



**COUNCILMEMBER
STEPHEN WHITBURN
THIRD COUNCIL DISTRICT**

M E M O R A N D U M

DATE: September 30, 2022
TO: Charles Modica, Independent Budget Analyst
FROM: Councilmember Stephen Whitburn, District 3
SUBJECT: Fiscal Year 2024 Budget Priorities

As the District 3 councilmember, my top budget priorities are reducing homelessness and increasing affordable housing. I would like to express my gratitude to the hundreds of District 3 residents who responded to our survey asking for their budget priorities. Respondents to the budget priorities surveyed listed their top priorities as:

- 1) Homelessness Solutions and Affordable Housing,
- 2) Clean and Safe Neighborhoods,
- 3) Streets, Sidewalks, and Other Infrastructure.

As we begin the Fiscal Year 2024 budget process, the District 3 budget request remains focused on these top priorities, and I respectfully request the following investments to be included:

Homelessness and Solutions and Affordable Housing

The City's Community Action Plan's vision states: "By working creatively and collaboratively, the City of San Diego will build a client-centered homeless assistance system that aims to prevent homelessness, and that quickly creates a path to safe and affordable housing and services for people who experience homelessness in our community." Addressing homelessness requires significant investments in both short-term and long-term goals and they must both be funded.

Additional Shelter Beds

Although the City has a goal of permanent housing, with such a massive class of unhoused people living in San Diego, there continues to be a humanitarian crisis on our sidewalks and throughout our neighborhoods. We need additional Bridge Shelters and Interim Housing programs that address the immediate shelter needs of anyone in San Diego experiencing homelessness. The congregate and non-congregate shelters provide safe and temporary housing, as well as stabilization and supportive services to prepare individuals and families experiencing homelessness for the most appropriate housing solutions. As the City continues increasing outreach to our unsheltered population, the City may run out of shelter beds at times. The City must continue to ensure enough shelter beds are in place for anyone who wants one.

LGBTQ Non-Congregate Shelter with Services

Allocate \$1.5M annually to continue the LGBTQ-affirming shelter beds and wrap-around services through the San Diego Housing Commission. Of the youth currently experiencing homelessness, 40% identify as part of the LGBTQ community. SDHC recently put out an RFP for LGBTQ non-congregate shelter and I would like to see ongoing funding.

Senior Shelters and Education for Service Providers

The City must work with and find service providers that can provide additional supportive services for mature adults during shelter stays. We must dedicate space for durable medical equipment, provide ergonomic and age-appropriate beds (i.e., not top bunks), and institute policies and programs to address the health, safety, and quality of life of older adults. Establishing and funding partnerships with hospitals and care providers to support onsite non-medical caregiving, recuperative, and/or hospice care programs San Diego must improve its support, outreach, and education to its aging community.

Neil Good Day Center

Neil Good Day Center provides unhoused individuals with critical services needed throughout the day, including restrooms, laundry, storage, and mail services. While the City continues to fund new shelter operations, the Day Center hours face potential cuts resulting in the reduction of hours and stagnant wages for staff in a competitive hiring market.

Permanent Supportive Housing

The City must make significant investments in permanent solutions, including housing creation, subsidies, supportive housing, low-income housing, and rapid re-housing to meet the City's needs. Permanent housing must focus on both individuals and families and provide them with consistency, flexibility, and extended duration wraparound services.

Project Homekey

In July of 2021, the State of California budgeted \$5.8 billion for Homekey over two years, to create more than 42,000 new homeless housing units. Those funds will be allocated to \$2.75 billion for the Department of Housing and Community Development and \$3 billion for the Health and Human Services Agency to create clinically enriched behavioral health housing and funding for the renovation and acquisition of Board and Care Facilities and Residential Care Facilities for the Elderly. The City must continue to work with the California Department of Housing and Community Development to secure additional funding to support our regional supportive and permanent housing needs. The city must remain competitive against other public entities to receive funding for a broad range of housing types and to fund mental and behavioral health assistance, health care services, substance use services, case management, life skills training, education services, and employment assistance to those new housing units.

Rental Assistance and Homeless Prevention Programs

Over the past two years, the City of San Diego Housing Stability Assistance Program has helped pay rent and utilities for households with low income in the City of San Diego that experience financial hardship due to or during the ongoing pandemic. The city must continue to support and monitor the procurement and distribution of additional relief to renters facing pandemic-related financial difficulties thereby also providing landlords with relief from pandemic-related non-payment of rent. The City must also continue working with community organizations to engage the community on their immediate and long-term needs and sources of assistance.

