Cars, Cyclists and Pedestrians

Transportation Systems and Planning for Sustainable Urban Redevelopment

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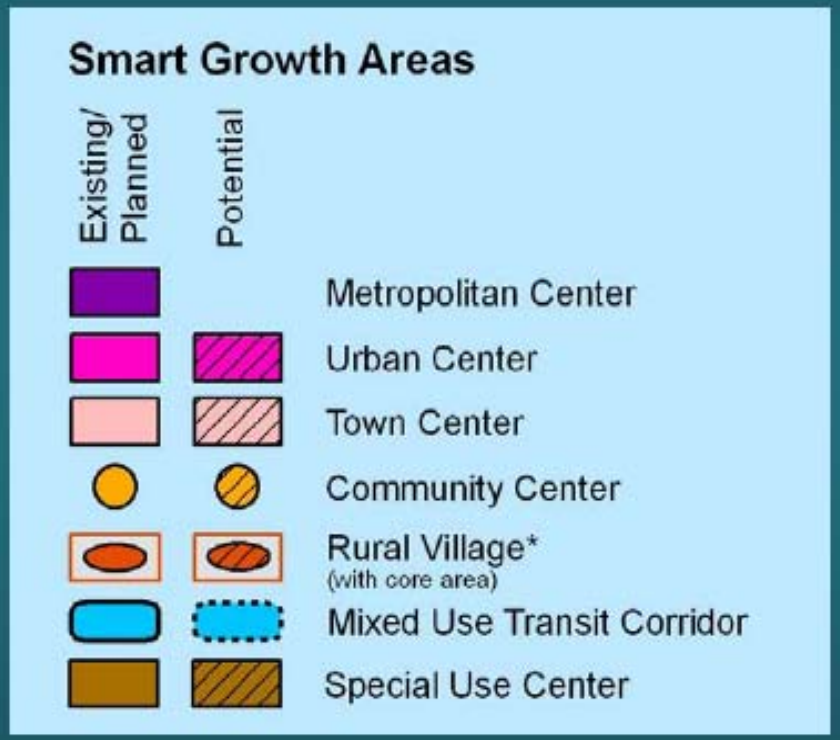
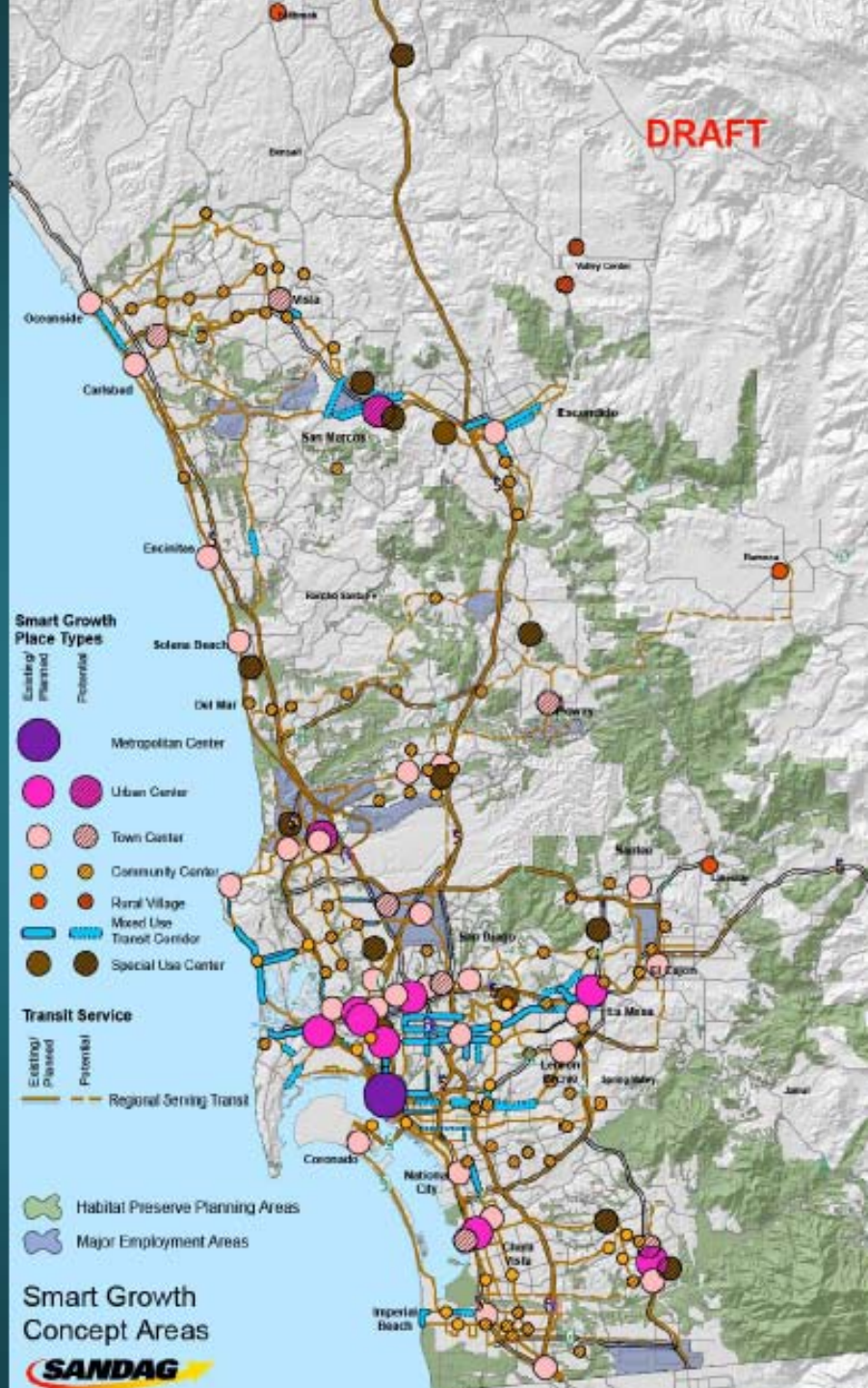
Presentation Overview

