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Executive Director, SANDAG



POLICY BOARD AGENDA

Friday, September 13, 2002

10:15 a.m.

SANDAG

401 B Street, 7th Floor Board Room
San Diego, CA 92101

- **PUBLIC COMMENT**
- **REGIONAL COMPREHENSIVE PLAN**
 - **CORE VALUES OF REGIONAL VISION**
 - **REGIONAL PRIORITIES**
 - **REGIONAL INFRASTRUCTURE**
 - **PUBLIC INVOLVEMENT**

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region's quality of life.

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Welcome to SANDAG! Members of the public may speak to the Board on any item at the time the Board 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 the Clerk of the Board. Also, members of the public are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications. Speakers are limited to three minutes. The SANDAG Board may take action on any item appearing on the agenda.

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SANDAG POLICY BOARD MEETING

REGIONAL COMPREHENSIVE PLAN

BACKGROUND

GOALS

The goals of this Policy Board Meeting are to initiate a discussion with the Board on key policy questions related to the Regional Comprehensive Plan (RCP) and prepare for the Subregional Elected Official Roundtables, anticipated for this fall.

MEETING FORMAT

The meeting will consist of three activities.

First, the Board will participate in a self administered short "Warm-Up Survey" about our region. The survey will be distributed at the meeting. Second, Lori Pfeiler, Mayor of Escondido and Chair of SANDAG's Regional Planning Committee, will provide a brief background presentation on key RCP items and on the work of the Regional Planning Committee. And third, Board members will participate in an interactive survey (Attachment 1), designed to obtain the Board's general sentiments on particular topics. The results of the survey will be simultaneously displayed to the Board in an anonymous manner for the group to explore, and a facilitated discussion will ensue in an effort to solicit the Board's feedback and direction. (The Board used the same interactive survey technology at its Policy Meeting on the Regional Transportation Plan last November.)

REGIONAL COMPREHENSIVE PLAN

In the context of the regional governance discussions and our projected population and employment growth, SANDAG has called for the preparation of a Regional Comprehensive Plan. The RCP is based on the premise that we must plan our future differently than we have our past. The RCP recognizes that, although we are 19 separate jurisdictions, we are one region that requires a seamless plan. And, we require additional coordination with our neighboring counties and international border.

One of the Plan's primary goals is to prepare for future growth. The objective is to be smart about growth, planning and preparing in advance of its occurrence. Local jurisdictions and SANDAG have identified smart growth areas, and are considering an incentive-based approach designed to encourage and channel growth into these smart growth areas and communities. Growth and change will continue in the region over the next several decades, and all jurisdictions, even "built out" ones, can make positive contributions toward preparing for that change.

KEY POLICY QUESTIONS

- A. What Core Values should be included in the Regional Vision?**
- B. What Regional Priorities Should the RCP Address to Ensure our Core Values?**
- C. Should an incentive-based approach, using smart growth criteria, be applied to regional infrastructure expenditures?**
- D. What are the best ways to ensure robust public involvement and meaningfully involve our local elected officials in the preparation of the RCP?**

Schedule: The RCP will be prepared over the next year and a half, with a preliminary draft projected for November 2003, a final draft Plan by January 2004, and an approved Plan by July 2004.

RCP Oversight

Earlier this year, SANDAG formed a Regional Planning Committee to provide oversight for the preparation and implementation of the RCP. The Committee's membership is listed in Attachment 2. The Committee has met five times since April. Significant portions of the Committee's discussions have focused on smart growth and the importance of infrastructure funding, especially incentives for jurisdictions that would implement key provisions of the Plan. The Regional Planning Working Group, consisting of local planning and community development directors, advises the Regional Planning Committee. Additionally, a proposal for a Stakeholders Working Group is currently being considered.

Why We Need An RCP

Over the past several years, the region has struggled with worsening gridlock, rising housing prices, increasing sprawl, and growing infrastructure deficits. It has become clear that the region needs a comprehensive plan that can define the region's vision and priorities, and provide a financing mechanism for implementation. Our existing local plans and policies form the basis for our future development patterns, but collectively they result in a number of impacts to our future quality of life (see side box). As a result, the RCP will need to be more than just a compilation of existing plans.

Currently, various jurisdictions are updating their general plans, pursuing smart growth in urban areas, and limiting development in the unincorporated rural areas. The RCP can assist these local efforts by rewarding jurisdictions that make smart growth decisions.

Preliminary analyses of the impacts of smart growth land use decisions on the transportation system indicate that, although the addition of smart growth results in only minimal impacts on the region's transportation system performance, they are clearly a step in the right direction. Adding more smart growth land use changes over time could further improve future performance. The RCP can provide the structure for linking local land use plans and transportation funding decisions in order to maximize transportation investments and implement smart growth.

Additionally, the RCP can address emerging issues along our county boundaries and our international border: growing interregional commutes; longer border-crossing wait times; coordination of habitat areas; economic development; and water and energy supply opportunities.

