

Appendix U4

SANDAG Regional Transit Oriented Development Strategy

Appendix U4 Contents

SANDAG Regional Transit Oriented Development Strategy

Transit Oriented Districts – A Strategy for the San Diego Region

SANDAG Regional Transit Oriented Development Strategy

SANDAG prepared a Regional Transit Oriented Development (TOD) Strategy as part of San Diego Forward: The Regional Plan to promote and incentivize sustainable development throughout the region based on a commitment made at the time of the adoption of the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) on October 28, 2011.

The overarching strategy set forth in the Regional Plan is to:

- focus housing and job growth in the urbanized areas where there is existing and planned infrastructure
- protect sensitive habitat and open space
- invest in a network that gives residents and workers transportation options that reduce greenhouse gas emissions
- promote equity for all
- implement the plan through incentives and collaboration

The Regional TOD Strategy will help implement this strategy and the Regional Plan.

The Regional TOD Strategy recommends actions to assist the region in creating TOD in association with the region's existing and future network of public transit that will reduce greenhouse gas emissions; increase transit ridership, walking, and biking; and provide a greater mix of housing and employment opportunities for all residents of the region. The strategy builds upon and recognizes the existing foundation of smart growth planning tools and projects that have been put in place by SANDAG and the region's local jurisdictions, including the Smart Growth Concept Map and Smart Growth Toolbox, the Designing for Smart Growth guidelines and scorecard, the Smart Growth Incentive Program (SGIP), and Parking Management Toolbox, among others.



Transit Oriented Districts

A Strategy for the San Diego Region

SANDAG 

September 2015





Transit Oriented Districts

A Strategy for the San Diego Region



September 2015

Prepared by:
AECOM

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Acknowledgements

Many individuals and groups aided in the preparation of material contained in the Regional Transit Oriented Development Strategy. In particular, the cooperation and involvement of members of various SANDAG committees and working groups are acknowledged.

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SANDAG also recognizes the various staff from the Metropolitan Transit System (MTS), North County Transit District (NCTD), and California Department of Transportation (Caltrans), and Air Pollution Control District (APCD), and the Community-Based Organization Network for their participation and assistance with this report.

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A number of individuals and organizations attended listening sessions and stakeholder focus groups held during the development and preparation of this report. SANDAG recognizes them for their participation and assistance: Matt Adams, Building Industry Association of San Diego County; Laura Nunn and Susan Riggs, San Diego Housing Federation; Debbie Ruane and Wendy DeWitt, San Diego Housing Commission; Brad Richter, Civic San Diego; Mary Lydon, Urban Land Institute; Monique Lopez, Environmental Health Coalition; Jennifer LeSar, LeSar Development Consultants; Nathan Moeder, The London Group; Marco Sessa, Sudberry Properties; Greg Shannon, Sedona Pacific Corporation; Paul Marra and Jerry Trimble, Keyser Marston Associates; Jim Silverwood and Jeff Edmond, Affirmed Housing Group; Colin Parent and Elyse Lowe, Circulate San Diego; Kathy Breedlove, Chelsea Investment Corporation; John Seymour, National Community Renaissance; Hanan Bowman, City Heights Community Development Corporation; Dave Gatzke, Community Housing Works; Andrew Poat, Move San Diego; Diego Velasco, M.W. Steele Group; Lance Schulte, American Planning Association; Brooke Peterson and Howard Blackson, Council of Design Professionals; Kathleen Ferrier, Walk San Diego; Barry Schultz, Stutz, Artiano, Shinoff and Holtz; Joe LaCava, San Diego Community Planning Committee; Walter Chambers, Great Streets San Diego.

This report was funded in part by the California Strategic Growth Council Sustainable Communities Planning Grant Program.

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INTRODUCTION

Transit Oriented Districts: A Strategy for the San Diego Region (“Regional TOD Strategy”) strives to create vibrant, healthy, and complete communities throughout the region while recognizing their differences and unique character, increase access to the regional transit network, and overcome barriers through coordinated, supportive land use policies and regulations, and public and private investment.

This strategy will support and help to implement San Diego Forward: The Regional Plan, the San Diego region’s Regional Transportation Plan and Sustainable Communities Strategy. It is intended to reinforce and help implement the regional strategy of creating sustainable communities by focusing future residential and employment growth and development in existing urbanized areas of the region near existing and planned transportation infrastructure. This strategy will help protect sensitive habitat and open space; provide residents with mobility, housing, and job options; create complete, healthy, and sustainable communities; and reduce greenhouse gas emissions. This Regional TOD Strategy is designed for the particular attributes of the San Diego region and is not a one-size fits all approach. Each jurisdiction has different development patterns, economic bases, unique urban topography, and diverse community contexts. The Regional TOD Strategy provides tools (including tools for parking management) that local jurisdictions can use to implement transit oriented development. It also recognizes that local jurisdictions have land use authority. The fundamental premises of the strategy are:

- The San Diego region has developed at a relatively low density with dispersed job centers, not unlike a number of major metropolitan areas in the United States, except for a few locations such as Downtown San Diego. The conventional definition of TOD as “Transit-Oriented Development”— development immediately adjacent to an existing or planned transit station—alone would not result in sufficient development capacity and the vibrant communities serviced by transit called for in San Diego Forward. “Transit Oriented Districts,” generally described as places within 5 minutes of existing and planned transit stations, would allow communities to consider larger areas for reinvestment and to tailor development to meet community goals. The working definition for a Transit Oriented District set forth in this strategy is 0.25 miles by walking (at 3 mph), 0.75 miles by biking (at 9 mph), and 2.0 miles by vehicle (at 25 mph) from a transit station. These 5-minute access areas vary based on the local topography and physical context of each transit oriented district.
- Existing and future transit oriented districts have varied geographies that offer a mixture of uses, building types, parcel sizes and configurations, and development opportunities at different scales for different types of investors, depending on the particular location and public support. All districts should, however, emphasize quality environments and supporting facilities for walking and biking, planned to be compatible with vehicles, and well-designed connections within the district and to adjacent neighborhoods and workplaces.
- TODs are not just individual locations within a community, but are part of an inter-connected network of mixed-use districts with roles that relate to and support other TODs along the network.

Purpose of the TOD Strategy

Creating vibrant, healthy communities that are accessible to transit is at the foundation of the region's coordinated land use and transportation planning.

As the San Diego region and its transportation system continue to evolve, with almost 925,000 more people and 460,000 more jobs anticipated in the region by 2050, local jurisdictions have made great strides in planning for more compact development near transit and a large majority of future growth is expected to occur near existing and planned transit stops.¹ In addition to the strides made by local jurisdictions, the region also has made great strides in planning for a more robust transit network as shown in the 2050 Regional Transportation Plan and its Sustainable Development Strategy (October 2011) and now in the most recent plan San Diego Forward: The Regional Plan, of which this strategy is an appendix.

Planning and implementing transit oriented districts in the region can give more people a choice to take transit, walk, or ride bicycles more, and drive less, reducing dependency on vehicles that generate greenhouse gas (GHG) emissions as they go about their daily activities and allow for a more active healthy lifestyle. Transit oriented districts also provide an opportunity to create vibrant community centers and neighborhoods that evolve into mixed-use walkable districts where people can live, work, shop, and recreate.

This Regional TOD Strategy sets forth an approach bringing together existing strategies and recommending new strategies to create communities serviceable by transit; implement successful supportive infrastructure; and facilitate development of homes, workplaces, and services that contribute to a rich mix of living, working, and mobility choices. The San Diego region has several successful transit oriented communities, but will need more as the region grows.



Objectives

This Strategy is organized to address the challenges that hinder successful implementation of more transit oriented districts. The objectives are to:

- Attract investment and enable development near transit so that these areas become centers of activity.
- Increase transit ridership by increasing the number of people that live and work near transit and enhancing accessibility to transit.
- Reduce vehicle miles traveled greenhouse gas emissions per capita and contribute to the goals of San Diego Forward: The Regional Plan to create sustainable, healthy, communities.
- Meet the challenges of regional growth by creating capacity near transit by using strategic investments and making selected TOD areas "ready" for new development.
- Build upon the existing foundation for TOD in the San Diego region by identifying supportive policies, targeted regulations, and assertive actions to create transit oriented districts.
- Align and coordinate efforts of SANDAG, local governments, transit agencies, developers, community members, and others with an interest in transit oriented development.

What Are “Transit Oriented Districts”?

Transit oriented districts are areas, neighborhoods, or communities that are conveniently accessible to transit. Districts are larger areas where some people are close enough to walk or bike to and from a transit station while others can get dropped off, carpool, or use shared mobility options.

“TOD” is typically an acronym for “Transit Oriented Development.” This definition focuses on real estate development projects next to transit stations, often as public-private partnerships. However, this strategy defines the “D” in TODs as “District” to reflect the importance of the relationship between transit stations and the surrounding community. Thinking of TODs in a larger context enables a range of development opportunities that meet various needs, while remaining market feasible.

Each community in the San Diego region is distinct, varying by topography, community characteristics, the pattern and concentration of residential and employment activity, and other site-specific factors. However, transit oriented districts can serve as the center of each community in a unique way, while still having a relative concentration of residential, commercial, and mixed-use development served by high-quality transit.

Development opportunities may include a range of uses from small lot housing and town homes, to low-rise and loft housing, flats and residential towers, main-street commercial, urban flex and campus space, visitor-serving uses, institutional facilities, and taller residential, office, and mixed-use buildings – all within mixed-use environments near transit, most of which are accessible by walking or biking. The mix of uses and densities will depend on the existing fabric and future plans for the district and will vary from place to place. A few examples, among several, include downtown San Diego, smaller city downtowns, and urban centers in larger cities such as downtown Oceanside and Chula Vista, and University City in the City of San Diego. Many neighborhood districts at smaller scales also exist along transit corridors.



Benefits of TODs

Transit oriented districts have many benefits including:

- Creating healthy neighborhoods that contribute less to greenhouse gas emissions.
- Increasing transit ridership.
- Providing transportation choices.
- Supporting walking, biking, and other mobility facilities.
- Reducing the number of cars on the road.
- Providing housing and employment opportunities accessible to all residents in the region.
- Improving social equity and reducing social disparities.
- Improving performance of the street, highway, and freeway system by providing mobility options.
- Contributing to the economic prosperity of the region.

SUMMARY OF RECOMMENDED STRATEGIES

Below is a summary of the strategies that SANDAG, the transit agencies, local jurisdictions, and developers can undertake to facilitate the creation of more vibrant transit oriented districts throughout the region. These recommendations are described in more detail on pages 31 through 54 of the strategy, and were developed to address specific challenges and opportunities discussed in the six TOD working papers and two context reports (www.sandag.org/tod).

1. Support core areas within transit oriented districts with a compact, and highly interconnected diversity of land uses and activities consistent with the land use targets identified in the regional Smart Growth Concept Map allowing for different housing types at varied densities with a range of price points. A range of local planning regulatory mechanisms, such as specific plans and overlay zones, and reduced parking ratios, should be undertaken to facilitate TOD where appropriate.
2. Coordinate TODs strategically along single corridors or inter-connected networks of transit lines to better connect people to jobs by taking into account the characteristics of stations and surrounding land uses along a corridor. Coordinated development along a network of TODs can help create housing at costs that are consistent with the wages of industries and jobs within the same network. This would help to create job growth and workforce housing in transit oriented districts, and help build the market for TODs.
3. Promote and extend walking and biking facilities within transit oriented districts to bridge the first-last mile gap, by placing a funding priority on supportive walking and biking infrastructure, amenities, and connections within the core of transit oriented districts. The *TransNet* Active Transportation and Smart Growth grant programs and Local Streets and Road funds provide funding for these types of improvements. Transportation impact fees and other locally-adopted financing mechanisms can augment and leverage these funds through capital improvement programs.
4. Provide more shared vehicular connections and manage parking within transit oriented districts to connect transit stations to job centers and homes where walking or biking distances are impractical. Vehicles can extend people's ability to get to and from home and work by carpooling, vanpooling, taking a shuttle, or using a car share or ride share service. Parking supply, pricing, and management tools found in the Regional Parking Management Toolbox also are important mechanisms to get people to and from transit stations. The creation of mobility hubs can help implement this recommendation.
5. Engage a broad range of stakeholders in the planning and design of transit oriented districts and support methods for public involvement. SANDAG can continue its role in presenting examples of successful TODs within and outside the region, including field trips to exemplary districts and the ongoing Smart Growth Outreach program; produce a testimonial on-line video program of people who use transit, live and work in TODs, and are employers in TODs, and consider exploring models for mediating design and planning conflicts.

6. Create clear rules that provide a predictable development process and focus on removing regulatory barriers. Reducing risk from the entitlement process, including time delay and political risk, is essential to attracting investors and developers. Each jurisdiction has its own structure for land use regulation and design review; however, priority can be given to context-sensitive design that produces predictable and feasible results that are embraced by the public.
7. Streamline California Environmental Quality Act (CEQA) guidelines and processes to facilitate development projects in transit oriented districts. The region's local jurisdictions should consider amendments to their General Plan policies, traffic impact analysis procedures, and locally adopted CEQA guidelines and significance thresholds to take advantage of recent changes in state law to facilitate infill development and CEQA review.
8. Update transportation impact analysis methodologies to provide refined travel forecasting for infill projects in transit oriented districts. SANDAG transportation models that incorporate walking, biking, and access to transit should continue to be developed and refined with training on their use provided to local jurisdictions and consultants.
9. Focus infrastructure and community facilities to support the success of transit oriented districts. Transit oriented districts may require significant investments to accommodate new development and changes in land uses, and to provide sufficient capacity and necessary public amenities. Enhanced Infrastructure Financing Districts; value capture techniques; and local capital improvement plan investments are among the local mechanisms available.
10. Encourage more public-private partnerships and explore emerging tools for financing development projects and value-capture techniques to help fill gaps in project financing: leveraging and proactively promoting transit agency and publicly owned land available for development near transit stations; investing in a regional pooled fund focused on TODs; utilizing incentive zoning and development agreements, and capitalizing on federal, state, and local grant programs are all ways of catalyzing development.
11. Direct affordable housing resources to transit oriented districts to maximize the household benefits of locating affordable and workforce housing in proximity to transit. Community Development Block Grant (CDBG), HOME, and other funding can provide supportive infrastructure; sites can be positioned for tax credits and affordable housing grants and bond criteria; and TODs can be identified as priority receiving areas for inclusionary housing in-lieu fees and housing trust fund expenditures.
12. Promote new ways to promote market readiness and development feasibility of TODs by sharing information, showcasing successful case studies, highlighting emerging opportunities, and monitoring trends over time. Work with industry associations and NGOs to prepare market performance information for development within the region's transit oriented districts and regularly publish a "Market State of TODs" report to inform potential developers and investors (locally and nationally).
13. Develop an on-line, interactive tool to evaluate the TOD readiness of sites and districts – a TOD Readiness Dashboard - that can be used by SANDAG, local jurisdictions, transit agencies, developers, community groups, and others to identify near term opportunities and to assess actions that can transition TODs that are "almost ready" to "ready" for near term development.

