

CAPITAL GRANTS APPLICATION

APPLICATION FORM

Project Title: Westside Mobility Improvement Project
Applicant (Jurisdiction): City of National City
Requested SGIP Funds (Dollars): \$2,000,000

APPLICATION CHECKLIST

Required forms and templates are provided at sandag.org/cycle3grants.

All materials should be submitted electronically. No hard copies will be accepted. If any of the required elements are not included with the application by the deadline (with the exception of non-applicable and recommended items), the application will be deemed ineligible.

Please indicate application completeness by checking the following boxes.

Application Requirements:

SGIP Capital Grant Application (using this fillable PDF application form).

Required Attachments:

- Attachment 1:** Signed copy of the Applicant Statement Form (signature required).
- Attachment 2:** Resolution including all statements provided in the Sample Resolution and documenting the source(s) of all matching funds.
 - Attachment 2A:** (If applicable) If the proposed project abuts other jurisdiction(s), include documentation showing the project is in the adopted plans of the adjacent jurisdiction(s), OR a letter from the abutting jurisdiction(s) showing that cooperative efforts are underway.
- Attachment 3:** A site plan and typical cross sections or renderings depicting project-level detail and demonstrating that minimum design standards are being met.
- Attachment 4:** 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. With regard to transit facilities, show route alignments and transit stops/stations.
 - Attachment 4A:** (If available) Provide GIS project footprint shapefile (zipped file).
 - Attachment 4B:** (If applicable) Provide documentation of existing or planned bike facilities that are not currently shown on the San Diego Regional Bike Map or in local bicycle master plans.
- Attachment 5:** Provide Entitled Development and Affordable Housing Information (using Criteria B2, C1, and C2 Spreadsheet) for the following criteria:
 - B2. Entitled Development Density
 - C1. New Affordable Housing Developments
 - C2. Low to Very Low-Income Affordable Units
- Attachment 6:** Feasibility study or an equivalent evaluation of project feasibility (see eligibility requirements).
 - Attachment 6A:** (If applicable) Include verification documents for any "Yes" response(s) in Criterion 3, Project Readiness.
- Attachment 7:** Project Scope of Work, Schedule, and Budget Worksheet including allotment for baseline data collection. For projects over \$1 million, include a phasing plan that prioritizes project elements.

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Recommended Attachments: (Please check boxes if applicable)

- Aerial photos and other photographs depicting existing conditions.
- Documentation of support for the project from community groups or individuals.

Other Attachments – Please list

- TIMS Collision Data _____
- _____
- _____

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PROJECT SUMMARY

Applicant (Jurisdiction): City of National City

Project Title: Westside Mobility Improvement Project

Primary (and if applicable, secondary) Smart Growth Opportunity Area Identifier(s) and Location(s):
 (Ex. CV 5 Palomar Gateway at Palomar Street and Industrial Boulevard; see Smart Growth Concept Map to confirm location)
 NC-1 Existing/Planned Urban Center and NC-2 Existing/Planned Town Center

Project Area Limits:
 (Ex. 4th Street and 5th Street between Laurel Street and Ash Street)

The project is contained within the Downtown and Westside Specific Plan areas and includes improvements along Wilson Avenue, Hoover Avenue, 12th Street, Civic Center Dr, and 14th Street. This project is also located within SANDAG's Regional Smart Growth Map Areas NC-1 and NC-2.

Project Summary:
 The proposed project enhances bicycling and pedestrian connections in the Downtown and Westside Specific Plan areas and encourages smart growth development through the following improvements: completing the missing Class II bicycle facilities, bicycle racks, trash/recycling receptacles, intersection curb bulb-outs at key intersections, ADA-compliant curb ramps at intersections with improved crosswalks, traffic circles at 10 intersections, public art within the traffic circles, decorative street lighting along the Wilson Avenue and 14th Street community corridors, and communications support system. All improvements are consistent with the buildout of the Westside Specific Plan, which will support the future mixed-use developments in the area through the redevelopment process.

Name, Title, and Phone Number of Primary Contact for Application:
 Kuna Muthusamy, PE, Assistant Director of Public Works, (619) 336-4383

Name and Title of Project Manager (if different from above):

Street Address: 1243 National City Boulevard	City and ZIP Code: National City 91950
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Phone Number of Project Manager: (619) 336-4383	Email Address of Project Manager: kmuthusamy@nationalcity.gov
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Other Project Partners:

SGIP Grant Funds Request	\$ 2,000,000.00	91	%
Matching Funds	\$ 200,000.00	9	%
Total Project Cost = SGIP Grant Funds + Matching Funds	\$ 2,200,000.00	100%	

MINIMUM DESIGN STANDARDS & GUIDELINES

Include as **Attachment 3** a site plan and typical cross sections or renderings depicting project-level detail clearly illustrating that the minimum design standard is being met. Plans provided must be actual cross-section drawings. Provide photographs, if applicable. This criterion is unscored, but is required for eligibility. See Eligibility Criteria for more information on design standards and guidelines.

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GRANT APPLICATION QUESTIONS

Points calculated by SANDAG staff are marked with an asterisk (*).

1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENT (26% of total points)

Provide vicinity maps as **Attachment 4** showing the project location and local/regional street, bicycle, transit, and highway facilities within and near the project area. If available, provide a GIS project footprint shapefile (zipped file) as **Attachment 4A**.

A. INTENSITY OF PLANNED DEVELOPMENT IN THE PROJECT'S SMART GROWTH OPPORTUNITY AREA (SGOA)

A1. Planned Densities Relative to SGOA Place Type Thresholds* (2% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion based on the land use designations in the currently adopted regional growth forecast.