Issues Arising From the Aggregation of Existing Local Plans and Policies

(Attachments 3 through 6)

- ❖ **Consumption of large amounts of undeveloped land** – Current plans would consume far more land than a smart growth development pattern would. Smart growth would emphasize additional redevelopment and infill rather than consumption of vacant land. (Attachment 4)
- ❖ **Development densities** – Existing densities in the cities are relatively low, and planned densities on currently-vacant land are even lower. This pattern contributes to sprawl and can preclude the implementation of an efficient transit system. (Attachment 5)
- ❖ **Imbalance between housing and employment capacity and locations** – Current plans allow for more growth in employment than housing, contributing to higher housing costs, more interregional and longer commute trips, and more persons per household. Additionally, residential areas are largely segregated from employment centers, contributing to longer, more congested commutes. (Attachment 6)
- ❖ **Infrastructure financing** – Jurisdictions compete against each other for sales tax revenues, generally resulting in a process that isolates and encourages commercial development; too few homes; and sprawl development patterns. Additionally, our infrastructure systems compete against each other for investment, without a regional context to determine our priorities.

BENEFITS OF THE RCP

1. Opportunity to define a vision for the region and prioritize the regional policies and actions to help us achieve the vision;
2. Opportunity to reward the implementation of smart growth by local jurisdictions with infrastructure funding;
3. Opportunity to address key regional infrastructure funding needs, in addition to transportation, in a comprehensive manner, and to set forth a public investment strategy for regionally significant infrastructure;
4. Opportunity to address issues relating to our county boundaries and international border.
5. Framework for monitoring our progress.

Components of the RCP

The RCP is proposed to include six topical chapters, based on the regional priorities identified by the Regional Planning Committee. The proposed chapters (Urban Form, Transportation, Healthy Ecosystems, Borders, Economic Prosperity, and Housing) would be organized around a regional Vision. Each chapter would address social equity and environmental justice, with public involvement integrated throughout the planning process. These chapters, along with the planned infrastructure needs assessment, would then serve as the building blocks from which the regional infrastructure financing strategy would be built, culminating into the Final RCP Report and Action Plan. The Final RCP Report is seen as a policy document that spells out the regional Vision and core values, with regional maps and key regional policies and actions. The RCP Action Plan would describe specific implementation recommendations including incentives, tools, and performance monitoring and evaluation measures (Attachment 7). Performance monitoring and evaluation measures will build upon the 3 E's (Environment, Economy, Equity) discussed by the Board as part of the Indicators of Sustainable Competitiveness for the San Diego Region back in June

DISCUSSION

INTRODUCTION

One of the primary goals of the Policy meeting is to initiate Board discussion on various RCP issues, including the vision and the regional priorities. The Regional Planning Committee proposes the following vision and regional priorities as a starting point for inclusion in upcoming public involvement efforts and workshops.

A. Core Values / Vision

Given the level of support that SANDAG received for smart growth and REGION2020 (approximately 70 organizations -- including all 19 local jurisdictions -- and 500 individuals signed resolutions of support), the following core values could provide the basis for the regional vision. These core values should be tested and refined through the public involvement program of the RCP.

- "In 2030, 2040, 2050, and beyond, the San Diego region will understand and respect the delineations between our urban and rural lands.
- Our communities will have more mixed uses and better urban design. They will be walkable, have a distinct sense of place, and strive for greater equity.
- The people that live in the San Diego region will have the ability to choose from a wider spectrum of housing types and will be able to afford their homes more comfortably.

- The region will have a coordinated transportation system that will supply a variety of options for getting about, better link our jobs and homes, provide more transit, walking, and biking opportunities, and efficiently transport cargo and goods.
- Our ecosystems will be healthy and our open space and habitat conservation systems will be fully funded, and their maintenance will be secure.
- We will have a great variety of jobs, the workforce to meet the demand for these jobs, and the wages to sustain our families' standard of living.
- Our cities will be good neighbors to the military and our military will be a good neighbor to our cities.
- Our infrastructure systems will be in place and will function appropriately, so that our quality of life will be measurably better.
- The San Diego region will be an equitable place to live, with a healthy environment, a vibrant and sustainable economy, and excellent land use, transportation, environmental, and economic connections to Baja California and our surrounding counties."

- **Does the Board generally agree that the core values listed above form the basis of a regional vision?**
- **Are any core values missing from the vision and/or do any need to be removed?**

B. Regional Priorities

Given the limited time and resources to prepare the Plan, the Regional Planning Committee has identified the following regional priorities for inclusion in the RCP. The Board is asked to provide direction on these priorities, and to discuss whether there are other priorities that the Plan should address.

