

Sustainable Development Area (SDA) (2022 LDC Update Item 5)

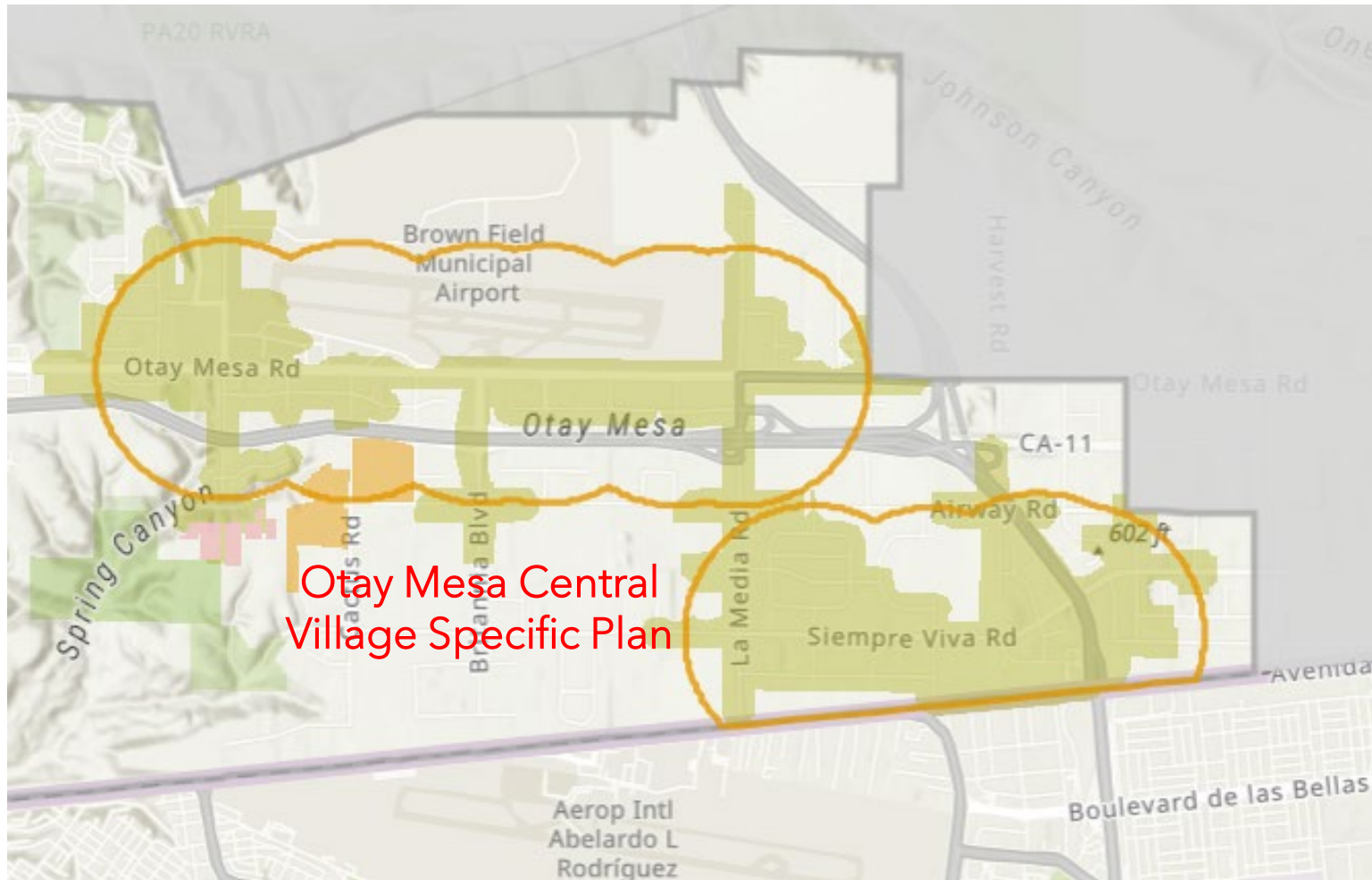
February 28, 2023



Fire risk has not been assessed

Distance	Total SDA Parcels	Very High Fire Hazard Severity Zone	Percentage of Total Parcels
1.0 mi	161,055	65,010	40.3%
0.5 mi	88,275	27,871	31.6%
Difference	72,780	37,139	51.0%

