MORENA BOULEVARD STATION AREA STUDY PHASE II
(Policy Implementation Phase)

Smart Growth Incentive Program
Planning Grants Application

JANUARY 18 2013
NON-CAPITAL GRANT APPLICATION FORM

<table>
<thead>
<tr>
<th>Project Title:</th>
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<tbody>
<tr>
<td>Morena Boulevard Station Area Study Phase II (Policy Implementation Phase)</td>
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<tr>
<th>Applicant (Agency):</th>
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<tr>
<td>City of San Diego</td>
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<table>
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<tr>
<th>Application Amount Requesting:</th>
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<tbody>
<tr>
<td>$400,000</td>
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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)
- Resolution including all statements provided in the Sample Resolution on page A-16
- Format: provide narrative responses in the spaces provided in the application form
- Documentation of matching funds
- Vicinity maps showing project location, land developments related to the project area, and local/regional Street, bicycle, transit, and highway facilities within and near the project area (may be printed on paper up to 11x17)
- 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
- Aerial photos and other photographs depicting existing conditions

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 check the following boxes; sign and date below)

☐ 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. The grantee's project accounting system should be in harmony with a quarterly invoicing schedule. 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 Active Transportation 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.

Jay M. Goldstone
Chief Operating Officer

<table>
<thead>
<tr>
<th>Grantee Name (print or type)</th>
<th>Title</th>
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<tr>
<th>Grantee Signature (signature cannot be electronic)</th>
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**PROJECT SUMMARY**

**Applicant (Agency):**
City of San Diego

**Project Title:**
Morena Boulevard Station Area Study Phase II (Policy Implementation Phase)

**Smart Growth Opportunity Area Identifier:** (i.e. CV 3 Palomar Gateway at Palomar Street and Industrial Boulevard; see http://www.sandag.org/smartgrowth to confirm location)
CM 6, CM 7, and LV 1

**Project Area Limits:** e.g. 4th St. between Laurel St. and Ash St., and 5th St. between Laurel St. and Ash St.

The Project Area is located entirely within the smart growth areas that parallel the planned Mid-Coast Light Rail Transit (LRT) corridor along Morena Boulevard from Friars Road to Clairemont Drive as identified on the smart growth opportunity concept map (LV-1, CM-6, CM-7).

**Brief Project Description:** Please provide a brief description of the proposed project in the space provided below.

This Project will support the Mid-Coast Trolley Line and the future development of the Project Area by encouraging mixed-use transit-oriented development surrounding the existing and planned trolley stations, and enhancing multi-modal connectivity and access for pedestrians, bicyclists, and transit riders. This will be accomplished through the preparation of amendments to the Linda Vista Community Plan and the Linda Vista Facilities Financing Plan; the preparation of amendments to the Clairemont Mesa Community Plan and the Clairemont Mesa Facilities Financing Plan; the processing of rezones, and; the preparation of a programmatic environmental document.

**Primary Contact Person (Project Manager):** Brian Schoenfisch

**Title:** Senior Planner

**Street Address:** 1222 1st Avenue

**City and Zip Code:** San Diego, 92101

**Phone:** (619) 533-6457

**E-mail Address:** BSchoenfisch@sandiego.gov

**OTHER PROJECT PARTNERS:**

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*Total Project Cost = Active Transportation Grant Funds + Matching Funds*
Morena Boulevard Station Area Study Phase II
Smart Growth Incentive Program Application

STUDY AREA LOCATION

VICINITY MAP

 Proposed SGIP Study Boundary
Community Planning Area Boundaries

Vicinity Map
January 2013
APPLICATION QUESTIONS

Funding Sources:

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<tr>
<td>Matching Funds (specify source)</td>
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<td>Other (specify source)</td>
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**Total Funding** $440,000.00
PROJECT 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
- Land Development projects related to the project
- Any regionally significant transit, highway, and bicycle facilities in the project area; for transit facilities, indicate transit stops, routes, or stations, not to exceed 11x17 inches
- A site plan and typical cross sections depicting project-level detail, if applicable, not to exceed 11 x 17 inches
- Aerial photo and other photographs depicting existing conditions

Please ensure that all graphic materials submitted are legible.

