

# Pacific Beach Boardwalk and Parks Neighborhood District



Submitted by:  
The City of San Diego



JANUARY 18 2013

## NON-CAPITAL GRANT APPLICATION FORM

<b>Project Title:</b>	Pacific Beach Boardwalk and Parks Neighborhood District
<b>Applicant (Agency):</b>	City of San Diego
<b>Application Amount Requesting:</b>	\$470,000.00

### APPLICATION CHECKLIST

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

- ☒ Eight hard copies and one CD of the complete Smart Growth Incentive Program application (including all attachments)
- ☒ 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](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

Grantee Name (print or type)

Title

Grantee Signature (signature cannot be electronic)

Date (mm/dd/yyyy)

## PROJECT SUMMARY

<b>Applicant (Agency):</b>	City of San Diego
<b>Project Title:</b>	Pacific Beach Boardwalk and Parks Neighborhood District
<b>Smart Growth Opportunity Area Identifier:</b> (i.e. CV 3 Palomar Gateway at Palomar Street and Industrial Boulevard; see <a href="http://www.sandag.org/smartgrowth">http://www.sandag.org/smartgrowth</a> to confirm location)	
<b>SD-PB-1 Transit Corridor, SD-PB-2 Smart Growth Area, and SD-MB-1 Transit Corridor</b>	

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

Between Grand Avenue to the north and Pacific Beach Drive to the south, Mission Boulevard to the east and westward to the Boardwalk/ocean.

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

The Pacific Beach Parks Plan will create new parks, improve mobility, support transit and foster neighborhood revitalization in a smart growth area. Specifically, the project includes: creation of ocean-front pocket parks, traffic calming and improved multi-modal use and beach access (increased pedestrian walkways, bike access/storage, increase linkage to transit, and parking relocation), creation of a Healthy Community/Eco-District, improvements to the beach boardwalk, and integration of arts and culture. A community outreach effort includes 3 public workshops and ongoing interface with the PB Group. The final product will include an action plan for implementation.

<b>Primary Contact Person (Project Manager):</b> Lesley Henegar	
<b>Title:</b> Senior Planner	
<b>Street Address:</b> 1222 First Avenue	<b>City and Zip Code:</b> San Diego, 92101
<b>Phone:</b> (858) 531-8685	<b>E-mail Address:</b> lhenegar@sandiego.gov
<b>OTHER PROJECT PARTNERS:</b>	

<b>SGIP Grant Funds Request</b>	\$ 400,000.00
<b>Matching Funds</b>	\$ 70,000.00
<b>Total Project Cost</b>	\$ 470,000.00
<i>Total Project Cost = Active Transportation Grant Funds + Matching Funds</i>	



## **PROJECT LOCATION MAP**

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**Please insert the proposed project location map here,  
or include the map as attachment 1 in your application.**

## APPLICATION QUESTIONS

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**Funding Sources:**

<b>Funding Source</b>	<b>Amount</b>	<b>Source</b>
SGIP Grant Funds Requesting Amount	\$ 400,000.00	SGIP
Matching Funds (specify source)		
Other (specify source)		
City of San Diego city staff oversight	\$ 45,000.00	
City of San Diego Council District 2	\$ 25,000.00	
<b>Total Funding</b>	<b>\$ 470,000.00</b>	

## 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*

### • Project setting

Pacific Beach is one of the most frequented places in the San Diego region. On an annual basis, tens of thousands of the public frequent the PB beachfront, boardwalk and this beachfront neighborhood in particular. The Pacific Beach Boardwalk and Parks Neighborhood District project (PB Boardwalk/Parks project) is four square blocks from the beach to Mission Blvd. It is THE commercial core of the beachfront, extending from Grand Ave from the north to Pacific Beach Dr. to the south. Existing uses include retail, restaurants a motel and housing. The zoning of CV-1-2 invites visitor serving commercial, residential and mixed-use development. The streetscapes lack landscaping. The ocean boardwalk is narrow, resulting in a congestion of pedestrians, bicyclists, skaters and baby strollers. The main roadway, Mission Boulevard, has fast traffic and narrow sidewalks. Crossing is difficult for pedestrians and bicyclists going to and from the beach and businesses. The labyrinth of alleyways are unattractive. There is a lack of public parks in PB overall and especially in this area.

The PB Boardwalk/Parks project area is located in a SANDAG smart growth area as a Community Center, and Transit Corridor with jurisdictional designations of SD PB-1, SD PB-2 and SD MB-1. It is also mapped in the Regional Transit Plan and is the terminus for planned transit to the beach. The proposal provides a prime opportunity for urban revitalization that will promote a healthy and sustainable community, connected via multi-modal access.

### • Project objectives

implement land development that supports planning goals with the following objectives:

- Attract/collaborate with future private and public investments to revitalize the community into an active urban beach setting that offers recreational uses, transit, retail, restaurants and housing.
- Create pocket parks with open space, recreational amenities and community gathering spaces west of Strand Way on PB Drive, Oliver Ave, Reed Ave, Thomas Ave/Ocean Blvd and Grand.
- Mitigate parking displacement with parking relocation, improved transit access and innovative sustainable design.

- Increase multi-modal access to the PB Parks Area by improving ease and safety for pedestrian, bicycle and transit connections.
- Improve mobility for pedestrian, bicycle and skaters on Mission Blvd, Strand Way and the Boardwalk/Ocean Blvd .
- Promote an active lifestyle and support local activities, art and culture and fitness.
- Create a planning framework for a sustainable Eco-District and Healthy Communities
- Address implementation issues to include: ownership, stakeholders, permits and phasing
- Conduct the initial environmental analysis of the recommendations.
- The Pacific Beach Parks Conceptual Plan will guide all public improvements and influence private development in the project area.

Relationship of project to existing and planned land uses and transportation facilities in the project area.

- The project implements the Pacific Beach Community Plan and land use designations.
- The project implements the Smart Growth Plan and the Regional Transportation Plan.
- The 1998 Ocean Blvd EIR for boardwalk widening and improvements included the PB Parks section pending completion.
- The Pacific Beach Pedestrian Master Plan identifies the Boardwalk and Mission Blvd as areas for improvement.
- Local and regional bike routes include the Boardwalk/Ocean blvd (class I) and Grand Ave (class II).
- The PB Community Plan promotes Mission Blvd for Transit, Pedestrians and Mixed-Use Development.
- The PB Community Plan promotes converting unused roadways into pocket parks as specified in the PB Boardwalk/Parks Concept Plan.
- Existing bus routes in the project area are 8, 30, 27 and 9. The trolley plans to extend a line west on Grand Avenue to the Pacific Beach Boardwalk/Parks site.

## 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

### Development Potential of Proposed Planning Effort Area

The PB Boulevard/Parks area has significant development potential for urban mixed-use featuring visitor-serving commercial uses; restaurants, retail, hotels, entertainment and recreation, in a pedestrian-oriented village setting. Currently, much of the 15 acre site is under-utilized and has not had recent private investment. There are large areas of concrete and asphalt at street ends that are not needed for circulation. It would greatly improve a residential and visitor's experience to create pedestrian-friendly access and pocket parks adjacent to the beach. These public improvements would stimulate private redevelopment of the under-utilized development potential for this ocean-front site. The 4 block site has 11 owners, with 3 blocks in large private ownerships. Improvements to the project area streetscapes can facilitate a new village-scale redevelopment.

Thoughtful design of pedestrian and bicycle friendly streetscapes and park space would further support pedestrian and transit activities. The area is highly served by MTS bus lines on Mission Boulevard and Grand Avenue and is a planned destination of the regional rapid transit system. The boardwalk through this area is a narrow bottleneck that deters visitors and bicycle commuters. Improving and widening the boardwalk will multiply the people's use and enjoyment of the area.

The PB Boardwalk/Parks Conceptual Plan supports achievement of the goals and policies in the PB Community Plan. For example PB is deficient in active park space. The adopted PB Community Plan allows commercial and residential development of up to 29 dwelling units per acre. The Community Plan also allows for a density bonus of up to 43 dwelling units per acre for transit-oriented, pedestrian friendly mixed-use projects. While the current community plan describes the hopes for this area, the refinement of the Conceptual Plan would provide a more detailed level of planning than typically specified in a Community Plan.

Applying smart growth principals to the improvement of public spaces and facilities in this area will strengthen the sense of community and attract more locals and visitors to the area by making it more useful, vital, attractive, clean, safe and accessible. This in turn will stimulate private investment and redevelopment (as seen along La Jolla Boulevard with the new traffic circles and landscaping). The benefit from the private improvements will include more jobs, mixed-use housing density, retail and dining opportunities – all built to modern standards of energy efficiency, sustainability, water quality and continuity of pedestrian-friendly design.

Implementation of this PB Boardwalk/Parks project will outline coordination between the private property redevelopment and the interface with the 5 new parks, increased pedestrian/bicycle circulation to and from transit to the beach. Implementation will also act as a catalyst for more private property revitalization in the immediate area.

## 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.

### Project Objectives

- As part of the design refinement process, the City, consultant team and the established working group will work with the broader Community and Stakeholders to seek input for subsequent implementation of the Pacific Beach Boardwalk/Parks plan.
- The Conceptual Plan will be refined into Schematic Design which will provide a detailed level of information for cost estimating, a phasing and an implementation plan. The plans will focus on smart growth principals while increasing opportunities for housing, market rate commercial uses that create new jobs and provide new retail and dining opportunities for visitors and the local community.
- For the Existing Conditions, Survey Base Mapping the objective is to create a digital base map of the existing conditions, including detailed topography, utility infrastructure, title review and base map compilation.
- Prepare a Traffic Study, to address parking, circulation, mobility, transit, and ADA access which will support, and be enhanced by the PB Parks planning effort
- Inventory and make recommendations for applying some unifying urban design features to the PB Parks area.
- Address streetscape improvements, smart streets, traffic calming, pedestrian and bicycle safety and beautification. Provide a sense of place and vision for this portion of Pacific Beach, for people to live, work, shop, and play. Provide ADA compliant beach access and viewing areas while enhancing San Diego Lifeguard Service accessibility initiatives.
- Create the Pacific Beach Boardwalk/Parks by closing underutilized roadways (except emergency, ADA drop-off, delivery purposes) at Grand, Thomas, Reed, Oliver Avenues, Pacific Beach Drive, and Ocean Blvd. Provide additional recreation amenities and community plazas linked to the beach.
- Add new pervious areas where there is currently concrete or asphalt, including new landscaping in parks, intersection curb pop-outs, new street trees, planters, a tot-lot, etc. to meet stormwater guidelines.
  - Conduct traffic, stormwater and visual analysis as ground-work for any future Environmental Analysis. Identify the scope of any required documents and permits for implementing the PBBoardwalk/ Parks Plan.
  - Hire a qualified cost estimator to budget the project's cost for construction and the anticipated Maintenance and life cycle costs. Retain a qualified grant writer to prepare a funding analysis, with the objective of identifying all sources and methods to fully fund the project through construction.
- Create a Sustainable Eco-District within the Pacific Beach site that will connect companies, professionals and policy makers to drive urban innovation with a focus on sustainability, energy and water utilities, networked transportation, net zero parks and buildings, smart grid, urban eco-systems and zero waste, resulting in a high performance, low maintenance neighborhood.
- Incorporate Healthy Communities principles, which address bike and pedestrian safety, the detrimental effects of poor air quality, related to transportation exhaust and water pollution, while promoting an active lifestyle per active design guidelines.
- Outline through design guidelines the interface between the public and private land. Staff will work to coordinate implementation of the schematic design with private property redevelopment submittals.



