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 14, 2016

1:15 to 3:15 p.m.

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

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AGENDA HIGHLIGHTS

• REGIONAL SMART GROWTH AND TRANSIT ORIENTED DEVELOPMENT IMPLEMENTATION EFFORTS
• REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION: PROJECT DEVELOPMENT CHECKLIST
• FY 2015-2016 CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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REGIONAL PLANNING TECHNICAL WORKING GROUP  
Thursday, January 14, 2016

ITEM NO.  RECOMMENDATION

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. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. TWG members also may provide information and announcements under this agenda item.

+3. APPROVAL OF MEETING MINUTES

+3A The TWG is asked to review and approve the minutes from its August 13, 2015, meeting.

+3B The TWG is asked to review and approve the minutes from its September 10, 2015, meeting.

+3C The TWG is asked to review and approve the minutes from its October 8, 2015, meeting.

+3D The TWG is asked to review and approve the minutes from its November 12, 2015, Joint Meeting with the Regional Energy Working Group.

CONSENT

4. UPDATE OF SMART GROWTH CONCEPT MAP (Carolina Ilic)  INFORMATION

Staff will be conducting a Technical Update to the Smart Growth Concept Map to incorporate the updated transportation network from San Diego Forward: The Regional Plan into the map. No major updates to smart growth opportunity areas are anticipated at this time; updates will focus primarily on the transportation network. A draft map will be presented to the TWG over the next few months for a recommendation to the Regional Planning Committee.

CHAIR’S REPORT

+5. 2016 ROSTER, UPCOMING ELECTIONS, AND OTHER ADMINISTRATIVE ITEMS (Carolina Ilic)  INFORMATION

Roster: Attached is the most recently updated TWG roster listing members and alternates. Updates/corrections to the roster should be forwarded to SANDAG staff.
Elections and Form 700: Next month, the TWG will hold officer elections for the Chair and Vice-Chair positions. Only TWG members can serve as Chair and Vice-Chair. In addition, all TWG members and alternates included on the roster will be required to submit an updated Form 700. Instructions for filling out the Form 700 will be emailed to TWG members on the roster.

Meeting Schedule: TWG members will be receiving a survey asking whether to maintain or to change the regularly scheduled TWG meeting day and time (currently the second Thursday of the month from 1:15 to 3:15 p.m.). Staff will report on any changes to the meeting schedule next month.

REPORTS

6. REGIONAL SMART GROWTH AND TRANSIT ORIENTED DEVELOPMENT IMPLEMENTATION EFFORTS

A. VISUAL SIMULATIONS (Cities of San Diego, Carlsbad, and Vista)

With funding from the Strategic Growth Council, SANDAG recently completed visual simulations for Smart Growth Opportunity Areas on the Smart Growth Concept Map in three locations: (1) the Grantville Trolley Station in the City of San Diego; (2) the Carlsbad Village COASTER Station in Downtown Carlsbad; and (3) the South Santa Fe corridor in the City of Vista. The simulations will be shown at the meeting, and are available on the website at sandag.org/smartgrowth. TWG representatives from each of these jurisdictions will describe recent plan updates that provide the foundation for the simulations.

B. REGIONAL TRANSIT ORIENTED DEVELOPMENT READINESS TOOL
   (Susan Baldwin)

Last year, the SANDAG Board of Directors approved the Regional Transit Oriented Development (TOD) Strategy. A key action was the development of a TOD Readiness Tool. Preliminary work has been completed on the initial phase of the tool. Staff will provide an overview of the work completed to date and solicit feedback from TWG members regarding next steps in its development.

7. REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION: PROJECT DEVELOPMENT CHECKLIST (Carolina Ilic)

In December 2014, the SANDAG Board of Directors adopted a Regional Complete Streets Policy (Policy). The Policy defines Complete Streets as it will be used to guide SANDAG in its role as an implementer of regional transportation projects and as the regional planning agency. One of the Policy’s implementation actions includes development of a regional checklist to ensure all projects implemented by SANDAG consider complete streets initiatives and accommodate the needs of all travel modes. Another implementation item is to develop a checklist template that local agencies can use to ensure local projects result in Complete Streets. The TWG is asked to provide comments on how the regional checklist could be adapted to serve as a local template.
8. FY 2015-2016 CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (Carolina Illic)

The Strategic Growth Council recently released the Program Guidelines for the second round of grant funding available through the Affordable Housing and Sustainable Communities program, funded through California cap-and-trade dollars. The Notice of Funding Availability and application will be released later this month, and concept applications will be due in March 2016. Staff will provide information on this statewide grant program and describe SANDAG’s role. SANDAG has created a dedicated web page at sandag.org/AHSC to support successful applications from the San Diego region.

9. HIGHLIGHTING LOCAL PLANNING EFFORTS: SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATE (Lara Gates, City of San Diego)

In November 2015, the San Diego City Council unanimously approved new community plans for the Southeastern San Diego and Encanto neighborhoods. The community plans help implement the City of Villages strategy and the City’s new Climate Action Plan by designating higher density, mixed-use transit village districts, and planning for increased walking, bicycling, and transit use. The plans also identify the need for additional public services and facilities in accordance with City standards, and maintain and enhance the character of established single-family areas. In order to encourage future development and streamline permit processing, properties were rezoned from planned district to citywide zoning, development incentives were formulated, and a Program Environmental Impact Report was certified.

10. MEMBER COMMUNICATIONS (TWG Members)

This item provides an opportunity for TWG members to provide brief updates on the latest planning projects occurring in their jurisdictions.

11. FUTURE MEETING TOPICS (TWG Members)

TWG members are encouraged to suggest possible topics for future meetings.

12. ADJOURNMENT AND NEXT MEETING

The next regularly scheduled TWG meeting will be held on Thursday, February 11, 2016, from 1:15 to 3:15 p.m.

+ next to an agenda item indicates an attachment
AUGUST 13, 2015, MEETING MINUTES File Number 3102000

Please note: Audio file of meeting is available on the SANDAG website, www.sandag.org, on the Regional Planning Technical Working Group (TWG) page.

The meeting of the TWG was called to order by Vice Chair Jeff Murphy (Encinitas) at 1:15 p.m.

1. WELCOME AND INTRODUCTIONS

Self-introduction were made

2. PUBLIC COMMENTS AND COMMUNICATIONS

Kristin Blackson (Michael Baker International) announced that the Association of Environmental Professionals (AEP) will be holding its annual Awards Banquet on October 15, 2015. TWG members were invited to submit award nominations for outstanding projects and plans through the AEP website.

3. MEETING MINUTES (APPROVE)

Action: After a motion by Ed Batchelder (Chula Vista), and second by Karen Brindley (San Marcos), the minutes for the July 9, 2015, TWG meeting were unanimously approved.

Yes: Mr. Batchelder, Ms. Brindley, Lara Gates (San Diego), Chris Jacobs (La Mesa), Vice Chair Murphy, Jim Nakagawa (Imperial Beach), Tony Shute (El Cajon), Andrew Spurgin (County of San Diego), Rich Whipple (Poway); No: None; Abstain: None; Absent: Carlsbad, Coronado, Del Mar, Escondido, Lemon Grove, National City, Oceanside, Santee, Solana, Vista.

REPORTS

4. DRAFT REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY (DISCUSSION)

Susan Baldwin (SANDAG) discussed the various changes that have been made to the Regional Transit Oriented Development (TOD) Strategy based on comments and feedback from stakeholders and working groups. The major change to the draft strategy was the addition of eight Key Early Actions drawn from the strategies and actions recommended in the report. Also, the actions and strategies in the TOD have been reorganized in a way that identifies the actions to be continued and actions to be considered and the parties responsible for implementation, be it SANDAG, local
jurisdictions, transit agencies, or developers. In addition, text was added to the TOD Strategy to emphasize the importance of and connection of TOD to public health, economic development, and social equity. Ms. Baldwin mentioned that SANDAG received letters from Circulate San Diego and the Chula Vista Community Collaborative commenting on the strategies and actions in the TOD. TWG members were asked to provide feedback and comments on the modifications that have been made to the TOD Strategy.

Ms. Gates asked if more emphasis could be placed on the development of parks and TOD.

Coleen Clementson (SANDAG) asked Ms. Gates if she saw parks as something that could be studied as a future action or if this is just a challenge that could be recognized.

TWG members answered that recreational facilities are being talked about in the community and referenced Recommended Strategy 9 in the TOD Strategy.

Ms. Baldwin suggested walking through the Key Early Actions that have been added to the TOD Strategy.

Ms. Baldwin referred TWG members to Early Action No. 1 “Develop a TOD Readiness Tool to evaluate the readiness of TOD sites and districts.”

Ms. Batchelder said that the TOD readiness tool would be very informative in identifying the needs and missing ingredients in various areas throughout the region.

Ms. Clementson said that this would be worth looking into; however, the idea behind the TOD readiness tool would be for local jurisdictions and developers to tailor priorities and not assume a one size fits all approach.

Ms. Clementson asked TWG members if they think a TOD readiness tool would be helpful.

Ms. Gates said that the City of San Diego is ahead of the TOD readiness tool.

Mr. Shute said that the TOD Strategy could target development where land values are the highest and may unfairly judge less affluent areas.

Ms. Clementson answered that the metrics for the TOD readiness tool have not been decided, and asked Mr. Shute if tailoring the priorities to target particular areas would make more sense.

Mr. Shute said that smaller cities like La Mesa or El Cajon do not have the high land values that developers might be attracted to.

Ms. Baldwin said that the tool will help identify the areas where there are gaps in TOD and target the funding and resources towards regions that need help in developing TOD.

Mr. Shute said that the TOD readiness tool should identify the gaps in market conditions for TOD.

Ms. Clementson asked if San Marcos or Poway had any questions about the TOD Strategy.

Mr. Whipple pointed out that Poway is struggling to get smart growth projects to happen, and said that the TOD Strategy may make the process to obtain grant funds more difficult.
Ms. Brindley said that San Marcos is struggling with plans that may not be achievable from a private developer side. Therefore, the concern for San Marcos, as it is with Poway, is diminished competitiveness when it comes to obtaining grant funds.

Mr. Nakagawa said that Imperial Beach is also struggling to remain competitive when applying for grant funds.

Mr. Jacobs suggested fleshing out or emphasizing the role of the private sector in the TOD Strategy.

Kathy Keehan (Air Pollution Control District) asked if the TOD readiness tool would be significantly different than the Smart Growth Concept Map.

Ms. Clementson said that the TOD readiness tool would analyze areas around the county based on a number of factors.

Ms. Keehan asked if there was enough value in creating this tool.

Ms. Gates said that density bonus programs have become the norm across the region, and that perhaps these could be incorporated into the TOD readiness tool.

Mr. Spurgin said that the County of San Diego looks at tools like the TOD Strategy to craft general plan amendments and re-zonings. The County of San Diego is looking for a more supportive document from SANDAG that can enable smaller communities to have the right land use and transportation demand management measures in place for future TOD.

Ms. Clementson referred TWG members to Early Action No. 5 “Evaluate development and infrastructure projects for consistency with Designing for Smart Growth, Creating Great Places in the San Diego Region using the Smart Growth Scorecard.”

Ms. Clementson mentioned that jurisdictions can also use the Smart Growth Guidelines and Smart Growth Scorecard to evaluate projects.

Mr. Spurgin said that the County of San Diego is would like to have a toolbox that can be used to help get projects and plans ready for future TOD development.

Vice Chair Murphy echoed Mr. Whipple’s comments, and said that a lot of the smaller jurisdictions lack the infrastructure needed for TOD.

Ms. Clementson referred TWG members to Early Action No. 3. “Consider focusing capital improvement program funds and other funds (local, state, and federal; grants/loans; TransNet Local Street and Road funds) in transit oriented districts.”

Ms. Clementson said that this action suggests that jurisdictions consider focusing their local capital funds in TOD areas.

Ms. Clementson suggested that the Early Actions include a statement recognizing the uniqueness of the jurisdictions in San Diego County.

