Members
Lori Holt Pfeiler, Chair
Mayor, Escondido
(Representing North County Inland)

Jerry Jones, Vice Chair
Councilmember, Lemon Grove
(Representing East County)

Carrie Downey
Councilmember, Coronado
(Representing South County)

Matt Hall
Mayor Pro Tem, Carlsbad
(Representing North County Coastal)

Jerry Sanders
Mayor, City of San Diego
Pam Slater-Price
Supervisor, County of San Diego

Alternates
Steve Gronke
Councilmember, Vista
(Representing North County Inland)

Barry Jantz
Councilmember, La Mesa
(Representing East County)

Patricia McCoy
Councilmember, Imperial Beach
(Representing South County)

Les Heebner
Deputy Mayor, Solana Beach
(Representing North County Coastal)

Toni Atkins
Councilmember, City of San Diego
Bill Horn
Chairman, County of San Diego

Advisory Members
Susannah Aguilera
U.S. Department of Defense

Harry Mathis
Chairman, Metropolitan Transit System

Dave Druker/Ed Gallo
North County Transit District

Howard Williams
San Diego County Water Authority

William Hall/Bill Briggs
San Diego Unified Port District

Pedro Orso-Delgado
District 11 Director, Caltrans

Niall Fritz
Regional Planning
Technical Working Group

Bill Anderson
Regional Planning
Stakeholders Working Group

Environmental Mitigation Program
Advisory Members
Therese O’Rourke
U.S. Fish & Wildlife Service

Michael J. Mulligan
California Department of Fish & Game

Mark Durham
U.S. Army Corps of Engineers

John Donnelly
Wildlife Conservation Board

Gary L. Gallegos
Executive Director, SANDAG

REGIONAL PLANNING COMMITTEE

Friday, July 7, 2006
12 noon to 2 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• VIEWING FRED KENT’S DVD: CREATING PUBLIC SPACES AND AN INFORMAL DISCUSSION WITH MEMBERS OF THE REGIONAL PLANNING TECHNICAL WORKING GROUP AND THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE REGIONAL PLANNING COMMITTEE MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG.

PLEASE NOTE: ITEM 4, WHICH IS THE DVD VIEWING AND INFORMAL DISCUSSION, WILL NOT BE WEBCAST. THE PUBLIC IS INVITED TO ATTEND AND TO PARTICIPATE IN THE DISCUSSION.

MISSION STATEMENT
The Regional Planning Committee provides oversight for the preparation and implementation of the Regional Comprehensive Plan that is based on the local general plans and regional plans and addresses interregional issues with surrounding counties and Mexico. The components of the plan include: transportation, housing, environment (shoreline, air quality, water quality, habitat), economy, borders, regional infrastructure needs and financing, and land use and design components of the regional growth management strategy.
Welcome to SANDAG. Members of the public may speak to the Regional Planning Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Regional Planning Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Regional Planning Committee meeting.

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SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
+1. APPROVAL OF MEETING MINUTES:  
   a. March 3, 2006, Regional Planning Committee Meeting  
   b. June 2, 2006, Joint Meeting of the Regional Planning and Transportation Committees,  
      and individual Regional Planning Committee Meeting

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

The Regional Planning Committee welcomes members of the Regional Planning Stakeholders Working Group and the Regional Planning Technical Working Group to the meeting. Additionally, members of the public will have the opportunity to address the Regional Planning Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

+3. SHORELINE PRESERVATION WORKING GROUP FY 2006 STATUS REPORT  
   (Shelby Tucker)

As laid out in the Shoreline Preservation Working Group (SPWG) charter, the SPWG provides the Regional Planning Committee (RPC) with regular updates on its activities to keep the RPC up to date on current programs and projects. Attached is an overview of the work the SPWG has done in FY 2006.

4. FRED KENT DVD: CREATING PUBLIC SPACES (Mayor Lori Holt-Pfeiler and Mayor Crystal Crawford)

Fred Kent has been identified as a leading authority on revitalizing city spaces and one of the foremost thinkers in livability, smart growth, and the future of cities. As founder and president of Project for Public Spaces, he is known as a dynamic speaker and prolific ideas man. Recently, Mr. Kent was in San Diego and conducted a lecture entitled Creating Public Spaces as part of the Helen Edison Lecture Series at the University of California-San Diego. In his presentation he provides numerous stimulating images to illustrate many of the concepts discussed in the Regional Comprehensive Plan. His captivating lecture was recorded, edited, and produced on DVD by the University of California Television. The 60-minute DVD will be shown, followed by informal discussions among Regional Planning Committee, Regional Planning Technical Working Group, and Regional Planning Stakeholders Working Group members.

5. UPCOMING MEETINGS

The next meeting of the Regional Planning Committee is scheduled for August 4, 2006.

6. ADJOURNMENT

+ next to an item indicates an attachment
The Regional Planning Committee meeting was called to order at 12:05 p.m. by Committee Chair Lori Holt Pfeiler (North County Inland). The attendance sheet for the meeting is attached.

Chair Holt Pfeiler welcomed and introduced new Regional Planning Committee members Councilmember Carrie Downey (South County) and Deputy Mayor Lesa Heebner (North County Coastal). She also announced that Elisa Barbour, Policy Analyst from the Public Policy Institute of California (PPIC), was in the audience today observing the meeting to see how work is being conducted at the Regional Planning Committee.

1. APPROVAL OF FEBRUARY 10, 2006, MEETING MINUTES

Action: Upon a motion made by Supervisor Slater-Price (County of San Diego) and a second made by Councilmember Jones (East County), the Committee voted to approve the minutes of the February 10, 2006, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

None.

REPORTS

3. TransNet REGIONAL HABITAT CONSERVATION FUND FY 2006 FUNDING RECOMMENDATIONS (RECOMMEND)

In December 2005, the Regional Planning Committee recommended that the SANDAG Board approve the budget for FY 2006 Environmental Mitigation Program (EMP) Regional Habitat Conservation Fund, a process to allocate these funds, and the eligibility and weighting criteria for eligible land management activities. Also in December, the SANDAG Board approved the Committee’s recommendations.