## 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.

The following is the Scope of Work for the Pacific Beach Parks Plan:

### 1. Consultant Selection and Administration

Tasks - Prepare RFP, review consultants experience, interview and retain the most qualified consultant.

Deliverables – Signed consultant contract.

### 2. Community Outreach and Participation

Tasks – Utilize the existing project working group, webpage, presentations to the Pacific Beach Parks committee, Community Planning Group and Community Councils; Prepare a summary of the community outreach process.

Deliverables – Project working group; Project webpage content and design for City website; Provide a collaborative planning effort between DSD staff, consultant, and stakeholders to include community input of the Plan, including the implementation process; Community Outreach Summary.

### 3. Existing Conditions & Base Mapping

Tasks – Generate digital base map with existing topographic, utility, and property information, including title report, confirmation public rights-of-way and private ownership, public/private easements, encumbrances, etc.

Deliverables – Detailed digital base map including topographic survey, public and private rights-of-way, property lines, public/private easements, and encumbrances.

### 4. Environmental Initial Study

Tasks – The consultant will prepare an environmental initial study that will include a project description and an explanation of the factual data used to reach the conclusions regarding impact significance. The document will be submitted to the city for review and comment before finalizing. It will identify potentially significant effects, and any issues that the team determines should appear as “effects found not to be significant” will be thoroughly analyzed in the document to eliminate the need for further analysis.

Deliverable –Environmental Initial Study in City’s report format.

### 5. Traffic and multi-modal study

Tasks – Research and compile existing traffic, pedestrian, bicycle transportation patterns. Conduct traffic study.

Deliverable – Document in a report traffic study, pedestrian and bicycle the results of the study.

### 6. Stormwater Preliminary Design

Tasks – Prepare Assess existing and proposed drainage conditions and propose comprehensive approach to stormwater collection and treatment.

Deliverable – Preliminary drainage and design report.

### 7. Utilities analysis relocation

Tasks – Research and compile available public record documents, mark-out existing utilities, field survey, pothole investigation, and video inspection to understand location and condition of existing infrastructure and identify relocation and/or upgrade needs.

Deliverable – Detailed utility digital base map combined with item #3 above along with relevant supporting documents such as pothole investigation reports, capacity reports, and video documentation.

**8. View Shed Analysis**

Tasks - Inventory state and local land use plans, regulations and policies on public ocean views as they are a factor in potentially limiting schematic designs for improvements in the right of ways.

Deliverable - In consultation with City and State Coastal Commission officials, develop a set of Guidelines for landscaping and park facilities that may be allowed in the identified significant viewsheds. The Guidelines will be the basis of any required environmental analysis on the issue, as well as any coastal permits for the improvements.

**9. Park Design**

Tasks – Create a park design that utilizes the public right of way West of Strandway for 5 public parks of varying uses, and running the length of the project from the South edge of the site to the North edge connect the parks on both the East and West edges with an active Strandway corridor, and enhanced Boardwalk, and Mission Boulevard improvements.

Deliverables – Provide a schematic Design that includes all public improvements.

**10. Urban Design Analysis, Net Zero Eco District, Healthy Communities**

Tasks – Create design that is consistent with an Eco District sustainability community guidelines for the within the Pacific Beach site and Net Zero Action Plan. Create a design consistent with NYC active design guidelines for the Healthy Communities Zone within urban and district scale sustainability within the Pacific Beach site using Active Design Guidelines.

Deliverables – Provide a preliminary program assessment and Net Zero Plan, Provide a preliminary program assessment and Active Design Plan.

**11. Detailed Cost Estimate**

Tasks – Preparation of a detailed cost estimate for each design stage in order for the City to make timely decisions on scope.

Deliverable – Cost Estimate Schedule.

**12. Phasing Plan**

Tasks - Review all implementation issues with the Public Right-of Way Developments.

Deliverable - Provide a required permits, phasing, and funding report.

**13. Final Report Preparation**

Tasks – Prepare final report with results of all above mentioned studies and finalize in a report.

Deliverable – Final report.

**14. Schematic Design Plan**

Tasks – Prepare schematic design documents in collaboration with project team to address project design scope.

Deliverable – Schematic design documents covering project scope.

## 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.

### Implementation:

The steps required to continue the design process beyond the PB Parks Conceptual Plan toward the implementation mechanisms that will create and advance the Pacific Beach Boardwalk/Parks plan to a Schematic Design level are listed below:

- Hire a consultant team to perform work program. PBPlanning Group and PB Parks Expert team to interface with City staff and consultant team.
- Prepare feasibility studies/analysis including traffic/parking/mobility, storm water/drainage and view shed analysis.
- Prepare schematic design plan to include: lay-outs of new parks to be annexed into Pacific Beach Park, as well as the surrounding street/alley and boardwalk improvements, addressing pedestrian and bicycle safety, access to transit and access to the beach.
- Identify and prioritize potential park, boardwalk, right-of-way and mobility related City capital improvement projects.
- Present the Schematic Design plan to the community.
- Document technical studies and Schematic Plan, implementation plan in final report to staff/Sandag.
- Identify permit requirements for public r-o-w improvements. Include cost estimates for construction.
- Outline potential funding sources for the planned improvements.

## 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.

### Evidence of Local Commitment and Community Support

#### a. 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 its pioneering Transit-Oriented Development Design Guidelines (1992).

The Pacific Beach Community Plan, the policy document for the project area, supports mixed-use, pedestrian-oriented development in the project area. The community plan and implementing zoning allow densities of up to 43 dwelling units per acre for transit-oriented development, located along a transit corridor.

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

In June of 2011, the Pacific Beach Planning Group initiated the development of a vision for this area. There have been more than 30 meetings, presentations and design workshops to gain public input and develop the conceptual plan. A website has been developed to provide information and solicit community input (<http://beautifulpb.com/pbparks/>). The affected community groups and Councilmember Kevin Faulconer have written letters of support for the conceptual plan (Attached). Also, a proposal is in process to establish a Community Benefit District (Maintenance Assessment District) to support this project.

On January 8, 2013, the City Council voted to support this grant application and to allocate the matching funds.

## 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.

Funding Source	Amount
City of San Diego Planning staff oversight in-kind	\$ 45,000.00
City of San Diego Council District 2, (CCPS)	\$ 25,000.00
City Council Community Project/Programs and Services	

Briefly describe any other aspects of the project that are relevant to its scoring.

### Volunteer Services

While the volunteer work to date does not qualify for in-kind services for this grant application, this project proposal would not be here without the first phase work conducted by a group of dedicated professionals all related to Pacific Beach Planning Group.

With the oversight of the Pacific Beach Planning Group, the Pacific Beach Boardwalk/Parks Expert Team, was formed in June 2011 to develop a Concept Plan and vision for improving a four block area adjacent to the beach. To date, the Pacific Beach Boardwalk/Parks Expert Team has provided in-kind volunteer services valued as follows:

Chris Olson, PBPG Citizen Community Planner, 480 hours X \$30 per hour = \$14,400

Matt Winter AIA, Davis Davis Architects, 185 hours X \$160 per hour = \$29,600

Hilary Lowe, Assoc. AIA, Mark Mitchell Architects, 80 hours X \$100 per hour = \$8,000

Kristen Victor, Sustainability Matters, (Sustainability and Community Benefit District Development) 260 Hours X \$135/hr = \$35,000

Paul Ross, Land Use Planner, PB Consulting, 290 Hours X \$66/hr = \$19,140

David McCullough, McCullough Landscape Arch., 100 hours X \$160 per hour = \$16,000

Jerry Hall, DataJuncture & Austin Landow, Basinga! solutions (Website Development) 40 hours X \$75 per hour \$3,000

Materials, Documents and Printing = \$800

TOTAL = \$126,140

It is anticipated that this team of professionals will continue to contribute their expertise and time in seeing this grant application through completion. These professionals constitute the PB Boardwalk/Parks Expert Team.

# TransNet SMART GROWTH INCENTIVE GRANT PROGRAM SCOPE OF WORK, BUDGET, & SCHEDULE

Project Title: Pacific Beach Boardwalk and Parks Neighborhood District  
 Project Type: Smart Growth Incentive Program

Project Location/Limits:

Bounded by Grand Avenue to the north and Pacific Beach Drive to the south, Mission Boulevard to the east and westward to the Boardwalk/ocean.

## Project Description:

This project will refine the Concept Plan to conduct an environmental initial study, multi-modal and transportation studies, design refinement, and creation of a schematic design plan to include: revitalization and improved beach boardwalk, increased multi-modal beach access, creation of 5 new pocket parks in a Healthy Community/Eco District, traffic calming and improved multi-modal use (increased pedestrian walkways, bike access/storage, increase linkage to transit, and parking relocation.)

Contract No.:   SANDAG Use Only  
 Claim (TDA)/Project (TNet) No.:   SANDAG Use Only

Task No.	Task Description	Deliverable/s	Start Date	Completion Date	SANDAG Funds	Matching Funds	TOTAL
<i>Example</i>	<i>Existing Conditions Data Collection and Analysis</i>	<i>Analysis Report</i>	<i>1-Jan-12</i>	<i>28-Feb-12</i>	<i>\$5,000</i>	<i>\$100</i>	<i>\$5,100</i>
1	Consultant selection and city staff administration	Approved Consultant Agreement	1-Sep-13	1-Sep-14		\$15,000	\$15,000
2	Community outreach workshop and public participation	Workshop results and final documentation	1-Sep-14	1-Mar-15	\$9,000	\$6,000	\$15,000
3	Existing Conditions and base mapping	Existing Conditions map	1-Oct-14	1-Jan-15	\$70,000		\$70,000
4	Environmental Initial Study	Environmental Initial Study	1-Oct-14	1-Jan-15	\$6,000	\$2,000	\$8,000
5	Traffic research, traffic and multi-modal study	Traffic and multi-modal study results	1-Oct-14	1-Apr-15	\$120,000	\$10,000	\$130,000
6	Stormwater preliminary design	Stormwater report and design	1-Oct-14	1-Feb-15	\$22,000	\$3,000	\$25,000
7	Utilities analysis relocation	Utilities plan	1-Oct-14	1-Feb-05	\$22,000	\$4,000	\$26,000
8	View shed analysis	View shed analysis plan	1-Oct-14	1-Nov-14	\$5,000		\$5,000
9	Park Design with Eco District/Healthy Urban design analysis/guidelines	Schematic Design Urban Design Guidelines	1-Apr-15	1-Oct-15	\$100,000		\$100,000
10	Construction costing	Construction costs	1-Apr-15	1-Oct-15	\$15,000		\$15,000
11	Phasing plan	Phasing Plan	1-Nov-15	1-Dec-05	\$5,000	\$5,000	\$10,000
12	Final report preparation	Final Report	1-Jan-16	1-Feb-16	\$16,000	\$5,000	\$21,000
13	Schematic design	Schematic Design Plan	1-Feb-16	1-Mar-16	\$10,000	\$5,000	\$15,000
14			1-Feb-16	1-Apr-16		\$15,000	\$25,000
15						\$0	\$0
TOTALS					\$400,000	\$70,000	\$470,000

## PROJECT REVENUES

Source	FY 2012	FY 2013	FY 2014	TOTAL
TransNet	\$253,000	\$120,000	\$27,000	\$400,000
Local (In-Kind)	\$21,000	\$19,000	\$30,000	\$70,000
Local (Other)				\$0
TOTALS	\$274,000	\$139,000	\$57,000	\$470,000



RESOLUTION NUMBER R- 307956DATE 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/14<sup>th</sup> 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 54<sup>th</sup> Street Roadway Improvements (\$1,440,000); 2) Island Avenue Green Street Mobility Improvements (\$1,000,000); 3) Downtown Wayfinding Signage

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/14<sup>th</sup> 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.

