MEETING NOTICE
AND AGENDA

REGIONAL PLANNING
TECHNICAL WORKING GROUP

The Regional Planning Technical Working Group may take action on any item appearing on this agenda.

Thursday, October 20, 2005
1:15 – 3:15 p.m.
SANDAG, 8th Floor Conference Room
401 B Street, Suite 800
San Diego, CA  92101-4231

Staff Contact:  Susan Baldwin
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## REGIONAL PLANNING TECHNICAL WORKING GROUP

**Thursday, October 20, 2005**

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<td>1. WELCOME AND INTRODUCTIONS</td>
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<td>2. PUBLIC COMMENTS AND COMMUNICATIONS</td>
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<td>Members of the public will have the opportunity to address the Technical Working Group on any issue within the jurisdiction of the Working Group. Speakers are limited to three minutes each.</td>
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<td><strong>CONSENT (ITEMS 3 - 4)</strong></td>
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+3. SUMMARY OF THE SEPTEMBER 22, 2005 TECHNICAL WORKING GROUP MEETING | APPROVE |

+4. REGIONAL BLUEPRINT PLANNING PROGRAM (Coleen Clementson) | INFORMATION |
| SANDAG has applied for state funding from the Regional Blueprint Planning Program. The Board report and resolution as support for the application is attached. | |

## REPORTS (ITEMS 5 - 7)

5. UPDATE ON THE SERIES 11 2030 REGIONAL GROWTH FORECAST FOR THE 2007 REGIONAL TRANSPORTATION PLAN (RTP) (Ed Schafer) | INFORMATION |
| SANDAG staff will update the TWG on the Series 11 2030 Regional Growth Forecast. | |

6. SMART GROWTH CONCEPT MAP (Carolina Gregor) | DISCUSSION |
| The TWG will review and discuss the results of the Smart Growth Concept Map working sessions held on October 13. Materials for this discussion will be distributed at the meeting. | |

+7. REGIONAL URBAN DESIGN GUIDELINES (Stephan Vance) | DISCUSSION |
| The Regional Comprehensive Plan calls for the development of an urban design best practices manual as a tool for local agencies that addresses walkability, compatibility with public transportation, crime prevention, universal design, and accessibility as well as other urban design issues. Staff will ask the Working Group for input on how the manual should be developed and how it can be made most useful for local agencies. | |

8. ADJOURNMENT AND NEXT MEETING | INFORMATION |
| The next Regional Planning Technical Working Group meeting will be held on November 10, 2005 from 1:15 – 3:15 p.m. | |

+ next to an agenda item indicates an attachment.
AGENDA ITEM NO.: 3

Action Requested: APPROVE

SUMMARY OF THE SEPTEMBER 22, 2005 TWG MEETING

File Number 3000200

AGENDA ITEM #1: Welcome and Introductions

Gail Goldberg, City of San Diego, chaired the meeting. Self-introductions were conducted.

AGENDA ITEM #2: Public Comments and Communications

Susan Baldwin, SANDAG staff, announced that Caltrans is presenting the last two videos of the year in its Monthly Video Conference Series. The first, to be held September 29, 2005 from 11:30 a.m. – 1:30 p.m., is entitled Balanced Growth and Transit Oriented Development (TOD) in California: Travel Impacts and Policy Applications. The second, entitled Vehicle Infrastructure Integration (VII), will be held October 5, 2005 from 11:30 a.m. – 1:30 p.m.

Andy Hamilton, Air Pollution Control District, announced that his organization obtained a grant to train traffic organizers in the design of arterials for bicycle and pedestrian safety. He asked the TWG members to make their jurisdiction’s traffic engineers aware of this training opportunity.

CONSENT ITEM (3)

AGENDA ITEM #3: Summary of the July 14, 2005 Regional Planning Technical Working Group Meeting

A motion and second were made to approve the meeting summary. The motion passed unanimously.

REPORTS (4-6)

AGENDA ITEM #4: Update on the Series 11 2030 Regional Growth Forecast for the 2007 Regional Transportation Plan (RTP)

Paul Kavanaugh, SANDAG staff, reported that staff has completed modeling the land use inputs provided by each jurisdiction for the Series 11 Growth Forecast. The end product is an estimate of the remaining residential and employment capacities for each jurisdiction. In order to maintain the schedule for completing the Series 11 Forecast and the subsequent
2007 Regional Transportation Plan, the local jurisdictions were asked to review the capacities as soon as possible and inform SANDAG staff if they are acceptable to use for the forecast. Mr. Kavanaugh asked that local jurisdictions reply to SANDAG by Friday, October 7.