In January 2006, the Working Group appointed a selection committee which consisted of Councilmember Carrie Downey and staff from the U.S. Fish and Wildlife Service, the California Department of Fish and Game, Caltrans, City of National City, and a representative from the Conservation Resources Network. The EMP Working Group received
16 applications; the selection committee rated each one against the eligibility and weighting criteria to come up with a slate of eight projects that were recommended for funding and the amount of funding recommended for each applicant. The selection committee’s recommendations were reviewed by the EMP Working Group in February and they agreed with the slate of applicants and amounts recommended by the selection committee. The EMP Working Group is now recommending that the Regional Planning Committee forward it on to the Board for approval.

Supervisor Slater-Price made the motion to recommend the Environmental Mitigation Program Working Group’s recommendation. Mayor Pro Tem Hall seconded the motion.

Councilmember Druker (NCTD) stated that one project on the list is to put a fence in Crest Canyon. He expressed concern regarding putting a fence in a wide open area. Councilmember Downey responded that there were two fence projects submitted. This particular fence project was less expansive, will make off-roading unavailable, and is environmentally sound. The locations where the fences are being proposed would not have been walkthrough areas.

Councilmember Druker commented that the location where the fence in Crest Canyon is being proposed is owned jointly by the cities of San Diego and Del Mar. He mentioned that the City of Del Mar was not consulted about this project, and there are a group of people concerned about Crest Canyon. He would like advice and consent on that project before moving forward. Councilmember Downey replied that one of the criteria was that the person and/or organization/agency submitting the application had to be the entity that owned the property. The City of San Diego submitted the project. She indicated that she was unaware that the project was owned by both cities.

Councilmember Druker commented that he would like to have had the City of San Diego discuss the project with the City of Del Mar prior to the fence being built in order to notify the residents in Del Mar.

Chair Holt Pfeiler thanked Councilmember Downey for the report.

Councilmember Downey noted that she liked the process that was used to evaluate and propose projects to the Committee.

**Action:** Upon a motion made by Supervisor Slater-Price (County of San Diego) and a second made by Mayor Pro Tem Hall (North County Coastal), the Committee voted to recommend that the Regional Planning Committee recommend that the Board of Directors approve of the expenditure of $750,000 for eight eligible land management projects, listed in the staff report.

4. **SMART GROWTH CONCEPT MAP: SUMMARY OF BOARD RETREAT DISCUSSION, REVIEW OF REVISED DRAFT MAP, AND AGENDA FOR UPCOMING WORKSHOPS (INFORMATION/DISCUSSION)**

Staff presented the Committee with two supplemental items for this report and provided the RPC with an overview of the project and the next steps. The SANDAG Board reviewed
the Smart Growth Concept Map at its annual retreat. The discussion focused on the interrelationships between the development of the Smart Growth Concept Map, the comprehensive update of the Regional Transportation Plan (RTP), and the Independent Transit Peer Review report (one of the TransNet Early Action Projects). In general, Board members were supportive of the Smart Growth Concept Map as a key step in the implementation of the Regional Comprehensive Plan (RCP) and expressed the need for additional education on smart growth.

The map currently includes approximately 200 areas where there is existing, planned, or potential for smart growth development. Changes to the map are nearly complete with the exception of the smart growth areas in the City of San Diego, which are undergoing a final review with the City staff. Several modifications have been made to the map based upon input from the Regional Planning Stakeholders Working Group. These include the addition of topography, major employment areas, and modifications to the colors used showing the transit lines.

Subregional Smart Growth public workshops are scheduled in April. The workshops will continue to make the link between smart growth and transportation, with a focus on implementation. The workshops will build on previous public outreach and will help answer the question, What are the resources needed to make smart growth and transit work? The workshops will include four key components: (1) a presentation from SANDAG staff to set the stage, (2) a discussion on what smart growth should look like, (3) breakout sessions on what it will take to make smart growth work in our communities and (4) a “Marketplace of Ideas” at the end of the workshop where participants can provide additional written comments on the Smart Growth Concept Map or seek additional information on proposed transportation or smart growth projects in their community.

Elected officials from the subregions where the workshops are being held are being asked to provide introductory remarks at each of the workshops as well as to participate in the discussions.

Instantaneous Spanish translation will be provided at the workshops in National City, San Ysidro, and Oceanside. In addition, SANDAG staff will be available for Spanish translation as needed at the other workshops.

All of the workshops will be held in the evening with the exception of one workshop in downtown San Diego at Balboa Park, which will be held during the day over the noon hour.

Supervisor Slater-Price asked if smart growth funds will be distributed equally and proportionally to all of the seven smart growth areas. Staff responded that at this point, those details have not yet been determined. Proposals will be brought before the Regional Planning Committee and the Transportation Committee and will take approximately eight months to a year to review and approve. The Smart Growth Incentive Program funds won’t be available for at least several years.

Supervisor Slater-Price added that gaming and hotels should be taken into account on the Smart Growth Concept Map.
Pedro Orso-Delgado (Caltrans) pointed out that “$” symbols were shown on the map. Staff noted that this symbol was a technical printing error that would be corrected and was not intended to be on the map.

Councilmember Druker commented that in the North County, the mixed-use transit corridor should connect as opposed to just ending. In the Sorrento Valley and Sorrento Mesa areas, there are no mixed-use corridors. He indicated that this is a major employment center for the County and it is a prime area to consider smart growth. Staff stated they are working with the City of San Diego staff to address that issue.

Councilmember Druker stated that if the staffs can’t come to an agreement, SANDAG should enforce it.

Deputy Mayor Heebner (North County Coastal) asked who is doing the review and when will it be done. Staff explained that local Planning Directors are identifying sites and providing land use data to SANDAG. SANDAG staff is evaluating the land use data to determine if the identified areas qualify as “Existing/Planned” or “Potential” smart growth areas with respect to the adopted RCP Smart Growth Place Type characteristics and criteria.

Chair Holt Pfeiler indicated that the Smart Growth Workshops will provide a great opportunity to listen to the citizens. She added that the Committee needs to recruit as many elected officials as possible to participate in the workshops.

Staff emphasized that the map will not be static. As the growth patterns change, the map will be modified to reflect those changes.

