

Planning the Livable Community

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Or...Planning the

- ◉ Sustainable Community
- ◉ Resilient Community
- ◉ Complete Community
- ◉ Healthy Community



What do San Diegans Value?

- Sense of community
- Low crime
- Walkable/bikeable neighborhoods with nearby services, schools, and parks
- Outdoor recreation
- Affordable homes near work or transit
- Quality educational opportunities
- Can afford to remain here, our children can afford to settle here

Source: *Our Greater San Diego Vision*, The San Diego Foundation, 2012

Some Trends to Ponder

- Total Driving peaked in 2004
- San Diegans walk or bike for 45% of trips under 1 mile
- 69% of employees believe it is unnecessary to be in the office regularly
- Young job seekers choose location first
- San Diego ranks 19th among best US cities for new college grads
- San Diego has the 7th least affordable housing in the U.S.

Health Care Costs

- Sedentary behavior in San Diego County cost \$4 billion just for treatment (2007)
- 80% of health care costs go to preventable diseases
- Type 2 diabetes, coronary heart disease and stroke, hypertension, and arthritis could increase 10 times between 2010 and 2020, and then double again by 2030
- Obesity tracks with physical inactivity, but not with diet

Economy

- ◉ Homes in walkable communities command a 15% price premium
- ◉ Boomers and Millennials seek smaller homes, flexible job and housing arrangements, and electronic connections over driving.
- ◉ Every \$1 invested in walking/biking returns \$5-\$100
- ◉ Will North Park be ready for \$8/gal gas?

We Usually Obsess About

- Traffic congestion
- Parking
- Building height
- Residential density

Boston's Beacon Hill:
-- High density
-- Little parking
-- 6-10 story buildings



Minimize Congestion?



Maximize Parking



Minimize Height



11 Recommendations

1. Family bike facilities on all major streets
2. Crosswalk every 2 blocks
3. More walkable destinations
4. Get smart about parking
5. Expand housing options
6. Calm low-volume streets
7. Safe Routes to School & Transit
8. Recreation opportunities
9. Implement University Avenue Mobility Plan
10. Employ urban design tools
11. Establish priorities for CEQA reviews

1. Family Bike Facilities

- 30th Street
- Adams Avenue
- El Cajon Blvd
- University Ave (UAMP)



2. Crosswalk Every 2 Blocks

- Schools
- Parks
- Adams Avenue
- 30th Street
- Howard Street
- Morley Field
- University Ave (UAMP)
- (Pedestrian Master Plan)