**Agenda Item #5: Follow-up on Smart Growth Concept Map**

Carolina Gregor, SANDAG staff, provided the TWG with an update on the current status of the Smart Growth Concept Map, including the following tasks associated with its development:

- refinement of the number and location of smart growth areas within the City of San Diego;
- preliminary findings and verification of the status of each proposed smart growth area;
- compilation of employment densities for use in the Generic Overlays for the potential smart growth areas;
- research on urbanizing suburban shopping centers/malls and business and office parks to respond to questions raised regarding the Special Use Center place type; and
- refinement of the smart growth background poster to be used at the smart growth concept map workshops.

Questions and comments on the background poster included:

Patrick Murphy, City of Encinitas, commented that the size of the place type symbol on the Concept Map should correlate to the areas' level of density and/or intensity. For example, the symbol for the Metropolitan Center, the most intense smart growth place type, should be larger than that of the Urban Center, the second most intense place type. He added that we should look at the graphics used in the Denver region, in which building size illustrations communicate what smart growth development looks like.

Ed Batchelder, City of Chula Vista, stated that the background poster could better inform the public as to how the place types differ beyond density and intensity targets. For example, the public may wonder how an urban center and town center differ in terms of qualifying for regional funding, proposed land uses, etc.

Ed Kleeman, City of Coronado, commented that because people read left to right, the summary should be moved to the left of the background poster to provide the reader with context before they read about the specifics of the concept map.

Linda Niles, City of Del Mar, commented that the amount of information discussed on the background poster should be reduced, if possible, so as to not overwhelm the reader with too much information.

Mr. Kleeman commented that the “transit service characteristics” of the smart growth place types should be re-named “transit service targets.”
Questions and comments on the residential density and employment intensity calculations included:

In response to a question from Dennis Turner, County of San Diego, Paul Kavanaugh of SANDAG replied that the residential densities were calculated by dividing all housing units within the smart growth area by the net acreage of residential land.

Ms. Gregor reported that the agenda contains a handout describing employment densities by land use and geographic area to assist jurisdictions in the identification of employment intensities in their smart growth areas.

Questions and comments on policy questions associated with the concept map included:

Jim Sandoval, City of Chula Vista, commented that because of funding constraints, there will never be enough money to fund more than a limited number of smart growth projects. The criteria should not be watered down to ensure that every jurisdiction qualifies; rather, the region should strive to produce the best possible projects in order to catalyze smart growth development throughout the region. Gail Goldberg, City of San Diego, expressed agreement with Mr. Sandoval’s comments.

Patrick Murphy, City of Encinitas, in reference to the scale of the community center place type, stated that many cities are not physically designed with a high density and intensity of uses within a quarter-mile radius circle. These cities, usually the region’s smallest, will be unable to meet the community center qualifications and eliminated from the competitive smart growth incentive process, even though they are looking to implement smart growth.

Mr. Kleeman commented that different maps may be needed for the different uses of the Concept Map.

In response to comments by Mr. Turner, Bob Leiter of SANDAG stated that smart growth areas will receive high priority for regional transit service in the 2007 update of the Regional Transportation Plan.

Mr. Kleeman added that in some cases, transit service will be appropriate where smart growth characteristics are absent, like in regionally significant employment areas.

Mr. Murphy expressed his support for the depiction of “potential” smart growth areas on the concept map because it allows local jurisdictions to work with the community before identifying planned areas.

John Bridges, a consultant who has researched the Special Use Center aspect of the Smart Growth Concept Map, asked for the TWG to respond to two questions about this unique place type: (1) Should special use centers be treated differently from other place types because they lack residential uses?; and (2) Do special use centers have the potential to become mixed-use areas featuring employment and residential uses?

Sandy Holder, City of Carlsbad, commented that the Plaza Camino Real shopping mall in her jurisdiction is currently being studied for potential conversion into a walkable, mixed-use area.
Mr. Kleeman commented that there should be two kinds of special use centers: one that embodies smart growth principles and another that lacks smart growth characteristics but for other reasons, should still be provided with transit service.

Ed Batchelder, City of Chula Vista, commented that special use centers could be identified on large, underutilized parcels ripe for redevelopment or infill.