Mr. Batchelder agreed with Ms. Clementon’s suggestion.
Colin Parent (Circulate San Diego) thanked SANDAG staff for addressing the issues Circulate San Diego pointed out in its letter.

Mr. Parent mentioned that he was pleased with the idea put forth by the Chula Vista Community Collaborative about incorporating inclusionary zoning into the TOD Strategy.

Mr. Parent pointed out that Circulate San Diego suggested incorporating a set of criteria in the TOD readiness tool that clearly delineates what it means to be ready for affordable housing.

Ms. Baldwin referred TWG members to Early Action No. 2 “Identify and pursue grant funding for one or more transit corridors to coordinate land uses, infrastructure financing, and environmental review through individual or dis-contiguous specific plans.”

Mr. Batchelder suggested choosing one of the major transit corridors as a pilot TOD, and identifying what works and what doesn’t.

Mr. Batchelder said that pilot projects are about success in a five or ten year period, and a corridor that is higher on the readiness scale would be ideal.

Ms. Clementson mentioned that the TOD Strategy recognizes that some areas are more employment focused, while others are more focused on residential or commercial.

Ms. Clementson pointed out that Early Action No. 3 is designed for jurisdictions and transit agencies to have flexibility in determining implementation and that Early Action No. 4 is about supporting jurisdictions as they apply for grant funds.

Dahvia Lynch (North County Transit District [NCTD]) said that NCTD owns land around some transit stations; however, it is not NCTD’s core function to carry out land use planning at this time.

Mr. Parent suggested having funding available for transit agencies to analyze how to make land available around transit corridors.

Ms. Lynch said that transit is a public mission in and of itself, and having funds available to determine how to use land around transit stations would be very helpful.

Mr. Batchelder said that it is up to jurisdictions to determine what TOD characteristics work for particular areas.

Ms. Gates referenced COMM 22 as an example of a stellar mixed use, affordable housing project adjacent to a trolley station.

Ms. Baldwin said that cap-and-trade funds are geared towards affordable housing projects that are linked to a transportation infrastructure project.

Ms. Clementson mentioned that SANDAG would like to be a resource to jurisdictions when applying for state funds and will work with cities to assist in obtaining funds for affordable housing projects that incorporate a transportation component.
Ms. Baldwin referred TWG members to Key Early Actions Nos. 6, 7, and 8:

- No. 6 “Consider seeking funding to develop an outreach and information program that could include videos, social media, internet tools, traditional public meetings, and other platforms to showcase the benefits of transit oriented districts, highlighting places near transit, testimonials of users of transit, people who live and work in transit oriented districts, and major employers located in transit oriented districts.”

- No. 7 “Monitor the pooled investment fund for TOD affordable housing being developed by Civic San Diego and the San Diego Housing Commission to determine the potential for creation of a similar fund(s) for use by other jurisdictions.”

- No. 8 “Undertake a review of the TransNet Smart Growth Incentive Program and Active Transportation Grant Program evaluation criteria to ensure program alignment with TOD readiness criteria and an analysis of the completed grant projects to determine the degree to which they meet grant program objectives and align with TOD readiness criteria.”

Ms. Baldwin mentioned that the Smart Growth Incentive Program and Active Transportation Program Criteria are aligned with the TOD Strategy’s readiness criteria, and that Early Action No. 8 recommends reviewing the projects funded to date and analyzing to what extent they are meeting the objectives laid out in the TOD guidelines.

Vice Chair Murphy asked what the next steps were for the TOD Strategy.

Ms. Baldwin said that additional revisions would be incorporated into the TOD Strategy based on the comments provided during this meeting and that the TOD Strategy will be presented to the Regional Planning Committee and Transportation Committee for their recommendations on September 4, 2015, regarding acceptance of the strategy for inclusion as an appendix to San Diego Forward: The Regional Plan.

5. UPCOMING MEETINGS

The next meeting of the TWG is scheduled for September 10, 2015, from 1:15 to 3:15 p.m.

6. ADJOURNMENT

Vice Chair Murphy adjourned the meeting at 3 p.m.
SEPTEMBER 10, 2015, MEETING MINUTES

1. SITE VISIT NO. 1: ESCONDIDO TRANSIT CENTER – ACTIVE TRANSPORTATION CONNECTIONS

Barbara Redlitz (City of Escondido) and Jay Petrek (City of Escondido) led Regional Planning Technical Working Group (TWG) members on a walking tour of the Escondido Transit Center to highlight the planned active transportation connections. The project aims to fill necessary gaps in the active transportation network adjacent to the Escondido Transit Center by creating a bridge for pedestrians over the Spruce Street Creek and providing bike lanes between Tulip and Quince Street. These improvements will help pedestrians and bike users feel safe in their route to the transit center as well as to grocery, commercial, residential, and office centers nearby. The City of Escondido was awarded $1,270,000 in funds for Cycle 3 of the Smart Growth Incentive Program to complete this project.

2. SITE VISIT NO. 2: SAN MARCOS PALOMAR COLLEGE STATION

This visit was cancelled due to high temperatures and a shortage of time. Instead, more time was spent in the City of Vista for Site Visit No. 3.

3. SITE VISIT NO. 3: VISTA PASEO SANTA FE PHASE II

John Conley (City of Vista) led TWG members on a walking tour of the City of Vista’s Town Center to highlight the upcoming improvements to the infrastructure and streetscape. He emphasized the project’s aim to slow traffic and improve multimodal mobility within the Town Center through the introduction of a road diet. This complete and livable streets revitalization project also will include decorative elements, roundabouts, enhanced sidewalks, and new curbs. John also informed members of an upcoming park within walking distance of the Vista SPRINTER station. Transit users will be able to enjoy the benefits of Vista Village and head over to the park. The park will include decorative elements such as benches and decorative lighting to ensure a safe environment.

4. UPCOMING MEETINGS

The next TWG meeting is scheduled for Thursday, October 8, 2015, from 1:15 to 3:15 p.m.
San Diego Association of Governments
REGIONAL PLANNING TECHNICAL WORKING GROUP

January 14, 2016

AGENDA ITEM NO.: 3C

Action Requested: APPROVE

OCTOBER 8, 2015, MEETING MINUTES

Please note: Audio file of meeting is available on the San Diego Association of Governments (SANDAG) website, sandag.org, on the Regional Planning Technical Working Group (TWG) page.

The meeting of the TWG was called to order at 1:21 p.m. by Bill Chopyk (Solana Beach), due to the absence of both the TWG Chair and Vice Chair.

1. WELCOME AND INTRODUCTIONS

Self-introductions were made.

2. PUBLIC COMMENTS AND COMMUNICATIONS

Mr. Chopyk highlighted various conferences in recent weeks including the League of California Cities Conference, American Planning Association (APA) Conference and the Urban Land Institute (ULI) Conference. He emphasized the high turnout and the award winners from the San Diego region including the APA Great Places in California award for Balboa Park (City of San Diego), an award of merit for a Comprehensive Plan for a small jurisdiction (National City), the Smart Foundation (National City), an award of merit for Innovation and Green Community Planning (City of San Diego, Planning Department), Urban Greening Plan (City Heights), a transportation planning award (Caltrans District 11), award of merit for public outreach for developing housing solutions (Encinitas), and an award of excellence for the Barrio Logan Gateway sign (City of San Diego, Planning Department).

Carolina Illic (SANDAG) asked individuals to provide updates to the “Regional Progress Since 2004, Compilation of Local Planning Activity Reported by Local Jurisdictions” document. She passed around the document and asked those present to mark it up; she will work individually with others not present for their updates.

Dahvia Lynch (North County Transit District) informed TWG members that NCTD is undertaking El Nino planning and requested contact information from North County jurisdictions for coordination during possible flooding events.
3. AUGUST 13, 2015, AND SEPTEMBER 10, 2015, MEETING MINUTES (APPROVE)

Action: There was no quorum to approve the August 13, 2015, and the September 10, 2015, meeting minutes. Approval of the August and September meeting minutes has been postponed until the next TWG meeting.

CHAIR’S REPORT

4. SATUS OF TWG VICE CHAIR (INFORMATION)

Ms. Ilic informed members that the former Vice Chair, Jeff Murphy (Encinitas), has accepted a position as the Planning Director for the City of San Diego. Thereby, leaving the TWG Vice Chair position vacant. This position will be addressed at an upcoming TWG meeting.

5. SAN DIEGO FORWARD: THE REGIONAL PLAN (INFORMATION)

Ms. Ilic reminded TWG members that the SANDAG Board of Directors would be taking action on San Diego Forward: The Regional Plan the next day, October 9, 2015. She also thanked TWG members for their participation in the development of the Regional Plan. She emphasized the involvement of TWG members in the public participation efforts, as well as efforts throughout the Regional Plan’s development. Ms. Ilic encouraged TWG members to attend, or listen in to, the Board meeting.

John Conley (Vista) asked about the litigation on the last Regional Plan and how SANDAG can adopt a new Regional Plan with such a big lawsuit pending with the previous plan.

Coleen Clementson (SANDAG) responded that the California Supreme Court has accepted the case on the previous plan – the 2050 Regional Transportation Plan and Sustainable Communities Strategy; however, that case will not be heard prior to the SANDAG Board of Directors taking action on the San Diego Forward. Ms. Clementson emphasized that even with the current litigation, SANDAG has always had an RTP in effect because the litigation is focused on the Environmental Impact Report (EIR) for the 2050 RTP/SCS. The court case will proceed, and SANDAG will deal with the outcome once it has been settled. She emphasized that the Board of Directors will vote on the new plan and certify the Environmental Impact Report (EIR) for the new plan, which will be on a parallel path to the litigation regarding the previous plan.

Charles “Muggs” Stoll (SANDAG) added that the issues brought forward in the litigation on the previous plan have been addressed in the new EIR for the plan. The resolution of the litigation from the previous plan could take months, or possibly years, depending on the Supreme Court’s schedule, so SANDAG cannot speculate what the Supreme Court will require as a remedy. SANDAG would argue that all previous issues have been addressed in the new EIR. Mr. Stoll reminded TWG members that the current air quality conformity expires on December 2, 2015, so the new Regional Plan needs to be approved in October 2015. This way, the federal government has a month or two to review and approve it.

Mr. Conley asked for confirmation that the adoption of the new Regional Plan would dissolve the litigation issues from the previous plan’s EIR.

Mr. Stoll and Ms. Clementson stated that the Supreme Court’s decision is uncertain.
Mr. Chopyk asked where to find the Mitigation Monitoring and Reporting Program (MMRP) online before the Board meeting tomorrow (October 8, 2015). Staff responded that this was on the SANDAG Web site, Attachment 1C, beginning on page 160, of the Board of Directors report.

Mr. Murphey asked if anyone had any additional comments.

Susan Baldwin (SANDAG) announced that the Board of Directors accepted the Regional Transit Oriented Development (TOD) Implementation Strategy at its September 25, 2015, meeting. Ms. Baldwin mentioned that there were eight early actions included in the TOD strategy which will be brought back to the TWG sometime in the near future.

6. MEMBER COMMUNICATIONS (INFORMATION)

Kathy Keehan (Air Pollution Control District) stated that she is available to go to community planning groups to speak about the implications of traffic calming measures from an air quality and community building point of view. She reminded TWG members that Andy Hamilton (Air Pollution Control District) had previously done this and that she will be taking over this role.

