

# Smart Growth

## SMART GROWTH CONCEPT MAP SITE DESCRIPTIONS

Last Updated: May 5, 2016

This document provides site descriptions for each area identified on the Smart Growth Concept Map. The Smart Growth Concept Map identifies seven categories of smart growth place types. The place types include: the Metropolitan Center, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed-Use Transit Corridors, and Special Use Centers. The Regional Comprehensive Plan (RCP) (adopted in 2004), which was incorporated into San Diego Forward: The Regional Plan (adopted in 2015), establishes land use and transportation targets for each of these areas (listed below). If the areas meet the minimum land use and transit service targets identified for their place type, they are identified as "Existing/Planned" smart growth areas. If they do not meet the targets, but have future potential, they are identified as "Potential" smart growth areas.

The site descriptions included in this document are listed in alphabetical order by jurisdiction, and are coded by initials and numbers that relate to the subregional smart growth maps. The land use descriptions were prepared by the planning staffs of local jurisdictions, and are reflected in the Series 13 Regional Growth Forecast. The transit descriptions are based on transit services included in San Diego Forward: The Regional Plan.

Additional information on the Smart Growth Concept Map, the land use and transportation targets, incentives for smart growth, and other related information, is available on the SANDAG website at [sandag.org/RegionalGrowth](http://sandag.org/RegionalGrowth).

### **Land Use and Transportation Targets**

Each smart growth place type is associated with certain housing and employment density targets and transit service thresholds, and can qualify as either "Existing/Planned" or "Potential," depending upon whether it meets the thresholds included by reference in the Regional Plan. The minimum land use and transit targets are listed below (with transit information based on the Regional Plan). Areas must meet **both** the land use and the transit service targets to qualify as Existing/Planned.

Smart Growth Place Type	Minimum Residential Target	Minimum Employment Target	Minimum Transit Service Characteristics
<b>Metropolitan Center</b>	75 du/ac	80 emp/ac	COASTER, AMTRAK, Metrolink, Trolley, SPRINTER, or <i>Rapid Service</i>
<b>Urban Center</b>	40 du/ac	50 emp/ac	Trolley, SPRINTER, or <i>Rapid Service</i>
<b>Town Center</b>	20 du/ac	30 emp/ac	Trolley, SPRINTER, <i>Rapid Service</i> , or Streetcar/Shuttle*
<b>Community Center</b>	20 du/ac	N/A	High-Frequency Local Bus or Streetcar/Shuttle within Urban Area Transit Strategy Boundary
<b>Rural Village</b>	10.9 du/ac	N/A	N/A
<b>Special Use Center</b>	Optional	45 emp/ac	Trolley, SPRINTER, or <i>Rapid Service</i>
<b>Mixed-Use Transit Corridor</b>	25 du/ac	N/A	High-Frequency Local Bus or Streetcar/Shuttle

Existing/Planned smart growth areas are locations that either contain existing smart growth development or allow planned smart growth in accordance with the identified land use targets, and are accompanied by existing or planned transit services included in San Diego Forward: The Regional Plan. Potential smart growth areas are locations where smart growth development could occur if local land use plans are changed and/or if the Regional Plan is modified to include minimum levels of planned transit service.

**Public Transit Service Characteristics:**

The following are the main characteristics of the public transit services referenced in the table above. (More information is available in Chapter 2 [pages 52-55] of the Regional Plan and the Transit Service Definitions below.)

- **COASTER/AMTRAK/Metrolink/Rapid Service** – Designed for longer-distance trips with station spacing every four to five miles on average (e.g., COASTER, SPRINTER Express, freeway-based *Rapid Service*).
- **Trolley/SPRINTER/Rapid Service** – Designed for medium-distance trips with station spacing about every mile on average (e.g., Trolley and SPRINTER services, arterial/local street-based *Rapid Service*).
- **High-Frequency Local Bus/Streetcar/Shuttle** – Designed for shorter-distance trips with frequent stops and 15 minute or better peak period headways (e.g., high frequency peak period local bus services, future streetcar services).

**Acronyms/Notes:**

- du/ac = dwelling units per acre; emp/ac = employees per acre; N/A = Not applicable

\* In Town Centers, areas can be connected to the Trolley/SPRINTER and/or *Rapid Service* by a local transit connection or Streetcar/Shuttle service.

## Transit Service Definitions

The Regional Plan transit vision focuses on three key strategies: 1) enhancements to the current system that will improve the convenience, travel speeds, and travel time reliability of bus and rail services; 2) implementation of new transit services that will improve transit connections and access in key urban areas and offer new service types designed to attract new riders to transit; and 3) enhancements to the transit customer experience to make transit easier, safer, and more enjoyable to use. The Regional Plan identifies the following transit service types:

*Rail:* The rail service type includes high speed rail and intercity rail for very long tripmaking (usually to/from points outside the region), commuter rail and SPRINTER Express that facilitate long-distance regional travel, and Trolley or SPRINTER, which facilitate medium-distance trip making. Existing examples of rail service in the region include the Amtrak Pacific Surfliner, the COASTER and Metrolink, and the Trolley/SPRINTER services.

*Rapid Service:* The rapid transit service type provides high speed, limited stop service on local streets and/or highway corridors. Some types of *Rapid Service* utilize a range of lower-capital cost signal priority treatments, short segments of transit-only lanes, and limited station stops to achieve faster travel times. *Rapid Service* on freeway facilities achieves high operating speeds by long station spacing (4 to 5 miles on average) and maximizing use of dedicated rights-of-way that bypass congested areas. Dedicated rights-of-way for *Rapid Service* includes taking advantage of freeway Managed Lanes/High Occupancy Vehicle facilities (managed to ensure free-flow travel for transit), along with dedicated transit guideways along key arterial corridors. All-day, all-stop trunk *Rapid Service* services can be complemented with peak-period commuter express services designed to provide limited-stop connections to major employment centers.

*Local Bus Service:* High frequency local bus services facilitate mid- to short-distance tripmaking within local communities with closer station spacing and at least 15 minute peak period frequencies. The Regional Plan includes a network of all-day high-frequency local bus services. *Local bus services* refer to bus services at frequencies greater than 15 minutes (i.e., 20 minutes, 30 minutes, 60 minutes, etc.). Local buses serve as the backbone of the transit system, providing the primary access into local communities where fixed-route services are warranted.

*Streetcar/Shuttle:* Streetcar/shuttle services are designed as high frequency (15 minutes or better all-day service) connectors between COASTER/AMTRAK/Metrolink, Trolley/SPRINTER, or *Rapid Service* stations and dense urban areas (such as downtown areas) that are located within a 5 to 10 minute travel time. These services focus on short-distance trips with station spacing every few blocks or every quarter-mile on average, and operate in either mixed traffic with automobiles or on a dedicated right of way.

### *Urban Area Transit Strategy Boundary*

In addition to the transit services described above, the Smart Growth Concept Map contains a layer entitled "Urban Area Transit Strategy Boundary," which applies to the Community Center Place Type. This area delineates the more heavily populated regional subareas where local transit operators focus high-frequency transit services as specified in the Regional Plan. Local peak period high-frequency transit service within the Urban Area Transit Strategy Boundary qualifies as an appropriate minimum transit service for the Community Center place type.

### *Transit Service Phasing*

The Regional Plan includes the phasing year that a planned transit service is scheduled to begin. The Transit Service Description column specifies whether transit services are existing (in service today) or planned (in the Regional Plan), and if they are planned, by which year they are expected to be phased in. More detailed information can be found in Appendix A (Table A.2) and Appendix B (Table B.13) of the Regional Plan.

**JURISDICTIONS**

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El Cajon .....	16	Navajo .....	53
Encinitas .....	18	Normal Heights/North Park .....	54
Escondido .....	19	Ocean Beach.....	55
Imperial Beach .....	22	Otay Mesa .....	55
La Mesa .....	25	Otay Mesa – Nestor .....	56
Lemon Grove.....	27	Pacific Beach .....	57
National City.....	28	Pacific Highlands Ranch .....	58
Oceanside.....	31	Peninsula .....	59
Poway .....	34	Rancho Bernardo .....	59
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Barrio Logan .....	35	San Ysidro .....	59
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City Heights .....	37	Torrey Highlands.....	63
Clairemont Mesa .....	38	Torrey Pines .....	63
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Eastern Area .....	41	Uptown .....	65
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Greater North Park.....	45	Solana Beach .....	74
Kearny Mesa.....	46	Vista .....	74
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Midway – Pacific Highway .....	49		

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
Carlsbad	CB-1	Carlsbad Village COASTER Station including Village and Barrio areas at Grand Avenue and State Street	Existing/Planned	<p>Town Center</p> <p>This smart growth opportunity area consists of (1) the Carlsbad Village Master Plan and Design Manual (Village MP) area at approximately 200 acres; and (2) the City’s Barrio at approximately 128 acres. The Carlsbad Village COASTER Station, which provides commuter rail service, is located in the heart of the Carlsbad Village area at Grand Avenue and State Street. The Village MP allows residential development up to 35 units per acre in the core village area with special emphasis around the COASTER station. Mixed residential/retail development also is encouraged. The future residential capacity within the Village MP area is estimated to be 793 dwelling units.</p> <p>Additionally included in the smart growth opportunity area is the Barrio - an area for which the City has approved land use changes that include provisions for high-density residential (up to 30 dwelling units/acre), which is similar to existing allowances in the Village MP. Objectives for the Barrio area include providing high-density residential located within convenient walking distance to transit stops. The City of Carlsbad has begun a comprehensive update to the Village MP that would expand the plan boundaries to include the Barrio, with a focus on pedestrian and bicycle connectivity and other plan enhancements that would facilitate smart growth and redevelopment.</p> <p>Existing development in the Village MP and Barrio areas include low-rise building types. The areas are currently served with commuter rail and bus transportation service, with planned phase-in of high-frequency local and rapid bus service.</p>	<p>Existing COASTER</p> <p>Planned High-Frequency Local Bus (Route 101 to be phased in by 2020)</p> <p>Planned Rapid Service (Routes 473 and 477 to be phased in by 2050)</p>

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Carlsbad (cont'd)</b>	<b>CB-2</b> Plaza Camino Real at State Route 78 (SR 78) and El Camino Real	Potential (Requires transit changes)	Town Center	The city approved a specific plan for the Plaza Camino Real Mall located at the southwest corner of the intersection of El Camino Real and SR 78, which allows for multi-family and mixed use residential uses. Potential future residential or mixed use development could occur adjacent to the retail structures on the city-owned parking lot area. This smart growth opportunity area is currently served with high-frequency local transportation service, and the recently relocated transit station is located in the western portion of the opportunity area. Additional light/commuter rail service exists at the El Camino Real North County Transit District (NCTD) SPRINTER station at El Camino Real and Oceanside Boulevard, located approximately 1½ miles north of the project site.	Planned High-Frequency Local Bus (Route 302 to be phased in by 2020)  (Town Centers require regional transit service)
	<b>CB-3</b> Quarry Creek Area at Marron Road and north of Tamarack Avenue	Potential (Requires transit changes)	Community Center	The City approved the Quarry Creek Master Plan for an approximately 155-acre site. The master plan features the permanent protection of nearly 60 percent of the site for open space, while providing for public and community uses and up to 636 medium and higher density residences clustered in four neighborhoods. The site is located south of Marron Road and west of College Avenue, near the Carlsbad boundary with the City of Oceanside. The opportunity area is located approximately a quarter mile south of SR 78 and approximately 1½ miles south of College Boulevard SPRINTER Station, which provides light/commuter rail service from Escondido to Oceanside. The opportunity area also is located within close proximity to a retail shopping center containing a Wal-Mart anchor tenant; and, institutional centers that include Tri-City Hospital (within ¾ mile) and Mira Costa College (within 1 mile). Existing transportation routes provide connecting service between the College Boulevard SPRINTER Station and the Quarry Creek area. the area contains significant cultural, environmental, and habitat resources, and the El Salto Falls have been designated as a Native American sacred site.	No Qualifying Existing or Planned Transit

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Carlsbad (cont'd)</b>	<b>CB-4</b> Ponto Beachfront at Avenida Encinas and Carlsbad Boulevard	Potential (Requires land use change)	Community Center	This project is part of the former South Carlsbad redevelopment area and consists of a 50-acre site, located west of the San Diego Northern Railroad, south of Poinsettia Avenue, and east of Carlsbad Boulevard and South Carlsbad State Beach Campground. In June 2005, the City Council approved a “vision plan” for the area with a land use mix that combines tourist-serving uses (three hotels with time share units), a mixed-use core that provides for town homes, live-work units, mixed residential/retail development, and a separate townhouse area having densities up to 23 dwelling units per acre. Land use changes to implement the “vision plan” are included as part of the comprehensive General Plan update program. A light/commuter rail route exists directly east of this opportunity area and the area with the Poinsettia COASTER Station approximately 1¼ miles to the north.	Planned High-Frequency Local Bus (Route 101 to be phased in by 2020)  Planned Rapid Service (Route 473 to be phased in by 2050)
<b>Chula Vista</b>	<b>CV-1</b> Urban Core, including parts of area generally bounded by Interstate 5 (I-5), E Street, I Street, just east of 3rd Avenue, and including the Broadway and H Street corridors	Existing/Planned	Urban Center	Northwest Chula Vista contains downtown Chula Vista and the broader Urban Core that is addressed in the adopted Urban Core Specific Plan (UCSP) that builds on the framework of Chula Vista’s updated General Plan. This area encompasses two existing trolley stations (Bayfront/ E Street and H Street stations) and several existing bus routes, a planned H Street Corridor Rapid Bus transit route, and a future shuttle route connecting key activity centers in the Urban Core and linking the Chula Vista Bayfront located across I-5. Grade separation of the trolley and surface streets at H Street and E Street is being pursued, and a BRT route along I-5 also is planned, with a station at H Street.  The UCSP includes a variety of land use designations and treatments in different parts of this broader area, which is divided into districts and focus areas. While stable, single-family neighborhoods are protected through General Plan policies, other sites have been identified to accommodate more intense development and foster revitalization.	Existing High-Frequency Local Bus (Routes 701, 709, 929, and 932)  Existing Trolley (Blue Line)  Planned High-Frequency Local Bus (Route 704 to be phased in by 2020,  Planned Rapid Service (Route 550 to be phased in by 2025, Route 709 to be phased in by 2035)  Planned Trolley (Route 562 - San Ysidro to Kearny Mesa via Chula Vista Phase 1 “Purple Line” to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
Chula Vista (cont'd)	CV-1 (cont'd) Urban Core, including parts of area generally bounded by Interstate 5 (I-5), E Street, I Street, just east of 3rd Avenue, and including the Broadway and H Street corridors			The City's updated General Plan includes transit focus areas, which allow the most intensive development in Northwest Chula Vista, located around the two existing Trolley stations, and along H Street generally between 3rd Avenue and 4th Avenue. Higher-intensity, mixed-use with housing, shops, and offices is envisioned in mid- to high-rise buildings within walking distance of the Trolley stations. Higher-density housing is proposed west of Broadway, with a new park to serve residents. A revitalized H Street corridor would include mid-rise office buildings. Important gateways at E Street, H Street, and other strategic points would be enhanced. New mixed-use and residential land use designations include densities of up to 60 dwelling units per acre in some cases. The circulation system emphasizes increased walkability in this part of the city.	
	CV-2 Downtown Village, 3rd Avenue and F Street; adjacent to CV 1 (and also part of Urban Core)	Existing/Planned	Town Center	<p>This center includes the "heart" of traditional Downtown Chula Vista, with storefronts lining 3rd Avenue. The City Civic Center is located just to the west, at 4th Avenue and F Street. Existing transit routes traverse this segment of both F Street and 3rd Avenue, as well as other streets nearby. The General Plan vision is that 3rd Avenue between E Street and G Street remains a pedestrian-scale area of specialty shops, services, and restaurants, but with additional offices and housing above and behind the retail uses, adding to the district's vitality. Building façades along the immediate street frontage would retain the traditional, predominantly low-rise character, with larger buildings sensitively stepped back from the façade, and stepped down to blend with the adjacent residential neighborhood to the east.</p> <p>The higher-density residential development and increased appeal to visitors from outside the area is intended to increase market support for businesses and extend the hours of downtown activity. The Civic Center would be strengthened through linking of civic uses by parks, promenades, and the local circulation system. In the 3rd Avenue district, residential densities within mixed-use residential designation are intended to have a district-wide gross residential density of 40 dwelling units per acre.</p>	<p>Existing High-Frequency Local Bus (Routes 701 and 929)</p> <p>Planned High-Frequency Local Bus (Route 704 to be phased in by 2020)</p> <p>Planned Rapid Service (Route 550 to be phased in by 2025)</p> <p>Planned Trolley (Route 562 - San Ysidro to Kearny Mesa via Chula Vista Phase 1 "Purple Line" to be phased in by 2035)</p>



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
Chula Vista (cont'd)	CV-3 Chula Vista Bayfront	Existing/Planned	Town Center	The Chula Vista Bayfront is generally located west of I-5 between F and J Streets and encompasses approximately 550 acres. It will be a world class bayfront to benefit both residents and visitors, while also balancing economic and environmental factors. The Bayfront has capacity for up to 1,500 multiple family dwelling units at a density of 60-115 dwelling units per acre. There also will be commercial uses including mixed-use, a resort hotel, conference center, offices, public parks and open space. Connections to the Chula Vista Urban Core also would be enhanced and will include a transit shuttle loop from the Bayfront to the 3rd Avenue Urban Core. There also will be direct access to the Light Rail system.	Planned Rapid Service (Route 709 to be phased in by 2025)
	CV-4 Southwest Town Focus Area at 3rd Avenue and Palomar Street	Existing/Planned	Town Center	<p>The General Plan vision for the South Third Avenue district is to create a vibrant, mixed-use area and a focal point for the community in Southwest Chula Vista. A mixed-use area would be created with ground floor shops along 3rd Avenue and multi-family residential and some office uses above. A transit station at East Palomar Street and 3rd Avenue would serve a new bus rapid transit corridor service route connecting to eastern Chula Vista and major activity centers there and with the Palomar Gateway District and the San Diego Trolley. This area also is served by Chula Vista Transit bus routes and a regional bus route.</p> <p>Districtwide residential densities within the mixed-use residential designation are intended to be at 30 dwelling units per gross acre. Building heights along this portion of 3rd Avenue would be primarily low-rise. A southwest town focus area would be created around the intersection of 3rd Avenue and Oxford Street, within a quarter mile to the north of the proposed transit station, with mixed-use extending to Naples Street. A special study will be conducted to determine the precise boundaries of the Southwest Town Focus Area, generally between Naples Street and Orange Avenue along 3rd Avenue.</p>	<p>Existing High Frequency Local Bus (Routes 712 and 929)</p> <p>Planned High Frequency Local Bus (Route 704 to be phased in by 2020)</p> <p>Planned Rapid Service (Route 550 to be phased in by 2025)</p> <p>Planned Trolley (Route 562 - San Ysidro to Kearny Mesa via Chula Vista Phase 1 "Purple Line" to be phased in by 2035)</p>

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
Chula Vista (cont'd)	CV-5 Palomar Gateway at Palomar Street and Industrial Boulevard	Existing/Planned	Town Center	<p>The Palomar Gateway District is the major southern gateway to the City of Chula Vista. The area currently includes light industrial businesses and multi-family housing north of Palomar Street and a mix of single-family and multi-family housing south of Palomar Street. The General Plan objective for this area is to establish a mixed-use transit focus area around the Palomar Trolley Station, with a mix of shops, office, and multi-family housing in low- and mid-rise buildings. A more cohesive community would emerge through higher residential densities providing additional affordable housing, well-integrated design, and enhanced pedestrian opportunities, including improved connections with facilities such as the County Health and Human Services Agency South Region Center. Within the mixed-use transit focus area, residential designations are intended to have a district-wide gross residential density of 40 dwelling units per acre. A high-density residential area was adopted south of the mixed-use transit focus area, between the Trolley line and I-5. A new park is planned along with the proposed higher-density housing.</p> <p>The Palomar Trolley Station also is served by Chula Vista Transit bus routes and a regional bus route. A Rapid Bus corridor transit route linking the station to a new community center near Palomar Street and 3rd Avenue, and then via Main Street to major activity centers in the southerly part of Otay Ranch, also is proposed.</p>	<p>Existing High-Frequency Local Bus (Routes 701 and 712)</p> <p>Existing Trolley (Blue Line)</p> <p>Planned High-Frequency Local Bus (Route 704 to be phased in by 2020)</p> <p>Planned Rapid Service (Route 550 to be phased in by 2025, Route 635 to be phased in by 2035, Route 640B to be phased in by 2035)</p> <p>Planned Trolley (Route 562 - San Ysidro to Kearny Mesa via Chula Vista Phase 1 "Purple Line" to be phased in by 2035)</p>
	CV-6 Eastern Urban Center east of State Route 125 (SR 125), west of Eastlake Parkway and south of Olympic Parkway	Existing/Planned	Urban Center	<p>This high-intensity, mixed-use urban center will support the East Chula Vista/Otay Ranch and South San Diego County population, providing regional goods and services. It will be the most intensively developed part of Otay Ranch and East Chula Vista, integrating high-density housing, low- and mid- to high-rise office uses, and community- and regional-serving commercial and entertainment uses. It is envisioned as a unique and symbolic focal point for Otay Ranch and the broader subregion.</p>	<p>Planned High-Frequency Local Bus (Routes 715 and 716 to be phased in by 2035)</p> <p>Planned Rapid Service (Route 225 to be phased in by 2020, Route 709 to be phased in by 2025, Routes 635 and 689 to be phased in by 2035)</p>

