



Future Growth and Mobility

April 14, 2017

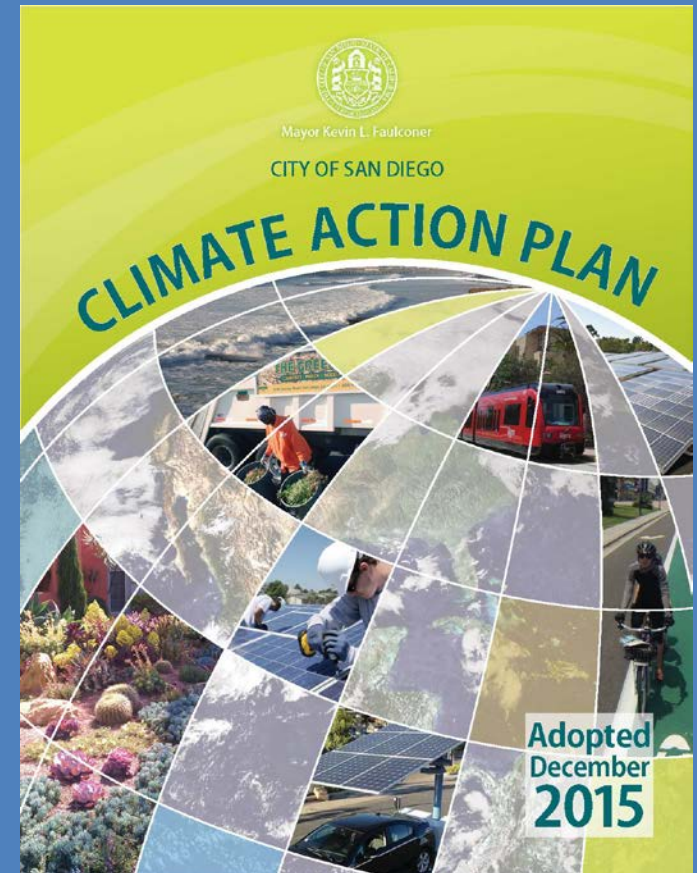


- 3:00 – 3:45
 - Presentation
- 3:45 – 4:30
 - Discussion

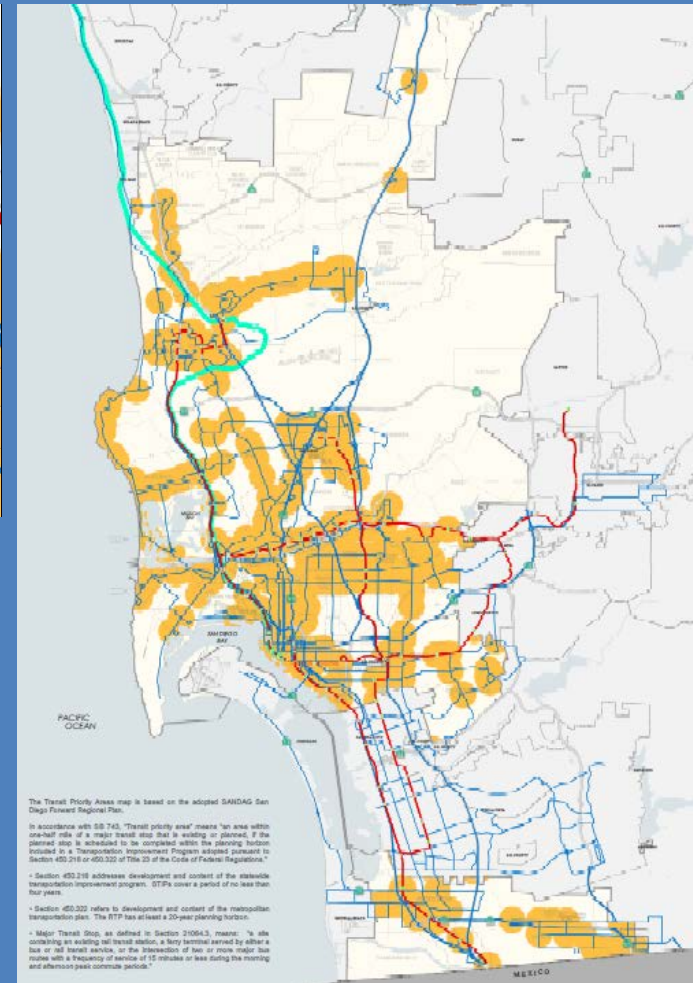
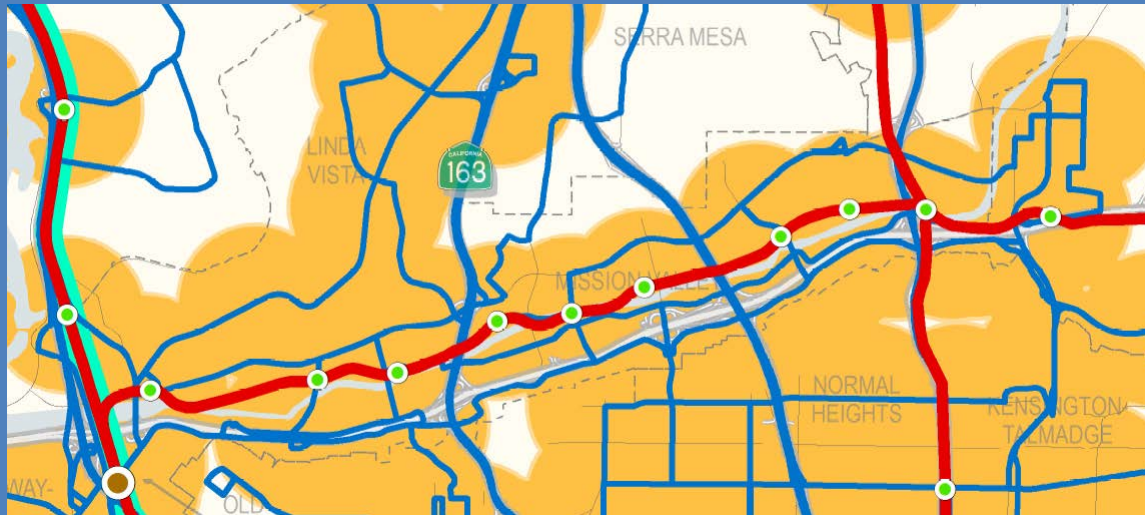
Future Growth

Climate Action Plan

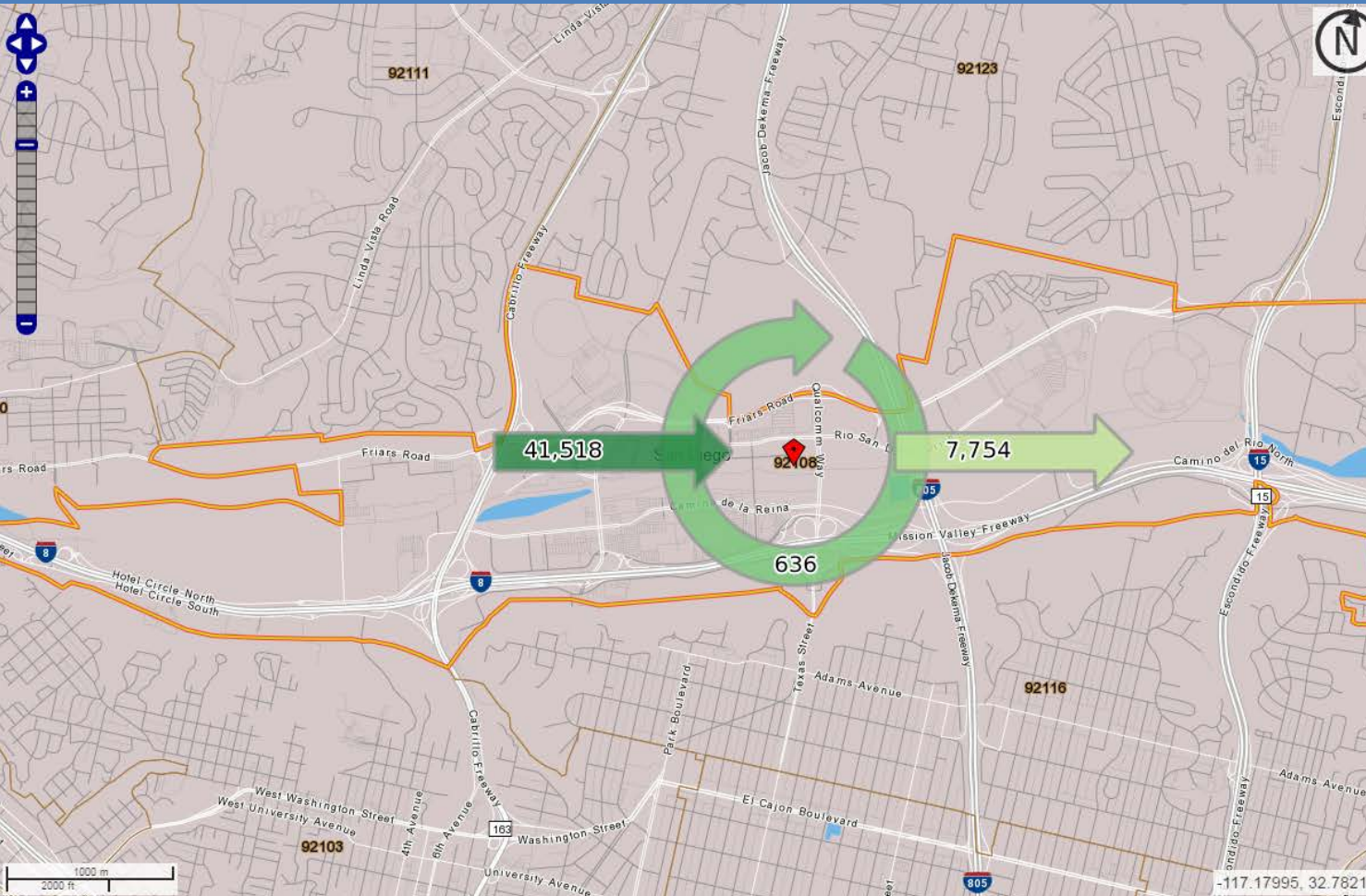
- December 2015 CAP adopted
- Commits the City to reducing Greenhouse Gas Emissions (GHGs) by 51% by 2035
- Action 3.6 – Implement transit-oriented development within Transit Priority Areas (TPA)
 - Measure: Achieve better walkability and transit-supportive densities by locating a majority of all new residential development within TPAs



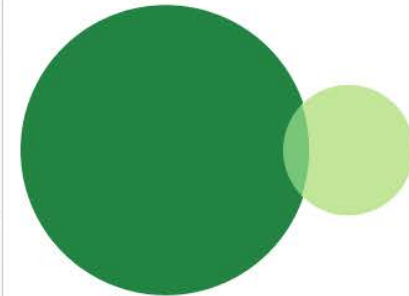
Transit Priority Areas



Inflow/Outflow (2014)