The Project Area is located in the older suburban communities of Linda Vista and Clairemont Mesa within the City of San Diego and runs parallel to the existing rail corridor along Morena Boulevard (identified as a SANDAG Mixed-Use Transit Corridor Smart Growth Area, CM-7). The existing Morena/Linda Vista Green Line LRT station is located in the southern end of the Project Area and connects to San Diego State University and Old Town. The Morena/Linda Vista station is also located within an existing SANDAG Town Center Smart Growth Area (LV-1). The Mid-Coast Corridor LRT Project, currently in the planning and environmental phase, will extend LRT service from the Old Town Transit Center to the University City community, UCSD, and downtown. Two of the planned Mid-Coast trolley stations will be located within the Project Area:

1. The Tecolote Road Station Area located within an identified SANDAG Town Center Smart Growth Area, LV-1
2. The Clairemont Drive Station Area located within an identified SANDAG Community Center Smart Growth area, CM-6

The University of San Diego (USD), a private educational institution, with an enrollment of approximately 8,100 students, is located just east of the planned Tecolote Road trolley station. Currently, an estimated three percent of USD freshman students and 55 percent of upperclassman students live off-campus, totaling an average of 23,000 daily trips to the University. The campus also features a number of community serving facilities such as the Manchester Conference Center, multiple religious facilities, and an athletic stadium. Additionally, Mission Bay Park, the largest man made Aquatic Park in the country, is located just west of the planned Clairemont Drive trolley station. Mission Bay Park consists of 4,235 acres, is home to Sea World, and attracts over 16 million visitors annually.

With the anticipated completion of the Mid-Coast Project, the existing attractions adjacent to the Project Area (listed above), as well as other key land uses throughout the San Diego region will be easily accessible by transit. These include: Downtown and University City (the region's two largest economic centers, which support the majority of San Diego's employment base), USD, UCSD, and SDSU (the region's three major educational institutions), four regional hospitals, and several shopping centers, such as Westfield UTC and Fashion Valley.

Although, transit opportunities are both present and planned within the Project Area, lack of existing pedestrian and bicycle infrastructure, and current land use and zoning within the Clairemont Mesa and
Linda Vista Community Plans do not effectively support these transit investments. This Project will build upon the work currently underway by the Morena Boulevard Station Area Study (Phase I) funded by a CALTRANS Community Based Transportation Planning Grant. By redesignating land use and modifying zoning, this will ensure that future development within the Project Area will be oriented towards transit, providing a greater link between the Project Area, surrounding neighborhoods, and regional destinations. Future mixed-use, higher-density residential and commercial infill development located near the transit stations will provide pedestrians and cyclists easier accessibility to transit, thus increasing transit ridership. At the same time, with development taking place closer to transit, the distance between residential, employment, and other activities will be lessened, thereby lowering dependency on the automobile and increasing walking, bicycling and transit as the preferred forms of transportation. With a wide range of easily accessible alternative transportation options, physical activity within both communities is projected to increase, improving overall community health and promoting an active lifestyle for residents, employees, and visitors of the area.

Objectives:
Working closely with community stakeholders, this Project will help to facilitate transit-oriented development focused along the future Mid-Coast LRT corridor and existing Morena/Linda Vista trolley station by:
• Amending the Clairemont Mesa and Linda Vista Community Plans to provide an appropriate mixture of pedestrian, bicycle, and transit supporting land uses. The amended community plans will promote the Morena Boulevard Station Area as an active urban village which offers housing, employment, retail, restaurants, and recreational amenities, while enhancing the pedestrian environment and promoting access to transit;
• Amending the Clairemont Mesa and Linda Vista Facilities Financing Plans to include corresponding multi-mobility improvement projects;
• Processing the rezones necessary to implement the community plan policies and land use designations;
• Preparing an appropriate environmental document (anticipated to be a programmatic EIR) that would result in facilitating smart growth by providing environmental analysis for future development projects.
SMART GROWTH DEVELOPMENT POTENTIAL OF PROPOSED PROJECT AREA

Please describe the smart growth development potential of the proposed planning area. Describe how the existing setting will facilitate future smart growth development, specifically in terms of:

- Available land and/or right-of-way
- Existing urban form to support smart growth
- Proposed densities relative to the area’s smart growth place type
- Any other features that make this location a good area for smart growth development

The entire Project Area is located within identified SANDAG Smart Growth Areas (LV-1, CM-6, and CM-7).