The calculation will compare planned land use densities for the project area to the minimum density thresholds for the project's SGOA place type. Projects in areas with planned residential and/or employment densities that exceed the minimum density threshold for its designated SGOA place type will score highest in this category. No information is needed from the Applicant for this section. (Up to 6 points possible with weight multiplier of 1)

A2. Expedited Approval Process (1% of points)

Can the Applicant demonstrate that a specific plan, community plan, master EIR, or other mechanism is in place to allow for administrative or expedited approval of development projects? **YES** or **NO**

If so, please explain the mechanism for expedited approval. (Up to 4 points possible with weight multiplier of 1)

The proposed improvements associated with the project are contained in both the Downtown and Westside Specific Plan areas. The Downtown Specific Plan was finalized in February 2005. The Westside Specific Plan was finalized in February 2010. These specific plan areas were analyzed as part of the Final EIR for both plans. All of the proposed improvements are consistent with the standards set forth and included in the Specific Plans.

Future development projects that are consistent and comply with the development standards within the specific plan areas are exempt from subsequent environmental analysis. Only a consistency review is required, which includes project compliance with the Smart Growth policies and established development standards. All of this translates to an expedited approval process.

Several recently completed projects involving similar design elements (curb bulb-outs, enhanced pedestrian crosswalks, decorative lighting, Class II bike lanes, etc.) have been implemented through the consistency review process. These projects included the Coolidge Avenue Corridor as part of the Downtown - Westside Community Connections Project and the Safe Routes to School Project.

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B. EXISTING AND ENTITLED LAND DEVELOPMENT AROUND THE PROPOSED CAPITAL PROJECT

B1. EXISTING Development Density within a 1/4 mile radius of the Proposed Capital Project Site relative to SGOA Place Type Thresholds* (2% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion based on the land use designations in the currently adopted regional growth forecast.

Existing development density around the proposed Capital Project will be calculated by SANDAG, comparing existing densities within 1/4-mile of the project to the density thresholds for the project's designated SGOA place type. The 1/4-mile area around a project will extend for the full length of linear projects. Project areas where residential and/or employment development exceeds the minimum density threshold for its designated SGOA place type will score the highest in this category. No information is needed from the Applicant for this section. (Up to 6 points possible with weight multiplier of 1)

B2. ENTITLED Development Density within a 1/4 mile radius of the Proposed Capital Project Site relative to SGOA Place Type Thresholds* (2% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion based on information provided by the Applicant.

Include the completed "Criteria B2, C1, and C2" Spreadsheet as **Attachment 5**, providing information for each entitled development project or project under construction located within a 1/4 mile of the proposed Capital Project.

ENTITLED development projects within a 1/4-mile radius of the proposed Capital Project will qualify if any portion of the development project boundary is within the 1/4-mile area surrounding the proposed Capital Project. Entitled development projects include projects that have been approved by a city council or the Board of Supervisors, but are not yet under construction or are in initial phases of construction and have not been completed by March 20, 2015. Densities will be scored relative to the minimum threshold for the area's smart growth place type. To receive points, Applicant must describe entitled development projects and projects under construction. (Up to 6 points possible with weight multiplier of 1)

NOTE: Information for Criterion B-2 (ENTITLED Development Density within a 1/4 mile Radius of Proposed Capital Project Site); Criterion C-1 (New Affordable Housing Development); and Criterion C-2 (Low to Very Low-Income Affordable Units) will be collected in the same spreadsheet.

B3. Mix of Uses* (2% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion based on the land use designations in the currently adopted regional growth forecast.

Mix of uses will be calculated by SANDAG by counting the number of current uses in the project area. In order to receive points, the project area must contain multi-family residential uses in addition to one or more of the following categories of land uses: single-family residential, retail, office, civic, parks, and visitor-serving. Projects without multi-family residential within 1/4 mile of the project area will not be eligible to receive any points. No information is needed from the Applicant for this section. (Up to 3 points possible with weight multiplier of 2)

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B4. New Uses* (1% of points)

Note: SANDAG staff will calculate the points awarded for this criterion based on information provided by the Applicant.

The Applicant must provide evidence of any new uses that would be added to the project area as a result of land development that the proposed Capital Project would support. Will the proposed Capital Project result in development that will support new land uses? **YES** or **NO**

If yes please provide evidence for any new land uses that would result from the Capital Project. (Up to 2 points possible with weight multiplier of 1)

The project study area is located along corridors that are surrounded by existing commercial and single family land uses. Proposed land uses are planned to intensify development of the area and include a large percentage increase in mixed-use projects, particularly along the Wilson Avenue and Civic Center Drive corridors. The bicycle lanes and decorative lighting improvements along Wilson Avenue would enhance the travel of non-motorized users and would support redevelopment and new uses along the corridor.

There are two large development projects located within a 1/4 mile radius of the project that will contribute to smart growth revitalization. Both of these projects, once completed, will contribute to the growth and increase of pedestrian/bicycling activity in the project area and those users will benefit from the additional improvements associated with the project. These development projects are described in more detail below:

1) Westside Infill Transit Oriented Development (WI-TOD): This project, also known as the Paradise Creek Affordable Housing project, is a 201-unit affordable housing development located on the east side of Paradise Creek near the Coolidge Avenue/24th Street intersection. The project would also expand the Paradise Creek Educational Park on the west side of the creek. This project is located within a short walk/bike ride from the 24th Street trolley station and would enhance the quality of life of these residents and others in the neighborhood by providing opportunities for active and passive play.

2) The Park Lofts at Library Village: This project is a 221-unit residential development located near the National City Boulevard/16th Street intersection. This project site is located only a few blocks from the civic center core and within walking distance to the library and Kimball Park.

C. NEW AFFORDABLE HOUSING DEVELOPMENT

C1. New Affordable Housing Development* (2% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion based on information provided by the Applicant.

