

# **APA SAN DIEGO SECTION**

# **2012 AWARDS PROGRAM**



# COMPREHENSIVE PLANNING, LARGE JURISDICTION

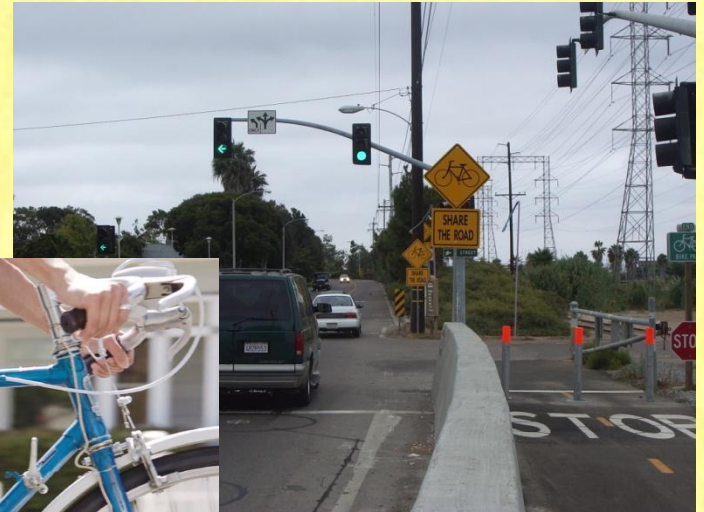
## San Diego Regional Bike Plan

### SANDAG



riding to 2050

SAN DIEGO REGIONAL BIKE PLAN



# **COMPREHENSIVE PLANNING, LARGE JURISDICTION**

## **San Diego Regional Bike Plan**

### **SANDAG**

It is extremely telling that the Regional Bike Plan has at its center the objective of, “making the bicycle a useful form of transportation for everyday travel”. And to do this, SANDAG has gone beyond identifying routes and bike facilities. The plan addresses five components to more broadly promote bike travel: Education; Marketing and Awareness; Encouragement; Enforcement and on-going monitoring.

The Jury observed that cyclists and bike travel proponents, like motor vehicle users, are not particularly concerned jurisdictional boundaries in their travels. This plan is a critical tool to comprehensively recognize regional connectivity, facility needs and overall public response to biking in the San Diego region.

# COMPREHENSIVE PLANNING, SMALL JURISDICTION

## San Marcos General Plan Update

### City of San Marcos / AECOM

#### MY CITY

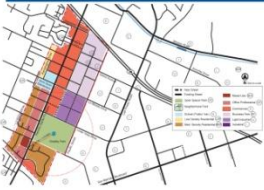
Ideas to improve San Marcos:

I would ride my bike instead of the car. I would like to have a lot more kinds of food. I would like to have the rule that is no littering.

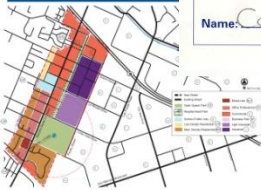
Name: Cole

#### SA-2: Rancho Santa Fe Stud

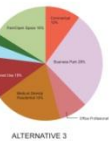
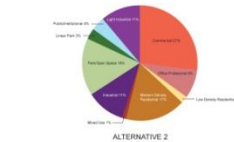
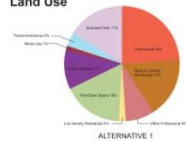
Alternative #1 - Commercial and Business Park Focus



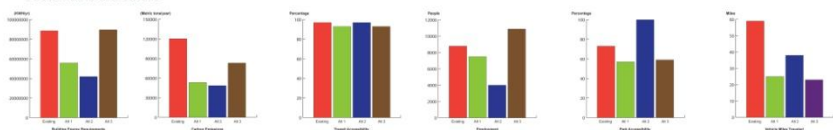
Alternative #2 - Commercial and Ind



#### Land Use



#### Sustainable Indicators



# COMPREHENSIVE PLANNING, SMALL JURISDICTION

## San Marcos General Plan Update

### City of San Marcos / AECOM

As a diverse and fast-growing city, San Marcos began the update of its General Plan by charting its public outreach approach, which is something of a misnomer. That's because they did not reach out – they hunted down and *grasped* the public in each and all of the eight distinct neighborhoods of the city. They then set about building a General Plan around a core of sustainability, incorporating in all steps nine guiding themes identified early on.

