



# Regional Transit Oriented Development *Guiding Principles*

City of San Diego  
Land Use and Housing Committee  
September 11, 2013

# Move San Diego

- Executive Director, Elyse Lowe
- Policy Committee Chairman, Andrew Poat

## **Our Mission:**

*Create Healthy, Convenient, Sustainable Transportation and related Land Use Solutions to get people and goods where they are going, on time, throughout the San Diego region*

## **Our Strategy:**

Education, Advocacy, Partnerships



# Land Use and Housing

## Presentation Goals

- 1. Transit Oriented Development -Overview
- 2. Move SD Guiding Principles for a Regional Policy- Overview
- 3. Request for a City of San Diego *process* for Regional TOD policy engagement.



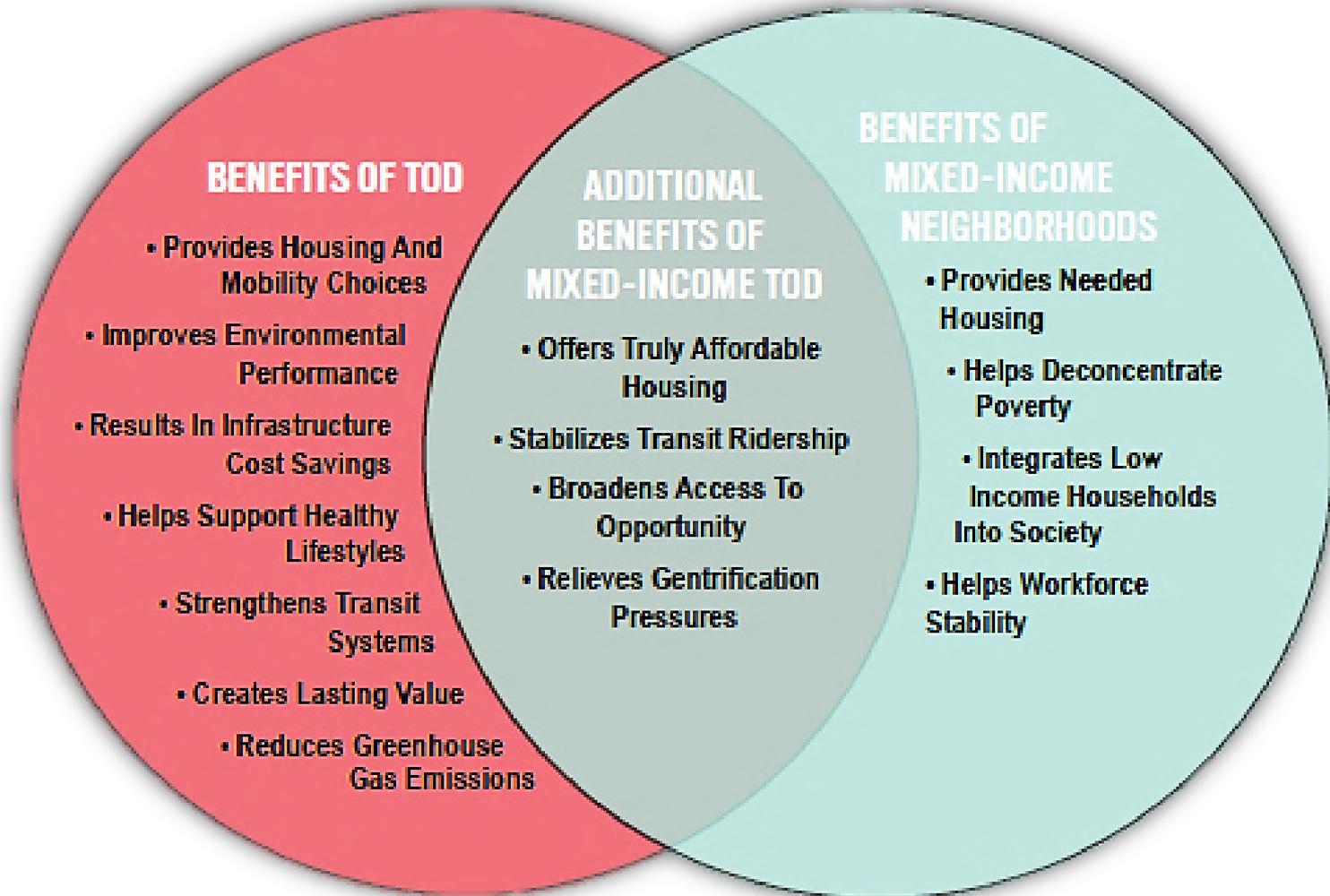
# Transit Oriented Development Policy at SANDAG

- In fall 2011 during the Regional Transportation Plan adoption, the SANDAG Board committed to:

*“Implementing an action to develop a regional transit-oriented development policy in the 2050 RTP Sustainable Communities Strategy to promote and incentivize sustainable development.”*



# Why is TOD Important?



# Why is TOD Important?

- Live closer, drive less
- Reduce Vehicle Miles Travelled, GHG emissions, improve health
- Provide more affordable housing
- Provide more transportation choices



- Integrated land use
- Diverse, mixed-income communities

# Smart Growth and TOD

- SANDAG Regional “Smart Growth Opportunity Areas:”
  - Higher density residential, employment, and mixed use development (*transit oriented development*)
  - Occurs in conjunction with high quality regional transit service (e.g. commuter rail, light rail, bus rapid transit, rapid bus, and high frequency local bus service).
- High Quality Transit Areas (HQTA) are:
  - Generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, minimum density of 20 dwelling units/acre, within a 1/2 mile of a well-serviced transit stop with 15-minute or less service frequency during peak commute hours.

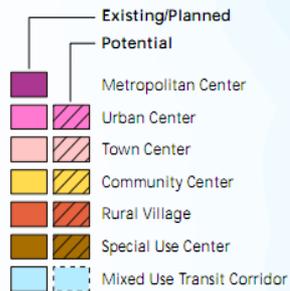
# Smart Growth Concept Map

## Smart Growth Concept Map

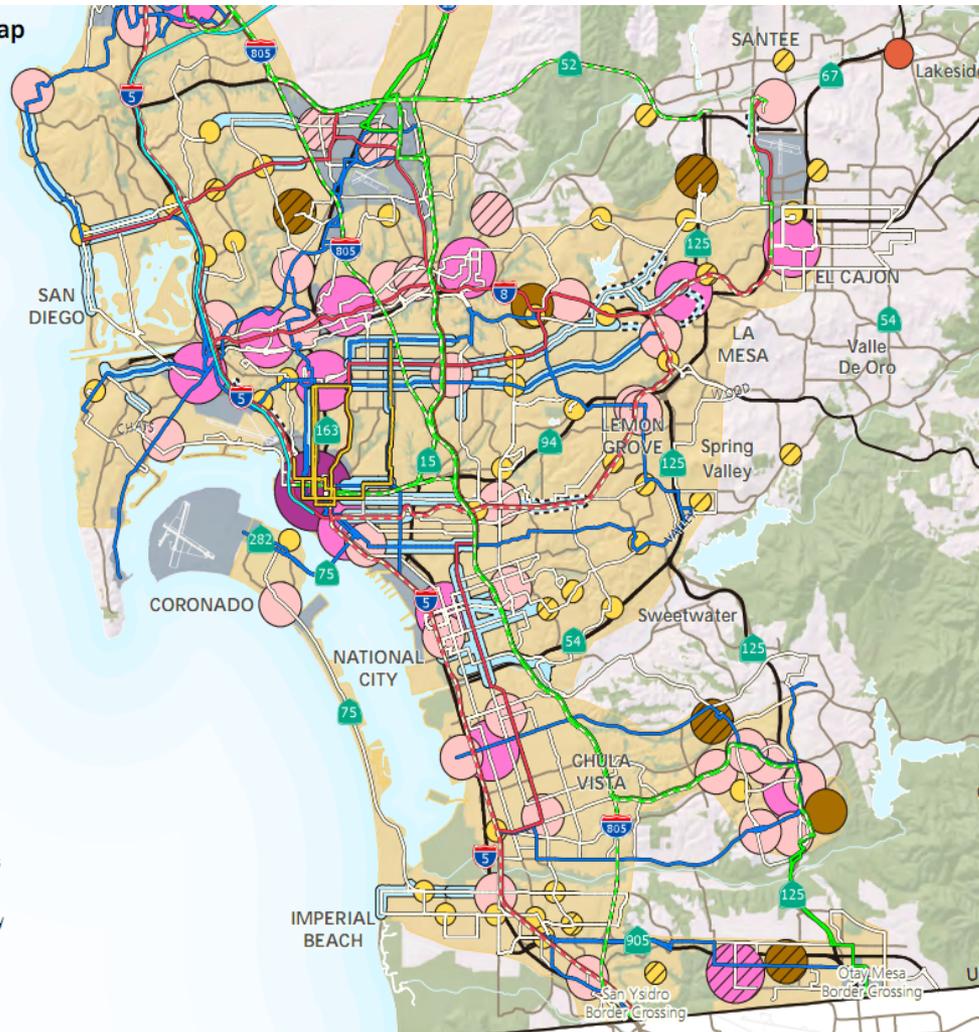
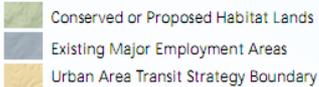
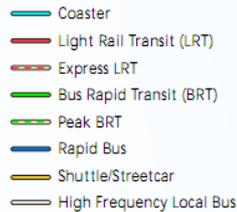
January 27, 2012



