

### Potential Changes to the Transit Area Overlay Zone

1. Consider walkability – The current overlay zone uses a ¼ mile radius from transit without regard to whether one can walk to the transit from within that radius. For example, the transit may be separated from TAOZ areas by a freeway or a canyon. Although it may be a labor intensive effort, the effort should be made to refine the overlay zone to account for these issues. A possible policy would be to eliminate those areas within ¼ mile of transit where the actual walking distance is more than 3/8 mile.
2. Multiple routes on the same street – With the last update of the TAOZ, staff included street segments that qualified for the 15 minute headway by considering multiple bus routes on the same street segment. It has been suggested that this method should be modified to only consider the headway of the most frequent bus route rather than the headways of the combined routes where there is more than one. Staff supports the existing methodology because street segments with multiple bus routes allow transit patrons to catch multiple buses to travel within that street segment, and allow them to transfer from one route to another within that segment to travel to other parts of the City; these identified as Transfer Points on transit schedule maps.
3. Transit Area radius – The ¼ mile radius used in the TAOZ is the minimum typically used as a walking distance to transit to be considered transit accessible. The Strategic Framework Element of the General Plan uses a 2,000 foot radius, which is approximately 3/8 mile. Other jurisdictions also use 3/8 mile and sometimes ½ mile. Ideally, walkability should also be considered, such as the availability of street and sidewalk connections and topography. An expansion of the radius to 3/8 mile could be considered.
4. Parking reductions in areas outside of the TAOZ – Updates to the TAOZ have occurred approximately every five years. A provision could be added that with a discretionary permit, a project could receive the reduction if the applicant can show that transit service has been improved to the 15 minute headway standard since the last update. Staff would support this provision.
5. Eliminate the TAOZ map – The TAOZ could be eliminated in favor of a regulation that permits the parking reduction if it is shown by the applicant that a parking reduction is warranted due to the availability of transit service, or possibly other transit oriented development provisions. This option is not favored by staff because it would require a discretionary permit to obtain a parking reduction and require the developer to research transit availability, adding to the cost of development. A parking reduction based upon the submission of an acceptable Transportation Demand Management program is already allowed by the Land Development Code.
6. Consider future transit corridors for inclusion in the TAOZ – The definition of Transit Area in the Land Development Code allows the inclusion of areas that

7. have the potential to support a high level of transit service in the future as a way to encourage the development necessary to support the transit. For example, all or part of the transit corridors indicated on the 2030 Regional Transportation Plan could be included in the TAOZ. However, this map includes areas that may not have a high level of service for quite some time, and excludes some street segments that currently have a high level of service, including University Avenue, Adams Avenue, and La Jolla Boulevard. Pending further review, staff does not support this option. Areas deserving inclusion in the TAOZ despite lacking transit service can still be recommended for inclusion under the current code.