Beginning in February, the parking garage elevators at Wells Fargo Plaza will undergo a six-month mechanical modernization. During this period, only one garage elevator will be in service. Please allow yourself extra time to make your way up from the garage to the SANDAG offices and Board Room. For those requiring special assistance, please call the SANDAG front desk in advance of any meetings at (619) 699-1900.

AGENDA HIGHLIGHTS

- **OVERVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY**

- **PUBLIC HEARING: DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY**

A court reporter will be available at the public hearing to record the public testimony: Mazon and Associates, 2631 Imperial Avenue, San Diego, CA 92102, (619) 884-6828

**PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING**

**YOU CAN LISTEN TO THE BOARD OF DIRECTORS MEETING BY VISITING OUR WEBSITE AT SANDAG.ORG**

**MESSAGE FROM THE CLERK**

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) $100, Board of Directors (BOD) $150, and Regional Transportation Commission (RTC) $100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws and the compensation rate for the RTC is set pursuant to state law.

**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, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Board of Directors 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 seated at the front table. Members of the public may address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Board of Directors may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG agenda materials can be made available in alternative languages. To make a request call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要，我们可以把SANDAG议程材料翻译成其他语言。

请在会议前至少72小时打电话(619) 699-1900提出请求。
ITEM NO. | RECOMMENDATION
--- | ---
1. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

REPORTS

+2. OVERVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Rob Rundle, Andrew Martin)

On May 21, 2015, SANDAG released the Draft Environmental Impact Report (EIR) for San Diego Forward: The Regional Plan and its Sustainable Communities Strategy for a 55-day public review and comment period. Staff will provide the Board of Directors with an overview of the Draft EIR.

+3. PUBLIC HEARING: DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Philip Trom)

The Board of Directors is asked to accept public testimony on the Draft San Diego Forward: The Regional Plan (Draft Regional Plan) and its Sustainable Communities Strategy (SCS). The public comment period for the Draft Regional Plan, its SCS, and the Draft Environmental Impact Report will close on July 15, 2015.

4. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

5. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, June 26, 2015, at 9 a.m.

6. ADJOURNMENT

+ next to an agenda item indicates an attachment
OVERVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY

Introduction

On May 21, 2015, SANDAG released the Draft Environmental Impact Report (EIR) for the Draft San Diego Forward: The Regional Plan (Regional Plan) (and its Sustainable Communities Strategy [SCS]) for a 55-day public review and comment period. Prepared in accordance with the California Environmental Quality Act (CEQA), the Draft EIR is designed to inform the Board of Directors and the public about the significant environmental impacts of the Regional Plan and its SCS, and to identify mitigation measures and alternatives to avoid or reduce those significant impacts. This report provides an overview of the Draft EIR and its contents, with emphasis on the analysis of certain environmental issues: air quality, greenhouse gas (GHG) emissions, transportation, mitigation, and alternatives. It also summarizes the process that will be used to present the Final EIR to the Board of Directors for its consideration prior to making a decision on the adoption of the Regional Plan in fall 2015.

Discussion

Contents of the Draft EIR

The Draft EIR is a program-level document that analyzes the impacts of the entire Regional Plan – both its planned investments in transportation network improvements and programs, as well as the San Diego region’s forecasted growth and land use pattern. These characteristics of the Regional Plan are described in the Project Description chapter of the Draft EIR. The impact analysis uses the best available information to project future environmental conditions under Regional Plan implementation out to the year 2050, and then compares them to existing environmental conditions in the year 2012, the starting point for preparation of the Regional Plan and this EIR.

In addition to the year 2050, the impact analysis looks at the years 2020 and 2035 in order to identify the incremental impacts to the environment that would occur as the Regional Plan is implemented over the next 35 years. Given the uncertainty and limitations inherent in predicting the environmental impacts of varied transportation capital projects, operational improvements, and programs, as well as land use changes resulting from the region’s forecasted growth across a long-term period for the entire region, the projections of future environmental conditions are
indications of relative changes that would be caused by the Regional Plan, based on the best information and tools that are available today; they are not precise predictions.

The impact analysis identifies significance criteria used to determine when the future change in the environment caused by the Regional Plan constitutes a “significant” impact. Where the analysis shows that the Regional Plan would cause significant impacts, the Draft EIR identifies mitigation measures that, if adopted, would avoid or substantially lessen the significant impact. In addition, a separate Draft EIR chapter identifies and evaluates alternative transportation and land use assumptions that would avoid or substantially lessen the significant impacts of implementing the Regional Plan, while still meeting the Regional Plan’s basic objectives.

The Draft EIR impact analysis addresses the impacts of the Regional Plan’s regional growth and land use change, and transportation network improvements and programs for 2020, 2035, and 2050 for the following 16 distinct resource areas:

- Aesthetics and Visual Resources
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Energy
- Geology, Soils, and Mineral Resources
- GHG Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise and Vibration
- Population and Housing
- Public Services and Utilities
- Transportation
- Water Supply

In addition to the impact analysis and alternatives analysis, the Draft EIR also addresses other topics required by CEQA, including cumulative impacts, growth inducement, and significant irreversible impacts.

While all aspects of the Draft EIR are important to understand the environmental impacts of implementing the Regional Plan, the following topics have been the subject of the majority of the discussion by the public: air quality, GHG emissions, transportation, mitigation, and alternatives.