Include the completed "Criteria B2, C1, and C2" Spreadsheet as **Attachment 5**, identifying any new affordable housing that will be produced in conjunction with the entitled land development within 1/4-mile of the project. "Affordable Housing" means housing that serves extremely low, very low, or low-income households (between 0 to 80 percent of area median income adjusted for household size). Affordable housing costs are defined in Section 6918 for renters and Section 6920 for purchasers of Title 25 of the California Code of Regulations, and in Sections 50052.5 and 50053 of the Health and Safety Code, or by the applicable funding source or program. Acquired and rehabilitated affordable housing qualifies under this. (Up to 3 points possible with weight multiplier of 2)

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C2. Low to Very Low-Income Affordable Units* (1% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion based on information provided by the Applicant.

Include the completed "Criteria B2, C1, and C2" Spreadsheet as **Attachment 5**, identifying whether 50-100 percent of units in each of the developments identified in Section C1, above, are restricted to low and very low-income residents. (Up to 2 points possible with weight multiplier of 1)

D. TRANSPORTATION CHARACTERISTICS (Within walking and biking distance of proposed Capital Project)

NOTE: SANDAG staff will calculate the points awarded for these criteria based on the transportation facilities within particular distances of the project boundary. Walking distance will be determined through geographic system information transit and bicycle networks, and network of actual available walking paths.

D1. Relation to Transit* (4% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion.

Proposed Capital Projects that are closer to regional or corridor transit stations will receive higher points. Proposed Capital Projects within a 1/4 mile of a local high-frequency transit stop will also receive points. This will be calculated by SANDAG based on the existing or programmed transit facilities included in the currently adopted Regional Transportation Plan Network. No information is needed from the Applicant for this section. (Up to 12 points possible with weight multiplier of 1)

D2. Bicycle Facilities* (1% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion.

Bicycle facilities will be identified by the current San Diego Regional Bike Map. If existing or planned bike facilities are not currently shown on the San Diego Regional Bike Map or in local bicycle master plans, the Applicant should provide additional information as **Attachment 4B** as applicable.

Only bicycle facilities consistent with California Highway Design, Chapter 1000 standards will qualify. One point will be awarded where bicycle facilities exist or are planned within a 1/4 mile radius of the proposed Capital Project, and two points when those facilities connect directly to the project. (Up to 2 points possible with weight multiplier of 2)

D3. Walkability* (3% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion.

Walkability will be determined based on the intersection density of the street network in the project area using the following scale. No information is needed from the Applicant for this section. (Up to 4 points possible with weight multiplier of 2)

Intersection Density (per Square Mile)	Points
290 or greater	4
225-289	3
100-224	2
Less than 100	1

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D4. Transportation Demand Management (TDM) Strategies* (1% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion based on information provided by the Applicant.

TDM strategies may include, but are not limited to: requiring TDM plans as part of the development review process; parking management strategies such as shared parking or allowing reductions in parking requirements; incentives such as transit pass programs for employees or residents in the area; vanpool/carpool programs; parking cash-out programs for employees; car or bike sharing programs; shuttle services to rail stations or major destinations; and other strategies within the project area. Existing programs will receive two points and proposed programs (including implementation strategies) will receive one point.

Are there existing or proposed TDM programs or policies in place that are specific to the project area?

YES or **NO**

If Yes, describe the applicable program, and specify whether the program is EXISTING or PROPOSED. (Up to 2 points possible with weight multiplier of 2)

One of the key policies identified in the City's Circulation Element focuses on TDM. The TDM goals are to increase the usage of alternative modes of travel to reduce peak-hour vehicular trips, save energy, and improve air quality. Several of the specific policies include:

- C-4.1: Encourage businesses to provide flexible work schedules for employees
- C-4.2: Encourage employers to offer shared commute programs and/or incentives for employees to use transit
- C-4.3: Require new uses to provide adequate bicycle parking and support facilities
- C-4.4: Encourage carpooling and other shared commute programs
- C-4.5: Encourage the use of alternative transportation modes
- C-4.6: Prioritize attention to transportation uses around schools to reduce school-related vehicle trips

Development projects located in the Westside and Downtown Specific Plan Areas must submit a TDM plan as part of the consistency review. The TDM plan is required in order to support smart growth concepts, increase non-motorized trips, and improve the cost efficiencies associated with parking. The City will consider off-site parking reductions if a project demonstrates best management practices that include:

- Moderate to high density projects supporting shared use and parking resource turnovers
- Mixed-use projects within a 10-minute walk zone to decrease parking demand
- Senior/assisted-living/affordable housing projects that decrease parking demand
- Unbundled parking costs passed on to tenants/residents to assure excessive and subsidized parking does not occur
- Shared parking strategies to offset peak uses for residential and retail
- Car sharing programs/transit pass purchases paid for by a development or through an association/assessment
- Priority parking for vanpool and carpool users
- Non-reserved tenant and resident spaces that uses parking supply at higher efficiency levels
- Developer or agency supplied shuttle to the trolley station

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E. COMMUNITY DESIGN FEATURES

E1. Urban Design Characteristics and Community Context (4% of points)

This criterion will be scored by the evaluation panel using aerial imagery, Google Street View, and/or site visits and guidance from the following sections in *Designing for Smart Growth: Creating Great Places in the San Diego Region*.

- Chapter 3 – Site Design, Section 3.3: Site Access
- Chapter 3 – Site Design, Section 3.4: Connectivity
- Chapter 4 – Building Design, Section 4.1: Building Frontage
- Chapter 9 – Parking
- Chapter 10 – Smart Growth Scorecard, Section 3: Consistent Street Edge (for large developments)
- Chapter 10 – Smart Growth Scorecard, Section 4: Street Frontages

The highest scoring projects will be located in project areas that exemplify the principles in all or a majority of the above sections. Lower scoring projects will be located in project areas that minimally exemplify principles in only one or a few of the above sections. Panel members will be provided with the above sections from *Designing for Smart Growth*.

Points are also available under this criterion if the local jurisdiction has developed design guidance that is in line with the above principles for the project area, such as:

- Design Guidelines
- Form-based codes
- Rendering of proposed development in the project area

This question continues onto the next page.

