

The Sustainable Development Area or SDA map as well as pedestrian pathways distance to transit **dictate** where Bonus ADU projects can be built. Because both definitions are unique to San Diego, they can be modified by the City without repercussions from the State.

On the subject of SDA pedestrian pathways, San Diego defines this as 1 mile walking distance to transit, on a continuous sidewalk.

1 mile on a hot summer day (or any day for that matter), for an elderly person, a sick person, a mobility challenged person, a person with children or groceries, or heavy work tools is **not feasible**.

FACTS: SANDAG found in its 2015 onboard surveys, that ON AVERAGE, passengers said they walked about 1/2 mile to transit, BUT in their 2023 survey, ON AVERAGE passengers said they walked less than 1/3 mile to transit. **Listen to transit users!**

SANDAG RESEARCH TELLS US PEOPLE AREN'T WALKING A MILE TO ACCESS TRANSIT - NOT EVEN ONE-HALF OR ONE-THIRD OF A MILE. BUILDING ADUS A MILE FROM TRANSIT IS NOT TRANSIT-ORIENTED DEVELOPMENT - IT IS JUST UNREALISTIC.

Let's talk SDAs. The Planning Department maintains that projects in the SDAs enjoy a transit rich environment. But that's just not true. Much of the SDA is based on major transit stops that are just wishful thinking and are only included because they are in the Regional Transportation Plan. Most of these future major transit stops are not funded to be built now and likely won't be funded in the future.

For example, according to the current 2021 Regional Transit Plan, by 2025 (which is now) the service interval for 31 existing bus routes was **supposed** to be upgraded to 15 minute service, but only one has been upgraded so far. The remaining 30 routes still only operate every 30-60 mins and many don't have ANY service on weekends. Yet the stops on those lines are called major transit stops.

There were supposed to be 5 new Rapid bus lines built by 2025 – only one has been built and of the remaining 4, NONE have even entered Step 1 of the design process.

In other words, the city is encouraging density (in the form of the Bonus ADU Program) to be built NOW **FAR** from transit – in the hopes that transit will serve that area sometime in the future.

If we're going to use the SDA, it should be revised to be based on major transit stops that currently exist, so that the developments being permitted **NOW** are actually near transit **NOW**.

The Bonus ADU Program is based on unrealistic pedestrian distances and imaginary transit.

Instead of using unrealistic walking distances and imaginary transit, let's be practical and equitable – just cap housing units at 4 per single family parcel citywide.

4 IS FAIR!