MEETING NOTICE
AND AGENDA

REGIONAL PLANNING TECHNICAL WORKING GROUP
IN CONJUNCTION WITH UC SAN DIEGO URBAN EXPO

The Regional Planning Technical Working Group may take action on any item appearing on this agenda.

Please Note the Change in Meeting Time and Location

Thursday, March 15, 2018
3 to 4:15 p.m. - with invitation to stay afterwards for UC San Diego Urban Expo and Special Presentation on Mid-Coast Trolley Corridor

UC San Diego*
Price Center, Marshall Room (2nd floor)
9500 Gilman Drive
La Jolla, CA 92093

*Please note: UC San Diego is accessible by multiple transit routes. In addition, the map on page 3 shows three UC San Diego parking lots (in orange) in relation to the Price Center. Lot P705 on the outskirts of campus (by Genesee and Campus Point, with access via Voigt Drive) is recommended since parking is impacted on Thursdays. Parking is $2 per hour or $20 all day. Place receipt on dashboard. The parking machines accept credit cards. It takes approximately 15 minutes to walk or take the shuttle from the recommended parking lots to the Price Center. UC San Diego now has valet parking in Lot P416 which is near the ballrooms for the same cost as a day permit. More information is available here: transportation.ucsd.edu/parking/valet.html. The meeting will start promptly at 3 p.m. Please incorporate the walk/shuttle into your travel time.

Staff Contact: Carolina Ilic
(619) 699-1989
carolina.ilic@sandag.org

AGENDA HIGHLIGHTS

• REGIONAL BIKESHARE COORDINATION

• OFFICE OF THE STATE FIRE MARSHAL LAND USE PLANNING PROGRAM

• UC SAN DIEGO URBAN STUDIES AND PLANNING PROGRAM STUDENT URBAN EXPO

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Request to Comment form and then present the form to the Working Group coordinator. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Working Group meeting should be received by the Working Group coordinator no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each meeting.

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

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

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

如有需要，我们可以把SANDAG议程材料翻译成其他语言。
请在会议前至少72小时打电话(619)699-1900提出请求。
FROM THE NORTH
Exit Interstate 5 at LA JOLLA VILLAGE DRIVE and turn right into the right hand lane. Turn right at Villa La Jolla Drive to enter the UCSD campus. Proceed straight until you reach the Gilman Parking Structure, at the corner of Villa La Jolla Drive and Gilman Drive.

FROM THE SOUTH
Exit Interstate 5 at GILMAN DRIVE. Turn left and proceed for about 1.5 miles until you go under the overpass which brings you to the UCSD entrance. Proceed to Gilman Parking Structure, on the left, at the corner of Gilman Drive and La Jolla Drive.
<table>
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<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
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<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
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<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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Members of the public shall 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 Comment 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 TWG 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
The TWG is asked to review and approve the minutes from its February 8, 2018, meeting.

+4. REGIONAL BIKESHARE COORDINATION (Marisa Mangan) | DISCUSSION |
SANDAG staff and representatives from the cities of Encinitas and Chula Vista will discuss plans and opportunities for regional coordination around bikeshare planning, implementation, and monitoring.

5. INTER-REGIONAL PARK AND RIDE STRATEGY PROJECT (Coleen Clementson) | INFORMATION |
SANDAG has partnered with the Riverside County Transportation Commission in an effort to pro-actively plan for future Park and Ride demand. This study will identify best practices throughout the country to effectively manage Park and Ride facilities and develop potential solutions for the regions of San Diego and western Riverside. Staff will provide a review of regional goals and objectives and gather feedback to develop strategies.

+6. OFFICE OF THE STATE FIRE MARSHAL LAND USE PLANNING PROGRAM (Brian Barkley, CAL FIRE) | INFORMATION |
The State Fire Marshal’s Office developed a “Land Use Planning Program” to assist local land use planners with the implementation of Senate Bill 1241 (Kehoe, 2012). Brian Barkley of CAL FIRE will provide an overview about how CAL FIRE and local jurisdictions can work together to prepare local Safety Elements for review and approval by the Board of Forestry. Information related to Senate Bill 379 (SB 379) (Jackson, 2015) will be provided. SB 379 states that during the next revision of a jurisdiction’s local hazard mitigation plan (or, if a local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022), the safety element is required to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to the jurisdiction.
UC SAN DIEGO URBAN STUDIES AND PROGRAM PLANNING STUDENT URBAN EXPO (Keith Pezzoli, Ph.D., Director, Urban Studies and Planning Program; Department of Communication)

UC San Diego Urban Studies and Planning (USP) Program invites TWG members to participate in the University's 28th Annual Urban Expo. The Urban Expo event will showcase a wide range of research projects and posters completed by the USP Program's undergraduate seniors.

As part of the TWG meeting, Dr. Keith Pezzoli will provide a brief overview of the planning curriculum at UC San Diego and describe the Urban Expo event.

The TWG meeting will adjourn at 4:15 p.m. Upon adjournment, Dr. Pezzoli will lead TWG members to the Price Center Ballroom for the following optional Urban Expo events:

- 4:20 to 4:45 p.m. - Presentations by students, faculty, and SANDAG staff on the Mid Coast Trolley Corridor and related connections to the UC San Diego campus
- 4:45 to 5:30 p.m. - TWG members interact with students and faculty at posters and exhibits; Reception with food and drinks
- 5:30 to 6:30 p.m. - Formal program featuring keynote speaker and awards

8. ADJOURNMENT AND NEXT MEETING

The TWG is proposed to meet either Monday, March 26, 2018, from 1 to 3 p.m. or Wednesday, March 28, 2018, from 9:30 to 11:30 a.m. at SANDAG. This will be a special workshop focused on the Series 14 Regional Growth Forecast and the Regional Housing Needs Assessment.

