



AGENDA

GOAL 3 ALLIANCE

Board Members:

Andrew Queenan • Breese Stam • Dave Riley • Dustin Corr • Hank Kelley • Jim Botts • Johannah Jelks • Kara Peltier • Kristin Bennett • Max Dillivan • Meegan Joyce • Nikos Monoyios • Ryan Kilpatrick • SuLin Kotowicz • Trey Conner •

May 29, 2019

3:00p – 4:00p

29 Pearl Street, NW Suite #1

1. Call to Order
2. Approval of April Minutes
3. Streetspace Guidelines Evaluation Rubric
4. Final FY2020 Approved Budget and Moving Forward
5. Staff Updates
6. Alliance Member
7. Public Comment
8. Next Meeting: June 26, 2019, 3p-4p
9. Adjournment





Goal 3 Alliance

April 23, 2019

1. Call to order: Mr. Monoyios called the meeting to order at 3:05 pm
2. Members Present: Johannah Jelks, Max Dillivan, Nick Monoyios, Andrew Queenan, SuLin Kotowicz, Kara Peltier, and David Riley

Members Absent: Kristin Bennett, Jim Botts, Trey Conner, Ryan Kilpatrick, Meegan Joyce, Breese Stam, Hank Kelley, and Dustin Corr

Others Present: Stephanie Wong, Mark Miller, Amanda Sloan (DGRI Staff)

3. Approval of Minutes- March 27, 2019
Approval of minutes postponed to next meeting due to lack of quorum.
4. Final Recommendation to FY2020 Budget
Mr. Miller provided copies of the FY2019 and Draft FY 2020 Goal 3 Investment Budgets. This alliance is charged with making recommendations to the DDA for project priorities related to 21st Century Mobility and Streetspaces. The DDA will review this draft, and all other alliance budget recommendations, to determine the final budget which is then approved by the City Commission. The investments listed in this FY20 Budget have estimates associated with each based on past budgets and future expected projects. Mr. Miller stated he would like to review these items with the board to determine higher or lower priority projects and discuss any other possible items that should be considered. To note, there are several rolling investments that are funded year after year. This year \$350k will be allocated for DASH service support by way of leasing buses (up from \$180,000 last year). The Wayfinding System Maintenance & Repair investment also needs to be kept. Mr. Monoyios stated there are a lot of ideas from GR forward for us to consider yet we have limited resources. It might be helpful first to develop ranked guiding principles that we use to determine our priorities. For example, if we want to prioritize our Streetspace Guidelines we should stay on top of the new

construction projects that the City undertakes in order to make our mark on these projects as they are happening. Mr. Dillivan asked for clarification on the Carry-Over items from the FY2019 Budget. Mr. Miller stated the fiscal year runs from July 1st to June 30th and several projects that have been budgeted for FY19 will not be completed by June 30th of this year so they will need to be included in the FY2020 budget to be paid out. Mr. Riley inquired as to the increase from \$180,000 in FY19 to \$350,000 in FY20 for DASH services. Mr. Miller stated everyone recognizes the benefits of providing DASH shuttle services downtown; the decision by Mobile GR not to increase parking rates this year has created a gap in funding. In order to maintain this level of service we will be funding a larger portion.

Mr. Miller stated our overall budget has increased this year, though these numbers are slightly deceiving. Last year the total budget for Goal 3 was \$4.68m and this year is \$5.2m, and although you can anticipate a slight increase each year, our budget is actually less when you consider the carry-over projects. Mr. Queenan stated the carry-over projects should be prioritized, particularly the River Trail Crossings as the Ford Museum continues to be active. He stated updating the Wayfinding system seems like a good investment. Also, in terms of showing accomplishments and positive impact, Mr. Queenan believes the Fulton/Sheldon Transit Stop Enhancement should be prioritized. Street furnishings are important but may not make as much visible impact. Mr. Monoyios asked how we quantify impact, not just by lack of complexity in a project but what has the greatest return on investment. If we could establish what that looks like, through a prioritization exercise, we could determine other future priorities as well. Carry-over projects are an easy priority to substantiate. Wayfinding clearly has an impact and at a lower cost than some of these other items.