1. Urban Form – Spatial Distribution and Urban Design

- Reduce urban sprawl / Use land efficiently
- Focus most future growth in urban areas (western third of region), close to existing and planned transportation networks
- Create people-friendly places; walkable, mixed use communities
- Evaluate impacts that different levels of smart growth or sprawl would have on the region's livability and quality of life

2. Transportation – Regional, Interregional, International Transportation

- Provide more transportation options (transit, walking, biking, carpooling, vanpooling) and reduce congestion in key corridors
- Integrate the transportation infrastructure network with the other significant regional infrastructure systems
- Build upon Mobility 2030: The Regional Transportation Plan for the San Diego Region, which emphasizes four primary components associated with achieving mobility (land use connections, systems development, systems management, and demand management)

3. Housing – Availability, Affordability, Location, and Jobs-Housing Balance

- Supply enough housing in relation to new jobs
- Create additional regional/ local funds for affordable housing
- Locate new housing close to existing and planned jobs and transportation networks

4. **Healthy Ecosystems – Connect and Fund our Habitat Preserve Systems, Resolve Housing and Transportation Conflicts**
 - Fund regional habitat preserve efforts
 - Establish policies to resolve potential conflicts with housing & transportation issues
 - Identify key ecosystem components and actions to insure a healthy environment (including minimizing pollution and water quality/ storm water runoff)

5. **Economic Prosperity – Assure that Regional Infrastructure Systems Needed to Improve our Quality of Life are Identified and Addressed through a Financing Strategy**
 - Design a strategy that provides the opportunity for a rising standard of living
 - Design and implement a fiscal strategy for the San Diego region
 - Establish a regional infrastructure financing strategy that (1) provides for the implementation of key regional infrastructure systems for transportation, habitat and open space, water quality, and other areas of significance, and (2) relies on a variety of funding sources, rather than on a single funding source.

6. **Borders – Address Existing Challenges and Increase Future Opportunities for Collaboration with our County Boundaries and International Border**
 - Focus efforts in the areas of transportation, water, energy, habitat, and housing.

- **Are there other priorities that the RCP should include: culture, arts, health, education, others?**
- **If so, given limited time and resources, which priorities would be eliminated?**

C. REGIONAL INFRASTRUCTURE

The region’s quality of life is largely impacted by the level of service provided by its infrastructure. A key component of the Regional Comprehensive Plan (RCP) is an assessment of infrastructure needs and financing options. This information will help assess whether the region’s infrastructure and planned capital improvement expenditures are adequate to meet the region’s needs and if they can better support the implementation of the RCP. At its October meeting, the Regional Planning Committee will discuss a proposed approach for the Integrated Regional Infrastructure Plan (IRIP) and financing strategies for the RCP. This will include a discussion of the criteria that could be used to define the types of regional infrastructure that would be addressed in the RCP.

- Potential Criteria**
- Must be a public facility or regulated monopoly
 - Must be a publicly shared system, network, or resource used by or benefiting a majority of the region on a regular and consistent basis
 - Must provide for equal opportunity for all residents and businesses to benefit
 - Must be run, regulated, or overseen by state or local elected officials or their appointed representatives
 - Must insure that the level of service available and the price of the service to be about the same for all users
 - Must play an integral part in maintaining the quality of every day life for the average resident
 - Must include Ports of Entry with Mexico due to the unique location of the San Diego region

- Potential Types of Infrastructure**
- Transportation
 - Water Supply and Delivery System
 - Energy Supply and Delivery System
 - Storm Water Collection and Treatment System
 - Sewage Discharge System and Treatment Facilities (Wastewater)
 - Regional Open Space and Habitat Preservation
 - Regional Parks and Recreation Facilities (including beach sand replenishment)
 - K-12 Educational Facilities
 - Solid Waste Collection and Disposal
 - Ports of Entry with Mexico
 - Courthouse and Jail System

- **Does the Board generally agree with the criteria defining regional infrastructure to be addressed in the RCP and the potential list of regional infrastructure items?**
- **Should an incentive-based approach be applied to all regional infrastructure, designed to promote smart growth land use decisions, building on SANDAG's transportation funding incentives?**

D. PUBLIC INVOLVEMENT AND ELECTED OFFICIAL PARTICIPATION

A public involvement and outreach strategy for the RCP has been prepared and is currently being refined. The outreach strategy strives to be inclusive, reaching elected officials, key stakeholders in the region and along our borders, and underrepresented groups.

As part of the public involvement strategy, members of the Regional Planning Committee anticipate hosting an initial round of subregional "roundtables" this fall with the local elected officials from their subregions. Regional stakeholders and citizens also could be invited. The objective is to introduce and involve local elected officials *early in the planning process* to the RCP. It is anticipated that another round of subregional roundtables, as well as various other public forums, will be held later in the program, once more components of the RCP are ready for review and comment, and additional public outreach has been conducted.

Members of the Regional Planning Committee will co-host the Roundtables in their subregions. The workshops are scheduled for this fall.