KEY EARLY ACTIONS

Early actions have been identified to begin implementation of the Regional TOD Strategy, and to focus on key actions that can facilitate TOD throughout the region in a variety of settings. The following actions will be undertaken during the current (FY 2016) and upcoming fiscal years:

1. Develop a TOD readiness tool to evaluate the readiness of TOD sites and districts to help identify what actions need to be taken to facilitate development in these areas. (SANDAG, Local Jurisdictions, Transit Agencies, Developers)
2. Identify and pursue grant funding for one or more transit corridors to coordinate land uses, infrastructure financing, and environmental review through individual or dis-contiguous specific plans. (SANDAG, Local Jurisdictions, Transit Agencies)
3. Consider focusing capital improvement program funds and other funds (local, state, and federal; grants/loans; *TransNet* Local Street and Road funds) in transit oriented districts. (Local Jurisdictions)
4. Support the Affordable Housing Sustainable Communities cap-and-trade applications by identifying transportation related infrastructure projects that can be paired with applications. (SANDAG, Local Jurisdictions, Transit Agencies)
5. Evaluate development and infrastructure projects for consistency with Designing for Smart Growth, Creating Great Places in the San Diego Region using the Smart Growth Scorecard. (Local Jurisdictions)
6. Seek funding to develop an outreach and information program that could include videos, social media, internet tools, traditional public meetings, and other platforms to showcase the benefits of transit oriented districts, highlighting places near transit, testimonials of users of transit, people who live and work in transit oriented districts, and major employers located in transit oriented districts. (SANDAG, Local Jurisdictions, Transit Agencies)
7. Monitor the pooled investment fund for TOD affordable housing being developed by Civic San Diego and the San Diego Housing Commission to determine the potential for creation of a similar fund(s) for use by other jurisdictions. (SANDAG)
8. Undertake a review of the *TransNet* Smart Growth Incentive Program and Active Transportation Grant Program to evaluate program alignment with TOD readiness criteria, and undertake an analysis of the completed grant projects to determine how well they are meeting grant program objectives. (SANDAG, Local Jurisdictions, Transit Agencies)

CONTEXT OF TODs IN THE SAN DIEGO REGION

As the San Diego region and its transit system continue to evolve, SANDAG and local governments have made strides in planning for compact development near transit and in planning for more transit.

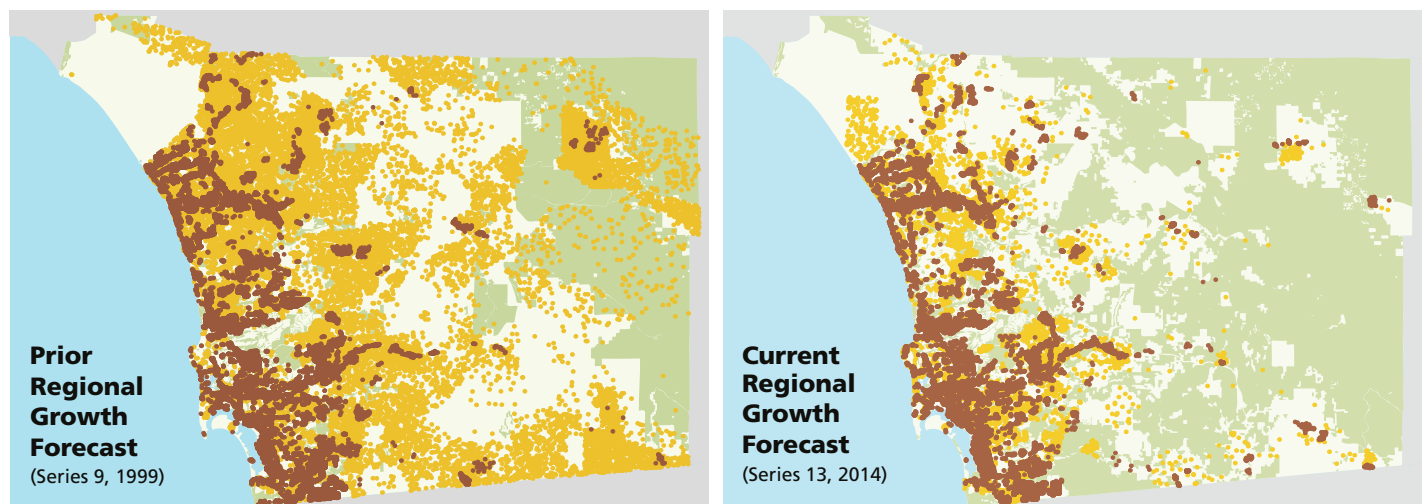
Our Changing Growth Patterns

In just 15 years, our planned development patterns have shifted significantly – toward more growth in the western and more urbanized areas of our region that are close to our existing and planned transportation network, allowing us to preserve 55 percent of the region (nearly 1.5 million acres) as open space, parks, protected habitat, and farmland.

The first map (on the left) shows the growth patterns that were planned in 1999 when the region's plans called for extensive development in the eastern part of the county (Series 9 Regional Growth Forecast). Since then, plans have changed due to actions by our local cities and county. The second map (on the right) shows our new vision for the future (Series 13 Regional Growth Forecast).

1999 Planned Land Use

2015 Planned Land Use



**Prior
Regional
Growth
Forecast**
(Series 9, 1999)

**Current
Regional
Growth
Forecast**
(Series 13, 2014)

● Growth in Housing Units
1 dot = 10 new housing units

● Growth in Employment
1 dot = 10 new jobs

■ Open Space



Smart Growth Concept Map

In 2004, SANDAG adopted the Regional Comprehensive Plan (RCP) for the San Diego region. The RCP provides a vision for the region based on smart growth and sustainability. A key component of the RCP is the “Smart Growth Concept Map” illustrating the location of existing, planned, and potential smart growth areas. These areas are potential locations for higher density mixed-use development near existing and planned public transit.

The Concept Map contains more than 200 locations in seven smart growth “place types”: the Metropolitan Center, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed Use Transit Corridors, and Special Use Centers, reflecting the principle that smart growth is not a “one-size-fits-all” endeavor but a series of land use, design, and mobility strategies that are applicable in varied contexts.

Local Governments

During the last decade, more than half of local jurisdictions have updated their land use plans and zoning ordinances, collectively moving the region’s vision of the future toward compact development near transit and greater open space preservation. Focusing housing and job opportunities in existing urbanized areas has replaced previous assumptions of more dispersed development patterns (as shown in the maps above). Transit oriented communities will play an important role in accommodating the region’s future population, housing, and employment growth, but challenges remain in market readiness and potential capacity for transit oriented communities throughout the San Diego region.

Smart Growth Concept Map Minimum Land Use and Transportation Targets

Smart Growth Place Type	Minimum Residential Target	Minimum Employment Target	Minimum Transit Service Characteristics
Metropolitan Center	75 du/ac	80 emp/ac	Commuter Rail, Express Light Rail Transit (LRT), or Bus Rapid Transit (BRT)
Urban Center	40 du/ac	50 emp/ac	LRT or <i>Rapid Bus</i>
Town Center	20 du/ac	30 emp/ac	LRT, <i>Rapid Bus</i> , or Streetcar/Shuttle*
Community Center	20 du/ac	N/A	High-Frequency Peak-Period Local Bus or Streetcar/Shuttle within Urban Area Transit Strategy Boundary
Rural Village	10.9 du/ac	N/A	N/A
Special Use Center	Optional	45 emp/ac	LRT, <i>Rapid Bus</i> , or Peak BRT
Mixed-Use Transit Corridor	24 du/ac	N/A	High-Frequency Peak-Period Local Bus or Streetcar/Shuttle

du/ac = dwelling units per acre emp/ac = employees per acre

* In Town Centers, areas can be connected to LRT and/or *Rapid Bus* by a local transit connection or Streetcar/Shuttle Service.

Smart Growth Tool Box

Implementation is a key goal of the Smart Growth Concept Map. The primary ways that SANDAG supports implementation is to provide incentives and assistance to local member agencies to encourage smart growth and sustainable development in the areas identified on the Smart Growth Concept Map. The SANDAG Smart Growth Tool Box includes the following planning and financing tools:

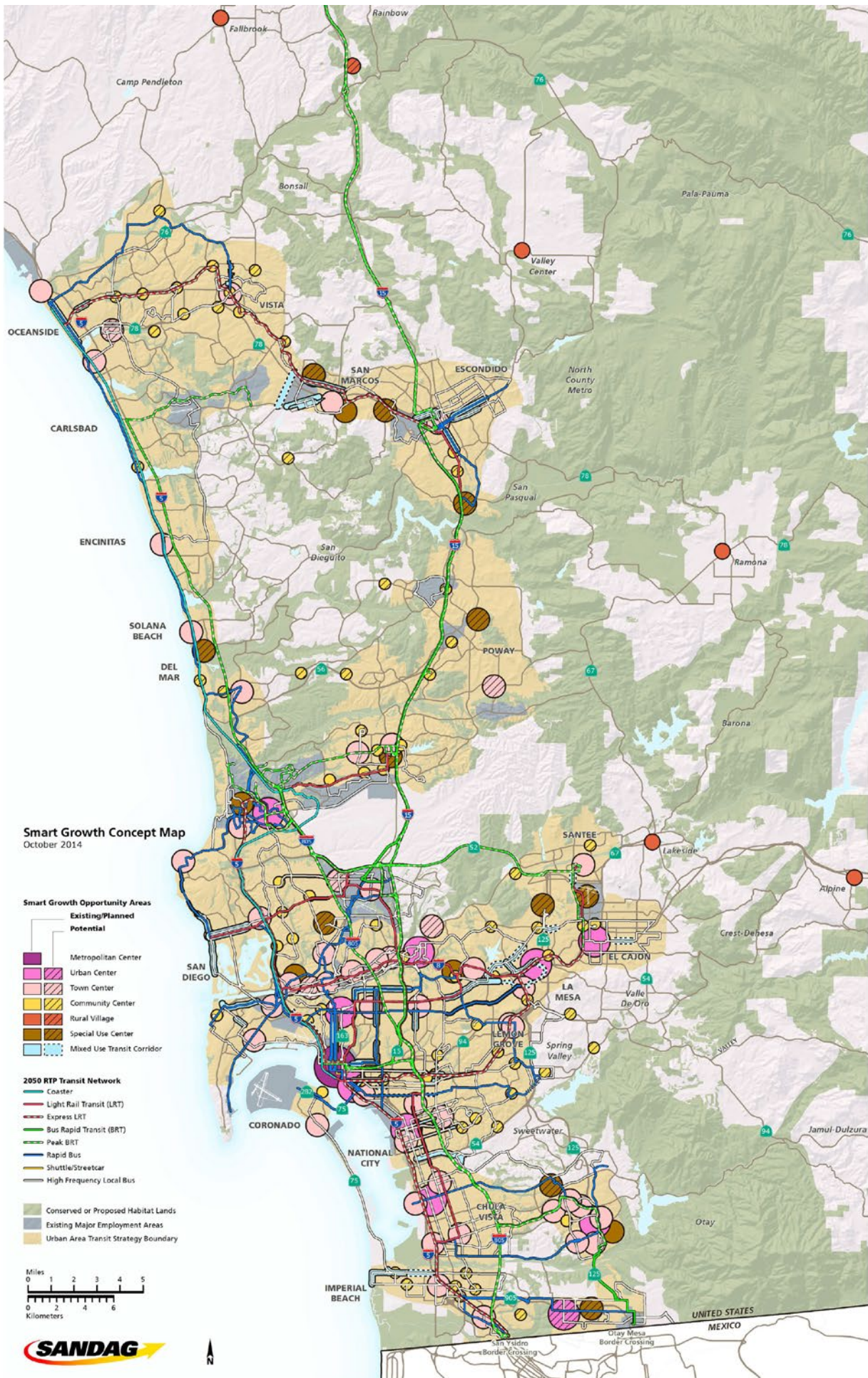
Planning Tools:

- Smart Growth Concept Map
- Visualization Tools and Photo Library
- Smart Growth Design Guidelines
- Smart Growth Trip Generation/Parking Study
- San Diego Regional Bicycle Plan
- Planning and Designing for Pedestrians
- Integrating Transportation Demand Management Into the Planning and Development Process - A Reference for Cities
- Transportation Demand Management Parking Study and Inventory
- Regional Parking Management Toolbox

Financing Tools:

- *TransNet* Smart Growth Incentive Program (SGIP)
- Transportation Development Act/*TransNet* Bicycle, Pedestrian, and Neighborhood Safety Program (now Active Transportation Grant Program)

Smart Growth Concept Map – October 2014



Existing and Planned Transit System

Transit oriented districts depend on high-quality transit service. The speed, frequency of service, number and spacing of stops, and ability to access employment centers and other major destinations are all key factors to making transit an integral part of the everyday life of communities. The Trolley (Blue Line, Orange Line, and Green Line), COASTER, and SPRINTER are the foundation of the region's transit network and each of the stations along these lines presents an opportunity to create different types of transit oriented districts. *Rapid* bus service, and local bus service along key corridors and at major stops, also plays an important role in supporting TODs along key corridors.

San Diego Forward: The Regional Plan envisions an expanded and more efficient public transit system, and identifies a number of investments that will create new opportunities for TODs.

Major improvements to the San Diego region's public transit system identified in San Diego Forward: The Regional Plan include:

- Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor: The COASTER, AMTRAK, and Metrolink rail corridor provides premier passenger rail services, connecting San Diego to Los Angeles and other points north and east. The Regional Plan builds on this corridor by adding more track capacity and improved stations.
- Trolley/SPRINTER/*Rapid* Service: These routes offer fast and reliable rail and bus travel with limited stops in key travel corridors. The Trolley and SPRINTER operate on their own dedicated rail lines, while *Rapid* services operate on freeway managed lanes and on local streets.
- Mid-Coast Trolley extending service from Santa Fe Depot in Downtown San Diego to the University City community, serving Old Town, the University of California San Diego (UC San Diego), and Westfield University Towne Center.
- SPRINTER double-tracking, which will enable higher frequency service, and the extension of service from Escondido south to Westfield North County.
- A new Trolley line from San Ysidro to Carmel Valley along the I-805/I-15 corridors via Chula Vista, National City, Southeastern San Diego, Mid-City, Mission Valley, Kearny Mesa, University City and Sorrento Valley.
- A new Trolley line from Pacific Beach to the El Cajon Transit Center, via Clairemont, Kearny Mesa, Mission Valley, and San Diego State University (SDSU).
- A new Trolley line from Downtown San Diego to SDSU, along Park Boulevard and El Cajon Boulevard corridors via Balboa Park, North Park, and City Heights.
- A new Trolley line from University City to Sorrento Valley, which will include a connection to the COASTER.
- New *Rapid* service from Otay Mesa to Downtown San Diego, along State Route 125 (SR 125)/East Palomar/I-805 corridors via Otay Ranch, eastern Chula Vista, and National City.
- New *Rapid* service for commuters. This will offer peak period service to key regional job centers along the Managed Lanes of key freeway corridors, including South Bay to Kearny Mesa/University City/Sorrento Mesa via the SR 52 and I-805 corridors; East County

to Downtown San Diego via the SR 94 corridor; South County/Mid-City to Palomar Airport Road corridor via the I-805/I-5 corridors; and Downtown San Diego to Kearny Mesa along the SR 163 corridor.

- New *Rapid* service on arterials. This will operate on arterial roadways and provide limited-stop, high-speed service along several key corridors throughout the region, supplementing existing local bus services.
- Streetcars/Shuttles: Streetcars would operate in several neighborhoods in and around Downtown San Diego, connect North Park with Downtown San Diego, and link La Jolla with Mission Beach via Pacific Beach.
- Local Bus Services: Local bus services remain the backbone of the regional transit system. Most routes will see service frequencies increased to every 10 minutes all day, creating a network of convenient local bus service for short-distance trips and access to rail and *Rapid* services.