**Air Quality**

The Draft EIR identifies five significance criteria to cover various issues related to air quality. Of particular note are significance criteria AQ-2 and AQ-4, which address the health impacts of exposure to particulate emissions and toxic air contaminant emissions, respectively. Both AQ-2 and AQ-4 account for emissions generated by the Regional Plan’s transportation network improvements and programs, and also where people within the land use patterns in the Regional Plan would be exposed to substantial pollutant concentrations. As described previously, both analyses use the best available tools and information, but given modeling limitations and the uncertainty of estimates, the results show relative exposure to pollution rather than precise predictions.
Health Impacts from Exposure to Particulate Emissions

In AQ-2, the Draft EIR identifies the areas along the San Diego region's freeways and highways where, under Regional Plan implementation, localized concentrations of particulate matter (called PM_{10} and PM_{2.5}) would exceed air quality standards. The Draft EIR estimates the number of residents, housing units, and schools in these areas, and describes the health impacts associated with short-term and long-term exposure to PM_{10} and PM_{2.5}, including aggravated asthma, chronic bronchitis, and decreased lung function. By 2050, the Draft EIR estimates that approximately 8,000 people, 2,500 housing units, and 5 schools would be located in areas in which PM_{10} concentrations exceed the 24-hour California standard. These areas are located throughout the region, including along Interstate 15 in Fallbrook, State Route 125 in Otay Mesa, Interstate 805 in southeastern San Diego, Interstate 5 (I-5) near State Route 56, and State Route 78 near I-5.

Cancer Risk and Noncancer Health Impacts from Exposure to Toxic Air Contaminants

In AQ-4, the Draft EIR identifies locations where the Regional Plan is expected to expose people to substantial concentrations of toxic air contaminants (TACs), the resulting cancer risks, and noncancer health impacts. To conduct this analysis, SANDAG asked the following three questions, which are used in EIRs prepared by agencies throughout California:

1. Does the Regional Plan increase cancer risk by more than 10 chances in 1 million compared to the total risk in 2012?
2. Does the Regional Plan expose sensitive receptors\(^1\) to total cancer risks above 100 in 1 million?
3. Does the Regional Plan increase noncancer health impacts as measured by a total hazard index above 1.0?

The cancer risk of a given area is a measure of any one person's likelihood of contracting cancer; it is not a measure of how many people will contract cancer. For example, for an area with an increase in cancer risk of 10 in 1 million, any one person's likelihood of contracting cancer would increase by 10 chances in 1 million (i.e., increased likelihood of contracting cancer would increase by 0.001 percent); for an area with a total cancer risk of 100 in 1 million, any one person's likelihood of contracting cancer is 100 in 1 million, or 0.01 percent. In estimating any one person's cancer risk, the analysis assumes, in accordance with State of California guidelines, that person would stay in the same place for 30 years, 7 days a week, 24 hours a day, 350 days a year. The analysis follows the most recent state guidance and utilizes conservative assumptions to calculate exposure to TACs. Accordingly, it is designed to provide a conservative estimate of cancer risk and likely overestimates actual impacts that would occur.

Similar to AQ-2, the Draft EIR estimates the number of residents, housing units, and schools in these areas. By 2050, the Draft EIR estimates that approximately 220,000 people, more than 74,000 housing units, and 93 schools would be exposed to increases in cancer risk that exceed 10 chances in 1 million; about 164,000 people, more than 58,000 housing units, and 86 schools are expected to be exposed to total cancer risks that exceed 100 chances in 1 million. By 2050, these

\(^1\) Sensitive receptors include but are not limited to hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are thought to be more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants.
areas would be located throughout the region along significant portions of most major freeways and highways.

Greenhouse Gas Emissions

The Draft EIR identifies four significance criteria to address GHG emissions impacts, including GHG-2 and GHG-3, in which the analysis concludes the Regional Plan would not conflict with Assembly Bill 32 (Pavley, 2002) or Senate Bill 375 (Steinberg, 2008). Of particular note is significance criterion GHG-4, which examines whether the Regional Plan is inconsistent with the goals of two Executive Orders: one which calls for reduction of California’s GHG emissions to 40 percent below 1990 levels by 2030, and the other for 80 percent reduction below 1990 levels by 2050 (EO-B-30-15 and EO S-3-05). While noting that there is no requirement that the San Diego region’s emissions be reduced by the same percentages (“equal share”) called for in the Executive Orders’ statewide goals for all emission sectors, the analysis identifies 2035 and 2050 emissions reduction reference points for the region using the Executive Orders’ statewide reduction goals. It concludes that while total regional emissions in 2035 and 2050 would be about 28 percent and 27 percent lower, respectively, than the 2012 emissions level, total GHG emissions would be higher than the region’s “equal share” of statewide emissions reduction goals expressed in the Executive Orders. Therefore, the region’s total GHG emissions levels are considered significant impacts in 2035 and 2050 under GHG-4.

Transportation

The Draft EIR identifies four significance criteria to address transportation issues. Of particular note is significance criterion T-1, which addresses changes in per capita and total Vehicle Miles Traveled (VMT). While noting that average daily VMT per capita decreases under the Regional Plan, from about 25.2 miles per day in 2012 to 23.4 miles per day in 2050, the analysis reports that total VMT would increase under the Regional Plan from about 79 million miles per year in 2012 to just over 95 million miles per year in 2050, an increase of about 20 percent, which is lower than the forecasted population increase of 29 percent by 2050. While population growth is the main cause of the total VMT increase and the amount of driving per person would decrease under the Plan, the analysis nevertheless concludes that the total VMT increases are considered a significant impact.