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
Chula Vista (cont'd)	CV-6 (cont'd) Eastern Urban Center east of (SR 125), west of Eastlake Parkway and south of Olympic Parkway			<p>Over 3,300 dwelling units are proposed at a density of over 40 dwelling units per gross acre. Building height can be up to 15 stories, and major office, retail and cultural uses are ultimately envisioned.</p> <p>The Eastern Urban Center, including the Otay Ranch "Town Center" (Freeway Commercial) area is over 300 acres in size. SR 125 borders the area to the west, and other major roadways abut the area or lead to it. As an urban hub, it will be served by a BRT system, with up to three routes reflected in local and regional transportation plans. Surrounding land uses that relate closely to the Eastern Urban Center include a planned university campus and regional technology park.</p>	
	CV-7 University Village (Otay Ranch Village Nine and a portion of Village Eight), in the general vicinity of SR 125, Rock Mountain Road, and Eastlake Parkway	Existing/Planned	Town Center	<p>The area known as the University Village (Otay Ranch Village Nine and a portion of Village Eight) is planned to include a pedestrian-oriented Town Center of mixed-use and higher residential densities strongly tied to the planned university campus. The University Village would provide housing, retail, and other commercial and related services necessary to support the university and also would be the interface and "common meeting ground" with the university. A future BRT route (Palomar Trolley Station to Eastlake) would include a transit station at this location, along with a link to the route connecting Otay Ranch to Downtown San Diego and other activity centers to the north and south. Residential densities would be at 18 to 30 dwelling units per acre. The University Village is located just south of the Eastern Urban Center.</p>	<p>Planned High-Frequency Local Bus (Route 716 to be phased in by 2035)</p> <p>Planned Rapid Service (Route 225 to be phased in by 2020)</p>
	CV-8 Otay Ranch Village Eight at future extension of La Media Road and Rock Mountain Road	Existing/Planned	Town Center	<p>A pedestrian-oriented, mixed-use town center is proposed around the intersection of La Media Road and Rock Mountain Road, where Otay Ranch Villages Four, Seven and Eight meet (note: "town center" terminology is used locally as well). A future Rapid Bus route (Palomar Trolley Station to Eastlake) would include a transit station at this location. Higher-density mixed use development in the town center would be at a gross density of 18-45 dwelling units per acre.</p>	<p>Planned High-Frequency Local Bus (Routes 715 and 716 to be phased in by 2035)</p> <p>Planned Rapid Service (Route 635 to be phased in by 2035)</p>

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Chula Vista (cont'd)	CV-9 Otay Ranch Village 2 (West of intersection of La Media and Birch)	Existing/Planned	Community Center	Village 2 is planned as a pedestrian-and transit-oriented village. Because of its central location, its village core will be larger and more intense than the typical village core in other previously developed parts of Otay Ranch and will serve nearby communities, as well as Village Two residents. Of a planned total of approximately 2,800 dwelling units, some 1,800 will be in multi-family or mixed-use area and are planned at a density of approximately 20 dwelling units per acre. Higher-density residential uses would emanate from the mixed-use core that would also include commercial uses, affordable housing, and public/quasi-public uses. A transit line that originates at the H Street trolley station travels south to Village 2 and onward to the east of SR 125 through Otay Ranch.	Planned High-Frequency Local Bus (Routes 715 and 716 to be phased in by 2035)
	CV-10 Heritage Village (Otay Ranch Village One) at East Palomar Street, near Monarche Drive	Existing/Planned	Town Center	Heritage Village (Otay Ranch Village One) is the first transit-oriented village to be developed in the Otay Ranch project, and serves as a prototype for smart growth planning and design. The Village Core contains the village's commercial, employment, service and civic uses, as well as the highest residential densities, ranging from 24 to 39 dwelling units per net acre, with 1,225 multi-family units within approximately a quarter mile radius. The Village Core is anchored by a mixed-use center with residential over retail, a public park that contains the Heritage Park Community Center, Sharp Medical Office Center, and an elementary school. Transit right-of-way is reserved in the East Palomar Street median, with a station site at the heart of the village core and a pedestrian-activated crossing signal to accommodate future BRT service.  A system of pedestrian paseos also converges at the Village Core. Storefronts with wide village pathway sidewalks line East Palomar Street, which has diagonal on-street parking with additional parking behind the buildings. The City is working with SANDAG on initiating the BRT route that will serve the Otay Ranch transit-oriented villages. Chula Vista Transit currently provides bus service, which uses the future BRT station location.	Existing High-Frequency Local Bus (Route 712)  Planned Rapid Service (Route 225 to be phased in by 2020, Route 689 to be phased in by 2035)

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<b>Chula Vista (cont'd)</b>	<b>CV-11</b>	Southwestern College (southwest of Otay Lakes Road and East H Street)	Potential (Requires land use changes)	Special Use Center	Southwestern College is a community college serving South San Diego County residents, with approximately 19,000 full- and part-time students. Established in 1961, the college's main campus occupies a 156-acre site located at the intersection of Otay Lakes Road and East H Street in Chula Vista. Served by several Chula Vista Transit bus routes, the college is an important destination and transfer point. Southwestern College also is located along a planned Rapid Bus route that would connect western Chula Vista and the H Street Trolley Station with Otay Ranch. The college site is surrounded by existing residential and commercial development.	Existing High-Frequency Local Bus (Routes 709 and 712)  Planned High-Frequency Local Bus (Route 715 to be phased in by 2035)  Planned Rapid Service (Route 709 to be phased in by 2025)
	<b>CV-12</b>	Otay Ranch Village Five at East Palomar Street east of La Media Road	Existing/Planned	Town Center	Otay Ranch Village Five is a transit-oriented village located northeast of Heritage Village (Village One). The Village Core contains over 1,200 multi-family dwelling units within an approximately a quarter mile radius of the future BRT station, at densities of 13 to 30 dwelling units per acre. Immediately adjacent to the transit station is the Villaggio, a four-story, mixed-use town center with ten suites of ground level retail, and 72 townhome units. A 440-unit apartment complex (Teresina) with 88 affordable rental units also is located nearby. Five condominium complexes (Vista Sonrisa, Gold Rush, Stetson, Winchester, and Silver Sage) are within a ten-minute walk.	Planned Rapid Service (Route 225 to be phased in by 2020, Route 709 to be phased in by 2025, Route 689 to be phased in by 2035)
	<b>CV-13</b>	Otay Ranch Village Six at East Palomar Street and Magdalena Avenue	Existing/Planned	Town Center	Otay Ranch Village Six, another transit-oriented village, is currently being developed and is located south of Village Five. The Village Core has capacity for approximately 1800 dwelling units within an approximately a quarter mile radius of the future bus rapid transit station, at densities of 12 to 28 dwelling units per acre. Sites immediately adjacent to the future transit station have capacity for approx. 200 residential units some of which may qualify as affordable units and over 17,000 square feet of retail space, and shopkeeper suites (mixed used) on both sides of the terminus of East Palomar Street. The Village plan also envisions a daycare center in the mixed-use project. Five multi-family residential projects are located within a five-minute walk of the town center in the village core.	Planned Rapid Service (Route 225 to be phased in by 2020, Route 709 to be phased in by 2025, Route 689 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
Chula Vista (cont'd)	CV-14 East of Eastlake Parkway at the terminus of Birch Road	Existing/Planned	Town Center	Otay Ranch Village 11 is adjacent to the Eastern Urban Center and its Transit Station. It is a pedestrian-oriented village with access to transit within ¼ of a mile. The Village will encompass high-density residential mixed use at 20 dwelling units per acre.	Planned High-Frequency Local Bus (Routes 715 and 716 to be phased in by 2035)  Planned Rapid Service (Route 225 to be phased in by 2020, Route 709 to be phased in by 2025, Routes 635 and 689, to be phased in by 2035)
	CV-15 University Site, south of Hunte Parkway, adjacent to Eastlake Parkway and east of University Village (Village 9)	Existing/Planned	Special Use Center	<p>This area will accommodate a future multi-institutional University Center or traditional university and related facilities on approximately 400 acres. The campus and its related uses would attract intellectual resources and spur innovation that help promote economic development and job opportunities for local and regional residents and create an institution of civic distinction for Chula Vista and the South County. The university is envisioned to be accessible to students regionally and binationally and is being planned to accommodate an enrollment of approximately 15,000 full-time equivalent students. The university and supporting uses would be located and designed to achieve a cohesive and integrated campus environment, with a campus “core” linked to the University Village Town Center and the transit center. The campus would be designed to enhance pedestrian activity, respect the natural setting, and relate well to other adjoining uses.</p> <p>This site also will encompass an 85-acre Regional Technology Park (RTP). The regional technology park will be a high-quality business park that is oriented to and accommodates high technology business conducting research and light industrial/manufacturing activities that provide job opportunities for residents of Otay Ranch, Chula Vista and the greater south San Diego County region. The RTP may be comprised of noncontiguous areas within the University site provided that the minimum area is 25 acres. The research and manufacturing uses would be able to capitalize on the presence of the university, a skilled work force, and other supporting uses and activities located nearby. A future BRT route would include a station at the University Village adjacent to the University site.</p>	Planned Rapid Service (Route 225 to be phased in by 2020, Route 709 to be phased in by 2025, Route 689 to be phased in by 2035)

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Coronado	CO-1	Downtown Coronado	Existing/Planned	Town Center	This Coronado town center is oriented to the community's primary transit lines operating on Orange Avenue, encompassing most of the community's commercial development, lodging establishments such as the Hotel del Coronado, some mixed-use residential development, and the community's library. There is some potential for additional smart growth development in this area.	Existing High-Frequency Local Bus (Route 901)  Planned Rapid Service (Route 910 to be phased in by 2035)
	CO-2	Ferry Landing	Existing/Planned	Community Center	This is the approximate center of a neighborhood and tourist-serving commercial node that encompasses the pedestrian/bicycle ferry terminal and mixed-use residential and medium-density condominium complexes that are oriented to the community's shuttle bus system. There is some potential for additional smart growth development in this area.	Existing High-Frequency Local Bus (Route 901)  Planned Rapid Service (Route 910 to be phased in by 2035)
Del Mar	DM-1	Camino Del Mar and 10th Street	Potential (Requires land use change)	Community Center	Del Mar's Downtown Village is an eight-block-long, commercially zoned area fronting Camino del Mar (Historic Highway 101) between 9th and 15th Street. Based upon the existing Goals and objectives of the Del Mar Community Plan, the Village is the focus of major retail and office activity in an economically viable, pedestrian-oriented, and attractive area that is well integrated into the residential fabric of the community.	Planned Rapid Service (Route 473 to be phased in by 2035, Route 103 to be phased in by 2050)  Planned High-Frequency Local Bus (Routes 89 and 101 to be phased in by 2020)
	DM-2	New Seasonal Station at Del Mar Fairgrounds east of Camino Del Mar, south of Via de la Valle, north and west of Jimmy Durante Boulevard	Potential (Requires land use change)	Special Use Center	As part of the LOSSAN Corridor and San Dieguito doubletracking project, a seasonal train platform is planned for the western edge of the fairgrounds. The platform will be able to be used by visitors coming and going from the fairgrounds during the fair and race events. These events currently run from early-June through the end of November. This platform would be used seasonally and is being proposed to help mitigate the increasing traffic congestion caused by the increase in intensity of uses at the fairgrounds. The Fairgrounds Master Plan plans for increased frequency of uses and additional uses. All new aspects of the Master Plan are expected to increase employment opportunities to varied degrees. The Del Mar Fairgrounds is also planned to have provisions for housing which can serve permanent and/or seasonal employees.	Planned COASTER (to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
El Cajon	EC-1	Downtown El Cajon	Existing/Planned	Urban Center	The City's downtown encompasses approximately 275 acres and has been identified as a mixed-use development area combining retail and office uses with multi-story residential development above or adjacent. It is anticipated that residential densities may reach 40-60 dwelling units per acre or more with superior project design. The portion of downtown around Main Street and Magnolia Avenue has been undergoing redevelopment, including new restaurants and housing. The El Cajon Transit Center on Marshall Avenue is located within an older industrial area with close proximity to the Main Street commercial corridor. The area around the transit center has been identified as a target area for development of higher density housing in the El Cajon Housing Element (2013-2021). Further planning is needed to develop a plan to allow for transit-supportive uses and provide the public infrastructure needed to facilitate multi-modal mobility.	Existing Trolley (Green and Orange Lines)  Planned High-Frequency Local Bus (Routes 815, 874, and 875 to be phased in by 2020)  Planned Rapid Service (Route 90 to be phased in by 2035, Routes 870 and 890 to be phased in by 2050)  Planned Trolley (Route 563: Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)
	EC-2	Parkway Plaza at Fletcher Parkway and Johnson (SR 67 and I-8)	Existing/Planned	Community Center	This enclosed shopping mall is one of East County's largest regional shopping centers consisting of five major anchor retailers, and over 1.5 million square feet of total retail, service, eating, and financial uses. Existing city-based shuttles, along with several regional bus routes, use Parkway Plaza as a transit stop and connection to downtown El Cajon and the El Cajon Transit Center. This smart growth area is identified in the El Cajon Housing Element to allow High Density Residential at 45 units per acre.	Planned High-Frequency Local Bus (Routes 874 and 875 to be phased in by 2020)
	EC-3	Grossmont Community College at SR 125 and Grossmont College Drive	Potential (Requires land use and transit changes)	Special Use Center	Grossmont College is the largest community college campus in East County with an enrollment of over 16,000 students. The college is currently in the process of a major campus upgrade, including its transit connections and onsite circulation. Furthermore, the El Cajon Housing Element indicates that the college owns large pieces of vacant properties with residential capacity. At least 20 acres of the campus properties are zoned for low density residential that could accommodate student and staff housing in the future.	No Qualifying Existing or Planned Transit  (Special Use Centers require regional transit service)



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>El Cajon (cont'd)</b>	<b>EC-4</b>	Arnele Transit Center	Potential (Requires land use change)	Community Center	The area around the Arnele Transit Center is identified as a potential area to rezone to Mixed-Use with a potential density of 60 dwelling units per acre in the El Cajon Housing Element. Specifically, the properties adjacent to the station contain primarily older industrial uses. Large existing surface parking lots and underutilized sites are prime opportunities for mixed uses to locate near the transit station.	Existing Trolley (Green Line) Planned Rapid Service (Routes 870 and 890 to be phased in by 2050)
	<b>EC-5</b>	Main Street, from Lincoln to N Second	Potential (Requires land use changes)	Mixed-Use Transit Corridor	The Main Street Corridor is an older commercial corridor with existing bus service and planned for rapid bus. Infill opportunities with an increase in the maximum residential density in concert with mobility improvements would enhance the corridor and provide enhanced access to transit.	Planned High-Frequency Local Bus (Route 815 to be phased in by 2020)
	<b>EC-6</b>	Along Fletcher Parkway, from Westwind to Navajo, to SR 125	Potential (Requires land use and transit changes)	Mixed-Use Transit Corridor	The Town and Country Shopping Center is an opportunity site identified in the El Cajon Housing Element for the potential infill of additional residential to create a mixed use center. Other underdeveloped commercial properties have the potential for residential redevelopment, which would transform this commercial area into a more vibrant mixed-use corridor.	No Qualifying Existing or Planned Transit
	<b>EC-7</b>	Gillespie Field Airport Industrial Area Area bounded by SR 52 to the north, SR 67 to the east, Vernon Way to the south; and Cuyamaca Street/Gillespie Way to the west. El Cajon's jurisdiction within this area extends north to Kenney Street.	Potential (Requires land use change)	Special Use Center	The Special Use Center is an existing multi-modal employment hub served by the Gillespie Field LRT transit station. The City of El Cajon, City of Santee, and San Diego County have partnered to support the development of an advanced manufacturing and aviation-related industry cluster with multi-modal connections and facilities. Gillespie Field is strategically positioned to be a future driver of economic development. Further planning is needed to develop a coordinated transportation and land use planning framework that would provide additional employment opportunities and identify multi-modal improvements needed to connect the area in a comprehensive manner and provide equitable access to the labor base in the surrounding area. The North Cuyamaca Street Corridor and the Trolley alignment are identified as High Quality Transit Corridors and the surrounding area (within ½ mile of the transit corridor) as a Potential Transit	Existing Trolley (Green Line) Planned Rapid Service (Routes 870 and 890 to be phased in by 2050)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>El Cajon (cont'd)</b>	<b>EC-7 (cont'd)</b> Gillespie Field Airport Industrial Area  Area bounded by SR 52 to the north, SR 67 to the east, Vernon Way to the south; and Cuyamaca Street/Gillespie Way to the west.  El Cajon's jurisdiction within this area extends north to Kenney Street.			Priority Project Area in the 2050 RTP. The area is planned for Industrial and Manufacturing use and currently developed with business parks, manufacturing, and ancillary retail. Due to the special nature of this area and the constraints of the Gillespie Field ALUCP, there is limited potential for additional residential development. Consistent with the 2050 RTP/SCS, the special use center would provide needed jobs in an existing urbanized employment area connected by transit to the greater region as well as to a community characterized by higher than average unemployment and an often transit-dependent population. See also the City of Santee's Smart Growth Opportunity Area ST-5 and County of San Diego's Smart Growth Opportunity Area CN-7.	
<b>Encinitas</b>	<b>EN-1</b> Encinitas COASTER Station at Encinitas Boulevard and South Vulcan Avenue	Existing/Planned	Town Center	The Encinitas Transit Center is located along a regional transit line that offers service between downtown San Diego and Oceanside, and also provides bus service to other parts of North County. Typical buildings surrounding the Encinitas COASTER Station include the Historical La Paloma theatre, a variety of restaurants, boutique shops, and other retail uses. This smart growth area is located within the Downtown Encinitas Specific Plan area. The Specific Plan provides zoning and development incentives to encourage transit-oriented and mixed-use development. The City has recently invested approximately \$7 million in storm drain, alley, and streetscape improvements, spurring private investment in infill and redevelopment. Recently a number of mixed-use development projects have been built within proximity to the transit center, and further investment in residential and mixed-use projects are expected in the future. Additional refinements to the Downtown Encinitas Specific Plan may be made in the future to continue to implement smart growth.	Existing COASTER  Planned Rapid Service (Route 473 to be phased in by 2050)  Planned High-Frequency Local Bus (Route 101 to be phased in by 2020)

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<b>Escondido</b>	<b>ES-1</b> Downtown Specific Plan and areas west to Interstate 15 (I-15) generally between Washington Avenue, Hickory Street Fifth Avenue, Valley Parkway and I-15.	Existing/Planned	Town Center	<p>Numerous civic and cultural facilities are located in Escondido's Downtown Specific Planning Area (SPA), including City Hall, Grape Day Park, California Center for the Arts, Escondido, a new multi-plex movie theater (including I-MAX), Boys and Girls Club, Children's Museum, and the main library. The traditional low-rise downtown retail area is anchored by the Escondido Transit Center on the west end and Palomar Medical Center on the east end. An updated Downtown Specific Plan was adopted by the City Council on August 2013 to accommodate mid-rise, mixed-use development with residential densities ranging from 45 to up to 100 units per acre. The adopted Specific Plan allows up to 5,275 total units and includes incentives for mixed-use and affordable housing projects. With construction of the new Palomar Medical Center in the Escondido Research and Technology Center (ERTC) in ES 8, the existing Palomar Health Downtown Campus is undergoing phased renovations to accommodate the hospital district's corporate and administrative offices as well as selected medical and non-medical services. Phased improvements of the hospital district's downtown campus include renovations to the tower for non-hospital bed use, a mixed-use office/retail complex, magnet high school, and up to 300 dwelling units. The SPRINTER line terminates at the Escondido Transit Center. Areas between I-15 and the Downtown SPA boundary include industrial, assembly and other employment-oriented land uses that are in close proximity to the NCTD Multimodal Transit Center. Several city-owned properties near the Transit Center, including the City's former Municipal Police Facility (south of the NCTD transit station) and City's Public Works Maintenance Operations Facility (north of the NCTD transit station) are being marketed for development opportunity as the 'Crossroads Business Park' that extends north to Mission Avenue. Downtown and areas west to I-15 are in close proximity to the public transportation, which makes the area well situated for future shuttle service to the transit center.</p>	<p>Existing SPRINTER</p> <p>Existing Rapid Service (Routes 235, 280, and 350)</p> <p>Planned High-Frequency Local Bus (Routes 305, 351, 352, 353, and 354 to be phased in by 2020, Route 355 to be phased in by 2035)</p> <p>Planned SPRINTER Express to be phased in by 2040)</p> <p>Planned Rapid Service (Route 237 to be extended by 2035, Routes 440 and 471 to be phased in by 2050)</p>

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Escondido (cont'd)</b>	<b>ES-2</b> Mission Road from I-15 to Escondido Boulevard, and Escondido Boulevard from Mission Road to Washington Avenue.	Existing/Planned	Mixed-Use Transit Corridor	The Mission Road area is characterized by underutilized commercial and industrial development. The area is served by high-frequency, local transit connecting I-15 with the downtown area. A number of potential infill reuse areas have been identified, including the Mount Vernon Inn, and swap meet. Several city-owned properties near the Transit Center, including the City's former Municipal Police Facility (south of the NCTD transit station) and City's Public Works Maintenance Operations Facility (north of the NCTD transit station) are being marketed for development opportunity as the 'Crossroads Business Park' that extends north to Mission Avenue.	Planned High-Frequency Local Bus (Routes 305, 352, and 354 to be phased in by 2020, Route 355 to be phased in by 2035)  Planned Rapid Service (Route 440 to be phased in by 2050)
	<b>ES-3</b> East Valley Parkway from Fig Street to Midway Drive, and Grand Avenue from Hickory Street to east of Ash Street (includes East Valley Parkway Area Plan and the Hospital Professional Zone).	Existing/Planned	Mixed-Use Transit Corridor	East Valley Parkway is characterized by low-intensity commercial uses served by high-frequency, local transit. The commercial area extends approximately 2.5 miles east of downtown on both sides of East Valley Parkway, a major road, and is bisected by SR 78 (Ash Street). The commercial area is bordered by existing multi-family developments with densities up to 18 dwelling units per acre, located to the south along Grand Avenue and north of Escondido Creek. The recently adopted General Plan Update promotes a focus on attracting additional educational uses that complement existing educational uses developed near the Midway Drive intersection, including Palomar College and the Escondido Charter High School. Major retail development has occurred along the parkway in recent years. The Hospital Professional district, located east of the existing Palomar Medical Center and south of East Valley Parkway, supports low-scale medical office uses accessed by local transit along Grand Avenue.  The East Valley Parkway Area Plan, adopted in 2004, promotes revitalization of the commercial area to attract high employment uses, support retail, educational and entertainment uses, and mixed-use projects through a planned development process. The Area Plan eliminated a height restriction to allow mid-rise development. The recently adopted General Plan Update includes a mixed use residential overlay with 30 dwelling units per acre densities. Future intensification of medical office uses is dependent upon the hospital relocation to ES 8 and conversion and expansion of the existing hospital campus connecting the East Valley area to the downtown area.	Planned Rapid Service (Route 471 to be phased in by 2050)  Planned High-Frequency Local Bus (Routes 351, 352, and 353 to be phased in by 2020, Route 355 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>Escondido (cont'd)</b>	<b>ES-4</b>	South Escondido Boulevard from 5th Avenue to Vermont Avenue	Existing/Planned	Mixed-Use Transit Corridor	The South Escondido Boulevard Neighborhood Plan was amended in 1996 to allow mixed-use development with 30 dwelling units per acre densities and a maximum height of three stories. An estimated 250 to 300 additional units are anticipated within this area. Several mixed-use projects, with densities ranging from 24 to 45 dwelling units per acre, have started to transform this area. NCTD operates their high-frequency BRT Route 350 from NCTD's Downtown Escondido multi-modal center that makes several stops in this area.	Existing Rapid Service (Route 350)
	<b>ES-5</b>	Felicita Avenue and Centre City Parkway	Existing/Planned	Community Center	This area is characterized by existing low-rise, commercial retail uses. Intensification of existing underutilized properties should be evaluated in coordination with any future transit station planning. Mixed-use opportunities exist along Centre City Parkway, Felicita Avenue, and Escondido Boulevard. The area is within the South Escondido Boulevard Neighborhood Plan, which allows mixed-use development with 30 dwelling units per acre densities. NCTD operates their high-frequency BRT Route 350 from NCTD's Downtown Escondido multi-modal center that makes several stops in this area.	Existing Rapid Service (Route 350) Planned SPRINTER (to be phased in by 2050)
	<b>ES-6</b>	Citracado Parkway and Centre City Parkway	Potential (Requires land use and transit changes)	Community Center	This area is characterized by existing low-rise commercial retail uses. Intensification of existing underutilized properties should be evaluated in coordination with any future transit station planning. The area is within the South Escondido Boulevard Neighborhood Plan, which allows mixed-use development with 30 dwelling units per acre densities and with a maximum height of three stories. Mixed-use opportunities exist along Centre City Parkway, Escondido Boulevard, and Brotherton Road.	No Qualifying Existing or Planned Transit. (SPRINTER Extension will serve this area, but currently there is no stop planned in this community center.)
	<b>ES-7</b>	Westfield Shoppingtown (Via Rancho Parkway and I-15)	Potential (Requires land use change)	Special Use Center	The site is located adjacent to I-15 (on both sides of the freeway) and is developed as a regional shopping center (east side) and neighborhood center (west side) with ample surface parking. NCTD operates their high-frequency BRT Route 350 from NCTD's Downtown Escondido multi-modal center that makes several stops in this area and terminates at a park and ride facility on the west side of	Existing Rapid Service (Routes 235, 280, and 350) Planned Rapid Service (Route 237 to be phased in by 2035) Planned SPRINTER (to be phased in by 2050)

