MEETING NOTICE AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take action on any item appearing on this agenda.

Thursday, August 7, 2008

9:30 to 11:30 a.m.

SANDAG, Conference Room 7
401 B Street, Suite 800
San Diego, CA 92101-4231

Chair: Frank Rivera, City of Chula Vista
Vice Chair: Robert Johnson, City of Carlsbad

Staff Contact: Dan Martin
(619) 699-6987
dma@sandag.org

AGENDA HIGHLIGHTS

• 2008 CONGESTION MANAGEMENT PROGRAM (CMP) UPDATE
• SMART GROWTH DESIGN GUIDELINES

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# CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

## Thursday, August 7, 2008

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>INTRODUCTIONS</td>
</tr>
<tr>
<td>2+</td>
<td>SUMMARY OF JULY 3, 2008, CTAC MEETING (Frank Rivera)</td>
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<tr>
<td></td>
<td>The summary for the July 3, 2008, CTAC meeting is attached. CTAC is asked to review and approve the meeting summary.</td>
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<td>3.</td>
<td>PUBLIC COMMENTS</td>
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<td>Members of the public will have the opportunity to address the Working Group during this time.</td>
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<tr>
<td>4+</td>
<td>2008 CONGESTION MANAGEMENT PROGRAM UPDATE (Heather Werdick)</td>
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<td>SANDAG is required by state law to update the Congestion Management Program (CMP) every two years. Staff will provide an update on recent CMP activities including actions that resulted from the July 3, 2008, CTAC meeting.</td>
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<tr>
<td>5+</td>
<td>SMART GROWTH DESIGN GUIDELINES (Stephan Vance)</td>
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<td>One of the implementation strategies from SANDAG’s Regional Comprehensive Plan is the development of urban design guidelines for smart growth areas. The document, which is being developed under the guidance of an ad hoc working group that includes representatives from CTAC, will include discussions on street design, site design, parking and other issues of interest to CTAC. The consulting team assisting SANDAG with this project has developed a detailed document outline and a plan for the public outreach component of the project. CTAC will be asked to provide feedback on these aspects of the project.</td>
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<td>6.</td>
<td>CALTRANS UPDATES (Erwin Gojuangco)</td>
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<td>An update on various local programs, funding program deadlines, and announcements regarding upcoming conferences will be provided.</td>
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<td>7.</td>
<td>ANNOUNCEMENTS</td>
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<td>CTAC members are encouraged to share items of interest.</td>
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<td>8.</td>
<td>UPCOMING MEETING</td>
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<td>The next CTAC meeting is scheduled for Thursday, September 4, 2008, from 9:30 to 11:30 a.m.</td>
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+ next to an item indicates an attachment
SUMMARY OF THE JULY 3, 2008, CTAC MEETING

Introductions

Bob Johnson (CTAC Vice Chair) chaired the meeting. Meeting participants introduced themselves.

Meeting Summaries

CTAC Members reviewed the meeting minutes for the May 22, 2008 (Item 2a) and June 5, 2008 (Item 2b) CTAC meetings. Greg Humora (City of La Mesa) requested that the eighth paragraph included under the May 22, 2008, agenda item topic of Regional Water Quality Control Board Planning Reviews as shown on page 13 of the agenda be revised to include the work “unwritten” before the word “guidelines.” CTAC members concurred with this revision.

The revised eighth paragraph now reads:

“Ms. Clemente explained that the RWQCB has unwritten guidelines, but much of the staff knowledge is gained through experience and different staff members focus on different things. The possibility of memorializing some of these guidelines with reimbursable funds has been discussed.”

Bob Johnson also noted that a correction was required on the seventh paragraph included under the May 22, 2008, agenda item topic of Regional Water Quality Control Board Planning Reviews as shown on page 13 of the agenda to change the word “know” to “known.”

The revised seventh paragraph now reads:

“Mr. Ouadah inquired as to whether the RWQCB has guidelines for the local agencies, so that when a project is started, whether private or public, expectations are known.”

CTAC approved the revised meeting summary from May 22, 2008, and the meeting summary from June 5, 2008.

Public Comments

There were no comments from the public.

2008 Congestion Management Program (CMP) Update

Heather Werdick (SANDAG) provided an update on the draft Level of Service (LOS) findings based on 2007 data and information provided by local agencies and Caltrans. As outlined in the agenda
report, there has been a decrease in the number of deficient segments for state freeways, state conventional highways, and CMP arterials. Ms. Werdick reviewed the deficiency plan conclusions based on the draft 2008 CMP Update LOS analysis. The draft LOS analysis concluded the following regarding the need for deficiency plans:

1. Updated Freeway/Highway LOS
   - A number of Deficiency Plans would no longer be required on segments of Interstates 5 and 805 and State Routes (SR) 52, 67, 78, and 94.

