UNIVERSITY COMMUNITY PLAN UPDATE SUBCOMMITTEE MEETING

PLANNING DEPARTMENT

September 20, 2022

The City of
SAN DIEGO

UNIVERSITY
Community Plan Update

6:00 CALL TO ORDER – Andy Wiese, Chair

VIRTUAL ROLL CALL

NON-AGENDA PUBLIC COMMENT – Two minutes per speaker

6:20 ITEM 1 INFO ITEM – APPROACH TO SMART GROWTH

8:30 ADJOURNMENT

UNIVERSITY
Community Plan Update

Nancy Graham, AICP
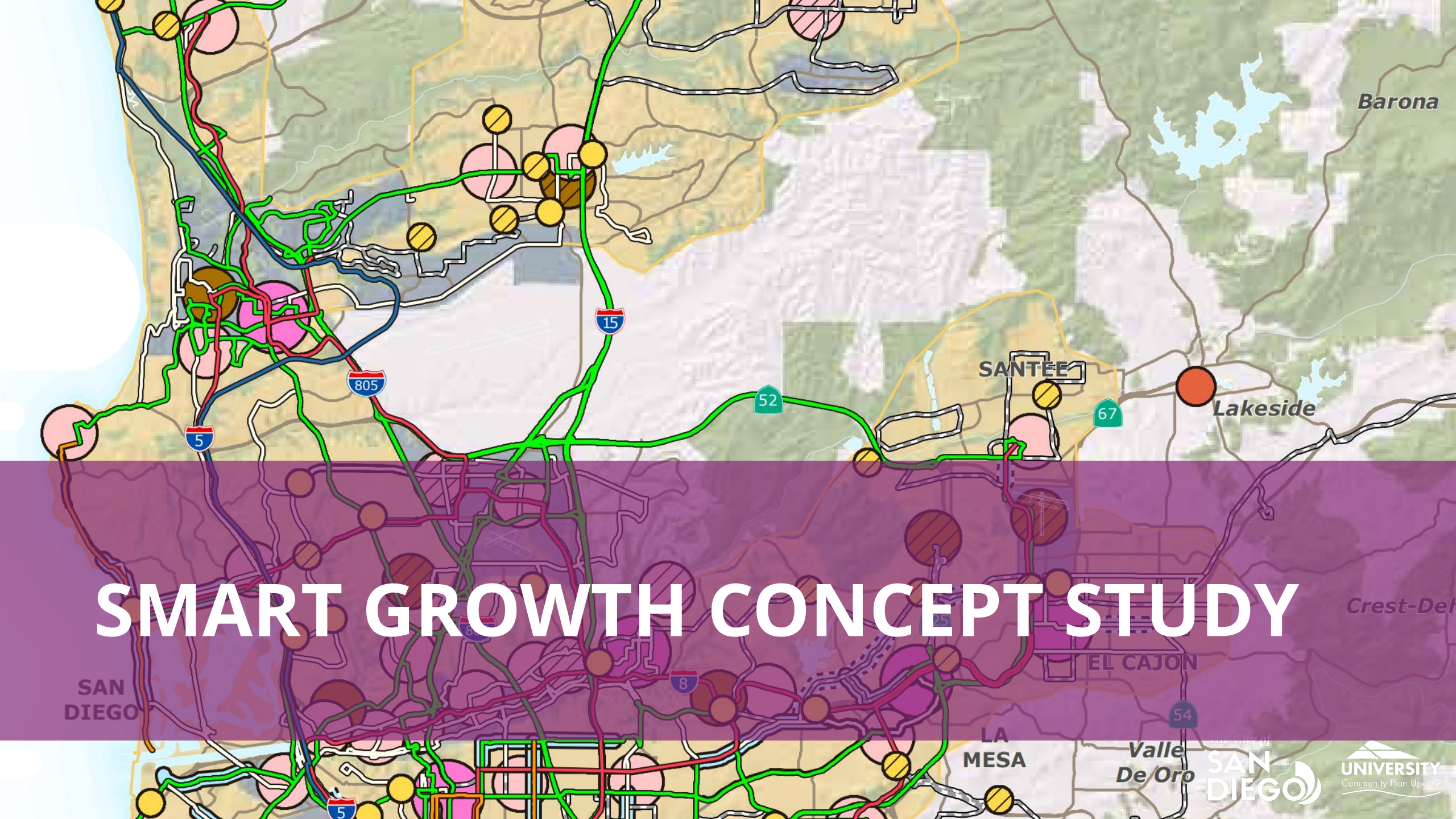
Supervising Project Manager

City of San Diego

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Suchi Lukes, AICP

Senior Planner

City of San Diego

slukes@sandiego.gov

Diego Velasco, AICP

Principal

Citythinkers

SMART GROWTH CONCEPT STUDY

WHAT IS SMART GROWTH?