Further, the existing Morena/Linda Vista Green Line LRT station is located in the southern end of the Project Area and the Mid-Coast Corridor LRT Project includes two trolley stations (Tecolote Road and Clairemont Drive). This will provide regional access to many of San Diego’s top employment, medical, institutional, and shopping centers, creating a greater link between the Project Area, the communities of Clairemont Mesa and Linda Vista, and the overall San Diego region.

Additionally, the Project Area has an abundance of under-developed and undeveloped parcels and surface parking lots, providing vast opportunities for infill and smart growth located within walking and bicycling distance to the existing and planned trolley stations. The existing bicycle and pedestrian infrastructure are insufficient to support utilitarian transportation in the Project Area and access to transit. In addition, current land use, policy, and zoning do not effectively support transit-oriented development along the Morena Boulevard corridor. Therefore, it would be advantageous at this time for the City of San Diego to plan for a land use pattern that supports transit ridership, accessibility, and a diversity of land uses.

By amending the Clairemont Mesa and Linda Vista Community Plans and Facilities Financing Plans, and modifying zoning to support the transit-oriented development, the Project Area will become a catalyst to facilitate future smart growth development and will become a model for future smart growth projects throughout the region.

By providing the policy and regulatory framework to establish walking and bicycling as preferred forms of transportation this will result in reduced vehicle trips and miles traveled, increased neighborhood cohesion and neighborhood safety, and promote overall healthier communities. Residential density and pedestrian/bicycle oriented design and streetscape can also positively affect access to goods and services, the success of neighborhood retail, walkability, public transit usage, access to parks and open space, and other determinates of health. According to the U.S. Green Building Council, “living in a mixed-use environment within walking distance of shops and services results in increased walking and biking, which improve human cardiovascular and respiratory health and reduce the risk of hypertension and obesity.”

Proposed Densities:
The proposed densities within the Project Area would vary by location based on community input and environmental analysis. However, it is anticipated that the proposed range would exceed the minimum smart growth place type as shown below:

Smart growth area CM-6 is a community center with a minimum density requirement of 20 DU/AC. Smart growth area CM-7 is a mixed-use transit corridor with a minimum density requirement of 25 DU/AC. Smart growth area LV-1 is a town center with a minimum density requirement of 20 DU/AC. The proposed density for all three smart growth areas is anticipated to be in the range of 29-44 DU/AC.
PROJECT GOALS AND OBJECTIVES

In the space below, please describe the objectives of the proposed planning effort, and outline how they will result in development and/or transportation infrastructure that will support smart growth and increase housing and transportation choices. Specific objectives relating to area transit facilities or access, existing or proposed bicycle facilities, and proposed enhancements to the pedestrian environment should be addressed in this section as well.

- Encourage and support transit-oriented development: The City of San Diego will work with community stakeholders to draft community plan amendments for Linda Vista and Clairemont Mesa that promote residential and commercial mixed-use infill and compact development along Morena Boulevard and the planned (Tecolote Road and Clairemont Drive) and existing (Morena/Linda Vista Green Line) transit stations. Implementation of transit-supportive policies and zoning will serve to increase the return on SANDAG’s investment in transit by improving access to transit stations and providing neighborhood serving commercial businesses and facilities that are currently lacking surrounding the transit stations.

- Revitalize urban centers: This Project will focus on SANDAG’s smart growth areas and work with community stakeholders to develop land uses and zoning that would support and continue to revitalize these areas as urban centers (Tecolote Road and Clairemont Drive) and mixed-use transit corridors (Morena Boulevard). Land use designations and zoning will be put in place to ensure that amenities are provided such as wide sidewalks, crosswalks, bike lanes, bike parking, pedestrian-scale lighting and other features necessary to support the pedestrian environment and encourage transit use.