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E1. Urban Design Characteristics and Community Context (4% of points) - Continued

Which 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 or form-based codes, which 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 enhance community context and meet local needs for goods, services, entertainment, etc., within walking distance of residents or employees. (Up to 6 points possible with weight multiplier of 2)

Over the last few years, National City has seen the construction and/or approval of several key projects that have created a unique sense of place and have begun to develop a vibrant urban center in the project study area. Some of these projects include:

- 8th Street Smart Growth Corridor Revitalization, which strengthened the physical and visual link between the 8th Street Trolley Station and Downtown National City
- Coolidge Avenue Improvements, which improved the safety, walkability, and bikeability along the most popular route children take to Kimball Elementary School
- Kimball Park and El Toyon Park Improvements
- A Avenue "Green" Street, which creates a safe walking path connecting Historic Brick Row, Morgan Square, Public Library, Kimball Park, and City Hall
- A new Chamber of Commerce building
- A state-of-the-art public library near Kimball Park
- Restoration of the Historic Brick Row on Heritage Square
- Creation of Morgan Square, where people can gather at the public plaza
- WI-TOD and Park Lofts at Library Village (currently under construction)

The Westside Mobility Improvement Project expands upon these projects listed above to fully develop the City's urban and town centers. Many of the existing buildings/houses along the project corridors have none to small setbacks and surface parking lots are non-existent. The project study area is generally laid out in a grid system, making it a more walkable/bikeable community with connections to local bus stops and regional transit service provided at the 8th Street and 24th Street Trolley Stations. The project would further enhance the connections to these local and regional stops and would encourage future smart growth redevelopment to take advantage of the project features (i.e, new Class II bike lanes and traffic circles to calm traffic, curb bulb-outs, and bicycle amenities).

The Downtown and Westside Specific Plans include "form-based" design guidelines that emphasize building forms over individual land uses for achieving walkable neighborhoods, energy and resource efficiency, mixed-use and transit-oriented development, and transportation demand management (TDM) solutions. The review criteria established in the Specific Plans provide urban design guidelines for building forms, scale, uses, textures, densities, mass, architectural articulation, frontage, and access to parking.

Within a 1/4 mile radius of the project area, the predominant land uses under existing conditions include single family residential and industrial uses. The Civic Center area including Kimball Park is also located within the sphere of influence. The proposed land uses in the study area includes a significant increase in mixed-use projects. The residents living in the area would benefit the most since their needs for goods, services, and entertainment are offered within a 1/4 mile of the project area, which would increase the walking and bicycling usage. See Attachment 4a.

The project will attract more residents and visitors to Downtown National City and will ultimately stimulate development, economic, and other interests. Walkability, bikeability, and public transit access are important for residents and employees in the project area and will be used to stimulate new development and economic interests. In particular, improvements along Wilson Avenue will ultimately connect the pedestrians and bicyclists from the 24th Street Trolley Station with the Civic Center areas of the City.

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2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (30% of total points)

A. SUPPORT FOR PUBLIC TRANSIT (8% of points)

This criterion will be scored by the evaluation panel, using guidance from the following sections in *Designing for Smart Growth: Creating Great Places in the San Diego Region*.

- Chapter 5 – Multimodal Streets – in terms of guidance for stops and stations, as well as bicycle and pedestrian access to transit.
- Chapter 6 – Transit Stations
- Chapter 10 – Smart Growth Scorecard, Section 10: Transit Access (for streetscapes)

The highest scoring projects will propose elements that exemplify the principles in all or a majority of the above sections. Lower scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections. Panel members will be provided with the above sections from *Designing for Smart Growth*.

This question continues onto the next page.

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2A. SUPPORT FOR PUBLIC TRANSIT (8% of points) - Continued

Describe how the completed project will support the use of regional public transit in the project area. List the specific treatments included in the Capital Project that would support public transit. Note that treatments upon which points are awarded may become requirements reflected in the Grant Agreement with SANDAG. (Up to 5 points possible with weight multiplier of 5)

The project is located in the Westside and Downtown Specific Plan areas. A large percentage of the specific plan area contains residential and industrial land uses. The infrastructure improvements associated with the project will not only support the use of regional public transit in the project area, but also promote it to future users as the area redevelops with more mixed-use development projects.

Some of the specific improvements that the project will complete to improve transit access include the following:

- The Westside Specific Plan area currently has Class II bicycle facilities along 18th Street, Coolidge Avenue, and Hoover Avenue. The project proposes to extend the Class II bicycle facility on Hoover Avenue from Civic Center Drive to Plaza Boulevard and install new Class II bicycle facilities along Wilson Avenue from Civic Center Drive to the 24th Street Trolley Station, Civic Center Drive from I-5 to Roosevelt Avenue, Roosevelt Avenue from Civic Center Drive to 12th Street, and 12th Street from Roosevelt Avenue to National City Boulevard. The proposed improvements will more than double the amount of bicycle lanes in the Westside Specific Plan area and provide critical connections to the 24th Street Trolley Station and other parts of the San Diego region via the Blue Line.
- Installation of curb bulb-outs at the Wilson Avenue/18th Street and Coolidge Avenue/14th Street intersections further enhances transit patrons accessibility by creating shorter crossing distances at intersections. New crosswalk striping will enhance the visibility of a pedestrian and makes it easier and safer for pedestrians to walk to the bus stops.
- Pedestrian access to transit will further be enhanced from the installation of decorative lighting improvements along the Wilson Avenue and 14th Street corridors.
- The traffic circles will function as traffic calming devices and will slow vehicles along various streets in the project area. The slower vehicles would result in additional drivers' awareness of pedestrians/bicyclists and would encourage a higher usage of walking/biking to an existing bus stop or Trolley Station.
- Many of the residents of the future Westside Infill Transit Oriented Development (WI-TOD) affordable housing project will take advantage of the new Class II bike lanes and decorative lighting and travel to/from the 24th Street Trolley Station since they would be located only a few blocks away.