### Smart Growth Areas



### 2050 RTP Transit Network



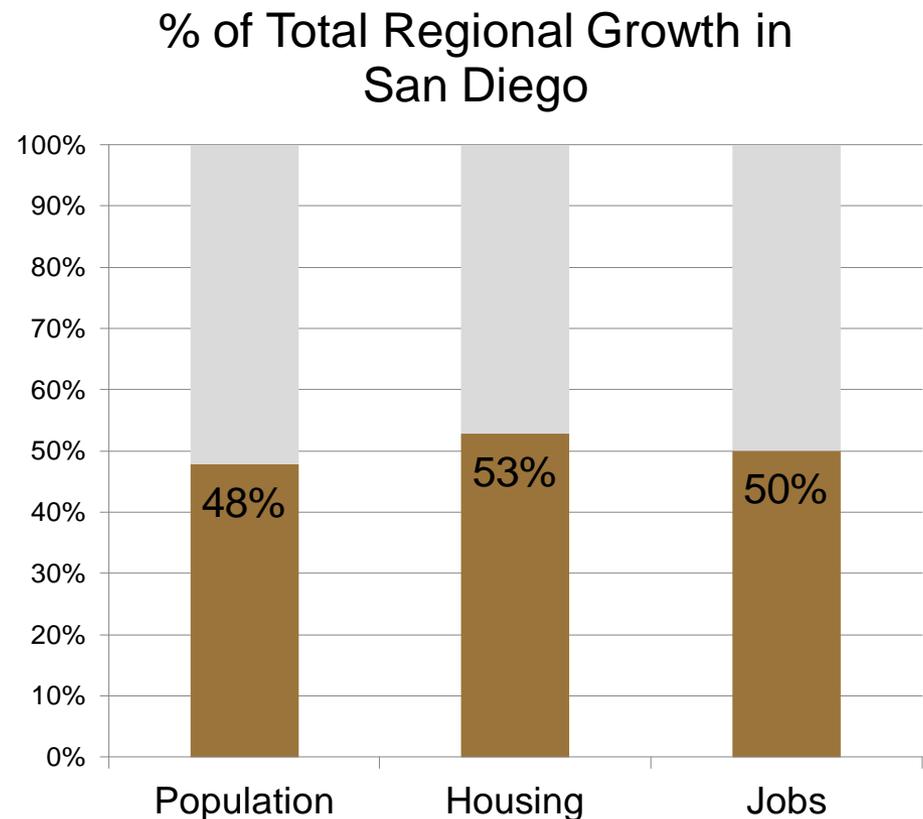
## Work with Municipalities to...

- Actively support the Regional Vision for Smart Growth
- Influence land use decisions
- Sponsor and adopt station area plans
- Develop internal consistency between regional transit and local municipalities