- Improve infrastructure systems: Infrastructure is a critical factor in providing pedestrian, bicycle, auto, and transit accessibility and is needed to support additional growth within the Project Area. The City of San Diego will prepare a Facilities Financing Plan Amendment for Linda Vista and Clairemont Mesa. This will involve identifying mobility improvements at locations which support the land use and zoning changes, planned and existing transit, and future growth of the two communities.

- Improve air quality and public health by reducing automobile usage and fuel consumption: The number of people who walk and bike in an area is affected by a number of factors including the quality of the pedestrian environment, connectivity, and the proximity of development to public transit and other destinations. By developing Community Plan Amendments for Clairemont Mesa and Linda Vista that contain land uses and policies supportive of transit, the desire to use alternative means of transportation will increase, decreasing greenhouse gas emissions and positively impacting community health due to increased physical activity.

- Strengthen the economy: Once completed, the Mid-Coast Corridor Transit Project will provide access to the region’s two largest economic centers (UTC and downtown), several activity centers, and all three major educational institutions (UCSD, USD, and SDSU). By implementing transit supportive land use and policies throughout Clairemont Mesa and Linda Vista, a wide range of housing, shopping, and employment opportunities will become accessible to a greater number of residents of the San Diego region, allowing for increased equity and quality of life.
PROPOSED METHOD TO MEET SGIP PROGRAM OBJECTIVES

In the space below, please outline the scope of work for the proposed planning effort, and describe how it will meet the objectives listed above. Please describe the specific deliverables that will be developed (i.e. market demand analysis, detailed land use alternatives, form-based codes, parking management strategy, area-specific design standards, etc.), and how the public will be involved. Detail should be provided describing how opportunities for public participation will be publicized and to which groups.

Consultant Selection Process/Administration: City staff will work to hire a consultant to prepare the environmental document including any necessary technical studies.

Community Outreach and Participation: The Project’s community stakeholders will include the community planning groups for Clairemont Mesa and Linda Vista, which are comprised of residents and business owners from neighborhoods in each community, the Morena Business Association, which consists of property and business owners within the Project Area, the University of San Diego, users of public transit, and other community organizations, residents, and property owners.

Public participation has been and will continue to be an integral part of this planning process. The CALTRANS Community-Based Transportation Planning grant, which currently funds the Morena Boulevard Station Area Study Phase I, is currently conducting a series of community outreach workshops/open houses tailored to gather the communities of Clairemont Mesa and Linda Vista’s ideas, concerns, and thoughts to help inform the planning study process. The workshops will address the overall Project Area vision and land use and mobility scenarios. Multi-mobility questionnaires will also be given to community members to gather additional information on ideas, concerns, and thoughts on mobility issues and potential development around the LRT stations. In addition, staff will seek input from organizations with a citywide interest in mobility, sustainability, and public health.

Throughout this planning effort, City staff will continue to work closely with community stakeholders and build upon the outreach that was started in the CALTRANS Community-Based Transportation Planning grant. Clairemont Mesa and Linda Vista Community Plan Amendments and rezones will continue to be developed using a variety of public outreach strategies to derive a consensus vision for the Project Area. Additional meetings will be held to focus input into deciding upon land use and zoning alternatives and streetscape concepts for the Morena Boulevard corridor and Project Area. Project updates and opportunities for in-depth discussions will occur through the regular monthly meetings of the Linda Vista and Clairemont Planning Groups. The Project Area is composed of a diverse population and bilingual translation services will be made available upon request, to reach non-English speaking populations.

Once land use and zoning amendments are established, the environmental document will be drafted and circulated for public review. Public outreach will be facilitated through the use of the City’s website, flyers, mailings, e-mail, and local press releases.