Ms. Kotowicz asked where the City is with the Bike Share program, noting we had allocated funds for this. Mr. Miller stated our Bicycle Friendly Improvement budget was used to fund bike lanes on Division Avenue. This was intended to also provide Bike Share and/or Scooter Share funding, though the City is still trying to determine best practices before implementing either of these programs. Ms. Wong stated the city is still working on a Bicycle Action Plan. We are anxiously waiting for that to be finalized to move forward. Mr. Queenan agreed with Mr. Monoyios' earlier statement to place priority on projects concurrent with City projects. For example, if the city is redoing a road it may provide an opportunity to include a bike lane. Mr. Miller stated the Streetspace Improvements section lists the projects that we know that are being constructed in this year. The biggest questionable opportunity on this list is the Ottawa/Ionia street restoration predicated on whether it will be a one-way or two-way road. A one-way could allow for north/south bike lanes to be added though a two-way would not allow for that upgrade. Mr. Monoyios asked how we want to determine not only the project but then define how much to give to each. Mr. Miller stated Development Support and Downtown Enhancement Grants budgets are simply educated guesses as we have very little insight as to what those projects could be over the next year. Ms. Jelks stated her favorite budget item is the DASH and she hopes that we can continue to expand the services

provided. She asked if there was a way to increase advertising of the DASH by including a DASH marketing line item, perhaps in coordination with Goal 5. Mr. Monoyios stated the DASH certainly has a high impact but is also very costly and asked how we might determine our best bang for the buck. Mr. Dillivan stated from his perspective, the DASH is being used and has proven to be successful. Every time we put more funds into it we see a positive return. That being the case, should we double down and increase that investment? Mr. Monoyios stated on the flip side of that, a wayfinding system would require much less capital but the potential for impact much greater. How do we quantify the value of these investments? Mr. Riley requested clarification on our increased budget for the DASH. Mr. Miller stated the new City Manager placed a moratorium on all city projects until a strategic plan could be completed. The evaluation of parking fees will likely occur later this year. Mr. Riley indicated his favor in increasing our investment in the DASH. Mr. Miller stated the support from DGRI is a small piece of the total funding, though we work closely with Mobile GR and could certainly look at the full operating budget to consider increasing our funding support. Ms. Kotowicz stated it appears we are absorbing line items from other alliances. Mr. Miller stated there were several items previously under Goals 1, 2 and 5 that made more sense for Goal 3 to review, including street lighting and the Downtown Enhancement Grants. Since the implementation of the Streetspace Guidelines, facades of buildings also fall under the purview of Goal 3. From a consistency standpoint all streetspace improvements should be evaluated by this alliance. Ms. Kotowicz requested we make note that we are taking on these other projects as rationale for us having the largest budget.

Mr. Monoyios stated to ensure all boxes are checked, we also need to determine who is responsible for capital maintenance on our investments. There could be great impact but without a consideration for operation and maintenance, our investment could be far less feasible. Mr. Miller stated that within the downtown, DGRI will be buying a number of shelters to be installed by the City and we will be cleaning them, clearing snow in the winter, and servicing trash pickup. The City of GR will be responsible for repairing any damage to the shelters. Mr. Monoyios stated downtown doesn't offer a lot of space for transit shelters. Even if a streetspace isn't being reconstructed we may want to consider investing in bulb-outs or temporary platforms to create that right-of-way. Perhaps we double down on transit ridership amenity improvements by placing more of these throughout downtown. He stated the Fulton/Sheldon Transit Stop will be a good test pilot. Ms. Wong stated we created a list of physical environments that would be adequate for adding a shelter. After more than 200 sites were surveyed, Hank is evaluating the data to determine ideal locations. Two shelters have already been ordered for both the Hyatt and Embassy Suites where we coordinated construction of the streetspace to include concrete pads. Mr. Monoyios requested Mr. Miller follow up with a summary of how we prioritize. Establishing this ancillary document as the basis of our support will substantiate our recommendations and provide an appropriate model for budgeting in future years.