**Action:** The Regional Planning Committee accepted this report as information.

### 5. SMART GROWTH URBAN DESIGN GUIDELINES AD HOC WORKING GROUP (APPROVE)

Staff stated that they would like the Committee to create an Ad Hoc Working Group to assist in the development of smart growth urban design guidelines (also referred to as “best practices manual.” The Ad Hoc Working Group would consist of two members each from the Cities/County Transportation Authority Committee (CTAC), the Regional Planning Technical Working Group (TWG), and the Stakeholders Working Group (SWG).

Councilmember Druker questioned what the proposed output is of this project. Staff replied that the purpose of this project is to provide a tool for jurisdictions with graphic illustrations that further define smart growth and suggested development guidelines.

**Action:** Upon a motion made by Supervisor Slater-Price and a second made by Councilmember Downey, the Committee voted to approve the formation of an ad hoc working group consisting of two members each from CTAC, TWG, and SWG, to assist staff and oversee development of smart growth urban design guidelines for the San Diego region.

Staff noted that as the project is being developed, it will be determined how these guidelines would connect to transportation and other infrastructure.
Jerry Backoff, Planning Director for the City of San Marcos, reviewed the smart growth place types identified in San Marcos which consisted of a Mixed-Use Transit Corridor, an Urban Center, a Community Center and a Special Use Center. Mr. Backoff discussed three specific plans which are located in the Mixed-Use and the Transit Corridor. He highlighted the conceptual land use plan and showed illustrations of what San Marcos is trying to achieve with its mixed-use projects. Some of the key features include street design enhancements such as water features and designing the streets to be walkable while allowing vehicles to drive and park on the street. There is an overall plan to enhance pedestrian circulation throughout the city. The City is looking at financing parking structures because structured parking is so expensive to build. Another strategy in the plan is to use shuttles to connect the transit nodes together.

Supervisor Slater-Price commented that the examples shown are beautiful and wished the City of San Marcos good luck on the implementation.

Mayor Pro Tem Hall (North County Coastal) commended the City of San Marcos on the way the alternate route was tied into the current city. He asked what the height limit is on the buildings being proposed. Mr. Backoff stated that they have not had any resistance to density or height thus far, and have focused on design. He mentioned that working with the Task Force has been very effective.

Mayor Pro Tem Hall also asked how long it would take for the projects to be implemented. Mr. Backoff replied that it will take between one year to 18 months for the permitting. After the permitting is complete, the financing will be determined, and the City has made a strong commitment to spend $200 million on infrastructure and the remainder will be financed by the redevelopment areas.

Councilmember Gronke (North County Inland) asked if the highest density for the City of San Marcos is 40 units per acre. Mr. Backoff indicated that the City of San Marcos hasn’t dealt with that issue yet, but the density could get as high as 60 to 70 dwelling units per acre.

Councilmember Gronke asked if the project has been designated as an Urban Center. Mr. Backoff responded that that area can be considered urban and it received that designation on the Draft Smart Growth Concept Map.

Supervisor Slater-Price stated that there should be a working group from each jurisdiction along with a representative from NCTD to coordinate development along the Sprinter line.

Mr. Backoff commented that rail lines go through the industrial area. However, it is anticipated that will change over the years. Surrounding industrial businesses are concerned that they will be forced to leave in the long-term, which would be a challenge for the region.
Staff mentioned that this is a good example of strengthening the connection between land use and transportation. There will be land use changes that will afford residents options other than driving.

Mayor Pro Tem Hall pointed out that this is a good example of how to tell the story to give examples so that residents can see the benefit of the proposed development.

Staff noted that SANDAG received a grant for software called “IPLACE3S,” which can begin to quantify the benefits of mixed-use development and what it might look like. Hopefully, this will get us away from being caught up on density and numbers.

Chairman Mathis (MTS) stated that if people feel like they are living in areas that are already stressful, telling them that more density will be added is not going to be effective. This issue is more than just public transportation. People are resistant to bringing more people in their communities.

Supervisor Slater-Price mentioned that people are looking for quality of life. She reiterated that there needs to be a coalition because when cities feel that things are being forced on them, it becomes a lot about boundary issues. Residents sometimes think that they know what they want, but they really are not certain. The smart growth workshops will be helpful.

Mayor Pro Tem Hall commented that as part of its Growth Management program, the City of Carlsbad tests projects for 11 different criteria and a project has to pass all the tests to be approved.

Pedro Orso-Delgado mentioned that he had the opportunity to meet with representatives from the City of San Marcos to discuss their vision. SR 78 is the backbone to this area and will need to be redesigned. There are other changes that will need to be made and Caltrans is willing to do whatever it can to help.

Staff stated that they have been trying to bring the cities of Carlsbad, Vista and Oceanside together to work together. Perhaps the cities of Escondido and San Marcos should be added to the group.

Supervisor Slater-Price indicated that is a great idea.

Staff noted that they have met with the staffs of the Palomar Hospital District and NCTD regarding the Sprinter Station at Nordahl Road and they are excited about making some type of transportation connection. They would like to use their existing building downtown along with Cal State University San Marcos to work on those issues. A lot of the work will happen in the community, but SANDAG would provide resources.

Mr. Backoff stated that the planning needs to start now for right-of-way and consideration of energizing other areas.

Chair Holt Pfeiler thanked Mr. Backoff for coming to the meeting and sharing what is happening in San Marcos with the Committee.
Action: The Regional Planning Committee accepted this report as information.

7. UPCOMING MEETINGS

Chair Holt Pfeiler announced that the April Regional Planning Committee would be cancelled and encouraged members to attend at least one of the eight planned Smart Growth Workshops.

OTHER COMMENTS

Staff mentioned that Supervisor Slater-Price and Mayor Pro Tem Hall requested that staff coordinate with the SANDAG Board members, their City Managers, and the Public Works Directors that have participated in the Parkway Plan to receive an update on all of the projects in the North County area. The meeting will be held on Friday, March 24, 2006, at 2 p.m. at the SANDAG offices.