2. Updated Arterial LOS
   - The following Deficiency Plans would no longer be required:
     - San Marcos Boulevard; Rancho Santa Fe Road to SR 78
     - Rancho Santa Fe Road; Olivenhain Road to Melrose Drive
     - La Jolla Village Drive; Lebon Drive to Eastgate Mall
     - Miramar Road; Cabot Drive to Black Mountain Road
     - Balboa Avenue; Ruffin Road to I-15
     - Friars Road; Sea World Drive to Via Las Cumbres
     - Friars Road; River Run Drive to W. Ramp I-15
     - North Harbor Drive; Winship Lane to Laurel Street
     - Harbor Drive; 28th Street to I-5
   
   - New Deficiency Plans would be required for the following arterial segments:
     - El Camino Real; Plaza Drive to SR 76
     - La Jolla Village Drive; I-5 to Lebon Drive
     - Balboa Avenue; Clairemont Drive to Genesee Avenue
     - Balboa Avenue; I-805 to Kearny Villa Road
     - Friars Road; Via Las Cumbres to Fashion Valley Road
     - Friars Road; W. Ramp I-15 to Mission Gorge Road
     - Harbor Drive; 8th Avenue to 28th Street

Ms. Werdick also provided a review of the criteria used to conduct the evaluation whether new arterials should be added to the CMP network. It was noted that this evaluation request was made by the Transportation Committee. Based on the criteria, staff proposed adding the following arterials to the CMP Network:

- Telegraph Canyon Road/Otay Lakes Road: I-805 to SR 125 (Chula Vista)
- Black Mountain Road/Kearny Villa Road: SR 56 to Miramar Road (City of San Diego)
- Ingraham Street/Sunset Cliffs Drive: Grand Avenue to I-8 (City of San Diego)
- Palm Avenue: SR 75 to I-805 (City of San Diego)
- Jamacha Road: SR 94 to E. Main Street (County of San Diego/El Cajon)
- Mira Mesa Boulevard: I-805 to I-15 (City of San Diego)

Ms. Werdick provided a review of draft guidelines developed by staff for prioritizing subregional planning studies as outlined in the agenda report. She also explained that the current schedule shows that the Transportation Committee will be asked to release the draft 2008 CMP Update for public review in September with a plan to present to the Board of Directors later this year.
Mohammed Fakhrriddine (County of San Diego) asked why Jamacha Road was added. Ms. Werdick indicated that SANDAG spoke with staff from the City of El Cajon and the County of San Diego regarding the criteria information and the section of Jamacha Road between SR 94 and East Main Street appear to meet the criteria. She agreed to adjust the language to clarify the status in the CMP. Bob Johnson asked if a resolution is required to designate arterials for CMP purposes. Ms. Werdick responded that a resolution does not appear to be needed.

Linda Marabian (City of San Diego) noted that the original list of arterials in the CMP seemed to have consisted of “highway type” arterials with average daily traffic (ADT) in the range of 50,000 to 60,000. She stated that consideration should be made regarding revising the criteria from an ADT of 40,000 to a higher ADT. Zoubir Ouadah (City of Poway) also added that trip length and speed should also be considered in the criteria.

Ms. Werdick confirmed that SANDAG staff had been working with staff from each jurisdiction to gather the information needed in the development of the Draft 2008 CMP. She agreed to meet with individual jurisdictions as needed regarding any questions they may have. Ms. Werdick also agreed to review the criteria considerations noted above and report back to CTAC with an update. She noted that the criteria have not been formalized and that this is a good step as we move forward.

On the subject of draft guidelines for subregional study/deficiency plans, Steve Cresswell (City of Santee) indicated that a 50 percent match may be too high and recommended a match of 25 percent or lower. Larry Pierce (Vista) also indicated that the subregional studies may be able to leverage on existing studies. Alex Estrella (SANDAG) added that the subregional studies should use a systems approach to assist transit and regional traffic.

**TransNet Smart Growth Incentive Program**

Stephen Vance provided an overview of the Smart Growth Incentive Program including the current focus on the development of proposed guidelines and proposed capital project evaluation criteria. Mr. Vance noted that the Regional Planning Committee (RPC) has been guiding this process and recommendations will be made through the Regional Planning Technical Working Group (TWG). Mr. Vance also noted that the next steps include presenting to TWG in July, making recommendations to RPC in August, tentative approval by the Board of Directors in September, and potentially a call for projects in October of this year.

