- If the project proposes public gathering space enhancements, please discuss how the enhancements will help promote pedestrian or bicycle activity in the project area.
- 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.
- Are there any other elements of the proposed project that will promote walking and bicycling in the project area?

The proposed traffic calming and pedestrian and bicyclist wayfinding project will directly improve pedestrian and bicycle safety, access and reduce vehicle miles traveled in the project area by:

- Allowing residents in the barrio residential area adjacent to the village commercial retail office area feel safer by reducing vehicle speeds on wide roadways
- Enhancing the connectedness of the communities by having people walk and bike in their community
- Enhancing the safety of the higher density area by having more eyes on the streets
- Denoting direction as well as time and/or distance to important community landmarks and destinations
- Removing psychological barriers and encouraging pedestrians and cyclists to walk or ride to destinations they previously thought were too far
- Encourage tourists to walk or bike from their hotels
- Encouraging families to walk or bike to access goods, services, and amenities instead of driving
Community Enhancement

Describe how the proposed improvements enhance a sense of place and creates 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?

The proposed improvements will enhance a sense of place by:
- Encouraging residents and users to walk and bike for recreation, commuting, and short trips
- Proving to vehicle drivers that the Village and Barrio are walkable and bikeable
- Improving safety with more "eyes on the street"
- Encouraging more people to use the public right-of-way and activating sidewalks and bike lanes
- Showing private developers that users love to be in the Village and Barrio, and spend their money there
- Catalyzing a bike-friendly industry and attitude in the Village, encouraging additional bike service shops, unique designs for cargo/commuting bikes, and community awareness of walking and biking as viable transportation modes

Addressing Project Area Issues

- 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).
- Please identify any cultural or natural resources within the project area. Explain how such resources have been addressed in the project design.

- Enhance public safety - vehicle drivers will see that pedestrians and bicyclists are prioritized
- Enhance public safety - long stretches of wide roadways will be broken into smaller human scale blocks to reduce speeding
- Improve pedestrian access for the elderly with legible signage, destinations and distances, and landmarks important to them, such as the senior center.
Sustainability

Describe any low impact development features of this project.

The traffic circles will be constructed within existing public street right-of-way. The traffic circles will feature trees and other water-efficient landscaping. The wayfinding component will use existing poles when possible and will use double-sided blades to address users coming from each direction. This is a very low impact project that enhances the sustainability and safety of the project area and promotes walking and bicycling as choices or options instead of driving.

Universal Design

If applicable, describe how the project will incorporate universal design principles, and go above and beyond Public Rights-of-Way Accessibility Guidelines in ensuring access for elderly and disabled persons.

Many elderly people are not able to drive and therefore must walk to access goods, services, and other amenities. It is difficult for both young and older pedestrians to cross the wide presidential streets within the Barrio so the traffic calming traffic circles will help improve their safety by reducing the speeds by which motorists drive within this neighborhood. These traffic circles create significant horizontal deflection for motorists and break up the long straight streets into shorter blocks. The landscaping will be low to allow motorists to see pedestrians and bicyclists in close proximity to the traffic circles. The Carlsbad Senior Center is a full service senior center offering meals, counseling, exercise and enrichment classes. Additionally, the Library Learning Center, which is within walking distance from the Barrio area, also provides important literacy services to local residents. These important assets will have signage directing to and from it, in addition to distance and/or time to get to and from the center. Many people in the area frequent the coffee shops and local markets, restaurants and delis for food.

The home ownership rate is low in this area (approximately 14% according to the 2010 Census) and many people are on fixed or limited incomes. The city has recently funded construction of a 50 unit affordable senior apartment project (see Attachment 5), which will be occupied this Spring. The city also owns Tyler Court Senior apartments, providing affordable housing to 75 very low and low income senior household. By improving the pedestrian and bicycle infrastructure in this smart growth area, we can ensure a safe and pleasant experience for elderly and disabled persons.
PROJECT READINESS

COMPLETION OF MAJOR MILESTONES

Please indicate if the proposed project has already completed any of the following milestones. If not, please note the anticipated completed date.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start/ End Dates</th>
<th>Completed or Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Feasibility Study</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>2. Environmental Clearance</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>3. Right-of-Way Acquisition</td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td>4. Final Design</td>
<td>3/1/14</td>
<td>Proposed</td>
</tr>
</tbody>
</table>

If the project has not yet obtained environmental clearance or fully acquired right-of-way, please describe the following in the space provided (½ page max.):

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

The project is exempt from environmental review as it is not located in any environmentally sensitive areas, nor will it have any detrimental impacts on the environment. The traffic circles are designed and ready for construction within the existing, built public right-of-way. The wayfinding signage locations are tentatively defined and can be modified based on input from the community. The actual signage will have community input and final design can be achieved shortly thereafter.
Are right-of-way acquisitions required to complete this project? If so, please identify.

Not applicable

**EVIDENCE OF LOCAL COMMITMENT**

- 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.
- 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.

Applicants are also encouraged to attach letters of support from the community for the proposed project.

The City has led a community outreach effort in the Barrio through our Housing and Neighborhood Services Department. We have a task force of residents that meet regularly on the needs and issues of the Barrio. In 2011, the City conducted a Barrio community workshop as part of the Envision Carlsbad General Plan update process. One of the greatest concerns repeatedly expressed is the speed of vehicles on roadways within the Barrio. Because of the high reliance on walking and bicycling among school children and seniors, residents have requested traffic calming for years. In addition, they are concerned that pending density increases in the area will bring even greater volumes of speeding traffic through the neighborhood. The traffic circles will provide a significant investment to the Barrio community and demonstrate that the City of Carlsbad is responsive to their concerns regarding speeding and housing density increases.

As part of the Village Works revitalization effort, surveys (online, mailed, and intercept) were conducted to determine the needs and preferences of Carlsbad Village users. These studies, which went to residents, business owners, and property owners, revealed a need for more, and higher quality, pedestrian and bicycle infrastructure. Many people are reluctant to walk or bike to their destination as there is a perception that it takes longer than driving and parking a vehicle, when in reality, walking and biking in the Village and Barrio are much easier from door step to door step -- especially now that we will be adding more than 100 bike racks and 6 bike corrals in the Village and Barrio area as part of the Active Transportation grants.

There is no known opposition to this project. The Fire Department and Police Department both support this project.

Please see the letters of support included in this application (Attachment 10).
SUPPORTIVE POLICIES AND PROGRAMS

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>City gas tax funds</td>
<td>$55,000.00</td>
</tr>
<tr>
<td>City and consultant staff in-kind</td>
<td>$40,000.00</td>
</tr>
</tbody>
</table>

Please briefly describe any additional relevant aspects of the proposed project.

The traffic circle component of this project is "shelf-ready" and the wayfinding component is nearly so. For wayfinding, final locations and design will be completed within three months of the project start.

Project scope of work, schedule and budget are provided above and in Attachment 11.
SCOPe OF WORK, SCHEDULE, AND BUDGET

In the section below, state the scope of work, schedule, budget, and project deliverables (including specific quantities and locations of improvements). Please note that if this project is funded, this will be added to the grant agreement and the grantee will be held to this scope, budget, and schedule, for the purpose of project oversight. Applicants are required to identify phasing for the project, in the event that the project cannot be fully funded by SANJAG.

Please click here to complete the Excel Scope of Work, Schedule, and Budget sheet and attach to application.
SAMPLE RESOLUTION

RESOLUTION NO. Insert Text

AUTHORIZING THE FILING OF AN APPLICATION FOR
SMART GROWTH INCENTIVE GRANT PROGRAM FUNDS THROUGH
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
FOR PROJECT NAME, AND ACCEPTING THE TERMS OF THE
GRANT AGREEMENT.

