

PLANT SAN DIEGO

A quarterly newsletter from City Planning & Community Investment (CPCI) | Spring 2011



Bill Anderson, FAICP

Sustaining Places

This is an initiative of the American Planning Association that I am co-chairing with Dr. David Godschalk from the University of North Carolina.

Working with about eleven writers and twenty reviewers from the private and public sectors, non-governmental organizations, and academia from around the country, this document will describe the important role of comprehensive plans in creating sustainable regions and communities, including references to best practices nationally.

One chapter discusses the dichotomy that resources are regional (even super-regional and global), such as air quality, water, habitat systems, yet many of the decisions that affect demand for these resources are local, such as land use, urban form, and transportation. Most regions are comprised of multiple plans done at different scales with varied scopes. A sustainable region benefits from the vertical integration of these different plans.

In our region, this type of vertical integration, or coordination, is underway. SANDAG is updating its Regional Comprehensive Plan under the State mandates to create a sustainable communities strategy and meet proscribed greenhouse gas emission reduction targets and preserve native habitat. The County of San Diego is about to adopt its General Plan update which directs future growth and infrastructure investment in the unincorporated areas towards existing built communities, downzones rural areas to discourage sprawl development, and protects open space areas. Many of the region's cities are updating their general plans to create more compact, walkable communities and direct future growth near existing and planned transit networks.

The City of San Diego updated its General Plan in 2008, referred to as the "City of Villages" plan, based on these and other organizing principles that protect open space in the city. Within the City, community plans

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Grant to Fund Southeastern San Diego CPU

By Brian Schoenfisch

On December 3, 2010, the Strategic Growth Council, a State of California cabinet-level committee tasked with advising the Governor and Legislature on sustainable community development, approved a \$1 million grant to the City of San Diego for a comprehensive update to the Southeastern San Diego Community Plan.

Consistent with the objectives of the grant, the Community Plan Update will provide for innovative policies in the areas of water and energy conservation, housing affordability, economic prosperity, equitable development, neighborhood character, public facilities, and mobility, with a strong focus on reducing vehicle miles travelled (VMT's). The Plan will outline implementation strategies to transform an under-served, urbanized community into a sustainable pedestrian, bicycle, and transit-friendly environment that supports community character and identity, economic development, and the environment.



The City, working with a team of consultants, will prepare the Community Plan Update, an update to the Facilities Financing Plan, Redevelopment Plan, and comprehensive zoning program, as well as an extensive program to track indicators and outcomes. The Update process will provide residents, property and business owners, community organizations, and

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"To engage San Diegans to envision, plan, implement, and maintain a sustainable city through the wise use of land, resources, and aesthetics ensuring a high quality of life for all generations."

“A livable, prosperous and sustainable San Diego that reflects the City’s planning, design and investment efforts.”

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are being updated to apply these principles to local neighborhoods while also respecting community character. The community plan updates, which are technically components of the City’s General Plan, also include new or revised zoning packages that implement the plan policies, updated Public Facilities Financing Plans, and program Environmental Impact Reports to cover cumulative environmental issues. Within some community plan areas, there are master plans, such as a Village at Market Creek, Civita (formerly known as Quarry Falls), and the Ballpark District that provide specific development plans and design guidelines that result in physical manifestation of the prior higher-level comprehensive plans, from the region to the city to the community.

This is our region’s system of planning. It will ultimately lead to a more sustainable San Diego region than would be expected if we continued past trends and development patterns that were common in Southern California in the latter half of the 20th Century. As with all plans that have grand aspirations, their effectiveness and the integration of principles depends on attention to details, consistency, and in the long-run the will to invest in its implementation. Sustainable outcomes require sustaining the plans.

On another note... I’ve taken a position with the San Diego office of an international planning firm, beginning in June. The Mayor is combining CPCI and DSD as part of his budget proposal to save costs. This should lead to more direct coordination between long range planning with CEQA, zoning, and transportation disciplines, and planning policy with the City’s regulatory structure. Kelly Broughton, the current Director of DSD, will be director of the new combined department.

I’d like to thank staff for all of their hard work and many accomplishments during the last five years, and the many dedicated people in the city and communities who have participated and will continue to participate in making San Diego even better and more sustainable.



Bill Anderson, FAICP
Director

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decision makers with the opportunity to develop and adopt a climate-friendly land use and transportation blueprint with a strong emphasis on reducing greenhouse gas emissions in the community.