Mitigation Measures to Reduce Significant Impacts

For each issue area analyzed in the Draft EIR, a conclusion is made to indicate if the Regional Plan would have a significant impact on the environment. For those issue areas where a significant impact has been identified, mitigation measures or project alternatives are identified to reduce the significant impact. For the issue areas described above (Air Quality, GHG Emissions, and Transportation), many of the mitigation measures outlined in the Draft EIR would relate to all three impact areas due to their interconnected nature. Described in detail in the Draft EIR, some of the mitigation measures include:

- Modify grant criteria to award projects that reduce GHG emissions
- Adopt a Mobility Hub Strategy to reduce GHG emissions
- Fund electric vehicle charging infrastructure
- Adopt Plan for Alternative Transportation Fuels
• Assist local agencies with the preparation of climate action plans

In addition to the measures outlined above, the Draft EIR identifies measures that SANDAG will implement to reduce impacts associated with construction projects. Further, the Draft EIR identifies mitigation measures that local agencies can and should adopt during planning, design, and implementation of the projects they approve. SANDAG has identified these measures, because the Regional Plan addresses impacts of regional growth and transportation, which includes implementation of projects over which SANDAG will not have authority.

**Alternatives**

In Chapter 6.0, the Draft EIR examines alternative transportation and land use assumptions that would avoid or substantially lessen the significant impacts of implementing the Regional Plan, while still meeting the Regional Plan’s basic objectives. In addition to the CEQA-required ‘No Project’ Alternative, the Draft EIR considers seven alternatives in detail (Attachment 1). The characteristics of the alternatives are in large part based on major transportation investments and policy options that members of the public and stakeholders suggested would lead to major reductions in VMT and related reductions in GHG emissions and air quality impacts, including but not limited to:

- Advancing public transit (capital and operations) and active transportation investments to 2025 (the first 10 years of the Regional Plan)
- Including investments from the unconstrained transit network (e.g., investments for which available funding was not identified in the Regional Plan)
- Delaying and eliminating general purpose highway and Managed Lane investments
- Converting existing general purpose lanes to Managed Lanes
- Providing more compact land use patterns
- Substantially lowering transit fares
- Substantially increasing the price of parking
- Substantially increasing the cost of driving

Alternative 5D is considered the environmentally superior alternative, and would achieve the greatest reductions in total VMT, GHG emissions, and air pollutant emissions, although total VMT would still increase by about 7.2 million miles per year, or 9 percent, by 2050, compared to an increase of about 15.7 million miles per year, or 20 percent, under the Regional Plan. To be implemented, however, Alternative 5D would require a major state road pricing policy change, and major changes in land use policies, parking policies, and transit funding. The results indicate that total reductions in VMT below the 2012 level are not feasible in light of the forecasted increase of nearly one million more people in the region by 2050.
**Process to Complete the Final EIR**

The public review period for the Draft EIR ends on July 15, 2015. At that time, SANDAG will prepare written responses to all comments received regarding the adequacy of the Draft EIR. SANDAG will make any appropriate modifications to the Draft EIR, and along with the public comments and responses, will present the information to the Board of Directors for its consideration prior to making a decision on the adoption of The Regional Plan.

GARY L. GALLEGOS  
Executive Director

Attachment:  1. Summary of Action Alternatives Considered in the EIR

Key Staff Contacts:  Rob Rundle, (619) 699-6949, rob.rundle@sandag.org  
Andrew Martin, (619) 595-5375, andrew.martin@sandag.org
# Summary of Action Alternatives Considered in the Draft EIR for the Regional Plan and Sustainable Communities Strategy (SCS)

<table>
<thead>
<tr>
<th>Alternative</th>
<th>A. Transit(^2)</th>
<th>B. Active(^3)</th>
<th>C. Managed Lanes(^4)</th>
<th>D. Highway(^5)</th>
<th>E. Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>All revenue constrained by 2025</td>
<td>All projects by 2025</td>
<td>If support \textit{Rapid}, same as column A. If not, same as column D.</td>
<td>No change</td>
<td>SCS Land Use</td>
</tr>
<tr>
<td>3</td>
<td>All revenue constrained by 2025</td>
<td>All projects by 2025</td>
<td>If support \textit{Rapid}, same as column A. If not, same as column D.</td>
<td>Delay all to 2050</td>
<td>SCS Land Use</td>
</tr>
<tr>
<td>4</td>
<td>All revenue constrained and unconstrained by 2025</td>
<td>All projects by 2025</td>
<td>If support \textit{Rapid}, same as column A. If not, same as column D. Reduce scope of MLs: Eliminate proposed increases to 4ML where 2ML already exist, reduce proposed increases to 4ML to 2ML</td>
<td>Eliminate</td>
<td>Smart Growth Area Intensification</td>
</tr>
<tr>
<td>5A</td>
<td>All revenue constrained and unconstrained by 2025</td>
<td>All projects by 2025</td>
<td>Eliminate. Convert existing general purpose lanes to MLs to operate proposed \textit{Rapid} routes.</td>
<td>Eliminate</td>
<td>SCS Land Use</td>
</tr>
<tr>
<td>5B</td>
<td>Same as Alternative 5A</td>
<td></td>
<td></td>
<td></td>
<td>Dense Cores</td>
</tr>
<tr>
<td>5C</td>
<td>Same as Alternative 5A + New Transit and Parking Policies</td>
<td></td>
<td></td>
<td></td>
<td>Dense Cores</td>
</tr>
<tr>
<td>5D</td>
<td>Same as Alternative 5A + New Transit and Parking Policies + Increased Auto Operating Cost</td>
<td></td>
<td></td>
<td></td>
<td>Dense Cores</td>
</tr>
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</table>

\(^1\) Each action alternative makes the following assumptions: Advance Urban Core bus route 10-minute all-day frequency improvements to 2025 (2035 under proposed Regional Plan). New toll lanes remain the same as the proposed Regional Plan. Removal of tolls on State Route 125 remains the same as the proposed Regional Plan.