# Future Growth

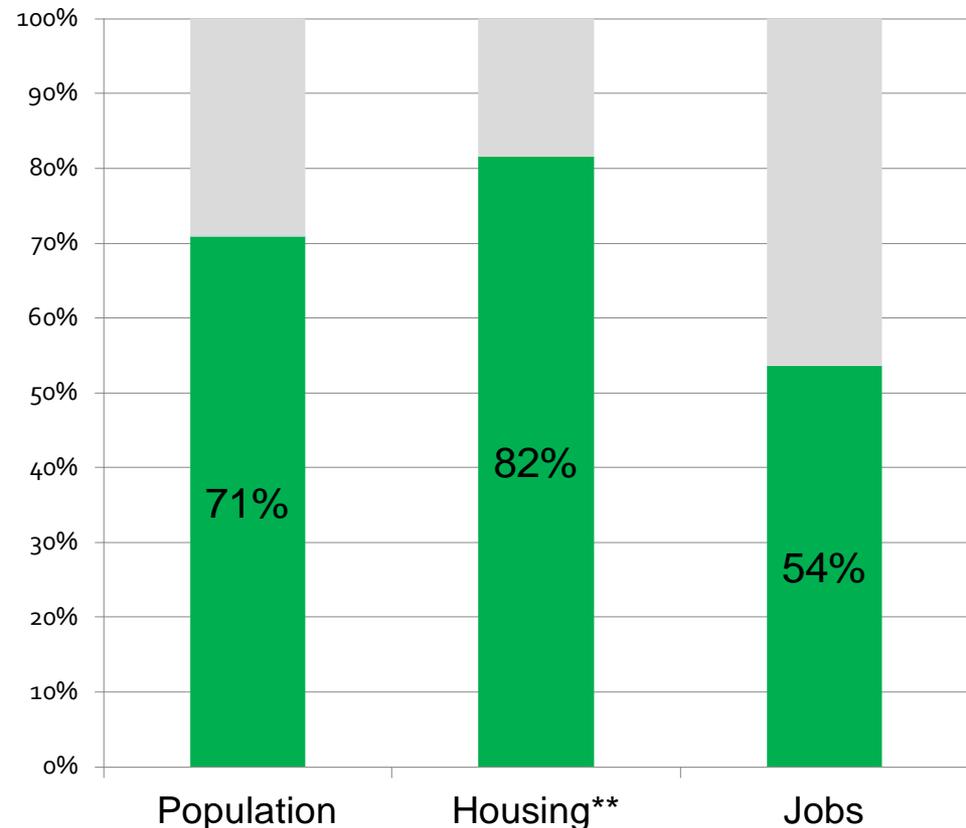


According to SANDAG's latest 2050 Sub-Regional Forecast half of all future growth, in population, housing and jobs, will be in the City of San Diego.



# San Diego's Smart Growth

2050 Growth Forecast  
San Diego growth in SGOAs



The majority of growth in the City of San Diego will occur in Smart Growth Opportunity Areas



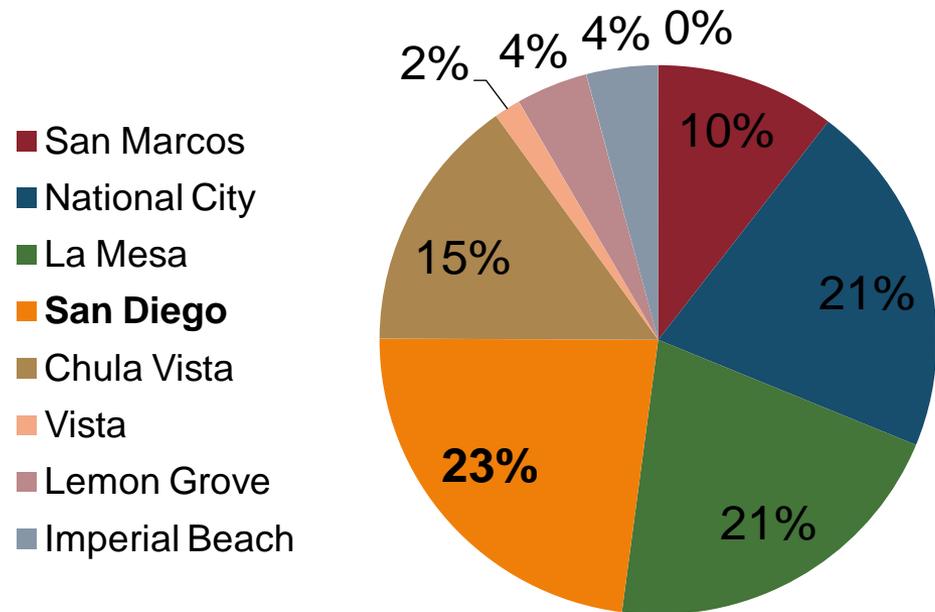
Source: SANDAG 8/29/2013. \*2012-2050 growth; \*\* Multi-family housing growth in SGOAs

# Strategize

Federal, State, Regional and Local Incentives Smart Growth and TOD will be powerful tools for future development and infrastructure improvements.

***What's San Diego's share?***

2013 TransNet Smart Growth Incentive Program - \$9.6 million awarded



# TOD Challenges

Regulatory Environment

Traffic and Parking Significance Thresholds

Storm Water permitting requirements

Lack of amenities near transit

Lack of high frequency transit

Parking Requirements

Subsequent gentrification and displacement of low income residents and transit riders

High Development Risk due to low certainty

Rise of land costs when transit is planned or built nearby

Infrastructure capacity issues in older communities

# Recommendations

- ✓ Coordination, Economic Development, and Implementation
- ✓ Land Use Recommendations for SANDAG
- ✓ Local Land Use Recommendations
- ✓ Mobility
- ✓ Community Design



# Coordination is key

- Consider station-area specific plans that satisfy CEQA requirements and significantly streamline community processes.
- Ensure that the land use impacts of transit routes and station locations are considered throughout all steps in the transit planning process.
- Educate the community and elected officials about the benefits of Smart Growth and TOD