Housing Stability Fund

This fund was created in FY23 and provides up to \$500 per month for up to 24 months for families with low income and unstable housing situations to assist with rent and other housing-related expenses. The current allocated funds will support approximately 300 families. However, there are over 42,000 families who make 25% or less of the Area Median Income (AMI) and are identified as needing housing assistance by the City of San Diego. The City should look to allocate additional funding to support more hard-working San Diego families.

Co-Locating Affordable Housing at Public Facilities

The City should prioritize making greater investments to help increase the supply of our affordable housing stock.

Opportunities like co-locating or adding affordable housing projects above existing and newly renovated public facilities, such as libraries, can achieve maximum efficiency of land-use. Co-locating affordable housing with public facilities helps leverage additional funds for projects which contribute to the creation and expansion of affordable multi-use neighborhoods.

Increase Downtown San Diego Partnership Homeless Outreach Program Funding

Increase funding for staff salary adjustments and secure a permanent outreach office. Assess the feasibility of a multiyear contracts (three years) to ensure a continuity of established services, programs, and resources in the Downtown community.

Clean and Safe Neighborhoods

Investments for Police Response Times

District Three residents have the reasonable expectation that when they call the SDPD they will receive a response within minutes and not hours. I have been made aware of a few situations within Council District 3 where the SDPD took substantially longer to respond than was expected. I have also heard from several residents that response times for non-emergency calls continues to lag and that sometimes the line goes unanswered. We must work together to ensure that our residents' expectations are met in their time of need.

Enhanced Policing in High Crime Corridors

Increased funding for dedicated walking SDPD patrols in high call-volume corridors, including 5th Avenue, C Street, Imperial Avenue and J Street and increased resources to expand the narcotics division.

Increased Police and Firefighter Recruitment

Allocate \$400,000 to establish a local college/university recruitment strategy, with the goal of hiring 700 new officers and 350 new firefighters to represent the diverse communities of San Diego by the end of FY26.

Clean SD

Increase funding for enhanced Clean SD litter removal and sidewalk reset by adding 3-hour abatement crews seven-days per week and doubling the total amount of sidewalks abated.

Increase funding for the environmental services department and increase programs to help with graffiti abatement, brush and weed abatement, code compliance, the addition of public trash receptacles, increasing the number of curbside community clean-ups, and continuing funding for Clean SD services such as waste and litter removal and sidewalk sanitation.

Code Compliance

San Diego's Code Compliance Department protects the public's health, safety, welfare, and property value by enforcing the City, State, and Federal land use, zoning, neighborhood ordinances, and public nuisance concerns. The Code Compliance Department should receive the funding needed to be fully staffed and include proper enforcement of the new short-term vacation rental ordinance. The use and enjoyment of all San Diego neighborhoods are affected by violations and violators should be held accountable to fix the problems.

Increase Brush and Weed Abatement

The City canyon brush management backlog represents an immediate danger to our neighborhoods. San Diego has a history of wildfires; it is important that we provide adequate resources needed to take preventative approaches in the following areas throughout the year: regional parks, open space parks and canyon lands.

Provide More Public Trash Receptacles

Residents and businesses have asked for more public trash receptacles to be placed around the neighborhoods. I respectfully request increasing the Clean SD litter removal and sidewalk reset up

to seven days per week and increase the public right-of-way corner trash can service to three times per week.

Arts and Culture

Creativity and the arts play an important role in creating jobs, educational opportunities and help enhance San Diego's neighborhoods. Our region's ability to attract and retain our workforce and tourists to our beautiful City will be increased through our vital arts and culture funding. Last year we helped restore a portion of our Arts and Culture budget, however, this year we must fund our Commission for Arts and Culture to 7% of the current \$10.5 cent TOT tax.

The City has begun making progress toward its Penny for the Arts goal set by the City Council in 2012 aimed to ultimately dedicate 9.52% of TOT to arts and culture programs. This program enhances the quality of life for San Diegans by making our neighborhoods more vibrant, celebrating our culture, improving educational outcomes, and bolstering the local economy. The City should continue its commitment to reaching the goal by FY26. Funding the Organizational Support Program and Creative Communities San Diego grants at 7% of TOT, then increasing the percentage by 1.26% over the next two fiscal years to reach the 9.52% of TOT will adequately fulfill the Penny for the Arts needs.