\(^2\) Transit = COASTER, SPRINTER, Trolley, \textit{Rapid}, Streetcar, San Marcos Shuttle, Airport Express, Intermodal, and Other (vehicles, system rehabilitation, regulatory compliance, park-and-ride).

\(^3\) Active = Regional Bike Network Project List.

\(^4\) Managed Lanes (ML) = managed lanes and managed lane connectors.

\(^5\) Highway = general purpose lanes, operational improvements, freeway connectors.
PUBLIC HEARING: DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY

Introduction

The Draft San Diego Forward: The Regional Plan (Regional Plan) combines the big-picture vision for how our region will grow over the next 35 years, with an implementation program to help make that vision a reality. On April 24, 2015, the Board of Directors accepted the Draft Regional Plan, including its Sustainable Communities Strategy (SCS), and Draft Air Quality Conformity Determination (AQCD) for distribution for public review and comment. The Draft Environmental Impact Report (EIR) was released for public review and comment on May 21, 2015. The close of the public comment period for the Draft Regional Plan and Draft EIR is July 15, 2015.

Two public hearings in June will provide additional opportunity for public comment on the Draft Regional Plan, its SCS, and Draft AQCD. They include today’s public hearing at SANDAG and one on June 18, 2015, at 11:30 a.m. in the North County Transit District (NCTD) Board Room. Attachment 1 provides the dates, times, and locations of the public hearings.

Discussion

Draft San Diego Forward: The Regional Plan

The Draft Regional Plan and its SCS outline nearly $204 billion in transportation investments, paid for by local, state, and federal tax dollars. The investment strategy focuses heavily on expanding public transit and active transportation (biking and walking), while also reconfiguring existing highways to promote carpooling, public transit, and other alternatives to driving alone.

All transportation improvements outlined in the Draft Regional Plan are designed to serve new patterns of land use – a future with increasingly compact communities that demand a mix of easy-to-use and efficient public transit, more opportunities to walk and bike, and more efficient roadways.

Meeting these demands will support healthier communities, while protecting the environment and preserving more open space. Air quality has improved significantly over the past four decades, and the transportation investments detailed in the Regional Plan, coupled with improvements in fuel and vehicle technologies, will continue to help improve air quality throughout the San Diego region while lowering greenhouse gas emissions.
Public Outreach and Involvement

To obtain public input on the development of the Draft Regional Plan and its SCS, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. In May, SANDAG hosted a series of seven public meetings throughout the San Diego region to obtain public input. Spanish translation was available at all of the workshops, and one workshop was conducted entirely in Spanish. Three workshops also were streamed live over the internet, allowing for remote access. The workshops schedule was as follows:

May 2015 Public Meetings on the Draft Regional Plan and its SCS

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Venue</th>
<th>Time</th>
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<tbody>
<tr>
<td>Tuesday, May 12th</td>
<td>North County Inland</td>
<td>Escondido City Hall</td>
<td>6 to 8:30 p.m.</td>
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<tr>
<td>Wednesday, May 13th</td>
<td>East County</td>
<td>La Mesa Community Center</td>
<td>6 to 8:30 p.m.</td>
</tr>
<tr>
<td>Thursday, May 14th</td>
<td>Central</td>
<td>Caltrans District 11 Headquarters</td>
<td>1 to 3:30 p.m.</td>
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<tr>
<td>Wednesday, May 20th</td>
<td>North County Coastal</td>
<td>Oceanside City Hall</td>
<td>6 to 8:30 p.m.</td>
</tr>
<tr>
<td>Thursday, May 21st</td>
<td>South County</td>
<td>Casa Familiar</td>
<td>6 to 8:30 p.m.</td>
</tr>
<tr>
<td>Wednesday, May 27th</td>
<td>Mid-City/Southeast</td>
<td>Jacobs Center</td>
<td>6 to 8:30 p.m.</td>
</tr>
<tr>
<td>Thursday, May 28th</td>
<td>Central</td>
<td>University Town Center Forum Hall</td>
<td>6 to 8:30 p.m.</td>
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</tbody>
</table>

Simultaneous to SANDAG staff efforts, Community Based Organizations working with SANDAG to engage disadvantaged populations (lower-income, senior, and minority communities) are conducting outreach throughout the region.

Next Steps

At the June public hearings, comments may be provided in person and directly to the Board of Directors or its public meeting officer. Until July 15, 2015, the public also can make comments using the following methods:

- Online at SDForward.com
- Telephone at (619) 699-1934, toll free (877) 277-5736, and TTY (619) 699-1904
- Fax to (619) 699-1905
- Mail to:
  
  Attn: Regional Plan  
  401 B Street, Suite 800  
  San Diego, CA 92101
- In person at the SANDAG offices at the address above
- Email to sdforward@sandag.org
The anticipated major milestones for the Draft Regional Plan, its SCS, and Draft EIR include the following:

- June 18, 2015, 11:30 a.m.: Public hearing overseen by a SANDAG public hearing officer at the NCTD, Board Room, 810 Mission Avenue, Oceanside, CA 92054

- July 15, 2015: Close of public comment period for the Draft Regional Plan and its SCS

- Fall 2015: Board of Directors certifies Final EIR, approves air quality conformity finding, and adopts Final Regional Plan and its SCS

Note: The Draft Regional Plan, SCS, and Appendices may be obtained from the SANDAG website at www.sandag.org or from the San Diego Forward: The Regional Plan website at www.sdforward.com. CDs of the entire document are available free of charge by contacting the SANDAG Public Information Office at (619) 699-1950. Copies of the Draft Regional Plan and Appendices A through C in printed format may be purchased for the cost of reproduction.