The Community Plan Update will be a comprehensive approach to guiding future development based upon the City of San Diego’s General Plan, one of the first in California which includes climate change policies stemming from the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. The General Plan is principled upon a “City of Villages” strategy which focuses growth into mixed-use villages that are linked to the transit system and places a high value on respecting San Diego’s natural environment. The General Plan also sets forth direction to update the City’s many community plans to be consistent with current citywide goals and policies.



The existing Southeastern San Diego Community Plan and zoning are to be updated to incorporate General Plan policies into community-specific quantifiable measures in order to implement sustainable land use practices. This includes targeting new growth into Village centers to fully integrate land use, circulation, and sustainable development and design principles. It also includes exploring bold initiatives to plan for sustainability that will provide specific guidelines and incentives to be integrated into the design review and development entitlement process.

The strategy for updating the Community Plan and zoning will be based upon the vision of those who live and work in the community, providing an innovative, transferable model for cross-agency planning and community-led development. Working together, the City of San Diego and community stakeholders will ensure that the final product is a strong planning tool that will facilitate the identified implementation strategies and includes a comprehensive program to measure performance and evaluate the desired outcomes.

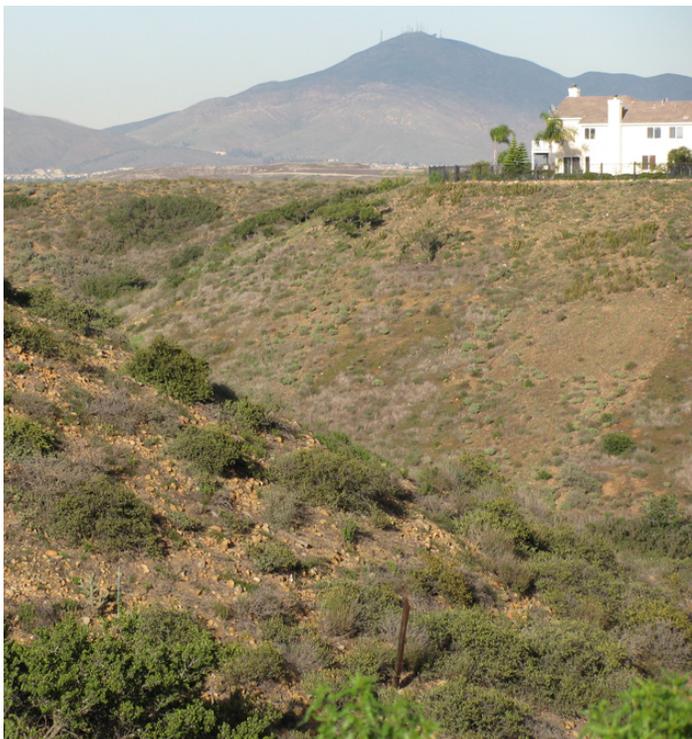
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Otay Mesa Community Plan

By Theresa Millette

Congratulations Stakeholders on the birth of a public draft of the [Otay Mesa Community Plan Update](#) (affectionately referred to as the OMCPU)!

The draft OMCPU will begin the public review phase with the presentation of the draft document at the Otay Mesa Community Planning Group meeting of April 20, 2011. As one of the first plan updates to incorporate the City’s 2008 General Plan, the OMCPU has a unique opportunity to implement General Plan policies and its City of Villages Strategy for comprehensively planning the Otay Mesa community planning area. With large swaths of vacant and underdeveloped land, village opportunities in the southwest and central areas are envisioned to include a diversity of housing types, employment, civic spaces and mixed-uses commercial all connected by multi-modal paths and complete streets.



The planning area encompasses approximately 9,300 acres located at the southern limit of the City of San Diego. The community is bordered by the San Ysidro and Otay Mesa-Nestor communities to the west, the City of Chula Vista and the Otay Valley Regional Park to the north, the County of San Diego to the east and the US/Mexico border and the City of Tijuana to the south.

Major natural and manmade features define the community and create its boundaries, including the Otay River Valley, the canyon and mesa systems in the western portion, Brown Field airport and the US/Mexico border. Otay Mesa’s unique location along the Mexican border and its broad flat topography allows Otay Mesa to contribute to the thriving border economy. A significant number of the industrial establishments in this area provide critical support to over 700 production-sharing companies located in Baja California (2009), such as consumer electronics, automotive, furniture, medical supplies, and others.