7. CAL FIRE LAND USE PLANNING PROGRAM (INFORMATION)

Brian Barkley (Cal Fire) informed the TWG that the state of California has decided to take a more proactive stance on long-range planning in terms of fire hazard planning. The top 10 most devastating fires in state history have happened within the last 20 years. Mr. Barkley discussed the various goals and objectives of Cal Fire. He also discussed the 2010 Strategic Fire Plan for California. There are five goals to meet the requirements for this strategic plan, four of which are related to land use. Each county or jurisdiction containing a State Responsibility Area or Very High Fire Hazard Severity Zone must submit their Safety Element to the Board of Forestry for review and comment. Mr. Barkley stated that the Safety Element is tied to the Housing Element; therefore, a Housing Element amendment or update will automatically trigger review of the Safety Element by the Board of Forestry. The Safety Element includes seismic and geologic issues, flood hazards, fire hazards, urban fires, hazardous materials, disaster preparedness and response and recovery. Mr. Barkley emphasized that the goal is to prevent the costs of wildfires: impacts on wildlife and habitat, cultural resources, infrastructure, businesses, individuals’ economic impact, and state and local air quality. These impacts affect the social, political, and economic environment.

Mr. Chopyk restated Mr. Barkley’s point that general plans have to be internally consistent. He added that general plans usually contain a conservation element or an open space element that often have policies related to protecting environmentally sensitive habitat areas including goals and policies related to multiple species conservation plans (MSCP). Mr. Chopyk asked how we can balance fire regulations with the protection of sensitive habitat areas while remaining internally consistent.

Mr. Barkley stated that Cal Fire would be working together with land use planners, but would need to look for guidance. In this case, the governor’s Office of Planning and Research has released a manual on fire hazard planning. This manual also addresses Senate Bill 18 as well as working with the tribal nations to protect their cultural habitat.
Ed Batchelder (Chula Vista) stated that the issue in Chula Vista was protecting hardline MSCP preserve areas, and the solution was to come inward on the development footprint.

Mr. Barkley stated that these policies emphasize firefighter and life safety. He stated that there are some groups attempting to shrink the defensible space zone. However, it is important to understand that a fire truck is 20 feet long, and that needs to be taken into consideration during these planning efforts. When firefighters are limited in available space, they must decide whether to defend the structure or render it too dangerous to the life of firefighters and move on to the next fire.

Mr. Conley asked about the implications for jurisdictions that adopt their general plan prior to receiving Cal Fire approval of the public safety element.

Mr. Barkley responded that the Board of Forestry would still make comments, which would need to be addressed the next time the safety element is updated.

Mr. Conley asked if there would be penalties that a city would face if they do not get approval first.

Mr. Barkley responded that there is not.

Mr. Conley stated that sometimes these state mandates take a while to process and do not always get approved.

Jason Neuman (Cal Fire) responded that it is not a mandate, but a recommendation from the Board of Forestry. Cal Fire is working closely with planning departments to assist them in the process.

Mr. Barkley added that approval of the safety element is tied to hazard mitigation funds. Therefore, jurisdictions that did not plan for it might not receive hazard mitigation funds.

Mr. Conley asked if Cal Fire is taking global climate change into consideration while planning for wildfires and future firefighting efforts.

Mr. Barkley said that Cal Fire is very aware of global climate change. In the last 20 years, there has not been one new fire. Every fire burns the same footprint over and over again. Though it may seem sympathetic to allow those who have lost their homes to rebuild, it is not a smart decision. This would be setting them up for failure as the homes would be destroyed by a fire in a few years, according to the cycle. He stressed that some of the same homes have been burned down and rebuilt 3 to 4 times. Cal Fire is trying to prevent that.

Mr. Chopyk expressed that there is a requirement to have housing elements certified and approved by the Community Development Department in the state. Mr. Chopyk said he can foresee that sometime in the future this may extend to safety elements as well.

8. REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY (DISCUSSION)

Miriam Kirshner (SANDAG) provided an update on the Regional Mobility Hub Implementation Strategy, which is a way to implement the Regional Plan. The goal will be to develop prototype mobility hub designs that correlate with areas identified in the Smart Growth Concept Map. In addition, the project will identify criteria for developing a small number of mobility hubs for early
implementation as pilot mobility hubs. Ms. Kirshner explained that a mobility hub is a place located in a smart growth opportunity area served by high frequency transit. A mobility hub would build on these factors with additional forms of transportation such as biking, shuttles, walking, ridesharing, carsharing, and others. In addition, a mobility hub would, ideally, encompass an integrated fare system to pay for many different forms of transportation. This would be available as an interactive web-tool that users can access with their smartphones if they are not near a computer. The overall goals of creating a mobility hub are to reduce vehicle miles traveled, improve air quality, and provide benefits to the existing street network.

Mike Strong (Encinitas) asked how the three initial mobility hubs would be identified.

Ms. Kirshner responded that the smart growth opportunity areas would be identified on a map but people’s choices would not be restricted to those areas.

Mr. Chopyk asked about the distinction between existing and potential smart growth opportunity areas. He asked if mobility hubs would be eligible for both categories.

Ms. Kirshner responded that they could be eligible for both. However, preference would most likely be given to the existing smart growth areas.

Mr. Batchelder asked if there would be screening for existing conditions such as existing trolley lines, number of local bus route intersections, etc., to help narrow down the search for the three preliminary mobility hubs.

Ms. Kirshner said that staff is currently working through these issues. For example, staff is looking at the density of the transit and pedestrian networks that surround the site as well as geographic dispersal, equity, etc. Ms. Kirshner stated that the criteria have not been finalized yet. Ms. Kirshner stated that she is open to any feedback TWG members can offer.

Ms. Ilic asked Ms. Kirshner if there was any feedback from the Cities/County Transportation Advisory Committee or the Community-Based Organizations that she would like to relay.

Ms. Kirshner explained that there was some discussion regarding the level of openness for site selection. She also relayed there was discussion on providing the public with criteria that would help them select the sites, rather than selecting the sites directly themselves.


Ms. Clementson explained that the state is entering into the second round of cap-and-trade Affordable Housing and Sustainable Communities (AHSC) program. There were two successful projects in the San Diego region from the first round of funding: (1) the South Bay Bus Rapid Transit; and (2) the Westside Infill TOD Affordable Housing Project in National City. Ms. Clementson explained that the San Diego region received 13 percent of the funds available while being only 8 percent of the state’s population. Ms. Clementson reminded TWG members that the new guidelines for the next round of funding are now available online and there are a few minor changes from the last round. This round of the program is anticipated to include $400 million available, a significantly larger amount than the previous round. SANDAG wants to help facilitate, in any way possible, to secure more funding for the region. SANDAG will host a workshop to help facilitate the process.
Comments on the draft guidelines are due on October 30, 2015. Ms. Clementson asked Robyn Wapner (SANDAG) if there are any preliminary comments that would be helpful for TWG members to be aware of.

Link to the Draft Guidelines for this program:
www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf

Ms. Wapner added that SANDAG is looking into the scoring methodology from the first cycle, comparing the funding results of the active transportation projects to the transit projects.

Ms. Clementson explained that this program is aimed at reducing greenhouse gas emissions. Therefore, a bikeway would have a hard time competing with projects like the South Bay Bus Rapid Transit, which affects a much greater number of individuals and would reduce greenhouse gas emissions much more effectively. The Strategic Growth Council is appointed by the Governor and consists of the heads of state agencies, along with a citizen member. The current citizen member, Gail Goldberg, will be in San Diego on October 27, 2015, at noon, at Civic San Diego for an Urban Land Institute event to talk about this program.

Ms. Wapner indicated that the Strategic Growth Council (SGC) will meet October 15, 2015, and the role of the Metropolitan Planning Organization in this process is one of the items on the agenda. The SGC received $500,000 this year for a pilot program for technical assistance in disadvantaged communities. Ms. Wapner urged TWG members that have a disadvantaged community in their jurisdiction to take advantage of this.

Ms. Lynch asked about the readiness criteria, whether the state would consider providing funds earlier in the development of a project that was not quite “ready” to go.

Ms. Wapner responded that she assumes the program would not be willing to provide the funds earlier because they would need to show progress. In this case, progress could be more easily seen in those projects that are “ready.” Ms. Wapner suggested this could be something that could be raised at the workshop.

Mr. Chopyk said that if a project area is not in a disadvantaged area, the likelihood of getting funded is very low. There are not very many disadvantaged areas in San Diego County.

Ms. Clementson added that SANDAG had pushed for a change in the definition of “disadvantaged community” in the last round. Ms. Wapner added that SANDAG is still working to change the definition.

Ms. Clementson asked TWG members if they know of projects that already have environmental clearance. She emphasized that this program is one of the few sources left for affordable housing to help reduce greenhouse gas emissions.

Mr. Batchelder agreed that San Diego is limited in terms of disadvantaged communities as defined by the state. Some projects are not located in disadvantaged communities, but they are very much needed. They may be along future transit lines or existing transit lines. These projects can help to
reduce greenhouse gas emissions as well, even though they are not in the disadvantaged communities.

Mr. Chopyk added that if this cap-and-trade funding was intended to replace affordable housing funds from Redevelopment, it is not working.

Laura Nunn (San Diego Housing Federation) acknowledged the concern other areas have had with disadvantaged areas. Ms. Nunn suggested that perhaps 50 percent of the funding that goes to disadvantaged communities could be broken down on a regional level.

Mr. Batchelder suggested that the state change the monetary allocation altogether or switch the screening criteria to a points based consideration. That way, disadvantaged communities are still considered, but are merely a single factor in the allocation.

Ms. Keehan added that the legislation that created this cap-and-trade program requires that those particular disadvantaged communities, that the state has defined, receive those percentages of the total cap-and-trade funds. So it may be difficult to get flexibility on that.

Ms. Clementson asked if any TWG members know of a project that may be eligible.

Jay Petrek (Escondido) relayed that Escondido has some shovel-ready projects that would fit the criteria.

Nancy Bragado (San Diego) expressed that San Diego has an internal team looking into projects that may be eligible.

10. DATA SURFER: NEW SANDAG WEB TOOL FOR REGIONAL DEMOGRAPHICS DATA (INFORMATION)

Kirby Brady (SANDAG) showed TWG members the “data surfer” tool that SANDAG has created to help consolidate data from several applications into one convenient tool. There are three types of data available through this tool: (1) census data; (2) estimates data; and (3) forecasting data. The tool guides the user through a sequence to identify the particular data that is desired. The charts and maps within the tool are interactive. Raw data also is available for those who would like to perform their own analysis. The tool also allows users to transfer data, if needed.

The tool is available at: http://datasurfer.sandag.org/

Ms. Brady told TWG members that all feedback, positive or negative, is welcome.

Mr. Strong told TWG members that his jurisdiction, Encinitas, has been working with school districts for one of their projects and he has used this data before. Mr. Strong indicated that he was very impressed with the amount of data available and the possible uses of the tool.

Mr. Petrek asked if users are able to combine census tracks, if desired.

Ms. Brady responded that the user can combine the tracks him/her self; however, the tool will not aggregate these for the user yet. But that is something SANDAG will look into.
Ms. Lynch asked if there will be any layers available, for example, from the Smart Growth Concept Map.

Ms. Brady responded that this has not been considered yet. Clint Daniels (SANDAG) added that it could possibly be done in the future, but is not currently available.

Mr. Batchelder asked if there was any interest or possibility of other variables being included in the tool, other than the six that are already included.

Ms. Brady responded that SANDAG posts data that SANDAG actually produces. However, SANDAG is in the process of expanding profiles that will capture data from other variables.

Mr. Daniels indicated that there will be more data added every five years.

Ms. Brady emphasized that a main goal in the creation of this tool was to make it easily accessible through a smartphone or tablet. So users can have access to the data even when they are away from their computers.

Devon Muto (ICF International) asked if the tool provides data by watershed.

Ms. Brady responded that it currently does not.

Robert Barry (LAFCO) asked if there was any thought to adding population estimates for special district service area boundaries as a geography of choice.

Mr. Daniels responded that there are 23,000 zones as reference layers. So anything derived from those 23,000 zones could be layered into the tool. As long as there is a Geographic Information System file with boundaries, it should be possible to include.

Ms. Keehan asked if there will be transportation data included in the American Community Survey data, such as mode share.

Mr. Daniels responded that transportation data will be included. The numbers in this data need to coincide with the state data, but not necessarily the census data. So, to be more accurate they will be calculated as a percentage rather than an absolute number.

