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, January 9, 2014

1:15 to 3:15 p.m.

SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

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AGENDA HIGHLIGHTS

• ELECTION OF NEW REGIONAL PLANNING TECHNICAL WORKING GROUP CHAIR AND VICE CHAIR

• SAN DIEGO FORWARD: THE REGIONAL PLAN: RESULTS OF ALTERNATIVE LAND USE SCENARIOS

• SAN DIEGO REGIONAL PLUG-IN ELECTRIC VEHICLE READINESS PLAN

• PORT OF SAN DIEGO PLANNING EFFORTS

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1. WELCOME AND INTRODUCTIONS

2. PUBLIC COMMENTS AND COMMUNICATIONS

Members of the public will have the opportunity to address the Regional Planning Technical Working Group (TWG) on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person.

+3. MEETING SUMMARY OF NOVEMBER 14, 2013

The TWG should review and approve the meeting summary from its November 14, 2013, meeting.

CONSENT

+4. 2014 TECHNICAL WORKING GROUP MEETING SCHEDULE, MEMBERSHIP ROSTER, AND UPDATED CHARTER (Carolina Gregor)

Attached are the 2014 TWG meeting schedule, roster, and updated charter. Updates/corrections to the roster should be forwarded to staff. All TWG members and alternates included on the roster will be required to submit a Form 700 Statement of Economic Interests. Information on the Form 700 will be provided next month.

5. REGIONAL SAFE ROUTES TO SCHOOL SURVEY UPDATE (Bridget Enderle)

Staff extends its appreciation to TWG members for participating in an email survey about programs, policies, and projects currently underway throughout the region related to Safe Routes to School. The results of the survey will be presented in February or March.

CHAIR’S REPORT

6. ELECTION OF NEW REGIONAL PLANNING TECHNICAL WORKING GROUP CHAIR AND VICE CHAIR (Bill Chopyk, TWG Chair)

Nominations for a new Chair and Vice Chair will be conducted and TWG members will be asked to vote for these two positions. SANDAG staff extends its appreciation to Bill Chopyk and Manjeet Ranu for serving as the TWG Chair and Vice Chair during the last several years.
+7. **URBAN LAND INSTITUTE - SANDAG “COMPLETE COMMUNITIES MARKETPLACE”** (Susan Baldwin and Amy Bridge, ULI)  

**DISCUSSION**

The Urban Land Institute and SANDAG held a Complete Communities Marketplace on Friday, November 15, 2013, at the Jacobs Center. Nine cities in the region participated in this event (Chula Vista, El Cajon, Escondido, La Mesa, Lemon Grove, National City, Poway, San Diego, and Vista), which included six showcase projects, and a presentation by Will Fleissig, former planning director of Boulder, Colorado, and California developer. The TWG is asked to discuss the event, what worked, and what could be improved for next year.

+8. **SAN DIEGO FORWARD: THE REGIONAL PLAN: RESULTS OF ALTERNATIVE LAND USE SCENARIOS** (Carolina Gregor)  

**INFORMATION**

The results of the alternative land use scenarios to reduce greenhouse gas (GHG) emissions were presented to the SANDAG Board of Directors in December. The Board report is attached. Staff will present the results and summarize the Board’s feedback.

+9. **SAN DIEGO REGIONAL PLUG-IN ELECTRIC VEHICLE READINESS PLAN** (Anna Lowe)  

**INFORMATION**

The San Diego Regional Electric Vehicle Infrastructure working group (REVI) was formed through a California Energy Commission grant in March 2012. REVI has prepared the San Diego Regional Plug-In Electric Vehicle (PEV) Readiness Plan that addresses barriers to PEV infrastructure. The PEV Readiness Plan is available at the following link: http://energycenter.org/programs/pev-planning/san-diego.

10. **SANDAG INTERGOVERNMENTAL REVIEW PROCESS** (Susan Baldwin and Sarah Strand)  

**INFORMATION**

Staff will provide information regarding SANDAG’s process of intergovernmental review for projects of regional significance.

11. **PORT OF SAN DIEGO PLANNING EFFORTS** (Keith Walzak, Port of San Diego)  

**INFORMATION**

The Port of San Diego has been working on various planning initiatives of interest to the TWG. Port staff will provide a presentation highlighting these efforts, including the Integrated Port Master Plan and the 50-year visioning effort, and will return in the next few months with a presentation on the Port’s recently adopted Climate Action Plan to reduce GHG emissions on District tidelands.

12. **ADJOURNMENT AND NEXT MEETING**  

**INFORMATION**

The next TWG meeting will be held on February 13, 2014, from 1:15 to 3:15 p.m.

+ next to an agenda item indicates an attachment
San Diego Association of Governments
REGIONAL PLANNING TECHNICAL WORKING GROUP

January 9, 2014

AGENDA ITEM NO.: 3

Action Requested: APPROVE

MEETING SUMMARY OF NOVEMBER 14, 2013

File Number 3102000

Please note: Audio file of meeting is available on the SANDAG Website (www.sandag.org) on the TWG page.

Item 1: Welcome and Introductions

The meeting was called to order at 1:22 p.m. by Bill Chopyk (La Mesa), Chair of the Regional Planning Technical Working Group (TWG).

Item 2: Public Comments and Communications

Susan Baldwin (SANDAG) reminded TWG members about the Urban Land Institute-SANDAG “Complete Communities Marketplace” event scheduled for Friday, November 15, 2013.

Devon Muto (representing the Association of Environmental Professionals) announced that the updated California Environmental Quality Act (CEQA) statutes and guidelines would be available in January 2014 and stated that the order form is available online.

Mr. Chopyk reminded the TWG about the joint holiday party for the American Planning Association and the Association of Environmental Professionals that will take place on December 5, 2013.

Item 3: Meeting Summary of October 10, 2013

On behalf of Russ Cunningham (Oceanside), Carolina Gregor (SANDAG) read an emailed clarification to the October meeting minutes regarding the connectivity of active transportation routes in coastal North County surrounding the Interstate 5 (I-5) and State Route 78 interchange, and the active transportation and transit amenities that lie west of I-5.

Action: Upon a motion by Ed Batchelder (Chula Vista) and a second by Jeff Murphy (Encinitas), the TWG approved the October 10, 2013, TWG meeting summary with the proposed clarification from Mr. Cunningham.

Item 4: Board Action on the Series 13 Regional Growth Forecast

Mr. Chopyk announced that the SANDAG Board of Directors accepted the Series 13 Regional Growth Forecast for use in San Diego Forward: The Regional Plan and other planning efforts, and congratulated Kirby Brady of SANDAG.
Item 5: San Diego Forward: The Regional Plan: Alternative Land Use Scenarios

Mr. Chopyk announced that the SANDAG Board will consider the Alternative Land Use Scenarios on Friday, December 6, 2013.