5. Review Streetspace Guidelines Evaluation Metrics

This item moved to next meeting due to time constraints.

6. Staff Updates

Ms. Wong stated we just received a DEG application for a parklet from City Built Brewing. She would like Goal 3 (in part or as a whole) to review all DEG applications as they come in to be sure these projects are consistent with our Streetspace Guidelines. She will provide the application and materials to the group with a deadline to all those that wish to respond.

Mr. Miller stated Van Andel Arena is at a 30-50% completion with a presentation to the Arena Authority Board scheduled for June. Our goal is to complete construction this year; design is still ongoing and was recently reviewed with stakeholders (Van Andel) which are funding about half of the project. Mr. Monoyios stated The Rapid is considering adding a transit shelter to the NE corner of the plaza. Mr. Dillivan stated there is a stop at Ottawa just south of Fulton but operationally there are some concerns with that transit stop. It may be advantageous to discuss potential options for its relocation with the redesign of the plaza.

Mr. Miller stated Calder Plaza is about 30% completion. Pioneer construction is the CM and their budget figures came back higher than anticipated so we are looking at adding partners and/or adjusting the design.

7. Public Comment

Mr. Atchison provided a handout and relayed his excitement for the number of scheduled events and conventions taking place in GR this year. He stated we need an information center at Pearl and Monroe. The little hill at Rosa Parks Circle should be leveled and concrete poured. This booth would contain a daily menu matrix listing all local bars and restaurants hours of operation and allow you to scan a pdf of this info to your smartphone. He stated there should also be a pop up information center at Van Andel during events.

8. Next Meeting – May 29, 2019 3pm – 4pm

9. Adjournment

Mr. Monoyios adjourned the meeting at 4:05 pm

Minutes taken by:

Amanda Sloan

Administrative Assistant

Downtown Grand Rapids Inc.

PROJECT EVALUATION: SCORING RUBRICS

The following are evaluations for each of the three chapters of the Downtown Grand Rapids Streetspace Guidelines. These include evaluation rubrics for Rebalancing the Streetspace (Chapter 1), Pedestrian Zone (Chapter 2), and Frontage Zone (Chapter 3) guidelines.

These rubrics should be used when evaluating any project that seeks DGRI funding support. Rubrics should be used in combination based on whether the project includes streets, buildings, or both.

The **REBALANCING THE STREETSPACE** and **PEDESTRIAN ZONE** rubrics should be used for review of any project that includes a streetspace construction or reconstruction, whether it is private- or public-sector.

The **FRONTAGE ZONE** rubric should be used for any project that includes rehabilitation or new construction of a building.

Questions that require either a "Yes/No or not applicable" answer (or a before and after dimension) are italicized and should be answered as part of the evaluation in the appropriate column of the rubric.

All Yes/No questions must be answered "Yes" (or not applicable [n/a] if listed as a choice) for project to be considered for funding support.

CHAPTER 1: REBALANCING THE STREETSPACE	"Yes/No" OR Dimension	ALLOCATED POINTS
STREETSPACE REDesign AND SAFETY FOR ALL		
<i>Travel lane width before redesign</i>		
<i>Travel lane width after redesign</i>		
Reduction in travel lane width of 1 to 2 feet per lane (1 point) OR		
Reduction in travel lane width of more than 2 feet per lane (2 points)		
Center median used to narrow width of street (2 additional points)		
<i>Sidewalk width before redesign</i>		
<i>Sidewalk width after redesign</i>		
Increase in sidewalk width of 1 to 2 feet per street side (1 point) OR		
Increase in sidewalk width of more than 2 feet per street side (2 points)		
<i>Crossing width before redesign</i>		
<i>Crossing width after redesign</i>		
Decrease in crossing width by up to 10 feet (1 points) OR		
Decrease in crossing width by more than 10 feet (2 points)		
Center median used to provide pedestrian refuge (2 additional points)		
<i>Curb radii have been reduced for pedestrian safety (Y/N)</i>		
Curb radii are 12 to 15 feet (1 point) OR		
Curb radii are less than 12 feet to 5 feet (3 points) OR		
Curb radii are less than 5 feet (4 points)		
SUBTOTAL (14 maximum total points available in this sub-section)		0