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B. PROVIDING TRANSPORTATION CHOICES (8% of points)

This criterion will be scored by the evaluation panel, using guidance from the following sections in *Designing for Smart Growth: Creating Great Places in the San Diego Region*.

- Chapter 5 – Multimodal Streets
- Chapter 10 – Smart Growth Scorecard, Section 8: Street Connectivity (for streetscapes)
- Chapter 10 – Smart Growth Scorecard, Section 9: Pedestrian Realm
- Chapter 10 – Smart Growth Scorecard, Section 13: Vehicle and Bicycle Parking (for streetscapes)
- Chapter 10 – Smart Growth Scorecard, Section 14: Parking Demand Management (for streetscapes)

The highest scoring projects will propose elements that exemplify the principles in all or a majority of the above sections. Lower scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections. Panel members will be provided with the above sections from *Designing for Smart Growth*.

Additionally:

- Pedestrian facility design must be consistent with the recommendations in the SANDAG Planning and Designing for Pedestrians and should improve street crossings where necessary.
- Bicycle facilities should be designed consistent with the requirements of Chapter 1000 of the California Highway Design Manual, or the California Manual on Uniform Traffic Control Devices. Projects may also use the American Association of State Highway and Transportation Officials standards. Bicycle parking should be designed consistent with the bicycle parking guidelines in the Riding to 2050: San Diego Regional Bicycle Plan. Highest scoring projects will provide continuity with bike routes beyond the immediate project area and connect to important community destinations, especially public transit.
- Projects that do not directly facilitate travel, such as public gathering areas, should contribute to reducing vehicle miles traveled by bringing needed public places into walking or bicycling range of community members.

This question continues onto the next page.

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2B. PROVIDING TRANSPORTATION CHOICES (8% of points) - Continued

Applicant should list the treatments included in the Capital Project that support walking and biking and decrease vehicle miles traveled. Note that treatments upon which points are awarded may become requirements reflected in the Grant Agreement. Projects that do not directly facilitate travel, such as public gathering areas, should contribute to reducing vehicle miles traveled by bringing needed public spaces into walking or biking range of community members. Changes to parking should reduce the role of the car for travel in the area. (Up to 5 points possible with weight multiplier of 5)

The improvements associated with the project will greatly improve pedestrian and bicycle access to regional transit facilities, local commercial businesses, and other places of interest such as the Education Village, Chamber of Commerce, Civic Center areas including City Hall, the public library, Kimball Park, Morgan Square, and Case De Salud Community Center. Residents and visitors to the area will be less reliant on the use of their vehicle due to the enhanced pedestrian environment and bicycle facilities that will improve safety and connectivity.

Some of the pedestrian enhancements include:

- The project will provide traffic calming measures by adding curb bulb-outs and high visibility crosswalks at select locations. The curb bulb-outs will result in shorter crossing distances for pedestrians and will result in slower travel speeds. In particular, curb bulb-outs at the Coolidge Avenue/14th Street intersection would complement the Casa de Salud site, which is used as a youth center with many children who are in the area.
- The project will install ADA-compliant curb ramps at select locations. This enhancement will improve pedestrian accessibility, especially for pedestrians with disabilities.
- Decorative street lighting along the Wilson Avenue and 14th Street corridor will be installed, which will enhance the aesthetics and improve the lighting levels.
- Additional pedestrian amenities will enhance the pedestrian environment, which include recycling receptacles, wayfinding signage and public art.

Some of the bicycling enhancements include:

- The project will install Class II bicycle lanes along Wilson Avenue, Civic Center Drive, Hoover Avenue, Roosevelt Avenue, and 12th Street.
- Bicycle racks will be strategically located throughout the project area to provide infrastructure for bicyclists to secure their bicycle when reaching their final destination.

The project will link two key public spaces within the study area, which includes the 24th Street Trolley Station on the southwest portion of the study area with the Civic Center areas in the northeast portion of the study area. The project will also link the 24th Street Trolley Station with the 8th Street Smart Growth corridor providing a Class II bicycle facility along Wilson Avenue, Civic Center Drive, and Hoover Avenue.

All proposed improvements of the project will have a significant effect on lowering single occupancy drive trips, lowering vehicle-miles traveled, and decreasing greenhouse gas emissions. The improvements would enhance and encourage more pedestrian and bicycling activity in the area while reducing the need for driving.

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C. COMMUNITY ENHANCEMENT (7% of points)

This criterion will be scored by the evaluation panel, using guidance from the following sections in *Designing for Smart Growth: Creating Great Places in the San Diego Region*.

- Chapter 3 – Site Design, Section 3.2: Neighborhood Context
- Chapter 8 – Parks and Civic Space
- Chapter 10 – Smart Growth Scorecard, Section 12: Plazas and Seating

The highest scoring projects will propose elements that exemplify the principles in all or a majority of the above sections, and contribute toward a setting that is more likely to attract private investment. Lower scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections, and lack features that would help to accomplish the goal of place-making. Panel members will be provided with the above sections from *Designing for Smart Growth*.

