Transit Oriented Development Implementation Forum
Discussion Group Notes and Comment Cards

Regional Transit-Oriented Development Strategy
Discussion Group Notes: Connections

New Ideas:

• How can health care facilities come into play as a partner?
• How can trip generators in general be partners?
• Linking land use and consumer base
• 20-minute neighborhood
• Addressing tourism-based trip generation
• Adding a “fun factor” making the experience enjoyable
• Branding & wayfinding of districts
• Community outreach and education
• Include more engagement
• Use of visuals
• Promote ridesharing technologies
• More emphasis on gathering spaces / green infrastructure
• Community competition to create best connection to transit
• Follow-up post development
• Make the TOD friendly

Priorities:

• Complete streets/safe routes to transit and increased funding
• Public-private partnership & support & include mobility districts
• Creating the coalition to move TOD forward (elected officials, neighbors, private sector)
• Connect with success
Discussion Group Notes: Connections

1. NEW IDEAS:
   - HOW CAN HEALTH CARE FACILITIES COME INTO PLAY AS A PARTNER?
   - HOW CAN TRIP GENERATORS IN GENERAL BE PARTNERS?
   - LINKING LAND USE & CONSUMER BASE
   - 20-MINUTE NEIGHBORHOOD

2. - ADDRESSING TOURISM-BASED TRIP GENERATION
   - ADDING A "FUN FACTOR" MAKING THE EXPERIENCE ENJOYABLE
   - BRANDING & WAYFINDING OF DISTRICTS
   - COMMUNITY OUTREACH & EDUCATION

3. - INCLUDE MORE ENGAGEMENT
   - USE OF VISUALS
   - PROMOTE INSTANT RIDESHARING TECHNOLOGIES
   - MORE EMPHASIS ON GATHERING SPACES/ GREEN INFRASTRUCTURE

4. - COMMUNITY COMPETITION TO CREATE BEST CONNECTION TO TRANSIT
   - FOLLOW-UP POST DEVELOPMENT
   - MAKE THE TOD FRIENDLY
PRIORITIES:
- Complete streets/safe routes to transit & funding
- Public-private partnership & support it & include mobility districts

Creating the coalition to move TOD forward
elected officials
neighbors x private sector
connect with successes
Discussion Group Notes: Urban From / Land Use

- Funding to look at roadway widths and what is actually feasible along those roadways for urbanized areas.
- Earmark additional funding for readiness categorization. Would help with robust conversations and develop champions.
- Evaluate SB 1818 to ensure components of complete communities (ensure sufficient commerce)
- Value-added needs to be directed back to communities. Example: Encanto area (best practices).
- Quantifying not just parking demand but also commercial. What commercial square footage is really-needed? Reserve prime corners for commercial? In some areas, overbuilt commercial. Bolster areas with more residential in mid-block.
- Recognize that land uses will be evolving. Build in more flexibility. Example, build parking garages that could be transitioned to other uses later.
- People like green in the medians but more green along the sidewalks.
- Disconnect between SANDAG growth plans, general plans, community plans, specific plans. SANDAG could help fund specific plans to help tie everything together.
- SANDAG could help look at pure mixed use - figuring out how to get there. “Smarten up” the mix of uses - allow flexibility. It’s not just one site at a time - needs to be collective. Need more tools. Huge facilities differences.
- Most zoning codes craft in 1950’s - just don’t work.
- Help in toolbox - recipes for changing zoning focused on urban form and allowing flexibility. Some regional parity. Focus on changes to zoning codes in TOD priority areas vs. entire zoning ordinances for whole cities to facilitate mixed use urban uses in TOD areas. (Tailor).
- New young developers are figuring out how to get great projects, despite cities making it difficult.
- Stormwater Regs are preventing higher densities - need to work through this. Be creative - green roofs. Need resources for addressing this. Could be part of SANDAG toolbox based on best practices around the region and around country.
- Maintain the vision for great places & mix of uses. Remember this as we promote flexibility in zoning.

Priorities:

- Stormwater: area-wide improvements vs parcel-based improvements.
- Value to value or mobility district. Identify mobility districts as areas for additional focus’
- Identify areas that are MOST RIPE. Expand beyond just parking - range of land uses.
- Public realm enhancements, infrastructure, improvements - infrastructure bond, very specific - region wide.
- Lessons learned - what’s working & not.
URBAN FORM / LAND USE

- Funding to look at roadway widths, and what is actually feasible along those roadways on urbanized areas.
- Earnest additional funding for readiness categories.
- Would help with conversations and key champions.
- Evaluate SB 1218 to ensure components of complete communities (ensure sufficient commercial).
- Value-added real estate to be directly linked to communities insmart area. (real properties)
- Quantifying not just parking around but also commercial.
- What Commercial Square or Square is really needed?
- Where is prime parking or commercial space?
- In some urban corridors, commerce.
- Balancing areas of more residential and more commercial.
- Recognize that land use will be evolving.
- Build in more flexibility.
- On build parking may need to be restructured to plan for our lives.
- People like green in the median and more green along the sidewalk.
- Disconnected blues. SANDAG growth plan.
- Natural plant, community plant, specific urban.
- SANDAG could help fund specific plans to help fit everything together.