The next regularly scheduled TWG meeting is on April 12, 2018, at 1:15 p.m.

+ next to an item indicates an attachment
FEBRUARY 8, 2018, MEETING MINUTES

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

The meeting of the TWG was called to order by Chair Karen Brindley, City of San Marcos, at 12:35 p.m.

1. **WELCOME AND INTRODUCTIONS (INFORMATION)**

   Self-introductions were made.

2. **MEET AND GREET WITH MEGAN KIRKEBY FROM THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (INFORMATION)**

   Megan Kirkeby, California Department of Housing and Community Development, introduced herself to the TWG, and discussed work that the California Department of Housing and Community Development (HCD) is undertaking, and listened to local and regional housing issues that TWG members shared.

   TWG members commented on the following items:
   - Contribution of affordable housing to greenhouse gas emission reductions
   - Economic benefits of affordable housing

3. **REGIONAL GROWTH FORECAST: FINAL SERIES 14 CAPACITY BY JURISDICTION (INFORMATION)**

   Rachel Cortes, Associate Researcher and Modeler, presented the housing unit capacity by jurisdiction, which will be used as the basis for the Series 14 Regional Growth Forecast.

   TWG members commented on the following items:
   - Smaller household size for forecast
   - Housing unit capacity reporting period

**Action:** This item was presented for information.
4. REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION (INFORMATION)

Seth Litchney, Senior Regional Planner, and Ms. Kirkeby discussed the draft Regional Housing Needs Assessment (RHNA) Determination, outlined the types of calculations to be used in the determination, and solicited feedback from the TWG on the upcoming consultation with HCD.

TWG members provided comments on the following items:

- Overcrowding rate – affordability vs. housing units provided
- Source of vacancy rate information
- How communities with colleges, military bases, and large families influence overcrowding
- Accessory dwelling units
- Incentives for jurisdictions to adopt housing elements

**Action:** This item was presented for information.

5. SENATE BILL 35 IMPLEMENTATION (INFORMATION)

Ms. Kirkeby presented an overview of draft guidance on Senate Bill 35 (Wiener, 2017), including a calculation of each jurisdiction’s progress on meeting its RHNA targets.

**Action:** This item was presented for information.

6. INPUT FOR THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT LISTENING SESSIONS (INFORMATION)

TWG members were asked to provide comments in response to the following questions:

1. How can new planning grants in the first year of Senate Bill 2 (Atkins, 2017) be used to lay a foundation for accelerated housing production in the jurisdictions that receive them?

2. What can HCD do to support local governments adapting to the requirements of recent streamlining legislation – Senate Bill 35 (Wiener, 2017) in particular – and what can HCD do to encourage more jurisdictions to opt in?

3. How can HCD take on its expanded enforcement role to ensure local governments are approving housing projects consistent with their own local plans?

TWG members provided the following comments:

- Avoid using the word “enforcement”
- Important to understand the influence of market conditions on housing development

**Action:** This item was presented for information.
7. **PUBLIC COMMENTS AND COMMUNICATIONS**

No public comments or member communications were made.

8. **APPROVAL OF MEETING MINUTES (APPROVE)**

8A. **November 9, 2017, Joint Regional Energy Working Group Meeting Minutes (Approve)**

*Action*: Upon a motion by Jim Nakagawa (City of Imperial Beach) and a second by Don Neu (City of Carlsbad), the TWG approved the minutes from its November 9, 2017, joint meeting.

Yes: Chair Brindley, Mr. Neu, Kelly Broughton (City of Chula Vista), Jesse Brown (City of Coronado), Tony Shute (City of El Cajon), Brenda Wisneski (City of Encinitas), Mr. Nakagawa, David DeVries (City of Lemon Grove), Brad Raulston (City of National City), Jeff Hunt (City of Oceanside), Laura Black (City of San Diego), Melanie Kush (City of Santee), Corey Andrews (City of Solana Beach), and Eric Lardy (County of San Diego). No: None. Abstain: None. Absent: City of Del Mar, City of Escondido, City of La Mesa, City of Poway, and City of Vista.

8B. **November 9, 2017, Meeting Minutes (Approve)**

*Action*: Upon a motion by Mr. Nakagawa and a second by Mr. Neu, the TWG approved the minutes from its November 9, 2017, meeting. Yes: Chair Brindley, Mr. Neu, Mr. Broughton, Mr. Brown, Mr. Shute, Ms. Wisneski, Mr. Nakagawa, Mr. DeVries, Mr. Raulston, Mr. Hunt, Ms. Black, Ms. Kush, Mr. Andrews, and Mr. Lardy. No: None. Abstain: None. Absent: City of Del Mar, City of Escondido, City of La Mesa, City of Poway, and City of Vista.

8C. **December 14, 2017, Meeting Minutes (Approve)**

*Action*: Upon a motion by Mr. Nakagawa and a second by Mr. Neu, the TWG approved the minutes from its December 14, 2017, meeting. Yes: Chair Brindley, Mr. Neu. Mr. Broughton, Mr. Brown, Mr. Shute, Ms. Wisneski, Mr. Nakagawa, Mr. DeVries, Mr. Raulston, Mr. Hunt, Ms. Black, Ms. Kush, Mr. Andrews, and Mr. Lardy). No: None. Abstain: None. Absent: City of Del Mar, City of Escondido, City of La Mesa, City of Poway, and City of Vista.