Mohammad Sammak (Solana Beach) asked how long term changes would be handled. Mr. Vance responded that these changes would be handled through the associated grant.

Carmen Kasner (Del Mar) noted that under Section I. B. “Existing and Entitled Land Development Around the Proposed Capital Project” of the proposed Capital Project Evaluation Criteria infill projects have more opportunities to score well under this criteria. She commented that Existing Development should be weighted greater. Mr. Vance noted that he would carry this comment forward to TWG.

Greg Humora (La Mesa) noted the Section I. D.1. “Relationship to Transit” should be weighted greater than 4 percent due to the direct connection between transit and smart growth and its relationship to existing transit routes. He recommended that the weight be increased to 10 percent.
Mr. Humora also commented that Section I. E. “Community Design Features” is subjective and that the weight applied to this criteria may be too great. Carmen Kasner and Greg Humora also noted that Section V. “Matching Funds” is not defined.

Greg Humora asked if the proposed Use-it-or-lose-it policy recommended in this program will change the existing policy. Mr. Vance explained that the grant would include a schedule with milestones. If a completion milestone is at risk, a one time extension could be requested from the Transportation Committee as provided by the existing policy.

Mr. Vance summarized by noting that competitive projects would be constructed in two years. In addition, Mr. Vance indicated that he would carry the CTAC comments forward to TWG but encouraged CTAC members to talk with their planning counterparts.

**Smart Growth Trip Generation and Parking Demand Study Update**

Christine Eary (SANDAG) provided an update to CTAC members on the status of the study since May 2008. Reported progress included presentations to the RPC, Transportation Committee, San Diego Regional Traffic Engineers Council (SANTEC), and an informal working group to solicit comments. Ms. Eary also extended an invitation to CTAC members to join the informal working group on July 17, 2007, between 1:30 to 3:30 p.m. at SANDAG to further discuss this study. Ms. Eary noted that SANTEC has provided some valuable input to this study.

Ms. Eary reported that the team is currently working on finalizing the list of sites for data collection. She also reported that the team would be working with Caltrans on data collection. The team would like to have 10 to 20 sites with concrete examples of smart growth. Ms. Eary stated that the team is in need of North County sites and asked CTAC members to contact her.

Bob Johnson (Carlsbad) asked what types of questions are being asked through the site surveys. Ms. Eary stated that the trip generation questions include “Where are you going?” and “How did you get here?” Linda Marabian (City of San Diego) requested that the study clearly identify the definition of smart growth. Ms. Eary responded that the study includes analyzing the relationship of factors known as the eight “Ds” (Density, Diversity of uses, Urban design, Destination accessibility, Distance to transit, Demographics, Development scale, Demand management) which will respond to this concern and will assist in defining smart growth.

Larry Pierce (Vista) asked what types of sites are needed. Ms. Eary responded that mixed use, transit oriented, or infill projects are needed. She also indicated that both commercial and residential transit oriented development is applicable.

**Caltrans Updates**

Erwin Gojuangco (Caltrans) announced the following:

**Disadvantaged Business Enterprise (DBE):** Still under a race neutral program. Federal-aid projects awarded with DBE goals are ineligible for reimbursement. Change from race neutral to race conscious will be announced in the future.

**Chapter 6, LAPM:** Environmental chapter has been updated and posted online.
**Proposition 1B - Traffic Light Synchronization Program (TLSP):** Baseline agreement due to Caltrans by August 22, 2008. This is required prior to California Transportation Commission allocation.

**Annual EEO Report:** Due to Caltrans by August 29, 2008. This applies to construction projects.

**HSIP (Highway Safety Improvement Program):** Projects have been selected. Local Assistance homepage under HSIP link, approved project list, cycle 2. Another call for projects is expected in January 2009.

**Requests for Authorizations (RFAs):** Was due to Caltrans yesterday, July 2, 2008. However, local agencies should continue to submit RFAs, which may still be processed, but not guaranteed.

**SRTS (Federal):** Call for projects announced on April 25, 2008. Applications are due to Caltrans by July 18, 2008.

**HR3 (High Risk Rural Roads):** Applications are under Caltrans review.

**BTA (Bicycle Transportation Account) Program:** Applications are under Caltrans review. It is a State funded program and is waiting on budget approval.

**Caltrans and Local Agencies Team Building:** Debora Ledesma-Ribera will be contacting each agency to get feedback on what topics/issues could be on the agenda. Tentatively, we are looking to meet in September 2008 and schedule it with the CTAC meeting.

**Announcements**

A call for announcements was made. There were no announcements.