Transit Stations with the Highest Ridership in the San Diego Region - 2014

Transit Station	Average Total Weekday Boardings & Alightings
12th & Imperial Transit Center	25,456
San Ysidro / Intl Border	18,060
City College Station	12,734
Old Town Transit Center	12,650
El Cajon Transit Center	9,705
Santa Fe Depot	9,465
Palomar Street Station	9,031
Grossmont Transit Center	7,114
Iris Avenue Station	6,740
SDSU Transit Center	6,709

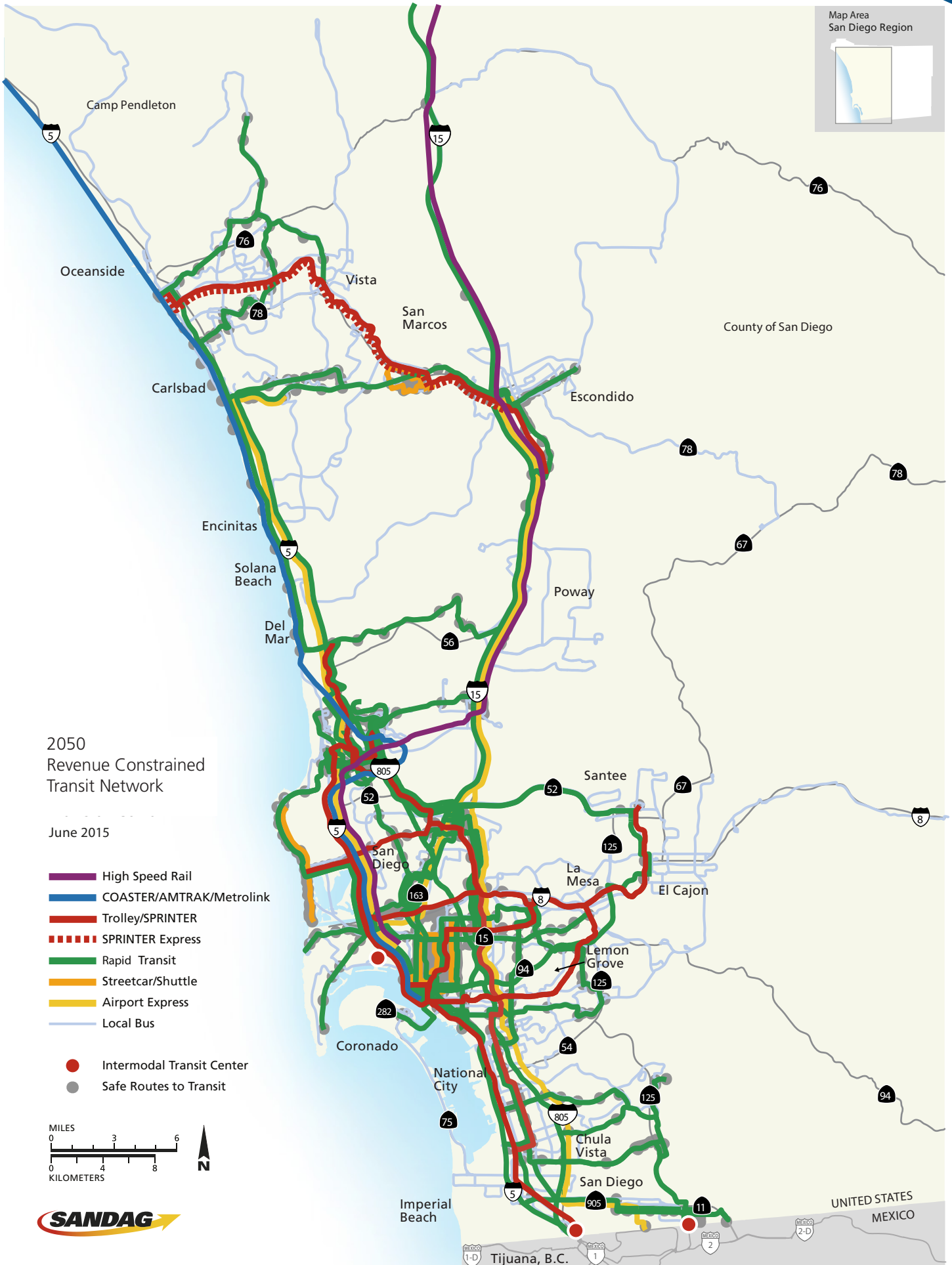
Source: SANDAG. FY2014 Ridership by Route and Stop.



Existing Regional
Transit Network
May 2015

- COASTER/AMTRAK (with stop)
- Trolley/SPRINTER (with stop)
- Rapid Transit





Real Estate Market

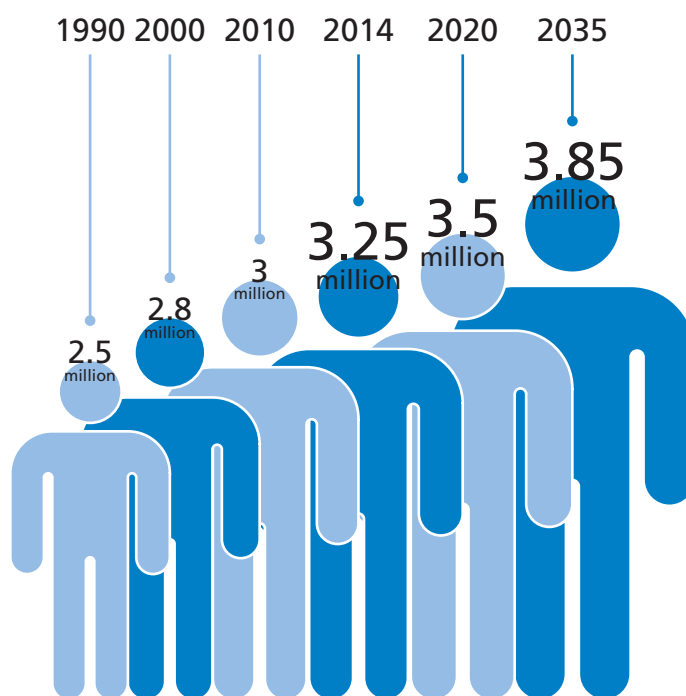
Transit access is one factor that can help make a location more attractive for new development. However, the introduction of new transit alone does not fundamentally change existing real estate market conditions. In a station area with a weak real estate market, there may be insufficient demand to support new, higher-intensity development even with the introduction of transit, especially if the station area is a considerable distance from an employment center or other major activity node. In other station areas, there may be a strong demand for new development but changes to local development standards may be required in order for development to occur near transit stations.² In addition to real estate market strength, studies of development patterns near transit have found that the availability of appropriate development opportunity sites and local connectivity, infrastructure, and place-making needs can also affect the potential for development in any given transit station area. Key characteristics of the San Diego residential and office market are:

- **Developers have found that renters are willing to pay a premium for proximity to a rail transit station.** According to developers who participated in focus groups and interviews, apartments located close to a rail transit station can command a price premium. In some markets, particularly in the eastern and southern suburbs where rents tend to be lower, proximity to a transit station may help make a project financially feasible that would otherwise not be.³
- **Research has found that single-family homes and condominiums in the San Diego metro area experience a significant price premium associated with proximity to rail transit.** A recent series of studies on property values around San Diego's Trolley stations found that all else being equal, a condominium located within a quarter-mile of a station was worth 16 percent more than a condominium located a mile away from a station, while a single-family home located within a quarter-mile of a station was worth 6 percent more than one located a mile away.⁴ Property value premiums were generally higher near transit stations located in more pedestrian-oriented neighborhoods and in higher-density zoning districts.
- **Many of the region's larger and higher-rent office markets currently have limited transit service, and development patterns that make providing frequent service challenging.** Service to many of the major employment centers in North City (San Diego) and North County Coastal, including Sorrento Valley, Torrey Pines, University Town Center (UTC), the I-5 Corridor, and Carlsbad, is provided by the COASTER, which provides limited service with long headways. The new *Rapid* services provide some access to employment areas in the I-15 corridor, Kearny Mesa and Sorrento Mesa, but first mile, last mile connections are difficult given the spread out, low density land uses. Other areas like much of the Carlsbad market, Encinitas, Torrey Pines, and Carmel Valley have little or no transit given the low employment densities and/or auto-oriented development patterns that make it challenging to provide efficient, high-frequency service.
- **Future transit investments could help support growth by reducing congestion and increasing access to jobs.** Freeways and arterials in many major employment centers in North City (San Diego) and North County are already congested, and traffic is expected to worsen as population and employment continue to grow in UTC and other major nodes. Employers in Sorrento Valley, Torrey Pines, UTC, and other nearby job centers already run shuttles to the Sorrento Valley COASTER Station during commute hours. Planned transit investments such as the Mid-Coast Corridor have the potential to support future growth while providing additional transportation choices.

THE CASE FOR TOD

Many trends that are shaping the San Diego region reinforce the importance and likely appeal of transit oriented options, including an aging population, strong knowledge-based industry sectors, a growing share of millennials, and the rising number of small, non-family households.

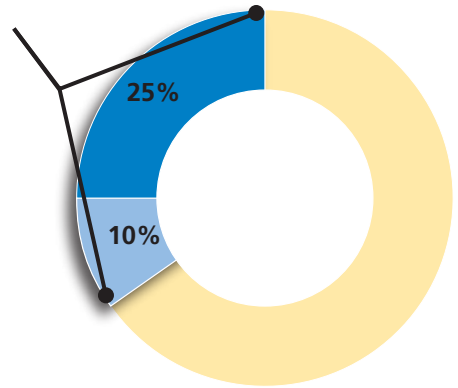
The San Diego region had approximately 3.25 million residents in 2014 and is projected to increase to nearly 3.5 million by 2020, and 3.85 million by 2035.



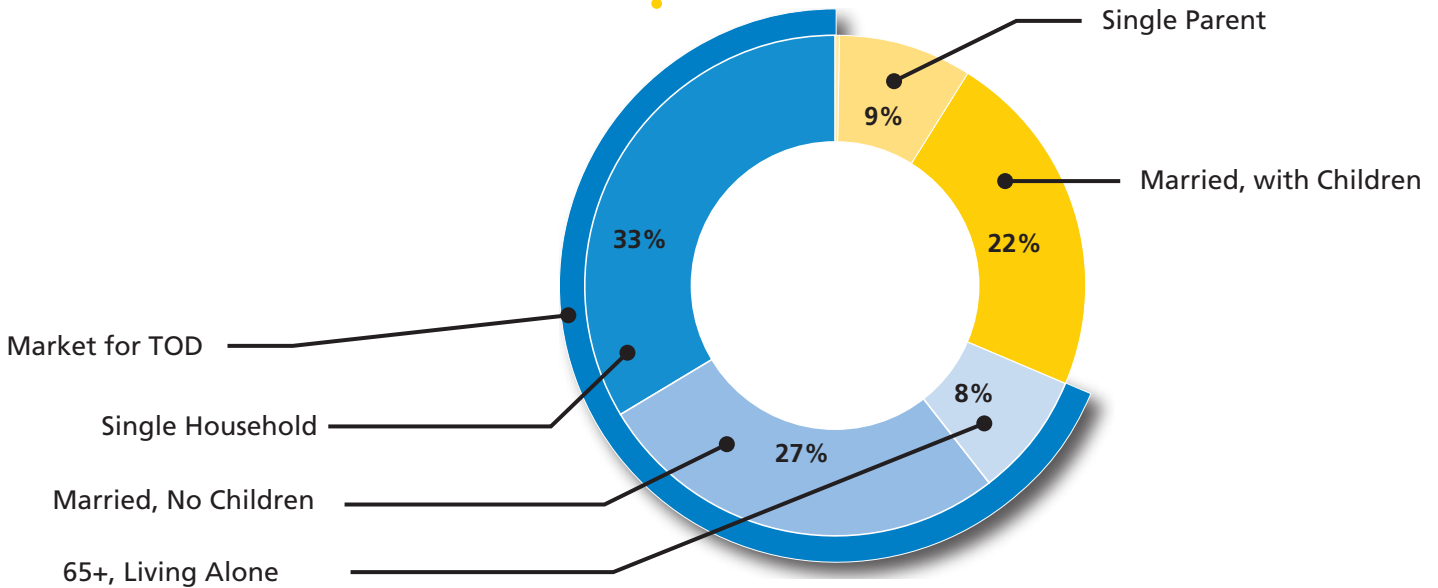
Source: SANDAG, U.S. Census Bureau; SANDAG, 2050 Series 13 Regional Growth Forecast (data extracted on: 05/2015).

Approximately 25 to 35 percent of U.S. households would prefer to live in a transit oriented community.⁵ The extent of demand for development near transit in any particular region depends on demographic characteristics, as well as local preferences.

U.S. Households that would prefer to live in a TOD



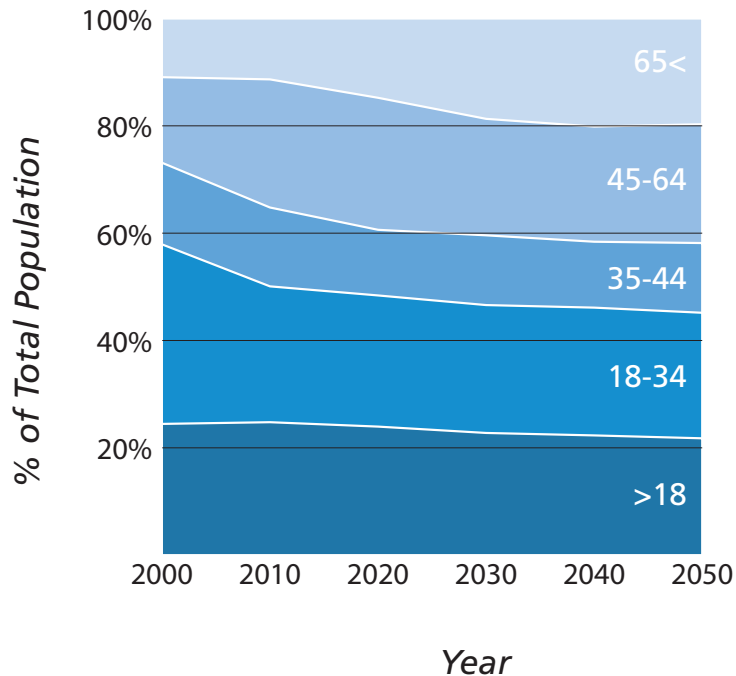
Of San Diego residents, 68 percent are small households and households without children. These groups are considered most likely to locate near transit. The San Diego region has a high and growing number of households that are more likely to locate near transit.⁶



Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey. Selected Social Characteristics in the United States (DP02). Accessed May 27, 2015; AECOM.

Millennial (people born in the 1980s and 1990s) and Baby Boomer (people born between 1946 and 1964) Generations account for the largest shares of the region’s population and are expected to drive housing demand in the coming decade.

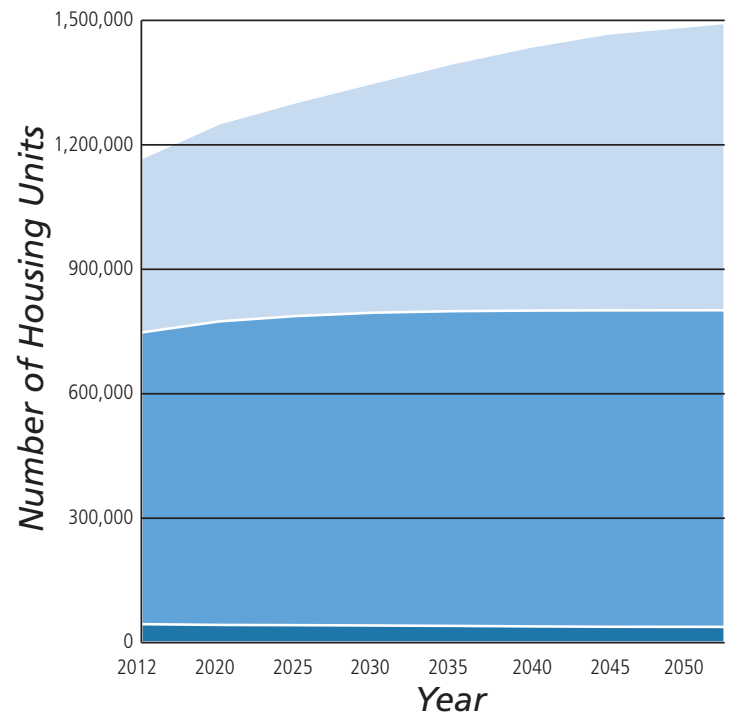
As the millennials come into adulthood and the Baby Boomers enter retirement, these demographic groups are particularly interested in access to transit, amenity-rich neighborhoods, and shorter commutes.⁷ Demographic shifts will continue to change preferences for housing in the San Diego region. Given the ready access to amenities and services, TOD settings with a mixture of housing types and densities support vibrant, dynamic neighborhoods that appeal to younger residents and enable people to age in place within their communities, creating multi-generational neighborhoods.