Item 6: WalkSanDiego Regional Walk Scorecard

Kathleen Ferrier (WalkSanDiego) presented WalkSanDiego’s second annual Regional Walk Scorecard results and methodology, and announced this year’s winner: the City of La Mesa. Ms. Ferrier also stated that WalkSanDiego would like to meet with each city’s planning directors, public works directors, and elected officials to talk about the scorecard and ensure that it is a good resource. She also asked for feedback and for ideas about the scoring criteria.

Karen Bindley (San Marcos) suggested increased emphasis on trail networks for future scoring efforts. Rich Whipple (Poway) agreed.

Mr. Chopyk thanked WalkSanDiego and commented that the update of the La Mesa General Plan, Safe Routes to School program, sidewalk master plan, and bicycle facilities master plan, all tied into complete streets planning efforts, likely improved the City's score.

Item 7: TransNet Smart Growth Incentive Program and Active Transportation Grant Program: Status Update

Suchi Mukherjee (SANDAG) provided the quarterly status report of the TransNet Smart Growth Incentive Program and Active Transportation Grant Program Status and asked TWG members to provide feedback on the most meaningful ways SANDAG can keep the group informed on these programs.

Mr. Chopyk stated that since the Regional Planning Committee decides whether to allow grant amendments or extensions, he would be satisfied with annual updates, and would be more interested in receiving information regarding future funding cycles. Manjeet Ranu (El Cajon and TWG Vice Chair) agreed, and stated that it would be helpful to understand common issues regarding extension requests.

Item 8: San Diego Forward: The Regional Plan: Climate Change Mitigation and Adaptation White Paper Outline

Allison Wood (SANDAG) presented the Climate Change Mitigation and Adaptation White Paper Outline.

On behalf of Mr. Cunningham, Ms. Gregor relayed an emailed comment suggesting a more robust effort to educate local stakeholders and decision-makers about the specific effects of climate change and sea level rise.

Mr. Batchelder suggested that SANDAG pool resources to assist smaller jurisdictions to draft Climate Action Plans (CAPs). Ms. Wood responded that through the Energy Roadmap Program, SANDAG is helping jurisdictions identify ways to save energy and reduce greenhouse gas (GHG) emissions.
Bill Fulton (San Diego) provided a status update on the City of San Diego’s CAP and stated that the draft plan includes very aggressive GHG emission reduction targets, mode split goals, and goals for renewable energy and electric vehicle infrastructure. A workshop with the Planning Commission on the draft CAP is scheduled in December. The CAP was identified as a mitigation measure in the 2008 General Plan update.

Mr. Chopyk suggested there be a CEQA exemption for CAPs.

Jim Nakagawa (Imperial Beach) referenced recent court case decisions regarding climate adaptation planning, CEQA, parking, and other issues, and suggested that the Association of Environmental Professionals get involved.

Mr. Batchelder asked about discussions between the government and auto industry on vehicle technology. Ms. Wood (SANDAG) referenced California’s aggressive standards that are increasing the efficiency of vehicles in the state and indirectly across the country.

Several TWG members referenced the Property Assessed Clean Energy programs as a strategy to finance building retrofits to achieve emission reductions.

**Item 9: Regional Bike Plan Early Action Program**

Coleen Clementson (SANDAG) provided an overview of the Regional Bike Plan Early Action Program. In September, the SANDAG Board approved the early action program to advance the implementation of the Regional Bike Network and maintain funding for local projects through the Active Transportation Grant Program. The $200 million program will enable the region to leverage and compete for non-local funding sources. In response to comments and questions, Ms. Clementson clarified that the funding also will be applicable to traffic calming and pedestrian projects, such as the bike boulevards, roundabouts, and bulb-outs installed in Long Beach.

**Item 10: Highlighting Local Efforts: Update on City of San Diego New Planning Department and Status of Community Plan Updates**

Mr. Fulton provided an overview of planning efforts and community plan updates for the City of San Diego, including a move toward more focused plan amendments once the community plan updates are adopted. Mr. Fulton also talked about the City’s effort to coordinate with the Office of Planning and Research on CEQA and infill/redevelopment issues as related to Senate Bills 743 (Steinberg) and 226 (Emmerson).

**Item 11: Highlighting Local Efforts: La Mesa General Plan Update**

Mr. Chopyk provided highlights and lessons learned from the City of La Mesa’s 2012 Centennial General Plan and Environmental Report; highlighted specific projects such as the Alterra and Pravada transit-oriented development projects at the Grossmont Trolley Center; and discussed budget, staffing, and resource issues related to the preparation of the General Plan and Environmental Impact Report.
**Item 12: Adjournment and Next Meeting**

The next TWG meeting will be held on Thursday, December 12, 2013, from 1:15 to 3:15 p.m.

**Action:** The TWG meeting was adjourned by Mr. Chopyk at 2:53 p.m.
San Diego Association of Governments
REGIONAL PLANNING TECHNICAL WORKING GROUP

January 9, 2014

AGENDA ITEM NO.: 4

Action Requested: INFORMATION

2014 TECHNICAL WORKING GROUP MEETING SCHEDULE, MEMBERSHIP ROSTER, AND UPDATED CHARTER

File Number 3102000

Introduction

This report outlines the Regional Planning Technical Working Group (TWG) meetings for Calendar Year 2014, provides the Membership Roster, and includes the most recently updated TWG Charter, approved by the Regional Planning Committee last December.

TWG Meetings for 2014

The TWG generally meets on the second Thursday of every month from 1:15 to 3:15 p.m., in the 7th Floor Conference Room at SANDAG. The TWG also meets jointly with the Cities/County Transportation Advisory Committee and the Regional Housing Working Group as necessary. The following are the regularly scheduled meeting dates:

- January 9, 2014
- February 13, 2014
- March 13, 2014
- April 10, 2014
- May 8, 2014
- June 12, 2014
- July 10, 2014
- August 14, 2014 (only if necessary)
- September 11, 2014
- October 9, 2014
- November 13, 2014
- December 11, 2014

TWG Roster

The TWG membership roster is attached (Attachment 1). Any updates or corrections to the roster should be forwarded to SANDAG staff this month. Members and alternates listed on the roster must fill out their annual Form 700 Statement of Economic Interests by spring 2014. More detailed instructions on filling out Form 700 will be emailed to TWG members next month.
**Updated TWG Charter**

At its December 6, 2013, meeting, the Regional Planning Committee approved updated charters for various working groups that report to the Committee to reflect the merging of the Regional Comprehensive Plan and the 2050 Regional Transportation Plan and its Sustainable Communities Strategy into San Diego Forward: The Regional Plan. The updated TWG Charter is included as Attachment 2.