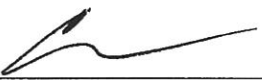
3. That the Chief Financial Officer is authorized to appropriate and expend an amount not to exceed \$4,975,000, contingent upon receipt of fully executed grant agreements.

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 I. GOLDSMITH, City Attorney

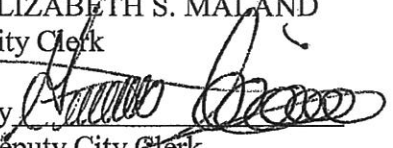
By

  
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

Approved: 1/14/13  
(date)

  
BOB FILNER, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
BOB FILNER, Mayor

## **Attachments**

1. Project Vicinity (scaled out to I-5)
2. Smart Growth Concept Map Areas with Planned Land Use
3. Project Aerial (scaled out to Mission)
4. Existing Land Use (scaled out to Mission)
5. Transit map (scaled out to Ingraham)
6. Bicycle Map (scaled out to Ingraham)
7. Existing Conditions PB Parks
8. Concept Plan PB Parks
9. Sections Existing Conditions and Concept PB Parks
10. PB Parks Meetings
11. Letter of Support: Pacific Beach Planning Group (request for feasibility studies)
12. Letter of Support: Discover Pacific Beach
13. Letter of Support: Pacific Beach Town Council
14. Letter of Support: Mission Beach Precise Planning Board
15. Letter of Support: Councilmember Kevin Faulconer
16. Smart Growth Scorecard



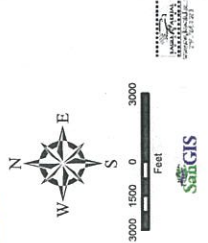
# City of San Diego Smart Growth Incentive Program Application

## Pacific Beach Park



**Legend**

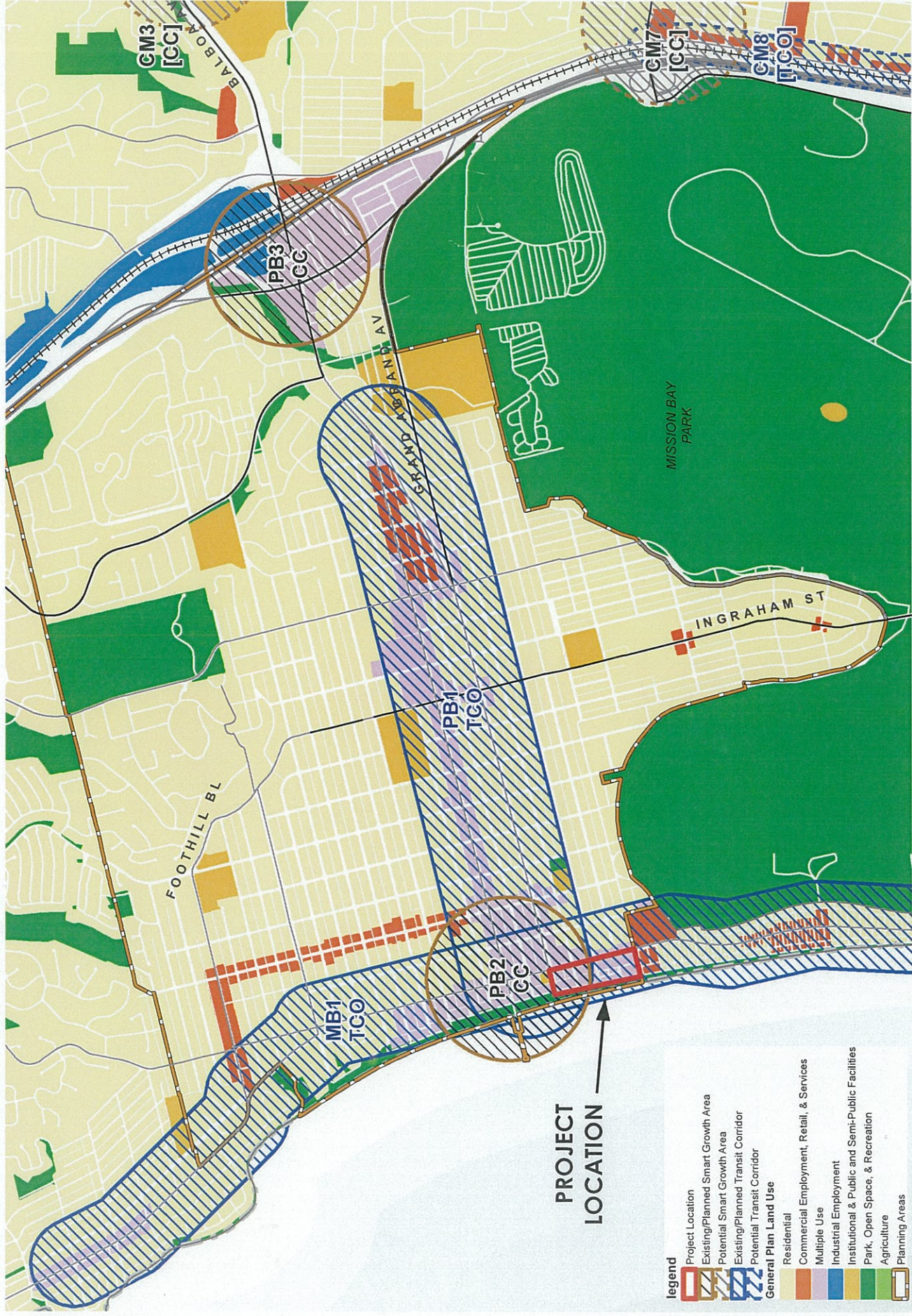
- Project Location
- Planning Areas





# Pacific Beach Boardwalk and Parks project

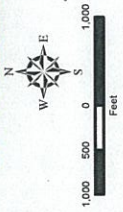
## Smart Growth Incentive Program Application



- Legend**
- Project Location
  - Existing/Planned Smart Growth Area
  - Potential Smart Growth Area
  - Existing/Planned Transit Corridor
  - Potential Transit Corridor
  - General Plan Land Use
  - Residential
  - Commercial Employment, Retail, & Services
  - Multiple Use
  - Industrial Employment
  - Institutional & Public and Semi-Public Facilities
  - Park, Open Space, & Recreation
  - Agriculture
  - Planning Areas

Smart Growth Areas in Pacific Beach

January 2013



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**SANDAG**

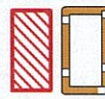
San Diego's Regional Planning Agency



This aerial map shows a coastal area with a red hatched rectangular zone. The zone is bounded by Ocean Bl to the west, Strandway to the east, Mission Bl to the north, and Pacific Beach Dr to the south. The area is divided into several blocks by streets including Grand Av, Thomas Av, Reed Av, Bayard St, Oliver Av, and Braemar Ln. The map shows residential buildings, a beach, and waves in the foreground.



Project Location



## Planning Areas

# Project Aerial

January 2013



# Pacific Beach Boardwalk and Parks project

## Smart Growth Incentive Program Application



### Legend

- Project Location
- Planning Area Boundary
- Existing Landuse Jan, 2009
- Spaced Rural Residential
- Single Family Detached
- Single Family Attached
- Multiple Family
- Mobile Home Park
- Retail, Regional, Wholesale Commercial
- Visitor Commercial
- Office Commercial
- Light Industry
- Heavy Industry
- Extractive Industry
- Mixed Use
- Recreation
- Open Space Parks
- Transportation, Communications, Utilities
- Institutions
- Education
- Military use
- Agriculture
- Undeveloped
- River, Lake, Bay

**SanGIS**  
**SANDAG**  
San Diego's Regional Planning Agency

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### Existing Land Use

January 2013



# Pacific Beach Boardwalk and Parks project

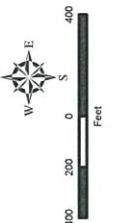
## Smart Growth Incentive Program Application



Planning Areas



Project Location



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Transit

January 2013



# Pacific Beach Boardwalk and Parks project

Smart Growth Incentive Program Application



- Legend**
- Proposed BikeRoutes 2012**
- Class I - Bike Path
  - Class II - Bike Lane
  - Class III - Bike Route
  - Cycle Track
  - Bicycle Boulevard
  - Class II or III
- Existing BikeRoutes 2012**
- Class I - Bike Path
  - Class II - Bike Lane
  - Class III - Bike Route
  - Freeway Shoulder
  - Project Location
  - Planning Area Boundary

**Bicycle Facilities**

January 2013



# PACIFIC BEACH PARK URBAN REVITALIZATION: EXISTING CONDITIONS



## 1. END OF GRAND AVE

ISSUES:  
PRIME SPACE LOST TO PARKING  
OPPORTUNITY FOR PUBLIC PARK  
BEACH DROP-OFF AREA

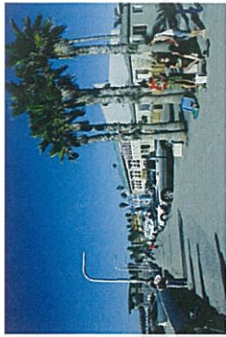
POTENTIAL:  
PUBLIC OPEN SPACE, PUBLIC ART,  
ICONIC ENTRY TO THE BEACH AREA



## 2. PARKING AT OCEAN BLVD

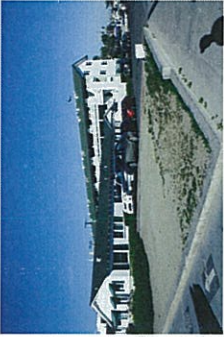
ISSUES:  
PARKING/CARS ARE HAZARDOUS TO PEDESTRIANS  
LACK OF SEAWALL REQUIRES SAND MOUND/BARRICADE  
PARK AND LANDSCAPED AREA

POTENTIAL:  
SPACE TO PROMOTE LOCAL EVENTS AND PERFORMANCE  
IMPROVED BEACH ACCESS & BOARDWALK



## 3. END OF THOMAS AVE

ISSUES:  
AWKWARD TRANSITION TO NARROW BOARDWALK  
NO SEAWALL  
POCKET PARK CONNECTING TO END OF GRAND AVE  
ENHANCE PUBLIC VIEW OF THE PACIFIC OCEAN  
ADD PUBLIC ART BY LOCAL ARTISTS



## 4. END OF REED AVE

ISSUES:  
UNUSED, INACCESSIBLE,  
UNUSUALLY SPACE

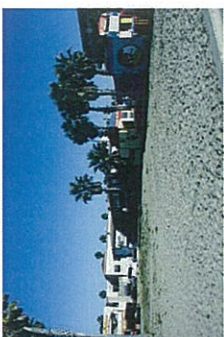
POTENTIAL:  
CREATE POCKET PARK



## 5. ALLEYWAYS

ISSUES:  
UNINVITING & DISCONNECTED FROM SURROUNDING  
ALTERNATIVE ROUTE FOR BICYCLES  
COMMERCIAL PROMENADE W/CAFES, SHOPS & PARKS

POTENTIAL:  
UNATTRACTIVE & UNUSED PUBLIC SPACE  
PUBLIC PLAZA/COURTYARD W/SEATING & COMMERCIAL  
MEETING, GATHERING, & RESTING SPACE, SPACE FOR VENDORS