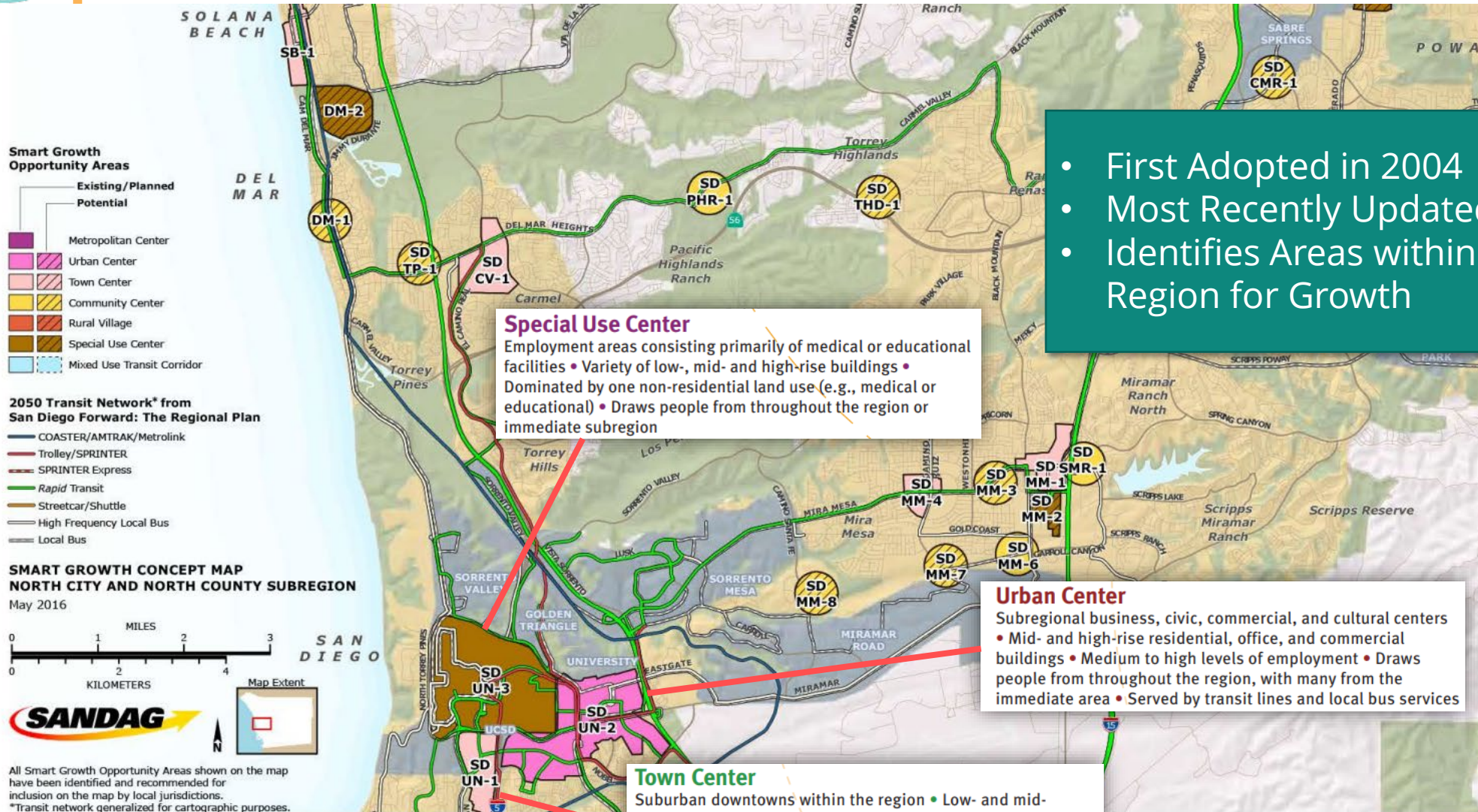COMPACT, EFFICIENT, AND ENVIRONMENTALLY-SENSITIVE URBAN DEVELOPMENT PATTERN

FOCUSES FUTURE GROWTH AND INFILL DEVELOPMENT CLOSE TO JOBS, SERVICES, AND PUBLIC FACILITIES TO MAXIMIZE THE USE OF EXISTING INFRASTRUCTURE AND PRESERVE OPEN SPACE AND NATURAL RESOURCES

WHAT IS SMART GROWTH?

- These areas are walkable, bike-friendly, near public transit, and **promote good community design**, resulting in housing and transportation choices for those who live and work in these areas.

- "Smart Growth Concept Map" - SANDAG
  - Identifies locations in the region that can support smart growth, transit, walking, and biking.
  - Serves as the foundation for prioritizing transportation investments and determining eligibility for local smart growth incentive funds.

- Smart growth is further informed by local community feedback

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- First Adopted in 2004
- Most Recently Updated in 2016
- Identifies Areas within the Region for Growth

Special Use Center
Employment areas consisting primarily of medical or educational facilities • Variety of low-, mid- and high-rise buildings • Dominated by one non-residential land use (e.g., medical or educational) • Draws people from throughout the region or immediate subregion

Urban Center
Subregional business, civic, commercial, and cultural centers • Mid- and high-rise residential, office, and commercial buildings • Medium to high levels of employment • Draws people from throughout the region, with many from the immediate area • Served by transit lines and local bus services

Town Center
Suburban downtowns within the region • Low- and mid-rise residential, office, and commercial buildings • Some employment • Draws people from the immediate area • Served by corridor/regional transit lines and local services or shuttle services

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SMART GROWTH INCENTIVE PROGRAM

- Grant received in 2018 to support the Plan Update
- Funding was used on much of the work to date:
  - Community Atlas
  - Outreach Efforts
  - Mobility Concepts
  - Urban Design
- Progress reports given to SANDAG throughout the project
- Final deliverable now due

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URBAN FORM FRAMEWORK

Smart Growth Concept Study:
Urban Form Framework

September 2022
Prepared for

The City of
SAN DIEGO

by

- Graphics will be likely used in forthcoming Community Plan
- Refinements can still be made for Community Plan after submission to SANDAG