9. **2018 MEETING SCHEDULE, MEMBERSHIP ROSTER, FORM 700, AND VICE CHAIR ELECTIONS (INFORMATION)**

*Meeting Schedule*: The TWG generally meets the second Thursday of every month from 1:15 to 3:15 p.m.

*Membership Roster and Form 700*: TWG members and alternates included on the Membership Roster are required to fill out Form 700 Statement of Economic Interests. Form 700 instructions will be emailed to TWG members listed on the Membership Roster. Updates/corrections to the Membership Roster should be forwarded to SANDAG staff.

*Vice Chair Elections*: Elections for a new Vice Chair will be held at the April TWG meeting.

*Action*: This item was presented for information
10. PROPOSED AMENDMENTS TO THE REGIONAL PLANNING TECHNICAL WORKING GROUP CHARTER (RECOMMENDATION)

The TWG discussed and recommended the proposed amendments to its Charter.

Action: This item was presented for recommendation.

11. 2018 CALIFORNIA CHAPTER AMERICAN PLANNING ASSOCIATION CONFERENCE IN SAN DIEGO (INFORMATION)

Carey Fernandes, 2018 APA California Conference Co-Chair, provided information to the TWG on how local planners can get involved at the upcoming 2018 APA California Conference in San Diego from October 7-10, 2018.

Action: This item was presented for information.

12. SAN DIEGO AMERICAN PLANNING ASSOCIATION AWARD NOMINATIONS (INFORMATION)

Staff presented information on the deadline to submit award nominations for the San Diego Section of the American Planning Association and encouraged TWG members to submit nominations.

Action: This item was presented for information.

13. REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY AND NEIGHBORHOOD ELECTRIC VEHICLE LEGISLATION (DISCUSSION)

Antoinette Meier, Principal Regional Planner, and Marisa Mangan, Associate Regional Planner, presented some of the key deliverables from the Regional Mobility Hub Implementation Strategy and discussed the opportunity to propose Neighborhood Electric Vehicle (NEV) legislation that would authorize local jurisdictions to develop and implement NEV plans. Staff from the cities of Carlsbad and Chula Vista discussed their plans to develop NEV plans for their communities.

14. UPCOMING MEETINGS (INFORMATION)

The next TWG meeting is scheduled on Thursday, March 15, 2018, from 3 to 4:30 p.m. This meeting will be held on the third Thursday of the month, and will be held off-site at UC San Diego in conjunction with the UC San Diego Urban Expo. TWG members are invited to join UC San Diego students, faculty, and staff for the Urban Expo following the TWG meeting.

15. ADJOURNMENT

Chair Brindley adjourned the TWG meeting at 3:11 p.m.
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<td>Don Neu</td>
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<td>Kelly Broughton</td>
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<td>Tony Shute</td>
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<td>Brenda Wisneski</td>
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<td>Steve Dush</td>
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<td>Jim Nakagawa, Alternate</td>
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<td>Brad Raulston</td>
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**ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)**

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<td>Air Pollution Control District</td>
<td>Kathy Keehan</td>
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<td>Robert Barry, AICP</td>
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<td>San Diego County Regional Water Authority</td>
<td>Seevani Bista</td>
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<td>U.S. Department of Defense</td>
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**OTHER ATTENDEES**

- Carey Fernandes, 2018 CA APA Conference Co-Chair
- Jason Gelder, City of Carlsbad
- Megan Kirkeby, HCD
- Amanda Lee, City of Del Mar
- Tara Lieberman, County of San Diego
- Frank Rivera, City of Chula Vista
- Lolly Sangster, City of Carlsbad

**SANDAG STAFF MEMBERS**

- Adam Attar, Associate Researcher and Modeler
- Coleen Clementson, Principal Regional Planner
- Rachel Cortes, Associate Researcher and Modeler
- Carolina Ilic, Senior Regional Planner, TWG Coordinator
- Andrew Hall, Regional Planning Intern
- Seth Litchney, Senior Regional Planner
- Marisa Mangan, Associate Regional Planner
- Antoinette Meier, Principal Regional Planner
- Andrea Schlientz, Land Use/Grants Administration Intern
REGIONAL BIKESHARE COORDINATION

Introduction

In support of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan), SANDAG developed a Regional Mobility Hub Implementation Strategy to describe how shared mobility services, like bikeshare, can enhance access to transit and other community destinations. Since launching in the City of San Diego in 2015, bikeshare has been growing across the region. New bikeshare models are making it a more convenient and attractive travel option for many trip types. Dockless bikeshare has launched in Imperial Beach, National City, and San Diego, including University of California San Diego (UC San Diego). Additionally, the North Coast Corridor cities are jointly evaluating the possibility of launching a dockless bikeshare pilot project later this year, and Chula Vista is developing a bikeshare permit process to allow bikeshare vendors to operate within city limits. SANDAG staff and representatives from the cities of Encinitas and Chula Vista will discuss their plans and opportunities for regional coordination around bikeshare planning, implementation, and monitoring.

Discussion

Bikeshare aims to provide convenient, affordable, on-demand access to bikes for short-term use before they are returned to the system. Providers use technology to automate locking/unlocking, collect payment, and identify the location of bikes. Technological improvements have led to dockless bikeshare systems that allow members to park and lock a bike wherever they want within a designated zone. Early dockless bikeshare providers include Ofo, LimeBike, Spin, and JUMP. Dockless bikeshare is expanding rapidly due to the minimal amount of capital investment required to launch a system. Some bikeshare programs offer convenient monthly or annual membership options, some of which may be discounted for disadvantaged communities. Bikeshare can help reduce traffic congestion, air pollution, and demand for vehicle parking. Bikeshare also may be attractive to people who would rather not own a bike because of the risk of theft and vandalism, a lack of parking or storage, and maintenance costs.

