Creekside Drive Multi-Modal Corridor Enrichment Project

City of San Marcos
Grant Application for the FY 11-FY13

Smart Growth Incentive Program
# CAPITAL GRANT APPLICATION CHECKLIST

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# PROJECT SUMMARY

- Project Area Limits
- Brief Project Description
- Contact/Project Manager
- Funds Requested
- Phased Scope/Costs

# PROJECT COSTS AND FUNDING

- Total Estimated Project Cost
- Funding Sources
- Minimum Design Standards & Guidelines

# PROJECT SUMMARY/DETAIL DESCRIPTION

- Land Use and Transportation Characteristics
  - Entitled Development Density
  - Transportation Demand Management (TDM) Characteristics
  - Urban Characteristics & Community Context
- Quality of Proposed Capital Improvement Project
  - Providing Transportation Choices
  - Community Enhancement
  - Addressing Project Area Issues
  - Sustainability
  - Universal Design

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- Major Milestones Completed
- Right-of-Way
- Evidence of Local Commitment

# SUPPORTIVE POLICIES AND PROGRAMS

- Matching Funds
- Relevant Aspects

# SCOPE OF WORK, SCHEDULE, BUDGET

- Project Revenues

# ATTACHMENTS

- A - Resolution
- B - Location/Vicinity Maps
- C - Renderings
- D - Plans and Cross-Sections
- E - Cost Estimate
- F - Photos
- G - Feasibility Study
- H - Letter of Support
Capital Grant Application

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Creekside Drive Multi-Modal Corridor Enrichment Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant</td>
<td>City of San Marcos</td>
</tr>
<tr>
<td>Grant Amount Requesting</td>
<td>$1,000,000</td>
</tr>
</tbody>
</table>

APPLICATION CHECKLIST

Application Requirements:

___ Eight hard copies and one CD of the complete Smart Growth Incentive Program applications (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
___ Feasibility study or project study report (include in CD only)
___ Plans showing that minimum design standards has been met
___ Project Scope of Work, Schedule and Budget

Recommended Application Elements:

_____ 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 (applicable if requesting more than $1 million)
GRANTEE STATEMENTS

__X__ The proposed grantee has read the standardized sample grant agreement

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

__X__ 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.

__X__ 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

__X__ 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.

__X__ 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, 2013.

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.

Mike Edwards, P.E.                                  Director, Public Works
Grantee Name (print or type)                                Title

[Signature]
Grantee Signature (not electronic)                     01/17/2013
Date (mm/dd/yyyy)
PROJECT SUMMARY

<table>
<thead>
<tr>
<th>Applicant</th>
<th>City of San Marcos</th>
</tr>
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<tbody>
<tr>
<td>Project Title</td>
<td>Creekside Drive Multi-Modal Corridor Enrichment Project</td>
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<tr>
<td>Smart Growth Opportunity Area Identifier</td>
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Project Area Limits

From Bent Avenue to Grand Avenue; intersection

Brief Project Description

The proposed project will construct a new 1,000-foot segment of a minor collector from Bent Avenue to Grand Avenue including pedestrian, traffic calming, lighting, streetscape improvements, and Promenade and picnic areas. Specifically, the funds will be used to construct two 12’ travel lanes, 18’ diagonal parking, 8’ parallel parking, 15’ sidewalks with street furniture/landscaping, paved crosswalks, and 12’ multi-use trail, seat walls, pedestrian bridge, and bio swales.

<table>
<thead>
<tr>
<th>Primary Contact Person (Project Manager)</th>
<th>Paul Vo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Principal Civil Engineer</td>
</tr>
<tr>
<td>Street Address</td>
<td>1 Civic Center Drive</td>
</tr>
<tr>
<td>City/Zip Code</td>
<td>San Marcos, CA 92069-2918</td>
</tr>
<tr>
<td>Phone</td>
<td>760-744-1050 x 3215</td>
</tr>
<tr>
<td>E-mail Address</td>
<td><a href="mailto:pvo@san-marcos.net">pvo@san-marcos.net</a></td>
</tr>
<tr>
<td>Other Project Partners</td>
<td>n/a</td>
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</table>

| SGIP Grant Funds Request Amount | $1,000,000 |
| Matching Funds                  | $1,445,000 |
| Total Project Cost              | $2,445,000 |
Phased Scope/Costs

<table>
<thead>
<tr>
<th>Construction Sequencing is as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sequence 1</strong> - Construct Promenade from Bent Avenue to Grand Avenue including 12-foot trail with landscape and hardscape.</td>
</tr>
<tr>
<td>Sequence 1 Cost = $978,000</td>
</tr>
</tbody>
</table>

| **Sequence 2** – Construct Creekside Drive from Bent Avenue to Grand Avenue including two traffic lanes, on-street parking, sidewalks, traffic calming, utilities, and landscaping. |
| Sequence 2 Cost = $1,467,000 |
| **Total Cost = $2,445,000** |
**PROJECT LOCATION MAP**