- Regional planning and redevelopment in San Diego
- Two urban typologies from San Diego
  - roadway systems
  - parcel size
- Lessons for CLUD

Regional Comprehensive Plan's ***Smart Growth Opportunity Areas***





Density and Transit Guidelines

Smart Growth Place Type	Minimum Residential and Employment Targets	Minimum Transit Service Characteristics
Metropolitan Center	75+ du/ac; 80+ emp/ac	Regional
Urban Center	40+ du/ac; 50+ emp/ac	Corridor
Town Center	20+ du/ac; 30+ emp/ac	Corridor/ Community
Community Center	20+ du/ac	High Frequency Local
Rural Village	10.9+ du/ac	N/A
Mixed Use Transit Corridor	25+ du/ac	High Frequency Local
Special Use Center	Opt. res; 50+ emp./ac	High Frequency Local
Smart Growth Design Principles		

Implementation Mechanisms

- Smart Growth Incentive Program
  - Grants to local government for planning and designing redevelopment in Smart Growth areas
- Transportation funding to local governments for streetscape projects that support bicycle and pedestrian travel

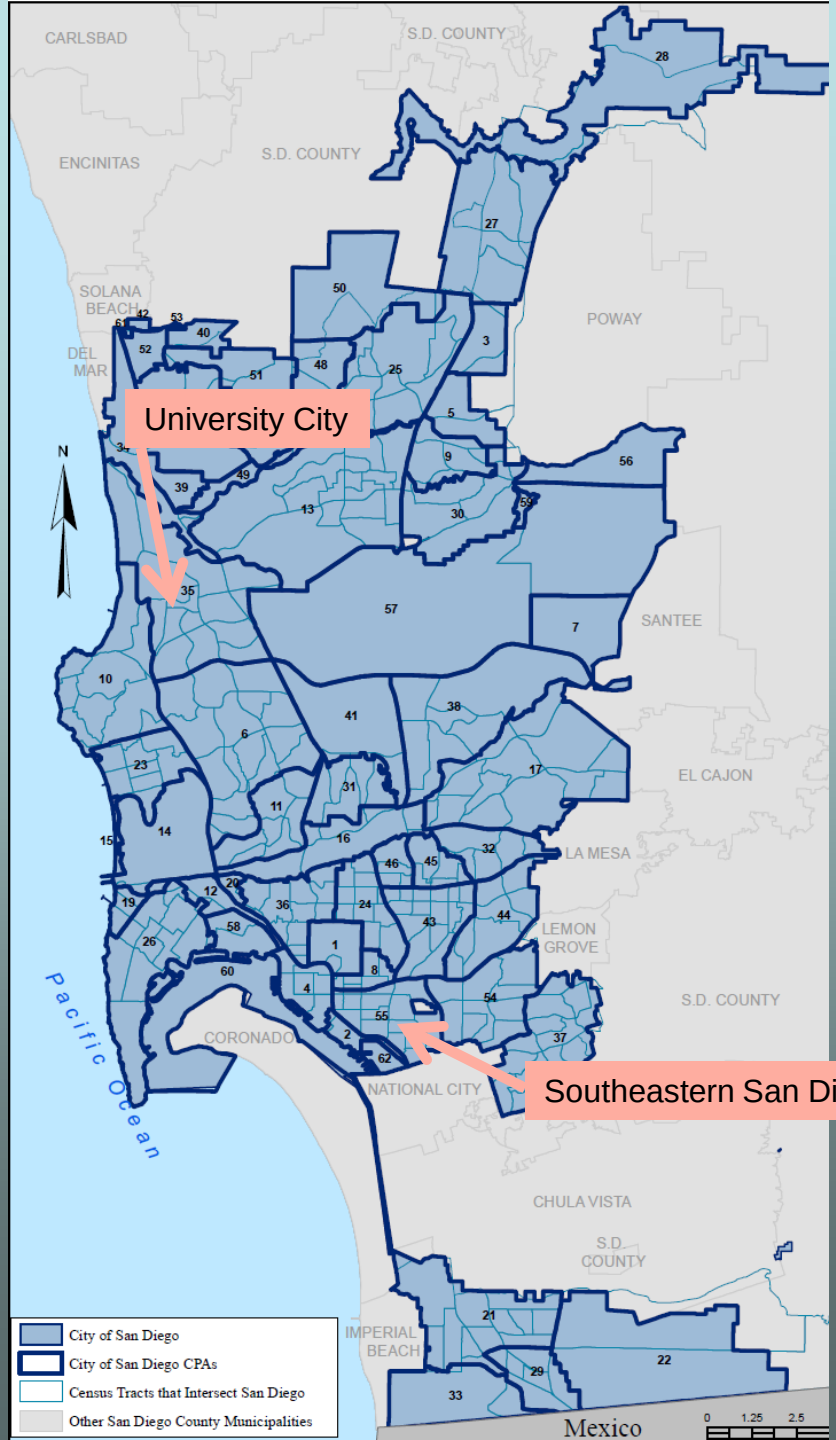

Proposed Smart Growth Redevelopment
Light Rail Transit Station
JEFFERSON AVE
E ST
5
BAY BLVD
0 150 300 Feet
N

Existing Streetscape and Densities
E Street – Chula Vista, CA

Proposed Smart Growth Redevelopment

Social Needs (Services and Programs)	Variability	Social Services
Quality of Infrastructure and Buildings		Planners / Private Developers
Uses of Roadways and Parcel		Planners/ Private Developers
Physical Structures (Terrain, Pattern and Size of Roadways and Parcels)	Permanence	Engineers/ Planners
Dimensions of Built Environment	*Temporal*	*Discipline*

Urban Redevelopment Framework



City of San Diego

- 1.3 million persons
- 220,000 acres
- 6 persons/acre
- 2.3 housing units/acre
- $61,000 household income