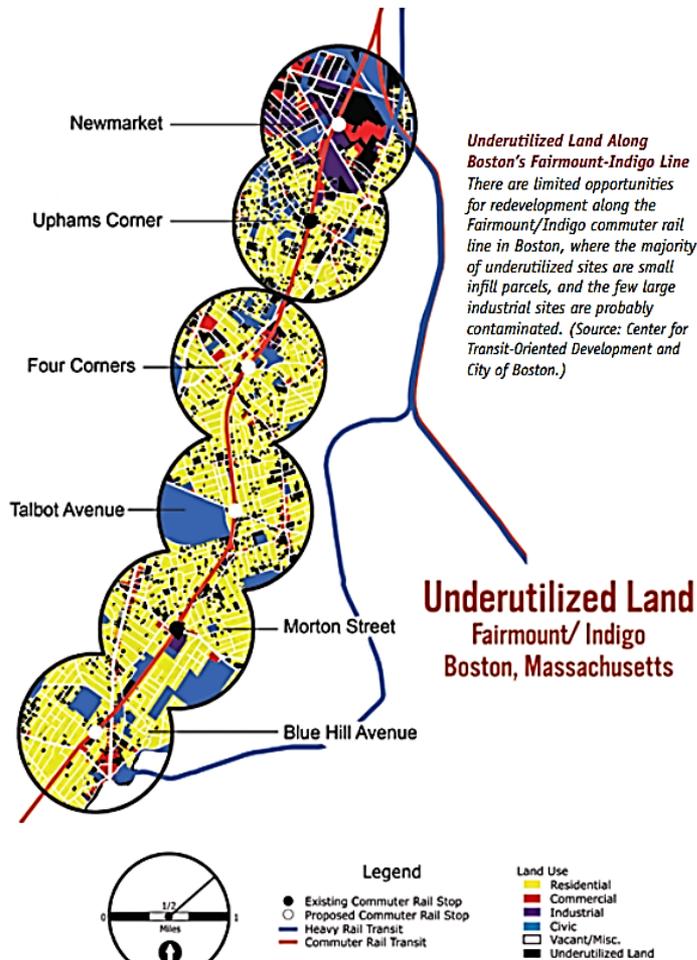


TOD investments must include areas with affordable housing developments and low income residents, primary users of public transportation.



Recognize that each TOD is different, and each development is located within its own unique context and serves a defined purpose in the context of the corridor and the regional system.

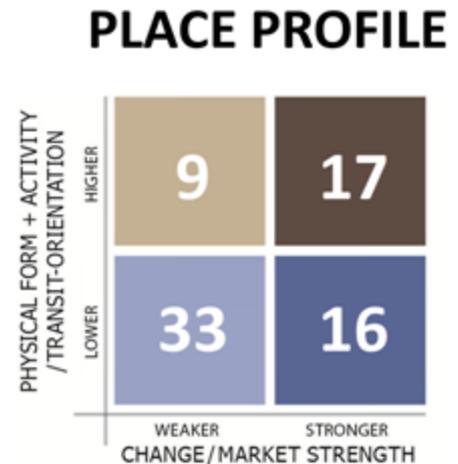
# Implementation



Source: Center for TOD + City of Boston, 2006

\* Underutilized Land includes parcels where the value of built improvements is less than the value of the land. Also for the Boston Case alone, civic property which was less than an acre and a half is included.

1. Perform a market feasibility analysis of potential sites to accommodate for future growth
2. Identify and designate which sites fall into 5 year, 10 year and 20 year development phasing.
3. Use the market feasibility analysis and land use scenarios to inform decisions about development phasing of TOD.



# Economic Development

- In TOD areas identify and implement financing mechanisms such as
  - density bonuses for affordable housing
  - aggregating inclusionary and density bonus obligations into buildings of 60 – 120 units for efficiency
  - zoning some land near transit stops for only affordable housing
  - land banking
- New funding sources for TOD should be created.
- Identify and ensure stable sources of operational funding to ensure sustainable levels of high-performing transit service.
- Include a set of incentives and regulatory recommendations to encourage development that supports high transit usage.



# Regional Land Use

- Public land, such as land held by the transit agencies, should not be held to a market based standard.
- Identify
  - Equitable TOD
  - Density increases
  - Station Area Types
- Consider the different kinds of transit scales and how to integrate them.
- In SGOA, discourage leapfrog development and promote coordinated corridor development.

**7**  
enhance  
community



social investments



preservation



**4**  
transform &  
diversify



physical investments



production

# Local Land Use



- Create Compact Development Areas Within a ½-Mile Walk of Public Transit
- Integrate Land Use, Transportation, and Housing Policies to Balance Community Needs
- Provide a Variety of Housing Types
- Update Station-Area Zoning to Support TOD