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WORKING GROUP CHARTER
Regional Planning Technical Working Group

PURPOSE
The purpose of the Regional Planning Technical Working Group (TWG) is to review and make recommendations on key activities associated with the preparation and implementation of San Diego Forward: The Regional Plan (which merges the Regional Comprehensive Plan, Regional Transportation Plan, and Sustainable Communities Strategy), the Regional Growth Forecast, and other SANDAG land use and environmental planning activities.

LINE OF REPORTING
The TWG acts in an advisory capacity to the Regional Planning and Transportation Committees primarily on regional planning activities. The Regional Planning and Transportation Committees report to the SANDAG Board. The SANDAG Board makes final decisions on San Diego Forward: The Regional Plan and other related planning activities.

RESPONSIBILITIES
The TWG makes recommendations on key regional planning and implementation activities. These tasks include the preparation of San Diego Forward: The Regional Plan, and the development/update of the Smart Growth Concept Map, the Smart Growth Incentive Program, land use and transportation performance indicators and targets, the Regional Housing Needs Assessment, and other related items. The TWG also assists with associated public outreach activities and helps inform and encourage active public participation by citizens and groups throughout the region. In general, the TWG’s focus is on land use and environmental planning activities of regional significance.

MEMBERSHIP
The membership of the TWG includes the planning/community development directors of the 19 local jurisdictions in the region (or their alternates). Representatives of Caltrans, the Local Agency Formation Commission, San Diego Unified Port District, San Diego County Water Authority, San Diego County Air Pollution Control District, San Diego County Regional Airport Authority, U.S. Department of Defense, North County Transit District (NCTD), and Metropolitan Transit System (MTS) are advisory members.

MEETING TIME AND LOCATION
The TWG meets on a monthly basis at SANDAG. Meetings are generally held on the second Thursday of the month from 1:15 to 3:15 p.m. in the Seventh Floor Conference Room at SANDAG. Additional meetings may be scheduled as deemed necessary by the working group Chair.

SELECTION OF THE CHAIR
The Chair and Vice Chair of the TWG are chosen by the members of the group on a periodic basis.

DURATION OF EXISTENCE
The TWG is a standing working group.
Agenda

November 15, 2013

8:00 – 8:30 .................. Registration
8:30 – 8:40 .................. Welcome and Introductions - Amy Bridge
8:40 – 8:50 ................. Muggs Stoll, Director of Land Use and Transportation, SANDAG
8:50 – 9:20 ................. Will Fleissig, President, Communitas – Implementing Complete Communities
9:20 – 9:30 ................. Break
9:30 – 11:30 ............... Show Case Projects Presentation
11:30 – 12:00 ............. Question and Answer
12:00 – 1:30 .............. Marketplace and Lunch
Speaker Bios

Amy Bridge, MIG
Amy has over three decades of professional experience as a business strategist, business developer and project manager within the design and planning profession. With degrees in Art History and Business from Mt. Vernon College at George Washington University in Washington, D.C., Amy has built her career working with creative individuals who strongly influence the built environment. She began her career working with Art Gensler in San Francisco, and continued on to work with Urban Designers, Landscape Architects and Planners seeking greater opportunity to engage in the public conversation. Amy has worked within her field in San Francisco, Denver and her adopted home of San Diego.

Charles (Muggs) Stoll, SANDAG
Charles, more commonly known as "Muggs", is the Director of Land Use and Transportation Planning for the San Diego Association of Governments (SANDAG) in San Diego, California. He directs a team of over 30 professionals in developing critical land use and transportation planning initiatives for the San Diego region, such as the 2050 Regional Transportation Plan and the first Sustainable Communities Strategy pursuant to Senate Bill 375 in the State of California. Previously, Stoll was the TransNet Program Manager and interim Communications Director for SANDAG. Stoll joined SANDAG in April 2007 after spending over twenty years with the California Department of Transportation in their San Diego District Office where he gained experience in many functional units including project development and environmental analysis. Stoll received a Bachelor of Science (B.S.) degree in Civil Engineering in 1983 and a Master’s degree in Business Administration (M.B.A.) in 1985. Both degrees were earned at San Diego State University. He has been a Registered Professional Engineer in the State of California since 1988 and is active in the Transportation Research Board (TRB) as Chair of the TRB Environmental Analysis in Transportation Committee (ADC10).

Will Kohn Fleissig, President, Communitas Development Inc.
Will is a developer who partners with institutional property owners, equity funds, transit agencies, and local governments to execute projects which realize maximum value for investors and maximum benefits for the community.

In addition to investing on behalf of his Communitas portfolio, Will heads TransACT group that advises property owners and cities on how best to achieve their development goals — weaving together knowledge of infrastructure phasing and public/private finance in order to get a project off the ground and completed over time.

Since 2005, Will has been a partner with Urban Villages Inc LLC developing West Village at the University of California, Davis. He is also currently advising Madison Marquette on the development for the 27 acre Wharf District project located near 2 Metro stations along the SW waterfront in Washington, DC.

Will was a co-founder of Continuum Partners LLC, a firm that developed 16 Market Square, a 380,000 sf mixed-use building in Denver’s LODO district; Bradburn, a 120-acre village with four neighborhoods in Westminster, CO; and Belmar, a twenty-three block, downtown district on the 100-acre site of the former Villa Italia shopping mall in Lakewood, CO.

Will has also served in the public sector as the Director of Planning and Development for the City of Boulder, CO and as the Director of Downtown Planning and Development for Mayor Federico Pena in Denver.

Previously, Will directed the planning of TOD projects, including the North Station Development Plan in Boston MA for the BRA; Kendall Square/Cambridge Center Master Development Plan in Cambridge MA for Boston Properties and the CRA; and the Central Plate Valley Infrastructure Plan/Denver Union Terminal Master Development Plan, Denver CO for the City of Denver and RTD.