LAND USE SCENARIOS

The City of SAN DIEGO

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Existing Conditions

Community Input

Planning Principles

Demographics/ Growth Projections

Opportunity & Market Feasibility
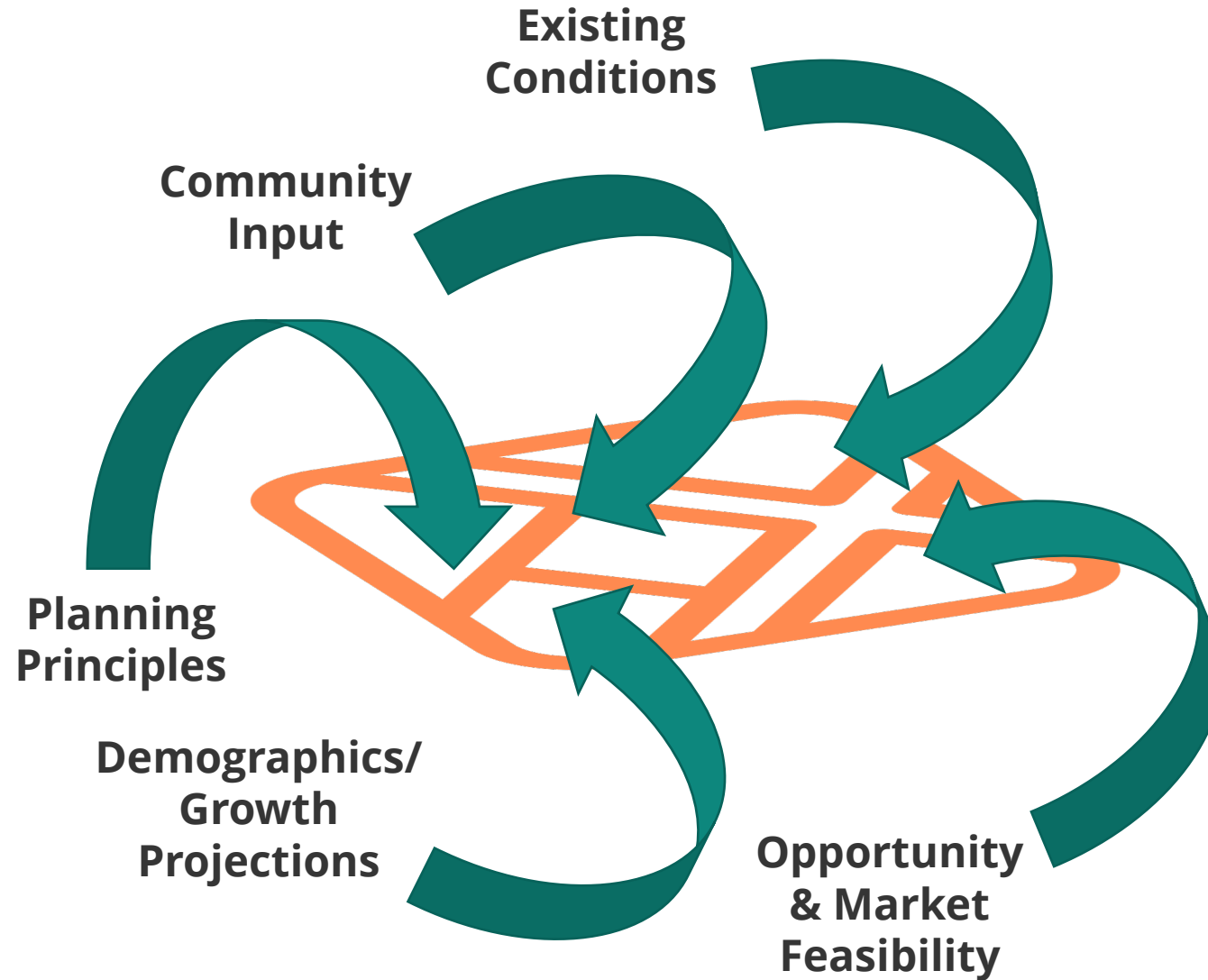
Land Use Pattern or Mobility Network

Alternatives

Regional Transportation Model (ABM 2+)

Travel Behavior of a Simulated Population

Land Use Plan

Series 14 Forecast

Travel Behavior

Mobility Network

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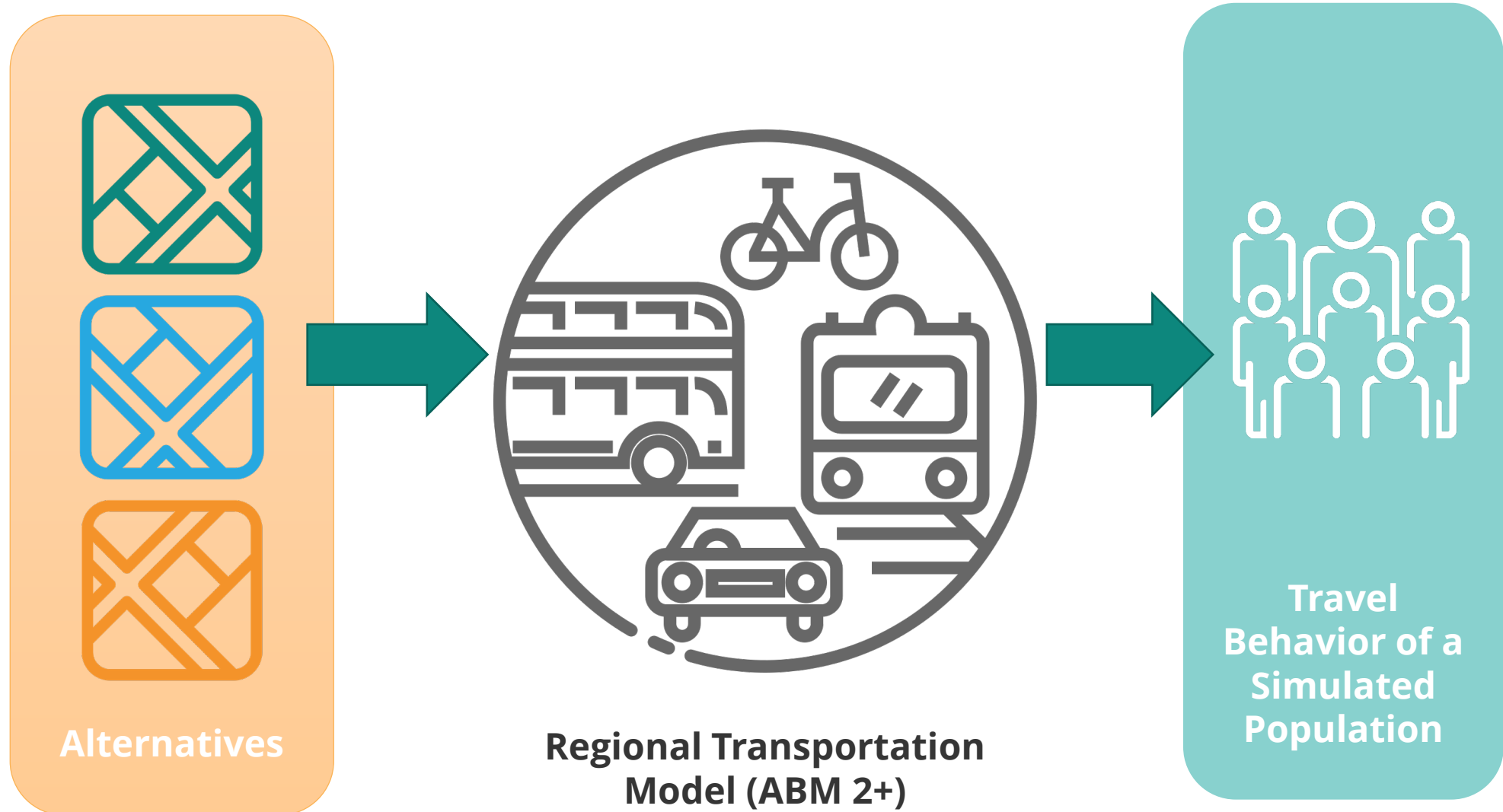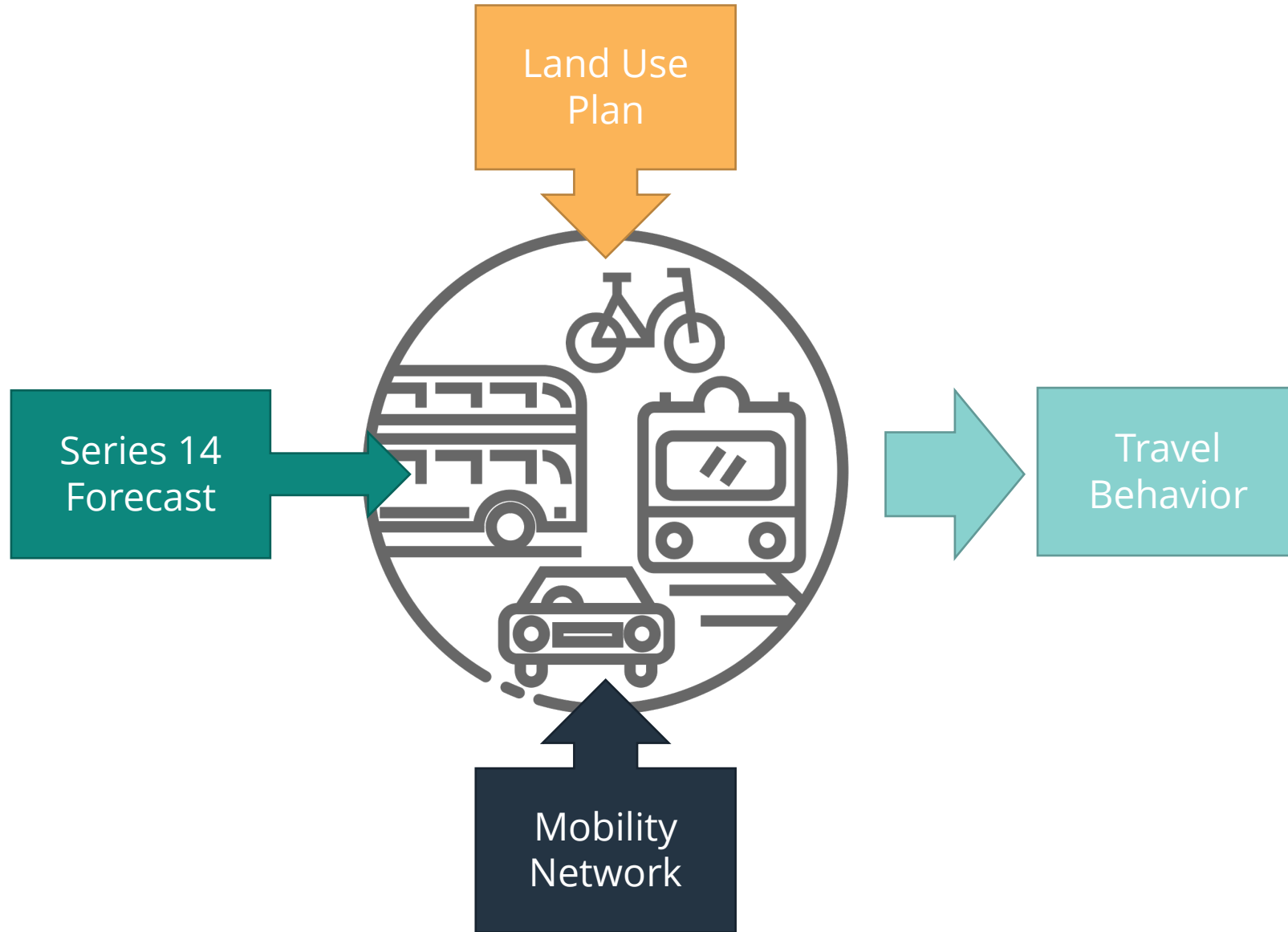
- Detailed information on travel behavior
  - \# Vehicles on Roads
  - \# People on Transit Lines
  - \#Boardings at Transit Stops
  - **Per capita VMT**
  - **Mode Choice Report**