Significant themes in Otay Mesa’s history include agriculture, aviation, industrial uses and preservation of natural resources. The area was settled in the late 19th Century and was originally a rural farming community of San Diego County. Though the availability of water was limited, residents practiced dry farming for most of the early 20th Century. Brown Field, currently a municipally owned and operated airport, was originally owned and used by both the Army and the Navy for training grounds for pilots. In 1956, Otay Mesa was annexed to the City of San Diego and shortly thereafter, in 1961, Brown Field was acquired by the City. The conversion of Brown Field to a general aviation airport brought various small businesses, flying schools, and aircraft maintenance shops to the facility.

After the Otay Mesa border crossing opened in 1985, the City rezoned much of Otay Mesa to commercial and industrial designations. With this rezoning, manufacturers moved to the area resulting in a number of warehouses and business parks located on Otay Mesa, reflecting the built environment visible today. The historical development pattern followed the natural topography of the land, with development occurring on the flat mesa tops and bounded by the extensive canyon system. Known sensitive biological resources have been documented, and planning in the area included preservation of canyon lands and sensitive resources along with development opportunities.

The Otay Mesa Community Plan includes broad land use themes developed through the public outreach process. The outreach process included a series of roundtables, Planning Commission workshops, public workshops and community planning group meetings. As a given in the planning profession, building consensus between diverse community groups with different focuses is a major piece of any planning process. Through the public process the following land use themes were developed to form the basis of the community plan goals, objectives, and recommendations.

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- **Regional Center:** Enhance Otay Mesa’s unique role as a bi-national regional center
- **Economic Diversification:** Broaden the economic profile to increase employment and growth opportunities
- **Industrial Capacity:** Enhance and sustain Otay Mesa’s strong economic base and potential for expansion
- **International Trade:** Support activities that promote greater interregional and bi-national activities
- **Housing:** Provide more and varied housing that meets workforce needs, close to employment centers
- **Complete Places:** Create balanced neighborhoods that integrate a mix of uses in Otay Mesa
- **Transit:** Coordinate land use planning with high frequency transit service planning
- **Open Space:** Protect the canyon lands and sensitive biological resources while providing recreational opportunities
- **Infrastructure:** Include financing mechanisms that can secure infrastructure improvements with development
- **Environmental Leadership and Sustainability:** Apply the highest possible standards for environmentally sensitive design and sustainable development practices

Existing 2010 and planned land uses within Otay Mesa are outlined in Tables 1-1 and 1-2. Otay Mesa’s extensive canyon systems in the western portion of the planning area accounts for 29 percent of the total community acreage and results in Open Space comprising the largest single land use. In support of the General Plan’s identification of Otay Mesa as a Subregional Employment Area, industrial land uses in the eastern portion encompass the next largest land use accounting for approximately 26 percent of the total acreage. Residential land uses comprise approximately 8 percent, with the majority of the acreage in the western half of the planning area.



The Village Area uses, which include residential and commercial opportunities, encompass approximately 8 percent, and Table 1-3 provides mixed-use acreage information. Park uses, in support of the residential and employment land uses, include approximately 2 percent of the total acreage of Otay Mesa. The Institutional uses comprise approximately 12 percent, with almost 900 of the acres belonging to Brown Field, the City’s general aviation airport.

**Table 1-1
2010 Existing Land Use Distribution**

Land Use	Acres	% of Total Acres	Dwelling Units
Open Space	2570	27%	
Residential	1,269	14%	12,400
Commercial	452	5%	
Village Area			
Industrial	2,839	30%	
Institutional	1,027	11%	
Parks	64	1%	
Right-of Way	1,098	12%	
Total	9,319	100%	12,400

**Table 1-2
Planned Land Use Distribution**

Land Use	Acres	% of Total Acres	Dwelling Units
Open Space	2,748	29%	
Residential	757	8%	7,648
Commercial	316	3%	
Village Area	725	8%	11,126
Residential	695	7%	
Mixed-Use	30	0%	
Industrial	2,426	26%	
Institutional	1,165	13%	
Parks	161	2%	
Right-of Way	1,021	11%	
Total	9,319	100%	18,774