Ms. Ilic informed TWG members that the Smart Growth Concept Map will be updated to incorporate the updated transportation network after the Board of Directors takes action on San Diego Forward: The Regional Plan.

11. ADJOURNMENT AND NEXT MEETING

The next TWG meeting is scheduled for Thursday, November 12, 2015, from 1:15 to 3:15 p.m.

Mr. Chopyk adjourned the meeting at 3:15 p.m.
NOVEMBER 12, 2015, MEETING MINUTES

Please note: Audio file of the meeting is available on the San Diego Association of Governments (SANDAG) website, sandag.org, on the Regional Planning Technical Working Group (TWG) page.

1. WELCOME AND INTRODUCTIONS

This joint meeting of the Regional Planning Technical Working Group (TWG) and Regional Energy Working Group (EWG) was co-chaired by TWG Chair Brad Raulston (City of National City) and EWG Chair Chris Orlando (City of San Marcos). The meeting was called to order by Chair Raulston, at 1:15 p.m. Chair Raulston informed the group that Rich Whipple (City of Poway) has moved to Buffalo, New York.

2. PUBLIC COMMENTS AND COMMUNICATIONS

There were no public comments or communications.

CHAIR’S REPORT

3. UPDATE TO THE GENERAL PLAN GUIDELINES FOR THE STATE OF CALIFORNIA

Chair Raulston informed the group that the Governor’s Office of Planning and Research has released an update to the General Plan guidelines and shared information regarding upcoming workshops in the San Diego region.

REPORTS

4. SAN DIEGO FORWARD: THE REGIONAL PLAN: ENERGY AND CLIMATE CHANGE COMPONENTS (INFORMATION)

Chair Orlando stated that the SANDAG Board of Directors approved San Diego Forward: The Regional Plan (Regional Plan) last month. Phil Trom (SANDAG) acknowledged both working groups for their participation in the development of the Regional Plan. The projects included in the Regional Plan aim to protect the environment, enhance quality of life, and promote job growth. The Regional Plan and its Environmental Impact Report (EIR) can be found on sdfforward.com.
Allison Wood (SANDAG) highlighted the energy and climate change components of the Regional Plan. The vision is to provide innovative mobility choices and planning, and support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all. Ms. Wood explained the importance of energy and climate change planning in achieving the vision and goals. Members of the TWG and the EWG were involved in various energy and climate change aspects that led up to the adoption of the Regional Plan—the Plug-in Electric Vehicle Readiness Plan, Regional Energy Strategy update, greenhouse gas inventory, and the Climate Change White Paper. Ms. Wood listed various actions included in the plan, both near term and continuing, that focus on energy and climate change. Ms. Wood also informed members of mitigation measures that were included as part of the EIR. She added that some efforts to implement the Regional Plan are already in place and will be expanded; other efforts will implement new programs.

Working Group members and meeting attendees had the following questions and comments:

- Bill Chopyk (City of Solana Beach) asked how SANDAG would assist local agencies with their Climate Action Plans (CAPs). Ms. Wood responded that SANDAG would offer assistance through the proposed extension of its Energy Roadmap Program. This program would include services to conduct regular greenhouse gas emissions inventories and assistance with CAP monitoring. Ms. Wood also mentioned that there is language in the EIR mitigation measures to make grant funding available for CAPs through the Smart Growth Incentive Program.

  Van Collinsworth (Preserve Wild Santee) encouraged all jurisdictions to take action on climate change and produce strong CAPs. Mr. Collinsworth highlighted the massive emissions gap between policies at the global level and where they need to be in order to keep the planet inhabitable.

5. DRAFT ALTERNATIVE FUEL READINESS TOOLKITS (INFORMATION)

Anna Lowe (SANDAG) and Kevin Wood (Center for Sustainable Energy [CSE]) introduced the Draft Alternative Fuel Readiness Toolkits prepared through the San Diego Regional Alternative Fuel Coordinating Council (Refuel San Diego). SANDAG, CSE, and the San Diego Air Pollution Control District partnered on the two-year, $300,000 grant from the California Energy Commission (Energy Commission) to reduce regional barriers to alternative fuel deployment. Refuel San Diego was created to inform the development of the Alternative Fuel Readiness Toolkits and the Alternative Fuel Readiness Plan. The toolkits are currently available while the plan is to be considered for acceptance by the SANDAG Board of Directors in early 2016.

Ms. Lowe shared past alternative fuel planning efforts, such as the Regional Energy Strategy and the Energy Roadmap Program. With the adoption of the Regional Plan, regional alternative fuel plans and actions were identified to help reduce greenhouse gas emissions and to support the state’s Advanced Clean Cars program, which calls for 1.5 million zero-emissions vehicles on the road by 2025. Ms. Lowe added that the transportation sector accounts for more than 40 percent of our region’s greenhouse gas emissions. She provided a table indicating the various jurisdictions, public agencies, and academic institutions that have incorporated alternative fuel strategies within their climate action plans or policies.
Mr. Wood discussed the various alternative fuels addressed by Refuel San Diego and their applications: electricity, hydrogen, natural gas, propane, ethanol and biodiesel. He added that much of the shift towards alternative fuels in the region are being driven by state policies and funding incentives. In the last five years, the San Diego region has been awarded nearly $20 million from the Energy Commission to support alternative fuel planning and infrastructure.

Working Group members and meeting attendees had the following questions and comments:

- Carrie Downey (City of Coronado) asked how members could give input on the Readiness Plan before it would be brought before the public. Ms. Lowe responded that any of the upcoming meetings for Refuel San Diego and the EWG, including the public workshop, would be opportunities to provide input. Ms. Lowe emphasized that the document will not be final until it has been approved by the SANDAG Board of Directors. Ms. Downey inquired that once the consumer toolkit has been accepted, would it be available online. Ms. Lowe answered that the toolkits, as well as information from previous meetings, could be found at sdcleancities.org and sandag.com/refuel.

- Chair Orlando asked about the environmental impact, market penetration, and technology with regard to each alternative fuel. Mr. Wood responded that electricity has been the most mature in the light-duty vehicle market; hydrogen has entered the light-to-medium duty vehicle market, with the first public station in the San Diego region opening in early 2016 in Carmel Valley and more to come in future years; natural gas is a great opportunity for heavy-duty vehicles; propane has been utilized on airport shuttle buses and has proven easier to deploy than natural gas; ethanol has opportunity with many flex-fuel cars on the road, but stations providing ethanol are limited; and biodiesel and renewable diesel are great opportunities for vehicles that run on diesel. Overall, there is a role for each listed alternative fuel and the toolkits would assist in determining that role.

- Sharon Cooney (Metropolitan Transit System [MTS]) mentioned that the California Air Resources Board has pushed for renewable natural gas. Ms. Cooney asked if it is important to separate biogas from petroleum. Mr. Wood replied that renewable natural gas would be very important because of its offerings for reduced greenhouse gas emissions comparable to those of electricity. Renewable natural gas was mentioned in the toolkits, but a bigger emphasis should be placed upon renewable natural gas upfront. Ms. Cooney mentioned that MTS will be 100 percent biogas by 2016.

- Dr. Don Mosier (City of Del Mar) added that in order to meet the state’s 2050 emissions reduction goals, all vehicles will need to run on electricity or hydrogen. Dr. Mosier added that the region must make the difficult decisions now to combat climate change and greenhouse gas emissions.

- Len Hering (Center for Sustainable Energy) said that while the transportation goals for the region are aggressive, the federal government accounts for a big portion of the sector and should be involved in order to truly address greenhouse gas emission reductions.

- A member of the public asked about the criteria used for alternative fuel and its availability within the plan. Mr. Wood responded that SANDAG’s efforts are bounded by state and
national policy. Ms. Lowe added that the main purpose of these toolkits is to inform key stakeholders on all fuel types and describe the considerations and best applications for each.

- Mr. Collinsworth made a comment to encourage electric use by the transportation sector. He stated that we should not be greatly dependent upon natural gas due to its production and greenhouse gas emissions.

6. PLUG-IN SD: ELECTRIC VEHICLE READINESS PROGRAM (INFORMATION)

Ms. Wood informed the group of the new Plug-In Electric Vehicle (PEV) Readiness grant called “Plug-In SD” that was awarded to SANDAG and CSE in July 2015. She shared the purpose of the grant along with its goals. Ms. Wood reiterated that the state goal for zero-emissions vehicles (ZEVs) is for 15 percent of new car sales to be ZEVs by 2025 and have 1.5 million ZEVs on the road by 2025. She mentioned that some goals of the grant coincide with new requirements of Assembly Bill 1236 (Chiu, 2015): to streamline the electric vehicle permitting process, improve the installation process, improve workplace and multi-unit dwelling sites and improve PEV awareness. Ms. Wood emphasized that resources are available for interested stakeholders in order to implement and meet these regulations. Under Plug-In SD, some of these resources include best practices reports, permit correction sheets, standardized language for websites, and technical assistance. Ms. Wood also informed the group that in 2016, SANDAG will be hosting sub-regional workshops for local jurisdiction staff. Ms. Wood added that the Permitting and Inspection Best Practices Report and additional information can be found at sandag.org/pluginsd.

7. BEACON AWARD PROGRAM (INFORMATION)

Michelle Martinez (SANDAG) shared information on the Institute for Local Government’s Beacon Award Program and informed the group on how jurisdictions could become involved. The Beacon Award Program, established in 2013, is administered by the Institute for Local Governments (ILG) and the Statewide Energy Efficiency Collaborative. The program currently recognizes 76 cities and counties throughout the state for their work towards saving energy, reducing greenhouse gas emissions, and promoting sustainability. In 2014, SANDAG was named the Beacon Program Champion for the region and aims to help interested local jurisdictions apply for participation.

Ms. Martinez discussed the process of applying for the program. She shared how SANDAG would assist interested jurisdictions in documenting their sustainable activities and gathering data to submit for awards. Ms. Martinez explained the types of awards Beacon participants can receive for their work in agency energy and natural gas savings, agency and community greenhouse gas reductions, and completed activities in the ILG’s best practice activities. In 2015, SANDAG assisted the City of Solana Beach and the City of National City through the Beacon Award Process. These two jurisdictions received awards for agency energy savings and best practice activities. Ms. Martinez shared information on the five Beacon participants from the San Diego region, and the types of awards they have received since 2013. Ms. Martinez encouraged jurisdictions to contact her for assistance with applications.
Working Group members and meeting attendees had the following questions and comments:

- Chair Raulston expressed gratitude for SANDAG support in the Beacon Award application process, and stressed that participation is not only good for recognizing efforts but also to raise awareness in the community and increase political will.

- Dan King (City of Solana Beach) shared that if jurisdictions were worried about staff resources and getting through the process, Ms. Martinez’s assistance with the application process was beneficial and the awards received reflected well on the community.

- Mo Lahsaie (City of Oceanside) echoed these sentiments. He emphasized the amount of assistance received and recognition given to the city’s sustainable efforts.

8. COMMUNITY CHOICE AGGREGATION (DISCUSSION)

Ms. Lowe and Mr. King provided updates on active Community Choice Aggregations (CCAs) in California and local CCA efforts. A CCA is a program that enables local governments to aggregate electricity demand of their communities in order to supply electricity. CCAs buy or develop power for those in their jurisdiction while the local Investor Owned Utility continues to distribute the power to consumers. Ms. Lowe discussed various reasons jurisdictions would establish a CCA, and spoke of three different models jurisdictions could follow to establish a CCA. Ms. Lowe highlighted the states throughout the country that are enabling CCAs. There are three active CCAs in California: (1) Marin County; (2) Sonoma County; and (3) the City of Lancaster. Within the San Diego region, various jurisdictions are exploring the possibility of a CCA for their residents and businesses. Mr. King informed the group on City of Solana Beach’s experience in working towards developing a CCA. He emphasized that City of Solana Beach would be open to having a regional CCA, or building a coalition with other cities in the region to develop a CCA. Currently, the City of Solana Beach is working with Peter Rumble (California Clean Power [CCP]) to conduct a feasibility study of a CCA.