Inflow/Outflow Job Counts in 2014



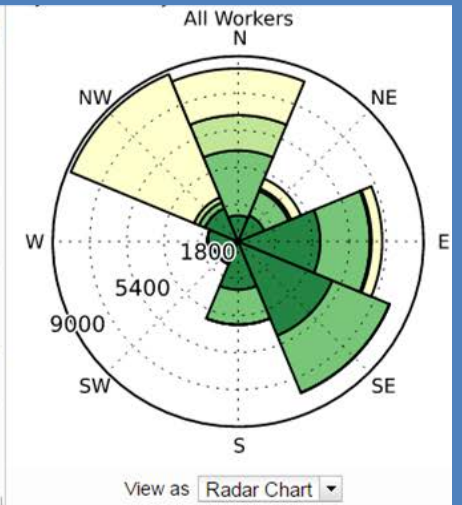
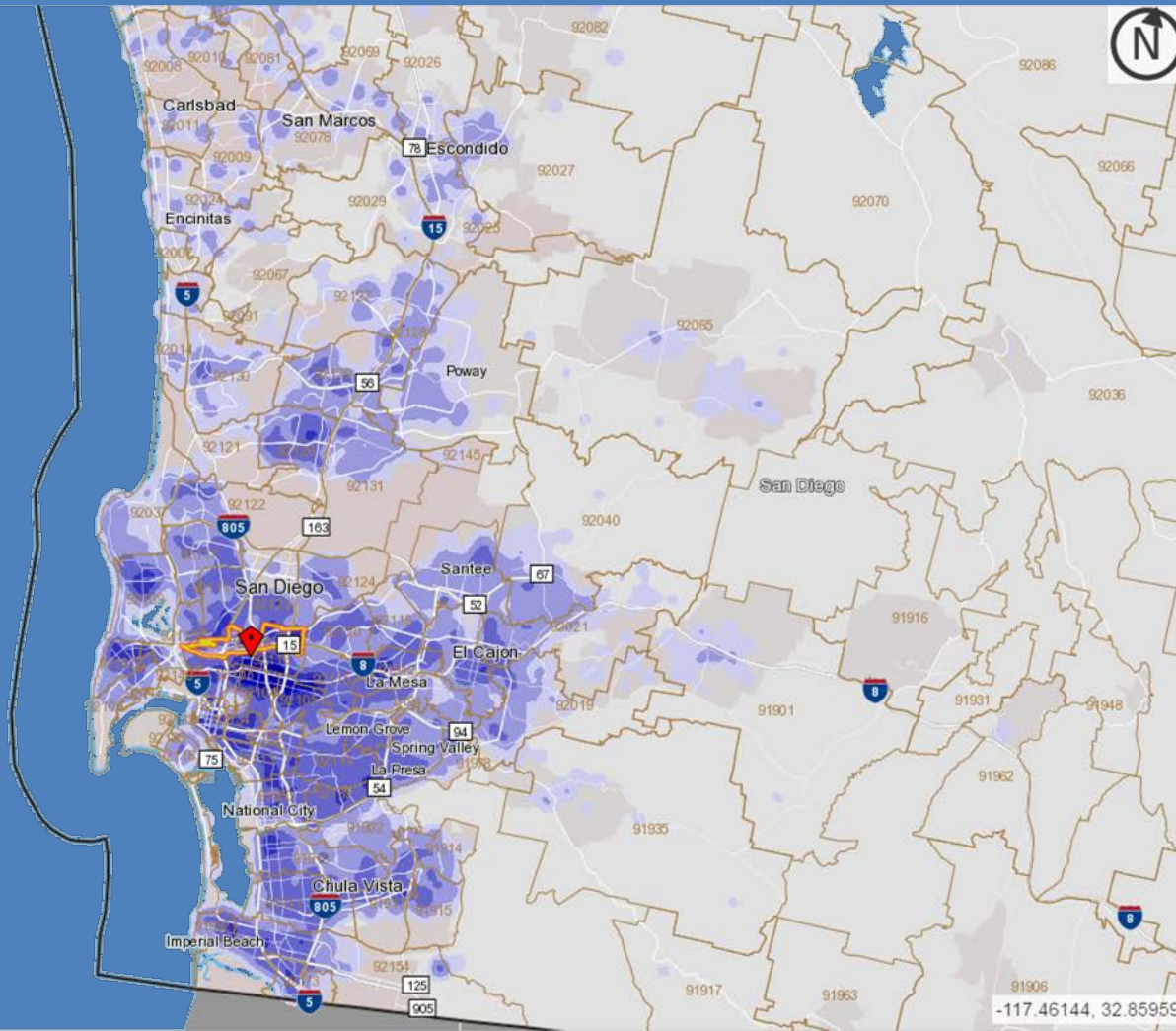
- 41,518 - Employed in Selection Area, Live Outside
- 7,754 - Live in Selection Area, Employed Outside
- 636 - Employed and Live in Selection Area

Inflow/Outflow Job Counts (Primary Jobs)
2014

	Count	Share
Employed in the Selection Area	42,154	100.0%
Employed in the Selection Area but Living Outside	41,518	98.5%
Employed and Living in the Selection Area	636	1.5%
Living in the Selection Area	8,390	100.0%
Living in the Selection Area but Employed Outside	7,754	92.4%
Living and Employed in the Selection Area	636	7.6%

[Reset Highlighting](#)

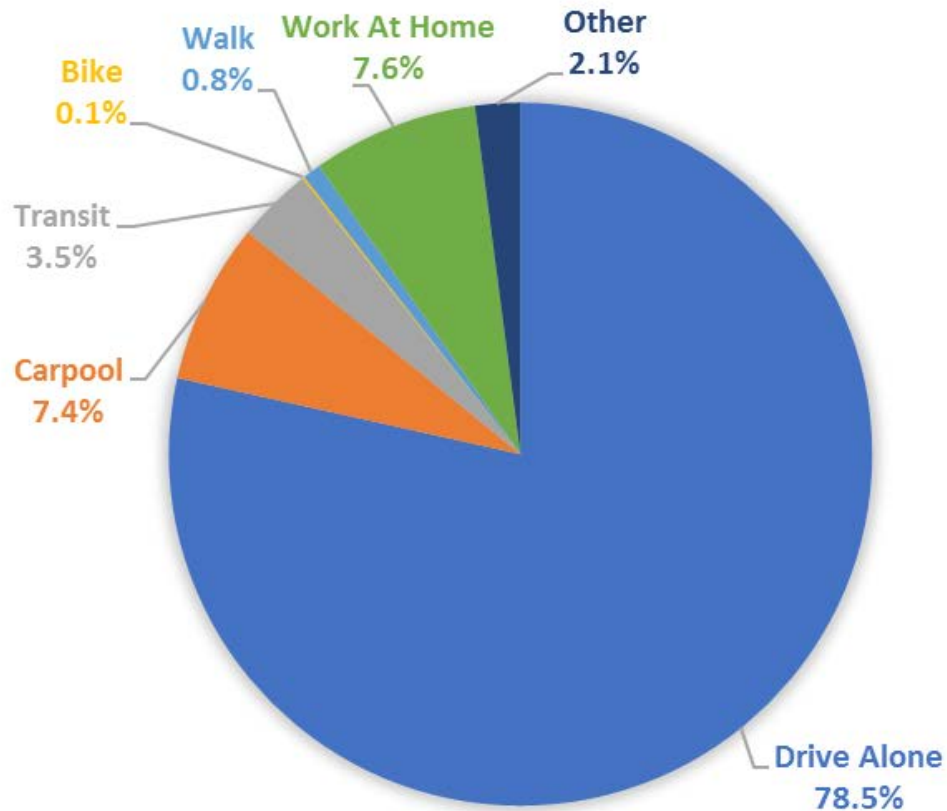
From Where?



Jobs by Distance - Work Census Block to Home
Census Block

	2014	
	Count	Share
Total Primary Jobs	42,154	100.0%
Less than 10 miles	18,327	43.5%
10 to 24 miles	11,869	28.2%
25 to 50 miles	2,188	5.2%
Greater than 50 miles	9,770	23.2%

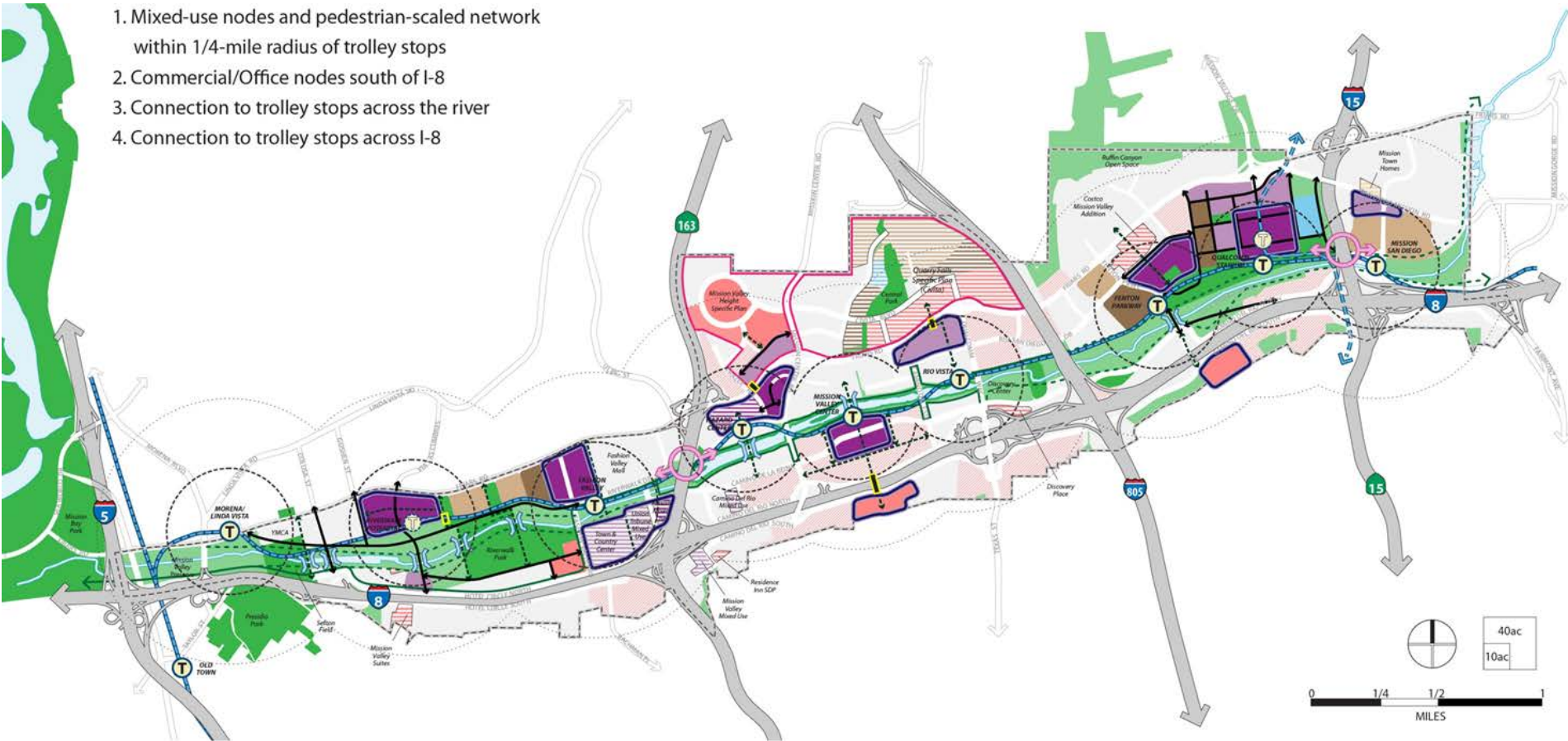
MEANS OF TRANSPORTATION TO WORK



Draft Land Use Alternatives

Alt I: String of Pearls

1. Mixed-use nodes and pedestrian-scaled network within 1/4-mile radius of trolley stops
2. Commercial/Office nodes south of I-8
3. Connection to trolley stops across the river
4. Connection to trolley stops across I-8



Potential Development Area Land Use (Simplified)

- Mixed Use (HD)
- Mixed Use (MD)
- Residential (HD)
- Residential (MD)
- Commercial/Office/Hotel
- Regional Retail
- Strategic Infill
- Public/Institutional

Approved/In Construction Projects Land Use (Simplified)

- Mixed Use (HD)
- Mixed Use (MD)
- Residential (HD)
- Residential (MD)
- Residential (LD)
- Commercial/Office/Hotel
- Public/Institutional

Park and Open Space

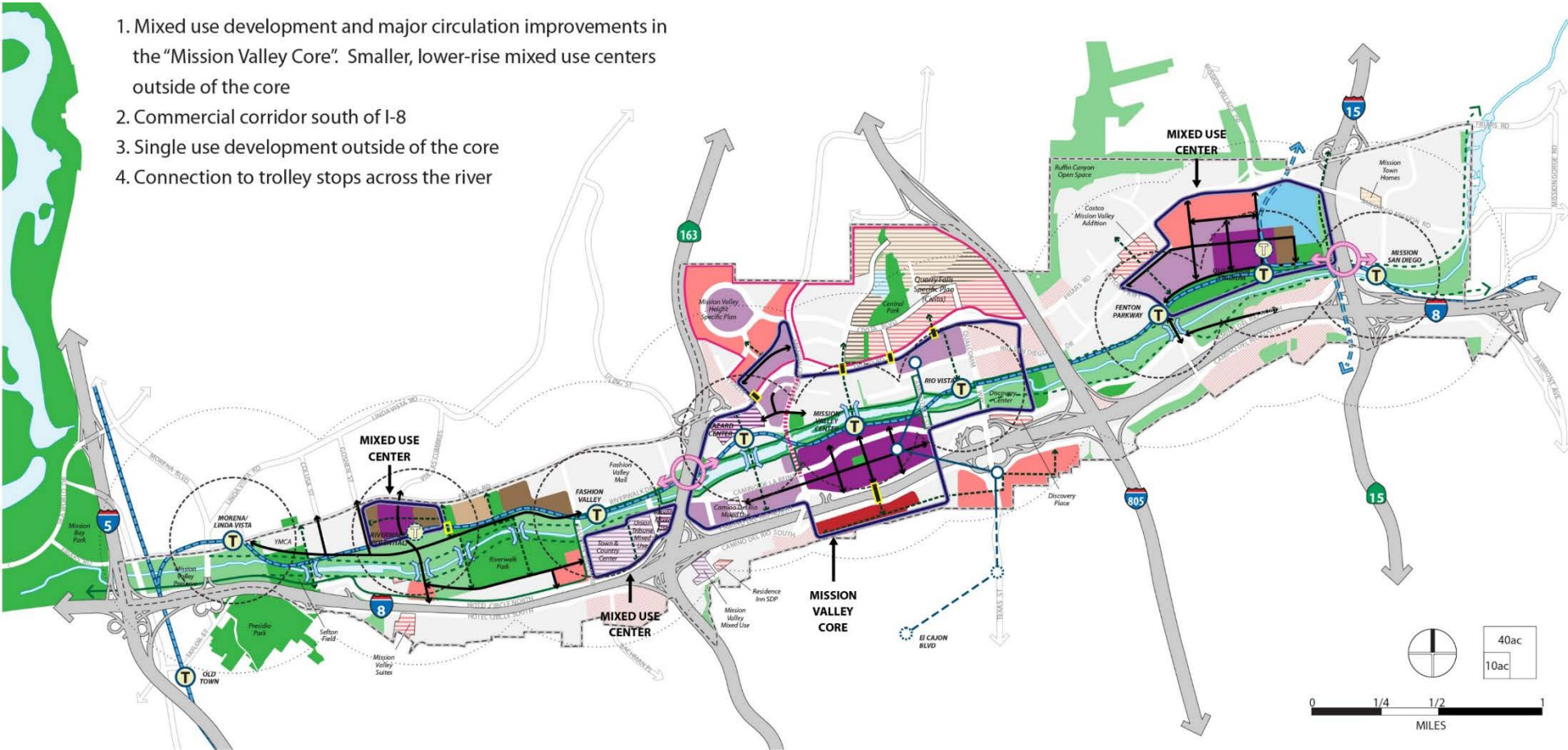
- Existing Park
- Existing Open Space
- Potential Park
- Potential Open Space
- Development Node
- Specific Plan