Source: SANDAG, 2050 Series 13 Regional Growth Forecast (data extracted on: 05/2015).

The region will see a dramatic shift toward multi-family housing development over the coming decades. SANDAG projects that by 2050, multi-family housing is expected to account for 46 percent of the county's total housing stock, compared to 36 percent in 2010. To meet this projection, multi-family units will need to account for nearly 80 percent of new units built between 2010 and 2035, and more than 90 percent of new units between 2035 and 2050. In comparison, only 40 percent of new units built in San Diego County between 2000 and 2010 were in multi-family buildings.

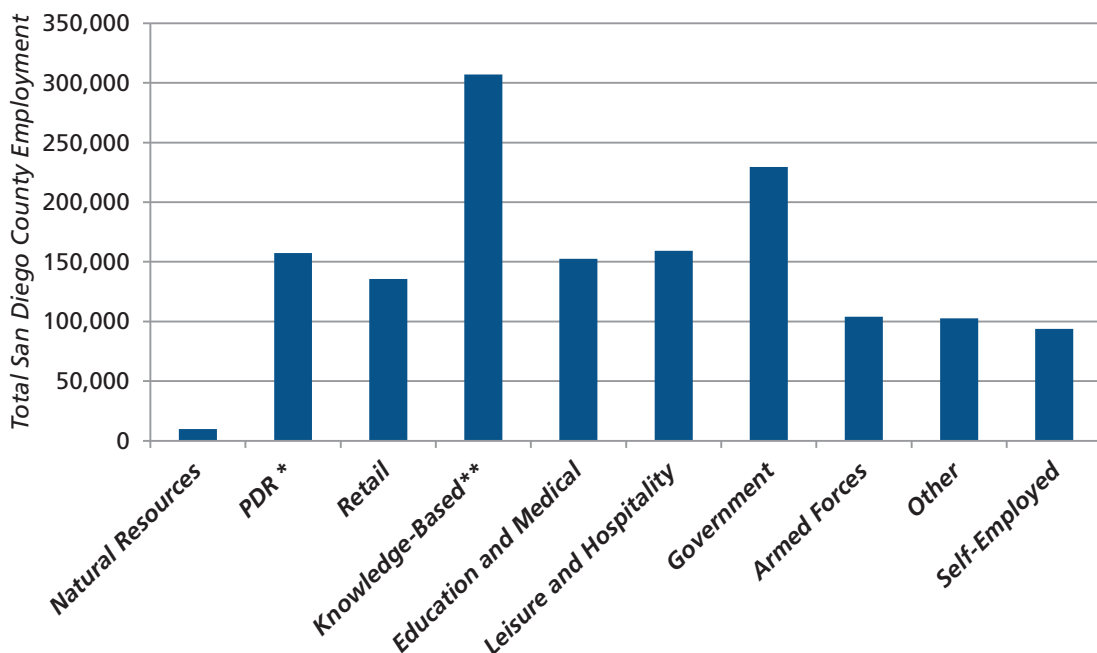
- Multi-family:** Units in structures with two or more housing units.
- Single Family:** One unit detached structures (with open space on all sides) and one unit attached structures (with one or more adjoining walls extending from ground to roof).
- Mobile Home:** Mobile homes or trailers to which no permanent rooms have been added.



Source: SANDAG, 2050 Series 13 Regional Growth Forecast (data extracted on: 05/2015).

Businesses increasingly choose locations based on factors such as local quality of life and the productivity and education levels of the local workforce. Firms in the professional, scientific, financial services, information, and other “knowledge-based” industries are especially likely to locate near transit.⁸

Changes to the economy in the San Diego region are changing where people work. Knowledge-based industries that can work in more concentrated work environments have proven to be a key driver of demand for TODs in other cities. The knowledge-based industry group, which includes professional and scientific services, finance and real estate, information, and management and administration support services, accounted for over 300,000 jobs in 2010, or approximately 21 percent of total employment in San Diego County, and was the largest employment sector. National research has shown that firms in these knowledge-based industries have the greatest propensity to locate near transit, and that workers in these industries are most likely to take transit to work.⁹



* Production, distribution, and repair. Includes manufacturing, wholesale, transportation, warehousing, and utilities.
 ** Includes professional, scientific, business services, finance and insurance, real estate, and information.

The system of rail and *Rapid Bus* in the San Diego region continues to grow, serving more neighborhoods and providing better access to jobs.

1981



1986



1995



2005



2008



2015



2020

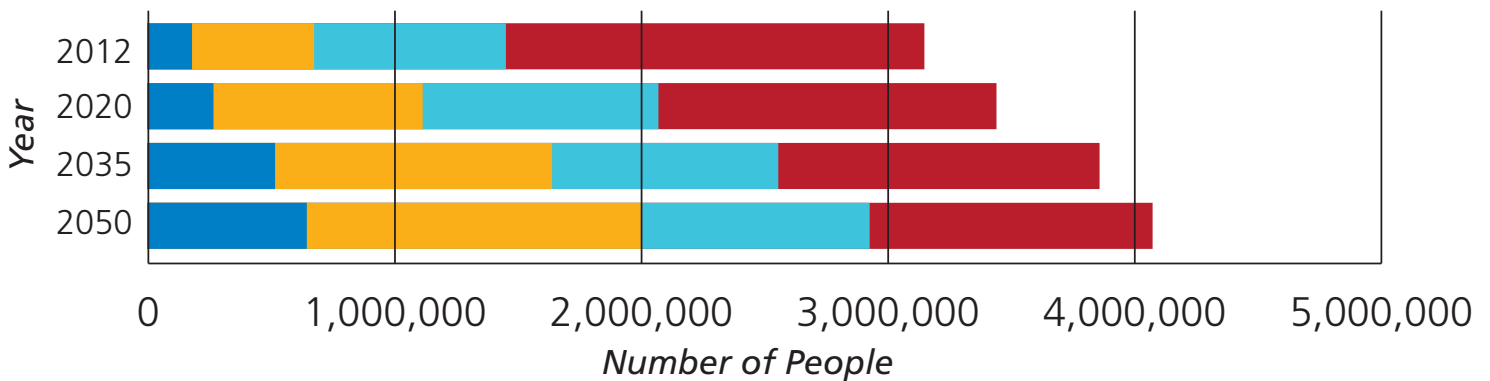




By 2050, it is estimated that nearly 72% of people **living** in the San Diego region could access a transit stop to and from home within 5-minutes.

In 2012, 5.5% of people could walk between a transit stop to and from home within 5-minutes; and, 21.3% of people could ride a bike between a transit stop to and from home within 5-minutes.

By 2050, it is estimated that 15.7% of people could walk between a transit stop to and from home within 5-minutes (an increase of 268%); and 49.1% could ride a bike between a transit stop to and from home within 5-minutes (an increase of 199%).



Access within 5-Minutes

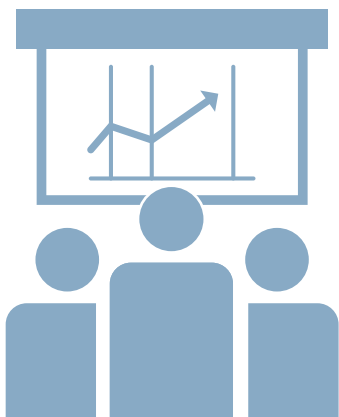
Blue Number of People Living with 5-Minute Walking Access to a Transit Stop (Approximately 0.25 miles @ a walking speed of 3 miles per hour)

Yellow Number of People Living with 5-Minute Biking Access to a Transit Stop (Approximately 0.75 miles @ biking speed of 9 miles per hour)

Cyan Number of People Living with 5-Minute Access by Car to a Transit Stop (Approximately 2.0 miles @ a driving speed of 25 miles per hour)

Red Remainder of Regional Population without Access to a Transit Stop within 5-Minutes to and from home

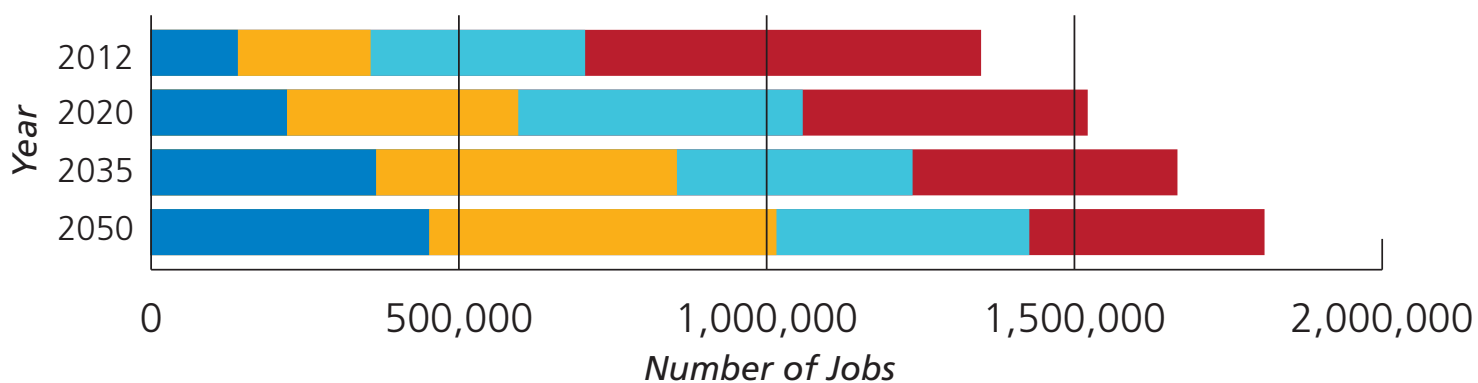
Source: SANDAG, GIS Client Services, 2015. SANDAG, San Diego Forward, Regional Growth Forecast, 2015.



By 2050, it is estimated that nearly 80% of people **working** in the San Diego region could access a transit stop to and from work within 5-minutes.

In 2012, 10.4% of people could walk between a transit stop to and from work within 5-minutes; and, 26.4% of people could ride a bike between a transit stop to and from work within 5-minutes.

By 2050, it is estimated that nearly 25% of people could walk between a transit stop to and from work within 5-minutes (an increase of 222%); and, 56% could ride a bike between a transit stop to and from work within 5-minutes (an increase of 185%).



Access within 5-Minutes

Blue Number of Jobs within 5-Minute Walking Access to a Transit Stop (Approximately 0.25 miles @ a walking speed of 3 miles per hour)

Yellow Number of Jobs within 5-Minute Biking Access to a Transit Stop (Approximately 0.75 miles @ biking speed of 9 miles per hour)

Light Blue Number of Jobs within 5-Minute Access by Car to a Transit Stop (Approximately 2.0 miles @ a driving speed of 25 miles per hour)

Red Remainder of the Number of Jobs in the San Diego Region without Access to a Transit Stop within 5-Minutes to and from Work

Source: SANDAG, GIS Client Services, 2015. SANDAG, San Diego Forward, Regional Growth Forecast, 2015.

BIG IDEAS

Several overarching ideas have driven the development of the Regional TOD Strategy. These ideas define an approach to looking at transit oriented districts in the San Diego region and have informed specific strategies and actions.

Big Idea: Connecting Jobs and Housing along a Network of TODs

While connectivity to the surrounding context is critical for each TOD, a successful network of TODs throughout the region should have coordinated land uses. Most TODs have a mixture of uses, to varying degrees, that include a combination of mixed-use buildings and single-use buildings within a mixed-use district. However, some TODs serve as primarily employment or special-use centers, some as residential centers, and others as entertainment or cultural centers. Coordinating uses along the same line can help build a market for real estate within the individual TODs, reinforcing each other.

For example, if one TOD on a line is a major employment center and other TODs along the same line focus on housing, they are reinforced when the housing is at a price-point mix that is consistent with the wages paid by employers in the employment center. If a TOD is an institutional center, such as a medical and hospital district or a university, an opportunity exists to provide housing along the line not just for workers, but for customers as well—senior housing in the case of medical needs, and student and faculty housing in the case of universities. This reinforces the institution, while the institution creates demand for the specialty housing. The direct access to a workforce and customers attracts employers to TOD locations along the line. The direct access to jobs and services attracts residents to TOD locations along the same line. The attraction of employers and residents creates demand for real estate, which attracts investors and developers to implement TODs—if the appropriate urban form, densities, and land use regulations are in place. The base of workers and customers creates demand for commercial-retail development within a TOD area and along the line.

Opportunities for such coordination exist on every line, and if among multiple jurisdictions, coordination could range from a simple joint strategy to guide local efforts as local jurisdictions formerly plan individual TODs, to a dis-contiguous specific plan with associated special district financing, TOD-context zoning, and CEQA clearance. Local jurisdictions would have to take the lead given their land-use authority, although SANDAG could assist. Such an approach may be a candidate for State and SANDAG planning grants, perhaps as an early action pilot program.



Big Idea: Transit’s Important Role in the Region’s Transportation System

Transit is a component of a comprehensive and efficient regional transportation system. A successful transit system helps support other modes of transportation, such as walkable districts, bicycle networks, and car sharing. An effective transit system also supports a well-functioning highway and freeway network. The difference between a congested roadway and one where traffic can flow freely is at the margin. It is the last few cars entering the system that reduce travel speeds and can eventually lead to congestion. Several factors increasingly limit the ability to expand roadway capacity, including the diminishing supply and rising cost of land for right-of-way, inconsistency with mixed-use and pedestrian-oriented urban forms envisioned in many of the general plans adopted by local jurisdictions in the San Diego region, and the external environmental and health costs of air pollution and GHG emissions associated with more driving. A good transit system can play a role in addressing travel congestion by enabling the roadway system to operate more efficiently and achieving complementary benefits, such as improved regional air quality. In a successful, complete transportation network with competitive options, equilibrium can be achieved as people choose the option – walking, biking, transit, driving, or combination—that best meets their needs that day and time.

Given this relationship, investment in transit station area enhancements, active transportation linkages, or incentives to use transit could be factored into travel forecasting trip-generation assumptions, used as mitigation for trip generation impacts, or reduce impact fees associated with automobile trips.

Big Idea: 5-Minute Access by Walking, Biking, or Driving

Transit oriented districts depend on convenient accessibility to transit by foot, bike, and car (whether driving alone, carpooling, taking a shuttle, or car sharing). No two districts are the same, and the area that is conveniently accessible is often different for each district given their distinct context and geography.