Will received a B.A. from the University of Pennsylvania; a B.Arch in urban design from the City College of New York, and an M.P.A. with an emphasis in public finance from Harvard’s Kennedy School of Government.
Showcase Presenters

1. Chula Vista.......................... Otay Ranch
2. National City.......................... Westside Infill Transit-Oriented Development - Paradise Creek
3. El Cajon.............................. Solterra
4. Escondido............................ Latitude 33 Apartment Community
5. Lemon Grove.......................... Main Street Promenade
6. Vista.................................. Vista Village

Marketplace Presenters

1. City of Chula Vista................... Milennia
2. City of San Diego.................... Encanto: Community Village Area and Village at Market Creek
3. City of La Mesa...................... La Mesa Mixed Use Overlay Zone for Five Trolley Stations
4. City of Escondido.................... Downtown Escondido and Transit Station Target Area
5. City of Lemon Grove............... Downtown Specific Plan and Expansion
6. City of Vista.......................... Vista Village
7. City of Poway......................... Poway Road Specific Plan
8. City of National City............... Westside Infill TOD
Committee

Amy Bridge, MIG, Event Chair
Susan Baldwin, SANDAG
Giovanni Posillico, KCM Engineering Services
Danny Fitzpatrick, Cassidy Turley
Rameeta Garewal, URS
Robert Mance, Ford Mance Capital Advisors
Andy Pendoley, MIG
Tony Pauker, Draper Properties
Michael Kincaid, AECOM

Sponsors
SAN DIEGO FORWARD: THE REGIONAL PLAN: ALTERNATIVE LAND USE SCENARIOS

Introduction

On September 13, 2013, the Board of Directors discussed three land use scenarios that could be analyzed for their potential to further reduce greenhouse gas (GHG) emissions beyond what is projected in the Series 13 Regional Growth Forecast. The Regional Planning and Transportation Committees, various working groups, and the public provided input to help shape the scenarios. This work fulfills a commitment made by SANDAG when it adopted the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) to evaluate alternative land use scenarios to further reduce GHG. Staff is seeking input from the Board of Directors on the analysis, which will help inform San Diego Forward: The Regional Plan.

The region’s vision of its future has been evolving for decades. This evolution is illustrated in the figures below, which show the region’s projected housing and job growth based upon local general plans in 1999 (left) and 2013 (right). Over just 14 years, local plans have been updated to concentrate growth within the urbanized areas of the region, closer to existing and planned transportation infrastructure, while increasing land area dedicated to open space and habitat preservation. These land use changes implement the vision and goals set forth in the Regional Comprehensive Plan, adopted by SANDAG in 2004. These changes have resulted in an estimated reduction in GHG emissions of between 25 and 30 percent.
**Alternative Scenarios**

The three alternative scenarios discussed by the Board of Directors are described below, with more detailed assumptions provided in Attachment 1. While each is different, all scenarios use the Series 13 Regional Growth Forecast as the numeric base; assume the same transportation network; include the same environmental constraints; protect university, military, and institutional lands; and assume entitled development projects to 2020. In addition, all three scenarios allocate all future growth within the identified boundaries shown below in brown, and assume no future growth outside the boundaries, except for currently entitled projects. The scenarios were created as a planning exercise and do not reflect locally planned land uses.

**Scenario A: Second Units and Infill**

Scenario A constrains future residential and employment growth to the west of the incorporated cities boundaries, and tests the impact of second units.

**Scenario B: Transit Oriented Development**

Scenario B concentrates new housing and jobs around existing and future transit stations included in the 2050 RTP/SCS. New development consists primarily of urban/compact development.

**Scenario C: Multiple Dense Cores**

Scenario C focuses future growth into four dense cores. New housing and jobs consist of urban/compact development concentrated in North County; Mid-County; the greater Downtown area; and South County / International Border.

**Greenhouse Gas Emissions Analysis**

The initial analysis indicates that projected GHG emissions decrease most significantly between the Series 9 and Series 13 Regional Growth Forecasts (between 25 and 30 percent). GHG emissions have the potential to continue to decrease in comparison to Series 13 under the three scenarios, although at a slower pace (up to an additional 3 percent). Scenarios B and C are projected to achieve the greatest reductions.

**Possible Alternative Futures**

Series 9 Forecast: Pre-Regional Comprehensive Plan  
Series 13 Forecast: Current Plans  
Scenario A: Second Units  
Scenario B: TOD  
Scenario C: Multiple Cores

25%-30% GHG reductions  
0%-3% GHG reductions
This analysis has been conducted with a sketch modeling tool (known as “UrbanFootprint”), which is in use by several regional agencies throughout California. This tool requires less effort than the more complex transportation models and is intended to give indications or a “sketch” of the results. The “UrbanFootprint” sketch modeling tool allows us to more quickly run and compare scenarios based on several indicators, including GHG reductions. This tool could eventually be used by jurisdictions for local planning efforts, which if adopted, could be incorporated into future regional forecasts.

Similar to other planning tools, the assumptions used as inputs affect the resulting outcomes. Of particular note, since the three land use scenarios were evaluated, additional collaborative work has been undertaken across the state to develop consistent vehicle operating cost and other assumptions to be incorporated into the more complex transportation models that are used in the RTPs. Therefore, it is important to recognize that these initial GHG results produced through the sketch planning tool may vary from future model results that will be reported using the more complex land use and transportation models in San Diego Forward: The Regional Plan.

Concurrent with the scenario planning effort, SANDAG has been developing the Series 13 Regional Growth Forecast through the horizon year of 2050. In October, the Board accepted Series 13 for planning purposes for San Diego Forward: The Regional Plan and related planning efforts. The forecast is a separate and independent effort from the scenarios.

**Discussion and Next Steps**

Staff is seeking input from the Board of Directors on the land use scenario results and how the results may help shape a refined vision for the region’s future growth and development. The Board’s discussions and policy direction concerning the scenarios described in this report could influence the vision contained in San Diego Forward: The Regional Plan. Over time, land use plans are expected to continue to change as they have over the past 14 years. Local general and specific plan updates have collectively moved the region toward more compact development patterns, resulting in fewer projected GHG emissions. Similar actions in the future may move the region further in this direction. Board discussion is requested on the scenario results and on ideas for how the scenario results could be considered in San Diego Forward: The Regional Plan and combined with future innovations in technology.

GARY L. GALLEGOS  
Executive Director


Key Staff Contact: Carolina Gregor, (619) 699-1989, carolina.gregor@sandag.org

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Future growth consists of approximately 333,000 new homes; 490,000 new jobs; and 975,000 more people between 2012 and 2050.

Transportation network consists of the currently adopted 2050 RTP/SCS revenue constrained network.

Environmentally constrained lands include parks, open space, protected lands, conserved habitat, and steep slopes.
UrbanFootprint Scenario Development Assumptions for SANDAG Alternative Land Use Scenarios
Prepared by Calthorpe Associates | November 22, 2013

The SANDAG alternative land use scenario development process explores alternative land use distributions to the Series 13 Regional Growth Forecast. Series 13 provides an updated base year (2012) environment for the San Diego region, and projects the region’s population, housing, and employment to 2050. Three land use alternatives, along with high-level assumptions, were outlined by the SANDAG Board of Directors, Policy Advisory Committee members, working group members, and the public. These alternatives (Scenarios A, B, and C) were then built by Calthorpe Associates using the ‘UrbanFootprint’ sketch modeling tool. For comparison purposes, Calthorpe Associates also ‘translated’ the Series 13 Forecast data into UrbanFootprint, and integrated a past-trend scenario based on the SANDAG Series 9 Forecast (1999) into the sketch modeling framework.