Prepare Land Use Alternatives: Through the public outreach process, City staff will develop land use alternatives and policies based on the Morena Boulevard Station Area Study Phase I results and the policy framework of the 2008 City of San Diego General Plan. Land use scenarios and policies will encourage, support, and maximize transit-oriented development opportunities, promote infill and compact development, revitalize the existing urban centers within the Project Area, and improve pedestrian, bicycle, and transit accessibility.

Develop Zoning Recommendations: Through the public outreach process, City staff will develop a package of rezones that accompany the land use changes.

Facilities Financing Plan Amendment Process: The current Morena Boulevard Station Area Study Plan I will provide recommendations and the City will include financing mechanisms for the improvements by processing Facilities Financing Plan Amendments for Clairemont Mesa and Linda Vista. The City’s development impact fee program and/or future local and state grants are possible funding sources.

Environmental Analysis: Land use and mobility recommendations will become subject to environmental review. The consultant team will draft the appropriate environmental document (anticipated to be a programmatic EIR).
Adoption of Community Plan Amendments and Rezones: Once City staff has drafted the Clairemont Mesa and Linda Vista Community Plan Amendments, the amendments will be presented to the Clairemont and Linda Vista Planning Groups for recommendation. In addition, Planning Commission and City Council hearings will be also be scheduled for approval.
IMPLEMENTATION

Please list the steps required to initiate the planning process and the implementation mechanisms that will result from this planning effort. The applicant should specify if the plan will result in specific regulatory mechanisms to facilitate smart growth, such as a master plan or EIR, or other mechanism that allows for administrative approval of development projects. Otherwise, the applicant should describe what changes will be enacted as a result of the planning effort. Finally, the applicant should identify any potential significant obstacles to successful implementation, including but not limited to cultural or environmental concerns, and how they may be addressed and incorporated into the planning effort.

To initiate this planning process, City staff will work closely with community members to develop land use and zoning recommendations for the Project Area. City staff will then prepare Community Plan Amendments and Facilities Financing Plan Amendments to Clairemont Mesa and Linda Vista. City staff will process the appropriate zoning changes that would be needed to implement the plan concurrent with the community plan amendments. In addition, the preparation of an appropriate environmental document (anticipated to be a programmatic EIR) would follow. With a programmatic environmental document, future development projects located within the Project Area would obtain faster and easier administrative approval, therefore, expediting the planning process and facilitating transit-oriented and smart growth development of the Morena Boulevard corridor and Project Area. The transformation of the corridor consistent with the updated land use vision would occur over time as development projects and capital improvement projects are implemented. Future mobility improvements identified by the Morena Boulevard Station Area Study will be programmed into the City’s capital improvements program and may be pursued for implementation through future grant applications or funding allocations.
EVIDENCE OF LOCAL COMMITMENT AND COMMUNITY SUPPORT

Please describe:

a. How the applicant has demonstrated a commitment to implement smart growth, based on existing plans, policies, incentives, ordinances, or approved smart growth projects.

b. The extent of community support for the proposed planning effort.

Jurisdiction Commitment:

Planning for smart growth and walkable, transit-friendly communities has been a part of the City of San Diego's planning framework for more than three decades. This legacy was continued with an update to the City's General Plan in 2008. The updated General Plan has a strong sustainability focus and includes the City of Villages growth strategy to focus growth into walkable, compact, mixed-use activity centers that are linked to the regional transit system. The General Plan is consistent with the Regional Comprehensive Plan and helps the region meet SB 375 greenhouse gas emission targets. The City also supports smart growth through innovative regulations contained in the Land Development Code, such as: mixed-use commercial zones, parking reductions for transit-areas, small-lot residential and townhouse zoning, bicycle parking requirements, and new provisions for urban agriculture. In addition, the City's Street Design Manual recognizes the role that streets play in shaping the form of the urban environment and was recognized by the State Office of Planning and Research as an example of a complete streets implementation document. The City has also furthered smart growth implementation through its community plans, Bicycle Master Plan, Pedestrian Master Plan, corridor studies, and it's pioneering Transit-Oriented Development Design Guidelines (1992).