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<b>Escondido (cont'd)</b>	<b>ES-7 (cont'd)</b> Westfield Shoppingtown (Via Rancho Parkway and I-15)			I-15 adjacent to the neighborhood shopping center. Long term plans include extending the NCTD light rail line from the downtown transit station to Westfield Shoppingtown. Given the large amount of surface parking, opportunity exists for intensification of employment, visitor serving, commercial and entertainment uses. Integration of transit service to improve access to the shopping center should be evaluated in coordination with any future transit station planning.	
	<b>ES-8</b> Nordahl SPRINTER Station at Nordahl Road and Mission Road	Potential (Requires land use change)	Special Use Center	The Nordahl SPRINTER Station is provided at the southwest corner of Mission Avenue and Auto Park Way. The area is characterized by low-intensity commercial and industrial uses. Nearby is the 186-acre ERTC to the southeast on Citracado Parkway. The SDG&E 500 megawatt Palomar Energy Plant and Stone Brewery's facility are now operating and the Palomar Hospital Medical Campus is complete. The balance of the Specific Plan area is designated for light industrial, office, and medical office. The Specific Plan allows up to 1.24 million square feet of floor area for the hospital and additional support services for the 35 acre medical campus. Due to its size, new infrastructure, and proximity to the transit center, the ERTC site is well suited to attract high-density employment uses and is well situated for shuttle service from the SPRINTER station.	Existing SPRINTER Planned High-Frequency Local Bus (Routes 305 and 353 to be phased in by 2020) Planned Rapid Service (Route 440 to be phased in by 2050)
<b>Imperial Beach</b>	<b>IB-1</b> 9th Street and Palm Avenue/ State Route 75 (SR 75)	Existing/Planned	Community Center	Currently, the Imperial Beach Redevelopment Successor Agency is pursuing redevelopment opportunities within this corridor and is focusing on the property at the Palm Avenue/SR 75 split (9th Street and Palm Avenue). It is hoped that redevelopment within this area will provide mixed-use, mixed-income development including retail, restaurant, entertainment, hospitality, and residential uses along this mixed-use transit corridor. Consideration also is being given to establishment of a transit hub at this location to promote the area as a community center.	Existing High-Frequency Local Bus (Routes 901, 933, and 934)

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<b>Imperial Beach (cont'd)</b>	<b>IB-2</b> Seacoast Drive from Imperial Beach Boulevard to Palm Avenue, and Palm Avenue from Seacoast Drive to Georgia Avenue	Existing/Planned	Mixed-Use Transit Corridor	<p>The vision for Seacoast Drive is that of a small-town, casual, tourist/visitor-oriented, pedestrian-oriented waterfront district along a transit, beach-serving corridor, with an enhanced streetscape, widened sidewalks providing residents and visitors with recreation, shopping, and dining opportunities, as well as hotel accommodations for tourists. It is envisioned that the predominant type of development along this corridor will be mixed-use and/or hotel development, along with short-term vacation rental opportunities.</p> <p>The Seacoast commercial and mixed-use area provides for land to meet the demand for goods and services required primarily by the tourist population, as well as local residents who use the beach area. It is intended that the dominant type of commercial activity in this designation will be visitor-serving retail, such as specialty stores, surf shops, restaurants, hotels and motels, etc. In order to promote a more pedestrian-oriented community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, drive-thru services for restaurants, banks, dry cleaners, and other similar auto-related business establishments shall be prohibited in this zone. Residential uses may be permitted at a maximum density of one unit per every 1,500 square feet of land and up to one unit per every 1,210 sq ft with a Conditional Use Permit (CUP) for incentives.</p> <p>It is envisioned that "Old Palm Avenue" (Palm Avenue from Seacoast Drive to 3rd Street) will be the historic, small-scale commercial center of Imperial Beach with an enhanced, landscaped streetscape, a pedestrian-orientated, walkable area, with shops, restaurants, and boutiques, with an emphasis on urban-infill, mixed-use development. Between 3rd Street and 7th Street, a portion of the Eco-Route Bikeway has been constructed that connects the Old Palm Avenue area to the Palm Avenue Commercial Corridor.</p> <p>The Vision Plan for the City of Imperial Beach calls for the Palm Avenue Commercial Corridor area to be a neighborhood and pedestrian-friendly, traffic-calmed,</p>	<p>Existing High-Frequency Local Bus (Routes 901, 933, and 934)</p> <p>Planned Rapid Service (Route 905 to be phased in by 2020)</p>

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Imperial Beach (cont'd)</b>	<b>IB-2 (cont'd)</b> Seacoast Drive from Imperial Beach Boulevard to Palm Avenue, and Palm Avenue from Seacoast Drive to Georgia Avenue			<p>active, beautifully landscaped, well-designed, and vibrant commercial corridor supporting community residents and visitors alike, while generating necessary property tax, sales tax, and transient occupancy tax revenues. This area provides for land to meet the local demand for commercial goods and services. A SANDAG Smart Growth Incentive Program grant is funding street improvement plans for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project.</p> <p>It is intended that the dominant type of commercial activity in this General Commercial and Mixed-Use designation will be community and neighborhood-serving retail and office uses, such as markets, specialty stores, professional offices, personal service department stores, restaurants, liquor stores, hardware stores, etc. Residential uses may be permitted at a maximum density of one unit per every 1,000 square feet of land.</p>	
	<b>IB-3</b> Imperial Beach Boulevard and 13th Street	Potential (Requires land use change)	Community Center	<p>This neighborhood commercial area provides land to meet the local neighborhood demand for commercial goods and services, as opposed to the goods and services required primarily by the tourist population or citywide. It is intended that the dominant type of commercial activity in this designation will be neighborhood-serving retail and office uses, such as markets, professional offices, personal services, restaurants, hardware stores, etc. In order to maintain and promote a more pedestrian-oriented community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, drive-thru services for restaurants, banks, dry cleaners, and other similar auto-related business establishments shall be prohibited in this district. Residential uses may be permitted at a maximum density of one unit per every 1,500 square feet of land and up to one unit per every 1,210 sq ft with a CUP for incentives.</p> <p>It is envisioned that this area will become a more vibrant, well-maintained commercial activity center to serve this neighborhood and become a more noteworthy "gateway" into the City. It is expected that mixed-use and, potentially,</p>	<p>Existing High-Frequency Local Bus (Routes 901, 933, and 934)</p> <p>(Rapid Route 905 will serve this area, but currently there is no stop planned in this community center.)</p>



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Imperial Beach (cont'd)</b>	<b>IB-3 (cont'd)</b> Imperial Beach Boulevard and 13th Street			mixed-use/mixed-income development will be developed on vacant or underutilized lots. Currently, several mixed-use projects have been developed in this area that also is served by a transit stop on Imperial Beach Boulevard at 13th Street.	
<b>La Mesa</b>					
	<b>LM-1</b> Grossmont Trolley Station at Grossmont Center Drive south of Fletcher Parkway and East of SR 125	Existing/Planned	Urban Center	The City of La Mesa worked with Fairfield Residential LLC and Metropolitan Transit System (MTS) to transform the transit stop and parking lot at the Grossmont transit station into a transit-oriented development. The project includes 527 apartment units in three- and four-story structures over two levels of parking and 3,000 square feet of commercial uses oriented toward the transit station. Eighty rent-restricted affordable units are included in the project. Two Trolley lines and five bus routes connect at the Trolley station. Structured parking for 600 spaces will support the parking needs of the transit station. Completed improvements to the transit station include pedestrian access via elevator to facilitate travel between the station and a nearby hospital and medical office complex and a regional shopping center.	Existing Trolley (Orange and Green Lines)  Planned Rapid Service (Route 90 to be phased in by 2035)  Planned Trolley (Route 563: Phase 1 – Kearny Mesa to La Mesa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)
	<b>LM-2</b> Downtown La Mesa	Existing/Planned	Town Center	Existing and planned infill development of residential and commercial uses exist in the historic La Mesa Village, which is located adjacent to the Downtown La Mesa transit center. A Trolley station and three bus routes serve this neighborhood. A smart growth downtown village streetscape improvement project is under construction in 2014-2015.	Existing Trolley (Orange Line)  Planned Rapid Service (Route 10 to be phased in by 2025)  Planned High-Frequency Local Bus (Route 7 to be phased in by 2020)
	<b>LM-3</b> Baltimore Drive and Fletcher Parkway from Lake Murray Boulevard to Grossmont Transit Center	Existing/Planned	Mixed-Use Transit Corridor	Existing residential at densities between 20 and 40 dwelling units per acre located along major arterials served by two bus routes terminating at the Grossmont Trolley Station. Existing general commercial uses and regional and community-serving health care services with a high density of employment are located along the corridor.	Existing Trolley (Orange and Green Lines)  Planned Rapid Service (Route 90 to be phased in by 2035)  Planned Trolley (Route 563: Phase 1 – Kearny Mesa to La Mesa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>La Mesa (cont'd)</b>	<b>LM-4</b>	Lake Murray Boulevard/70th Street from El Cajon Boulevard to Dallas Street	Potential (Requires land use and transit changes)	Mixed-Use Transit Corridor	Existing higher-density residential development exists within this existing bus service corridor along Lake Murray Boulevard and Baltimore Drive. There is potential for infill or reuse of the neighborhood shopping center within a quarter mile of the corridor.	No Qualifying Existing or Planned Transit
	<b>LM-5</b>	Amaya Trolley Station	Potential (Requires land use change)	Community Center	Existing transit-oriented development, located adjacent to the Amaya Station, includes a 400-unit condominium project. There is additional potential for infill or reuse of an obsolete neighborhood shopping center located within a quarter mile of the station site.	Existing Trolley (Orange and Green Lines) Planned Trolley (Route 563: Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)
	<b>LM-6</b>	La Mesa Boulevard between Spring Street and Fletcher Parkway	Existing/Planned	Mixed-Use Transit Corridor	There is planned private, sector-driven redevelopment of underutilized parcels located along the La Mesa Boulevard mixed-use transit corridor. Residential densities are anticipated at 40 dwelling units per acre with commercial mixed-use.	Existing Trolley (Orange and Green Lines) Planned High-Frequency Local Bus (Route 7 to be phased in by 2020) Planned Rapid Service (Route 10 to be phased in by 2025, Route 90 to be phased in by 2035) Planned Trolley (Route 563: Phase 1 – Kearny Mesa to La Mesa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)
	<b>LM-7</b>	Spring Street Trolley Station	Potential (Requires land use change)	Community Center	The Spring Street Trolley Station and three bus routes are adjacent to 300 military housing units. Additional mixed-use infill development is planned in the neighborhood surrounding the trolley station. The High Street undercrossing is needed to connect High Street to Spring Street at the Spring Street Trolley Station.	Existing Trolley (Orange Line)
	<b>LM-8</b>	University Avenue between 69th Street and La Mesa Boulevard	Existing/Planned	Mixed-Use Transit Corridor	There is planned private, sector-driven redevelopment of underutilized parcels located along the University Avenue transit corridor. Residential densities are anticipated at 40 dwelling units per acre with commercial mixed-use.	Planned Rapid Service (Route 10 to be phased in by 2025) Planned High-Frequency Local Bus (Route 7 to be phased in by 2020)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>La Mesa (cont'd)</b>	<b>LM-9</b>	El Cajon Boulevard between 73rd Street and La Mesa Boulevard, extending on La Mesa Boulevard until University Avenue	Existing/Planned	Mixed-Use Transit Corridor	There is planned private, sector-driven redevelopment of under-utilized parcels located along the El Cajon Boulevard transit corridor. Residential densities are anticipated at 40 dwelling units per acre with commercial mixed-use.	Planned High-Frequency Local Bus to be phased in by 2020)
	<b>LM-10</b>	70th Street Trolley Station	Existing/Planned	Community Center	Potential exists for a transit-oriented, mixed-use development located adjacent to the 70th Street Trolley Station.	Existing Trolley (Green Line)Planned Trolley (Route 563: Phase 1 – Kearny Mesa to La Mesa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)
<b>Lemon Grove</b>	<b>LG-1</b>	Lemon Grove Depot Trolley Station at Broadway and Main Street/ Downtown Lemon Grove	Existing/Planned	Town Center	<p>The Downtown Village special treatment area contains the traditional downtown commercial district located around the intersection of Broadway and Lemon Grove Avenue. Mixes of retail and office uses presently dominate the special treatment area. Other important features include the downtown Trolley station, City Hall, and Fireman's Park. The Downtown Village retains its pedestrian scale and is easily accessible from State Route 94 (SR 94), major roads, and bus and Trolley service.</p> <p>The Downtown Village is planned for a lively mix of retail, office, condominium, and apartment development supported by a variety of transportation options. In addition to supporting the village residents, shops and restaurants will provide recreational opportunities for Lemon Grove residents and others from adjacent communities. The residential population, in turn, will increase the viability of the village shops. Trolley and bus lines traversing the village will allow residents to commute to regional work centers via transit, while also providing access to the Downtown Village from nearby communities.</p>	<p>Existing Trolley (Orange Line)</p> <p>Planned Rapid Service (Route 636 to be phased in by 2050)</p> <p>Planned High-Frequency Local Bus (Route 936 to be phased in by 2035)</p>

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Lemon Grove (cont'd)</b>	<b>LG-1 (cont'd)</b> Lemon Grove Depot Trolley Station at Broadway and Main Street/ Downtown Lemon Grove			To optimize the Downtown Village redevelopment efforts and achieve the community's objectives, the City recently has adopted a Specific Plan for the Downtown Village. This Specific Plan promotes mixed-use, accommodates increased residential densities and commercial intensities, provides for pedestrian amenities, and promotes the village as an entry to Lemon Grove and a shopping destination. Land use designations in the Downtown Village Specific Plan area are established as minimum residential densities ranging from 25 to 45 minimum dwelling units per acre. Other residential land use designations in this area provide for a maximum 29 dwelling units per acre.	
	<b>LG-2</b> Same as LG-1, but expanded boundary	Existing/Planned	Town Center	Because interest in redevelopment around the planned Town Center is growing, expansion of the Town Center boundary will be the subject of additional planning in the surrounding area.	Existing Trolley (Orange Line) Planned Rapid Service (Route 636 to be phased in by 2050) Planned High-Frequency Local Bus (Route 936 to be phased in by 2035)
	<b>LG-3</b> Massachusetts Trolley Station at Lemon Grove Avenue and Massachusetts Avenue	Potential (Requires land use change)	Community Center	The Massachusetts Station special treatment area encompasses the existing commercial site across from the Massachusetts Avenue Trolley Station. Redevelopment of the site with a mix of residential and neighborhood commercial uses, which concentrate residential density near an existing transit center, is planned to achieve two primary goals: (1) increase the number of residents that can walk to the Trolley station and use the Trolley to commute; and (2) provide neighborhood shopping opportunities to reduce driving and encourage walking and bicycling. The General Plan land use designation for a special treatment area within this smart growth area provides for mixed-use and allows for a maximum of 43 dwelling units per acre.	Existing Trolley (Orange Line)
<b>National City</b>	<b>NC-1</b> Downtown National City (Downtown Specific Plan)	Existing/Planned	Urban Center	This area includes the Downtown Specific Plan, which was adopted 2005. The Plan emphasizes walkable neighborhoods and mixed-use and transit-oriented development with densities of up to 75 dwelling units per acre. The Specific Plan anticipates approximately	Existing Trolley (Blue Line) Existing High-Frequency Local Bus (Routes 929, 932, and 955)

Jurisdiction		Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>National City (cont'd)</b>	<b>NC-1 (cont'd)</b>	Downtown National City (Downtown Specific Plan)			4,000 new dwelling units. The 8th Street Trolley Station is several blocks to the west of National City Boulevard. There also are several access points to I-5. There are more than a dozen MTS bus stops along National City Boulevard and a half dozen bus stops along 8th Street All of these services operate every 30 minutes and connect to the Trolley stations. The 8th Street Trolley Station is within close walking distance to the downtown area. Opportunities exist for a higher usage of both the existing 8th Street Trolley Station and bus routes with the potential residential development planned for the downtown area.	Planned High-Frequency Local Bus (Routes 962 and 963 to be phased in by 2020)
	<b>NC-2</b>	South of West Plaza Boulevard, North of Mile of Cars Way, East of I-5, West of National City Boulevard	Existing/Planned	Town Center	This area encompasses the Westside Specific Plan, which was adopted in 2010. The plan provided for mixed-use, transit-oriented development within the City's Old Town Neighborhood. The area includes the 24th Street Trolley Station.	Existing Trolley (Blue Line) Existing High-Frequency Local Bus (Routes 13, 932, 955, and 961) Planned High-Frequency Local Bus (Routes 962 and 963 to be phased in by 2020) Planned Rapid Service (Route 640B to be phased in by 2035)
	<b>NC-3</b>	The entire length of Highland Avenue between the northern and southern city boundaries and extending into the adjacent jurisdictions and along Mile of Cars Way between Highland and I-5	Existing/Planned	Mixed-Use Transit Corridor	Highland Avenue runs north-south and is a main arterial for the City. Most of the corridor is designated for mixed-use with up to 75 units per acre. There are a variety of transit stops with frequent intervals along Highland Avenue. These bus lines also connect to the City's two Trolley stations.	Existing High-Frequency Local Bus (Routes 13, 929, 932, 955, and 961) Planned High-Frequency Local Bus (Routes 962 and 963 to be phased in by 2020) Planned Trolley (Route 562 - San Ysidro to Kearny Mesa Phase 1 "Purple Line" to be phased in by 2035) Planned Rapid Service (Routes 550 and 640B to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>National City (cont'd)</b>	<b>NC-4</b>	8th Street between Highland Avenue and I-805	Existing/Planned	Mixed-Use Transit Corridor	This corridor is primarily zoned for mixed-use with densities up to 75 dwelling units per acre. Existing land uses include residential, retail commercial and strip centers.	Existing High-Frequency Local Bus (Routes 929 and 955)
	<b>NC-5</b>	Paradise Valley Hospital Area at Euclid Avenue and 4th Street	Existing/Planned	Town Center	This area includes Paradise Valley Hospital and the surrounding areas located east of I-805, south of 4th Street, along and north of Plaza Boulevard, and east of Paradise Valley Road. In addition to Paradise Valley Hospital, the area also contains various medical office and care facilities, as well as housing. A 498-unit senior housing/assisted living facility was recently built. Residential development in the area is allowed at a density of up to 75 dwelling units per acre and is facilitated by efficient transit service.	Existing High-Frequency Local Bus (Route 13) Planned High-Frequency Local Bus (Routes 962 and 963 to be phased in by 2020) Planned Rapid Service (Routes 550, 225, 688, and 689 to be phased in by 2035, Route 650 to be phased in by 2050)
	<b>NC-6</b>	Plaza Boulevard from Highland Avenue to I-805	Existing/Planned	Mixed-Use Transit Corridor	This corridor extends from Highland Avenue to I-805. This area is developed with a variety of commercial and residential development. There is access to I-805 and bus transit service, which connects to the nearby trolley line. A stop for the South Bay BRT is planned at Plaza Boulevard and I-805. The zoning in this area allows for mixed-use, with a density of up to 75 dwelling units per acre.	Existing High-Frequency Local Bus (Route 929) Planned Trolley (Route 562 - San Ysidro to Kearny Mesa Phase 1 "Purple Line" to be phased in by 2035) Planned Rapid Service (Route 550 to be phased in by 2025, Routes 225, 688, and 689 to be phased in by 2035, Route 650 to be phased in by 2050) Planned High-Frequency Local Bus (Routes 962 and 963 to be phased in by 2020)
	<b>NC-7</b>	18th Street between Highland Avenue and Rachel Avenue	Existing/Planned	Mixed-Use Transit Corridor	This corridor is primarily zoned for mixed-use with densities up to 48 dwelling units per acre. Existing land uses include primarily multi-family residential.	Existing High-Frequency Local Bus (Routes 13 and 929) Planned High-Frequency Local Bus (Route 963 to be phased in by 2020) Planned Rapid Service (Route 550 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>National City (cont'd)</b>	<b>NC-8</b> 30th Street/ Sweetwater Road from National City Boulevard to Plaza Bonita	Existing/Planned	Mixed-Use Transit Corridor	This corridor is primarily zoned for mixed-use with densities up to 75 dwelling units per acre. Existing land uses include several commercial shopping centers, strip centers, and the Plaza Bonita regional mall.	Existing High-Frequency Local Bus (Routes 929, 932, and 961)  Planned High-Frequency Local Bus (Route 963 to be phased in by 2020)  Planned Rapid Service (Route 550 to be phased in by 2035)  Planned Trolley (Route 562 - San Ysidro to Kearny Mesa Phase 1 "Purple Line" to be phased in by 2035)
<b>Oceanside</b>	<b>OC-1</b> Downtown Oceanside at Mission Avenue and North Coast Highway	Existing/Planned	Town Center	<p>The Downtown Transit Center is located within the heart of the Oceanside redevelopment area just two blocks southwest of the intersection of the main north-south and east-west transit corridors of Mission Avenue (links to I-5) and North Coast Highway. The intermodal transit center was completed in 1983 and is strategically located as the northern terminus of the COASTER, the western terminus of the SPRINTER line, the intermediate station for the Surfliner, as well as the southern terminus for the Metrolink. In addition, the transit center serves as the western hub of the NCTD bus line and also is serviced by Greyhound. Surrounding land uses include high-density residential (43 dwelling units per acre) located south of the transit center and commercial uses are located northwest, north, and east of the transit center.</p> <p>The commercial zone allows for mixed-use projects at a maximum density of 43 dwelling units per acre. In addition, there are five city blocks that are located east and west of the railroad line north of the transit center that are target for future mixed-use development presently in the review process. As illustrated, the downtown area is well positioned for current and future smart growth development and opportunities.</p>	Existing COASTER  Existing SPRINTER  Existing High-Frequency Local Bus (Route 303)  Planned High-Frequency Local Bus (Routes 101 and 302 to be phased in by 2020)  Planned Rapid Service (Routes 473 and 474 to be phased in by 2050)  Planned SPRINTER Express (to be phased in by 2040)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Oceanside (cont'd)</b>	<b>OC-2</b> South Coast Highway from Mission Avenue to Vista Way	Existing/Planned	Mixed-Use Transit Corridor	<p>The South Coast Highway transit corridor features low-rise commercial uses with a preponderance of motor vehicle repair and sales operations. The commercial corridor borders on high-density residential (maximum of 43 dwelling units per acre) zones to the west, where many properties are currently developed well below their density potential (e.g., older single-family homes on lots able to accommodate three to five dwelling units). Given their proximity to the ocean, these residential properties have significant redevelopment potential. While commercial zoning standards allow for mixed-use development on South Coast Highway, opportunities have been limited due to small lot sizes and diverse ownership. The Coast Highway Vision and Strategic Plan (CHSVSP), approved in 2009, outlines a variety of smart growth implementation strategies intended to address these constraints.</p> <p>The South Coast Highway Sprinter Station is situated one block southwest of the intersection of Oceanside Boulevard and South Coast Highway and is surrounded by vacant and underutilized land. In light of its proximity to light rail service, this intersection has been defined by the CHVSP as a key activity area where an urban mix of commercial and residential uses can be accommodated with higher-profile and more intensive development. A similar activity node is anticipated near the Oceanside Transit Center, with other stretches of South Coast Highway expected to feature less concentrated development and more extensive landscaping.</p>	Existing COASTER Existing SPRINTER Planned Rapid Service (Route 473 to be phased in by 2050) Planned High-Frequency Local Bus (Routes 101 and 302 to be phased in by 2020)
	<b>OC-3</b> Oceanside Boulevard from I-5 to Industry Street	Existing/Planned	Mixed-Use Transit Corridor	<p>Oceanside Boulevard between Interstate 5 and Industry Street is characterized by strip commercial and industrial uses. Just under a mile in length, this segment of Oceanside Boulevard was the subject of a community visioning process in 2007, which resulted in the Oceanside Boulevard Corridor Vision Statement. The Vision Statement calls for a mix of commercial, residential and public open space uses within walking distance of a restored Loma Alta Creek, along with right-of-way improvements intended to create a more pedestrian-oriented environment. The</p>	Existing SPRINTER