University City (1960's-80's)

- 49,700 persons
- 7,600 acres
- 6.5 persons/acre
- 3.1 housing units/acre
- $67,500 household income

Southeastern (1930's-50's)

- 57,500 persons
- 2,800 acres
- 20.5 persons/acre
- 5.4 housing units/acre
- $33,500 household income

University City

Developed 1960's-80's

Journey to Work Travel Trends

- 75% Drive Alone
- 3% Public Transit
- 7% Carpool
- 7% Walk
- 3% Bicycle

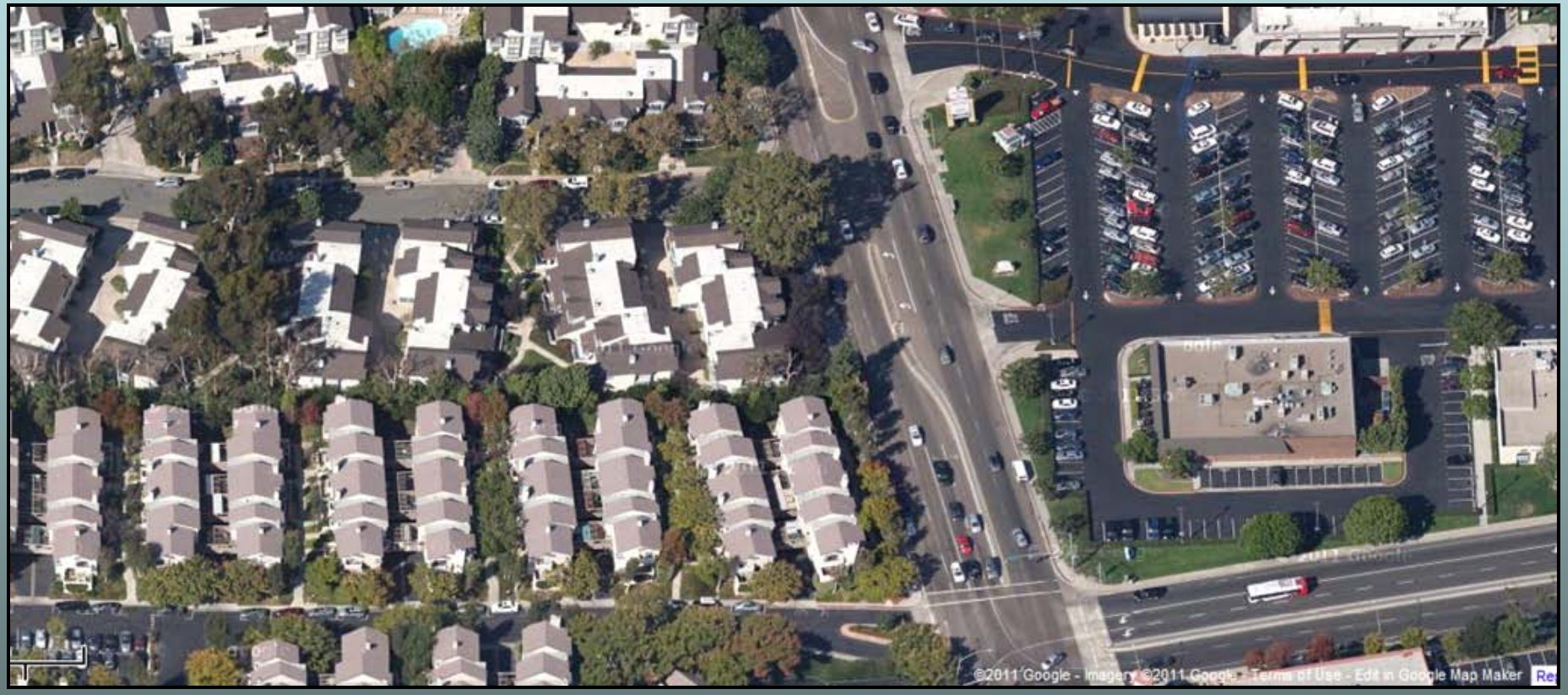
- 5% Zero-vehicle households

Auto-Scale Urban Form

- 106 foot right-of-way