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2C. COMMUNITY ENHANCEMENT (7% of points) - Continued

Applicants should describe how the proposed capital improvements enhance the public realm in the project area, to engender support for smart growth, through place-making and creating regional destinations. How will the design features of the proposed improvements activate public places within the area and attract private investment? (Up to 5 points possible with weight multiplier of 4)

The project is located within the Westside Specific Plan and Downtown Specific Plan areas. The City is dedicated and has committed to enhancing the plan area communities. The City's goal is to provide infrastructure that will support high-quality private development and redevelopment projects. The project will:

- Create a sense of identity by installing public art at key locations along the project corridors. Some of the public art will be placed in the middle of the traffic circles and some may be placed at other public gathering areas. The public art would be created by the "A Reason to Survive" (ARTS) organization, which provides opportunities for kids to transform their lives through the power of arts and creativity.
- Create a more attractive corridor by providing ornamental lighting fixtures. These fixtures would be the continuation of other fixtures recently installed on adjacent corridors over the last few years on Coolidge Avenue, Civic Center Drive, and Plaza Boulevard.
- Install thematic, high-quality amenities, such as bicycle racks and trash/recycling receptacles at key locations in the project study area.
- Complete the Class II bicycle facilities in the Westside Specific Plan area that were identified in the City's Bicycle Master Plan. Bicyclists would have a complete bicycle network in the area and more than double the length of Class II bicycle facilities.
- The curb bulb-outs at the Coolidge Avenue/14th Street intersection would expand the existing sidewalks at this location. The wider sidewalks would support public gatherings, especially for the users of the Casa De Salud Community Center.
- Traffic circles are enhancements that activate public places. In addition to slowing down traffic in neighborhoods and reminding drivers to proceed cautiously, they also provide an opportunity for community activity in residential areas where residents can create plantings or add other enhancements. Residents can partner with the ARTS organization to develop the public art piece that will be included in the middle of the traffic circle.

CAPITAL GRANTS APPLICATION

D. ADDRESSING PROJECT AREA ISSUES (5% of points)

This criterion will be scored by the evaluation panel and will assess how well the project addresses issues specific to the community, and how well the project preserves and integrates existing cultural and natural resources in the project area that help shape the identity of that community. Natural resources could include (but are not limited to) creeks and open space. Cultural resources could range from (but are not limited to) locally owned small businesses, murals, memorials and monuments, historical buildings, bridges, or other infrastructure that represent landmarks in the community.

Specific issues to be addressed may pertain to specific populations such as the elderly or disabled or other low-mobility populations, or may address area issues such as crime, or work toward a goal of economic revitalization for existing businesses.

In the example of specific populations, the proposed project could reduce roadway speeds and employ other traffic calming improvements that will ensure safer access for elderly residents from a residential street to a senior center or retail district around the corner. In the example of crime, the proposed project could seek to improve public safety by employing crime prevention through environmental design strategies, cleaning up an eyesore, or removing a nuisance that attracts crime.

Highest scoring projects will address area issues comprehensively and effectively, and with design features that artfully integrate community resources into the project. Capital Projects should preserve and protect important cultural and natural resources in the project area, and when appropriate, integrate such resources into the project design.

Chapter 10 – Smart Growth Scorecard, Section 5 – Historic and Natural Features, from Designing for Smart Growth will be used to score this criterion.

This question continues onto the next page.

CAPITAL GRANTS APPLICATION

2D. ADDRESSING PROJECT AREA ISSUES (5% of points) - Continued

The Applicant should list any distinct needs identified by the local community that will be addressed by the project (such as improving access for special populations including the elderly, disabled, low-mobility populations, or enhancing public safety). How well does the project preserve and integrate cultural and natural resources in the project area? (Up to 5 points possible with weight multiplier of 3)

The project is located in the Westside Specific Plan area and Downtown Specific Plan area. The City has made it a high priority to continue the economic success of the businesses located in these community plan areas.

In the Westside project area, there are many proposed Class II and III bike routes identified in the City's Bicycle Master Plan. The City has a strong desire to complete the Class II bicycle facilities in the area and connect the bicyclists to the 24th Street Trolley Station and Civic Center areas. The distance between these two areas is less than a mile in length.

The existing connectivity from the 24th Street Trolley Station to the Civic Center area and Kimball Park is a challenge. There are no bicycle lanes along Wilson Avenue or Civic Center Drive/14th Street that lead to Kimball Park. Kimball Park has planned improvements to include a new skate park, Central Plaza, and various lighting upgrades, which will attract additional non-motorized users. The enhanced Wilson Avenue/18th Street intersection in addition to the Class 2 bicycle facilities will increase the safety of bicyclists in the Westside area.

The City actively encourages community interest and participation on projects through Neighborhood Council meetings, which occurs monthly in the three City districts. To encourage further community participation, the project will be partnering with "A Reason to Survive" (ARTS) organization, which partners with a variety of different community artists and cultural resources to gain community input on various elements of a project. They also engage the youth to develop public art pieces that will be incorporated into the traffic circle designs.

The project will enhance walkability and bikeability to serve the low income population. National City is one of the lowest income communities in San Diego County with a median income of approximately \$44,000. There are 3 distinct communities that encompass National City. The project area is located in the Kimball community. The average median income of the Kimball community is \$30,000 and has the highest amount of households without vehicles. The majority of its residents commute to/from work by way of non-motorized means and will directly benefit from this project.

To enhance public safety, a review of the latest 10 years of accident data from the UC Berkeley's Transportation Injury Mapping System (TIMS) resulted in a total of 69 accidents in the project study area with 13 accidents involving vehicles with pedestrians and/or bicyclists. The majority (75%) of these accidents resulted in an injury collision and the most common type of accident is right-angle collisions (40%). The project proposes to construct 10 traffic circles at locations that are either yield-controlled or stopped-controlled on two of the approaches. These improvements would help alleviate driver confusion and reduce the number of right-angle collisions. Additional details of each accident are contained in the Additional Attachments.

CAPITAL GRANTS APPLICATION

E. SUSTAINABILITY (1% of points)

This criterion will be scored by the evaluation panel, using guidance from the following sections in *Designing for Smart Growth: Creating Great Places in the San Diego Region*.