**Next Meeting**

The next planned meeting of the CTAC will be Thursday August 7, 2008, at 9:30 a.m. It will be held at the SANDAG offices in conference room 7.
2008 CONGESTION MANAGEMENT PROGRAM UPDATE

Introduction

At the July 3, 2008, CTAC meeting, staff presented an update on the 2008 Congestion Management Program (CMP). SANDAG is required by state law to update the Congestion Management Program (CMP) every two years. The 2008 CMP Update will include a revised Level of Service (LOS) analysis based upon 2007 traffic data for the CMP roadway network.

Level of Service Analysis

In fall 2007, local jurisdictions and Caltrans were requested to provide either updated 2007 traffic or LOS data. The draft 2007 LOS data was presented at the July CTAC meeting. SANDAG staff requested that CTAC members review the draft LOS data that will be used in the 2008 CMP Update. The LOS calculations represent the highest peak hour (AM or PM) in the heaviest travel direction. SANDAG staff has received revised LOS data for a few arterials in the cities of Oceanside and San Diego. The revised LOS data will be incorporated into the draft 2008 CMP Update.

Additions to the CMP Arterial Network

At the July 3, 2008, CTAC meeting, staff presented the initial analysis for proposed additions to the CMP network, which resulted in the following arterials.

- Telegraph Canyon Road/Otay Lakes Road: I-805 to SR 125 (City of Chula Vista)
- Black Mountain Road/Kearny Villa Road: SR 56 to Miramar Road (City of San Diego)
- Ingraham Street/Sunset Cliffs Drive: Grand Avenue to I-8 (City of San Diego)
- Palm Avenue: SR 75 to I-805 (City of San Diego)
- Jamacha Road/2nd Street: SR 94 to I-8 (County of San Diego/City of El Cajon)
- Mira Mesa Boulevard: I-805 to I-15 (City of San Diego)

CTAC members commented that the average daily traffic (ADT) threshold should be raised to 50,000 vehicles instead of 40,000 vehicles as was originally proposed. Staff has re-evaluated the arterials with the higher ADT threshold. Of the initial six arterials proposed for addition to the CMP arterial network, the following two arterials exceed the 50,000 ADT threshold: Telegraph Canyon Road and Mira Mesa Boulevard.

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1 Jamacha Road in the County of San Diego is already a CMP highway (SR 54). If the highway designation is removed, it is recommended that this segment become a CMP arterial.
Additionally, SANDAG staff met with City of San Diego staff on July 29, 2008, to discuss proposed CMP arterial additions. At this meeting, City of San Diego staff proposed that the ADT threshold be raised between 55,000 and 60,000 vehicles, which is the City's prime arterial ADT standard for LOS D and LOS E, respectively. In addition, City of San Diego staff indicated that other variables should be considered, such as average regional trip length, and arterial speed limit. Another criterion City of San Diego staff suggested is the following:

- A CMP arterial does not provide direct access through Smart Growth Areas.

It should be noted that existing CMP arterials do serve smart growth areas.

City of San Diego staff also submitted the ITE Guidelines definition of prime arterials:

Prime arterials are limited controlled access facilities which provide service to non-local through trips with a minimal level of direct access to adjacent land uses. (ITE Guidelines, 2000)

Based on the re-evaluation and discussions with the City of San Diego, CTAC members are requested to further discuss the evaluation criteria for potential additions to the CMP arterial network.

**Subregional Studies and Deficiency Plans**

The Regional Comprehensive Plan (RCP) calls for strengthening the connection between local and regional plans through new subregional planning programs. Subregional plans should be focused on particular areas where transportation and land use issues cross jurisdictional boundaries, and where subregional evaluation and planning strategies can lead to improved interjurisdictional coordination and more effective solutions.

Subregional studies are not intended to be conducted only for deficient CMP segments. However, since some of the CMP deficient segments may be located within the study area of a new subregional planning study, SANDAG will collaborate with local agencies to incorporate deficiency plans into these subregional studies. The subregional studies should include an analysis of existing and future conditions that lead to the identification of potential transportation solutions for a particular study area. These studies can help coordinate regional highway, rail, bus rapid transit as well as pedestrian and bicycle projects with local land use and transportation plans.

SANDAG staff has developed draft guidelines for prioritizing subregional planning studies which are listed below:

- Areas where local jurisdictions are conducting general plan or specific plan updates that have the potential to affect regional transportation projects and services. Communities with a recently updated community plan will be given a higher priority.

- Community should be included or be adjacent to a deficient CMP roadway segment. Communities near or adjacent to a deficient highway segment or multiple roadway segments will be given a higher priority.
• Areas that are identified in the current RTP or subsequent studies as a subregional area in need of further evaluation will be given a higher priority.