Extent of Community Support for Proposed Planning Effort:

More recently, the Community-Based Transportation Planning grant, awarded to the City by CALTRANS, is currently funding the Morena Boulevard Station Area Study Phase I. This study is providing information about how the proposed LRT stations will affect community mobility and land use demand. It is also providing information about existing environmental, economic, and land use conditions that could inhibit transit-oriented development in the Study Area and economic information on the factors driving decisions about developing transit-oriented development projects and the means to fund mobility improvements. This study is being used as a tool to guide the future land use and zoning changes proposed throughout this grant. Further, over the past several years, City of San Diego staff has worked closely with SANDAG staff in coordinating SANDAG’s Mid-Coast Corridor Transit Project, which plans to extend trolley service from downtown San Diego to the University City community. The implementation of this Project will promote, facilitate, and concentrate future development within Linda Vista and Clairemont Mesa near activity centers and within the transit corridor. Throughout this planning effort, City staff will continue to work closely with community stakeholders and build upon the outreach that has already started from the Morena Boulevard Station Area Study Phase I.
**MATCHING FUNDS**

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

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<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
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<tr>
<td>In-Kind Staff</td>
<td>$ 40,000.00</td>
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Briefly describe any other aspects of the project that are relevant to its scoring.

This Project proposes land use and policy amendments along with Facilities Financing Plan amendments and corresponding rezones as well as the preparation of a programmatic environmental document in the vicinity of three key transit station areas, one existing and two planned along the future Mid-Coast Trolley Line corridor. The improvements are intended to help realize the transformative potential of the Trolley by laying the foundation for future transit-oriented development that will contribute to the economic vitality of the communities that the Trolley serves. With the Mid-Coast Trolley Extension, Morena Boulevard will soon be in a unique position to further that investment with improvements to the pedestrian environment to showcase how transit can spur neighborhood development and continue the transformation of Morena Boulevard from a primarily auto-oriented corridor into a multi-modal pedestrian friendly asset that links the surrounding neighborhoods. By building upon the transit investment that SANDAG is providing, the City of San Diego can combine resources to create a long range planning effort that will not only create a sense of place, increase access to the Mid-Coast Corridor LRT, increase future housing opportunities, and decrease the region’s dependency on the automobile and greenhouse gas emissions, but also display the continued commitment to smart growth and transit oriented development and demonstrate the benefit of transit improvements in these communities and elsewhere in the region.
SANDAG SMART GROWTH INCENTIVE GRANT PROGRAM  SCOPE OF WORK, SCHEDULE, AND BUDGET

Project Title: Morena Boulevard Station Area Study Phase II (Policy Implementation Phase)

Project Type: SANDAG Smart Growth Implementation Program grant application

Project Location/Limits:
The Project Area is located entirely within the smart growth areas that parallel the planned Mid-Coast Light Rail Transit (LRT) corridor along Morena Boulevard from Friars Road to Clairemont Drive as identified on the smart growth opportunity concept map.

Project Description:
This Project will support the Mid-Coast Trolley Line and the future development of the Project Area by encouraging mixed-use transit-oriented development surrounding the existing and planned trolley stations, and enhancing multi-modal connectivity and access for pedestrians, bicyclists, and transit riders. This will be accomplished through the preparation of amendments to the Linda Vista Community Plan and the Linda Vista Facilities Financing Plan; the preparation of amendments to the Clairemont Mesa Community Plan and the Clairemont Mesa Facilities Financing Plan; the process of rezones and; the preparation of a programmatic environmental document.

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*approximate

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<td>Mar-14</td>
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<td>Adoption of Community Plan Amendments and Rezones</td>
<td>Community planning group approval; Planning Commission Hearing and approval; City Council Hearing and approval; Adopted Community Plan Amendments into active policy and zoning</td>
<td>May-15</td>
<td>Sep-15</td>
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TOTALS $400,000 $40,000 $440,000

PROJECT REVENUES

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RESOLUTION NUMBER R- 307956

DATE OF FINAL PASSAGE JAN 14 2013

A RESOLUTION AUTHORIZING APPLICATIONS FOR, ACCEPTANCE, AND EXPENDITURE OF GRANT FUNDING FROM SANDAG FOR THE TRANSNET SMART GROWTH INCENTIVE PROGRAM AND ACCEPTING THE TERMS OF THE GRANT AGREEMENTS.