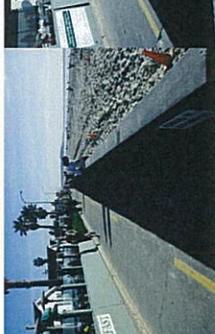
## 6. END OF OLIVER AVE

ISSUES:  
UNATTRACTIVE & UNUSED PUBLIC SPACE  
PUBLIC PLAZA/COURTYARD W/SEATING & COMMERCIAL  
MEETING, GATHERING, & RESTING SPACE, SPACE FOR VENDORS



## 7. THE BOARDWALK

ISSUES:  
DANGEROUSLY NARROW, SEAWALL NEEDS IMPROVEMENT & EXTENSION  
SAFE, FAMILY FRIENDLY ENVIRONMENT, IMPROVED ACCESS, DIVERSE SPACES



## 8. END OF PB DRIVE

ISSUES:  
AWKWARD NARROWING OF BOARDWALK  
BEACH DROP-OFF AREA, PERFORMANCE AND GATHERING SPACE



## 9. PB DRIVE & MISSION BLVD

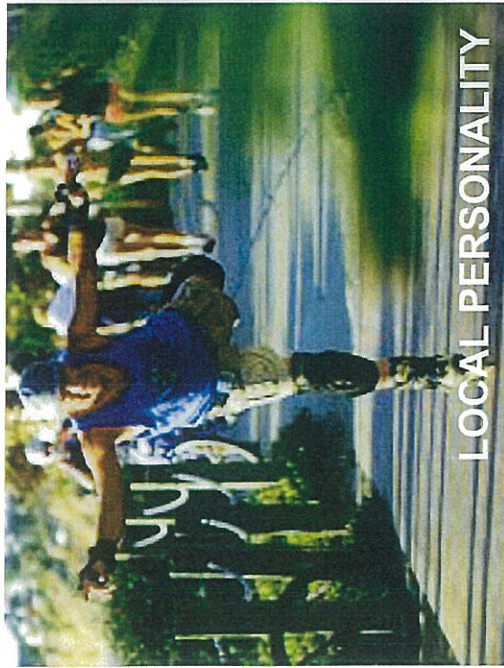
ISSUES:  
LARGE INTERSECTION FOR THE AMOUNT OF TRAFFIC  
UNSAFE FOR PEDESTRIANS & CYCLISTS  
REDUCE SCALE, BULB-OUT STREET CORNERS  
CREATE PEDESTRIAN FRIENDLY TRANSITION FROM  
BEACH AREA TO COMMERCIAL STRIP AND POSSIBLE TO THE BAY



## 10. MISSION BLVD

ISSUES:  
UNSAFE FOR PEDESTRIANS & CYCLISTS  
LACK OF FOOT TRAFFIC HURTS BUSINESSES IN THIS AREA  
ADD DIAGONAL PARKING TO OFFSET SPACES REMOVED  
ADD BIKE LANE, ADD MEDIAN LANDSCAPING  
CREATE SAFE AND ACCESSIBLE CROSSINGS FOR PEDESTRIANS





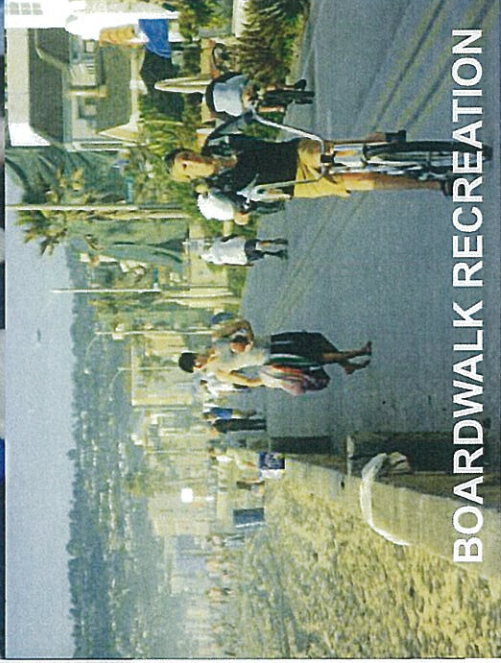
LOCAL PERSONALITY



SOCIAL LEISURE



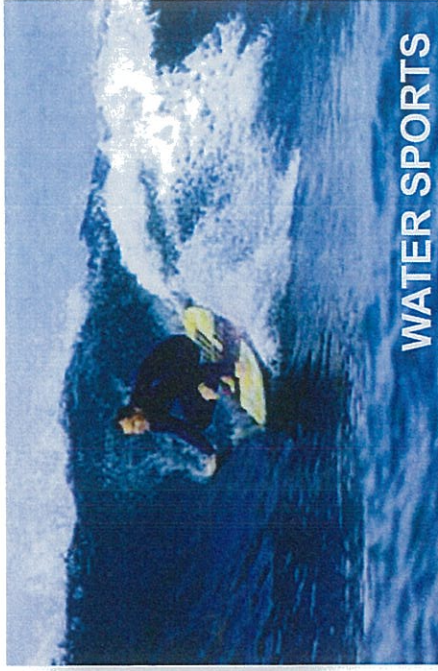
FAMILY



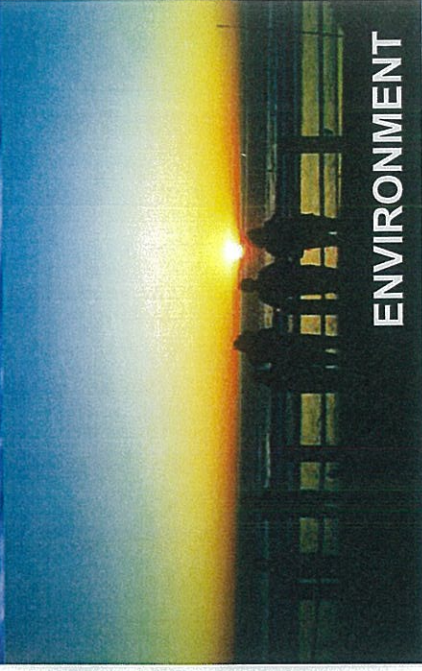
BOARDWALK RECREATION



CREATIVITY



WATER SPORTS



ENVIRONMENT



BEACH CULTURE

# EXISTING CONDITIONS





**mia sd**  
 Public Space Design & Planning  
 303 20th Avenue, Suite 201  
 San Diego, CA 92161  
 Tel: 619-594-1138 Fax: 619-594-7725  
 www.miasd.com

**LEGEND**

<b>A</b> COMMUNITY PASSIVE OPEN SPACE PARK SITE	<b>B</b> COMMUNITY ACTIVE PARK SITE (PLAYGROUND)	<b>C</b> COMMUNITY PLAZA (PIAZZA)	<b>D</b> EXPANDED BOARDWALK (PROMENADE)	<b>E</b> POTENTIAL NEW RETAIL/DINING ESTABLISHMENT
potential improvement area	primary interest node	expanded street corners (bush-outs)	pedestrian market promenade	primary pedestrian traffic
beach drop-off	new diagonal parking	proposed median landscape islands	primary bicycle traffic	service vehicle traffic and drop-off

**Pacific Beach Park**  
 San Diego, CA  
 October 26, 2012





## PB PARKS MEETINGS

	Meeting Name	Meeting Description	Meeting Date & Location	# Attendance	Time Length	Discussion / Outcome
1.	PBPG Development Sub-Committee	Publicly Noticed Meeting of PBPG	6/9/2011 PB Library	9	10 min	Decision to "Develop a vision for Boardwalk and adjacent land between PB Drive and Thomas"
2	Pacific Beach Planning Group (PBPG) General Meeting	Publicly Noticed Meeting of PBPG	6/22/2011 PB Library	Approx. 30	5 min	Information item: "Develop a vision for Boardwalk and adjacent land between PB Drive and Thomas"
3.	PBPG Development Sub-Committee	Publicly Noticed Meeting of PBPG	7/14/2011 PB Library	7	15 min	Decision to "Study Oceanfront area between PB Drive and Grand Ave looking for ways to improve the PB Oceanfront within the confines of the PB Community Plan"
4	PBPG General Meeting	Publicly Noticed Meeting of PBPG	7/27/2012 PB Library	Approx. 30	10 min	Information item: Discussion about South PB Oceanfront improvements
5	PBPG Development Sub-Committee	Publicly Noticed Meeting of PBPG	8/10/2012 PB Library	7	10 min	Discussion for community outreach and expertise for South PB Oceanfront
6	PBPG General Meeting	Publicly Noticed Meeting of PBPG	8/24/2012 PB Library	Approx. 40	15 min	Discussion: Board and Community members suggested contacting UCSD Planning and New School of Architecture for Expertise input and expertise
7	PBPG Special Meeting: South Pacific Beach Oceanfront Planning Project	Publicly Noticed Meeting of PBPG	Discover PB 10/13/11	27	90 min	Public Discussion to Develop Vision and Goals for the South PB Oceanfront Project
8	Pacific Beach Planning Group (PBPG) General Meeting	Publicly Noticed Meeting of PBPG	PB Library 10/26/11	Approx. 35	10 min	Information item: Update from outcome at Special meeting and request from public for input for vision, goals and PB identity for South PB Oceanfront Project
9	PBPG Special Meeting: South Pacific Beach Oceanfront Planning Project	Publicly Noticed Meeting of PBPG	Discover PB 11/7/11	21	90 min	Public Discussion with representation from Councilmember Faulconer's office and SD Senior Planner. Revision of Project Scope, Vision, Goals, issues and strategies
10	PBPG Special Meeting: <b>Design Charrette</b> #1 South Pacific Beach Oceanfront	Publicly Noticed Meeting of PBPG	Discover PB 12/5/11	14	90 min	Public Discussion with representation from Leslie Henegar, SD Senior Planner. Participants gave input for developing Public Right of Ways



## PB PARKS MEETINGS

11	PBPG Special Meeting: Design Charrette #2 South Pacific Beach Oceanfront	Publicly Noticed Meeting of PBPG	Discover PB 1/13/12	14	90 min	Further public discussion on issues related to traffic, parking, and green open space. Parking study presented. Refined Conceptual plan.
12	PBPG Special Meeting: South Pacific Beach Oceanfront	Publicly Noticed Meeting of PBPG	Discover PB 2/13/2012	12	90 min	Public discussion of further community outreach, funding sources & need to develop Community Benefit District. <b>Named project PB Parks and formalized PB Parks Expert Team</b>
13	Pacific Beach Town Council	Public Meeting presentation	2/15/2012 PB Women's Club	30	30 min	Presentation of PB Parks Conceptual Project. Received letter of support.
14	Discover PB (PB BID)	Board Meeting	3/6/2012 Discover PB	15	20 min	Presentation of PB Parks Conceptual Project. Received letter of support
15	Council Member Faulconer (Chief of staff Katie Hansen)	Meeting with District 2 staff	1/1/2012 Council-member's office	7	30 min	Presented PB Parks conceptual Plan and received suggestions for next steps
16	Pacific Beach Planning Group (PBPG) General Meeting	Publicly Noticed Meeting of PBPG	3/28/2012 PB Library	Approx. 45	30 min	PB Parks Expert Team presented Conceptual Project and received letter of support.
17	PBPG Special Meeting: PB Parks	Publicly Noticed Meeting of PBPG	4/19/2012 PB Rec. Center	10	90 min	PB Parks Expert Team presented Conceptual Project to business owners within project area.
18	George Ghossain, Traffic Engineer	Meeting to discuss traffic issues	5/21/2012 Ghossam office	5	60 min	PB Parks expert team presented conceptual plan and received recommendation related to traffic and pedestrian issues
19	Mission Beach Precise Planning Board	Publicly Noticed Meeting of MBPPB	6/19/2012 Belmont Park	18	30 min	PB Parks Expert Team Presented PB Parks Conceptual Project. Received letter of support.
20	Pacific Beach Planning Group (PBPG) General Meeting	Publicly Noticed Meeting of PBPG	6/27/2012 PB Library	Approx. 35	10 min	Presentation of "PB Parks Concept Study Report". Letter to Councilmember Faulconer requesting Feasibility studies
21	CA Coastal Commission	Meeting with Coastal Com. Alex Llerandi & Lee McEachern	7/5/2012 Coastal Com.	5	60 min	Presentation of PB Parks Concept Plan and received suggestions for issues and next steps