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Oceanside (cont'd)</b>	<b>OC-3 (cont'd)</b> Oceanside Boulevard from I-5 to Industry Street			<p>corridor is served by the Crouch Street Sprinter Station, with light rail supplemented by bus service that parallels the Sprinter route to the Oceanside Transit Center. High-density housing lies immediately north of the corridor, placing many current residents within one-quarter mile of transit, shopping and other services. Existing commercial zoning allows residential densities up to 29 dwelling units per acre in conjunction with mixed-use development. While pockets of light industrial zoning remain within the corridor, the City is open to rezoning these light industrial properties to provide for land uses and development types consistent with the Vision Statement.</p>	
	<b>OC-4</b> El Camino Real SPRINTER Station at El Camino Real and Oceanside Boulevard	Potential (Requires land use change)	Community Center	<p>The El Camino Real SPRINTER Station is located southwest of the intersection of El Camino Real and Oceanside Boulevard. The area is characterized by strip commercial and industrial uses, as well as underutilized commercial and industrial lands. Industrial uses are located east and west of the station, low-density residential is located south of the station, and commercial is located northwest of the station. The 450-acre, city-owned park site, El Corazon, which is governed by a specific plan that provides for passive and active recreational uses as well as residential, commercial, and other civic uses, is located northeast of the transit site. Although land parcels in the immediate area are typically larger than usual, smart growth opportunities would be concentrated in the area of the underutilized commercial and industrial lands.</p>	Existing SPRINTER
	<b>OC-5</b> Rancho Del Oro SPRINTER Station at Rancho Del Oro and Oceanside Boulevard	Potential (Requires land use change)	Community Center	<p>The Rancho Del Oro SPRINTER Station is located southwest of the intersection of Rancho Del Oro and Oceanside Boulevard. The area is generally characterized by existing and planned industrial uses to the west and north. Low-density, single-family residential and environmentally sensitive lands are located to the east and south. A large 450-acre park, El Corazon, is planned to the northwest that will include commercial uses, active and passive recreational uses, civic and community uses, as well as protected natural habitat. However, due to existing and planned land uses and natural habitat constraints, opportunities for future mixed-use development in the immediate area are limited.</p>	Existing SPRINTER

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>Oceanside (cont'd)</b>	<b>OC-6</b>	College Boulevard SPRINTER Station at College Boulevard and Oceanside Boulevard	Potential (Requires land use change)	Community Center	College Boulevard SPRINTER Station is located southwest of the intersection of College and Oceanside Boulevards. The area is characterized by industrial uses located north and west of the transit station, commercial uses are located east, and low-density, single-family residential uses are located south of the site. The surrounding area is an emerging industrial zone with several million square feet of industrial buildings planned or currently under construction that would limit residential development. However, opportunities for mixed-use development are limited due to the existing and planned industrial and commercial development.	Existing SPRINTER Planned SPRINTER Express (to be phased in by 2040) Planned Rapid Service (Route 477 to be phased in by 2050)
	<b>OC-7</b>	Melrose SPRINTER Station at Melrose Drive and Oceanside Boulevard	Potential (Requires land use change)	Community Center	The Melrose SPRINTER Station is located southwest of the intersection of Melrose Drive and Oceanside Boulevard. This station location is situated in the eastern most section of the City and adjacent to a high density residential development within the City of Vista. High-intensity commercial uses do exist directly adjacent to the planned transit station. Vacant land to the north/northeast of the transit station is expected to develop with both commercial and medium-density residential uses.	Existing SPRINTER
	<b>OC-8</b>	San Luis Rey Transit Center	Potential (Requires land use change)	Community Center	The San Luis Rey Transit Center and North River Village mixed-use project is located southeast of the intersection of Vandegrift Boulevard and North River Road. The project entails the development of a mixed-use project comprised of 106 condominium units, approximately 13,684 square feet of commercial retail space within 26 commercial condominium units, and the NCTD San Luis Rey Bus Transit Center.	Existing High-Frequency Local Bus (Route 303) Planned Rapid Service (Routes 474 and 477 to be phased in by 2050)
<b>Poway</b>	<b>PW-1</b>	"100% Corner" at Poway Road and Community Road	Potential (Requires transit change)	Town Center	The proposed smart growth area is located in the commercial center of Poway and includes property zoned Town Center, Mixed-Use, Community Business, Open Space – Recreation and Public Facilities. The proposed Town Center area includes the library, City Hall, an elementary school, Poway Community Park, retail and office uses, restaurants, and grocery stores as well as several for-rent affordable family housing and ownership	No Qualifying Existing or Planned Transit

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
Poway (cont'd)	PW-1 (cont'd) "100% Corner" at Poway Road and Community Road			townhouse developments. The City of Poway is proposing a mixed-use master planning effort that includes the western portion of the smart growth area on the south side of Poway Road that will revitalize the properties on Poway Road. This effort may also include a plan to renovate the Community Park. The mixed-use project as envisioned may include entertainment, creek restoration, green spaces, new shops, restaurants; view corridors and pedestrian connections into Community Park from Poway Road; a pedestrian-friendly main street with retail on the first floor and residential above; market rate housing, as well as affordable housing and shared parking among the various land uses.	
	PW-2 Area near Pomerado Hospital on Pomerado Road south of Bernardo Heights Parkway	Potential (Requires transit change)	Special Use Center	This proposed smart growth node encompasses the City's main core of medical and health care facilities. At the center of the node is Pomerado Hospital, which employes over 750 people. Plans have been approved that will double the size the current facility. South of the hospital, Monte Vista Road supports six medical complexes, a Montessori School, and several residential care facilities. Another 120,000 square feet of medical office uses are located immediately to the north and west of the hospital. Within a quarter of a mile to the north, Gateway Park Drive supports over 290 active and assisted senior housing units. Another 50-100 workforce housing units are proposed on Monte Vista Road.	No Qualifying Existing or Planned Transit
San Diego Barrio Logan	SD-BL-1 East of Harbor Drive and Main Street, West of I-5 and 28 <sup>th</sup> Street, South of Commercial Street, North of Main Street	Existing/Planned	Urban Center	The Barrio Logan Community Plan designates this area for mixed-use development that includes commercial, residential, employment, and public-serving uses. Surrounding uses include Chicano Park, Cesar Chavez Continuing Education Center, Mercado del Barrio, the Mercado residential development, and other commercial and mixed-uses.	Existing Trolley (Blue Line) Existing High-Frequency Local Bus (Routes 11, 901, and 929) Planned Rapid Service (Routes 11 and 910 to be phased in by 2035)

Jurisdiction		Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Black Mountain Ranch</b>	<b>SD-BMR-1</b>	Southwest of intersection of Camino del Sur and Black Mountain Road	Potential (Requires transit change)	Community Center	The Black Mountain Ranch community plan designates this area as village mixed-use core at a density of 25 to 45 dwelling units per acre. Surrounding uses include a village green, middle and high school, employment center, and core residential uses at 10 to 25 dwelling units per acre.	No Qualifying Existing or Planned Transit
<b>San Diego Carmel Mountain Ranch</b>	<b>SD-CMR-1</b>	Carmel Mountain Ranch Road and Highland Ranch Road	Potential (Requires land use and transit changes)	Community Center	The Carmel Valley Community Plan designates this area for regional, community, and neighborhood commercial uses. Medium density residential (30 to 43 dwelling units per acre) land uses are located to the east and industrial uses are located to the north.	No Qualifying Existing or Planned Transit
<b>San Diego Carmel Valley</b>	<b>SD-CV-1</b>	General area around intersection of El Camino Real and Del Mar Heights Road	Existing/Planned	Town Center	The Carmel Valley Community Plan designates this area for town center, employment center, medium density residential (30 to 44 and up to 59 dwelling units per acre), and community park uses. The community center includes two existing shopping centers. The surrounding area also includes high-density housing, employment uses, and community facilities that comprise the core of the community. The Del Mar Highlands shopping center is permitted to include up to 425,000 square feet of commercial space of which half is currently built.	Planned Rapid Service (Route 473 to be phased in by 2035, Route 103 to be phased in by 2040)  Planned Trolley (Route 562 - San Ysidro to Kearny Mesa Phase 2 "Purple Line" (to be phased in by 2050)
<b>San Diego Downtown (Centre City)</b>	<b>SD-CC-1</b>	Downtown Community Plan Area	Existing/Planned	Metropolitan Center	As a regional center, downtown San Diego contains the administrative, legal, government, business, entertainment, and cultural center, with the largest centralized, high-density housing in the region. The Downtown Community Plan contains designated land uses that will allow people to live and work near transit in pedestrian-friendly neighborhoods and will support up to 165,000 jobs and a residential population of 90,000 people.	Existing High-Frequency Local Bus (Routes 2*, 3, 5, 7, 11, 20, 30, 50, 120*, 150, 901, 929, and 992)  Existing Rapid Service (Routes 215*, 235, 280, and 290)  Existing Trolley (Blue, Green, and Orange Lines)  Existing COASTER  Planned Trolley (Route 560 - SDSU to Downtown Mid-City Trolley to be phased in by 2050)  Planned Rapid Service (Route 225 to be phased in by 2020, Routes 2 and 120 to be phased in by 2025,

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Downtown (Centre City) (cont'd)</b>	<b>SD-CC-1 (cont'd)</b> Downtown Community Plan Area				Routes 11, 90, 630, 640 and 910 to be phased in by 2035)  Planned Streetcar (Routes 553, 554, and 555 to be phased in by 2035)  Planned High-Frequency Local Bus (Route 4, 83, 923, to be phased in by 2020)  <i>*Rapid</i> Route 215 to be transitioned into the Mid-City Trolley by 2050, Local Routes 2 and 120 to be transitioned into Rapid Service by 2025
<b>San Diego City Heights</b>	<b>SD-CH-1</b> El Cajon Boulevard and University Avenue from the I-805 to 54th Street	Existing/Planned	Town Center	This Town Center encompasses Normal Heights, City Heights, and Kensington Talmadge Communities. The Mid-City Community Plan designates this area for a range of residential densities (11 to 15, 16 to 20, 21-25, and 26-30 dwelling units per acre), Commercial/Mixed Use A (73 dwelling units per acre), Commercial/Mixed Use B (35 dwelling units per acre with a mixed use bonus of 43 dwelling units per acre), industrial, and commercial/residential transition zones.	Existing High-Frequency Local Bus (Routes 1, 7, 10*, 13, and 955)  Existing Rapid Service (Routes 215 and 235)  Planned High-Frequency Local Bus (Route 6 to be phased in by 2035)  Planned Rapid Service (Routes 10, 550, 688, and 690 to be phased in by 2035)  Planned Trolley (Route 562 - San Ysidro to Kearny Mesa Phase 1 "Purple Line" to be phased in by 2035)  Planned Trolley (Route 560: SDSU to Downtown Mid-City Trolley to be phased in by 2050)  <i>*Local</i> Route 10 to be transitioned into Rapid Service by 2025

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego City Heights (cont'd)</b>	<b>SD-CH-2</b> 43rd Street/Fairmount Avenue from Thorn Street to Wightman Street	Existing/Planned	Mixed-Use Transit Corridor	The Mid-City Communities Plan designates this area for commercial and mixed-use development at 29 (and up to 43) dwelling units per acre. This is one of the heaviest pedestrian-use areas in the community.	Existing High-Frequency Local Bus (Routes 7, 10, and 13) Planned Rapid Service (Route 10 to be phased in by 2025)
<b>San Diego Clairemont Mesa</b>	<b>SD-CM-1</b> Clairemont Square Shopping Center	Existing/Planned	Community Center	The Clairemont Mesa Community Plan designates the Clairemont Square Shopping Center as a community center surrounded by residential dwellings (15 to 30 dwelling units per acre).	Existing High-Frequency Local Bus (Routes 44 and 50) Planned High-Frequency Local Bus (Route 105 to be phased in by 2020)
	<b>SD-CM-2</b> Clairemont Mesa Boulevard from Clairemont Drive to I-805	Existing/Planned	Mixed-Use Transit Corridor	The Clairemont Mesa Community Plan designates this corridor with general commercial, neighborhood commercial, visitor commercial, and residential land use designations at 15 (and up to 45) dwelling units per acre.	Existing High-Frequency Local Bus (Routes 41, 44, and 50) Planned Rapid Service (Route 41 to be phased in by 2035)
	<b>SD-CM-3</b> Balboa Avenue and Clairemont Drive	Potential (Requires land use change)	Community Center	The Clairemont Mesa Community Plan designates this community center with a mix of medium- to high-density residential land uses, including 10 to 15 dwelling units per acre, 15 to 30 dwelling units per acre, and 30 to 45 dwelling units per acre, as neighborhood commercial and office commercial areas.	Existing High-Frequency Local Bus (Route 50) Planned High-Frequency Local Bus (Routes 27 and 105 to be phased in by 2020) Planned Trolley (Route 563: Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)
	<b>SD-CM-4</b> Balboa Avenue and Genesee	Existing/Planned	Community Center	The Clairemont Mesa Community Plan designates this area for community center commercial and medium-high density residential (30 to 45 dwelling units per acre). The Balboa Avenue revitalization action program will address pedestrian access and walkability from adjacent residential areas to Balboa Avenue. This will include a number of landscape and landscape improvements to improve walkability of this center.	Existing High-Frequency Local Bus (Route 41) Planned High-Frequency Local Bus (Route 27 to be phased in by 2020) Planned Rapid Transit (Route 41 to be phased in by 2035) Planned Trolley (Route 563: Phase 2 - Pacific Beach to El Cajon to be phased in by 2050)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego Clairemont Mesa (cont'd)</b>	<b>SD-CM-5</b>	Balboa Avenue from Genesee to I-805	Existing/Planned	Mixed-Use Transit Corridor	The Clairemont Mesa community plan designates this corridor with community center commercial and residential land uses at 30 to 45 dwelling units per acre. The Balboa Avenue revitalization action program will address pedestrian access and walkability from adjacent residential areas to Balboa Avenue. This will include a number of landscape and landscape improvements to improve walkability of the corridor.	Existing High-Frequency Local Bus (Route 41)  Planned High-Frequency Local Bus (Route 27 to be phased in by 2020)  Planned Rapid Service (Route 41 to be phased in by 2035)  Planned Trolley (Route 563: Phase 2 - Pacific Beach to El Cajon to be phased in by 2050)
	<b>SD-CM-6</b>	Morena Boulevard and Clairemont Drive	Existing/Planned	Community Center	The Clairemont Mesa Community Plan designates this area for general commercial and medium-high density residential (30 to 45 dwelling units per acre).	Existing High-Frequency Local Bus (Route 50)  Planned Trolley (Route 510 - Mid-Coast Trolley Extension to be phased in by 2020)
	<b>SD-CM-7</b>	Morena Boulevard from Clairemont Drive to Tecolote Road	Existing/Planned	Mixed-Use Transit Corridor	The Clairemont Mesa Community Plan designates this area for general commercial, neighborhood commercial, medium residential (15 to 30 dwelling units per acre) and industrial.	Existing High-Frequency Local Bus (Route 50)  Planned Trolley (Route 510 - Mid-Coast Trolley Extension to be phased in by 2020)  Planned High Frequency Local Bus (Route 105 to be phased in by 2020)
	<b>SD-CM-8</b>	Clairemont Drive and Burgener Boulevard	Existing/Planned	Community Center	The Clairemont Mesa Community Plan designates this area for community center use, low-medium residential (10 to 15 dwelling units per acre), medium residential (15 to 30 dwelling units per acre), and medium-high density residential (30 to 45 dwelling units per acre).	Existing High-Frequency Local Bus (Route 50)  Planned High-Frequency Local Bus (Route 105 to be phased in by 2020)
	<b>SD-CM-9</b>	Mesa College Drive	Potential (Requires land use and transit changes)	Special Use Center	Mesa College.	Existing High-Frequency Local Bus (Route 44)  Planned Rapid Service (Route 41 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego College Area</b>	<b>SD-CO-1</b> College Avenue and Montezuma Road	Existing/Planned	Community Center	The College Area Community Plan designates this area for high density residential (34 to 75 dwelling units per acre), very high density residential (75 to 110 dwelling units per acre), and San Diego State University (SDSU) land. This area also is being planned for a mixed-use student housing project, which could consist of 600 housing units and 34,000 square feet of retail.	Existing Trolley (Green Line) Existing High-Frequency Local Bus (Routes 11 and 955) Existing Rapid Service (Route 215) Planned High-Frequency Local Bus (Route 936) Planned Trolley (Route 563: Phase 1 – Kearny Mesa to La Mesa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050) Planned Rapid Service (Routes 11 and 550 to be phased in by 2035, Route 636 to be phased in by 2050) Planned Trolley (Route 560 - SDSU to Downtown Mid-City Trolley to be phased in by 2050)
	<b>SD-CO-2</b> SDSU	Existing/Planned	Special Use Center	This special use center is home to SDSU and a Trolley station. The adopted campus master plan calls for 35,000 full time equivalent students, living space for an additional 2,976 students on campus, a hotel, and additional classroom and office space.	Existing Trolley (Green Line) Existing High-Frequency Local Bus (Routes 11 and 955) Existing Rapid Service (Route 215) Planned High-Frequency Local Bus (Route 936 to be phased in by 2035) Planned Trolley (Route 563: Phase 1 – Kearny Mesa to La Mesa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050) Planned Rapid Service (Routes 11 and 550 to be phased in by 2035, Route 636 to be phased in by 2050) Planned Trolley (Route 560 - SDSU to Downtown Mid-City Trolley to be phased in by 2050)