- **How robust should the RCP public involvement program be?**
- **What are the most effective ways of involving local elected officials that are not SANDAG Board members in the preparation of the RCP?**
- **What are the regional issues that all local elected officials (both SANDAG Board and non-Board members) are most interested in?**

**INTERACTIVE QUESTIONS FOR THE SANDAG BOARD POLICY MEETING
ON THE REGIONAL COMPREHENSIVE PLAN
SEPTEMBER 13, 2002**

The following survey has been designed to stimulate and provoke discussion by the Board on particular topics related to the Regional Comprehensive Plan (RCP). It is NOT designed to measure nor indicate the Board's official position on these issues. The survey will be facilitated by Chuck Anders of Strategic Initiatives. Mr. Anders will read each question, and allow time for all Board members to provide their response electronically through a system that simultaneously tabulates the results. Once the full survey is completed, Mr. Anders will display the results of each question on the screen in an anonymous manner for the Board to explore and discuss.

Most Board members will be familiar with the interactive survey technology since the Board used the same technology at its Policy Meeting on the Regional Transportation Plan last November.

VISION

1. The Public Involvement Program of the RCP will test the vision and the regional priorities through workshops, scientific survey methods, and focus groups. Do you feel that the following core values of the vision statement, as written, serve as a good **starting point** to test with stakeholders and the public? Before evaluating preferences, members will have an opportunity to add additional core values to the list for consideration.
 - A. Understand and respect the delineations between urban and rural lands Y / N / Depends
 - B. More mixed uses and better urban design Y / N / Depends
 - C. Wider spectrum of housing types and more affordability Y / N / Depends
 - D. Coordinated transportation system that better link our jobs and homes, provides more transit, walking, and biking opportunities, and efficiently transports cargo and goods Y / N / Depends
 - E. Healthy open space and habitat conservation systems, with secure maintenance and funding Y / N / Depends
 - F. Variety of jobs, with the workforce to meet the demand for these jobs, and the wages to sustain our standard of living Y / N / Depends
 - G. Good neighbors to the military and vice versa Y / N / Depends
 - H. Infrastructure systems that function appropriately, so that our quality of life is measurably better Y / N / Depends
 - I. Equitable place to live, with a healthy environment, a vibrant and sustainable economy, and excellent land use, transportation, environmental, and economic connections to Baja California and our surrounding counties Y / N / Depends
 - J. _____ Y / N / Depends
 - K. _____ Y / N / Depends

REGIONAL PRIORITIES

2. Should the RCP focus on the following regional priorities? Before evaluating preferences, members will have an opportunity to add additional regional priorities to the list for consideration.
- | | |
|--|-----------------|
| A. Urban Form – Spatial Distribution and Urban Design | Y / N / Depends |
| B. Transportation – Regional, Interregional, and International Transportation | Y / N / Depends |
| C. Housing – Availability, Affordability, Location, Jobs, and Housing Balance | Y / N / Depends |
| D. Healthy Ecosystems – Connecting and Funding Habitat Preserve Systems, Resolving Housing and Transportation Conflicts | Y / N / Depends |
| E. Economic Prosperity – Regional Infrastructure Needs and Financing | Y / N / Depends |
| F. Borders – Address Existing Challenges and Increase Future Opportunities for Collaboration with our County Boundaries and International Border | Y / N / Depends |
| G. Others (to be further identified during discussion) | Y / N / Depends |
| H. _____ | Y / N / Depends |
| I. _____ | Y / N / Depends |

REGIONAL INFRASTRUCTURE

3. Should the following Regional Infrastructure Items be analyzed as part of the Integrated Regional Infrastructure Plan (IRIP) and be included in the RCP? Before evaluating preferences, members will have an opportunity to add additional infrastructures to the list for consideration.
- | | |
|--|-----------------|
| A. Transportation | Y / N / Depends |
| B. Water Supply and Delivery System | Y / N / Depends |
| C. Energy Supply and Delivery System | Y / N / Depends |
| D. Storm Water Collection and Treatment System | Y / N / Depends |
| E. Sewage Discharge System and Treatment Facilities (Wastewater) | Y / N / Depends |
| F. Regional Open Space and Habitat Preservation | Y / N / Depends |
| G. Regional Parks and Recreation Facilities (including beach sand replenishment) | Y / N / Depends |
| H. K-12 Educational Facilities | Y / N / Depends |
| I. Solid Waste Collection and Disposal | Y / N / Depends |
| J. Ports of Entry with Mexico | Y / N / Depends |
| K. Courthouse and Jail System | Y / N / Depends |
| L. _____ | Y / N / Depends |
| M. _____ | Y / N / Depends |

4. Do you agree that smart growth criteria should be used to establish regional infrastructure spending priorities?

1. Yes
2. No
3. Not Sure

5. Should an incentive-based approach be applied to all regional infrastructure, designed to promote smart growth land use decisions, building on SANDAG's transportation funding incentives?

1. Yes
2. No
3. Not Sure

PUBLIC INVOLVEMENT

6. EXTENT

It is important for the RCP to have a strong public involvement and participation program.