WHEREAS, $9.6 million of TransNet funding for capital and planning smart growth incentive program
projects is available to local jurisdictions and the County of San Diego from Fiscal Years 2011-2012-2013;
and

WHEREAS, NAME OF JURISDICTION wishes to receive $Insert Amount in Smart Growth Incentive
Program Grant funds for the following project: Project Name, and

WHEREAS, Name of Jurisdiction understands that the Smart Growth Incentive Grant Program funding
is fixed at the programmed amount, and therefore project cost increases that exceed the grant awarded will
be the sole responsibility of the grantee; and

WHEREAS, Name of Organization agrees to complete the proposed grant project within a timely matter
and in compliance with Board Policy No.035

NOW, THEREFORE, BE IT RESOLVED by Governing Board Name that Name of Jurisdiction is
authorized to submit an application to SANDAG for Smart Growth Incentive Grant Program funding in the
amount of $Insert Amount for Project Name; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund Project Name,
Governing Board commits to providing $Insert Amount. Even if Zero of matching funds and/or in-kind
contributions and authorizes Name of Jurisdiction staff to accept the grant funds, execute the attached
grant agreement with SANDAG with no exceptions, and complete the Project.

PASSED AND ADOPTED by Name of Jurisdiction's Governing Board this Insert Date of Insert
Month and Year

Ayes: __________________________
Nayes: __________________________
Absent/Abstention: __________________________

Signature of Governing Board’s Chair/Director

ATTEST:

Clerk or Secretary of the Governing Board of Name of Organization

ATTACHMENT: Smart Growth Incentive Grant Program Grant Agreement with SANDAG
List of Attachments

Connect the Village Grant Application

Attachment No. and Name:

1. Location Map
2. Existing Land Use
3. Parks and Public Facilities
4. Transportation Services
5. Village and Barrio Area Development Projects
6. Potential Opportunity Sites
7. Barrio Area Proposed Land Use Changes
8. Connect the Village Project Area map, traffic circle plans and cost estimates
9. Way Finding Signs exhibit
10. Letters of Support
11. Scope of Work, Schedule, and Budget
12. Resolutions No. 2013-11 and 2013-12
Legend
- Smart Growth Area CB-1
- Existing Land Use (SANDAG 2009):
  - RESIDENTIAL
    - Single Family Detached
    - Single Family Attached
    - Mobile Homes
    - Multiple Family
    - Mixed Use
  - COMMERCIAL AND OFFICE
    - Shopping Centers
    - Commercial and Office
  - INDUSTRIAL
    - Light Industry
  - PUBLIC FACILITIES AND UTILITIES
    - Transportation, Communications, Utilities
    - Education
    - Institutions
  - PARKS AND RECREATION
    - Recreation
    - Open Space Parks
  - UNDEVELOPED
    - Undeveloped
    - Water
    - Road / Railroad Right of Way

Attachment 2
Existing Land Use
Attachment 4
Transportation Services
<table>
<thead>
<tr>
<th>Ref #</th>
<th>Project Name</th>
<th>Assessor’s Parcel Number (s)</th>
<th>Project Proposal</th>
<th>Land Use Type</th>
<th>Residential Density</th>
<th>Dwelling Units</th>
<th>Affordable Units</th>
<th>Unit restricted to Very Low Income</th>
<th>Estimated Gross Lease Area</th>
<th>Status</th>
<th>Estimated completion year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>369 Juniper Ave.</td>
<td>2042403400</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>21.1</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>Pending Approval</td>
<td>2013-2017</td>
</tr>
<tr>
<td>2</td>
<td>Carlsbad Village Townhomes</td>
<td>2031010200</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>19.1</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>3</td>
<td>Carol/Harding Rehab</td>
<td>Various - see map</td>
<td>City acquisition and rehabilitation of 21 existing duplexes for affordable housing</td>
<td>Duplex</td>
<td>13.9</td>
<td>42</td>
<td>42</td>
<td>41</td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>4</td>
<td>Casa Laguna II</td>
<td>1552232003</td>
<td>Develop townhome condominiums</td>
<td>Duplex</td>
<td>7.8</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Chestnut Condos</td>
<td>2041320600</td>
<td>Develop attached condominiums</td>
<td>Multi-family</td>
<td>18.5</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>6</td>
<td>Crescent Del Sol</td>
<td>2060802500</td>
<td>Develop 8 single family homes</td>
<td>Single-family</td>
<td>8.2</td>
<td>8</td>
<td></td>
<td>1</td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Date Bluff Beach Homes</td>
<td>2060802400</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>6.3</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>8</td>
<td>DKN Hotel</td>
<td>2032502600</td>
<td>Develop 104 room hotel</td>
<td>Hotel</td>
<td></td>
<td></td>
<td>0</td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>9</td>
<td>Garfield Point</td>
<td>2060921800, 2060921900</td>
<td>2 single family homes with zero lot line subdivision</td>
<td>Single-family</td>
<td>9.1</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Garfield St. Apartments</td>
<td>2042401000</td>
<td>Develop attached apartments</td>
<td>Multi-family</td>
<td>23.1</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>11</td>
<td>Harding Street</td>
<td>2041910200</td>
<td>Subdivide 1 lot with 4 homes into 4 lots</td>
<td>Single-family</td>
<td>9.8</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>12</td>
<td>Kent Jessee Office Building</td>
<td>2031102900</td>
<td>Develop office building</td>
<td>Office</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10,490 sf.</td>
<td>Recently Constructed</td>
</tr>
<tr>
<td>13</td>
<td>Laguna Condos</td>
<td>2031104800</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>20.8</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>14</td>
<td>Lincoln &amp; Oak Mixed Use</td>
<td>2032601500, 2032601400</td>
<td>Develop residential and commercial building</td>
<td>Mixed Use</td>
<td>32.4</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Lumiere Mixed Use Hotel</td>
<td>2032502200, 2032502100</td>
<td>Develop 39 room hotel with residential and restaurant space</td>
<td>Mixed Use</td>
<td>43.6</td>
<td>12</td>
<td>2</td>
<td></td>
<td></td>
<td>2,800 sf.</td>
<td>Approved</td>
</tr>
<tr>
<td>16</td>
<td>Madison Square</td>
<td>2031021600</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>20.4</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Ocean Mist</td>
<td>2032600401</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>12.8</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Ocean St. Residences</td>
<td>2030101200</td>
<td>Develop attached condominiums</td>
<td>Multi-family</td>
<td>11.7</td>
<td>35</td>
<td>7</td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>19</td>
<td>Pacific Sunset</td>
<td>2042512200</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>15.4</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Pine St. Condos</td>
<td>2040810101</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>14.8</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Roosevelt &amp; Oak Mixed Use</td>
<td>2033061000, 2033061100</td>
<td>Develop residential and commercial building</td>
<td>Mixed Use</td>
<td>37.5</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td>2,411 sf.</td>
<td>Approved</td>
</tr>
<tr>
<td>22</td>
<td>Roosevelt Center Mixed Use</td>
<td>2032922200</td>
<td>Develop residential, office and commercial building</td>
<td>Mixed Use</td>
<td>16</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>11,388 sf.</td>
<td>Recently Constructed</td>
</tr>
<tr>
<td>23</td>
<td>Roosevelt Gardens</td>
<td>2031023301</td>
<td>Develop attached condominiums</td>
<td>Multi-family</td>
<td>19.0</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Sandwell</td>
<td>2040922600</td>
<td>Convert 2 existing homes into condos, develop new SFD</td>
<td>Single-family</td>
<td>15</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>25</td>
<td>Seabreeze Villas</td>
<td>2060200800</td>
<td>Develop attached condominiums</td>
<td>Multi-family</td>
<td>17.4</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td>Under Construction</td>
<td>2013</td>
</tr>
<tr>
<td>26</td>
<td>SEASIDE VILLAGE CORNER</td>
<td>2035341600</td>
<td>Develop commercial/retail project</td>
<td>Commercial</td>
<td></td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td>Under Construction</td>
<td>2013</td>
</tr>
<tr>
<td>27</td>
<td>Smerud Duplex</td>
<td>2041111200</td>
<td>Develop duplex</td>
<td>Duplex</td>
<td>14.3</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Standor Residence</td>
<td>2040921300</td>
<td>Develop single family residence and second dwelling unit</td>
<td>Single-family</td>
<td>12.5</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
<tr>
<td>29</td>
<td>State St. Mixed Use</td>
<td>2032970400, 2032970500</td>
<td>Develop residential and commercial building</td>
<td>Mixed Use</td>
<td>42.9</td>
<td>9</td>
<td>1</td>
<td></td>
<td></td>
<td>1,155 sf.</td>
<td>Approved</td>
</tr>
<tr>
<td>30</td>
<td>Tamarack Beach Lofts</td>
<td>2060203801</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>18.2</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Tavaura</td>
<td>2041921200</td>
<td>Develop affordable senior housing project</td>
<td>Multi-family</td>
<td>54.3</td>
<td>50</td>
<td>50</td>
<td>35</td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>The Bluffs</td>
<td>2061204007</td>
<td>Develop townhome condominiums</td>
<td>Multi-family</td>
<td>15.2</td>
<td>78</td>
<td>10</td>
<td>10</td>
<td></td>
<td>Recently Constructed</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Village by the Sea</td>
<td>2031722510, 2031722711, 2031722610</td>
<td>Develop residential and commercial/retail project</td>
<td>Mixed Use</td>
<td>46.1</td>
<td>64</td>
<td>11</td>
<td></td>
<td></td>
<td>8,662 sf.</td>
<td>Recently Constructed</td>
</tr>
<tr>
<td>34</td>
<td>Walnut Condos</td>
<td>2041310100, 2041310200, 2041310300</td>
<td>Develop attached condominiums</td>
<td>Multi-family</td>
<td>35</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td>Approved</td>
<td>2013-2017</td>
</tr>
</tbody>
</table>