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego College Area (cont'd)</b>	<b>SD-CO-3</b>	Alvarado Medical Center	Existing/Planned	Town Center	The College Area Community Plan designates this area for high density residential (45-75 dwelling units per acre), office commercial, and hospital/medical.	Existing Trolley (Green Line) Planned Trolley (Route 563: Phase 1 – Kearny Mesa to La Mesa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)
	<b>SD-CO-4</b>	El Cajon Boulevard from 54th Street to 73rd Street	Existing/Planned	Mixed-Use Transit Corridor	The Mid-City and College Area Community Plans designate this transit corridor for high density residential (45 to 75 dwelling units per acre), medium-high density residential (15 to 45 dwelling units per acre), low-medium density residential (10 to 15 dwelling units per acre), and general commercial residential (45 to 75 dwelling units per acre). Along El Cajon Boulevard and the intersections at 54th Street, College Avenue, and 70th Street very high density commercial with residential (45 to 110 dwelling units per acre) is encouraged, as well as the in the commercial areas linking these commercial nodes.	Existing High-Frequency Local Bus (Routes 1 and 955) Existing Rapid Service (Route 215) Planned High-Frequency Local Bus (Route 936 to be phased in by 2035) Planned Rapid Service (Route 550 to be phased in by 2025, Route 636 to be phased in by 2050) Planned Trolley (Route 560 - SDSU to Downtown Mid-City Trolley to be phased in by 2050)
<b>San Diego Eastern Area</b>	<b>SD-EA-1</b>	College Grove Shopping Center	Existing/Planned	Community Center	The Mid-City Community Plan designates this area for residential (16 to 20 and 26 to 30 dwelling units per acre) mixed-use development at 29 (and up to 43) dwelling units per acre, and commercial/retail.	Planned Rapid Service (Route 636 to be phased in by 2050) Planned High-Frequency Local Bus (Route 936 to be phased in by 2035)
	<b>SD-EA-2</b>	Federal and Euclid	Existing/Planned	Community Center	The Mid-City Communities Plan designates this area for commercial and mixed-use (26 to 30 dwelling units per acre), along with areas designated for limited light manufacturing.	Existing High-Frequency Local Bus (Route 955) Planned Rapid Service (Route 550 to be phased in by 2035, Route 90 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Eastern Area (cont'd)</b>	<b>SD-EA-3</b> University Avenue from Chollas Parkway to La Mesa	Existing/Planned	Mixed Use Transit Corridor	The Mid-City Community Plan designates transit corridor for residential use (21 to 25 and 26 to 30 dwelling units per acre), commercial and retail uses.	Existing High-Frequency Local Bus (Routes 7 and 10*)  Planned High-Frequency Local Bus (Route 936 to be phased in by 2035)  Planned Rapid Service (Route 10 to be transitioned in by 2025. Route 636 to be phased in by 2040)  *Route 10 to be transitioned into Rapid Service by 2025
<b>San Diego Encanto Neighborhoods</b>	<b>SD-EN-1</b> Market Street and Imperial Avenue from 47th Street to 69th Street	Potential (Requires land use change)	Mixed-Use Transit Corridor	The Southeastern San Diego Community Plan designates this corridor for low-medium-density (10 to 15 dwelling units per acre), neighborhood village, neighborhood commercial, and industrial.	Existing Trolley (Orange Line)  Existing High-Frequency Local Bus (Routes 3*, 5, 13, and 955)  Planned High-Frequency Local Bus (Route 4* to be phased in by 2020)  Planned Rapid Service (Route 550 to be phased in by 2025)  *Routes 3 and 4 will be rerouted slightly outside of SD-EN-1 by 2035 to serve the 47th Street Rapid Service station
	<b>SD-EN-2</b> Imperial Avenue from I-805 to Euclid Avenue	Potential (Requires land use change)	Mixed-Use Transit Corridor	The Southeastern San Diego Community Plan designates this corridor for multi-family residential (15 to 17 and 15 to 30 dwelling units per acre), neighborhood commercial, and a high school.	Existing High-Frequency Local Bus (Routes 3, 13, and 955)  Planned High-Frequency Local Bus (Route 4 to be phased in by 2020)  Planned Rapid Service (Route 550 to be phased in by 2025)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Encanto Neighborhoods (cont'd)</b>	<b>SD-EN-3</b> Euclid Avenue from SR 94 to Imperial Avenue	Existing/Planned	Mixed-Use Transit Corridor	Southeastern San Diego Community Plan designates this area for commercial multi-family residential (15 to 17 and 15 to 30 and 30 to 44 dwelling units per acre), neighborhood village, neighborhood commercial, and school land uses.	Existing High-Frequency Local Bus (Routes 3*, 5, 13, and 955)  Existing Trolley (Orange Line)  Planned High-Frequency Local Bus (Route 4 to be phased in by 2020)  Planned Rapid Service (Route 550 to be phased in by 2025, Route 90 to be phased in by 2035)  *Route 3 will be rerouted slightly outside of SD-EN-3 by 2035 to serve the 47th Street Rapid Transit station
	<b>SD-EN-4</b> 47th Street Trolley Station	Existing/Planned	Community Center	The Southeastern San Diego Community Plan designates this area for low-density residential mobile homes (10 to 15 dwelling units per acre), multi-family residential (15 to 17 dwelling units per acre) and neighborhood commercial.	Existing Trolley (Orange Line)  Existing High-Frequency Local Bus (Route 955)  Planned High-Frequency Local Bus (Route 4 to be phased in by 2020, Routes 3, 5, and 13 to be phased in by 2035)  Planned Rapid Service (Route 550 to be phased in by 2025)
	<b>SD-EN-5</b> Imperial Avenue from 54th Street to Woodman Street	Existing/Planned	Mixed-Use Transit Corridor	The Southeastern San Diego Community Plan designates this area for commercial multi-family residential and commercial land uses.	Existing Trolley (Orange Line)  Planned High-Frequency Local Bus (Routes 4 and 961 to be phased in by 2020)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Encanto Neighborhoods (cont'd)</b>	<b>SD-EN-6</b> Logan Avenue from Interstate 805 to Euclid Avenue	Potential (Requires land use change)	Mixed-Use Transit Corridor	Southeastern San Diego Community Plan designates this area for commercial multi-family residential (15 to 17 dwelling units per acre), neighborhood commercial, and general commercial land uses.	Existing High-Frequency Local Bus (Routes 3*, 11, 13, and 955)  Planned Rapid Service (Route 550 to be phased in by 2025, Route 11 to be phased in by 2035)  *Local Route 3 will be rerouted slightly outside of SD-EN-6 by 2035 to serve the 47th Street Rapid Transit station
	<b>SD-EN-7</b> Euclid Avenue and Market Street	Existing/Planned	Community Center	The Southeastern San Diego Community Plan designates the areas for Neighborhood Village (15 to 44 dwelling units per acre) and the general commercial. This includes the Euclid Avenue Trolley Station, a major bus transit center, along with a park and ride area. The Village Center at Market and Euclid as the potential for approximately 800 residential units, park space, cultural and public uses in addition to the existing retail center.	Existing High-Frequency Local Bus (Routes 3*, 5, 13*, and 955)  Existing Trolley (Orange Line)  Planned High-Frequency Local Bus (Route 4* to be phased in by 2020)  Planned Rapid Service (Route 550 to be phased in by 2025)  *Local Routes 3, 4, and 13 will be rerouted slightly outside of SD-EN-7 by 2035 to serve the 47th Street Rapid Transit station
<b>San Diego Greater Golden Hill</b>	<b>SD-GH-1</b> Broadway Avenue From I-5 to Fern Street	Existing/Planned	Mixed-Use Transit Corridor	The greater Golden Hill Community Plan designates the Broadway Corridor for a range of residential densities which gradually increase from 15 to 29 dwelling units per acre at the western edge of the community at I-5 to 44 to 73 dwelling units per acre between 29th and 31st Streets.	Existing High-Frequency Local Bus (Route 2*)  Planned Rapid Service (Route 2 to be phased in by 2025, Route 637 to be phased in by 2040)  Planned Streetcar (Route 555 to be phased in by 2035)  *Local Route 2 to be transitioned into a Streetcar by 2035

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Greater Golden Hill (cont'd)</b>	<b>SD-GH-2</b> Fern Street from A Street to Juniper Street	Existing/Planned	Mixed-Use Transit Corridor	The greater Golden Hill Community Plan designates this corridor for residential at 29 to 44 dwelling units per acre and community commercial uses.	Existing High-Frequency Local Bus (Route 2)  Planned Rapid Service (Route 2* to be phased in by 2025, Route 637 to be phased in by 2040)  Planned Streetcar (Route 555 to be phased in by 2035)  *Local Route 2 to be transitioned into a Streetcar by 2035
<b>San Diego Greater North Park</b>	<b>SD-NP-1</b> 30th Street from Adams Avenue to Upas	Existing/Planned	Mixed-Use Transit Corridor	The greater North Park Community Plan designates this area for commercial, commercial office, and mixed-use residential (15 to 30, 30 to 45, 45 to 75, and 55 to 110 dwelling units per acre).	Existing High-Frequency Local Bus (Routes 1, 2*, 6, 7, 10, and 11)  Existing Rapid Service (Route 215)  Planned Rapid Service (Routes 2 and 10 to be phased in by 2025, Route 11 to be phased in by 2035, Route 637 to be phased in by 2040)  Planned Streetcar (Route 555 to be phased in by 2035)  Planned Trolley (Route 560 - SDSU to Downtown Mid-City Trolley to be phased in by 2050)  *Local Route 2 to be transitioned into a Streetcar by 2035, Local Route 10 to be transitioned into Rapid Service by 2025, <i>Rapid</i> Route 215 to be transitioned into Mid-City Trolley by 2050

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Greater North Park (cont'd)</b>	<b>SD-NP-2</b> El Cajon Boulevard and University Avenue from Georgia Street to the I-805	Existing/Planned	Town Center	The greater North Park Community Plan designates this area for high to very high residential land use at 30 (and up to 75) dwelling units per acre along El Cajon Boulevard and University Avenue. Behind the commercial and mixed-use land uses that line these streets there are very high residential units with medium to high residential units behind those.	Existing High-Frequency Local Bus (Routes 1, 2*, 6, 7, and 10*)  Existing Rapid Service (Route 215)  Planned Rapid Service (Routes 2 and 10 to be phased in by 2025, Route 637 to be phased in by 2040)  Planned Streetcar (Route 555 to be phased in by 2035)  Planned Trolley (Route 560 - SDSU to Downtown Mid-City Trolley to be phased in by 2050)  *Local Route 2 to be transitioned into a Streetcar by 2035, Local Route 10 to be transitioned into Rapid Service by 2025, <i>Rapid</i> Route 215 to be transitioned into Mid-City Trolley by 2050
<b>San Diego Kearny Mesa</b>	<b>SD-KM-1</b> Clairemont Mesa Boulevard, I-805, Convoy Street, Ronson Road	Potential (Requires land use change)	Town Center	The Kearny Mesa Community Plan designates the area as general commercial.	Existing High-Frequency Local Bus (Route 44)  Planned High-Frequency Local Bus (Routes 27 and 649 to be phased in by 2020)  Planned Trolley (Route 562: Phase 2 - Carmel Valley to San Ysidro "Purple Line" to be phased in by 2050)
	<b>SD-KM-2</b> Lightwave Avenue, Tech Way, Kearny Villa Road, Ruffin Road	Existing/Planned	Town Center	The Kearny Mesa Community Plan designates this area for industrial and business park uses, mixed use residential and commercial up to 70 dwelling units per acre, and low to medium density residential (20 to 29 dwelling units per acre). This part of the Kearny Mesa Community Plan includes the Spectrum Master Plan area, a 200-acre development on the site of the former General Dynamics that includes an industrial and office complex, a mixed-use	Existing High-Frequency Local Bus (Route 20)  Planned High-Frequency Local Bus (Routes 649, 668, and 928 to be phased in by 2020)  Planned Trolley (Route 563: Phase 1 - Kearny Mesa to La Mesa to be

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Kearny Mesa (cont'd)</b>	<b>SD-KM-2 (cont'd)</b> Lightwave Avenue, Tech Way, Kearny Villa Road, Ruffin Road			complex, including up to 1,600 dwelling units at medium- to high-density residential, office, and hotel use. Future development will also include retail, a two- to three-acre park, and a transit center.	phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)  Planned Trolley (Route 562: Phase 1 - Kearny Mesa to San Ysidro “Purple Line” to be phased in by 2035, Phase 2 - Kearny Mesa to Carmel Valley “Purple Line” to be phased in by 2050)  Planned Rapid Service (Route 120 to be phased in by 2025, Routes 28, 235 (rerouted), and 640B to be phased in by 2035, Routes 653 to be phased in by 2040, Route 890 to be phased in by 2050)
<b>San Diego La Jolla</b>	<b>SD-LJ-1</b> Prospect Street, Pearl Street, Fay Avenue, Ivanhoe Avenue  <b>SD-LJ-2</b> La Jolla Boulevard from Mesa Way to Westbourne Street	Existing/Planned  Existing/Planned	Town Center  Mixed-Use Transit Corridor	The commercial core of La Jolla is known as the "village" or "downtown." This area is the business, office, and retail commercial center of the community. The village area contains such uses as specialty shops, hotel and motel services, restaurants, and corporate offices. The area also serves as the cultural and heritage center of the community and includes significant community landmarks and historically designated structures. In addition, the village area contains public and private schools, churches, and recreation areas.  The La Jolla Community Plan designates this area for community, visitor, and office commercial uses as well as medium density residential (15 to 30 dwelling units per acre) and medium high density residential (30 to 45 dwelling units per acre).  The La Jolla Community Plan designates this commercial area along La Jolla Boulevard between Westbourne Street and Mesa Way for neighborhood commercial and medium high density residential (30 to 45 dwelling units per acre) and medium density residential (15 to 30 dwelling units per acre). Mixed-use development and pedestrian mobility is encouraged. The Community Plan recommends enhancing pedestrian amenities along the streets cape to	Existing High-Frequency Local Bus (Route 30*)  Planned Rapid Service (Route 30 to be phased in by 2035)  Planned High-Frequency Local Bus (Route 34 to be phased in by 2035)  Planned Streetcar (Route 565 to be phased in by 2040)  *Local Route 30 to be transitioned into Rapid Service by 2035  Existing High-Frequency Local Bus (Route 30*)  Planned Rapid Service (Route 30 to be phased in by 2035)  Planned High-Frequency Local Bus (Route 34 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
San Diego La Jolla (cont'd)	<b>SD-LJ-2 (cont'd)</b>	La Jolla Boulevard from Mesa Way to Westbourne Street			unify the retail corridor. This retail area is surrounded by both low- medium residential (9 to 15 dwelling units per acre) and medium-high residential (30 to 45 dwelling units per acre) land use. La Jolla High School is located a couple blocks east, with beach amenities at Windansea Park directly west.	Planned Streetcar (Route 565 to be phased in by 2040)  *Local Route 30 to be transitioned into Rapid Service by 2035
	<b>SD-LJ-3</b>	La Jolla Boulevard between Camino De la Costa and Colmia Street	Existing/Planned	Mixed-Use Transit Corridor	The La Jolla Community Plan designates this area for Medium-high residential (30 to 45 dwelling units per acre) land use at the south end of the commercial area along La Jolla Boulevard. The corridor includes the Bird Rock commercial area which is designated as neighborhood commercial and includes retail and transit services along La Jolla Boulevard. Mixed-use development, outdoor seating areas, and pedestrian mobility are encouraged. Improvements such as roundabouts, curb extensions, and medians have been constructed.	Existing High-Frequency Local Bus (Route 30*)  Planned Rapid Service (Route 30 to be phased in by 2035)  Planned High-Frequency Local Bus (Route 34 to be phased in by 2035)  Planned Streetcar (Route 565 to be phased in by 2040)  *Local Route 30 to be transitioned into Rapid Service by 2035
San Diego Linda Vista	<b>SD-LV-1</b>	Morena Boulevard from Tecolote Road to Linda Vista Road and between Linda Vista Road and Friars Road	Existing/Planned	Town Center	This town center spans the Linda Vista and Clairemont Mesa communities The Linda Vista Community Plan designates this area for medium-high density residential (30 to 43 dwelling units per acre), office commercial, community commercial, and general commercial and industrial uses and encourages mixed-use developments adjacent to the light rail station at Napa Street.	Existing Trolley (Green Line)  Existing High-Frequency Local Bus (Route 44)  Planned High-Frequency Local Bus (Route 105 to be phased in by 2020, Route 6 to be phased in by 2035)  Planned Trolley (Route 510 Mid-Coast Trolley Extension to be phased in by 2020)  Planned Rapid Service (Route 28 to be phased in by 2035)



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego Linda Vista (cont'd)</b>	<b>SD-LV-2</b>	Linda Vista Road from Tait Street to Fulton Street	Existing/Planned	Town Center	The Linda Vista Community Plan designates this area for community and office commercial and high-density residential (43 to 75 dwelling units per acre). Community goals for this area include reinforcing the commercial area in and around Linda Vista Plaza as the community center, adding civic uses, restricting auto-serving uses, and enhancing pedestrian activity.	Existing High-Frequency Local Bus (Route 44) Planned High-Frequency Local Bus (Route 25 to be phased in by 2035) Planned Rapid Service (Route 120 to be phased in by 2025, Route 28 to be phased in by 2035)
	<b>SD-LV-3</b>	University of San Diego	Existing/Planned	Special Use Center	University of San Diego.	Existing High-Frequency Local Bus (Route 44) Planned Rapid Service (Route 28 to be phased in by 2035)
<b>San Diego Midway – Pacific Highway</b>	<b>SD-MD-1</b>	I-8, Midway Drive, and I-5	Existing/Planned	Town Center	This area contains commercial and light industrial uses as well as the Sports Center. The Midway-Pacific Highway community plan designates this area for community and office commercial, light industrial, multiple use, and residential up to 43 dwelling units per acre.	Existing COASTER Existing High-Frequency Local Bus (Routes 10*, 30*, 35, and 150) Existing Trolley (Green Line) Planned Trolley (Route 510 Mid-Coast Trolley Extension to be phased in by 2020) Planned High-Frequency Local Bus (Routes 8, 9, and 28 to be phased in by 2020, Route 34 to be phased in by 2035) Planned Rapid Service (Route 10 to be phased in by 2025, Routes 30 and 640A to be phased in by 2035) *Local Route 10 to be transitioned into Rapid Service by 2025, Local Route 30 to be transitioned into Rapid Service by 2035

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Mira Mesa</b>	<b>SD-MM-1</b> Westview Parkway from Capricorn Way to Hillery Drive and Mira Mesa Boulevard from Black Mountain Road to I-15	Existing/Planned	Town Center	The Mira Mesa Community Plan designates this area for community commercial, neighborhood commercial, medium-density residential (16 to 29 dwelling units per acre) residential project. The Community Plan emphasizes a pedestrian-friendly environment and reinforces the use of public transportation. Residential development should be provided to encourage housing opportunities near employment centers. The northern portion of this area is planned for low-medium density residential (10 to 15 dwelling units per acre) and medium-high density residential (30 to 45 dwelling units per acre) uses.	Existing Rapid Service (Routes 235 and 237)  Planned High-Frequency Local Bus (Route 921 to be phased in by 2020, Routes 31, 110, and 964 to be phased in by 2035)
	<b>SD-MM-2</b> Miramar College	Potential (Requires land use change)	Special Use Center	Miramar College.	Existing Rapid Service (Routes 235 and 237)  Planned High-Frequency Local Bus (Route 921 to be phased in by 2020, Routes 31, 110, and 964 to be phased in by 2035)
	<b>SD-MM-3</b> Mira Mesa Boulevard from Greenford Drive to Marbury Avenue	Potential (Requires land use change)	Community Center	The Mira Mesa Community Plan designates this area for neighborhood commercial that could be redeveloped into a more pedestrian- and transit-oriented commercial environment. The provision of neighborhood commercial services that are easily accessible to pedestrians and bicyclists is a goal for this area.	Planned High-Frequency Local Bus (Route 921 to be phased in by 2020, Route 110 to be phased in by 2035)
	<b>SD-MM-4</b> Mira Mesa Boulevard between Reagan Road and Camino Ruiz	Existing/Planned	Town Center	The Mira Mesa Community Plan designations this area for community, specialized, and office commercial uses. Two shopping centers with community-serving retail uses. Adjacent to this location are community facilities, such as the library, senior citizens center, teen center, a fire station, and community and neighborhood park.	Existing Rapid Service (Route 237)  Planned High-Frequency Local Bus (Route 921 to be phased in by 2020, Routes 110 and 964 to be phased in by 2035)
	<b>SD-MM-5</b> Camino Ruiz and Zapata Avenue	Potential (Requires Land Use Change)	Community Center	The Mira Mesa Community Plan designates this area for neighborhood commercial surrounded primarily by low density residential (10 to 15 dwelling units per acre) and low to medium density residential (16 to 29 dwelling units per acre).	Planned High-Frequency Local Bus (Route 964 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Mira Mesa (cont'd)</b>	<b>SD-MM-6</b> Kearny Villa Road at Carroll Canyon Road	Existing/Planned	Community Center	The Mira Mesa Community Plan designates this area for business park, light industrial and open space. The community plan calls for a transit-oriented development (TOD) scenario, with an intensive mix of land uses relying heavily on the light rail transit or other transit forms to reduce automobile use. Under the TOD scenario, the intensity of land uses would be greatest where they occur near a light rail transit station or transit center. Residential development should be provided to encourage housing opportunities near employment centers.	Planned High-Frequency Local Bus (Routes 31 and 964 to be phased in by 2035)
	<b>SD-MM-7</b> Both sides of Camino Ruiz (future Carroll Canyon Road alignment)	Potential (Requires transit change)	Community Center	The Mira Mesa Community Plan designates this area for a -TOD scenario, with an intensive mix of land uses relying heavily on the light rail transit or other transit forms to reduce automobile use a part of Carroll Canyon future development. Under the TOD scenario, the intensity of land uses would be greatest where they occur near a light rail transit station or transit center. Residential development should be provided to encourage housing opportunities near employment centers. The designated land uses include a mixed-use village core (30 to 45 dwelling units per acre), multi-family residential (30 to 38 dwelling units per acre), and parks and open space.	No Qualifying Existing or Planned Transit  *Community Centers require High-Frequency Local Transit
	<b>SD-MM-8</b> Camino Santa Fe and Carroll Canyon Road	Potential (Requires transit change)	Community Center	The Mira Mesa Community Plan designates this area for the Fenton-Carroll Canyon Master Plan – which includes mixed-use with residential medium-density commercial and office.	No Qualifying Existing or Planned Transit  *Community Centers require High-Frequency Local Transit
<b>San Diego Mission Beach/ Pacific Beach</b>	<b>SD-MB-1</b> Mission Boulevard from Belmont Park to Colmia Street	Existing/Planned	Mixed-Use Transit Corridor	The Pacific Beach and Mission Beach Community Plans designate the area in this corridor for visitor commercial, commercial recreational, community commercial and residential uses ranging from 5 to 43 dwelling units per acre.	Existing High-Frequency Local Bus (Route 30*)  Planned High-Frequency Local Bus (Routes 8 and 27 to be phased in by 2020, Route 34 to be phased in by 2035)  Planned Rapid Service (Route 30 to be phased in by 2035)  Planned Trolley (Route 563: Phase 1 – Pacific Beach to Balboa to be