Potential Circulation Improvement

- Proposed Roadway Connection
- Proposed Pedestrian/Bicycle Connection
- Proposed Roadway Enhancement
- Proposed Bridge
- Proposed Grade-Separated Pedestrian Crossing
- Proposed At-Grade Pedestrian Tunnel
- Proposed Undercrossing Improvement
- Existing San Diego River Trail
- Proposed San Diego River Trail
- Existing Trolley (Green Line)
- Proposed Trolley (Purple Line)
- Proposed Aerial Tram
- 1/4-mile Radius from Trolley Station
- 1/2-mile Radius from Trolley Station

Alt 2: Vibrant Core

1. Mixed use development and major circulation improvements in the "Mission Valley Core". Smaller, lower-rise mixed use centers outside of the core
2. Commercial corridor south of I-8
3. Single use development outside of the core
4. Connection to trolley stops across the river



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Approved/In Construction Projects Land Use (Simplified)

- Mixed Use (HD)
- Mixed Use (MD)
- Residential (HD)
- Residential (MD)
- Residential (LD)
- Commercial/Office/Hotel
- Public/Institutional

Park and Open Space

- Existing Park
- Existing Open Space
- Potential Park
- Potential Open Space
- Center/Core
- Specific Plan

Potential Circulation Improvement

- Proposed Roadway Connection
- Proposed Pedestrian/Bicycle Connection
- Proposed Roadway Enhancement
- Proposed Bridge
- Proposed Grade-Separated Pedestrian Crossing
- Proposed At-Grade Pedestrian Tunnel
- Proposed Undercrossing Improvement
- Existing San Diego River Trail
- Proposed San Diego River Trail
- Existing Trolley (Green Line)
- Proposed Trolley (Purple Line)
- Proposed Aerial Tram
- 1/4-mile Radius from Trolley Station
- 1/2-mile Radius from Trolley Station

Alt 3: Campuses and Clusters

1. Three mixed use campuses with major circulation improvements
2. Single use clusters throughout the planning area
3. Connection to trolley stops across the river



Potential Development Area Land Use (Simplified)

- Mixed Use (HD)
- Mixed Use (MD)
- Residential (HD)
- Residential (MD)
- Commercial/Office/Hotel
- Regional Retail
- Strategic Infill
- Public/Institutional

Approved/In Construction Projects Land Use (Simplified)

- Mixed Use (HD)
- Mixed Use (MD)
- Residential (HD)
- Residential (MD)
- Residential (LD)
- Commercial/Office/Hotel
- Public/Institutional

Park and Open Space

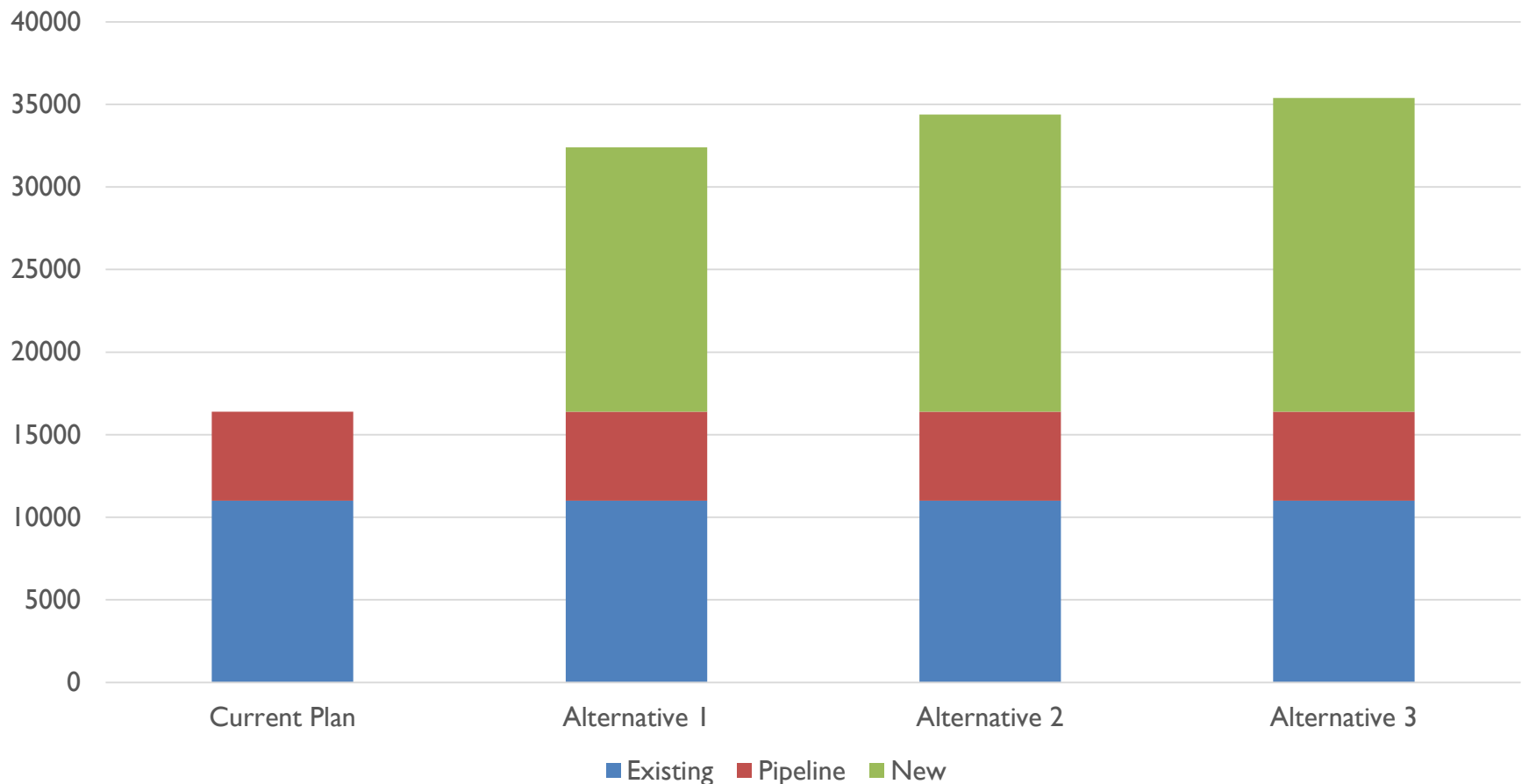
- Existing Park
- Existing Open Space
- Potential Park
- Potential Open Space
- Campus
- Single-use Cluster
- Specific Plan

Potential Circulation Improvement

- Proposed Roadway Connection
- Proposed Pedestrian/Bicycle Connection
- Proposed Roadway Enhancement
- Proposed Bridge
- Proposed Grade-Separated Pedestrian Crossing
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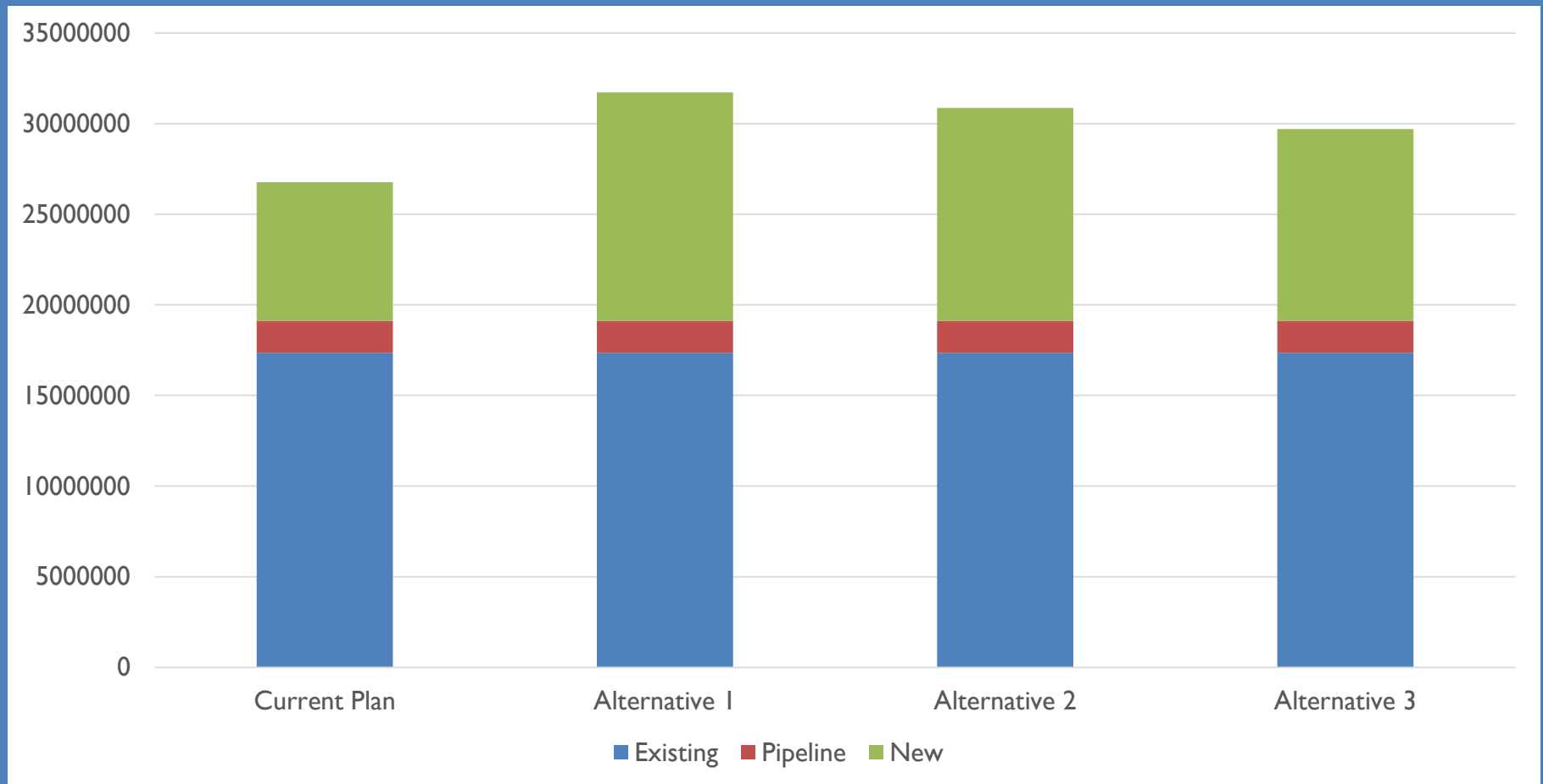
Plan Comparison

Housing Units



Plan Comparison

Commercial Ft²



Development Summary

	Total New Units Expected*	Total New Commercial Space Expected**	Acres of Development
1) String of Pearls	21,828	12,587,442	861
2) Vibrant Core	22,313	11,746,756	1021
3) Campuses and Clusters	24,732	10,580,776	1057