Mode Choice Report

Test Project for Power BI Presentation

DEMOGRAPHICS

metric	Format Dem
Population	42,112
Households	16,953
Household Size	2.48
Employed Residents	19,714
Employees	11,382

STUDY AREA TRIPS

metric	Format MGRA
MGRA Intra-zonal	2,311
MGRA Inter-zonal	30,575
Total Trips	308,322
MGRA Intra-zonal Pct.	.75
Study Area Internal Vehicle Capture Rate	8.36

AVERAGE TRIP LENGTHS

metric	value
Resident Person Trip Length	6.39
Resident Auto-Trip Vehicle Trip Length	6.80
All Model Person Trip Length	6.47
All Model Vehicle Trip Length	6.84
Resident Round-Trip Commuter Tour Length	22.44
Employee Round-Trip Commuter Tour Length	29.02

DAILY MODE CHOICE

Mode	Percentage
Bike	0.4
Drive Alone	50.2
Micromobility & Microtransit	0.0
School Bus	0.7
Shared Ride 2	26.1
Shared Ride 3+	15.9
Taxi & TNC	0.6
Transit	2.2
Walk	3.8
Total Trips	**100.0**

PEAK COMMUTE MODE CHOICE

Mode	Percentage
Bike	1.3
Drive Alone	79.1
Micromobility & Microtransit	0.0
School Bus	0.0
Shared Ride 2	10.4
Shared Ride 3+	4.2
Taxi & TNC	0.3
Transit	3.7
Walk	1.0
Total Trips	**100.0**

DAILY MODE CHOICE

- Drive Alone
- Shared Ride 2
- Shared Ride 3+
- Walk
- Transit
- School Bus
- Taxi & TNC
- Bike
- Micromobility & ...

PEAK COMMUTE MODE CHOICE

- Drive Alone
- Shared Ride 2
- Shared Ride 3+
- Transit
- Bike
- Walk
- Taxi & TNC
- Micromobility & ...
- School Bus