See Attachment B

**PROJECT COSTS AND FUNDING**

**TOTAL ESTIMATED PROJECT COST:**

Summary of Cost Estimates

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
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<tbody>
<tr>
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<td>Construction Contract</td>
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<td><strong>Total Project Cost</strong></td>
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*Final design cost includes: Stormwater permit ($5,000), dewatering permit ($20,000), Utilities Design ($10,000), and Water Capacity Fee ($40,000)

**Funding Sources:**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>Source</th>
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<tr>
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<tr>
<td>Matching Funds</td>
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<td>RDA</td>
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<tr>
<td><strong>Total Funding</strong></td>
<td><strong>2,445,000</strong></td>
<td></td>
</tr>
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</table>

**MINIMUM DESIGN STANDARDS & GUIDELINES**

The plans meet minimum design standards and guidelines. See plans (Attachment C).
PROJECT SUMMARY/DETAIL DESCRIPTION

The proposed project is located within the eastern portion of the planned mixed-use San Marcos Creek District within the San Marcos Creek Specific Plan Smart Growth Opportunity Area (SGOA). The project area is defined as a ¼ mile radius around the proposed project and is located one mile southwest of the City of San Marcos Civic Center, a mile northwest of California State University, San Marcos (CSUSM) and a mile south of Palomar College. The project is generally bounded by San Marcos Boulevard, a regional arterial road, to the north; Grand Avenue to the east; Bent Avenue to the west; and Discovery Street, a regional arterial road, to the south. Making up the easterly blocks of the San Marcos Creek District, the project adjoins an existing regional employment area located along, and, north of San Marcos Boulevard. Just east of the project is Creekside Marketplace, a 25-acre regional retail center bounded by Grand Avenue and State Route 78. The proposed project is located along a regionally significant arterial street, San Marcos Boulevard, within the City of San Marco. San Marcos Boulevard runs east to west, starting at Mission Road and continues west to the City of Carlsbad where it becomes Palomar Airport Road. As a result, San Marcos Boulevard provides direct access to the SR-78 Freeway at Knoll Road and Grand Avenue and secondary access at Twin Oaks Valley Road. San Marcos Boulevard serves as a major circulation element for the rapidly growing city.

The project is a major component of the multi-modal transportation network of the San Marcos Creek District and the project’s primary objective is to facilitate the planned mixed-use development of the easterly blocks of the Creek District by constructing the necessary infrastructure to support dense mixed use development and enhance the identity, connectivity and function of the project area. The project’s purpose is further defined by the following: (1) Create a safer, healthier and walkable environment within the Creek District; (2) Provide facilities that enhance the quality and convenience of transit, bicycling, and walking as alternatives to driving; (3) Enhance the definition and character of the project area; (4) Improve access and connectivity between the Creek District and adjacent neighborhoods; and (4) Assist in the establishment a circulation system that expands and enhances the public’s ability to reduce automobile travel.

Guided by the San Marcos Creek Specific Plan, the project will serve both the existing and planned development within the project area. The project is identified as a mixed use corridor providing an east-west connection throughout the entire Creek District with the proposed project constructing the easterly segment from Bent Avenue to Grand Avenue. The project will connect the existing regional Creekside Marketplace with the planned mixed use development of the project area. The project is also within a Transit Priority Area and will provide connection to a high frequency local transit route planned along Bent Avenue.
LAND USE AND TRANSPORTATION CHARACTERISTICS

Intensity of Planned Development in the Smart Growth Opportunity Area

The San Marcos Creek District ("Creek District") defines the planned development and includes 81.7 acres of mixed use development with up to 1,265,000 square feet (s.f.) of retail, 589,000 s.f. of office, and up to 2,300 dwelling units. Differing development intensities are proposed throughout the Creek District and are based up Floor Area Ratios (FAR). FAR is the total floor area of a building or structure on a lot divided by the total area of the lot. FARs vary from 1.25:1 to 2.25:1. Development associated within the project area will be a minimum of two stories (25 feet) and can reach up to 6 stories (70 feet).

The project area is guided by the San Marcos Creek Specific Plan and founded on smart growth principles. The Plan provides the framework of transforming the current uncoordinated and fragmented; project area into a vibrant commercial mixed-use town center. The project area exemplifies smart growth by focusing on a mix of uses that are compatible with the area, bringing jobs and housing together to create a more consistently active urban landscape that will be able to support a variety of commercial and residential uses. The urban design of the project area takes into consideration both the proximity, density and types of uses that support smart growth by bringing people together and the outdoor space that is conducive to pedestrian activity: room for walking and strolling, places to sit and linger, activities and objects to observe, and places in the sun and shade. Recognizing the distinction between the public and private land uses and the challenges of creating a distinctive identity and sense of place will be equally dependent on both the public and private areas. Given that the project areas are likely to build out over time under many different developers, the integration of public and private land is especially important in meeting the local needs for goods, services, and entertainment that is all conveniently located.