8. ADJOURNMENT

Chair Holt Pfeiler adjourned the meeting at 1:15 p.m.
## CONFIRMED ATTENDANCE

### SANDAG REGIONAL PLANNING COMMITTEE MEETING

**March 3, 2006**  
**12:00 p.m. to 2:00 p.m.**

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Regional Planning Committee (RPC) Chair Lori Holt Pfeiler convened the Joint Regional Planning and Transportation Committee meeting at 10:14 a.m. Transportation Committee (TC) Chair Kellejian asked for self-introductions of Committee members and a designation of which committee each represents.

CONSENT (A)

A. APPOINTMENT OF NEW MEMBERS TO THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP (RECOMMEND)

In November 2004, the SANDAG Board approved the creation of the Regional Planning Stakeholders Working Group (SWG) to review and provide input into key activities associated with the implementation of the Regional Comprehensive Plan (RCP) and the update of the Regional Transportation Plan (RTP). Several members of the SWG have resigned recently and need to be replaced. Regional Planning Committee Chair Lori Holt Pfeiler and Transportation Committee Chair Joe Kellejian, in consultation with Crystal Crawford, Chair of the SWG, have reviewed potential replacement candidates from the original list of candidates. The Regional Planning and Transportation Committees are requested to forward the following recommendation to the SANDAG Board of Directors for approval: (1) amend the SWG charter to designate a specific position on the SWG for a tribal representative; (2) appoint James Justice, Joe Silverman, and William Micklin to fill current vacancies on the SWG (of these, appoint Mr. Micklin as the designated tribal representative); and designate Terry Allison as a backup candidate in the event that an additional vacancy arises on the SWG.

Action: Upon a motion by Mayor Holt Pfeiler (North County Inland) and a second by Councilmember Madaffer, the Transportation and Regional Planning Committees unanimously approved this consent item.
REPORTS (B and C)

B. RESULTS OF THE SMART GROWTH WORKSHOPS AND RECOMMENDATION TO THE SANDAG BOARD ON THE SMART GROWTH CONCEPT MAP (RECOMMEND)

Carolina Gregor, Senior Planner, reported that the RCP was adopted by SANDAG in 2004. It consists of the following areas: urban form, transportation, housing, healthy environment, economic prosperity, public facilities, and borders. There are three themes of the RCP: (1) better connect land use and transportation, (2) use our plans to guide public facility and environmental investments, and (3) make it happen through incentives and collaboration. The current RTP, MOBILITY 2030, served as the first step toward development of the Smart Growth Concept Map. The Smart Growth Concept Map shows where smart growth is planned; plans for infrastructure investments that support smart growth for transportation, public facilities, and environmental; and provides a basis for incentives. The RCP smart growth place types include metropolitan center, urban center, town center, community center, mixed-use transit corridor, special use center, and rural village. She showed the adopted regional transportation network, the existing and planned regional transit corridors, and the regional scale concept map.

Ms. Gregor thanked the two working groups for their efforts in this process. She reviewed the public outreach process, which included holding eight workshops across the region last April. She expressed her appreciation for the high level of participation by the elected officials. The workshop objectives were to generate greater awareness of smart growth and transportation links; update the public on the RCP and the RTP, and obtain input on the draft concept map and the upcoming update of the RCP. Attachments to the package indicated the feedback received from these efforts. Ms. Gregor reviewed the major outcomes of the public outreach process: transportation received the highest number of comments; there was support for more infrastructure; there were differing opinions on growth; the needs in housing, public transit, and natural resources were recognized; and the roles in the planning process were clarified. She noted that the comments provided by the SWG were included with the agenda report. Additional correspondence received following agenda mailout has been distributed to Committee members at their places on the dais. She noted that we will consider their input as the map is refined. She noted there were a total of ten changes to the concept map: two new areas, six boundary refinements, and two consolidations. The summary of findings was 200 smart growth areas in total; about 40 percent are existing or planned areas, and 60 percent are potential areas.

Ms. Gregor reviewed four uses of the Concept Map: (1) to develop and evaluate alternative land use and transportation scenarios for the 2007 RTP, (2) update current transit networks in response to the Independent Transit Peer Review (ITPR), (3) support the transportation project evaluation criteria for the 2007 RTP, and (4) implement the TransNet Smart Growth Incentive (SIG) program. The TransNet SIG consists of capital improvements and planning grants. She reviewed the next steps of this effort.

Chair Kellejian noted that there were four requests to speak on this item.

Teresa Quiroz and Patty Vaccariello, members of the Euclid Avenue Revitalization Action Program, stated that in low-income and minority communities, environmental justice is the
most important part of any transportation and land use planning. Yet in the Smart Growth Concept Map, SANDAG designated Euclid Avenue as a potential mixed-use transit corridor. She said that the MTS Comprehensive Transit Analysis (COA) has made Fairmont Avenue the transit corridor. Euclid Avenue is only 36-feet wide and has parking on both sides. City buses could not travel along Euclid Avenue, and it cannot be widened. The sidewalks on Euclid Avenue are narrow to nonexistent, and the buildings have no setback. The only way to widen this road would be to condemn properties. In addition, transit corridors create transit-oriented development. Euclid Avenue is zoned as low-density residential and commercial and would not provide the density needed for a transit corridor. The community has worked hard to put in place documents that make it possible to see their vision for Euclid Avenue come true. That vision does not include large buses storming down this residential street. Making the determination that Euclid Avenue will be widened to accommodate a transit corridor and rezoned to allow for high-density, mixed-use commercial most definitely predetermines the outcome of the California Environmental Quality Act (CEQA) documents. They requested that the potential mixed-use transit corridor designation for Euclid Avenue be removed.

Mel Vernon, San Luis Rey Band of Mission Indians, said that he attended the Tribal Summit meeting in March and spoke then about cultural sites and the preservation of cultural sites. He pointed out that native people have been in the area for 10,000 years and that their creation stories are here. He requested that the Quarry Creek corridor be removed from the Smart Growth Concept Map.

