SANDAG

BLUE LINE

Transit Oriented Development (TOD) Study

Project Summary Technical Memorandum
December 2024

Gensler

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Acknowledgments

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Why Transit-Oriented Development?

Leveraging Investment, Partnerships.

Connecting People.

The San Diego region, like many American cities, faces complex, interconnected challenges related to housing, transportation, and climate change. Transit-Oriented Development (TOD), which includes planning for housing, retail, open space and other uses around transit stations, can begin to address all three issues.

California is facing a severe housing crisis. According to the California Department of Housing and Community Development (HCD) the state needs to plan for 2.5 million new homes to keep up with current and future demand.

In San Diego County, homebuilding has not kept pace with population growth in previous decades. Our region alone needs to plan for over 171,000 new homes between 2021-2029[1]. Addressing the housing shortage is one goal of the agency's 2025 Regional Plan and Sustainable Commmunities Strategy (SCS).

At the same time, public transit agencies are working to rebuild ridership since the COVID-19 pandemic. The San Diego Metropolitan Transit System (MTS) is making great progress, with ridership growing more than ten percent from 2023 to 2024; however more work remains. While MTS ridership remains below pre-pandemic levels, the agency now reports regularly reaching 85% to 90% of pre-pandemic ridership levels, outpacing overall U.S. transit ridership, which reached only 77% of pre-pandemic levels in 2023[2].

While transit use is down, greenhouse gas (GHG) emissions from all forms transportation are up. The transportation sector as a whole is now the largest source of climate-warming emissions, with the EPA reporting that transportation accounts for 28% of U.S. GHG emissions. As a coastal community, the San Diego region faces acute risks from climate change, including sea-level rise that may increase flooding, threaten wildlife, and contaminate potable water, as well as wildfires, extreme heat, and drought.

Prioritizing development around transit stations has the potential to add much-needed housing, increase transit ridership, and reduce greenhouse gas emissions by creating walkable communities that reduce the need to drive. California alone has the potential to build up to 3 million homes within a half-mile of transit over the next two decades[3], helping the state solve its housing crisis while meeting its ambitious goals for reducing greenhouse gas emissions. For these reasons, local, regional, and state governments are all turning their focus to TOD.

1. San Diego Association of Governments. (n.d.). Regional Housing Needs Assessment. Retrieved from https://www.sandag.org/projects-and-programs/regional-initiatives/housing-and-land-use/regional-housing-needs-assessment
2. San Diego Metropolitan Transit System. (2024, August 2022). MTS ridership jumped 10 percent in fiscal year 2024. Retrieved from https://www.sdmts.com/inside-mts/media-center/news-releases/mts-ridership-jumped-10-percent-fiscal-year-2024
3. McKinsey Global Institute. (2016, October). Closing California's housing gap: How to meet the state's housing needs by 2025. Retrieved from https://www.mckinsey.com/featured-insights/urbanization/closing-californias-housing-gap

SANDAG's Sustainable Communities Strategy* plans for *future development and growth near transit to help meet state housing and climate goals.

TOD POTENTIAL

This study demonstrates the ability of TOD to support the social, environmental, and economic well-being of cities and create cleaner, healthier, more sustainable communities.

Diverse, mixed-use, walkable communities promote human connection and belonging. These environments are associated with higher life satisfaction and lower levels of loneliness, while active transportation options such as walking and biking, along with access to open space, improve physical and mental health[4].

People who live, work, or shop in TODs drive 20-40% less and reduce greenhouse gas emissions by 2.5 to 3.7 tons per year per household[5]. Additionally, TOD residents use transit four to 10 times more than those who live in other areas[4].

For cities or transit agencies with underutilized parking lots, converting those sites to TOD can provide a potential source of revenue and riders. New laws and federal policy changes have increased funding for both public and private TOD projects with over $68.9 million available for TOD planning grants over five years[3]. Additionally, recent policy changes by the U.S. Department of Transportation Build America Bureau now allow TOD projects within a half-mile walking distance of certain transit and railroad stations to qualify for Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) loans, allowing access to project financing at favorable interest rates.

LOCAL COMMUNITIES

Opening in 1981, the original Blue Line route stretched 15.9 miles from Downtown San Diego to San Ysidro and the U.S./Mexico International Boarder. The Blue Line improved mobility options for South Bay Communities, many of which were and still are working class communities of color. In the years since the opening of the Blue Line, neighborhoods located between Downtown and San Ysidro have received few additional investments to support the growth and economic development of communities along the transit corridor and to enhance the quality of life for existing residents.

While station areas in other parts of San Diego have realized opportunities for TOD, many of the stations located within the South Bay are surrounded by uses, such as parking lots, strip mall retail, and big box stores, that provide few economic and social opportunities for the surrounding communities, while being exposed to increased levels of noise and environmental pollution. This study provides a blueprint to leverage investments and connect with communities along the Blue Line corridor to further develop social, environmental and economic opportunities.

4. Litman, T. (2020, April 3). Evaluating Public Transportation Health Benefits (Victoria Transport Policy Institute). American Public Transportation Association. Retrieved from https://www.vtpi.org/tran_health.pdf
5. Maryland Department of Planning. (n.d.). Why TOD – Benefits of transit-oriented development. Retrieved from https://planning.maryland.gov/Pages/OurWork/RRP/tod/benefit.aspx

REGIONAL IMPACT

While this study includes two stations along the Blue Line route as examples for how TOD may be implemented it also provides a method for identifying locations and developing TOD typologies to best fit the scale of the site and needs of the surrounding communities, serving as a blueprint for the investment of TOD and mobility improvements for all communities along the Blue Line transit corridor as well in other areas throughout San Diego County.

Ultimately, this study is one step towards a healthier, cleaner, and more equitable San Diego. Realizing that vision will take continued collaboration between and regional leaders, cities, and communities across the region.

KEY TAKEAWAYS

The following key takeaways and next steps have been development as a result of robust data, policy, and regulatory analysis in coordination with community outreach and conversations with local municipalities and community organizations conducted throughout the study timeline:

1. Leverage public investments by coordinating with upcoming and future CIP projects to capitalize on TOD and station area improvements to help develop healthy communities
2. Realize the potential of mobility and land use improvements and further engage with communities to develop increased interest in projects
3. Prepare for the market to catch up by investing in affordable housing, station, and public realm improvements

NEXT STEPS

1. Encourage municipalities to invest in local communities, helping jump start development while the market catches up by leading with the development of affordable housing, providing streetscape and service improvements within surrounding communities, and implementing zoning and land use changes to facilitate development
2. Leverage SANDAG resources to accelerate housing within the San Diego region by incorporating TOD integration into project evaluation, discussing TOD opportunities with smaller cities within its service area, providing grants to local municipalities to further develop TOD programs and/or projects, and developing station and service improvements.
3. Engage with developers through a series of round tables to receive feedback on regional housing market trends, better understand potential incentives to increase interest in development, explore alternative project delivery methods, and educate on available regional funding opportunities.

A Launching Pad for TOD Planning and Collaboration Across the San Diego Region

01
Introduction

Project Overview

SANDAG is planning ways to make South County more walkable, bikeable, and useful for the community.

BLUE LINE TOD STUDY

The Blue Line Transit-Oriented Development Study (Blue Line TOD Study) identified opportunities to encourage and create TOD near two Blue Line Trolley stations in two South Bay San Diego communities - the San Ysidro station in the City of San Diego, and the Palomar station in the City of Chula Vista.

The study assessed land use, transportation, and market conditions to inform strategies for TOD implementation that highlight opportunities for potential development, community integration, and mobility improvements. One of the goals of the study is to advance regional planning goals and support ongoing parallel efforts in the corridor.

PROJECT GOALS

SANDAG embarked on the Blue Line TOD Study with multifaceted objectives. The effort is in line with the 2021 Regional Plan Implementation Action, as this initiative focuses on enhancing transit accessibility but also integrates seamlessly with ongoing Mobility Hub Implementation efforts. The project aims to advance and align with various SANDAG projects and plans, fostering a cohesive approach to regional development.

Through the provision of resources and technical assistance, SANDAG facilitated local jurisdictions in utilizing the Blue Line TOD Study as a comprehensive case study, thereby bolstering their capacity to implement effective TOD strategies. SANDAG also endeavored to promote sustainable and equitable urban development throughout the region, ultimately enhancing the quality of life for residents and visitors alike.

San Diego Trolley System Map

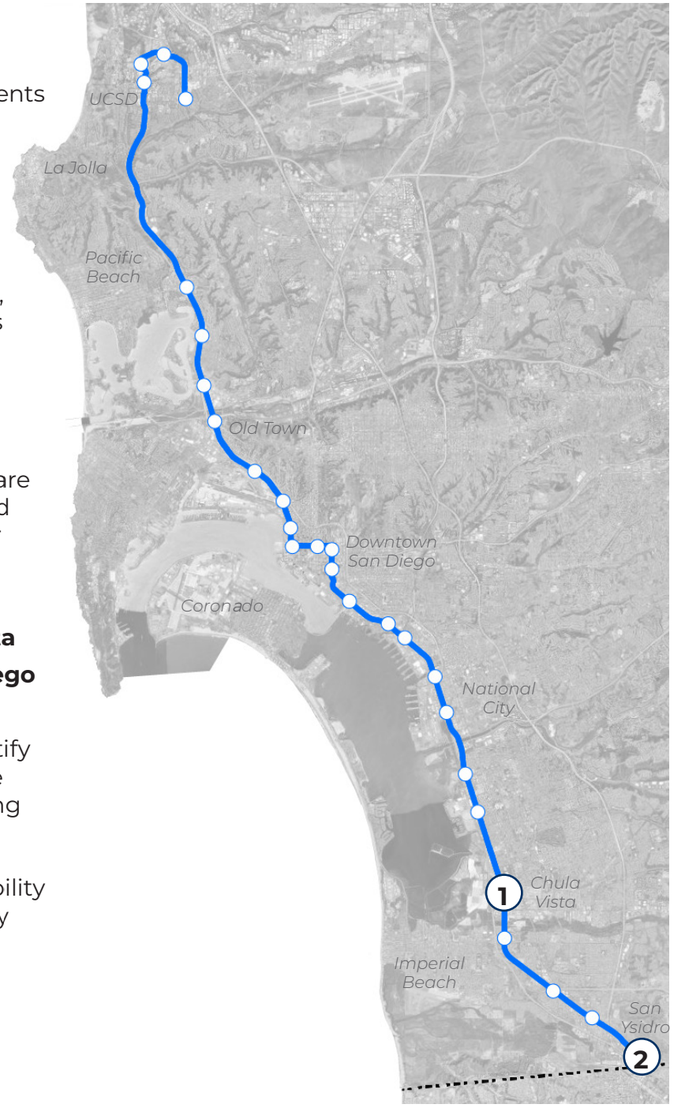
PROJECT LOCATION

The Blue Line Trolley spans 20 neighborhoods and 3 cities (San Diego, National City, and Chula Vista), and covers 26.3 miles with 32 stations making it a vital component of San Diego County's public transportation network.

The two key areas that were studied are pivotal points along the Blue Line and also present unique opportunities for TOD:

1. **Palomar Street Station, Chula Vista**
2. **San Ysidro Transit Station, San Diego**

The study aimed to explore and identify areas around the stations that can be leveraged for development, promoting a seamless integration of residential, commercial, and public recreational spaces that capitalize on the accessibility and connectivity offered by the trolley system.



Blue Line Trolley System Map

Funding Sources

Leveraging a number of funding sources aiming to assist in TOD Development at a federal, state, and local level.

FEDERAL FUNDING SOURCES

Federal Transit Authority (FTA) - Pilot Program for TOD Planning

Pilot program for comprehensive TOD planning that integrates land use and transportation planning by addressing 6 factors:

- Enhances economic development/ ridership
- Facilitates multimodal connectivity and accessibility
- Increases pedestrian and cyclist access to transit hubs
- Enables mixed use development near transit stations
- Identifies project infrastructure needs
- Includes private sector participation

STATE FUNDING SOURCES

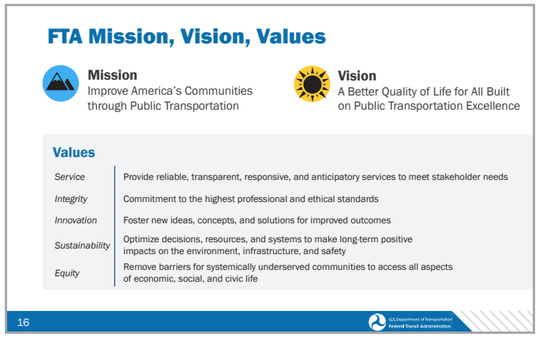
Regional Early Action Planning Grants of 2021 (REAP 2.0)

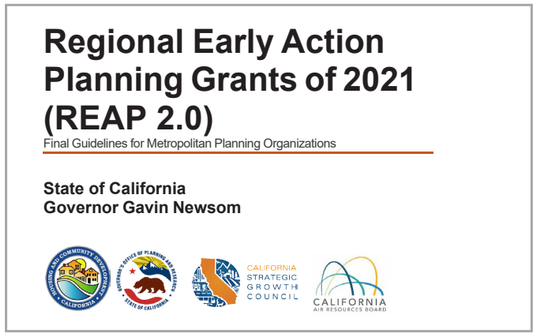
Builds on REAP 2019 by expanding program focus to integrate housing and climate goals. REAP 2.0 will accelerate progress towards state housing and climate goals to:

- Accelerate infill development
- Reduce vehicle miles traveled (VMT)
- Affirmatively further fair housing (AFFH)

Funded by REAP 2.0, SANDAG's Housing Acceleration Program will focus on four Proposed Uses:

- Local Jurisdiction Support
- Affordable Housing Development
- Transit Agency Partnership
- Tribal Partnership





02

Stakeholder & Public Engagement

Partnerships & Stakeholders

SBCS + Stakeholder Groups Overview

OVERVIEW

SANDAG studied how to make areas around the Palomar and San Ysidro Transit Centers more walkable, bikeable, and useful to the community. South County residents have long expressed a need for safer and more efficient transit connections, including walkways and bikeways, that facilitate mobility in their communities.

SANDAG conducted the Blue Line Transit-Oriented Development Study to assess how land is used around the transit centers, what transportation connections are available, and to recommend ways to facilitate mobility within these areas. This study aligns with current and planned housing developments, planning studies, and construction projects to help guide future investment within these areas.

OBJECTIVES

The Blue Line TOD Study leveraged relationships with community-based organizations (CBOs) to conduct outreach and engagement with the public and stakeholders. Community and stakeholder engagement conducted in support of the study served to accomplish the following objectives:

1. Increase public awareness of Blue Line TOD study through community outreach, public forums, and partner networks.
2. Engage community residents, with special emphasis with Blue Line commuters, to promote participation in study.
3. Form vital connections with individuals, particularly Resident Leader groups, as well as community-based organizations and key leaders.
4. Collect input to help shape project recommendations.
5. Tap into trusted messengers, such as Promotoras and Resident Leaders, and activate existing community groups to engage with the public.

PURPOSE

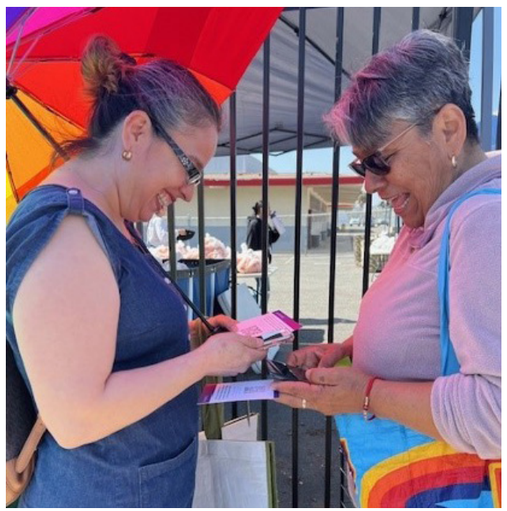
The public and community partners provided feedback on the land use and mobility options around the transit stations to recommend opportunities to make these areas more walkable, bikeable, and useful for the community. We utilized a number of channels to facilitate community input including social media and web-based tools as well as community meetings with key stakeholders.

Early in the process we developed a Public Outreach Plan (POP) to outline the approach, goals, and key messaging and activities to solicit input from community residents and project stakeholders and inform the development of the Blue Line TOD study.

PROJECT STAKEHOLDERS

SANDAG engaged with the following stakeholders, business groups, and Community Based Organizations as part of the study's Public Outreach Plan:

- City of Chula Vista
- City of San Diego
- MTS
- SANDAG
- SBCS Corporation
- Chula Vista Chamber of Commerce
- Local Business Owners and Developers



Engagement Activities

SANDAG conducted engagement activities and developed the following collateral with project stakeholders and the public.

STAKEHOLDER ENGAGEMENT

SANDAG engaged several stakeholders and business groups including SANDAG Working Groups, the Cities of San Diego and Chula Vista, MTS, and various other groups like the Chula Vista Chamber of Commerce. Engaging a range of stakeholders ensured comprehensive input and collaboration from local jurisdictions, transit operators, business interests, elected officials, and community members.

Project Development Team Meetings
SANDAG engaged with the City of San Diego, the City of Chula Vista, and MTS through a series of Project Development Team (PDT) meetings where the project team provided regular updates and gave opportunities for stakeholders to give feedback on the study relating to their regulatory oversight and agency goals.

We met with the PDT at key points in the study to facilitate feedback on different deliverables and ensure the study is aligned with the different agencies' projects, priorities, and interests.

Business Groups
To ensure that the economic interests of the study area were represented, the project team presented the Blue Line TOD Study to the Chula Vista Chamber of Commerce and real estate stakeholders. Engaging with these important local business groups maintains positive relationships between SANDAG and the local business community, which is essential for future TOD projects in the area.

SANDAG Meetings
Presentations were made to several SANDAG Working Groups including the Mobility Working Group, the Social Services Transportation Advisory Council, and the Sustainable Communities Working Group. The project team provided overviews of the study and project updates to each Working Group and received project feedback from each meeting.

The Mobility Working Group raised concerns about environmental health due to air pollution levels in South County and expressed support for TOD as a solution to this issue. The Mobility Working Group also highlighted the fact that the high volume of traffic at the Palomar and San Ysidro Transit Centers generates significant fare revenue from transit users in the South Bay, underscoring the need to reinvest in the areas featured in the study.

Several members of the Social Services Transportation Advisory Council brought attention to the need for pedestrian and cycling infrastructure around the Palomar Transit Center. Additionally, the Sustainable Communities Working Group stressed the importance of understanding and leveraging data inputs within the methodology used to identify TOD opportunities.

Community outreach events conducted in May 2024

Engagement Activities

PUBLIC OUTREACH

Utilizing an assortment of strategies, SANDAG held public outreach events and pushed out information on the study via social media and trusted channels of communication. Social Pinpoint, a map-based online engagement tool, facilitated gathering comments on the study across different events, audiences, and means of informing the public on the study and receiving input.

Over the course of the study, SANDAG also partnered with SBCS Corporation, a local Community Based Organization (CBO) serving the South Bay, to conduct outreach in the local communities. SBCS has strong ties to the South Bay, which strengthened project outreach efforts and helped the project team build trust with community members, improving participation rates and overall quality of responses.

As part of CBO outreach for the Blue Line TOD Study, the project team partnered with SBCS to host outreach events as a way to connect the local community with the study. SANDAG and SBCS hosted one event at a food distribution and one presentation at the organizations Resident Leadership Academy (RLA) in order to connect with the community and receive feedback on opportunities for TOD improvements in the area.

CBO Events

SANDAG conducted two events with SBCS to engage the community and collect feedback on the improvements they desire in the community. SANDAG and SBCS conducted outreach on San Ysidro and Palomar Transit Center improvements at a SBCS food distribution event in May 2024. Over 100 responses were collected from participants, who cited lighting, security, and cleanliness as some of the most pressing issues at the transit center and the surrounding area.

Additionally, SANDAG presented to the SBCS RLA, a cohort of Spanish-speaking community members who receive training in civic engagement. A presentation on the project was given at one of RLA's monthly meetings, where members participated in an activity to provide feedback on issues and potential improvements to the Palomar Transit Center. The activity featured eight questions, where the cohort split into small groups to discuss and write detailed responses which were submitted to the project team. The answers were translated to English, transcribed, and will be used to inform future improvements to the Palomar Transit Center.

Some common themes included safety, lighting, cleanliness, and a desire for beautification projects in and around the transit center. Many participants were parents with children enrolled in local schools, who expressed concerns about child safety at the transit center and along local bus routes.

Why we worked with RLA:

Goals of the Resident Leadership Academy (RLA) include engaging with and Supporting community members in creating better, healthier neighborhoods. Support community members in better understanding advocacy, policy development and civic engagement implementation. This empowerment leads to an improved quality of life in neighborhoods.

The RLA is the result of nearly 15 years' experience in community-based organizing. In partnership with Community Health Improvement Partners, SBCS helped develop a Resident Leadership Academy curriculum to provide community residents with the knowledge and skills to affect community change.

RLA is a 15-week session curriculum-based program that guides residents from high-need communities through a short-term process that empowers residents to make positive changes in their respective communities. Changes can include (but are not limited to) improvements in public safety, walkability, health food access and community/civic engagement. Session topics provide a holistic look at community health and include Community Building Principles, Safe, Walkable Communities, Crime Prevention through Environmental Design, Healthy Food Systems, Land Use & Community Planning, Leadership, Advocacy & Policy Development.

Participants also gain a better understanding in how to stay informed by accessing community information. During these workshops the participants learn that creating healthier lifestyles is the key to a thriving community, how to work together in groups, how to better communicate with their neighbors and potential professional partners. Resident Leaders also learn of civic engagement and their role in policy change. But most importantly they learn to believe in themselves and that their voices matter.

Responses from RLA participants:

"I would like to walk around without risk, and I would like that the routes are closer to the surrounding communities"

"I would like more green spaces and areas to wait for transit; to be able to go to a cafe, get refreshments, and charge my phone. I wish it was more illuminated and safer"

"More attention should be paid to the aesthetics of the area, for example more decorative greenery; something that conveys comfort, tranquility, and peace"

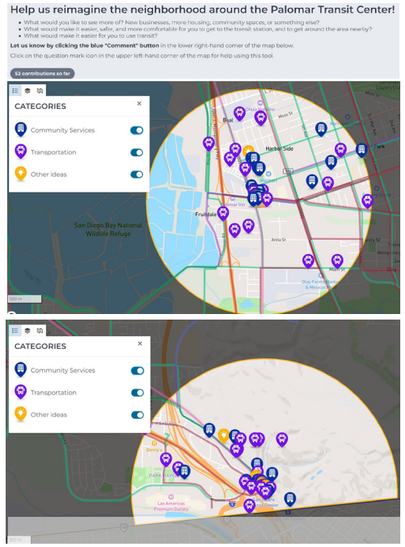
These responses demonstrated local concern about road user and pedestrian safety, a need for improved transit connections, and a desire for amenities and community resources that make the area safer and more enjoyable to live in.

Stakeholder & Public Engagement

Social Pinpoint

The project team leveraged Social Pinpoint, a map-based online engagement tool, to gather location-specific feedback about both the Palomar and San Ysidro transit centers. Social Pinpoint allowed users to leave comments about a specific location within 1 mile of either transit center. This outreach approach allowed for location specific feedback, ease of access for commentors, and helped the project outreach team compile a digitized record of community input.

The Social Pinpoint page featured two maps for comments, one for each station, and received over 100 contributions across both stations.



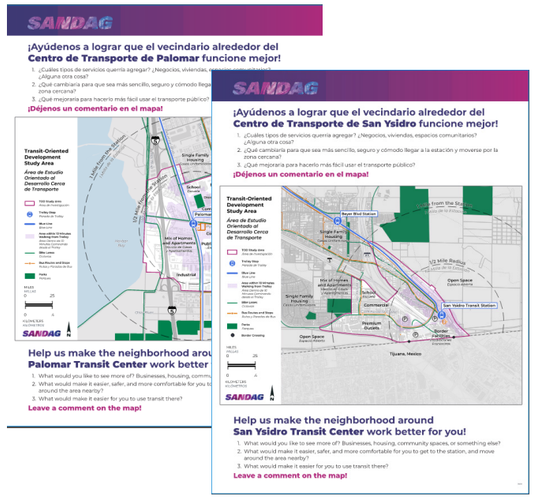
Example Social Pinpoint map for each station area

Transit Center Pop-ups

SANDAG conducted two pop-up events at the following locations near the Palomar and San Ysidro Transit centers to gather feedback directly from transit users:

- Palomar Station; 745 Industrial Ave, Chula Vista CA; 6/13/24 from 1 -5pm
- San Ysidro Station; 700 East San Ysidro Blvd, San Diego, CA; 7/9/24 from 1-5 pm

These events provided transit users an opportunity to share experiences, concerns, and suggestions regarding local transit and TOD. By engaging directly with the community, the project team gained a deeper understanding of transit user needs. The feedback collected will help inform future TOD enhancements in the community and create more equitable transit connections.



Example of outreach materials to encourage community feedback for each station area

Response Examples for Palomar Station:

"Need to fix sidewalks [on Palomar St.]. There are holes"

"Green areas with trees and sitting areas to picnic with family"

"Please connect [Palomar Transit Center] to the Bayshore Bikeway so that people don't have to cross major intersections to get to the trolley"

"We need more housing! Practically the whole area is a giant parking lot"

Response Examples for San Ysidro Station:

"Bike path lines need to be redefined on the bridge; irrelevant taxicab station on one side and heavy traffic to enter Mexico on the other side is dangerous in peak traffic"

"The community would greatly benefit from safer, accessible, realistic community centers"

"Needs more places to eat and for people waiting to get picked up"

"Straighten out/grade separate the Trolley as it approaches San Ysidro station. It would increase speed and reliability"

These responses demonstrated local concern about road user and pedestrian safety, a need for improved transit connections, and a desire for amenities and community resources that make the area safer and more enjoyable to live in.

Feedback Summary

5 ELEMENTS OF TOD

To maximize development of potential TOD opportunities, the project team identified five elements to drive land use and mobility improvements. Each element helped guide equitable implementation of TOD strategies. The five elements are:

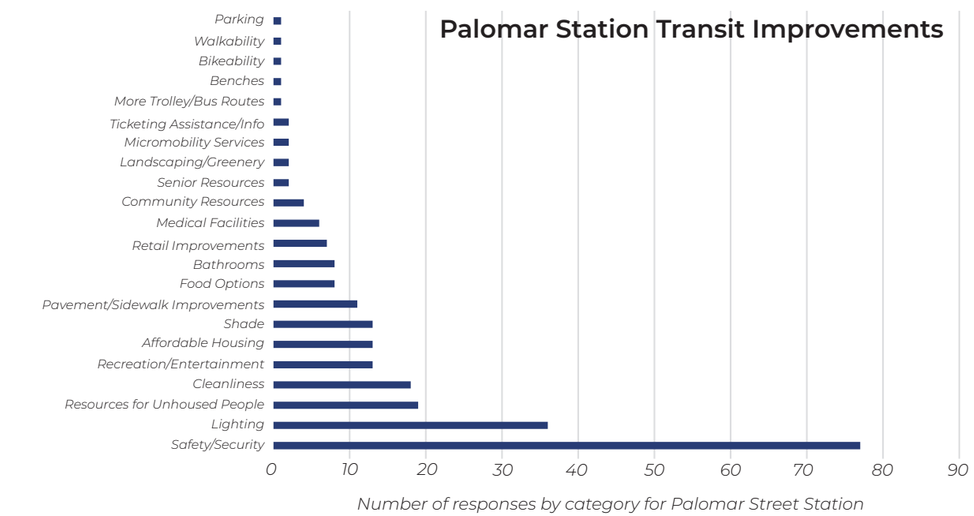
1. Transit connection and service
2. Walkability
3. Bikeability
4. Development feasibility
5. Community health and wellbeing

The five TOD elements also helped categorize key issues identified through public outreach. Engagement with the public revealed several common concerns at each transit center, which fall into one or more of the five elements of TOD. Below is a summary of these comments, improvements, and opportunities.

PALOMAR STREET STATION

Feedback on the Palomar Transit Center falls primarily into the category of community health and wellbeing. The most common concerns were safety at the station, particularly the need for additional lighting, cleanliness, and security. One of the most pressing concerns of users of the Palomar Transit Center is affordable housing and addressing the growing number of unhoused people residing in the public areas around the station, underscoring the need for accelerating housing development and community resources in the area.

Road user safety and transit connection were also key concerns for people using the transit center; several comments call attention to the need for road and pedestrian infrastructure improvements that facilitate travel to and from the station.



Detailed feedback came in the form of responses to questions as part of a presentation with SBCS RLA. Common themes emerging from the responses focused on safety, lighting, cleanliness, beautification projects, and amenities near the station which facilitate retail and recreational opportunities.

Below are specific examples of feedback that encapsulated common responses and concerns about the Palomar Transit Center and its surrounding area:

- *"3rd Avenue needs a safer sidewalk; people fall from bumps in the pavement"*
- *"The corner of Palomar and 2nd Avenue and Palomar and 3rd Avenue need security and cleaning"*
- *"More apartments and housing"*

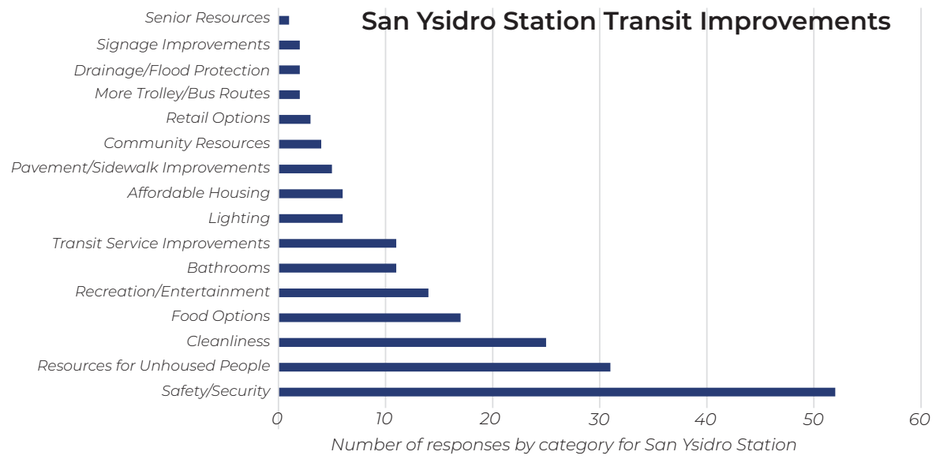
SAN YSIDRO TRANSIT STATION

Like feedback about the Palomar Transit Center, people using the San Ysidro Transit Center called attention to several recurring issues centered on community health and wellbeing. The most cited concern at the San Ysidro Transit Center was safety and security, followed by the need for resources and accommodation for unhoused people residing in public areas in the community. Cleanliness and maintenance were significant concerns to people living in the area, followed by food and recreation options in the vicinity.

Below are examples of specific concerns held by participants in the outreach activity at San Ysidro Transit Center:

- *"More community spaces"*
- *"More affordable housing"*
- *"Services for unhoused people and people with low incomes"*

Overall, passengers using the transit center have expressed a desire for a safe, clean space that is pleasant to use and connects them with amenities like shops, restaurants, and options for recreation, security and cleaning.



ENGAGEMENT IMPACT

South County residents are experts on the unique challenges and opportunities in their communities, and their participation is essential to the Blue Line TOD Study. Public outreach activities conducted for the Blue Line TOD Study impacted various project deliverables and lead to more equitable study outcomes.

The project team used community input from public outreach activities to complete Task 3: Study Area Boundaries, Existing Conditions, and Land Use Policy Summary, which defined the Blue Line TOD Study Area boundaries based on areas or neighborhoods with significant relationships to the transit centers included in the study. These areas were identified by local stakeholders and CBO's.

Based on these recommendations, the project team developed the TOD Opportunity Index Analysis as part of Task 4: TOD Opportunity Site Identification and Market Analysis, which identified and scored the development feasibility of various opportunity sites near the Palomar and San Ysidro Transit Centers.

Task 5: Implementation Strategies and Task 6: Conceptual TOD Site Plans drew on feedback collected from public outreach to improve land use and mobility around the Palomar and San Ysidro Transit Centers.