- 6 travel lanes with bike lanes

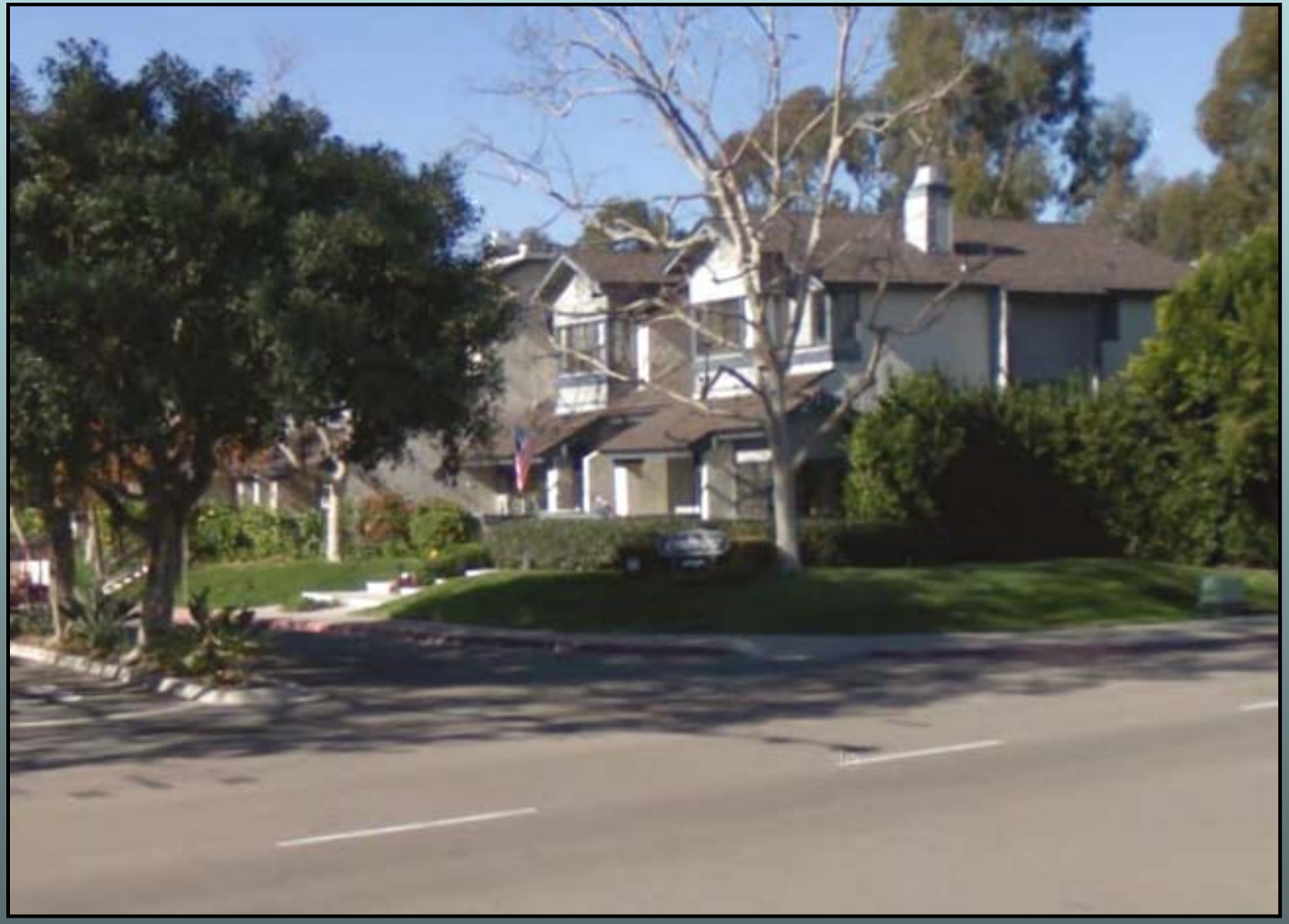
Centralized, Auto-Scale Office & Retail

High Density Residential



- 20-25 dwelling units per acre

Residential Roadway Environment




TIRE PLAZA

Social Needs (Services and Programs)	Low need	Exclusionary; poor quality street life
Quality of Infrastructure and Buildings	High quality	Lacking human scale
Uses of Roadways and Parcel	Economic engine; university and high tech industry	Auto-dominated streetscape