This may have been the single project that most caught the Jury's attention. In addition to lauding its sustainable measures and public outreach, the Jury remarked that the final product was a wonderful publication with great graphics.

# PLANNING PROJECT

## Rock Springs Road & Richland Road

### City of San Marcos/RBF



# **PLANNING PROJECT**

## **Rock Springs Road & Richland Road**

### **City of San Marcos/RBF**

The Rock Springs and Richland Road area presented issues transcending traffic engineering, and this project addressed those issues through planning and implementation. Public outreach and collaboration? Check. Improved pedestrian facilities in support of safe routes to three nearby schools? Check. Traffic calming on a relatively high-volume route? Check. Addressing water quality by using bio-swales as a part of landscaping and applying permeable paving? Check. Resolving a tricky water sourcing matter for irrigation? Check. Identifying funding sources and applying them to implement the vision? Check.

The Jury found that the design and execution of this project responded boldly to all of the issues. As such, they note, the process and outcome are models which should prove highly transferable.

# INNOVATION IN GREEN COMMUNITY PLANNING

## Sea Level Rise Adaptation Strategy for San Diego Bay

### ICLEI – Local Governments for Sustainability

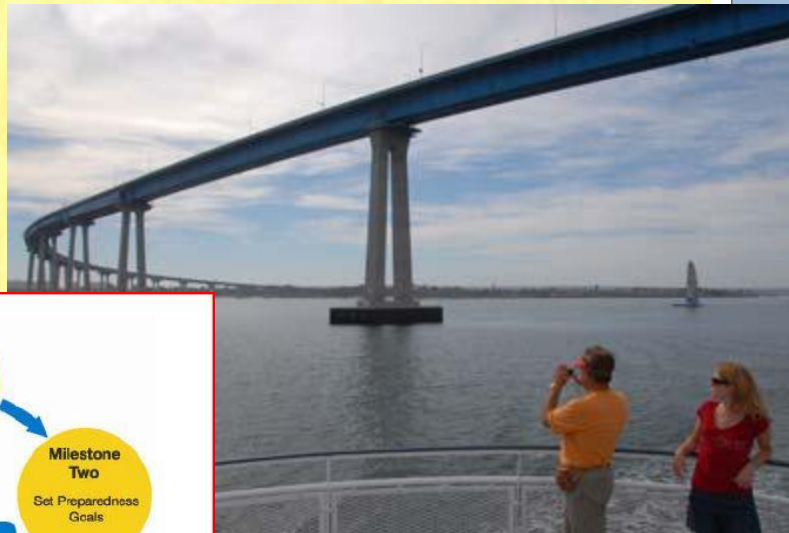
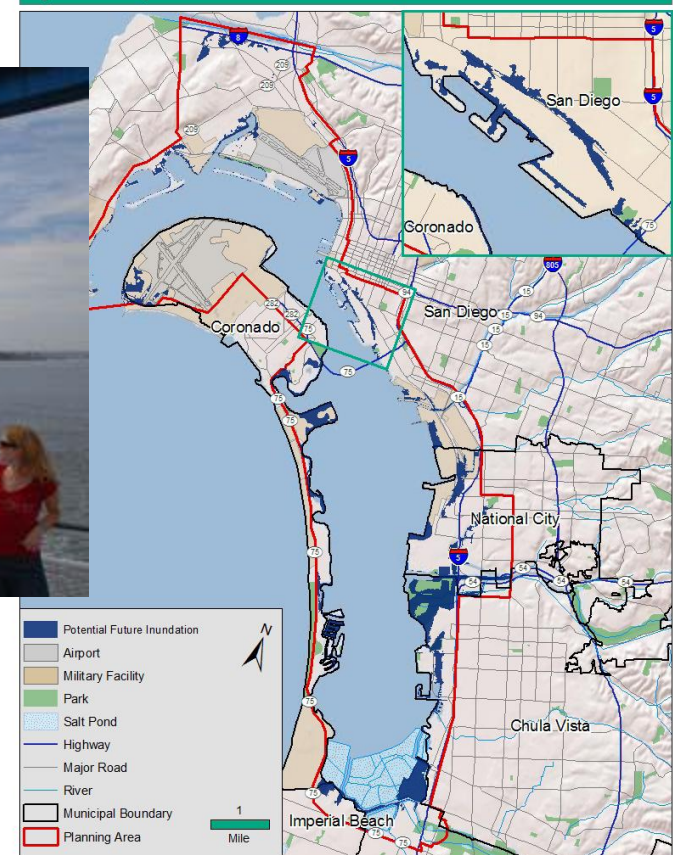