Must reach a minimum score of 4 to be considered for funding (14 maximum total points)

Yes/No questions must be answered "Yes" to be considered for funding

CHAPTER 1: REBALANCING THE STREETSPACE [continued]	"Yes/No" OR Dimension	ALLOCATED POINTS
BIKE LANES		
IF bike lanes are part of the project, score the following, otherwise disregard		
Are bike lanes protected? (Y/N)		
Bike lane is grade separated from car traffic (with a curb) (3 points)		
Bike lane protected from CAR traffic by parked cars (1 points) OR		
Bike lane protected from CAR traffic by temporary landscaped planters (2 points) OR		
Bike lane protected from CAR traffic by permanent landscaped planters (3 points)		
Street trees are used in planters to separate bike lane from car traffic (3 points)		
PEDESTRIAN is buffered from bike lane by landscaped planters (2 points) OR		
PEDESTRIAN is buffered from bike lane by landscaped parkway (2 points)		
Street trees used in planters/parkway to buffer pedestrian from bike lane (3 points)		
Painted bike boxes are included at intersections (2 points)		
SUBTOTAL (16 maximum total points available in this sub-section)		0

If used, must reach a minimum score of 3 to be considered for funding (16 maximum total points)

Yes/No questions must be answered "Yes" to be considered for funding

PEDESTRIAN USED AS DESIGN VEHICLE		
Posted speed limits before redesign		
Posted speed limits after redesign		
Reduction in posted speed limit to 25 mph (1 point) OR		
Reduction in posted speed limit to 20 to 15 mph (2 points) OR		
Reduction in posted speed limit to under 15mph (4 points)		
Design speed before redesign		
Design speed after redesign (how has new design reduced design speed?)		
Design speed of greater than 30 mph (-2 points, negative score) OR		
Design speed of 25 to 20 mph (1 point) OR		
Design speed of under 20 to 15 mph (2 points) OR		
Design speed of under 15 mph (4 points)		
Street design prioritizes pedestrian (how have pedestrians been prioritized?) (Y/N)		
Curb ramps are bi-directional, rather than a single ramp at intersections (3 points)		
Raised intersection(s) used for safe crossings per Vital Streets (6 points)		
SUBTOTAL (17 maximum total points available in this sub-section)		0

Must reach a minimum score of 5 to be considered for funding (17 maximum total points)

Yes/No questions must be answered "Yes" to be considered for funding

TECHNIQUES TO REBALANCE (page 9)		
Number of techniques used in redesign (11 possible)		
1 point for each technique used (1 point to 11 points)		
BONUS: 8 or more techniques used (4 additional points)		
BONUS: Shared / flush street used as one of the techniques (10 additional points)		
SUBTOTAL (25 maximum total points available in this sub-section)		0

Must reach a minimum score of 2 to be considered for funding (25 maximum total points)

CHAPTER 1: REBALANCING THE STREETSPACE [continued]	"Yes/No" OR Dimension	ALLOCATED POINTS
PARKLETS (refer also to DGRI Parklet Guidelines)		
IF parklet are part of the project, score the following, otherwise disregard		
<i>Parklet has secured a Temporary Use Permit from the City (Y/N)</i>		
Parklet uses 3 different materials / colors / patterns (3 points)		
Parklet is open to the public and encourages lingering (2 points)		
Parklet includes plants and greenery (2 points)		
Parklet furniture and seating uses vibrant color to add visual interest (1 point)		
Enhanced parklet buffer/enclosure visually connects to street & sidewalk (2 points)		
Parklet includes bike parking (2 points)		
Parklet includes shade (2 points)		
<i>IF parklet is longer than 200 feet, does it have multiple entrances? (Y/N)</i>		
SUBTOTAL (14 maximum total points available in this sub-section)		0

If used, must reach a minimum score of 9 to be considered for funding (14 maximum total points)