Scenario ID
155

SANDAG
Report Generated: 6/7/2021

The City of SAN DIEGO

CLIMATE ACTION PLAN GOALS

2030 Target	2050 Target	Measure
19% Walking and **7% Cycling** mode share of all San Diego residents' trips	**25% walking** and **10% cycling** mode share of all San Diego residents' trips	3.1: Safe and Enjoyable Routes for Pedestrians and Cyclists
10% transit mode share of all San Diego residents' trips	**15% transit** mode share of all San Diego residents' trips	3.2: Increase Safe, Convenient, and Enjoyable Transit Use
Achieve **4% citywide VMT reduction** through telecommute	Achieve **6% citywide VMT reduction** through telecommute	3.3: Work From Anywhere
Install 13 new roundabouts	Install 20 new roundabouts	3.4: Reduce Traffic Congestion to Improve Air Quality
Target **8% VMT** (commuter and non-commuter) reduction per capita	Target **15% VMT** (commuter and non-commuter) reduction per capita	3.5: Climate-Focused Land Use
		3.6: Vehicle Management
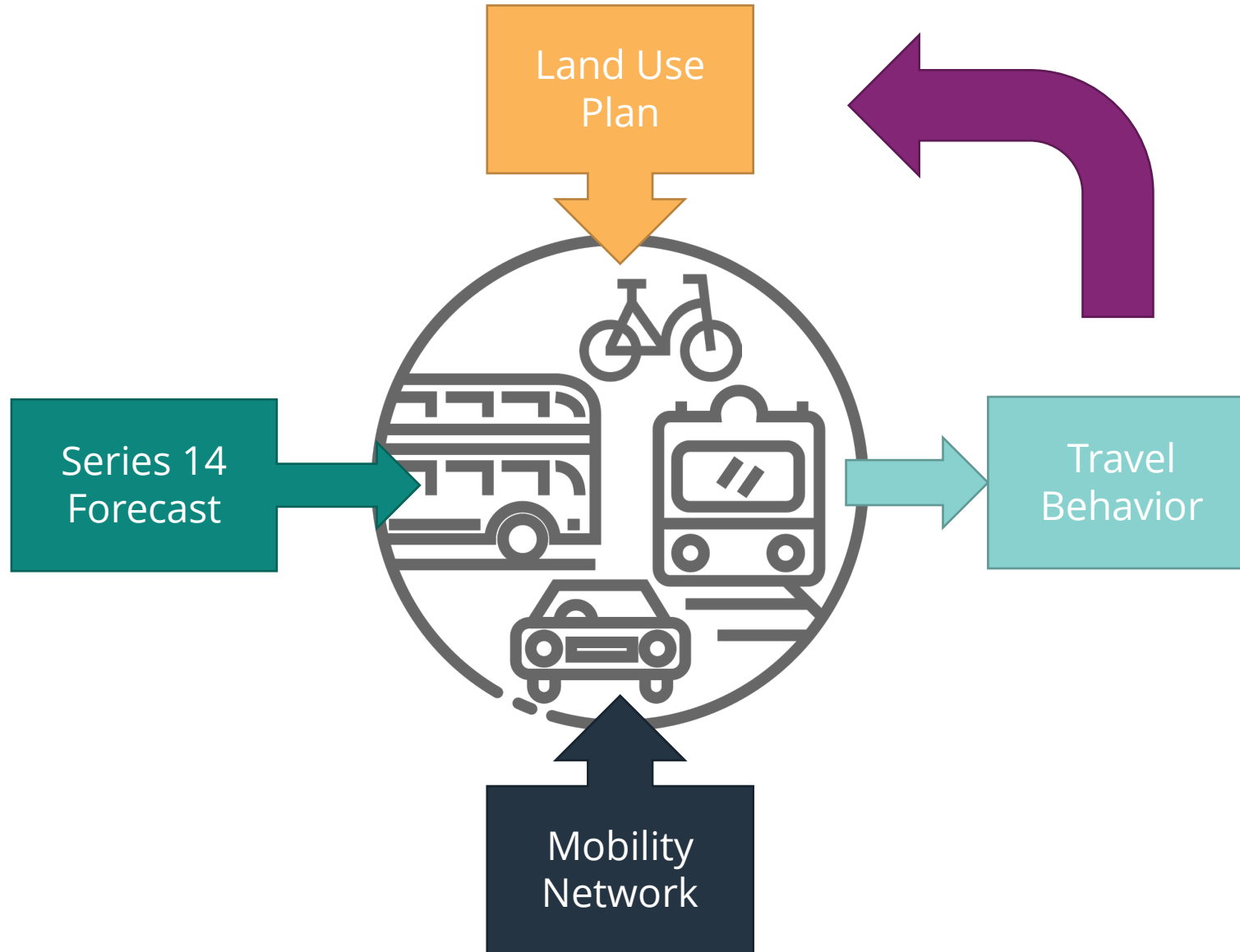
Blueprint SD is a proactive effort to create an equitable and sustainable framework for growth – including more homes, jobs, and better transportation options – to support current and future San Diegans.

BLUEPRINT SD OBJECTIVES
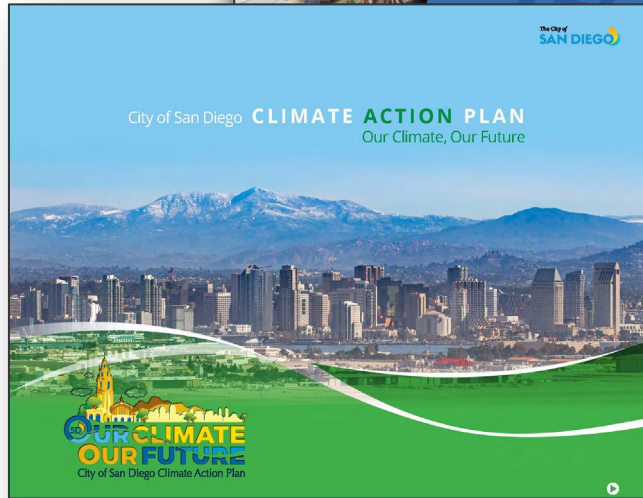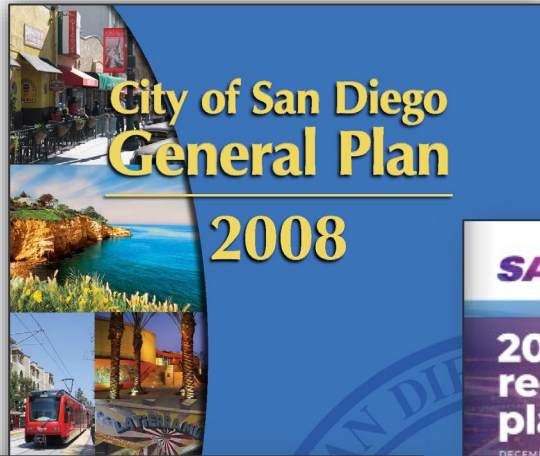
- Refresh the General Plan and City of Villages Strategy