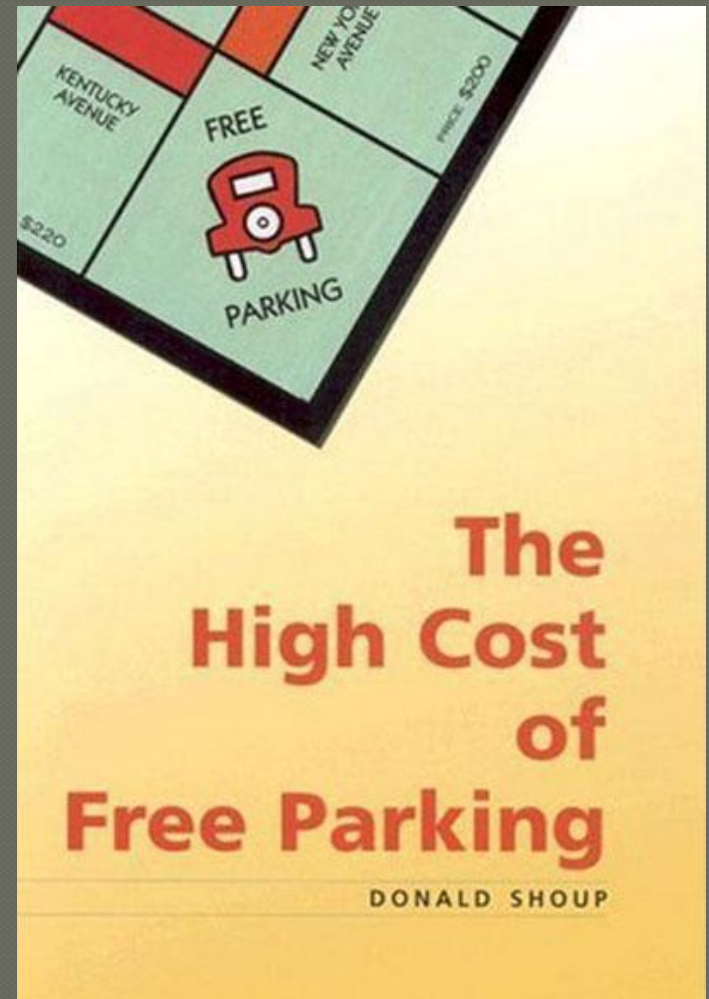


3. Walkable Destinations



4. Get Smart About Parking

- Free parking hurts everyone
- Price it right – 1 or 2 open spaces per block
- Coordinate on and off-street supply & price
- Cruise on your phone
- Parking meter district?



5. Expanded Housing Options

- ◉ Accessory Dwelling Units
- ◉ Micro Units < 200 sf
- ◉ Cottage Courts
- ◉ Flexible Space (housing/office/retail)
- ◉ Redeveloping 6-packs



6. Calm Low-Volume Streets

- Keep traffic moving
- Design for 20 mph
- Stop signs only as a last resort

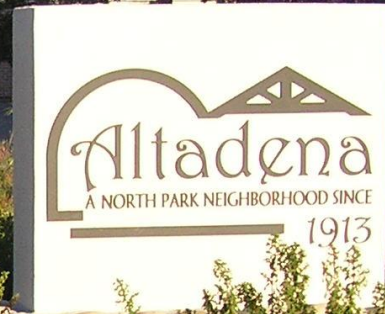




Iowa Street

~ 60' curb to curb

Expected speed >40mph



Thorn Street
50' curb to curb
Expected speed – 35mph

7. Safe Routes to School & Transit

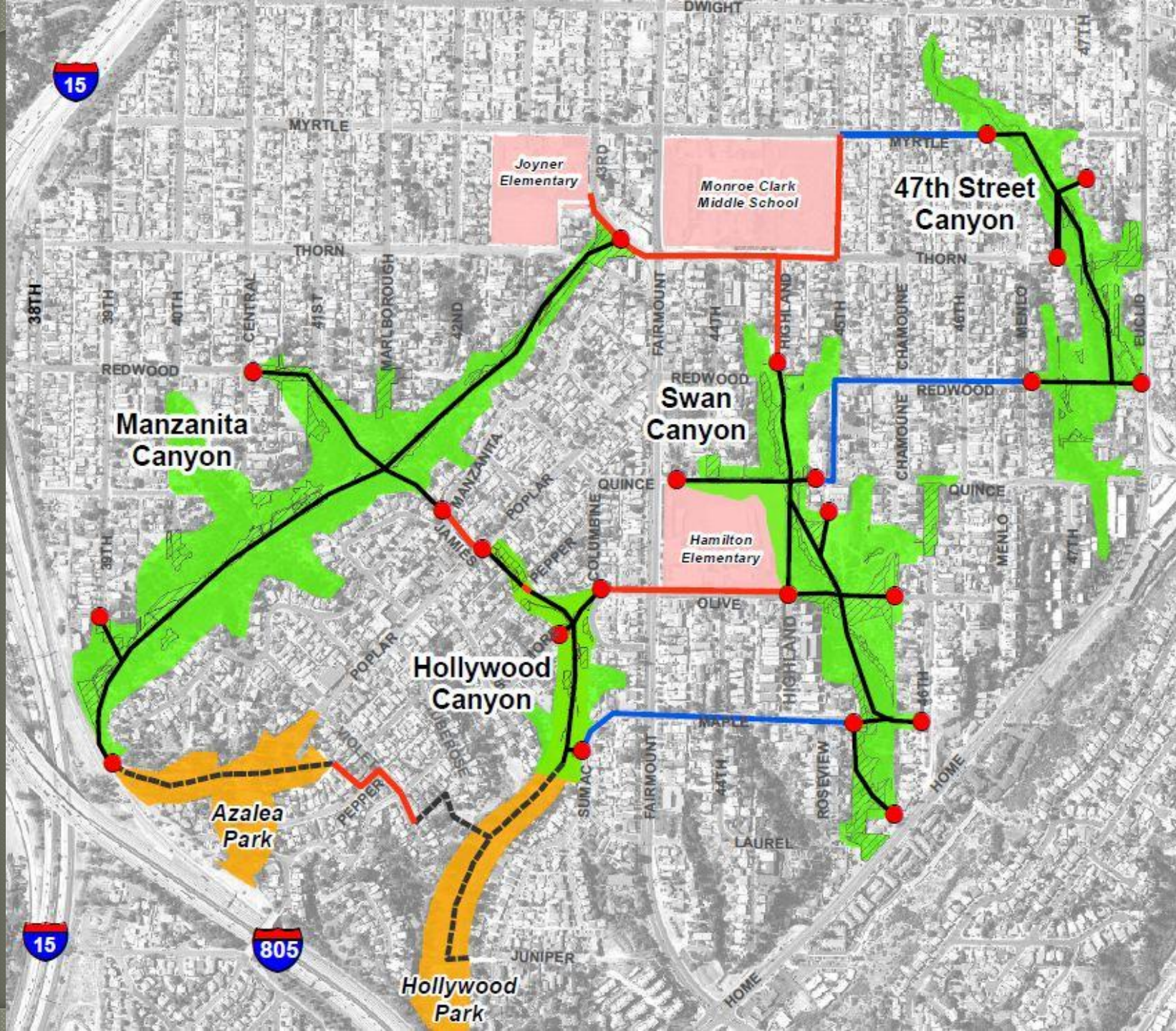
- A SANDAG funding priority
- Use WalkSanDiego's expertise
- Improves student performance & happiness