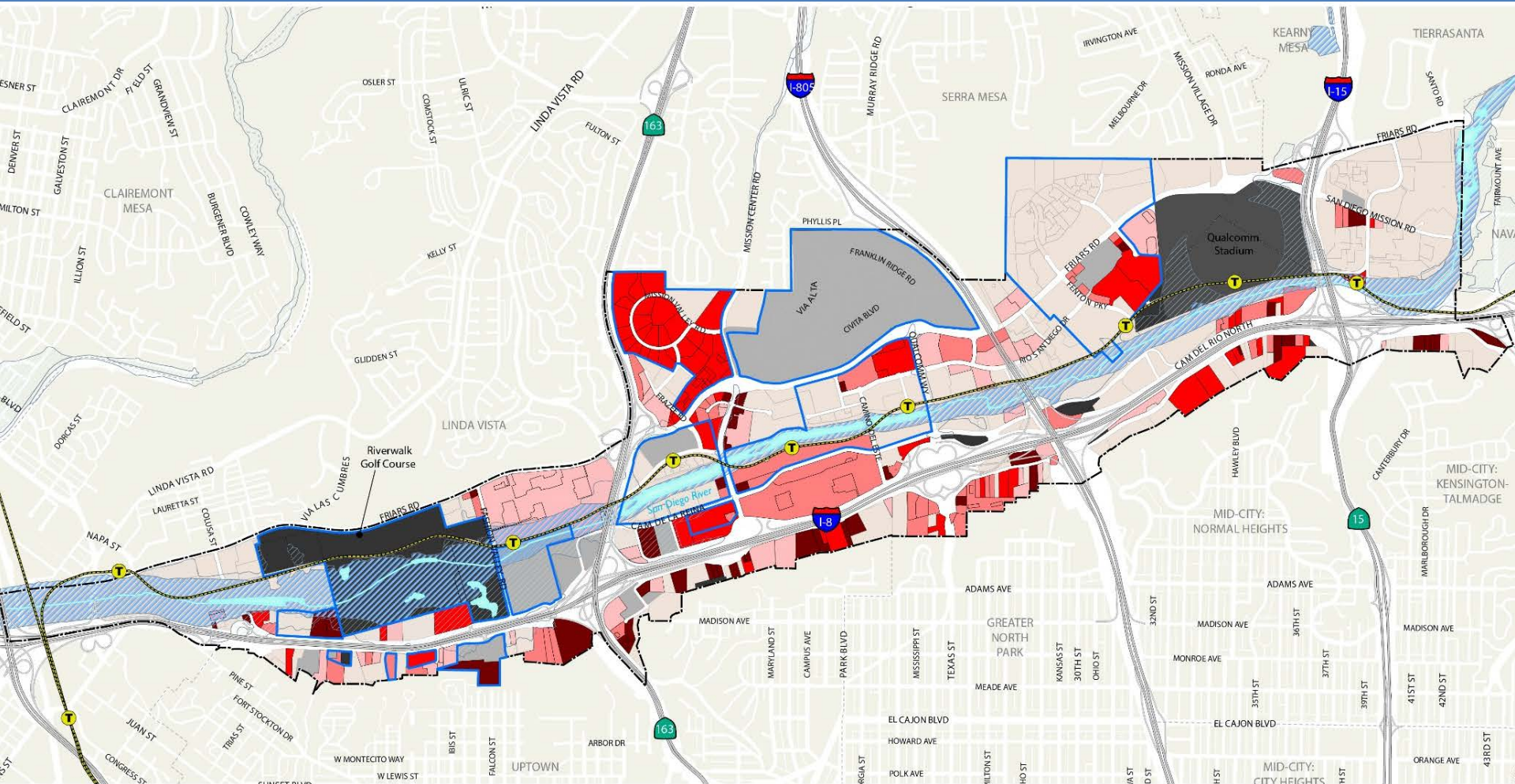
* 5,390 units already in pipeline

** 1.7 million ft² of commercial space in pipeline

Parcel Tiering

Category	Existing Floor Area and Assessed Value Ratio
Tier 0	Vacant Land
Tier 1	FAR < 0.35 AND AV Ratio < 0.75
Tier 2	FAR < 0.75 AND AV Ratio 0.75 - 1.5
Tier 3	1. FAR < 0.35 OR AV Ratio < 0.75 - OR - 2. FAR 0.35- 0.75 AND AV Ratio 0.75 -1.5
Tier 4	FAR 0.35 - 0.75 OR AV Ratio 0.75 - 1.5

Development Potential

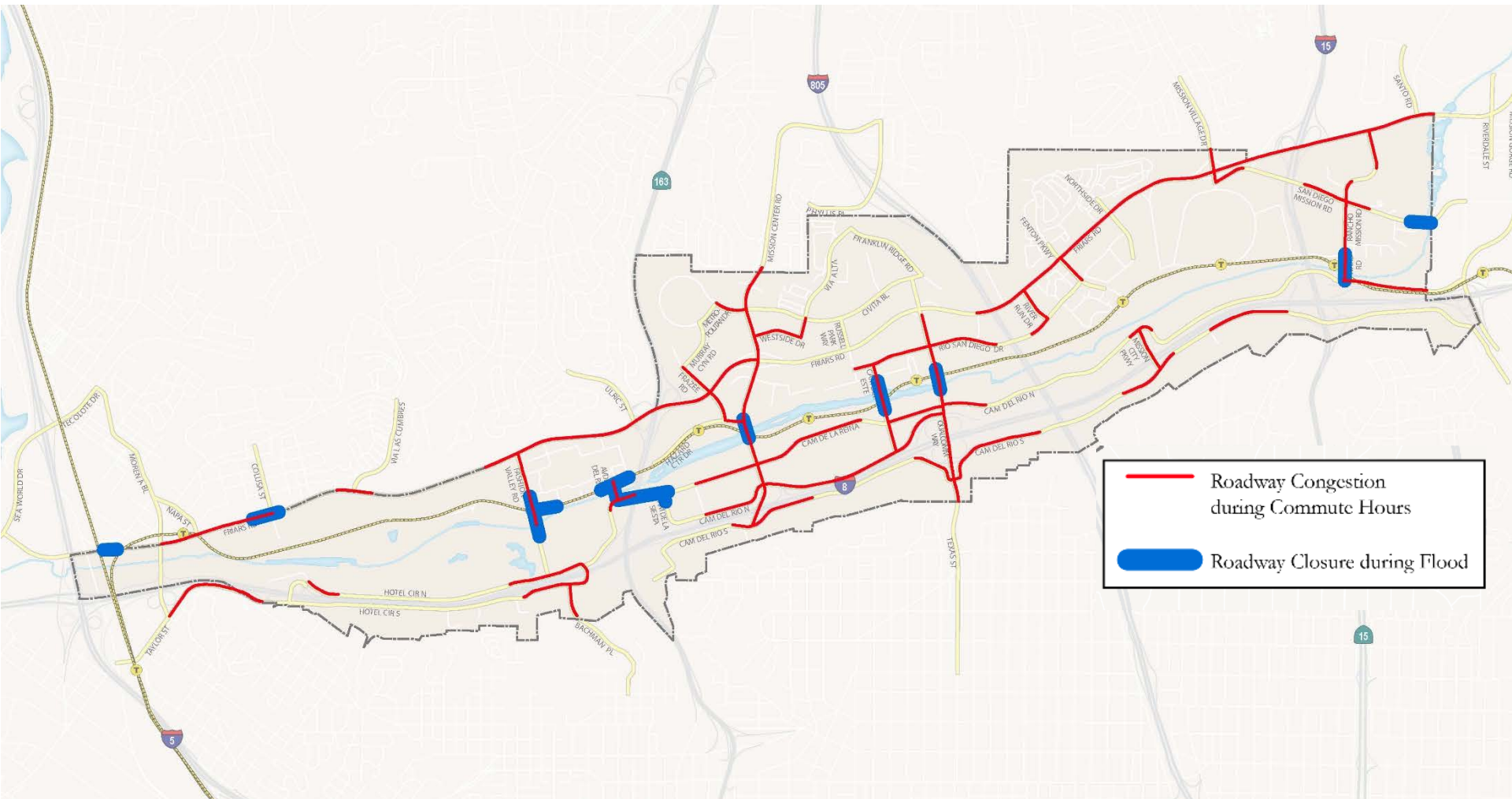


Mobility Challenges and Opportunities

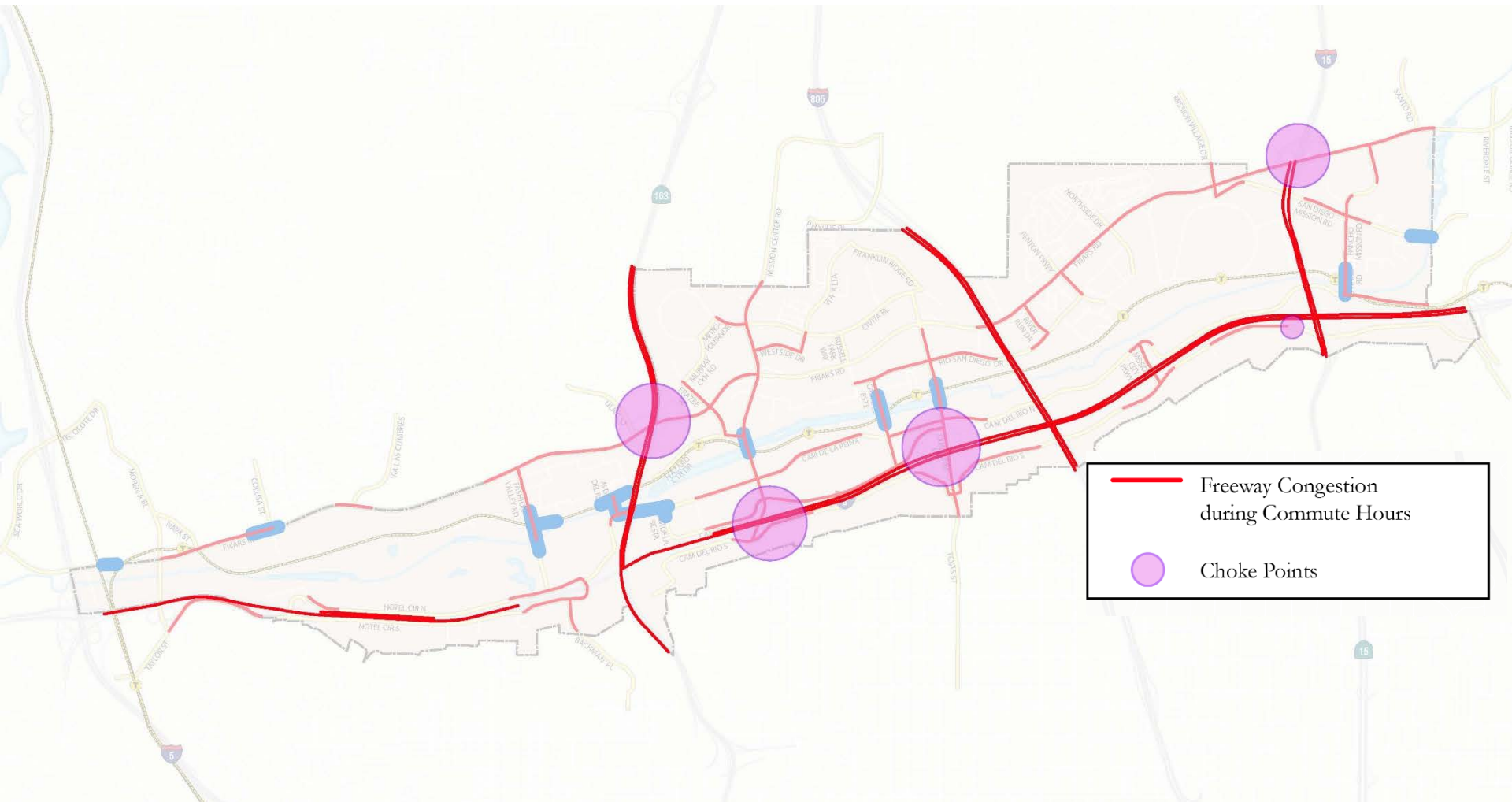
Mobility - Quality of Life

- Health and Safety
- Job and Retail Access
- Regional Access
- Access to Transit
- Quality and Connectivity of Active Transportation

