Agenda: Day 1 – Tuesday, January 27, 2015

- Welcome & Overview
- Panel Discussion / Presentations
  1. Land Use Policy, Urban Form, Regulation
  2. Connections: Travel Options, Mobility Management and Access Enhancements
- Plenary: Meea Kang, Domus Development
- Panel Discussion / Presentations
  3. Financing Infrastructure and Community Facilities
  4. CEQA Streamlining and Travel Forecasting
- Observations / Q&A
Agenda: Day 2 – Wednesday, January 28, 2015

- Recap of Day 1
- Readiness Criteria: Metrics for TOD
- Setting an Agenda for TOD Readiness
  1. Interactive group discussions based on 5 panel topics.
  2. Prioritization of “Ideas to Consider”
  3. Comments and questions from all attendees on each group’s priorities.
Panelists

- **Bill Anderson, FAICP**  
  National Director for City and Regional Planning, AECOM

- **GB Arrington**  
  Independent consultant with extensive national TOD experience.

- **Dena Belzer**  
  President, Strategic Economics

- **Yara Fisher, AICP**  
  Principal Planner, AECOM

- **Meea Kang**  
  President, Domus Development

- **Gil Kelley**  
  Director of Citywide Planning, City of San Francisco

- **Robert Leiter, FAICP**  
  Independent consultant and former Director of Land Use and Transportation Planning for SANDAG

- **Jim Lightbody, PE**  
  Senior Transit Planner, AECOM

- **Peter Park**  
  Independent consultant, form-based zoning code expert.

- **Jim Parsons, AICP**  
  Transportation Planner, AECOM

- **Al Raine, PhD**  
  National Director of Transit Oriented Development, AECOM

- **Mike Singleton, AICP CTP**  
  Principal, Planning Practice, KTU+A
Draft White Papers

- Connections: Access Enhancements, Mobility Management and Travel Options
- Housing Choices and Affordability
- Financing Infrastructure and Community Facilities
- CEQA Streamlining and Travel Forecasting
- Readiness Criteria: Metrics for Transit-Oriented Districts
Climate Change Response – Defining Challenge of the 21st Century

San Diego GHG 2006
The Tragedy of the Commons
The Tragedy of the Commons Today
Transit’s Benefit to Roads in a Complete Transportation Network
## Percent Who Take Transit

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<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>Percent Drive Alone</td>
<td>Percent Non-Automotive</td>
<td>Percent Transit</td>
</tr>
<tr>
<td>New York (^1)</td>
<td>50.4%</td>
<td>6.7%</td>
<td>30.5%</td>
</tr>
<tr>
<td>Boston (^1)</td>
<td>68.5%</td>
<td>6.1%</td>
<td>12.2%</td>
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<tr>
<td>Seattle</td>
<td>69.7%</td>
<td>4.6%</td>
<td>9.3%</td>
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<tr>
<td>Vancouver, BC (^2)</td>
<td>65.9%</td>
<td>19.7%</td>
<td>8.1%</td>
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<tr>
<td>Portland, OR (^1)</td>
<td>71.6%</td>
<td>5.3%</td>
<td>6.1%</td>
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<tr>
<td>Los Angeles</td>
<td>74.1%</td>
<td>3.5%</td>
<td>5.8%</td>
</tr>
<tr>
<td>Minneapolis/St. Paul</td>
<td>78.4%</td>
<td>3.3%</td>
<td>4.6%</td>
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<tr>
<td>Denver</td>
<td>75.4%</td>
<td>3.0%</td>
<td>4.4%</td>
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<td>San Jose</td>
<td>75.9%</td>
<td>3.9%</td>
<td>4.2%</td>
</tr>
<tr>
<td>Atlanta (^3)</td>
<td>77.2%</td>
<td>1.6%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>75.0%</td>
<td>2.5%</td>
<td>3.2%</td>
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<tr>
<td><strong>San Diego</strong></td>
<td><strong>75.8%</strong></td>
<td><strong>3.7%</strong></td>
<td><strong>3.2%</strong></td>
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<tr>
<td>Phoenix</td>
<td>76.5%</td>
<td>2.3%</td>
<td>2.6%</td>
</tr>
<tr>
<td>San Antonio</td>
<td>79.2%</td>
<td>1.9%</td>
<td>2.5%</td>
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<tr>
<td>Austin</td>
<td>77.1%</td>
<td>2.5%</td>
<td>2.4%</td>
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Source: U.S. Census Bureau, \(^1\)2009 and 2013 American Community Survey; \(^2\)National Household Survey, 2011
2050 Regional Transportation Plan / Sustainable Communities Strategy
2050 Regional Transportation Plan / Sustainable Communities Strategy

Smart Growth Areas

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

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

- Regional Network
- City/Town Network
- Community Connections
- TOD
Regionally, 340,000 jobs in 2012 within a five minute walk of a high quality transit station planned by 2050, about 23% of total jobs.

<table>
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<th>Mid-Coast Station Example Today</th>
<th>Population</th>
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<tbody>
<tr>
<td>Walking</td>
<td>650</td>
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<tr>
<td>Biking</td>
<td>4,550</td>
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<tr>
<td>Driving</td>
<td>19,500</td>
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</tbody>
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5 Minute Access

- Walking: 0.50 Miles
- Biking: 1.00 Miles
- Driving: 2.50 Miles

Miles
TODs + Transit: The Jobs Housing Connection
TODs + Transit: The Jobs Housing Connection
TODs + Transit: The Jobs Housing Connection
Plan TODs for Market Choices

- Mobility
- Housing
- Workplaces
- Community

AT WHAT SCALES,
WITH WHAT PUBLIC FACILITIES,
AND WHO PAYS FOR IT?
Placemaking for Transit
Whether New Suburbs
Orenco Station, OR
Existing Centers
Brisbane BRT, AUS
Historic Context
Strasbourg, FR
or, Our Own
San Diego Region