- Chapter 3 – Site Design, Section 3.5: Energy Conservation and Landscaping
- Chapter 5 – Multimodal Streets, Section 5.5: Stormwater Runoff
- Chapter 10 – Smart Growth Scorecard, Section 6: Sustainable Design (for streetscapes)

The highest scoring projects will propose elements that exemplify the principles in all or a majority of the above sections, and contribute toward a setting that promotes energy conservation, encourages landscaping and street trees that provide shade, are appropriate to the local climate, and maximize the efficiency of water use, minimize stormwater runoff, and enhance sustainable design. Lower scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections. Panel members will be provided with the above sections from *Designing for Smart Growth*. *(Up to 2 points possible with weight multiplier of 1)*

The project will incorporate sustainable design features to include the following:

- Conserve energy with the use of LED lighting. The project proposes to install LED lighting fixtures on decorative lighting poles along 14th Street and Wilson Avenue. The LED fixtures consumes less energy and reduce the City's carbon footprint.
- Incorporating methods to reduce stormwater runoff including design interventions to capture and clean stormwater runoff. The amount of impervious surface is reduced through the removal of asphalt that will be replaced with ten traffic circles containing cobble and sand infiltration basins. The basins will capture stormwater runoff and promote groundwater recharge.
- Water conservation. Using cobble and sand to enhance the aesthetics of the traffic circles rather than vegetation eliminates the need for irrigation and reduces water use.
- Constructing traffic circles to reduce green house gas emissions. Since traffic circles reduce start and stop times of vehicles by providing a continuous flow through the intersection, auto emissions such as CO, NOx, and greenhouse gases would be reduced by up to 30 percent.

CAPITAL GRANTS APPLICATION

F. UNIVERSAL DESIGN (1% of points)

This criterion will be scored by the evaluation panel, using guidance from the following sections in *Designing for Smart Growth: Creating Great Places in the San Diego Region*.

- Chapter 6 – Transit Stations, Section 6.2: Universal Design
- Chapter 10 – Smart Growth Scorecard, Section 7: Universal Access

Additionally, intersection improvements must include pedestrian signals and detectable warnings designed for pedestrians with visual and hearing impairments.

The highest scoring projects will propose elements that exemplify the principles of universal design. Lower scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections. Projects that only meet Public Rights-of-Way Accessibility Guidelines will not receive points. Panel members will be provided with the above sections from *Designing for Smart Growth*. *(Up to 2 points possible with weight multiplier of 1)*

For more information and resources on universal design principles, please visit:

- <http://www.access-board.gov/prowac/>

The project design meets and exceeds the requirements of the Americans with Disabilities Act (ADA) and includes the principles of universal design to ensure that the public facilities are available to people of all mobility levels.

- The curb bulb-outs at the intersections of Harding Avenue and 14th Street, and Wilson Avenue and 18th Street will provide increased pedestrian visibility and shorten the crossing distance for pedestrians.
- Curb ramps will be installed using the latest ADA requirements. Directional curb ramps will be used at the bulb-outs to align pedestrians directly into the line of travel along the crosswalk.
- Enhanced crosswalks will increase visibility at the intersection, making it safer for pedestrians crossing the street.
- Increased lighting along 14th Street and Wilson Avenue will help make the sidewalk safe and accessible for all.
- Traffic circles will slow vehicular traffic at intersections and increase safety for pedestrians and bicyclists.

CAPITAL GRANTS APPLICATION

3. PROJECT READINESS

Applicant must include as **Attachment 6** evidence of a completed feasibility study or equivalent evaluation of project feasibility. (See Eligibility Requirements)

A. MAJOR MILESTONES COMPLETED* (7% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion based on information provided by the Applicant.

SANDAG will award points based on the project development milestones completed. (Up to 4 points possible with weight multiplier of 5)

- Environmental clearance under California Environmental Quality Act and the National Environmental Policy Act, if appropriate. (1 point)
- Completion of right-of-way acquisition, all necessary entitlements, or evidence provided by the Applicant that no right-of-way acquisition is required. (1 point)
- Completion of final design (plans, specifications, and estimates). (1 point)
- Evidence that the project is fully funded or the grant will fully fund the project. (1 point)

Indicate if the proposed project has already completed the following milestones at the time of the application. Provide verifying documentation for any "Yes" response as **Attachment 6A**.

Phase	If Necessary, Completed?
1. Environmental Clearance - Necessary? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Completed <input type="checkbox"/> Yes <input type="checkbox"/> No
2. Right-of-Way Acquisition - Necessary? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Completed <input type="checkbox"/> Yes <input type="checkbox"/> No
3. Final Design	Completed <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4. Would this grant request, if awarded, fully fund the project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

NOTE: The following questions will not be scored but will help inform the Scope of Work and Project Budget.

If the project has not yet obtained environmental clearance or fully acquired right-of-way, please explain:

Environmental Clearance: According to CEQA, this project is considered a Class 1 Categorical Exemption under Section 15301 (c) since the project improvements will occur within the existing public right-of-way and will not change the overall facility use. The project will improve the existing urban environment by enhancing safety and access for pedestrians and bicyclists and encourage alternative modes of transportation to reduce greenhouse gas emissions.

Right-of-Way Acquisition: The project does not require any right-of-way acquisitions.

Final Design: No final design plans have been prepared. Upon issuance of the Notice to Proceed, it is estimated that 9 months will be required to obtain approval of the final design plans.

Funding: The grant request with the City’s matching will fully fund the project.

This question continues onto the next page

CAPITAL GRANTS APPLICATION

3A. MAJOR MILESTONES COMPLETED* (7% of points) -Continued

Is the project located in an environmentally sensitive area? YES or NO

If Yes, are there potential environmental issues that may delay project implementation or prohibit project approval?

The project is not located in an environmentally sensitive area.

This question continues onto the next page

CAPITAL GRANTS APPLICATION

3A. MAJOR MILESTONES COMPLETED* (7% of points) -Continued

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

Right-of-way acquisitions are not required to complete the project.

B. EVIDENCE OF LOCAL COMMITMENT (4% of points)

This criterion will be scored by the evaluation panel. The Applicant should demonstrate that the project is supported by the community, as a result of a comprehensive public participation process that significantly involved a diverse group of stakeholders.