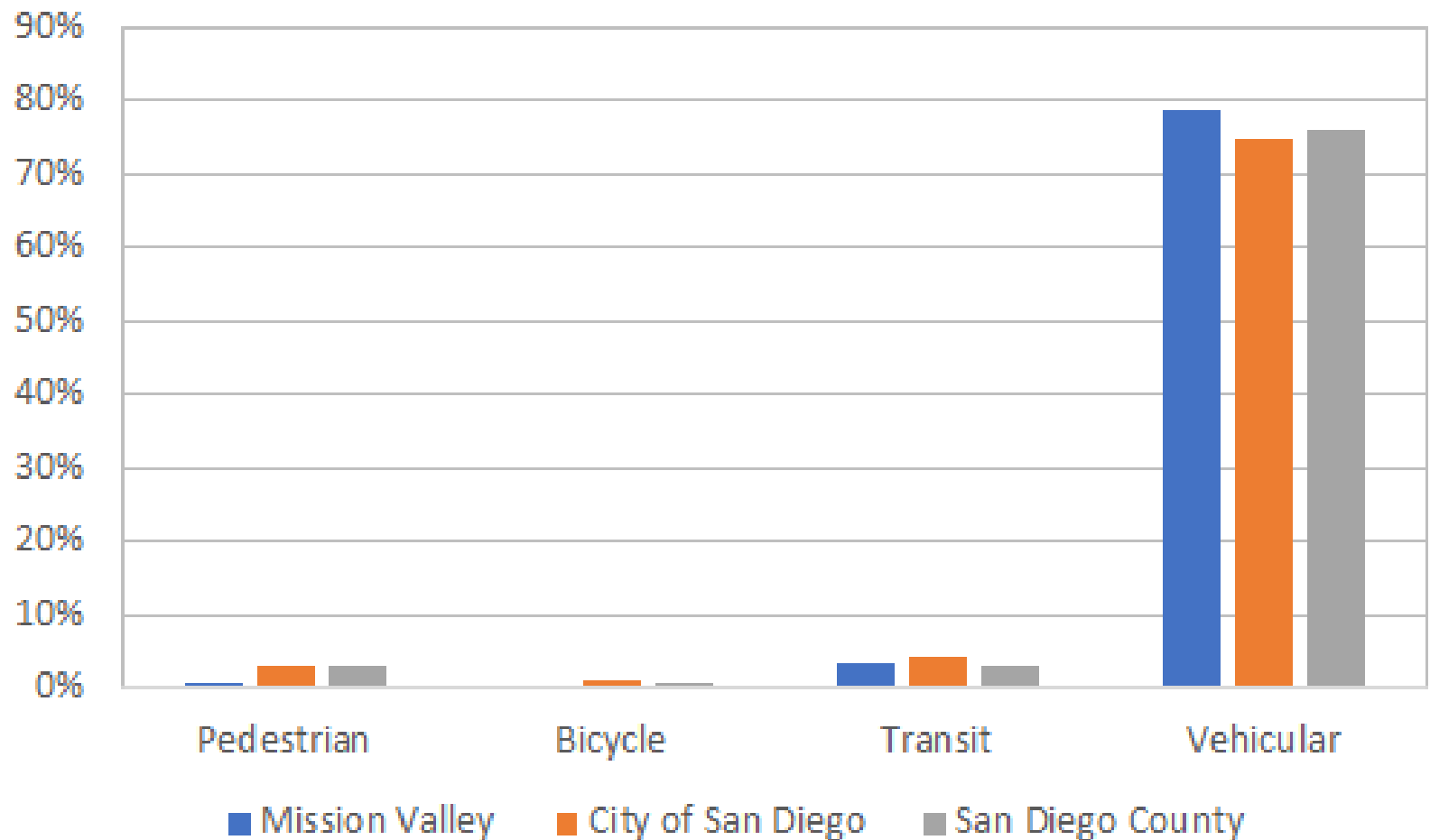
Challenges with Traffic Flow



Regional System Challenges



Commute Mode Share



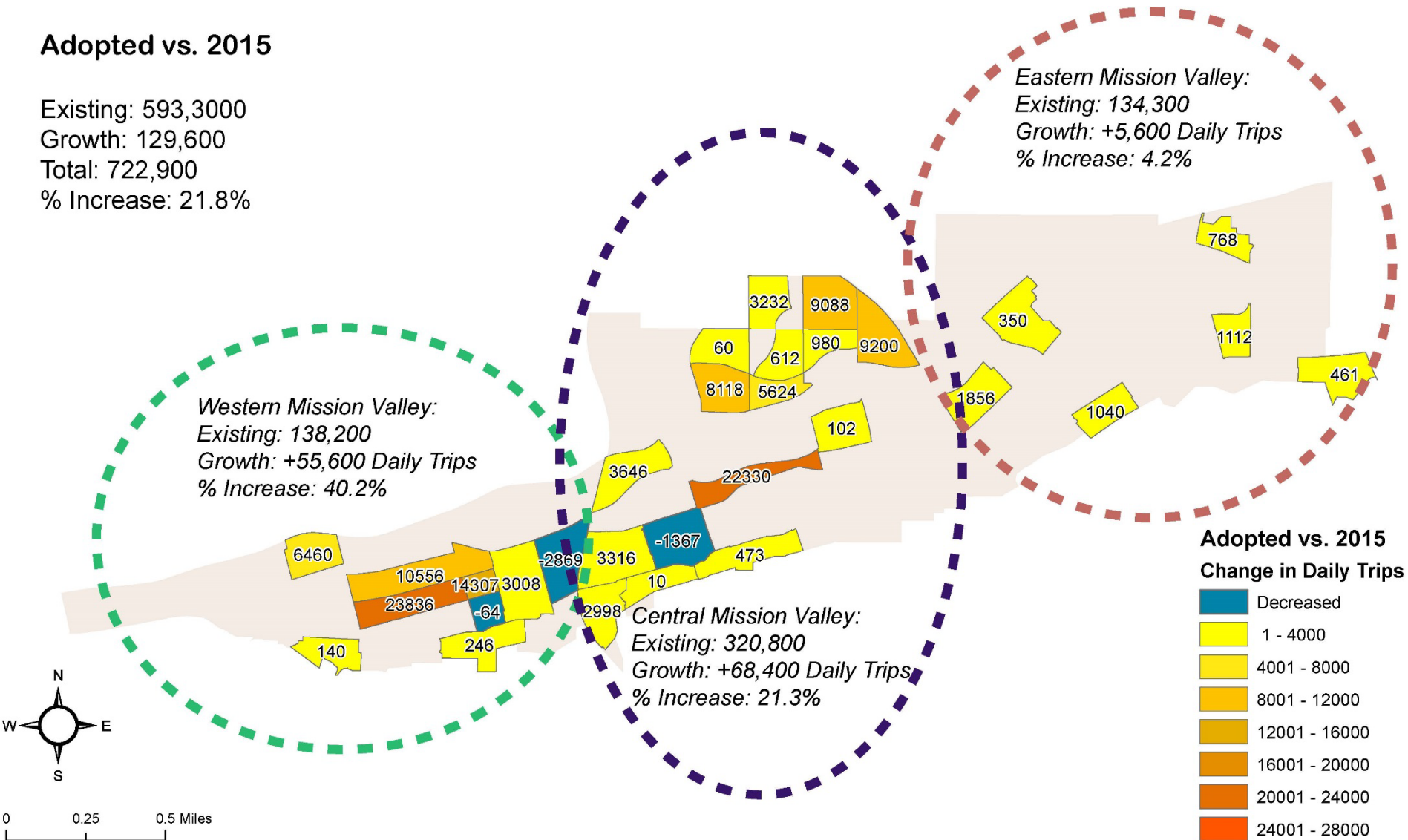
Increases in Mobility Needs Based on Alternatives

- The information on the following slides is provided to allow for a relative comparison of the land use alternatives prior to transportation modeling and should not be used to determine future impacts of any alternative.
- Vehicular trip generation was calculated for each master geographic reference area (MGRA) in Mission Valley. (The region is divided into approximately 23,000 MGRAs for transportation modeling purposes.)
- Standard vehicular trip generation rates were used, which do not take into account transportation demand management strategies or mixed-use/transit area reductions for the existing or future scenarios, which can significantly reduce vehicle trip generation.
- The Activity Based Transportation Model (ABM) is sensitive to mix of uses and proximity to transit. Future modeling efforts will account for the use of alternative modes in place of some of these vehicle trips when we evaluate our preferred land use.

Adopted Community Plan

Adopted vs. 2015

Existing: 593,3000
Growth: 129,600
Total: 722,900
% Increase: 21.8%



Alt I: String of Pearls

String of Pearls vs. 2015

Existing: 593,300
Growth: 426,500
Total: 1,019,800
% Increase: 71.9%

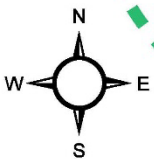
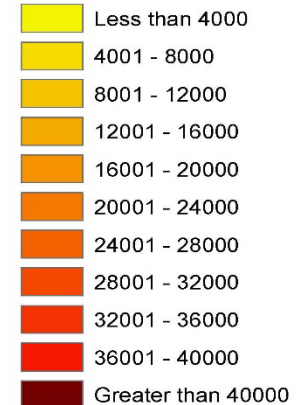
Western Mission Valley:
Existing: 138,200
Growth: +94,800 Daily Trips
% Increase: 68.6%

Eastern Mission Valley:
Existing: 134,300
Growth: +143,600 Daily Trips
% Increase: 106.9%

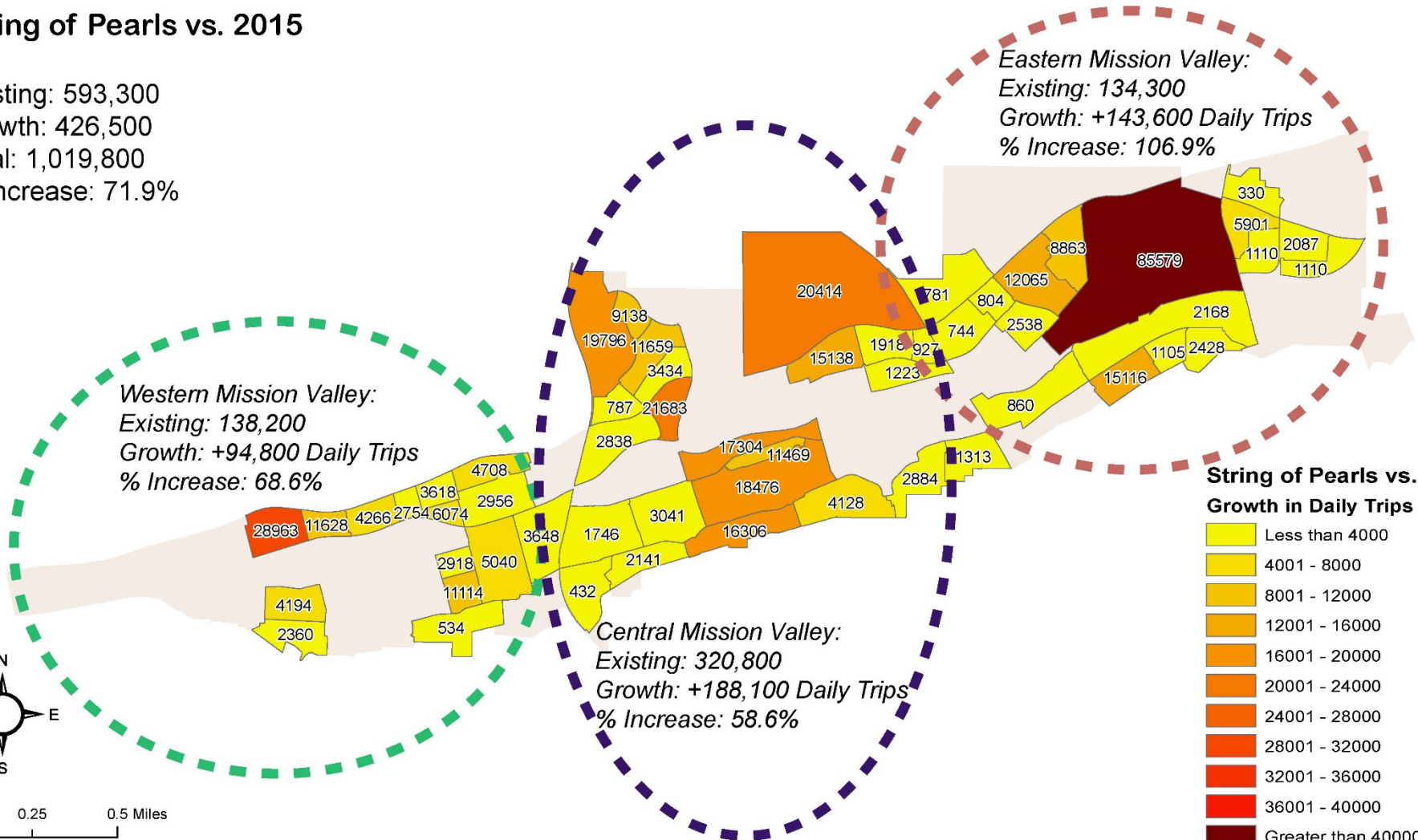
Central Mission Valley:
Existing: 320,800
Growth: +188,100 Daily Trips
% Increase: 58.6%