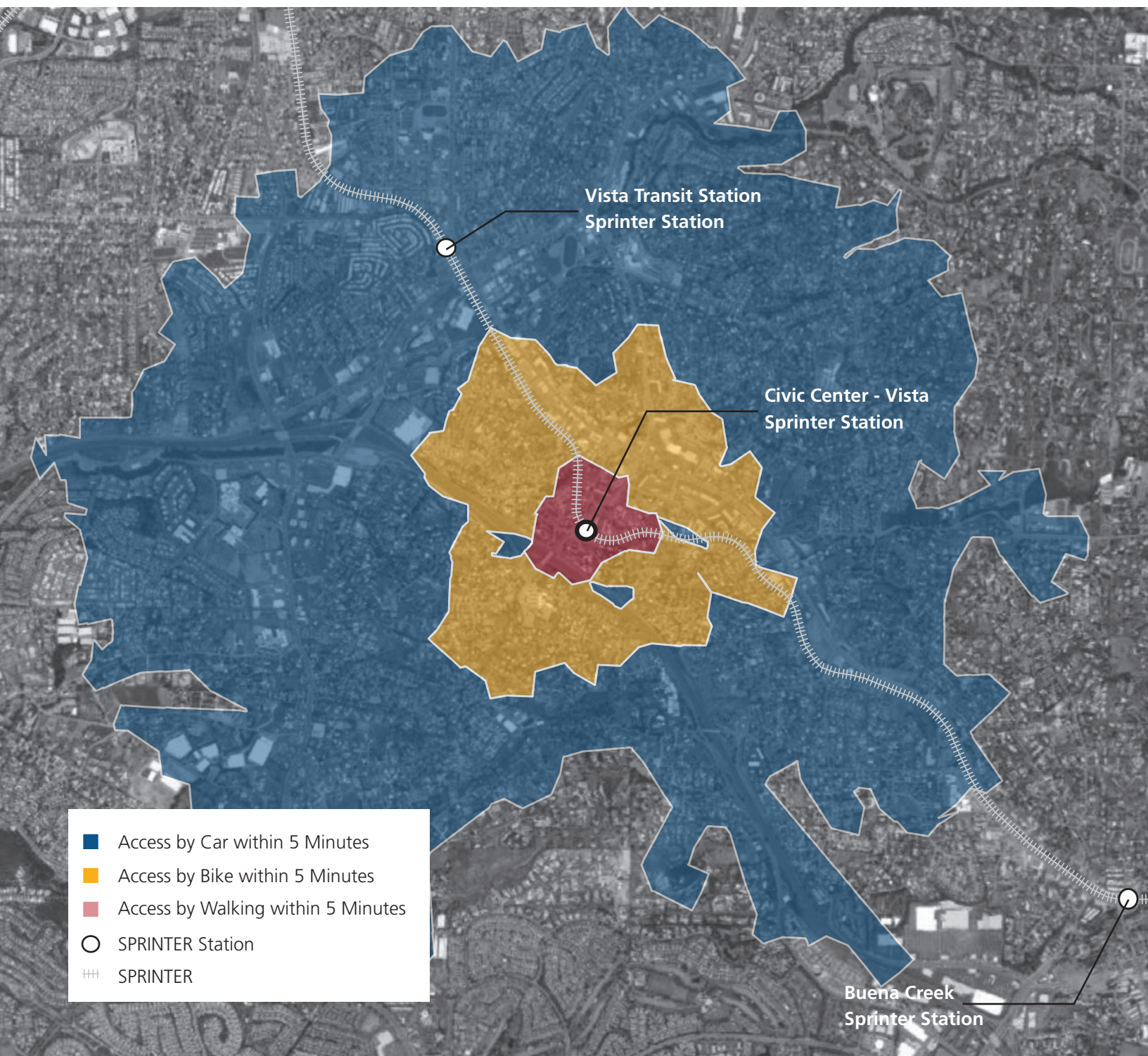
Defining the “catchment areas” for each transit station can help identify what areas are conveniently accessible within 5-minutes of each transit station by foot, bike, and car. Measuring access within 5-minutes can help identify areas where people are most likely to take transit and areas where travel time on transit may be most comparable to driving.

Models that identify “catchment areas” should reflect the unique characteristics of a site and the existing roadway networks (and their suitability, or lack of, for pedestrians and bicyclists), as well as other physical and natural constraints such as topography that can affect the time it takes to get to a transit station. Using realistic assessments of accessibility can help identify clear areas of priority for infrastructure that improve access to a transit station and can identify areas where new development can contribute most to TODs. A broad range of residential and employment choices can be compatible with the access- and amenity-rich environments associated with TODs and development in these areas should respect the context of the existing built environment and neighborhood/community character.

Within these districts, the cores near the transit station may be designated Transit Priority Areas to take advantage of State grants, financing mechanisms, and CEQA laws that have been adopted to encourage TODs and infill development.

The maps on the following pages show an example of one 5-Minute Catchment Area (Vista Civic Center SPRINTER station) or Transit Oriented District, and the 5-Minute Catchment Areas for the region for 2012, 2020, 2035, and 2050 by mode. The maps indicate the transit assumptions upon which the catchment areas are based.

Example Of "5-Minute Catchment Area" For Civic Center - Vista Sprinter Station



- Access by Car within 5 Minutes
- Access by Bike within 5 Minutes
- Access by Walking within 5 Minutes
- SPRINTER Station
- SPRINTER

5-Minute Access to a Transit Stop by Mode

Mode	Approximate Distance and Speed
Walking Access	Approximately 0.25 miles @ a walking speed of 3 miles per hour
Biking Access	Approximately 0.75 miles @ a biking speed of 9 miles per hour
Access by Car	Approximately 2.0 miles @ a driving speed of 25 miles per hour

Map Area
San Diego Region



Access is defined as follows:

TOD Transit Network includes:

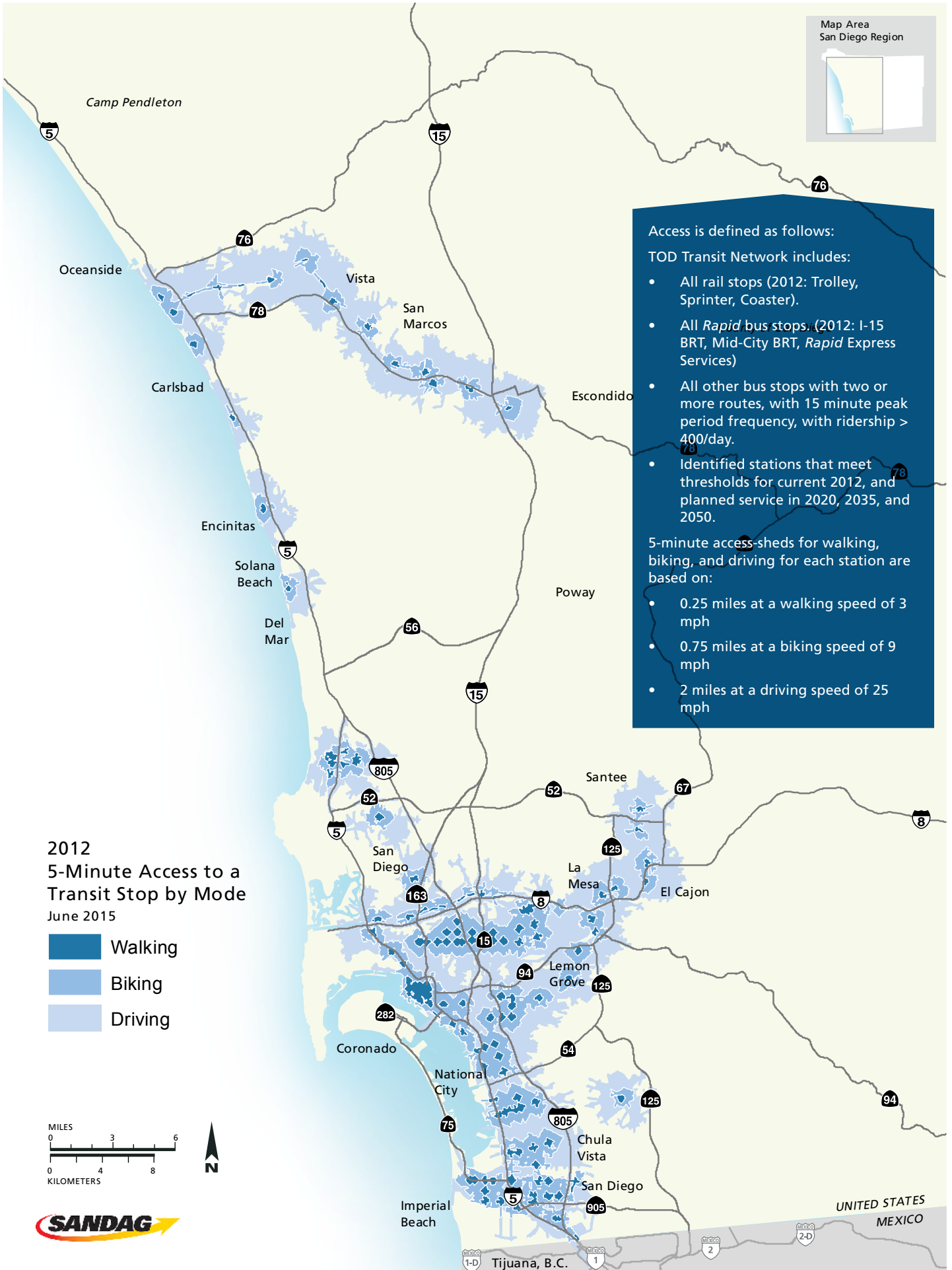
- All rail stops (2012: Trolley, Sprinter, Coaster).
- All *Rapid* bus stops. (2012: I-15 BRT, Mid-City BRT, *Rapid Express* Services)
- All other bus stops with two or more routes, with 15 minute peak period frequency, with ridership > 400/day.
- Identified stations that meet thresholds for current 2012, and planned service in 2020, 2035, and 2050.

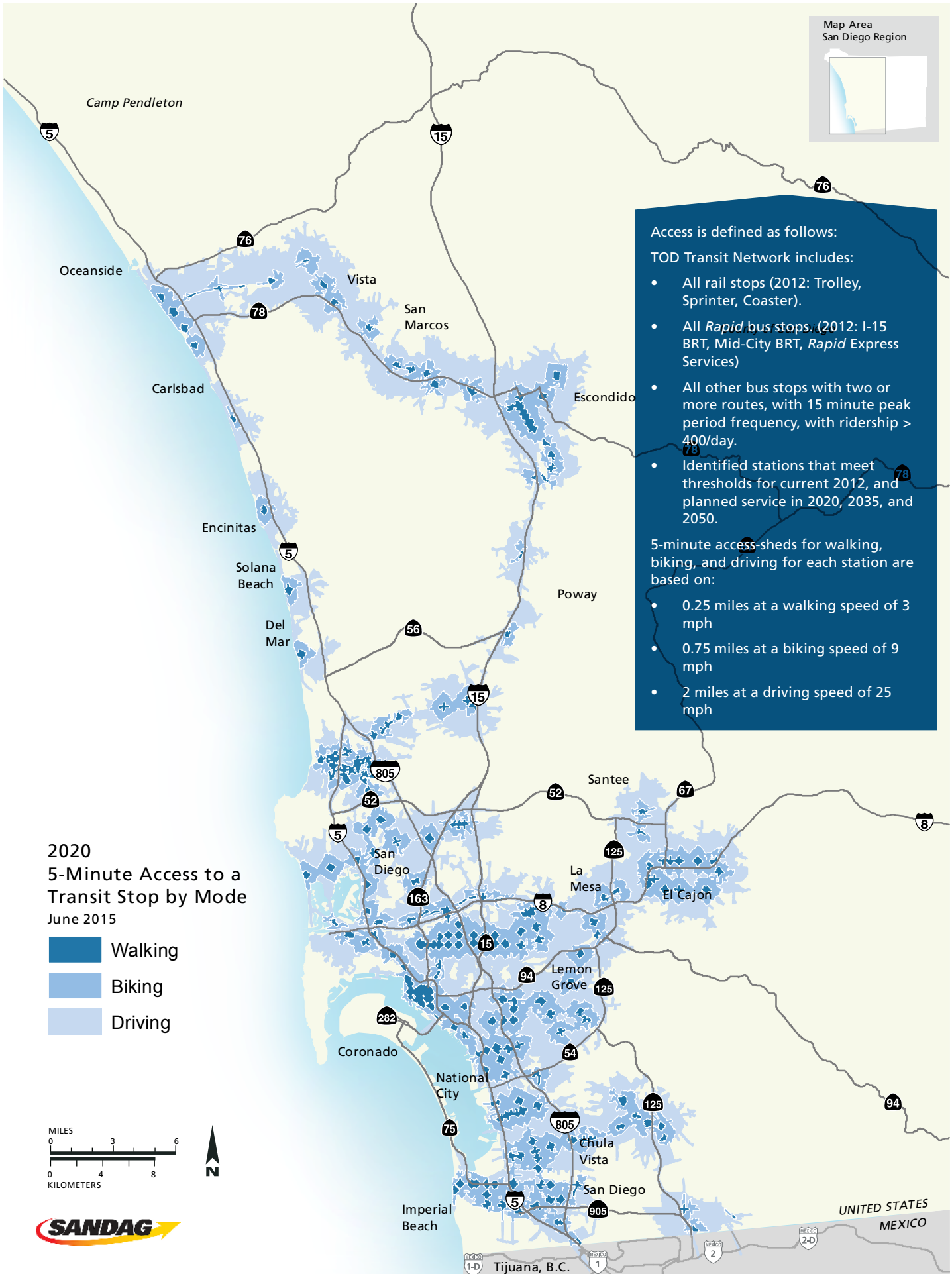
5-minute access-sheds for walking, biking, and driving for each station are based on:

- 0.25 miles at a walking speed of 3 mph
- 0.75 miles at a biking speed of 9 mph
- 2 miles at a driving speed of 25 mph

2012
5-Minute Access to a
Transit Stop by Mode
June 2015

- Walking
- Biking
- Driving





Map Area
San Diego Region



Access is defined as follows:
 TOD Transit Network includes:

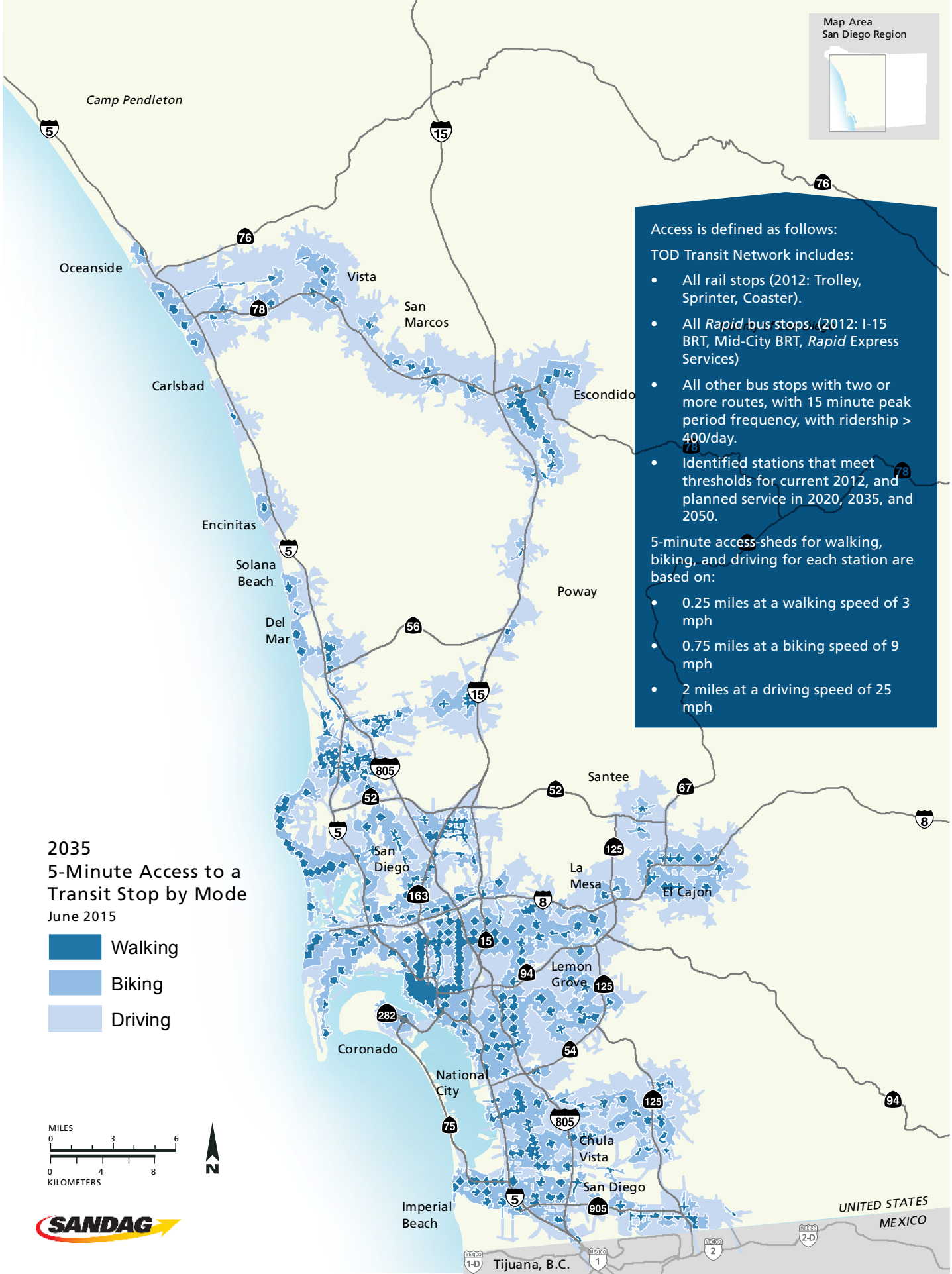
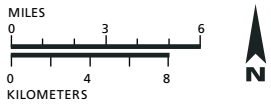
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- Identified stations that meet thresholds for current 2012, and planned service in 2020, 2035, and 2050.