Mr. Rumble discussed the work CCP has provided to Solana Beach to explore a CCA. He emphasized that customers in a jurisdiction with a CCA would have the opportunity to opt out, if desired. Mr. Rumble commented that there is an environmental and economic urgency behind CCAs because they would assist in greenhouse gas emissions reductions, increasing revenues and job creation. Mr. Rumble explained that there is significant interest in developing CCAs throughout the state; however, progress has been stifled due to various challenges.

Working Group members and meeting attendees had the following questions and comments:

- Ms. Downey asked if the third party model for CCA would be done on a limited-term, contract basis, or if it would be a lifelong commitment. Mr. Rumble responded that a city, or group of cities, could eventually operate a CCA on their own, but emphasized that cities would likely always have some sort of contract.

- Amanda Rigby (City of Vista) inquired if there is automatic enrollment of customers into a CCA. Mr. Rumble answered that within a CCA, all rate payers would be defaulted customers of the CCA. However, customers can opt out of the program, even before service starts. Mr. Rumble clarified that it would be up to the particular CCA whether there would be a fee for consumers desiring to opt out.
• Brendan Reed (San Diego Regional Airport Authority) asked about the timeline for developing a CCA, from the feasibility study to serving customers. Mr. Rumble responded it typically would take six to nine months. He mentioned it is possible to prolong the process in order to continue deliberation, if a community desires.

• Chair Raulston asked if there was any benefit for Joint Powers Authorities (JPAs) if the jurisdictions are contiguous. Mr. Rumble responded that the CCA in Sonoma has been limited to Sonoma County, while the Marin County CCA has expanded outside of Marin County boundaries. Mr. Rumble clarified that there may be an economic benefit to contain the CCA within a certain region so that revenue from a CCA is contained within the community.

• Richard Barrera (San Diego and Imperial Counties Labor Council) expressed interest in working with SANDAG and local jurisdictions in the discussion and development of CCAs.

• Mr. Lahsaie asked if the City of Solana Beach has approached the County of San Diego in order to form a group CCA. Mr. King mentioned that the County is aware of the City’s progress on this; however, Mr. King emphasized that all options are open at this time and the City would be interested in working with local jurisdictions.

• Kristen Crane (City of Del Mar) asked if cities handle their own rate setting process for a CCA. Mr. Rumble responded that it is an annual rate setting process that the governing board would be responsible for.

• Mr. Collinsworth commented in favor of CCAs in order to address greenhouse gas emission reductions and climate issues. He stressed that the region needs good leadership and political will at the local level to combat the climate crisis.

• Mr. King added that some jurisdictions may be wondering if it is better to develop a CCA as a single jurisdiction or as a JPA. He pointed out that a JPA would be beneficial for economies of scale and large population; however, there may be potential issues with deciding rates for a JPA.

• Mr. Rumble added that with a JPA, the revenue earned stays with the JPA, not with the jurisdiction. In addition, there has to be coordination between jurisdictions in a JPA and the rates would have to be consistent amongst them.

• Dave Weil (City of San Diego) added that the City of San Diego’s Sustainability Advisory Board has been looking into a CCA. The City has contracted with CSE to help solicit firms to conduct a feasibility study. Mr. Weil added that the City is taking written public comments on this topic until November 19, 2015. Chair Raulston asked if the City has considered the JPA model and if there are ways for other local jurisdictions within the region to join. Mr. Weil responded that a model has not been identified yet; but are open to either the JPA or the enterprise model.

• Dr. Mosier added that one uncertainty with a CCA is the cost of clean energy and asked how these plans deal with economic uncertainty. Mr. Rumble responded that CCAs can increase the amount of renewable energy available. Ms. Lowe added that some existing CCAs are working towards getting longer contracts to get those rates stable.
• Cameron Durckel (SDG&E) added that SDG&E has similar goals for renewable energy and reiterated that SDG&E is currently at 33 percent renewable, and hopes to be over 40 percent in the next 18 months.

• Chair Raulston asked who initiated the conversation on CCAs for the City of Solana Beach and the City of San Diego. Mr. King mentioned that a resident on the City’s green team initiated the conversation and garnered the support for a CCA. Mr. Weil shared that the conversation for a CCA in the City of San Diego was community driven.

9. ADJOURNMENT AND NEXT MEETINGS (INFORMATION)

The December EWG and TWG meetings are canceled. The next TWG meeting is on Thursday, January 14, 2016, from 1:15 to 3:15 p.m. The next EWG meeting is on Thursday, January 28, 2016, from 11:30 a.m. to 1 p.m. Chair Raulston adjourned the joint meeting at 3:20 p.m.
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<td>Planning Manager Community</td>
<td>(619) 441-1705</td>
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<td><a href="mailto:tshute@cityofelcajon.us">tshute@cityofelcajon.us</a></td>
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<td>Majed Al-Ghafry (Alternate)</td>
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<td>City of Encinitas</td>
<td>Manjeet Ranu (Primary)</td>
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<td>Department 505 S. Vulcan Avenue</td>
<td>(760) 633-2818</td>
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<td><a href="mailto:Mranu@encinitasca.ca.gov">Mranu@encinitasca.ca.gov</a></td>
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<td>Michael Strong (Alternate)</td>
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<td>Department 505 S. Vulcan Avenue</td>
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<td>City of Escondido</td>
<td>Jay Petrek (Primary)</td>
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<td>Development Department 201 N. Broadway</td>
<td>(760) 839-4313</td>
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<td>Escondido, CA 92025-2709</td>
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<td>Bill Martin (Alternate)</td>
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<td>Steven Dush (Primary)</td>
<td>Assistant City Manager/Community Development Director 825 Imperial Beach Boulevard Imperial Beach, CA 91932-2702</td>
<td>(619) 628-1354</td>
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<td>Jim Nakagawa (Alternate)</td>
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<td>City of La Mesa</td>
<td>Carol Dick (Primary)</td>
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<td>City of San Marcos</td>
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<td>Director of Community Development</td>
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<td>Community Development Department</td>
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<td>Deputy District Director</td>
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<td>Caltrans District 11, Planning Division</td>
<td>(619) 688-2511 fax</td>
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<td>Senior Transportation Planner</td>
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<td>Chief Planning Officer</td>
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<td>810 Mission Avenue</td>
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<td>Metropolitan Transit System (MTS)</td>
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<td>P.O. Box 82776</td>
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<td>1220 Pacific Highway</td>
<td>(619) 524-8519 fax</td>
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San Diego Association of Governments

REGIONAL PLANNING TECHNICAL WORKING GROUP

January 14, 2016

AGENDA ITEM NO.: 7

Action Requested: DISCUSSION

REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION:
PROJECT DEVELOPMENT CHECKLIST

File Number 7300500

Introduction

On December 19, 2014, the San Diego Association of Governments (SANDAG) Board of Directors adopted a Regional Complete Streets Policy\(^1\) (Policy) (Attachment 1). The Policy defines Complete Streets as it will be used to guide SANDAG in its role as an implementer of regional transportation projects and as the regional planning agency that programs transportation funds, sets long-range regional transportation policy, and provides technical assistance and support to local agencies. Staff has made initial progress toward implementing several of the actions included in the Policy. A matrix showing the status of implementation efforts is included in Attachment 2.

One of the Policy’s implementation actions includes development of a regional checklist to ensure all projects implemented by SANDAG consider the needs of all travel modes. Another implementation item is to develop a checklist template that local agencies can use to ensure that Complete Streets are considered in local projects. The Regional Planning Technical Working Group (TWG) is asked to provide comments on how the regional checklist could be adapted to serve local jurisdictions that choose to use the template.

Discussion

Staff has developed a “Regional Complete Streets Project Development Checklist” (Attachment 3). This checklist is intended for use by SANDAG staff to coordinate across various departments on addressing complete streets elements when designing regional transportation projects. Developing the checklist involved examining complete streets checklists from around the country. Ultimately, SANDAG relied on the Metropolitan Transportation Commission (MTC) of Oakland as a template since MTC also focused on the project development process. The SANDAG checklist has three sections, including Existing Conditions, Planning Context, and Project Proposal that SANDAG project managers are required to complete at the start of the project initiation process in the scoping document/feasibility study. The checklist requires review and approval from the SANDAG Department Director.

\(^1\) The Regional Complete Streets Policy was one of the five commitments made by the SANDAG Board of Directors from the 2050 Regional Transportation Plan and its Sustainable Communities Strategy.
SANDAG staff also has created a Regional Complete Streets webpage (sandag.org/CompleteStreets), which contains the Policy, the internal checklist, and other resources such as guidance on best practices and innovation in street design.

**Related Initiatives**

SANDAG staff also continues work on related initiatives that support multimodal connections, including the Safe Routes to School (SR2S). A SR2S strategic plan and corresponding implementation plan have been developed, and representation from the SR2S Coalition currently exists on the SANDAG Active Transportation Working Group. In addition, Safe Routes to Transit programs have moved forward with the completion of Safe Routes to Transit typology prototypes for San Diego Forward: The Regional Plan.

**Next Steps**

Now that SANDAG has finalized the Regional Complete Streets Project Development Checklist, the next step is to discuss the checklist with TWG and the Cities/County Transportation Advisory Committee to examine how the regional checklist could be adapted to serve local jurisdictions that choose to use a template. Once completed, the local checklist would be added to the website for use by interested parties.

Work during 2016 will include drafting the local checklist template, developing a protocol for evaluating cost sharing of regional projects with local agency Complete Streets efforts, developing a regional database and mapping tool to facilitate coordinated development of local and regional Complete Streets plans, identifying training opportunities for SANDAG and member agency staff, and developing a process for SANDAG to monitor implementation of this Policy.

**Attachments:**
1. Regional Complete Streets Policy
2. Internal Implementation Process for Regional Complete Streets Policy and Status of Actions
3. Regional Complete Streets Project Development Checklist

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REGIONAL COMPLETE STREETS POLICY

Purpose

The San Diego Association of Governments (SANDAG) guides regional planning via a policy framework based on smart growth and sustainability. Under this framework, much of the region’s future development will occur within the existing urbanized area and in compact, mixed-use neighborhoods that provide a variety of housing and transportation choices, and help create healthier communities. Complete Streets is an important planning concept in this policy framework because it is a process for ensuring the transportation system is safe, useful, and attractive for all users of the transportation network – motorists, pedestrians, bicyclists, transit users, and the movement of freight alike. Complete Streets provides valuable flexibility in street design so that the transportation system is appropriate for the current and planned built environment context.

1. Policy Statement

SANDAG seeks to fulfill the regional goal of a safe, balanced, multimodal transportation system that supports compact and sustainable development by adopting a Complete Streets approach in its project development and implementation processes, and by assisting and encouraging local jurisdictions to follow Complete Streets policies and practices. In this way, everyone will be able to safely travel along and across streets and railways to reach destinations within the region, regardless of age, ability, or mode of travel.

2. Applicability

Applicable principles in this Complete Streets Policy should be incorporated into the development of all SANDAG transportation infrastructure projects\(^1\) across the region at all phases of development, including planning and land use decisions, scoping, design, implementation, and performance monitoring. SANDAG will incorporate Complete Streets principles into the development process for all projects in its Capital Improvement Program as appropriate for the project type.

In addition, SANDAG supports and encourages Complete Streets implementation by other entities throughout the region. Local jurisdictions, as required by the California Complete Streets Act of 2008, will incorporate Complete Streets into their general plans as they revise their circulation elements. SANDAG encourages local agencies to implement Complete Streets principles if a circulation element revision is not planned in the near future. Adopting a Complete Streets approach provides an opportunity to establish more detailed direction on Complete Streets implementation than would be provided in the context of a general plan. SANDAG also encourages and supports Complete Streets methodologies in the design and construction of all projects in the region developed by the California Department of Transportation (Caltrans) as appropriate, consistent with Deputy Directive 64-R1, and in the maintenance and operation of all state highway and public transit facilities.