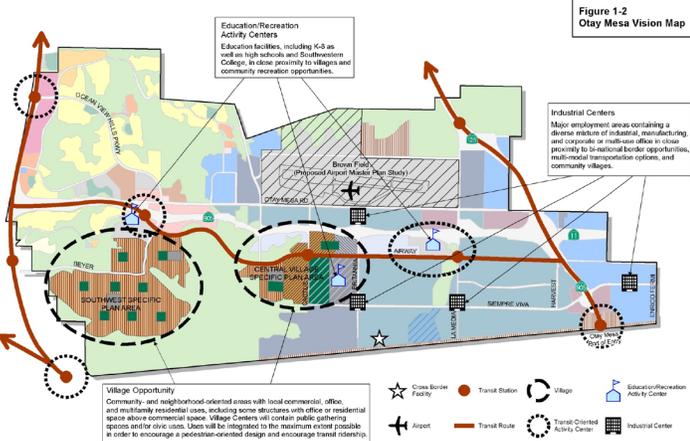
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**Table 1-3
Village Acreage**

Land Use	Acres	% of Total Acres	Dwelling Units
Central Village Area	190	26%	5,246
Residential	180	25%	
Mixed-Use	10	1%	
Southwest Village Area	535	74%	5,880
Residential	515	71%	
Mixed-Use	20	3%	
Total	725	100%	11,126

Otay Mesa is envisioned as a diverse international community due to its proximity to the US/Mexico border. A mixture of industry, business, commercial, housing, recreation, education, services and civic uses make up this vibrant community. Otay Mesa’s regional economic importance is unique, as it contains the region’s commercial port of entry and its supporting industries, as well as a thriving business community.



The Otay Mesa Community Plan Update provides a unique opportunity to implement General Plan policies and the City of Villages Strategy for comprehensively planning Otay Mesa by evaluating and coordinating a multi-modal transportation network, balancing economic prosperity with housing needs, protecting sensitive resources, and coordinating infrastructure financing and phasing with complex land use decisions.

So come visit Otay Mesa – it has something for the resident/employee/biologist/environmentalist/outdoors enthusiast/industrialist/aviator/international traveler in all of us!

SR-15 Mid-City Station Area Planning Study

By Michael Prinz

Thanks to a \$225,000 Smart Growth Incentive Program (SGIP) grant from the San Diego Association of Governments (SANDAG) the Mid-City/SR-15 Bus Rapid Transit (BRT) Station Area Planning Study is underway. The Study will provide research and land use and policy planning toward a focused amendment to the Mid-City Communities Plan to refine existing land use designations and policies that encourage future multimodal-oriented residential and employment development with the inclusion of public spaces at the BRT station locations. This effort will also facilitate future development and investment in public mobility related infrastructure around the station sites to improve multimodal access to the stations.

The project area is bounded by Cherokee Avenue on the west, Meade Avenue on the north, Van Dyke Avenue on the east, and Wightman Street on the south and is located in the City Heights Redevelopment Project Area. SANDAG has designated the area surrounding the planned BRT stations as a Smart Growth Town Center and has designated University Avenue and El Cajon Boulevard as Smart Growth Mixed-Use Transit Corridors. Following an extensive public outreach effort, an illustrative site plan will be developed as a key component of a final master plan.



Key items of the plan will include, but not be limited to, streetscape and roadway design, bus transit transfers, park and ride, kiss and ride facilities, sidewalk design, building height, density and massing, mixed-use development density, parking location and design, pedestrian and bicycle connections, urban plazas and green spaces. The preferred land use alternative will then be incorporated into the Mid-City Community Plan through a focused plan amendment.

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Chollas Triangle Master Plan

By Michael Prinz

Spearheaded by a \$275,000 Smart Growth Incentive Program (SGIP) grant from the San Diego Association of Governments (SANDAG), work has recently begun on the Chollas Triangle Master Plan. The Plan will provide specific land use and mobility recommendations to encourage a mixed-use transit-oriented village supported by public/civic/park space, open space, and creek enhancements within the approximate 36 acre Chollas Triangle Site. The Master Plan will also address implementation, feasibility, and urban design issues associated with creating a village in an urban setting. It will also focus on providing guidance for roadway, sidewalk, and streetscape improvements to enhance multimodal mobility and safety for pedestrians, bicyclists, automobile drivers, and transit riders.



The Master Plan will identify improvements along University Avenue and 54th Street and the potential to convert all or a portion of Chollas Parkway into open space and recreational amenity with a pedestrian and bicycle path. The project will provide the environmental analysis needed to implement the Master Plan recommendations. The goal of the project is to incorporate the land use recommendations into the Mid City community plan to allow future development consistent with the Master Plan. The project site is located in a SANDAG planned Smart Growth area, Crossroads Redevelopment Project Area, and San Diego Regional Enterprise Zone.