Both the public and private realm within the project area will have generous sidewalk width to accommodate convenient pedestrian flow but also incorporates facilities for other modes of travel, such as bicycling. Landscaped buffers complement those areas and establish distinguishable pedestrian zones that are interconnected throughout the Creek District. Within the private realm, buildings within the project area will be oriented towards the street to ensure the pedestrian activity is focused on the public streetscape and the adjoining businesses. Buildings will be sited to positively define the public street, with facades aligned parallel to adjoin streets with architectural features such as building entrances, display windows, awnings, overhangs, balconies, light fixtures and other design features that will add human scale and visual interest. The project area is further guided with form-based codes that will provide detailed design standards for all public and private development that will implement and define the community character of the project area.
Entitled Development Density within a ¼ miles Radius of a ¼ miles Radius of Proposed Capital Project Site, Mix of Uses, and New Affordable Housing Development

<table>
<thead>
<tr>
<th>Proj Name</th>
<th>Location</th>
<th>Land uses</th>
<th>Units per Net Residential Acre</th>
<th>Tot # of Units</th>
<th># of Affordable Housing Units (Restricted to Very-Low Income Residents)</th>
<th>Estimated Gross Lease Area for Commercial-Office-Retail Uses</th>
<th>Est Construction Completion Date</th>
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<tbody>
<tr>
<td>The Residences and Shoppes at Creekside</td>
<td>Grand Avenue and Creekside Drive</td>
<td>Specific Plan/Mixes Use</td>
<td>22</td>
<td>98</td>
<td>98</td>
<td>26,491 sf</td>
<td>To be determined</td>
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Transportation Demand Management (TDM) Characteristics

Transportation Demand Management (TDM) strategies are incorporated with the San Marcos Creek Specific Plan to reduce traffic congestion and the demand for parking facilities within the creek District. The Plan incorporates a mixture of proximate land uses, good walking conditions between and among land uses, convenient and reliable transit services, and provides a menu of choices to use alternatives to the single-occupancy vehicle. The Plan provides for the creation of a San Marcos Creek Parking and Transportation Benefit Commission that will oversee the Creekside District TDM program. The program will include the following: a free shuttle service that will connect the Creek District with transit stations and other major destinations in San Marcos; issuance of free transit passes for regional bus and rail service; carpool and vanpool matching services including preferential parking spaces; secured bicycle parking; provisions for showers and changing facilities for employees who walk or bicycle; and transportation information kiosks.

Urban Design Characteristics and Community Context

The project area is guided by the San Marcos Creek Specific Plan and founded on smart growth principles. The Plan provides the framework of transforming the current uncoordinated and fragmented project area into a vibrant commercial mixed-use town center. The project area exemplifies smart growth by focusing on a mix of uses that are compatible with the area, bringing jobs and housing together to create a more consistently active urban landscape that will be able to support a variety of commercial and residential uses. The urban design of the project area takes into consideration both the proximity, density and types of uses that support smart growth by bringing people together and the outdoor space that is conducive to pedestrian activity: room for walking and strolling, places to sit and linger, activities and objects to observe, and places in the sun and shade. Recognizing the distinction between the public and private land uses and the challenges of creating a distinctive identity and sense of place will be equally dependent on both the public and private areas. Given that the project area is likely to build out over time under many different developers, the integration of public and private land is especially important in meeting the local needs for goods, services, entertainment that is all conveniently located.
QUALITY OF PROJECT

The proposed project is a significant segment within the multi-modal street network of the Creek District and will provide connection to a planned high frequency transit route located along Bent Avenue via the intersection of Creekside Drive/Bent Avenue. The project supports public transit as it will provide the necessary infrastructure for residents, pedestrians and employees of the East End Sub-District and Creekside Marketplace retail center to access the transit service planned along Bent Avenue. The local transit service consists of a free high-frequency shuttle that will provide connection to regional transit facilities including North County Transit District’s SPRINTER light rail passenger train station located at Palomar College, San Marcos Civic Center and California State University, San Marcos located a mile from the project area. The transit service will be incrementally implemented as the Creek District builds out.

The proposed project is considered a “ready-to-go” project. All right-of-way has been secured. The environmental documents are completed and the final design is 95% done. In addition, the Vallecitos Water District (VWD) has completed the installation of the sewer interceptor as part of the utilities work for Creekside Drive and the rough grading for Creekside Drive has been completed.
Providing Transportation Choices

To attract and maintain significant pedestrian activity in the Creek District, the project not only accommodates vehicular traffic, but also provides for safe, attractive and convenient mobility for pedestrians and bicyclists. As the Creek District builds out, the street network will be used as much by pedestrians as vehicles, and so the project is being designed to include facilities such as broad 15 ft sidewalks, promenade for pedestrians and bicyclists, textured/colored pavement treatments at intersections, on-street lighting and landscape areas to encourage safe and convenient pedestrian movement.

The project includes pedestrian zones along both sides of the street and incorporates streetscape features that enhance the character of the project area but also brings functionality into the picture. Pedestrian zones include 15 ft wide sidewalks with architectural details that will sustain the pedestrians’ interest while providing a safe and comfortable experience. It will also include dedicated planting zones to buffer pedestrians from vehicular traffic and contribute to the character and identity of the Creek District. Landscaping will include street trees with varying canopies that, at maturity, will provide ample shade and enhance the pedestrian experience. The pedestrian zones will also include street furnishing including benches, planters that serve as seating walls to make walking a desirable and pleasant experience. A 10 ft meandering trail with benches and picnic tables will be provided along the creek. The trail is part of the interconnected system connecting existing and planned bicycle facilities within the Creek District and the regional bicycle corridor located along San Marcos Boulevard.