WHEREAS, the San Diego Association of Governments (SANDAG) has established the Smart Growth Incentive Program (SGIP) to provide TransNet funding for a competitive grant program to fund transportation-related infrastructure improvements and planning activities that will help better coordinate transportation and land use in the region; and

WHEREAS, for the current grant cycle, the SGIP has $9.6 million total, which is split into two grant types: capital projects ($7.68 million) and planning projects ($1.92 million); and

WHEREAS, the City of San Diego seeks to submit five planning project applications requesting an amount not to exceed $1,675,000 in TransNet SGIP funding and four capital project applications requesting an amount not to exceed $3,300,000; and

WHEREAS, the five proposed planning project grant applications are for the following projects: 1) Morena Boulevard Station Area Study Phase II ($400,000); 2) El Cajon Boulevard ($400,000); 3) Pacific Beach Park ($400,000); 4) East Village Green/14th Street Promenade Master Plan ($300,000); and 5) Sixth Avenue Bridge Promenade ($175,000); and

WHEREAS, the four proposed capital project grant applications are for the following projects: 1) University Avenue and 54th Street Roadway Improvements ($1,440,000); 2) Island Avenue Green Street Mobility Improvements ($1,000,000); 3) Downtown Wayfinding Signage

-PAGE 1 OF 4-
Program ($500,000); and 4) Five Points Neighborhood Pedestrian Improvements/Washington Street Improvements Phase II ($360,000); and

WHEREAS, the City of San Diego 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 Morena Boulevard Station Area Study Phase II grant application will include a match of $45,000 of in-kind staff time. The El Cajon Boulevard grant application will include a match of $45,000 of in-kind staff time, as well as a local match of $50,000 from the Mid-City Community Parking District Fund. The Pacific Beach Park grant application will include a local match of $70,000; $45,000 of which is from in-kind staff time, $10,000 of which is from Council District 2 FY 2013 City Council Community Project, Programs and Services (CPPS) Funds, and $15,000 from Council District 2 FY 2014 CPPS Funds. East Village Green/14th Street Promenade Master Plan grant application will include a local match of $100,000 from the Centre City Public Facilities Financing Plan. The Sixth Avenue Bridge Promenade grant application will not include any matching funds. The University Avenue and 54th Street Roadway Improvements application will include a match of $160,000 already allocated to the project. The Island Avenue Green Street Mobility Improvements application will include a match of $300,000 from the Downtown Parking District. The Downtown Wayfinding Signage Program application will include a match of $1,000,000 from the Downtown Parking District. The Five Points Neighborhood Pedestrian Improvements/Washington Street Improvements Phase II application will include a match of $450,000 already allocated to the project; and
WHEREAS, the City of San Diego agrees to complete the proposed grant projects within a timely manner and in compliance with SANDAG Board Policy No.035; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego, as follows:

1. That the Mayor or his representative is authorized to file nine grant applications with SANDAG, execute the grant agreements on file in the office of the City Clerk as RR- 307956, and to take all necessary actions to secure funding for an amount not to exceed $4,975,000 in SANDAG TransNet SGIP Grant funds.

2. That the Chief Financial Officer is authorized to accept an amount not to exceed $4,975,000 in SANDAG TransNet SGIP Grant funds.

3. That the Chief Financial Officer is authorized to appropriate and expend an amount not to exceed $4,975,000, contingent upon receipt of fully executed grant agreements.

4. That the Chief Financial Officer is authorized to establish a special interest-bearing fund, Grant Projects Fund, if required and contingent upon receipt of fully executed grant agreements.

5. That the Mayor or his representative is authorized to enter into an agreement with Civic San Diego for grant implementation.