Both University Avenue and 54th Street are served by an existing high frequency bus service and are planned for Rapid Bus service. This planning effort will provide residents, property and business owners, and decision makers with the opportunity to examine and plan for the future character of the Chollas Triangle Site.

Open Space Land Acquisitions

By Craig Hooker

On February 24th the California Wildlife Conservation Board in Sacramento approved the City’s acquisition of approximately 90 acres of open space in Otay Mesa and East Elliott. The approval was in support of a combined acquisition effort between the City, US Fish and Wildlife Service (USFWS), and the California Department of Fish and Game (CDFG) and included 12 individual parcels purchased from willing sellers. A majority of the funding came from a \$4,918,000 USFWS grant with no impact to the City’s General Fund. The properties will compliment on-going habitat preservation efforts of rare and threatened habitats in East Elliot and Otay Mesa that are subject to off-road activity, as well as upcoming development pressures.

The successful purchase of the properties required the coordination of several departments including CPCI/ Multiple Species Conservation Program (MSCP), Real Estate Assets Department (READ), Park and Recreation Department/Open Space and the City Attorney’s Office.

The newly acquired properties will be owned by the City’s General Fund and managed by the Parks and Recreation Department, Open Space Division. Funding for long-term management will be provided through a National Fish and Wildlife Foundation (NFWF) grant for \$80,000 and \$20,000 from the City’s Wetland Acquisition Fund. The acquisitions will help to ensure the long-term viability and sustainability of native ecosystem functions throughout the City.



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Housing Element Annual Report

By Brian Schoenfisch

The City of San Diego’s [Housing Element Annual Report](#) for the calendar year 2010 is now available online. In compliance with State law, the City must report on the annual building activity of affordable units; the annual activity of housing which was rehabilitated, preserved and acquired; the annual activity of above-moderate units; the city’s progress in meeting its regional housing needs allocation; and the City’s progress in its implementation of Housing Element programs during the year 2010.

In addition to the Annual Progress Report, the City has now launched a [Housing Element Update web](#) page to serve as an informative resource as the City begins the process to update the General Plan’s Housing Element.



Historic Happenings!

North Park Dryden District

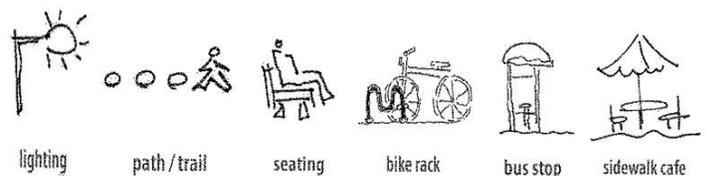
The North Park Historical Society has submitted a nomination to establish the North Park Dryden Historic District, located on 28th Street and Pershing Avenue between Upas and Landis Streets in North Park. The district features Craftsman, Spanish Eclectic and Minimal Traditional style homes built between 1912 and 1941 by a number of prominent builders, including David Dryden and Edward Bryans. Staff is currently processing the nomination, which will be considered by the Historical Resources Board at hearings in April and May. Check the [Historical Resources](#) website for more information on the district as the processing continues. Thank you to the North Park Historical Society for all of their time and effort on this nomination! For more information you can call Kelley Stanco, Senior Planner, at 619-236-6545.

HRB Annual Awards

Each year the Historical Resources Board celebrates National Historic Preservation Month in May by recognizing those who have achieved excellence in the field of historic preservation. Awards are given in the categories of Agency, Archaeology, Architectural Reconstruction, Architectural Rehabilitation, Architectural Restoration, Community History, Cultural Diversity, Cultural Landscape, Education, History, Individual and Preservation Advancement. [Download a nomination form and detailed description](#) of each category. Take a few minutes and nominate a deserving preservation project, organization or individual; then join us Thursday, May 26th at 1:00PM on the 12th floor of the City Administration Building for the awards ceremony where this year’s recipients will be honored. For more information you can call Jodie Brown, Senior Planner, at 619-533-6300.