Climate Action Plan (CAP)

In June 2022, this Council updated the City's Climate Action Plan which is critical to addressing our climate emergency. Our update was a significant update from the original CAP plan. It continued setting goals, measurements, and actions of the current CAP while stating a goal to achieve net-zero GHG emissions by 2035.

Fund CAP 2.0

To plan for the successful implementation of CAP 2.0, the City should continue funding and adopting the recommendations from the 2021 CAP Performance Audit. We should increase the Sustainability and Mobility department's capacity, so they can develop an implementation plan, including an estimate of associated costs, information on funding sources, and identification of funding gaps.

Due to the urgency of the climate crisis and the fact that the City is behind in reducing emissions as mitigation for continued project development, the City must double down on its efforts. The City should fund the Implementation Plan, detail cost estimates, and specify funding and financing sources, including local, state, federal, non-governmental, and private sector opportunities.

Sustainability Department Increased Funding

The City of San Diego should allocate funds to hire a senior level Program Manager and provide resources to lead and accelerate CAP Strategy 1 Decarbonization of the Built Environment. It is critical that the Sustainability Department develop citywide policies in consultation with key stakeholders, including communities of concern and workers, that help us reduce our largest source of emissions and promote environmental and climate justice.

Grant Writer for Climate Grants

There are various County, State, and Federal programs offering financial grants to support a healthier, cleaner, and safer environment, hiring a grant writer will pay for itself many times over.

Funding a grant writer who secures funds to achieve the CAP goals and the Climate Adaptation and Resiliency Plan with outside funding will help alleviate the general fund.

Cost of Service Study for City-Provided Trash Service

The City should allocate funds for a cost of service study for city-provided trash service. A “pay-as-you-throw” program would help the City achieve its zero waste goals, and the opportunity that could be presented through repeal of the People’s Ordinance should not be ignored. Details on cost are outlined in the Independent Budget Analyst report 22-23 from August 18, 2022.

Mobility Master Plan

Not only do public transportation and bike infrastructure help to reduce greenhouse gas emissions, but they also contribute to a higher quality of life by bringing communities together, reducing traffic, and increasing healthy physical activity. The City must provide more complete bus stops with shade and protected bike lanes that intersect with public transportation to encourage more San Diegans to be less car dependent.

Updated Bicycle Master Plan

The City’s Bicycle Master Plan has not been updated since 2013 when the safest, Class IV classification of bikeways was not used. The City should fund and complete an updated bicycle master plan to put San Diego on the right track toward its CAP mobility goals.

Tree Planting and Maintenance

Allocate funding to increase tree planting, pruning, and maintenance programs that safeguard and increase our urban forest canopy. In coordination with the community to ensure that by 2035 the tree canopy is 35% of the total area in census tracts with very low or low access to opportunity, as identified in the San Diego Climate Equity Index. Green space and the urban tree canopy bring environmental health benefits, making our neighborhoods less vulnerable to climate and health risks by lowering local temperatures, improving air quality, and mitigating flooding.

University Heights and North Park Library Upgrades

I am requesting the funds needed to design upgraded facilities at both the University Heights and North Park library facilities in the FY 2024 budget. The City should begin exploring how affordable housing can be added to public facilities like our libraries including the University Heights and North Park branches.

Increase the Materials Budget

The additional investments we made to the materials budget in FY23 was long overdue. Even with these additions, the Library’s materials budget is still lagging. The San Diego Library’s collection is too small to meet the community’s interests, particularly for materials in multiple languages. The City must add additional materials funding to maintain the digital databases, online tutoring programs, and eBooks needed to build the capacity for the future.

Library’s Maintenance Budget

The additional investments we made to the maintenance budget in FY23 was a good first step. However, with over \$50 million in deferred maintenance needs at San Diego Libraries, many

locations are in poor condition, including University Heights. We must meet the ever-growing list of basic deferred maintenance needs.

Increase the Library Match

For 18 straight years, the Library Foundation and Friends of the Library have met the \$1 million match. The city match for these funds serves as an effective incentive for private sector support for Library programs and resources. Recent changes in match policies mean match funds are having a broader impact on Library operations and are helping traditionally underfunded branches achieve equity with branches with stronger local support. To ensure even more communities can benefit from matching funds, we increased our match to \$1.2 million in FY 23. Should the Library meet the \$1.2M match this year, we should again increase the match by \$200,000 and challenge the foundation to meet the new \$1.4 million match goal.