SANDAG could help look at pure mixed use -- figuring out how to get there. "Shrink up" the mix of uses.
- Allow flexibility, set not just one site at a time -- needs to be collective. More more tools.
- More utilities, efficiencies.
- Most zoning codes create in NERs-- just don't work.
- Help in transit -- spaces for changing zoning to focus on urban form and allowing flexibility.
- Some regions purity.
- Four changes to zoning codes in TOD priority areas vs. entire zoning ordinance for a whole city. To facilitate mixed-use urban uses in TOD areas.
- New, young developers are figuring it out, to get 
growth process despite continuing debates.
- STORM WATER, RISES are preventing higher districts.
- Need to work through NPS. Be greenwater greenblue.
- Need resources for addressing this. Could be part of SANDAG tool kit for best practices around region and around country.
- Maintain the vision for great places - mix of uses.
- Remember this as we promote flexibility in zoning.
- Identify the "leaf" sites -- that's a strategy for reality. 

BETTER public realm, pocket parks, facilities.
- Conversation have to occur at neighborhood scale.
- SANDAG could develop a tool for developing those conversations.
- We are fragmented. No one solution will work.
- Need to walk, bike, move.
- Identifying mobility district.
- Identify mobility districts as areas for
- Identify areas that are MOST
- Public realm enhancements, infrastructure.
- Range of land uses.
- Lessons learned -- what's working in what areas.
- Tool has using visuals and videos.

PRIORITY:
- Water improvements vs. pedestrian improvements.
- Value the urban mobility district.
- Identify mobility districts as areas for
- Additional focus.
- Identify areas that are MOST
- Public realm enhancements, infrastructure.
- Range of land uses.
- Lessons learned -- what's working in what areas.
- Tool has using visuals and videos.

SANDAG Regional Transit Oriented Development Forum - January 27 and January 28, 2015
• Fruitvale example
• Buy land and hold for affordable housing. Could TransNet be used?
• Financial contribution to a TOD fund from SANDAG. Trade like TOAH fund in Bay Area.
• Land value recapture for affordable housing and infrastructure
• Housing overlay zone req. to include affordable housing. (Consider different markets)
• Mechanism to ensure affordable housing - part of readiness criteria
• Readiness re: affordable housing: 1) nothing; 2) in-lieu fee; 3) comprehensive affordable housing strategy
• More $ for affordable housing
• Shift TransNet funds (exp. SB54) to SGIP for affected jurisdictions
• Higher weighting of SGIP projects with affordable housing component
• Convene affordable housing / housing reps. to discuss implementation of affordable housing in TOD areas
**Discussion Group Notes: Financing**

- Not a lot of long-term investment. Looking for yield and safety.
- Investment community may be more interested with a public equity investment.
- TOD development is still a new product type.
- Need to work together to shape timing and willingness. 1) process --> time --> money 2) development impact fees 3) agency / government financial support
- Pre-development is eligible funding activity for many regional TOD funds
- Agencies should look at financial benefit of a project.
- Catalyst projects are important. Need incentives.
- Small jurisdictions may lack capacity / technical ability for seeking grant money.
- Agencies need to be open minded
- Needs to be a true partnership
- Transit agencies need to partner with local jurisdictions
- Readiness criteria important for framing priorities
- TODs need jobs - can help with project feasibility.
- Institutions (hospitals / schools) can benefit & be anchors at TODs
- SANDAG should create a infrastructure financing task force to identify top strategies
- Create a SANDAG TOD finance resource center. Regional resource rather than project by project
- Leverage capital projects
- Coordinate CIP projects
- Coordinate infrastructure improvements with SANDAG projects
- Transitioning parking districts to mobility districts should not be a priority strategy because boards are interested in status-quo
- Grants are limited

**Priorities:**

- Public-private TOD fund. Though it is better to finance a project through market sources, public sector is slow
- Prioritize TODs in CIP process (Example: El Cajon)
- Tailor standards and administrative processes, not discretionary review
- Create Community Development Finance Institutions to meet the needs in census tracts that qualify for New Markets Tax Credits (NMTC)
- Value based marketing, what is bottom line? Tax-credits are big tool
- Build trust
Discussion Group Notes: Financing