Analysis of Specific Plans has not been included

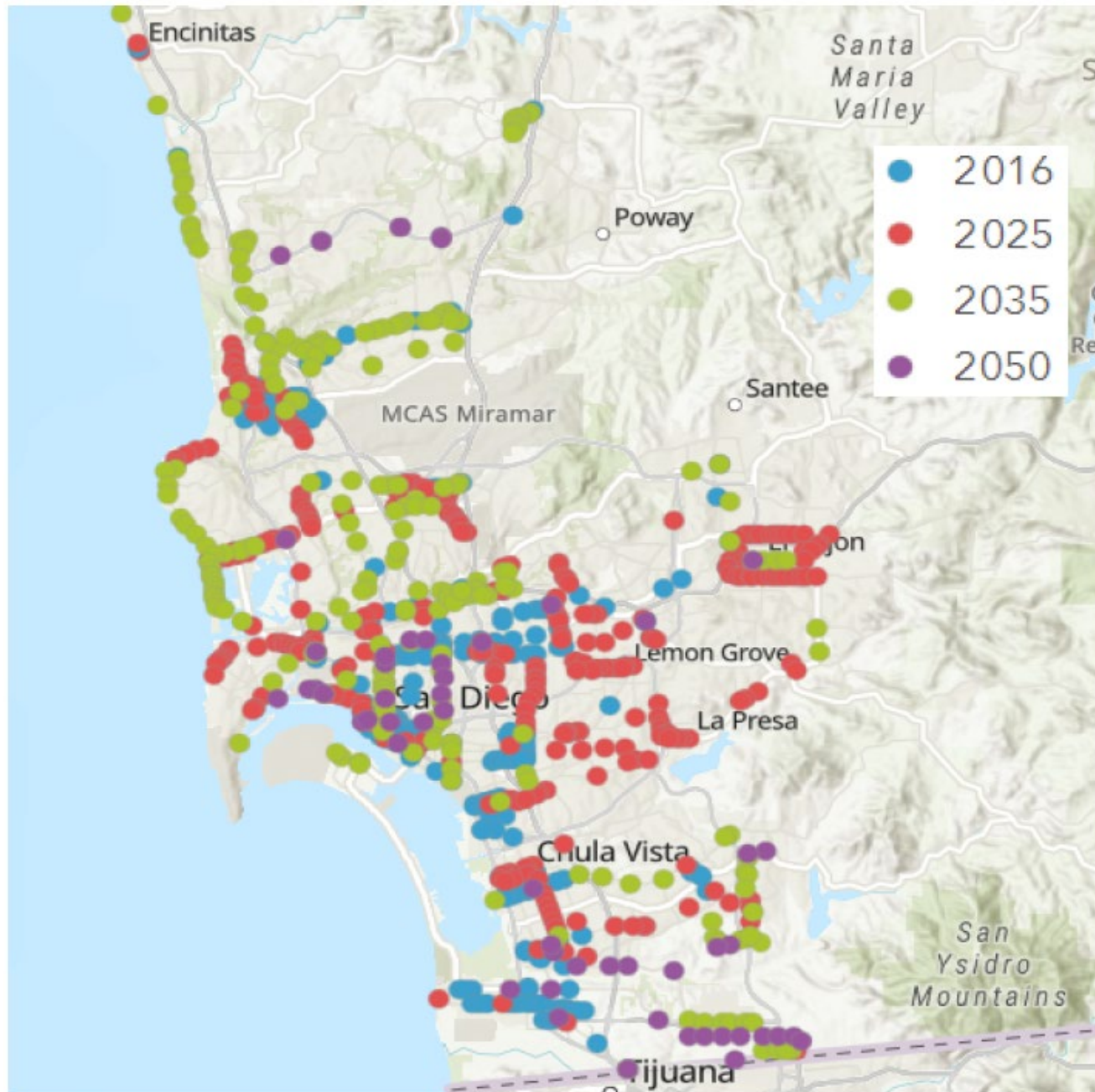


In addition, an adopted specific plan prepared in accordance with section 112.0107(a), shall be within the Sustainable Development Area if the Sustainable Development Area is within a portion of the adopted specific plan.

Missing specification of means of selecting transportation plan for SDA

... if the planned major transit stop is included in a transportation improvement program or applicable regional transportation plan...