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\(^{1}\) The policy will apply to all new projects and projects still in the planning phase at the time the policy is adopted.
Section 4(E)(3) of the TransNet Extension Ordinance requires all projects constructed under the Ordinance to routinely accommodate pedestrian and bicyclists. Rule No. 21 of SANDAG Board Policy No. 031 provides guidance for the implementation of that requirement. SANDAG will periodically evaluate the effectiveness of Rule No. 21 to ensure compliance with this provision and to ensure that the rule reflects current best practices in Complete Streets implementation.

3. **Design Practices and Context Sensitivity**

While every street should be planned, designed, built, operated, and maintained for all foreseeable users, there is no singular design standard for Complete Streets and few streets will have separate accommodations for every mode. Projects should be planned and designed to consider current and planned adjacent land uses and local transportation needs, and to incorporate the latest and best practice design guidance. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for all foreseeable users.

In order to provide context sensitive solutions that respond to public input, and the need to serve a variety of users, a flexible, balanced approach to project design that utilizes innovative design solutions may be considered provided that an adequate level of safety for all users is ensured. SANDAG will compile a library of best practice design guidance to facilitate this and make it available on its website.

SANDAG encourages local governments and Caltrans to coordinate Complete Streets implementation with broader livable communities planning and integration of land use with transportation. SANDAG will coordinate educational opportunities for jurisdictional technical staff on current design standards and will encourage and support the use of modern best practices in Complete Streets design.

4. **Regional Network Principles**

A well-connected network provides safe and convenient transitions from one mode of transportation to another, from one jurisdiction to another and from one type of infrastructure to another. A well-connected network also provides more route choices that can disperse traffic across the network, provides alternatives when priority is given to a particular mode along one route, and that provides route alternatives when a link in the network is obstructed. SANDAG will endeavor to provide a continuous, uninterrupted network accessible to all users and modes. A well-connected network considers connectivity throughout the lifespan of a transportation project and takes into account the needs of both current and projected users.

5. **Exceptions**

All transportation projects constructed or reconstructed should be planned, designed, and constructed for all foreseeable users. For some projects, however, an exception to this standard may be warranted. For projects developed by SANDAG, project managers may propose an exception with supporting data to indicate the basis for the request. The request for an exception will be reviewed by the project manager’s department director before inclusion and/or the next update of the project in the Regional Transportation Improvement Program (RTIP).
Exceptions may be appropriate in the following cases:

5.1 Where specific modes of travel are prohibited by law. In such cases, efforts should be made to accommodate travel by prohibited modes elsewhere, as appropriate for each mode, to ensure network connectivity. Where a proposed project for a limited access facility would cross a major barrier (such as a river, railroad, or highway), consideration should be given to the opportunity to include access across the barrier for otherwise limited modes.

5.2 Where the cost of providing facilities for all travelers, especially pedestrians and bicyclists, would be excessively disproportionate to the need or likely use. Federal guidance defines this as exceeding 20 percent of the total project costs; however, this exception also should be context-sensitive. Where demand is high or a barrier is significant, a cost in excess of 20 percent may be warranted, but where demand is low, 20 percent may not. This exception must consider probable use through the life of the project, a minimum of 20 years.

5.3 Where approved or adopted plans or policies (such as local land use, zoning, or mobility planning) or present and anticipated market conditions indicate an absence of need for both current and future conditions of the anticipated project’s life (a minimum of 20 years for roadways and 50 years for bridges).

5.4 Where unmitigable detrimental environmental impacts outweigh the need for full accommodation of all travel modes. In making this determination, the needs of all modes will be considered, with priorities determined based on the project context.

Exceptions that are recommended for approval will be reported to the Transportation Committee through the RTIP process where a member of the public may present opposition to that recommendation during public comment or in writing in advance of the meeting at which the exception recommendation is included. Exceptions should not be common.

All state, regional, and local agency projects included in the SANDAG programming document (known as the Regional Transportation Improvement Program) should be subject to applicable Complete Streets principles. SANDAG encourages each entity submitting projects to the RTIP to implement a process that allows for public participation and comment on whether those projects follow Complete Streets principles.

6. Performance Measures

SANDAG will evaluate the outcomes of this Complete Streets Policy in concert with regional performance measures, such as those developed for the Regional Comprehensive Plan and future long-range transportation plans. The policy will be subject to a biennial review of objective measures presented to the Transportation Committee for the committee to use in evaluating the effectiveness of the policy. These measures and their objectives include:

6.1 An increase in the number of projects that include multimodal connections to destinations by providing bicycle and pedestrian facilities, crossing improvements, traffic calming measures, wayfinding signs or other measures.
6.2 An increase in the miles of new and upgraded bikeways and walkways in the region, and other
improvements that improve access for biking, walking, and transit or improve monitoring of
those modes.

6.3 An increase in member jurisdictions that have adopted this Complete Streets Policy, or their
own separate policies, incorporating Complete Streets principles or that have revised the
circulation element of their general plans in compliance with the California Complete Streets
Act.

6.4 The number of staff members from SANDAG and local jurisdictions and other transportation
agencies participating in training and events that reflect best practices in Complete Streets
planning and design.

6.5 Progress in accomplishing activities identified in the “Implementation” section below.

7. Implementation

In addition to the measures described above in this policy, SANDAG will take the following actions
in collaboration with member agencies and other affected agencies:

7.1 All projects developed by SANDAG are opportunities to improve access and mobility for all
modes. Toward that end, SANDAG will create a project development checklist to ensure all
projects implemented by SANDAG consider local mobility plans and accommodate the needs of
all travel modes and the movement of goods to the extent appropriate. Use of the checklist
will include coordination between departments and consultation with staff for all modes
through participation on the project development team. (Estimated time to complete: nine
months from adoption of the policy.)

7.2 Develop a process for coordinating the development of regional projects with local agency
Complete Streets initiatives and include in that process a protocol for evaluating cost sharing
opportunities. (Estimated time to complete: one year.)

7.3 Develop a project development checklist template that local agencies can use to ensure local
projects result in Complete Streets. (Estimated time to complete: nine months.)

7.4 Collaborate with local jurisdiction, Caltrans, and transit operators to develop a regional
database and mapping tool to facilitate coordinated development of local and regional
Complete Streets plans. (Estimated time to complete: one year.)

7.5 Provide opportunities for SANDAG staff, and staff from member agencies, Caltrans, and transit
operators to participate in trainings, workshops, and other educational events related to
Complete Streets procedures and practices including, but not limited to, transportation safety,
multimodal network planning, context-sensitive design, connecting transportation and land
use decisions, and evaluating projects and the impact of transportation investments. This will
be an ongoing activity to ensure practitioners are well informed about state-of-the-art
practices.
7.6 Develop tools and reference materials as needed, such as guidance on best practices and innovation in street design, parking management strategies, storm water best practices, incorporating bicycle and pedestrian access to transit stops and stations, traffic impact studies, and public engagement tools. SANDAG will make these tools available to other entities on its website.

7.7 Continue work on related initiatives that support multimodal connections, including the Safe Routes to School and Safe Routes to Transit programs.

7.8 Develop a benchmarking process for SANDAG project managers to use as a tool for monitoring implementation of this Policy. (Estimated time to complete: 9 months.)

7.9 Provide a report to the Board of Directors on the implementation of this policy within one year of its adoption.
**INTERNAL IMPLEMENTATION PROCESS FOR REGIONAL COMPLETE STREETS POLICY AND STATUS OF ACTIONS**

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementation Item</th>
<th>Development Lead</th>
<th>Development Support</th>
<th>Working Group Consultation</th>
<th>When</th>
<th>Implementation Lead</th>
<th>Implementation Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1a</td>
<td>Create a project development checklist to ensure all projects implemented by SANDAG consider local mobility plans and accommodate the needs of all travel modes and the movement of goods to the extent appropriate.</td>
<td>Planning</td>
<td>MMPI, TransNet Programming</td>
<td>TWG, CTAC</td>
<td>9 months</td>
<td>TransNet Programming</td>
<td>Completed</td>
</tr>
<tr>
<td>7.1b</td>
<td>Develop a process for coordination between departments and consultation with SANDAG staff for all modes through participation on the project development team.</td>
<td>Planning</td>
<td>MMPI, TransNet, Operations, TDM</td>
<td>TWG, CTAC</td>
<td>9 months</td>
<td>Planning, MMPI</td>
<td>Completed</td>
</tr>
<tr>
<td>7.2</td>
<td>Develop a process for coordinating the development of regional projects with local agency Complete Streets initiatives, including a protocol for evaluating cost sharing.</td>
<td>TransNet</td>
<td>Planning, TransNet, Finance</td>
<td>CTAC, TWG</td>
<td>1 year</td>
<td>TransNet Programming, Finance/Budget Control</td>
<td>Commencing in 2016</td>
</tr>
<tr>
<td>7.3</td>
<td>Develop a project development checklist template that local agencies can use to ensure local projects result in Complete Streets plans.</td>
<td>Planning</td>
<td>CTAC, TWG</td>
<td>CTAC, TWG</td>
<td>9 months</td>
<td>Planning</td>
<td>Commencing in 2016</td>
</tr>
<tr>
<td>7.4</td>
<td>Collaborate with local jurisdictions, Caltrans, and transit operators to develop a regional database and mapping tool to facilitate coordinated development of local and regional Complete Streets plans.</td>
<td>Tech Services</td>
<td>Planning, MMPI, TransNet</td>
<td>CTAC, TWG</td>
<td>1 year</td>
<td>Tech Services</td>
<td>Commencing in 2016</td>
</tr>
<tr>
<td>7.5</td>
<td>Train SANDAG staff and provide training opportunities for staff from member agencies, Caltrans and transit operators through presentations, workshops, and other educational events related to Complete Streets procedures and practices.</td>
<td>Admin/HR</td>
<td>Planning</td>
<td>CTAC, TWG</td>
<td>ongoing</td>
<td>Admin/HR</td>
<td>Underway</td>
</tr>
<tr>
<td>Action</td>
<td>Implementation Item</td>
<td>Development Lead</td>
<td>Development Support</td>
<td>Working Group Consultation</td>
<td>When</td>
<td>Implementation Lead</td>
<td>Implementation Status</td>
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<tr>
<td>7.6</td>
<td>Develop tools and reference materials such as guidance on best practices and innovation in street design, parking management strategies, storm water best practices, incorporating bicycle and pedestrian access to transit stops and stations, traffic impact studies, case studies and public engagement tools. Make tools available through the SANDAG website.</td>
<td>Planning</td>
<td>MMPI, Tech Services, TDM</td>
<td>CTAC, SANTEC, TWG</td>
<td>ongoing</td>
<td>Planning</td>
<td>Completed</td>
</tr>
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<td>7.7</td>
<td>Continue work on related initiatives that support multimodal connections, including the Safe Routes to School and Safe Routes to Transit programs.</td>
<td>Planning</td>
<td>TDM, MMPI</td>
<td>ATWG, TWG</td>
<td>ongoing</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
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<td>7.8</td>
<td>Develop a benchmarking process for SANDAG project managers to use as a tool for monitoring implementation of this Policy.</td>
<td>Planning</td>
<td>MMPI, TransNet</td>
<td>ATWG, CTAC, TWG</td>
<td>9 months</td>
<td>TransNet</td>
<td>Commencing in 2016</td>
</tr>
<tr>
<td>7.9</td>
<td>Report on policy implementation after one year</td>
<td>Planning</td>
<td>ATWG, CTAC, TWG</td>
<td>12 months</td>
<td>Planning</td>
<td></td>
<td>Commencing in 2016</td>
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Regional Complete Streets Project Development Checklist

Introduction

On December 19, 2014, the San Diego Association of Governments (SANDAG) Board of Directors adopted a Regional Complete Streets Policy (Policy). The Policy defines Complete Streets as it will be used to guide SANDAG in its role as an implementer of regional transportation projects and as the regional planning agency that programs transportation funds, sets long-range regional transportation policy, and provides technical assistance and support to local agencies. The Board action directed implementation action items such as this project development checklist and others to ensure all projects implemented by SANDAG consider local complete streets initiatives and accommodate the needs of all travel modes. The Policy document is available at:


Background and Resources

In 2004, the SANDAG Board of Directors established a Smart Growth Strategy for the region’s future growth and development. The strategy is illustrated on the Smart Growth Concept Map (SGCM), which was first adopted by the Board of Directors in 2006. The SGCM shows the location of existing, planned, and potential smart growth areas as well as planned habitat and open space. Projects located in a smart growth area must support walking and biking access, especially as it relates to transit. The Smart Growth in the San Diego Region (sandag.org/uploads/projectid/projectid_296_13993.pdf) brochure provides descriptions of the seven smart growth place types. More details about the SGCM are available at:

sandag.org/resources/smartgrowth/index_gmap.asp

Guidance on applying smart growth principles to transportation projects can be found in Designing for Smart Growth, Creating Great Places in the San Diego Region (sandag.org/index.asp?projectid=344&fuseaction=projects.detail).