All scenarios are built upon a base year of 2012, with a horizon year of 2050. Each scenario accommodates the entire Series 13 Forecast to 2050, which consists of a growth increment of approximately 333,000 new housing units, 490,000 new jobs, and 975,000 new people. The year-2012 UrbanFootprint base data ‘canvas,’ the layer upon which all future growth or change is applied, was developed in close coordination with SANDAG staff based on the detailed parcel and related data of the Series 13 2012 base year datasets. In addition to these common forecast-level characteristics, the three alternative land use scenarios assumed the following constants:

- Used the same transportation network (the revenue constrained transportation network from the 2050 Regional Transportation Plan/Sustainable Communities Strategy [2050 RTP/SCS]);
- Included the same environmental constraints consistent with those depicted in the 2050 RTP/SCS, including parks, open space, protected lands, conserved lands, and steep slopes;
- Protected existing and planned university, military, and institutional lands, such as health care facilities and schools. Attributes\(^1\) from the Series 13 2050 Master Geographic Reference Areas (MGRAs)\(^2\) with Institutional/University/Military uses were passed directly into the respective MGRAs for all scenarios; and,
- Assumed the construction of development projects that are entitled for development between now and 2020. All MGRAs were passed attributes from the entitlement areas dataset if they were designated as having projects with plans that have already been approved (“Entitlement Area”).

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\(^1\) Attributes consist of detailed information maintained by SANDAG on dwelling units, employment and land use (by type) for base and forecast years in its Geographic Information System (GIS).

\(^2\) Master Geographic Reference Areas (MGRAs) are geographic units roughly the size of a city block developed and maintained by SANDAG to support demographic modeling and forecasting.
Regional housing and employment distributions were controlled to four regional zones identified by SANDAG (shown in Figure 1). The residential and employment growth totals projected for each zone according to the Series 13 Forecast were maintained in each of the alternative land use scenarios, with the restriction that growth occur within specified scenario boundaries within each zone. Table 1 details the Series 13 dwelling unit and employment distribution into the four regional zones.

![Figure 1: SANDAG Regional Zones](image)

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<td>103,104</td>
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<td>Total</td>
<td>325,819</td>
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<td>468,513</td>
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Varies from series 13 forecast increment due to specific unit type or employment type losses for some types in some zones over the 38-year forecast period (2012-2050).

Each of the land use alternatives was modeled to gauge its relative impacts on scenario performance metrics, including land consumption, passenger vehicle travel, greenhouse gas emissions, energy and water use, and local infrastructure costs. Modeling assumptions were developed by Calthorpe Associates in consultation with SANDAG staff and regional experts in relevant subject areas. As described in the following sections, each scenario varies in its growth boundaries, allocation of growth around high-quality transit nodes, integration of walkable street patterns, allocation of accessory units to existing single family parcels, and degree of growth focused within the defined Smart Growth Opportunity Areas (SGOAs) of the Smart Growth Concept Map. In all cases, scenario land uses were...
translated or built using the library of UrbanFootprint Place Types, which depict a full spectrum of development options ranging from the most urban mixed use conditions to more suburban and rural single-use residential and employment patterns. In the case of SGOAs, Place Types allocated to specific SGOA areas were applied based on a ‘crosswalk’ between the SGOAs and UrbanFootprint Place Types, as laid out in Table 2.

### Table 2: Smart Growth Opportunity Area to Place Type Crosswalk

<table>
<thead>
<tr>
<th>SANDAG SGOA Type</th>
<th>Primary Focus Type</th>
<th>UrbanFootprint Place Type</th>
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<tr>
<td>Urban Center</td>
<td>Residential</td>
<td>City Residential</td>
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<tr>
<td>Urban Center</td>
<td>Commercial</td>
<td>City Commercial</td>
</tr>
<tr>
<td>Urban Center</td>
<td>Mixed</td>
<td>City Mixed Use</td>
</tr>
<tr>
<td>Town Center</td>
<td>Residential</td>
<td>Town Residential</td>
</tr>
<tr>
<td>Town Center</td>
<td>Commercial</td>
<td>Town Commercial</td>
</tr>
<tr>
<td>Town Center</td>
<td>Mixed</td>
<td>Town Mixed Use</td>
</tr>
<tr>
<td>Community Center</td>
<td>Residential</td>
<td>Village Residential</td>
</tr>
<tr>
<td>Community Center</td>
<td>Commercial</td>
<td>Village Commercial</td>
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<tr>
<td>Community Center</td>
<td>Mixed</td>
<td>Village Mixed Use</td>
</tr>
<tr>
<td>Transit Corridor</td>
<td>Residential</td>
<td>Town Residential</td>
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<tr>
<td>Transit Corridor</td>
<td>Commercial</td>
<td>Town Commercial</td>
</tr>
<tr>
<td>Transit Corridor</td>
<td>Mixed</td>
<td>Town Mixed Use</td>
</tr>
</tbody>
</table>

In consultation with SANDAG staff, a series of scenario development ‘rules’ was developed to reflect different growth concepts, forming the basis of where and in what form growth would be allocated in each scenario. Scenarios were built in UrbanFootprint using the rules to establish spatial and quantitative distributions of land uses in terms of UrbanFootprint Place Types. The specific rules for each scenario are detailed in the following sections.

### Scenario A: Second Units and Infill/Redevelopment in Urban and Suburban Areas

The focus of Scenario A is to constrain future residential and employment growth to the boundaries of existing incorporated jurisdictions (and within the unincorporated “islands” inside the incorporated city boundaries), and to test the impact of a focused distribution of second units to specified single family parcels (also known as accessory units or granny flats). This required that all Series 13 growth projected in the unincorporated areas outside of existing incorporated jurisdictional boundaries be reallocated to the Scenario A zone. The majority of accessory unit additions were focused within two miles of fixed-route transit.
stops, and the reallocation of other dwelling units and employment focused on SGOAs and the MGRAs within one mile of existing/planned fixed-route transit stops included in the 2050 RTP/SCS (including commuter rail, light rail, and bus rapid transit (BRT) stops). In addition to the common rules applied to all scenarios, Scenario A was built to meet the rules detailed as follows:

- **Growth constrained by the Scenario A boundary.** All new residential and employment growth fell within the Scenario A boundary as seen in Figure 2, except for Entitlement Areas and specified Institutional/University/Military zones from the Series 13 dataset.