Total 417 133 97 49,641 sf.
Attachment 6
Potential Opportunity Sites
Figure 1: Barrio Historic Site

Source: City of Carlsbad, 2011; SANDAG, 2011; Dyett & Bhatia, 2012.

Proposed General Plan Land Use Designations and Net Capacity

- Medium High Density Residential (8-15 du/ac)
- High Density Residential (23-30 du/ac)
- Commercial
- Public/Semi-Public
- Open Space

# New Net Capacity (Allowable Units minus Existing Units)

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>New Net Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>32</td>
</tr>
<tr>
<td>Commercial</td>
<td>2</td>
</tr>
<tr>
<td>Public/Semi-Public</td>
<td>1</td>
</tr>
<tr>
<td>Open Space</td>
<td>3</td>
</tr>
</tbody>
</table>

Source: City of Carlsbad, 2011; SANDAG, 2011; Dyett & Bhatia, 2012.

Housing Element Program 2.1 - Barrio

GPA 12-03/ZC 12-03 and GPA 12-04/ZC 12-03/LCPA 12-03

Proposed General Plan Land Use Designations and Net Capacity
PAVEMENT MARKERS

Typical Section

Mountable Curb and Apron

Embossed Street Name

Traffic Circle Detail

City of Carlsbad
Transportation Department

Roosevelt Street and Oak Avenue Layout
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNITS</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Traffic Handling</td>
<td>1</td>
<td>LS</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2</td>
<td>Roadway Excavation</td>
<td>7</td>
<td>CY</td>
<td>$80</td>
<td>$560</td>
</tr>
<tr>
<td>3</td>
<td>Mountable Curb</td>
<td>95</td>
<td>LF</td>
<td>$35</td>
<td>$3,330</td>
</tr>
<tr>
<td>4</td>
<td>PCC Apron</td>
<td>418</td>
<td>SF</td>
<td>$12</td>
<td>$5,020</td>
</tr>
<tr>
<td>5</td>
<td>Retaining Curb</td>
<td>38</td>
<td>LF</td>
<td>$100</td>
<td>$3,800</td>
</tr>
<tr>
<td>6</td>
<td>Imported Soil</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Adjust MH to grade</td>
<td>1</td>
<td>EA</td>
<td>$1,200</td>
<td>$1,200</td>
</tr>
<tr>
<td>8</td>
<td>Adjust Utility Box to Grade</td>
<td>0</td>
<td>EA</td>
<td>$200</td>
<td>$0</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>79</td>
<td>SF</td>
<td>$10</td>
<td>$790</td>
</tr>
<tr>
<td>10</td>
<td>Irrigation</td>
<td>1</td>
<td>LS</td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>11</td>
<td>AC Grind</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>12</td>
<td>Pavement Delineation</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>13</td>
<td>Pavement Markings</td>
<td>1</td>
<td>LS</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>14</td>
<td>Traffic Signs</td>
<td>12</td>
<td>EA</td>
<td>$200</td>
<td>$2,400</td>
</tr>
<tr>
<td>15</td>
<td>Pavement Markers</td>
<td>1</td>
<td>LS</td>
<td>$50</td>
<td>$50</td>
</tr>
<tr>
<td></td>
<td><strong>Estimated Construction Cost Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$23,650</strong></td>
</tr>
<tr>
<td></td>
<td>Miscellaneous Items (5% of Estimated Construction Cost Subtotal)</td>
<td></td>
<td></td>
<td></td>
<td>$1,000</td>
</tr>
<tr>
<td></td>
<td>Mobilization (10% of Estimated Construction Cost Subtotal)</td>
<td></td>
<td></td>
<td></td>
<td>$2,000</td>
</tr>
<tr>
<td></td>
<td>Contingencies (20% of Estimated Construction Cost Subtotal)</td>
<td></td>
<td></td>
<td></td>
<td>$5,000</td>
</tr>
<tr>
<td></td>
<td><strong>ESTIMATED CONSTRUCTION COST TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$31,650</strong></td>
</tr>
<tr>
<td></td>
<td>Construction Administration (10% of Estimated Construction Cost Total)</td>
<td></td>
<td></td>
<td></td>
<td><strong>$3,000</strong></td>
</tr>
<tr>
<td></td>
<td><strong>ENGINEERING AND ADMINISTRATION TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td>$3,000</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL ESTIMATED PROJECT COST:</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$34,650</strong></td>
</tr>
<tr>
<td>ITEM</td>
<td>DESCRIPTION</td>
<td>QUANTITY</td>
<td>UNITS</td>
<td>UNIT PRICE</td>
<td>TOTAL</td>
</tr>
<tr>
<td>------</td>
<td>----------------------------------</td>
<td>----------</td>
<td>-------</td>
<td>------------</td>
<td>--------</td>
</tr>
<tr>
<td>1</td>
<td>Traffic Handling</td>
<td>1</td>
<td>LS</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2</td>
<td>Roadway Excavation</td>
<td>7</td>
<td>CY</td>
<td>$80</td>
<td>$560</td>
</tr>
<tr>
<td>3</td>
<td>Mountable Curb</td>
<td>88</td>
<td>LF</td>
<td>$35</td>
<td>$3,080</td>
</tr>
<tr>
<td>4</td>
<td>PCC Apron</td>
<td>340</td>
<td>SF</td>
<td>$12</td>
<td>$4,080</td>
</tr>
<tr>
<td>5</td>
<td>Retaining Curb</td>
<td>38</td>
<td>LF</td>
<td>$10</td>
<td>$3,800</td>
</tr>
<tr>
<td>6</td>
<td>Imported Soil</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Adjust MH to grade</td>
<td>1</td>
<td>EA</td>
<td>$200</td>
<td>$200</td>
</tr>
<tr>
<td>8</td>
<td>Adjust Utility Box to Grade</td>
<td>1</td>
<td>EA</td>
<td>$200</td>
<td>$200</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>79</td>
<td>SF</td>
<td>$10</td>
<td>$790</td>
</tr>
<tr>
<td>10</td>
<td>Irrigation</td>
<td>1</td>
<td>LS</td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>11</td>
<td>AC Grind</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>12</td>
<td>Pavement Delineation</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>13</td>
<td>Pavement Markings</td>
<td>1</td>
<td>LS</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>14</td>
<td>Traffic Signs</td>
<td>12</td>
<td>EA</td>
<td>$200</td>
<td>$2,400</td>
</tr>
<tr>
<td>15</td>
<td>Pavement Markers</td>
<td>1</td>
<td>LS</td>
<td>$50</td>
<td>$50</td>
</tr>
</tbody>
</table>