As bikeshare options increase within the San Diego region, it will be important to coordinate around data collection and sharing; public outreach and education; tracking bikeshare industry trends and best practices; equity considerations; and development of supportive policies. Regionwide coordination can enhance the overall success of bikeshare in the form of increased biking and transit ridership.
Next Steps

The Regional Planning Technical Working Group may continue to be leveraged as a forum to share bikeshare planning and implementation updates in addition to experience with various models and providers. Jurisdictions can also work to ensure data provided by bikeshare vendors informs both near-term and long-term mobility network planning in addition to transportation demand management policies and programs.

Key Staff Contact: Marisa Mangan, (619) 595-5614, marisa.mangan@sandag.org
An act to amend Section 65302 of the Government Code, relating to land use.

[Approved by Governor October 8, 2015. Filed with Secretary of State October 8, 2015.]

LEGISLATIVE COUNSEL’S DIGEST


The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive, long-term general plan that includes various elements, including, among others, a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic hazards, flooding, and wildland and urban fires.

This bill would, upon the next revision of a local hazard mitigation plan on or after January 1, 2017, or, if the local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022, require the safety element to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county. The bill would require the update to include a set of goals, policies, and objectives based on a vulnerability assessment, identifying the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, and specified information from federal, state, regional, and local agencies. By imposing new duties on cities and counties, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Section 65302 of the Government Code is amended to read:

65302. The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business,
industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources. The land use element shall also do both of the following:

1. Designate in a land use category that provides for timber production those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982 (Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5).

2. Consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace.

(A) In determining the impact of new growth on military readiness activities, information provided by military facilities shall be considered. Cities and counties shall address military impacts based on information from the military and other sources.

(B) The following definitions govern this paragraph:

(i) "Military readiness activities" mean all of the following:

1. Training, support, and operations that prepare the men and women of the military for combat.

2. Operation, maintenance, and security of any military installation.

3. Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.

(ii) "Military installation" means a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the United States Department of Defense as defined in paragraph (1) of subsection (g) of Section 2687 of Title 10 of the United States Code.

(b) (1) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

(2) (A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
(B) For purposes of this paragraph, "users of streets, roads, and highways" mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

(c) A housing element as provided in Article 10.6 (commencing with Section 65580).

(d) (1) A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in the county or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county.

(2) The conservation element may also cover all of the following:

(A) The reclamation of land and waters.

(B) Prevention and control of the pollution of streams and other waters.

(C) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.

(D) Prevention, control, and correction of the erosion of soils, beaches, and shores.

(E) Protection of watersheds.

(F) The location, quantity and quality of the rock, sand, and gravel resources.

(3) Upon the next revision of the housing element on or after January 1, 2009, the conservation element shall identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

(e) An open-space element as provided in Article 10.5 (commencing with Section 65560).

(f) (1) A noise element that shall identify and appraise noise problems in the community. The noise element shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

(A) Highways and freeways.

(B) Primary arterials and major local streets.

(C) Passenger and freight online railroad operations and ground rapid transit systems.

(D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
(E) Local industrial plants, including, but not limited to, railroad classification yards.

(F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

(2) Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average sound level \( L_{dn} \). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

(3) The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

(4) The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

(g) (1) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

(2) The safety element, upon the next revision of the housing element on or after January 1, 2009, shall also do the following:

(A) Identify information regarding flood hazards, including, but not limited to, the following:

(i) Flood hazard zones. As used in this subdivision, "flood hazard zone" means an area subject to flooding that is delineated as either a special hazard area or an area of moderate or minimal hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency (FEMA). The identification of a flood hazard zone does not imply that areas outside the flood hazard zones or uses permitted within flood hazard zones will be free from flooding or flood damage.

(ii) National Flood Insurance Program maps published by FEMA.

(iii) Information about flood hazards that is available from the United States Army Corps of Engineers.

(iv) Designated floodway maps that are available from the Central Valley Flood Protection Board.

(v) Dam failure inundation maps prepared pursuant to Section 8589.5 that are available from the Office of Emergency Services.
(vi) Awareness Floodplain Mapping Program maps and 200-year flood plain maps that are or may be available from, or accepted by, the Department of Water Resources.

(vii) Maps of levee protection zones.

(viii) Areas subject to inundation in the event of the failure of project or nonproject levees or floodwalls.

(ix) Historical data on flooding, including locally prepared maps of areas that are subject to flooding, areas that are vulnerable to flooding after wildfires, and sites that have been repeatedly damaged by flooding.

(x) Existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities.

(xi) Local, state, and federal agencies with responsibility for flood protection, including special districts and local offices of emergency services.

(B) Establish a set of comprehensive goals, policies, and objectives based on the information identified pursuant to subparagraph (A), for the protection of the community from the unreasonable risks of flooding, including, but not limited to:

(i) Avoiding or minimizing the risks of flooding to new development.

(ii) Evaluating whether new development should be located in flood hazard zones, and identifying construction methods or other methods to minimize damage if new development is located in flood hazard zones.

(iii) Maintaining the structural and operational integrity of essential public facilities during flooding.

(iv) Locating, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.

(v) Establishing cooperative working relationships among public agencies with responsibility for flood protection.