1. **FINANCING**
   - NOT A LOT OF LONG-TERM INVESTMENT LOOKING FOR YIELD & SAFETY
   - INVESTMENT COMMUNITIES MAY BE MORE INTERESTED w/ FUND EQUITY INVESTMENT
   - TOD DVT IS STILL A NEW PRODUCT TYPE
     - PROCESS TIME $ WORK TOGETHER
     - AGENT/GUIDE $ PRE-DVT IS CRUCIAL FUNDING ACTIVITY FOR MANAGING TOD FUNDS
   - AGENCIES SHOULD LOOK AT BENEFIT OF PROJECT
   - CATALYST PROJECTS ARE IMPORTANT, NEED INCENTIVES

2. **SMALL JURISDICTIONS MAY LACK CAPACITY TECH ASISTANCE FOR SEEKING GRANTS**
   - AGENCIES NEED TO BE OPEN Minded
   - NEED TO BE TRUE PARTNERSHIP
   - TRANSIT AGENCIES NEED TO PARTNER w/ LOCAL JURISDICTIONS
   - RELATIVITY CRITERIA IMP FOR PROVING PRIORITIES
   - TODS NEED JOBS
   - CAN HELP w/ PROJECT FEASIBILITY
   - INSTITUTIONS (HOSP/3CM) CAN BENEFIT BE ANCHORS & TODS

3. **INFRA & TASK FORCE**
   - TO ID TOP STRATEGIES
   - SANDAG TOD & RESOURCE OUT
   - REGIONAL RESOURCE RATHER THAN PROJECT BY PROJECT
   - LEVERAGE CAPITAL PROJECTS
   - COORD CIP PROJECTS
   - MAINTENANCE COST ARE ID CHALLENGE OF CIP/FDP MARCH BE USED
   - COORD INFRA w/ SANDAG PROJECT
   - PARKING - MOBILITY, NOT A PROPERTY STRATEGIC
   - BOARDS ARE INTERESTED IN STATUS QUO
   - GRANTS ARE LEAN

4. **PUBLIC PRIVATE FUND**
   - REGIONAL SPC, DISC, IEP, ETC.
   - PRIORITIZE TOPS IN CIP
   - schle & CAB (ADMIN)
   - TAILOR STD/PROCESS, NOT RATIONED
   - DO CENSUS TRACKS ARE QUALIFIED, CREATE COMM. BUT ENTITIES TO USE NHTC CARE
   - VALUE BASED MITES | WHAT IS BOTTOM LINE?
   - TAX CREDITS ARE BIG BLOCK
   - TRUST BUDS.
• Significance criteria: consistency across agencies; within 20 minutes walking of High-Quality Transit Area, total pass on traffic
• Go beyond significance criteria
• Once you have the right location you are 80% of the way there - no streamlining solely due to location.
• Specific Plan / Program EIR
• Exempt: Employment center / connection - certain employment centers that meet criteria / provide access / shuttles
• Public will be concerned with streamlined review
• Balance concerns and quality of life
• Criteria: public health, safety, welfare; multimodal LOS, hot spot analysis
• Do part of planning process not CEQA
• Identify Transit Priority Areas and infill opportunity zones. SANDAG can help with this.
• Focus on greater public interest - GHG / climate change
• Start at planning level
• The transit has to be there to support TOD & streamlining
• The focus on auto congestion has led to auto focused mitigation & improvements
• Need to look at multimodal / transit improvements
• Transit on employment centers --> ways to exempt
• Exemption - quality of life matrix - uses, location, amenities, access to transit
• Consistency with SCS or Program EIR conclusions.
• HELP DEVELOP WORKSHEETS / CHECKLISTS
• Need much more than 4% transit use in 2050 - more light rail
• Chula Vista - Air Quality Improvement Plan worksheets may be a good example. Matrix example checklist.