**Estimated Construction Cost Subtotal** $22,660

- Miscellaneous Items (5% of Estimated Construction Cost Subtotal) $1,000
- Mobilization (10% of Estimated Construction Cost Subtotal) $2,000
- Contingencies (20% of Estimated Construction Cost Subtotal) $5,000

**Estimated Construction Cost Total** $30,660

- Construction Administration (10% of Estimated Construction Cost Total) $3,000

**TOTAL ESTIMATED PROJECT COST:** $33,660
### Traffic Circle Diameter (LF)
- 26

### Adjust MH to Grade (EA)
- 1

### Adjust Utility to Grade (EA)
- 1

### Signs (EA)
- 12

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNITS</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Traffic Handling</td>
<td>1</td>
<td>LS</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2</td>
<td>Roadway Excavation</td>
<td>7</td>
<td>CY</td>
<td>$80</td>
<td>$560</td>
</tr>
<tr>
<td>3</td>
<td>Mountable Curb</td>
<td>82</td>
<td>LF</td>
<td>$35</td>
<td>$2,870</td>
</tr>
<tr>
<td>4</td>
<td>PCC Apron</td>
<td>268</td>
<td>SF</td>
<td>$12</td>
<td>$3,220</td>
</tr>
<tr>
<td>5</td>
<td>Retaining Curb</td>
<td>38</td>
<td>LF</td>
<td>$100</td>
<td>$3,800</td>
</tr>
<tr>
<td>6</td>
<td>Imported Soil</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Adjust MH to grade</td>
<td>1</td>
<td>EA</td>
<td>$1,200</td>
<td>$1,200</td>
</tr>
<tr>
<td>8</td>
<td>Adjust Utility Box to Grade</td>
<td>1</td>
<td>EA</td>
<td>$200</td>
<td>$200</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>79</td>
<td>SF</td>
<td>$10</td>
<td>$790</td>
</tr>
<tr>
<td>10</td>
<td>Irrigation</td>
<td>1</td>
<td>LS</td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>11</td>
<td>AC Grind</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>12</td>
<td>Pavement Delineation</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>13</td>
<td>Pavement Markings</td>
<td>1</td>
<td>LS</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>14</td>
<td>Traffic Signs</td>
<td>12</td>
<td>EA</td>
<td>$200</td>
<td>$2,400</td>
</tr>
<tr>
<td>15</td>
<td>Pavement Markers</td>
<td>1</td>
<td>LS</td>
<td>$50</td>
<td>$50</td>
</tr>
</tbody>
</table>

**Estimated Construction Cost Subtotal**
- $21,590

- Miscellaneous Items (5% of Estimated Construction Cost Subtotal)  
  - $1,000
- Mobilization (10% of Estimated Construction Cost Subtotal)
  - $2,000
- Contingencies (20% of Estimated Construction Cost Subtotal)
  - $4,000

**Estimated Construction Cost Total**
- $28,590

**Construction Administration (10% of Estimated Construction Cost Total)**
- $3,000

**Total Estimated Project Cost:**
- $31,590
Traffic Circle Diameter (LF) 25
Adjust MH to Grade (EA) 1
Adjust Utility to Grade (EA) 1
Signs (EA) 12

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNITS</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Traffic Handling</td>
<td>1</td>
<td>LS</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2</td>
<td>Roadway Excavation</td>
<td>7</td>
<td>CY</td>
<td>$80</td>
<td>$560</td>
</tr>
<tr>
<td>3</td>
<td>Mountable Curb</td>
<td>79</td>
<td>LF</td>
<td>$35</td>
<td>$2,770</td>
</tr>
<tr>
<td>4</td>
<td>PCC Apron</td>
<td>234</td>
<td>SF</td>
<td>$12</td>
<td>$2,810</td>
</tr>
<tr>
<td>5</td>
<td>Retaining Curb</td>
<td>38</td>
<td>LF</td>
<td>$100</td>
<td>$3,800</td>
</tr>
<tr>
<td>6</td>
<td>Imported Soil</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Adjust MH to grade</td>
<td>1</td>
<td>EA</td>
<td>$1,200</td>
<td>$1,200</td>
</tr>
<tr>
<td>8</td>
<td>Adjust Utility Box to Grade</td>
<td>1</td>
<td>EA</td>
<td>$200</td>
<td>$200</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>79</td>
<td>SF</td>
<td>$10</td>
<td>$790</td>
</tr>
<tr>
<td>10</td>
<td>Irrigation</td>
<td>1</td>
<td>LS</td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>11</td>
<td>AC Grind</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>12</td>
<td>Pavement Delineation</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>13</td>
<td>Pavement Markings</td>
<td>1</td>
<td>LS</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>14</td>
<td>Traffic Signs</td>
<td>12</td>
<td>EA</td>
<td>$200</td>
<td>$2,400</td>
</tr>
<tr>
<td>15</td>
<td>Pavement Markers</td>
<td>1</td>
<td>LS</td>
<td>$50</td>
<td>$50</td>
</tr>
</tbody>
</table>

Estimated Construction Cost Subtotal $21,080

Miscellaneous Items (5% of Estimated Construction Cost Subtotal) $1,000
Mobilization (10% of Estimated Construction Cost Subtotal) $2,000
Contingencies (20% of Estimated Construction Cost Subtotal) $4,000

Estimated Construction Cost Total $28,080

Construction Administration (10% of Estimated Construction Cost Total) $3,000

Engineering and Administration Total $3,000

Total Estimated Project Cost: $31,080
### Traffic Circle Diameter (LF)
- 28

### Adjust MH to Grade (EA)
- 1

### Adjust Utility to Grade (EA)
- 3

### Signs (EA)
- 12

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNITS</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Traffic Handling</td>
<td>1</td>
<td>LS</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2</td>
<td>Roadway Excavation</td>
<td>7</td>
<td>CY</td>
<td>$80</td>
<td>$560</td>
</tr>
<tr>
<td>3</td>
<td>Mountable Curb</td>
<td>88</td>
<td>LF</td>
<td>$35</td>
<td>$3,080</td>
</tr>
<tr>
<td>4</td>
<td>PCC Apron</td>
<td>340</td>
<td>SF</td>
<td>$12</td>
<td>$4,080</td>
</tr>
<tr>
<td>5</td>
<td>Retaining Curb</td>
<td>38</td>
<td>LF</td>
<td>$100</td>
<td>$3,800</td>
</tr>
<tr>
<td>6</td>
<td>Imported Soil</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Adjust MH to grade</td>
<td>1</td>
<td>EA</td>
<td>$1,200</td>
<td>$1,200</td>
</tr>
<tr>
<td>8</td>
<td>Adjust Utility Box to Grade</td>
<td>3</td>
<td>EA</td>
<td>$200</td>
<td>$600</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>79</td>
<td>SF</td>
<td>$10</td>
<td>$790</td>
</tr>
<tr>
<td>10</td>
<td>Irrigation</td>
<td>1</td>
<td>LS</td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>11</td>
<td>AC Grind</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>12</td>
<td>Pavement Delineation</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>13</td>
<td>Pavement Markings</td>
<td>1</td>
<td>LS</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>14</td>
<td>Traffic Signs</td>
<td>12</td>
<td>EA</td>
<td>$200</td>
<td>$2,400</td>
</tr>
<tr>
<td>15</td>
<td>Pavement Markers</td>
<td>1</td>
<td>LS</td>
<td>$50</td>
<td>$50</td>
</tr>
</tbody>
</table>

**Estimated Construction Cost Subtotal**: $23,060

- Miscellaneous Items (5% of Estimated Construction Cost Subtotal): $1,000
- Mobilization (10% of Estimated Construction Cost Subtotal): $2,000
- Contingencies (20% of Estimated Construction Cost Subtotal): $5,000