Yes/No questions must be answered "Yes" to be considered for funding

CHAPTER 2: PEDESTRIAN ZONE	Yes/No OR Dimension	ALLOCATED POINTS
CAFÉ SEATING (page 46)		
IF café seating is part of the project, score the following, otherwise disregard		
<i>Café seating has secured a Temporary Use Permit from City (Y/N)</i>		
<i>Café seating placement meets City Zoning and Streetspace Guidelines (Y/N)</i>		
<i>Café seating maintains 6 foot minimum pedestrian zone width (Y/N)</i>		
Café seating areas defined by explicit means (pg. 46 of guidelines) (1 point) OR		
Café seating areas defined by implicit means (pg. 46 of guidelines) (2 points)		
Café seating will be 4-season and include outdoor heaters (2 points)		
SUBTOTAL (4 maximum total points available in this sub-section)		0

If used, must reach a minimum score of 1 to be considered for funding (4 maximum total points)

Yes/No questions must be answered "Yes" to be considered for funding

LANDSCAPE PLANTINGS (page 54)		
IF landscape plantings are part of the project, score the following, otherwise disregard		
<i>Planting maintenance is defined by a recorded & filed agreement with City (Y/N or n/a)</i>		
Landscape plantings in parkway, planters, and medians have irrigation (3 points)		
Plants have been selected to have four season color, texture, or interest (1 point)		
Plants are native (1 point)		
Plants are drought resistant (1 point)		
SUBTOTAL (6 maximum total points available in this sub-section)		0

If used, must reach a minimum score of 5 to be considered for funding (6 maximum total points)

Yes/No questions must be answered "Yes" (or not applicable) to be considered for funding

PAVING (page 56)		
<i>Number of paving types/materials in sidewalk</i>		
2 or less paving types/materials in sidewalk (2 points)		
<i>Brick curb paving present (Y/N or n/a depending on existing conditions)</i>		
Curb paving meets pattern for Streetspace Type (1 point)		
Curb paving is clay fired brick (not concrete paver) (2 points)		
Curb pavers are permeable (2 points)		
<i>Sidewalk paving at through-zone is concrete (Y/N)</i>		
<i>Sidewalk paving at intersection is concrete (Y/N)</i>		
<i>Enhanced paving (if any) in through zone is limited to "welcome mat" (Y/N or n/a)</i>		
<i>Enhanced paving (if any) has secured encroachment permit from City (Y/N or n/a)</i>		
Streetspace Types 3 & 4 encourage maintaining existing parkways		
Maintain existing parkways at Streetspace Types 3 & 4 (2 points)		
Addition of new parkway Streetspace Type 4 in Monroe North (3 points)		
SUBTOTAL (12 maximum total points available in this sub-section)		0

Must reach a minimum score of 7 to be considered for funding (12 maximum total points)

Yes/No questions must be answered "Yes" (or not applicable) to be considered for funding

CHAPTER 2: PEDESTRIAN ZONE [continued]	Yes/No OR Dimension	ALLOCATED POINTS
PLANTERS (page 64)		
IF planters are part of the project, score the following, otherwise disregard		
<i>Planter has secured an encroachment permit from City, if required (Y/N or n/a)</i>		
<i>Planter placement meets City requirements and Streetspace Guidelines (Y/N)</i>		
Planter acts as a stormwater management device (2 points)		
Public seating has been integrated in raised planter (4 points)		
SUBTOTAL (6 maximum total points available in this sub-section)		0

If used, there is no minimum score (score = 0) be considered for funding (6 maximum total points)

Yes/No questions must be answered "Yes" (or not applicable) to be considered for funding

PUBLIC SEATING (page 68)		
<i>Public seating has been incorporated in the streetspace (Y/N)</i>		
<i>Seating has secured an encroachment permit from City, if required (Y/N or n/a)</i>		
Seating meets Streetspace Type guideline for bench (pg. 31 - 39) (1 point)		
Benches: combinations of backless & backed and armrests & no armrests (4 points)		
<i>Public seating placement meets Guidelines (Y/N)</i>		
Seating faces sidewalk (not street) (1 point) OR		
Seating is perpendicular to the curb (2 points)		
Seating is clustered so people can face each other (2 points)		
Space next to seating is provided for wheelchair or stroller adjacency (4 points)		
Outlets / USB chargers included in close proximity to seating for public use (3 points)		
SUBTOTAL (16 maximum total points available in this sub-section)		0