GARY L. GALLEGOS
Executive Director

Attachment 1: San Diego Forward: The Regional Plan Public Hearings Flyer

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
Provide Your Opinion on the Plan for our Region’s Future

San Diego Forward: The Regional Plan – Public Hearings

For almost three years now, you — community members, stakeholders, and local agencies — have helped the San Diego Association of Governments (SANDAG) develop San Diego Forward: The Regional Plan.

Your input helped shape the Draft Regional Plan’s vision, goals, and policy objectives as well as the transportation investments that will serve the region for many years to come.

The Draft Regional Plan proposes a strategy for a more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

The SANDAG Board released the Draft Regional Plan on April 24, 2015. A series of workshops were held in May that provided the public a chance to learn about the Draft Regional Plan and provide comments on the record. Additionally, SANDAG has scheduled two public hearings in June to give everyone a chance to make comments directly to the Board and SANDAG staff. The first hearing will occur during a SANDAG Board meeting and the second hearing will occur in front of a SANDAG hearing officer in the North County Transit District board room.

SANDAG is offering two additional chances for the public to provide oral and written comment on the Draft Regional Plan, in addition to its Sustainable Communities Strategy, the Draft Environmental Impact Report, and the Draft Air Quality Conformity Analysis.

Public Hearing Dates

Central

**June 12, 10 a.m.**
SANDAG Board meeting
401 B Street, Suite 800
San Diego, CA 92101
Hearing conducted by SANDAG Board

North County

**June 18, 11:30 a.m.**
North County Transit District Board Room
810 Mission Avenue
Oceanside, CA 92054
Hearing conducted by SANDAG public meeting officer

If you require translation assistance or a disability accommodation assistance in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information.

Submit Your Comments

Comments on the Draft Regional Plan also may be submitted through the following outlets:

- Via SDForward.com
- Directly through email at SDForward@sandag.org
- Via telephone at (619) 699-1934, toll free (877) 277-5736, and TTY (619) 699-1904
- Via fax at (619) 699-1905
- Through the mail to Attention: Regional Plan. SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101
- In person by dropping off written comments to SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101

View and comment on the Draft Regional Plan at SDForward.com
Brinde su opinión sobre el plan para el futuro de nuestra región

San Diego Forward: El Plan Regional – Audiencia Pública

Durante casi tres años, usted — miembros de la comunidad, partes interesadas y agencias locales — ayudó a la Asociación de Gobiernos de San Diego (SANDAG) a desarrollar San Diego Forward: El Plan Regional

Sus comentarios ayudaron a darle forma a la visión, las metas y los objetivos de las políticas del Borrador del Plan Regional, así como a las inversiones en transporte que ayudarán a la región por muchos años venideros.

El Borrador del Plan Regional propone una estrategia para un futuro más sustentable, que incluye inversiones en proyectos de transporte que le brindarán a la gente más opciones de viaje y, al mismo tiempo, protegerán el medio ambiente, crearán comunidades saludables y estimularán la economía.

La Mesa Directiva de SANDAG publicó el Borrador del Plan Regional el 24 de abril de 2015. Una serie de talleres se llevaron a cabo en mayo que dieron al público la oportunidad de saber más sobre el Borrador del Plan Regional y brindar comentarios.

Adicionalmente, SANDAG ha programado dos audiencias públicas en junio para dar a todos la oportunidad de brindar opiniones directamente a la Mesa Directiva y al personal de SANDAG. La primera audiencia se llevará a cabo durante una junta de la Mesa Directiva de SANDAG y la segunda audiencia se llevará a cabo frente a un oficial de audiencia de SANDAG en la sala de juntas en North County Transit District.

Fechas de Audiencias Públicas

Central
12 de junio, 10 a.m.
SANDAG Board meeting
401 B Street, Suite 800
San Diego, CA 92101
Audiencia dirigida por la Mesa Directiva de SANDAG

North County
18 de junio, 11:30 a.m.
North County Transit District Board Room
810 Mission Avenue
Oceanside, CA 92054
Audiencia dirigida por oficial de audiencia pública de SANDAG

Si usted necesita servicios de traducción o servicios especiales para discapacitados con el fin de participar, por favor contacte a SANDAG al (619) 699-1900 con al menos 72 horas de anticipación. TTY: (619) 699-1904

Todas las ubicaciones son accesibles vía transporte público. Llame al 511 o visite 511sd.com/transit para información de rutas.

Envíe Sus Comentarios

Comentarios sobre el Borrador del Plan Regional también pueden ser enviados a través de los siguientes medios:

- A través de SDForward.com
- Directamente a través del correo electrónico a SDForward@sandag.org
- Llamada telefónica al (619) 699-1934, gratis al (877) 277-5736, y TTY (619) 699-1904
- Vía fax al (619) 699-1905
- A través de correo dirigido a Attention: Regional Plan. Oficinas de SANDAG al 401 B Street, Suite 800, San Diego, CA 92101
- En persona al dejar comentarios escritos en las oficinas de SANDAG en 401 B Street, Suite 800, San Diego, CA 92101

Vea y comente sobre el Borrador del Plan Regional en SDForward.com
Scope and Content of Draft EIR

- Forecasted growth and land use pattern
- Transportation network improvements and programs
- Three horizon years (2020, 2035, 2050)
- Significance Thresholds
- Mitigation Measures
- Plan Alternatives
### Resource Areas Analyzed

- Aesthetics and Visual Resources
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Energy
- Geology, Soils, and Mineral Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise and Vibration
- Population and Housing
- Public Services and Utilities
- Transportation
- Water Supply

### Air Quality

- Five significance criteria, including:
  - AQ-2: health impacts from exposure to particulate matter emissions (PM$_{10}$ and PM$_{2.5}$)
  - AQ-4: cancer risk from exposure to toxic air contaminants (TACs)
- Based on best available information and modeling tools
- Results are indications of relative changes; they are not precise predictions
Air Quality (AQ-2)

AQ-2: Would the Plan violate any air quality standard or contribute to an existing or projected air quality violation?