**ESTIMATED CONSTRUCTION COST TOTAL**: $31,060

- Construction Administration (10% of Estimated Construction Cost Total): $3,000

**ENGINEERING AND ADMINISTRATION TOTAL**: $3,000

**TOTAL ESTIMATED PROJECT COST**: $34,060
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNITS</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Traffic Handling</td>
<td>1</td>
<td>LS</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2</td>
<td>Roadway Excavation</td>
<td>7</td>
<td>CY</td>
<td>$80</td>
<td>$560</td>
</tr>
<tr>
<td>3</td>
<td>Mountable Curb</td>
<td>60</td>
<td>LF</td>
<td>$35</td>
<td>$2,100</td>
</tr>
<tr>
<td>4</td>
<td>PCC Apron</td>
<td>64</td>
<td>SF</td>
<td>$12</td>
<td>$770</td>
</tr>
<tr>
<td>5</td>
<td>Retaining Curb</td>
<td>38</td>
<td>LF</td>
<td>$100</td>
<td>$3,800</td>
</tr>
<tr>
<td>6</td>
<td>Imported Soil</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Adjust MH to grade</td>
<td>0</td>
<td>EA</td>
<td>$1,200</td>
<td>$0</td>
</tr>
<tr>
<td>8</td>
<td>Adjust Utility Box to Grade</td>
<td>0</td>
<td>EA</td>
<td>$200</td>
<td>$0</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>79</td>
<td>SF</td>
<td>$10</td>
<td>$790</td>
</tr>
<tr>
<td>10</td>
<td>Irrigation</td>
<td>1</td>
<td>LS</td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>11</td>
<td>AC Grind</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>12</td>
<td>Pavement Delineation</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>13</td>
<td>Pavement Markings</td>
<td>1</td>
<td>LS</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>14</td>
<td>Traffic Signs</td>
<td>9</td>
<td>EA</td>
<td>$200</td>
<td>$1,800</td>
</tr>
<tr>
<td>15</td>
<td>Pavement Markers</td>
<td>1</td>
<td>LS</td>
<td>$50</td>
<td>$50</td>
</tr>
</tbody>
</table>

Estimated Construction Cost Subtotal: $16,370

Miscellaneous Items (5% of Estimated Construction Cost Subtotal): $1,000
Mobilization (10% of Estimated Construction Cost Subtotal): $2,000
Contingencies (20% of Estimated Construction Cost Subtotal): $3,000

Estimated Construction Cost Total: $22,370

Construction Administration (10% of Estimated Construction Cost Total): $2,000

Engineering and Administration Total: $2,000

Total Estimated Project Cost: $24,370
### CARLSBAD TRAFFIC CIRCLE DESIGN

**ROOSEVELT STREET**  
**ROOSEVELT STREET AND OAK AVENUE INTERSECTION**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Units</th>
<th>Unit Price</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Traffic Handling</td>
<td>1</td>
<td>LS</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2</td>
<td>Roadway Excavation</td>
<td>7</td>
<td>CY</td>
<td>$80</td>
<td>$560</td>
</tr>
<tr>
<td>3</td>
<td>Mountable Curb</td>
<td>95</td>
<td>LF</td>
<td>$35</td>
<td>$3,330</td>
</tr>
<tr>
<td>4</td>
<td>PCC Apron</td>
<td>418</td>
<td>SF</td>
<td>$12</td>
<td>$5,020</td>
</tr>
<tr>
<td>5</td>
<td>Retaining Curb</td>
<td>38</td>
<td>LF</td>
<td>$100</td>
<td>$3,800</td>
</tr>
<tr>
<td>6</td>
<td>Imported Soil</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Adjust MH to grade</td>
<td>1</td>
<td>EA</td>
<td>$1,200</td>
<td>$1,200</td>
</tr>
<tr>
<td>8</td>
<td>Adjust Utility Box to Grade</td>
<td>0</td>
<td>EA</td>
<td>$200</td>
<td>$0</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>79</td>
<td>SF</td>
<td>$10</td>
<td>$790</td>
</tr>
<tr>
<td>10</td>
<td>Irrigation</td>
<td>1</td>
<td>LS</td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>11</td>
<td>AC Grind</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>12</td>
<td>Pavement Delineation</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>13</td>
<td>Pavement Markings</td>
<td>1</td>
<td>LS</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>14</td>
<td>Traffic Signs</td>
<td>12</td>
<td>EA</td>
<td>$200</td>
<td>$2,400</td>
</tr>
<tr>
<td>15</td>
<td>Pavement Markers</td>
<td>1</td>
<td>LS</td>
<td>$50</td>
<td>$50</td>
</tr>
</tbody>
</table>

**Estimated Construction Cost Subtotal** $23,650

- Miscellaneous Items (5% of Estimated Construction Cost Subtotal) $1,000
- Mobilization (10% of Estimated Construction Cost Subtotal) $2,000
- Contingencies (20% of Estimated Construction Cost Subtotal) $5,000

**Estimated Construction Cost Total** $31,650

- Construction Administration (10% of Estimated Construction Cost Total) $3,000

**Total Estimated Project Cost:** $34,650
### CARLSBAD TRAFFIC CIRCLE DESIGN

**ROOSEVELT STREET**

ROOSEVELT STREET AND WALNUT AVENUE INTERSECTION

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNITS</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Traffic Handling</td>
<td>1</td>
<td>LS</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2</td>
<td>Roadway Excavation</td>
<td>7</td>
<td>CY</td>
<td>$80</td>
<td>$560</td>
</tr>
<tr>
<td>3</td>
<td>Mountable Curb</td>
<td>88</td>
<td>LF</td>
<td>$35</td>
<td>$3,080</td>
</tr>
<tr>
<td>4</td>
<td>PCC Apron</td>
<td>340</td>
<td>SF</td>
<td>$12</td>
<td>$4,080</td>
</tr>
<tr>
<td>5</td>
<td>Retaining Curb</td>
<td>38</td>
<td>LF</td>
<td>$100</td>
<td>$3,800</td>
</tr>
<tr>
<td>6</td>
<td>Imported Soil</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Adjust MH to grade</td>
<td>1</td>
<td>EA</td>
<td>$1,200</td>
<td>$1,200</td>
</tr>
<tr>
<td>8</td>
<td>Adjust Utility Box to Grade</td>
<td>1</td>
<td>EA</td>
<td>$200</td>
<td>$200</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>79</td>
<td>SF</td>
<td>$10</td>
<td>$790</td>
</tr>
<tr>
<td>10</td>
<td>Irrigation</td>
<td>1</td>
<td>LS</td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>11</td>
<td>Grind</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>12</td>
<td>Pavement Delineation</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>13</td>
<td>Pavement Markings</td>
<td>1</td>
<td>LS</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>14</td>
<td>Traffic Signs</td>
<td>12</td>
<td>EA</td>
<td>$200</td>
<td>$2,400</td>
</tr>
<tr>
<td>15</td>
<td>Pavement Markers</td>
<td>1</td>
<td>LS</td>
<td>$50</td>
<td>$50</td>
</tr>
</tbody>
</table>

**Estimated Construction Cost Subtotal**  
$22,660

- Miscellaneous Items (5% of Estimated Construction Cost Subtotal)  
  $1,000
- Mobilization (10% of Estimated Construction Cost Subtotal)  
  $2,000
- Contingencies (20% of Estimated Construction Cost Subtotal)  
  $5,000

**Estimated Construction Cost Total**  
$30,660

- Construction Administration (10% of Estimated Construction Cost Total)  
  $3,000