Priorities:
• Streamlining: exemptions for TOD & employment centers that are properly connected
• Focus on Transit Priority Areas and Infill Opportunity Zones
• Significance criteria: change in mode share, VMT, exempt completely consistent with SB 743.
• Specific Plans & Program EIR
• Model Ordinance or criteria for TPAs, IOZ, HQTAs, employment centers
• Model consistency determination / checklist for SCS consistency and Program EIR consistency
• Community benefits (through planning process): inclusionary housing, green infrastructure, TDM, multi-modal improvements.
• CEQA Reform: focusing only on environmental impacts
Discussion Group Notes: CEQA

1. **CEQA**
   - Significance Criteria:
     - Consistency across agencies
     - Public Health
     - Total person traffic
     - Exempt
     - Employment Center/Connection
     - Certain employment centers that meet criteria provide access/shuttles

2. Public will be concerned with streamlined review
   - Balance criteria:
     - Quality of life
     - Public health
     - Transportation
     - Social Plan
     - Program ELR
     - Do part of planning process not CEQA

3. **IDENTIFY TPAs** Infill app zones
   - SANDAG can help with this
   - Focus on greater public interest - ATS
     - Start at planning level
   - The transit has to be there to support TOD + streamlining

4. The focus on auto congestion has led to auto-focused mitigation + improvements -> Need to look at multimodal + transit improvements
   - Employee access to employment centers 
   - Exemption - Quality of Life Matrix
     - access to transit
CONSISTENCY WITH SCS or Program EIR: conclusions

HELP DEVELOP WORKSHEETS/CHECKLISTS

- Need much more than 4% transit use in 2050 - more light rail

Chula Vista air quality improvement plan may be a good example - Kickapoo Checklist

Priorities:

Priorities for streamlining:
- Exemptions for TOD + employment centers that are properly connected
- Focus on TPAs, TIP, employment centers
- Significant criteria - A in mode share
- VMT
- Exempt completely consistent with SB 718

Specific Plans + Program EIR

Model ordinance or criteria for:
- TPAs, TIP, HOTVAs, Employment Centers
- Model Consistency Determination/Checklist
- SCS Consistency
- Program EIR consistency
- Community Benefits (through planning process)
- Noise/air quality, green infrastructure
- CEQA Reform
- Focusing only on environmental impacts
Please share your comments, thoughts, and ideas about transit-oriented development in the San Diego Region.

If people give PPT presentations, please make sure that the font size is at least 20, especially on graphs.

There were a number of slides that were simply unreadable and that's really frustrating during a full day of presentations.

Information was extremely helpful. I just wish I could read all of it.

FOR MORE INFORMATION, QUESTIONS, OR TO PROVIDE ADDITIONAL COMMENTS, CONTACT:

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The challenge will be to translate the information provided to improving policies and plans.

The long list of TOD in culture and financing TOD methods should all be considered by our region. With such a long list of ways to pursue TOD, there should be no reason why San Diego (regionally) should not implement mandated TOD.

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1) Population & job growth projections rarely show the impact of resource restrictions (e.g. power, water, transit capacity). Question: What are the "hurdles" that create challenges to the forecast and how do the plans address them?

2) The light rail system is already overwhelmed (e.g. South Bay line between San Diego/Poway) and net support of bike/transit co-use increase. What changes are planned to improve usage and attract additional riders?

3) Technology (e.g. automated shuttles such as Google is building prototypes) can enable swarming access for TOD and increase usage through shared shuttles. How will SANDAG's plans support and encourage the use of these technologies as part of a hub/ske network strategy of TOD?

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4) Automated vehicle technology (e.g., automated buses) are being tested in other cities around the world. What is SANDAG doing to encourage testing and adoption of these technologies within the Region?
Please share your comments, thoughts, and ideas about transit-oriented development in the San Diego Region.

Grossmont College & Cuyamaca Colleges often get overlooked for mass transit. Over 35,000 people travel to & from these hubs daily with only car/freeway travel & poor bus travel as the only transit option. Biking is hard, not safe. Walking is not safe. Trolley is non-existent. It would be nice to eliminate all the freeway back-up & accidents around these colleges. A trolley line that links Sdsu w/ Grossmont & Cuyamaca would make a huge difference & decrease accidents. Also bike paths linking Grossmont College to Grossmont Center along the 125 freeway would help w/ biking & walking access.

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A TOE (TRANSIT ORIENTED EMPLOYMENT) STRATEGY SHOULD BE A PART OF THE TOE STRATEGY, TO FACILITATE DIRECT EMPLOYMENT GROWTH IN SMART GROWTH AREAS. A KEY TO A TOE STRATEGY WOULD BE A REGIONAL FUNDING SOURCE TO FACILITATE IMPLEMENTATION, REDUCE BARRIERS, FUND TRANSIT OPERATIONS, AMENITIES.

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Please share your comments, thoughts, and ideas about transit-oriented development in the San Diego Region.

"I also recommend that you give attendees the opportunity to walk around the building because sitting for 8 hours is just too long."