(C) Establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives established pursuant to subparagraph (B).

(3) Upon the next revision of the housing element on or after January 1, 2014, the safety element shall be reviewed and updated as necessary to address the risk of fire for land classified as state responsibility areas, as defined in Section 4102 of the Public Resources Code, and land classified as very high fire hazard severity zones, as defined in Section 51177. This review shall consider the advice included in the Office of Planning and Research's most recent publication of "Fire Hazard Planning, General Plan Technical Advice Series" and shall also include all of the following:

(A) Information regarding fire hazards, including, but not limited to, all of the following:

(i) Fire hazard severity zone maps available from the Department of Forestry and Fire Protection.
(ii) Any historical data on wildfires available from local agencies or a reference to where the data can be found.

(iii) Information about wildfire hazard areas that may be available from the United States Geological Survey.

(iv) General location and distribution of existing and planned uses of land in very high fire hazard severity zones and in state responsibility areas, including structures, roads, utilities, and essential public facilities. The location and distribution of planned uses of land shall not require defensible space compliance measures required by state law or local ordinance to occur on publicly owned lands or open space designations of homeowner associations.

(v) Local, state, and federal agencies with responsibility for fire protection, including special districts and local offices of emergency services.

(B) A set of goals, policies, and objectives based on the information identified pursuant to subparagraph (A) for the protection of the community from the unreasonable risk of wildfire.

(C) A set of feasible implementation measures designed to carry out the goals, policies, and objectives based on the information identified pursuant to subparagraph (B) including, but not limited to, all of the following:

(i) Avoiding or minimizing the wildfire hazards associated with new uses of land.

(ii) Locating, when feasible, new essential public facilities outside of high fire risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities are located in a state responsibility area or very high fire hazard severity zone.

(iii) Designing adequate infrastructure if a new development is located in a state responsibility area or in a very high fire hazard severity zone, including safe access for emergency response vehicles, visible street signs, and water supplies for structural fire suppression.

(iv) Working cooperatively with public agencies with responsibility for fire protection.

(D) If a city or county has adopted a fire safety plan or document separate from the general plan, an attachment of, or reference to, a city or county’s adopted fire safety plan or document that fulfills commensurate goals and objectives and contains information required pursuant to this paragraph.

(4) Upon the next revision of a local hazard mitigation plan, adopted in accordance with the federal Disaster Mitigation Act of 2000 (Public Law 106-390), on or after January 1, 2017, or if a local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022, the safety element shall be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to the city or county. This review shall consider advice provided in the Office of Planning and Research’s General Plan Guidelines and shall include all of the following:
(A) (i) A vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, including, but not limited to, an assessment of how climate change may affect the risks addressed pursuant to paragraphs (2) and (3).

(ii) Information that may be available from federal, state, regional, and local agencies that will assist in developing the vulnerability assessment and the adaptation policies and strategies required pursuant to subparagraph (B), including, but not limited to, all of the following:

(I) Information from the Internet-based Cal-Adapt tool.

(II) Information from the most recent version of the California Adaptation Planning Guide.

(III) Information from local agencies on the types of assets, resources, and populations that will be sensitive to various climate change exposures.

(IV) Information from local agencies on their current ability to deal with the impacts of climate change.

(V) Historical data on natural events and hazards, including locally prepared maps of areas subject to previous risk, areas that are vulnerable, and sites that have been repeatedly damaged.

(VI) Existing and planned development in identified at-risk areas, including structures, roads, utilities, and essential public facilities.

(VII) Federal, state, regional, and local agencies with responsibility for the protection of public health and safety and the environment, including special districts and local offices of emergency services.

(B) A set of adaptation and resilience goals, policies, and objectives based on the information specified in subparagraph (A) for the protection of the community.

(C) A set of feasible implementation measures designed to carry out the goals, policies, and objectives identified pursuant to subparagraph (B) including, but not limited to, all of the following:

(i) Feasible methods to avoid or minimize climate change impacts associated with new uses of land.

(ii) The location, when feasible, of new essential public facilities outside of at-risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities are located in at-risk areas.

(iii) The designation of adequate and feasible infrastructure located in an at-risk area.

(iv) Guidelines for working cooperatively with relevant local, regional, state, and federal agencies.

(v) The identification of natural infrastructure that may be used in adaptation projects, where feasible. Where feasible, the plan shall use existing natural features and ecosystem processes, or the restoration of natural features and ecosystem processes, when developing alternatives for consideration. For the purposes of this clause, "natural infrastructure" means the preservation or restoration of ecological systems, or utilization of
engineered systems that use ecological processes, to increase resiliency to climate change, manage other environmental hazards, or both. This may include, but is not limited to, floodplain and wetlands restoration or preservation, combining levees with restored natural systems to reduce flood risk, and urban tree planting to mitigate high heat days.

(D) (i) If a city or county has adopted the local hazard mitigation plan, or other climate adaptation plan or document that fulfills commensurate goals and objectives and contains the information required pursuant to this paragraph, separate from the general plan, an attachment of, or reference to, the local hazard mitigation plan or other climate adaptation plan or document.

(ii) Cities or counties that have an adopted hazard mitigation plan, or other climate adaptation plan or document that substantially complies with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions, climate adaptation plan or document, specifically showing how each requirement of this subdivision has been met.

(5) After the initial revision of the safety element pursuant to paragraphs (2), (3), and (4) upon each revision of the housing element, the planning agency shall review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element.

(6) Cities and counties that have flood plain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met.

(7) Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the Office of Emergency Services for the purpose of including information known by and available to the department, the agency, and the board required by this subdivision.