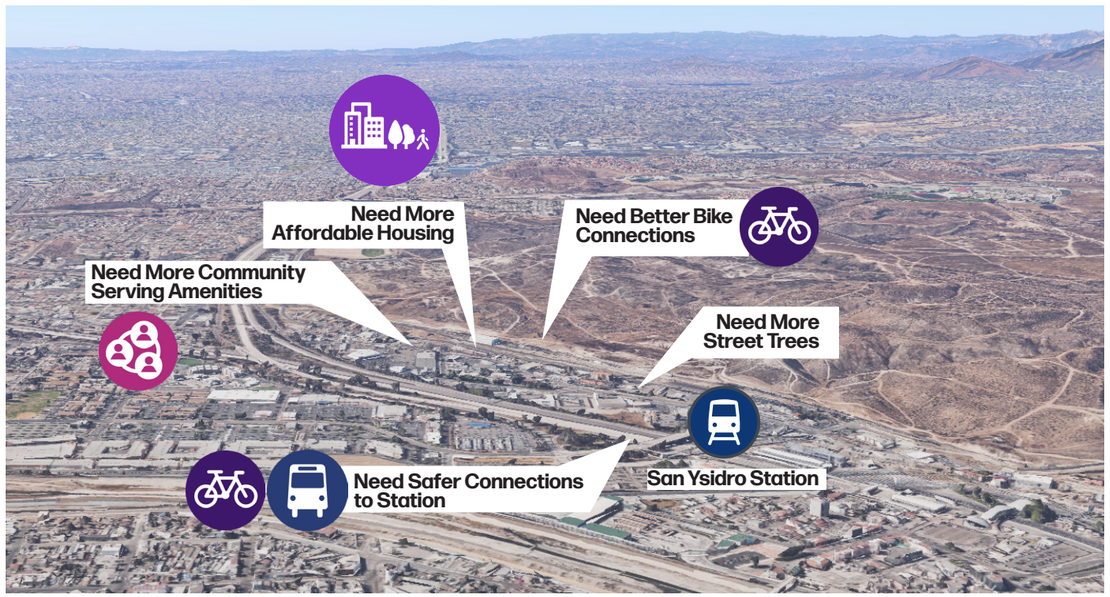
Task 5 also identified five criteria which are used to evaluate TOD opportunities at each site, which aligned with the recommendations given by the community during the public outreach process identifying projects, policies, and gaps relating to mobility and land use at each of the transit centers. Of the five evaluation criteria, the most common responses were categorized as Community Health and Wellbeing, followed by Transit Connection and Service.

These recommendations are reflected in **Task 6: Conceptual TOD Site Plans,** which visualize and prioritize housing, community amenities, and mobility improvements.

CONCLUSION

Engaging in public outreach to achieve concurrence between the community and the evaluation criteria applied by the Blue Line TOD Study ensured that TOD opportunities are aligned with the needs and goals of residents.

Feedback collected during the public outreach process demonstrated the diverse interests of South County residents but identifies several common goals for improving mobility and land use around the Palomar and San Ysidro Transit Centers. Public participation in the Blue Line TOD Study impacted several key project deliverables, which provided the public an opportunity to participate in the process of designing successful TOD improvements.



03

Existing Conditions, Study Area Boundary

Palomar Street Station

Existing Land Uses and Local Context

The Palomar Street Station in Chula Vista is currently surrounded by a mix of residential and commercial land uses. The immediate vicinity has a blend of low to medium-density housing, including single-family homes and multifamily complexes.

Commercial establishments, such as local businesses, big-box stores, and the proximity to Harborside Elementary School contribute to the area's vibrancy.

The station benefits from connectivity with major roadways and bus routes along Palomar Street and Industrial Blvd, and a network of pedestrian and bicycle pathways.

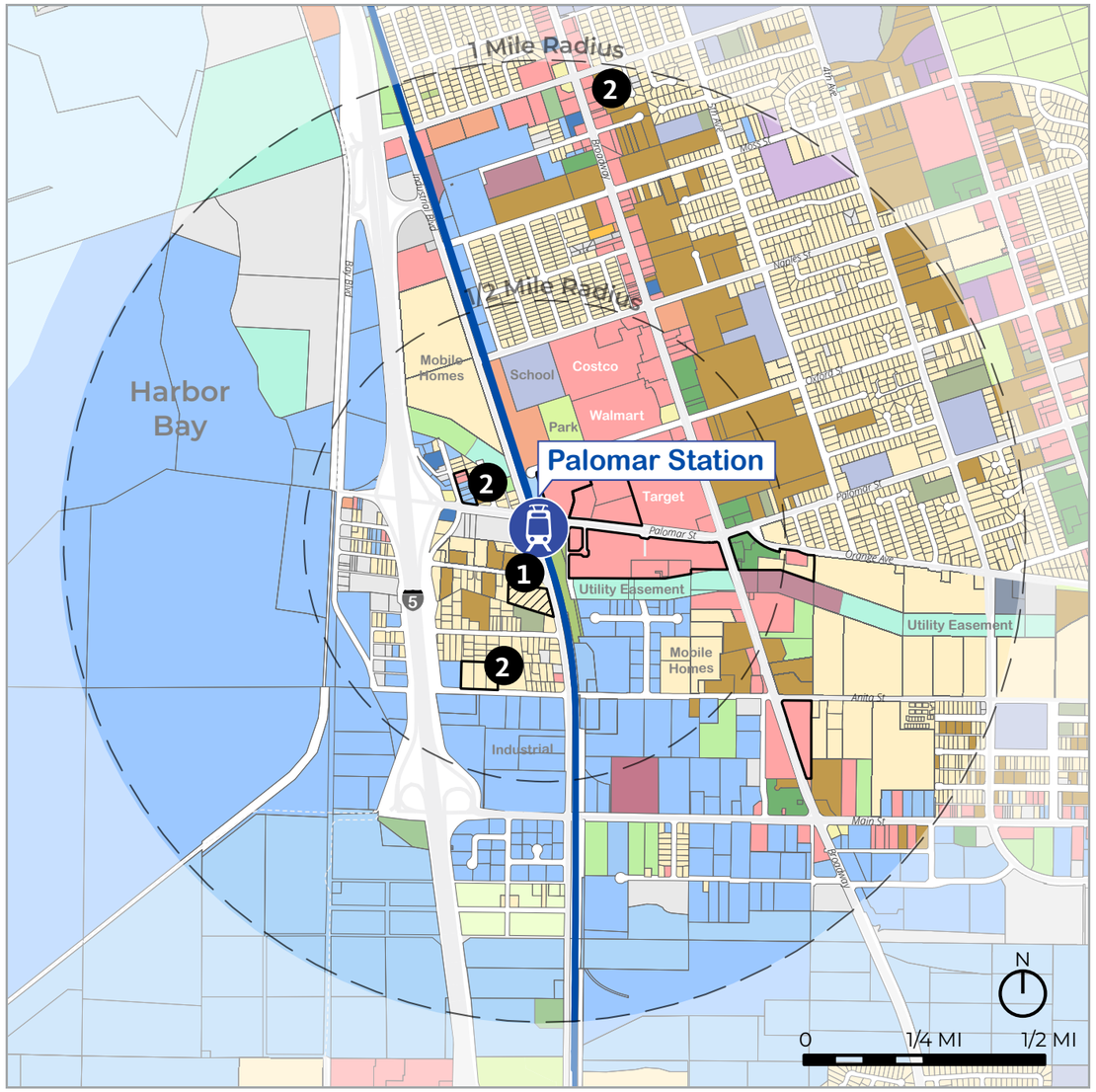
The existing land uses create a foundation for potential Transit-Oriented Development (TOD), with opportunities for mixed-use projects that can integrate residential, commercial, and recreational spaces.

Understanding the current context allows for strategic planning to maximize the station's potential as a focal point for sustainable and community-oriented development.

CURRENT LAND USE

- BLUE LINE TROLLEY
- WALKSHED
- COMMERCIAL
- COMMUNICATIONS/ UTILITIES
- PUBLIC FACILITY / SCHOOL
- INDUSTRIAL
- MEDICAL
- HOSPITALITY
- INTENSIVE AGRICULTURE
- PARK OR OPEN SPACE
- MIXED USE
- SINGLE FAMILY
- MULTI-FAMILY RESIDENTIAL
- NEIGHBORHOOD SHOPPING CENTER
- OFFICE
- PUBLIC SERVICES
- RELIGIOUS FACILITY
- WHOLESLAE TRADE
- OPEN SPACE / PRESERVE
- UNDEVELOPED

1. VACANT LOTS
2. NEW / PLANNED DEVELOPMENT



Palomar Street Station

Existing Connections and Mobility Network

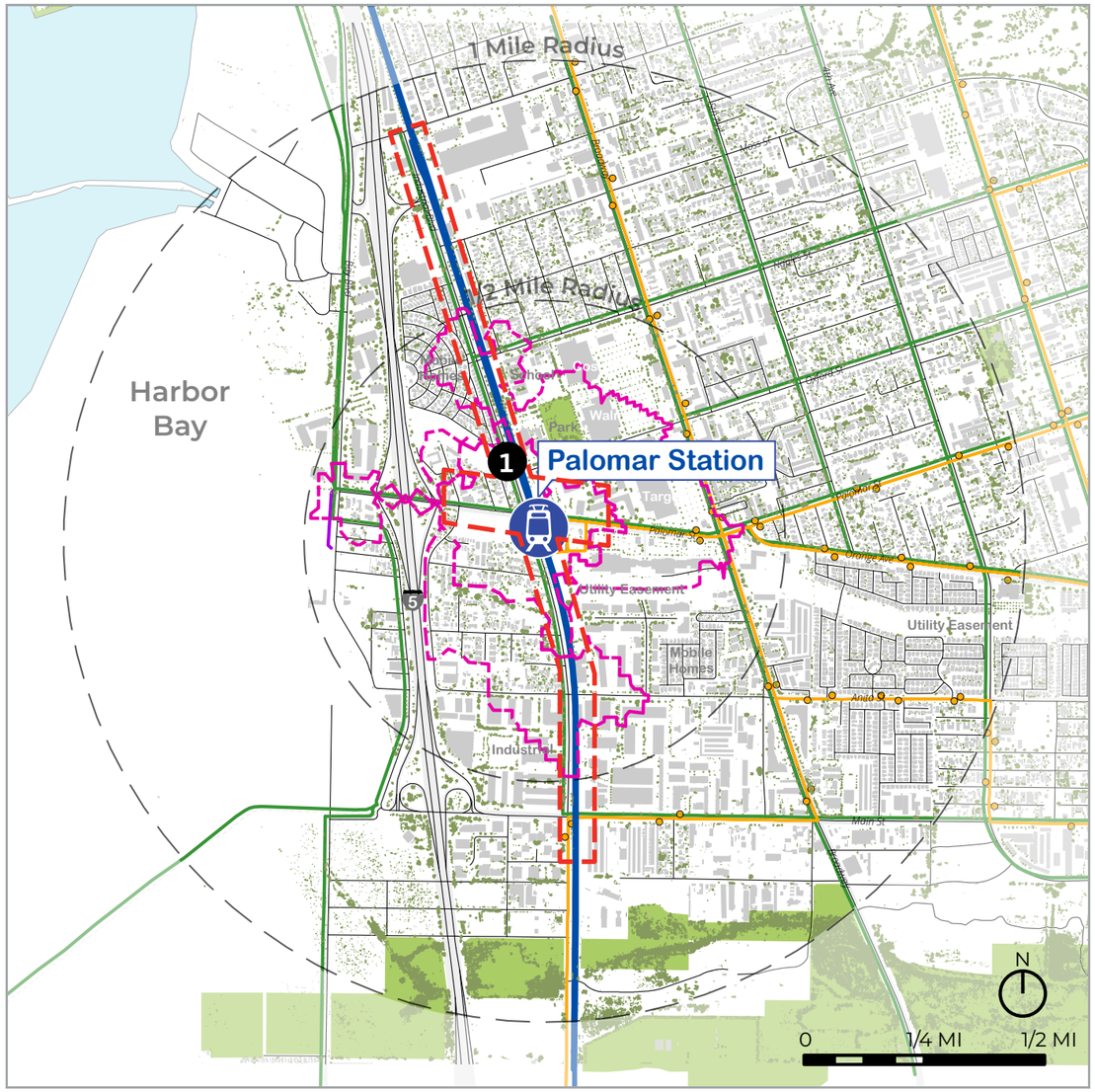
In addition to its current land uses, the Palomar Street Station benefits from a well-integrated transportation network, with bus route transfer connections contributing to station's high ridership.

Several MTS bus lines converge at the station, fostering connectivity and providing commuters with a comprehensive transit experience. I-5 serves as a barrier and reduces connectivity to neighborhoods, regional bike path, and industrial areas west of the interstate.

Future plans include the proposed grade separation project, lowering the six-lane Palomar Street under the existing MTS Rail Corridor and Industrial Blvd, creating a roadway underpass.

This separation not only addresses safety issues but also contributes to the overall enhancement of the transit center, creating a safer and more efficient environment for pedestrians, cyclists, and public transportation users.

These initiatives represent a pivotal step in optimizing the Palomar Street Station's potential as a focal point for sustainable and safe urban development.



MAP KEY

- BLUE LINE TROLLEY
- WALKSHED
- BUS ROUTE
- BIKE ROUTE
- BUILDING BOUNDARY
- PARK
- TREE CANOPY
- 1 PROPOSED GRADE SEPARATION PROJECT SITE

San Ysidro Transit Station

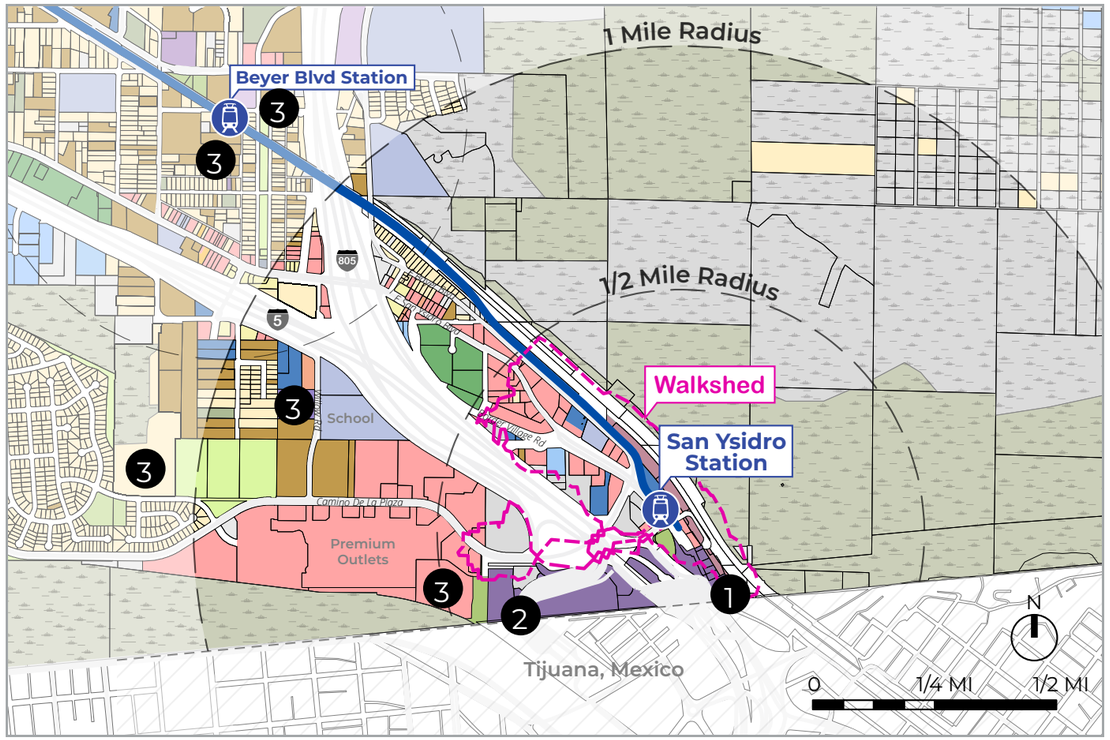
Existing Land Uses and Local Context

The San Ysidro Transit Station in San Diego is situated in a dynamic urban environment serving as a primary gateway between the U.S. and Mexico, one of the busiest border crossings in the world with over 90,000 daily crossings. This attributes to the station seeing the highest ridership along the Blue Line Trolley.

Characterized by diverse land uses, the immediate surroundings encompass a mix of commercial and institutional spaces. This reflects the station's central role in connecting the community.

The area has a blend of retail establishments, including local businesses, shops, and dining options, and a high concentration of idle cars that await to cross the border.

Given the diversity of current land uses, the San Ysidro Station holds potential for Transit-Oriented Development (TOD). Future development opportunities could focus on integrating mixed-use projects, combining residential, commercial, and recreational elements to create a suitable urban environment for the local community.



CURRENT LAND USE

- BLUE LINE TROLLEY
- WALKSHED
- COMMERCIAL
- COMMUNICATIONS/ UTILITIES
- PUBLIC FACILITY / SCHOOL
- INDUSTRIAL
- MEDICAL
- HOSPITALITY
- INTENSIVE AGRICULTURE
- PARK OR OPEN SPACE
- MIXED USE
- SINGLE FAMILY
- MULTI-FAMILY RESIDENTIAL
- NEIGHBORHOOD SHOPPING CENTER
- OFFICE
- PUBLIC SERVICES
- RELIGIOUS FACILITY
- WHOLESLAE TRADE
- OPEN SPACE / PRESERVE
- UNDEVELOPED

1. PEDESTRIAN CROSSING EAST
2. PEDESTRIAN CROSSING WEST
3. NEW OR PLANNED DEVELOPMENT

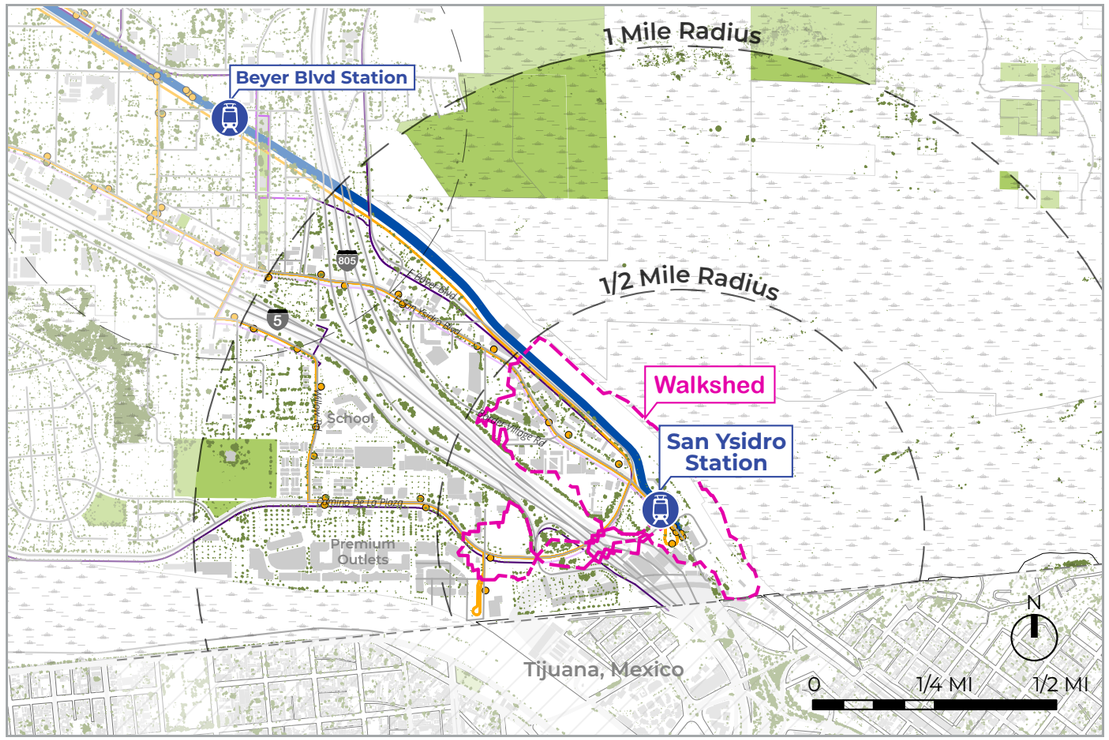
San Ysidro Transit Station

Existing Connections and Mobility Network

In addition to its current land uses, the San Ysidro Transit Station boasts a robust transportation network, with bus route connections that enhance regional accessibility. These bus connections contribute to the station's pivotal role as a transit hub, connecting the community to various destinations.

Looking ahead, the area is poised for significant infrastructural enhancements. Future plans include options to elevate or relocate the Blue Line along San Ysidro Boulevard, aiming to optimize transit efficiency and alleviate potential congestion.

Additional planning approaches such as the San Ysidro Mobility Hub integrate forward-looking strategies that not only address current transit challenges but also lay the foundation for sustainable and interconnected mobility infrastructure.



MAP KEY

- BLUE LINE TROLLEY
- WALKSHED
- BUS ROUTE
- BIKE ROUTE
- BUILDING BOUNDARY
- PARK
- TREE CANOPY

Overall Criteria

The TOD Study Area Boundary is defined by the following criteria:

DISTANCE TO STATION

The TOD Study Area is defined as the area within a half-mile radius around the designated transit station. The State specifically characterizes a “Transit Priority Area” as a zone located within a half-mile radius of an established or planned major transit stop.

For the purposes of this study, if any portion of a parcel is within that distance, the whole parcel was included in the study area.

COMMUNITY INPUT

The TOD Study Area Boundary may have been extended to include areas or neighborhoods that have a significant relationship with the transit stations, as identified by community-based organizations (CBOs).

The project team solicited input from the community included in the TOD Study Area Boundaries areas or neighborhoods identified by community members, up to 1 mile from the transit station and not served by another closer transit station.

ACTIVITY CENTERS

In certain conditions, the TOD Study Area Boundary may have been extended to include activity centers that are more than ½ mile but less than 1 mile from the transit stations, if the activity center is not served by another closer transit station.

Activity centers may include:

- Schools
- Parks
- Medical Centers
- Government Buildings
- Retail Centers
- Business Districts serving transit riders

EXCLUSIONS

The TOD Study Area Boundary excluded areas not suitable for potential development, such as:

- Designated nature reserves
- Conservation Area
- Wetlands
- Waterways
- Flood hazard areas
- Federally owned land and facilities;
- Areas outside the San Diego Association of Governments jurisdiction

Palomar Street Station

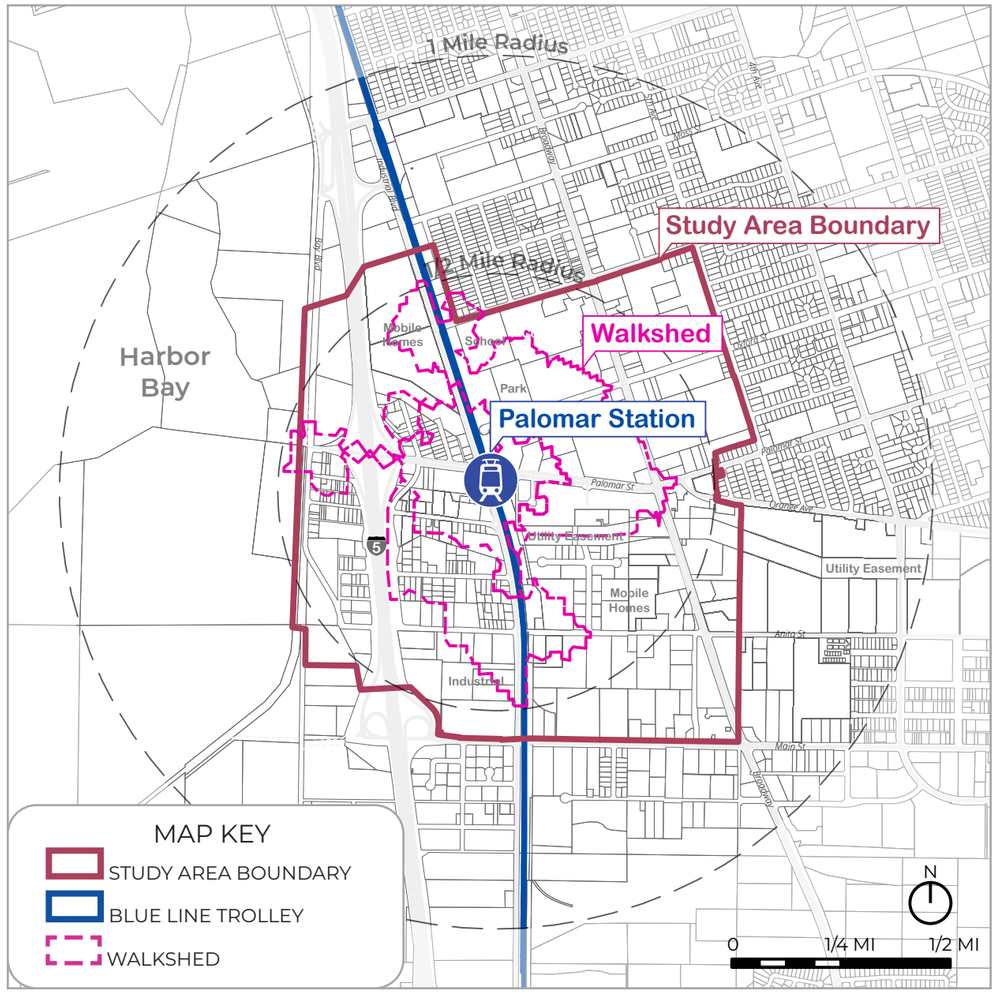
STUDY AREA BOUNDARY

In general, the Palomar Street Station TOD Study Area is defined by the area within 1/2 mile of the station.

The Study Area boundary was extended south-east to capture potential development opportunities near Broadway and Main Street.

EXCLUSIONS

The TOD Study Area Boundary excluded freeway interchanges and wetland areas located to the west of the station site.



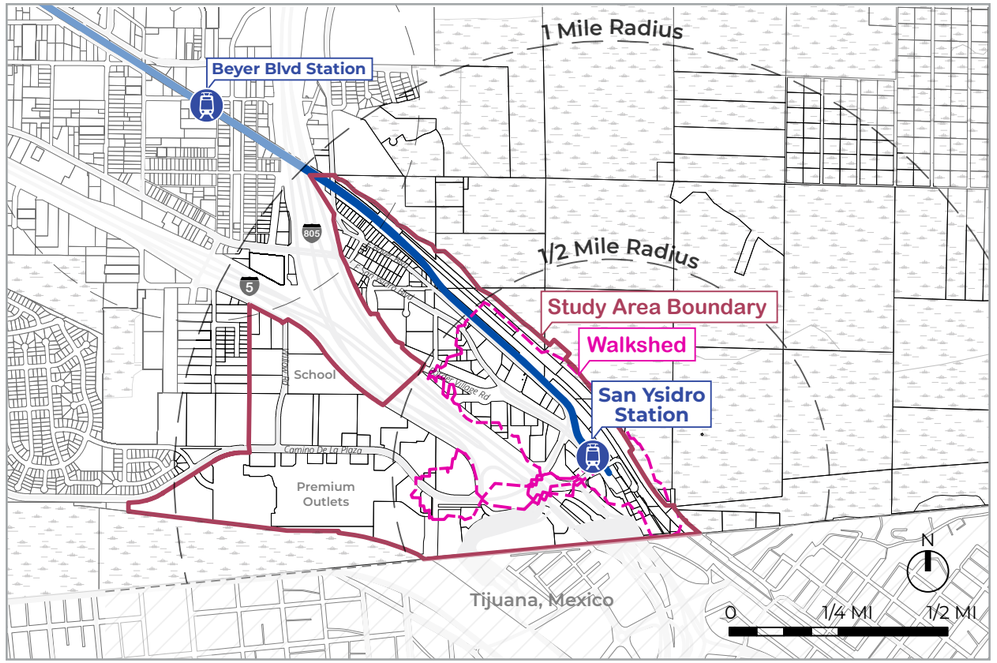
San Ysidro Transit Station

STUDY AREA BOUNDARY

In general, the San Ysidro Station TOD Study Area is defined by the area within 1/2 mile and up to 1 mile of the station.

EXCLUSIONS

The TOD Study Area Boundary excluded undevelopable areas located to the east of the station due to the preservation of this open space. The Boundary also excluded parcels located in Tijuana on the southern side of the U.S./Mexico border, freeway interchanges, and land within the footprint of the transit center with already existing planning opportunities.



04
TOD Opportunity Site Identification and Market Analysis

TOD Opportunity Index™

The Gensler TOD Opportunity Index™ is a tool for evaluating the TOD potential of transit station areas. Using quantitative analysis of pedestrian, bicycle, and transit access, existing development, and planning context, we are able to calculate a TOD Opportunity Score for each parcel within a station area as well as the station area neighborhood as a whole, pinpointing opportunity sites with the greatest development potential. Combined with qualitative analysis of the planning area and community engagement, we are able to deliver a holistic view of what makes each transit-oriented community unique.

Evaluation Criteria

The Gensler TOD Opportunity Index™ provides a framework for evaluation that can be tailored to each project based on site conditions, project goals, and community context. The TOD Opportunity Score is based on five components. Each component can be weighted to reflect project goals and priorities.

Transit Connection & Service

Connectivity
Rail Service
Bus Service

Walkability

Walking Distance
Passenger Safety

Bikeability

Biking Distance
Bicycle Infrastructure
Bicyclist Safety

Development Feasibility

Parcel Size
Land Use / Existing Development
Allowable Density (Residential)
Allowable Density (Non-Residential)
Existing Plans, Policies & Programs

Community Health & Wellbeing

Open Space
Community Amenities

Transit Connection & Service

The Opportunity Index scored areas around the station for TOD potential based on transit connection and service measured by the overall proximity and access to rail and bus lines. Transit Connectivity and Service was calculated based on the following criteria:

CONNECTIVITY

Each station was assigned a score from one to ten based on the number of transit lines that connect at the station including future planned transit lines.

WHAT THE SCORES MEAN

Excellent (7.5-10)
More than 4 connecting lines

Good (5.0-7.4)
3-4 connecting lines

Fair (2.5-4.9)
2 connecting lines

Poor (less than 2.5)
No connecting lines

RAIL SERVICE

Each parcel was assigned a score from zero to ten based on frequency of rail service. Stations with bi-directional service every 15 mins or less (8+ trains per hour) received full score.

WHAT THE SCORES MEAN

Excellent (7.5-10)
6 to 8+ trains per hour

Good (5.0-7.4)
4 to 6 trains per hour

Fair (2.5-4.9)
2 to 4 trains per hour

Poor (less than 2.5)
Fewer than 2 trains per hour

BUS SERVICE

Each parcel was assigned a score from zero to ten based on frequency of rail service. Stations with two or more bus lines with bi-directional service every 15 mins or less (16+ buses per hour total) received full score.

WHAT THE SCORES MEAN

Excellent (7.5-10)
12 to 16+ buses per hour

Good (5.0-7.4)
8 to 12 buses per hour

Fair (2.5-4.9)
4 to 8 buses per hour

Poor (0.5-2.4)
Fewer than 4 buses per hour

Walkability

The Opportunity Index scored areas around the station for TOD potential based on walkability measured by walking distance to the station, the pedestrian experience, number of crossings, and overall safety. Walkability was calculated based on the following criteria:

WALKING DISTANCE

Each parcel is assigned a score from zero to ten based on walking distance to the station. Parcels closer to the station have greater development potential and received higher scores.

WHAT THE SCORES MEAN

Excellent (7.5-10)
Approx. 500 ft or less to station

Good (5.0-7.4)
Approx. 500 ft to 1/4 mile to station

Fair (2.5-4.9)
Approx. 1/4 to 1/2 mile to station

Poor (0.5-2.4)
Approx. 1/2 to 1 mile to station

Very Poor (Less than 0.5)
Greater than 1 mile to station

PEDESTRIAN SAFETY

Each parcel is assigned a score from zero to ten based on traffic collisions involving pedestrians. Information was gathered using Vision Zero data.

WHAT THE SCORES MEAN

Excellent (7.5-10)
Low number of collisions

Good (5.0-7.4)
Low to medium number of collisions

Fair (2.5-4.9)
Medium to high number of collisions

Poor (0.5-2.4)
High number of collisions

Bikeability

The Opportunity Index scored areas around the station for TOD potential based on bikeability measured by biking distance to the station, the bicyclist experience, number of bicyclist amenities, and overall bicycle safety. Bikeability was calculated based on the following criteria:

BIKING DISTANCE

Each parcel is assigned a score from zero to ten based on biking distance to the station. Parcels closer to the station have greater development potential and received higher scores.