• Communities undergoing redevelopment will be given priority.

• Jurisdiction(s) should provide some level of funding commitment for subregional studies. The local jurisdiction may use a portion of TransNet local formula funds to contribute towards funding the study or use developer contributions.

The timing of conducting subregional studies is dependent on a number of factors including existing studies already underway and funding availability from SANDAG, Caltrans, and the local jurisdictions.

Deficiency plans should be prepared for deficient CMP segments not addressed by the systemwide Regional Transportation Plan (RTP) analysis, a subregional planning study, or a Corridor System Management Plan (CSMP). It is the responsibility of the jurisdiction in which the deficiency occurs to prepare the deficiency plan. Deficiency plans should contain possible multimodal actions, including land use and transportation demand management (TDM) strategies as well as low-cost and near-term improvements to address congestion.

Next Steps

The Transportation Committee will be asked to release the draft 2008 CMP Update for public review in September.

Key Staff Contact: Heather Werdick, (619) 699-6967, hwe@sandag.org
SAN DIEGO ASSOCIATION OF GOVERNMENTS

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

August 7, 2008

AGENDA ITEM NO.: 5

Action Requested: DISCUSSION

SMART GROWTH DESIGN GUIDELINES

File Number 3002600

Introduction

The Regional Comprehensive Plan chapter on urban form created a framework for smart growth planning and development in the region by focusing on where and how the region could support its growing population in a sustainable way. The plan recognized good urban design appropriate to its setting would be a critical factor for making more compact, mixed use development successful in the region. That is why development of smart growth design guidelines was one of the key implementation strategies that emerged from the plan.

Development of these guidelines has begun under the guidance of an ad hoc working group that consists of members from the Regional Planning Technical Working Group (TWG), Cities/County Transportation Advisory Committee (CTAC), and the Stakeholders Working Group from the last Regional Transportation Plan update. This report provides an overview of the proposed form and content of the guidelines, and discusses the public outreach component of the process. A presentation on the guidelines will be made by the consultant team at the meeting.

Discussion

SANDAG has contracted with the firm of Design Community and Environment (DC&E) from Berkeley California to help develop the smart growth design guidelines. The team includes Kimley-Horn and Associates (KHA) for the transportation engineering component of the work. KHA will provide both a local perspective and national experience with context-sensitive design for multimodal transportation. KTU+A will provide a local perspective on planning and the smart growth place types, and will assist with the public outreach effort. Finally, William Fulton of Solimar Research, which was recently acquired by DC&E, will assist with development of smart growth scorecard. The scorecard will provide a useful evaluation tool for SANDAG and local agencies when evaluating smart growth development proposals.

Design Guidelines Outline. One of the first tasks for this project has been to develop a detailed outline for the design guidelines. Design is a complex and multifaceted subject. If the document is to be accessible and useful, it is critical that it focus on the key issues related to smart growth and deal with them in a complete but succinct manner. The guidelines are envisioned as both a general reference for policy makers and the public and as a technical reference for designers, engineers and planners. The annotated outline attached to this report reflects those objectives in its structure. It includes an introduction to smart growth and design in the San Diego region, and detailed chapters on key urban design elements. Of particular interest to CTAC members will be the chapter on multimodal street design.
Public Outreach. The scope of work for the project includes two public outreach efforts that are scheduled to take place in October, about midway through the document development process. The public meetings are envisioned as an opportunity to get feedback from design, engineering, and planning professionals in the region and from interested members of the public. Participation from CTAC members in the workshop is encouraged.

Project Schedule. The consultant team has been meeting with the ad hoc working group on a monthly basis since May. Over the coming months, it will be bringing detailed discussions of the different topic areas in the document, along with refinements to the plans for the public outreach component. The schedule calls for the first draft of the document to be completed by next November, with distribution of a draft for public comment in December. A final draft is scheduled to come back to the TWG in March 2009, with the final document going to the SANDAG Board of Directors in April 2009.


Key Staff Contact: Stephan Vance, (619) 699-1924, sva@sandag.org
DESIGNING FOR SMART GROWTH:
CREATING GREAT PLACES IN THE SAN DIEGO REGION
JUNE 2008 DRAFT DOCUMENT OUTLINE
REVISED BY AD HOC WORKING GROUP

Design, Community & Environment (DC&E) and its consultant team have prepared this outline for the Smart Growth Design Guidelines project, based on an earlier version created by SANDAG staff and representatives of local jurisdictions. This version of the outline reflects comments from the project’s ad hoc working group, which reviewed the draft outline at its June 2008 meeting. The outline will be refined further as the Design Guidelines are developed.