Transportation design guidance for Complete Streets is available from a variety of sources including, but not limited to, those listed below:

- **Riding to 2050 (see Chapter 7, Bicycle Design Guidelines)**
  sandag.org/uploads/projectid/projectid_353_10862.pdf

- **Planning and Designing for Pedestrians**
  sandag.org/uploads/publicationid/publicationid_713_3269.pdf

- **Caltrans Highway Design Manual Chapter 1000**

- **NACTO Urban Street Design Guide**
  nacto.org/usdg
Local bicycle and pedestrian plans, safe routes to school plans, and Community Active Transportation strategies should all be consulted where they exist. Contact local jurisdiction planning and engineering departments in the project area to identify local plans.

**Using the Checklist**

There are two occasions for employing the Complete Streets checklists.

1. **The Project Initiation Complete Streets Checklist** is completed and approved at the start of the project initiation process in the scoping document/feasibility study before the project is added to the Regional Transportation Improvement Program (RTIP).

2. **If changing project scope**, the **Project Amendment Complete Streets Checklist** must be completed and approved prior to amending the project in the RTIP. This is necessary because any exceptions to complying with this policy must be reported to the Transportation Committee as part of the RTIP approval process.

If all modes of travel cannot be accommodated in the project consistent with local and regional plans, the checklist requires an explanation of the circumstances that justify that decision. Discuss the issue with your Director to determine if the project should be submitted for review by the SANDAG Active Transportation Working Group. Be sure the project does not preclude design features that could be added in the future if funds become available.

Project Managers preparing the Checklist should consult with planners in the Land Use Coordination section to assist with the planning context and answer any specific questions for clarification.
Project Initiation Complete Streets Checklist

Project Title:  

Project Location:  

Contact Name, Phone, and Email:  

Existing Conditions (To be completed by SANDAG Planning Staff working with Project Manager)

1. What accommodations for people walking or riding bikes exist in the project area? Include accommodations on any existing transportation facility, and any facilities that the project will intersect or cross. See GIS Senior Analyst for any questions.

   SANDAG Regional Bike Map:  gis1.sandag.org/BikeMap2015/index.html

   SANDAG Sidewalk Map:  M:\RES\GIS\Sidewalk\SanDiegoSidewalkNetwork_6_17

   City of San Diego Sidewalk Inventory:  (website available in 2016)

   Google Maps:  www.google.com/maps

2. If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

3. Describe the existing level of pedestrian or bicycle activity along the project corridor based on available data from the Regional Bike Counter Network and/or baseline data collection. See Bike Program Manager for baseline data collection.

   Regional Bike Counter Network webpage:

   sandag.org/index.asp?classid=34&projectid=496&fuseaction=projects.detail

4. What trip generators (existing and planned) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others? See GIS Senior Analyst for any questions.

   Land Use Database Connections:  \dc.pila.LIS.ago.sde\lis.GIS.Land\lis.GIS.ludu2014

5. What existing challenges or barriers could the proposed project address for people walking or bicycling in the vicinity of the proposed project?

6. What is the crash history in the project area? If the crash history of the site is high, what proposed project strategies will address public safety?

   Transportation Injury Mapping System:  tims.berkeley.edu/page.php?page=tools
Planning Context (To be completed by Planning Staff working with Project Manager)

1. Is the project in a Smart Growth Area as defined by the Smart Growth Concept Map? See Land Use Principal Planner for any questions.


2. What local or regional plans will be consulted in the development of the project? (Include bicycle and pedestrian plans, safe routes to school, and safe routes to transit plans, community active transportation strategies, streetscape enhancement plans, community plan mobility elements, and other relevant plans provided by local agencies).

   SANDAG IGR Resource List:
   sandag.org/index.asp?classid=12&projectid=379&fuseaction=projects.detail

3. Where the project can contribute to the implementation of local plans, has a local jurisdiction contribution been identified and included in the project budget?

Proposed Project (To be completed by Project Manager)

1. How will the project development process respond to the mobility plans of local agencies?

2. Briefly describe the existing and future travel demand for all modes and how the proposed project will serve that demand.

3. Will the project sever existing access for any modes? If so, describe the circumstances and how the project will mitigate that loss of access. If the lost access cannot be mitigated, explain why not.

4. What accommodations are proposed for people walking or riding bikes in the project design?

5. Will the proposed project remove an existing bicycle or pedestrian facility or block access? If yes, how will that access be restored?

6. If the proposed project would not provide both bicycle and pedestrian accommodation, or if the proposed project would hinder non-motorized access, describe the circumstances that create this constraint.

7. If cost is assumed to be a factor in limiting access for people walking or riding a bike, explain how costs for the walking and biking improvements were allocated, and describe the key cost elements and their costs in relation to the overall project cost.

8. If existing right-of-way is a constraint, has acquisition of additional right-of-way been considered?

9. How will the project development process ensure access for people walking or riding bikes is maintained during project construction?

10. Have all parties responsible for ongoing maintenance of the facility been identified?
Complete Streets Certification

This project does/does not accommodate all users as requested by Complete Streets policy.

Completed by: ____________________________________________

Name     Title     Date

Reviewed and approved by: ____________________________ Department Director

Name     Title     Date

If this project will not meet the needs of all modes of travel that are not prohibited access by law, report this outcome to the Transportation Committee as part of the RTIP approval process with an explanation of the factors that led to that decision.
Project Amendment Complete Streets Checklist

**Project Title:**

**Project Location:**

**Contact Name, Phone, and Email:**

**Existing Conditions (To be completed by SANDAG Planning Staff working with Project Manager)**

1. If the land use or transportation context for the project changed since project initiation, explain how, and how those changes are affecting the plan, design, and estimated cost. Has observed pedestrian or bicycle activity along in the project area changed since the project was initiated, and if so, by how much? Has the project plan or design been modified to reflect that change? See Bike Program Manager for baseline data collection.

   Regional Bike Counter Network webpage: sandag.org/index.asp?classid=34&projectid=496&fuseaction=projects.detail

2. Has the crash history in the project area changed since the initial assessment? If so, how? Does the current project design respond to any changes in the crash history?

   Transportation Injury Mapping System: tims.berkeley.edu/page.php?page=tools

**Planning Context (To be completed by Planning Staff working with Project Manager)**

1. Have any new local or regional plans been completed, or have any existing plans been updated since the project was initiated? (Include bicycle and pedestrian plans, safe routes to school and safe routes to transit plans, community active transportation strategies, streetscape enhancement plans)

2. How does the current proposed project respond to these new plans?

**Current Project Proposal (To be completed by Project Manager)**

1. Have there been any changes in how the proposed project will accommodate people walking or biking, the movement of private vehicles, transit, or freight? Address access along the project corridor and across it.

2. Has the cost of accommodating any mode changed significantly? (If so, by how much? Dollar amount or percent change.) Will the completed project, as currently proposed, fully accommodate all modes? If not, why not?

3. What is the current estimated cost of including full accommodation for all modes?

4. If the proposed project would not provide both bicycle and pedestrian accommodation, or if the proposed project would hinder non-motorized access, describe the circumstances that cause this.
5. If cost is assumed to be a factor in limiting access for people walking or riding a bike, explain the factors that impact the cost, and how those costs were allocated.

6. If existing right-of-way is a constraint, has acquisition of additional right-of-way been considered? If so, what is the estimated cost of that right-of-way?
Complete Streets Certification

This project does/does not accommodate all users as requested by Complete Streets policy.

Completed by: _____________________________________________

Name                       Title                       Date

Reviewed and approved by: _____________________________________________

Name                       Title                       Date

Department Director

If this project will not meet the needs of all modes of travel that are not prohibited access by law, report this outcome to the Transportation Committee as part of the RTIP approval process with an explanation of the factors that led to that decision.
Smart Growth Visual Simulation

Smart Growth Tool Box

www.sandag.org/rcp
Carlsbad

Place Type: Town Center
Carlsbad Village Coaster Station – Downtown Carlsbad, CA
Carlsbad Village Coaster Station – Downtown Carlsbad, CA
Carlsbad Village Coaster Station – Downtown Carlsbad, CA
Carlsbad Village Coaster Station – Downtown Carlsbad, CA
Carlsbad Village Coaster Station – Downtown Carlsbad, CA
Smart Growth Visual Simulation

Smart Growth Tool Box

www.sandag.org/rcp
Grantville Trolley Station

Place Type: Urban Center
Grantville Trolley Station Area – City of San Diego, CA
Grantville Trolley Station Area – City of San Diego, CA
Grantville Trolley Station Area –
City of San Diego, CA
Grantville Trolley Station Area – City of San Diego, CA
Smart Growth Visual Simulation

Smart Growth Tool Box
Smart Growth Visual Simulation

Smart Growth Tool Box

www.sandag.org/rcp
Downtown Vista

*Place Type: Town Center*
South Santa Fe Corridor – Downtown Vista, CA
South Santa Fe Corridor – Downtown Vista, CA
South Santa Fe Corridor – Downtown Vista, CA
South Santa Fe Corridor – Downtown Vista, CA
Smart Growth Visual Simulations

Smart Growth Tool Box

www.sandag.org/rcp
Background

- 1987 Southeastern San Diego Community Plan
- Plan update resulted in two community plans:
  - Southeastern San Diego
  - Encanto Neighborhoods
- Completed in 31 months
- Utilized $2.38M in regional and state grant funds
  - $1M State Sustainable Communities Planning Grant
    - Community Plan Update
  - Caltrans Environmental Justice Grants
    - National Avenue and Euclid Avenue
  - SANDAG Sustainable Communities Planning Grants
    - Commercial and Imperial Master Plan and Euclid + Market Land Use and Mobility Plan
- Streamlined Development Processing
Southeastern San Diego & Encanto Neighborhoods Community Plan Update

Master Plans

Introduction

Location and Purpose of Plan

This plan recommends actions to address the vision for the City of San Diego as expressed in the Regional Plan. The plan builds on the Regional Plan’s vision for a sustainable, economically vibrant, and livable community. It focuses on the opportunities and challenges presented by the unique characteristics of the Southeastern San Diego Neighborhoods area. The plan recommends strategies and actions to ensure that the area’s development aligns with the City’s vision and goals.

Commercial/Imperial Corridor Master Plan

This plan identifies opportunities for future development in the Commercial/Imperial Corridor area. It includes recommendations for land use, transportation, and community facilities. The plan also considers the area’s relationship to surrounding neighborhoods and the City’s overall development strategy.

National Avenue Master Plan

This plan focuses on the National Avenue corridor, which is a major transportation corridor linking the City’s east and west sides. The plan recommends strategies for improving transportation, enhancing the transportation infrastructure, and creating a safe and accessible environment for all users.

Evolution + Market Land Use and Mobility Plan

This plan provides recommendations for improving land use and transportation in the Evolution + Market area. It includes recommendations for land use, transportation, and community facilities. The plan also considers the area’s relationship to surrounding neighborhoods and the City’s overall development strategy.