WHAT THE SCORES MEAN

Excellent (8-10)
Approx. 1/2 mile or less to station

Good (5.0-7.4)
Approx. 1/2 to 1 1/2 miles to station

Fair (2.5-4.9)
Approx. 1 1/2 to 3 miles to station

Poor (Less than 2.5)
Greater than 3 miles to station

BIKING INFRASTRUCTURE

Each parcel is assigned a score from zero to ten based on provision of dedicated bicycle infrastructure along the bicycle route to the station.

WHAT THE SCORES MEAN

Excellent (7.5-10)
Dedicated bicycle infrastructure (Class I or IV bicycle facility) provided for over 75% bicycle route to station

Good (5.0-7.4)
50% to 75% dedicated bicycle lane

Fair (2.5-4.9)
25% to 50% dedicated bicycle lane

Poor (Less than 2.5)
Less than 25% dedicated bicycle lane

BIKING SAFETY

Each parcel is assigned a score from zero to ten based on traffic collisions involving bicyclists. Information was gathered using Vision Zero data.

WHAT THE SCORES MEAN

Excellent (7.5-10)
Low number of collisions

Good (5.0-7.4)
Low to medium number of collisions

Fair (2.5-4.9)
Medium to high number of collisions

Poor (0.5-2.4)
High number of collisions

Development Feasibility

The Opportunity Index scored areas around the station at the parcel level for TOD potential based on the development feasibility. This is measured by parcel size, existing development and its designated land use, and the current allowable density for residential and non-residential and potential for increased density. Development Feasibility is calculated based on the following criteria:

PARCEL SIZE

Each parcel is assigned a score from one to ten based on size. Larger parcels have greater development potential and received higher scores.

WHAT THE SCORES MEAN

Large (9.5 to 10)
5 acres or more

Medium (5 to 9.4)
2 to 5 acres

Small (2.5 to 4.9)
1 to 2 acres

Very Small (Less than 2.5)
Less than 1 acre

LAND USE / EXISTING DEVELOPMENT

Each parcel is assigned a score from zero to ten based on use, existing development as a percentage of development potential, and ownership entity.

WHAT THE SCORES MEAN

Undeveloped (7.5 to 10)
Vacant or existing development is less that 25% of dev. potential; Publicly owned

Underdeveloped (2.5 to 7.4)
Existing development is 25% to 75% of development potential; Publicly owned

Developed (Less than 2.5)
Existing development is more than 75% of development potential

ALLOWABLE DENSITY

Each parcel is assigned a score from zero to ten based on maximum allowed non-residential development under existing zoning.

WHAT THE SCORES MEAN

High (7.5 to 10)
Existing zoning allows minimum density of 3.0 FAR

High-Medium (5.0 to 7.4)
2.0-2.9 FAR

Medium (2.5 to 4.9)
1.0-1.9 FAR

Low (Less than 2.5)
Less than 1.0 FAR

Development Feasibility, cont'd

The Opportunity Index scored areas around the station at the parcel level for TOD potential based on the development feasibility. This is measured by parcel size, existing development and its designated land use, and the current allowable density for residential and non-residential and potential for increased density. Development Feasibility is calculated based on the following criteria:

ALLOWABLE RESIDENTIAL ZONING

Each parcel is assigned a score from zero to ten based on if the underlying zoning allows residential uses by right, as a conditional use, or not allowed. **This category was used for Palomar Station only.**

WHAT THE SCORES MEAN

High (10)
Residential allowed by right

Medium (5.0)
Residential allowed by conditional use

Low (0)
Residential not allowed

EXISTING PLANS

Each parcel is assigned a score from zero to ten based on its location within one or more local, regional, or state defined boundary that either promotes or restricts specific development types.

WHAT THE SCORES MEAN

High (10)
Located within plan area promoting density

Medium (5)
Located outside of plan area with no additional development constraints

Low (2.5)
Located within one area with additional development constraints

Very Low (0)
Located within more than one area with additional development constraints

Community Health & Wellbeing

The Opportunity Index scored areas around the station for TOD potential based on the sense of community health and wellbeing. This is measured by proximity to greenery and open space, access to community amenities and other public services, and the health and environmental hazards in the area. Community Health & Wellbeing is calculated based on the following criteria:

OPEN SPACE

Each parcel is assigned a score from one to ten based on access to open space size. Scores accounted for proximity and size of open space.

COMMUNITY AMENITIES

Each parcel is assigned a score from one to ten based on access to community amenities, such as schools, health care facilities, community centers, and cultural institutions. Scores accounted for proximity and number of amenities.

WHAT THE SCORES MEAN

High Access (7.5 to 10)
Abundant open space within proximity of site

Medium Access (5 to 7.4)
Adequate open space within proximity of site

Low Access (less than 5)
Limited or no open space within proximity of site

WHAT THE SCORES MEAN

High Access (7.5 to 10)
Abundant community amenities within proximity of site

Medium Access (5 to 7.4)
Adequate community amenities within proximity of site

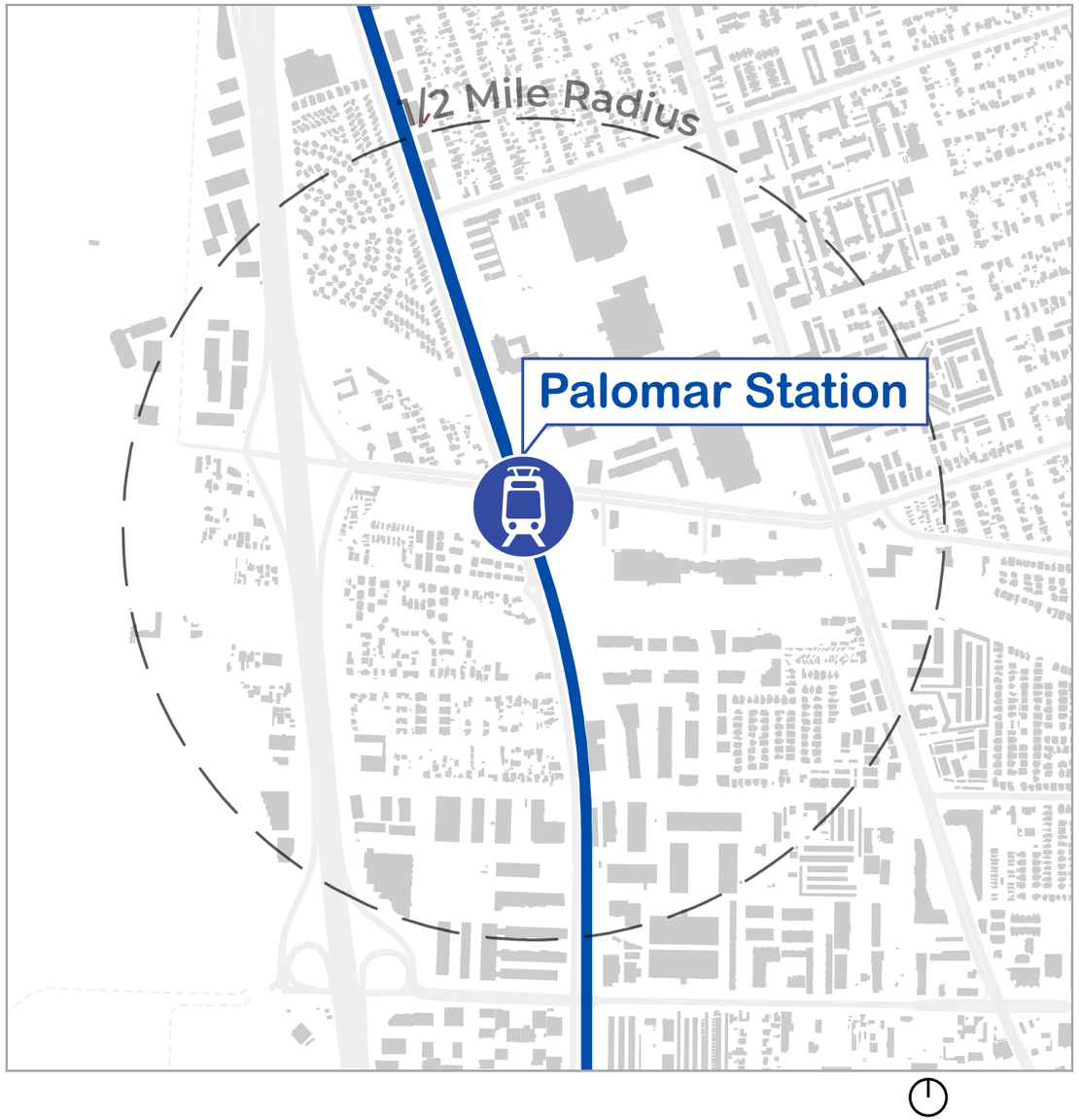
Low Access (less than 5)
Limited or no community amenities within proximity of site

Palomar Street Station

The Palomar Street Station in Chula Vista is currently surrounded by a mix of residential and commercial land uses. Palomar Street Station, one of the most highly utilized transit stations along the Blue Line Trolley, is planned for several transit investments include a grade separation project and a Rapid Bus Route (BRT).

The station benefits from connectivity with major roadways and bus routes along Palomar Street and Industrial Boulevard, and a network of pedestrian and bicycle pathways.

The immediate vicinity has a blend of low to medium-density housing, including single-family homes and multifamily complexes.
The existing land uses create a foundation for potential Transit-Oriented Development (TOD), with opportunities for mixed-use projects that can integrate residential, commercial, and recreational spaces.



Palomar Street Station

The following shows a summary of the average score for each sub-category, and the overall score per category for the Palomar Street Station Study Area.

5.4

Transit Connectivity & Service	**6.3**	**Notes**
Transit Connectivity	7.5	
Rail Service Frequency	10.0	
Bus Service Frequency	1.3	
Walkability	**5.9**	
Walking Distance	3.6	
Pedestrian Safety	8.3	
Bikeability	**5.9**	
Biking Distance	6.8	
Bicycle Infrastructure	6.1	
Bicyclist Safety	4.7	
Development Feasibility	**5.9**	
Parcel Size	1.9	
Land Use/Existing Development	6.8	
Allowable Density	7.9	
Allowable Density / Residential Zoning	5.5	
Existing Plans, Policies, & Programs	7.2	
Community Health & Wellbeing	**1.7**	
Open Space	1.1	
Community Amenities	2.2	
Health/Environmental Hazards	Proximity to the interstate and border crossing contributes to air pollution and associated health risks, given the traffic volume and emission controls	

TOD OPPORTUNITY

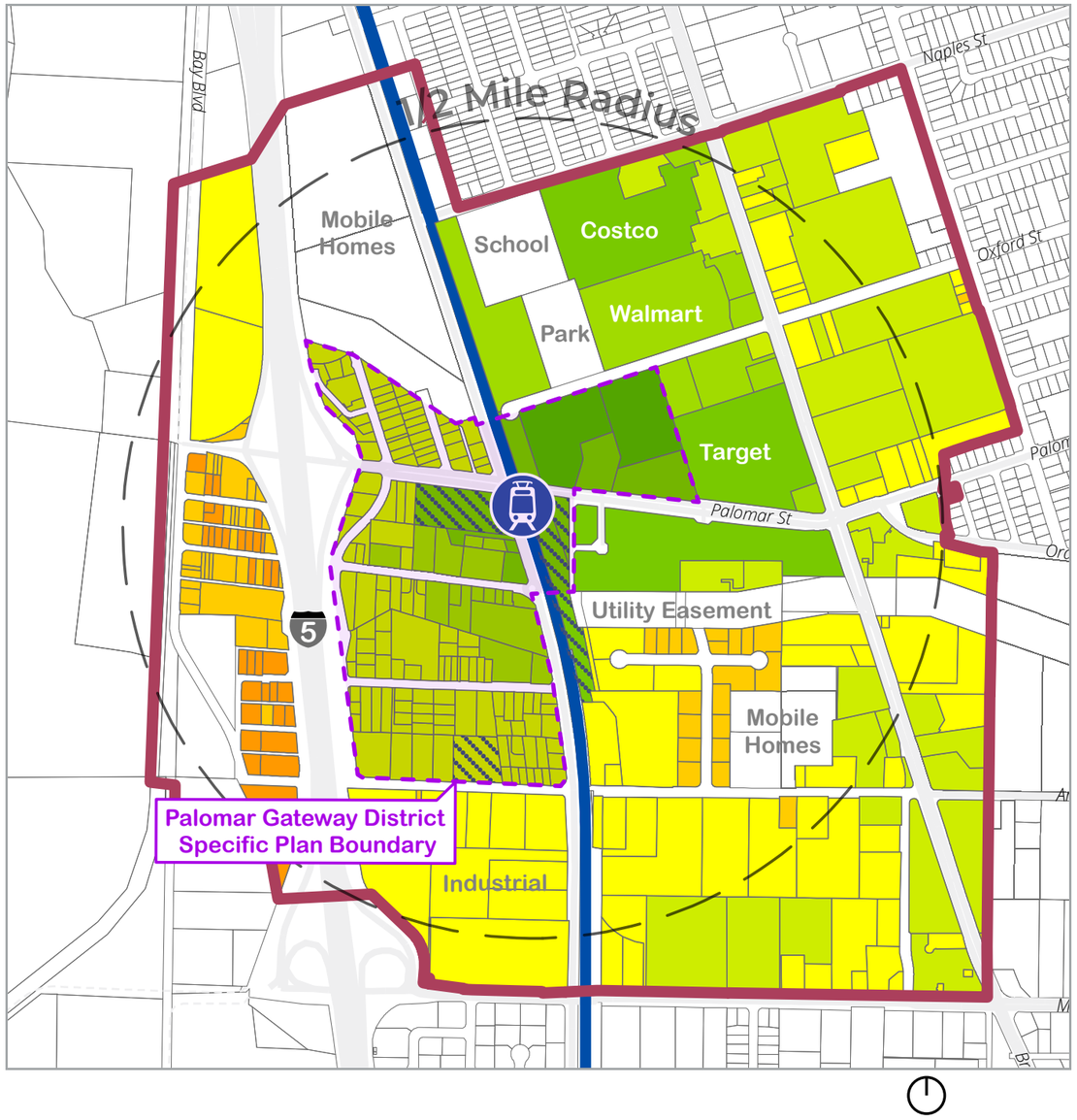
VERY HIGH	(7.5-10.0)
HIGH	(5.0-7.4)
MEDIUM	(2.5-4.9)
LOW	(0.5-2.4)
VERY LOW	(0.0-0.5)

STUDY AREA BOUNDARY

BLUE LINE TROLLEY

NEW/PLANNED MULTI-FAM DEVELOPMENT SINCE 2014

VACANT

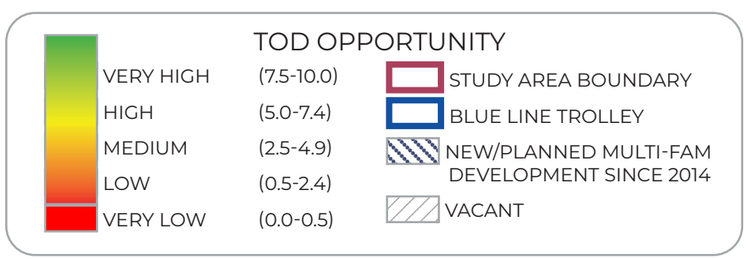


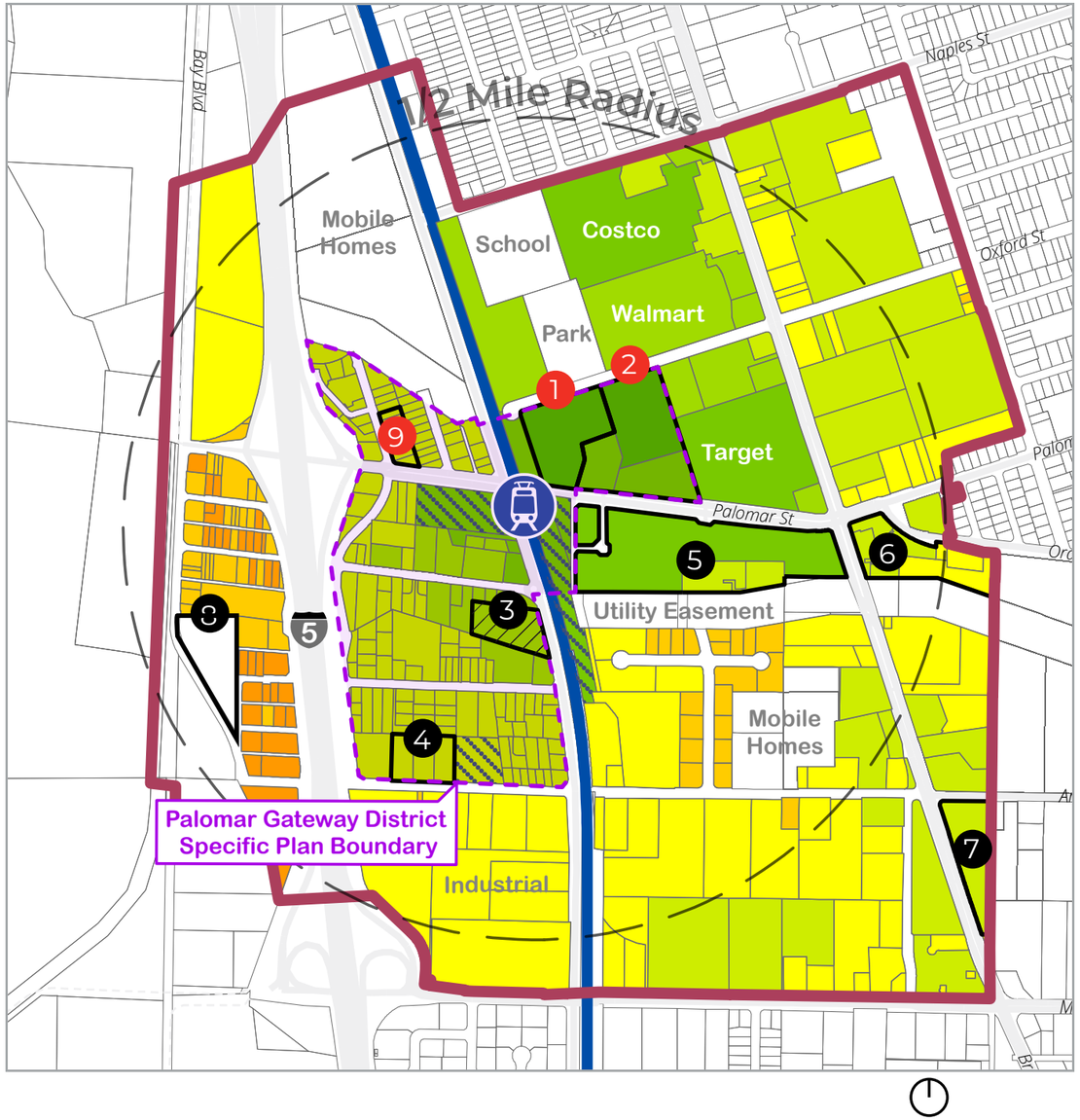
Palomar Street Station

The following is a list of which parcel or parcels were identified as potential TOD Opportunity Sites based on its score and combined with qualitative analysis of the planning area and community engagement.

Site #	Acreage	Connectivity	Rail Service	Bus Service	Walking Distance	Pedestrian Safety	Biking Distance	Bicycle Infrastructure	Bicycle Safety	Parcel Size	Existing FAR	Allowable FAR	Residential Zoning	Existing Plans, Policies, & Programs	Open Space	Community Amenities	Total Score	Notes
1	*5.4*	7.5	10	10	8	10	8	1	10	10	8	10	10	10	6	10	***8.6***	Palomar Commerce Center / Retail
2	*9.7*	7.5	10	10	6	10	9	2	9	7	8	10	10	10	7	10	***8.3***	Palomar Commerce Center / Retail
3	*2.7*	7.5	10	-	8	9	8	10	6	6	10	10	10	10	-	5	***7.3***	Vacant Lot; Drainage Channel
4	*2.8*	7.5	10	-	3	9	7	8	6	2	8	10	10	10	-	-	***6.1***	Adjacent to new MF Development
5	*16.5*	7.5	10	3	5	10	8	2	7	6	5	10	10	5	4	7	***6.6***	Retail, Grocery, Multiple Owners
6	*5.9*	7.5	10	7	3	7	6	2	4	3	8	10	10	5	2	2	***5.7***	Low Density Retail Plaza; Grocery, Multiple Owners, Some Vacant Land
7	*3.8*	7.5	10	7	2	8	6	6	4	8	6	10	10	5	2	5	***6.4***	Low Density Retail Plaza; Near Regional Park
8		7.5	10	-	2	6	6	4	3	10	10	4	-	5	-	-	***4.5***	Developer Interest
9	*1.2*	7.5	10	-	4	7	8	5	6	-	7	10	10	10	-	5	***6.0***	Developer Interest; Adjacent to Palomar Motel

= Identified as a TOD Opportunity Site





Palomar Street Station

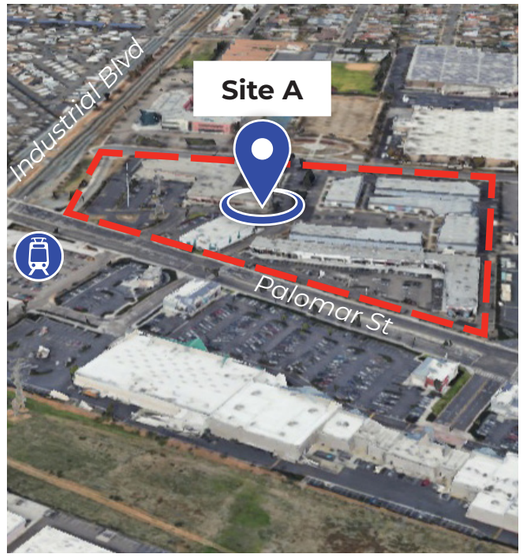
The following sites were identified as TOD Opportunity Sites based on their score and combined with qualitative analysis of the planning area and community engagement.

Site A

This 14.09-acre site is an assembly of 4 parcels located north-east of the Palomar Street Station, bordered by Oxford Street to the north, Palomar Street to the South, Industrial Blvd to the west, and Target and Planet Fitness sites to the east.

The site has TOD opportunity for its parcel size and proximity to the station and development potential as it currently contains the Palomar Commerce Center, a low density development of retail, food & beverage, and additional amenities.

TOD Index Score: 8.6
This score is an average of the scores for each parcel assembled together as the site



Opportunity Site Location

Palomar Trolley Station

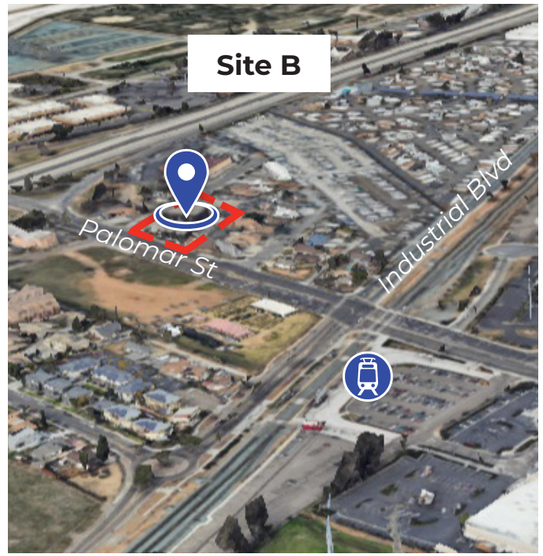
Site B

This 1.26-acre site is an assembly of 7 parcels adjacent to the Palomar Motel located north-west of the Palomar Street Station, bordered by Walnut Ave to the west and Palomar Street to the South.

The City of Chula Vista identified this location as having developer interest and can serve as a potential development site provided its proximity to the station as well as high access to Interstate-5 and adjacency with the Palomar Motel.

The site has TOD opportunity as it scores highly for pedestrian safety, allowable density, and it currently contains low density retail spaces, some single family residences, and surface parking lots.

TOD Index Score: 6.0
This score is an average of the scores for each parcel assembled together as the site.



Opportunity Site Location

Palomar Trolley Station

San Ysidro Transit Station

The San Ysidro Transit Station in San Diego is situated in a dynamic urban environment serving as a primary gateway between the U.S. and Mexico. This station sees the highest ridership along the Blue Line Trolley.

Characterized by diverse land uses, the immediate surroundings encompass a mix of commercial and institutional spaces. This reflects the station's central role in connecting the community.

The area has a blend of retail establishments, including local businesses, shops, and dining options, and a high concentration of idle cars that await to cross the border.

Given the diversity of current land uses, the San Ysidro Station holds potential for Transit-Oriented Development (TOD). Future development opportunities could focus on integrating mixed-use projects, combining residential, commercial, and recreational elements to create a suitable urban environment for the local community.

San Ysidro Transit Station

The following shows a summary of the average score for each sub-category, and the overall score per category for the San Ysidro Station Study Area.

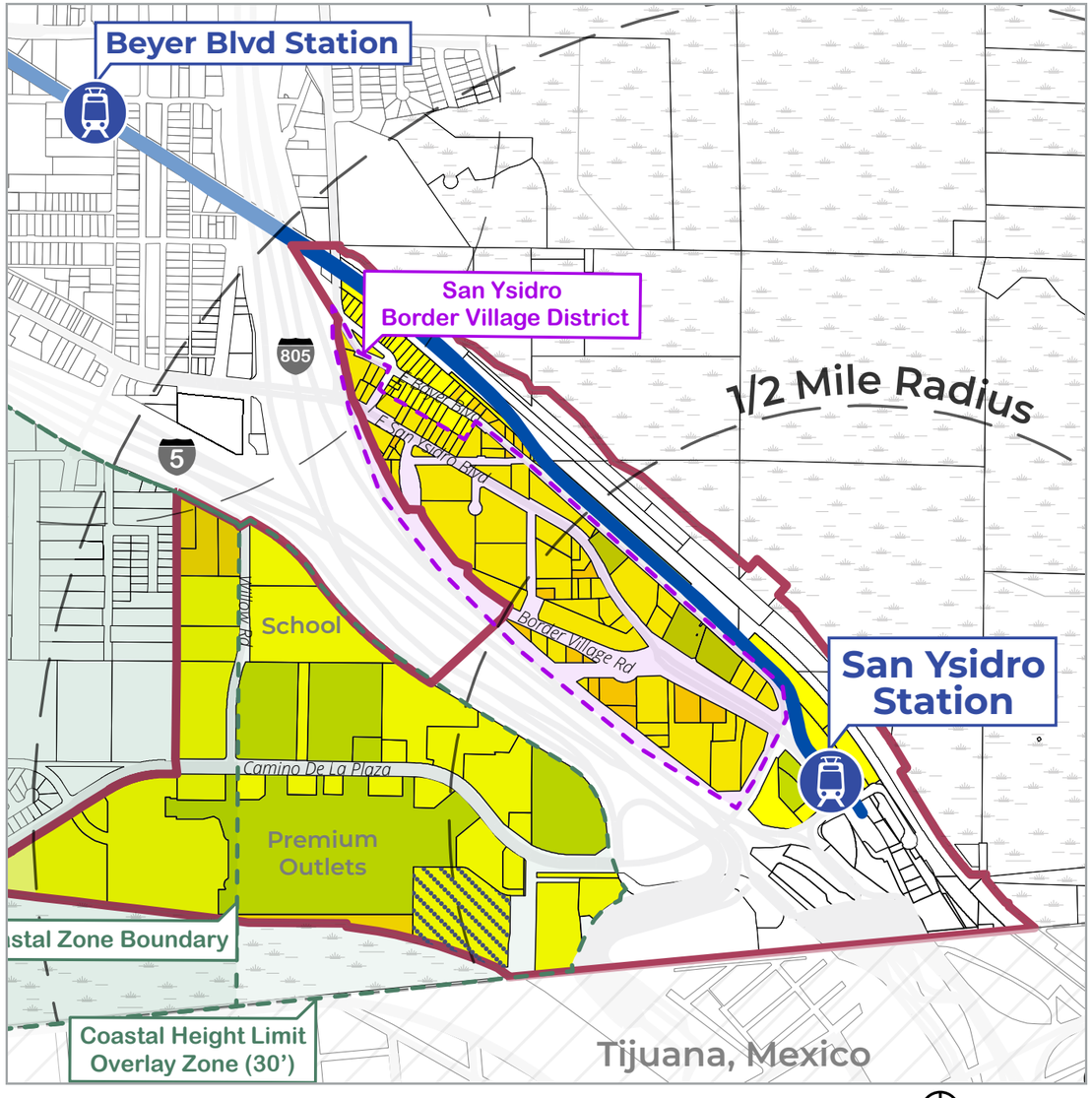
5.0

Transit Connectivity & Service	**5.9**	**Notes**
Transit Connectivity	4.5	
Rail Service Frequency	10.0	
Bus Service Frequency	3.3	
Walkability	**4.0**	
Walking Distance	3.4	
Pedestrian Safety	4.6	
Bikeability	**6.2**	
Biking Distance	6.8	
Bicycle Infrastructure	2.9	
Bicyclist Safety	9.0	
Development Feasibility	**4.8**	
Parcel Size	1.8	
Land Use/Existing Development	7.2	
Allowable Density	3.9	
Existing Plans, Policies, & Programs	6.4	
Community Health & Wellbeing	**3.0**	
Open Space	4.8	
Community Amenities	1.2	
Health/Environmental Hazards	Proximity to the interstate contributes to air pollution and associated health risks, given the traffic volume and emission controls	

TOD OPPORTUNITY

VERY HIGH	(7.5-10.0)
HIGH	(5.0-7.4)
MEDIUM	(2.5-4.9)
LOW	(0.5-2.4)
VERY LOW	(0.0-0.5)

- STUDY AREA BOUNDARY
- BLUE LINE TROLLEY
- NEW/PLANNED MULTI-FAM DEVELOPMENT SINCE 2014
- VACANT

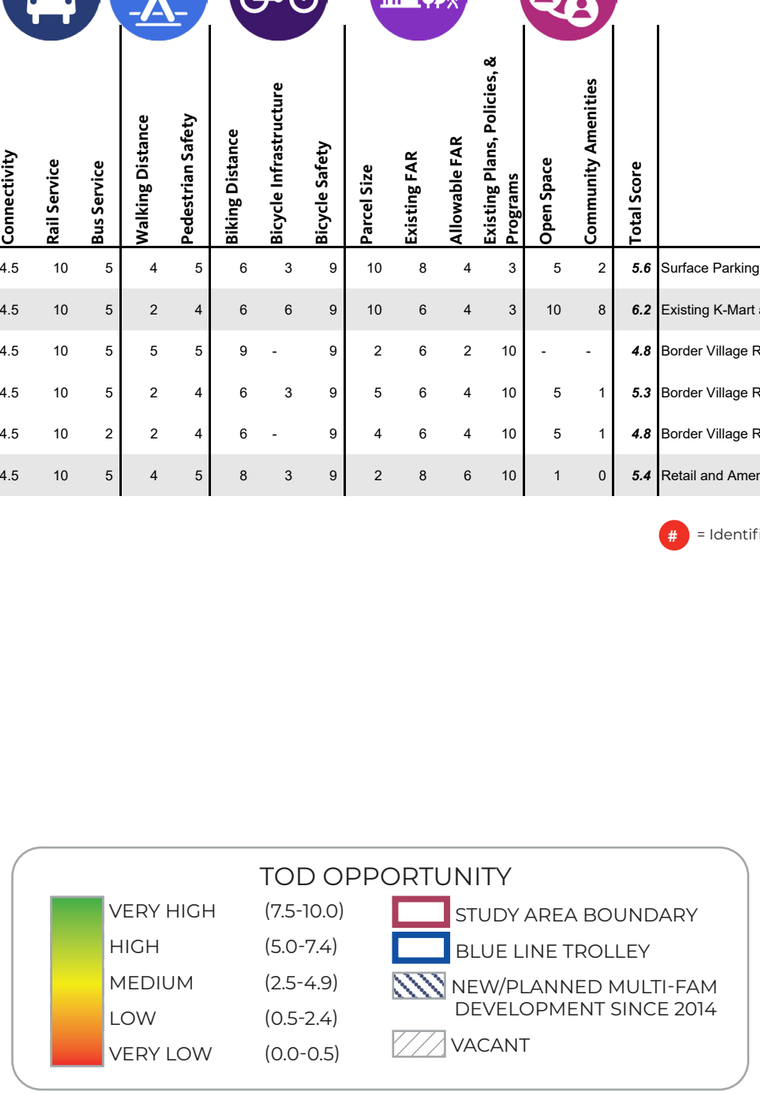


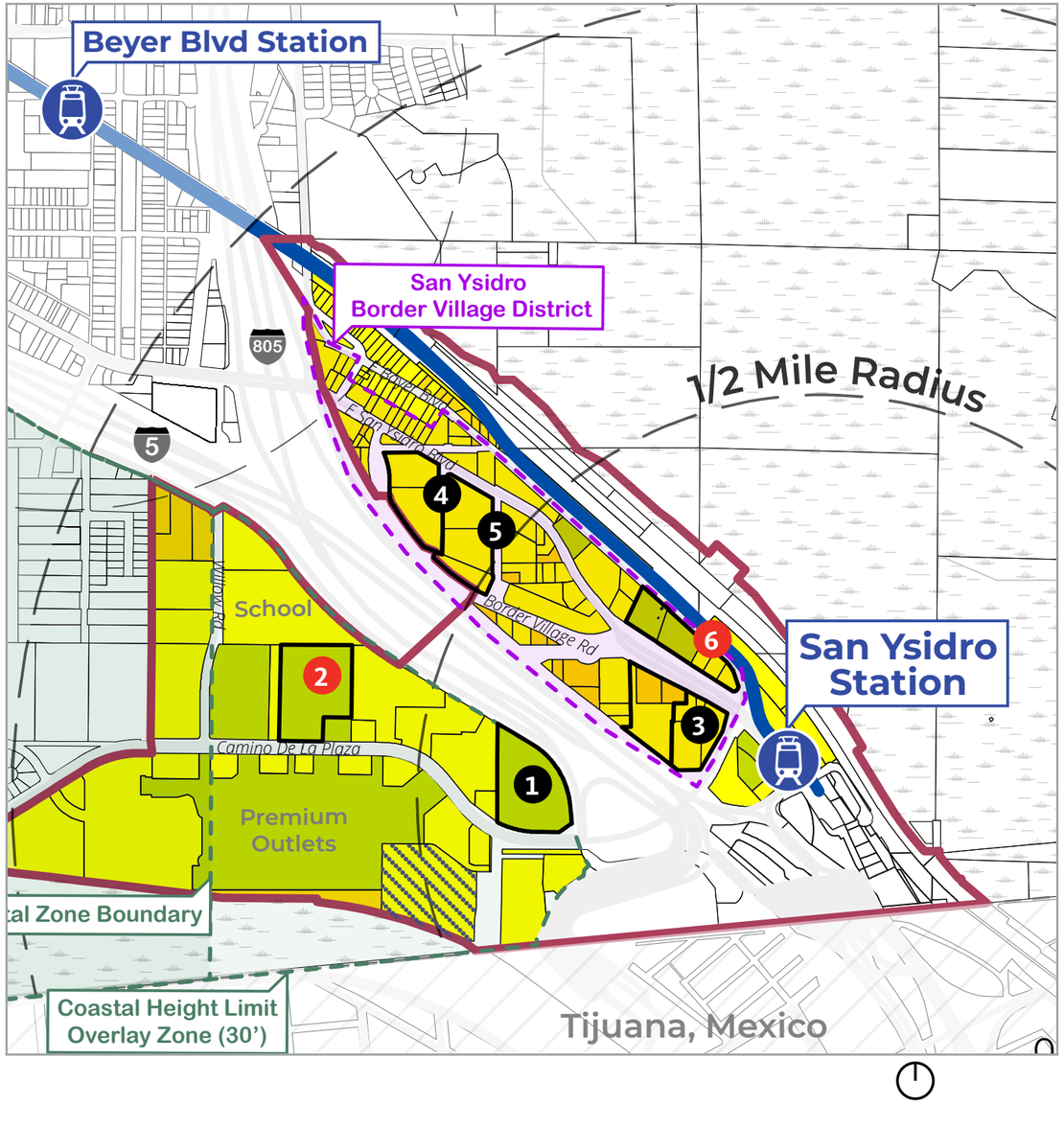
San Ysidro Transit Station

The following is a list of which parcel or parcels were identified as potential TOD Opportunity Sites based on its score and combined with qualitative analysis of the planning area and community engagement.