String of Pearls vs. 2015

Growth in Daily Trips



0 0.25 0.5 Miles



Alt 2: Vibrant Core

Vibrant Core vs. 2015

Existing: 593,300
 Growth: 390,200
 Total: 983,500
 % Increase: 65.8%

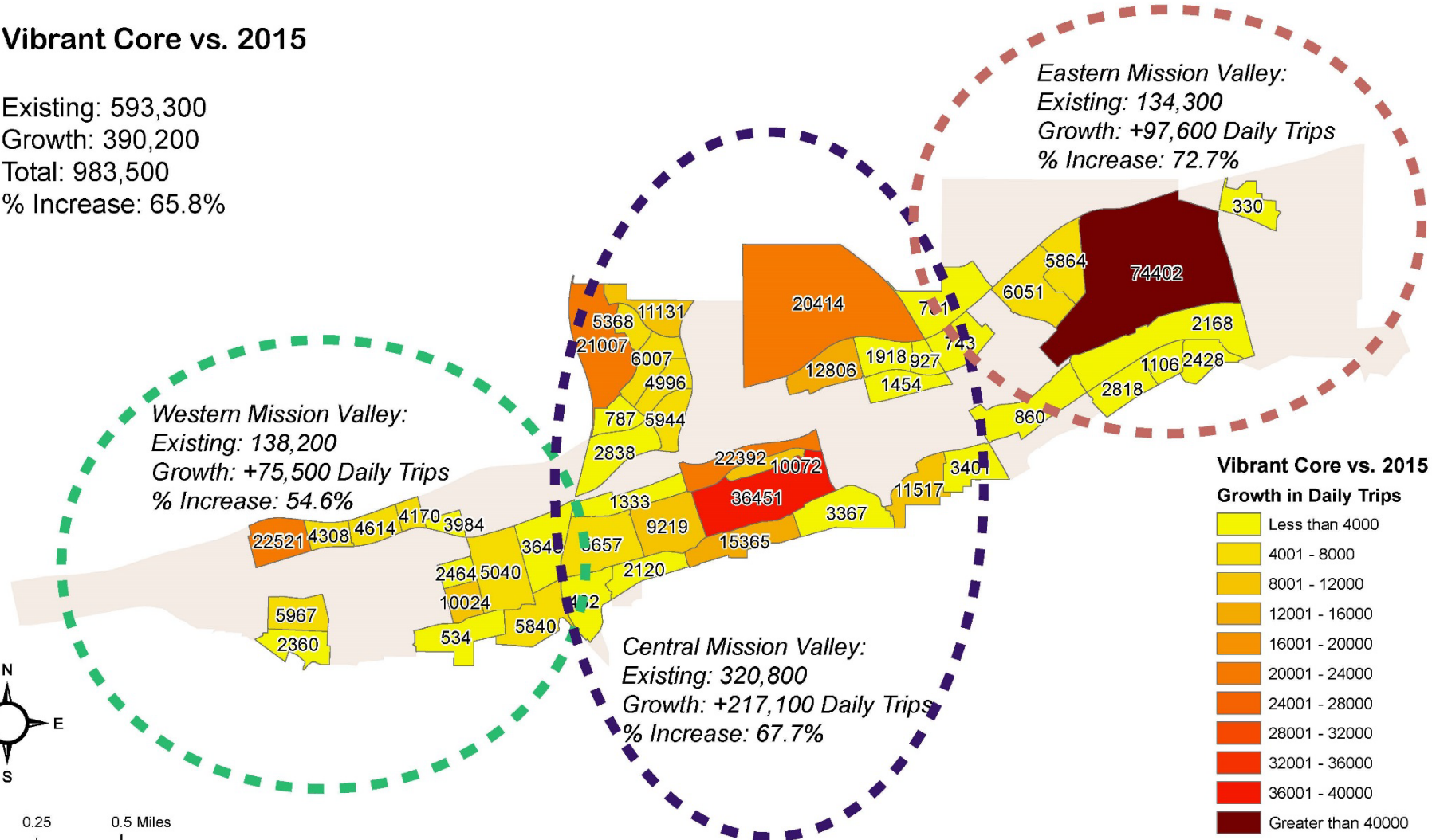
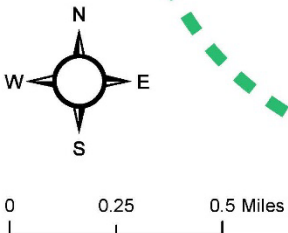
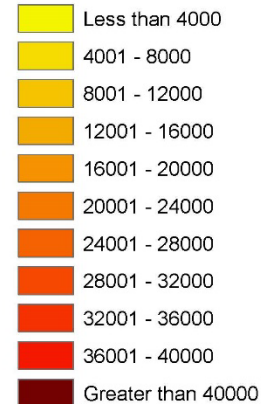
Eastern Mission Valley:
 Existing: 134,300
 Growth: +97,600 Daily Trips
 % Increase: 72.7%

Western Mission Valley:
 Existing: 138,200
 Growth: +75,500 Daily Trips
 % Increase: 54.6%

Central Mission Valley:
 Existing: 320,800
 Growth: +217,100 Daily Trips
 % Increase: 67.7%

Vibrant Core vs. 2015

Growth in Daily Trips



Alt 3: Campuses and Clusters

Campuses and Clusters vs. 2015

Existing: 593,300
Growth: 401,300
Total: 994,600
% Increase: 67.6%

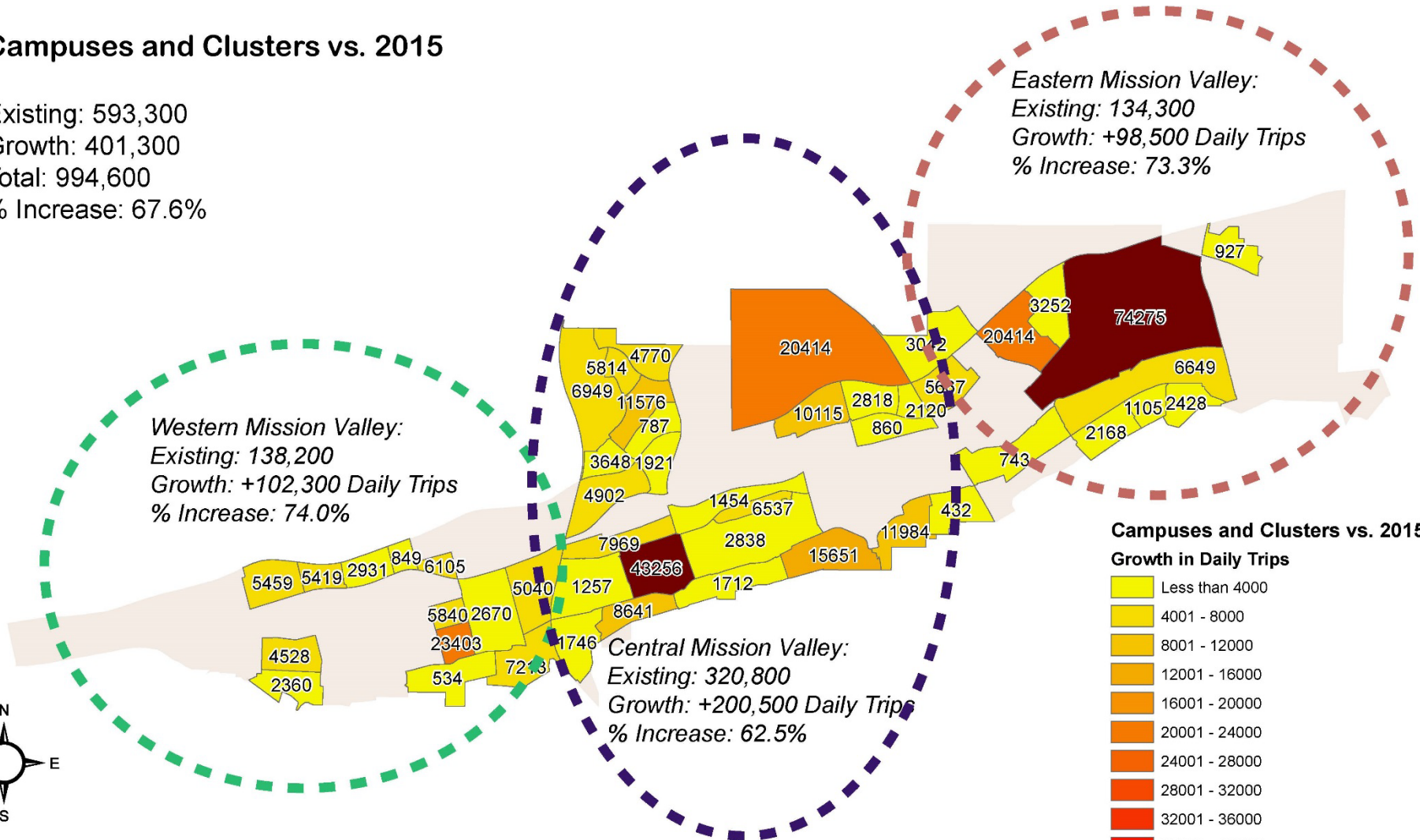
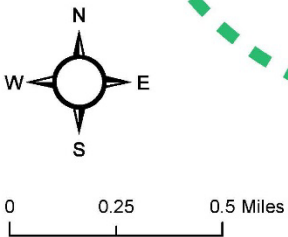
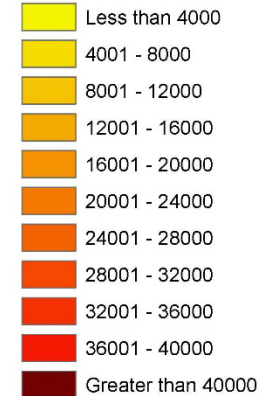
Eastern Mission Valley:
Existing: 134,300
Growth: +98,500 Daily Trips
% Increase: 73.3%

Western Mission Valley:
Existing: 138,200
Growth: +102,300 Daily Trips
% Increase: 74.0%

Central Mission Valley:
Existing: 320,800
Growth: +200,500 Daily Trips
% Increase: 62.5%

Campuses and Clusters vs. 2015

Growth in Daily Trips



Alternative Comparison

Trip Generation

Alternative	West	%	Central	%	East	%	Overall	%
Base Year (2015)	138,200		320,800		134,300		593,300	
Adopted Plan	+55,600	40.2	+68,400	21.3	+5,600	4.2	+129,600	21.8
String of Pearls	+94,800	68.6	+188,100	58.6	+143,600	106.9	+426,500	71.9
Vibrant Core	+75,500	54.6	+217,100	67.6	+97,600	72.7	+390,200	65.8
Campuses & Clusters	+102,300	74.0	+200,500	62.5	+98,500	73.3	+401,300	67.6

Solution I:

Make it easier to take transit

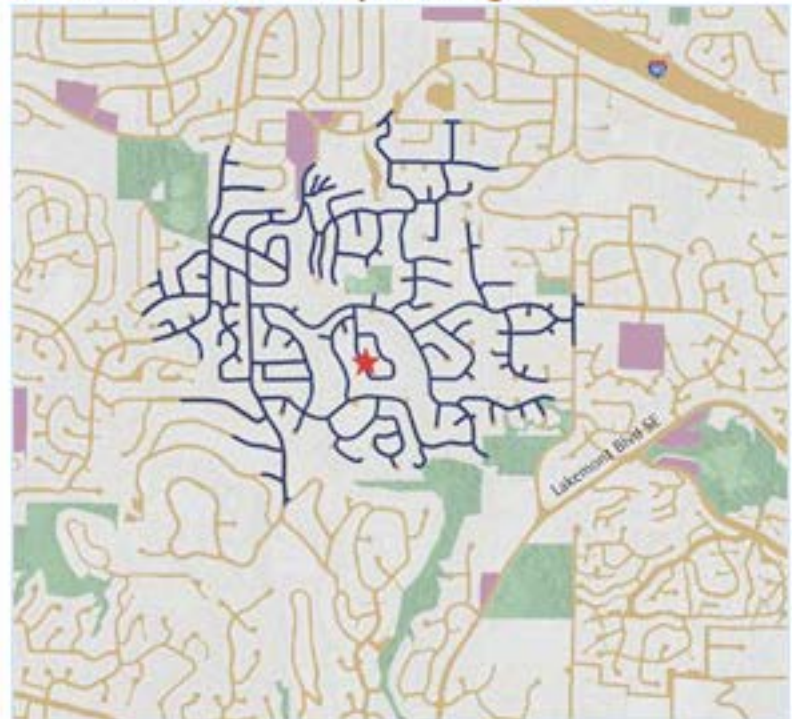
Grid Makes a Difference

One-Mile Walk in a Compact Neighborhood



A one-mile walk in Seattle's Phinney Ridge takes you through a grid-like street network with a mix of residences and businesses.