- **Allocation of Series 13 2050 attributes within the Scenario A boundary.** To form the baseline scenario land use distribution, the first pass allocated Series 13 2050 attributes to all MGRAs within the Scenario A boundary.

- **Allocation of accessory units.** Parcels with a minimum size of 7,000 square feet and containing a single dwelling unit were identified as candidates for accessory units. Using the proportional zonal distribution of new single family units in the Series 13 2050 dataset, accessory units and their associated UrbanFootprint attributes (such as parcel acres and building square feet) were assigned to candidate parcels and loaded into the MGRA geography. The first pass of allocating accessory units placed 90 percent of the approximately 26,000 accessory units on candidate parcels within two miles of a high-quality/fixed route transit stop. The remaining 10 percent of units were assigned to candidate parcels outside of the two-mile buffer from transit stops.

- **Allocation of all remaining growth within Scenario A boundary using scenario rules.** The remaining growth from the Series 13 2050 dataset that fell outside of the Scenario A boundary, and was not single family or within an Institutional/University/Military area, was allocated within the Scenario A boundary. The rules allocated these remaining multi-family or attached housing units and jobs with a focus on SGOAs, transit proximity, and planned industrial areas (for industrial jobs). Additionally, these units were allocated so that total dwelling units, and total employment, including total retail, total office, and total industrial employment, were distributed across the four regional zones to match the distributions of the Series 13 2050 scenario.

- **All new growth avoided ‘constrained land’.** All parcels classified as constrained, which includes parks, open space, protected lands, conserved lands, and steep slopes, were not allowed to take new growth.

- **Allocation of base-year attributes to all no-change areas.** All remaining MGRAs that did not receive any new growth were passed attributes from the scenario base year (2012), as depicted in the UrbanFootprint base ‘canvas’ upon which all future growth or change is applied.
Scenario B: Transit Oriented Development

Scenario B was a highly constrained scenario that required that all new growth be focused within one mile of a high-quality/fixed route transit stop. To allocate a land use pattern to meet regional and zonal distributions of dwelling units and employment by type, Scenario B had a high proportion of “refill development” (infill and redevelopment) and urban/compact development. A detailed list of rules used to construct Scenario B follows:

- **Growth constrained by the Scenario B boundary.** All new residential and employment growth fell within the Scenario B boundary (one mile from high quality, fixed-route transit stops), except for Entitlement Areas and specified Institutional/University/Military zones from the Series 13 2050 dataset.

- **Allocation of units to SGOA MGRAs.** Growth was allocated to SGOA geographies within the Scenario B boundary. Place types were assigned based on the type of SGOA and a base-year assessment of whether a given MGRA had a residential, commercial, or mixed-use focus.

- **Allocation of units to transit proximate locations.** The next pass allocated units to transit-proximate locations using the base-year assessment of a given MGRA’s primary focus type and its proximity to transit within the Scenario B boundary. The intensity of new growth was determined by the quantity of dwelling units and employment to meet the zonal distributions of the Series 13 2050 scenario.

- **Allocation of industrial units to planned industrial MGRAs within the Scenario B boundary.** To meet the zonal distributions of industrial employment, industrial-focused Place Types were assigned to MGRAs within the Scenario B boundary that contained planned industrial land uses from the Series 13 2050 dataset.

- **All new growth avoided redevelopment of single family dwelling unit parcels.** A parcel-level analysis was used to identify which parcels fell within urban, greenfield, or constrained lands based on the UrbanFootprint landtype dataset. Single family parcels that fell within Scenario B boundaries, and were not specifically identified by SANDAG as being likely to redevelop or intensify in the Series 13 Forecast, were not allowed to take new growth or be redeveloped.

- **All new growth avoided ‘constrained land’.** All parcels classified as constrained, which includes parks, open space, protected lands, conserved lands and steep slopes, were not allowed to take new growth.

- **Allocation of base-year attributes to all no-change areas.** All remaining MGRAs that did not receive any new growth were passed attributes from the scenario base year (2012), as depicted in the UrbanFootprint base ‘canvas’ upon which all future growth or change is applied.
Scenario C: Multiple Dense Cores

Scenario C was governed by a similar set of rules to Scenario B, but utilized a modified scenario boundary that focused growth within four existing urbanized areas in the SANDAG region. As a result, Scenario C is highly focused on refill development (infill and redevelopment) within urban cores and around high quality transit, fixed-route stops. The scenario rules are as follows:

- **Growth constrained by the Scenario C boundary.** All new residential and employment growth fell within the Scenario C boundaries, except for Entitlement Areas and specified Institutional/University/Military zones from the Series 13 2050 dataset.

- **Allocation of units to SGOA MGRAs.** Growth was allocated to SGOA geographies within the Scenario C boundaries. Place Types were assigned based on the type of SGOA and a base-year assessment of whether a given MGRA had a residential, commercial, or mixed-use focus.

- **Allocation of units to transit proximate locations.** The next pass allocated units to transit-proximate locations using the base-year assessment of a given MGRA’s primary focus type, and its proximity to transit within the Scenario C boundaries. The intensity of new growth was determined by the quantity of dwelling units and employment required to meet the zonal distributions of the Series 13 2050 scenario.

- **Allocation of industrial units to planned industrial MGRAs within the Scenario C boundaries.** To meet the zonal distributions of industrial employment, industrial focused place types were assigned to MGRAs within the Scenario C boundaries which contained planned industrial land uses from the Series 13 2050 dataset.

- **All new growth avoided redevelopment of single family dwelling unit parcels.** A parcel level analysis was used to identify which parcels fell within urban, greenfield, or constrained lands based on the UrbanFootprint landtype dataset. Single family parcels that fell within Scenario C boundaries, and were not specifically identified as being likely to redevelop or intensify in the Series 13 Forecast, were not allowed to take new growth or be redeveloped.

- **All new growth avoided ‘constrained land’.** All parcels classified as constrained, which includes parks, open space, protected lands, conserved lands and steep slopes, were not allowed to take new growth.

- **Allocation of base-year attributes to all no-change areas.** All remaining MGRAs that did not receive any new growth were passed attributes from the scenario base year (2012), as depicted in the UrbanFootprint base ‘canvas’ upon which all future growth or change is applied.
SAN DIEGO REGIONAL PLUG-IN ELECTRIC VEHICLE READINESS PLAN

Introduction

The San Diego Regional Electric Vehicle Infrastructure (REVI) working group was formed through a California Energy Commission grant awarded to SANDAG in March 2012. Collaborative planning for charging infrastructure is being done at the regional level throughout the state. Regional planning helps to establish a cohesive and interconnected charging network and support state goals for plug-in electric vehicle (PEV) deployment. The REVI working group members include representatives from local and regional public entities, nonprofit organizations, utilities, educational institutions, labor and contractor associations, and the business community. One of the primary functions of the REVI is to develop a regional readiness plan that identifies, reduces, and addresses regional barriers to the deployment of private and public PEV charging infrastructure.