Site #	Acreage	Connectivity	Rail Service	Bus Service	Walking Distance	Pedestrian Safety	Biking Distance	Bicycle Infrastructure	Bicycle Safety	Parcel Size	Existing FAR	Allowable FAR	Existing Plans, Policies, & Programs	Open Space	Community Amenities	Total Score	Notes
1	*5.7*	4.5	10	5	4	5	6	3	9	10	8	4	3	5	2	***5.6***	Surface Parking Lot
2	*6.1*	4.5	10	5	2	4	6	6	9	10	6	4	3	10	8	***6.2***	Existing K-Mart and Surface Parking Lot
3	*6.4*	4.5	10	5	5	5	9	-	9	2	6	2	10	-	-	***4.8***	Border Village Retail and Amenities
4	*3.9*	4.5	10	5	2	4	6	3	9	5	6	4	10	5	1	***5.3***	Border Village Retail and Amenities
5	*4.7*	4.5	10	2	2	4	6	-	9	4	6	4	10	5	1	***4.8***	Border Village Retail and Amenities
6	*8.0*	4.5	10	5	4	5	8	3	9	2	8	6	10	1	0	***5.4***	Retail and Amenities, Chamber of Commerce

= Identified as a TOD Opportunity Site





San Ysidro Transit Station

The following sites were identified as TOD Opportunity Sites based on their score and combined with qualitative analysis of the planning area and community engagement.

Site C

This 6.1-acre site is located north-east of the San Ysidro Transit Station, along Camino de la Plaza, west of interstate-805 and directly north of the Las Americas Premium Outlets.

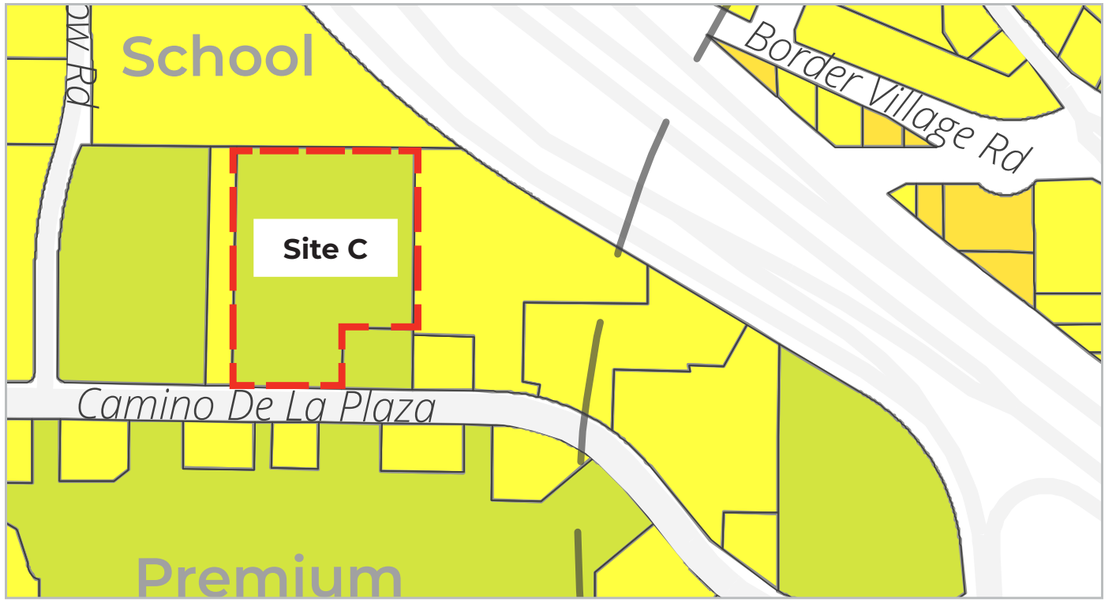
The site contains a vacant big box retailer totaling 90,000-square-feet as well as a large surface parking lot. The site was previously a K-Mart Center.

The site has TOD opportunity as it is high scoring for its parcel size, development potential, and proximity to the station and open spaces.

TOD Index Score: 6.2

Opportunity Site Location

San Ysidro Trolley Station



Site D

This 3.5-acre site is an assembly of 5 parcels directly north of the San Ysidro Transit Station along E San Ysidro Blvd to the west and E Beyer Blvd to the east.

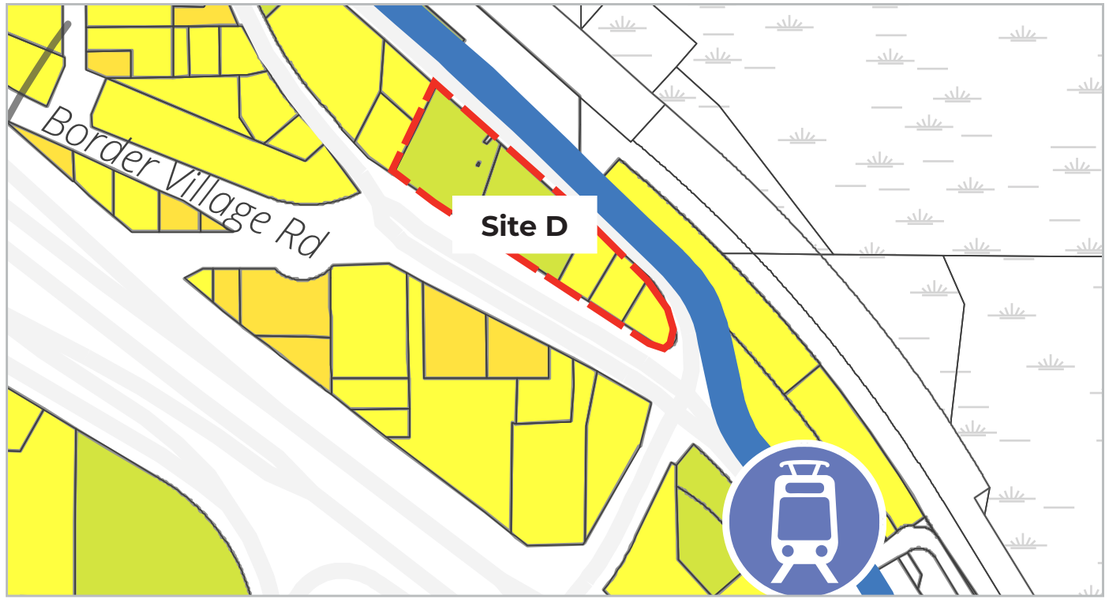
The site currently contains supportive amenities to the transit station, the San Ysidro Chamber of Commerce, and additional low density retail and amenities.

The site has TOD opportunity as it is high scoring for its proximity to the station for pedestrians and cyclists, development potential, and existing within the San Ysidro Border Village District.

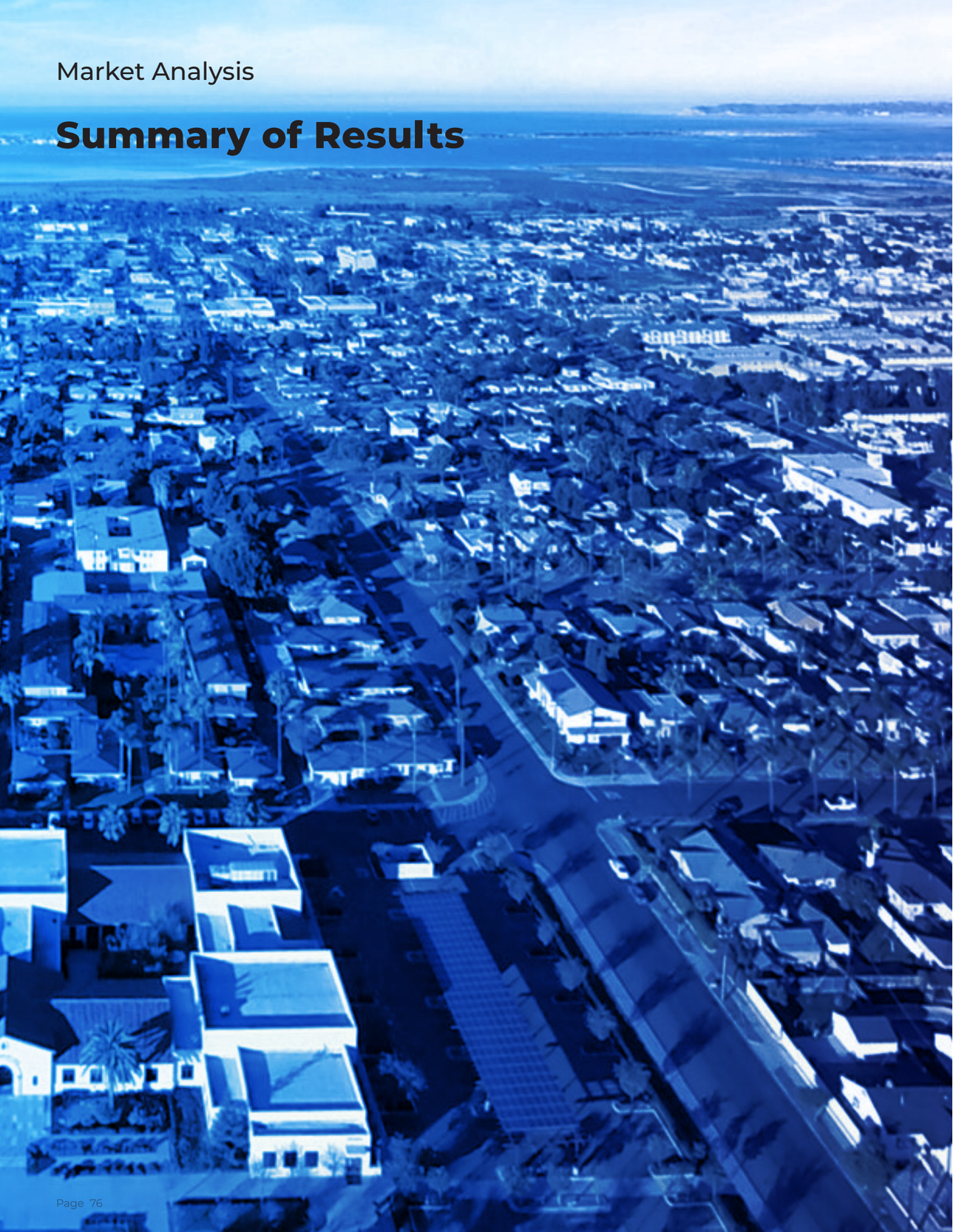
TOD Index Score: 5.8
This score is adjusted assuming the cluster of parcels are assembled together as one parcel.

Opportunity Site Location

San Ysidro Trolley Station



Summary of Results



Key takeaways and findings from the market analysis

Current market conditions make it challenging to support even low-density apartment projects in both submarkets.

- Even with 100% market rate units, wrap and podium apartment projects are not financially feasible in Palomar or San Ysidro.
- With 10% affordable units (to comply with City of San Diego and City of Chula Vista Inclusionary Requirements), wrap and podium apartment projects are not financially feasible in both submarkets.

Feasibility

If the market improves and cap rates and construction loan interest rates return close to 2019 levels, 4-story wrap and 4-story podium development with 100% market rate units will be feasible in Palomar and San Ysidro. However, 7-story podium development with 100% market rate units still require additional subsidy to be financially feasible in either submarket.

If the market improves, mixed-income projects with 10% affordable units* in 4-story wrap and 4-story podium prototypes are financially feasible in both submarkets. If the market improves, 7-story mixed-income podium projects still require additional subsidy to be financially feasible.

Affordable Housing Opportunities

Affordable projects in San Ysidro have access to additional local funding sources** from the City of San Diego, which may make 4-story wrap and 7-story podium prototypes financially feasible.

Therefore, 100% Affordable projects can provide an opportunity to achieve higher density in San Ysidro in the near term, while market rate projects are not financially feasible. Reducing parking ratios alone decreases project costs and improves project returns to decrease the gap per unit by approximately $3k but does not make “marginal” or “not feasible” projects financially feasible in either submarket.

Reducing the parking ratio and changing the unit mix from 30% 1-bedrooms and 70% 2-bedrooms to a 50/50 split improves project returns between $7-$30k and makes 4-story typologies marginally feasible, but still does not make “marginal” or “not feasible” projects financially feasible in either submarket.

However, reducing parking ratios and changing the unit mix to all 1-bedroom units (higher rent per square foot) has a significant impact on project feasibility.

- Under current market conditions, market rate 4-story wrap and podium typology becomes feasible in Palomar, and market rate 4-story wrap becomes marginally feasible in San Ysidro.*
- Under improved market conditions, a market rate 7-story podium typology becomes marginally feasible in Palomar, increases supportable set-asides in mixed-income projects in both submarkets, and reduces the funding gap required for 100% affordable projects by $60-$90k.

Note: The current market scenario does not assume an increase in land prices. However, as the project’s value increases, it is expected that the cost of land for development will also increase. Therefore, the feasibility of projects under this scenario will be affected by any increase in land costs. See appendix for details on the market analysis.

Summary of Results

Financial feasibility results for each 100% market rate scenario and sensitivity analysis.

Feasibility Metrics: Current Conditions

Under current market conditions, market-rate projects must have a Return on Cost of at least 6.5% and a Developer Profit Margin of at least 15% to be considered financially feasible.

At Market Rate	Return on Cost	Developer Profit Margin
Feasible	Equal to or greater than 6.5%	Equal to or greater than 15%
Marginal Feasible	Equal to or greater than 6.25%	Equal to or greater than 12.5%
Not Feasible	Less than 6.25%	Less than 12.5%

At 100% Affordable	Return on Cost	Developer Profit Margin
Feasible	Equal to or greater than 5.5%	Equal to or greater than 12.5%
Marginal Feasible	Equal to or greater than 5.25%	Equal to or greater than 9%
Not Feasible	Less than 5.25%	Less than 9%

Feasibility Metrics: Improved Conditions

Also evaluated were scenarios with improved market conditions. Under these scenarios, projects have a lower Return on Cost threshold required to be considered feasible.

At Market Rate	Return on Cost	Developer Profit Margin
Feasible	Equal to or greater than 5.85%	Equal to or greater than 15%
Marginal Feasible	Equal to or greater than 5.5%	Equal to or greater than 12.5%
Not Feasible	Equal to or greater than 5.5%	Less than 12.5%

At 100% Affordable	Return on Cost	Developer Profit Margin
Feasible	Equal to or greater than 4.85%	Equal to or greater than 12.5%
Marginal Feasible	Equal to or greater than 4.5%	Equal to or greater than 9%
Not Feasible	Less than 4.5%	Less than 9%

Financial Feasibility Results – 100% Market Rate

Scenario	**Site A.1:** 7 Story Podium	**Site A.2:** 4 Story Wrap	**Site B:** 4 Story Podium	**Site C:** 4 Story Wrap	**Site D:** 7 Story Podium
Current Market Conditions – **Baseline**	Not Feasible	Marginal Feasible	Not Feasible	Not Feasible	Not Feasible
Current Market Conditions – **Reduced Parking**	Not Feasible	Marginal Feasible	Not Feasible	Not Feasible	Not Feasible
Current Market Conditions – **Reduced Parking; 50/50 Unit Mix**	Not Feasible	Marginal Feasible	Marginal Feasible	Marginal Feasible	Not Feasible
Current Market Conditions – **Reduced Parking; All 1 BD**	Not Feasible	Feasible	Feasible	Marginal Feasible	Not Feasible
Improved Market Conditions – **Baseline**	Not Feasible	Feasible	Feasible	Feasible	Not Feasible
Improved Market Conditions – **Reduced Parking**	Not Feasible	Feasible	Feasible	Feasible	Not Feasible
Improved Market Conditions – **Reduced Parking; 50/50 Unit Mix**	Not Feasible	Feasible	Feasible	Feasible	Not Feasible
Improved Market Conditions – **Reduced Parking; All 1 BD**	Marginal Feasible	Feasible	Feasible	Feasible	Not Feasible

Financial Feasibility Results – 10% Affordable at 60% AMI

Scenario	**Site A.1:** 7 Story Podium	**Site A.2:** 4 Story Wrap	**Site B:** 4 Story Podium	**Site C:** 4 Story Wrap	**Site D:** 7 Story Podium
Current Market Conditions – **Baseline**	Not Feasible	Feasible	Feasible	Feasible	Not Feasible
Current Market Conditions – **Reduced Parking**	Not Feasible	Feasible	Feasible	Feasible	Not Feasible
Current Market Conditions – **Reduced Parking; 50/50 Unit Mix**	Not Feasible	Feasible	Feasible	Feasible	Not Feasible
Current Market Conditions – **Reduced Parking; All 1 BD**	Not Feasible	Feasible	Feasible	Feasible	Not Feasible

05
TOD Implementation Strategies

Goals

The goals of the TOD Implementation Strategies are to develop equitable, actionable strategies for land use and mobility improvements that will improve the development potential of the TOD opportunity Sites.

Achieve Equitable Transit

Prioritize equitable strategies to ensure fair and inclusive Transit Oriented Development

Enhance Safety & Access

Improve the safety and access around transit stations through successful integration of urban design principles

Facilitate Economic Development

Create actionable items and facilitate land use and mobility improvements that will foster economic development

Collaborate through a Community-led Process

Increase collaboration and partnerships with local stakeholders and community members to achieve successful Transit Oriented Development

User Toolkit

The TOD Implementation Strategies serve as guiding posts for the stakeholders and anyone engaged with helping achieve the goals to improve the land use and mobility environments around the transit stations.

The Community

Those who live in, work in, and visit South Bay have an intimate knowledge of the city, trolley line, and what opportunities they would like to see. These strategies provide the public with helpful tools to participate in the design process and help shape the evolving environment through their own experiences.

Jurisdictions

City agencies, elected officials, and other government entities play an important role in how public policy shapes the city. These strategies can help ensure consistent design messaging across the government that is aligned with city policy and priorities.

Developers

Builders and other real estate professionals are responsible for developing and realizing projects across the city. These strategies can demonstrate how good design benefits opportunity for successful Transit Oriented Development.

Professionals

Designers, planners, engineers, and other professionals are experts in creating and assembling the elements that constitute the city. This guidebook can provide professionals with important considerations to ensure these elements are shaped and organized in a cohesive manner.

Palomar Street Station

To maximize the development of potential TOD opportunity sites, the following are equitable, actionable strategies for land use and mobility improvements informed aligned with the TOD Opportunity Index set of criteria.

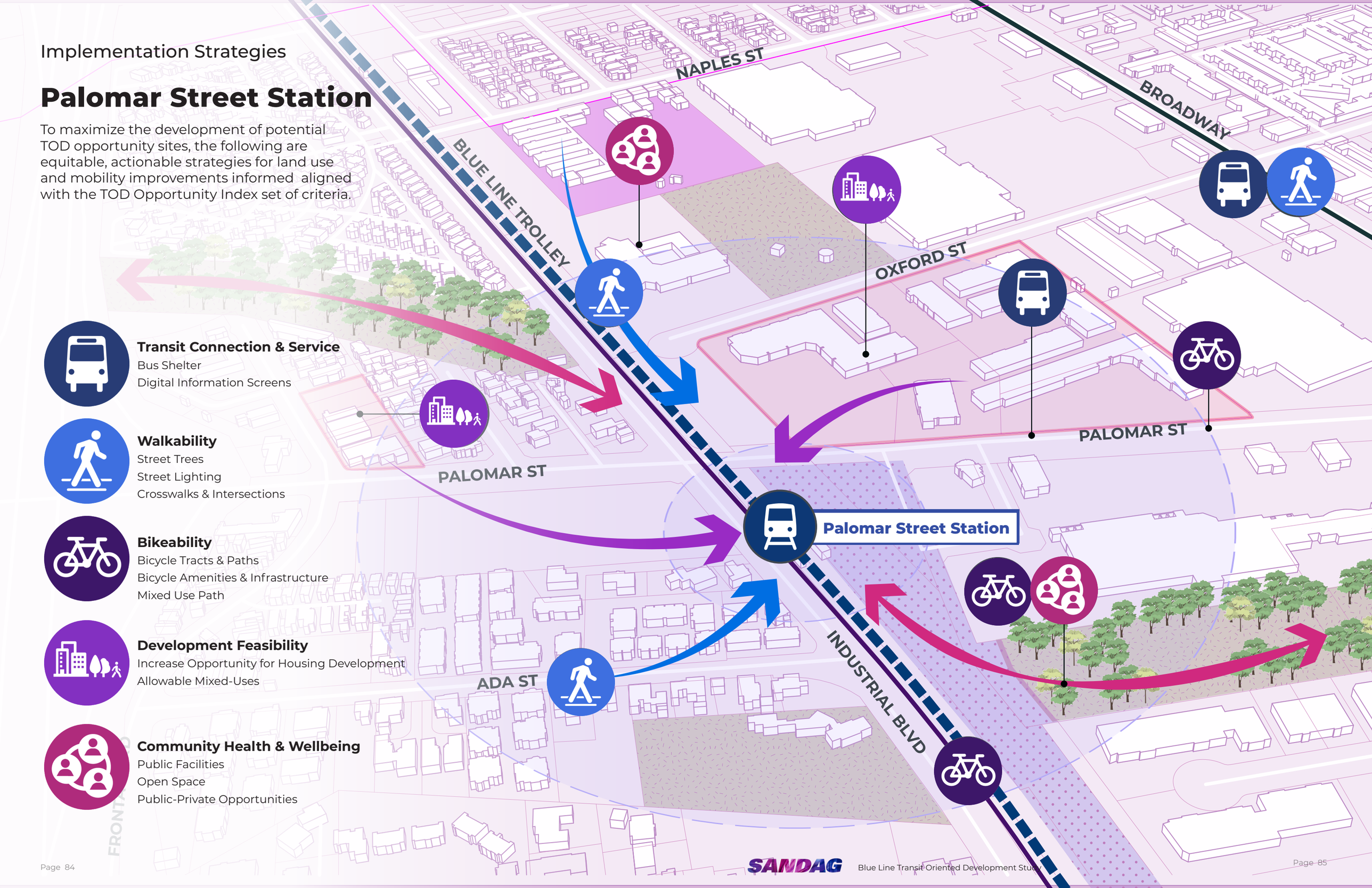
Transit Connection & Service
Bus Shelter
Digital Information Screens

Walkability
Street Trees
Street Lighting
Crosswalks & Intersections

Bikeability
Bicycle Tracts & Paths
Bicycle Amenities & Infrastructure
Mixed Use Path

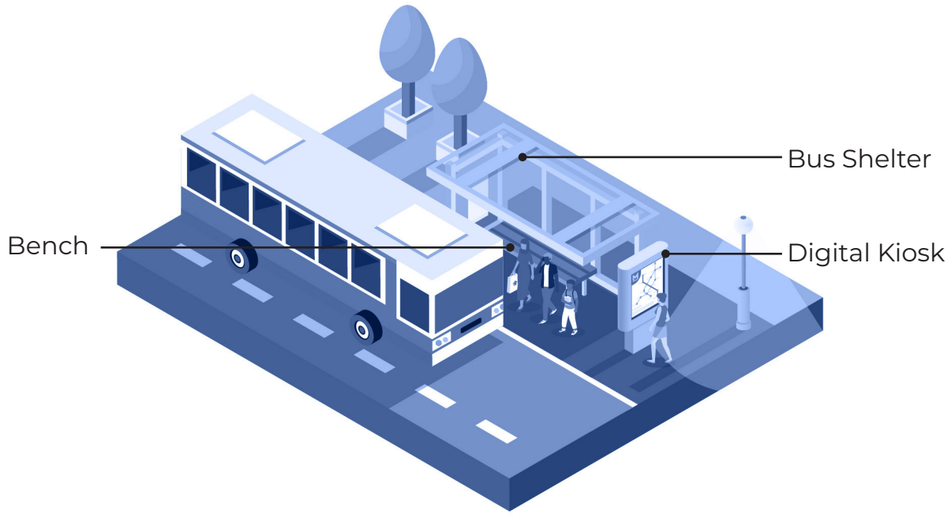
Development Feasibility
Increase Opportunity for Housing Development
Allowable Mixed-Uses

Community Health & Wellbeing
Public Facilities
Open Space
Public-Private Opportunities



Transit Connection & Service

Bus Shelter & Digital Information Screens



Improvements

1.1 BUS STOP IMPROVEMENTS: Place bus shelters at bus stops along the busy corridors with high on-board and off-board riders specifically on Broadway, Palomar St, and Orange Ave.

1.2 TRANSIT COMMUNICATIONS: Integrate real time digital travel information kiosks at the bus shelters to provide riders with the latest travel times and the capability to access WiFi connection.

**Refer to appendix for additional cost estimate details*

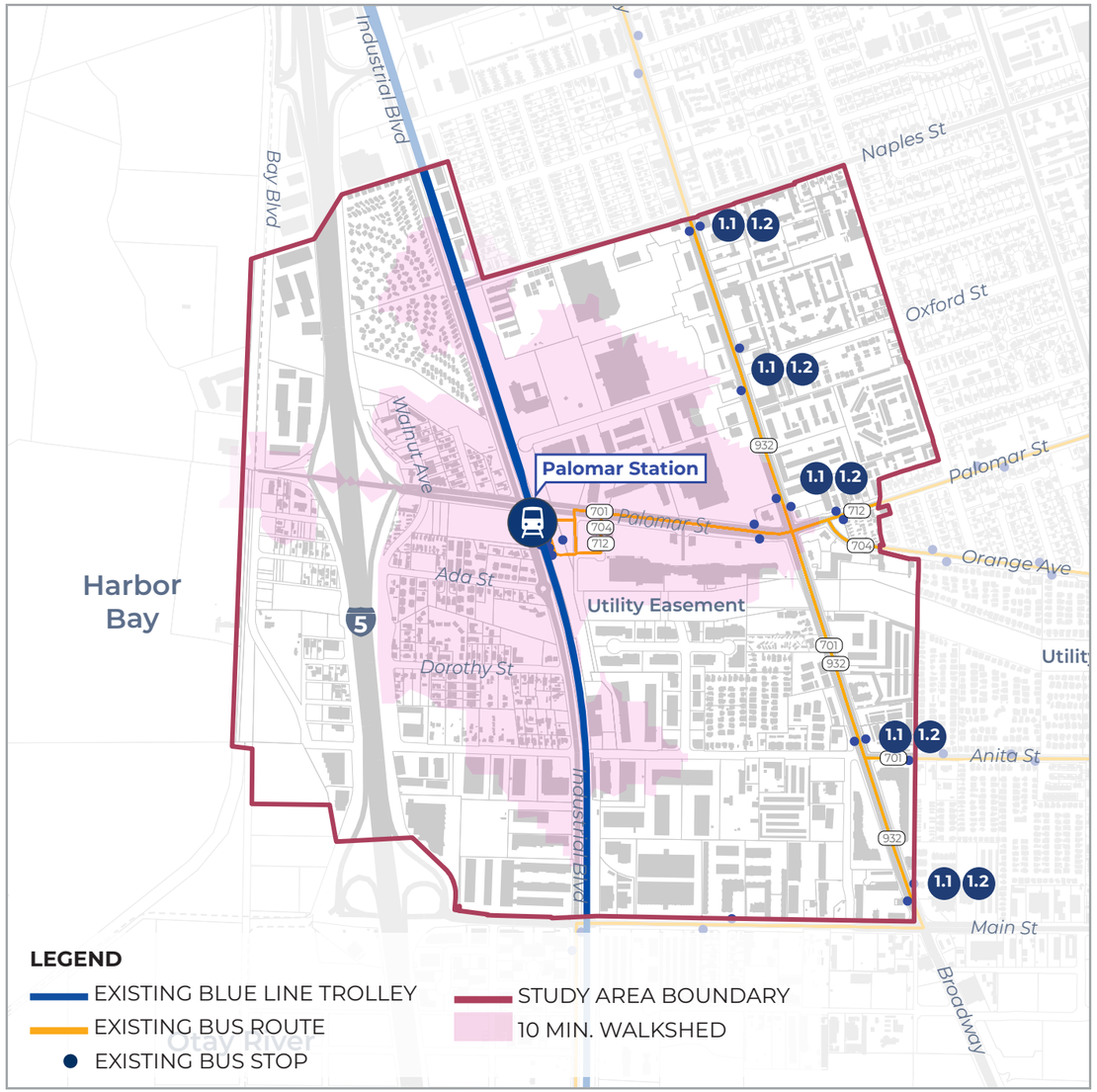
Targeted Outcome

Bus shelters with real time digital travel information serve as essential transit service amenities that enhance the passenger experience.