**Total Estimated Project Cost:**  
$33,660
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNITS</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Traffic Handling</td>
<td>1</td>
<td>LS</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>2</td>
<td>Roadway Excavation</td>
<td>7</td>
<td>CY</td>
<td>$80</td>
<td>$560</td>
</tr>
<tr>
<td>3</td>
<td>Mountable Curb</td>
<td>88</td>
<td>LF</td>
<td>$35</td>
<td>$3,080</td>
</tr>
<tr>
<td>4</td>
<td>PCC Apron</td>
<td>340</td>
<td>SF</td>
<td>$12</td>
<td>$4,080</td>
</tr>
<tr>
<td>5</td>
<td>Retaining Curb</td>
<td>38</td>
<td>LF</td>
<td>$100</td>
<td>$3,800</td>
</tr>
<tr>
<td>6</td>
<td>Imported Soil</td>
<td>10</td>
<td>CY</td>
<td>$50</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Adjust MH to grade</td>
<td>1</td>
<td>EA</td>
<td>$1,200</td>
<td>$1,200</td>
</tr>
<tr>
<td>8</td>
<td>Adjust Utility Box to Grade</td>
<td>3</td>
<td>EA</td>
<td>$200</td>
<td>$600</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>79</td>
<td>SF</td>
<td>$10</td>
<td>$790</td>
</tr>
<tr>
<td>10</td>
<td>Irrigation</td>
<td>1</td>
<td>LS</td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>11</td>
<td>AC Grind</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>12</td>
<td>Pavement Delineation</td>
<td>1</td>
<td>LS</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>13</td>
<td>Pavement Markings</td>
<td>1</td>
<td>LS</td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
<tr>
<td>14</td>
<td>Traffic Signs</td>
<td>12</td>
<td>EA</td>
<td>$200</td>
<td>$2,400</td>
</tr>
<tr>
<td>15</td>
<td>Pavement Markers</td>
<td>1</td>
<td>LS</td>
<td>$50</td>
<td>$50</td>
</tr>
</tbody>
</table>

**Estimated Construction Cost Subtotal**  
$23,060

- Miscellaneous Items (5% of Estimated Construction Cost Subtotal)  
  $1,000
- Mobilization (10% of Estimated Construction Cost Subtotal)  
  $2,000
- Contingencies (20% of Estimated Construction Cost Subtotal)  
  $5,000

**ESTIMATED CONSTRUCTION COST TOTAL**  
$31,060

**Construction Administration (10% of Estimated Construction Cost Total)**  
$3,000

**ENGINEERING AND ADMINISTRATION TOTAL**  
$3,000

**TOTAL ESTIMATED PROJECT COST:**  
$34,060
SGIP Capital Grant
City of Carlsbad Traffic Circles

Rendering of Traffic Circle at Roosevelt Street and Walnut Avenue
A. 2" capital letters for the top line.
   1.5” capital letters for the bottom line.

B. 22” L Bracket connecting signage to the pole.

C. .125 flat cut aluminum, powder coated in black, gloss finish.
   Surface applied 3M reflective white vinyl.
   3M Premium 10yr colored vinyl overlay, letters and chevron cut out.
January 18, 2013

SANDAG
Attn: Heather Cooper
401 B Street, Suite 800
San Diego, CA 92101

Re: "Connect the Village" grant application

Dear Ms. Cooper:

As the official destination marketing organization for the City of Carlsbad, Visit Carlsbad strongly supports the City's "Connect the Village" grant proposal. I'm very excited to see our Village benefit from SANDAG's Smart Growth Incentive Program.

With the proposed traffic circles in the Barrio and with pedestrian and bicycle wayfinding signs throughout the entire downtown area, biking and walking will be an easy and preferred alternative to driving. Downtowns are more successful when they have more eyes and feet walking in front of and into their businesses. Cars don't bring eyes or feet -- but pedestrians and bicycles do.

Connecting the Barrio and the Village through traffic calming enhancements and pedestrian and bicycle wayfinding signs will bring more people to the commercial core of the downtown and stimulate the local economy and tourism in Carlsbad. I encourage you to make this happen by supporting the "Connect the Village" grant.

Sincerely,

Sam Ross
Executive Director
Visit Carlsbad
SANDAG
Attn: Heather Cooper
401 B Street, Suite 800
San Diego, CA 92101

January 18, 2013

Re: "Connect the Village" grant application

Dear Heather,

The Resident Working Group, which is part of the Village Works revitalization effort and represents residents of Carlsbad Village, strongly supports the City of Carlsbad's "Connect the Village" grant proposal. We are very excited to see our Village benefit from SANDAG's Smart Growth Incentive Program.

There is currently a disconnect between the commercial core of downtown Carlsbad and the residential neighborhoods surrounding it. Many residents of the Village and Barrio do not own cars, making biking and walking their primary transportation method.

With the proposed traffic circles in the Barrio and with pedestrian and bicycle wayfinding signs throughout the entire downtown area, our homes will be more safely connected to each other and to local goods and services. Our children will be safer and more active, and our senior citizens will know how long it takes to get to their destinations.

We're excited about the new bike racks and corrals coming to the Village, and we know that safer intersections and more informative signs will show drivers that pedestrians and bicyclists are prioritized here. We encourage you to make this happen by supporting the "Connect the Village" grant!

Warmest regards,
Resident Working Group, Village Works

[Signatures]
January 9, 2013

SANDAG
Attn: Heather Cooper
401 B Street, Suite 800
San Diego, CA 92101

Re: "Connect the Village" grant application

Dear Heather,

As a resident of Carlsbad Village, I strongly support the City of Carlsbad’s "Connect the Village" grant proposal. I’m very excited to see our Village benefit from SANDAG’s Smart Growth Incentive Program.

There seems to be a disconnect between the commercial core of downtown Carlsbad and the residential neighborhoods surrounding it. Many residents of the Village and Barrio do not own cars, making biking and walking their primary transportation method.

With the proposed traffic circles in the Barrio and with pedestrian and bicycle wayfinding signs throughout the entire downtown area, our homes will be more safely connected to each other and to local goods and services. Our children will be safer and more active, and our senior citizens will know how long it takes to get to their destinations.

I’m excited about the new bike racks and corrals coming to the Village, and I know that safer intersections and more informative signs will show drivers that pedestrians and bicyclists are prioritized here. I encourage you to make this happen by supporting the "Connect the Village" grant!

Sincerely,

[Signature]
Patty Johnson
3307 Ranch Carrizo
Carlsbad, CA 92009
SANDAG
Attn: Heather Cooper
401 B Street, Suite 800
San Diego, CA 92101

January 18, 2013

Re: "Connect the Village" grant application

Dear Heather,

The Carlsbad Village Association, which represents business owners, residents, property owners, and other stakeholders in Carlsbad Village, strongly supports the City of Carlsbad's "Connect the Village" grant proposal. We are very excited to see our Village benefit from SANDAG's Smart Growth Incentive Program.

There is currently a disconnect between the commercial core of downtown Carlsbad and the residential neighborhoods surrounding it. Many residents of the Village and Barrio do not own cars, making biking and walking their primary transportation method.

With the proposed traffic circles in the Barrio and with pedestrian and bicycle wayfinding signs throughout the entire downtown area, biking and walking will be an easy and preferred alternative to driving. DOWTNs are more successful when they have more eyes and feet walking in front of and into their businesses. Cars don't bring eyes or feet -- but pedestrians and bicycles do.

Connecting the Barrio and the Village through traffic calming enhancements and pedestrian and bicycle wayfinding signs will bring more people to the commercial core of the downtown and stimulate the local economy. We encourage you to make this happen by supporting the "Connect the Village" grant!

Warmest regards,

Carlsbad Village Association:
Doug Avis, Chair
Marty Volla, Vice Chair
Mary Steely, Secretary
Toni Padron, Treasurer
Gary Nessin
January 9, 2013

SANDAG
Attn: Heather Cooper
401 B Street, Suite 800
San Diego, CA 92101

Re: "Connect the Village" grant application

Dear Heather,

As the CEO of a non-profit organization in Carlsbad, I strongly support the City of Carlsbad's "Connect the Village" grant proposal. I'm excited to see our Village benefit from SANDAG's Smart Growth Incentive Program.

With the proposed traffic circles in the Barrio and with pedestrian and bicycle wayfinding signs throughout the entire downtown area, biking and walking can be an easy and preferred alternative to driving. DOWNTOWNS are more successful when they have more eyes and feet walking in front of and into their businesses. Cars don't bring eyes or feet -- but pedestrians and bicycles do.

Connecting the Barrio and the Village through traffic calming enhancements and pedestrian and bicycle wayfinding signs will bring more people to the commercial core of the downtown and stimulate the local economy. I encourage you to make this happen by supporting the "Connect the Village" grant!

Sincerely,

M. Valin Brown
Chief Executive Officer
Re: "Connect the Village" grant application

Dear Heather,

The Business Working Group, which is part of the Village Works revitalization effort and represents businesses of Carlsbad Village, strongly supports the City of Carlsbad's "Connect the Village" grant proposal. We are very excited to see our Village benefit from SANDAG's Smart Growth Incentive Program.