The project emphasizes alternative modes of transportation for pedestrians that live, work and play within the Creek District. All improvements will be ADA compliant and are consistent with the recommendations in SANDAG’s Planning and Designing for Pedestrians Guidebook.
Community Enhancement

Like many streetscape improvements, the project will enhance the overall image of the project area creating a more positive entry to attract mixed use development. The project incorporates the best qualities of a traditional pedestrian-scales “main street”; a comfortable mix of vehicles and pedestrian; efficient, but slow moving traffic; convenient on-street parking; attractive sidewalks and pedestrian-oriented intersections. As development begins to take shape, the project area will instill a sense of place that is consistent with the community character and natural environment that’s shaped by San Marcos Creek. Specific design features including, but not limited to, regionally quarried stone accent paving and native landscaping will be used to reinforce visual connections with the surrounding natural context. Creek-like architectural details will also be incorporated to seamlessly blend the Creek setting within the project area. These efforts, coupled with the convenient connections to local and regional transportation facilities, presents an opportunity to create a livable street design standard that will attract mixed development while setting the tone for future development.

Addressing Project Area Issues

The project area is currently an industrial area with community goals to make it a mixed use zone. Currently, there are fragmented sidewalks with numerous curb cuts and driveways creating significant potential conflicts for both cyclists and pedestrians. The project will provide continuous sidewalks and Class 1 Bike trails along the Promenade. The project area will be landscaped to provide visual appeal and recreational amenities.

The City has secured the right-of-way and completed the clearing and grubbing. The Vallecitos Water District has completed the sewer interceptor installation as part of the utilities installation for Creekside Drive.

The proposed project will “jump start” development of the San Marcos Creek District and provide vehicular and pedestrian connection for the future mixed use development.

The City of San Marcos is also designing the Bent Avenue Bridge to replace the existing low water crossing. The bridge will provide an all-weather crossing and accommodate a multi-use trail connection and sidewalk across the San Marcos Creek. The project is planned for construction in 2015.
**Sustainability**

- Low impact development will be achieved through the use of narrowed travel and parking lanes, Silva cell stormwater management systems, permeable pavements, shade trees, and bioswales. Narrowed travel and parking lanes will minimize the paved surface areas, slow traffic, and facilitate pedestrian movements. The volume of on-site stormwater created will be reduced below current conditions.

- To reduce stormwater runoff, porous pavements will be incorporated as permeable concrete near Silva cells and as decorative ungrouted pavers near pedestrian crossings, and around tree wells at the sidewalk level. Silva cells will promote evapotranspiration will subsurface storage capacity, and promote shade tree growth by providing root aeration and supplemental water. As these trees grow larger, they will reduce heat gain upon adjacent paved areas and building and lower the drying affect of other plant material covered in the tree’s shade.

- Bioswales, bio-retention basins and bio-infiltration trenches will be used in the median and bulb-out planter areas as well as along the parkway strips.

- The utilization of drought tolerant species will further promote efficient and sustainable landscapes. Cobble and boulders will be used to enhance planted areas and decrease water use. Extensive amounts of bark mulching will lower maintenance and water use.

- Reducing energy consumption by designing buildings that take advantage of features such as better insulation, natural ventilation, natural daylighting, florescent rather than incandescent light fixtures, and solar rather than gas water heaters.

- Using recycled, rapidly renewable and locally-source materials that reduce impacts related to materials extraction, processing and transportation.

**Universal Design**

Planned residential and commercial development with the San Marcos Creek District and the proposed project area will apply universal design principles to provide full access for disabled and comply with State Title 24 and Federal ADA.
**PROJECT READINESS**

**COMPLETION OF MAJOR MILESTONES**

<table>
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<th>Phase</th>
<th>Start/End Dates</th>
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<tbody>
<tr>
<td>1. Feasibility Study</td>
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<tr>
<td>2. Environmental Clearance</td>
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<td>Completed</td>
</tr>
<tr>
<td>3. Right-of-Way Acquisition</td>
<td></td>
<td>Completed</td>
</tr>
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</table>

The project is located in developed/disturbed area. There are no environmental issues that may delay the project.
R.O.W.

Right of way acquisition is completed.