- Regional Transportation Improvement Program (RTIP)
 - near term, identified funding
- Regional Transportation Plan (RTP)
 - long term (2035 or beyond), may never be funded and built



Complex code requires more disclosure in permitting

A reference to a map is not enough. DSD permit approvals should provide detailed justification of why the project qualifies for additional incentives based on Sustainable Development Areas

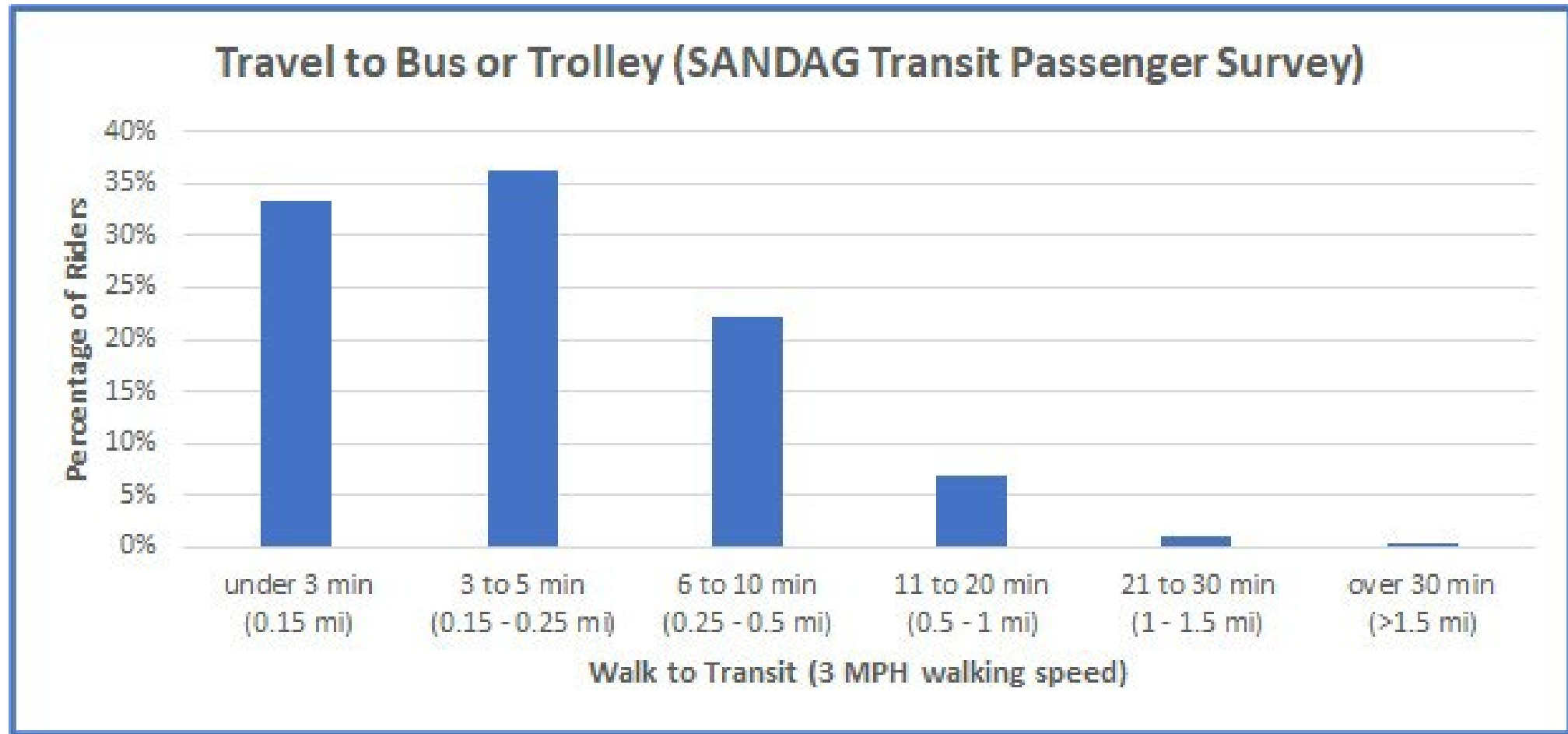
- Which Major Transit Stop is being used to qualify the parcel?
- What type of transit?
- What planning horizon?
- Which Mobility Zone?
- Is the project in a CTCAC high opportunity area?

Looking at the entire picture, we have enough capacity for additional housing to be mindful of where we put it