APPROVED: JAN L. GOLDSMITH, City Attorney

By

Corrine L. Neuffer
Deputy City Attorney

CLN:js
12/14/2012
01/08/2013 COR. COPY
Dept: Planning
Doc #495692
I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of JAN 8, 2013

ELIZABETH S. MALAND
City Clerk

By
Deputy City Clerk

BOB FILNER, Mayor

Approved: 1/14/13
(date)

Vetoed: (date)

BOB FILNER, Mayor
Morena Boulevard Station Area Study Phase II
Smart Growth Incentive Program Application

Source:
- SANDAG Existing Land Use Database January 2009

Existing Land Use
January 2013
Morena Boulevard Station Area Study Phase II
Smart Growth Incentive Program Application

Bicycle Facilities

January 2013

Note: Facilities include routes, paths and lanes, both existing and proposed.
Sources: Bicycle Master Plan, City of San Diego
January 16, 2013

Mr. Gary Gallegos, Executive Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Gallegos:

As the San Diego City Councilman fortunate enough to represent the majority of San Diego’s beach and bay communities, it is my pleasure to support the City of San Diego’s application for a $400,000 planning grant under the Smart Growth Incentive Program to fund the Morena Boulevard Station Area Study Phase II.

We must constantly pursue opportunities to celebrate and enhance our community’s quality of life. The highly anticipated Mid-Coast Corridor Transit Project will provide two new trolley stations at Tecolote Road and Clairemont Drive, areas that currently warrant safer passage for pedestrians and cyclists. The City will identify pedestrian and bike improvements that will increase mobility, pave the way for future transit-oriented development, and draw San Diegans to this hub of commerce by partnering with local community and business groups, SANDAG, the Metropolitan Transit System, and other stakeholder agencies.

I strongly encourage your approval of the City of San Diego’s application for planning grant funding and appreciate your consideration.

Sincerely,

Kevin L. Faulconer
Councilmember
Second District

KLF:ic
January 14, 2013

Mr. Brian Schoenfisch
Senior Planner
City of San Diego
1222 1st Avenue, MS 413
San Diego, CA 92101

Dear Mr. Schoenfisch:

SUBJECT: Letter of Support for Morena Boulevard Station Area Study Phase II Smart Growth Incentive Program Planning Grant Application

I am writing to support the City of San Diego’s SANDAG Smart Growth Incentive Program grant application. This grant is needed for the City to implement the resulting work of the Morena Boulevard Station Area Study Phase I currently in progress.

As the San Diego region continues to grow, in the coming years the City must plan to accommodate its growth by improving mobility options and promoting infill development. By supporting transit-oriented development and smart growth, the future development of the existing (Morena/Linda Vista) and the planned (Tecolote Drive and Clairemont Drive) light rail station areas can do so in a manner that is not only sustainable, but in a way that promotes healthy community lifestyles and increases overall community livability.

Sincerely,

Lorie Zapf
Councilmember
Council District 6
January 15, 2013

Mr. Brian Schoenfisch
Senior Planner
City of San Diego
1222 1st Avenue, MS 413
San Diego, CA 92101

Dear Mr. Schoenfisch:

SUBJECT: Letter of Support for Morena Boulevard Station Area Study Phase II Smart Growth Incentive Program Planning Grant Application

The Clairemont Community Planning Group enthusiastically and unanimously supports the City of San Diego’s SANDAG Smart Growth Incentive Program grant application for the Morena Boulevard Station Area Study Phase II. This grant is needed to reinvigorate the areas surrounding the existing (Morena/Linda Vista) and planned (Tecolote Road and Clairemont Drive) light rail station areas by encouraging mixed-use, transit-oriented development and pedestrian/bicycle connections to the stations.

Sincerely,

Brooke Peterson
Chair
Clairemont Community Planning Group
Morena Blvd and Clairemont Dr. Vacant Shopping Center which is adjacent to the proposed LRT Station.

Morena Blvd & Tecolote Rd. Retail and industrial uses adjacent to the proposed LRT Station.

Morena Blvd & Linda Vista Rd. Retail and industrial uses adjacent to the existing LRT Station.

SANDAG Smart Growth Incentive Program Planning Grant
Morena Blvd Station Area Study Phase II (Policy Implementation Phase)
City of San Diego