Price Fellows Visit City Hall

On April 5th, a group of more than 30 high school students from across San Diego paid a visit to City Hall as part of the Aaron Price Fellows Program. The program was founded by the late philanthropist Sol Price, to honor his late grandson Aaron’s memory by establishing a three year high school program for students attending San Diego public high schools. For over 20 years, Aaron Price Fellows have enjoyed an amazing journey learning about government and other community institutions, exploring career opportunities, growing to appreciate diversity and developing lifelong friendships.



One of the highlights of their City Hall visit was an interactive lesson in city planning. The students were given a brief presentation on transit-oriented development, which was followed by a mapping exercise in which they placed labels of various amenities and land uses around the sites of three proposed trolley stations along the Mid-Coast Trolley Extension Corridor. A former participant in the program, City Councilmember Todd Gloria, remarked that as a high school student, he had participated in the Aaron Price Program and met a city planner, which sparked his interest in land use and housing issues. Hopefully, this year’s presentation will have a similar effect on these students!

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Destination Lindbergh

By Tait Galloway

In a truly regional planning effort, San Diego County Regional Airport Authority, City of San Diego, the San Diego Association of Governments (SANDAG), the Port, the County, and the regional transit agencies developed a long-range vision for the future of Lindbergh Field known as Destination Lindbergh. This vision was crafted out of the need to address three crucial issues: Determine the ultimate build-out configuration of Lindbergh Field, Minimize airport-related traffic impacts to adjacent communities, and Improve transit access to the airport with the potential for the airport to service as a regional transportation hub. In order to address these three priorities collectively, Destination Lindbergh integrated both regional ground and air transportation planning effort. It was also determined that Lindbergh Field would continue to be limited to a single runway.

The vision calls for the processing of airplane passengers to check in to a new facility along Pacific Highway. A people mover would take passengers to and from the new terminals near Harbor Drive. This would allow for the replacement existing terminals and additional gates for a total of 62 gates on the southside of the runway. As part of the need to reduce future airport related traffic on City streets, passengers traveling by car or bus would be able to take ramps from Interstate 5 to the new passenger process facilities and adjacent parking structures including a consolidated rental car facility. The vision finally calls for an Intermodal Transportation Center (ITC) to serve as the regional gateway for rail and transit passengers to directly access the airport. Should land from Marine Corps Recruit Depot become available in the future, the scenario could be modified to allow the construction of gates on the north side of the runway.

The ITC gateway area is adjacent to Airport, between Pacific Highway and Interstate 5 centered on the existing rail corridor in the Midway-Pacific Highway Corridor Community Plan. SANDAG, as the region’s transportation planning agency, has been developing concepts for the ITC to examine how existing and future bus, Trolley,

Coaster, and Amtrak service would use the ITC which could also include the planned southern terminus of the California High Speed Rail system. SANDAG is studying the location of tracks, how big the station would need to be to serve future passengers as well as auto and bus access from Interstate 5. The ITC concept would have a pedestrian bridge over Pacific Highway would allow transit and Amtrak passengers to walk from ITC to Airport.

Plans are already underway by the Airport Authority to develop the consolidated rental car facility and shuttle bus connection to the existing terminal and airport gates on the southside of the airport. This shuttle would be available to rental car patrons, as well as future transit and Amtrak passengers using the ITC. In later phases, a people mover could also connect the ITC to the Airport.



Implementing the Destination Lindbergh vision would likely require 20 to 30 years. Construction timing would depend on additional financial feasibility analysis, environmental, engineering, and design work. This includes the need for more detailed planning. The City is continuing to work with SANDAG, the Airport Authority, as well as many other agencies on the planning of ITC and the future update to the Airport Master Plan which will refine the Destination Lindbergh vision. This could involve a multi-agency effort to develop more specific station area plans to address design, land use, and transportation. As part of this effort, the City will also work closely with SANDAG and the Airport Authority to consider options related to the Destination Lindbergh vision as part of the Midway-Pacific Highway Corridor Community Plan update currently underway.

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Council Chambers New Look



If you have visited the City Administration Building recently, you may have noticed a new look to the City Council chambers. The photos of the U.S. presidents along the back walls of the chambers have been replaced with displays of large, framed maps of each of the current eight City Council districts, along with the names and pictures of the Councilmembers, Mayor Sanders and City Attorney Goldsmith. This was done to provide more pertinent information to the public – to pay reverence to the work that occurs within the Council chambers. The project was undertaken by City Clerk Elizabeth Maland at the request of Council President Tony Young and the entire City Council. Thanks to George Biagi, Deputy Director of Legislative Services, as well as Leo DeJesus, Engineering Aide in the Mapping Services section of CPCI, for making this happen.