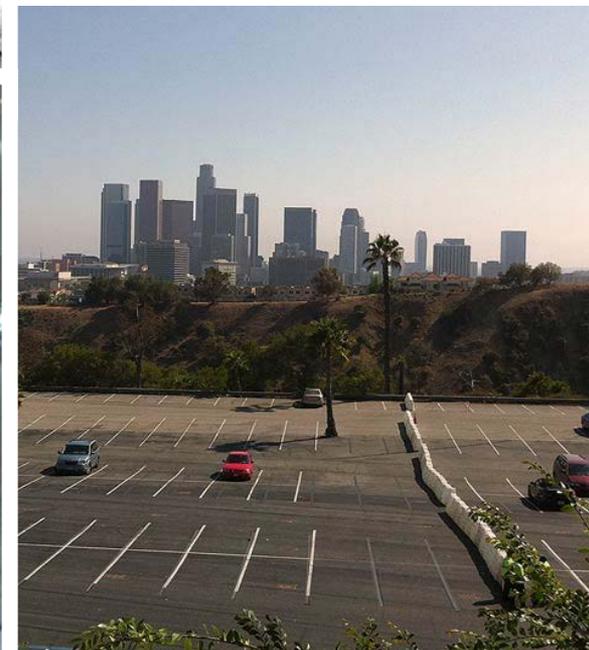
# Mobility



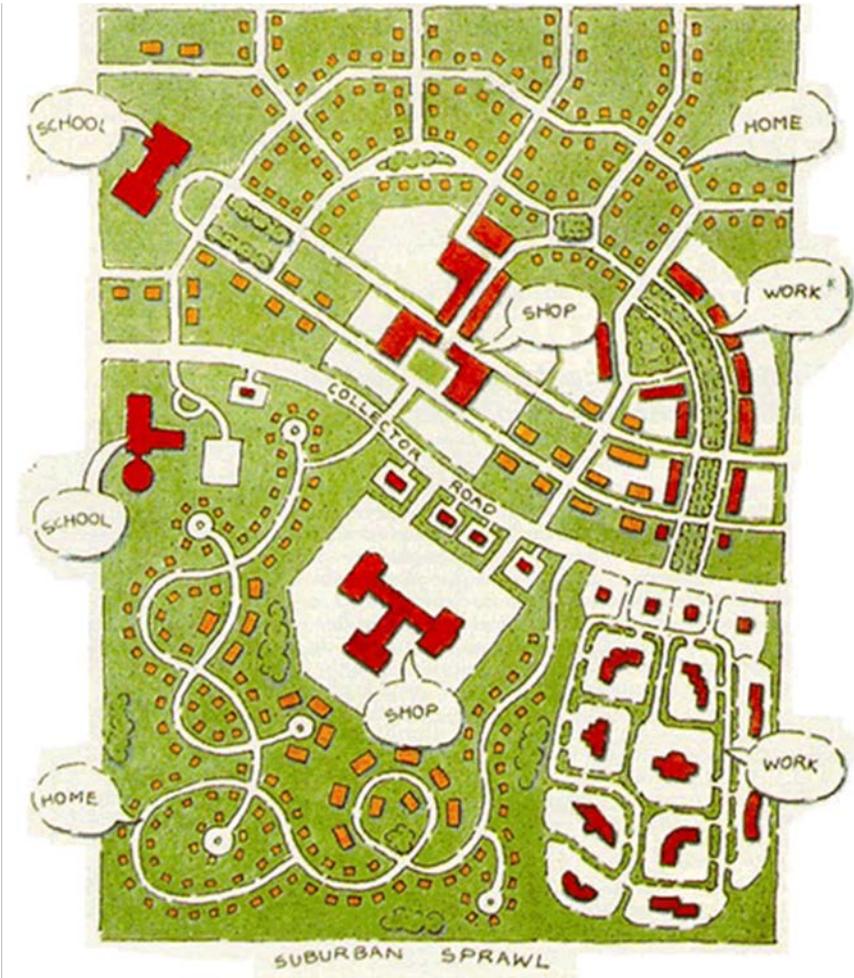
- Prioritize future transit projects in High-Quality Transit Areas (HQTA's)
- Transit Corridors should be planned at the regional level to increase efficiency and connectivity between modes, creating a cohesive system.
- Evaluate how value capture can be a way to increase funding for multi modal transit options.
- Work with transit providers to provide long term transit passes in exchange for parking spaces.

# PARKING MODIFICATIONS

- The outdated auto-centric vehicular Level of Service (LOS) metric need to be replaced with one that evaluates multiple modes to improve transportation performance standards.
- Eliminate parking minimums to encourage development and increase housing affordability.
- Revise off-street parking requirements and policies that minimize surface parking especially in TOD areas.
- Work with transit providers to provide long term transit passes in exchange for parking spaces.