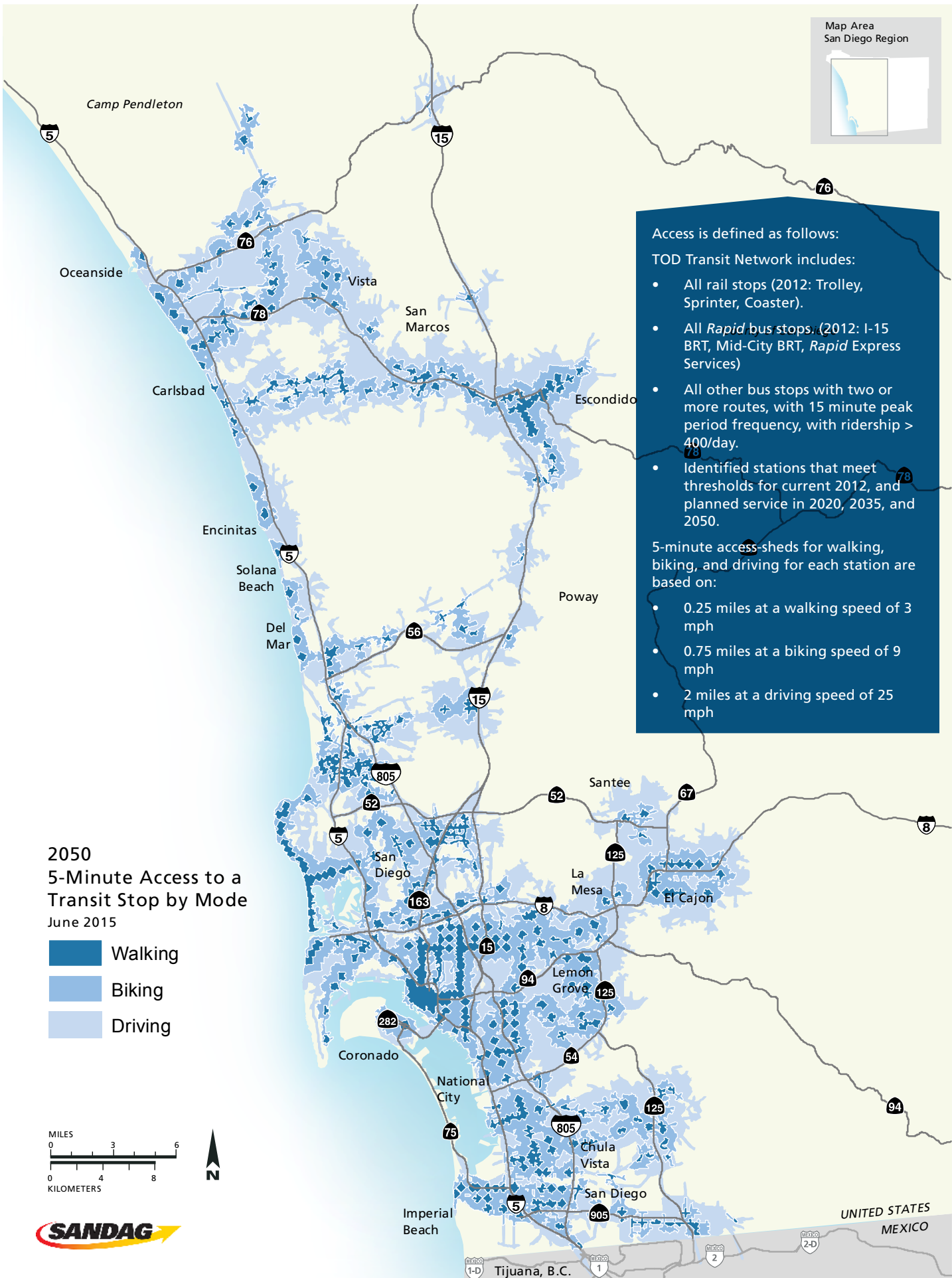
5-minute access-sheds for walking, biking, and driving for each station are based on:

- 0.25 miles at a walking speed of 3 mph
- 0.75 miles at a biking speed of 9 mph
- 2 miles at a driving speed of 25 mph

2035
 5-Minute Access to a
 Transit Stop by Mode
 June 2015

- Walking
- Biking
- Driving





RECOMMENDED STRATEGIES AND ACTIONS

If TODs are to be successful, integral to the region's Sustainable Communities Strategy, and transformative for the region's management of future growth, they should become a priority of all parties involved in their implementation.

Implementation of this Regional TOD Strategy requires the coordination of multiple parties - SANDAG (who plans, designs, funds, and constructs the regional transit network), the San Diego Metropolitan Transportation System (MTS) and North County Transportation District (NCTD) (who operate the transit system and own some land near stations), local jurisdictions (who have land use, infrastructure financing, and development approval authority), the investor and development community (who finance and build the housing, workplaces, and commercial projects within a TOD), major employers (who choose where to locate and are the major market driver for TODs along a transit line), and the public (who are the consumers of TODs as users, residents, workers, and visitors).

The following are the major strategies and actions identified as part of this Regional TOD Strategy to support the San Diego region as its transit oriented districts continue to evolve into the future. These strategies and actions are focused on overcoming common barriers in the five key areas of TOD implementation as described in the working papers that were prepared to inform this strategy. These five key areas include: Urban Form, Density, and Land Use; Connections: Travel Options, Mobility Management and Access Enhancements; Housing Choices and Affordability; Financing Infrastructure and Community Facilities; and CEQA Streamlining and Travel Forecasting.

The strategies and actions address the many factors that affect the feasibility of TOD implementation, including availability and size of parcels, property and project costs, market rents, available financing, regulations and entitlement processes, the type and scale of development permitted, and community support.

Strategy #1

Ensure that core areas within transit oriented districts have a compact, diverse, and highly interconnected range of land uses and activities, consistent with targets identified in SANDAG's Smart Growth Concept Map.

The urban form of transit oriented districts is different in each transit oriented community. A mix of land uses surrounding a transit station can facilitate more housing, access to employment, and neighborhood serving retail to support people living and working nearby. Public open space, civic and institutional uses, and other special use centers also provide strong anchors for transit oriented districts. Parcel configuration, block size, building massing, scale of buildings in relation to the street and people, and the amount of parking relative to active street frontage, and other factors are critical to the success of transit oriented districts. Increasing the number of people that live and work near transit provides more people with convenient access to transit. At the same time, as more people live and work near transit, ridership will increase. Planning policies and regulations that shape urban form, density, and land use, including zoning codes, engineering standards, and design guidelines can have a significant influence on transit oriented districts.

Actions to Continue:

- Using the Smart Growth Concept Map as a foundation for future planning efforts that link land use and transportation and a foundation for planning transit oriented districts. (SANDAG, Local Jurisdictions)
- Promoting the use of Designing for Smart Growth, Creating Great Places in the San Diego Region as a tool for local jurisdictions and developers. (SANDAG)
- Developing station area plans that identify a vision for future development, specify appropriate uses, set targets for minimum and maximum density and intensity and include development standards, design guidelines, and other policy tools. (Local Jurisdictions)

Actions to Consider:

- Evaluating proposed developments and infrastructure projects within transit oriented districts using the Smart Growth Scorecard included in the Designing for Smart Growth, Creating Great Places in the San Diego Region. (Local Jurisdictions)
- Tailoring zoning ordinances or creating new zoning districts, or specific plans/overlay zones, subdivision ordinances, development standards, and parking requirements within transit oriented districts. (Local Jurisdictions)
- Creating a survey of properties owned, a plan for disposition, and a policy for development in transit oriented districts. (Transit Agencies)

Strategy #2

Connect people to jobs in transit oriented districts.

People who work near a transit station are more likely than people who live near a transit station to commute by transit, and employment density is much more highly correlated with transit ridership than is residential density.¹⁰ Access to employment is a key driver of transit oriented districts and is a challenge for the San Diego region. Transit corridors and systems that provide direct connections to downtown or major employment centers are significantly more likely to attract new development compared to transit lines that do not serve a central business district or major employment concentration. In addition to attracting more development, transit corridors and systems that connect to employment centers are also likely to support higher ridership.¹¹

Actions to Continue:

- Leveraging future transportation investments identified in San Diego Forward: The Regional Plan to enhance connections to jobs; and, including access to employment as part of the Transportation Project Evaluation Criteria and Ranking for transit services.¹² (SANDAG)
- Building on the ongoing Regional Mobility Hubs Implementation Plan to enhance connectivity to jobs by different modes of transportation, including walking, biking, ridesharing, and public transit.¹³ (SANDAG, Local Jurisdictions, Transit Agencies)
- Assessing access to employment density as part of alternative analysis planning studies conducted for future transportation projects, consistent with the federal evaluation and rating process.¹⁴ (SANDAG)
- Supporting local employer investment in vanpools, shuttle services and other Transportation Demand Management (TDM) strategies. (SANDAG)
- Working toward bridging the first-last mile gap to provide access to jobs, consistent with Strategy 3 and Strategy 4. (Local Jurisdictions)

Actions to Consider:

- Developing ways to coordinate land use, housing, economic development strategies, infrastructure financing, and environmental review along transit lines and corridors. (SANDAG, Local Jurisdictions)
- Encouraging employer participation in regional TDM programs that promote transit use by employees. (Local Jurisdictions)
- Encouraging employers to locate/expand in areas served by transit. (Local Jurisdictions, Developers)

Strategy #3

Promote walking and biking within transit oriented districts to bridge the first-last mile gap.

Walking and biking can extend the catchment areas around a transit station to provide connections to and from home and work, without the need for a car, and allow more people to take transit. For walking and biking to be viable ways of accessing transit stations, infrastructure improvements may be needed to provide enhanced access to transit that is safe and convenient.

Actions to Continue:

- Supporting the implementation of the Regional Complete Streets Policy as part of the development of all SANDAG transportation infrastructure projects.¹⁵ (SANDAG)
- Leveraging investments identified in the Regional Bike Plan Early Action Program (EAP) to enhance connectivity to transit.¹⁶ (SANDAG)
- Including relation to transit, bicycle facilities, and walkability as ranking criteria for *TransNet* Smart Growth Incentive Program Capital Grants.¹⁷ (SANDAG)
- Including connection to transit as a criterion for the SANDAG Active Transportation Grant Program.¹⁸ (SANDAG)
- Adopting and implementing Complete Streets policies to ensure that roads are safe and accessible in transit oriented districts. (Local Jurisdictions)
- Implementing the requirements of the California Complete Streets Act of 2008 when updating circulation elements.¹⁹ (Local Jurisdictions)
- Applying for Smart Growth Incentive Program grant funds in Smart Growth Opportunity Areas (SGOAs), and Active Transportation Grant Program grant funds in transit oriented districts and SGOAs to support complete streets, parking management plans, first mile/last mile (Safe Routes to Transit) projects, and other projects that support transit oriented districts. (Local Jurisdictions)

Actions to Consider:

- Building on the Regional Safe Routes to Transit work and developing focused studies for Safe Routes to Transit in areas of need (like the Kearny Mesa *Rapid* Safe Routes to Transit project).²⁰ (SANDAG)
- Including stronger criteria/greater weighting for relation to transit, bicycle facilities, and walkability as ranking for *TransNet* Smart Growth Incentive Program Planning Grants.²¹ (SANDAG)
- Including criteria related to Smart Growth Opportunity Areas and transit oriented districts for the *TransNet* Active Transportation Grant Program.²² (SANDAG)
- Seeking additional funding specifically for Complete Streets plans and investments that link to transit stations. (SANDAG)
- Seeking additional funding for Safe Routes to Transit improvements at existing transit stations. (SANDAG)
- Expanding grant funding programs to include mobility management as an eligible activity and to increase funding for access improvements critical to TODs. (SANDAG)
- Adapting thresholds for significance established for compliance with CEQA to reflect walking and biking; and use exemptions and streamlining to implement infrastructure improvements for walking and biking. (Local Jurisdictions)
- Using capital improvement programs (CIPs) to prioritize, and transportation impact fees and other local financing mechanisms to help fund biking and walking improvements within transit oriented districts. (Local Jurisdictions)

Strategy #4

Provide access for vehicles, and manage parking within transit oriented districts to bridge the first-last mile gap.

It is important to take an active role in providing policies, programs, and facilities that provide a range of transportation choices and shape transportation decisions. Carpooling, vanpooling, taking a shuttle or circulator, or using car sharing or ridesharing, kiss and rides (passenger drop off) and other vehicular based transportation modes can help complement public transit by extending the ability for people to get to and from home and work. Parking supply, pricing, and other management tools are also important ways of shaping how people get to and from transit stations.

Actions to Continue:

- Building on the ongoing Regional Mobility Hubs Implementation Plan to enhance connectivity to jobs by different modes of transportation, including walking, biking, ridesharing, and public transit.²³ (SANDAG)
- Promoting other transportation demand management (TDM) measures that can increase the range of transportation options and shape transportation decisions. (SANDAG)
- Supporting local jurisdictions seeking to implement parking management programs. (SANDAG)
- Forming public-private partnerships to develop mobility options, such as bike share, car share or employer-provided shuttles. (Local Jurisdictions)
- Integrating TDM measures, such as provision of bike and pedestrian facilities, carpool, vanpool and shuttle services, in the planning and development process.²⁴ (Local Jurisdictions)
- Including TDM measures in conditions of approval or development agreements for reduced trip generation rates, reduced parking requirements, and lower impact fees as part of enhanced entitlements for projects.²⁵ (Local Jurisdictions)
- Considering TDM measures to avoid, reduce, or mitigate transportation impacts identified through CEQA by reducing trip generation rates or lowering parking demand. (Local Jurisdictions)

Actions to Consider:

- Promoting services and technology that provide on-demand mobility options and shared-use mobility that can facilitate carpooling, vanpooling, car sharing, and bike sharing. (SANDAG)
- Integrating TDM measures, such as investment in transit services, and transit pass incentives for workers and residents in the planning and development process. (Local Jurisdictions)
- Evaluating and implementing strategies in SANDAG's Parking Management Toolbox to improve mobility in transit oriented districts, including unbundled parking.²⁶ (Local Jurisdictions)
- Providing parking for carsharing and bikesharing programs at transit stations. (SANDAG, Transit Agencies)

Strategy #5

Develop tools, techniques, and resources to engage a broad range of stakeholders and perspectives in the design and planning of transit oriented districts.