Ruth Calac, Rincon Indian Reservation, requested that the Buena Vista Creek Cultural corridor be taken off of the Smart Growth Concept Map. She said that a new law, Senate Bill 18, requires that native tribes be consulted in land use planning issues. She noted that there have been numerous meetings held and they have not been consulted. The Rincon Reservation has written letters to the cities of Carlsbad and Oceanside. The letter to Oceanside was to thank the city for holding Buena Vista Creek area as open space and protecting it from being desecrated. The letter to Carlsbad about the Quarry Creek project was to request that this area not be included in the Smart Growth Concept Map. We are asking that you take this area off of the Smart Growth Concept Map.

Mr. Gallegos said that in the Committee report, SANDAG highlighted a meeting that would take place between Oceanside and Carlsbad. That meeting did take place, and Oceanside Deputy Mayor Shari Mackin and Carlsbad Mayor Pro Tem Matt Hall and their city managers attended. We will work with these jurisdictions to develop a work plan to analyze the traffic impacts associated with the potential smart growth areas that have been designated.

Mayor Pfeiler agreed that’s how this map will be used. If there are any issues, that’s how we will proceed.

Mr. Gallegos added that this is a bottom-up approach and will be addressed on an individual basis.

Councilmember Emery said that there is a great emphasis on infilling and higher densities in the urban core. He has looked at the designation of a future urban center at the Riverside border. He wondered how this would come about as there is no transit in this area.
Ms. Gregor said that staff worked with all of the jurisdictions for where they thought there would be smart growth, using certain density and employment thresholds and where transit service was specified in MOBILITY 2030. If an area met those criteria they would be included in the existing/planned areas; if not, they would be placed in the potential smart growth area because the transportation network does not provide service to that area.

Councilmember Emery noted that there are a number of proposed large scale developments that will become a reality long before the criteria will take place.

Councilmember Monroe expressed an interest in hearing from the City of San Diego about the Euclid Avenue situation.

Councilmember Madaffer said he understood the comments and continued concern for this area. No decision has been made on the City’s general plan related to Euclid Avenue.

Councilmember Atkins said that that particular issue will be discussed at the San Diego City Council. Being on this map does not mean this is assured. A lot more discussion needs to occur.

Supervisor Pam Slater-Price (County of San Diego) said that she received a letter from the Pacific Beach area. The message being perceived is that you are moving ahead with planning documents that have not yet been approved by the local governing boards. She did attend one of the smart growth workshops, and she did not feel there was much support for the Smart Growth Concept Map, especially in the north coastal areas. We cannot get too far ahead of what residents want in their communities. We should look at these comments as being helpful but not adopt anything that is pending in a jurisdiction. She thought smart growth was a community that had walkable access rather than dense urban centers located along a freeway and a community that responded to the residents.

Chair Pfeiler recommended that this item be moved on to the SANDAG Board. There has been a tremendous amount of work on this, and we need to acknowledge that this is one step toward implementation. We need to have a plan to deal with our growth and start planning for it. This is a tool, and it will continue to be refined as each jurisdiction becomes more sophisticated.

Councilmember Lesa Heebner (North County Coastal) watched the smart growth workshop on videotape and agreed with Supervisor Slater-Price. She didn’t see how we included input in this map.

Ms. Gregor said that this report summarizes the comments from the workshop but a more detailed summary of the public outreach is on the SANDAG Web site.

Councilmember Emery stated that we had two speakers who commented about Native American sites. He asked how we address those and SB 18, a bill that requires there be consultation with the native tribes.
Coleen Clementson, Principal Planner, responded that the sites they mentioned were areas designated as “potential.” Any proposed development in those locations will go through a review with the local area. What actually is built is a local jurisdiction issue.

Bob Leiter, Director of Land Use and Transportation Planning, said that there is a law that requires consultation with native tribes in the planning process. We could put these concerns on the record as part of the action to move this forward and ensure that the affected cities receive this information. He assured Committee members that these concerns are considered before any action is taken.

Councilmember Patricia McCoy (South County) noted that the true issue is sustainability: water, clean air, and land availability. She thought that we are ignoring this issue. We only have so much finite resources available to us. She asked how we are addressing these issues. She would like to see the issue of true sustainability raised as it is an integral part of the planning process.

Mr. Leiter said that as we indicated in the staff report, the recommendation is to accept the Smart Growth Concept Map for planning purposes. We would develop alternatives to be studied in the update of the RTP that would look at these issues. These kinds of impact issues would be evaluated before any Board decision on the final RTP. Those areas are designated as potential areas.

Councilmember Jerry Jones (East County) reiterated that this is a planning document. It doesn’t change zoning nor does it address the particulars in an individual neighborhood. This map was developed in cooperation with each of the cities. It is only what could be done, not what will be done. What this map gives us is an opportunity to apply the carrot rather than the stick approach in terms of dealing with our future growth. This is the basis for the incentives of where we move in the future. This is a good place to start. We should move forward.

Councilmember Gronke agreed with Supervisor Slater-Price when she said that concerns of the constituents are key. This document speaks for itself. SANDAG does not have the jurisdiction over land use. SANDAG has put out a blueprint for the future and for transportation. We want to put our residents near the transportation corridors. We should move forward.

Councilmember Madaffer concurred with Councilmember Jones’ comments. SANDAG has been viewed as a leader around the state for using the incentive approach. There are no less than 10-15 bills pending in the Legislature that affect county and city land use control. Those bills do less to help us and more to put the decision out of the hands of the neighborhood and into the hands of the state capitol. This is a blueprint and talks about what can be done and should be considered. The reality is that the state will continue to grow, and we will need to get transportation and transit dollars into this region. We have to make infrastructure and housing investments and incentives along those transportation corridors. We also need to make sure we are not sprawling. SANDAG needs to be commended for what it is doing.
Councilmember Atkins agreed that our focus really needs to be on transportation infrastructure and housing, and this is a tool to make those things happen. We need to leave the decision of zoning issues of certain projects to the jurisdictions.

Councilmember Monroe noted that in the Legislative Analyst’s Office (LAO) report it said that SANDAG does not have land use authority. The better we can plan and put this blueprint to work as a region the better off we will be.

Chair Kellejian agreed that we don’t want the state to dictate our land use decisions.

Councilmember Jerome Stock (NCTD) thanked Councilmember Jones for refining the discussion. He agreed with his comments. This is a concept map and from his perspective the concept of smart growth for each community. This is a really useful tool for transportation planning for the future based on possible land use decisions as the planning directors and stakeholders see it. We should move forward.