Physical Structures (Terrain, Size and Pattern of Roadways and Parcels)	--	Resource intensive
Dimensions of Built Environment	*Strengths*	*Weaknesses*

Assessment of Redevelopment Need and Sustainability

Southeastern San Diego

Developed 1930's-50's

Human-Scale Physical Structure

- Dense network of 2-lane roadways
- 100 foot x 50 foot parcels

Journey to Work Trends

- 55% Drive Alone
- 15% Public Transit
- 22% Carpool
- 4% Walk
- 1% Bicycle

- 26% Zero-vehicle households

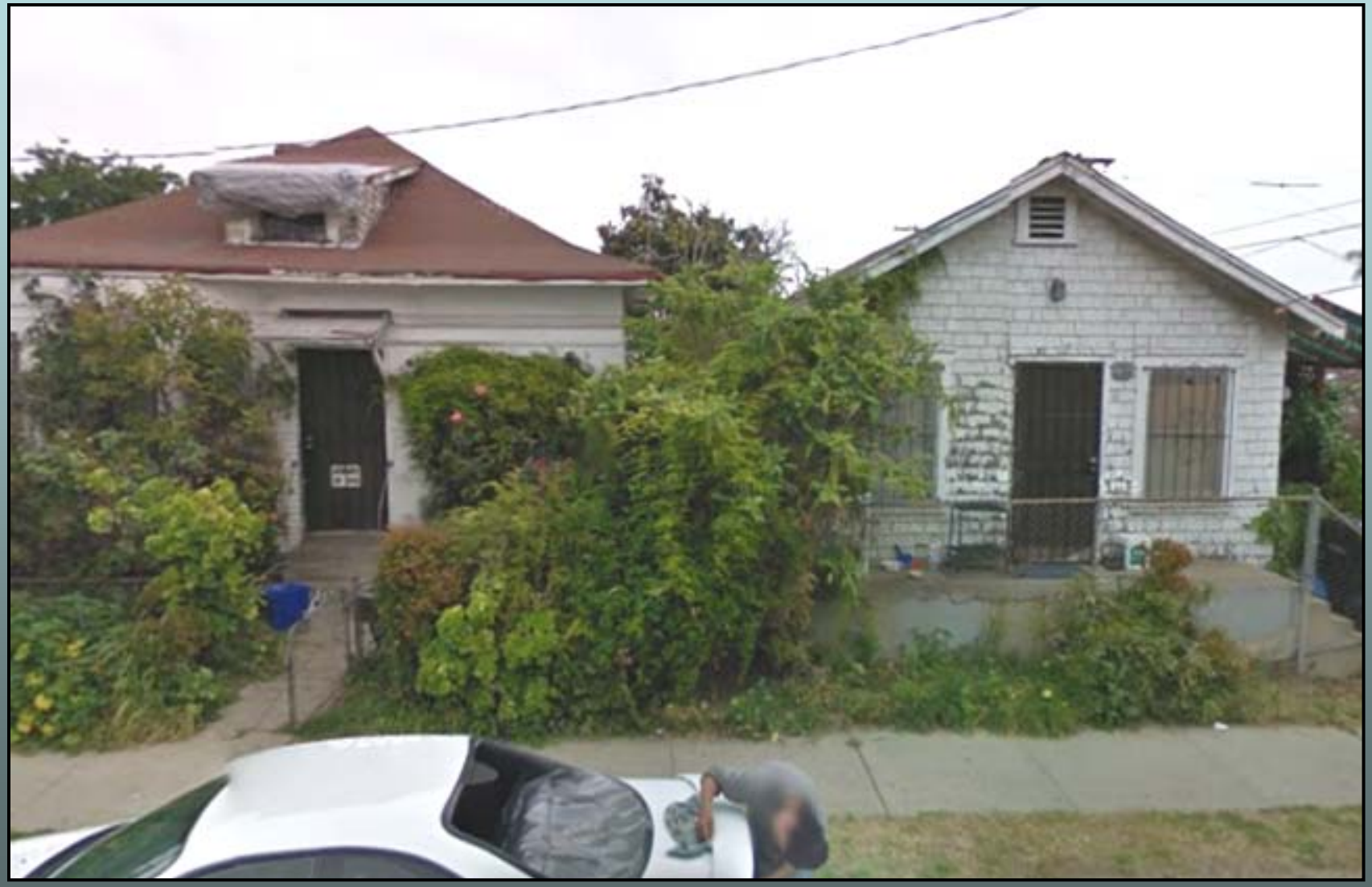
Small-Scale Retail and Walkable Roadways