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Mission Beach/Pacific Beach (cont'd)</b>	<b>SD-MB-1 (cont'd)</b> Mission Boulevard from Belmont Park to Colmia Street				phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)  Planned Streetcar (Route 565 to be phased in by 2040)  *Local Route 30 to be transitioned into Rapid Service by 2035
<b>San Diego Mission Valley</b>	<b>SD-MV-1</b> Friars Road, I- 8, Hotel Circle, Fashion Valley Road, Riverwalk Golf Course	Existing/Planned	Town Center	The Mission Valley Community Plan designates this area for office or commercial use, residential use, and open space. This area is predominantly the Levi-Cushman Specific Plan, which is composed of multi-family residential and multiple land uses. The specific plan also calls for a new Trolley station.	Existing High-Frequency Local Bus (Route 41)  Planned Trolley (Green Line station to be phased in by 2035)  Planned High-Frequency Local Bus (Route 88 and 928 to be phased in by 2020, Routes 6, 25, and 646 to be phased in by 2035)
	<b>SD-MV-2</b> Fashion Valley Center, Friars Road	Existing/Planned	Town Center	The Mission Valley Community Plan designates this area for commercial retail, commercial recreation, industrial park, and commercial office. This area includes Fashion Valley Center in the commercial retail area and office uses on along the San Diego River and the Fashion Valley Transit Center.	Existing Trolley (Green Line)  Existing High-Frequency Local Bus (Routes 20, 120*, 6, and 41)  Planned High-Frequency Local Bus (Routes 88 and 928 to be phased in by 2020, Route 25 and 646 to be phased in by 2035)  Planned Rapid Service (Route 120 to be phased in by 2025, Route 41 to be phased in by 2035)  *Local Route 120 to be transitioned into Rapid Service by 2025
	<b>SD-MV-3</b> I-8, SR 163, I-805, Community Boundary	Existing/Planned	Town Center	The Mission Valley Community Plan designates this area for commercial retail that includes Westfield Mission Valley Shopping Center and Hazard Center, residential, and office commercial. This area includes the Quarry Falls and Rio Vista West Specific Plans which are composed of multi-family, office uses, and mixed use land use designations	Existing Trolley (Green Line)  Existing High-Frequency Local Bus (Route 6)  Planned High-Frequency Local Bus (Routes 18 and 928 to be phased in

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego Mission Valley (cont'd)</b>	<b>SD-MV-3 (cont'd)</b>	I-8, SR 163, I-805, Community Boundary			where the Civita mixed use center is located. Surrounding development includes additional retail, as well as residential and office use.	by 2020, Routes 646 and 647 to be phased in by 2035)
	<b>SD-MV-4</b>	I-805, between the San Diego River and Community Boundary	Existing/Planned	Town Center	The Mission Valley Community Plan designates this area for the Mission City Specific Plan, located west and northwest of Qualcomm Stadium. It includes medium-density residential, retail, and office use served by a light rail transit station. It also includes the Mission Valley Branch Library, a trolley station, a pedestrian path along the north side of the San Diego River, and a pedestrian tunnel under Friars Road.	Existing Trolley (Green Line) Planned High-Frequency Local Bus (Routes 647 and 648 to be phased in by 2035)
	<b>SD-MV-5</b>	Qualcomm Stadium	Potential (Requires land use change)	Town Center	Qualcomm Stadium.	Existing Trolley (Green Line) Planned High-Frequency Local Bus (Route 648 to be phased in by 2035)
	<b>SD-MV-6</b>	Mission San Diego Trolley Station	Existing/Planned	Community Center	The Mission Valley Plan designates this area for community commercial and multifamily.	Existing Trolley (Green Line) Planned High-Frequency Local Bus (Route 648 to be phased in by 2035) Planned Rapid Service (Routes 235 and 688 to be phased in by 2035) Planned Trolley (Route 562: Phase 1 - San Ysidro to Kearny Mesa Purple Line to be phased in by 2035; Phase 2 - San Ysidro to Carmel Valley Purple Line to be phased in by 2050) Planned Trolley (Route 563: Phase 1 – Kearny Mesa to La Mesa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)
<b>San Diego Navajo</b>	<b>SD-NV-1</b>	I-8, Friars Road, San Diego River, Mission Gorge Road in the east	Existing/Planned	Urban Center	The Navajo Community Plan designates this area for industrial, commercial, mixed-use and multi-family uses and is served by the Grantville Trolley Station. A focused community plan amendment is currently underway to allow residential and mixed-use.	Existing Trolley (Green Line) Existing High-Frequency Local Bus (Route 13)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego Navajo (cont'd)</b>	<b>SD-NV-1 (cont'd)</b>	I-8, Friars Road, San Diego River, Mission Gorge Road in the east			Planned High-Frequency Local Bus (Route 18 to be phased in by 2020, Route 648 to be phased in by 2035)  Planned Trolley (Route 563: Phase 1 – Kearny Mesa to El Cajon to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)	
	<b>SD-NV-2</b>	Along Mission Gorge Road north of Zion	Potential (Requires transit change)	Town Center	Multiple projects that are proposing community plan amendments are currently underway to allow residential, retail, and office mixed-use.	No Qualifying Existing or Planned Transit
	<b>SD-NV-3</b>	Jackson Drive between Navajo Road and Hyde Park Drive	Potential (Requires transit change)	Community Center	The Navajo Community Plan designates this area for multi-family land (10 to 43 dwelling units per acre), single family residential and commercial land use designations.	No Qualifying Existing or Planned Transit
	<b>SD-NV-4</b>	Navajo Road and Lake Murray Boulevard	Potential (Requires transit change)	Community Center	The existing Navajo Community Plan identifies this area as a combination of multi-family land (10 to 43 dwelling units per acre), single family residential, and commercial land use designations.	No Qualifying Existing or Planned Transit
<b>San Diego Normal Heights/ North Park</b>	<b>SD-NH-1</b>	Park Boulevard at Meade Avenue, continuing along Adams Avenue until Edgeware Road	Existing/Planned	Mixed-Use Transit Corridor	The Mid-City and North Park Community Plans allow for residential density of 19 dwelling units per acre and up to 43 dwelling units per acre for mixed-use projects along Adams Avenue. This mixed-use transit corridor predominantly features neighborhood-serving commercial uses with single-family and multi-family residential uses spaced intermittently in between.	Existing High-Frequency Local Bus (Routes 2*, 6, and 11) Existing Rapid Service (Route 215*) Planned Rapid Service (Route 2 to be phased in by 2025, Route 11 to be phased in by 2035, Route 637 to be phased in by 2040) Planned Streetcar (Route 555 to be phased in by 2035) Planned Trolley (Route 560 – SDSU to downtown Mid-City Trolley to be phased in by 2050)  *Local Route 2 to be transitioned into a Streetcar by 2035, <i>Rapid</i> Route 215 to be transitioned into Mid-City Trolley by 2050

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego Ocean Beach</b>	<b>SD-OB-1</b>	Between Niagara Avenue and Santa Monica Avenue from Abbot Street to Ebers Street	Existing/Planned	Community Center	The Ocean Beach Community Plan designates this area for community commercial, low-medium density residential (8 to 14 dwelling units per acre), and medium density residential (15 to 25 dwelling units per acre). This district is the commercial core of the Ocean Beach plan area. It also is the focal point for community activity. This district contains retail, entertainment, and residential uses.	Existing High-Frequency Local Bus (Route 35)  Planned Rapid Service (Route 10 to be phased in by 2025)  Planned High-Frequency Local Bus (Route 923 to be phased in by 2035)
	<b>SD-OB-2</b>	West Point Loma Boulevard from Bacon Street to Sports Arena Boulevard	Existing/Planned	Mixed-Use Transit Corridor	This corridor spans the Ocean Beach, Peninsula, and the Midway Pacific Highway Communities. These Community Plans designate this corridor for neighborhood commercial, low-medium density residential (8 to 14 dwelling units per acre), and medium density residential (15 to 25 dwelling units per acre), residential multi-family (30 to 44 dwelling units per acre), and park uses.	Existing High-Frequency Local Bus (Route 35)  Planned Rapid Service (Route 10 to be phased in by 2025)  Planned High-Frequency Local Bus (Routes 8 and 9 to be phased in by 2020, Routes 34 and 923 to be phased in by 2035)
<b>San Diego Otay Mesa</b>	<b>SD-OM-1</b>	South of I-905 and Oceanview Hills Parkway	Potential (Requires transit change)	Community Center	The Otay Mesa Community Plan designates this area for neighborhood commercial.	No Qualifying Existing or Planned Transit
	<b>SD-OM-2</b>	Airway Road between Heritage Road and Britannia Boulevard Interchanges	Potential (Requires land use change)	Urban Center	The Otay Mesa Community Plan designates this area for community village, business park, neighborhood village, and institutional uses.	Planned Rapid Service (Route 638 to be phased in by 2035)  Planned High-Frequency Local Bus (Routes 661 and 905 to be phased in by 2020)
	<b>SD-OM-3</b>	Southwestern College at Southwest Corner of SR 905 and La Media Road	Potential (Requires land use change)	Special Use Center	The Otay Mesa Community Plan designates this area for institutional use and business park use. This is the site of the Southwestern College, Otay Mesa campus with a future student population of 5,000. It is a center focus of activity in the southern region of San Diego county and could result in the development of a variety of related land uses and complementary public facilities. This type of special use is highly conducive to transit service.	Planned Rapid Service (Route 638 to be phased in by 2035)  Planned High-Frequency Local Bus (Route 905 to be phased in by 2020)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego</b> <b>Otay</b> <b>Mesa</b> <b>Nestor</b>	<b>SD-OMN-1</b>	Hollister Street between Palm Avenue and Conifer Avenue and west side of I-5 between Grove Avenue and Coronado Avenue	Existing/Planned	Town Center	Designates this area for visitor commercial, low-medium density residential (10 to 14 dwelling units per acre), medium density residential (15 to 29 dwelling units per acre), and mixed use.	Existing Trolley (Blue Line)  Existing High-Frequency Local Bus (Routes 901, 932, 933, and 934)  Planned Trolley (Route 562 - UTC to San Ysidro via Kearny Mesa Purple Line to be phased in by 2035)  *Enhanced planning needed to ensure station location for <i>Rapid</i> Route 905 is within smart growth area boundary
	<b>SD-OMN-2</b>	Palm Avenue from city boundary to I-5	Potential (Requires land use change)	Mixed-Use Transit Corridor	The Otay Mesa Nestor Community Plan designates this area for community commercial, low-medium density residential (10 to 14 dwelling units per acre), and medium density residential (15 to 29 dwelling units per acre).	Existing High-Frequency Local Bus (Routes 933 and 934)
	<b>SD-OMN-3</b>	Beyer Way and Palm Avenue	Potential (Requires land use change)	Community Center	The Otay Mesa Nestor Community Plan designates this area for neighborhood commercial, low-medium density residential (10 to 14 dwelling units per acre), and medium density residential (15 to 29 dwelling units per acre).	Existing High-Frequency Local Bus (Routes 929, 933, and 934)
	<b>SD-OMN-4</b>	Beyer Way between Del Sol Boulevard and Coronado Avenue	Potential (Requires land use change)	Community Center	The Otay Mesa Nestor Community Plan designates this area for low-medium density residential (10 to 14 dwelling units per acre), medium density residential (15 to 29 dwelling units per acre), library, park, and industrial uses.	Existing High-Frequency Local Bus (Routes 929, 933, and 934)
	<b>SD-OMN-5</b>	Iris Avenue Trolley Station	Potential (Requires land use change)	Community Center	The Otay Mesa Nestor Community Plan designates this area for low-medium density residential (10 to 14 dwelling units per acre), medium density residential (15 to 29 dwelling units per acre), industrial, and mixed use.	Existing High-Frequency Local Bus (Routes 901, 905, 906, 929, 932, 933, and 934)  Existing Trolley (Blue Line)  Planned Rapid Service (Route 905 to be phased in by 2020, Route 640B and 638 to be phased in by 2035)  Planned Trolley (Route 562:Phase 1 - San Ysidro to Kearny Mesa Purple Line to be phased in by 2035, Phase 2 – San Ysidro to Carmel Valley to be phased in by 2050)



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Otay Mesa Nestor (cont'd)</b>	SD-OMN-6 The intersection of Picador Boulevard and Del Sol Boulevard	Potential (Requires land use change)	Community Center	The Otay Mesa Nestor Community Plan designates this area for park use, school use, low-medium density residential (10 to 14 dwelling units per acre), and medium density residential (15 to 29 dwelling units per acre).	Existing High-Frequency Local Bus (Routes 929, 932, 933, and 934)
<b>San Diego Pacific Beach</b>	SD-PB-1 Intersection of Garnet Avenue and Mission Boulevard	Existing/Planned	Community Center	The Pacific Beach Community Plan designates this area for community and visitor commercial uses well as residential uses ranging from 14 up to 29 dwelling units per acre).	Existing High-Frequency Local Bus (Route 30*)  Planned High-Frequency Local Bus (Route 8 and 27 to be phased in by 2020, Route 34 to be phased in by 2035)  Planned Trolley (Route 563: Phase 1 – Pacific Beach to Balboa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)  Planned Rapid Service (Route 30 to be phased in by 2035)  Planned Streetcar (Route 565 to be phased in by 2040)  *Local Route 30 to be transitioned into Rapid Service by 2035
<b>SD-PB-2</b>	Grand Avenue and Garnet Avenue from Mission Boulevard to Olney Street	Existing/Planned	Mixed-Use Transit Corridor	The Pacific Beach Community Plan designates this area for community commercial along Garnet Avenue and residential housing with 29 dwelling units per acre along Grand Avenue. Garnet Avenue is envisioned as a pedestrian mall in the community plan. Community plan incentives allow for a higher residential density of up to 43 dwelling units per acre.	Existing High-Frequency Local Bus (Route 30*)  Planned High-Frequency Local Bus (Route 8, 9, and 27 to be phased in by 2020, Route 34 to be phased in by 2035)  Planned Trolley (Route 563: Phase 1 – Pacific Beach to Balboa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)  Planned Rapid Service (Route 30 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Pacific Beach (cont'd)</b>	<b>SD-PB-2 (cont'd)</b> Grand Avenue and Garnet Avenue from Mission Boulevard to Olney Street  <b>SD-PB-3</b> Both sides of Garnet Avenue from Mission Bay Drive to I-5	Existing/Planned	Town Center	The Pacific Beach Community Plan designates this area for regional and community commercial uses, light industrial and residential uses (up to 29 dwelling units per acre). Additionally, projects designed as transit-oriented developments are eligible for the community plan density bonus of up to 43 dwelling units per acre.	<p>Planned Streetcar (Route 565 to be phased in by 2040)</p> <p>*Local Route 30 to be transitioned into Rapid Service by 2035</p> <p>Existing High-Frequency Local Bus (Route 30)</p> <p>Planned Trolley (Route 510 Mid-Coast Trolley Extension to be phased in by 2020)</p> <p>Planned Trolley (Route 563: Phase 1 – Pacific Beach to Balboa to be phased in by 2040; Phase 2 – Pacific Beach to El Cajon to be phased in by 2050)</p> <p>Planned High-Frequency Local Bus (Routes 8, 9, 27, and 44 to be phased in by 2020)</p> <p>*Local Route 30 to be removed to allow for <i>Rapid</i> Route 30 which will serve this area, but currently there is no Rapid stop planned in this town center.</p>
<b>San Diego Pacific Highlands Ranch</b>	<b>SD-PHR-1</b> East of Carmel Valley Road and Del Mar Heights Road	Existing/Planned	Community Center	The Pacific Highlands Ranch Community Plan designates this area as village, core residential, peripheral residential and civic uses with a library. The Pacific Highlands Ranch Village will include up to 300,000 square feet of office and retail space, 500 residential units and a 5-acre civic use area designed to create a pedestrian-oriented environment. The village is located adjacent to future high-density housing, the high school, and the community park that comprise the town center for this community.	Planned Rapid Service (Route 103 to be phased in by 2040)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego Peninsula in Point Loma</b>	<b>SD-PA-1</b>	Rosecrans Street from Canon Street to Lytton Street	Existing/Planned	Town Center	The Peninsula Community Plan designates this area for multi-family (30 to 44 dwelling units per acre) and commercial. The town center also includes Liberty Station which is a mixed use residential, retail, business, recreational, cultural, and educational center at the former Naval Training Center.	Planned High-Frequency Local Bus (Route 28 to be phased in by 2020, Route 923 to be phased in by 2035)  Planned Rapid Service (Route 28 to be phased in by 2035)
	<b>SD-PA-2</b>	Voltaire Street from Chatsworth Boulevard to Catalina Boulevard	Existing/Planned	Mixed-Use Transit Corridor	The Peninsula Community Plan designates this area for neighborhood commercial, low-medium density residential (8 to 14 dwelling units per acre), and medium density residential (15 to 25 dwelling units per acre), and residential multi-family (30 to 44 dwelling units per acre).	Planned High-Frequency Local Bus (Route 923 to be phased in by 2035)
<b>San Diego Rancho Bernardo</b>	<b>SD-RB-1</b>	BRT Station at West Bernardo Drive and I-15	Potential (Requires land use change)	Community Center	The Rancho Bernardo Community Plan designates this area for office and industrial employment and is served by the BRT station. The Rancho Bernardo community plan designates this area as specialty commercial.	Existing Rapid Service (Routes 235, 237, and 290)  Planned High-Frequency Local Bus (Route 675 to be phased in by 2020)  Planned Rapid Service (Route 235 extension to Temecula to be phased in by 2040)
<b>San Diego Sabre Springs</b>	<b>SD-SS-1</b>	Evening Creek North Drive and Sabre Springs South Parkway	Potential (Requires land use change)	Community Center	The Sabre Springs community plan designates this area as specialty commercial, office commercial, industrial park and medium-density (15 to 30 dwelling units per acre) residential.	Existing Rapid Service (Routes 235, 237, and 290)  Planned Rapid Service (Route 103 to be phased in by 2040)  Planned Rapid Service (Route 235 extension to Temecula to be phased in by 2040)
<b>San Diego San Ysidro</b>	<b>SD-SY-1</b>	Beyer Boulevard to West San Ysidro Boulevard, and Averil Road to the International Border	Existing/Planned	Town Center	The San Ysidro Community Plan designates this area for community commercial, institutional, and low-medium density residential (10 to 15 dwelling units per acre).	Existing Trolley (Blue Line) Existing High-Frequency Local Bus (Route 906)  Planned Trolley (Route 562: Phase 1 - San Ysidro to Kearny Mesa Purple Line to be phased in by 2035, Phase 2 - San Ysidro to Carmel Valley to be phased in by 2050)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego San Ysidro (cont'd)</b>	<b>SD-SY-1 (cont'd)</b> Beyer Boulevard to West San Ysidro Boulevard, and Averil Road to the International Border				Planned Rapid Service (Routes 640A and 688 to be phased in by 2035)
<b>San Diego Scripps Miramar Ranch</b>	<b>SD-SMR-1</b> West side of Scripps Ranch Boulevard between Mira Mesa Boulevard and Hibert Street	Existing/Planned	Community Center	The Scripps Miramar Ranch Community Plan designates this area for community shopping and professional office uses with residential land uses ranging from 10 to 15 (and up to 29) dwelling units per acre.	Planned High-Frequency Local Bus (Route 964 to be phased in by 2035)
<b>San Diego Serra Mesa</b>	<b>SD-SM-1</b> Gramercy Drive, Ruffin Road, Village Glen Drive and Glencolum Drive (needs transit)	Existing/Planned	Community Center	The Serra Mesa Community Plan designates this area for neighborhood commercial, office medium density residential (15 to 29 and up to 43 dwelling units per acre), and low density residential (5 to 9 dwelling units per acre).	Planned High-Frequency Local Bus (Route 928 to be phased in by 2020)
<b>San Diego Skyline-Paradise Hills</b>	<b>SD-SPH-1</b> Cardiff Street and Jamacha Road	Potential (Requires land use change)	Community Center	The Skyline-Paradise Hills Community Plan designates this area for community commercial, low-medium density residential (10 to 15 dwelling units per acre) and opens space.	Planned High-Frequency Local Bus (Route 4 to be phased in by 2020, Route 936 to be phased in by 2035) Planned Rapid Service (Route 636 to be phased in by 2040)
	<b>SD-SPH-2</b> Saipan Drive and Potomac Street	Potential (Requires land use change)	Community Center	The Skyline-Paradise Hills Community Plan designates this area for neighborhood commercial, low-medium-density residential (10 to 15 dwelling units per acre), and high density residential (30 to 45 dwelling units per acre).	Planned High-Frequency Local Bus (Route 962 to be phased in by 2020)
	<b>SD-SPH-3</b> Paradise Valley Road from Deep Dell Road to South Meadowbrook Drive	Potential (Requires land use change)	Community Center	The Skyline-Paradise Hills Community Plan designates this areas for neighborhood commercial, low-medium density residential (10 to 15 dwelling units per acre), medium-density (15 to 30 dwelling units per acre) residential, and a library.	Existing High-Frequency Local Bus (Route 11) Planned High-Frequency Local Bus (Routes 4 and 962 to be phased in by 2020)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego Skyline Paradise Hills (cont'd)</b>	<b>SD-SPH-3 (cont'd)</b>	Paradise Valley Road from Deep Dell Road to South Meadowbrook Drive				Planned Rapid Service (Route 11 to be phased in by 2035)
	<b>SD-SPH-4</b>	Reo Drive between Albemarle Street and Cumberland Street	Potential (Requires land use change)	Community Center	The Skyline-Paradise Hills Community Plan designates this area for neighborhood commercial uses and low-medium-density residential (10 to 15 dwelling units per acre).	Planned High-Frequency Local Bus (Route 962 to be phased in by 2020)
	<b>SD-SPH-5</b>	Alta View and Woodman	Potential (Requires land use change)	Community Center	The Skyline-Paradise Hills Community Plan designates this area for neighborhood commercial, medium-density (15 to 30 dwelling units per acre) residential.	Planned High-Frequency Local Bus (Route 961 to be phased in by 2020)
<b>San Diego South-eastern San Diego</b>	<b>SD-SE-1</b>	South 43rd Street from Newton Avenue to Delta Street	Existing/Planned	Town Center	The Southeastern San Diego Community Plan designates this area for multi-family residential (15 to 30 dwelling units per acre), single family residential (10 to 15 dwelling units per acre), and general commercial use.	Existing High-Frequency Local Bus (Routes 11 and 955) Planned Rapid Service (Route 11 to be phased in by 2035) Planned Trolley (Route 562: Phase 1 - San Ysidro to Kearny Mesa Purple Line to be phased in by 2035, Phase 2 - San Ysidro to Carmel Valley Purple Line to be phased in by 2050)
	<b>SD-SE-2</b>	Imperial Avenue and Commercial Street from I-5 to I-15	Existing/Planned	Mixed-Use Transit Corridor	The Southeastern San Diego Community Plan designates this corridor for multiple use, industrial use, and community commercial. A Trolley station at 25th Street and high-frequency bus service is complemented by a newly constructed police station at 25th Street and recently completed streetscape improvements along Imperial Avenue. This corridor extends south to include the Commercial Street corridor from I-5 to I-15, along which runs the Orange Line Trolley.	Existing Trolley (Orange Line) Existing High-Frequency Local Bus (Route 3) Planned High-Frequency Local Bus (Route 4 to be phased in by 2020) Planned Rapid Service (Route 637 to be phased in by 2040)
	<b>SD-SE-3</b>	Market Street from 26th Street to I-805	Existing/Planned	Mixed-Use Transit Corridor	The Southeastern San Diego Community Plan designates this corridor for general commercial use, multi-family residential (15 to 30 dwelling units per acre), single family residential (10 to 15 dwelling units per acre), neighborhood commercial and industrial use	Existing High-Frequency Local Bus (Routes 3 and 5) Planned Streetcar (Route 555 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Diego South-eastern San Diego (cont'd)</b>	<b>SD-SE-4</b>	National Avenue from I-5 to 43rd Street Logan Avenue from South 43rd Street to South 45th Street	Existing/Planned	Mixed-Use Transit Corridor	The Southeastern San Diego Community Plan designates National Avenue for general commercial use primarily in the section from I-5 to I-15 and for medium-density, multi-family use (15 to 30 dwelling units per acre) from I-15 to 40th Street.	Existing High-Frequency Local Bus (Routes 11 and 955)  Planned Rapid Service (Route 11 to be phased in by 2035, Route 637 to be phased in by 2040)  Planned Trolley (Route 562: Phase 1 - San Ysidro to Kearny Mesa Purple Line to be phased in by 2035, Phase 2 - San Ysidro to Carmel Valley to be phased in by 2050)
	<b>SD-SE-5</b>	25th Street and Cesar E. Chavez Parkway	Existing/Planned	Mixed-Use Transit Corridor	The Southeastern San Diego Community Plan designates this corridor for multiple land uses as well as single family (10 to 15 dwelling units per acre), multi-family (15 to 17 dwelling units per acre), and industrial land uses. This transit corridor connects the SR94 to the I-5 via 25th Street and Caesar E. Chaves Parkway. There is a trolley stop on 25th Street as well as high-frequency bus service.	Existing Trolley (Orange Line)  Existing High-Frequency Local Bus (Routes 3 and 5)  Planned High-Frequency Local Bus (Route 4 to be phased in by 2020)  Planned Streetcar (Route 555 to be phased in by 2035)
	<b>SD-SE-6</b>	Oceanview Boulevard from 30th to 33rd Street	Potential (Requires land use change)	Mixed-Use Transit Corridor	The Southeastern San Diego Community Plan designates this corridor for single family residential (10 to 15 dwelling units per acre) and is serviced by a bus line.	Existing High-Frequency Local Bus (Route 3)  Planned Rapid Service (Route 637 to be phased in by 2040)
	<b>SD-SE-7</b>	25th and Commercial Transit Station	Existing/Planned	Community Center	The Southeastern San Diego Community Plan designates this community center for industrial, community commercial, single family residential (10 to 15 dwelling units per acre), multi-family (15 to 17 dwelling units per acre), and multiple land uses.	Existing Trolley (Orange Line)  Existing High-Frequency Local Bus (Route 3)  Planned High-Frequency Local Bus (Route 4 to be phased in by 2020)
	<b>SD-SE-8</b>	32nd and Commercial Transit Station	Existing/Planned	Community Center	The Southeastern San Diego Community Plan designates this community center for industrial, single family residential (10 to 15 dwelling units per acre), multi-family (15 to 30 dwelling units per acre), and multiple land uses.	Existing Trolley (Orange Line)  Planned High-Frequency Local Bus (Route 4 to be phased in by 2020)  Planned Rapid Service (Route 637 to be phased in by 2040)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Torrey Highlands</b>	<b>SD-THD-1</b> North side of SR 56 and Camino del Sur	Potential (Requires transit change)	Community Center	The Torrey Highlands plan designates this area as local mixed-use and low-medium density residential (5 to 10 dwelling units per acre).	No Qualifying Existing or Planned Transit
<b>San Diego Torrey Pines</b>	<b>SD-TP-1</b> Northwest of Del Mar Heights Road and Mango Drive	Potential (Requires land use change)	Community Center	This Torrey Pines Community Plan designates this area as commercial surrounded by medium density residential (14 to 44 dwelling units per acre). This area is adjacent to an elementary school.	Planned High-Frequency Local Bus (Route 89 to be phased in by 2020)  *Enhanced planning needed to ensure station location for <i>Rapid</i> Routes 103 and 473 are within smart growth area boundary
<b>San Diego University City</b>	<b>SD-UN-1</b> I-5, La Jolla Village Drive, and Gilman Drive	Existing/Planned	Town Center	The University Community Plan designates this area for a town center which provides a mix of community-serving retail, employment, and residential uses. La Jolla Village Square and La Jolla Village Center are located within this center, providing nearly 1.2 million square feet of commercial use, medium density residential (15 to 30 dwelling units per acre) medium-high density residential (30 to 45 dwelling units per acre), visitor commercial, community commercial, and regional commercial.	Existing High-Frequency Local Bus (Routes 30*, 41, and 150)  Existing Rapid Service (Routes 201, 202, and 237)  Planned Trolley (Route 510 Mid-Coast Trolley Extension to be phased in by 2020)  Planned High-Frequency Local Bus (Routes 101 and 921 to be phased in by 2020, Route 34 to be phased in by 2035)  Planned Rapid Service (Routes 30, 41, and 473 to be phased in by 2035)  *Local Route 30 to be transitioned into Rapid Service by 2035
	<b>SD-UN-2</b> Eastgate Mall Road, I-805, UCSD, Nobel Drive	Existing/Planned	Urban Center	The San Diego University City Community Plan designates this area for regional commercial, neighborhood commercial, institutional, scientific research, high density residential (45 to 75 dwelling units per acre) and medium-high density residential (30-45 dwelling units per acre). Development pressure in this area is high. There were two recently approved development projects in the vicinity of UTC, which increased density and intensity of existing uses. Approved were an additional 750,000 square feet of	Existing High-Frequency Local Bus (Routes 30*, 41, 50, and 150)  Existing Rapid Service (Routes 201, 202, 204, and 237)  Planned High-Frequency Local Bus (Routes 89, 101, 105, and 921 to be phased in by 2020, Routes 31 and 34 to be phased in by 2035)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego University City (cont'd)</b>	<b>SD-UN-2 (cont'd)</b> Eastgate Mall Road, I-805, UCSD, Nobel Drive			neighborhood and community-serving commercial and 800 residential units in both high- and mid-rise towers. Additionally, there is one development project proposing 340,000 square feet of office use and one development project proposing an additional 472 residential units in the vicinity of UTC. The Mid-Coast Trolley Extension will serve the community terminating at the UTC transit center.	<p>Planned Trolley (Route 510 Mid-Coast Trolley Extension to be phased in by 2020)</p> <p>Planned Trolley (Route 561 UTC to Sorrento Mesa to be phased in by 2035)</p> <p>Planned Trolley (Route 562: Phase 2 - San Ysidro to Carmel Valley Purple Line to be phased in by 2050)</p> <p>Planned Rapid Service (Routes 30, 41, 473, and 689 to be phased in by 2035, Route 870 to be phased in by 2050)</p> <p>*Local Route 30 to be transitioned into Rapid Service by 2035</p>
	<b>SD-UN-3</b> Univeristy of California, San Diego (UCSD Campus)	Existing/Planned	Special Use Center	An increasing demand for quality higher education, coupled with a rise in California's population, has compelled UCSD to update its Long-range Development Plan (LRDP). The latest LRDP, a general use plan and capacity analysis that will guide the physical development of the campus through 2021, will allow the university to accommodate at least 6,000 more students. The carefully crafted plan is the university's proactive response to the expanding needs of the state and the greater San Diego region. UCSD predicted growth will have an enormous impact on the San Diego region, which, if managed correctly, will benefit both the university and the community immensely. The Mid-Coast Extension will have two stations serving UCSD.	<p>Existing High-Frequency Local Bus (Routes 30*, 41, and 150)</p> <p>Existing Rapid Service (Routes 201, 202, and 237)</p> <p>Planned High-Frequency Local Bus (Routes 89, 101, and 921 to be phased in by 2020, Route 34 to be phased in by 2035)</p> <p>Planned Trolley (Route 510 Mid-Coast Trolley Extension to be phased in by 2020)</p> <p>Planned Rapid Service (Routes 30, 41, and 473 to be phased in by 2035)</p> <p>*Local Route 30 to be transitioned into Rapid Service by 2035</p>