• Where would standards for particulates be exceeded?
• How many people would be exposed?
• What health impacts would result?

Air Quality (AQ-2)

Maximum 24-hour PM$_{10}$ violations in 2050
Air Quality (AQ-4)

**AQ-4: Would the Plan expose sensitive receptors to substantial pollutant concentrations?**

- Expose people to *increased* cancer risk greater than 10 chances in 1 million?
- Expose people to *total* cancer risk greater than 100 chances in 1 million?
- Increase non-cancer health impacts?

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**What cancer risk means:**
- Any one person’s likelihood of contracting cancer
- It is not a measure of how many people will contract cancer

**For example:**
- Increased cancer risk of 10 in 1 million means any one person’s likelihood of contracting cancer increases by 10 chances in 1 million, or 0.001%
- It does not mean 10 people will get cancer
Increased cancer risk
2012 to 2050

Four significance criteria, including:

- GHG-1: Increase emissions over 2012 levels
- GHG-2: Conflict with AB 32, SANDAG Climate Action Strategy, or local climate plans
  - Reduce California emissions to 1990 levels by 2020
- GHG-3: Conflict with SB 375 GHG targets
- GHG-4: Be inconsistent with governor’s executive order goals
  - Order S-3-05: Reduce California’s emissions to 80 percent below the 1990 level by 2050
  - Order B-30-15: Reduce California’s emissions to 40 percent below 1990 level by 2030
SB 375 Greenhouse Gas Targets and Emissions Reductions

Targets Set by the State for SANDAG to Reduce Per Capita CO2 Emissions from Passenger Vehicles Compared to 2005

- 2005: 0%
- 2020: -7%
- 2035: -13%
- 2050: -24%

ARB Target: Blue line
San Diego Forward Projections: Green line

GHG Emissions (GHG-4)

- **GHG-4**: Would the Plan be inconsistent with the state’s ability to achieve the Executive Order B-30-15 and S-3-05 goals of reducing California’s GHG emissions to **40 percent below 1990 levels by 2030** and **80 percent 1990 levels by 2050**?

- Identify regional “reference points” for 2035 and 2050 based on “equal share” of statewide goals
- No requirement for regions’ to achieve “equal share” of statewide goals
Greenhouse Gas Emissions

Regional GHG Reductions Required to Meet Executive Order Reference Points for 2030 and 2050 vs. Proposed Plan Emissions

Transportation (T-1)

T-1: Would the Plan increase average vehicle miles traveled per capita or total vehicle miles traveled?

• Amount of driving per person would decrease under the Plan
• Total VMT would increase, mainly because of population growth
Mitigation Measures

- Modify grant criteria to award projects that reduce GHG emissions
- Adopt a mobility hub strategy to reduce GHG emissions
- Assist local agencies with the preparation of climate action plans
- Fund electric vehicle charging infrastructure
- Adopt a plan for alternative transportation fuels

Alternatives Considered in Detail

- Complete all public transit and active transportation projects by 2025
- Include “unconstrained” transit projects in transit network
- Delay or eliminate general purpose highway lanes and new Managed Lanes
- Convert general purpose lanes to Managed Lanes
- Plan for more compact land use pattern
- Lower transit fares
- Increase cost of parking
- Increase cost of driving
“Environmentally Superior” Alternative 5D

- More concentrated land use
- All revenue constrained/unconstrained transit by 2025
- All active transportation projects by 2025
- No new Managed Lane investments
- No new highway investments
- Convert general purpose lanes to Managed Lanes where Rapid bus will operate
- Cut transit fares in half
- Increase auto operating costs by 50 percent
- Increase transit frequencies
- Double cost of parking

Process to Complete Final EIR

- 55 day review period ends July 15
- Written responses to all comments
- Final EIR for Board consideration in fall 2015
sandag.org/SanDiegoForward
Southeastern San Diego Intermodal Transit Station  
SANDAG, June 12, 2015  
Robert C. Leif, Ph.D.  
releif@rleif.com, 3345 Hopi Place, San Diego, CA 92117  

In a large, continuing study of upward mobility based at Harvard, commuting time has emerged as the single strongest factor in the odds of escaping poverty. The longer an average commute in a given county, the worse the chances of low-income families there moving up the ladder. The relationship between transportation and social mobility is stronger than that between mobility and several other factors, like crime, elementary-school test scores or the percentage of two-parent families in a community, said Nathaniel Hendren, a Harvard economist and one of the researchers on the study.

Affordable Housing and Sustainable Communities  
Program Guidelines Article I. General  
(FUNDED BY GREENHOUSE GAS REDUCTION FUND)  
Section 100. Purpose and Scope  

(4) improving connectivity and accessibility to jobs, housing, and services;  
(6) increasing transit ridership;  

Solution  

Connect the Trolley Orange Line with the I-15 Bus Rapid Transit at the crossing of I-15 and Imperial Ave. by constructing an intermodal trolley station.
Location of the present trolley station and proposed new location for the future intermodal trolley station that connects with the I-15 BRT, the Imperial Ave and the rapid bus on 32nd St. The land just north of the proposed station might be developed or used to park cars.