- 46 foot right-of-way with on-street parking

Locally-Owned Businesses

Small but Decent

In Need of Maintenance



Social Needs (Services and Programs)	--	High need; low education levels; low incomes
Quality of Infrastructure and Buildings	Human scale	Poor quality; in need of maintenance
Uses of Roadways and Parcel	Local, start-up business opportunities	
Physical Structures (Terrain, Size and Pattern of Roadways and Parcels)	Low-resource demanding structure	
Dimensions of Redevelopment	*Strengths*	*Weaknesses*

What does this mean for urban redevelopment ?

- “Blighted” neighborhood:
  - supporting more environmentally sustainable travel behaviors
  - more social connectedness through low traffic street environments
  - less land-consuming urban patterns
  - More affordable housing and business spaces
  - more local businesses

What does this mean for urban redevelopment ?

- “Desirable” Neighborhood
  - Disastrous for travel, air quality sustainability
  - Intensely land consuming in order to accommodate automobiles
  - Almost no local businesses, all corporate franchises
  - Little opportunity for interactions in the street environment

Assessment of Redevelopment Need

- University City
  - Structurally weak
  - Socially – mixed
  - Economically strong

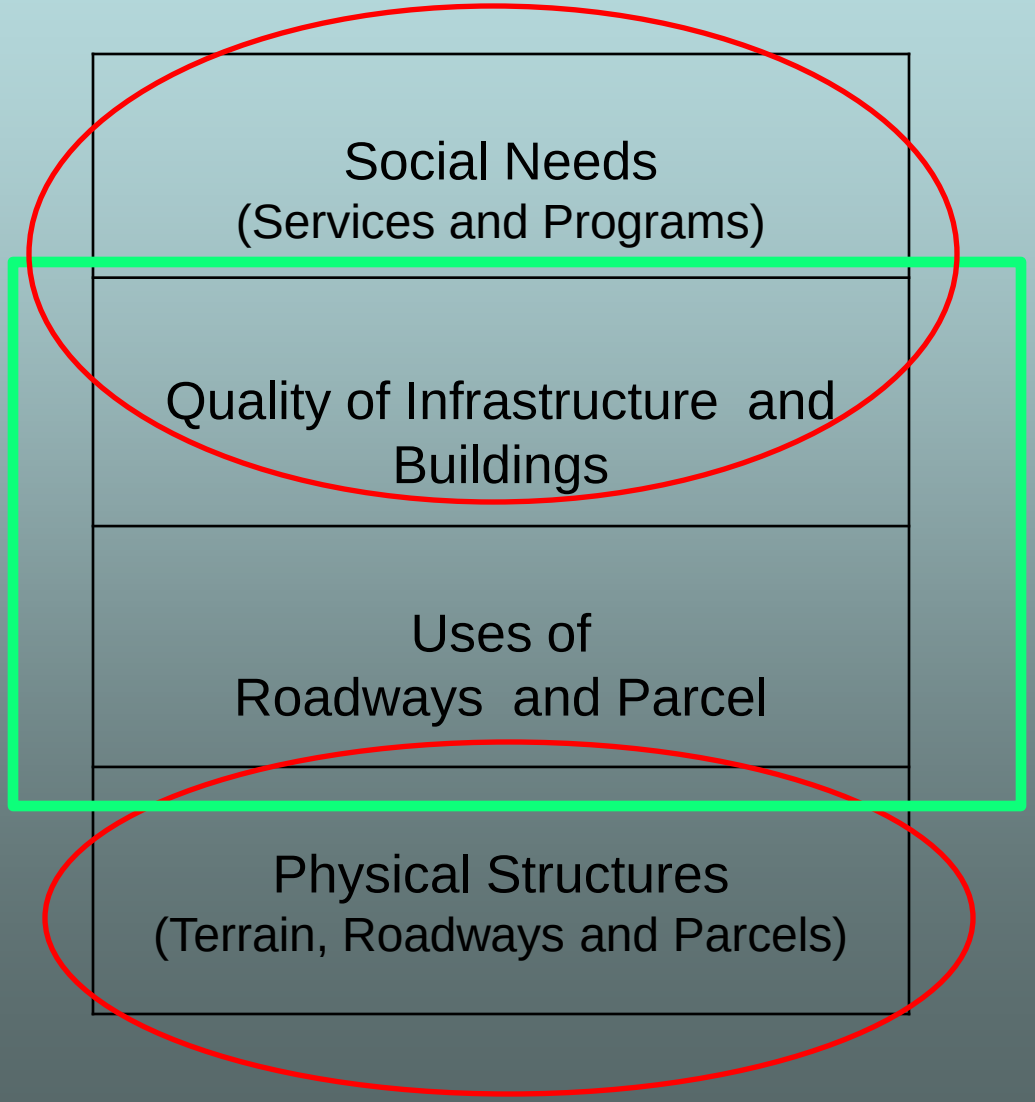
- Southeastern
  - Structurally healthy
  - Socially - mixed
  - Economically weak

Weaknesses in Current Redevelopment Tools

Southeast needs help here

Current Policy Solutions

University City needs help here



Lessons for CLUD

Current redevelopment tools not sensitive enough to deal with full spectrum of potential urban problems

Successful redevelopment will require:

1. Assessment tools capable of distinguishing various causes of urban failings *(human/social to physical/structural)*
2. Solutions capable of addressing full spectrum of urban failings

Thank You!

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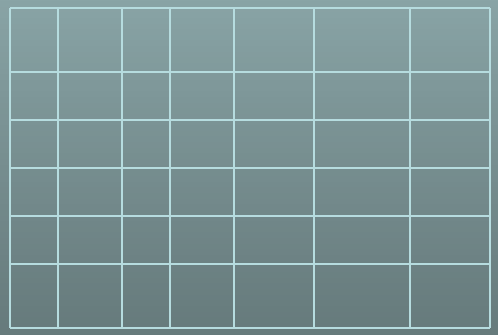
What do we do with this space when…

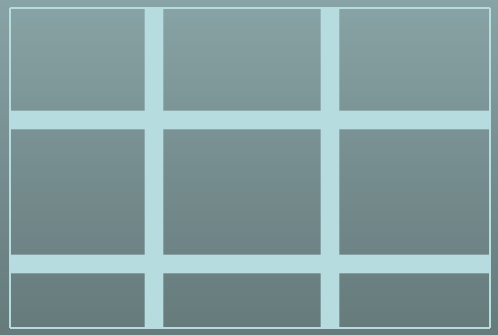
- *no capital to fund large corporations*
- *workers can't afford nearby housing or cars to commute*

Core Urban Structures

Redevelopment needs to maintain, or create anew, the *core urban structures* necessary for healthy, sustainable lifestyles and economies



diverse
dispersed
dense



monolithic
centralized
sparse