Parks and Recreation

The City of San Diego park system provides healthy, sustainable, and enriching environments for all its residents and tourists. Funding for facility improvements at Balboa Park, neighborhood parks, and recreation centers are critical to improving the quality of life of our communities. With the increased focus on outdoor activities and social distancing, it is more important than ever that we maintain adequate funding for the park system. I am requesting funds for these park improvements:

- Ward Canyon Park Improvements
- Irrigation Upgrades for the Golden Hill Community Garden
- Refinish metal benches, light poles, and bridge railings in Trolley Barn Park
- Continued funding for Grape Street Dog Park Improvements
- Continued funding for Dog Park at North Park Community Park

Wetland Restoration

Natural habitat restoration will help our City meet its CAP goals. The City should finish planning and begin permitting the 220-acre wetland restoration project in the northeast corner of Mission Bay. City funding will help leverage access to external funding sources for this wetland area, and matching funds will be available from other state and federal agencies. It's a strong and sound investment in a project that will bring in so much outside funding.

Balboa Park Security

Balboa Park is known as our city's crown jewel, and it is home to many historical buildings and artifacts that have been threatened by recent acts of vandalism and arson. To protect the current and future investments made by the City and our community partners, I request additional funding be provided to the Parks and Recreation Department for security within Balboa Park.

Public Banking

Many jurisdictions across the nation have looked at Public Banking to fund community projects, and lower city costs, with those savings, reinvested into our communities. The City should look at how the public banking business plan can help San Diego lower the City's expenditures and create additional revenue.

Additional Lifeguard Resources

The number of visitors and residents visiting the City of San Diego's beaches has grown steadily and the Lifeguard Division must keep pace to maintain public safety. Additional funding for both lifeguards at La Jolla Shores and within their administration department will help our lifeguards meet their current essential needs. The lifeguard's non-personnel needs have also been on the rise, additional one-time funding should be provided to help with equipment, repairs, parts, gear, and lifesaving supplies.

Office of Labor Standards Enforcement

The City of San Diego's reports show high non-compliance with its minimum wage and living wage ordinances. Additional staff attorneys, field investigators, and community outreach representatives should be hired to enforce our very important labor laws. We should also look to provide grants to support community-based, worker-centered outreach to combat wage theft and other labor law violations. A system based on worker complaints without proactive investigations leave workers vulnerable to retaliation for filing complaints.

City Employee Retention and Outreach

The City of San Diego must remain competitive in the recruitment, retention, and hiring of city employees. In order to achieve this goal, it is critical that the Cost of Living Adjustments (COLA) for this fiscal year remain in place. If the need arises and the City finds it necessary to contract out any additional City work, the City should maintain the same worker protections and jurisdictional representation that the City employees currently receive.

Permanent Fire Training Facility Feasibility Study

The City of San Diego lacks a permanent fire training facility and is currently conducting training at the former Naval Training Facility. Firefighters need a dedicated and safe location to conduct fire training. We should fund a feasibility study to determine the suitability of San Diego Fires' identified location for a permanent fire training facility.

Streets, Sidewalks, and Other Infrastructure

Increase funding for Public Works

The City of San Diego is experiencing an unprecedented backlog of streetlight repairs. Additional electricians are greatly needed to address the streetlight backlog. Funding is also needed to address the possibility of installing anti-pry plates for streetlights and update the feasibility of updating the backlog of missing and outdated streetlights with new smart/LED lights.