Councilmember Heebner asked if we are approving the place type names on this map or if there is a period of time where they will be reviewed and input will be taken into consideration. Mr. Leiter said this map would be moved forward for planning purposes and, during review, there would be an opportunity to review place types and make decisions about the transit service to these areas. It can and will be refined through an Environmental Impact Report.

Councilmember Druker agreed with moving forward on this issue. This will allow us to go to the next step, which is transportation planning. He asked what happens if there are major developments that are outside these areas. Chair Pfeiler said that we have to acknowledge that we cannot provide services to those kinds of developments.

Councilmember Carrie Downey (South County) asked if the detailed comments from the workshops could be sent to the individual communities.

Jim Sandoval, Chairman of the Technical Working Group (TWG), said that this is the next logical step if we are serious about tying transportation and land use together. We need to establish a common vernacular. It has been helpful to planners and will help the region in the long run. He thanked Mr. Gallegos and SANDAG staff for the many hours in the technical committee meetings, subcommittee meetings, and the regional workshops. Staff made themselves available to meet with individual cities to ensure we are treated equally in this process. He agreed with moving forward.

Mr. Gallegos stated that legal counsel suggested the vote be taken by one committee at a time.

Action: Upon a motion by Chair Pfeiler and a second by Councilmember Madaffer, the Transportation Committee unanimously recommended that the SANDAG Board of Directors accept the draft Smart Growth Concept Map dated June 2, 2006, for planning purposes for the 2007 RTP update. Final action on the map would take place by the SANDAG Board at the time of adoption of the final 2007 RTP.
Action: Upon a motion by Chair Pfeiler and a second by Councilmember Madaffer, the Regional Planning Committee unanimously recommended that the SANDAG Board of Directors accept the draft Smart Growth Concept Map dated June 2, 2006, for planning purposes for the 2007 RTP update. Final action on the map would take place by the SANDAG Board at the time of adoption of the final 2007 RTP.

C. INDEPENDENT TRANSIT PLANNING REVIEW REPORT (RECOMMEND)

Mr. Gallegos said that passage of the TransNet extension triggered a commitment to conduct an Independent Transit Planning Review (ITPR) of the transit element of the 2030 Regional Transportation Plan (RTP) to help determine the most cost-effective and cost-efficient service and infrastructure plan for the region. This review process included the hiring of a technical consultant and the formation of a Peer Review Panel of transit and land use experts from across North America to help develop the set of issues to be addressed and guide the review. Wilbur Smith and Associates was hired to conduct the technical analysis and inform and manage the Peer Review Panel. The two transit operators were also involved in this process.

Chair Kellejian asked for self-introductions of the Peer Review Panel and thanked them all for their hard work.

- John Bonsall, with McCormick/Ranking, former head of OC Transpo, the transit authority in Ottawa, Canada
- Richard Feder, Director of Transit Planning, Pittsburgh Port Authority of Allegheny County, Pennsylvania
- Dave Mieger, Director of Westside Planning for the Los Angeles Metropolitan Transportation Authority (LAMTA)
- Robert Cervero, Professor and Chair of the City Planning Department at the University of California, Berkeley
- Phil Selinger, Director of Project Implementation, Tri-County Metropolitan Transportation District of Oregon (TRI-MET)
- Linda Cherrington, Program Manager for Texas Transportation Institute’s Transit Mobility Program
- Peter Martin, Project Manager, Wilbur Smith and Associates
- Gary Banks, Wilbur Smith and Associates

Mr. Martin described five basic issue items: integration of the Regional Transit Vision and Land Use Vision, transit level of investment strategy, bus rapid transit (BRT) and trolley operating cost model, operating strategies, and transportation model. The Peer Review Panel’s recommendations fell into six different areas: general, managed lanes, the Mid-Coast corridor, parking policy, transportation model, and individual transit corridors.
reviewed the specific recommendations under each area, and several of the Peer Review Panelists provided additional comments.

Mr. Bonsall agreed with the conclusions that there were certain key issues if SANDAG’s objectives related to transit and smart growth are to be achieved. He stated that highway investment will not address this objective as you cannot build your way out of congestion. If San Diego wants the future outlined in the RCP you need to go “cold turkey” on building new highway links. The updated RTP needs to adopt a new strategic Transit Vision that favors public transit over all forms of road projects. This strategy should be coupled with a top-down planning effort. You need to have measurable goals. The transit mode share target should be a natural outcome of this favored strategy. You need to consider a higher-end BRT to attract riders and, coupling this with the Transit First strategy would be a good starting point. He said that San Diego is at a crossroads; this area is subject to enormous pressure to continue its past trends and is challenged to go in a different direction. If you are not prepared to make those tough decisions, you should stop worrying about improving your transit system.

Mr. Feder said that this is not a top-down planning approach in terms of providing a choice of transportation for the public. There is a growing market for walkable communities, for communities with mixed uses, and for economic development along the transit system. San Diegans deserve the best transportation system, which means an electronic communication system for the bus system, good alternative-fueled vehicles, and safe and attractive transit stations and bus waiting areas.

Ms. Cherrington stated that in the initial review of the RTP, she was struck by the very generous application of managed lanes. It seems they are being touted as the solution for the growth that is being projected in the region. She also noted that managed lanes were portrayed as transit solutions for guideway or BRT. The concept of managed lanes is not a panacea. Managed lanes are not transit solutions. They do not provide a hospitable environment or access to transit, and do not support land use investments. She suggested that SANDAG take another look at the Interstate 805 (I-805) corridor. When managed lanes are used in a corridor, the design and operating plans should support transit investment. She suggested SANDAG also revisit the I-15 managed lanes to ensure that the operating plan will give priority to transit, buses, vanpools, and 3+ carpools. She thought that managed lanes are more likely to encourage sprawl and not manage the area of urban growth. Managed lanes will work against infill.