One-Mile Walk in a Sprawling Suburb

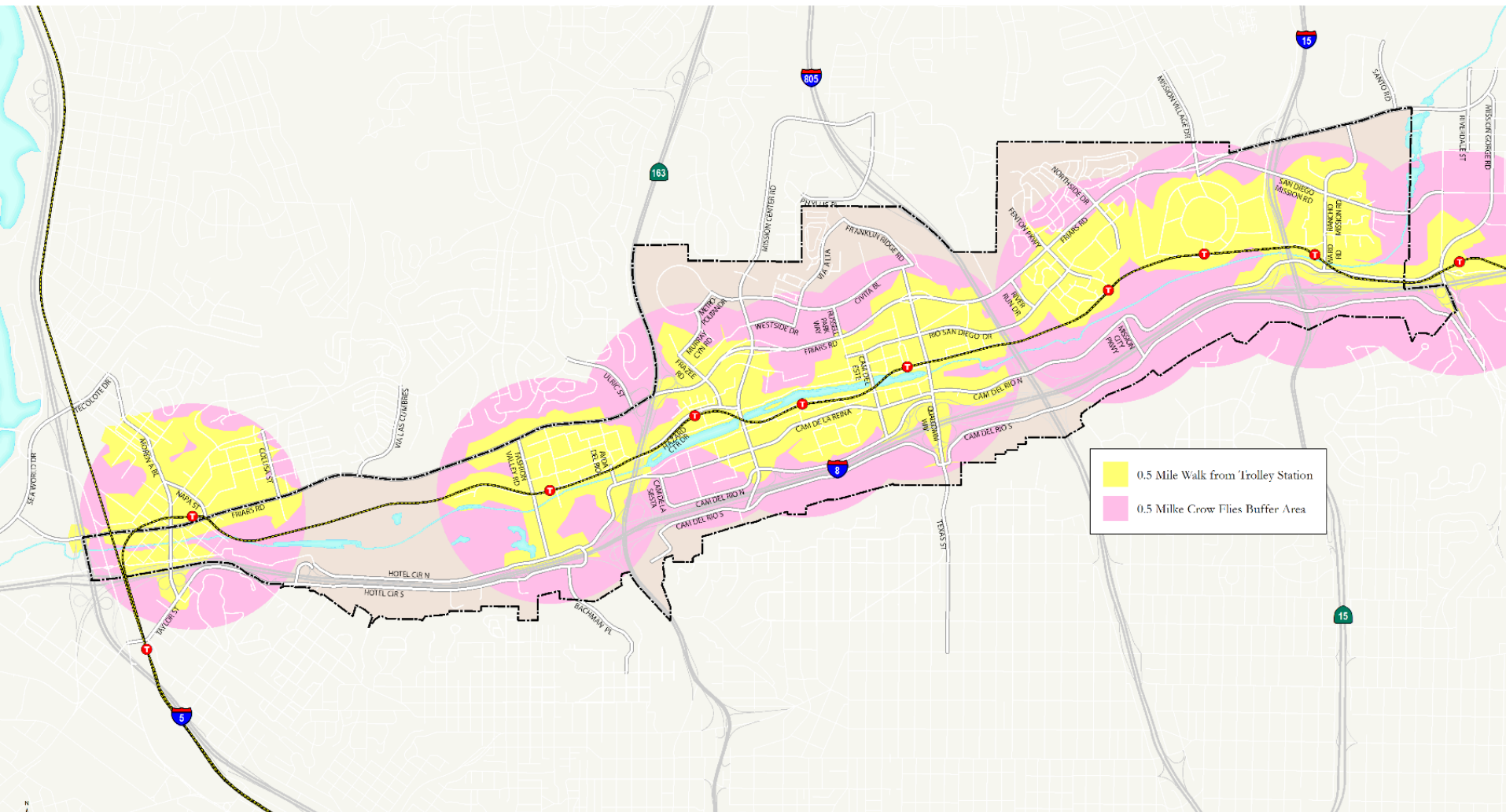


A one-mile walk in Bellevue, WA with cul-de-sacs and winding streets has few shops and services within walking distance.