Streets

The City must maintain focus on resurfacing, slurry sealing, and paving our City streets, throughout all Council Districts. While we await the results of the street assessment study funded in last year's budget, I am requesting funds for these street improvements:

- 2400-2800 blocks of Russ Blvd
- 1st Avenue between Elm Street and Fir Street
- 32nd Street between Redwood Street and Juniper Street
- Robinson Between 3rd and Front
- Upas Street cul-de-sac at Alabama

- 10th Avenue, from Robinson to University Avenue
- Cleveland Avenue, from Richmond to Vermont Street
- San Diego Avenue, 1900 to 2200 block
- Dale Street from Ash to Date Street
- Third Avenue, from Brooks to Robinson Avenue
- 37th Street from Meade Avenue to El Cajon Boulevard
- Alameda Drive and Saint James Place
- Guy Street between Pringle and McKee
- Harbor Drive
- Ash Street between Harbor and Kettner
- Petra Drive West of Pentuckett
- 32nd Street between Redwood Street and Juniper Street
- Robinson Between 3rd and Front
- Herbert Place
- West Mountain View
- Hawley and 35th north of Adams and W Mountain View
- Crosswalk on State Street near E Street

Traffic Calming and Safe Streets

Fund traffic calming infrastructure improvements where traffic fatalities, speeding, and crashes have taken place. Utilize AB 43 to lower speed limits across the city’s business and residential corridors, making a priority to those that have experienced high levels of traffic fatalities, speeding, crashes, and areas with highly concentrated vulnerable pedestrian groups such as bicyclists, children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

Fund Vision Zero Quick Build projects in dangerous corridors to create a useable network of urban core bike lanes. Update the Bicycle Master Plan and reevaluate new network links and upgrades to existing bicycle lanes including resurfacing. Evaluate roads resurfaced under the “Sexy Streets” programs for upgrades to the safest level of bike infrastructure feasible for that segment of roadway.

Increase Mileage Targets for the STAT

The FY 2023 budget included a line item for \$1.35 million in funding for the Safe and Sustainable Transportation for All Ages and Abilities Team (STAT). The STAT is responsible for constructing quick-build bikeways using cheap and impermanent materials like flexible bollards and striping. This funding should be doubled for FY 2024. The STAT team’s current mandate to build nine miles of quick-build bikeways per year are insufficient to meet the city’s Climate Action Plan and Vision Zero goals; with increased funding, this mandate should be doubled to at least eighteen miles.

Fix San Diego’s Most Dangerous Intersections

The City should continue its work fixing the most dangerous intersections according to the Systemic Safety Analysis Report Program. These improvements should include effective, low-cost measures like lead pedestrian interval blank-out signs, audible pedestrian signals, countdown timers, and high visibility crosswalks. In FY 23, the City of San Diego allocated \$3,910,850 to

improving traffic signals. The City should increase that funding and prioritize the most dangerous intersections.

Install Physical Protection for All New Full-build Class IV Bikeways:

Almost all recent Class IV bikeway projects in San Diego have used flexible bollards to separate bikeways from travel lanes. While flexible bollards are useful for demarcating space for bicyclists, they do not have any stopping power to prevent drivers from hitting bicyclists. All new full-build Class IV bikeways should use physical protection such as concrete curbs, jersey barriers, or inflexible bollards to separate bikeways from traffic lanes. This item would require increasing the Transportation Department's budget for each new Class IV bikeway.

Texas Street: University Heights / North Park Bike Facilities

Texas Street is an essential connection between Mission Valley and Morley Field Sports Complex and runs through the heart of the Uptown Community which currently has no safe bike facilities. From 2012 to 2021, 32 cyclists and 22 pedestrians have been injured on this street. The city must implement street calming measures, such as sidewalk bulb-outs and right-sizing travel lane widths and evaluate a class IV bike facility along the length of the uphill portion of Texas Street. In the upcoming slurry project on Texas from University to Polk, consider removing the center turn lane for Class II as a first step towards creating a safer connection between North Park and Mission Valley.

Complete Remaining Segments of Downtown Mobility Plan Bikeway Network

Six years after the completion of San Diego's 2016 Downtown Mobility Plan, significant sections of the proposed bikeway network remain incomplete. To unlock the enormous bicycle transportation potential of Downtown San Diego, the city should expedite the remaining uncompleted bike network segments, including Grape Street, Hawthorne Street, State Street, Park Boulevard, C Street, (between 6th Ave and Park Blvd), and Broadway. Filling these remaining gaps in the Downtown network would fulfill the vision of the Downtown Mobility Plan and allow cyclists to access most major destinations in Downtown San Diego in a separated bikeway facility.

C Street

The community recognizes within the Greater Golden Hill Community Plan the need for C Street to be, at minimum, a class II facility. C Street is an opportunity for the City of San Diego to demonstrate its ability to complete traffic calming on neighborhood streets, much like Meade Avenue and Landis Street. Which include improved pedestrian crossings and an all ages and abilities bicycle facilities. Consider implementing at least class II bicycle facilities along C Street. This project should be funded because it would serve as an essential connection between the segment of C Street in Downtown (Part of Downtown Mobility Plan) and 30th St.