Top view of the proposed intermodal station showing its I-15 level. The station, includes an elevator and staircase to the trolley station below. Since I-15 BRT buses will be stopped and were travelling near the center of the image, the auto lanes have been placed on the outside.
Comparison of the BRT (Top) and Trolley Orange Line (bottom) downtown stops. They are sufficiently close to walk between them.

Observations

- The proposed Intermodal Trolley Station will connect the Orange Line, the I-15 BRT, the Imperial Ave. Bus, and the proposed 32nd St. Rapid Bus.
- Since the downtown trolley stations and the proposed BRT stations are close to each other, the extension of the BRT is not absolutely required.
- Even if the BRT is required, the intermodal transit station should be faster to construct than SR-94 improvements.
- Construction of the Trolley I-15 connection will require only a small part of the funds for SR-94.
Observations Cont.

• Orange Line passengers including those that transferred from the I-15 BRT could transfer between the 3 trolley lines at either the America Plaza or the 12th and Imperial Ave. The I-15 BRT riders could then go South as far as San Ysidro and Northeast as far as Santee.

• The southern extension of the BRT and the creation of a new Trolley station on Commercial St. in the vicinity of 28th St. would also help the community.

• The rest of the money can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94.
Southeastern San Diego Planning Group Goals:

1). Initiate a study for a Intermodal trolley station that connects the Orange Line with the I-15 Bus Rapid Transit at the crossing of I-15 and the Orange Line Trolley.

2) Construct the Intermodal trolley station that connects the Orange Line with the I-15 Bus Rapid Transit.

3) Construct the planned rapid bus route that connects North Park and the 32nd Street Intermodal trolley Station.

4) Move and reuse the present 32nd St. and Commercial trolley stop to 28th St. and Commercial St.

5) Install amenities including benches, streetscapes, renovation of existing bench areas to include roofed shelters and arrival time information devices, etc.

6) Save the money to pay for the above by not constructing a Bus Rapid Transit that duplicates access to stops that are already served by the Orange line.

7) Replace the left-hand exit lanes on ST-94 with standard right-hand exit lanes.

History

This is an upgrade to the material that was presented to the San Diego Planning Department in 2013. The Southeastern San Diego Planning Group, SSDPG, passed a Resolution of General Interest:

Presently, the I-5 BRT does not connect with the Trolley and the I-15 BRT, which results in the I-5 BRT neither having or even having planned stops in Southeastern San Diego. The I-15 BRT provides 2 stops for City Heights (El Cajon and University Ave, which are the only ones in low income areas. There are 8 stops in middle and high income areas.
The Southeastern San Diego Planning Group passed a resolution which states:

“Replace the bus on SR-94 with a connection between SR-15 and the trolley, with the saving being used on the left-hand lanes and putting in amenities such as benches and streetscapes. Passed October 14, 2013”

Comments

Maps

An intelligent, complete discussion of the establishment of intermodal transfers of any of these rapid transit entities required the map below, which shows the three rapid transport modalities together (I-15 BRT, I-805 BRT and the Orange Trolley line as well as the Imperial Ave. Bus and the Planned Rapid Bus on SR 637. There is one connection of the Trolley Orange Line to the I-805 BRT, which is located at 47th St. to I-805, which will be described below and is endorsed by the San Diego Community Plan June 2014 Draft Mobility Element. Presentations on transportation should include maps which show the major transit modes including: automobiles, railroads, trollies, buses, bicycling and walking. Each of these modes should be on its own layer, which will permit simplifying the image, as necessary.

Economics

A recent Article, “Transportation Emerges as Crucial to Escaping Poverty”, by Mikayla Bouchard in the N.Y. Times MAY 7, 2015, (http://www.nytimes.com/2015/05/07/upshot/transportation-emerges-as-crucial-to-escaping-poverty.html?_r=0&abt=0002&abg=1) stated,

“In a large, continuing study of upward mobility based at Harvard, commuting time has emerged as the single strongest factor in the odds of escaping poverty. The longer an average commute in a given county, the worse the chances of low-income families there moving up the ladder.”

“The relationship between transportation and social mobility is stronger than that between mobility and several other factors, like crime, elementary-school test scores or the percentage of two-parent families in a community, said Nathaniel Hendren, a Harvard economist and one of the researchers on the study.”
Figure 1, Figure 3-3 from the San Diego Community Plan June 2014 Draft Mobility Element

Figure 1.1 blow-up of Loop area of Orange Trolley Line, showing the planned rapid bus on the left and the proposed connecting trolley station on the right which is adjacent to I-15 and on Imperial Ave. The Imperial Ave bus stations are represented by yellow filled circles. The distance on Imperial Ave. between both the present bus and the Proposed Rapid Bus to the Proposed Multimodal Transit Station is approximately 0.28 miles, which is walkable.
As is shown in Figure 1, the Orange Trolley Line provides good East-West public transportation for many of the residents of Southeastern San Diego. Unfortunately the lack of similar North-South transportation restricts opportunities for employment and education, as well as access to medical care facilities particularly those North of I-8 and those adjacent to I-8 including San Diego State University. The ability to use the I-15 Bus Rapid Transit (BRT) would increase these opportunities because it includes the following transit station locations (Figure 2): Mid-City (University Avenue and El Cajon Blvd.), Mission Valley, Kearney Mesa, Mira Mesa/Scripps Ranch, Sabre Springs/Penasquitos, Rancho Bernardo, Del Lago, and Escondido. The creation of a trolley station that would permit reciprocal access between the: Orange Line Trolley, I-15 BRT, I-805 BRT, Imperial Ave Bus, and Proposed Rapid Bus would improve and unify the San Diego Rapid Transfer. It would also provide the BRT riders with access to those trolley that connect with the Orange Line.