EVIDENCE OF LOCAL COMMITMENT

Creating a viable, smart growth strategy in any community requires collaboration among regional planning organizations, community-based groups, private developers and local government. In 2005, the San Marcos City Council formed the San Marcos Creek Task Force comprised of 11 voting and 4 non-voting members, including city residents and business owners to assist City staff in refining the preferred scenario for the Creek District including the proposed project. The Task Force met on a bi-weekly basis where each meeting was advertised and opened to the public. The Task Force had over 20 public meetings with over 300 attendees. The Task Force, in collaboration with Wallace Roberts & Todd (WRT) Planning and Design Consultants, also conducted various public meetings including full-day weekend workshops to receive additional community input and develop consensus on the appropriate form and character of the Creek District. Over 180 community members attended the workshop to participate and prove public input. The City received overwhelming support for the project and it’s attributed to the strong involvement the community has had on the planning and design of the project and its context within the Creek District.
SUPPORTIVE POLICIES AND PROGRAMS

Matching Funds

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Funds (Source: RDA)</td>
<td>$1,445,000</td>
</tr>
</tbody>
</table>

Relevant aspects of the proposed project

Both the public and private realm within the project area will have generous sidewalk widths to accommodate convenient pedestrian flow but also incorporates facilities for other modes of travel, such as bicycling. Landscaped buffers complement those areas and establish distinguishable pedestrian zones that are interconnected throughout the Creek District. Within the private realm, buildings within the project area will be oriented towards the street to ensure that pedestrian activity is focused on the public streetscape and the adjoining businesses. Buildings will be sited to positively define the public street, with facades aligned parallel to adjoin streets with architectural features such as building entrances, display windows, awning, overhangs, balconies, light fixtures and other design features that will add human scale and visual interest. The project area is further guided with form-based codes that will provide detailed design standards for all public and private development that will implement and define the community character of the project area.
SCOPE OF WORK, SCHEDULE, AND BUDGET

Project Title: Creekside Drive Multi-Modal Corridor Enrichment Project

Project Location/Limits:

From Bent Avenue to Grand Avenue; intersection.

Project Description:

The proposed project will construct a new 1,000-foot segment of a minor collector from Bent Avenue to Grand Avenue including pedestrian, traffic calming, lighting, streetscape improvements, and Promenade and picnic areas. Specifically, the funds will be used to construct two 12’ travel lanes, 18’ diagonal parking, 8’ parallel parking, 15’ sidewalks with street furniture/landscaping, paved crosswalks, and 12’ multi-use trail, seat walls, pedestrian bridge, and bio swales.

Contract No.: SANDAG Use only
Project (TNet) No.: SANDAG Use only

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<th>Task No.</th>
<th>Task Description</th>
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<th>Completion Date</th>
<th>SANDAG Funds</th>
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<td>Jun 2013</td>
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<td>Jun 2013</td>
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<td>1.3</td>
<td>Project Kick-off Meeting Preliminary Planning</td>
<td>Summary of kick-off meeting notes</td>
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<td>1.4</td>
<td>Project Coordination, Management and Administration</td>
<td>Monthly meeting notes, quarterly invoices and reports</td>
<td>Jul 2013</td>
<td>Jan 2015</td>
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<tr>
<td>2.2</td>
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*Design cost includes: Stormwater Permit, Dewatering Permit, Utilities Design, and Water Capacity Fee.

Project Revenues

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ATTACHMENTS ......................................................................................................................... 20

A - Resolution ......................................................................................................................... 21
B - Location/Vicinity Maps ....................................................................................................... 22
C - Renderings .......................................................................................................................... 23
D - Plans and Cross-Sections ..................................................................................................... 24
E - Cost Estimate ...................................................................................................................... 25
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ATTACHMENT A

Resolution
RESOLUTION NO. 2012-7731

A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR SMART GROWTH INCENTIVE GRANT PROGRAM (SGIP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE CREEKSID Drive/PEDESTRIAN PROMENADE MULTI-MODAL CORRIDOR ENRICHMENT PROJECT, 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, THE CITY OF SAN MARCOS wishes to receive /Pedestrian Promenade Multi-Modal Corridor Enrichment Project; and

WHEREAS, the City of San Marcos 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, the City of San Marcos 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 the City Council of the City of San Marcos is authorized to submit an application to SANDAG for Smart Growth Incentive Grant Program funding in the amount of $1 million for the Creekside Drive Multi-Modal Corridor Enrichment Project; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Creekside Drive project, the City Council of the City of San Marcos commits to providing up to $1.5 million of matching funds and/or in-kind contributions and authorizes the City of San Marcos staff to accept the grant funds, execute the attached grant agreement with SANDAG with no exceptions, and complete the Creekside Drive/Pedestrian Promenade Project.

PASSED AND ADOPTED by the City Council of the City of San Marcos this 11th day of December, 2012, by the following roll call votes:

AYES: COUNCILMEMBERS: JABARA, JENKINS, JONES, ORLANDO, DESMOND
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: NONE

[Signature]
James M. Desmond, Mayor
City of San Marcos

ATTEST:
[Signature]
Susie Vasquez, City Clerk
City of San Marcos
ATTACHMENT B
Location/Vicinity Maps
ATTACHMENT C
Renderings
San Marcos Creekside Promenade is located adjacent to the San Marcos Creek and is bordered by Grand Avenue and to the east and Bent Avenue to the west. The Promenade provides a variety of open space amenities and non-vehicular transportation for the community.