## PB PARKS MEETINGS

22	SANDAG	Meeting with SANDAG staff Rob Rundle and Shelby Tucker	7/20/2012 SANDAG	5	60 min	Presentation of PB Parks Concept Plan and received suggestions for issues and next steps. Specific recommendation for funding. Discussed sand replenishment options
23	Bill Evans (Catamaran) and Tom Frost (Beach Cottages)	Meeting with local business owners	7/23/2012 Catamaran Hotel	6	60 min	Presented PB Parks Concept Plan and received suggestions. Also received support for Community Benefit District.
24	Council Member Faulconer	Meeting with District 2 staff	8/1/2012 City Hall Bldg.	8	60 min	Presented PB Parks Concept Plan and received suggestions and commitment. Also received support for Community Benefit District.
25	American Institute of Architects - SDAT	Meeting with AIA Sustainable Design Assessment Steering Committee	8/23/2012 AIA Building	12	90 min	PB Parks participation in application for funding sources including an Assessment from the AIA Sustainable Design Assessment Team.
26	PBPG Development Sub-Committee	Publicly Noticed Meeting of PBPG	9/13/2012 PB Library	35	10 min	Sub-committee voted to submit the PB Parks Project for FY2014 CIP Budget Process through the newly created CPC public process
27	Pacific Beach Planning Group (PBPG) General Meeting	Publicly Noticed Meeting of PBPG	9/27/2012 PB Library	Approx. 40	10 min	PBPG voted 17-0-0 to submit the PB Parks Project for F2014 CIP Budget Process through the newly created CPC public process
28	Pacific Beach Beachfest	Community all Day Event	10/6/2012 At site of PB Parks	100's	8 hours	Presented to conceptual plan to persons attending the event
29	City of SD Development Services	Meeting with Cecilia Gallardo, Howard Greenstein, Leslie Henegar, Katherine Johnston and PB Parks Expert Team	10/8/2012 City Admin. Building	8	90 min	Presented conceptual plan to Development Services / Park Planning & Design. Discussed plan and issues. Established next steps as meeting with various city departments, funding mechanisms and "adoption of a vision" by the planning commission and city council.
30	PBPG - PB Parks Meeting	Publicly Noticed Meeting of PBPG with SD Senior Planner Leslie Henegar	10/16/12 PB Rec. Center		60 min	Finalize Concept Study and CIP Proposal Prepare for multi-departmental meeting with City of San Diego



June 28, 2012

TO: Kevin Faulconer  
Councilmember, District 2, City of San Diego

FROM: Brian Curry  
Chairperson, Pacific Beach Planning Group

RE: **Pacific Beach Parks Project**

Over the last year the Pacific Beach Planning Group (PBPG) has been working on a project to revitalize the Pacific Beach oceanfront and surrounding public areas called Pacific Beach Parks. Chris Olson, a member of the PBPG, has been leading this effort and working with a group of professional volunteers he refers to the PB Parks Expert Team and they include Hilary Lowe, Paul Ross, Matt Winter, David McCullough and Kristen Victor. Collectively they have invested considerable time and resources working on the proposal and compiled a report that brings together their work to date in a concept study (attached). Their work has been an incredible effort of voluntary service along with substantial public input. The PB Parks projects will undoubtedly be of great benefit to Pacific Beach and the larger San Diego community.

Katherine Miles has been very helpful providing advice and guidance through this process and we are very appreciative of her time and efforts. We are now very fortunate to be at a point in this effort to realize your support, as our Councilmember, for a Feasibility Study, or any other activity appropriate to facilitate the PB Parks Project.

As the conceptual project progresses through the next phases the PBPG would like to continue to be involved working closely with PB Parks Expert Team using their knowledge and expertise as appropriate. We are available to meet with you or your staff to discuss this project at your convenience.

Respectfully,

*Brian J. Curry*

Brian J. Curry, Chair  
Pacific Beach Planning Group

cc: Chris Olson  
Pacific Beach Parks Project



**Business  
Improvement  
District**

1503 Garnet Ave.  
Pacific Beach, CA 92109  
Tel: 858-273-3303  
Fax: 858-581-6748  
[www.pacificbeach.org](http://www.pacificbeach.org)

---

**2010 – 2011  
Board of Directors**

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Prudential Financial

**Todd Brown, Vice President**  
Bub's Dive Bar

**Eric Lingenfelder, Secretary**  
Verant Group

**Graham Duck, Treasurer**  
U.S. Bank

**Laura Ambrose**  
Woodstock's Pizza, Inc.

**Jim Chester**  
Catamaran Resort

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**Diane Faulds**  
Pacific Postal Service

**Monica Green**  
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**Tanya Ho**  
Classic Green Light Insurance

**Paulette Loper**  
Albertsons

**Mark Mitchell**  
Mark Mitchell Architecture  
& Planning

**Eddie Okino**  
Turquoise Coffee

**Doug Sodomowicz**  
Pacific Beach Shore Club  
Pacific Beach Fish Shop

**Pat Walsh**  
Stay Classy Inc.

---

**STAFF**  
**Andy Hanshaw**  
Executive Director

---

**Mission Statement**  
To Revitalize and Promote  
the Pacific Beach Community  
Physically and Economically.

TO: Pacific Beach Planning Group

RE: Pacific Beach Park Project

April 5, 2012

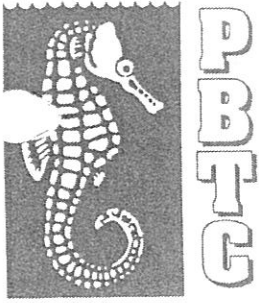
On behalf of the Board of Directors of Discover Pacific Beach I am writing this letter in support of the PB Park Project. The conceptual project was presented to the Discover PB Board of Directors on March 2nd and the Design and Improvement Subcommittee on March 13, 2012.

Discover PB has provided a venue for public meetings over the last several months and we have participated in the process. The monthly meetings focused on the urban revitalization of public areas within this project that will integrate open spaces, parks, culture and art unique to Pacific Beach and its' history. The scope of the project includes the public right of ways from PB Drive to Grand Ave and from Mission Blvd to the Ocean. The improvements anticipated by the project would include widening and completing the oceanfront boardwalk and changes to the connecting roadways including Mission Blvd, Strandway, PB Drive, Oliver Ave, Reed Ave, Thomas Ave and Grand Ave.

This letter confirms our support and continued involvement with the understanding that this project was presented as an overall concept and there will be the ongoing necessary public outreach to residents, community members, businesses and property owners with open forums for public input and continued development of this project.

Sincerely,

Eric Lingenfelder, President  
Discover Pacific Beach



# Pacific Beach Town Council

1706 Garnet Avenue  
San Diego, California 92109  
[www.pbtowncouncil.org](http://www.pbtowncouncil.org)

858 483•6666  
FAX 858 272•7282  
[general@pbtowncouncil.org](mailto:general@pbtowncouncil.org)

April 27, 2012

To Whom it may concern regarding the **South Pacific Beach Ocean Front Project**

The Pacific Beach Community Planning Group has been working for over a year on this project for our precious oceanfront in Pacific Beach. The PBPG has conducted monthly meetings focused on the urban revitalization of public areas within this project, integrating open spaces, parks, culture and art unique to Pacific Beach and its' history. Members of Pacific Beach Town Council and a Town Council Board Member have been participating in this process

At the PB Town Council general meeting on February 15, 2012, the **South Pacific Beach Ocean Front Project** conceptual design was presented and persons in the audience gave feedback and comments related to the project. **The Board members of the PB Town Council have voted to write this letter of support for the proposed conceptual framework of this project.** We encourage the PBPG with our support as it continues with the necessary public outreach to residents, community members, businesses and property owners thru open forums for public input and continued development of this project.

The project is consistent and supportive of the goals of the Pacific Beach Town Council, its members and the community.

Thank you for working with the PB Community in support of this project and we look forward to a successful **South Pacific Beach Ocean Front Project** through collaboration, compromise and commitment to this vision to better the Pacific Beach community.

Sincerely,

*Joe Wilding*

Joe Wilding, President  
PBTC

**Mission Beach Precise Planning Board**  
c/o 713 Isthmus Court • San Diego, CA 92109  
(858) 344-1684

TO: Chris Olsen, Pacific Beach Planning Group ("PBPG")

FROM: Debbie Watkins, Chair, Mission Beach Precise Planning Board

DATE: July 9, 2012

RE: Pacific Beach Park Project

On behalf of the Mission Beach Precise Planning Board ("MBPPB"), I am writing this letter in support of the Pacific Beach Park Project. The PBPG's conceptual plan was presented to our Board Members on Tuesday, June 19, 2012. Chris Olsen, Matt Winter, and Hillary Lowe introduced the conceptual plan to revitalize the oceanfront boardwalk and roadways between PB Drive and Grand Avenue, including about one block south of PB Drive in Mission Beach.

It is our understanding this project will revitalize public areas and will integrate open spaces, parks, culture and art unique to Pacific Beach and its history. The scope of the project includes the public right of ways from PB Drive to Grand Avenue and from Mission Boulevard to the Ocean. The improvements anticipated by the project would include widening and completing the oceanfront boardwalk and changes to the connecting roadways including Mission Boulevard, Strandway, PB Drive, Oliver Avenue, Reed Avenue, Thomas Avenue and Grand Avenue.

We support the PBPG in their move forward with a feasibility study or any activity deemed appropriate for this project with the necessary public outreach to residents, community members, businesses and property owners.

Please do not hesitate to contact me if you have any further questions.

We look forward to our continued involvement with this project on behalf of the Mission Beach community. Thank you.



## COUNCILMEMBER KEVIN FAULCONER

SECOND DISTRICT  
CITY OF SAN DIEGO

January 9, 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 beaches and bays, it is my pleasure to support the City of San Diego's request for a \$400,000 planning grant under the Smart Growth Incentive Program to fund the Pacific Beach Park Project.

One of my top priorities for Pacific Beach is to celebrate and enhance the community's quality of life. The Pacific Beach Park Project started as a grassroots concept developed by the Pacific Beach Park Expert Team, a group of dedicated community members who have volunteered over 1,000 hours to this venture. This project will reinvigorate seven acres of the boardwalk area currently congested, lacking safe multi-modal access to and from the beach, and in need of additional public open space. This project will create a sustainable urban environment as a hub for commerce and culture, attracting more San Diegans and visitors to this vibrant beach community.

I strongly encourage you to approve the City of San Diego's application for planning grant funding and appreciate your consideration.

Sincerely,

A handwritten signature in black ink, reading "Kevin L. Faulconer", is written over a horizontal line.

Kevin L. Faulconer  
Councilmember  
Second District

KF:ic





## CHAPTER 10

# SMART GROWTH SCORECARD

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The Smart Growth Scorecard is a tool to help local jurisdictions and community organizations determine whether a project incorporates the most fundamental design issues that are addressed in *Designing for Smart Growth*. The Scorecard also provides a straightforward way to compare different projects with one another.