Figure 1.1 Five Milestones of Adaptation

Figure 2.5 Daily Conditions - Inundation in 2100





# **INNOVATION IN GREEN COMMUNITY PLANNING**

## **Sea Level Rise Adaptation Strategy for San Diego Bay**

### **ICLEI – Local Governments for Sustainability**

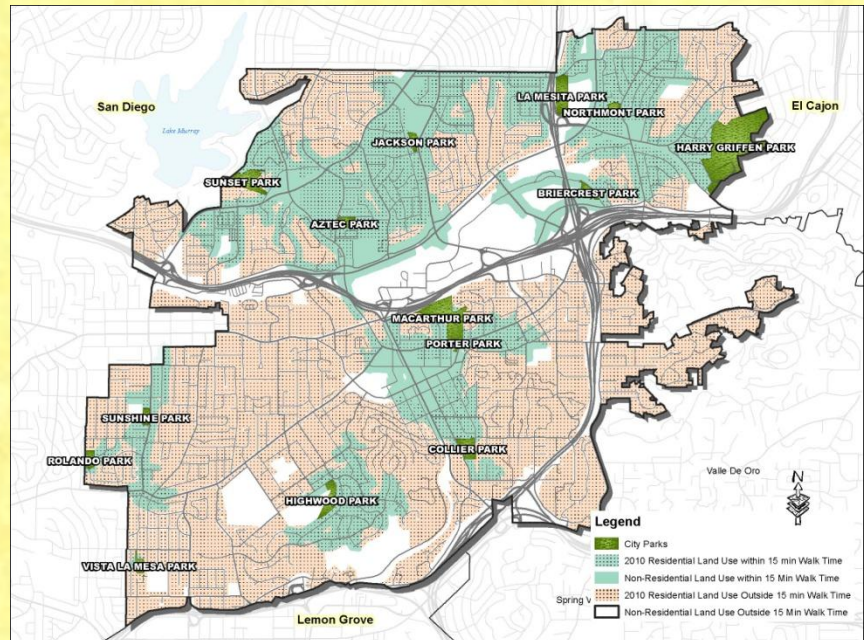
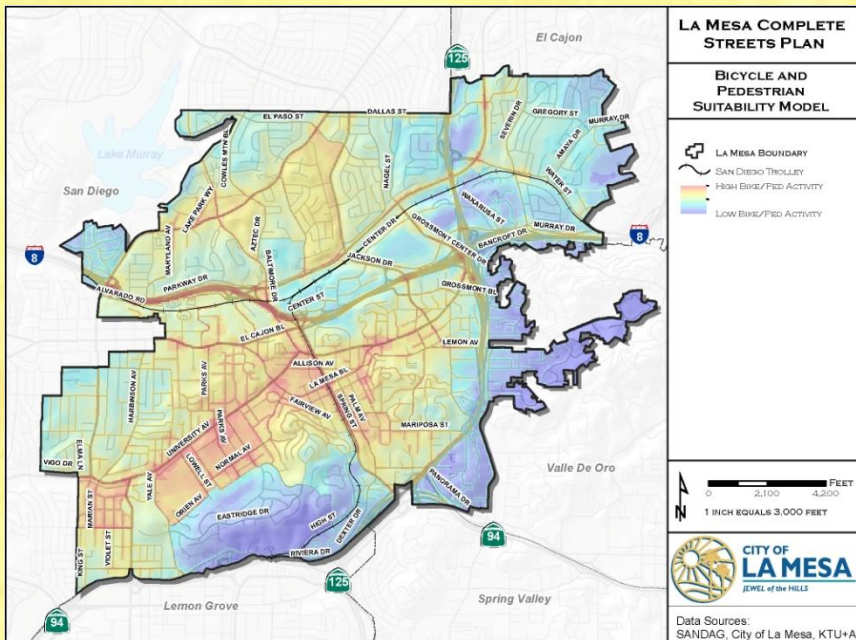
Tip O'Neil once said that all politics are local. The Sea Level Rise Adaptation Strategy represents the translation of a global trend into purely local terms, by projecting the inundation effects of sea level rise within the San Diego Bay study area. In a collaborative effort of stakeholders and local technical staff, the study maps tidal areas in the years 2050 and 2100. It then discusses the likely effects and proposes planning and engineering responses.