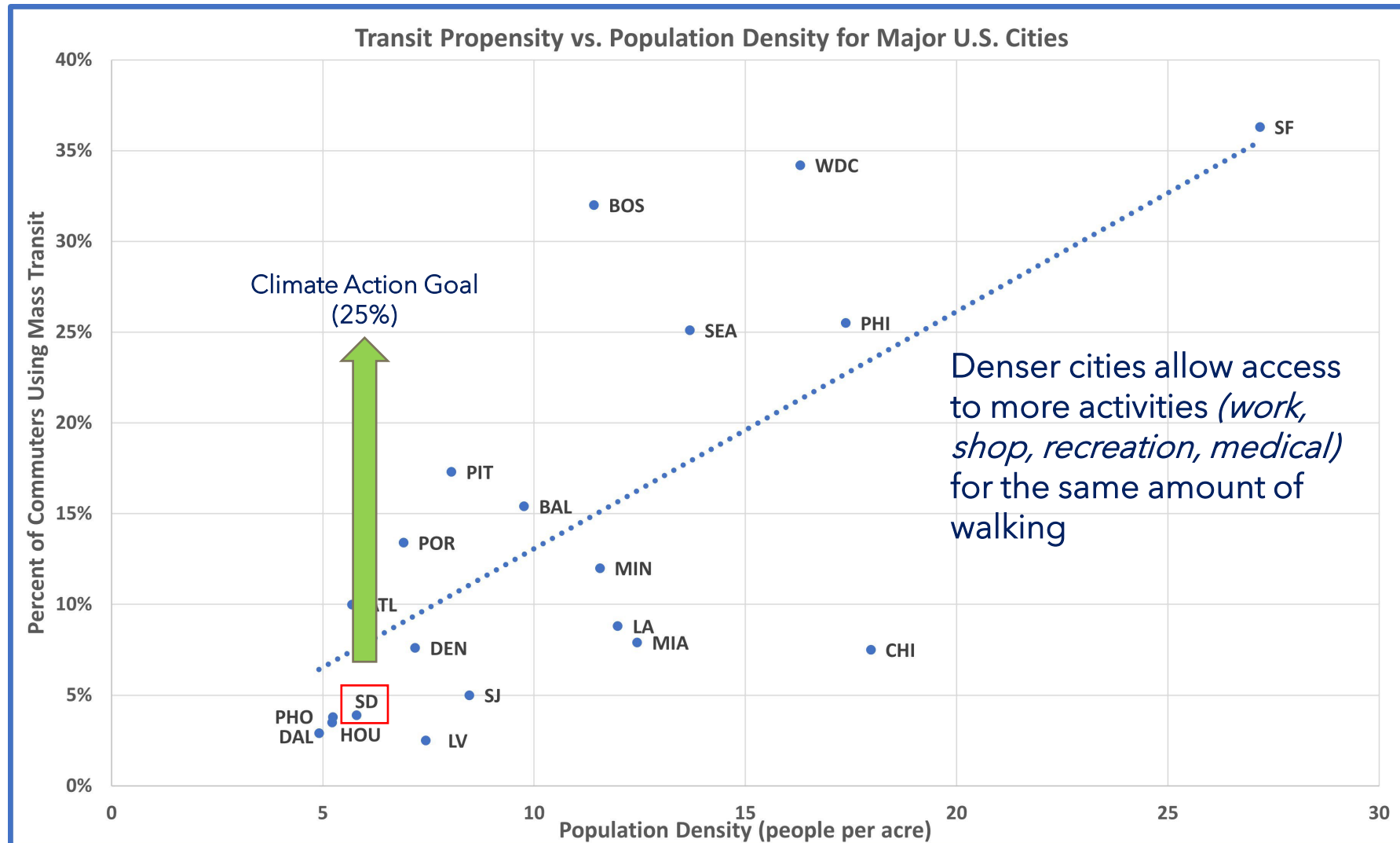
	Single Family Zones			Commercial Zones			Capacity to Meet Housing Needs		
Distance to Transit	Inside SDA	Outside SDA	Total New SF Capacity	Inside SDA	Outside SDA	Total New Commercial Capacity	Total New Housing Capacity (SF + Comm)	RHNA Goal	Over-Capacity
0.5 mi	303,506	477,621	781,127	778,122	74,116	852,238	1,633,365	108,036	15x
1.0 mi	713,034	302,109	1,015,143	967,168	42,075	1,009,242	2,024,385	108,036	19x

Distance to Transit	Capacity to Meet Housing Needs		
	Total New Housing Capacity (SF + Comm)	RHNA Goal	Over-Capacity
0.5 mi	1,633,365	108,036	15x
1.0 mi	2,024,385	108,036	19x