There is currently a disconnect between the commercial core of downtown Carlsbad and the residential neighborhoods surrounding it. Many residents of the Village and Barrio do not own cars, making biking and walking their primary transportation method.

With the proposed traffic circles in the Barrio and with pedestrian and bicycle wayfinding signs throughout the entire downtown area, biking and walking will be an easy and preferred alternative to driving. Downtowns are more successful when they have more eyes and feet walking in front of and into their businesses. Cars don't bring eyes or feet -- but pedestrians and bicycles do.

Connecting the Barrio and the Village through traffic calming enhancements and pedestrian and bicycle wayfinding signs will bring more people to the commercial core of the downtown and stimulate the local economy. We encourage you to make this happen by supporting the "Connect the Village" grant!!

Best regards,

Business Working Group, Village Works
Walkability and Safety in the Village and Barrio

Recently, the City of Carlsbad received an Active Transportation Grant which will be used to develop a comprehensive plan for addressing traffic, streetscape improvements, traffic calming, pedestrian safety and more in the Village and Barrio. A group of city staff members is moving forward with a study of traffic and safety in the Barrio, as well as how to better connect the Village and Barrio for all modes of transportation. They will look at streetscape improvements, landscaping, lighting, alleys and a railroad crossing at Chestnut. The study should be completed by end of 2013. However, staff is hoping that Carlsbad will be able to request and receive additional funding from SANDAG through a Smart Growth Grant to complete 7-9 traffic circles in the barrio to implement some immediate traffic calming measures. These traffic circles are being considered for Roosevelt, Madison, Harding and perhaps Chestnut. The traffic circles would represent Phase I of a larger streetscape and traffic improvement program.

As residents and users of our streets between Carlsbad Village Drive and Tamarak, we request you indicate your support of the Smart Growth grant request by signing this letter.
Ojeda E. Escalvado
Henry Troják
Alexandra Golov
Maite Rojas
George Ricardus
Oditio Car
Vernon Lansant
Mira B.°hème
Julia Covelo
Martha Ibarra

Alicia Marza
Enrique García R.
Antón García

F. B. Ayers
Charles

Maria J. Douglas
Sonia Witt

Jiego Rodríguez
Geileriano Hernandez
Maye
Lucy Rose Melanson
Barbara Widows
John Vincent
Oro Nasser

Estrella María de la Cueva
Mary McGinn
Deacon C. Michael
Fr. Ricardo Chinchilla
Dr. Ceasar Martínez
Ahmet V. S. Ceylan

Yvette Bezine
Fr. Dickens Rea
Cal Walshin

Amos Deffy
Guðrún Alberts
Juan Carlos Regine
Walkability and Safety in the Village and Barrio

Recently, the City of Carlsbad received an Active Transportation Grant which will be used to develop a comprehensive plan for addressing traffic, streetscape improvements, traffic calming, pedestrian safety and more in the Village and Barrio. A group of city staff members is moving forward with a study of traffic and safety in the Barrio, as well as how to better connect the Village and Barrio for all modes of transportation. They will look at streetscape improvements, landscaping, lighting, alleys and a railroad crossing at Chestnut. The study should be completed by end of 2013. However, staff is hoping that Carlsbad will be able to request and receive additional funding from SANDAG through a Smart Growth Grant to complete 7-9 traffic circles in the barrio to implement some immediate traffic calming measures. These traffic circles are being considered for Roosevelt, Madison, Harding and perhaps Chestnut. The traffic circles would represent Phase I of a larger streetscape and traffic improvement program.

As residents and users of our streets between Carlsbad Village Drive and Tamarak, we request you indicate your support of the Smart Growth grant request by signing this letter.

Carol Grimes - Gardland
2330 Rue des Chateaux
Suzanne Maquen - Garverie
7386 Altiero Pl.
Margaret Harnish
6873 Carnation Drive
P. Keene
3005 Cadencia St. Carlsbad 92009
Mary Telford and Robert Telford
nancy.telford@gmail.com
Mary Cutrone, 333 Chestnut Ave, Carlsbad 92008
Jackie Stone 2068 Ave. of the Trees Chula 92008
Walkability and Safety in the Village and Barrio

Recently, the City of Carlsbad received an Active Transportation Grant which will be used to develop a comprehensive plan for addressing traffic, streetscape improvements, traffic calming, pedestrian safety and more in the Village and Barrio. A group of city staff members is moving forward with a study of traffic and safety in the Barrio, as well as how to better connect the Village and Barrio for all modes of transportation. They will look at streetscape improvements, landscaping, lighting, alleys and a railroad crossing at Chestnut. The study should be completed by end of 2013. However, staff is hoping that Carlsbad will be able to request and receive additional funding from SANDAG through a Smart Growth Grant to complete 7-9 traffic circles in the barrio to implement some immediate traffic calming measures. These traffic circles are being considered for Roosevelt, Madison, Harding and perhaps Chestnut. The traffic circles would represent Phase I of a larger streetscape and traffic improvement program.

As residents and users of our streets between Carlsbad Village Drive and Tamarak, we request you indicate your support of the Smart Growth grant request by signing this letter.

Signed:

[Signatures and addresses of residents]

Veronica Ruiz
770 Magnolia Ave.
Carlsbad CA 92008

Lionel Tarrard
788 Magnolia Ave
Carlsbad CA 92008

Gerardo Ruiz
770 Magnolia Ave
Carlsbad CA 92008

Kristina Doyle
749 Magnolia Ave
Carlsbad CA 92008
Walkability and Safety in the Village and Barrio

Recently, the City of Carlsbad received an Active Transportation Grant which will be used to develop a comprehensive plan for addressing traffic, streetscape improvements, traffic calming, pedestrian safety and more in the Village and Barrio. A group of city staff members is moving forward with a study of traffic and safety in the Barrio, as well as how to better connect the Village and Barrio for all modes of transportation. They will look at streetscape improvements, landscaping, lighting, alleys and a railroad crossing at Chestnut. The study should be completed by end of 2013. However, staff is hoping that Carlsbad will be able to request and receive additional funding from SANDAG through a Smart Growth Grant to complete 7-9 traffic circles in the barrio to implement some immediate traffic calming measures. These traffic circles are being considered for Roosevelt, Madison, Harding and perhaps Chestnut. The traffic circles would represent Phase I of a larger streetscape and traffic improvement program.

As residents and users of our streets between Carlsbad Village Drive and Tamarak, we request you indicate your support of the Smart Growth grant request by signing this letter.

Sincerely,

Bill Alvarez

Serge Alvarez
Maria Alvarez

Maria Alvarez

Ruth A. Alvarez

Dan Herrera
Lupita Herrera

Danny B. Ry

Francis Mendez

Dandy Freddy
### SANDAG SMART GROWTH INCENTIVE GRANT PROGRAM  SCOPE OF WORK, SCHEDULE, AND BUDGET

**Project Title:** Connect the Village: Wayfinding and Traffic Calming

**Project Location/Limits:**
Carlsbad Village and the Barrio residential neighborhood. Generally, the limits Pacific Ocean on the west, I-5 on the east, Buena Vista Lagoon on the north and Agua Hedionda Lagoon on the south.

**Project Description:**
This multi-component capital project is designed to connect "people" in the surrounding residential neighborhoods with the Village and transit opportunities by creating welcoming and inviting streets we call them Livable Streets. The first component is to calm traffic speeds on the wide streets in the Barrio so that people feel safe as bicyclists and pedestrians. The second component is innovative pedestrian and bicyclist wayfinding signage helping them get to their destinations through awareness of time and distance by foot and bike. These projects further leverage the new bicycle infrastructure and pedestrian/bicyclist outreach campaign recently funded from SANDAG Active Transportation Grants.