The jury found the resulting document to be true to its objectives, even handed in its approach, and, in the end, incredibly powerful and understandable.

# FOCUSED ISSUE PLANNING AWARD

## Parks / Bicycle Facilities & Alternative Transportation Plans

### City of La Mesa/KTU+A



# **FOCUSED ISSUE PLANNING AWARD**

## **Parks / Bicycle Facilities & Alternative Transportation Plans**

### **City of La Mesa/KTU+A**

Not many 100-year olds win awards for mobility and biking, but approaching its centennial, La Mesa wins in this category. Pairing two documents which will inform an update of the General Plan, the City has, on the one hand, charted a course of providing better access to park facilities across the City, and, on the other, improved bicycling, ADA and pedestrian transportation facilities for all citizens and for all purposes.

The Jury found that the combination of these documents represents powerful input to La Mesa's General Plan, undeniably focusing future attention on non-motorized transportation and recreational opportunities.



# **FOCUSED ISSUE PLANNING HONORABLE MENTION**

## **Bayshore Bikeway Harbor Drive Segment**

### **San Diego Unified Port District / KTU+A**

One of the region's most popular recreational and commuter bike systems is the Bayshore Bikeway. Improving the 2.5 mile segment beginning south of the Convention Center represents an important opportunity and a huge challenge. The mix of uses of both the fronting lands and in the right of way in this area is fraught with conflicting needs and objectives.

The Jury notes that the segment plan addresses this extremely difficult set of existing conditions by utilizing in-depth analysis and modeling and demonstrating possible outcomes with through a lucid graphic presentation.

# **BEST PLANNING PRACTICES AWARD**

**TransNet Environmental Mitigation**

**SANDAG**



# **BEST PLANNING PRACTICES AWARD**

## **TransNet Environmental Mitigation**

### **SANDAG**

With the voter approval of the extension of TransNet in 2004, an Environmental Mitigation Program was established to provide direct project impact mitigation and to acquire and manage habitat lands. The program has a 40 year life span with funding totaling \$850M. The approach that SANDAG has embarked upon importantly includes the advance acquisition of lands for mitigation of current and future transportation projects. In this way, the acquisitions can be coordinated with regional habitat plans to provide the greatest environmental benefit. A key upside is the savings coming from purchases made early in the TransNet implementation cycle, a move which is estimated to save \$200M over the life of the program.

The Jury said that this is a great approach that includes immediate fixes and long range solutions to protect, preserve, and restore native habitats as mitigation for impacts caused by transportation projects.