Entrances to the 12’ wide multi-use trail are delineated through paving materials and signage. The main use area provides a community gathering space with shaded picnic areas and a grassy slope connecting to the creek bed. Fitness stations with stretch/rest areas are located along the route. Design elements such as the boardwalk, bioswale and planting relate users to the riparian setting. Features such as permeable asphalt paving and pavers, the bioswale, and slope planting provide enhanced groundwater infiltration.

Bioceramic PLANTINGS SUCH AS
- Willow - Salix spp.
- Douglas Iris - Iris douglasiana
- Marsh Elder - Iva hayesiana
- California Sycamore - Platanus racemosa
- Coast Live Oak - Quercus agrifolia

Trees
- California Lilac - Ceanothus spp.
- Toyon - Heteromeles spp.
- Wild Rye - Leymus condensatus
- Deer Grass - Muhlenbergia rigens
- Lemonade Berry - Rhus integrifolia
- Coffee Berry - Rhamnus californica
- Sage - Salvia spp.
- UC Verde Buffalo Grass - Buchloe dactyloides
- Red Fescue - Festuca rubra
- Marathon II - Festuca arundinacea
- Wild Rye - Leymus condensatus
- Deer Grass - Muhlenbergia rigens
- Lemonade Berry - Rhus integrifolia
- Coffee Berry - Rhamnus californica
- Sage - Salvia spp.
- UC Verde Buffalo Grass - Buchloe dactyloides
- Red Fescue - Festuca rubra
- Marathon II - Festuca arundinacea

Bench
- Picnic Table

Shaded Picnic Area W/ Permeable Block Pavers
- Seatwall
- Pedestrian Bridge Over Swale
- Foot Bridge/Culvert Over Swale
- Seatwall
- Local Granite Boulders
- 5’ Wide Decomposed Granite Path
- Creek View Lawn (5:1 Slope)
- Bioswale
- Pedestrian Bridge Over Swale
- Trellis
- Seatwall
- Seatwall
- Seatwall
- Seatwall
- Seatwall
- Seatwall
- 12’ Wide Multi-Use Trail Permeable Asphalt Paving
- North Scale: 1”=60’-0”
- November 28, 2011
SECTION A-A'

CREEKSIDE PROMENADE
CITY OF SAN MARCOS
SCALE: 1"=10'-0"
NOVEMBER 30, 2011
SECTION B-B'

CREEKSIDE PROMENADE
CITY OF SAN MARCOS

SCALE: 1"=10'-0"

NOVEMBER 28, 2011

SPURLOCK POIRIER
Landscape Architects

6' TALL FENCE

12' WIDE PEDESTRIAN BRIDGE

BIO-SWALE

5' WIDE DG PATH

ACTIVE USE AREA

CREEK BUFFER

CREEK

PL
SECTION C-C'

SPURLOCK POIRIER
Landscape Architects

CREEKSIDE PROMENADE
CITY OF SAN MARCOS

NOVEMBER 28, 2011

SCALE: 1" = 10'-0"

12' WIDE
MULTI-USE TRAIL
POROUS ASPHALT

6' TALL FENCE
BIO-SWALE
PICNIC AREA
TRELLIS
CREEK BUFFER
CREEK

6' TALL FENCE
BIO-SWALE
PICNIC AREA
TRELLIS
CREEK BUFFER
CREEK
SECTION D-D'

6' TALL FENCE

BIO-SWALE

12' WIDE MULTI-USE TRAIL

GRASSY SLOPE AT SEATING AREA

NATIVE PLANTING

CREEK BUFFER

CREEK
CREEKSIDE PROMENADE

PERMEABLE ASPHALT PAVING
multi-use trail

STABILIZED DECOMPOSED GRANITE TRAIL
informal trail relating to bioswale

PERMEABLE UNIT PAVERS
trail entries and picnic areas

RECYCLED PLASTIC LUMBER DECKING
bridge

SEAT WALLS

OPTION 1 - BOARDFORM CONCRETE

OPTION 2 - STONE CLAD CONCRETE

OPTION 3 - STRIATED CONCRETE
SITE FURNISHINGS

TABLES AND BENCHES

PICNIC TABLE
TimberForm arbor table: wood

PICNIC TABLE
TimberForm greenway table: recycled plastic lumber

landscape forms bancal bench

landscape forms balustrade bench: steel with wood surface

custom poured in place concrete with wood slab

TRASH AND RECYCLING RECEPTACLES

precast concrete

expanded metal

EXERCISE EQUIPMENT

fitness stations along trail
PLANTING

TREES

PLANTANUS RACEMOSA:
drought tolerant native California tree

QUERCUS AGRIFOLIA:
drought tolerant native California tree

SLOPE PLANTINGS

BOULDERS IN SLOPE

LONG GRASSES

SEASONAL WILDFLOWERS

BIOSWALE PLANTINGS

MIXED GRASSES + RIPARIAN TREES

CHONDROPETALUM

IRIS DOUGLASIANA

FESTUCA MAIREI
UNDERSTORY PLANTINGS

DIETIES BICOLOR

CARPENTERIA CALIFORNICA

BACCHARIS "PIGEON POINT"

UC VERDE BUFFALO GRASS

EPILOBIUM CANUM "CATALINA"

MUHLENBERGIA RIGENS

CEANOThUS SPP.