(8) To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision.

SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or
school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.
Community design affects both how we live and how we get around. Asking questions about how buildings and communities are designed has air quality, health, and community benefits.

**ABOUT THE BUILDING—RESIDENTIAL**

- Is it LEED certified to green building standards?
- Does it have solar power or the option to easily install solar?
- Does it have sufficient, secure bike storage (a bike storage room for multi-family, garages for single family)?
- Does it have the capacity for electric car charging (electric outlets in garages, charging stations in parking lots for multifamily)?
- Does it have a pedestrian-friendly building façade/design? A welcoming entryway? Are there trees for shade over sidewalks? Human scale elements such as porches, seating, and greenery?
- Are there physical activity spaces such as exercise rooms, active play spaces, and multi-purpose recreational spaces?

**ABOUT THE BUILDING—COMMERCIAL**

- Is it LEED certified?
- Does it have solar power or the option to easily install solar?
- Does it have sufficient, secure employee bicycle commute support (lockers, showers, secure bike storage)?
- Does it have electric car charging? For employee/customer/fleet vehicles? Is it affordable for the user and easily accessible?
- Does the building have pedestrian-friendly façade/design? A welcoming entryway? Are there awnings or trees shading sidewalks? Human scale elements? Untinted first floor windows to provide transparency, openness, and eyes on the street? Outdoor seating?
- Does the design encourage internal pedestrian circulation—inviting stairways in prominent locations? Signage and navigation that encourages stairway use?
- Will the tenant have programs encouraging alternatives to driving for employees—transit pass subsidies, shuttles, loaner bikes, walk/bike/carpool amenities?
- Are there drop off zones for carpool, shared ride services, or autonomous vehicles?
ABOUT THE LOT

- Is comfortable bike/pedestrian infrastructure designed into the development? Wide sidewalks? Shade? Direct access to destinations? Clear wayfinding signage? Clear access to and through the lot?
- How is parking handled? Is there a lot of demand for parking? Can the parking requirement be reduced? Can off-street parking be designed so the buildings rather than parking lots face the street? Is alley garage access possible? Are parking structures built with active uses on the first floor, such as retail space, and windows to avoid large blank walls?
- Does it have suitable transit access? If there is a bus stop, can it be improved with a shelter, bench, greenery, recycling bins?
- For storm water capture, is permeable pavement used? Are there bio-swales to absorb and filter storm water (photo)?
- Is the site near a high-volume roadway? See ARB’s Technical Advisory “Strategies to Reduce Air Pollution Exposure near High-Volume Roadways” for more information.

ABOUT THE SURROUNDING STREETS

- Are the streets well designed for safe multi-modal access for pedestrians, bicyclists, and transit?
- If not, what can be changed adjacent to or near this development to welcome people walking or biking, such as filling sidewalk gaps, providing crosswalks, or bike lanes?
- Can bike lanes, or a protected bikeway be added on a significant length of the street?
- What about a planting strip with trees, street furniture, or other sidewalk infrastructure between the sidewalk and the street?
- Can traffic calming be incorporated in the design? Bulb-outs, traffic calming circles, striping, etc.?
- Can driveways be combined to provide fewer curb cuts, thereby reducing conflicts with bicyclists and pedestrians?
- Is there comfortable pedestrian/bike access from the street (and from transit stops, if any) to the building?
- Is there efficient, comfortable transit service? Can transit improvements be made, such as a shuttle bus or better pedestrian and bike infrastructure, so patrons or occupants will be more likely to choose transit?
LAND USE PLANNING PROGRAM
INFORMATION SHEET

CAL FIRE Land Use Planning Program

Established to implement requirements of SB 1241.

Provide assistance to California Board of Forestry and Fire Protection.

Available to provide technical expertise.

Shall work collaboratively with local unit staff on safety element pre-review process.

Local Unit Chiefs will determine desired level of participation for all jurisdictions contained within or adjacent to specific unit.

2012 - Senate Bill 1241 (Kehoe) signed into law

Requires counties with the State Responsibility Area (SRA) and lands designated as Very High Fire Hazard Severity Zones in LRA to comply with Gov. Code Section 65302(g)(3).

Gov. Code Section 65302(g)(3)

Upon the next revision of the housing element or after January 1, 2014, the safety element shall be reviewed and updated as necessary to address the risk of fire. For land classified as SRA & land classified as Very High Fire Hazard Severity Zones.

Gov. Code Section 65302.5

(b)(1) The draft element or draft amendment to the safety element of a county or a city's general plan shall be submitted for review to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to the territory within that city or county at least 90 days prior to their planned adoption date.

(3) The State Board of Forestry and Fire Protection shall, and a local agency may, review the draft of an existing safety element or amendment and recommend changes to the planning agency within 60 days of its receipt regarding both of the following:

Uses of land and policies that will protect life, property, and natural resources from unreasonable risks associated with wildland fires.

Methods and strategies for wildland fire risk reduction and prevention.

PROGRAM ORGANIZATION:

SACRAMENTO HO - PROGRAM OVERSIGHT
Pete Muiño, Deputy Chief (916) 324-0014

NORTHERN REGION - FIELD STAFF
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Kevin Lindo, Fire Captain (559) 243-8993
Gene Potkey, Fire Captain (559) 243-8994
SEC. 2. Section 65302 of the Government Code is amended to read: 65302.