Mr. Leiter commented that certain employment centers can be designed to facilitate transit service. Incentives should be used to make employment centers more transit friendly, even those lacking residential uses.

Rachel Hurst, City of La Mesa, commented that during the public workshops, residents could provide input on other possible areas for smart growth development.

**Agenda Item #6: Projects Selected for Pilot Smart Growth Incentive Program**

Christine Eary, SANDAG staff, provided an overview of the process that led to the approval of the 14 Pilot Smart Growth Incentive Program projects by the Regional Planning Committee and Regional Transportation Committee at their joint meeting on September 2, 2005. Details of the approved projects were also discussed.

Questions and comments included:

Steven Apple, City of Solana Beach, asked if, and how, the distribution of the incentives funds would have differed if the 15 percent low-income household bonus points had not been included in the project evaluation criteria.

Bob Leiter of SANDAG replied that staff can provide the TWG with a chart illustrating which projects would have received funding if the 15 percent low-income household bonus was not a factor in the allocation of the incentive program funds. He added that not all projects receiving bonus points were awarded funding.

Patrick Murphy, City of Encinitas, asked when construction of the eight projects not ready to begin immediately will commence. Ms. Eary replied that the remaining projects will be ready for construction during the years 2007-2009. Mr. Murphy commented that the program’s intention was to fund “ready-to-go” projects in order to showcase smart growth projects as soon as possible and to sell the concept of smart growth. He expressed concern that the bonus points for low-income housing had the latent effect of precluding ready-to-go projects from funding.

**Agenda Item #7: Adjournment and Next Meeting**

The next regular TWG Meeting will be held on Thursday, October 13, 2005 from 1:15 to 3:15 p.m. in the 7th Floor Conference Room.
CALIFORNIA REGIONAL BLUEPRINT PLANNING GRANT PROGRAM

Introduction

The FY 2006 California State Budget (Senate Bill 77) included the appropriation of $5 million to fund regional blueprint planning grants. The California Regional Blueprint Planning Program is a new state program that intends to provide funding to initiate or augment existing comprehensive planning efforts of Metropolitan Planning Organizations (MPOs) such as SANDAG.

This is a competitive program. Workshops have been conducted by the California Business, Transportation and Housing Agency (BT&H) to address the application criteria. SANDAG’s Regional Comprehensive Plan (RCP) was highlighted in the workshops as a model to follow. Since SANDAG has an adopted RCP, we will be applying for funding to implement some of the plan’s strategic initiatives. The grants received would strengthen and supplement RCP implementation efforts identified in the current FY 2006 Overall Work Program (OWP).

The purpose of this report is to inform the Board of Directors of this grant opportunity and to obtain a resolution of support for SANDAG’s application.

Recommendation

The Board is asked to adopt the attached Resolution No. 2006-04, authorizing the submittal of SANDAG’s application to the California Regional Blueprint Planning Program.

Discussion

SANDAG will be applying for funding to complete the following RCP implementation efforts.

- **PLACE³S Modeling**- PLACE³S is an analytical computer model that allows planners to identify and evaluate the implications of various land use scenarios. SANDAG is seeking funding to cover licensing and training costs to support application of the PLACE³S model to RCP implementation efforts. This funding would allow us to extend SANDAG’s existing PLACE³S program, which was included in the FY 2006 OWP, through FY 2007.

- **Smart Growth Financing Strategy**- Smart growth is a challenging financial investment. A smart growth financing strategy will identify existing financing resources and respective underwriting requirements and suggest mechanisms for financing the “gap” needed to build smart growth development in the region. The effort will include using the PLACE³S model to evaluate marginal financial costs of various smart growth development scenarios.
• **Urban Design Guidelines**- Often smart growth development principles are difficult to visualize. Urban design guidelines will provide guidance to local governments, planners, developers, and others in defining these principles. The process will include using the PLACE³S model to identify the implications of various urban design scenarios. The requested funding would allow SANDAG to complete the urban design guidelines during FY 2007.

• **Enhanced Air Quality and Energy Analysis**- The manner in which future growth is accommodated impacts energy use and air quality. Using the PLACE³S model, SANDAG staff would analyze the air quality and energy implications of both the smart growth urban design scenarios considered in the Urban Design Guidelines and the transportation service alternatives being considered in the comprehensive 2007 Regional Transportation Plan (RTP) Update.

• **RCP Performance Monitoring**- SANDAG needs to measure the extent to which the goals of the Regional Comprehensive Plan are met. Additional assistance is needed to develop specific targets to be used as performance measures.