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
San Diego Uptown	SD-UP-1	4th and 5th Streets from Date Street to Pennsylvania Street	Existing/Planned	Mixed-Use Transit Corridor	The Uptown Community Plan designates the area south of Kalmia for commercial and medium-density residential uses at 15 to 29 dwelling units per acre. The Uptown Community Plan designates the area from Maple Street to Pennsylvania Street for office, and high-density residential at 44 to 73 dwelling units per acre along 4th Avenue and commercial and very high-density residential uses at 73 to 110 dwelling units per acre along 5th Avenue. The Uptown community continues to intensify with higher-density residential and retail uses – especially in the Hillcrest Corridor.	Existing High-Frequency Local Bus (Routes 1, 3, 11, and 120*) Planned Rapid Service (Route 120 to be phased in by 2025, Route 11 to be phased in by 2035) Planned Streetcar (Route 554 to be phased in by 2025) *Local Route 120 to be transitioned into Rapid Service by 2025
	SD-UP-2	West Washington Street and India Street	Existing/Planned	Community Center	The Uptown Community Plan designates the area for mixed-use allowing medium-density residential at 29 to 44 dwelling units per acre.	Existing High-Frequency Local Bus (Route 10*) Existing Trolley (Green Line) Planned Trolley (Route 510 Mid-Coast Trolley Extension be phased in by 2020) Planned Rapid Service (Route 10 to be phased in by 2025) Planned COASTER (to be phased in by 2025) *Local Route 10 to be transitioned into Rapid Service by 2025 San Diego International Airport Intermodal Transit Center (ITC) to be constructed by 2025
	SD-UP-3	San Diego Avenue from Old Town to Washington Street and India Street from Washington Street to Palm Avenue	Potential (Requires transit change)	Mixed-Use Transit Corridor	The Uptown Community Plan this area for commercial and residential at 15 to 29 dwelling units per acre.	No Qualifying Existing or Planned Transit *Enhanced planning needed to ensure station location for <i>Rapid</i> Route 10 is within smart growth area boundary

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Diego Uptown (cont'd)</b>	<b>SD-UP-4</b> West Washington Street and Goldfinch Street	Existing/Planned	Community Center	The Uptown Community Plan designates this area for commercial, office and medium- to high-density residential development at 44 to 73 dwelling units per acre.	Existing High-Frequency Local Bus (Route 10*)  Planned Rapid Service (Route 10 to be phased in by 2025)  Planned High-Frequency Local Bus (Route 83 to be phased in by 2035)  *Local Route 10 to be transitioned into Rapid Service by 2025
	<b>SD-UP-5</b> Pennsylvania Avenue/ Robinson Avenue, Park Boulevard, Washington Street	Existing/Planned	Urban Center	The Uptown Community Plan designates this area for mixed-use, multi-family residential, commercial, medium- to high- density residential development at 44 to 73 dwelling units per acre, and medium-density residential at 29 to 44 dwelling units per acre.	Existing High-Frequency Local Bus (Routes 1, 3, 7, 10*, 11 and 120*)  Existing Rapid Service (Route 215)  Planned Trolley (Route 560: SDSU to Downtown San Diego Mid-City Trolley to be phased in by 2050)  Planned Rapid Service (Routes 10 and 120 to be phased in by 2025, Routes 11 and 640B to be phased in by 2035)  Planned High-Frequency Local Bus (Routes 20 and 83 to be phased in by 2035)  Planned Streetcar (Route 554 to be phased in by 2025)  *Local Routes 10 and 120 to be transitioned into Rapid Service by 2025, <i>Rapid</i> Route 215 to be transitioned into Mid-City Trolley by 2050

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
San Marcos	<b>SM-1</b> University District Specific Plan Mixed-Use Area bounded by the area west of Twin Oaks Valley Road, south of SR 78, north of Barham and extension of Discovery Street, and east of Craven and Discovery	Existing/Planned	Town Center	This area is located in the Heart of the City Specific Plan Area and is north of the California State University San Marcos (CSUSM) campus. The site is generally bounded on the west by Twin Oaks Valley Road, on the south by Barham and the future extension of Discovery Street, SR 78 on the north side, and Industrial Street to the east. This area is located within the Heart of the City and is currently designated as a mixed use Specific Plan, with an approved 80-acre health campus/hospital located within the boundary of SM3. The subject site has been approved for a mixed-use Specific Plan known as the University District that will provide a regional employment and retail center with multiple-story, mixed-use development. Transit facilities access will be available in the general area through a SPRINTER station on the CSUSM campus at the eastern portion of this area. The City also has implemented a Community Facilities District to fund a rubber tire shuttle service to and from the future light rail station throughout the area. The design of the Specific Plan will provide continuous, interconnected pedestrian system and bike opportunities, wide sidewalks, and street furniture to provide a walkable community.	Existing SPRINTER  Planned Local Shuttle (Routes 448 and 449 to be phased in by 2020)  Planned SPRINTER Express (to be phased in by 2040)
	<b>SM-2</b> CSUSM, east of Twin Oaks Valley Road and south of East Barham	Existing/Planned	Special Use Center	The CSUSM campus consists of approximately 304 acres and is located within the Heart of the City Specific Plan area. It is the first of a new generation of California State Universities, with 7,300 students currently attending and a projection for 11,000 in the year 2012-2013 with an ultimate build out of approximately 25,000 students The campus employs 922 (includes full- and part-time staff and faculty). The area surrounding the CSUSM campus is mainly residential, including single-family, apartments, and townhomes, with commercial, medical offices, and future mixed-use. The campus has direct access to the light rail SPRINTER.	Existing SPRINTER  Planned Local Shuttle (Route 448 to be phased in by 2020)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Marcos (cont'd)</b>	<b>SM-3</b> Mission Road between Las Posas Road and Falcon Place  Mission Road between Las Posas Road and Falcon Place	Existing/Planned	Mixed-Use Transit Corridor	<p>The project area is located along Mission Road, with the western boundary of Las Posas Road and extends south of Armorlite Drive. The area extends east to Falcon Place. Within this project area, the City has approved a mixed-use Specific Plan (Paseo De Oro) that has been constructed that incorporates workforce housing and neighborhood-serving retail uses. There are opportunities within the project area to expand mixed-use developments that can incorporate office, retail, restaurants, condominiums, and apartments. The City has also approved the Palomar Station mixed use Specific Plan, located adjacent to the SPRINTER station and across the street from the Palomar College Transit Station. The project incorporates multi-story multi-family and retail uses along this transportation corridor.</p> <p>The Mission Road corridor currently is served by high-frequency transit service, and two light rail SPRINTER stations are within this project boundary. The North County Transit District also has a transit station located at Palomar Community College.</p> <p>This area also includes the civic center, which encompasses a mix of city-owned and privately held parcels at the northeast corner of Twin Oaks Valley Road and SR 78, near the geographic heart of San Marcos. Because of its central location, this acreage has long been expected to develop as the civic, cultural, transportation, and business focal point of the community. The civic center includes city hall, federal offices, a community center, and a San Diego County branch library. An existing SPRINTER station is located adjacent to the civic center, and there also is a high-frequency transit corridor along Mission Road and bus service along a portion of San Marcos Boulevard.</p>	Existing SPRINTER  Planned SPRINTER Express (to be phased in by 2040)  Planned High-Frequency Local Bus (Route 305 to be phased in by 2020)  Planned Local Shuttle (Routes 448 and 449 to be phased in by 2020)  Planned Rapid Service (Route 440 to be phased in by 2040)
	<b>SM-4</b> Palomar College north of West Mission Road and east of Comet	Potential (Requires land use change)	Special Use Center	Palomar Community College is an educational campus located on the northwest end of the City. There is currently a North County Transit bus station and the college is located cross the street from a light rail SPRINTER station. Palomar College employs approximately 650 and is surrounded by industrial, institutional, educational, and residential land uses. There are existing transit opportunities (bus transit station and a SPRINTER station) that are available to students and employees of the campus.	Existing SPRINTER  Planned High-Frequency Local Bus (Route 305 to be phased in by 2020)  Planned Local Shuttle (Routes 448 and 449 to be phased in by 2020)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>San Marcos (cont'd)</b>	<b>SM-5</b>	San Marcos Creek Specific Plan on San Marcos Boulevard between Discovery and SR 78	Existing/Planned	Mixed-Use Transit Corridor	The San Marcos Creek Specific Plan area is located on the south side of San Marcos Boulevard and is located between Discovery Street and SR 78 and is bounded to the south by Discovery Street. The approved Specific Plan will provide main street concepts with multiple-story housing over retail and office, structured parking with entertainment opportunities in proximity to the CSUSM campus and the potential SM 3 urban center located near the CSUSM campus. The design of the Specific Plan will provide continuous, interconnected pedestrian system and bike opportunities, wide sidewalks, and street furniture to provide a walkable community.	Planned Local Shuttle (Routes 448 and 449 to be phased in by 2020)  Planned Rapid Service (Route 440 to be phased in by 2040)
	<b>SM-6</b>	North and south side of San Marcos Boulevard between SR-78 and Rancho Santa Fe Road	Existing/Planned	Mixed-Use Transit Corridor	The project area is located on the north side of San Marcos Boulevard between SR-78 and Rancho Santa Fe Road. The corridor is currently served by low-frequency local bus transit and is characterized by retail uses, offices, restaurants, and educational facilities. The San Marcos Creek Specific Plan is located on the south side of San Marcos Boulevard (SM4). This project area may redevelop with mixed use along this corridor.	Planned Local Shuttle (Route 448 to be phased in by 2020)  Planned Rapid Service (Route 440 to be phased in by 2040)
	<b>SM-7</b>	Rancho Santa Fe Road between Mission Road/South Santa Fe Road and San Marcos Boulevard	Potential (Requires land use change)	Mixed-Use Transit Corridor	The project area is located along Rancho Santa Fe Road between Mission Road and San Marcos Boulevard. The corridor currently is served by local bus transit service and is characterized by retail uses, offices, and residential. Within this project area, the City has approved two mixed-use Specific Plans (Grandon Village and Rancho Santa Fe Village, which have been constructed), providing senior apartments and neighborhood-serving retail uses. The City is recommending mixed use along this corridor as a component of the General Plan update, which is expected to be completed in early 2012.	Planned High-Frequency Local Bus (Route 305 to be phased in by 2020)  Planned Rapid Service (Route 440 to be phased in by 2040)
	<b>SM-8</b>	San Elijo Hills at San Elijo Road and Elfin Forest Road	Potential (Requires land use and transit change)	Community Center	The San Elijo Hills Community Center provides opportunities for mixed-use that are intended to meet a portion of the residential and community services/institutional needs of the community, as well as all of the commercial needs. The Community Center is in close proximity to the La Costa Meadows Industrial Park and	No Qualifying Existing or Planned Transit

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>San Marcos (cont'd)</b>	<b>SM-8 (cont'd)</b> San Elijo Hills at San Elijo Road and Elfin Forest Road			Old Creek Ranch specific plan area and will provide a mixture of mixed-use with multi-story townhomes, live/work residential units, and retail uses.	
<b>Santee</b>	<b>ST-1</b> Santee Town Center at Mission Gorge Road and Cuyamaca Street	Existing/Planned	Town Center	<p>The Santee Town Center Smart Growth area covers a significant portion of the Santee Town Center Specific Plan, along with residential and commercial parcels adjacent to the Specific Plan area. ST1 incorporates commercial, residential and recreational uses surrounding the Santee Trolley Square multimodal transit station, which is served by the Green Line and four local bus routes along Mission Gorge Road, Magnolia Avenue, and Cuyamaca Street. It includes the Hartford Insurance corporate offices (97,000 square feet), a professional office park (67,000 square feet), and the Santee Trolley Square shopping center, with 450,000 square feet of retail and restaurant space, a community safety center, and a 250-seat outdoor public amphitheater.</p> <p>The Riverview Office Park will add around 1.5 million square feet of office space, a 45,000 square foot multiplex theater, and up to 300 dwelling units on 104 acres in this area, all within walking distance of the Trolley Square transit station, a network of walkways, and a San Diego River trail. The river trail will connect to a regional river trail system, parts of which already exist. Existing institutional and commercial uses are included in the Town Center Smart Growth area, as well as an underutilized residential area, the Park Avenue neighborhood, which is contemplated for redevelopment at a density of 22 units per acre. Parc One, a new 172-unit multi-family residential development, was constructed close to the transit station. The area also houses the San Diego Christian College with an enrollment of approximately 500 students. An adjacent 5.88-acre parcel is designated for multi-family residential development (128 units).</p>	Existing Trolley (Green Line)  Planned Rapid Service (Routes 870 and 890 to be phased in by 2050)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
Santee (cont'd)	ST-1 (cont'd) Santee Town Center at Mission Gorge Road and Cuyamaca Street			ST1 also encompasses the area between Cuyamaca Street and Magnolia Avenue, including the San Diego River, and 32 acres of vacant land north of the river zoned for up to 30 du/acre, adjacent to the new 55-acre Town Center Community Park. It includes existing commercial and higher density residential development on both sides of Mission Gorge Road from Cuyamaca Street east to Magnolia Avenue.	
	ST-2 Cuyamaca Street between Mission Gorge Road and Prospect Avenue	Potential (Requires transit change)	Mixed Use Transit Corridor	<p>Located along Cuyamaca Street, the city's predominant north-south commercial corridor, this area is developed mostly with retail uses. The Green Line trolley and peak period bus service currently operate on Cuyamaca Street, and a peak period BRT station is included nearby in the 2050 RTP/SCS.</p> <p>Along with retail uses, this area includes the western portion of the Mission Greens residential neighborhood and light industrial uses to the south. The area includes a major shopping center, Plaza De Cuyamaca, and also includes several smaller shopping centers. The Santee Sheriff's substation, a mini-storage business, and a medical office park are also found in the area, which abuts the ST-1 Town Center Smart Growth area to the north. Currently, no Trolley or BRT stops exist or are proposed in this area; however, with a diversity of adjacent land uses and transit accessibility, this area could represent a significant TOD opportunity.</p>	No Qualifying Existing or Planned Transit
	ST-3 Magnolia Ave and Mast Blvd	Potential (Requires transit change)	Community Center	Located at the intersection of Mast Boulevard and Magnolia Avenue, this Potential Community Center encompasses a variety of existing land uses that are currently served by transit. This area is served by bus route 832, which runs clockwise through the central portion of Santee, with frequencies of 35 minutes to one hour. Route 832 provides connecting service to the Santee Town Center transit station located in ST-1, where the San Diego Trolley, other existing bus routes, and planned peak period BRT provide a transit connection to the greater San Diego region.	No Qualifying Existing or Planned Transit