Mr. Meiger said that the panel loved the Mission Valley East line. When we looked at the Mid-Coast corridor from Old Town to the University of California, San Diego (UCSD) and University Towne Centre (UTC), we didn’t find much in between; this is primarily an industrial area, with wetlands, and highway and railroad corridors. There are not a lot of intermediate locations of transit-supportive density. There could be more applications for bus service in this corridor. They liked the Super Loop. They saw a lot of congestion at the merger of I-5/I-805. Mr. Meiger suggested that upgrades of the COASTER in cooperation with a major bus investment in this corridor be looked at to mitigate congestion. You may go with light rail, but you should consider bus service. He encouraged SANDAG to look at all the options for that corridor including BRT and commuter rail.
Mr. Cervero felt that when it comes to parking around transit stations, SANDAG should set a climate where it seriously thinks about being adaptable and flexible. Studies conducted of people who live around transit stations found that they own a fewer number of cars. SANDAG should discard standard zoning for parking and work with the marketplace to be more resourceful and economical to make parking more viable. Parking detracts from the quality of the neighborhood and place. If you use a car as part of the transit trip you negate much of the air quality benefits. SANDAG should try to encourage more folks to walk, bus, and bike to transit. SANDAG can use parking lots as a clever way of land banking. SANDAG should learn to be strategic, innovative, and adaptable with parking.

Mr. Martin made two key points: the SANDAG model is a good model, but it is relatively weak when looking at transit patronage demand. There needs to be some additional way of looking at smart growth in the update of the RTP.

Mr. Selinger said that transit cannot be an afterthought and needs to be optimized based on good investment for the user (comfortable, safe, and convenient), optimized transit operations (minimal travel time and delay), and leveraging the development opportunities around transit investments. There may be an opportunity to start now to upgrade the San Diego transit system in order to improve ridership and the image of communities. This includes improving bus stops and station investments, keeping vehicles clean, having better access to transit, installing signal priority treatments, and implementing intermediate service levels with branding.

Supervisor Slater-Price expressed her appreciation for the panelists’ points of view. She questioned the comments about the I-15 managed lanes. We have cross-county travel. The options we had were to continue to widen the freeway or do something like managed lanes. We didn’t have the densities sufficient to implement light rail in this corridor. The people in the northern area have asked for light rail, but there isn’t sufficient demand.

Ms. Cherrington agreed that overall, managed lanes may be an appropriate investment in some corridors. She cautioned that it is not the only solution and may have some negative affects as well. In corridors that support transit investment another mode may be better.

Councilmember Emery said that he hoped we would consider these comments and the conclusions contained in this report. He hoped the SANDAG Board will refer this back to the transit agencies. Another key factor and the biggest challenge is that as we grow in population, where will we get the funding to grow the transit system at the same time? He expressed his appreciation for the report.

Chair Kellejian mentioned that the transit agencies are scheduling this report on their agendas.

Councilmember Monroe said that there were three projects not completed from the first TransNet measure. One of them was light rail from Old Town to UTC. The panel clearly recommended that that be reconsidered. He asked if that was a unanimous recommendation of the panel.
Mr. Feder said that light rail may not be the best mode for that corridor. You would get more versatility with BRT and improved COASTER service. He suggested that something be done on the land use side at UTC because it is very auto-oriented.

Councilmember Monroe stated that in a couple of transit systems around the world there is a dual situation where both light rail tracks and buses share right-of-way.

Mr. Bonsall said while that is theoretically possible, he was not sure this corridor would support the rail side, but you could design a BRT to receive an LRT upgrade at some future date.

Councilmember Gronke thanked the panel for their recommendations. He asked what the minimal amount of housing units would be to support a light rail hub.

Professor Cervero said there is no exact number. You need to have the density to generate enough riders to justify the cost of the system. However, there is a benchmark range of 20-30 residential units per acre, but a number of factors can sway those numbers.

Councilmember Downey said that related to parking, we need to change people’s attitudes toward using transit. As soon as we make transit easier that’s when we’ll get people out of their cars. We won’t get out of using parking to get to transit.

Mr. Cervero commented that if we put the parking at the entrance to the transit station, it will cast the die. Where you site parking matters. He suggested that bicycle access be included wherever you have parking. Multimodal, inclusive transportation needs to be embraced.

Mr. Selinger said that in Portland they persuaded developers to help pay for parking structures for transit.

Councilmember Druker said he was happy with this report. We are going to have to make sure that transit has the highest priority rather than roads. In his opinion, we should never build another lane of freeway. The Mid-Coast corridor in Sorrento Valley is vastly underserved by transit. We need to have a better plan for this area.

Councilmember Atkins expressed her appreciation for the report. She agreed that we need to put more money toward public transit and operations. Until we do this, people will still need their cars. Even with a deficiency in parking, people are still not taking public transit. We need more frequent and efficient service.

Councilmember Heebner said that increased public transit services is what it will take for smart growth to work. She asked what higher-end BRT means. Mr. Bonsall explained that it would be a fully grade separated BRT, not one that operates on regular arterial roads or managed lanes.

Action: Upon a motion by Councilmember Stocks and a second by Supervisor Slater-Price, the Transportation Committee unanimously recommended that the SANDAG Board of
Directors accept the Independent Transit Planning Review report for planning purposes for the 2007 RTP update.

**Action**: Upon a motion by Councilmember Stocks and a second by Supervisor Slater-Price, the Regional Planning Committee unanimously recommended that the SANDAG Board of Directors accept the Independent Transit Planning Review report for planning purposes for the 2007 RTP update.

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**ADJOURN MEETING WITH TRANSPORTATION COMMITTEE**

Chair Kellejian adjourned the joint portion of the meeting at 12:19 p.m.

**REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS**

Meeting of June 2, 2006

The Regional Planning Committee meeting was called to order at 12:20 p.m. by Committee Chair Lori Holt Pfeiler (North County Inland). The attendance sheet for the meeting is attached.

1. **APPROVAL OF MARCH 3, 2006, MEETING MINUTES**

   The minutes from the March 3, 2006, meeting will be approved at the next Regional Planning Committee meeting.

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

   None.