Prepared by

DYETT & BHATIA
Urban and Regional Planners

March 2013
Regional Location
Existing Conditions: Encanto Neighborhoods
EXISTING LAND USES
ACCESS TO COMMERCIAL SERVICES
Existing Conditions: Southeastern San Diego
ACCESS TO COMMERCIAL SERVICES
Outreach

- 10,157 bi-lingual notices mailed
- E-mail distribution list of 325+
- Stakeholder Interviews
- Office Hours @ Libraries
- Pop Up Outreach
  - Chalkboard Chat
  - Feedback Tree
  - Walking Survey
Community Plan Update Guiding Principles

- Focuses new growth and development in multi-modal transit-oriented Village District.
- Increases Neighborhood and Community Mixed-Use land uses while retaining established low density and historic neighborhood fabric.
- Retains industrial and larger commercial service uses
- Identifies park acquisition opportunities and equivalencies
- Provides detailed policies for restoring and enhancing Chollas Creek and open space areas
- Creates an economic opportunity environment
Southeastern San Diego & Encanto Neighborhoods Community Plan Update

Southeastern San Diego Areas of Change
Encanto Neighborhoods Areas of Change
Encanto Neighborhoods Land Use Map
Southeastern San Diego & Encanto Neighborhoods Community Plan Update

Southeastern San Diego Land Use Map

FIGURE 2-1: Community Plan Land Use

Southeastern San Diego Community Plan Boundary

Land Use Classifications

- Mixed Use
  - Neighborhood Mixed Use-Low (5-29 du/ac)
  - Neighborhood Mixed Use-Medium (30-44 du/ac)
  - Community Mixed Use-Low (15-29 du/ac)
  - Community Mixed Use-Medium (30-44 du/ac)
  - Community Mixed Use-High (45-74 du/ac)
- Residential
  - Residential-Very Low (0-4 du/ac)
  - Residential-Low (5-9 du/ac)
  - Residential-Low Medium (10-14 du/ac)
  - Residential-Medium (15-29 du/ac)
  - Residential-Medium High (30-44 du/ac)
- Commercial, Employment, and Industrial
  - Community Commercial - Residential Prohibited
  - Regional Commercial - Residential Prohibited
  - Office Commercial
  - Business Park
  - Light Industrial
- Institutional and Public/Semi-Public Facilities
  - Institutional
- Park, Open Space and Recreation
  - Population-Based Park
  - Open Space

Existing Caltrans Right-of-Way, Future Land Uses and Streets are conceptual and may require further planning.

0 1/4 1/2 MILES

11/17/2015
Community Plan Elements

- Land Use
- Mobility
- Urban Design
- Economic Prosperity
- Public Facilities, Services and Safety
- Recreation
- Conservation and Sustainability
- Historic Preservation
- Arts and Culture
- Implementation
Key Issues, Goals, and Incentives

- Village District and Transit Corridor future transit-supportive growth
- Sufficient Retail and Commercial Services
- Increased Employment Opportunities
- Sustainable Development Practices
- Multi-modal Improvements
- Co-location of Uses and Brownfields
- Outdoor Spaces, Recreation and Public Facilities
**Southeastern San Diego & Encanto Neighborhoods Community Plan Update**

**Neighborhood Mixed Use**

Neighborhood Mixed-Use provides housing in a mixed-use setting with convenience shopping, civic uses and services (such as healthy food stores, banks, laundry facilities and "mom and pop" stores) within an approximate three mile radius or less. Residential densities can range between 15 to 29 du/ac townhomes to 30 to 44 du/ac walk-up apartments. These uses are intended to be at the heart of the community where other complementary land uses are synergistically located in close proximity to one another.

*Up to 60’ Max. Height*

**Community Mixed Use**

Community Mixed-Use encourages community-wide retail and mixed-use development that occurs at critical activity centers. Buildings are typically medium-scaled and integrated into a mixed-use development, with residential densities that can range between 15 to 29 du/ac or 30 to 44 du/ac. This type of development accommodates medium-scale retail, housing, office, civic and entertainment uses, grocery stores, drug stores and supporting uses, such as small-scale hotels, assembly spaces and office.

*Up to 60’ Max. Height*

**Community Commercial**

Community Commercial focuses on commercial uses, however, office, public, and community gathering spaces are also allowed. A traditional "Main Street" character is encouraged with active storefronts, outdoor seating and pedestrian-oriented design.

*Up to 60’ Max. Height
1.5 to 4.0 Max. F.A.R.*

**Regional Commercial**

Regional Commercial supports regional retail and commercial development that occurs at critical activity centers in the community but also serves the region, within five to 25-plus miles. Buildings are typically larger-footprint and urban-scaled; up to 4 stories in height. Also medium-scale retail, office, civic and entertainment uses, shopping malls and limited industrial uses are permitted. Residential is not permitted in this area.

*Up to 45’ Max. Height
1.5 Max. F.A.R.*
Active Ground-Floor Uses on Commercial Streets

Active Frontage Required:
Along these streets, new development must be pedestrian-oriented, and all sites where designations require a commercial use (Community Mixed Use, Neighborhood Mixed Use, Community Commercial or Neighborhood Commercial) development should provide retail, restaurants, and other similar active commercial uses at the ground level.

Active Frontage Permitted:
Along these streets, retail, restaurants, offices, live/work spaces, galleries, hotel lobbies, or other business establishments are permitted but not required, at the ground level.
# Additional Standards and Incentives

## Table 2-6: Additional Standards and Incentives in the Village District

<table>
<thead>
<tr>
<th>Category</th>
<th>Community Plan and Municipal Code Regulations</th>
<th>Village District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Density and Intensity</td>
<td>The density is planned as a range with minimum as well as maximum development intensity. Exceptions to the range would require discretionary approval or a zone amendment.</td>
<td>Density may be transferred within the Village District boundaries or to sites within 1/4 mile radius of trolley stops or major mass transit stations.</td>
</tr>
<tr>
<td>Reduction in Required Parking</td>
<td>The first 5,000 square feet of commercial/retail contained in a mixed-use development is not required to provide parking.</td>
<td>Reduced parking ratio equivalent to the Transit Area Overlay Zone parking standards and Affordable Housing parking standards where residential is included.</td>
</tr>
<tr>
<td>Shared Parking</td>
<td>Required visitor parking for new non-residential development shall be available for general use.</td>
<td>Shared parking agreements shall be allowed throughout the Village District.</td>
</tr>
<tr>
<td>Retail/Restaurant Location</td>
<td>Active ground-floor commercial uses are required in mixed-use developments.</td>
<td></td>
</tr>
<tr>
<td>Publicly-Accessible Open Space</td>
<td>Usable open space is required in all projects.</td>
<td>Inclusion of public plaza, paseos, and open space (dedicated or with public access easement; minimum 500 square feet in size) are eligible for FAR bonus. Every 100 SF of improved public space dedicated may earn 200 square feet of additional building area up to total 1 FAR bonus (Up to ½ of the site may be dedicated to open space).</td>
</tr>
<tr>
<td>Parking Structures</td>
<td>Parking shall be provided in conformance with the San Diego Municipal Code.</td>
<td>Structured parking shall not be counted as part of building floor area ratio</td>
</tr>
</tbody>
</table>

The San Diego Municipal Code facilitates higher-density/intensity development through affordable housing density bonuses, transit demand management, tandem parking, shared parking, parking assessment districts, and reduced parking requirements depending on housing type.
# SESD Development Comparison

<table>
<thead>
<tr>
<th></th>
<th>EXISTING</th>
<th>NET NEW</th>
<th>TOTAL (2035)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Development</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Units</td>
<td>5,648</td>
<td>132</td>
<td>5,780</td>
</tr>
<tr>
<td>Multifamily Units</td>
<td>9,380</td>
<td>2,879</td>
<td>12,259</td>
</tr>
<tr>
<td><strong>TOTAL HOUSING UNITS</strong></td>
<td>15,058</td>
<td>3,010</td>
<td>18,068</td>
</tr>
<tr>
<td><strong>Non-Residential</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>1,758,200</td>
<td>708,800</td>
<td>2,467,000</td>
</tr>
<tr>
<td>Office</td>
<td>163,600</td>
<td>113,800</td>
<td>277,400</td>
</tr>
<tr>
<td>Industrial and Utilities</td>
<td>2,068,700</td>
<td>420,400</td>
<td>2,489,100</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>2,332,800</td>
<td>260,600</td>
<td>2,593,400</td>
</tr>
<tr>
<td><strong>TOTAL NON-RESIDENTIAL</strong></td>
<td>6,323,300</td>
<td>1,503,600</td>
<td>7,826,900</td>
</tr>
</tbody>
</table>

**Notes:**
1. Includes detached single-family, multiple-unit single-family, and mobile homes.
2. Includes residential units in mixed-use development.

**Sources:** City of San Diego, 2014; Dyett & Bhatia, 2014; City of San Diego, 2008.
### Table 2-5: Potential Development Under the Encanto Neighborhoods Community Plan

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Development</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Units</td>
<td>9,846</td>
<td>(203)</td>
<td>9,027</td>
</tr>
<tr>
<td>MultiFamily Units</td>
<td>3,333</td>
<td>8,077</td>
<td>12,070</td>
</tr>
<tr>
<td><strong>Total Residential</strong></td>
<td>13,179</td>
<td>7,874</td>
<td>21,097</td>
</tr>
<tr>
<td><strong>Non-Residential</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>413,900</td>
<td>867,600</td>
<td>1,281,500</td>
</tr>
<tr>
<td>Office</td>
<td>150,200</td>
<td>(15,200)</td>
<td>135,000</td>
</tr>
<tr>
<td>Industrial and Utilities</td>
<td>465,400</td>
<td>88,700</td>
<td>554,100</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>2,035,400</td>
<td>(34,400)</td>
<td>2,001,000</td>
</tr>
<tr>
<td><strong>Total Non-Residential</strong></td>
<td>3,064,900</td>
<td>906,700</td>
<td>3,971,600</td>
</tr>
</tbody>
</table>

**Notes:**
1. Includes detached single-family, multiple-unit single-family, and mobile homes.
2. Includes residential units in mixed-use development.

**Sources:** City of San Diego, 2014; Dyett & Bhatia, 2014; City of San Diego, 2008.
Southeastern San Diego & Encanto Neighborhoods Community Plan Update

Villages

- Land use diagram designates proposed general location, distribution and extent of land uses

- 2 Village Districts Designated:
  - Southeastern
  - Euclid+Market and Imperial

- Village Districts part of the City of Villages and Climate Action Plan strategy
Mobility Elements

- Active Transportation
  - Walkable Communities
  - Bicycling
- Public Transit
- Streets and Freeway System
- Intelligent Transportation
- Transportation Demand Management
- Parking
National Avenue Master Plan
National Avenue Master Plan
Urban Design Elements

- Urban Design Framework
- Development Design
- Streetscape and Public Realm
- Urban Forestry
Development Design

- Site Design
- Scale and Massing
- Transitions and Setbacks
- Active Ground-Floor Uses on Commercial Streets
- Residential Buildings
- Industrial Development
- Green Building Practices
- Quality Materials
- Designing for Defensible Space
Streetscape and Public Realm

- Plaza Design
- Streetscape Furnishings
- Alleyways
- Lighting and Signage
- Screening and Service Areas
- Parking
Planned District Ordinance

Southeastern San Diego PDO – Repeal

- PDO required that any development over 4 units process a site development permit
- PDO did not allow mixed-use development along the major transit corridors

Mount Hope PDO - Repeal

City-wide zoning will assist in streamlining development projects
Community Plan Implementation Overlay Zone

- CPIOZ, Type-A is for transportation and acoustic impacts and is based on density/intensity of the project
  - May require a greenhouse gas emissions analysis and/or an acoustical study.
  - CPIOZ does not apply to interior modifications, repair, exterior repairs, or maintenance that does not expand the floor area of the existing building.