**Contract No.:**
SANDAG Use Only

**Project (TNet) No.:**
SANDAG Use Only

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Description</th>
<th>Deliverable/s</th>
<th>Start Date</th>
<th>Completion Date</th>
<th>SANDAG Funds</th>
<th>Matching Funds</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Baseline Data Collection</td>
<td>Summary data</td>
<td>Jul-13</td>
<td>Sep-13</td>
<td>$5,000</td>
<td></td>
<td>$5,000</td>
</tr>
<tr>
<td>2</td>
<td>Traffic Calming Circles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Utilities coordination &amp; contract award</td>
<td>Final design</td>
<td>Jul-13</td>
<td>Nov-13</td>
<td>$21,000</td>
<td></td>
<td>$21,000</td>
</tr>
<tr>
<td>2.1</td>
<td>Construction</td>
<td>Completed project</td>
<td>Nov-13</td>
<td>Jun-14</td>
<td>$255,000</td>
<td>$37,000</td>
<td>$292,000</td>
</tr>
<tr>
<td>3</td>
<td>Pedestrian &amp; Bicycle Wayfinding</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Community outreach</td>
<td>Agendas, notes</td>
<td>Jul-13</td>
<td>Jul-13</td>
<td>$3,000</td>
<td>$3,000</td>
<td></td>
</tr>
<tr>
<td>3.2</td>
<td>Finalize programming and location planning</td>
<td>Final design</td>
<td>Jul-13</td>
<td>Jul-13</td>
<td>$4,000</td>
<td></td>
<td>$4,000</td>
</tr>
<tr>
<td>3.3</td>
<td>Design</td>
<td>Final design</td>
<td>Aug-13</td>
<td>Sep-13</td>
<td>$15,000</td>
<td></td>
<td>$15,000</td>
</tr>
<tr>
<td>3.4</td>
<td>Bid and award construction contract</td>
<td>Contract</td>
<td>Oct-13</td>
<td>Dec-13</td>
<td>$2,000</td>
<td></td>
<td>$2,000</td>
</tr>
<tr>
<td>3.5</td>
<td>Fabrication and installation</td>
<td>Completed project</td>
<td>Jan-14</td>
<td>Jun-14</td>
<td>$200,000</td>
<td>$10,000</td>
<td>$210,000</td>
</tr>
<tr>
<td>3.6</td>
<td>Project Management and oversight</td>
<td>Completed project</td>
<td>Jul-13</td>
<td>Jun-14</td>
<td>$13,000</td>
<td></td>
<td>$13,000</td>
</tr>
<tr>
<td></td>
<td><strong>TOTALS</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$470,000</strong></td>
<td><strong>$95,000</strong></td>
<td><strong>$565,000</strong></td>
</tr>
</tbody>
</table>

### PROJECT REVENUES

<table>
<thead>
<tr>
<th>Source</th>
<th>FY 2013</th>
<th>FY 2014</th>
<th>FY 2015</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>SGIP Grant</td>
<td>$470,000</td>
<td></td>
<td></td>
<td>$470,000</td>
</tr>
<tr>
<td>Gas Tax Funds</td>
<td>$55,000</td>
<td></td>
<td></td>
<td>$55,000</td>
</tr>
<tr>
<td>City &amp; consultant in-kind</td>
<td>$40,000</td>
<td></td>
<td></td>
<td>$40,000</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>$0</strong></td>
<td><strong>$565,000</strong></td>
<td><strong>$0</strong></td>
<td><strong>$565,000</strong></td>
</tr>
</tbody>
</table>
RESOLUTION NO. 2013-011

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, AUTHORIZING THE FILING OF AN APPLICATION FOR SMART GROWTH INCENTIVE GRANT PROGRAM FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS FOR FIND THE VILLAGE, AN INNOVATIVE PEDESTRIAN AND BICYCLIST WAY FINDING SIGNAGE SYSTEM, AND ACCEPTING THE TERMS OF THE GRANT AGREEMENT.

WHEREAS, $9.6 million of TransNet funding for capital and planning smart growth incentive program projects is available to local jurisdictions and the County of San Diego from Fiscal Year 2011-2012; and

WHEREAS, City of Carlsbad wishes to receive $215,000 in Smart Growth Incentive Grant funds for the following project: Find the Village, an innovative pedestrian and bicyclist way finding signage system that links the commercial district of the Village with the surrounding residential areas and transit opportunities; and

WHEREAS, City of Carlsbad understands that the Smart Growth Incentive Grant Program funding is fixed at the programmed amount, and therefore project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, City of Carlsbad agrees to complete the proposed grant project within a timely matter and in compliance with Board Policy No. 035.

NOW, THEREFORE, BE IT RESOLVED by City Council that City of Carlsbad is authorized to submit an application to SANDAG Smart Growth Grant Program funding in the amount of $215,000 for Find the Village, an innovative pedestrian and bicyclist way finding signage system that links the commercial district of the Village with the surrounding residential areas and transit opportunities; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund Find the Village, an innovative pedestrian and bicyclist way finding signage system that links the commercial district of the Village with the surrounding residential areas and transit opportunities, City Council commits to providing $35,000 of matching funds by way of $10,000 in cash and
$25,000 of in-kind staff and consultant time (in addition to $215,000 grant) using Gas Tax funds and/or in-kind contributions and authorizes City of Carlsbad staff to accept the grant funds, execute the attached grant agreement with SANDAG with no exceptions, and complete the Find the Village, an innovative pedestrian and bicyclist way finding signage system that links the commercial district of the Village with the surrounding residential areas and transit opportunities. City Council by resolution authorizes the Finance Director to appropriate the local match of $10,000 if the grant is awarded by SANDAG.
PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the City of Carlsbad on the 8th day of January, 2013, by the following vote to wit:

AYES: Council Members Hall, Packard, Wood, Blackburn and Douglas.

NOES: None.

ABSENT: None.

MATT HALL, Mayor

ATTEST:

KAREN R. KUNDTZ, Assistant City Clerk
(SEAL)

ATTACHMENT: TRANSNET Smart Growth Incentive Grant Program Grant Agreement with SANDAG.
RESOLUTION NO. 2013-012


WHEREAS, $9.6 million of TransNet funding for capital and planning smart growth incentive program projects is available to local jurisdictions and the County of San Diego from Fiscal Year 2011-2012; and

WHEREAS, City of Carlsbad wishes to receive $255,000 in Smart Growth Incentive Grant funds for the following project: Connect the Village, a traffic calming and pedestrian connectivity project that installs nine traffic circles in the “barrio” neighborhood of Carlsbad; and

WHEREAS, City of Carlsbad understands that the Smart Growth Incentive Grant Program funding is fixed at the programmed amount, and therefore project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, City of Carlsbad agrees to complete the proposed grant project within a timely matter and in compliance with Board Policy No. 035.

NOW, THEREFORE, BE IT RESOLVED by City Council that City of Carlsbad is authorized to submit an application to SANDAG Smart Growth Grant Program funding in the amount of $255,000 for Connect the Village, a traffic calming and pedestrian connectivity project that installs nine traffic circles in the “barrio” neighborhood of Carlsbad; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund Connect the Village, a traffic calming and pedestrian connectivity project that installs nine traffic circles in the “barrio” neighborhood of Carlsbad, City Council commits to providing $60,000 of matching funds by way of $45,000 in cash and $15,000 of in-kind staff and consultant time (in addition to $255,000 grant) using Gas Tax funds and/or in-kind contributions and authorizes City of Carlsbad staff to accept the grant funds, execute the attached grant agreement with SANDAG
with no exceptions, and complete the Connect the Village, a traffic calming and pedestrian
connectivity project that installs nine traffic circles in the "barrio" neighborhood of Carlsbad. City
Council by resolution authorizes the Finance Director to appropriate the local match of $45,000
from the Gas Tax Fund if the grant is awarded by SANDAG.
PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council
of the City of Carlsbad on the 8th day of January, 2013, by the following vote to wit:

AYES: Council Members Hall, Packard, Wood, Blackburn and Douglas.

NOES: None.

ABSENT: None.

[Signature]
MATT HALL, Mayor

ATTEST:

[Signature]
KAREN R. KUNDTZ, Assistant City Clerk
(SEAL)

ATTACHMENT: TRANSNET Smart Growth Incentive Grant Program Grant Agreement
with SANDAG.