Past Issues of PlanIt

All past issues of PlanIt San Diego are available online on our [Document Library page](#). Whether you're interested in sustainability, community plan updates, housing issues, grants and awards, historic preservation, unique community features, or the environment, take some time to peruse our past issues.



Affordable Housing Parking Study

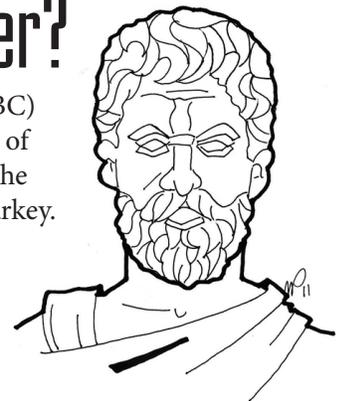
Fact Sheet # 2

To get a better understanding of parking patterns at Affordable housing developments, the City of San Diego, through its consultant team, surveyed residents of existing Affordable housing developments about the number of vehicles available to each household, and the demographic characteristics of the residents of each household. Other neighborhood characteristics, including land use, transit, and the on-site and off-site parking conditions were also identified and analyzed. The results of the analysis provide a foundation for evaluating potential modifications to parking requirements for future Affordable housing developments. The findings of the study are summarized in [Fact Sheet #2](#) – now posted on the City's website.



Who's Your Father?

The Greek Hippodamus (c. 407 BC) is often referred to as the "Father of City Planning" for his design of the city of Miletus in modern day Turkey. Hippodamus used a grid layout plan which became the planning standard for subsequent Greek and Roman cities. The Romans furthered this layout plan by siting city services in a central square which was surrounded by a compact grid of streets. To reduce travel times, two diagonal streets crossed the square grid, passing through the central square. Examples of these early planning concepts can be seen in modern day cities around the world including San Diego.



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Plant Profile: Marlon I. Pangilinan



Chances are you've seen Marlon around the Civic Center headed off to a community meeting with a cart full of presentation boards and meeting materials in tow. As a Senior Planner in the Planning Division of CPCI, Marlon's responsibilities include managing the ongoing community plan updates for the communities

of Uptown and Greater North Park, as well as working with the public, the development community, and outside agencies on land use matters pertaining to Uptown and Greater North Park.

With undergraduate degrees in History and Urban Studies and Planning from UCSD and a Master's Degree in City Planning from SDSU, Marlon's appreciation for urban areas and city planning comes from living in the San Francisco Bay Area where he resided on Treasure Island, a then U.S. naval base with a view across the ocean to the San Francisco city skyline. Prior to working for the City of San Diego in 2002, Marlon worked for the City of Chula Vista Planning & Building Department doing project and design review for Chula Vista's master planned communities.



Did You Know . . .

The 25th Street Bridge over SR 94, connecting the communities of Golden Hill and Sherman Heights, offers a musical experience unlike any other in San Diego. The interactive "song rail" was developed as a way to facilitate safe pedestrian movement across the overpass. Constructed in 2003, the project was a collaborative effort between the City of San Diego, SANDAG, local artist Roman DeSalvo, local composer Joseph Waters, and members of the community. The "song rail" works when each of the railing bars are struck by a hard object, such as a drumstick, as one crosses the bridge. Each bar along the rail is tuned to a specific note, and when struck properly, an original composition can be heard. It may take some practice to strike the correct note, but after all...that is part of the fun!



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THE CITY OF SAN DIEGO

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CPCI's Recommended Readings:

How to Live Well Without Owning a Car: Save Money, Breathe Easier, and Get More Mileage Out of Life

Chris Balish; Ten Speed Press, 2007

Regenerating Older Suburbs

Richard B. Peiser; Urban Land Institute, 2009

The Concrete Dragon: China's Urban Revolution And What It Means For The World

Thomas J. Campanella; Princeton Architectural Press, 2010

Hyperborder: The Contemporary U.S.-Mexico Border and Its Future

Fernando Romero/LAR; Princeton Architectural Press, 2010

Traffic: Why We Drive The Way We Do, And What It Says About Us

Tom Vanderbilt; Knopf, 2010

"To engage San Diegans to envision, plan, implement, and maintain a sustainable city through the wise use of land, resources, and aesthetics ensuring a high quality of life for all generations."