8. Recreation Opportunities

- Joint Use Agreements w/ schools
- Community gardens
- Canyons
- Canyons for transport





9. University Avenue Mobility Plan



10. Urban Design Tools

- Form-Based Codes
- Urban Design Guidelines
- Howard Blackson



















Sense of enclosure
Signs
Facades
Public art
TREES!
Landscaping, etc.



11. Prioritize Modes for CEQA



San Marcos Street Types

Sample Street	Prioritized Modes	Non-Prioritized Modes	Prohibited Modes	Sample Street Typology
Category 1				
San Marcos Boulevard, Discovery to Grand	 			Multi-Way Boulevard
Rancho Santa Fe Road, Twin Oaks Valley Road		  		Arterial with Class II or Class III bike facility and sidewalks
Mission Road, Rural Parts of Twin Oaks Valley Road	   			Arterial with Enhanced Bike/Ped Facilities
Freeway State Route 78 (SR-78)			 	Highway
Collectors	 	 		Collector
Bicycle/Pedestrian Trails	 		 	Class I Bike/Ped Path
Neighborhood Streets	 	 		Neighborhood Streets
Industrial Streets		  		Industrial Streets
Main Street (University District)	  			Main Street Concept
Priorities:  Pedestrian  Bicycle/Non-motorized  Vehicles  Transit/Bus service				

San Marcos Street Types

**Table 3.16-6
LOS Parameters**

Street Typology Street	Mode Preference			
	Transit	Bicycle	Pedestrian	Vehicular
Multi-Way Boulevard	LOS D	LOS D	LOS C	LOS E
Arterial with Class II or Class III bike facility and sidewalks	LOS E	LOS E	LOS E	LOS D
Arterial with Enhanced Bike/ Ped Facilities	LOS D	LOS D	LOS C	LOS D
Freeway	LOS E	N/A	N/A	LOS D
Collector	LOS E	LOS D	LOS C	LOS E
Class I Bike/Ped Path	N/A	LOS D	LOS C	N/A
Neighborhood Street	LOS E	LOS D	LOS C	LOS E
Industrial Streets	LOS E	LOS E	LOS E	LOS D
Main Street Concept	LOS D	LOS D	LOS C	LOS E

Notes: N/A = Mode not permissible.

Where to Find Me

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