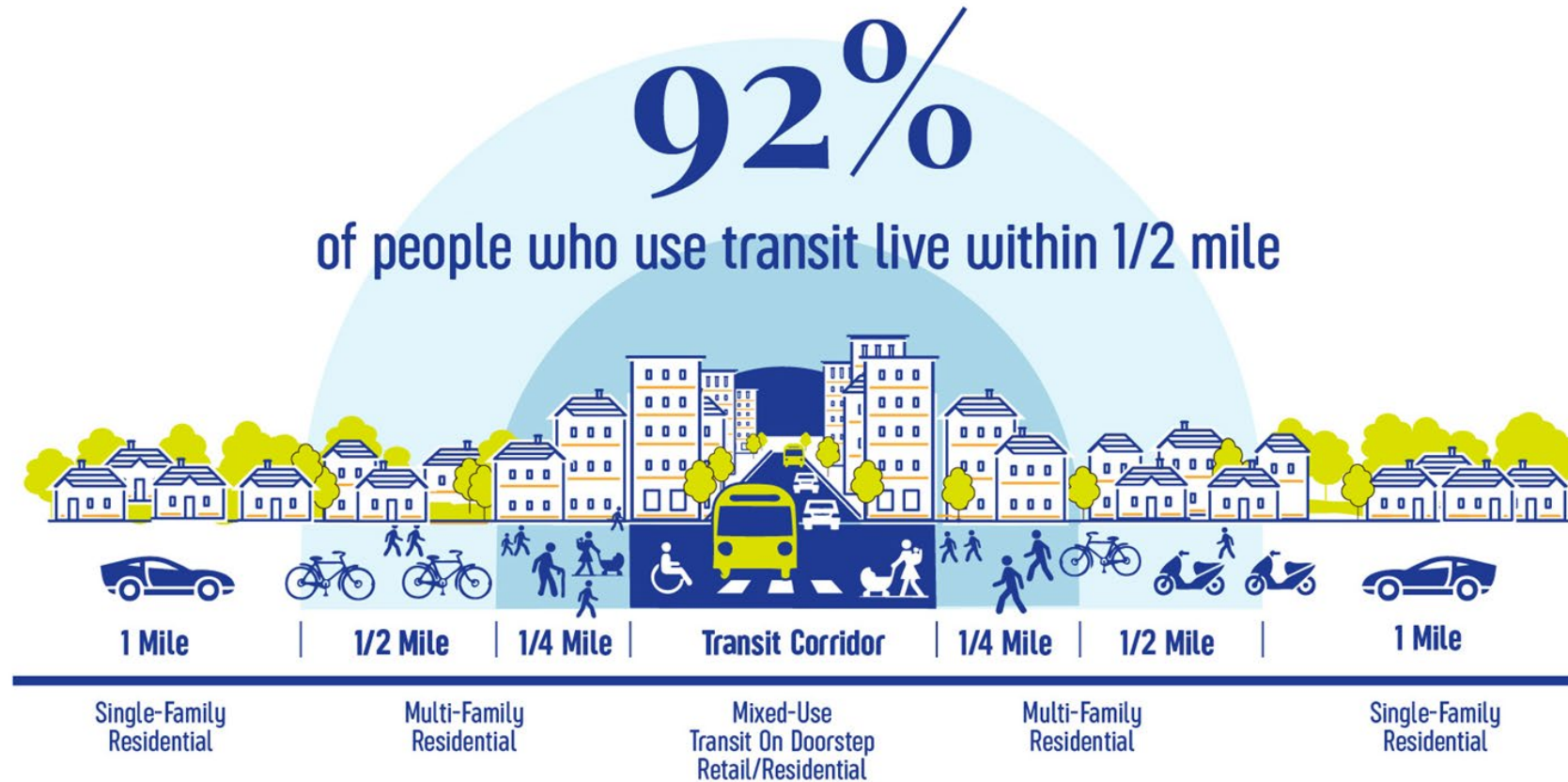
Transit adoption depends on how close it is



Concentrated density drives transit usage



Put density where it is most productive



Source: SANDAG

NeighborsForABetterSanDiego.org

2022 LDC Update Proposed Text (SDA) – NFABSD Proposed Revisions

Sustainable Development Area means the area within a one-half mile established walking distance along a pedestrian path of travel from a *major transit stop* that is existing or planned, if the planned *major transit stop* is included in a transportation improvement program or applicable regional transportation plan, as follows:

- a. Within Mobility Zones 1 and 3, as defined in Section 143.1103, the defined walking distance is 1.0 mile.
- b. Within Mobility Zone 4, as defined in Section 143.1103, the defined walking distance is 0.75 miles.
- c. For parcels located in Mobility Zone 4, in an area identified as a High or Highest Resource California Tax Credit Allocation Committee (CTCAC) Opportunity Area, the defined walking distance is 1.0 mile.

In addition, an adopted specific plan prepared in accordance with section 112.0107(a), shall be within the *Sustainable Development Area* if the *Sustainable Development Area* is within a portion of the adopted specific plan.

Thank you!

Geoffrey Hueter

Chair, Neighbors For A Better San Diego
NFABSD.org