No two transit oriented districts in the San Diego region are the same, and each one will continue to evolve into a distinct place. Public participation is critical for the success of transit oriented districts and can help ensure that opportunities and constraints within each transit oriented district are reflected in plans, policies, and regulations that apply to development projects in transit oriented districts. Public participation can help ensure that urban form, density, and height are compatible with the surrounding community, while still allowing incremental and context sensitive growth.

Actions to Continue:

- Providing support for member agency smart growth planning and development efforts. (SANDAG)
- Facilitating robust public participation and community involvement efforts during the planning process. (Local Jurisdictions)
- Engage lower income and minority communities in the planning process for TOD to ensure that social equity concerns are addressed. (SANDAG, Local Jurisdictions, Transit Agencies)
- Setting expectations for future development when preparing general plans, station area plans, and specific plans that will shape the overall character of a transit oriented district. (Local Jurisdictions)
- Communicating the importance of transit oriented districts in meeting community goals, improving community character, expanding housing choices, and providing a variety of opportunities for people to live, work and play. (Local Jurisdictions)

Actions to Consider:

- Developing and hosting an online, interactive tool to evaluate the TOD readiness of sites and districts that can be used by SANDAG, local jurisdictions, transit agencies, developers, community groups, and others. (Also included in Strategy #13). (SANDAG, Local Jurisdictions, Transit Agencies, Developers)
- Showcasing existing transit oriented districts online, through SANDAG publications, field trips, and other information and knowledge exchange forums. (SANDAG)
- Seeking funding to develop an outreach and information program that could include videos, social media, internet tools, traditional public meetings, and other platforms to showcase the benefits of transit oriented districts highlighting places near transit, testimonials of users of transit, people who live and work in transit oriented districts, and major employers located in transit oriented districts. (SANDAG, Local Jurisdictions, Transit Agencies)
- Exploring models for mediating design and planning conflicts associated with TODs. (SANDAG, Local Jurisdictions, Developers)

Strategy #6

Create clear rules that provide a predictable development process, and focus on removing regulatory barriers.

Encouraging quality, predictable, context-sensitive design outcomes can lower risk not only for the investor or developer, but also for the public and community (including entitlement, time delay, and political risk). Reactive or negotiated zoning approaches can introduce uncertainty and cause project delays or even denial of a project after significant predevelopment investment. Consistent format and procedural requirements can provide predictability and establish an entitlement process that also results in good design. Good plans and policies can also reduce the risk of asset value erosion by ensuring that other properties nearby are subject to similar standards of quality.

Actions to Continue:

- Funding the preparation of specific plans to guide development in transit oriented districts through *TransNet* Smart Growth Incentive Program grants.²⁷ (SANDAG, Local Jurisdictions)
- Supporting updates to local general plans, specific plans, and zoning that implement transit oriented districts through the Intergovernmental Review (IGR) process. (SANDAG)
- Promoting the use of Designing for Smart Growth, Creating Great Places in the San Diego Region for design and planning strategies that support transit oriented districts. (SANDAG)
- Preparing specific plans, update zoning, development standards, development review process, and design guidelines to establish standards for development within transit oriented districts. (Local Jurisdictions)
- Preparing Program EIRs for specific plans and zoning updates for transit oriented districts; allowing subsequent projects to tier-off Program EIRs. (Local Jurisdictions) (Also included in Strategy #7)

Actions to Consider:

- Determining whether tools such as form based zoning codes would be helpful in facilitating development within transit oriented districts. (Local Jurisdictions)
- Establishing a multi-disciplinary TOD action team to coordinate transportation, development, housing, environmental, and infrastructure policies and to develop integrated strategies to promote transit oriented projects specific to each jurisdiction. (Local Jurisdictions)
- Allowing through the use of policy and regulations a mixture of uses within a TOD, without requiring each building to be mixed-use in every location; a variety of densities and building types; flex-space whose use can change over time; height regulated by stories rather than feet, shared parking districts; and reduced minimum parking requirements within TODs. (Local Jurisdictions)
- Evaluating development and infrastructure projects for consistency with Designing for Smart Growth, Creating Great Places in the San Diego Region using the Smart Growth Scorecard. (Local Jurisdictions)

Strategy #7

Explore opportunities to streamline CEQA guidance and processes.

Recent state legislation lays out opportunities for CEQA streamlining for infill projects. However, many local governments are not able to fully implement the benefits of the legislation because their comprehensive planning documents, traffic impact review procedures, and locally adopted CEQA guidance have not been updated to reflect changes in state law. Transit oriented districts present opportunities to facilitate development and infrastructure projects through streamlined environmental review processes.

Actions to Continue:

- Supporting and exploring opportunities to streamline California Environmental Quality Act (CEQA) guidelines and processes to facilitate development projects in transit oriented districts and support implementation of the SCS. (SANDAG, Local Jurisdictions)

Actions to Consider:

- Preparing Program EIRs to cover projects consistent with specific plans and zoning for transit oriented districts; allowing subsequent projects to tier-off Program EIRs. (Also included in Strategy #6.) (Local Jurisdictions)
- Updating and/or adopting revised CEQA processing and significance criteria guidelines that reflect the most recent legislation related to streamlining and that facilitate transit oriented districts. (Local Jurisdictions)

Strategy #8

Update transportation impact methodology.

With the passage of recent legislation, vehicle miles traveled (VMT) has become one recommended method for measuring transportation impacts. Recent state legislation seeks to streamline infill and transit oriented projects by shifting how transportation impacts are measured—away from conventional trip generation/roadway level of service (LOS) analyses and toward more substantive approaches that incorporate a project trip's length, duration, quality and purpose. LOS standards only ration existing roadway capacity.

Actions to Continue:

- Supporting the transition to travel model tools that support non-LOS-based performance standards, and incorporate walking, biking and access to transit. (SANDAG, Local Jurisdictions)
- Validating the travel model's suitability through before-and-after scenarios within the model stream before its application for analyzing development projects in transit oriented districts. (SANDAG, Local Jurisdictions)
- Developing documentation materials and providing outreach and support to help local communities understand and defend the enhanced capabilities of the travel model specifically related to the analysis of development projects in transit oriented districts. (SANDAG)

Actions to Consider:

- Exploring the idea of adding specific variables and modeling procedures to improve the model's estimation of impacts of development projects in transit oriented districts. (SANDAG)
- Assisting local jurisdictions by developing a post-processing toolbox that takes the travel model outputs and reports performance measures geared toward development projects in transit oriented districts and their area of influence. (SANDAG)
- Updating local CEQA significance criteria with the focus toward VMT-based thresholds. (Local Jurisdictions)

Strategy #9

Paying for community facilities and infrastructure.

The success of transit oriented districts, as with all communities, depends on adequate infrastructure and public facilities. Transit oriented districts may require significant investments in infrastructure and community facilities to support new development, including high-quality transit; increased utility capacity; the replacement of aging infrastructure systems; public spaces; mobility and place-making improvements, such as sidewalks, bike lanes, and streetscapes; and public facilities and services. The ability to prioritize discretionary infrastructure spending can assist in filling financing gaps by directing public investment to enhance transit supportive areas.

Actions to Continue:

- Including relation to transit, bicycle facilities, and walkability as ranking criteria for *TransNet* Smart Growth Incentive Program Capital Grants. (Also included in Strategy #3) (SANDAG)
- Including connection to transit as a criterion for *TransNet* Active Transportation Grant Program. (Also included in Strategy #3) (SANDAG)

Actions to Consider:

- Undertaking a review of the *TransNet* Smart Growth Incentive Program and Active Transportation Grant Program to evaluate program alignment with TOD readiness criteria, and undertaking an analysis of the completed grant projects to determine how well they are meeting grant program objectives. (SANDAG, Local Jurisdictions, Transit Agencies)
- Including stronger criteria/greater weighting for relation to transit, bicycle facilities, and walkability as ranking for *TransNet* Smart Growth Incentive Program Planning Grants. (Also included in Strategy #3.) (SANDAG)
- Including criteria related to Smart Growth Opportunity Areas and transit oriented districts for the SANDAG Active Transportation Grant Program. (Also included in Strategy #3.) (SANDAG)
- Seeking additional funding specifically for Complete Streets plans and investments that link to transit stations. (Also included in Strategy #3.) (SANDAG)
- Seeking additional funding for Safe Routes to Transit improvements at existing transit stations. (Also included in Strategy #3.) (SANDAG)
- Expanding grant funding programs to include mobility management as an eligible activity and increase funding for access improvements critical to TODs. (Also included in Strategy #3.) (SANDAG)

- Using the Capital Improvement Program (CIP) process to give priority to community facilities and infrastructure projects (such as Safe Routes to Transit) in transit oriented districts. (Local Jurisdictions)
- Evaluating the feasibility of establishing Enhanced Infrastructure Financing Districts (EIFDs) or districts for tax increment generation. (Local Jurisdictions)
- Developing facilities financing plans that identify sources of funding for improving, or increasing the capacity of, infrastructure, parks and open space, necessary services, and other public realm improvements within transit oriented districts. (Local Jurisdictions)
- Forming a regional Community Facilities District (CFD) in transit oriented districts, in cooperation with willing jurisdictions, to generate revenue for supportive public facilities and infrastructure, such as stormwater facilities, mobility hubs and Safe Routes to Transit. A CFD could either be a dis-contiguous district or a contiguous district connected by transit, with a nexus established by the transit connections. (Local Jurisdictions)
- Transitioning existing parking districts into mobility districts and creating new mobility districts in transit oriented districts that allow funds collected to be used for a wider variety of mobility solutions. (Local Jurisdictions)
- Using value capture techniques, either as part of a community plan or zoning code update that increases density, as an incentive or bonus zoning program, or as part of a negotiated development agreement to provide a way to pay for extraordinary community facilities and infrastructure that benefit the community, such as affordable housing and parks. (Local Jurisdictions)

Strategy #10

Encourage public-private partnerships and explore emerging tools for financing development projects.

Private developer-investor equity, combined with debt, is the conventional form of financing a development project. Targeted federal, state, and local grants can also help provide additional sources of financing for real estate development projects. Other emerging tools, such as pooled investment funds also offer financing for development projects in transit oriented districts. Other forms of public-private partnership can also be effective, such as reduced impact fees, land assembly, and conveying land that is already entitled to help subsidize development costs to catalyze development in transit oriented districts.

Actions to Continue:

- Providing support for projects seeking financing through the Affordable Housing and Sustainable Communities Grant Program (California Cap-and-Trade Program) and other state and federal funding programs. (SANDAG)
- Partnering with developers to participate in the California Affordable Housing and Sustainable Communities Program. (SANDAG, Local Jurisdictions, Transit Agencies)
- Partnering with public agencies to participate in the California Affordable Housing and Sustainable Communities Program and other local, regional, state, and federal funding programs. (Developers)
- Working with other public, non-profit, and private sector stakeholders to explore establishing a public-private pooled investment fund focusing on development projects in transit oriented districts. (SANDAG, Local Jurisdictions)
- Exploring public-private partnerships. (Developers)

Actions to Consider:

- Promoting transit agency and other publicly owned land available for development near transit stations. (Local Jurisdictions, Transit Agencies)
- Leveraging joint development and land disposition policies in transit oriented districts. (Transit Agencies)

Strategy #11

Maximize the benefits of locating affordable housing and workforce housing in transit oriented districts.

Residents of affordable housing are more likely to use transit and less likely to own a car.²⁸ In addition, the combined cost of housing and transportation can provide a more complete understanding of affordability;²⁹ and, providing more housing near transit can reduce the cost of housing and transportation for households in transit oriented districts. Affordable housing developers may not be able to compete with market-rate builders for development sites. Local height and density limits, high parking ratios, and other regulatory requirements can also pose barriers to affordable (as well as market-rate) development near transit.

Actions to Continue:

- Advocating for block grants provided through the state and federal funding programs, to maximize benefit and ensure consistency with SANDAG's Sustainable Communities Strategy. (SANDAG)
- Including affordable housing as an important criterion in the *TransNet* Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program.³⁰ (SANDAG)
- Considering lower parking requirements/unbundled parking for affordable housing in transit oriented districts. (Local Jurisdictions)
- Using the Housing Element update process to identify opportunities for affordable housing development on land within transit oriented districts. (Local Jurisdictions)
- Using the Housing Element update process to focus affordable housing programs and resources in transit oriented districts. (Local Jurisdictions)
- Monitoring the process for competitive grants issued by U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), U.S. Environmental Protection Agency (EPA), California Cap-and-Trade funds, and others. (SANDAG, Local Jurisdictions, Transit Agencies)

Actions to Consider:

- Developing a regional affordable housing parking demand study, as was done in the City of San Diego, to evaluate the feasibility of lower parking requirements for affordable housing. (SANDAG)
- Working with other public, non-profit, and private sector stakeholders to explore establishing a public-private pooled investment fund focusing on affordable housing in transit oriented districts (whether with financial resources, technical assistance, or other forms of support). (Also included in Strategy #10.) (SANDAG)
- Establishing zoning districts that accommodate affordable housing. (Local Governments)
- Focusing Community Development Block Grant (CDBG) and HOME allocations and other public facility funding programs on affordable housing in transit oriented districts. (Local Jurisdictions)
- Using underutilized or surplus land near transit for affordable housing development or other community development purposes. (Local Jurisdictions, Transit Agencies)
- Analyzing how underutilized or surplus land near transit could be used for affordable housing. (Transit Agencies)

Strategy #12

Promote market readiness and development feasibility.

Sharing information about the real estate development market throughout the San Diego region can help showcase successful case studies, highlight emerging opportunities, and identify trends that emerge over time.

Actions to Continue:

- Identifying sites, including air-rights, available for public-private partnerships for development projects in transit oriented districts. (Transit Agencies)
- Working with local jurisdictions to entitle sites, and proactively promote the sites to the development community and investors. (Transit Agencies)

Actions to Consider:

- Developing market studies, marketing to developers, hosting development summits, and identifying ready sites, tools and technical assistance to support development in transit oriented districts. (SANDAG, Local Jurisdictions, Transit Agencies)
- Creating and updating regularly a regional TOD performance database of market performance (occupancy and absorption), rents and prices per square foot, and development costs by building types, parking ratio categories, and location, and publishing an annual "Market State of TODs" with building and real estate professional organizations. (SANDAG, Local Jurisdictions, Developers)
- Preparing through industry associations, TOD case studies to inform public agencies, the public, and the industry about lessons learned. (Developers)
- Every three years, commissioning a random sample survey of residents and employees within TODs regarding their use of transit and active transportation to reach their destinations and parking. (SANDAG)
- Analyzing aggregate property and sales tax revenue by major use categories in TODs within the jurisdiction annually to assess trends over time. (Local Jurisdictions)

Strategy #13

Prioritize “ready” transit oriented districts.

Given the scarcity of resources, the region should focus on places of high readiness and high potential benefit—that is, transit oriented districts that can “move the needle” in the near- to mid-term with targeted actions. Places that are ready today—in terms of transit connectivity, market strength, available land, supportive regulations, and local support—may need little more than visibility and marketing to attract private investment. Places that are generally ready, but lack a key ingredient or two, are targets for gap-filling public investment and/or actions that can help overcome the remaining barriers to TOD.