Must reach a minimum score of 10 to be considered for funding (16 maximum total points)

Yes/No questions must be answered "Yes" (or not applicable) to be considered for funding

STREET LIGHTING (page 72)		
IF street lighting is part of project, score the following, otherwise disregard		
<i>Street lighting meets City requirements (Y/N)</i>		
Street lighting is 23' or 30' tall (1 point) OR		
Pedestrian-scaled lighting from 12' - 18' tall is provided (2 points) OR		
Street lighting and pedestrian-scale lighting is on same light pole (3 points)		
Street lighting is "Heritage Hill" fixture (2 points) OR		
Street lighting is Landscape Forms LEO at Streetspace Type 5 (pg. 38) (2 points)		
Street lighting is spaced 20' to 40' apart (2 points)		
<i>Light pole accessories are provided (Y/N or n/a)</i>		
<i>Light pole accessories have secured encroachment permit, if required (Y/N or n/a)</i>		
Banners are provided on light poles (1 point)		
Outlets for holiday lighting are included on light pole (2 points)		
Hanging baskets are provided on light poles (1 point)		
STREET LIGHTING: ENHANCED & ACCENT LIGHTING (page 74)		
<i>Enhanced or accent lighting has secured an encroachment permit (Y/N or n/a)</i>		
Seatwall lighting is provided (1 point)		
Embedded pavement lighting is provided (1 point)		
Festoon lighting is provided (1 point)		
SUBTOTAL (14 maximum total points available in this sub-section)		0

If used, must reach a minimum score of 7 to be considered for funding (14 maximum total points)

Yes/No questions must be answered "Yes" (or not applicable) to be considered for funding

CHAPTER 2: PEDESTRIAN ZONE [continued]	Yes/No OR Dimension	ALLOCATED POINTS
STREET TREES (page 76)		
<i>Street trees have been provided (Y/N)</i>		
50% of total trees are large canopy, as defined in City Zoning (1 point) OR		
75% of total street trees are large canopy (2 points) OR		
100% of total street trees are large canopy (4 points)		
Native trees & species capable of tolerating urban conditions are provided (2 points)		
<i>Soil volumes meet City Zoning requirements (Y/N)</i>		
Soil volume meets Vital Streets/Streetspace Guidelines (page 80) (3 points) OR		
Soil volume exceeds Vital Streets/Streetspace Guidelines (page 80) (5 points)		
Continuous planting trench has been provided for trees (page 80) (2 points) OR		
Trees are placed in raised planter (page 77) (3 points)		
SUBTOTAL (14 maximum total points available in this sub-section)		0

Must reach a minimum score of 8 to be considered for funding (14 maximum total points)

Yes/No questions must be answered "Yes" to be considered for funding

CHAPTER 3: FRONTEAGE ZONE	Yes/No OR Dimension	ALLOCATED POINTS
COMPOSITION		
Proposed building has a top, bottom, and base (page 98) (2 points)		
Proposed building has a clear vertical emphasis (page 101) (2 points)		
<i>Quantity of primary building façade materials (page 102)</i>		
Three to four façade materials (page 103) (1 point) OR		
Two or fewer façade materials (page 103) (3 points)		
<i>Window patterns reinforce horizontality of building floors (page 104) (Y/N)</i>		
<i>Window patterns reinforce vertical articulation (page 104) (Y/N)</i>		
<i>In non-curtain wall buildings, windows recessed in wall (pg. 104) (Y/N or n/a)</i>		
Façade lighting has been included on the façade (page 106) (2 points)		
SUBTOTAL (9 maximum total points available in this sub-section)		0

Must reach a minimum score of 5 to be considered for funding (9 maximum total points)

Yes/No questions must be answered "Yes" (or not applicable) to be considered for funding