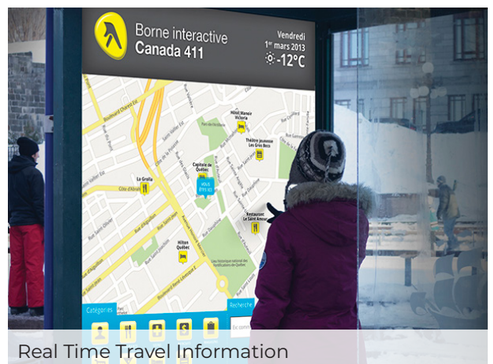
Community & Equity Impact

Bus shelters offer shade, cooling, and protection from the sun, seating for riders of all ages and abilities, and an improved waiting experience for transit users.

Including digital information screens that provide riders with real time travel information and offering additional amenities such as WiFi and phone charging capabilities enhances the overall accessibility and comfort for transit riders.



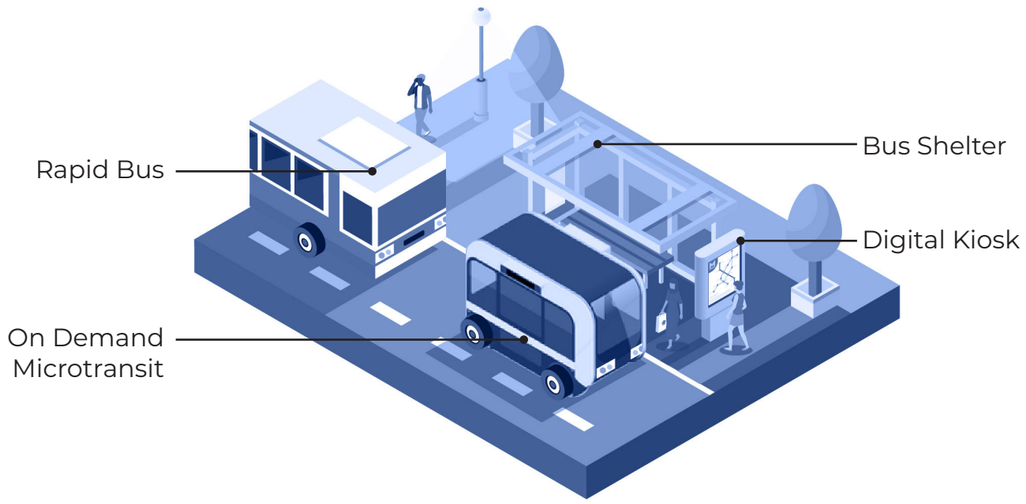

Bus Shelter



Real Time Travel Information

Transit Connection & Service

Service Improvements



Improvements

1.3 ON-DEMAND & MICROMOBILITY: Implement new on-demand and/or fleet-based mobility services to and from the transit station.

1.4 BUS SERVICE: Implement new transit services to and from the transit station.

1.5 BUS FREQUENCY: Increase bus frequency during peak hours from 15 min to 10 min headways for routes 702, 704, 932 and 30 min to 15 min headways for route 712.

**Refer to appendix for additional cost estimate details*

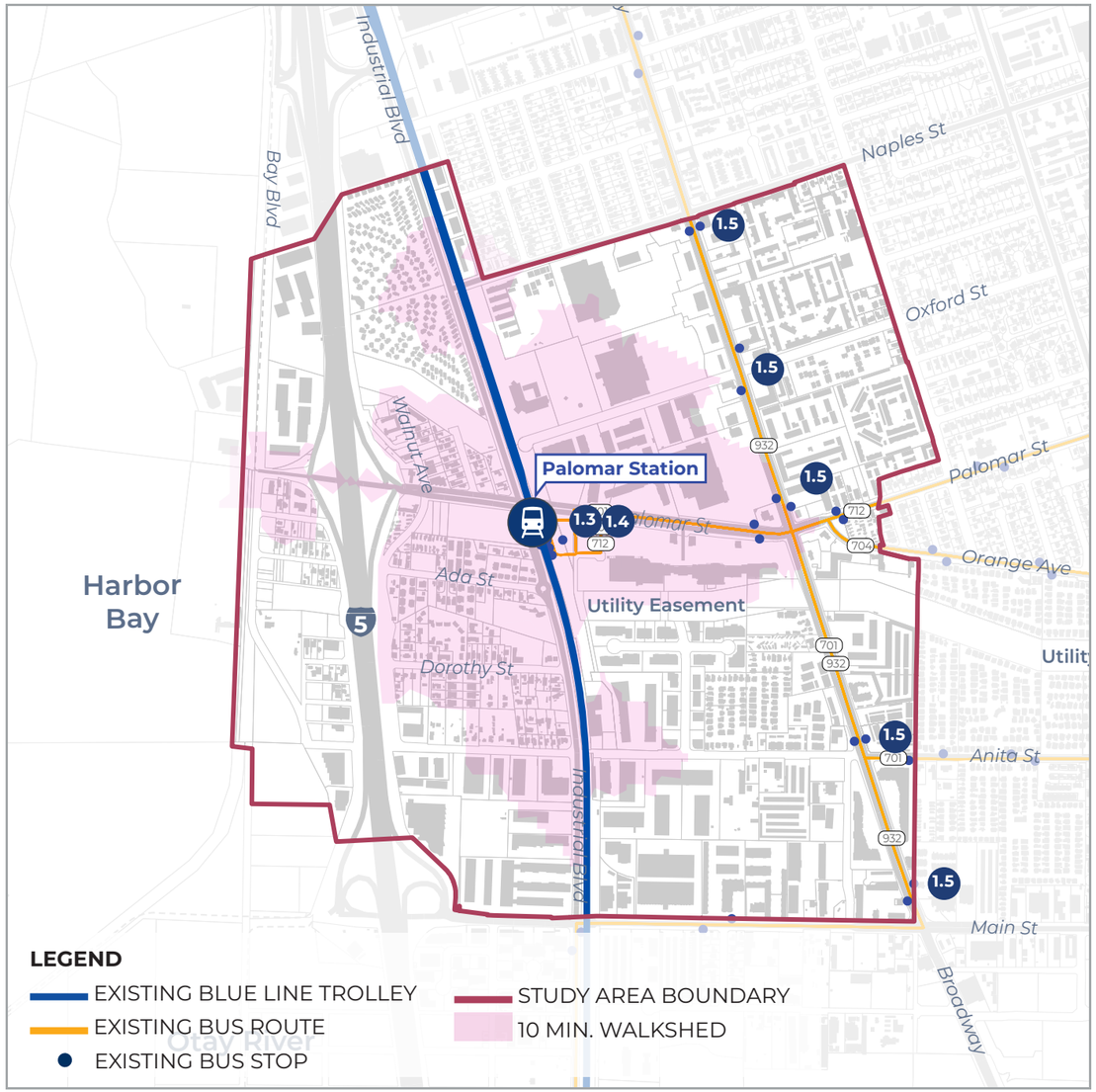
Targeted Outcome

Additional mobility options provide first-last mile solutions that encourage more localized trip making and reduce dependency on personal autos.

Additional transit service, like new Rapid Bus routes, connect the local community with other regional destinations and vice versa.

Community & Equity Impact

The increased transit ridership and foot traffic in the surrounding area generates more liveliness of the public realm and increased sales revenue for local businesses. Community residents benefit from added transportation options to jobs, education, and regional services.

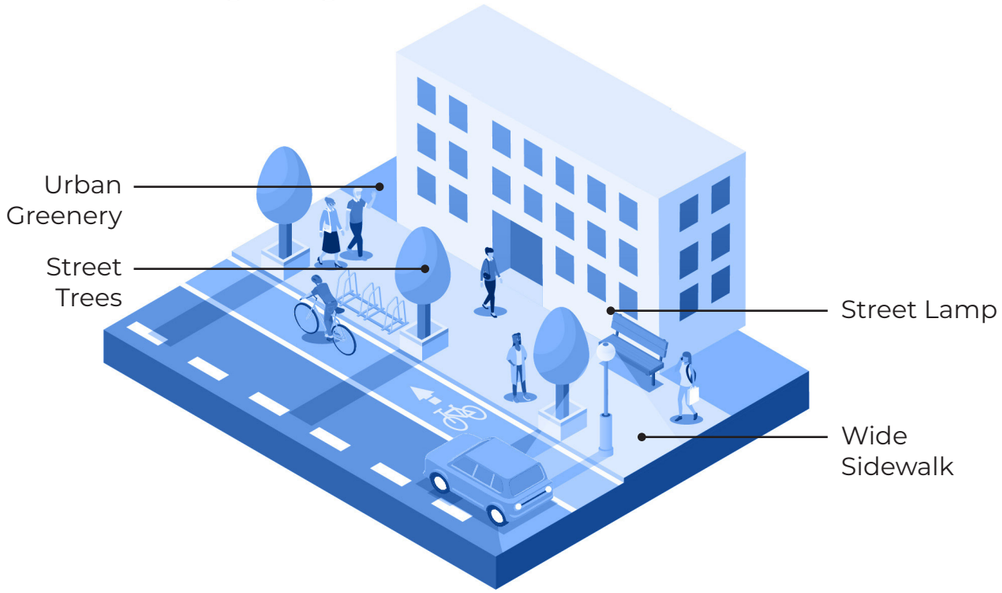



Microtransit Options

On-Demand Fleets

Walkability

Street Trees & Lighting



Improvements

2.1 STREET IMPROVEMENTS: Place street trees, landscaping, lighting, and other urban greenery along sidewalks and pedestrian pathways around the transit station.

**Refer to appendix for additional cost estimate details*

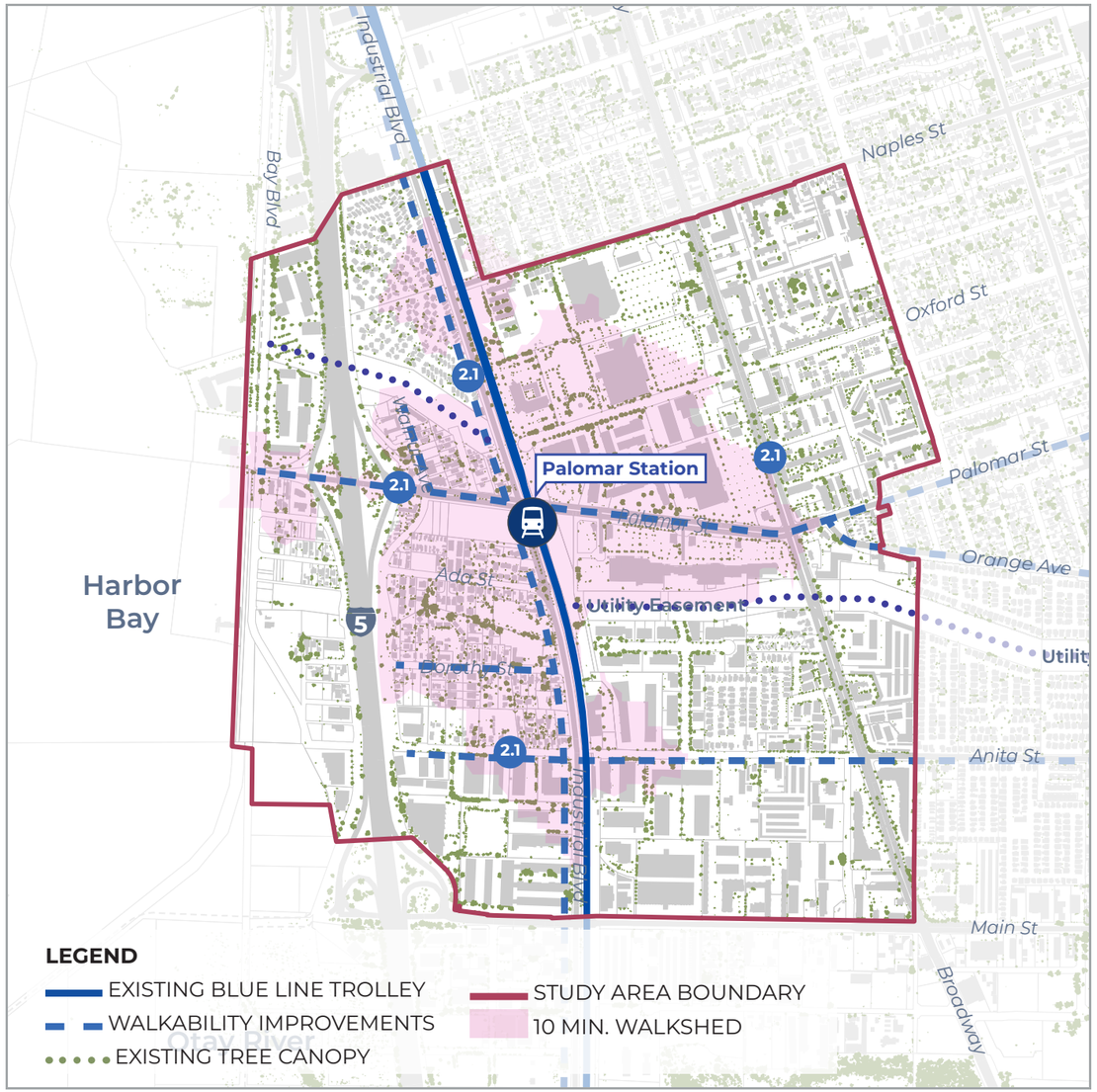
Targeted Outcome

Urban greenery and lighting play a crucial role in enhancing the aesthetic, safety, and overall walkability of an urban environment. The overall pedestrian experience improves with the presence of more trees, lighting, and human-scaled amenities.

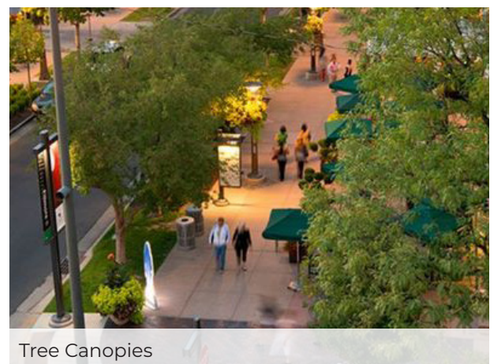
Community & Equity Impact

Street and sidewalk tree canopies provide relief from the sun, create a cooling effect in the surrounding area, beautify the streetscape, and create pleasant walking environments. This improvement bolsters the pedestrian experience and walkability, fostering opportunity for less vehicle miles traveled.

Street lighting can illuminate pathways that create a welcoming atmosphere improving the safety for both pedestrians and motorists, reducing the number of traffic incidents. There are numerous lighting infrastructure options that leverage solar power, contributing to overall sustainability goals.

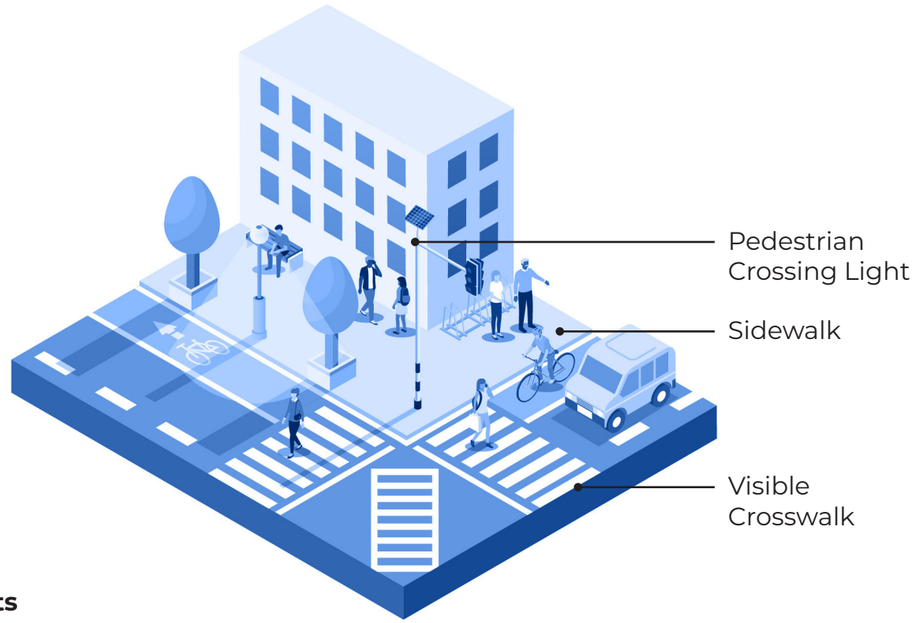



Street Lighting


Tree Canopies

Walkability

Sidewalk, Crosswalk & Intersection Improvements



Improvements

2.2 SIDEWALK IMPROVEMENTS: Maintain and improve sidewalk infrastructure such as fixing cracks, uneven surfaces, or damaged pavement, installing sidewalks where absent and widening sidewalks around the station.

2.3 CROSSWALK IMPROVEMENTS: Improve crosswalk visibility through high-visibility and high-contrast markings like bold colored and patterned crosswalks.

2.4 MID-BLOCK PEDESTRIAN CROSSINGS: Place mid-block pedestrian crossings at TOD opportunity areas as a designated crossing point between intersections.

2.5 MIXED-USE PATHWAYS: Create new connections to existing trails and pathways to enhance the overall network of pedestrian movement.

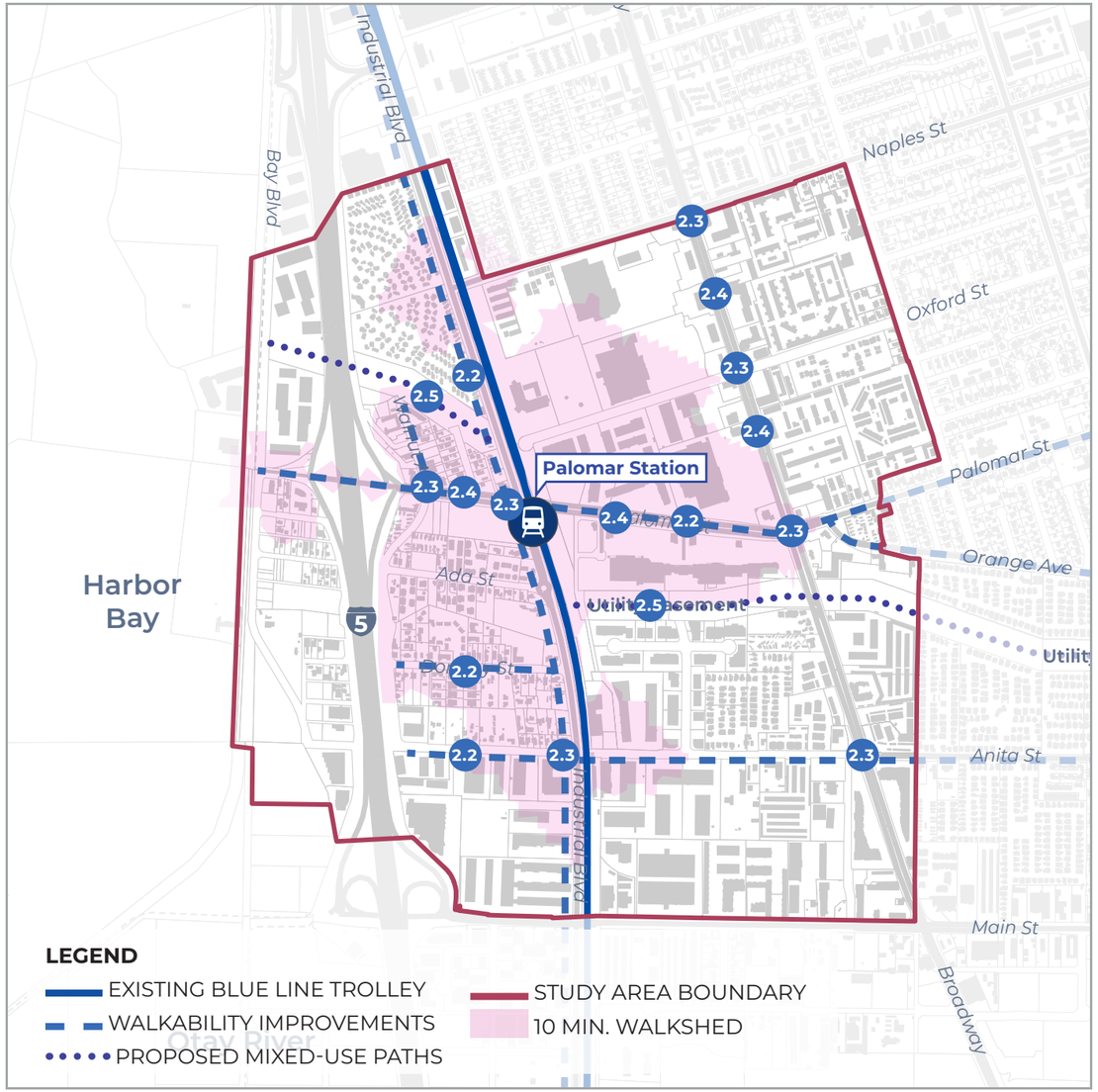
**Refer to appendix for additional cost estimate details*

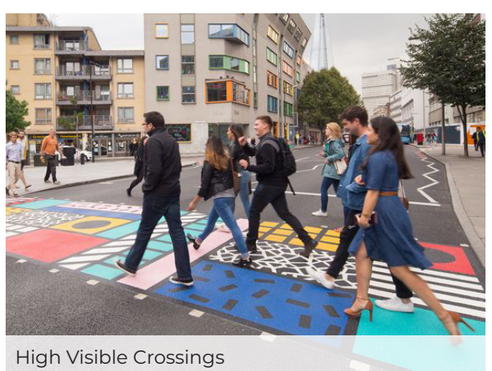
Targeted Outcome

The sidewalk, crosswalk, and intersection improvement strategies enhance safety, convenience, and overall improve walkability. These improvements facilitate pedestrian movement and help people get to their destination, whether its a bus stop, train station, or any other point of journey.

Community & Equity Impact

Improving sidewalk, crosswalk and intersection infrastructure helps pedestrians of all ages, abilities, whether they are on foot or wheels experience safe, pleasant, and convenient environments.

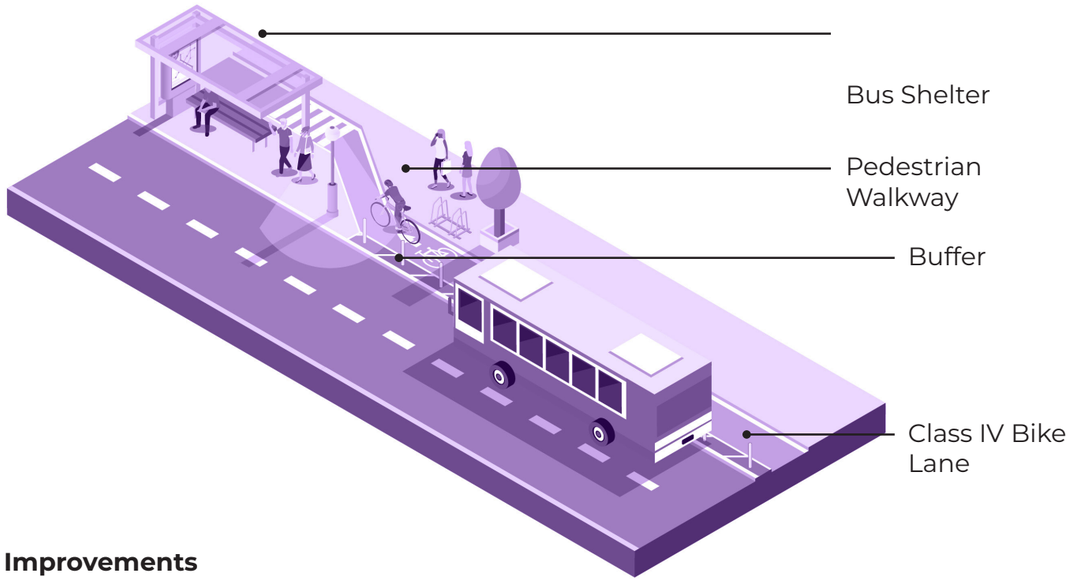



High Visible Crossings


Safe Pedestrian Crossing Infrastructure

Bikeability

Bike Path & Infrastructure Improvements



Improvements

3.1 UPGRADE TO CLASS IV BIKE LANES: offering buffered tracts for cyclists to travel separate from vehicular traffic and provide amenities such as bike lockers at the station. While infrastructure and amenities should be improved throughout the community, the following areas should be considered:

Class IV: Provide a continuous separated bike lane along major thoroughfares between Bay Blvd and Broadway along Palomar St and Broadway, providing safe access to the transit station and Bayshore Bikeway.

3.2 UTILITY EASEMENT: Improve east/west connectivity south of the transit station through the development of a bicycle and pedestrian pathway along the utility easement between Orange Park and the Transit Center.

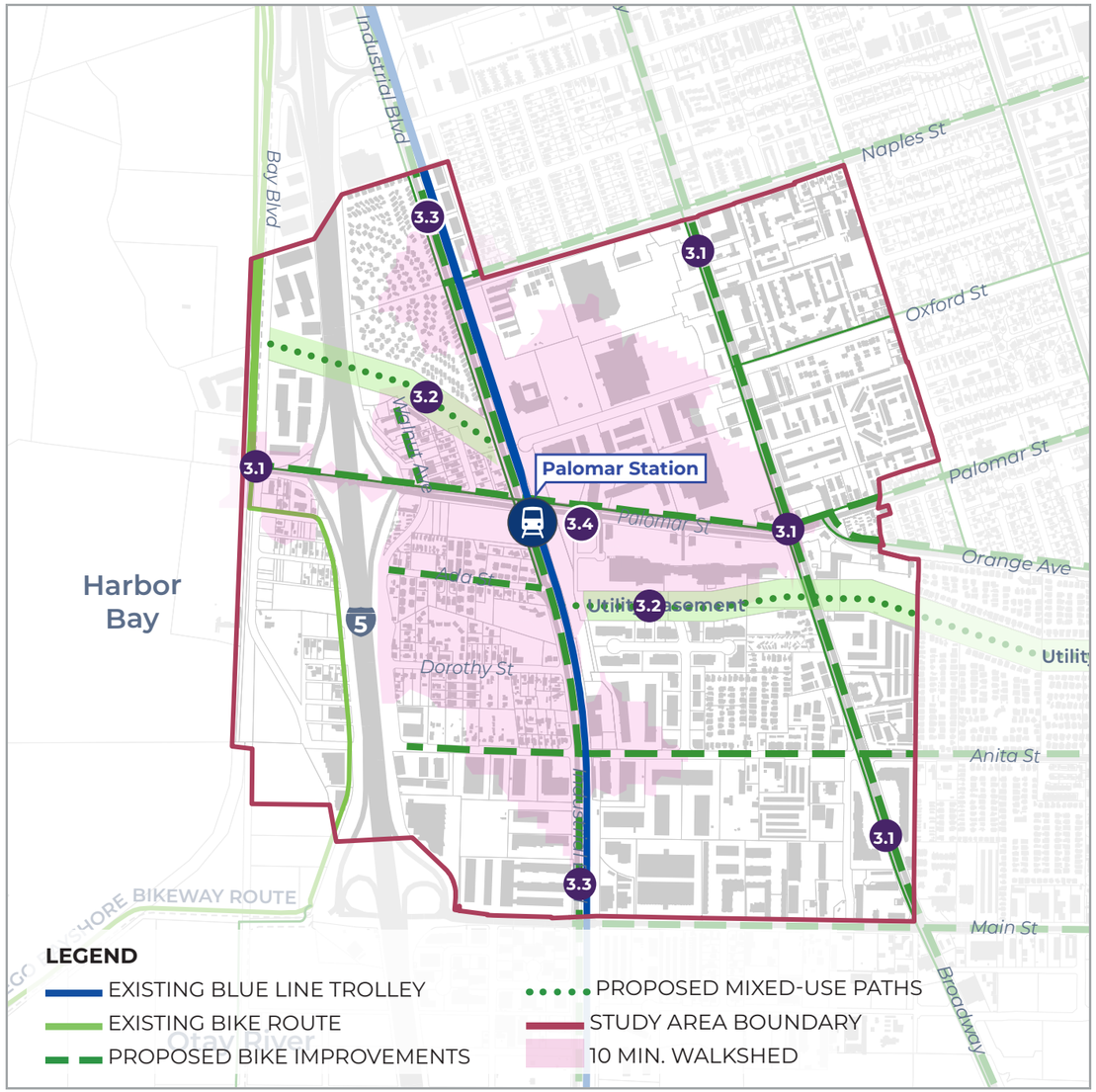
3.3 RIGHT-OF-WAY (ROW): Utilize Trolley ROW along Industrial Blvd to improve north/south bicycle connectivity.

3.4 BICYCLE INFRASTRUCTURE: Enhance bike locker amenities at the Palomar Street Station.

**Refer to appendix for additional cost estimate details*

Targeted Outcome, Community & Equity Impact

Bikeability and bicycle infrastructure improvements ensure safer and more accessible environments that foster active transportation and promote a healthier urban environment. Bike lanes improve connection to the station, and local and regional trails.



Pedestrian & Bicycle Pathway

Upgraded Bike Lanes

Development Feasibility

Increase Housing & Mixed-Use Potential

Improvements

Update existing land use, zoning, and density in areas within proximity to the transit station to achieve the following:

4.1 DEVELOPMENT GUIDELINES
Increase height limit, lot coverage, and Floor Area Ratio (FAR) for larger parcels adjacent to the transit station and within the Palomar Gateway District Plan.

4.2 INDUSTRIAL ZONE
Update zoning for industrial areas to allow for industrial focused TOD (non-residential mixed use development) that may include makers spaces, R&D, and office.

4.3 RESIDENTIAL ZONE
Update zoning from low density multi-family to higher density multi family zoning. Increase FAR and height limits for parcels near the transit station to encourage residential development. Reduce parking minimums to achieve higher density and leverage access to transit. Include incentives for the development of residential units for families and seniors.

4.4 COMMERCIAL ZONE
Increase height limit, lot coverage, and FAR for larger parcels adjacent to the transit station and within commercially zoned areas.

4.5 INCENTIVIZE AFFORDABLE HOUSING
Incentivize affordable housing projects and disincentivize low-density market rate development to provide opportunity to achieve higher density in the Palomar station area in the near term while the market recovers. The City should direct local affordable housing funding to projects located within station areas.