In May 2012, Regional Planning Technical Working Group (TWG) members discussed local PEV barriers and were invited to participate in a statewide survey on local PEV issues. Survey results were used as a starting point for REVI plan development. With input from member agencies and other REVI members, SANDAG and the California Center for Sustainable Energy (CCSE) developed the San Diego Regional Plug-In Electric Vehicle Readiness Plan.

Background

The benefits of PEVs and regional planning for charging infrastructure was established in the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS), the 2004 Regional Comprehensive Plan (RCP), and the Regional Energy Strategy (RES).

The 2050 RTP/SCS includes a number of actions that align directly with the purpose and deliverables of the REVI. Specifically, the REVI offers a forum for regional planning and infrastructure development of PEV chargers and coordinates stakeholders to discuss and mitigate potential impacts to the electric grid from the increase in electric vehicles in the region.

The REVI also supports the air quality policy recommended actions in the RCP for the implementation of programs and needed infrastructure to increase the availability and usage of energy-efficient vehicles such as hybrid electric vehicles, electric vehicles, or those that run on alternative fuels.
The transportation fuels section of the RES describes alternatives to petroleum-based fuels and funding available to support the advancement of alternative fuels, and regional planning for the siting of fueling and charging infrastructure. The REVI facilitates the deployment of alternative transportation fuels and vehicles fortifying the transportation fuels goal.

**Discussion**

The REVI has been meeting for the last year to share experiences to address regional barriers to PEV infrastructure and discuss potential best practices for incorporation into a PEV readiness plan. The resulting San Diego Regional PEV Readiness Plan discusses and addresses barriers to the deployment of PEV infrastructure in the San Diego region. This Plan is designed for local government officials, such as planners and building staff, as a resource to assist them in helping their local governments prepare their communities for a growing PEV market.

Through earlier PEV planning and siting efforts, several barriers had been identified as obstacles to charging infrastructure installation and PEV adoption. The REVI has built upon these efforts and identified challenges, successes, and outstanding issues for continued PEV adoption and charging infrastructure deployment.

By the end of 2012, more than 22,000 PEVs were on California’s roads. The San Diego region has become a leader in the adoption of these vehicles, and accounts for roughly 20 percent of all California PEV ownership. The REVI has developed the San Diego Regional Plug-In Electric Vehicle Readiness Plan as a guide to foster a regional charging infrastructure network for the San Diego region.

The San Diego Regional PEV Readiness Plan is available for download at: http://energycenter.org/programs/pev-planning/san-diego.

Key Staff Contact: Anna Lowe, (619) 595-5603, anna.lowe@sandag.org
San Diego Forward: The Regional Plan
Alternative Land Use Scenarios
January 9, 2014

Why Prepare Scenarios?

Commitment to prepare alternative scenarios to explore what it would take to further reduce GHG emissions from cars and light trucks beyond those in the 2050 RTP/SCS.
The Region’s Evolution

Comparing Growth Projected in 1999 and 2013
The Region’s Evolution

Comparing Growth Projected in 1999 and 2013

Iterative Planning Process

Regional Comprehensive Plan

Local General Plans and Policies

Regional Transportation Plan

Regional Growth Forecast
Smart Growth Concept Map

Smart Growth Areas

- Existing/Planned
  - Metropolitan Center
  - Urban Center
  - Town Center
  - Community Center
  - Rural Village
  - Special Use Center
  - Mixed Use Transit Corridor

- Potential

Habitat Planning Preserve Areas
Existing Major Employment Areas
Urban Area Transit Strategy Boundary

Euclid Ave Trolley Station at Market Street
San Diego, CA
Euclid Ave Trolley Station at Market Street
San Diego, CA

Existing

Conceptual

Three Alternative Land Use Concepts

<table>
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<tr>
<th>Scenario A</th>
<th>Scenario B</th>
<th>Scenario C</th>
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<tr>
<td>Second Units and Infill</td>
<td>Transit Oriented Development</td>
<td>Multiple Dense Cores</td>
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Input and Ideas

UrbanFootprint Sketch Model

Data Development and Organization → Scenario Development → Analysis

- Base Data
- Existing Plan Translation
- Scenario Painting / Editing
- Future Plan / Scenario Data

- Public Safety
- Local Fiscal Impacts
- Land Consumption
- Energy Needs
- Emergency Gas Emissions
- Building Water Use
UrbanFootprint Place Types

Examples of existing development in the region

Examples of proposed development projects

Little Italy – San Diego
Millenia – Chula Vista
Chula Vista Bayfront – Port of San Diego

University Specific Plan – San Marcos
Park Village – National City
Park Station – La Mesa
### Constants

- Series 13 forecast residential and job growth totals
- 2050 RTP/SCS transportation network
- Environmental constraints
- University, military, institutional lands
- Entitled projects

### Variables

#### Scenario A

#### Scenario B

#### Scenario C
Results and Board Discussion

1999 Forecast

2013 Forecast

25-30% Per Capita GHG Reductions

Possible Alternative Futures:

2013 Forecast

Scenario A

Scenario B

Scenario C

0-3% Per Capita GHG Reductions

San Diego Forward: The Regional Plan

Alternative Land Use Scenarios

January 9, 2014
San Diego Regional Plug-in Electric Vehicle Readiness Plan

Technical Working Group
January 9, 2014

Background

- SANDAG
  - Regional Alternative Fuels Assessment (2009)
  - Regional Energy Strategy (2009)
  - 2050 Regional Transportation Plan and Sustainable Communities Strategy (2012)

- San Diego Region
  - Electric Vehicle (EV) project
  - Plug-in Electric Vehicle (PEV) readiness assessment
  - PEV adoption rates
Overview

California Energy Commission Grant
- Term: February 2012 – March 2014
- Budget: $251,472
- Deliverables:
  - San Diego Regional Electric Vehicle Infrastructure (REVI) working group
  - San Diego Regional PEV Readiness Plan

REVI Members

- SANDAG subregions
- City of San Diego
- County of San Diego
- Regional Airport Authority
- Port of San Diego
- Miramar College
- San Diego Electric Vehicle Network
- Caltrans
- National Electrical Contractors Assoc.
- International Brotherhood of Electrical Workers Local 569
- SDG&E
- California Center for Sustainable Energy
- UC San Diego
- SANDAG
REVI Barriers