ACTIVE WALLS		
<i>Ground floor at street(s) meet Active Wall guidelines (page 109) (Y/N)</i>		
Active walls are included at alley locations or non-street facing sides (3 points)		
<i>Ground floor meets minimum transparency requirements of City Zoning (Y/N)</i>		
Transparency exceeds City minimum by up to 10% (1 point) OR		
Transparency exceeds City minimum by 10% or more (2 points)		
Interior displays set back more than 5 feet from display window (pg. 115) (1 point)		
Window coverings or screening cover 10% or less of window (page 115) (1 point)		
<i>Clear glass has a minimum 70% VLT per City Zoning (page 115) (Y/N)</i>		
Clear glass has a maximum 12% VLR (page 115) (3 points)		
<i>Building entrances located every 60 feet or as waived by City Planning (Y/N or n/a)</i>		
Usable building entrances between 40 to less than 60 feet (pg. 109) (1 point) OR		
Usable building entrances between every 30 to less than 40 feet (2 points) OR		
Usable building entrances spaced between less than 30 feet (3 points)		
SUBTOTAL (13 maximum total points available in this sub-section)		0

Must reach a minimum score of 6 to be considered for funding (13 maximum total points)

Yes/No questions must be answered "Yes" (or not applicable) to be considered for funding

STOREFRONTS		
IF storefronts are part of project, score the following, otherwise disregard		
Storefront provided at retail & entertainment corridors (page 111) (2 points) OR		
Storefront provided at active commercial corridors (page 111) (2 points)		
Storefront provided on secondary frontage or alleys (3 points)		
Storefront has a bulkhead, display window, and entrance (page 112) (1 point) OR		
Storefront has a bulkhead, display window, entrance and beam (2 points) OR		
Storefront has all five elements (page 112) (4 points)		
Storefront has colors not found on buildings within the block (page 119) (2 points)		
Storefront includes artwork and/or murals (page 119) (2 points)		
SUBTOTAL (13 maximum total points available in this sub-section)		0

If used, must reach a minimum score of 3 to be considered for funding (13 maximum total points)

PROJECT EVALUATION: SCORING SUMMARY

Each sub-section below is required to be fulfilled to qualify for funding support, unless that sub-section is not part of the project. Sub-sections that may be excluded depending on project parameters include bike lanes, parklets, café seating, landscape plantings, planters, street lighting, and storefronts, when they are not part of the project.

Summary point totals provide a range for guiding funding consideration.

RANGE 1: Projects garnering indicated threshold of points for each line item will be recommended for funding by DGRI Goal 3 Alliance.

RANGE 2: Projects garnering minimum threshold and indicated range for point totals MAY be considered for DGRI funding after more thorough evaluation and discussion by DGRI Goal 3 Alliance and DGRI Staff.

RANGE 3: Projects not achieving minimum point totals will not be considered for funding by DGRI.

The **REBALANCING THE STREETSPACE** rubric should be used for review of any project that includes a streetspace construction or reconstruction, whether it is private- or public-sector.

CHAPTER 1: REBALANCING THE STREETSPACE SUMMARY	POINT SUMMARY
STREETSPACE REDESIGN AND SAFETY FOR ALL	0
RANGE 1, Funding Support: 8 to 14 points (AND all questions answered "Yes")	
RANGE 2, Consideration for funding: 4 to 7 points (AND all questions answered "Yes")	
RANGE 3, Not considered for funding: less than 4 points	
BIKE LANES (if used) <input type="checkbox"/> Check box if sub-section not used	0
RANGE 1, Funding Support: 5 to 16 points (AND all questions answered "Yes")	
RANGE 2, Consideration for funding: 3 to 4 points (AND all questions answered "Yes")	
RANGE 3, Not considered for funding: less than 3 points	
PEDESTRIAN USED AS DESIGN VEHICLE	0
RANGE 1, Funding Support: 8 to 17 points (AND all questions answered "Yes")	
RANGE 2, Consideration for funding: 5 to 7 points (AND all questions answered "Yes")	
RANGE 3, Not considered for funding: less than 5 points	
TECHNIQUES TO REBALANCE	0
RANGE 1, Funding Support: 7 to 25 points	
RANGE 2, Consideration for funding: 2 to 6 points	
RANGE 3, Not considered for funding: less than 2 points	
PARKLETS (if used) <input type="checkbox"/> Check box if sub-section not used	0
RANGE 1, Funding Support: 9 to 14 points (AND all questions answered "Yes")	
RANGE 2, Consideration for funding: range not applicable for this sub-section	
RANGE 3, Not considered for funding: less than 9 points	