I.  INTRODUCTION

SANDAG’s Regional Comprehensive Plan (RCP), adopted in 2004, offers a vision for San Diego County that strongly emphasizes sustainability and smart growth. It also emphasizes the importance of high-quality urban design to achieving the principles of smart growth. The RCP acknowledges that infill development can win acceptance with members of the public only if it is designed well, noting that good design “can be the difference between a sense of overcrowding and a feeling of vibrancy.” To ensure that new development in the smart growth opportunity areas has high-quality design, the RCP calls for SANDAG to prepare smart growth design guidelines for the region.

In response to the threat of global warming, which will have significant negative impacts on California’s environment and economy, the State of California is pioneering the effort to fight global warming with the passage of the Global Warming Solutions Act of 2006. This legislation sets the stage to implement a number of strategies to significantly reduce the State’s greenhouse gas emissions. An important strategy to achieving the goals of this legislation is shifting development patterns from sprawling suburbs relying on the automobile to compact smart growth communities. The smart growth model
of creating walkable communities with convenient pedestrian, bicycle and transit access between home, work and play will reduce the amount of greenhouse gases emitted by decreasing the number of automobile trips. The guidelines in this document will highlight how smart growth naturally promotes sustainability and the reduction of greenhouse gas emissions.

Designing for Smart Growth is intended to serve as an inspiration for developers, designers, local governments and citizens throughout the San Diego region. It will also serve as a tool that SANDAG can use to evaluate projects for potential funding through the TransNet Smart Growth Incentive Program. Although it does not replace existing local design guidance in the region, jurisdictions are encouraged to use it as a starting point for their own planning efforts, as well as a reference to help them understand the key principles of creating great places.

A. Urban Design and Smart Growth

B. Purpose of the Guidelines

C. Relationship to Other Plans and Policies
   1. Regional Comprehensive Plan
   2. Smart Growth Concept Map
   3. Planning and Designing for Pedestrians
   4. Local Plans and Guidelines

D. Overview of the Guidelines

II. Designing for the San Diego Region

San Diego County is a unique region with its own distinctive climate, topography and culture. New development in smart growth opportunity areas must reflect this unique context, while also drawing from broader principles
of high-quality urban design and ideas from other communities. In addition, each of SANDAG’s smart growth place types has distinct design requirements that must be considered, so that development is designed in an appropriate manner for its location. Finally, because so much of the region is built out, special attention is needed to transform existing single-use neighborhoods, auto-oriented shopping centers and isolated civic uses into places that reflect the principles of smart growth.

A. Components of Great Places
1. Well-Defined Neighborhoods, Districts and Corridors
2. Mixed Land Uses
3. Foot Traffic
4. High-Quality Architecture
5. Complete Streets
6. Places to Work and Shop
7. Parks, Plazas and Open Space
8. Public Art

B. Distinctive Qualities of the San Diego Region
1. Beaches and Coastline
2. Climate and Precipitation
3. Hills, Mesas and Canyons
4. Multicultural Population
5. International Setting

C. High-Quality Design in San Diego County
1. Smart Growth Place Types
2. Examples of High-Quality Design

D. Global Warming and Sustainable Development

E. Transformation of Existing Places
This section will include SANDAG’s photo simulations.
III. Site Design

Creating more livable, desirable, economically successful and environmentally sustainable communities requires site design that contributes positively to the public realm. The public realm is the publicly accessible environment that everyone shares and uses on a daily basis, including sidewalks, streets and public spaces. It is structured both by the design of these public spaces and the edges it shares with adjacent private development.

Given this relationship, projects with well-designed sites have the potential to contribute positively to the comfort, safety and accessibility of the public realm. A successful site design would coordinate with, and integrate into, the public realm by orienting the building towards the street and sidewalk, responding to the existing built context and natural environment, and catering to the needs of the pedestrian.

A. Building Siting and Orientation
1. Location and Orientation
2. Setbacks
3. Building Mass
4. Buildings in Prominent Locations
   a. Corner Sites
   b. Neighborhood Entrances
   c. Highly-Visible Sites
5. Entrances
6. Pedestrian Orientation
7. Plazas and Open Space
8. Outdoor Seating
IV. Building Design

Site design alone cannot achieve the principles of smart growth. Successful building design is also needed, so that each development can enhance the character and beauty of a community and make it a more comfortable and desirable place to live.