- Project can provide evidence of a comprehensive, community-based planning process leading to the project and endorsement of community groups. (2 points)
- Project cannot demonstrate that the planning process involved a diverse group of community stakeholders. Project has the support of some, but not most community groups. (1 point)

This question continues onto the next page

CAPITAL GRANTS APPLICATION

3B. EVIDENCE OF LOCAL COMMITMENT (4% of points) - Continued

Is the project supported by the community? Has there been a comprehensive, public participation process that significantly involved a diverse set of stakeholders? Explain community planning efforts that led to this project and stakeholder groups that have participated. Applicants are encouraged to attach letters of support from the community for the proposed project. *(Up to 2 points possible with weight multiplier of 6)*

A comprehensive public involvement process was completed as part of the General Plan, Downtown Specific Plan, Westside Specific Plan, Bicycle Master Plan, Safe Routes to School Program, and the SMART Foundation Plan. In each of the plans, stakeholders were involved in public workshops/charrettes. One of the key themes from all of the plans is to improve the safety of pedestrians and bicyclists and to increase transit usage. This project addresses the needs of the community and is consistent with the recommendations contained in the various plans and guiding documents.

The project has been supported by the community and by other key stakeholders. Letters of support from the A Reason to Survive (ARTS), Chamber of Commerce, Circulate San Diego, and the Environmental Health Coalition are found in the Attachment.

CAPITAL GRANTS APPLICATION

4. COST EFFECTIVENESS*

Ratio of Grant Request to Project Score (5% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion.

The grant-score ratio is calculated by dividing the total project grant request amount by the sum of weighted points earned in Categories 1 and 2. The projects will be ranked against each other based on the resulting quotient and the available 16 points will be distributed accordingly. The project(s) with the smallest quotient will receive 16 points, and the one(s) with the largest quotient will receive 1 point. No information is needed from the Applicant for this section. (Up to 16 points possible)

5. MATCHING FUNDS* (3% of points)

NOTE: SANDAG staff will calculate the points awarded for this criterion.

Include as part of Attachment 2 supporting documentation demonstrating that matching funds have been secured AND detailing the source(s) of matching funds. Matching funds that have not been secured will not count toward this score.

Points for this criterion will be calculated by SANDAG by dividing the total project cost as proposed in the application by the grant request. The projects will be awarded points proportionately on a scale of 0 to 10 based on the statistical distribution of matching fund quotients. The project(s) with the largest quotient will receive 10 points, and the project(s) with no matching funds will receive no points. No information is needed from the Applicant for this section. (Up to 10 points possible)

6. REGIONAL HOUSING NEEDS ASSESSMENT – Policy No. 033 Points* (25%)

NOTE: SANDAG staff will calculate the points awarded for this criterion based on the methodology outlined in SANDAG Board Policy No. 033: Implementation Guidelines for SANDAG Regional Housing Needs Assessment Funding Incentives.

Calculations are based on information that jurisdictions have provided to SANDAG through their annual reports to the Department of Housing and Community Development and data provided on “at risk” units preserved and units that have been acquired/rehabilitated/rent restricted. No information is needed from the Applicant for this section. (Up to 75 points are available)

CAPITAL GRANTS APPLICATION

SCOPE OF WORK, SCHEDULE, BUDGET, AND PROJECT DELIVERABLES

The following sections are NOT scored.

Include as **Attachment 7** the completed Scope of Work, Schedule, and Budget Worksheet, including specific quantities and locations of improvements.

NOTE: If this project is funded, this will be added to the Grant Agreement and the Applicant will be held to this Scope of Work, Budget, and Schedule, for the purpose of project oversight.

Prior to submittal, Applicants are encouraged to seek legal counsel to determine if prevailing wage laws apply to the project and should be incorporated into the total project budget and requested grant amount from SANDAG. In the event that the project cannot be fully funded by SANDAG, or for grant request amounts exceeding \$1 million, applicants must identify phasing that prioritizes project elements in Section IV of the Scope of Work, Schedule, and Budget Worksheet.

NOTES ON THE PROJECT SCHEDULE:

- Applicants should ensure that the project schedule is realistic in an effort to avoid requests for schedule extensions.
- The schedule must be based on months from the Notice to Proceed.
- The application must identify any seasonal or other time constraints to the Project Schedule.

REMINDER: ACCORDING TO BOARD POLICY NO. 035, CAPITAL PROJECTS MUST:

- Award a construction contract (if one is necessary) within two years of Grant Agreement execution with SANDAG.
- Complete the project within 1.5 years of the award of a construction contract for the proposed capital effort.
- If no construction contract is necessary, the project must be completed within 1.5 years of the Grant Agreement execution.

BASELINE DATA COLLECTION

Prior to the construction of grant-funded improvements, the Grantee will be required to develop a baseline data collection plan with SANDAG to gather information on the pedestrian and bicyclist activity. Once the data collection plan is approved, the Grantee will be responsible for carrying out the plan and returning collected data to SANDAG as a deliverable. Standardized forms will be provided. Detailed information on baseline data collection is included in the Grant Agreement Template. For questions or assistance with data collection, contact Christine Eary at christine.eary@sandag.org, or (619) 699-6928.

NOTE: The project must budget \$5,000 for baseline bicycle and pedestrian data collection prior to project construction.

INDIRECT COSTS – OPTIONAL

My agency would like to apply indirect costs to the project: YES NO

If Yes, my agency can either:

- Provide an indirect costs allocation audit approved by a qualified independent auditor: YES NO

OR

- Propose a method for allocating indirect costs in accordance with the Office of Management and Budget Circular A-87 Cost Principles for State, Local, and Indian Tribal Governments: YES NO

NOTE: This documentation must be received by SANDAG within 15 days of award of the grant funds by the SANDAG Board of Directors. If the Applicant cannot provide either of the above, then indirect costs are not eligible for consideration.