Figure 2, I-15 BRT Project

Figure 3 I-805 Managed Lanes Projects
Figure 3.2 I-805 BRT showing 47th St. Station, which will connect to the Trolley. The other Future station, Top left, was not shown in the Caltrans presentation before the Southeastern San Diego Planning Group.

The I-805 BRT extends into the 94 Freeway. It presently does not go into the Northern part of San Diego.
Figure 3.3 shows the location of the 47th St. trolley station

The location of the 47th St station relative to I-805 is sufficiently similar to that of the proposed trolley station at Imperial Ave and I-15 that a good part of the design of the 47th St. station could be reused.

The present 32nd St Orange Line Station is located at 3220 Commercial St (Figure 4). At the place of the proposed junction, the trolley is at ground level and the I-15 freeway is elevated. In order to permit passengers to transfer from the Bus Rapid Transit on the I-15 freeway to the trolley and the converse, the only required vertical motion is for people. As opposed to the present design of the new freeway Direct Access Ramps (DARs) for rapid bus transit stations on freeways, complete on and off ramps are not required. Elevators and/or staircases are sufficient for the vertical movement of people. However, the dual use of the HOV lanes for buses and automobiles requires that the rapid transit buses exit the HOV lane prior to entering the Bus station and after picking up and discharging the passengers reenter the freeway. The location of the HOV lanes are on the left side adjacent to the median, which strongly suggests that the bus station be located in the center and that the regular automobile lanes be shifted to the right (See Figure 4 below). Similar designs are envisaged in Bus Rapid Transit, The Caltrans
Figure 4 medium resolution image showing the location of the present trolley station and the location to which it should be relocated.

Note: Because of global warming, all new construction should be high enough to withstand floods that are above the 100 year and 500 year flood plains.
Figure 5 high resolution image showing the proposed moved auto – BRT lanes and station.

The new trolley stop is located underneath the freeway bridge that crosses Imperial Ave. Access to the trolley stop(s) would be via Imperial Ave. or Francis St. Besides intersecting with the BRT, this new trolley stop would permit transfers from the buses that run on Imperial Ave east and west of I-15 to the Orange Line Trolley.
As shown in Figure 1.1, the pink lines on the left are the Planned Rapid Bus, which would connect with a short walk to the 32nd St. Station and runs between North Park and Barrio Logan. If the connection between the Trolley, the I-15 Bus Rapid Transit (BRT) and the Imperial Avenue Bus were made, the passengers on the Trolley and the I-15 Bus Rapid Transit (BRT) can take the Imperial Bus and shop on a revitalized Imperial Ave or the passengers on the BRT or the Imperial Ave. Bus can take the Trolley to Downtown or transfer to another trolley line and go South as far as San Ysidro and North and East as far as Santee.

This juncture together with the proposed I-805 junction with the Orange Line eliminates the need and problems associated with the I-805 BRT running on SR-94. The increase in the ridership of the Orange Line resulting from the juncture described above make it economically feasible to reduce the times between trolley arrivals.

It looks from the image below that land just north of the proposed junction could be used to park cars.

Since the downtown trolley stations and the proposed BRT stations are close to each other, the extension of the BRT is redundant; however, it may be beyond reversing. Construction of the new stations will require only part of the funds for that BRT project to be used and the connection of the Trolley, BRT and the Imperial Ave. Bus, as well as accelerate the southern extension of the BRT. If there is any money left-over, it can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94.

Conclusions

Initially, only the 32nd St. Trolley stop needs to be moved. It is understood that projects that involve significant alterations to a freeway require significant amounts of time and effort just to be approved, and subsequently to be engineered, and completed. However, the lifetime of this plan will be longer than twenty years. Another advantage of moving the trolley station is that it will provide easier access in the area East of I-15 and be sufficiently separated from the 25th St. station that the present objections to an intermediate station will be overcome and a new station created in the vicinity of 28 or 29 St. and the new station for the I-805 BRT shown in Figure 3.3 should also be constructed. This connection of the Trolley to the I-15 together with the addition of 2 trolley stops would provide Southeastern San Diego with valuable rapid transit linkages to the rest of the City.
Since the Orange Line Trolley downtown stations are each near one of the proposed Bus Rapid Transit stops, many of the modifications to California State Route 94 (SR 94) will not be needed, the extension of the BRT is redundant. This redundancy of the proposed I-805 BRT section that runs on SR-94 and the Orange Line is sufficient as to split the riders between them. A single modality that carried all of the riders would permit an increase in frequency of the Trolley, which would also generate more riders. This elimination of redundancy would increase the cost-effectiveness of San Diego’s transit system. The construction of the new Intermodal stations will require only part of the funds for that project to be used and the connection of the Trolley. The saved money can be used to accelerate the southern extension of I-BRT to the South. The rest of the money can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94, namely “putting in amenities such as benches and streetscapes”.

The passengers on both the I-15 BRT and the I-805 will have access to all of the Orange Lines stops including its downtown stops, as well as after transfer to those of the Blue and Green lines, as shown in Figure 6, the BRT passengers will be able to go from San Ysidro to Gillespie Field.
Figure 6 new Trolley Network Map, which includes transfers to between the 3 trolley lines at America Plaza as well as 12th and Imperial
1) The Commercial/Imperial Master Plan can be downloaded from