Buildings need architectural features that reflect the local architectural vernacular, respond to the local culture and are appropriate to the area’s climate. They must fit gracefully within the context of the surroundings, taking cues
from the existing buildings and local environment. Features such as large storefront windows and well-designed entrances can help to make buildings visually and physically accessible.

A. Building Organization
   1. Organization of Use
   2. Universal Access
   3. Building Rhythm

B. Building Frontage
   1. Articulation
   2. Horizontal Massing
   3. Proportion
   4. Scale of Detailing
   5. Entries, Doors and Windows
   6. Building Materials
   7. Awnings, Canopies and Arcades

C. Resource Conservation
   1. Water Conservation and Reuse
   2. Energy Production and Conservation
   3. Green Building Certification
   4. Building Rehabilitation and Renovation

D. Roof
   1. Form
   2. Roof Lines
   3. Detailing
   4. Materials
   5. Green Roofs
V. **Multimodal Street Design**

Streets are our cities’ largest public open spaces and provide the framework upon which cities are built. They serve many functions for many users, ranging from mobility to where people meet and interact. Historically, streets have served as multimodal conduits of transportation, land access, and places where people lived, conducted business, socialized and participated in all forms of street life. With the advent of the automobile, however, the design of streets shifted to emphasize the movement of automobiles at high rates of speed. With sprawling land use patterns, the automobile not only became a necessity but also an American cultural symbol. A result of this engineering design paradigm was that the accommodation of pedestrians, bicyclists and transit users became secondary to high “levels of service” for the automobile.

The design of multimodal streets emphasizes balance—the appropriate allocation of often-limited public rights-of-way to share between the multiple functions and users of the street. The design of streets should be sensitive to the context in which they exist, and respond to the surrounding context as well as shaping the context and defining places. In multimodal street design, conventional street design criteria of traffic volume, speed and level of service are augmented with community values, along with the goals of safety, mobility and accessibility for everyone.
A. *Street Networks and Connectivity*
   1. Benefits of Connectivity
      a. Pedestrian Safety
      b. Improved Emergency Response Times
   2. Network Planning Principles for Different Scales

B. *Hierarchy of Streets*
   1. Functional Classification and Transportation Planning
   2. Overlaying Vehicle, Transit, Bicycle and Pedestrian Networks
   3. Street Hierarchy Models

C. *Contextual Street Design*
   1. How Context Affects Street Design
   2. Defining the Context
   3. Examples in the San Diego Region
   4. Auto-Oriented and Pedestrian-Oriented Streets
   5. Context-Sensitive Solutions
   6. A Framework of Context in the San Diego Region

D. *Accommodation of All Users*
   1. Balancing User Needs
   2. Restructuring Policies and Standards
   3. Complete Streets
   4. Designing for Pedestrians
   5. Designing for Bicyclists
   6. Designing for Transit
   7. Multimodal Intersection Design

E. *Solutions to Street Design Issues*
   1. Beyond Level of Service: Alternative Performance Measures
   2. Accommodating Emergency Access and Trucks
   3. Managing Stormwater Runoff
   4. Multimodal Street Design on State Highways
F. Traffic Calming
1. Principles of Traffic Calming
2. Traffic Calming for Major Thoroughfares
3. Traffic Calming for Local Streets

VI. Designing Transit Facilities

Until recently, sprawling suburbs that depend on the automobile have been the typical American pattern of new development. In contrast, smart growth seeks to offer people diverse and attractive options to live, work and play within lively, compact, walkable communities. One key to achieving this objective is the availability and accessibility of transportation options that provide convenient alternatives to the personal automobile.

Transit systems, including transit routes, service frequency and transit modes, must be planned in conjunction with all aspects of the community and accommodate a variety of technical needs and requirements. A well-designed transit system will coordinate with surrounding land uses and connect with other types of transportation. It will also help to reduce the number of vehicle trips that people must make.

A. Transportation Centers
1. Passenger Waiting Areas
2. Amenities Near the Center
3. Park and Ride Areas
4. Pedestrian Access Within the Station
5. Vehicle Parking

B. Intermodal Transit Links
C. Design Requirements of Transit  
1. Conventional Bus Service  
2. Bus Rapid Transit  
3. Rapid Bus Routes  
4. Light Rail  

D. Accommodation of Bicycles  

E. Universal Design of Public Transit  
1. Accessible Transit Stations and Vehicles  
2. Clear Signage  
3. Barrier-Free Transit Platforms  

VII. Siting and Designing Civic Uses

Civic uses, especially those that meet public needs and foster a sense of community, are valuable assets to the community and should be located and designed to maximize their value. In the early 1920s, Clarence Perry developed the idea of the neighborhood unit, a planning concept that influenced the design of many American “new towns,” but was largely lost with the advent of suburban sprawl. Perry’s idea of the neighborhood unit includes many ideas that are precursors to the principles of smart growth. His goal was to create walkable neighborhoods that include housing and retail and are centered around a civic use, typically a school and park.