1. No Opinion
2. Strongly Disagree
3. Somewhat Disagree
4. Somewhat Agree
5. Strongly Agree

7. FREQUENCY

How frequently should the Regional Planning Committee update the Board on the feedback being received from the public participation program?

1. Monthly
2. Every Other Month
3. Quarterly
4. Semi-annually
5. Other

SUBREGIONAL ROUNDTABLES

8. ORGANIZATION AND STRUCTURE

The Subregional Roundtables should be organized to reflect our defined subregions (North County Coastal, North County Inland, South Bay, and East County), with the elected officials from the County of San Diego and the City of San Diego representing their districts by subregion.

1. No Opinion
2. Strongly Disagree
3. Somewhat Disagree
4. Somewhat Agree
5. Strongly Agree

9. ELECTED OFFICIALS How important is it for the following representatives to participate in the first round of Subregional Workshops?

1. Not At All Important
2. Somewhat Important
3. Important
4. Very Important
5. Critical

- A. Elected Officials _____
- B. Planning Commissioners _____
- C. Planning Staff _____
- D. Stakeholder Group Representatives _____
- E. Citizens _____
- F. _____

10. CONTENT Rank the relative importance (from 1 to 5, with 1 being the least important and 5 being the most important) of the following issues to be discussed at the first round of subregional workshops. Before evaluating preferences, members will have an opportunity to add additional issues to the list for consideration.

- A. Regional Vision _____
- B. Regional Priorities _____
- C. Regional Infrastructure _____
- D. _____
- E. _____

EVALUATION

11. How effective did you find this Policy Board meeting in clarifying and providing direction on issues related to the RCP?

1. Not At All Effective
2. Somewhat Effective
3. Effective
4. Very Effective
5. Extremely Effective

REGIONAL PLANNING COMMITTEE

MEMBERSHIP

Members

Chair: Lori Pfeiler

Mayor,
City of Escondido
(North County Inland)

Vice Chair: Patty Davis

Councilmember,
City of Chula Vista
(South County)

Dennis Holz

Councilmember,
City of Encinitas
(North County Coastal)

Rick Knepper

Councilmember,
City of La Mesa
(East County)

Scott Peters

Councilmember,
City of San Diego

Ron Roberts

Chair, Board of Supervisors,
County of San Diego

Alternates:

Judy Ritter

Councilmember,
City of Vista
(North County Inland)

Ron Morrison

Councilmember,
City of National City
(South County)

Richard Earnest

Councilmember,
City of Del Mar
(North County Coastal)

Jill Greer

Councilmember,
City of Lemon Grove
(East County)

Jim Madaffer

Councilmember,
City of San Diego

Bill Horn

Supervisor,
County of San Diego

Advisory/ Alternate:

Pedro Orso-Delgado /

Gene Pound
Caltrans

Susanah Aguilera,

Department of Defense

Leon Williams /

Byron Wear,
Metropolitan Transit
Development Board

To be designated,

Baja California, Mexico

Julianne Nygaard, North

County Transit District

Gary Croucher,

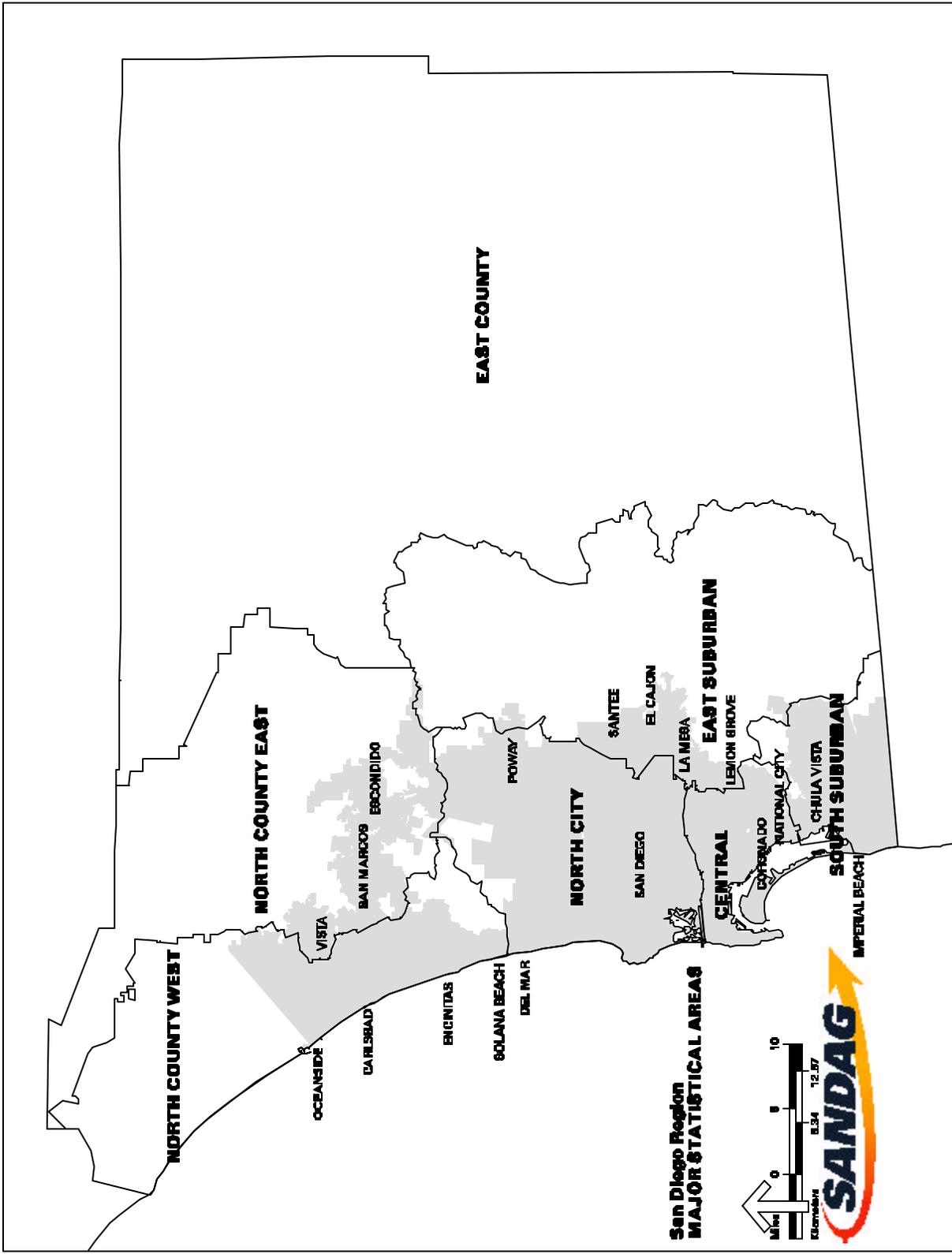
San Diego County Water