The **PEDESTRIAN ZONE** rubric should be used for review of any project that includes a streetspace construction or reconstruction, whether it is private- or public-sector.

CHAPTER 2: PEDESTRIAN ZONE SUMMARY		POINT SUMMARY
CAFÉ SEATING (if used)	<input type="checkbox"/> Check box if sub-section not used	0
RANGE 1, Funding Support: 1 to 4 points (AND all questions answered "Yes")		
RANGE 2, Consideration for funding: range not applicable for this sub-section		
RANGE 3, Not considered for funding: 0 points		
LANDSCAPE PLANTINGS (if used)	<input type="checkbox"/> Check box if sub-section not used	0
RANGE 1, Funding Support: 5 to 6 points (AND all questions answered "Yes" or not applicable)		
RANGE 2, Consideration for funding: range not applicable for this sub-section		
RANGE 3, Not considered for funding: less than 5 points		
PAVING		0
RANGE 1, Funding Support: 7 to 12 points (AND all questions answered "Yes" or not applicable)		
RANGE 2, Consideration for funding: range not applicable for this sub-section		
RANGE 3, Not considered for funding: less than 7 points		
PLANTERS (if used)	<input type="checkbox"/> Check box if sub-section not used	0
RANGE 1, Funding Support: 3 to 6 points (AND all questions answered "Yes" or not applicable)		
RANGE 2, Consideration for funding: 0 to 2 points (AND all questions answered "Yes" or not applicable)		
RANGE 3, Not considered for funding: range not applicable for this sub-section		
PUBLIC SEATING		0
RANGE 1, Funding Support: 12 to 16 points (AND all questions answered "Yes" or not applicable)		
RANGE 2, Consideration for funding: 10 to 11 points (AND all questions answered "Yes" or not applicable)		
RANGE 3, Not considered for funding: less than 10 points		
STREET LIGHTING (if used)	<input type="checkbox"/> Check box if sub-section not used	0
RANGE 1, Funding Support: 9 to 14 points (AND all questions answered "Yes" or not applicable)		
RANGE 2, Consideration for funding: 7 to 8 points (AND all questions answered "Yes" or not applicable)		
RANGE 3, Not considered for funding: less than 7 points		
STREET TREES		0
RANGE 1, Funding Support: 11 to 14 points (AND all questions answered "Yes")		
RANGE 2, Consideration for funding: 8 to 10 points (AND all questions answered "Yes")		
RANGE 3, Not considered for funding: less than 8 points		

The FRONTAGE ZONE rubric should be used for any project that includes rehabilitation or new construction of a building.

CHAPTER 3: FRONTAGE ZONE SUMMARY		POINT SUMMARY
COMPOSITION		0
RANGE 1, Funding Support: 6 to 9 points (AND all questions answered "Yes")		
RANGE 2, Consideration for funding: range not applicable for this sub-section		
RANGE 3, Not considered for funding: less than 5 points		
ACTIVE WALLS		0
RANGE 1, Funding Support: 9 to 13 points (AND all questions answered "Yes" or not applicable)		
RANGE 2, Consideration for funding: 6 to 8 points (AND all questions answered "Yes" or not applicable)		
RANGE 3, Not considered for funding: less than 6 points		
STOREFRONTS (if used) <input type="checkbox"/> Check box if sub-section not used		0
RANGE 1, Funding Support: 8 to 13 points (AND all questions answered "Yes" or not applicable)		
RANGE 2, Consideration for funding: 3 to 7 points (AND all questions answered "Yes" or not applicable)		
RANGE 3, Not considered for funding: less than 3 points		