- Reflect SANDAG's latest transportation network

- Align the citywide land use strategy with Climate Action Plan (CAP) goals

- More efficient and outcome-driven environmental review

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Current Map in General Plan

Figure LU-1

Village Propensity

Value

High Propensity

Low Propensity
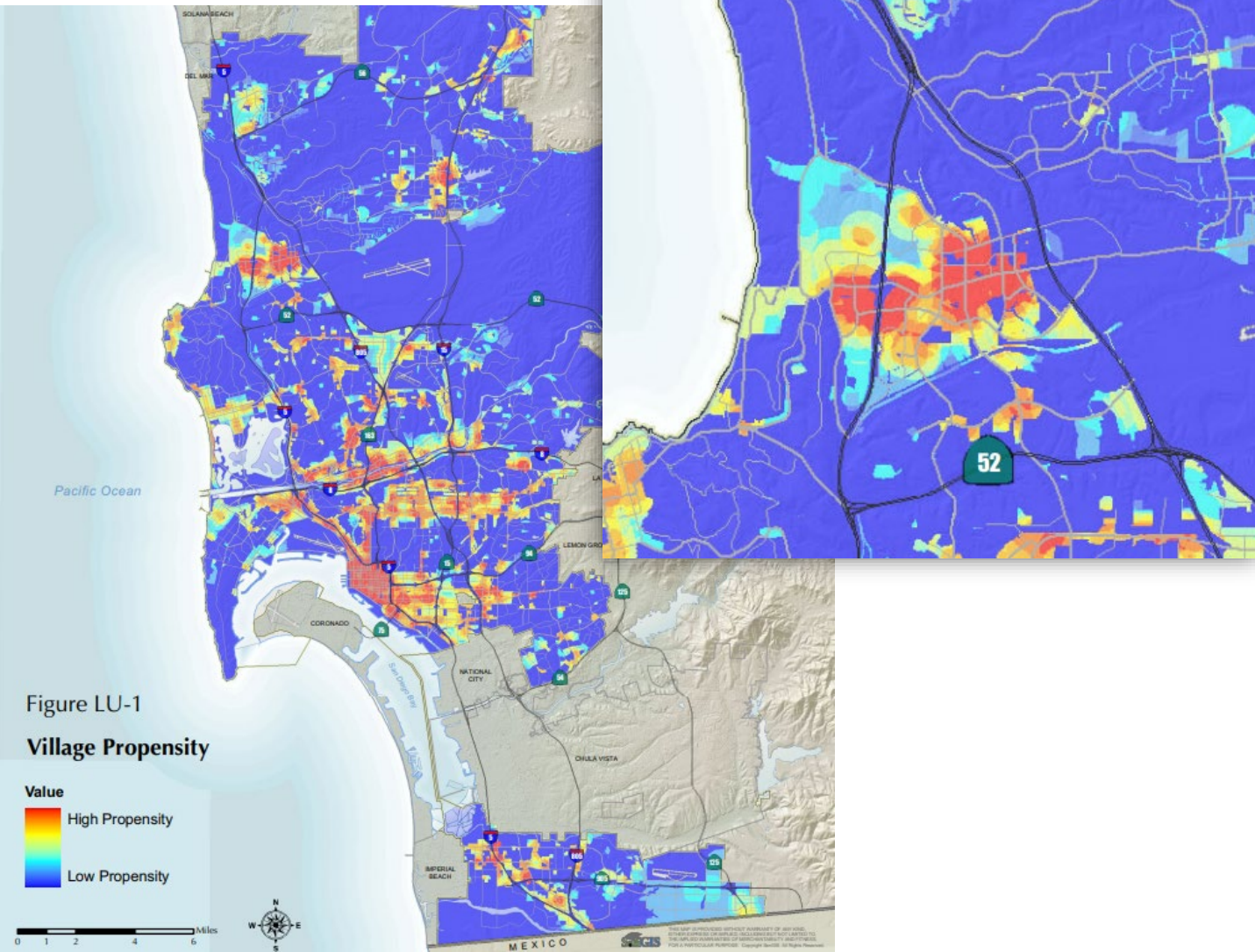
Shows areas that have village characteristics such as:

- Existing/planned transit
- Public facilities
- Mix of uses
- Capacity for growth

Purpose: Identify model to identify areas for homes and jobs in the SANDAG Regional Travel Demand Model to meet City mode share goals, considering:

- Connectivity and accessibility
- Availability of high-quality transit
- Potential for mixed use development to capture daily trips

Output: Areas where additional homes and retail jobs would most likely result in mode shift

BLUEPRINT SD (DRAFT)

Aligns with mode share goals:

- Model to predict locations for homes and the greatest mixed-use benefit

- Incorporates policy assumptions

- Uses bike, walk, and transit competitiveness
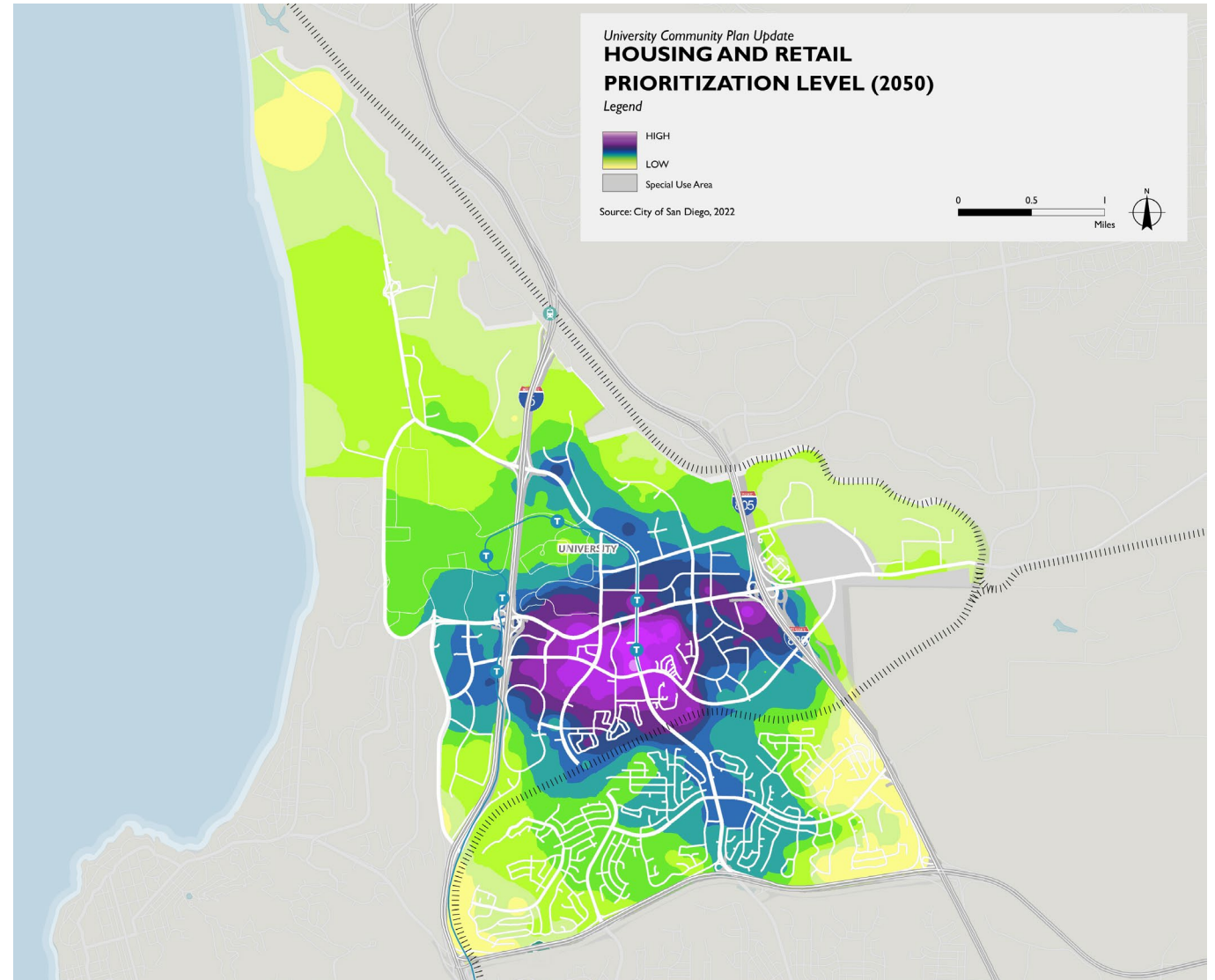
University Community Plan Update
HOUSING AND RETAIL PRIORITIZATION LEVEL (2050)
Legend

HIGH
LOW
Special Use Area

Source: City of San Diego, 2022

SUSTAINABLE STEPS FORWARD

Provide convenient and affordable transportation options

Get to and from work in a climate friendly way

Plan for more homes and jobs near transit

Create complete neighborhoods

SCENARIO DEVELOPMENT FRAMEWORK

- Blueprint SD will <u>not</u> mandate any particular land uses in a particular community

- It is intended to **guide decisions** in a manner that comprehensively addresses the City's climate goals, while taking into account local needs and community input

- Blueprint gives us a **basis of comparison** for evaluating scenarios

- **Data-driven approach** to planning

BLUEPRINT EIR

- Blueprint SD will be a proposed amendment to the General Plan

- Amending the General Plan will require environmental analysis prior to adoption

- Plan Updates completed after potential Blueprint SD adoption could tier off that environmental document
  - Community-specific analysis will be completed
  - This will be done on the actual land use plan used in the Draft Community Plan
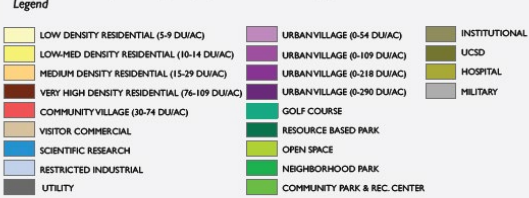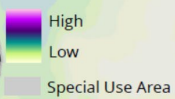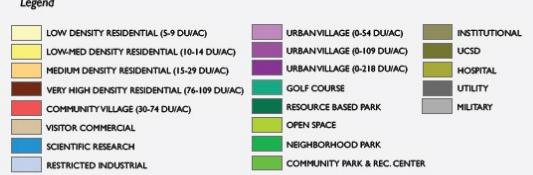
- Staff to develop a revised scenario that takes into account the Blueprint SD analysis.

- We would like to hear your input on specifically what you would like to see changed in this new iteration.

- The Plan Update should be an **Iterative Process** that incorporates input from existing residents and is revised accordingly.

  Tonight is a step in our iterative process. Tell us what you would like to be different in the next scenario iteration.

- **The land use scenarios should not exceed actual population growth projections nor what existing infrastructure can support.**
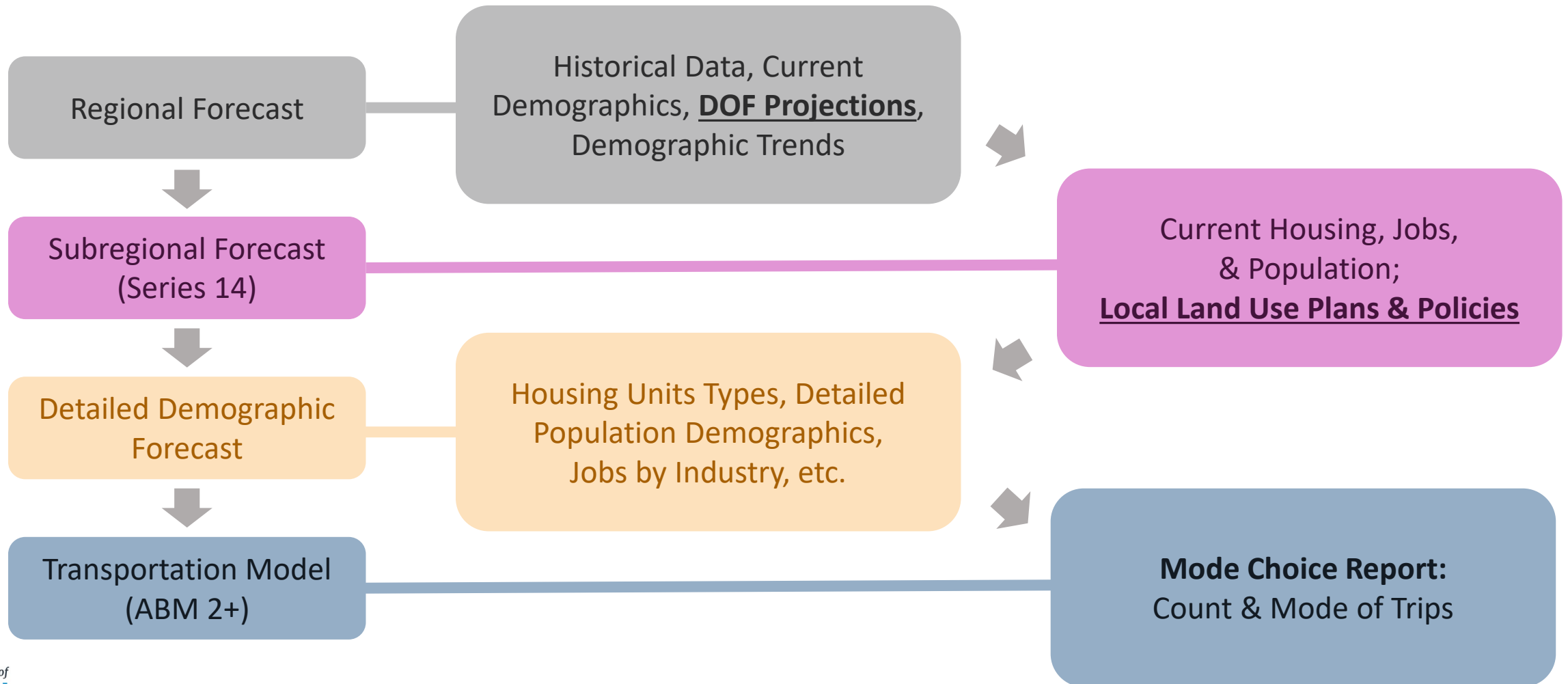
  The regional forecast is based on adopted community plans, so it is not predictive of what is appropriate for a new land use plan.