Authority

Jess Van Deventer /

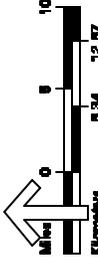
Bill Chopyk
San Diego Unified Port
District

The Regional Planning Committee normally meets on the first Friday of the month from 9 – 11 a.m. at SANDAG.

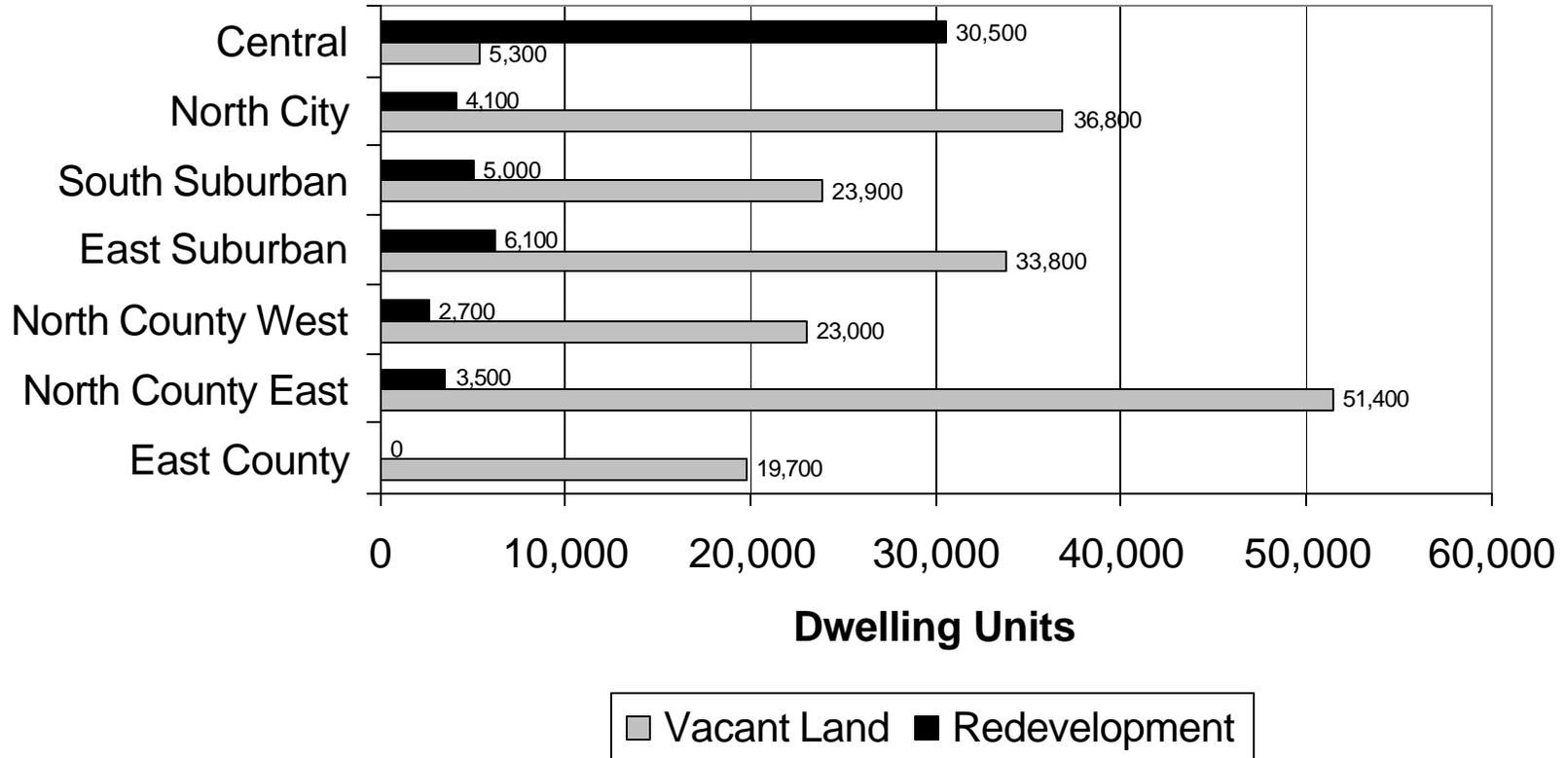
Staff contact: Carolina Gregor (619) 595-5399; cgr@sandag.org