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Santee (cont'd)</b>	<b>ST-3 (cont'd)</b> Magnolia Ave and Mast Blvd			<p>Within this quarter mile radius is the Santana Village shopping center, which includes a grocery store, a martial arts studio, a coffee shop, and a variety of restaurants and retailers. Other commercial parcels in ST-3 includes a gas station/mini-mart, a veterinary clinic, a clothing store, and several other shops and dining options. ST-3 also includes Santana High School, with an enrollment of approximately 1500 students from the surrounding area, and the Santee Villas apartments, which are zoned for a density of up to 30 dwelling units per acre.</p> <p>The surrounding neighborhood is zoned primarily for medium density multiple-family residential at up to 14 dwelling units per acre, which is a transit-supportive density, with a portion also being zoned for single family residential. ST-3 is a short walking distance from the Town Center Community Park and from the northern portion of Town Center ST-1, both of which are located just outside the ST-3 boundary.</p> <p>ST-3 contains land uses with transit supportive characteristics and is currently served by bus; however, Route 832 does not currently operate with a high enough frequency for it to be considered an "existing" smart growth area. Increased frequency on Route 832 and/or the provision of additional transit options would enable a transition from "potential" to "existing."</p>	
	<b>ST-4</b> Mission Gorge Road and West Hills Parkway	Potential (Requires transit change)	Community Center	This community center is situated at Mission Gorge Road and West Hills Parkway, where the residential developments Treviso (186 residential units) and Aubrey Glen (87 residential units) were recently completed. The area is characterized by a mix of commercial and high multi-family residential uses (for example, up to 30 dwelling units per acre). An underperforming commercial center was recently rezoned and entitled at 22 to 30 dwelling units per acre. Nearby, a multi-family complex of 60 dwelling units is under construction. Both Mission Gorge Road and West Hills Parkway are served by bus. Proximity to the Mission Trails Regional Park, the Carlton Oaks Golf Course, West Hills High School, and	No Qualifying Existing or Planned Transit



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Santee (cont'd)</b>	<b>ST-4 (cont'd)</b> Mission Gorge Road and West Hills Parkway			commercial land uses along Mission Gorge Road combine to give this area the potential to become a viable smart growth area.	
	<b>ST-5</b> Gillespie Field Airport Industrial Area  Area bounded by SR-52 to the north, SR-67 to the east, Vernon Way to the south; and Cuyamaca Street/Gillespie Way to the west.  Santee's jurisdiction within this area extends southward to Kenney Street.	Potential (Requires land use change)	Special Use Center	The Special Use Center is an existing multi-modal employment hub served by the Gillespie Field LRT transit station. The City of Santee, City of El Cajon, and County of San Diego have partnered to support the development of an advanced manufacturing and aviation-related industry cluster with multi-modal connections and facilities. Gillespie Field is strategically positioned to be a future driver of economic development. Further planning is needed to develop a coordinated transportation and land use planning framework that would provide additional employment opportunities and identify multi-modal improvements needed to connect the area in a comprehensive manner and provide equitable access to the labor base in the surrounding area.  The North Cuyamaca Street Corridor and the trolley alignment are identified as High Quality Transit Corridors and the surrounding area (within ½ mile of the transit corridor) as a Potential Transit Priority Project Area in the 2050 RTP. The area is planned for Industrial and Manufacturing use and currently developed with business parks, manufacturing, and ancillary retail. Due to the special nature of this area and the constraints of the Gillespie Field ALUCP, there is limited potential for additional residential development. Consistent with the 2050 RTP and SCS, the special use center would provide needed jobs in an existing urbanized employment area connected by transit to the greater region as well as to a community characterized by higher than average unemployment and an often transit-dependent population. See also the City of El Cajon's Smart Growth Opportunity Area EC-8 and the County of San Diego's Smart Growth Opportunity Area CN-7.	Existing Trolley (Green Line)  Planned Rapid Service (Routes 870 and 890 to be phased in by 2050)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>Solana Beach</b>	<b>SB-1</b>	Solana Beach Town Center: COASTER Station and Highway 101 Specific Plan	Existing/Planned	Town Center	The Solana Beach "Town Center" includes approximately 151 acres within the City's adopted Highway 101 Corridor Specific Plan Area. This area allows for a variety of mixed-use development projects including multi-family residential of up to 20 dwelling units per acre. A key facility in this smart growth area is the Solana Beach Train Station property owned by NCTD. This train station includes operation for COASTER/Amtrak rail service. A goal for the overall area is to plan for a variety of well-balanced mixed-use projects that provide exemplary site planning and design and meet the goals and objectives of the Highway 101 Corridor Specific Plan Area and General Plan for the City of Solana Beach. Also included in this area are new pedestrian bridge rail crossings, the Coastal Rail Trail (eight acre rail-trail linear park) and other planned pedestrian and traffic improvements (Highway 101 Streetscape Plan).	Existing COASTER  Planned High-Frequency Local Bus (Routes 89 and 101 to be phased in by 2020)  Planned Rapid Service (Route 473 to be phased in by 2035, Route 103 to be phased in by 2040)
<b>Vista</b>	<b>VS-1</b>	Downtown Specific Plan (Vista Village Drive and South Santa Fe Avenue)	Existing/Planned	Town Center	The Downtown Specific Plan is a 300-acre planning area encompassing a mix of retail, commercial, office, and high density residential uses. The area includes historic downtown Vista, the S. Santa Fe commercial corridor (referred to as Paseo Santa Fe), the Vista Village entertainment center, and existing multi-family and single-family neighborhoods. The project area is anchored by a multimodal transit center which includes the Vista Village SPRINTER Station.	Existing SPRINTER  Existing High-Frequency Local Bus (Routes 303 and 332)  Planned High-Frequency Local Bus (Routes 302, 305, and 335 to be phased in by 2020, Route 334 to be phased in by 2035)  Planned Rapid Service (Route 474 to be phased in by 2050)  Planned SPRINTER Express (to be phased in by 2040)
	<b>VS-2</b>	North Santa Fe Avenue from Orange Street to Weston Street	Existing/Planned	Mixed-Use Transit Corridor	Encompassing the urbanized portions of North Santa Fe Avenue, this Mixed-Use Transit Corridor extends approximately 1.5 miles from slightly north of Bobier Drive to within walking distance of the Vista Transit Center. One of the principal commercial corridors in the City of Vista, this stretch of North Santa Fe Avenue currently features strip retail centers interspersed with auto repair facilities, fast-food restaurants and single-family residential uses. A mixed use zoning designation has been implemented	Existing High-Frequency Local Bus (Route 303)  Planned High-Frequency Local Bus (Route 335 to be phased in by 2020, Route 334 to be phased in by 2035)  Planned Rapid Service (Route 474 to be phased in by 2050)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>Vista (cont'd)</b>	<p data-bbox="231 248 344 378"><b>VS-2 (cont'd)</b> North Santa Fe Avenue from Orange Street to Weston Street</p> <p data-bbox="231 659 344 716"><b>VS-3</b> Vista Village Transit Center</p> <p data-bbox="231 1097 344 1252"><b>VS-4</b> North County Regional Court Facility (Melrose Drive just south of SR 78)</p>	<p data-bbox="548 248 774 659"></p> <p data-bbox="548 659 774 1097">Existing/Planned</p> <p data-bbox="548 1097 774 1487">Potential (Requires land use change)</p>	<p data-bbox="774 248 955 659"></p> <p data-bbox="774 659 955 1097">Community Center</p> <p data-bbox="774 1097 955 1487">Community Center</p>	<p data-bbox="955 248 1604 488">within this corridor, allowing residential densities up to 40 dwelling units per acre. The City's Community Development Commission owns a number of vacant parcels within the corridor and is currently pursuing joint ventures with private developers to facilitate mixed-use projects that will serve as catalysts for further redevelopment.</p> <p data-bbox="955 488 1604 659">Fifteen-minute peak-hour NCTD bus service currently links the corridor to the nearby transit center at Vista Village Drive. Additional bus service links northern segments of the corridor with the SPRINTER station at Oceanside Boulevard and Melrose Drive.</p> <p data-bbox="955 659 1604 1097">Anchored by the Vista Village Transit Center and SPRINTER station, this Community Center focuses on mixed use development opportunities within walking distance of the transit center. This area abuts the Downtown Specific Plan and North Santa Fe Transit Corridor, and is intended to expand transit oriented development opportunities adjacent to these areas, with a focus on pedestrian connections to mass transit within the City's core.</p> <p data-bbox="955 1097 1604 1487">This area is anchored by the North County Regional Court House. It is located in a Specific Plan area, which includes residential, commercial, and office professional developments. As a regional center, the project has a large daytime population. Existing NCTD bus service is provided to the area, and the site is only one mile to the southwest of the Vista Village Transit Center (bus and light rail). Significant development has occurred in the last ten years and additional mixed use, residential and commercial development is slated in the near future.</p>	<p data-bbox="1604 248 2018 659"></p> <p data-bbox="1604 659 2018 1097">Existing SPRINTER Existing High Frequency Local Bus (Routes 303 and 332) Planned High-Frequency Local Bus (Routes 302, 305, and 335 to be phased in by 2020, Route 334 to be phased in by 2035) Planned Rapid Service (Route 474 to be phased in by 2050) Planned SPRINTER Express (to be phased in by 2040)</p> <p data-bbox="1604 1097 2018 1487">Existing High-Frequency Local Bus (Route 332) Planned High-Frequency Local Bus (Routes 302 and 335 to be phased in by 2020)</p>

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>Vista (cont'd)</b>	<b>VS-5</b>	Escondido Avenue SPRINTER Station	Existing/Planned	Community Center	In consideration of the SPRINTER station at this location, City Council has directed staff to look into smart growth development opportunities in and around the station. The area is largely developed with single-family and lower density multi-family uses which might be appropriately rezoned for higher density residential or mixed-use development to take advantage of the public transportation opportunities. This area abuts the Downtown Specific Plan, which is zoned for mixed use development with residential densities up to 40 dwelling units per acre.	Existing SPRINTER
	<b>VS-6</b>	East Vista Way/Foothill	Potential (Requires land use and transit changes)	Community Center	<p>East Vista Way is a regional arterial serving the Bonsall Area to the north and connecting to the Vista Village Transit Center to the southwest. This area is characterized by a mix of mobile home parks, multi-family residential, and single-family residential developments.</p> <p>This area has a diversity of income levels and housing types ranging from mobile homes and apartments to large estate lots in the surrounding hillside areas. There has been significant reinvestment in the commercial centers in this area; however, there remain some underutilized centers which may be redeveloped mixed-use projects.</p>	No Qualifying Existing or Planned Transit
	<b>VS-7</b>	West Vista Community Center (Emerald Drive and West Vista Way)	Existing/Planned	Community Center	This area to the north of West Vista Way in the vicinity of Emerald Drive is characterized by a large concentration of auto-oriented commercial uses, as well as multi-family and single-family residential. West Vista Way is a major transit corridor in the City and is served by NCTD bus service. The area is just east of the Tri-City Medical Center, the major regional medical center for north coastal San Diego County. West Vista Way is a regional arterial connecting this part of Vista to Oceanside to the west and the Vista Village project to the east. The Vista Village Transit Center is located approximately two miles to the east.	Planned High-Frequency Local Bus (Route 302 to be phased in by 2020)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
County of San Diego	CN-1 Fallbrook	Existing/Planned	Rural Village	<p>Fallbrook’s distinct village combines diverse commercial and employment districts in the center with high-density residential gradating out to single-family neighborhoods. The core area of Fallbrook is about 300 acres of land bounded on the west by Camp Pendleton and serviced by major roads, such as Mission Road, Stage Coach Lane, and East Mission Road. The Fallbrook Revitalization Plan focuses on the core area of the Fallbrook village, which contains a mixture of commercial, residential, office, industrial, and civic uses.</p> <p>The Revitalization Plan outlines a long-term vision for the core area, a vision that builds on Fallbrook’s local character and developing arts and cultural sector. It contains detailed design standards, a public infrastructure improvement plan, and revised mixed-use zoning categories. Fallbrook also has both developed and planned development that includes a range of housing types, including multi-family (up to 29 dwelling units per acre) and medium-density alternatives. There also is a small-scale industrial area (planned for expansion) and a mix of civic uses such as parks, schools, and a sheriff substation.</p>	<p>(Existing Low-Frequency Local Bus)</p> <p>(No regional transit requirement for Rural Villages)</p>
	CN-2 Campus Park Quadrant (former Hewlett-Packard specific plan area) in Fallbrook – northeast corner of the I-15 and SR 76 interchange	Potential (Requires land use change)	Rural Village	<p>Campus Park Quadrant in Fallbrook is an undeveloped site at the northeast corner of I-15 and SR 76 in the Fallbrook community planning area. The planning goal for the site is to allow for mixed-use development that takes advantage of the site’s location and its potential to serve as a node on a north-south transit corridor between Riverside County and San Diego, Escondido, and Oceanside. A proposed transit node is part of the project, and its location will be determined in coordination with SANDAG and NCTD and the three project- proponents for the master planned communities of Campus Park, Meadowood, and Campus Park West.</p> <p>The planned developments includes a community college campus that will serve up to 8,500 students and master planned residential communities with commercial space, parks, and up to 2,200 dwelling units. Residential densities range from 20 dwelling units per acre to 2-3 dwelling units per acre.</p>	<p>(Existing Low-Frequency Local Bus)</p> <p>Planned Rapid Service* (Route 235 Extension to Temecula to be phased in by 2040)</p> <p>*Enhanced planning needed to ensure station location is within smart growth area boundary (No regional transit requirement for Rural Villages)</p>

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan	
<b>County of San Diego (cont'd)</b>	<b>CN-3</b>	Valley Center	Existing/Planned	Rural Village	Two small commercial nodes located along Valley Center Road serve as a starting point for developing the core areas of the Valley Center community. The County General Plan includes land use designations for two villages that will incorporate a combination of commercial, light industrial and medium- to high-density residential development. The North Village is located near the intersection of Valley Center Road and Cole Grade Road. When fully built-out, it will contain a mixture of residential, commercial, civic, and light industrial uses. The South Village is primarily located north of the intersection of Woods Valley and Valley Center Roads and when built-out will contain a mixture of residential, commercial, and civic uses	(Existing Low-Frequency Local Bus)  (No regional transit requirement for Rural Villages)
	<b>CN-4</b>	North County Metro SPRINTER Station at South Santa Fe and Buena Creek Road	Potential (Requires land use change)	Community Center	Substantial capital improvements are planned for an area within the North County Metro subregion that contains a transit stop to serve the east/west SPRINTER train at the intersection of South Santa Fe and Buena Creek Road. The County General Plan includes land use designations that assign high-density residential development of 24 dwelling units per acre within this area to complement and support the transit node. A detailed planning effort is needed to create a comprehensive plan for the area.	Existing High-Frequency Local Bus (Route 332)  Existing SPRINTER  Planned High-Frequency Local Bus (Route 305 to be phased in by 2020)
	<b>CN-5</b>	Ramona	Existing/Planned	Rural Village	Ramona is centered along the SR 67 regional highway corridor, which serves as the primary access to this community, as well as to many backcountry towns. Ramona provides goods and services to a local population of over 30,000, as well as to the residents of the more rural communities to the east. Ramona's historic town center, or core area, is located along Main Street (also known as SR 67). It contains a mixture of commercial, civic, and residential uses situated within a traditional grid of existing or planned local streets. More than 30 multi-family complexes are located in the core of this community, some of which exceed a density of 20 dwelling units per acre.	(Existing Low-Frequency Local Bus)  (No regional transit requirement for Rural Villages)

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>County of San Diego (cont'd)</b>	<b>CN-6</b> Lakeside	Existing/Planned	Rural Village	<p>Lakeside has a large, existing village surrounded by lower-density residential neighborhoods and undeveloped rural lands. The historic center of Lakeside is located within its core area; it includes Lindo Lake and surrounding developments that contain a community park and civic center, multi-family housing, and retail facilities. The core area also contains commercial establishments along Woodside Avenue and multi-family housing with densities ranging from 14.5 to 24-plus dwelling units per acre. The Riverway Specific Plan, a large industrial employment center, lies next to Lakeside's core area. Economic development in Lakeside is supported through a revitalization plan and a strong business community.</p>	<p>(Existing Low-Frequency Local Bus)</p> <p>(No regional transit requirement for Rural Villages)</p>
	<b>CN-7</b> Gillespie Field Airport Industrial Area  Area bounded by SR-52 to the north, SR-67 to the east, Vernon Way to the south; and Cuyamaca St./Gillespie Way to the west.  The County of San Diego's jurisdiction encompasses a very small section within this area extending eastward to Graves Ave from the SR-67.	Potential (Requires land use change)	Special Use Center	<p>The Special Use Center is an existing multi-modal employment hub served by the Gillespie Field LRT transit station. The County of San Diego, City of El Cajon, and City of Santee have partnered to support the development of an advanced manufacturing and aviation-related industry cluster with multi-modal connections and facilities. Gillespie Field is strategically positioned to be a future driver of economic development. Further planning is needed to develop a coordinated transportation and land use planning framework that would provide additional employment opportunities and identify multi-modal improvements needed to connect the area in a comprehensive manner and provide equitable access to the labor base in the surrounding area. The North Cuyamaca Street Corridor and the trolley alignment are identified as High Quality Transit Corridors and the surrounding area (within ½ mile of the transit corridor) as a Potential Transit Priority Project Area in the 2050 RTP. The area is planned for Industrial and Manufacturing use and currently developed with business parks, manufacturing, and ancillary retail. Due to the special nature of this area and the constraints of the Gillespie Field ALUCP, there is limited potential for additional residential development. Consistent with the 2050 RTP and SCS, the special use center would provide needed jobs in an existing urbanized employment area connected by transit to the greater region as well as to a community characterized by higher than average unemployment and an often transit-dependent population.</p>	<p>Existing Trolley (Green Line)</p> <p>Planned Rapid Service (Routes 870 and 890 to be phased in by 2050)</p>

Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>County of San Diego (cont'd)</b>	<b>CN-7 (cont'd)</b> Gillespie Field Airport Industrial Area Area bounded by SR-52 to the north, SR-67 to the east, Vernon Way to the south; and Cuyamaca St./Gillespie Way to the west. The County of San Diego's jurisdiction encompasses a very small section within this area extending eastward to Graves Ave from the SR-67.			See also the City of El Cajon's Smart Growth Opportunity Area EC-8 and the City of Santee's Smart growth Opportunity Area ST-5	
	<b>CN-8</b> Alpine	Existing/Planned	Rural Village	Alpine is the primary commercial center for both Alpine residents and for residents of nearby rural communities that lack local services. Its village is primarily located south of I-8, and its commercial businesses are located along Alpine Boulevard in a linear configuration. Alpine's village contains interspersed pockets of higher-density residential development, offices, and community facilities. The western portion of the commercial core includes a medical/health related facility and two additional commercial centers. Additional retail and residential facilities are dispersed along Alpine Boulevard. The County General Plan assigns medium and high-density residential land uses to the north and south of the commercial core. A grocery store and commercial center in the eastern portion of the village provide expanded services to the community	(Existing Low-Frequency Local Bus) (No regional transit requirement for Rural Villages)



Jurisdiction	Location	Existing/Planned or Potential (and reason for Potential)	Smart Growth Place Type	Land Use Description	Transit Service Description per San Diego Forward: The Regional Plan
<b>County of San Diego (cont'd)</b>	Alpine			and to the easternmost portions of the unincorporated County.	
<b>(cont'd)</b>	Spring Valley	Potential (Requires land use change)	Community Center	<p>Spring Valley is a well-established community with redevelopment potential. It contains a potential community center located between Jamacha Road, Jamacha Boulevard east of SR 125 and Grand Avenue. Redevelopment opportunities would be built around undeveloped and underutilized land combined with existing schools and civic facilities located within a one-half-mile radius of the identified boundary.</p> <p>An existing grid pattern supports walkability, and portions of the area are located within walking distance of potential express bus stops that could be supplemented by a local transit loop. Other uses within the area include a community shopping center, Sweetwater Park, a swap meet, and a mixture of single-family and multi-family housing, with densities ranging up to 24 dwelling units per acre. A detailed planning effort would be needed to create a redevelopment plan for the area.</p>	<p>(Existing Low-Frequency Local Bus)</p> <p>Planned Rapid Service (Route 11 to be phased in by 2035, Route 636 to be phased in by 2040)</p> <p>Planned High Frequency Local Bus (Route 962 to be phased in by 2020, Route 936 to be phased in by 2035)</p>
	Jamacha Boulevard at Sweetwater Springs	Potential (Requires land use and transit changes)	Community Center	<p>Spring Valley currently has no downtown area, and adopted Community Plan encourages development of a town center to enhance the community identity, character and economic vibrancy. The Community Plan designates two non-contiguous sites totaling approximately 34 acres at the northeast corner of Sweetwater Springs and Jamacha Boulevards as a Special Study Area. This Special Study Area is within the former right-of-way of an unbuilt segment of SR 54, which is no longer planned to be built.</p> <p>The development of this area as a town center would require a detailed planning effort; however, if developed would create a significant amenity for the entire Spring Valley community.</p>	<p>(Existing Low-Frequency Local Bus)</p> <p>No Qualifying Existing or Planned Transit</p>
	Casa De Oro	Potential (Requires land use and transit changes)	Community Center	<p>Casa De oro is a well-established community with redevelopment potential. It contains a potential community center along Campo Road, between Rogers Road and the intersection of Campo Road and Granada Avenue. An existing grid pattern supports walkability.</p>	<p>(Existing Low-Frequency Local Bus)</p> <p>No Qualifying Existing or Planned Transit</p>