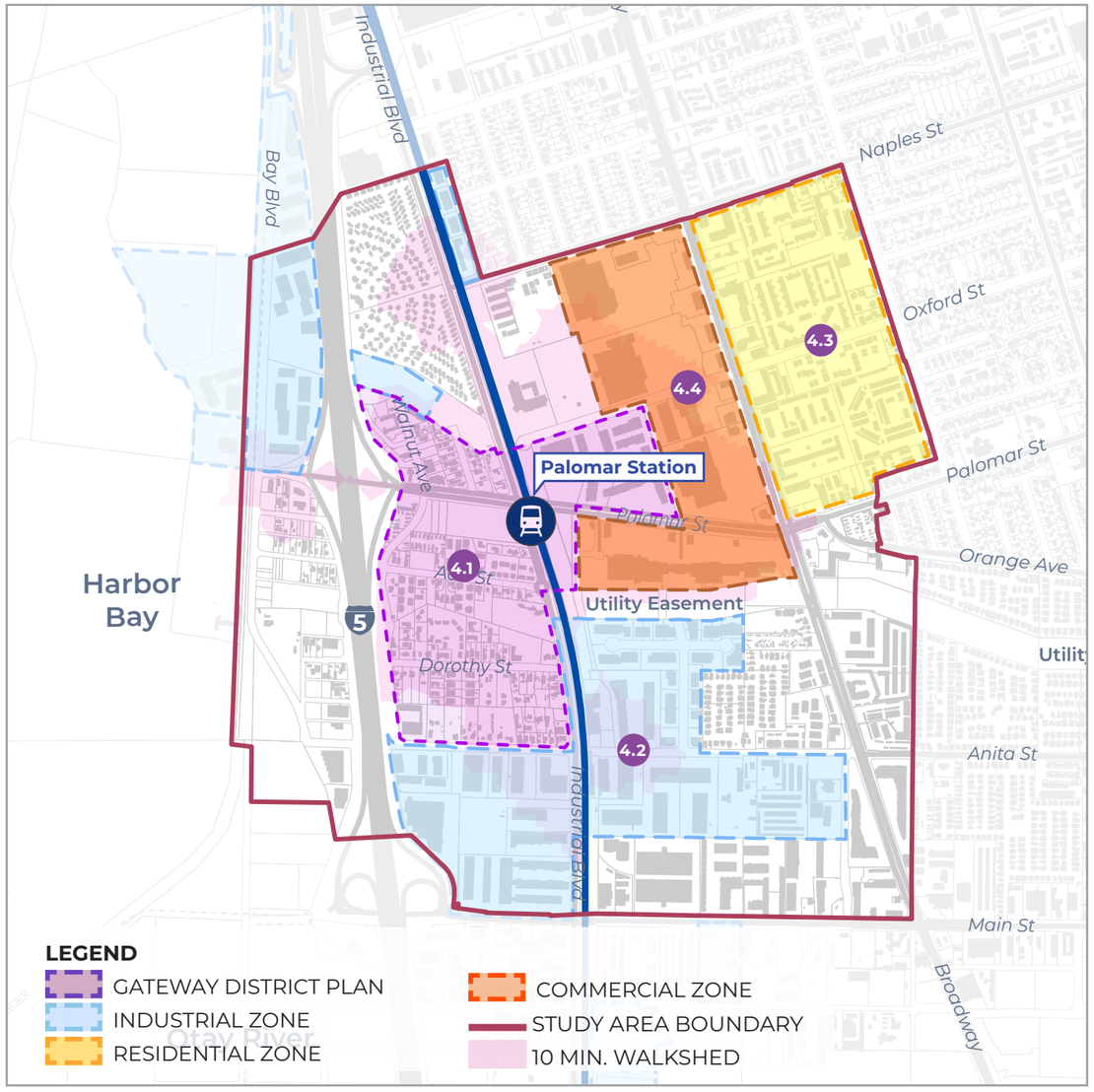
**Refer to table xx in appendix for additional cost estimate details*

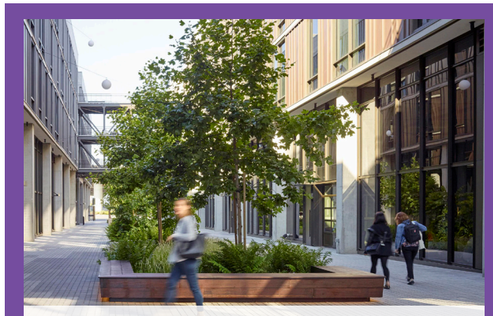
Targeted Outcome

Increase in the quantity, diversity, and affordability of housing options surrounding the transit station, allowing residents to age in place, and provide access to jobs, health, and social services.

Community & Equity Impact

Providing access to housing for all ages and income levels and to be in proximity to transit and community serving uses , to promote aging in place as the neighborhood continues to grow.




Industrial TOD: 150 Hooper

Case Study: Industrial Zoning

150 Hooper

San Francisco, CA

This development's mission to sustain and grow manufacturing jobs for urban residents through accessible and affordable real estate for manufacturing businesses who employ local, low-income residents. The space includes over 50,000 SF of units and brings a vibrant community of makers into the same campus.

Industrial TOD: The New York

Case Study: Industrial Zoning

The New York Industrial Building

Portland, OR

This 6-story urban indsutrial project is the first multi-story industrial building constructed in Portland in 60 years. The vertical construction symbolizes movement towards dense, diverse urban areas, reintegrating industry into city life. The development looks at a more sustainable and socially equitable metropoles.

Community Health and Wellbeing

Public Facilities

Improvements & Initiatives

Leverage projects that improve existing open spaces and parks within the community and new TOD to provide public access and connectivity between the transit station, parks, education, and health facilities.

5.1 OPEN SPACE
TOD should include open space and pathways that are visually and physically accessible by the community from the public realm. TOD located adjacent to existing parks and plazas should respond to and enhance connectivity between the spaces.

5.2 COMMUNITY AMENITIES & PUBLIC SERVICES
TOD should provide integrated and publicly accessible space for to better serve the community. Examples include a community center, library, health clinic, daycare, or other social services.

5.3 SAFE ROUTES TO SCHOOL
TOD should improve connectivity between the transit station and Harborside Elementary School and Park.

5.4 PUBLIC-PRIVATE PARTNERSHIPS
Explore public private partnerships for the co-development of a community oriented uses such as a health clinic, library, and social services facilities.

Explore public private partnerships for the co-development of School District Parcel.

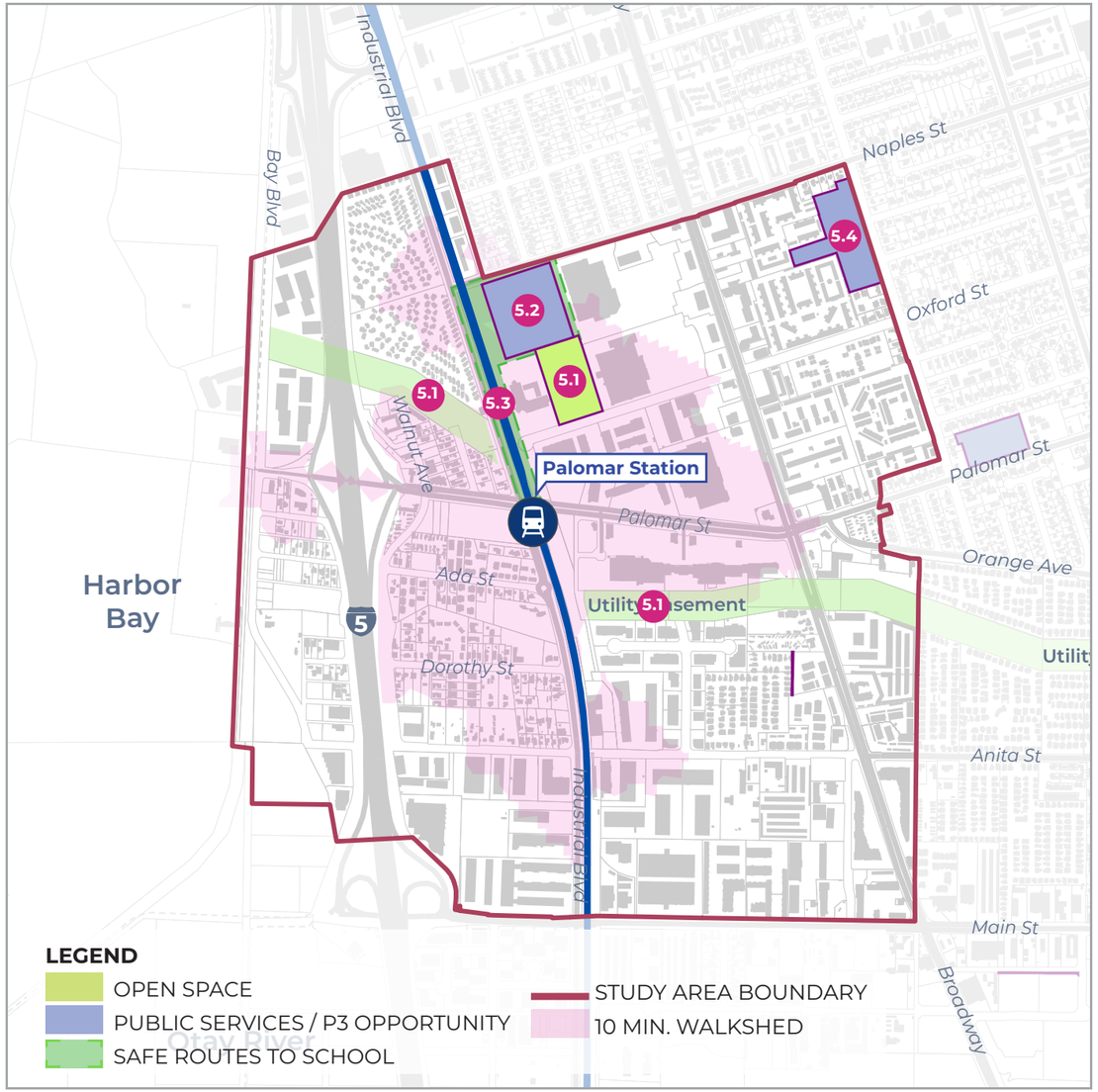
**Refer to table xx in appendix for additional cost estimate details*

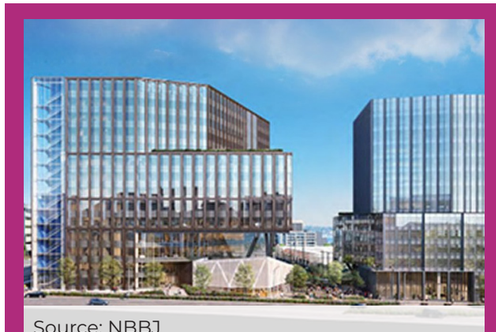
Targeted Outcome

Strengthen connectivity to and increase access to public open space, health, and educational facilities within the Palomar Community.

Community & Equity Impact

Provide access to open space, recreational, and health opportunities and mitigate the disproportional negative environmental and safety impacts for all ages within the Chula Vista Community.




Source: NBBJ

Case Study: Community Amenities

Mercer Blocks

Seattle, WA

As part of the purchase and development agreement with the City of Seattle, the project includes a 30,000 sf community center on the ground floor to be owned and operated by the City's Parks and Recreation Department. The community space is located adjacent to the street and will be open for use by the public.


Source: Runberg Architecture

Case Study: Public-Private Partnership

Tony Lee Apartments
Seattle, WA

This development provides 70 workforce housing units with a diverse mix of units and a four-classroom preschool operated by a local non-profit group located on the ground floor. The project was developed through a partnership between the City and a local affordable housing organization.

San Ysidro Transit Station

In an effort to maximize the development of potential TOD opportunity sites, the following are equitable and actionable strategies for land use and mobility improvements at the San Ysidro Transit Station study area informed by the TOD Opportunity Index set of criteria.

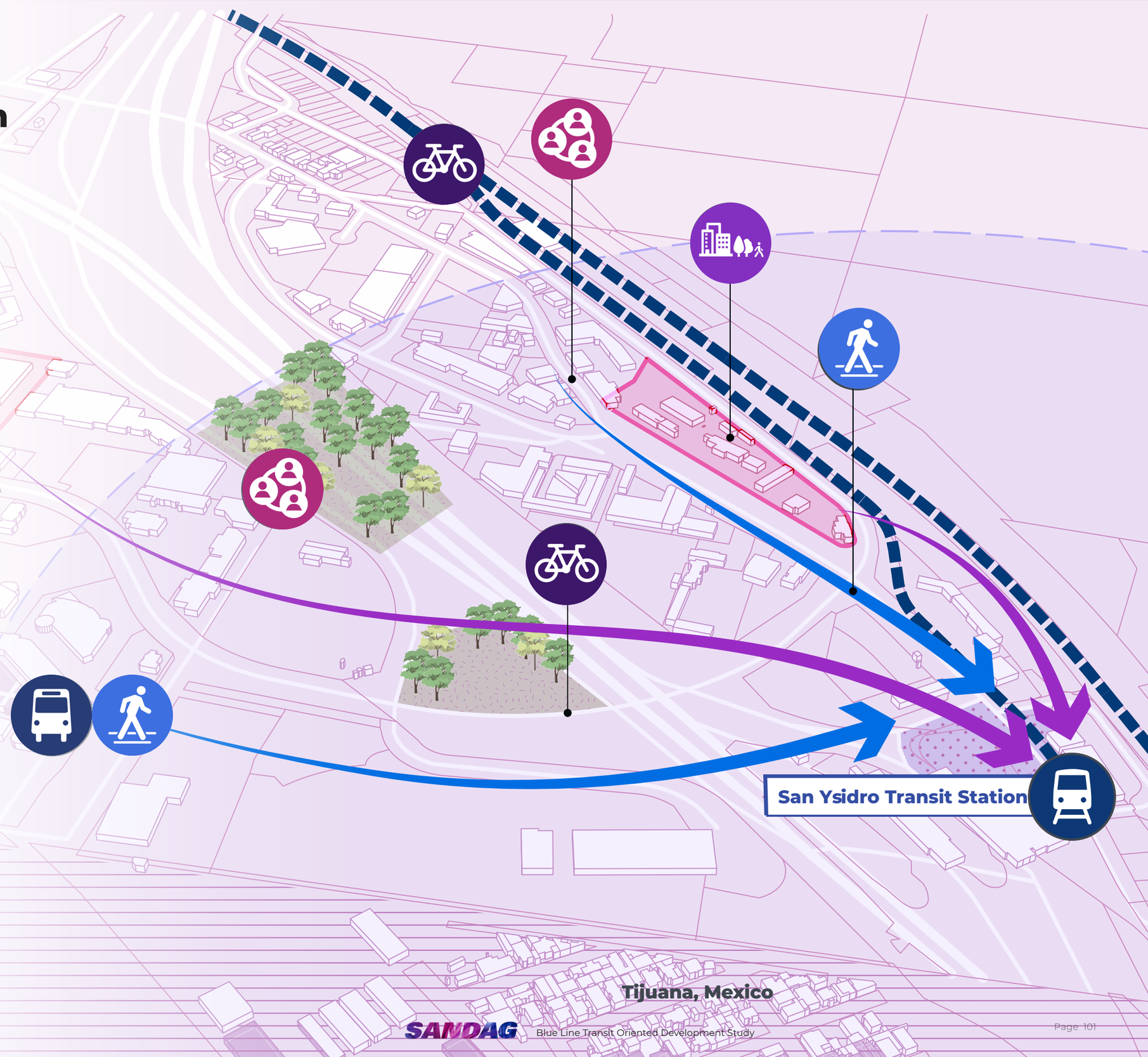
Transit Connection & Service
Bus Shelter
Digital Information Screens

Walkability
Street Trees
Street Lighting
Crosswalks & Intersections

Bikeability
Bicycle Tracts & Paths
Bicycle Amenities & Infrastructure
Mixed Use Path

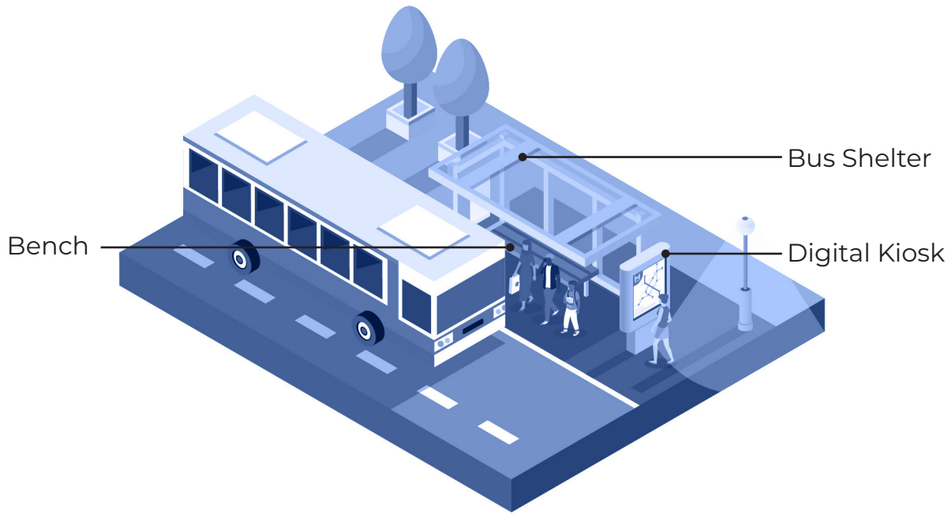
Development Feasibility
Increase Opportunity for Housing Development
Allowable Mixed-Uses

Community Health & Wellbeing
Public Facilities
Open Space
Public-Private Opportunities



Transit Connection & Service

Bus Shelter & Digital Information Screens



Improvements

1.1 BUS STOP IMPROVEMENTS: Place bus shelters at bus stops along the busy corridors with high on-board and off-board riders specifically on Camino De La Plaza, San Ysidro Blvd, and Willow Rd

1.2 TRANSIT COMMUNICATIONS: Integrate real time digital travel information kiosks at the bus shelters to provide riders with the latest travel times and the capability to access WiFi connection.

**Refer to appendix for additional cost estimate details*

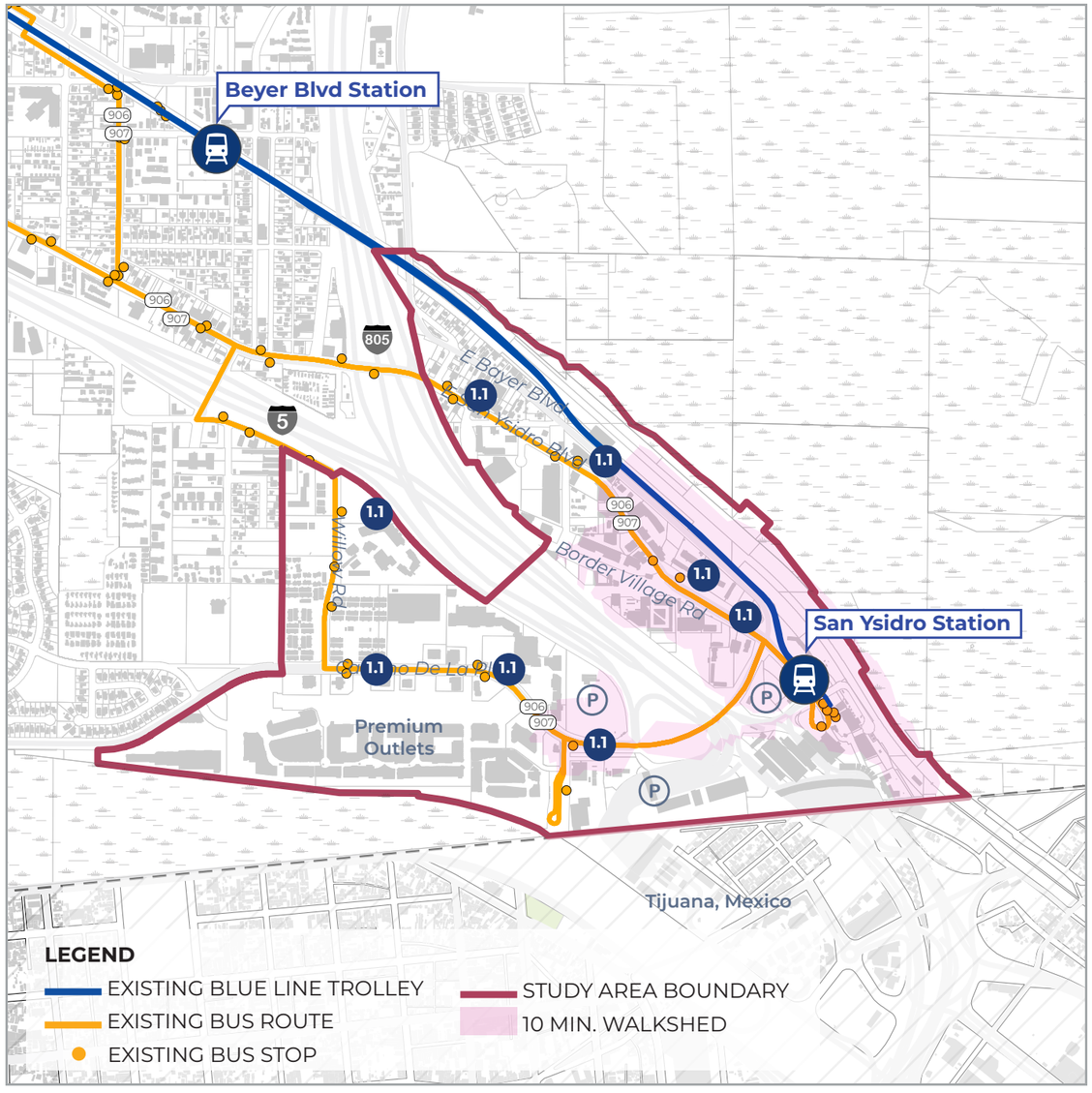
Targeted Outcome

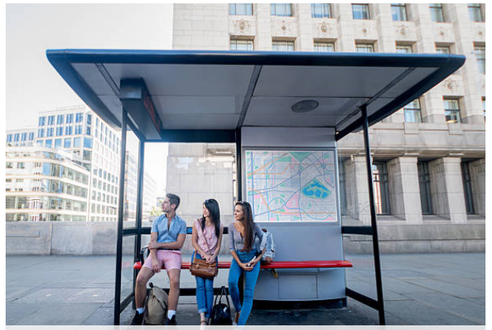
Bus shelters with real time digital travel information serve as essential transit service amenities that enhance the passenger experience.

Community & Equity Impact

Bus shelters offer shade, cooling, and protection from the sun, seating for riders of all ages and abilities, and an improved waiting experience for transit users.

Including digital information screens that provide riders with real time travel information and offering additional amenities such as WiFi and phone charging capabilities enhances the overall accessibility and comfort for transit riders.



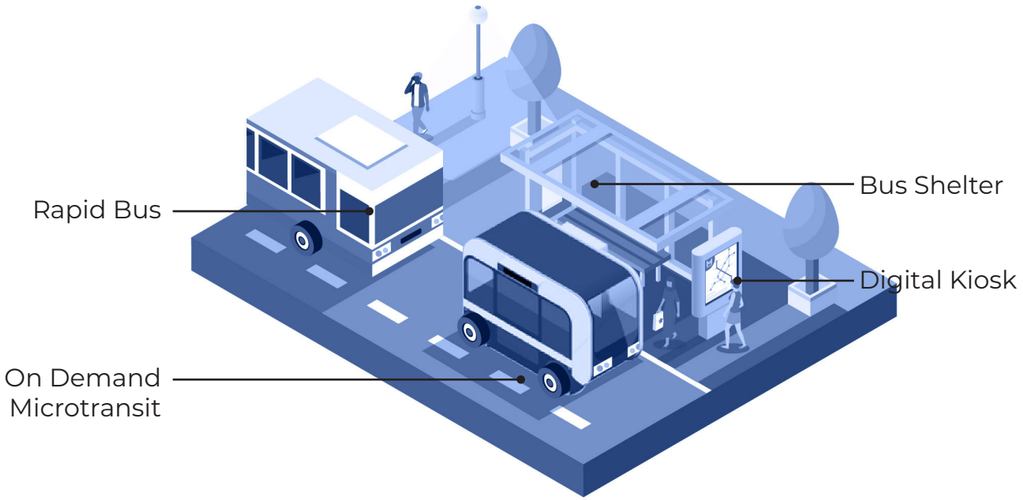


Bus Shelter

Real Time Travel Information

Transit Connection & Service

Service Improvements



Improvements

1.3 ON-DEMAND & MICROMOBILITY: Implement new on-demand and/or fleet-based mobility services to and from the transit station.

1.4 BUS SERVICE: Enhance existing and implement new Rapid Bus transit services to and from the station.

1.5 RAIL SERVICE:Implement new commuter and intercity rail connections to and from the station.

1.6 BUS FREQUENCY: Increase bus frequency during peak hours from 15 min to 10 min headways for routes 906 and 907.

**Refer to appendix for additional cost estimate details*

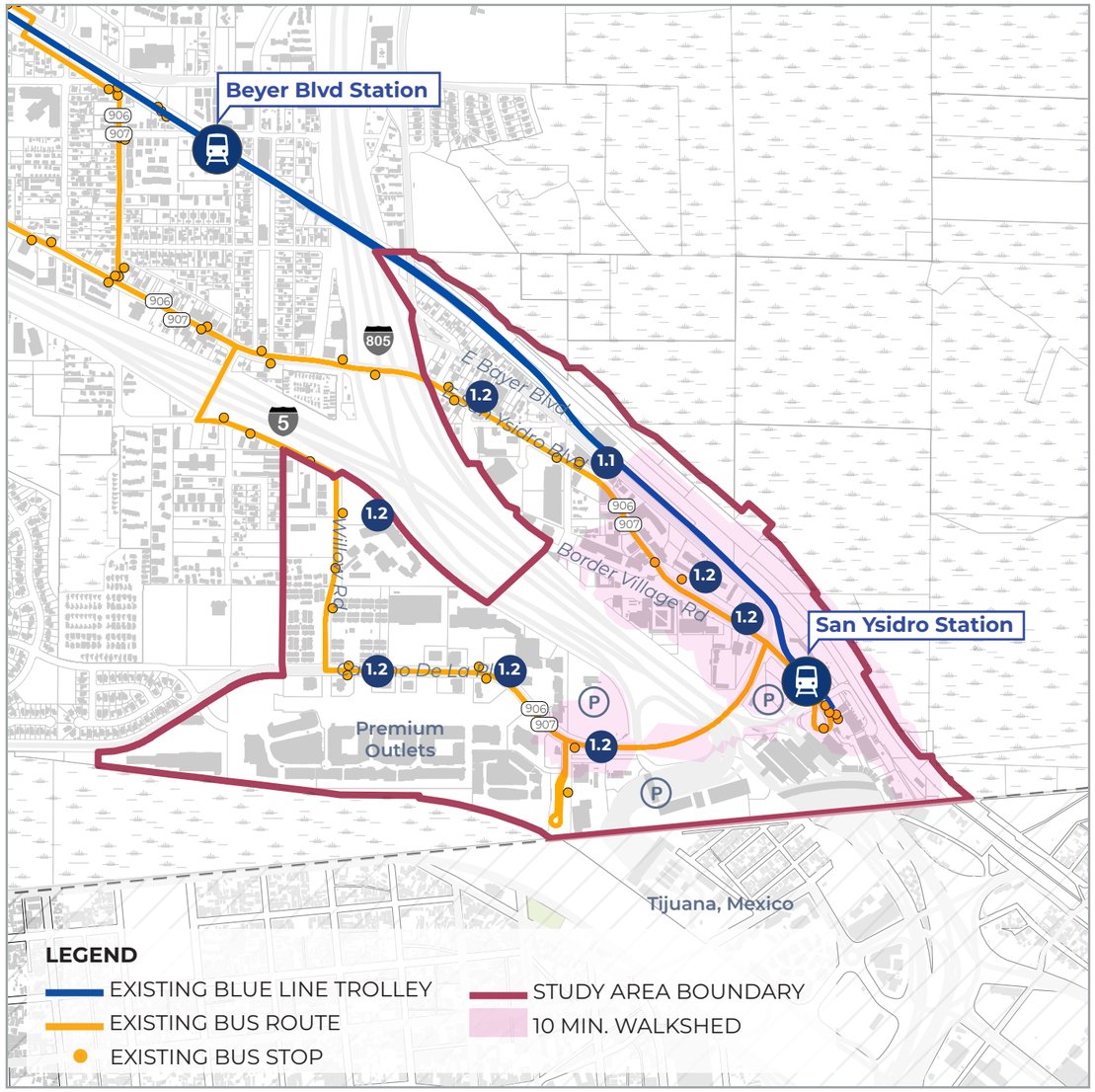
Targeted Outcome

Additional mobility options provide first-last mile solutions that encourage more localized trip making and reduce dependency on personal autos. Additional transit service, like new Rapid Bus routes, connect the local community with other regional destinations and vice versa. Additional transit service including more frequencies, express or limited-stop service, and expanded hours of operation for the Blue Line Trolley would attract more ridership and foot traffic to the community as well as make trips taken by current users more efficient.

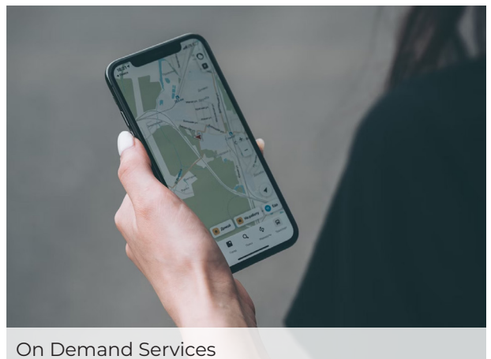
These improvements would attract more ridership and transform the station into a flagship transportation hub.

Community & Equity Impact

The increased transit ridership and foot traffic generates more liveliness of the public realm and increased sales revenue for local businesses. Community residents benefit from added transportation options to jobs, education, and regional services.



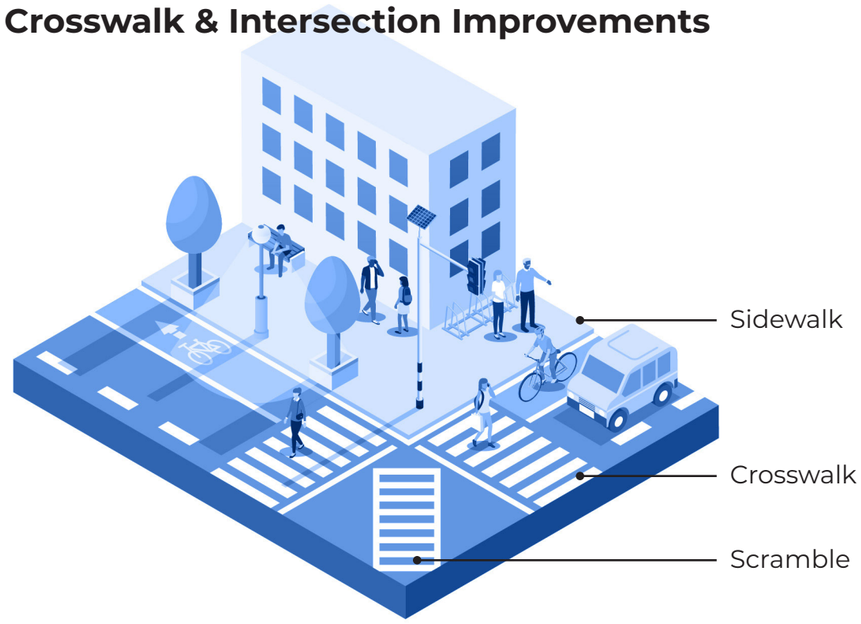
MTS Rapid Bus



On Demand Services

Walkability

Sidewalk, Crosswalk & Intersection Improvements



Improvements

2.1 & 2.2 SIDEWALK IMPROVEMENTS: Maintain and improve sidewalk infrastructure such as fixing cracks, uneven surfaces, or damaged pavement, installing sidewalks where absent and widening sidewalks around the station.

2.3 CROSSWALK IMPROVEMENTS: Improve crosswalk visibility through high-visibility and high-contrast markings like bold colored and patterned crosswalks.

2.4 MID-BLOCK PEDESTRAIN CROSSINGS: Place mid-block pedestrian crossings at TOD opportunity areas as a designated crossing point between intersections.