# BEST PLANNING PRACTICES HONORABLE MENTION

## Affordable Housing Parking Study

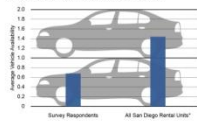
City of San Diego / CDM Smith / AECOM

### Results From Affordable Housing Resident Survey

#### Average Household Vehicle Availability

On average, residents of affordable housing do not require as much parking as is typically required for rental housing in San Diego, which may justify the use of different parking requirements.

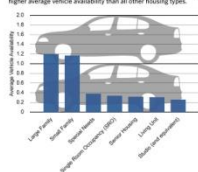
The results of the study show that the average level of household vehicle availability among survey respondents is almost half the average level for all rental housing units in San Diego.



\*Source: 2009-2010 U.S. Census American Housing Survey

#### Average Vehicle Availability by Housing Type

Large family and small family affordable housing have significantly higher average vehicle availability than all other housing types.

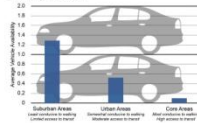


\*Source: 2009-2010 U.S. Census American Housing Survey

#### Average Vehicle Availability by Land Use and Transportation Context

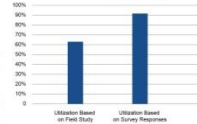
Neighborhood characteristics may influence vehicle ownership levels in affordable housing developments because people may not need cars if they can take transit or walk to destinations. The survey results showed that household vehicle availability is higher in areas that are less conducive to walking and have more limited access to transit.

As defined by a combined measure of the land use and transportation context, suburban areas have the highest mean vehicle availability and core areas have the lowest, with urban areas falling in the middle.



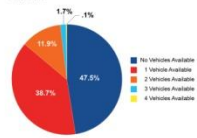
#### Parking Utilization

Overall, most of the affordable housing developments surveyed have unused parking. On-site parking utilization data indicated parking was less utilized than the household survey responses indicated. This is likely because data were collected at one point in time and the survey was based on the residents' aggregate experience. Overall, this indicates parking is oversupplied.



#### Distribution of Residents' Household Vehicle Availability

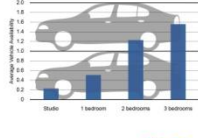
Almost half the households surveyed had no vehicle and 38.7% had only one vehicle. Only 13.7% of households had more than one vehicle.



City of San Diego

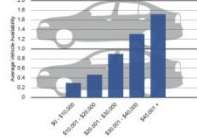
#### Average Vehicle Availability by Unit Size

Larger housing units, measured by number of bedrooms, are likely to have more residents, more drivers, and higher average vehicle availability.



#### Average Vehicle Availability by Household Income Range

Vehicle availability is higher in households with greater annual income.



#### Other Results

- Average vehicle availability decreases in affordable housing developments with a higher percentage of residents over the age of 65. However, this is not considered individually significant because a senior housing development is likely to have a lower number of bedrooms AND more residents over 65 years of age.

#### Policy Considerations

- The interrelationship of factors affecting parking demand at affordable housing is important when making decisions (e.g., housing type, unit size, location, and walkability).
- Priority should be given to distinct, measurable factors that are typically evaluated in the project development review process (e.g., unit size or location).

February 2011





# **BEST PLANNING PRACTICES HONORABLE MENTION**

## **Affordable Housing Parking Study**

**City of San Diego / CDM Smith / AECOM**

The provision of parking is a key to the viability of any development project. Through seven discrete steps, this study sought to determine the fundamentals of parking demand in affordable housing projects in order to 'right size' onsite parking regulations. Working through stakeholders with an agreed-upon methodology, the study screened 20 representative sites. They analyzed the developments and their context, modeled the parking demand and derived rates for four development types, all of which informed a 'look-up table' which could be installed in City regulations

The Jury said that, regardless of its regulatory future, this study has provided great information regarding the factors and requirements for parking demand in support of future affordable housing developments.