1. Permitting and inspection
2. Building codes
3. Zoning and parking rules
4. Training and education for municipal staff and electrical contractors
5. Lack of public knowledge
6. EVSE at multi-unit dwellings
7. Regional planning for public EVSE siting
8. On peak charging – TOU utility rates
9. Public agency EVSE installations
10. Commercial and workplace charging
11. Government fleets
San Diego Regional Plug-in Electric Vehicle Readiness Plan

- Identifies regional barriers to PEV charging infrastructure deployment
- Includes regional best practices and resources for reducing and addressing regional barriers
- Describes outstanding barriers and what is needed to overcome them

Anna Lowe
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Web: www.sandag.org/energy

San Diego Regional Plug-in Electric Vehicle Readiness Plan:
www.energycenter.org/programs/pev-planning/san-diego
Comprehensive Integrated Port Master Plan Update

A project of regional importance
A rare opportunity to think 50 years ahead
A legacy for the Port and the San Diego region
Phase I: Vision Plan
Guiding Principles & Vision Statement

Vision Plan: 9 Month Process
Assessment Vision Outreach

Analysis of Existing Infrastructure
A Framework for Future Decisions
Engage the Community
Vision Plan Objectives

- Conduct a ‘high-level’ analysis of current land and water assets
  - Water
  - Public Realm and Open Space
  - Infrastructure
  - Development

- Engage Community Members
  - Port Commissioners
  - Elected officials
  - Community stakeholders / interest groups

- Build Upon Previous Planning Efforts
  - Chula Vista Bay Front Master Plan
  - North Embarcadero Visionary Plan

- Identify “big ideas” for the future of the Port of San Diego
  - Set the Stage for the Next Phase Master Plan Update

Challenges

- Create excitement for the San Diego Bay and the waterfront

- Integrate current and future assets in a comprehensive manner

- Establish the Port as a Local and Regional leader

- Produce a 50-Year Vision that is supported by the Board of Port Commissioners and the region
Phase I: Vision Plan Process

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<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
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- **Project Kick Off**
- **Boat / Bus Tours**
- **Board Sub Committee**
- **Board Workshop**
- **Draft Assessment Report**
- **Community Town Halls**
- **Community Open House**
- **Board Sub Committee**
- **Board Workshop**
- **Draft Vision Plan**
- **Final 50-year Vision Plan**
- **Board of Commissioner/Stakeholder Interviews**
- **Online Web Survey**
- **Integrated Port Master Plan Update**
  Rev. 12/2013

Outreach Efforts
- Field Visits (Boat, Bus and Walking Tours)
- Port Commissioner Interviews
- 50 Individual and Group Interviews
- Stakeholder Gathering Workshops
  - Port Pavilion, San Diego
  - Martin Luther King Jr. Community Center, National City
- Community Group Presentations
- Community Town Halls/Open House Meetings
- Online Web Survey
Initial Observations

- Complex System of Jurisdictions/Agencies
- Need for Equity throughout the San Diego Bay Region
- Opportunity to Update / Improve
  - Port Master Plan Goals and Objectives
  - Policies
  - Development Review Process
7 DIFFERENT ENTITIES
Member City Jurisdictions
City of San Diego
City of Coronado
City of National City
City of Chula Vista
City of Imperial Beach

The Military
Port of San Diego

Breaking Down the Parts
Streets
20%
18.4 acres

Parks
30%
27.6 acres

Development
50%
46 acres
The Bay is Evolving

Water Depth
- Main Ship Channel
- Deep Water = >30’
- Water = 10’ - 30’
- Shallow = <10’
Water Transportation
1. Main Channel
2. Coronado Ferry
3. Harbor Cruises
4. South Bay Pleasure Craft
5. Coast Guard
6. Working Waterfront
7. Naval Operations

Boats Moving on the Water
4 Water Edges

- 20% Piers
- 32% Revetment
- 26% Natural Shore
- 22% Bulkhead

Actual Length = 108.9 miles
Sea Level Rise Protection

Scale Comparison – Port of Los Angeles/Long Beach
San Francisco's Port Jurisdiction 35 miles

Shoreline Scale Comparisons

San Diego Bay
Total: 108.9 miles
Port District: 22.1 miles
Port District w/Marinas: 44.5 miles

Shoreline Scale Comparisons

Baltimore Inner Harbor 1.5 miles
Working Waterfront and The Navy

Enjoying the Water
Port Parks and Open Space
Today: 234 acres (13.6% Total Land Area)

Planned: NEVP (11.5 acres) and CVBMP (150 acres)
Total Port Parks: 395.5 acres (23% of Total Land)
(30% Benchmark ???)

Public Realm & Open Space
Waterfront Parks

Total Park Frontage = 74,889 ft

Actual Frontage on Land = 4,785 ft  12%

Port Park Frontage:
Parks Parallel to the Water
Harbor Park

Golden Gate Park

Park Frontage Comparison:
Park Perpendicular to the Water

Boston Emerald Necklace
San Diego “Green Ring”
Golden Gate Park Loop

Comprehensive Park Systems
Infrastructure

Rail Transport, Bicycle and Pedestrian Movement
Street Infrastructure is Part of the Public Realm

Accessing the Water: Today 25, Tomorrow 100?
BayShore Bikeway

The Next Great Waterfront Street
Easy Access to the Water

Challenging Access to the Water
"Developable" Land = 994.6 ac

Development

Building Inventory

Number of Buildings = 643
Building Footprint = 239 ac
Building Coverage = 13%

Building Gross Square Footage = 22,396,416 sf
Floor Area Ratio = 0.28
Coverage Comparison:
Baltimore’s Water Front

Coverage Comparison:
City Extended to the Water
Coverage Comparison: Chula Vista’s Balanced Plan

Existing Chula Vista Bayfront: 0.1%
Chula Vista Bayfront Master Plan: 38%

<table>
<thead>
<tr>
<th>Coverage</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Parks</td>
<td>41%</td>
</tr>
<tr>
<td>Streets</td>
<td>21%</td>
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Large Scale Development
Comprehensive Integrated Port Master Plan Update

- Define a long-term 50-Year Vision
- Ensure Consistency w/California Coastal Act and Local Coastal Development Plans

- Implementation Strategies
  - Enable the Port as an Progressive Agency
  - Innovation and Creativity
  - User Friendly Development Review Process
How Can you Participate in the Vision Plan?

- Visit: www.Portforall.org
- Complete the Online Survey (February 2014)
- Attend future Community Meetings
- Complete the Comment Form
- Contact the Port District Directly

Keith Walzak, Project Manager
Tel: (619) 686 7269
E-mail: Kwalzak@portofsandiego.org

Thank you for your participation!