SALVIA SPATHACEA

SALVIA CLEVELANDII

CREEKSIDE PROMENADE

SPURLOCK POIRIER

Landscape Architects

NOVEMBER 28, 2011
Bent Avenue Center Sub-District

Creekside Sub-District
ATTACHMENT D

Plans and Cross-sections
ATTACHMENT E
Cost Estimates
SGIP Capital Grants

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

Project Title:  CREEKSIDE DRIVE MULTI-MODAL CORRIDOR ENRICHMENT PROJECT (CITY OF SAN MARCOS)

Project Location/Limits:

From Bent Avenue to Grant Avenue; intersection.

Project Description:

The proposed project will construct a new 1,000-foot segment of a minor collector from Bent Avenue to Grand Avenue including pedestrian, traffic calming, lighting, streetscape improvement and Promenade and picnic areas.

Contract No.:

Project (TNet) No.:

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* Design Cost includes Stormwater Permit, Dewatering Permit, Utilities Design, and Water Capacity Fee

PROJECT REVENUES

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## Public Improvement Cost Estimate

**Creekside Drive from Bent Ave to Grand Ave**

**11/30/2012**

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<td>$3,420.00</td>
<td>$6,840.00</td>
</tr>
<tr>
<td>9 Rip Rap Energy Dissipator, 1/2 Ton</td>
<td>EA</td>
<td>2</td>
<td>$3,360.00</td>
<td>$6,720.00</td>
</tr>
<tr>
<td>10 Curb Inlet Catch Basin</td>
<td>EA</td>
<td>3</td>
<td>$5,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>11 Inlet Riser</td>
<td>EA</td>
<td>1</td>
<td>$4,000.00</td>
<td>$4,000.00</td>
</tr>
<tr>
<td>12 Cleanout, Type B</td>
<td>EA</td>
<td>2</td>
<td>$4,200.00</td>
<td>$8,400.00</td>
</tr>
</tbody>
</table>

**Grading & Paving Subtotal:** $532,289.00  
**15% Contingency:** $79,843.35  
**Grading & Paving Total:** $612,132.35

**Sewer Subtotal:** $221,080.00  
**15% Contingency:** $33,162.00  
**Sewer & Water Total:** $254,242.00

**Storm Drain Subtotal:** $234,694.00  
**15% Contingency:** $35,204.10  
**Storm Drain & Water Total:** $270,198.10

---

* Roadway improvements include full width.
<table>
<thead>
<tr>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shrubs</td>
<td>LS</td>
<td>975</td>
<td>$6.00</td>
<td>$5,850.00</td>
</tr>
<tr>
<td>Trees</td>
<td>LS</td>
<td>31</td>
<td>$350.00</td>
<td>$10,850.00</td>
</tr>
<tr>
<td>Tree Grates</td>
<td>LS</td>
<td>31</td>
<td>$480.00</td>
<td>$14,880.00</td>
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<tr>
<td>Irrigation</td>
<td>SF</td>
<td>4,610</td>
<td>$1.25</td>
<td>$5,762.50</td>
</tr>
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</table>

LANDSCAPE SUBTOTAL: $37,342.50

15% CONTINGENCY: $5,601.38

LANDSCAPE TOTAL: $42,943.88

TOTAL: $1,179,216.33

1 City of San Marcos Unit Price List (November 2006)
2 Construction Costs, per Local Experience
3 Valecitos Water District Bonding Costs (January 2009)
## PUBLIC IMPROVEMENT COST ESTIMATE

SAN MARCOS CREEKSIDE PROMENADE FROM BENT AVE TO GRAND AVE  
1/2/2013

<table>
<thead>
<tr>
<th>Items</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rough grading</td>
<td>CY</td>
<td>6000</td>
<td>17</td>
<td>102,000</td>
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<tr>
<td>Non-slope open space (recreational)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardscape (paving, sitewalks and structures, furnishings)</td>
<td>SF</td>
<td>17500</td>
<td>12</td>
<td>210,000</td>
</tr>
<tr>
<td>Planting (plants, irrigation, fine-grading)</td>
<td>SF</td>
<td>26000</td>
<td>6</td>
<td>156,000</td>
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<tr>
<td>Other open space (non-recreational)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge and plaza (paving, sitewalks, furnishings)</td>
<td>SF</td>
<td>900</td>
<td>50</td>
<td>45,000</td>
</tr>
<tr>
<td>Slope open space (plants, irrigation, fine-grading)</td>
<td>SF</td>
<td>23000</td>
<td>5</td>
<td>115,000</td>
</tr>
<tr>
<td>Bioswale (plants, irrigation, fine grading)</td>
<td>SF</td>
<td>11000</td>
<td>8</td>
<td>88,000</td>
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<tr>
<td>15% Contingency</td>
<td></td>
<td></td>
<td></td>
<td>107,400</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>823,400</td>
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</tbody>
</table>
ATTACHMENT F

Photos
Figure 1 - Northwest view of the Grand Avenue Creekside Drive Intersection