**San Diego Region
MAJOR STATISTICAL AREAS**



Attachment 4 *
Remaining Residential Capacity Under Current Plans
By Major Statistical Area

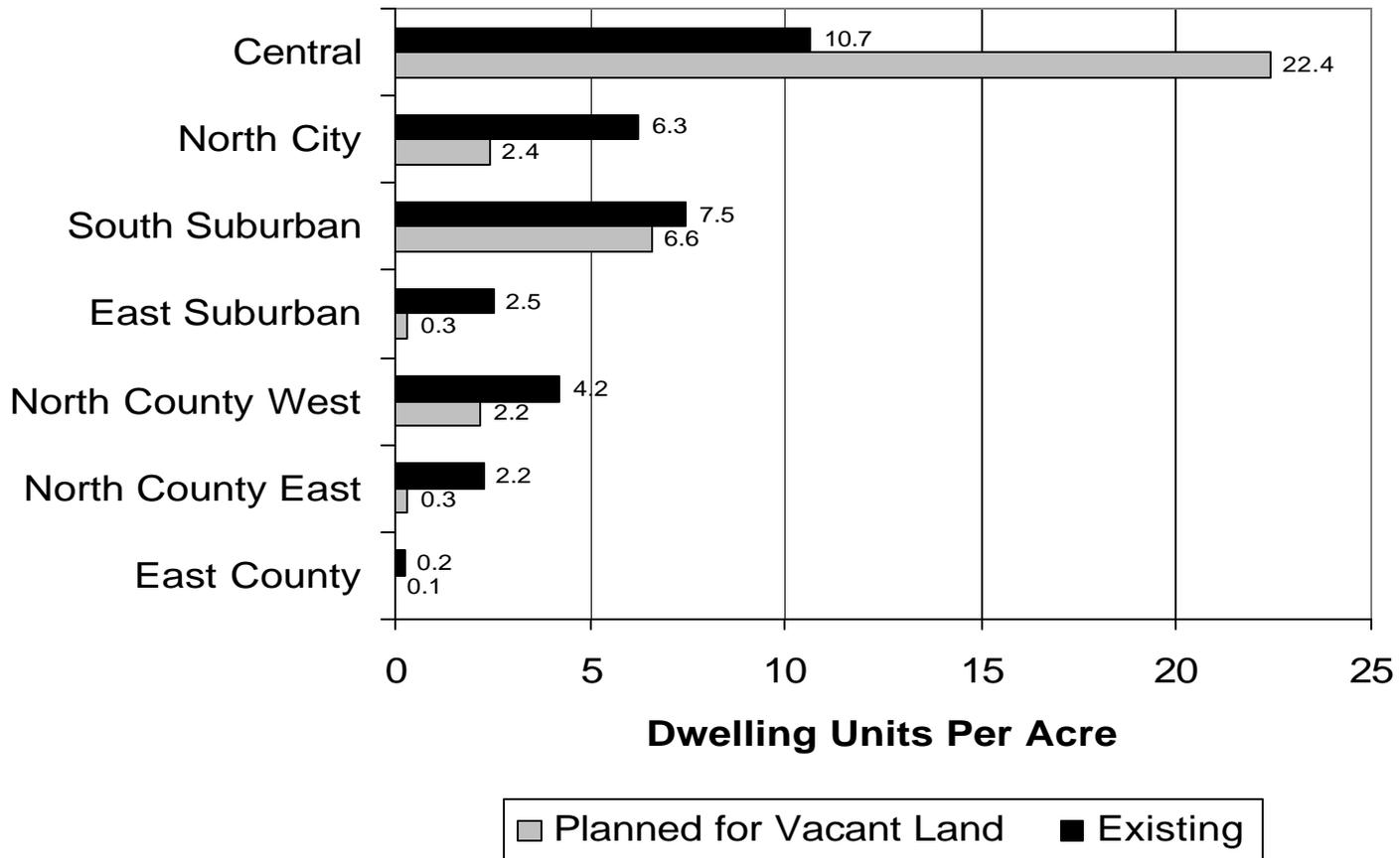


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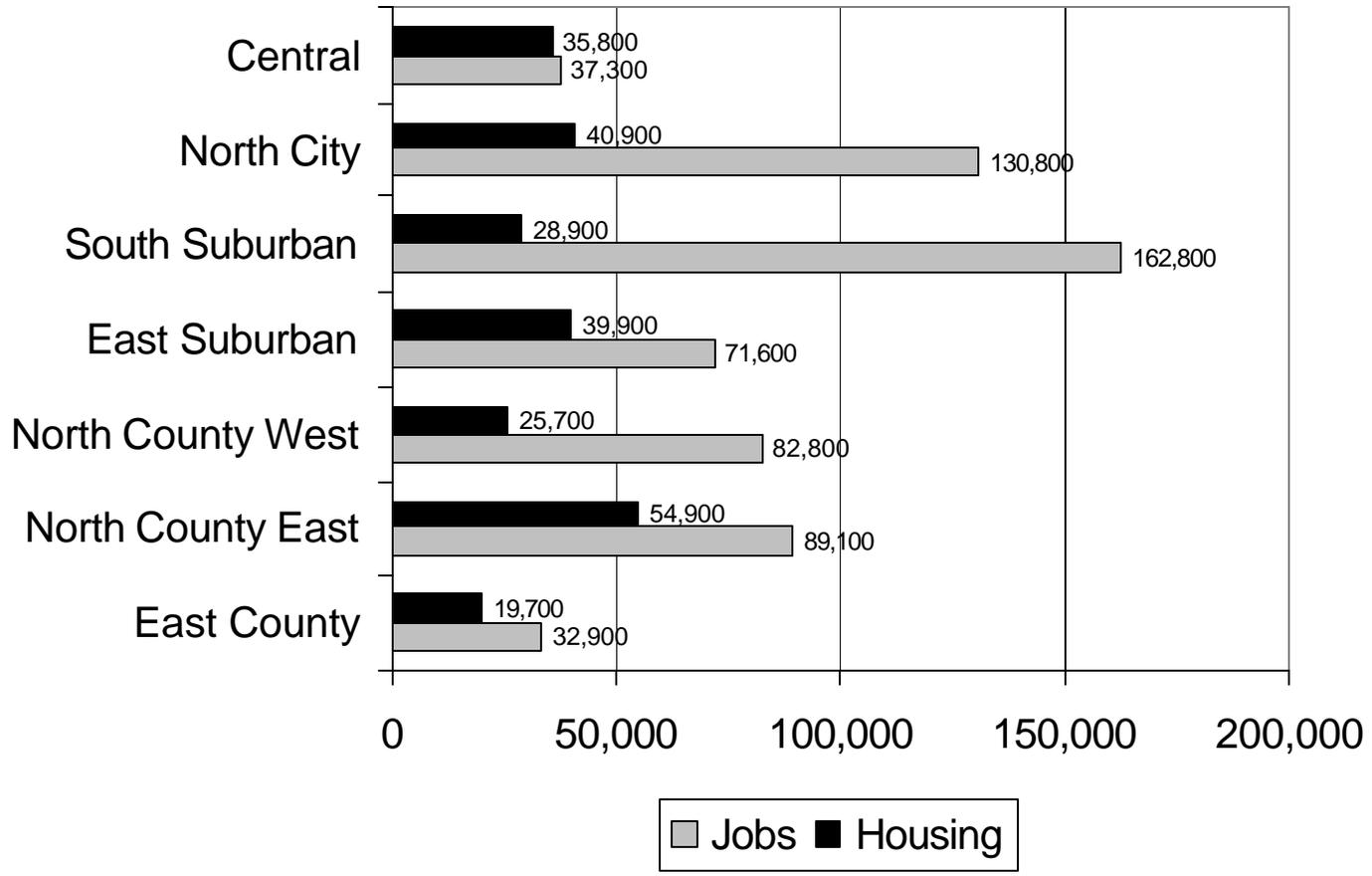
Source: SANDAG 2030 Forecast land use inputs, May 2002 ("Footprints" alternative).

* Current plans in the 18 cities and population targets in the unincorporated area

Attachment 5 Existing and Planned Residential Densities By Major Statistical Area



Attachment 6 Remaining Job and Housing Capacities By Major Statistical Area



The attachment to this document can be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.