**Next Steps**

Applications are due September 30, 2005. According to the current schedule, grantees will be announced November 30, 2005, and agreements will be executed by the end of 2005. Should SANDAG receive requested grant funds, we will amend the projects into the FY 2006 and/or future year OWP and Program Budget.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Resolution No. 2006-04

Key Staff Contact: Coleen Clementson; (619) 699-1944; ccl@sandag.org
SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) RESOLUTION OF SUPPORT FOR THE CALIFORNIA REGIONAL BLUEPRINT PLANNING PROGRAM GRANT

WHEREAS, the Proposed Fiscal Year 2005/2006 California State Budget (Senate Bill 77) created the Regional Blueprint Planning Program to provide grants to help Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs) in the initiation or implementation of regional comprehensive scenario planning that addresses future growth on a long-term planning horizon through the integration of transportation, housing, land use, environmental resources, other infrastructure, and services; and

WHEREAS, SANDAG proposes to receive a grant from the State of California to enhance the implementation actions of the Regional Comprehensive Plan (RCP) that aim to increase the region’s sustainability and encourage “smart growth”; and

WHEREAS, receipt of these funds will impose certain obligations upon SANDAG and require SANDAG to identify at least a 20 percent non-federal funds local match; and

WHEREAS, SANDAG must include awarded projects in an approved Overall Work Program (OWP) and OWP Agreement, must encumber funding by January 1, 2006, and has until December 31, 2007—two years—to complete the projects; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors hereby supports the submittal of SANDAG’s application to the California Regional Blueprint Planning Program for a grant that will allow SANDAG to implement its Regional Comprehensive Plan.

PASSED AND ADOPTED this 23rd day of September, 2005.
Introduction

One of the action items coming out of the Regional Comprehensive Plan is the development of regional urban design guidelines or best practices manual. SANDAG has identified funding to begin developing the guidelines, and is in the process of applying for a Regional Blueprint Planning grant (see Consent Item #2) to complete funding for the project. Local agency planning staff is one of the primary audiences for this document, so input on the content and uses of the guidelines from the Regional Planning Technical Working Group (RPTWG) is critical to its success.

Discussion

The Urban Form chapter of the RCP includes an action item to “develop an urban design best practices manual as a tool for local agencies, which addresses walkability, compatibility with public transportation, crime prevention, universal design, and accessibility, as well as other urban design features.” SANDAG has budgeted $75,000 in the current fiscal year to begin developing this document. As a first step in that process, staff is coming to the RPTWG to find out how this document can be made most useful to local agency planners.

The 2006 SANDAG Overall Work Program provides a brief outline of the issues the guidelines should address. They include:

- Transportation facility design guidelines in smart growth areas;
- Guidelines for site design in pedestrian-oriented communities;
- Planning and design guidelines for civic uses, such as schools, government buildings, and parks;
- Integrating transit facilities into communities;
- Guidelines for public/private partnerships to help fund transit supportive land uses in station areas;
- Crime prevention through design, universal design, accessibility, bicycle and pedestrian access; and
- Developing examples for how the design guidelines can be implemented in existing urban areas.

While this list includes a significant amount of material, it is not meant to be comprehensive. Other topics that could be addressed include, parking design and supply, bicycle access and facility guidelines, and multimodal roadway level of service standards. Should these topics be included in the
regional urban design guidelines, or are they better addressed in a stand-alone document similar to SANDAG’s Planning and Designing for Pedestrians?

Much has already been written on urban design and how good urban design facilitates smart growth development. In order for these design guidelines to be useful and effective, they should address design considerations specific to the San Diego urban environment, and they must be relevant to the issues faced by local planners and developers. Input from the RPTWG will help ensure the final document does that.

**Next Steps**

In addition to receiving input from the RPTWG, staff will provide an opportunity for the Cities/County Transportation Advisory Committee and the Regional Planning Stakeholders Working Group to provide input. Based on comments received from these groups, staff will prepare a draft document outline and scope of work for review and comment by the Regional Planning Committee. The scope of work and schedule will have to reflect whether or not SANDAG receives a Regional Blueprint Planning grant. In any case, the draft outline and scope of work should be completed by the end of the calendar year. With that, SANDAG could begin advertising for professional services to help develop the guidelines.

Key Staff Contact: Stephan Vance; (619) 699-1924; sva@sandag.org