  After we create a new land use plan, the regional forecast will be used to evaluate the impacts of that plan.

  Community input regarding infrastructure needs is a critical part of the plan update process.

- Rezoning of commercial properties that include housing should require that:
  - Commercial services such as **grocery stores, pharmacies, restaurants, etc. remain** on the ground floor.

    Some sites like La Jolla Village Square and UTC mall have this multi-story format, however, this feedback will be considered as the draft plan is developed.
  - New structures are **restricted in height** and don't compromise the privacy of surrounding residents.

    This feedback will be considered as the draft plan is developed.
  - On-site **parking for new residents does not impact parking for commercial services**.

    The City's parking regulations would apply within the University Community.

- **New mixed-use development at the Vons and Sprouts shopping centers should not proceed without an initial study** of the potential impact on traffic flow along Governor Drive.
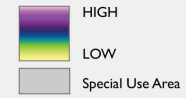
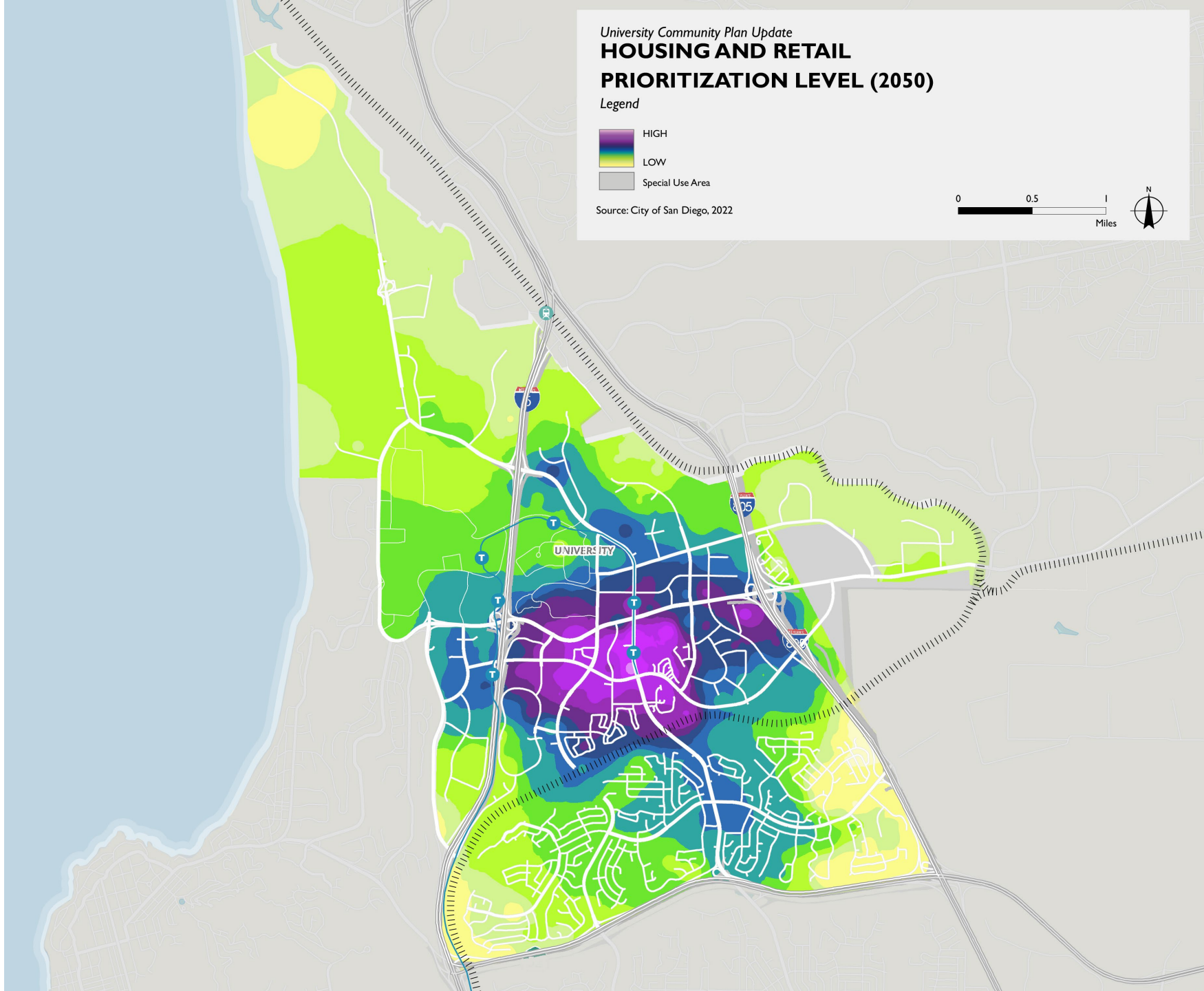 All land use changes will be studied as part of the plan update to address mobility conditions.
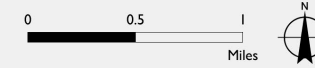
DISCUSSION

University Community Plan Update

HOUSING AND RETAIL PRIORITIZATION LEVEL (2050)

Legend

HIGH
LOW
Special Use Area

Source: City of San Diego, 2022

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Miles