...(3) Upon the next revision of the housing element on or after January 1, 2014, the safety element shall be reviewed and updated as necessary to address the risk of fire for land classified as state responsibility areas, as defined in Section 4102 of the Public Resources Code, and land classified as very high fire hazard severity zones, as defined in Section 51177. This review shall consider the advice included in the Office of Planning and Research’s most recent publication of “Fire Hazard Planning, General Technical Advice Series” and shall also include all of the following:

(A) Information regarding fire hazards, including, but not limited to, all of the following:

   (i) Fire hazard severity zone maps available from the Department of Forestry and Fire Protection.

   (ii) Any historical data on wildfires available from local agencies or a reference to where the data can be found.

   (iii) Information about wildfire hazard areas that may be available from the United States Geological Survey.

   (iv) General location and distribution of existing and planned uses of land in very high fire hazard severity zones and in state responsibility areas, including structures, roads, utilities, and essential public facilities. The location and distribution of planned uses of land shall not require defensible space compliance measures required by state law or local ordinance to occur on publicly owned lands or open space designations of homeowner associations.

   (v) Local, state, and federal agencies with responsibility for fire protection, including special districts and local offices of emergency services.

(B) A set of goals, policies, and objectives based on the information identified pursuant to subparagraph (A) for the protection of the community from the unreasonable risk of wildfire.

(C) A set of feasible implementation measures designed to carry out the goals, policies, and objectives based on the information identified pursuant to subparagraph (B) including, but not limited to, all of the following:

   (i) Avoiding or minimizing the wildfire hazards associated with new uses of land.

"The Department of Forestry and Fire Protection serves and safeguards the people and protects the property and resources of California."

TWG | March 15, 2018
(ii) Locating, when feasible, new essential public facilities outside of high fire risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities are located in a state responsibility area or very high fire hazard severity zone.

(iii) Designing adequate infrastructure if a new development is located in a state responsibility area or in a very high fire hazard severity zone, including safe access for emergency response vehicles, visible street signs, and water supplies for structural fire suppression.

(iv) Working cooperatively with public agencies with responsibility for fire protection.

(D) If a city or county has adopted a fire safety plan or document separate from the general plan, an attachment of, or reference to, a city or county’s adopted fire safety plan or document that fulfills commensurate goals and objectives and contains information required pursuant to this paragraph.

(4) After the initial revision of the safety element pursuant to paragraphs (2) and (3), upon each revision of the housing element, the planning agency shall review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element.

(5) Cities and counties that have flood plain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met.

(6) Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the California Emergency Management Agency for the purpose of including information known by and available to the department, the agency, and the board required by this subdivision.

(7) To the extent that a county’s safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county’s safety element that pertains to the city’s planning area in satisfaction of the requirement imposed by this subdivision...

January 1, 2016
SEC. 3. Section 65302.5 of the Government Code is amended to read: 65302.5

...(b) (1) The draft element of or draft amendment to the safety element of a county or a city’s general plan shall be submitted to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county at least 90 days prior to either of the following:

(A) The adoption or amendment to the safety element of its general plan for each county that contains state responsibility areas.

(B) The adoption or amendment to the safety element of its general plan for each city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177.

(2) A county that contains state responsibility areas and a city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177 shall submit for review the safety element of its general plan to the State Board of Forestry and Fire Protection and every local agency that provides fire protection to territory in the city or county in accordance with the following dates, as specified, unless the local government submitted the element within five years prior to that date:

(A) Local governments within the regional jurisdiction of the San Diego Association of Governments: December 31, 2010.

(B) Local governments within the regional jurisdiction of the Southern California Association of Governments: December 31, 2011.

(C) Local governments within the regional jurisdiction of the Association of Bay Area Governments: December 31, 2012.

(D) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2013.

(E) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2014.

(F) All other local governments: December 31, 2015.

(3) The State Board of Forestry and Fire Protection shall, and a local agency may, review the draft or an existing safety element and recommend changes to the planning agency within 60 days of its receipt regarding both of the following:

(A) Uses of land and policies in state responsibility areas and very high fire hazard severity zones that will protect life, property, and natural resources from unreasonable risks associated with wildland fires.

(B) Methods and strategies for wildland fire risk reduction and prevention within state responsibility areas and very high fire hazard severity zones.

January 1, 2016
(4) Prior to the adoption of its draft element or draft amendment, the board of supervisors of the county or the city council of a city shall consider the recommendations, if any, made by the State Board of Forestry and Fire Protection and any local agency that provides fire protection to territory in the city or county. If the board of supervisors or city council determines not to accept all or some of the recommendations, if any, made by the State Board of Forestry and Fire Protection or local agency, the board of supervisors or city council shall communicate in writing to the State Board of Forestry and Fire Protection or the local agency, its reasons for not accepting the recommendations.

(5) If the State Board of Forestry and Fire Protection's or local agency's recommendations are not available within the time limits required by this section, the board of supervisors or city council may act without those recommendations. The board of supervisors or city council shall take the recommendations into consideration the next time it considers amendments to the safety element.

SEC. 4. Section 66474.02 is added to the Government Code, to read: 66474.02.

... (a) Before approving a tentative map, or a parcel map for which a tentative map was not required, for an area located in a state responsibility area or a very high fire hazard severity zone, as both are defined in Section 51177, a legislative body of a county shall make the following three findings:

(1) A finding supported by substantial evidence in the record that the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with any applicable regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code.

(2) A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:

(A) A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.

(B) The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the Public Resources Code.

(3) A finding that to the extent practicable, ingress and egress for the subdivision meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and any applicable local ordinance.