Figure 2 - Northeast view of the Grand Avenue and Creekside Drive Intersection
ATTACHMENT G
Feasibility Study
FEASIBILITY STUDY

CITY OF SAN MARCOS
CREEKSID DRIVE MULTI-MODAL
CORRIDOR ENRICHMENT PROJECT

CITY OF SAN MARCOS ENGINEERING DIVISION
1 CIVIC CENTER DRIVE
SAN MARCOS, CA 92069-2918

DECEMBER 2012
FEASIBILITY STUDY

Creekside Drive Multi-Modal Corridor Enrichment Project

Project Description

The project will construct a 1,000 foot segment of a secondary collector from Bent Avenue to Grand Avenue including traffic calming, lighting and streetscape improvements, and the Creekside Promenade a linear greenway with a 12-foot multi-use trail meandering along the San Marcos Creek. Specifically, SGIP funds will be used to construct two 12-foot travel lanes, 18-foot diagonal parking, 8-foot parallel parking, street/furniture landscaping, a traffic signal at the intersection of Bent Avenue and Creekside Drive, paved crosswalks, 12-foot multi-use trail, bio swales, seatwall, pedestrian bridge, and picnic areas.

The project’s purpose is to improve traffic, bicycle, and pedestrian circulation, provide for a safe, vibrant, walkable community, and to stimulate mixed use development within adjoining area.

Environmental Requirements and Constraint

The project is part of the part of the San Marcos Creek Specific Plan (SMCSP), approved by the City Council on August 14, 2007. The SMCSP is a community planning effort designed to provide the necessary framework for mixed-use, smart growth zoning, flood control, water quality and hydro-modification bio-retention facilities, parks, open space, and environmental restoration that spans an area of approximately 214 acres.

The following environmental documents were completed:

1. The FEIR for the SMCSP was completed in June 2007
2. The FEIR Addendum was completed in November 2011

The project is located in a developed and disturbed area. There is no environmental impact anticipated.

Existing Condition

There is an existing signal at the intersection of the future Creekside Drive and Grand Avenue providing controlled access into the Creekside Market Place Shopping Center. Creekside Drive will be the fourth leg of this intersection. The signal will be modified as part of the proposed improvement.

The City is in the process of designing the Creekside Drive and the promenade from Via Vera Cruz to Bent Avenue. This project is planned for construction in the summer of 2013.
The existing Bent Avenue “Arizona crossing” at San Marcos Creek will be removed and replaced with a bridge. The design is in process and construction is anticipated in late 2015.

Along the footprint of Creekside Drive, Vallecitos Water District has completed the construction of a 42-inch sewer interceptor. The sewer interceptor is a separate project built by the Vallecitos Water District. Its purpose is to improve the sewer conveyance capacity and accommodate future high density development within the San Marcos Creek District.

Potential Challenges

Drainage

Construction of Creekside Drive could alter drainage patterns. Drainage inlets may be necessary along the toe of side slopes to collect offsite drainage and discharge it to the creek.

Compatibility with Existing and proposed Bent Avenue grades.

The design of Creekside Drive must take into account the future grade of the intersection with Bent Avenue.

Stormwater Treatment

Due to the limited street right of way, surface runoff may need to be treated with permeable pavement along Creekside Drive and by a system of bio-swales along the Promenade.

Geotechnical Constraints

Based on recent geotechnical investigation, the water table was observed to be 8 to 10 feet below ground. Dewatering may be necessary during construction.

Right of Way

All right of way has been acquired for the project.

Community Input

Community input was extensively sought throughout the development of the San Marcos Creek Specific Plan and EIR. Beginning with the formation of the San Marcos Creek Task force in 2003 and throughout the preparation of the Specific Plan and EIR numerous community outreach events were held. Public comments were obtained as part of the environmental approval process. All responses to comments were included in the Final Environmental Impact Report. The project has been widely supported by the local community.
ATTACHMENT H
Letter of Support
January 17, 2013

San Diego Association of Governments
Attn: Heather Cooper
401 B Street, Suite 800
San Diego, CA 92101

RE: TransNet Smart Growth Incentive Program Support
Creekside Drive Multi-Modal Corridor Enrichment Project

Dear Ms. Cooper,

The San Marcos Chamber of Commerce strongly supports the City of San Marcos’ Smart Growth Incentive Program grant application to fund the Creekside Drive Multi-Modal Corridor Enrichment project.

The proposed project will construct a new 1,000-foot segment of a minor collector from Bent Avenue to Grand Avenue including pedestrian, traffic calming, lighting, streetscape improvements, a promenade and picnic areas. The project area is located within the San Marcos Creek Specific Plan Smart Growth Opportunity Area (SGOA) and will serve as a catalyst for mixed-used development within the city’s new downtown: San Marcos Creek District.

It is with great pleasure that the San Marcos Chamber of Commerce submits this letter of support for the FY2011-2013 Smart Growth Incentive Program for the Creekside Drive Multi-Modal Corridor Enrichment Project. Thank you for your time and consideration.

Respectfully,

Steve Kildoo, CEO
San Marcos Chamber of Commerce