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Ideas to Consider – Financing

✓ Regional TOD Special District
  - Discontiguous CFD, connected by transit
  - Opt In
✓ Enhanced Infrastructure Financing Districts for TODs
  - Public-Private TOD investment fund
  - Leverage AHSC funding
  - Prioritize Active Transportation grants in TOD areas
✓ Prioritize TODs in local CIP processes
✓ Tailor Planning standards for TOD areas
  - Triple bottom-line approach to storm-water mitigation compliance
  - Transition Parking Districts to Mobility Districts
  - Use RTP funds as incentive for matched local funding (BIDs, Assessments, Special Tax Districts), to provide shuttles and circulators in major employment centers
  - Prepare model value-capture zoning for transit priority areas
  - Consider urban transit service district
✓ Allow SGIP Grants to be used to develop financing strategies

**TRANSIT ORIENTED EMPLOYMENT STRATEGY w/ TOD STRATEGY**
Please share your comments, thoughts, and ideas about transit-oriented development in the San Diego Region.

IT WAS GREAT TO HEAR FROM BOSTON, DENVER, PORTLAND, COMPARISON. HOWEVER, THE REAL SAN DIEGO SOLUTIONS ARE DIFFERENT IN IDENTIFYING AREAS IN SAN DIEGO.

IT MIGHT BE MORE OF A COMPARISON OF CITIES THAT HAVE SIMILAR CHALLENGES I.E. SYDNEY, AUSTRALIA, USING LOCAL COMMUNITIES SUCH AS ENCANTO THAT ARE SANDAG'S TRANSIT ORIENTED DEVELOPMENT AREAS, THAT ARE FOCUSED IN MAKING PLANNING UPDATES GEARED FOR THE NEXT 10 YEARS.

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Ideas to Consider – Housing

1. Improve connections between affordable housing and major employment centers
2. Monitor Affordable Housing and Sustainable Communities program
3. Review Implementation Guidelines for SANDAG Regional Housing Needs Assessment Memorandum (Board Policy #33)
4. Provide technical assistance for emerging financing tools and explore opportunities for regional coordination
5. Consider requiring recipients of SGIP grants to study affordable housing issues/strategies
6. Identify opportunities to repurpose underutilized or surplus land near transit
7. Expand City of San Diego’s Affordable Housing Parking Demand Study to different parts of the region

Dena – 2 goals: accommodated parking
Affordable Hsg

Language here is weak

Vicki – offering A.H. on-site vs. fee City of S.D. – Allow for higher density
Please share your comments, thoughts, and ideas about transit-oriented development in the San Diego Region.

There is a lot of construction putting up median divides in the streets, e.g., 8th St. in National City. However, I was just wondering about the road access for Ambulance & emergency vehicles to get through the one-lane streets. Do emergency vehicles have access to one-lane streets?

I understand walkability & bikeability; but how are emergency vehicles supposed to get around? Fire trucks are huge, and the streets are becoming narrow/one-lane streets. With the existing routes, will the emergency vehicles get to their destinations in a timely manner?

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Very informative
ample time for questions
friendly guests
hard to find the venue.
good food
nice demos
NCTD/MTS

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Discussion of smart growth TOD without including anti-displacement will be a problem, especially because a lot of the areas considered for TOD will be in underserved communities.

This discussion lacked equity into the solution, is not just about design and jobs.

TOD should incorporate and result in a net loss of homes occupied by low-income households.

Jobs created by TOD should have a targeted hiring for local disadvantaged residents should be required as a condition of project approval and support.

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Once the community plan is in place and the transit station is there, how will TODs in San Diego be implemented? This will take a great deal of collaboration between the city, private developers, and community. Places will work together to create great places & if a plan is not in place to guide this process, successful places may not happen. Creating great places means focusing on the public realm & creating a sense of place. A task force or group is needed to guide this process. We need to strive to make wonderful, unique communities around transit stations, building off our "City of Villages."

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Generally Speaking, S.D. project only go 80% to 90% of the way. It extra 10 to 20% of cost/effort is missing because of costs or “it’s difficult.” I.E. RAISE THE CURB 4” (from 6” to 10”) so the BRT does not need to use ramp (2-5 extra min for each wheelchair on and off the bus). Did not fully implement the TRAFFIC SIGNAL MODIFICATION. Downtown Trolley NOW stop at almost every Traffic Signal. (Stop and Go is extremely bad for the perception of the time it takes) and the traffic does not flow much better. THIS NEED TO BE COORDINATED IMMEDIATELY. (#1 Priority)

SANDAG TAKES WAY, WAY TOO LONG TO PLAN AND STUDY SOMETHING. Should implement sooner; simpler and let evolve. There could have been express buses on El Cajon Blvd. 5 years ago.

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