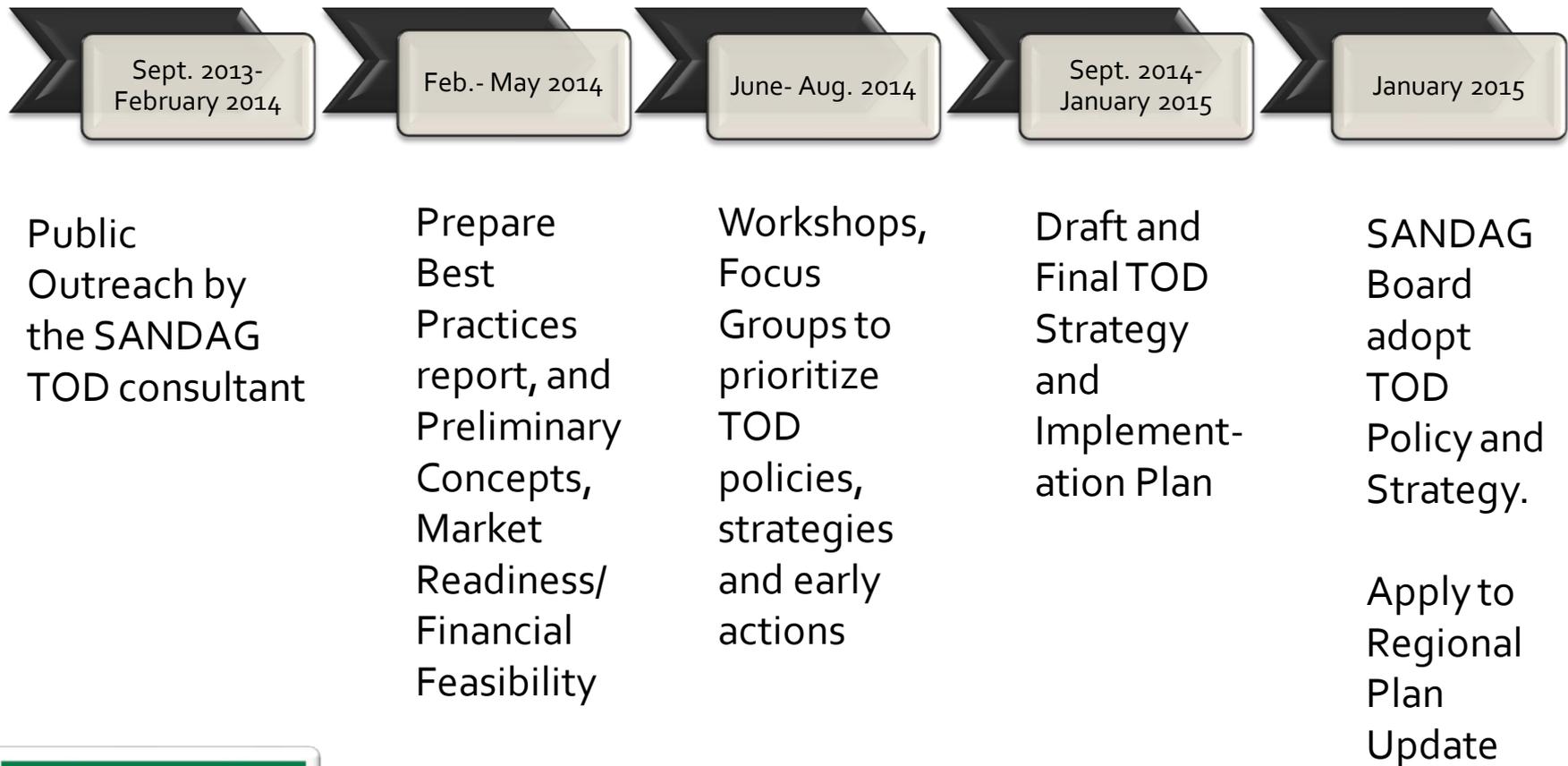


# Community Design

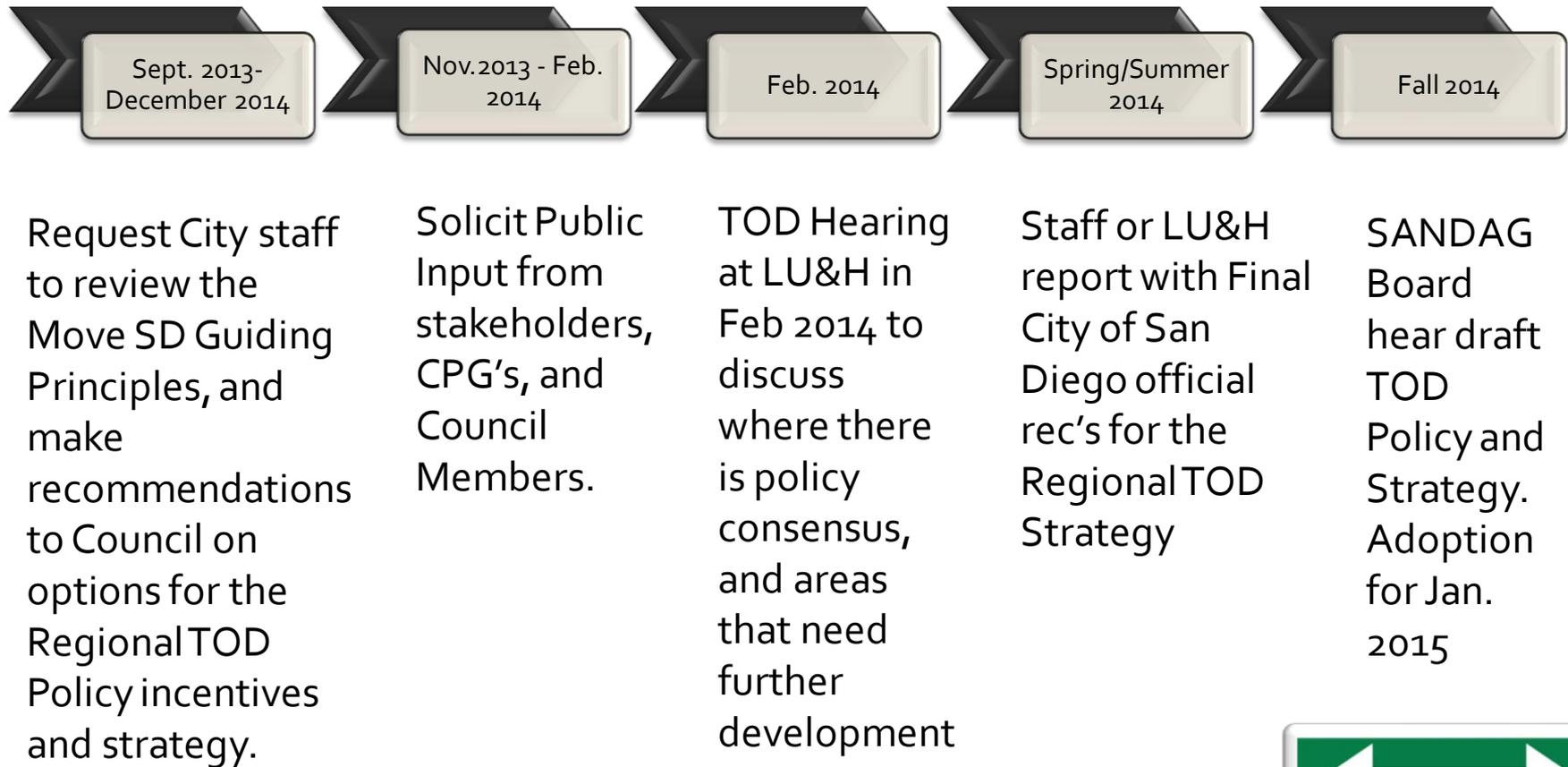


- Identify Gaps in Amenities
- Complete Streets
- Make Safety and Connectivity Priorities
- Blend TOD into Existing Fabric

# Timeline: SANDAG TOD Process



# Recommended San Diego process



# Land Use and Housing

## Conclusion

- 1. Transit Oriented Development in San Diego= 150,000 units!
- 2. Move SD Guiding Principles = A starting point. Is there consensus?
- 3. Request for a City of San Diego *process* for Regional TOD policy engagement.





**Thank you**

*Andrew Poat, Policy Chair*

*Elyse Lowe, Executive Director*



@MoveSD

[www.movesandiego.org](http://www.movesandiego.org)

# Solutions Highlights



- 1) Near term transit investments must be spent in places with plans and zoning to allow for the immediate implementation of TOD.
- 2) Incentivize TOD areas with \$2 million grants for the top 10 stations.
- 3) Identify where future housing densities are most likely to support the regional transit system.
- 4) Consider the creation of station-area specific plans and programmatic EIRs to create more certainty and streamlined CEQA analysis in development approval process.
- 5) Generate meaningful community involvement through education.
- 6) Create affordable housing and mixed-income communities that relieve gentrification and displacement pressures.
- 7) Capture the value of public transit investments and create stable sources of funding. Incentivize local TOD initiatives.
- 8) Public land identified for equitable TOD should not be held to market based standard.
- 9) Cooperate with local jurisdictions to proactively acquire land prior to land values going up.
- 10) Establish minimum land use objectives.

# Transit Oriented Development

## Series 13 Regional Growth Forecast: Smart Growth Opportunity Areas and Growth

### City of San Diego

	San Diego City			Within SGOAs			Growth Within SGOAs Total
	2012	2050	Growth	2012	2050	Growth	
<b>Population</b>	1,321,381	1,766,700	445,319	373,738	689,589	315,851	70.9%
<b>Housing Units</b>	518,161	691,629	173,468	167,789	304,677	136,888	78.9%
Single Family	279,919	278,047	-1,872	35,128	27,400	-7,728	N/A
Multi Family	232,950	411,702	178,752	131,325	277,131	145,806	81.6%
Mobile Homes	5,292	1,880	-3,412	1,336	146	-1,190	N/A
<b>Employment</b>	780,252	1,009,177	228,925	341,605	464,295	122,690	53.6%