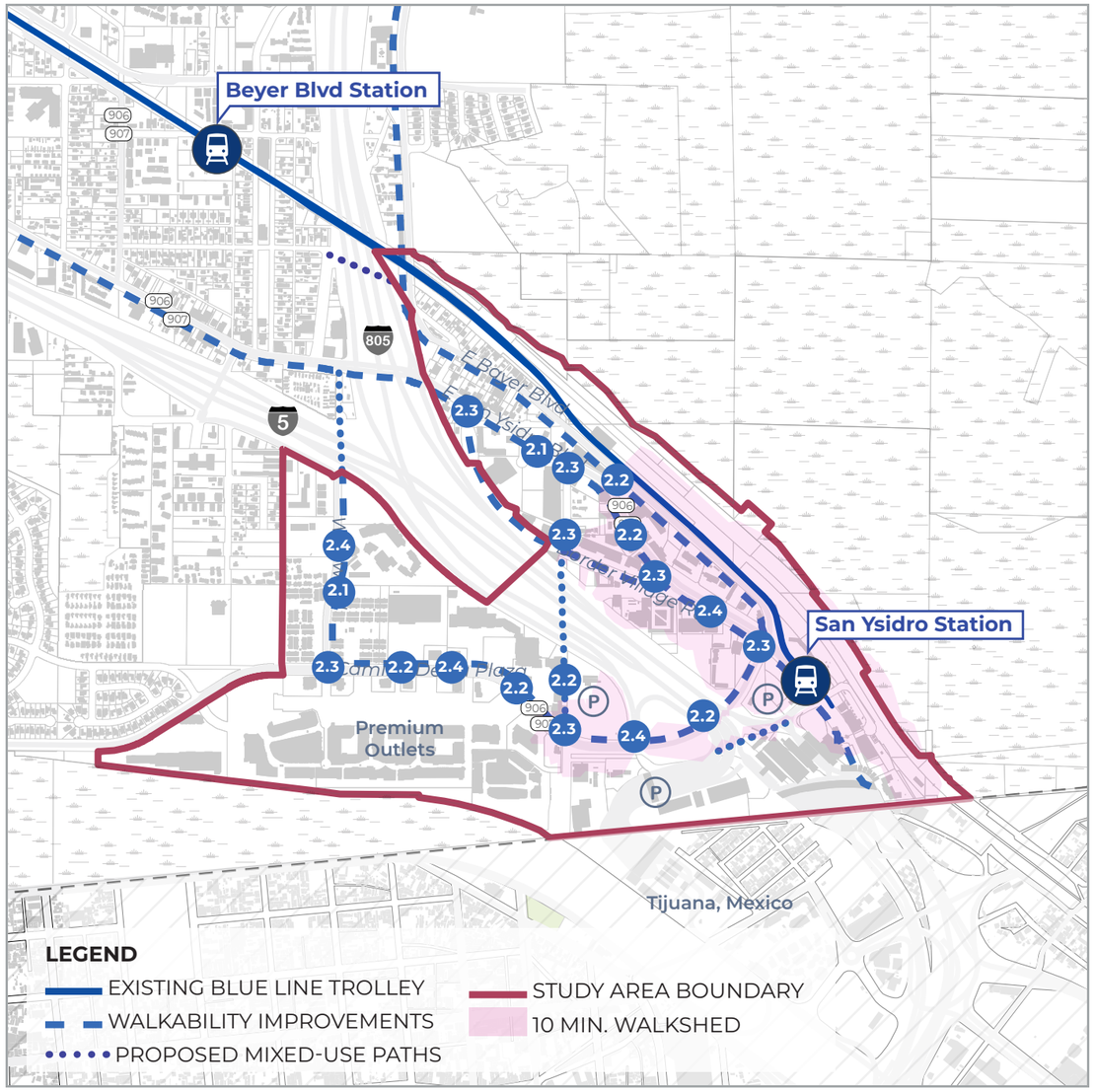
**Refer to appendix for additional cost estimate details*

Targeted Outcome

The sidewalk, crosswalk, and intersection improvement strategies enhance safety, convenience, and overall improve walkability. These improvements facilitate pedestrian movement and help people get to their destination, whether its a bus stop, train station, or any other point of journey.

Community & Equity Impact

Improving sidewalk, crosswalk and intersection infrastructure helps pedestrians of all ages, abilities, whether they are on foot or wheels experience safe, pleasant, and convenient environments.

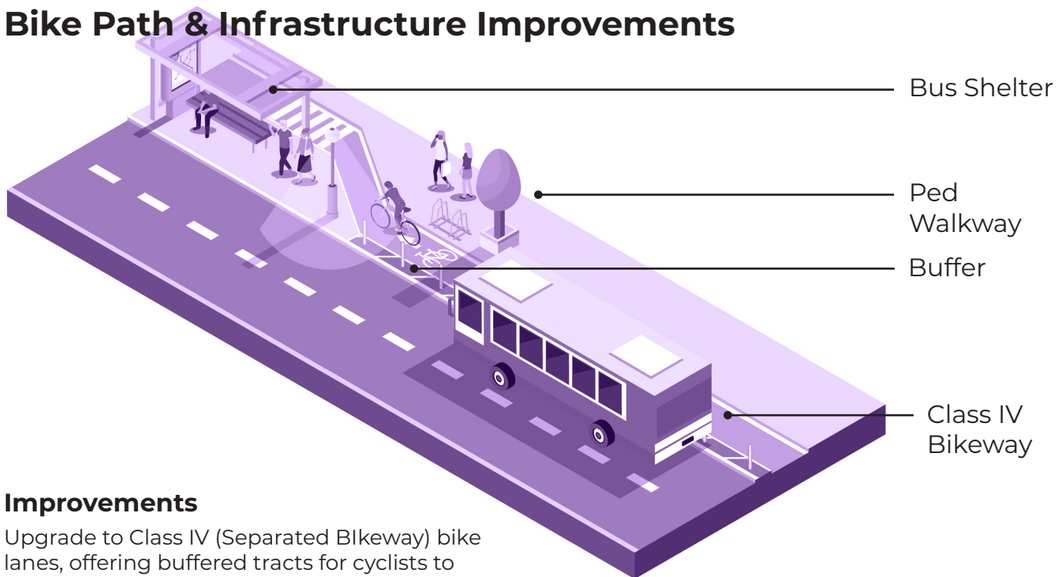



Highly visible crosswalks & Intersections


Tree Canopy along Major Arterials

Bikeability

Bike Path & Infrastructure Improvements



Improvements

Upgrade to Class IV (Separated BIkeway) bike lanes, offering buffered tracts for cyclists to travel separate from vehicular traffic, ensuring more safe and accessible biking infrastructure, fostering active transportation and promoting a healthier urban environment. Bike lanes should not only provide improved connectivity to the station, but also to local and regional trails. While infrastructure should be improved throughout the community, the following areas should be considered:

3.1 CAMINO DE LA PLAZA & WILLOW RD - Provide a continuous class IV bikway, improving east/west connectivity between the transit station, school, parks, and residential areas.

3.2 SAN YSIDRO BLVD & BORDER VILLAGE RD - Provide continuous class IV bikeway to promote cycling through the San Ysidro.

3.3 BEYER BLVD - Utilize transit ROW to provide a bi-directional bike path to improve north/south bicycle connectivity.

3.4 BICYCLE AMENITIES: Add and improve Bicycle Amenities such as bike lockers and storage at the station.

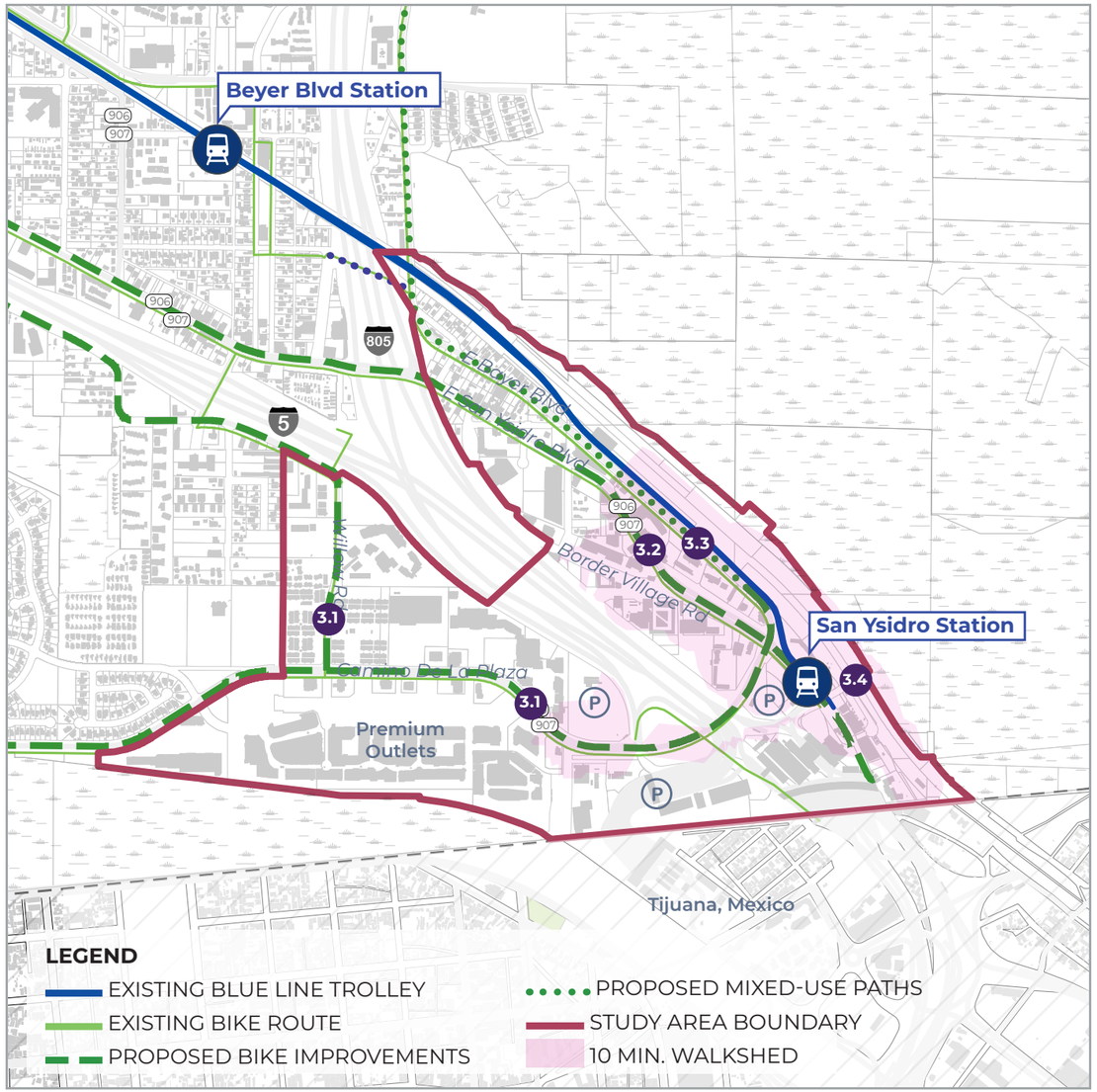
**Refer to appendix for additional cost estimate details*

Targeted Outcome

The buffered bike lane improvement strategies enhance safety, convenience, and overall improve bikeability. These improvements facilitate active transportation and movement to help people use bikes to get to their destination, whether its a bus stop, train station, or any other point of journey.

Community & Equity Impact

The strategies also provide safer and more equitable means for residents who rely on bicycles as a primary mode of transportation and allows them access to bicycle storage and infrastructure needs.



Protected Bicycle Lanes


Bicycle Amenities

Development Feasibility

Increase Housing & Mixed-Use Potential

Improvements

Update existing land use, zoning, and density in areas within proximity to the transit station to achieve the following:

4.1 DEVELOPMENT GUIDELINES
Update zoning, land use, and FAR within San Ysidro Border Village District to achieve development goals as stated in the San Ysidro Community Plan.

Increase height limit, lot coverage, and FAR for larger parcels within the San Ysidro Border Village to encourage the assemblage of parcels for redevelopment.

Encourage the continued development of local art initiatives and activation opportunities to visually highlight the unique culture of the San Ysidro Community.

4.2 MIXED USES
Update zoning and land use to specifically allow for mixed-use developments that include residential, community health, social, and educational services within the San Ysidro Border Village and commercial areas west of I-5. Include incentives for the development of residential units for families and seniors.

4.3 INCENTIVIZE AFFORDABLE HOUSING
Incentivize affordable housing projects and disincentivize low-density market rate development to provide opportunity to achieve higher density in the San Ysidro station area in the near term while the market recovers. The City should direct local affordable housing funding to projects located within station areas.

4.4 PARKING
Reduce parking minimums to achieve higher density and leverage access to transit. Consolidate parking into municipal/government owned parking facilities to allow for the redevelopment of surface parking garages.

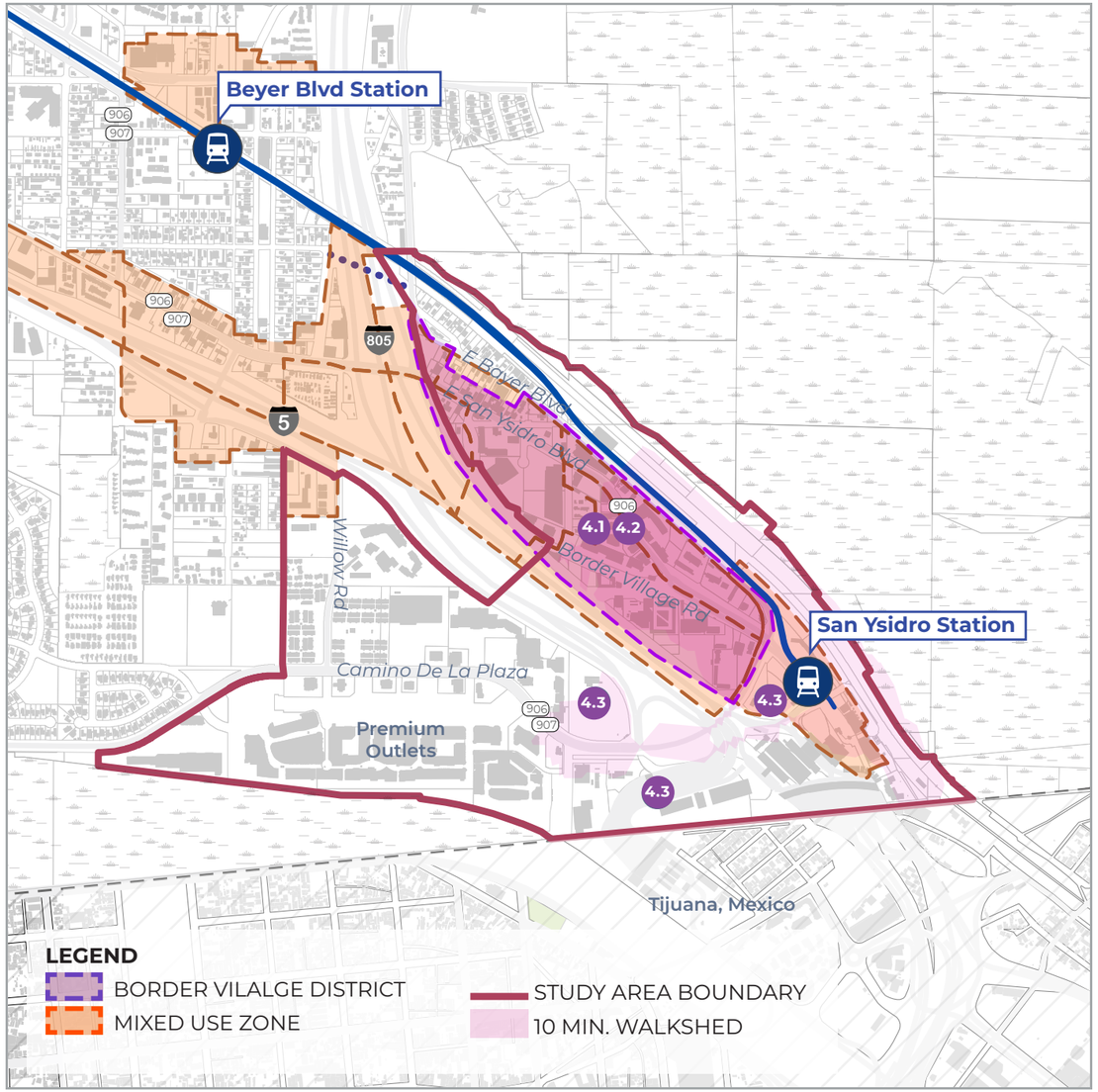
**Refer to appendix for additional cost estimate details*

Targeted Outcome

Increase in the quantity, diversity, and affordability of housing options surrounding the transit station, allowing residents to age in place, and provide access to jobs, health, and social services.

Community & Equity Impact

Providing access to housing, health, and community services for all ages and income levels with in proximity to transit to promote aging in place as the neighborhood continues to grow.



Source: San Diego Tourism

Case Study: Update Development Guidelines

Barrio Logan Cultural District

San Diego, CA

Designated as a cultural district by the State of California, the Barrio Logan community has prioritized the development of arts and cultural programming and spaces that reflect the diverse identity and needs of the local community. Recently the community prioritized the development of affordable housing and commercial spaces.


Source: Casa Familiar, Inc.

Case Study: Update Development Guidelines

Living Rooms at the Border
San Ysidro, CA

Co-curated between Casa Familiar and UCSD, this development interfaces between affordable housing and public space, making space for cultural and economic activity. The adaptive reuse of a historic church into a community theater with an outdoor stage anchors accessory buildings for social programming.

Community Health and Wellbeing

Public Facilities

Improvements

Leverage projects that improve existing open spaces and parks within the community and new TOD to provide public access and connectivity between the transit station, parks, education, and health facilities.

5.1 OPEN SPACE: FREEWAY CAP
Develop a strategy with local, regional, and federal government agencies to finance the study, planning, and design of a freeway cap to improve open space and connectivity within the San Ysidro Community.

5.2 COMMUNITY AMENITIES & PUBLIC SERVICES
TOD should provide integrated and publicly accessible space to better serve the community. Examples include a community center, clinic, daycare, & other social services.

5.3 PUBLIC-PRIVATE PARTNERSHIPS
Develop a public private partnership strategy with the City of San Diego and local medical provider and/or higher education institution to provide community oriented uses such as a medical clinic or school within the San Ysidro Boarder Village.

5.4 SAFE ROUTES TO SCHOOL
TOD should improve safety and connection between the transit station and Willow Elementary School.

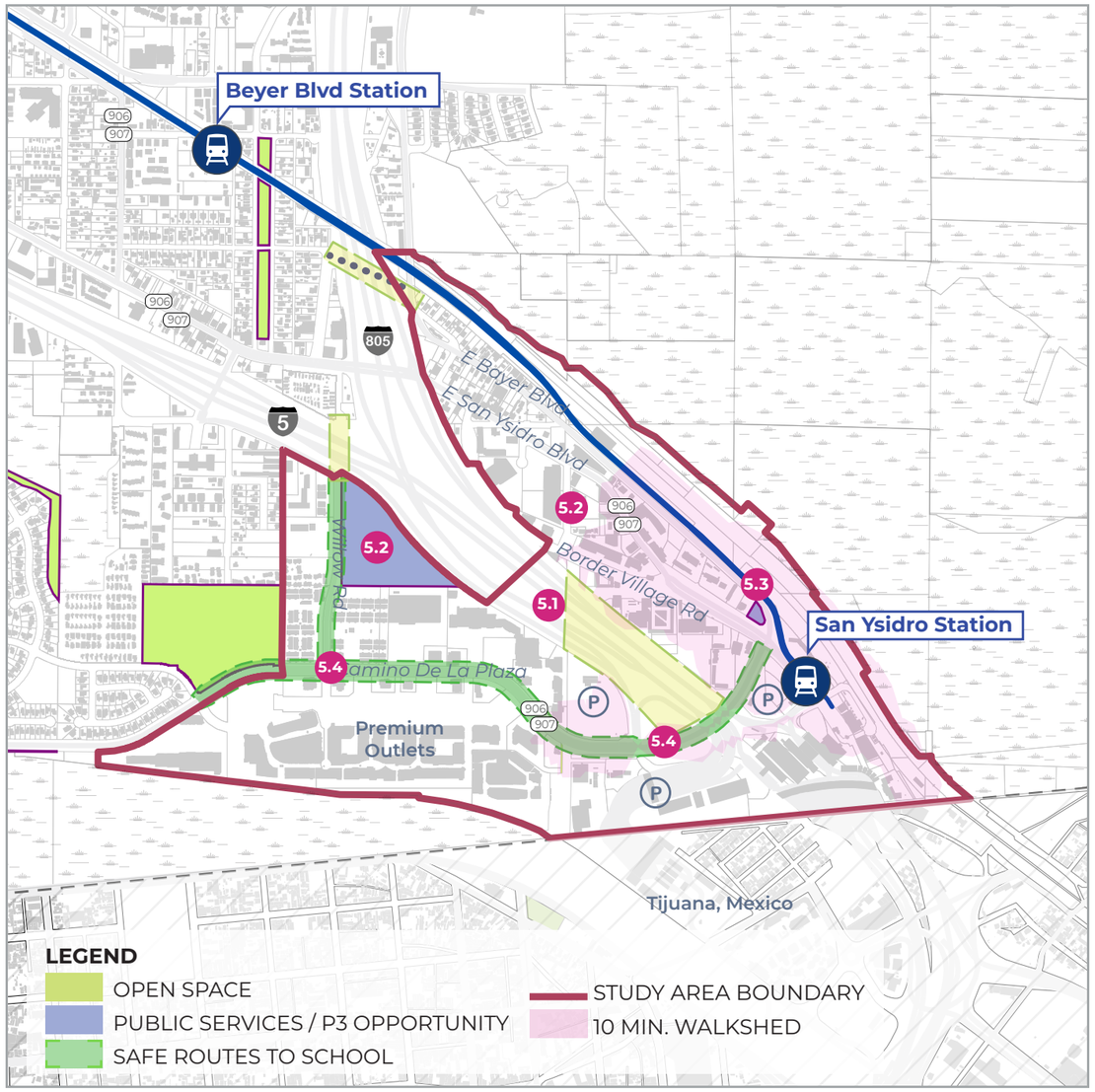
**Refer to appendix for additional cost estimate details*

Targeted Outcome

Strengthen connectivity to and increase access to public open space, health, and educational facilities within the San Ysidro Community.

Community & Equity Impact

Provide access to open space, recreational, and health opportunities and mitigate the disproportional negative environmental and safety impacts for all ages within the San Ysidro Community.



Source: Klyde Warren Park

Case Study: Freeway Cap

Klyde Warren Park
Dallas, TX

This freeway cap park provides 5+ acres of open green space in Downtown Dallas. The park promotes sustainability and helps achieve climate goals with planting and shading strategies. The park also serves as a social, economic and cultural hub developed in partnership with USDOT, Texas DOT, and City of Dallas.

Source: Weber Thompson

Case Study: Public Private Partnership

Othello Square
Seattle, WA

Built adjacent to the Othello Light Rail Station in Seattle, this development provides 5 levels of affordable and work-force housing in addition to a Children's Clinic, Dentist Clinic, and Early Learning Center. The Children's Clinic is operated by a local health organization that reflects the diverse community in which it serves.

Opportunities to Support Implementation Strategies

Opportunities for Private Sector Participation

The private sector has some opportunities to support the development of the (TOD) Implementation Strategies. Partnerships with private developers and investors allow alternative project delivery models where private entities assume specified functions or responsibilities, these include design-build contracts as well as more sophisticated models, from progressive design-build and design-build-finance to operating agreements. There is also opportunity for partnerships between transit agencies and private developers to build real estate projects and public improvements adjacent to stations and deliver other community benefits to support residents and workers in transit-adjacent neighborhoods.

Below are opportunities highlighted for private sector participation that are applicable to the TOD Implementation Strategies. See Appendix for a more detailed description of tools for private sector participation.

Tools for Private Sector Participation

- **Transit Advertising:** Transit agencies can use transit advertising to monetize their assets and generate revenue by selling ad space on their physical and digital assets such as buses, trains, bus stops, and within transit stations.

  Potentially Applicable Strategies: **Transit Connection & Service**

  Procurement of Private Sector Services: Public entities can procure services from the private sector to utilize their resources and expertise for specific tasks. The procurement of a private operator enables public entities to leverage the innovative solutions tested in the private market and delegate management to private companies with dedicated staff and efficient processes. This can also help relieve public agencies from the responsibility of operations and maintenance for certain improvements such as shared-biking infrastructure.

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, Development Feasibility, and Community Health & Wellbeing**

- **Public-Private Partnership (P3):** P3s are performance-based contracts that allocate risks to the party best suited to manage them, and link public sector payments to contractual performance obligations of the private sector partner. P3s typically transfer to a private partner a substantial degree of risk associated with the design, construction, operation and performance of the asset. This risk is priced within the compensation demanded by the private partner as part of the P3 agreement. P3s can serve as a tool to facilitate the building of public infrastructure projects.

  Potentially Applicable Strategies: **Walkability, Bikeability, and Community Health & Wellbeing**

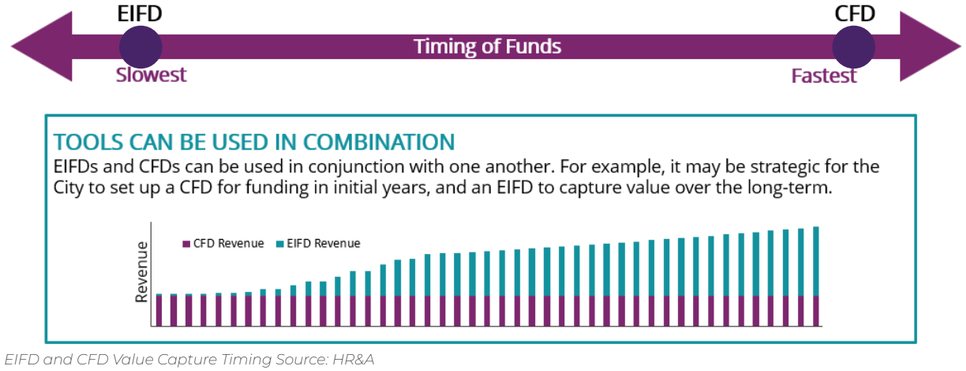
Land Value Capture Tools

Value capture tools create a framework to reclaim future land value increases to fund capital or operating expenses for a development project. There are three main methods for value capture:

1. **District-based tools,** such as tax-increment financing assessments, enhanced infrastructure financing districts (EIFD), special assessments, and community facility districts (CFDs);
2. **Nexus Based Fees,** which impose a new fee on property owners to mitigate impacts under the Mitigation Fee Act, California Government Code, Sections 66000–66025 (e.g. linkage fees, development fees); and
3. **Real Estate Development Transactions,** including joint development (JD), disposition, sale, or ground leases on public land.

The San Diego region has a long history of employing value capture strategies, including the City's Transportation Impact Fee, first implemented in 2005. This program imposes a fee on new development projects that will generate additional trips and uses the fee revenue to support construction of transportation facilities needed to support traffic generated by new development. There is also strong precedent for tax increment financing strategies implemented in the San Diego region, for example, the Otay Mesa EIFD was formed in 2017 to fund transportation, open space, and other infrastructure projects. However, it should be noted that the Otay Mesa EIFD has yet to issue debt.

Land value capture tools can support nearly all strategies identified in the Implementation Plan, especially those in the Transit Connection & Service, Walkability Improvements, Bikeability Improvements, and Community Health and Wellbeing categories. These tools are especially important because most federal funding sources require a local match (e.g. 20%), which could be provided through value capture. HR&A has highlighted where there are opportunities for land value capture to support the delivery of the TOD Implementation Strategies. See Appendix A for a more detailed description of each land value capture tool.



EIFD and CFD Value Capture Timing Source: HR&A

Value Capture Tools

District Based Tools – New Assessment

- **Community Facilities Districts (CFDs):** CFDs are special tax districts, authorized by the Mello-Roos Act of 1982, generally created by cities or counties in California to raise revenue to finance facilities and services through the levy of special taxes on properties in the district.

  Eligible Funding: *Acquisition, Construction, Operations*

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

- **Special Assessment Districts (SADs):** SADs, authorized under the Improvement Act of 1911, the Municipal Improvement Act of 1913 and the Improvement Bond Act of 1915, enable annual assessments on properties within a designated district to fund public improvements, if those properties receive a special benefit from the improvements (over and above any benefit that other properties or the general public may receive).

  Eligible Funding: *Construction, Maintenance*

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

District Based Tools – Tax Increment

- **Enhanced Infrastructure Financing Districts (EIFDs):** EIFDs are a tax increment financing tool, enabled by California SB 228, that captures a share of tax increments as assessed values from existing and new developments grow over time within designated districts. The allocated annual tax revenue can be used directly to pay for, or to support issuance of bonds to pay for, allowable capital project costs.

  Eligible Funding: *Construction*

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

- **Climate Resilience District (CRD):** A CRD, authorized by California SB 852, expands on the existing legislation that allows the creation of EIFDs, however, CRDs have additional financing capabilities beyond accessing tax increment financing, including special taxes and property-related fees, to support climate mitigation, adaption, and resilience projects. This report recommends greenways and parks in some station areas, which may be eligible for funding through a CRD.

  Eligible Funding: *Construction, Operations*

  Potentially Applicable Strategies: **Walkability, Bikeability, and Community Health & Wellbeing**

Nexus Based Fees

- **Development Impact Fees (DIFs):** Also called mitigation fees, DIFs, enabled by the Mitigation Fee Act California Government Code, Sections 66000–66025, refer to payments (not a tax or assessment) imposed by local governments on developers of proposed real estate projects to cover all or a portion of the cost of impact (i.e., the cost of provision of new public facilities/ services) stemming from the development project.

  Eligible Funding: *Construction*

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

Real Estate Development Transactions

- **Development on Publicly-Owned Land:** Public entities can facilitate private development by making publicly-owned land available. This can be particularly beneficial in areas where there may be limited development opportunities due to constraints such as high land costs. In return, public entities can negotiate the terms of the lease or sale of land to support public policy priorities.

  Eligible Funding: *Construction, Operations, Maintenance*

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

- **Joint Development:** JD consists of a partnership between a public agency, private developer, and other entities such as a local government to develop land owned or controlled by the public sector. The public agency typically maintains some control over development type and project requirements, among others.

  Eligible Funding: *Construction, Operations, Maintenance*

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

- **Developer Contributions:** Developers involved in TOD projects can support the delivery of improvements through in-kind contributions. Public entities can encourage these contributions by offering zoning incentives, expedited permitting, and tax breaks, or negotiating them through development agreements.

  Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

Federal and State Funding Sources

In addition to value capture tools, public and private entities can apply for federal and state funding sources to help fund each of the TOD Implementation Strategies. The following factors should be considered when determining which funding source(s) to pursue:

1. **Applicability**
   - Does the project meet the eligibility requirements of the funding source?
   - Which project costs are eligible and which are not?
2. **Eligibility**
   - Is the application process straightforward or are there administrative hurdles?
   - How is funding allocation determined?
3. **Competitiveness**
   - Is the program undersubscribed or oversubscribed?
   - Historically, what percentage of applicants have been awarded funding?
4. **Scale of Funding**
   - What is the total amount of available funding?
   - What is the typical range for the amount awarded?
   - For federal funding sources, what are the minimum local match requirements? What local match is needed to be competitive?
5. **Timing of Funding**
   - How long does it take to award?
   - How long does it take to appropriate once awarded?
   - How does that align with capital needs/ timeline of the project?

These considerations will help applicants identify the best federal and state funding options to pursue. HR&A has highlighted the applicability of each funding source to the TOD Implementation Strategies. See Appendix A for a more detailed description of each funding source.

Opportunities to Support Implementation Strategies

Federal Funding Sources

The following federal and state funding sources represent a preliminary list that is not exhaustive and has yet to be further evaluated for their potential funding capacity.

- **Active Transportation Infrastructure Investment Program (ATIIP)**
  ATIIP provides grants for projects that encourage increased use of active modes of transportation, such as walking and biking.

  Potentially Applicable Strategies: **Walkability, Bikeability, and Community Health & Wellbeing**

- **Grants for Buses and Bus Facilities Program**
  The grant program provides funding for the rehabilitation and purchase of buses and related equipment, and the construction of bus-related facilities.

  Potentially Applicable Strategies: **Transit Connection & Service**

- **Pilot Program for Transit-Oriented Development Planning**
  The pilot program can fund comprehensive planning that studies ways to engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

  Potentially Applicable Strategies: **Development Feasibility**

- **Railroad Rehabilitation & Improvement Financing (RRIF)**
  RRIF provides direct loans and guarantees to finance the development of railroad infrastructure and TOD projects.

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
  RAISE grants fund capital investments in surface transportation projects that have a significant local or regional impact, enhancing transit connectivity and service.

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, and Bikeability**

- **Reconnecting Communities and Neighborhoods Grant Program**
  The program provides capital construction and planning grants to projects that reconnect communities that have been cut off from opportunity and burdened by past transportation infrastructure decisions.

  Potentially Applicable Strategies: **Walkability**

- **Safe Streets and Roads for All (SS4A)**
  SS4A provides planning and implementation grants for projects that improve roadway safety for all users.

  Potentially Applicable Strategies: **Walkability, Bikeability, and Community Health & Wellbeing**

- **Surface Transportation Block Grants (STBG)**
  STBG provides flexible funding to preserve and enhance the conditions of transit connection and service projects, including transit capital projects and intercity bus terminals.

- ***Potentially Applicable Strategies:*** **Transit Connection & Service**

- **Transportation Infrastructure Finance and Innovation Act (TIFIA)**
  TIFIA offers financing for up to 49% of eligible project costs at an interest rate that is often more favorable than the financial market.