**CONSENT ITEM (3)**

3. **REGIONAL HOUSING WORKING GROUP CO-CHAIR APPOINTMENT (APPROVE)**

   The purpose of this item is to appoint a new Co-Chair of the Regional Housing Working Group to replace former Councilmember Patty Davis. Per the Regional Housing Working Group Charter, replacement of the Co-Chairs should be selected by the Regional Planning Committee. Councilmember Toni Atkins has agreed to serve as Co-Chair of the Working Group. The recommendation is for the Regional Planning Committee to approve this appointment.

   **Action**: Upon a motion made by Councilmember Downey (South County) and a second made by Councilmember Jones (East County), the Committee voted to appoint Councilmember Toni Atkins to serve as the Co-Chair of the Regional Housing Working Group.
4. UPCOMING MEETINGS

The next meeting of the Regional Planning Committee is scheduled for 12 noon to 2 p.m. on Friday, July 7, 2006.

5. ADJOURNMENT

Chair Holt Pfeiler adjourned the meeting at 12:20 p.m.
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<td>Environmental Mitigation Program Advisor Member</td>
<td>California Department of Fish and Game</td>
<td>Michael Mulligan</td>
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<td>David Mayer</td>
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<td>Environmental Mitigation Program Advisor Member</td>
<td>US Army Corps of Engineers</td>
<td>Mark Durham</td>
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<td>Jeannette Baker</td>
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<td>Environmental Mitigation Program Advisor Member</td>
<td>US Fish and Wildlife Service</td>
<td>Therese O’Rourke</td>
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<td>Susan Wynn</td>
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SHORELINE PRESERVATION WORKING GROUP FY 2006 STATUS REPORT

Introduction

In May of 2005, the Executive Committee approved the continuation of the Shoreline Preservation Working Group (SPWG) and a reporting structure. The Executive Committee requested that regular updates on the SPWG’s activities be made annually to the Regional Planning Committee. Attachment 1 summarizes the Working Group’s activities during FY 2006.

Discussion

Background

The SPWG was originally established in the late 1980’s as the Shoreline Erosion Committee. The Shoreline Erosion Committee was later renamed the Shoreline Preservation Committee. The committee historically reported directly to the SANDAG Board of Directors. In May of 2005, the Executive Committee voted to rename the committee the Shoreline Preservation Working Group and changed its reporting structure. The SPWG now reports directly to the Regional Planning Committee.

The SPWG is comprised of 29 members, who include elected officials from the coastal cities in the region, technical staff members, and representatives from interested organizations such as the North San Diego County Chamber of Commerce, Sierra Club, California Coastal Coalition, California Department of Boating and Waterways, and National Oceanic and Atmospheric Association, among others. The SPWG’s current role is continuing assistance in implementing the Regional Shoreline Preservation Strategy, adopted by SANDAG in 1993. The SPWG’s meetings are bi-monthly, with attendance levels typically averaging between 40 and 50 people per meeting.

BOB LEITER
Director of Land Use and Transportation Planning


Key Staff Contact: Shelby Tucker, (619) 699-1916, stu@sandag.org
June 20, 2006

TO: Regional Planning Committee

FROM: Shoreline Preservation Working Group

SUBJECT: FY 2006 Status Report

During FY 2006, the Shoreline Preservation Working Group (Working Group) continued in its role to advise SANDAG on the implementation of the Shoreline Preservation Strategy and the Regional Comprehensive Plan (RCP).

The Working Group advises the Regional Planning Committee on issues related to the adopted Shoreline Preservation Strategy (1993) and opportunities for beach replenishment. Working Group members include elected officials from the coastal cities and county of San Diego, and representatives from community groups, environmental groups, state and federal resource agencies, U.S. Department of Defense, and environmental organizations.

Specifically, the Working Group completed and approved a Shoreline Working Group Charter that defines its purpose, guiding principles, responsibilities, membership, meeting time and location, selection of a chairperson, and duration of existence.

The Working Group continued its work on a local pilot study to implement the State of California’s Coastal Sediment Management Master Plan (Master Plan). The Master Plan is a collaborative effort among federal, state, and local agencies and non-governmental organizations to evaluate California’s coastal sediment management needs on a regional, systemwide basis. The intent is to develop approaches to these coastal erosion and sedimentation issues that generate the greatest environmental and economic benefits for the State of California. The study being managed by the Working Group is known as the Sand Compatibility and Opportunistic Use Program (SCOUP).

The SCOUP project developed a generic regional opportunistic sand program for California based on an application to the beach at South Oceanside. The SCOUP enabled local agencies to place small quantities of sand on the beach from small dredging or excavation projects when the material is suitable for beach placement. The Working Group also began preparing a second California Environmental Quality Act (CEQA) document for similar opportunistic use programs in the region, including Solana Beach, Coronado, Imperial Beach, and Encinitas. During FY 2006, the pilot project in Oceanside released a final California Environmental Quality Act (CEQA) document and is working to obtain the necessary permits needed to continue its efforts.

Funding for SANDAG’s basic Regional Shoreline Monitoring Program (Monitoring Program) has been provided by the region’s coastal cities since 1996. For the Regional Beach Sand Project (RBSP) permit requirements, the shoreline monitoring program was augmented to include additional transects for the beach monitoring component and added a biological monitoring component. Fiscal Year 2005 was the fourth and final year of the monitoring program for the RBSP. In FY 2006, the Working Group continued to monitor the conditions
of the region’s beaches and finalized a contract to implement a modified Monitoring Program through 2010.

The Monitoring Program provides physical measurements of the region’s beaches essential to the design and evaluation of efforts to replenish beaches and manage the region’s shoreline. Specifically, the Program measures the impacts of beach erosion over time, documents the benefits of sand replenishment projects, and helps to improve the design and effectiveness of beach fills. The modified program will include a decrease in the number of transects (from 47 to 38), the elimination of one of the aerial photo over-flights, a cutback in the lagoon entrance component, and reliance on more monthly inspections and ground photographs during monitoring. Even with the reductions, the program will continue to provide meaningful monitoring data for the region.

Additionally, during the course of the year, the Working Group heard presentations from several groups, organizations, and agencies throughout the region who are working on various complementary coastal programs. The Working Group will continue in this capacity in order to facilitate coordination and collaboration as it works to implement the Shoreline Preservation Strategy.