Actions to Consider:

- Selecting readiness metrics included in this Regional TOD Strategy to help policy makers, local jurisdictions, communities, and private investors evaluate and prioritize opportunities for development in transit oriented districts. (SANDAG, Local Jurisdictions, Transit Agencies, Developers)
- Developing an on-line, interactive tool to evaluate the TOD readiness of sites and districts that can be used by SANDAG, local jurisdictions, transit agencies, developers, community groups, and others to identify potential near-, mid-, and long-term opportunities for TOD. (SANDAG, Local Jurisdictions, Transit Agencies, Developers) (Also included in Strategy #5.)
- Creating an online information clearinghouse to showcase existing development projects in transit oriented districts, highlight proposed projects, and share other resources. (SANDAG)
- Using/promoting the readiness dashboard and an online information clearinghouse as a resource for stakeholders. (SANDAG)
- Prioritizing “ready” areas through Capital Improvement Programs (CIPs) and for Smart Growth Incentive Program and Active Transportation Grant Program applications. (Local Jurisdictions)
- Determining how all the actions included in the Regional TOD Strategy can be applied to help make Smart Growth Opportunity Areas “ready.” (Local Jurisdictions)

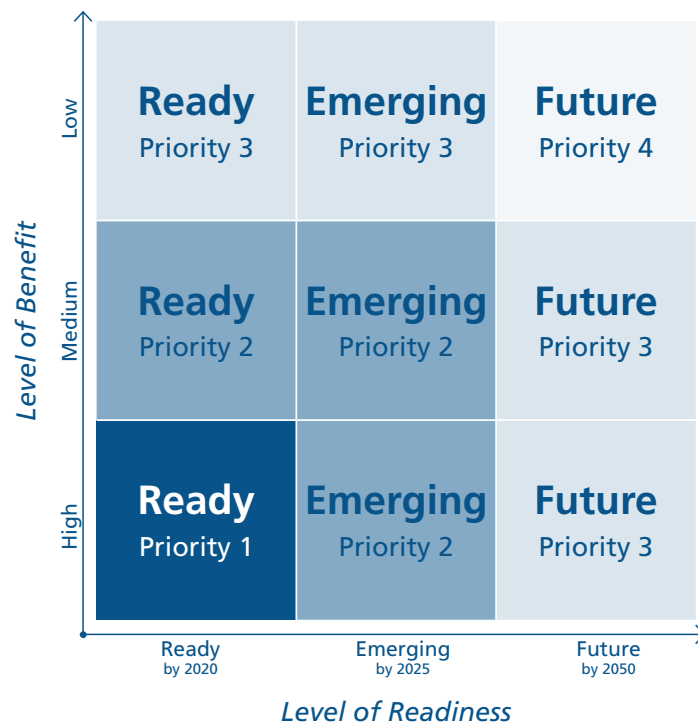
Assessing Project Readiness

Readiness Framework

The figure below illustrates the intersection of TOD readiness and potential benefit. The intent of this two-dimensional framework is to identify Smart Growth Opportunity Areas that are ready or emerging and that offer potentially high or medium benefit—that is, locations that fall under Priorities 1 and 2.

Through application of these readiness metrics to the roughly 200 Smart Growth Opportunity Areas in the region, agencies can identify the best near- and mid-term opportunities. Other users, such as investors, developers, and community interests, could adjust the weighting of factors to reflect their individual priorities.

To create a set of metrics that helps identify high-readiness/high-benefit TOD opportunities, it is necessary to establish three parameters: the appropriate unit of geographic measurement; the appropriate time horizons for defining “readiness”; and distinct metrics for TOD readiness and TOD benefits. In principle, the highest-priority locations for public intervention and/or private investment would be those that rate high on both dimensions.



Geographic Unit of Measurement

SANDAG's Smart Growth Concept Map, first adopted in 2006 and updated most recently in October 2014, identifies over 200 Smart Growth Opportunity Areas that illustrate the location of existing, planned, and potential smart growth areas. The Smart Growth Opportunity Areas are categorized by seven smart growth "place types": the Metropolitan Center, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed Use Transit Corridors, and Special Use Centers. The different place type designations are based on whether the areas meet minimum housing, employment and transportation targets.

Time Horizons and Future Transit Projects

This Regional TOD Strategy is focused on "ready" TOD sites in the near-term and opportunities over the mid-term 2015-2030 time frame. Transit projects that are projected for implementation during this time period would be considered when assessing project readiness for TODs. In addition to the recently implemented I-15 *Rapid* and Mid-City *Rapid*, examples of other projects that are projected for implementation by 2020 are the Mid-Coast Light Rail Line and South Bay *Rapid*, along with frequency enhancements to existing local and express bus services.

It is understood that San Diego Forward: The Regional Plan includes three time horizons used to measure progress toward key performance indicators: 2020, 2035, and 2050. However, for purposes of measuring TOD readiness and thereby helping to focus public and private implementation efforts where TOD has the best chance of taking root, the closer mid-term horizon of 2025 was chosen.

Three broad time horizon categories have been identified: ready, emerging, and future.

- **Ready (near-term):** These are areas where, based on existing conditions, significant TOD could be under construction by the end of 2020. For this purpose, existing conditions include major transit improvements that are expected to complete construction and enter service by 2020, such as the Mid-Coast Light Rail Extension.
- **Emerging (mid-term):** These are areas that score in the middle range of the readiness metrics, suggesting they could have significant new or expanded TOD underway by around 2025, a decade from now. By that time, the San Diego regional market will be more experienced with TOD, and additional transit improvements listed in San Diego Forward: The Regional Plan will have advanced to construction.
- **Future (long-term):** The remaining Smart Growth Opportunity Areas will be ranked as Future. These areas may have land, market, and regulatory disadvantages compared to the Ready and Emerging locations, or they may depend on transit improvements not expected to be implemented until 2030 or beyond.

Level of Readiness Metrics

An area is TOD-ready to the degree that it enjoys a favorable combination of transit service, economic submarket strength, developable property, and local government support. Readiness metrics that differentiate the time horizon and whether a TOD is a ready (near-term), emerging (mid-term), or future (long-term) opportunity include:

Location in the Transit Network
Type of Transit Service
Access to Employment
Catchment Area Connectivity (access to surrounding area)
Daily Ridership
Local Market Readiness
Station Area Density
Residential Market Performance
Commercial Market Performance
Development Activity
Land Resource
Developable Area
Pattern of Land Ownership
TOD Fabric (suitable streets, sidewalks, utilities, open spaces, etc.)
Major Site Constraints
Government and Regulatory Support
TOD District Designation (by local government)
Zoning
Environmental Review Status
Infrastructure and Facilities Funding

Level of Benefit Metrics

A high-benefit TOD opportunity is one that can create, expand, or intensify a transit oriented community of substantial scale. Metrics that differentiate higher-benefit TOD opportunities could include:

Level of Benefit
Place Typology
Multimodalism
Planned Housing Density / Affordable Housing
Planned Employment Density
Developable Area

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APPENDIX

- A. Supporting Documents
- B. Local Stakeholder Feedback
- C. Policy Context-State, Regional, Local

Supporting Documents

Background documents have been prepared to support development of the Strategy.

A [Context Report](#) offers a snapshot of the current policies, growth patterns, demographic trends, market characteristics, and ongoing initiatives that will continue to shape TOD opportunities in the San Diego region.

An [Economic Context Report](#) also was prepared that presents new market data and financial feasibility analysis, builds on literature review findings on local and regional best practices for facilitating TOD, incorporates findings from stakeholder focus groups convened for this project.

[Working Papers](#) focus on issues associated with implementing TODs in the region, including common challenges, exemplary practice examples, and ideas for consideration. The Working Papers address the following topic areas:

- Urban Form, Density and Land Use
- Financing Infrastructure and Community Facilities
- Housing Choices and Affordability
- CEQA Streamlining and Travel Forecasting
- Connections: Travel Options, Mobility Management and Access Enhancements
- Readiness Criteria: Metrics for Transit Oriented Districts

Local Stakeholder Feedback

As part of the TOD Strategy for the San Diego Region, SANDAG conducted a series of focus group interviews with stakeholders representing non-profit organizations, local governments, public agencies, transit providers, and the private sector. The purpose of these sessions was to gather targeted, specific feedback on TOD challenges and opportunities in the region.

While participants noted specific challenges to TOD implementation, they also saw positive opportunities to develop transit oriented projects and neighborhoods in the region. Comments also generally reflected an understanding that increased density and improved transit system connectivity will play an important role in accommodating the region's growth and maintaining its future economic competitiveness.

TOD Implementation Forum: National and local leaders participated in a two-day forum to discuss implementation challenges and identify opportunities to create TOD projects in the San Diego region. The forum included presentations and a video highlighting the TOD experiences of other metropolitan areas and the applicability of these practices in addressing implementation challenges in the San Diego region.

Key Findings from Stakeholder Input

- Community opposition can pose a major challenge for TOD implementation
- There is growing recognition that changing demographics and shifts in market preferences support more compact communities and vibrant city and town centers
- Connecting housing to jobs is important to both employers and residents
- TOD projects can provide more low- to moderate-income housing opportunities, but there are continued obstacles to delivering affordable housing
- The region has promising areas for TOD projects
- Successful TOD is about the thoughtful design and planning of the broader setting and transportation network
- The state regulatory environment, in particular how the California Environmental Quality Act (CEQA) is applied, can create barriers
- The market economics for TOD remain challenging but flexibility and predictability can help to reduce barriers
- It is important for the regional strategy to set priorities and focus.

Policy Context

State, regional, and local policies have set a foundation for the future of TOD in the San Diego region.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375)

State mandates for GHG emission reductions have built significant momentum behind transit oriented planning. Senate Bill (SB) 375 directs the California Air Resources Board (CARB) to set regional targets for reducing GHG emissions from passenger vehicle use. SANDAG, as the designated Metropolitan Planning Organization (MPO) for the region, is required to develop a Sustainable Communities Strategy (SCS) as an element of its Regional Transportation Plan (RTP). San Diego Forward: The Regional Plan includes strategies that integrate transportation, land use, and housing policies to achieve demonstrable reductions in GHG emissions per capita.

2050 Regional Transportation Plan and Sustainable Communities Strategy

The SANDAG Board of Directors approved the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) for the San Diego region, becoming the first large region in California to prepare an RTP under SB 375. The 2050 RTP/SCS demonstrates how development patterns and the transportation network, policies, and programs will work together to achieve the GHG emission reduction targets.

In combination, the 2050 RTP/SCS results in the following accomplishments:

- Meets the state's GHG reduction targets;
- Focuses growth in the western third of the region;
- Preserves more than half of regional land as open space;
- Provides \$214 billion of planned transportation investments;
- Provides more than 150 new miles of trolley service;
- Doubles the region's transit service miles, and
- Accommodates housing to meet the region's projected growth.

San Diego Forward: The Regional Plan

SANDAG is spearheading a broad-based community effort to create San Diego Forward: The Regional Plan. It will combine a big picture vision for regional growth over the next 35 years with an implementation program to help make that vision a reality. SANDAG is working in close partnership with all of the region's cities and the county government to create an innovative plan for the growth of communities.

San Diego Forward: The Regional Plan will unite two major SANDAG planning efforts into one document and will build upon local planning efforts, emphasizing the link between land use planning and transportation planning.

Other SANDAG Plans

The TOD strategy builds on and complements numerous other SANDAG studies that promote expanded accessibility and mobility choices in the region.

Urban Area Transit Strategy (UATS). Prepared as part of the 2050 RTP/SCS, the UATS seeks to maximize transit ridership in the greater urbanized area of the region and to test the role of the transit network to reduce vehicle miles traveled (VMT) and GHG emissions. The 2050 RTP/SCS added 60 additional miles of light rail transit and other transit service because of this project.

Light Rail Advanced Planning Study. This study conducts advance planning on the four new rail lines outlined in the 2050 RTP/SCS, providing a detailed analysis of ridership potential, capital and operating costs, system infrastructure needs, and potential alignments and station locations.

Regional Housing Needs Assessment (RHNA) Plan. SANDAG conducted the RHNA process for the fifth housing element cycle in conjunction with the 2050 RTP/SCS. The RHNA Plan allocates RHNA numbers in four income categories to each of the region's 19 jurisdictions, incorporating local plans that call for higher density housing in urbanized areas adjacent to transit, protection of environmental and agricultural resources, and significant increases in the region's multifamily housing capacity since the 2030 Regional Growth Forecast.

San Diego Regional Bicycle Plan. The Regional Bike Plan, adopted in May 2010, establishes a network of regional bikeway corridors for intercommunity bicycle travel and proposes a comprehensive set of programs to support bicycling to make the bicycle a practical means of transportation in the San Diego region.

Regional Complete Streets Policy. The SANDAG Board of Directors adopted a Regional Complete Streets Policy in 2014. Implementation actions include a project development checklist to ensure all projects implemented by SANDAG consider local mobility plans and accommodate the needs of all travel modes.

Safe Routes to School Programs. At the local level, a number of jurisdictions have initiated comprehensive Safe Routes to School programs to encourage more walking and bicycling to school. SANDAG approved a Regional Safe Routes to School Strategic Plan to guide future SANDAG involvement in promoting walking and bicycling to school as safe and attractive travel choices.

Safe Routes to Transit. The Safe Routes to Transit Program prioritizes projects and develops programs that provide bicycle and pedestrian access around existing and planned transit stops and stations. SANDAG works closely with the local jurisdictions to identify opportunities to complement projects and programs identified in their bicycle and pedestrian plans.

First and Last Mile. Transit can get riders close but not close enough for many trips. SANDAG's goal is to increase transit accessibility and ridership by improving access to and from stations. To move toward this goal, SANDAG completed the First Mile and Last Mile Solutions for Transit Centers Study to identify potential pilot projects that would bridge the access gap between home and the transit station (first mile), and between the transit station and work (last mile).

Initiatives Underway

TransNet. *TransNet* is the regional half-cent sales tax collected to finance transportation improvements. The extension approved in 2004 provides for a \$280 million smart growth incentive fund to support capital projects such as sidewalks, plazas, streetscape enhancements, and improvements to transit stations, as well as general plan updates, specific plans, and zoning regulations. In addition, approximately \$5 million a year of the available funds will go to bicycle paths and facilities, pedestrian improvements, neighborhood safety projects, and the Regional Bike Plan Early Action Program.

TransNet Smart Growth Incentive Program (SGIP). The *TransNet* SGIP provides funding to the cities and County of San Diego for transportation-related infrastructure and planning projects that support smart growth and transit oriented development in Smart Growth Opportunity Areas (SGOAs) as shown on the Smart Growth Concept Map. The goal of this competitive grant program is to fund projects that catalyze compact, mixed use development around transit. An estimated \$280 million is expected to be available over the 40 year lifetime of *TransNet*. Three cycles of funding have taken place since the program started.

TransNet Active Transportation Grant Program (ATGP). The *TransNet* ATGP provides funding to the cities and County of San Diego for projects that encourage the increased use of active modes of transportation, including biking and walking. Through competitive grants the ATGP funds capital improvements, planning projects, and programs that educate, encourage, and raise awareness about biking and walking as viable alternatives to get to work, shopping, and other daily activities. An estimated \$280 million is expected to be available over the 40 year lifetime of *TransNet*. Three cycles of funding have taken place since the program started.

Regional Bike Plan Early Action Program (EAP). The Bike EAP is a \$200 million initiative to expand the bike network countywide and finish high-priority projects within a decade. The EAP comprises 42 projects totaling about 77 miles of new bikeways, with projects prioritized based on several key criteria, such as proximity to smart growth areas.

Regional Mobility Hubs. Mobility hubs are places of enhanced connectivity where different modes of transportation, including walking, biking, ridesharing, and public transit, come together around concentrations of employment, housing, retail, and other services. Multiple mobility options, including carshare, bikeshare, Lift, Uber, taxi, shuttle, jitneys, and other modes, can bridge the distance between transit and individual origin or destination points. SANDAG has received a state transportation planning grant from Caltrans to develop a San Diego County and Imperial Valley Regional Mobility Hubs Implementation Plan. Working with the Imperial County Transportation Commission, SANDAG will lead the plan to develop conceptual designs and strategies for different mobility hub station place types within the region.