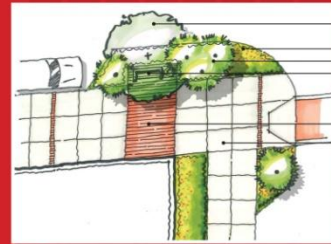
# NEIGHBORHOOD PLANNING

## Little Saigon Design Guidelines

### Little Saigon Foundation/El Cajon Boulevard BIA/AECOM



Conceptual bulb out locations

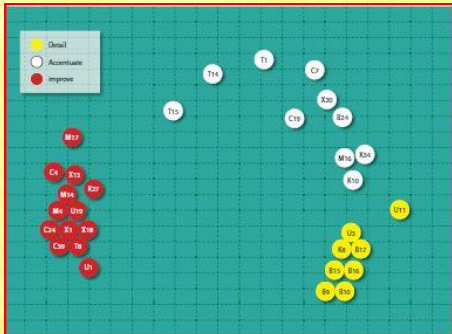


- Flowering Shade Tree
- Landscaped Bulb Out
- Path Tree Grouping
- Seating Nook with Bench and Litter Receptacle
- Decorative Pavers
- Exposed Aggregate Concrete

Typical bulb-out



Seating nook within a bulb-out (above) and existing landscaped medians on El Cajon Boulevard (below)



# **NEIGHBORHOOD PLANNING**

## **Little Saigon Design Guidelines**

### **Little Saigon Foundation/El Cajon Boulevard BIA/AECOM**

It is safe to say that the most powerful neighborhood plans come at the initiative of the neighborhoods themselves. The Little Saigon Design Guidelines, for a segment of East San Diego's El Cajon Boulevard, are the result of an extensive process of imaging and sorting to determine shared preferences. Building on this vision, the plan turns to documenting the ways in which a unique 'brand' for the neighborhood can be achieved.

The Jury found the Design Guidelines document to be visually stimulating. The overall presentation makes a powerful step-by-step case for enhancing the identity of the Little Saigon Neighborhood

# HARD-WON VICTORIES

## North Ocean Beach Gateway Park

Ocean Beach CDC / City of San Diego / KTU+A



**OB** help support...

.....the vision.....  
Ocean Beach Gateway

.....the site.....

.....what you can do  
**Purchase Your Brick or Tile Today and Help Support Phase 2!**

Phase 1 Funding Goal Accomplished  
Thank You!

**the gateway park**

# **HARD-WON VICTORIES**

## **North Ocean Beach Gateway Park**

### **Ocean Beach CDC / City of San Diego / KTU+A**

Long ago, the Ocean Beach community of San Diego embarked on a program of enhancing its entryways. The North Ocean Beach Gateway Park has been the last, largest and most difficult to achieve of all of the projects in the program. The objective was to acquire, plan and build a park in what had become an eyesore vacant lot. After 15 years gathering funds and planning, the result is a park which improves pedestrian safety at a busy intersection, provides access to a major regional recreational park, and makes an entry statement reflecting the unique character that is Ocean Beach.

The Jury praised the persistence of the park's advocates, best reflected by a line in the nomination which said that the park will be, "...a lasting symbol of the positive effect that active, engaged and passionate citizens can have on their community".

# COMPLETE STREETS AWARD

Madison & Cherokee Traffic Calming  
City of San Diego, Public Works Dept.



# COMPLETE STREETS AWARD

## Madison & Cherokee Traffic Calming

### City of San Diego, Public Works Dept.

The Google Map image tells you much of what the challenge was for this project, where five streets came together in curves and tangents. What it does not show is that an off ramp from I-15 deposits lots of added traffic to the neighborhood. The traffic calming project reconfigured the intersection to reduce roadway width, create 90-degree intersections, slow through traffic, plant street trees on expanded public spaces and clarify pedestrian crossings. The project makes use of permeable surfacing to filter stormwater.

In making the award, the Complete Streets Task Force commented, “The bold parkway extensions that redefine Cherokee Avenue are striking in both their simplicity and effectiveness. The project works as planned, calming traffic and creating an inviting pedestrian environment that “feels” safe and completes the street.”