As Perry’s concept shows, civic uses have the potential to function as the heart of a neighborhood or community. Civic spaces are not only an interface between the government and the people, but places to create stronger relationships among community members and encourage more investment into the success of the neighborhood from within the community. In smart growth opportunity areas, it is important to take the utmost care when locating and designing civic uses in order to realize their full potential.
A. Locating Civic Uses
   1. Accessibility
   2. Convenience
   3. Comfort

B. Integration of Civic Uses into the Community
   1. Schools
   2. Libraries
   3. Community Centers
   4. Recreation Centers
   5. Government Centers

C. Civic Uses as Community Assets
   1. Gathering Places
   2. Combination of Civic Uses
   3. Combination of Civic Use and Parks
   4. High Quality Design of Civic Uses

D. Universal Design of Civic Uses
   1. Access and Circulation
   2. Clear Signage
   3. Connections between Public Areas

VIII. Parks, Public Space and Open Space

The availability of parkland and public spaces contributes to the attractiveness and vibrancy of a neighborhood, increases local environmental quality and helps to create healthy, active communities. Parks and public spaces, including plazas and other hardscaped public space, have the ability to provide much-valued open space within compact communities. They can also provide a venue for communities to recreate and gather, fostering a sense of community identity. In addition to enhancing the community’s social environment, parks and public spaces also add to the sustainability of the com-
munity’s natural environment by combating air pollution, reducing water pollution, mitigating urban “heat islands” and creating habitat for local plants and animals.

A. *Park Types and Location*

B. *Integration of Parks into the Community*

C. *Universal Design of Parks and Public Spaces*
   1. Access and Circulation
   2. Access to Natural Areas

D. *Ecological Design*
   1. Resource Conservation
   2. Climate Appropriate Vegetation

IX. **Vehicle Access and Parking**

(Note that this chapter will incorporate the results of SANDAG’s Trip Generation and Parking Study, which is being prepared separately. The outline for this chapter may be revised based on the direction of the Study.)

A primary goal of smart growth is to enable people to modify their travel behavior by using alternate modes of travel, reducing trip length and combining trips. As a result, communities that reflect the principles of smart growth will have a reduced number of vehicle trips and vehicle miles traveled. However, not all vehicle trips will be replaced by transit, walking or bicycling trips. A well-designed place must accommodate all modes of travel, including the automobile.

Because smart growth is meant to facilitate reductions in vehicle use, special attention must be paid to the amount of parking that is provided. If too
much parking is provided, the project will not result in trip reductions. However, if too little parking is provided, drivers may occupy too much of the street parking in surrounding neighborhoods. The challenge for designers is to provide a parking supply that is slightly constrained but does not deter customers, frustrate tenants or create problems for nearby residents.

A. Vehicle Access
   1. Conflicts with Pedestrians and Bicyclists
   2. Visibility and Safety

B. Parking Design
   1. Minimum Parking Standards and Exceptions
   2. Surface Parking Design
      a. Off-Street Parking
      b. On-Street Parking
   3. Structured Parking Design
   4. Bicycle Parking
   5. Integration with Architecture and Landscaping
   6. Universal Design of Parking

C. Parking Demand Management
   1. Shared Parking
   2. Pricing Strategies
   3. Parking Priority for Vehicles that Reduce Demand
      a. Van Pools
      b. Car-Sharing Programs

X. Smart Growth Scorecard

The Smart Growth Scorecard is a tool that will enable SANDAG to evaluate projects for funding under the TransNet Smart Growth Incentive Program. It will also help local jurisdictions to determine whether a project incorporates
the most fundamental principles of smart growth design, as well as provide a straightforward way to compare different projects with one another.

The Scorecard will include a set of more than 40 questions about a project’s land uses, proximity to transit, accessibility and other important characteristics. Projects will be scored by tallying the answers to each question. Although the Scorecard will reflect a model developed by DC&E for the Smart Growth Leadership Institute, a national organization, it will be tailored to the specific needs of the San Diego region and the requirements of existing SANDAG policies.

A. Scorecard Goals

B. Scorecard Use

C. Smart Growth Topics
   1. Location and Service Provision
   2. Density and Compactness
   3. Diversity of Use
   4. Accessibility, Mobility and Connectivity
   5. Pedestrian Safety, Streetscapes and Parking
   6. Environmental Protection
   7. Community Needs and Local Development