(b) (1) Subdivision (a) does not apply to the approval of a tentative map, or a parcel map for which a tentative map was not required, that would subdivide land identified in the open space element of the general plan for the managed production of resources, including, but not limited to, forest land, rangeland, agricultural land, and areas of economic importance for the production of food or fiber, if the subdivision is consistent with the open space purpose and if, for the subdivision of land that would result in parcels that are 40 acres or smaller in size, those parcels are subject to a binding and recorded restriction prohibiting the development of a habitable, industrial, or commercial building or structure. All other structures shall comply with

January 1, 2016
defensible space requirements described in Section 51182 of this code or Section 4291 of the Public Resources Code.

(2) Any later approval to remove a binding restriction placed as a condition of a tentative map, or a parcel map for which a tentative map was not required, that would allow the development of a building or structure for a parcel that has previously been exempted from the requirements of subdivision (a) pursuant to paragraph (1) of this subdivision shall be subject to the requirements of subdivision (a).

(c) This section shall not supersede regulations established by the State Board of Forestry and Fire Protection or local ordinances that provide equivalent or more stringent minimum requirements than those contained within this section.
Regional Bikeshare Coordination

Regional Planning Technical Working Group
March 15, 2018

Bikeshare as a Mobility Option

• Convenient, on-demand access to bikes
• May enhance access to transit and other community destinations
• May reduce traffic congestion, air pollution, and demand for vehicle parking
Bikeshare in the San Diego Region

Discover Bike  Spin

LimeBike  Mobike  Ofo

Bikeshare
Popularity has increased from bikeshare stations in 6 countries in 2000 to 82 countries in 2017. Today, more than 1.1 million bikes are active in global programs.

In the U.S.

119 bikeshare systems in 2017

42,000 bikes available in bikeshare stations in 2016

88 million total station-based rides taken from 2010 to 2016

Bikes in U.S. bikeshare programs

Six-year increase: 42,000

19,900

1,600

2010 2013 2016

13% of all bikeshare systems in the U.S. were dockless in 2016.

77% of bikeshare stations in the U.S. are within one block of transit.

Source: Bike Sharing Data, retrieved May 2018, from Bike Sharing Data (accessed at https://www.bikesharingdata.org/).
North County Coastal Bikeshare Coordination

- Sub-regional coordination between Del Mar, Solana Beach, Encinitas, Carlsbad, Oceanside, NCTD, and Camp Pendleton
- Evaluating the potential for dockless or hybrid bikeshare pilot program
- Development of MOU and RFI

City of Chula Vista

- Developing a bikeshare program to allow bikeshare vendors to operate within city limits
- Sees bikeshare as a way to help implement mobility hubs in both the western and eastern portions of the city
- Visited peer cities to help inform local bikeshare deployment
City of Chula Vista – Peer City Field Trip

Dallas:
- Reactionary approach to regulating
- Lack of planning or requirements
- Bike parking/siting issues
- No data or reporting provided to agency
- Disarray in metro area, better in suburbs

Seattle:
- Proactive planning and regulations
- Data sharing requirements
  - University involvement
- Designated parking locations
- Almost unnoticeable in metro area, room to grow fleet

Regional Coordination Opportunities

- Consistent requirements for data collection and sharing
- Regional planning for bikeshare
  - Bikeshare parking and signage
- Public outreach and education
- Tracking bikeshare industry trends and best practices
- Equity considerations
- Development of consistent policies and regulations
About the Project

The Mid-Coast Trolley will extend service from Downtown San Diego along Interstate 5 to University City, running through some of the region’s densest communities and connecting its two largest job centers.
PROJECT OVERVIEW

11-mile extension of Trolley Blue Line

Old Town Transit Center to Westfield UTC

9 new stations (5 with parking)

36 trolley cars

WHEN SERVICE BEGINS

MORE THAN 21,000 DAILY BOARDINGS

15 min headways on opening day
7.5 min headways in 2030
Service coordinated with buses at transit centers
Barrier free system – roving fare inspectors and security
All stations and parking areas will have CCTV and PA system
ENVIRONMENTAL BENEFITS

REDUCES GREENHOUSE GASES

- Reduces daily VMT by 137,000
- 8,600 fewer daily automobile trips
- Reduces CO2 emissions by 260 metric tons/day

FINANCING PROJECT

MID-COAST CORRIDOR TRANSIT PROJECT FUNDING SOURCES

- TransNet Funding: $1.128 B (52%)
- Full Funding Grant Agreement: $1.043 B (48%)
ENGINEERING PROJECT

Mid-Coast Trolley at UC San Diego
- Seismic design
- ADA compliant
- 4 miles elevated structure (no interference with local traffic)
- Bike stations
- Pedestrian bridge at Voigt Station
- CCTV

CONSTRUCTION OVERVIEW

- Relocate utilities
- Build supporting infrastructure
- Construct stations, bridges and viaduct
- Install track and power
- Testing and start-up
## CONSTRUCTION OVERVIEW

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<th>Year</th>
<th>Relocate Utilities</th>
<th>Build Supporting Infrastructure</th>
<th>Construct Viaducts and Bridges</th>
<th>Build Stations</th>
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## CONSTRUCTION UPDATE

UC San Diego from South
CONSTRUCTION UPDATE
UC San Diego Pepper Canyon Station

CONSTRUCTION UPDATE
Scripps/Ximed
CONSTRUCTION UPDATE
UC San Diego Viaduct to Genesee Avenue

Contact Us
midcoast@sandag.org
(877) 379-0110
KeepSanDiegoMoving.com/MidCoast

Mid-Coast Trolley
@MidCoastTrolley
shift
a change in direction