## About the Scorecard

The Smart Growth Scorecard includes a set of 14 questions about land use, proximity to transit, accessibility, design and aesthetics, as well as other important characteristics. Each of these questions includes evaluation criteria based on three different types of development projects and public improvements:

- ♦ **Buildings.** Includes development projects that involve only one or two buildings, or sites that are too small for major public improvements.
- ♦ **Large Developments.** Includes development projects that involve several different buildings, or a site that is large enough to accommodate new roads, parks or other major public improvements.
- ♦ **Streetscapes.** Includes projects that take place entirely within the public realm, including streets, sidewalks, parks and civic space.

Some questions apply to all types of projects, while other questions apply only to one or two types of projects. The Scorecard applies to all of SANDAG's Smart Growth Place Types, although some questions are especially relevant to Place Types that allow for intensive development.

The criteria in the Scorecard were designed to be appropriate and achievable in 2009, when the Scorecard was originally developed. In the future, as State and local requirements become more demanding, some jurisdictions may wish to revise the Scorecard's criteria so that they are more strict. This is especially true of the criteria for water conservation, energy efficiency and other measures that relate to sustainability. Jurisdictions may also revise or add to the Scorecard's criteria based on their own local practices and goals for new development.

## Using the Scorecard

Using the Scorecard is easy. Simply read each question and review the evaluation criteria for that question. Choose the criteria that best correspond to the project. Then tally up the points awarded for each question, divided by the total number of points possible, to calculate the project's final score.

Some questions may not apply to certain projects. For example, the issue of historic buildings or natural features, which is evaluated in question #5, does not apply to some urban infill sites. Similarly, while question #12 evaluates whether a project provides a plaza or public seating, some projects may not do this for legitimate reasons, such as the project's size or its adjacency to existing public space. Therefore, a "Not Applicable" option is provided for each question.

The Scorecard makes it possible to assign a different weight to the scoring for each question. Individual jurisdictions could choose to give some questions more or less weight than others, to reflect the community's goals and priorities for future development. They could also weight each question equally.

# 1. Mixed Land Uses

For More Information

Chapter 1: Introduction

Chapter 2: Designing for the Region

When considering the mix of land uses, refer to this list:

- Small-lot single-family detached housing (at least 10 units/acre)
- Single-family rowhouses
- Condominiums
- Rental units
- Grocery stores
- Neighborhood shopping and services
- Restaurant/entertainment
- Office/employment
- Recreational/community facility
- Park/playing fields
- School/day care
- Religious, civic or other institutional uses

Does the project contribute to a diverse mix of well-integrated land uses?

<input type="checkbox"/>	<b>1 Point</b>	<b>For Buildings:</b> The project provides a single use that is already prevalent in the surrounding neighborhood (within a comfortable ½-mile walk of the project). <b>For Large Developments:</b> The project provides a single use that is already prevalent in the surrounding neighborhood.
<input type="checkbox"/>	<b>2 Points</b>	<b>For Buildings:</b> The project provides a single use that is not prevalent in the surrounding neighborhood (within a comfortable ½-mile walk of the project). <b>For Large Developments:</b> The project provides at least two uses that are not already prevalent in the surrounding neighborhood.
<input type="checkbox"/>	<b>3 Points</b>	<b>For Buildings:</b> The project provides a single use that is not prevalent in the surrounding neighborhood (within a comfortable ¼-mile walk of the project). <b>For Large Developments:</b> The project provides at least four uses that are not already prevalent in the surrounding neighborhood.
<input type="checkbox"/>	<b>4 Points</b>	<b>For Buildings:</b> The project provides two or more uses that are not prevalent in the surrounding neighborhood (within a comfortable ¼-mile walk of the project). <b>For Large Developments:</b> The project provides five or more uses that are not already prevalent in the surrounding neighborhood.
<input checked="" type="checkbox"/>	<b>Not Applicable</b>	<b>For Buildings and Large Developments:</b> This issue is not relevant to the project under consideration. <b>For Streetscapes:</b> This issue does not apply to streetscapes.

## Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

**Total Score** (Points × Scoring Weight)

**Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

## 2. Everyday Destinations

Everyday destinations include the following:

- Housing
- Grocery stores
- Neighborhood shopping and services
- Restaurant/entertainment
- Office/employment
- Recreational
- School/day care
- Religious, civic or other institutional uses

**For More Information**

Chapter 1: Introduction

Chapter 2: Designing for the Region

Is the proposed project near everyday destinations, such as grocery stores, restaurants and schools?

☐

**1  
Point**

**For Buildings and Large Developments:**

No everyday destinations are within a comfortable ½-mile walk of the majority of the project, or there are physical barriers, such as a freeway, that effectively prevent pedestrian and bicycle access.

**For Streetscapes:**

The project is not located within a comfortable ½-mile walk of everyday destinations. The project does not facilitate increased pedestrian and bicycle access to everyday destinations.

☐

**2  
Points**

**For Buildings and Large Developments:**

One or two everyday destinations are within a comfortable ½-mile walk of the majority of the project and are accessible to pedestrians and bicyclists.

**For Streetscapes:**

The project facilitates increased pedestrian and bicycle access to one to two everyday destinations within a comfortable ½-mile walk of the project.

☐

**3  
Points**

**For Buildings and Large Developments:**

Three or more everyday destinations are within a comfortable ½-mile walk of the majority of the project and are accessible to pedestrians and bicyclists.

**For Streetscapes:**

The project facilitates increased pedestrian and bicycle access to three or more everyday destinations within a comfortable ½-mile walk of the project.

☒

**4  
Points**

**For Buildings and Large Developments:**

Three or more everyday destinations are within a comfortable ¼-mile walk of the majority of the project and are accessible to pedestrians and bicyclists.

**For Streetscapes:**

The project facilitates increased pedestrian and bicycle access to three or more everyday destinations within a comfortable ¼-mile walk of the project.

☐

**Not  
Applicable**

**For Buildings, Large Developments and Streetscapes:**

This issue is not relevant to the project under consideration.

☒

### Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

\_\_\_\_\_ **Total Score** (Points × Scoring Weight)

\_\_\_\_\_ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

### 3. Consistent Street Edge

For More Information  
Chapter 3: Site Design

Does the project establish a consistent built edge on the street to facilitate pedestrian use?

☐

**1  
Point**

**For Buildings:** Buildings are not oriented toward the street and provide no clear pedestrian connection to the street. If existing development typically follows a build-to line, new buildings are not built to this line; if existing development has minimal setbacks, new buildings have much larger setbacks. Frontages are dominated by parking or vehicle entrances. Multiple curb cuts for vehicle entrances occur within 200 feet of one another.

**For Large Developments:** Buildings are not oriented toward the street and provide no clear pedestrian connection to the street. Buildings on the same street create an inconsistent or poorly-defined street edge. Frontages are dominated by parking or vehicle entrances. Multiple curb cuts for vehicle entrances occur within 200 feet of one another.

☐

**2  
Points**

**For Buildings:** Buildings are oriented toward the street or provide a clear pedestrian connection to the street. Buildings adhere to existing setback/build-to lines. Most vehicle entrances, parking lots and loading docks are located behind buildings.

**For Large Developments:** Buildings are oriented toward the street or provide a clear pedestrian connection to the street. The project maintains a consistent or an appropriately varied street edge for all buildings on the same street. Most vehicle entrances, parking lots and loading docks are located behind buildings.

☐

**3  
Points**

**For Buildings:** Buildings are oriented toward the street. Buildings maintain or define setback/build-to lines that are close to or adjacent to the sidewalk. Vehicle entrances, parking lots and loading docks are located behind buildings, and curb cuts for vehicle entrances are held to a minimum.

**For Large Developments:** Buildings are oriented toward the street. The project maintains a consistent or an appropriately varied street edge for all buildings on the same street. Vehicle entrances, parking lots and loading docks are located behind buildings, and curb cuts for vehicle entrances are held to a minimum.

☐

**4  
Points**

**For Buildings:** Buildings are oriented toward the street, and building frontages are designed to clearly show where people can enter. Buildings maintain or define setback/build-to lines that are close to or adjacent to the sidewalk. Where buildings step back from this line, attractive landscaping is provided. All vehicle entrances are located behind or on the sides of buildings.

**For Large Developments:** Buildings are oriented toward the street. The project maintains a consistent or an appropriately varied street edge for all buildings on the same street. Building heights are defined so that the average height of buildings is at least 50 percent of the street's total width, measured as the distance between building façades. Vehicle entrances, parking lots and loading docks are located behind buildings, and there is no more than 1 curb cut per block face for vehicle entrances (not including alleys).



**Not  
Applicable**

**For Buildings and Large  
Developments:**

This issue is not relevant to the project under consideration.

**For Streetscapes:**

This issue does not apply to streetscapes.

#### Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

#### Total Score (Points × Scoring Weight)

#### Total Possible (4 × Scoring Weight, or 0 if Not Applicable)

## 4. Street Frontages

For More Information  
Chapter 4: Building Design

Do the proposed buildings present visually interesting street frontages?

☐

**1  
Point**

**For Buildings and  
Large Developments:**

The project presents a blank wall on street-facing façades. Building frontages are visually monotonous and are dominated by opaque materials. There are minimal views from the street into the building.

☐

**2  
Points**

**For Buildings and  
Large Developments:**

The façades of large buildings with long street frontages are broken into smaller, distinct modules. Transparent window openings are provided at street level.

☐

**3  
Points**

**For Buildings and  
Large Developments:**

Building façades include details and ornamentation that add visual relief and are appropriate to the building's architectural style. Durable, high-quality materials are used to enrich façades. The façades of large buildings with long street frontages are broken into smaller, distinct modules. Transparent window openings are provided at street level.

☐

**4  
Points**

**For Buildings and  
Large Developments:**

Building entrances and frontages provide awnings, canopies or arcades that offer shade and weather protection for pedestrians. Building façades include details and ornamentation that add visual relief and are appropriate to the architectural style. Durable, high-quality materials are used to enrich façades. The façades of large buildings with long street frontages are broken into smaller, distinct modules. Transparent window openings are provided at street level. Some ground-floor frontages are designed to allow for outdoor seating for restaurants and cafés.



**Not  
Applicable**

**For Buildings and  
Large Developments:**

This issue is not relevant to the project under consideration.

**For Streetscapes:**

This issue does not apply to streetscapes.

### Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

**Total Score** (Points × Scoring Weight)

**Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)



## 5. Historic and Natural Features

For More Information  
Chapter 3: Site Design  
Chapter 4: Building Design  
Chapter 8: Parks and Civic Space

Does the project respect the site's original topography, natural features and existing buildings?		
<input type="checkbox"/>	<b>1 Point</b>	<b>For Buildings and Large Developments:</b> Historic and/or usable buildings are demolished. New landscaping, grading or paving eliminates existing natural features, including mature trees. Significant grading is used to create large, flat pads for new buildings.
<input type="checkbox"/>	<b>2 Points</b>	<b>For Buildings and Large Developments:</b> Some existing, usable buildings are rehabilitated and reused. Some existing natural features are preserved, including some mature trees. The project creates a minimal number of flat pads for new buildings.
<input type="checkbox"/>	<b>3 Points</b>	<b>For Buildings and Large Developments:</b> Most existing, usable buildings are rehabilitated and reused, and historic buildings are at least partially restored. Some existing natural features, including most mature trees, are preserved and highlighted as public amenities. Most of the site's finished topography retains the appearance of natural contours.
<input type="checkbox"/>	<b>4 Points</b>	<b>For Buildings and Large Developments:</b> The project significantly rehabilitates and improves existing buildings, extending their usable life. Historic buildings are fully restored. The project restores natural features to the landscape—for example, by daylighting a creek or reconstructing a portion of a wetland. Nearly all mature trees are preserved. All of the site's finished topography retains the appearance of natural contours.
<input checked="" type="checkbox"/>	<b>Not Applicable</b>	<b>For Buildings and Large Developments:</b> This issue is not relevant to the project under consideration. <b>For Streetscapes:</b> This issue does not apply to streetscapes.

### Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

### Total Score (Points × Scoring Weight)

### Total Possible (4 × Scoring Weight, or 0 if Not Applicable)

## 6. Sustainable Design

For More Information  
Chapter 3: Site Design  
Chapter 4: Building Design  
Chapter 5: Multimodal Streets

Does the project use sustainable design solutions for its construction and operation?		
<input type="checkbox"/>	<b>1 Point</b>	<p><b>For Buildings and Large Developments:</b> The project does not take special measures to reduce energy and water use. Little or none of the project's construction waste is reused or recycled. Landscaping in the project is not designed to minimize the use of water.</p> <p><b>For Streetscapes:</b> Little or none of the project's construction waste is recycled. Landscaping in the project is not designed to minimize the use of water.</p>
<input type="checkbox"/>	<b>2 Points</b>	<p><b>For Buildings and Large Developments:</b> Buildings are designed to take advantage of the local climate, with some of the buildings in the development containing at least one significant green building feature such as solar panels, passive heating or cooling systems, green roofs or greywater reuse. At least 50 percent of construction waste is reused or recycled. Some landscaping elements in the project are designed to minimize the use of water.</p> <p><b>For Streetscapes:</b> The project incorporates street trees and landscaping that are appropriate to the local climate and are designed to maximize the efficiency of water use. Some construction waste is recycled.</p>
<input type="checkbox"/>	<b>3 Points</b>	<p><b>For Buildings and Large Developments:</b> Buildings in the project are considered "green" buildings under a certification system such as the LEED Green Building Rating System or Build it Green's GreenPoint Rated. At least 70 percent of construction waste is reused or recycled. All of the project's landscaping is designed to minimize the use of water. At least 5 percent of the materials used in the project are salvaged, refurbished or reused. Buildings are oriented to the sun to provide natural daylighting. Trees and shade structures provide shade for buildings and paved areas.</p> <p><b>For Streetscapes:</b> The project incorporates street trees and landscaping that provide shade, are appropriate to the local climate and are designed to maximize the efficiency of water use. Much of the project's construction waste is reused or recycled.</p>
<input checked="" type="checkbox"/>	<b>4 Points</b>	<p><b>For Buildings and Large Developments:</b> Buildings in the project achieve the highest level of recognition from a green building certification system. At least 90 percent of construction waste is reused or recycled. All of the project's landscaping is designed to minimize the use of water. At least 10 percent of the materials used in the project are salvaged, refurbished or reused. Buildings are oriented to the sun to provide natural daylighting. Trees and shade structures provide shade for buildings and paved areas.</p> <p><b>For Streetscapes:</b> The project incorporates street trees and landscaping that provide shade, are appropriate to the local climate and are designed to maximize the efficiency of water use. It incorporates methods for naturally detaining and filtering stormwater runoff, such as swales or rain gardens. Permeable surfaces are used wherever possible. In addition, the project incorporates recycled, reused or sustainable materials. Nearly all construction waste is reused or recycled.</p>
<input type="checkbox"/>	<b>Not Applicable</b>	<p><b>For Buildings, Large Developments and Streetscapes:</b> This issue is not relevant to the project under consideration.</p>

### 4 Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

\_\_\_\_\_ **Total Score** (Points × Scoring Weight)

\_\_\_\_\_ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

## 7. Universal Access

**For More Information**  
 Chapter 3: Site Design  
 Chapter 4: Building Design  
 Chapter 5: Multimodal Streets

Does the project provide access for all people, regardless of their level of mobility?

<input type="checkbox"/>	<b>1 Point</b>	<b>For Buildings, Large Developments and Streetscapes:</b>	The project meets the minimum standards of the Americans with Disabilities Act (ADA) and State law for providing access to people with disabilities.
<input type="checkbox"/>	<b>2 Points</b>	<b>For Buildings, Large Developments and Streetscapes:</b>	The project exceeds some requirements for accessibility—for example, by providing separate access ramps that are wider than required.
<input checked="" type="checkbox"/>	<b>3 Points</b>	<b>For Buildings and Large Developments:</b>  <b>For Streetscapes:</b>	The project exceeds accessibility requirements and incorporates some elements of universal design, such as stepless paths and accessible features that are not specifically marked but make the project accessible to all. Parking spaces for people with disabilities are located as close as possible to accessible building entrances.  The project exceeds accessibility requirements and incorporates some elements of universal design, such as stepless paths and accessible features that are not specifically marked but make the project accessible to all.
<input type="checkbox"/>	<b>4 Points</b>	<b>For Buildings and Large Developments:</b>  <b>For Streetscapes:</b>	The project fully adheres to the principles of universal design, providing access for people of all levels of mobility throughout the site and building. Parking spaces for people with disabilities are located as close as possible to accessible building entrances.  The project incorporates universally accessible paths of travel along with special accessibility features such as beeping crosswalks, Braille signage, handrails where necessary, ample sidewalk widths and bus shelters that offer protection from the elements for wheelchair users. On-street parking spaces for people with disabilities are provided in locations where off-street spaces are not available.
<input type="checkbox"/>	<b>Not Applicable</b>	<b>For Buildings, Large Developments and Streetscapes:</b>	This issue is not relevant to the project under consideration.

### 3 Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
 Use the same weight for all projects.

\_\_\_\_ **Total Score** (Points × Scoring Weight)

\_\_\_\_ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

## 8. Street Connectivity

For More Information  
Chapter 5: Multimodal Streets  
Regional Bicycle Plan

Does the project improve street connectivity for vehicles, bicyclists and pedestrians?

☐

**1  
Point**

**For Large Developments:** Only one or two arterial roads connect the project to surrounding areas. Within the project, most internal circulation is channeled onto one or two collector roads. Many streets do not include bicycle facilities or traffic calming measures that would facilitate use by pedestrians and bicyclists.

**For Streetscapes:** The project does not address existing deficiencies in the street's pedestrian and bicycle facilities.

☐

**2  
Points**

**For Large Developments:** The project connects some adjacent roads to its internal street network. Parts of the internal street network are connected to one another, with streets spaced no more than 500 feet apart on average. Most streets within the project are designed for vehicle speeds of 25 miles per hour or less, and every street is designed to accommodate pedestrians.

**For Streetscapes:** The project improves the street so that it better accommodates pedestrians or bicyclists.

☐

**3  
Points**

**For Large Developments:** The project connects most adjacent roads to its internal street network. Most parts of the internal street network are a highly connected grid, with streets spaced no more than 400 feet apart on average. All streets within the project are designed for vehicle speeds of 25 miles per hour or less, and every street is designed to accommodate pedestrians. The project includes striped bicycle lanes on all major streets or a separate bicycle path serving the same destinations.

**For Streetscapes:** The project improves the street so that it provides a safe, comfortable route for pedestrians as well as bicyclists, and so that on-street bicycle parking is provided.

☒

**4  
Points**

**For Large Developments:** The project connects all adjacent roads to its internal street network. The project also provides for future connections with adjacent properties. The internal street network is a highly connected grid, with streets spaced no more than 350 feet apart on average. Major thoroughfares are closely spaced so that each one requires fewer lanes. All streets within the project are designed for vehicle speeds of 25 miles per hour or less, and every street is designed to accommodate pedestrians. The project includes striped bicycle lanes on all major streets or a separate bicycle path serving the same destinations.

**For Streetscapes:** The project emphasizes improvements that benefit pedestrians and bicyclists. Traffic lanes are narrowed or removed to provide space for striped bicycle lanes or wider sidewalks. On-street bicycle parking is provided in many locations along the street.

☐

**Not  
Applicable**

**For Buildings:** This issue does not apply to buildings.  
**For Large Developments and Streetscapes:** This issue is not relevant to the project under consideration.

### 4 Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

\_\_\_\_ **Total Score** (Points × Scoring Weight)

\_\_\_\_ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

## 9. Pedestrian Realm

For More Information  
Chapter 5: Multimodal Streets  
Planning and Designing for Pedestrians

Does the project provide adequate sidewalks, pedestrian-friendly streetscapes and a safe environment for pedestrians?		
<input type="checkbox"/>	<b>1 Point</b>	<b>For Large Developments and Streetscapes:</b> Few or no sidewalks are provided in the project.
<input type="checkbox"/>	<b>2 Points</b>	<b>For Large Developments and Streetscapes:</b> Every street in the project has a sidewalk on both sides, with a width of at least 5 feet for an unobstructed throughway zone and a planted area between the throughway zone and curb on major streets. The project improves the streetscape by providing some street trees or a landscaped center median.
<input checked="" type="checkbox"/>	<b>3 Points</b>	<b>For Large Developments and Streetscapes:</b> Every street in the project has a sidewalk on both sides, with a width of at least 10 feet on major streets. The throughway zone has a smooth surface and is free of obstructions. Pedestrian safety is improved by providing high-visibility crosswalks with curb bulbouts to reduce crossing distances. In addition, sidewalks are well lit at night. Pedestrian-activated signals include buttons that can be used by people with disabilities. Closely spaced street trees with a broad, leafy canopy provide shade for pedestrians on all streets.
<input type="checkbox"/>	<b>4 Points</b>	<b>For Large Developments and Streetscapes:</b> Pedestrians are treated as a priority in the project. Every street in the project has a sidewalk on both sides, with a width of at least 12 feet on major streets; or, rather than providing sidewalks, some streets are designed so that pedestrians can safely and comfortably share the entire road with slow-moving vehicle traffic. The throughway zone on sidewalks has a smooth surface and is free of obstructions. Sidewalks are well lit at night. Pedestrian-activated signals include buttons that can be used by people with disabilities. Closely spaced street trees with a broad, leafy canopy provide shade for pedestrians on all streets. Additional pedestrian safety measures are included in the project, such as refuge islands in the street median at crosswalks. Attractive, pedestrian-oriented street furniture, such as benches and trash cans, is also provided.
<input type="checkbox"/>	<b>Not Applicable</b>	<b>For Buildings:</b> This issue does not apply to buildings. <b>For Large Developments and Streetscapes:</b> This issue is not relevant to the project under consideration.