Adams Avenue: University Heights / North Park / Normal Heights Cycletrack

The City of San Diego will be resurfacing Adams Avenue in 2026, which presents an unparalleled opportunity to implement a continuous bicycle facility. Adams Avenue has an extremely high density of bicycle and pedestrian traffic and provides access to a huge variety of businesses, parks, schools, and homes. To make this road truly safe and comfortable for people of all ages and abilities, a Class IV cycle track should be considered during resurfacing.

Increase Bikeway Maintenance

Potholes, poor pavement, and road debris pose a much greater threat to bicyclists than drivers. These hazards can seriously injure or kill bicyclists while posing minimal risks to drivers. Transportation should dedicate a specific team of three staff members or contractors to conduct routine bikeway maintenance and respond to requests for service on bikeways. These staff members could be reassigned from existing staff, hired as contractors, or hired as new employees, depending on the city's needs.

University Avenue Bikes Facilities - West of Fifth Avenue: Hillcrest/Mission Hills

Completing a safe bikeway through the "Hillcrest Gap" on University Avenue is a long overdue improvement. This improvement would also build out the protected bicycle infrastructure in District 3 by connecting to the 4th and 5th Avenue bike lanes.

Zoo Place Uphill Cycletrack - Balboa Park

Zoo Place is an essential East/West connection through Balboa Park that is currently extremely unsafe for cyclists. Particularly in the uphill direction, cyclists are often squeezed against the guardrail. The city should consider implementing a Class IV cycletrack in the uphill direction.

Camino Del Rio South, from Mission Center Rd. to Montezuma Rd Bikes Facilities

This is a key connection that cyclists traveling through Mission Valley use to connect to neighborhoods South of Interstate 8. Crucially, it is the only Mission Valley access point to the SR-15 Commuter Bikeway, which is currently the only fully separated bike path connecting Mission Valley and Normal/City Heights. It is also a very dangerous road; on September 14, 2021, Matt Keenan was killed on this stretch of road while riding his bike. The city should consider implementing a Class IV bikeway or rapidly developing an alternative East/West route through Mission Valley.

I am requesting funds for the following projects:

- Speed humps along 33rd street, Bancroft Street, and Felton Street from Upas to Nutmeg
- Crosswalk on State Street near E Street
- Repainting Crosswalks Cedar, Date, Fir on India Street
- Repainting Crosswalk East of F and G Streets, Island Avenue from 13th-17th Street
- Left turn lane at 1st and Market Street
- Morley Field Drive from Park Blvd. to Upas St. Pedestrian Improvements
- 25th Street, 28th Street, Beech Street, & Fern Street Pedestrian Improvements
- Washington Street, flex post dedicated bike lanes up and down the hill
- Washington Street median from Vermont Street Bridge to Cleveland Street is dilapidated
- 5th Avenue and Olive or Palm Street stop sign
- State and Columbia stop sign
- Pershing Drive speed limit analysis
- Madison, Meade, and Cleveland Avenue Pedestrian Improvements
- Green Parking Zone needed at 1290 F St.
- Green Parking Zone needed at 810 13th St.
- Green Parking Zone needed at 1288 Market St.
- Harbor Drive pedestrian bridge step repairs
- Imperial and 17th Street lighting repairs

- Build a roundabout at 6th and Juniper
- 4-way stop sign at the intersection of Fourth & Brookes Ave
- 4-way stop Bancroft and Redwood
- 4-way stop Bancroft and Thorn
- 4-way stop 33rd and Thorn
- 4-way stop Myrtle and 32nd
- 4-way stop Beech and 31st
- 4-way stop Ash and 31st

Unimproved Streets and Alleys

The Council Policy was recently updated to allow the City to pave and maintain currently unimproved streets and alleys. I am requesting funds to improve the following streets and alleys:

- Pascoe Street Alley between 9th and 10th Avenue at Johnson Avenue
- 4800 East Meadow View and 35th Street Alley
- 1528 Gregory street
- Alley at 2860 Lincoln Avenue
- Guy Street off Keating Street between Linwood and Torrance

Sidewalks

Maintenance and repair projects must be funded in a wide variety of locations:

- Adams Avenue sidewalk and curb repairs
- J Street, F Street, and Imperial Avenue on the Northside between 14th and 17th Street sidewalk repairs

Stormwater

As you know, San Diego currently funds its stormwater infrastructure on a nearly ad-hoc basis, using general funds and other non-dedicated sources as they are available. Both the City's 2014 Independent Budget Analyst Report and a 2018 City Auditor's Report concur that these sources are grossly insufficient to cover the costs of existing stormwater management programs, let alone fund new required stormwater or integrated water management projects. The City should work on a dedicated source of funding to increase water security, improve water quality, reduce flood risk and hazards, create green jobs and green spaces, beautify neighborhoods, build community cohesion, help with climate adaptation and resilience, and meet its Clean Water Act obligations.

Stormwater Drains

There is currently no existing storm drain infrastructure at these locations:

- 1700 Block of Guy Street
- 5th and 6th Ave

New Capital Improvement Project Priorities

North Park Pedestrian Facility Improvements / No CIP #

This project provides for the implementation of pedestrian facility improvements on Morley Field Drive from Park Boulevard to Upas Street, as well as sidewalks, lighting, curb ramps, and crosswalks at locations including, but not limited to, the following: Morley Field and the East Mesa areas of Balboa Park adjacent to North Park including Morley Field Drive from Park Blvd to Florida Street, Morley Field Drive from Florida Street to Upas Street, and Upas Street from Park Blvd. to Florida Street.

Normal Street Promenade / No CIP #

This project provides for the Normal Street Promenade and will create a linear park and improved bike facilities. The promenade will provide community space for events, movies, concerts, art, street fairs, the farmers market, and San Diego Pride. The City should continue to collaborate with SANDAG and the Uptown Community Parking District in moving this project forward.

El Cajon Boulevard, Park Boulevard and Normal Street Intersection / No CIP #

The City should also evaluate and study the feasibility of a traffic reorganization project at the intersection of El Cajon Blvd, Park Blvd, and Normal Street. Residents have called my office regarding traffic calming measures to make this unique intersection safer for residents, drivers, pedestrians, and cyclists.

Vermont Street Bridge / No CIP #

The Vermont Street Pedestrian Bridge is a 420 ft. long steel and concrete pedestrian bridge spanning a canyon and connecting two distinct San Diego communities. Currently, the bridge needs a circuit repair and lighting rehabilitation to improve safety and increase visibility.

Robinson Street and SR-163 Intersection / No CIP #

This project provides for improvements to traffic flow with a focus on pedestrian and bicycle safety on Robinson Ave at SR-163. Guardrails and other structural safety enhancements.

Golden Hill Pedestrian Facility Improvements / No CIP #

To provide for the implementation community plan policies: LU- 2.15, ME-1.1-1.7, ME-1.9, ME-3.1-3.3, UD-2.28, UD-2.33.A, EP- 1.3. Also, add sidewalks, lighting, curb ramps, and crosswalks for 25th Street, 28th Street, Beech Street, and Fern Street.

Continue Existing Capital Improvement Project Priorities

Golf Course Drive Improvements / S15040

This project provides for the design and construction of a paved pedestrian pathway and bike facility along Golf Course Drive. This project will provide needed pedestrian/bike access along Golf Course Drive, connecting the existing Golden Hill Recreation Center to 28th Street.

5th Avenue Promenade / P21001

The Gaslamp Promenade will reinvent Fifth Avenue into eight distinctive plazas (from L Street to Broadway), fostering community by building a place for social connections, conversation, dining, and entertainment. Eliminating cars from 5th Avenue will create more space for people and

empower the Gaslamp Quarter to receive and entertain more people. The absence of vehicular traffic will help promote investment in the neighborhood, thereby improving the pedestrian experience and making the Gaslamp Quarter safer for visitors and residents.

Convention Center Phase III Expansion / S12022

This project provides for the expansion of the existing San Diego Convention Center. The expansion will increase the existing leasable space by approximately 225,000 square feet of exhibit hall, 101,000 square feet of meeting rooms, and 80,000 square feet of ballrooms for an approximate total of 406,000 square feet. The existing facility cannot accommodate some of the larger major events, which leads to the loss of events to other venues. The expansion is expected to increase the attendance and number of events held at the facility and provide significant economic benefits to the region.