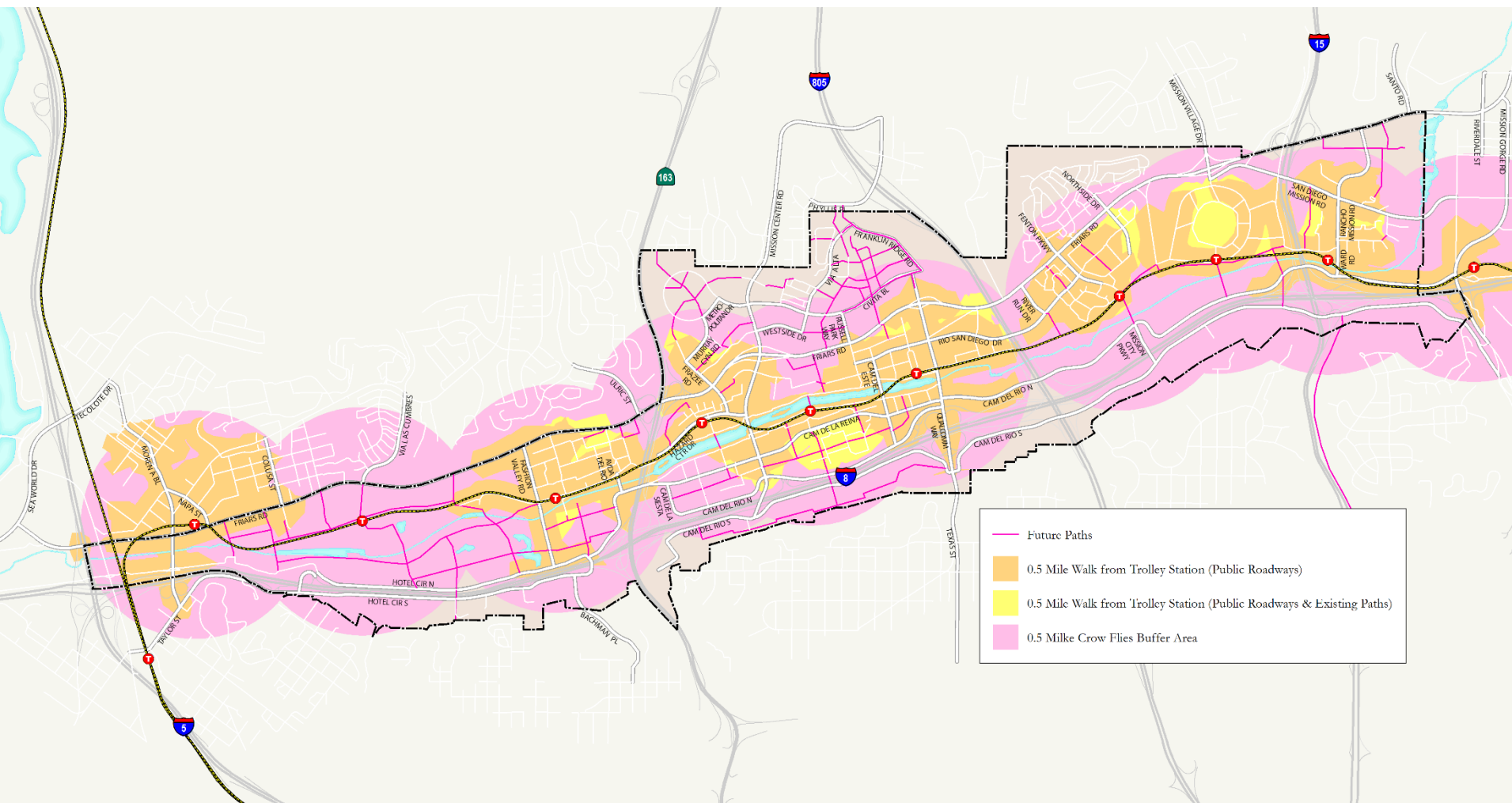
Access is Key



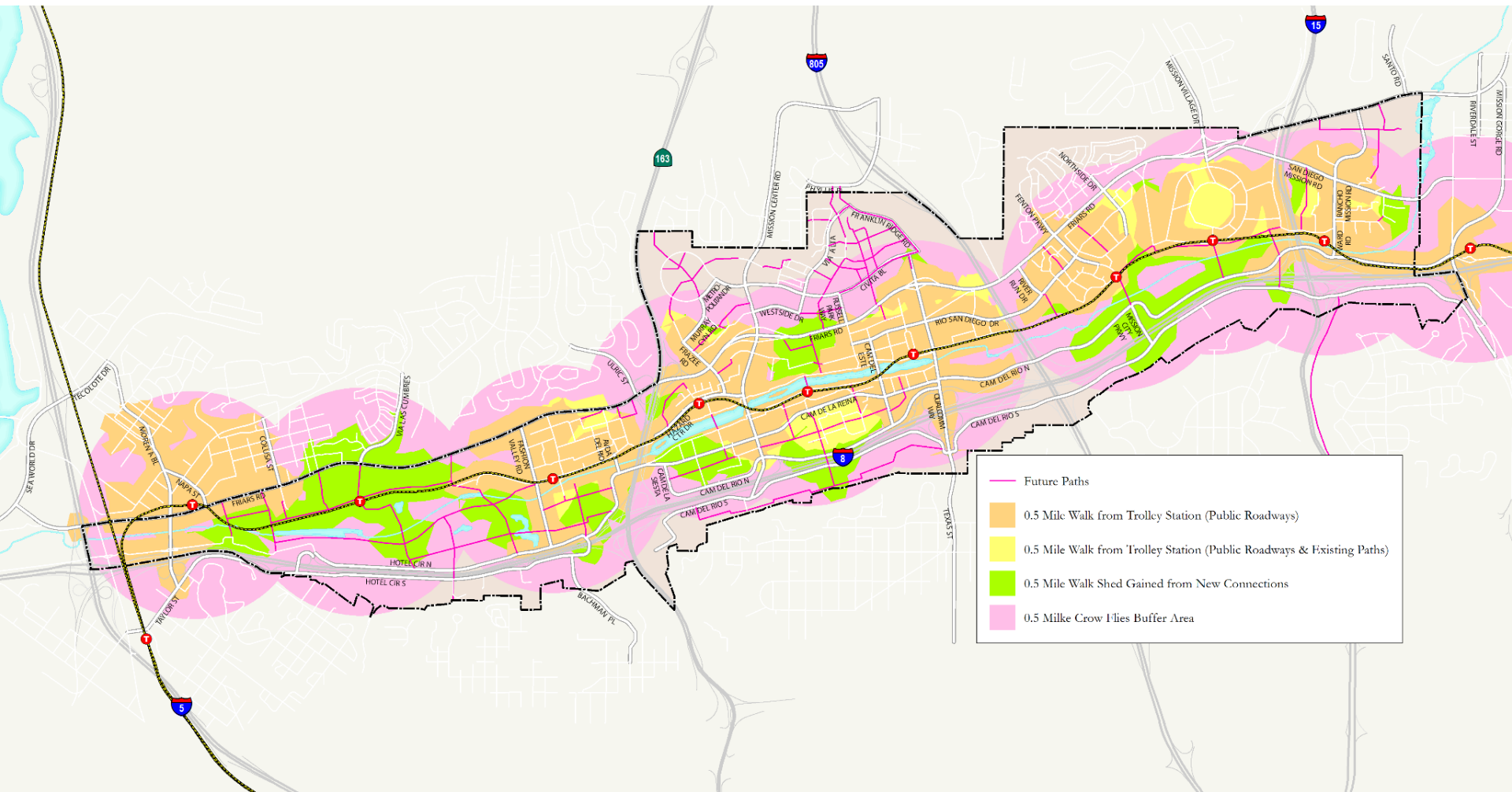
Access to Transit



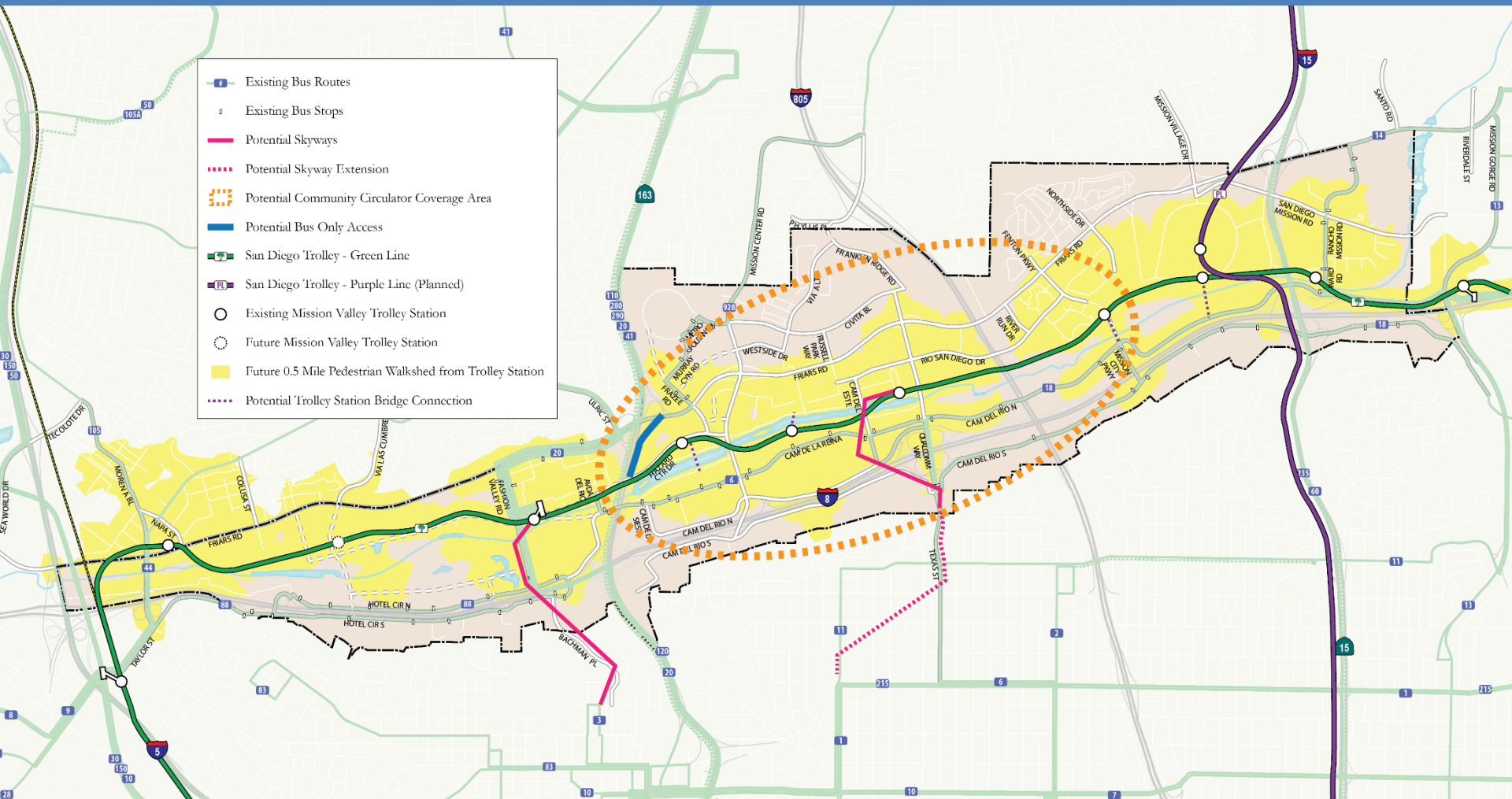
Private Access to Transit



Enhanced Access to Transit



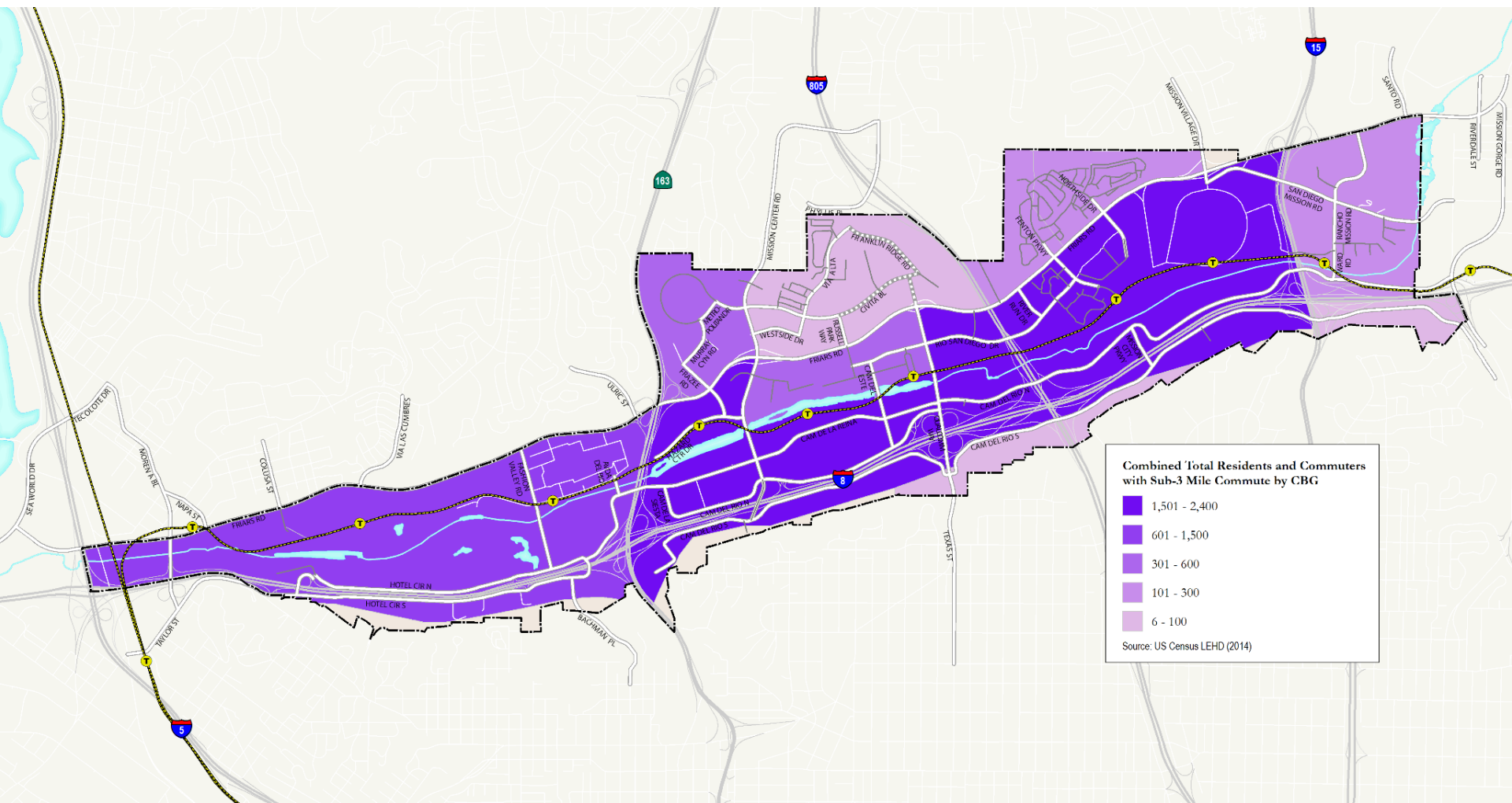
Enhanced Transit System



Solution 2:

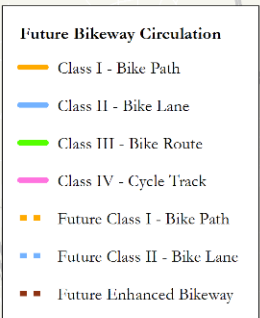
Create a better walking and biking environment

Active Transportation



Safety is Key

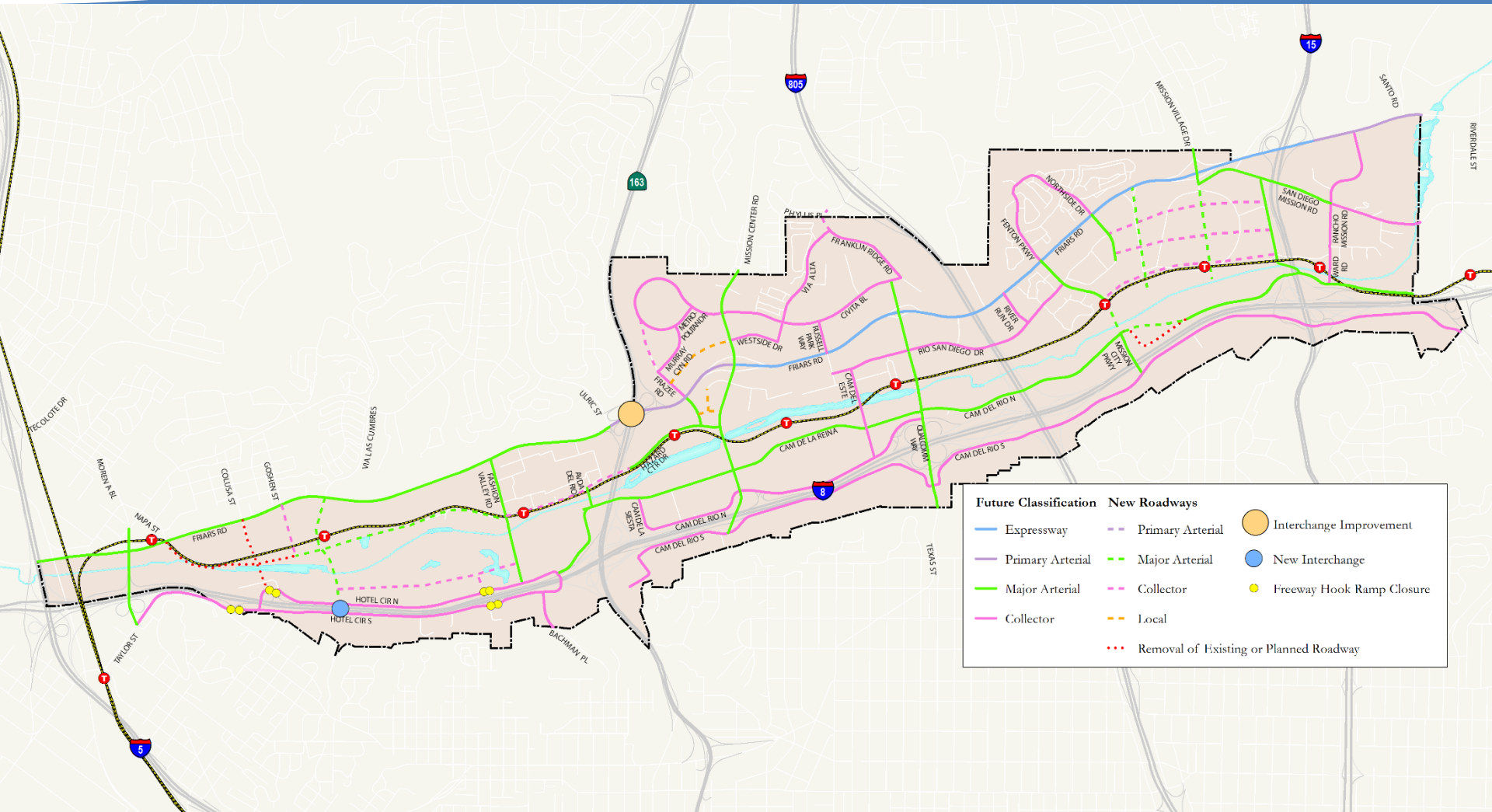




Solution 3:

Opportunities for new roadway infrastructure

Enhanced Street Network



Roadways to Evaluate

- Riverwalk Drive Extension
 - Fashion Valley Road to Goshen Street – In
 - Goshen to Napa – Out
- Goshen Street Connection to Riverwalk Drive
- Colusa Street Connection – Out
- VLC and New Interchange – In/Out
- Fenton Parkway – In/Out

Creating a balanced system that accommodates growth

-

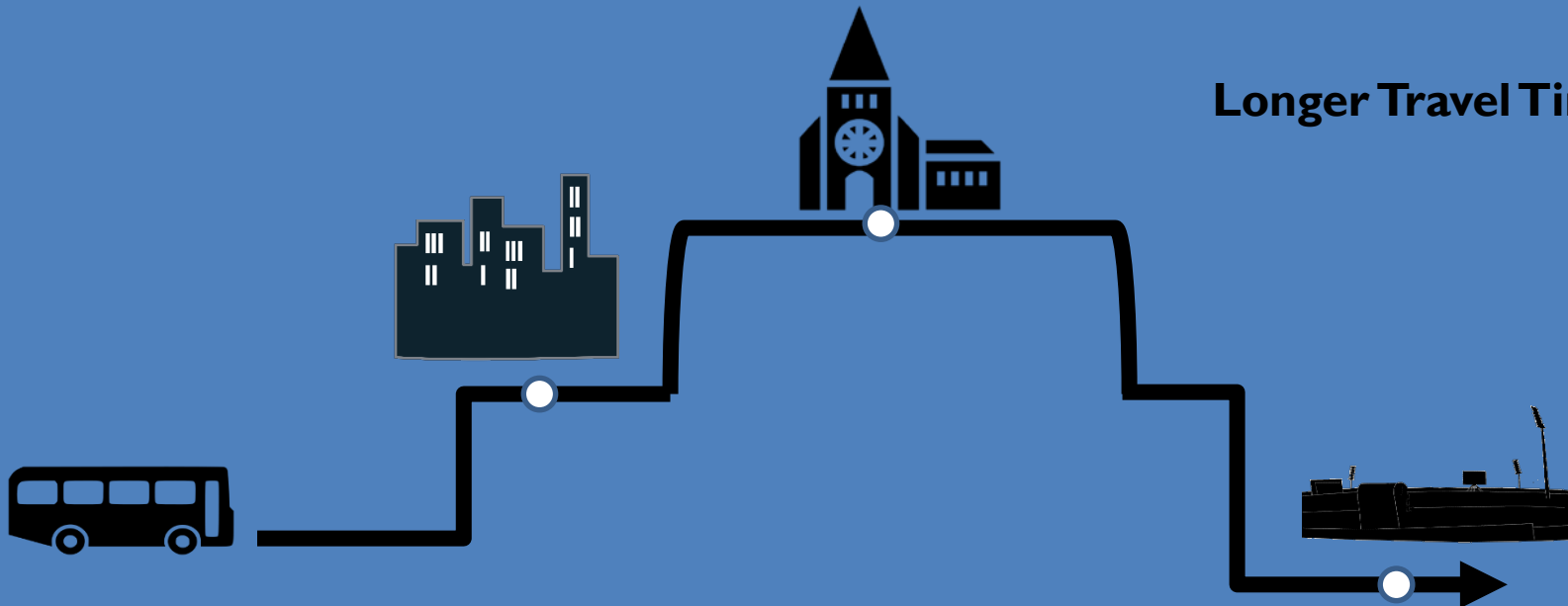
Mission Valley

Buses are Transit Too!

Shorter Travel Time



Longer Travel Time



Mobility Hub

Mobility Hub Concept

- 
- | | | |
|--------------------------|----------------------------|-------------------------------------|
| 1 Bike parking | 5 Shared mobility services | 10 Pedestrian facilities |
| 2 Real-time transit info | 6 Smart intersection | 11 Protected bikeway |
| 3 Informational kiosk | 7 Electric vehicle charger | 12 Universal transportation account |
| 4 On-demand rideshare | 8 Smart parking | 13 Mixed-use development |



- Did we miss any mobility opportunities?
- Need a preferred land use alternative to further evaluate mobility performance
 - Focus of next two meetings
- What other variables does the project team need to research to help in crafting a preferred alternative?



- Next Meeting:
 - May 12, 3:00 p.m.
 - Alternatives Evaluation (I)