### 3 Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

\_\_\_\_\_ **Total Score** (Points × Scoring Weight)

\_\_\_\_\_ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)



## 10. Transit Access

For More Information  
Chapter 5: Multimodal Streets  
Chapter 6: Transit Stations

Will the project contribute to increased use of existing or planned public transit?		
<input type="checkbox"/>	<b>1 Point</b>	<p><b>For Buildings and Large Developments:</b> There is no nearby public transit service, or headways between buses or trains on the same route are longer than 30 minutes.</p> <p><b>For Streetscapes:</b> The project does not include any improvements that would encourage increased use of public transit.</p>
<input type="checkbox"/>	<b>2 Points</b>	<p><b>For Buildings:</b> The project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 30 minutes between buses or trains on the same route.</p> <p><b>For Large Developments:</b> Most of the project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 30 minutes between buses or trains on the same route. Transit stops include at least one passenger amenity such as benches, passenger shelters or posted timetables.</p> <p><b>For Streetscapes:</b> The project adds at least one new amenity at transit stops, such as benches, passenger shelters or posted timetables.</p>
<input checked="" type="checkbox"/>	<b>3 Points</b>	<p><b>For Buildings:</b> The project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 15 minutes between buses or trains on the same route.</p> <p><b>For Large Developments:</b> Nearly all of the project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 15 minutes between buses or trains on the same route. Transit stops include multiple passenger amenities such as benches, passenger shelters or posted timetables.</p> <p><b>For Streetscapes:</b> The project adds multiple passenger amenities at transit stops, such as benches, passenger shelters or posted timetables.</p>
<input type="checkbox"/>	<b>4 Points</b>	<p><b>For Buildings:</b> The project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 10 minutes between buses or trains on the same route.</p> <p><b>For Large Developments:</b> Nearly all of the project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 10 minutes between buses or trains on the same route. The project adds exceptionally high-quality passenger amenities at transit stops, such as artist-designed benches or real-time displays of expected arrival times. Features such as bus bulbouts are included to improve the efficiency of transit service.</p> <p><b>For Streetscapes:</b> The project adds exceptionally high-quality passenger amenities at transit stops, such as artist-designed benches or real-time displays of expected arrival times. Features such as bus bulbouts and queue jump lanes are included to improve the efficiency of transit service.</p>
<input type="checkbox"/>	<b>Not Applicable</b>	<p><b>For Buildings, Large Developments and Streetscapes:</b> This issue is not relevant to the project under consideration.</p>

### 3 Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

\_\_\_\_ **Total Score** (Points × Scoring Weight)

\_\_\_\_ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

## 11. Access to Public and Civic Space

For More Information  
Chapter 7: Civic Buildings  
Chapter 8: Parks and Civic Space

Does the project provide easy pedestrian and bicycle access to parks and civic buildings?

☐

**1  
Point**

**For Buildings and  
Large Developments:**

**For Streetscapes:**

Some parts of the project are located more than 1 mile from a park or civic building.

The project does not take any steps to improve pedestrian or bicycle access to parks or civic buildings.

☐

**2  
Points**

**For Buildings and  
Large Developments:**

**For Streetscapes:**

All parts of the project are within a comfortable 1-mile walk to a park, or a civic building such as a library or school.

The project includes some pedestrian and bicycle improvements to at least 1,000 linear feet of a street that is adjacent to a park or civic building.

☐

**3  
Points**

**For Buildings and  
Large Developments:**

**For Streetscapes:**

All parts of the project are within a comfortable ½-mile walk to a park, as well as a civic building such as a library or school.

The project includes significant pedestrian and bicycle improvements to at least 1,500 linear feet of a street that is adjacent to a park or civic building.

☒

**4  
Points**

**For Buildings and  
Large Developments:**

**For Streetscapes:**

All parts of the project are within a comfortable ¼-mile walk to a park, or a ½-mile walk to multiple parks. In addition, all parts of the project are within a comfortable ½-mile walk to a civic building such as a library or school.

The project includes major pedestrian and bicycle improvements to at least 2,000 linear feet of a street that is adjacent to a park or civic building. Any significant obstacles to pedestrian connectivity, such as dead-end streets, are mitigated by providing new off-street pedestrian and bicycle paths.

☐

**Not  
Applicable**

**For Buildings, Large  
Developments and  
Streetscapes:**

This issue is not relevant to the project under consideration.

☒

**Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

\_\_\_ **Total Score** (Points × Scoring Weight)

\_\_\_ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

## 12. Plazas and Seating

For More Information  
Chapter 3: Site Planning  
Chapter 8: Parks and Civic Space

Will the project create plazas, seating areas or other spaces that are available for public use?

☐

**1  
Point**

**For Buildings,  
Large Developments  
and Streetscapes:**

The project does not create new plazas, seating areas or other spaces that are available for public use.

☐

**2  
Points**

**For Buildings,  
Large Developments  
and Streetscapes:**

The project creates at least one public plaza or seating area that adequately meets the needs of its expected users.

☐

**3  
Points**

**For Buildings,  
Large Developments  
and Streetscapes:**

The project creates at least one public plaza or seating area that includes special design features such as public art, high-quality furniture and attractive paving. Lighting illuminates pathways and seating areas.

☒

**4  
Points**

**For Buildings,  
Large Developments  
and Streetscapes:**

The project creates at least one public plaza or seating area that includes special design features such as public art, high-quality furniture and attractive paving. The plaza is carefully integrated with the buildings that surround it. If it is adjacent to a public street, it is oriented towards the sidewalk and includes clear physical connections to the sidewalk. Lighting illuminates pathways and seating areas.

☐

**Not  
Applicable**

**For Buildings, Large  
Developments and  
Streetscapes:**

This issue is not relevant to the project under consideration.

☐

### Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

\_\_\_\_\_ **Total Score** (Points × Scoring Weight)

\_\_\_\_\_ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

## 13. Vehicle and Bicycle Parking

For More Information

Chapter 3: Site Planning

Chapter 9: Parking

Is parking designed and located to maintain safe, pedestrian-friendly streets and to meet the needs of bicyclists?



**1  
Point**

**For Buildings and Large Developments:**

The project's off-street vehicle parking is designed in a way that does not support the pedestrian realm. Surface parking is provided in front of buildings, and there is no landscaping buffer on street-facing edges of surface parking lots. Numerous driveways create gaps in the sidewalk. Little or no bicycle parking is provided.

**For Streetscapes:**

No on-street vehicle or bicycle parking is provided.



**2  
Points**

**For Buildings and Large Developments:**

Most vehicle parking spaces are located to the side or rear of buildings. Driveways and curb cuts are minimized. A small landscaping buffer is provided on street-facing edges of the parking lot. Bicycle parking is provided, but it is not located near building entrances.

**For Streetscapes:**

On-street vehicle parking creates a buffer between pedestrians and vehicle traffic. Limited on-street bicycle parking is available.



**3  
Points**

**For Buildings and Large Developments:**

There are no vehicle parking spaces between the building and the sidewalk, and most parking is located behind buildings. Driveways and curb cuts are minimized, and the sidewalk's paving treatment continues across the driveway. Parking garages are designed to have a façade with human-scale features and horizontal divisions between floors, similar to occupied buildings. If individual garages are provided for residential units, most garages are accessed from an alley. A landscaping buffer provides a variety of plants with different heights and textures on street-facing edges of surface parking lots. Bicycle parking is provided near building entrances, using racks that can support the bicycle's frame at two points.

**For Streetscapes:**

On-street vehicle parking creates a buffer between pedestrians and vehicle traffic. Landscaped bulbouts or other planted areas are incorporated into the on-street parking. On-street bicycle parking is provided near most building entrances, using racks that can support the bicycle's frame at two points.



**4  
Points**

**For Buildings and Large Developments:**

Aside from signage and entry driveways, all surface parking lots for vehicles are located behind buildings. Driveways and curb cuts are minimized, and the sidewalk's paving treatment continues across the driveway. Parking garages are designed to have the same appearance as a normal building and are wrapped with retail storefronts, offices or residential units. If individual garages are provided for residential units, all garages are accessed from an alley. A landscaping buffer provides a variety of plants with different heights and textures on street-facing edges of surface parking lots, and an attractive, partially-transparent fence or low wall further defines the edge of the lot. Bicycle parking is provided near building entrances, using racks that can support the frame at two points. Some or all of the bicycle parking spaces are secured in limited-access garages or storage areas.

**For Streetscapes:**

On-street vehicle parking creates a buffer between pedestrians and vehicle traffic. Landscaped bulbouts or other planted areas are incorporated into the on-street parking. An innovative strategy such as back-in angled parking is used to minimize conflicts between different modes of travel. On-street bicycle parking is provided near almost all building entrances, using racks that can support the bicycle's frame at two points.



**Not  
Applicable**

**For Buildings, Large Developments and Streetscapes:**

This issue is not relevant to the project under consideration.

3

### Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

\_\_\_\_ **Total Score** (Points × Scoring Weight)

\_\_\_\_ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

## 14. Parking Demand Management

For More Information  
Chapter 9: Parking

Does the project incorporate strategies to manage parking demand?



**1  
Point**

**For Buildings and Large Developments:**

The project does not strive to reduce vehicle parking demand. It may include more vehicle parking spaces than the required minimum. There is no separate charge for parking.

**For Streetscapes:**

On-street vehicle parking is free, or its cost is negligible.



**2  
Points**

**For Buildings and Large Developments:**

The project includes no more than the minimum required number of vehicle parking spaces.

**For Streetscapes:**

On-street vehicle parking is paid, but parking fees do not reflect peak demand pricing strategies, such as charging higher rates during busy times of the day.



**3  
Points**

**For Buildings and Large Developments:**

The project includes no more than the minimum required number of vehicle parking spaces, and at least some parking is shared between several uses. Some parking costs are unbundled from purchase prices and lease rates in order to encourage the use of non-automobile modes of transportation.

**For Streetscapes:**

On-street vehicle parking is paid. The project incorporates peak demand pricing strategies.



**4  
Points**

**For Buildings and Large Developments:**

The project is in a parking district that does not require any on-site vehicle parking, or it is an adaptive reuse of a building that does not include on-site parking. Alternatively, the project includes only the minimum required number of vehicle parking spaces and shares all of its parking between several uses. If there are times of the day or week when none of the on-site parking is needed, these spaces are made available to the public. Space is provided for car-sharing vehicles that are available to all members of the car-sharing service. All parking costs are unbundled from purchase prices and lease rates.

**For Streetscapes:**

The project incorporates peak demand pricing strategies. Advanced technology is used to monitor the availability of on-street parking spaces.



**Not  
Applicable**

**For Buildings, Large Developments and Streetscapes:**

This issue is not relevant to the project under consideration.

### Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.  
Use the same weight for all projects.

**Total Score** (Points × Scoring Weight)

**Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

## Final Project Score

This project has been evaluated using the Smart Growth Scorecard, a flexible tool created by SANDAG to evaluate proposed development projects and streetscape improvements. While the criteria in this Scorecard are based on SANDAG's *Designing for Smart Growth*, your local jurisdiction may have modified the Scorecard to reflect its own priorities for future development.

Project Name: PB Parks

Project Location: PB Drive > Grand Ave; Mission Bl. > Ocean Front Walk

Total Score	Total Possible	Question
—	—	1. Does the project contribute to a diverse mix of well-integrated land uses?
4	4	2. Is the proposed project near everyday destinations, such as grocery stores, restaurants and schools?
—	—	3. Does the project establish a consistent built edge on the street to facilitate pedestrian use?
—	—	4. Do the proposed buildings present visually interesting street frontages?
—	—	5. Does the project respect the site's original topography, natural features and existing buildings?
4	4	6. Does the project use sustainable design solutions for its construction and operation?
3	4	7. Does the project provide access for all people, regardless of their level of mobility?
4	4	8. Does the project improve street connectivity for vehicles, bicyclists and pedestrians?
3	4	9. Does the project provide adequate sidewalks, pedestrian-friendly streetscapes and a safe environment for pedestrians?
3	4	10. Will the project contribute to increased use of existing or planned public transit?
4	4	11. Does the project provide easy pedestrian and bicycle access to parks and civic buildings?
4	4	12. Will the project create plazas, seating areas or other spaces that are available for public use?
3	4	13. Is parking designed and located to maintain safe, pedestrian-friendly streets and to meet the needs of bicyclists?
1	4	14. Does the project incorporate strategies to manage parking demand?

$$\begin{array}{ccccc}
 \boxed{33} & \div & \boxed{40} & \times 100 = & \boxed{83} \% \\
 \text{Combined} & & \text{Combined} & & \text{Final} \\
 \text{Total} & & \text{Total} & & \text{Score} \\
 \text{Score} & & \text{Possible} & & 
 \end{array}$$