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

- **Direct Pay Through the Inflation Reduction Act**
  The Inflation Reduction Act's elective pay, also referred to as Direct Pay allows tax-exempt entities, such as nonprofits and state and local governments, to receive direct payments from the IRS in lieu of claiming clean energy tax credits. This mechanism enables these organizations, which typically don't benefit from tax credits due to their tax-exempt status, to access financial incentives for renewable energy projects such as clean vehicles. By opting for a direct payment equivalent to the value of the tax credit, these entities can more easily fund green infrastructure initiatives.

  Eligible Funding: *Acquisition, construction*

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, and Community Health & Wellbeing**

State Funding Sources

- **Bus Replacement Grant**
  The program offers grants for the purchase of new zero-emission buses to replace old gasoline, diesel, compressed natural gas, or propane buses.

  Potentially Applicable Strategies: **Transit Connection & Service**

- **ICARP Grant Programs – Extreme heat and Community Resilience Program**
  The program provides grants for projects that reduce the impacts of extreme heat and build community resilience.

  Potentially Applicable Strategies: **Walkability**

- **Infill Infrastructure Grant (IIG) Program**
  IIG provides grants to support the construction of capital improvements, including transit improvements, that support higher-density affordable and mixed incoming housing.

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, Bikeability, and Community Health & Wellbeing**

- **Infrastructure State Revolving Fund (ISRF) Program**
  The ISRF Program provides low-cost, direct loans for a wide variety of public infrastructure and economic expansion projects that improve and sustain communities, excluding housing.

  Potentially Applicable Strategies: **Transit Connection & Service, Walkability, and Bikeability**

- **Statewide Park Program**
  This program provides grants to support the development of new parks and recreation opportunities in underserved communities across California.

  Potentially Applicable Strategies: **Community Health & Wellbeing**

- **Sustainable Transportation Planning Grants**
  The program can fund local and regional multimodal transportation and land use planning projects that further the region's Regional Transportation Plan and contributes to the State's greenhouse gas reduction target.

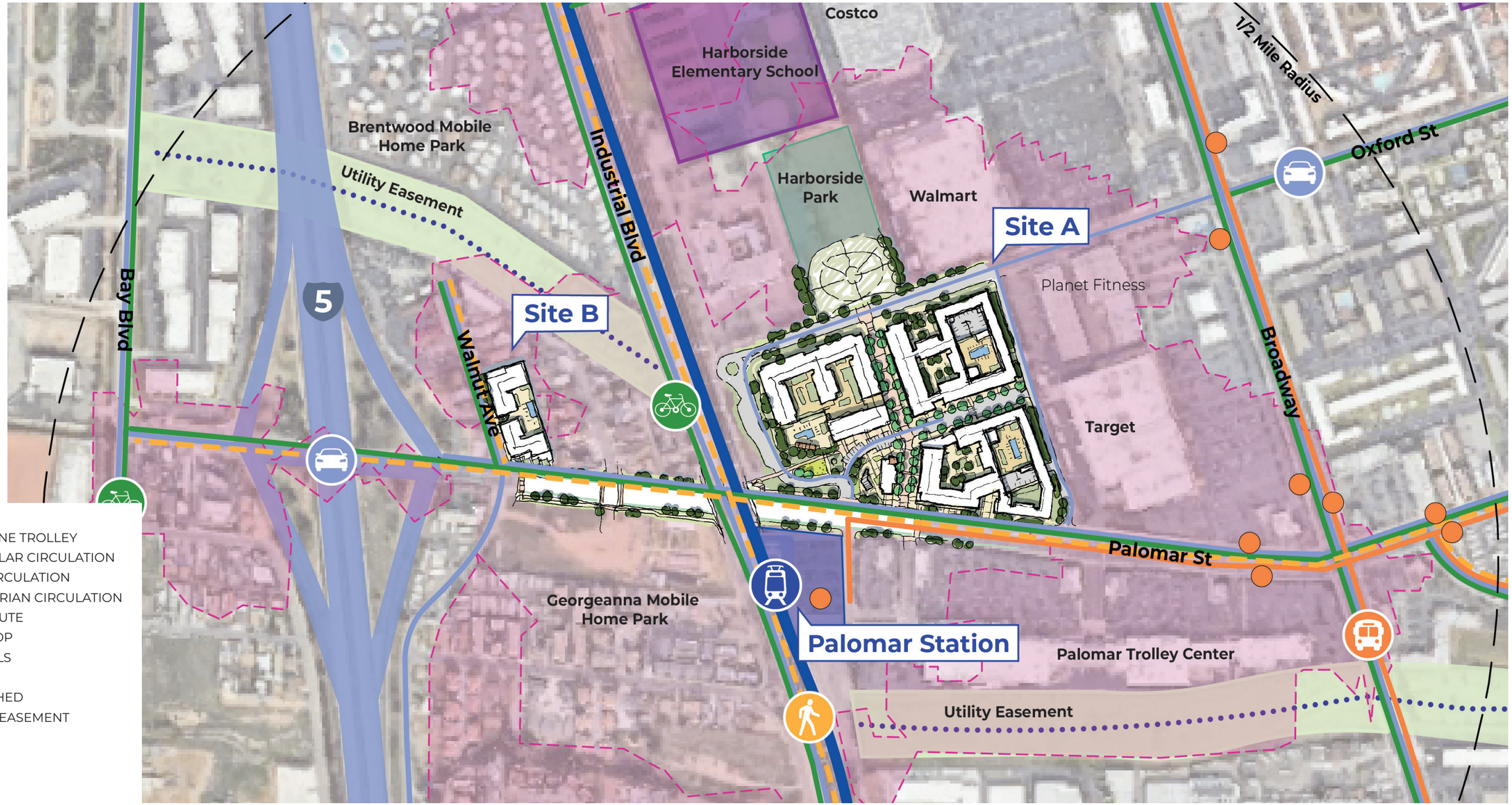
  Potentially Applicable Strategies: **Development Feasibility**

- **Urban and Community Forestry Grants**
  The program provides grants for projects that increase the long-term benefits trees provide, improve the public's understanding and appreciation of urban trees, and advance urban forest management and tree care.

  Potentially Applicable Strategies: **Walkability**

06
TOD Site Plans

Palomar Street Station



Palomar Street Station: Site A

This 14.09-acre site is an assembly of 4 parcels located north-east of the Palomar Street Station. The site has TOD opportunity for its parcel size, proximity to the station, and development potential.

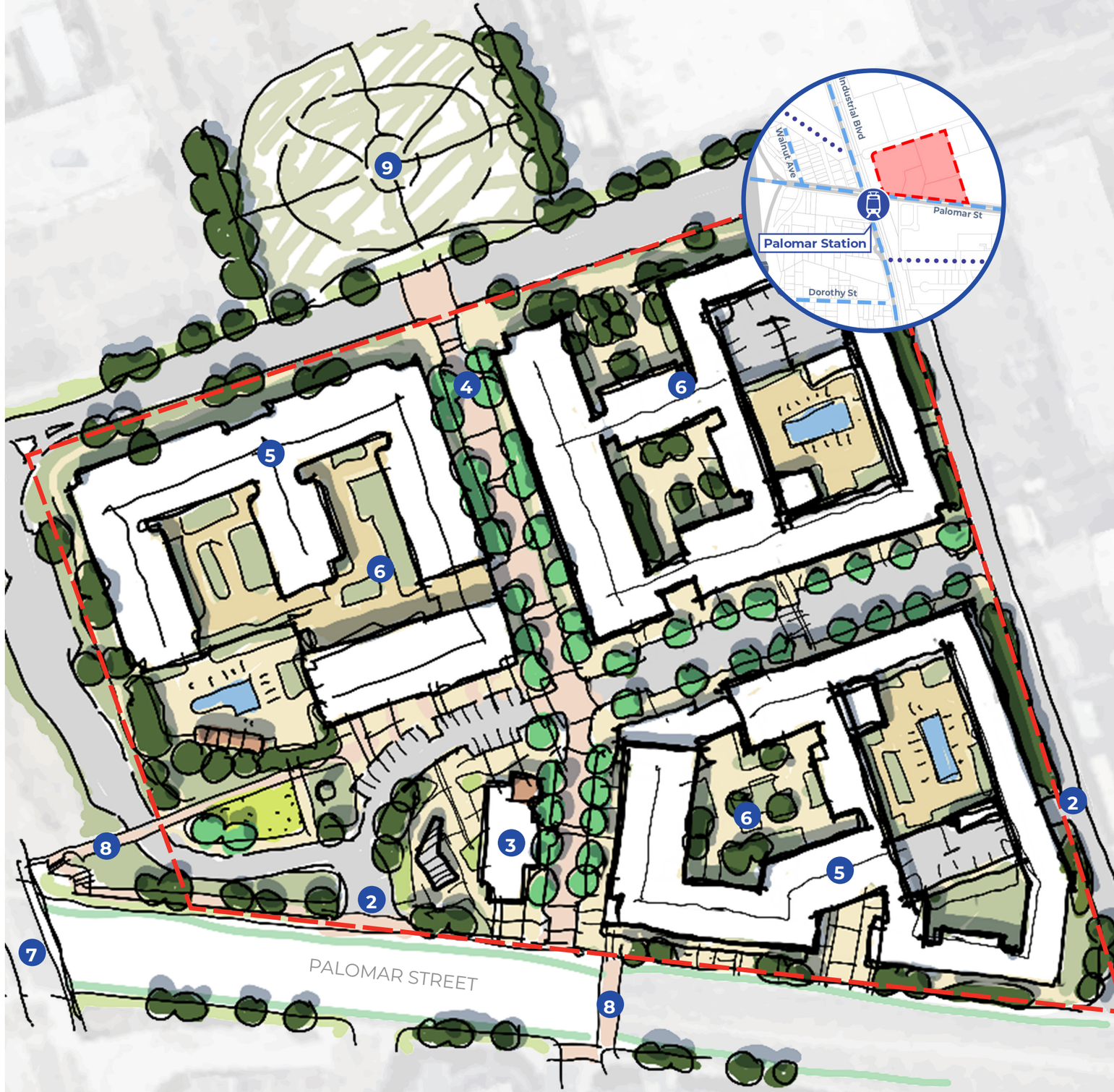
Key Elements

1. **Palomar Street Station**
   Existing Blue Line Trolley Station with park and ride facilities.
2. **TOD Site Entrance**
   - Main entry into site along Palomar St
   - Secondary entry into site on eastern edge of development along Palomar St.
3. **Neighborhood Amenity**
   This General Store or other amenity serves as the community and neighborhood, reducing the need for additional vehicle trips.
4. **Pedestrian 'Paseo'**
   A pedestrian 'Paseo' offers a communal space for residents to gather and creates a spine for access to the neighboring uses including the school and park.
5. **Multi Family Residential**
   Diverse and flexible residential typologies including Podium and Wrap product shown to meet the market and affordable needs based off the Highest and Best Use Analysis.
6. **Amenity Spaces**
   Residential amenity spaces for residents to access, such as courtyards, pools, and other common spaces.
7. **Palomar / Industrial Grade Separation**
   The planned grade separation will lower Palomar Street under the MTS rail tracks parallel to Industrial Blvd.
8. **Pedestrian & Bicycle Improvements**
   Additional measures taken to improve the experience and safety for pedestrians and cyclists which enable TOD opportunity.
9. **Harborside Park**
   Availability of parks strengthen communities and increases quality of life.

Neighborhood Amenity

Multi Family Residential

Palomar Blvd Grade Separation



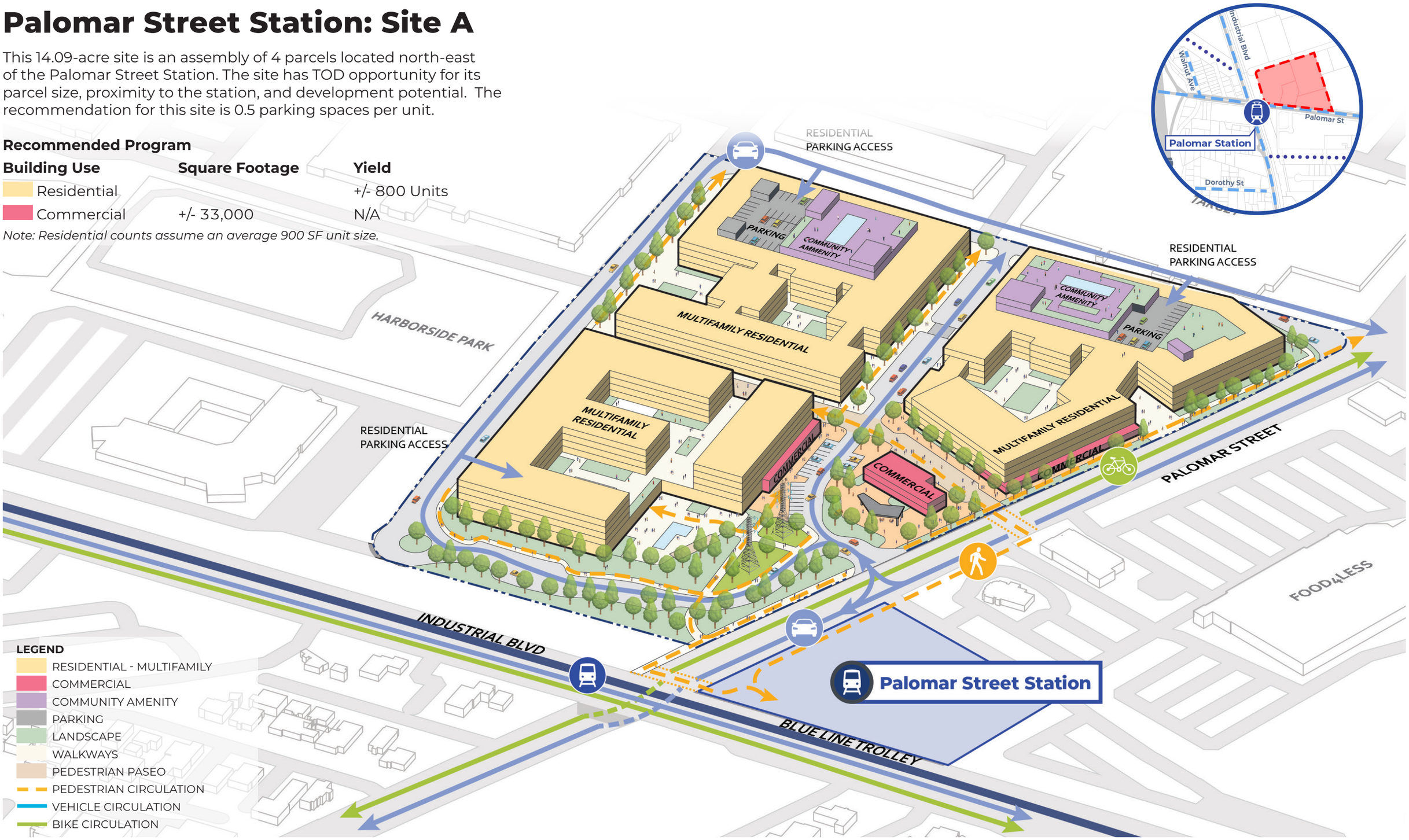
Palomar Street Station: Site A

This 14.09-acre site is an assembly of 4 parcels located north-east of the Palomar Street Station. The site has TOD opportunity for its parcel size, proximity to the station, and development potential. The recommendation for this site is 0.5 parking spaces per unit.

Recommended Program

Building Use	Square Footage	Yield
Residential		+/- 800 Units
Commercial	+/- 33,000	N/A

Note: Residential counts assume an average 900 SF unit size.



Palomar Street Station: Site A

Palomar Street Station: Site B

This 1.26-acre site is an assembly of 7 parcels adjacent to the Palomar Motel. This location has developer interest and TOD potential given its proximity to the station as well as high access to the Palomar Street Station and I-5.

Key Elements

1. **TOD Site Entrance**
   Main entry into site off Palomar St along Walnut Ave
2. **Multi Family Residential**
   Diverse and flexible residential typology including Podium product shown to meet the market and affordable needs based off the Highest and Best Use Analysis.
3. **Live / Work Units**
   A diverse residential typology that accommodates ground floor creative and flexible work spaces to reduce the number of trips
4. **Amenity Spaces**
   Residential amenity spaces for residents to access, such as courtyards, pools, and other common spaces.
5. **Pedestrian & Bicycle Improvements**
   Additional measures taken to improve the experience and safety for pedestrians and cyclists which enable TOD opportunity.

Multi Family Residential

Multi Family Residential

Live / Work Units

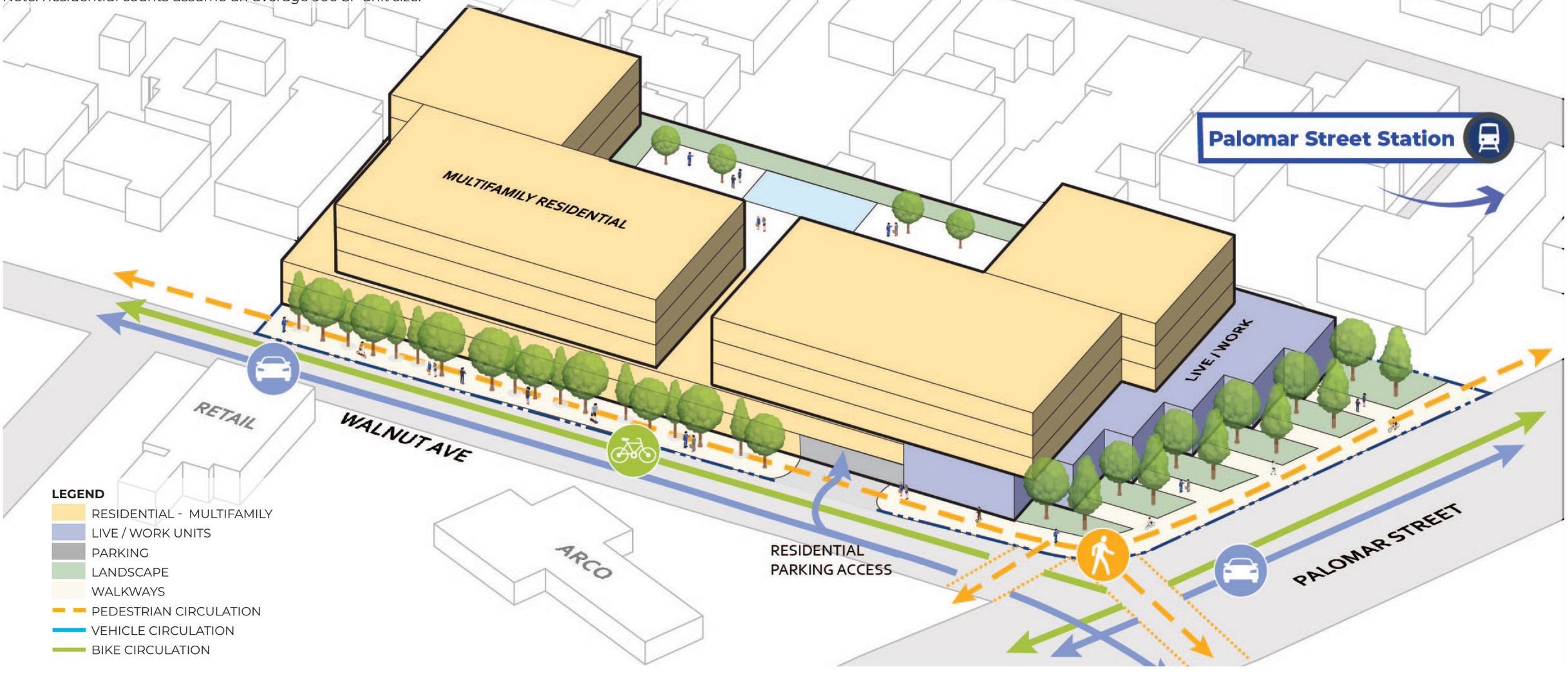
Palomar Street Station: Site B

This 1.26-acre site is an assembly of 7 parcels adjacent to the Palomar Motel. This location has developer interest and TOD potential given its proximity to the station as well as high access to the Palomar Street Station and I-5. The recommended parking ratio for this site is 0.5 spaces per unit.

Recommended Program

Building Use	Yield
Residential	+/- 90 Units
Live/Work	+/- 6 Units

Note: Residential counts assume an average 900 SF unit size.



Palomar Street Station: Site B

San Ysidro Transit Station

San Ysidro Transit Center: Site C

This 6.1-acre site is located north-east of the San Ysidro Transit Station, and has TOD opportunity for its parcel size, development potential, and proximity to the station and open spaces.

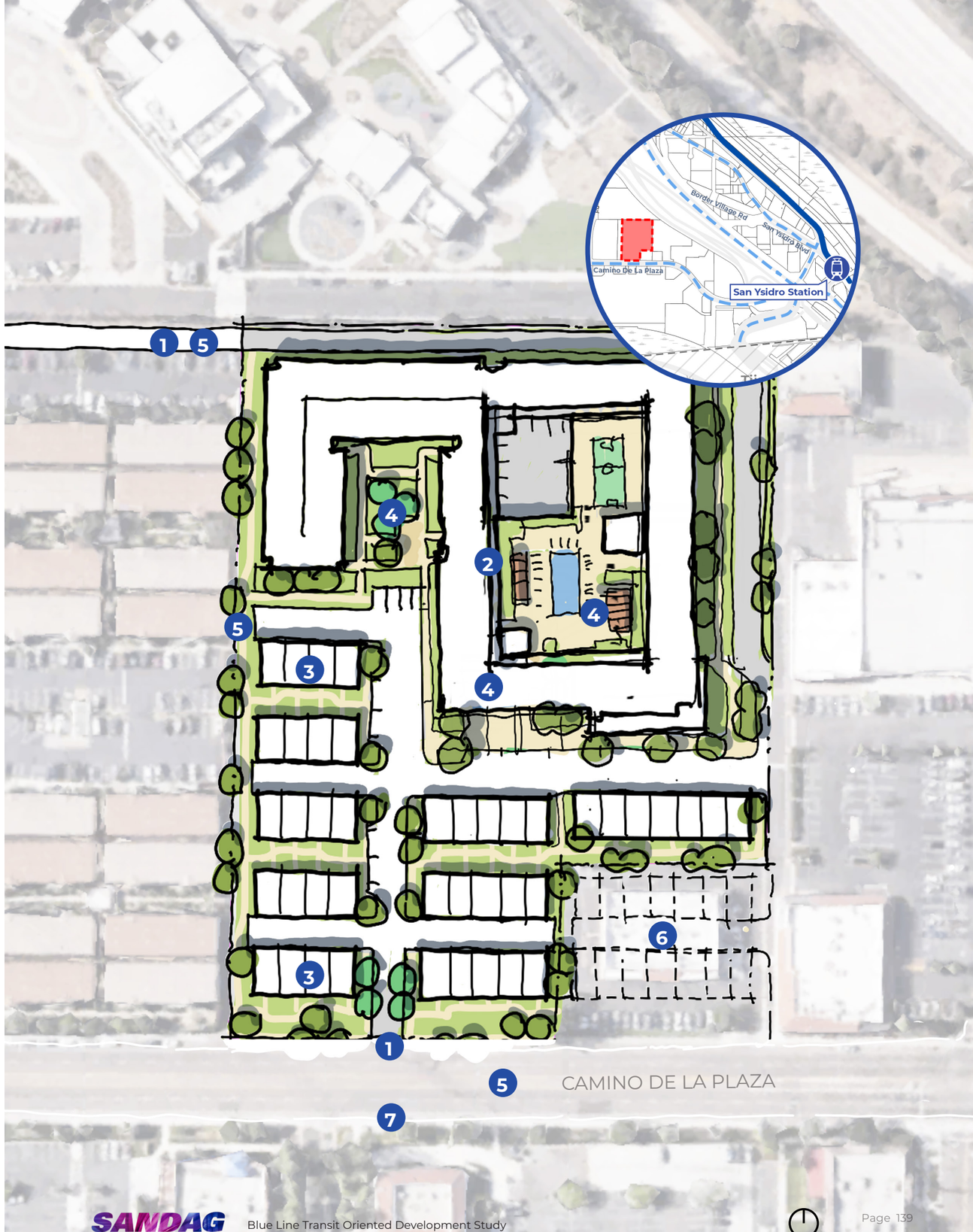
Key Elements

1. **TOD Site Entrance**
   - Main entry into site off Camino de la Plaza
   - Secondary entry into site via Willow Rd
2. **Multi Family Residential**
   Diverse and flexible residential typology including Wrap product shown to meet the market and affordable needs based off the Highest and Best Use Analysis.
3. **Town-homes**
   A diverse residential typology that accommodates lower density and larger unit sizes that are desirable in the market.
4. **Amenity Spaces**
   Residential amenity spaces for residents to access, such as courtyards, pools, and other common spaces.
5. **Pedestrian & Bicycle Improvements**
   Additional measures taken to improve the experience and safety for pedestrians and cyclists which enable TOD opportunity.
6. **Development Expansion**
   Town-homes shown to illustrate the potential to develop additional housing outside the site boundary in this study.
7. **Connection to Premium Outlets**
   Any future development should heavily consider the connection with the Outlets across Camino de la Plaza and how to support the safe and accessible context of the site.

Wrap

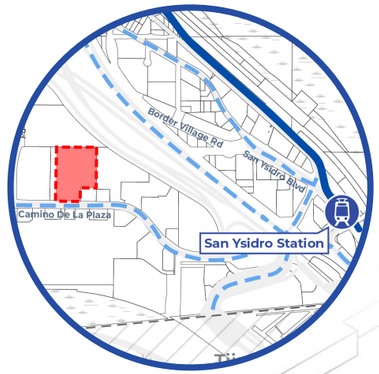
Adjacencies with Housing & Retail

Camino de la Plaza Improvements



San Ysidro Transit Center: Site C

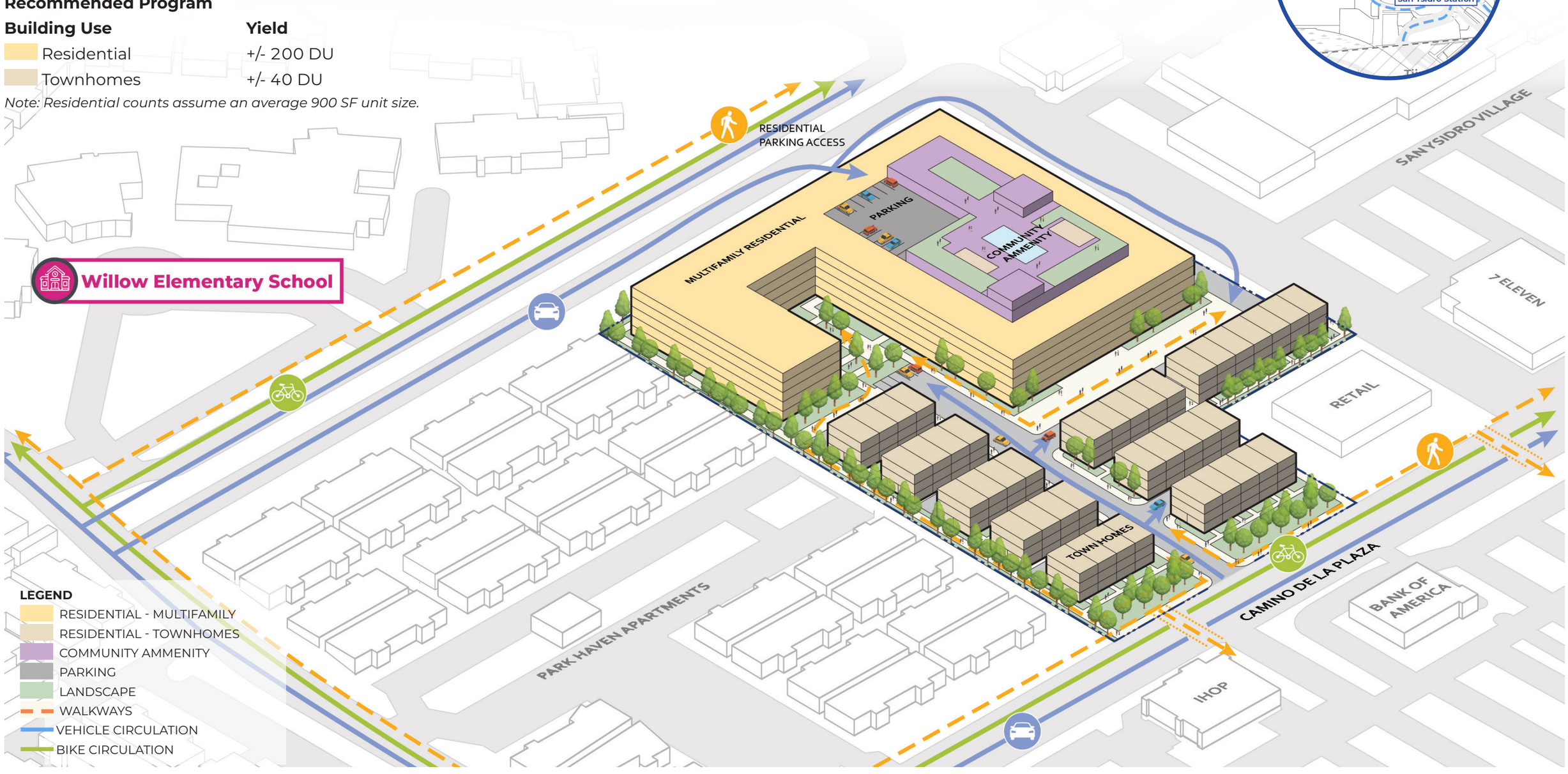
This 6.1-acre site is located north-east of the San Ysidro Transit Station, and has TOD opportunity for its parcel size, development potential, and proximity to the station and open spaces. The recommended parking ratio for this site is 0.5 spaces per unit.



Recommended Program

Building Use	Yield
Residential	+/- 200 DU
Townhomes	+/- 40 DU

Note: Residential counts assume an average 900 SF unit size.



San Ysidro Transit Center: Site C

San Ysidro Transit Center: Site D

This 3.5-acre site is an assembly of 5 parcels containing supportive services, the San Ysidro Chamber of Commerce, and additional amenities. The site has TOD opportunity for its proximity to the station, development potential, and existing within the San Ysidro Border Village District.

Key Elements

1. **TOD Site Entrance**
   - Main entry into site off San Ysidro Blvd
2. **Pedestrian 'Paseo'**
   A pedestrian 'Paseo' offers a communal space for visitors and residents to gather and creates a spine for access to the neighboring uses including the retail, dining, and other services
3. **Housing**
   A combination of apartments, both affordable, workforce, and market rate were studied. The concept also allows for Live /Work ground floor units to support incubating local business and talent
4. **Amenity Spaces**
   Residential amenity spaces for residents to access, such as courtyards, pools, and other common spaces.
5. **Pedestrian & Bicycle Improvements**
   Additional measures taken to improve the experience and safety for pedestrians and cyclists which enable TOD opportunity.
6. **Plaza / Connection to Station**
   Any future development should heavily consider the facilitation of safe and easy connection to the San Ysidro Transit Center and promote public plaza space.

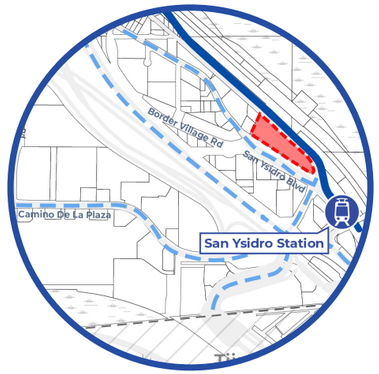
Multi Family Residential

Retail & Dining


Retail & Dining

San Ysidro Transit Center: Site D

This 3.5-acre site is an excellent TOD opportunity due to its proximity to the station and location within the San Ysidro Border Village District. The site has potential to support local businesses, offer work force housing, and provide amenities to a growing neighborhood. The recommended parking ratio for this site is 0.5 spaces per unit.



Recommended Program

Building Use	Square Footage	Yields
Residential		+/- 380 Units*
Commercial	+/- 22,000	N/A
Community	+/- 10,000	N/A
Live / Work		+/- 10 Units

Note: Residential counts assume an average 900 SF unit size.

San Ysidro Transit Center: Site D