Children's Park Improvements / S16013

The city should ensure the completion of improvements to the existing Children's Park that could include large multi-purpose lawn areas, a comfort station, children's play area, an interactive water fountain, and vendor's building.

Balboa Park Botanical Building Improvements / S20005

This project provides for the design and construction of improvements to the Botanical Building in Balboa Park. Improvements may include: the recreation of the historic arcades on either side of the entrance, the illumination of both the interior and exterior by installing energy-efficient, thematic color lighting, the installation of a state-of-the-art irrigation system, and the repair and enhancement of the building structure and architectural elements (wood lath, cupola, plaster/concrete, and wood and steel beams). The project is needed to bring the building into compliance with current building standards.

East Village Green Phase 1 / S16012

This project provides for the design and construction for Phase 1 of the East Village Green Park. Phase 1 park amenities could include a recreation center, comfort station, below-grade parking, an off-leash dog park, children's play area, outdoor seating, and landscaping. This project will contribute to satisfying population-based park acreage requirements set forth in the City's General Plan to serve residents in this park-deficient community.

Olive St Park Acquisition and Development / S10051

This project provides for the acquisition, design, and construction of approximately 0.36 acres of unimproved property contiguous with the south end of the existing Olive Street Park. The project will expand useable park acreage in the Uptown Community. Amenities will include multi-purpose turf areas, children's play area, AIDS Memorial, seating, walkways, landscaping, and security lighting. This project will contribute to satisfying population-based park acreage requirements set forth in the City's General Plan in a community currently deficient in population-based parks per General Plan guidelines.

Upas St Pipeline Replacement / S11022

This project replaces 5.67 miles of cast iron mains along the Upas Street Pipeline from Ray Street to Pacific Highway, as well as portions of the 5th Avenue pipeline and the Park Boulevard pipeline.

This project also installs one new pressure-reducing station and replaces three existing pressure-reducing stations.

University Heights Reservoir Rehabilitation / S20002

Install Supervisory Control and Data Acquisition (SCADA) and instruments, install valves, update the Valve Building, install mixing appurtenance, and fix structural issues with reservoir. The reservoir needs repairs to remain in service, the yard-piping needs to be reconfigured to connect to the proposed Otay 1st and 2nd Pipelines West of Highland Avenue Project, and address water quality issues.

University Heights Water Tower Seismic Retrofit / S17006

This project will replace the exterior structural elements which include replacing the corroded anchor bolt washers, extending of column footing foundation, removing and replacing existing tie-rods with new tie-rods, and installing new gusset plates and pin connectors, lead coating abatement, and recoating of lower portions of the columns. This project is being driven by the need to repair and retrofit the existing historical University Heights Water Tower to maintain the current state of structural elements and allow for safer performance during seismic events.

Maple Canyon Storm Drain Upgrade / S20003

The project aims to realign and upgrade approximately 3,000 feet of existing drainage system between the San Diego Airport, a private industrial facility, and Pacific Highway. The existing alignment of the pipes prevents maintenance and repairs from occurring because a large portion of the system flows underneath the private property. The system is significantly undersized to convey the flow and sediment coming from the large connected tributary Maple Canyon watershed located upstream of the project which historically caused severe flooding in the project area resulting in significant property damage.

Park Boulevard At-Grade Crossing / S15045

This project provides for the extension of Park Boulevard to Harbor Drive and for the widening of Tony Gwynn Way. The project will construct new pavement, curb and gutter, sidewalks, pedestrian ramps, railroad track, railroad signals and signage, storm drain, and other various infrastructure adjacent to the project. This project will open Park Boulevard to Harbor Drive, as part of the Ballpark Infrastructure Design/Build Agreement which closed the 8th Avenue crossing to Harbor Drive.

University Avenue Mobility / S00915

The major elements of the University Avenue Mobility Project are restriping to provide painted medians and construction of raised medians, left turn pockets and improved lane widths, installation of enhanced pedestrian crosswalks, repainting of existing crosswalks, removal of parallel on-street parking, and re-striping select side streets to provide angled and head-in parking. This project will significantly improve safety and mobility along the corridor for pedestrians, bicyclists, transit, and automobile traffic.

Thank you for the opportunity to voice my budget priorities for this upcoming fiscal year.

Should you have any further questions, please free to contact Madeleine Baudoin Ghorashi in my office at (619) 236-6633 or mbaudoin@sandiego.gov.