Urban Studies & Planning
Class of 2020

UC San Diego’s Dept. of Urban Studies and Planning requires all undergraduate students earning their BA in Planning to complete a capstone senior research project, plus a poster and video to publically communicate their study’s findings. All students must also complete an internship.

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<th>Individual Student Accomplishments</th>
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<tr>
<td>• 10 written assignments</td>
<td>• 10,000 hours of research</td>
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<tr>
<td>• 100 hours of service learning</td>
<td>• 4000+ hours of community service</td>
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<td>• 60 hours of class time</td>
<td>• 1000+ pages of scholarly text</td>
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<td>• Thesis, Poster, Website, and Video</td>
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Seven Skills Developed During the Senior Sequence

- Conceptual: creating, examining conceptualizations of select objects of study; theory-building
- Philosophical: becoming critically self-aware of one’s normative perspectives; calling into view ethics and the philosophy of science
- Methodological: applying investigative strategies to address scholarly questions
- Analytical: unpacking a whole into its component parts; examining a complex object, its elements, and interdependencies
- Communicative: creating and presenting a compelling evidence-based position or argument; research communication through print, story & multimedia
- Writing: producing a clearly written research proposal, well-documented thesis and poster
- Collaborative: learning to be a good team member, creating mutually reinforcing relationships in the co-production of knowledge

The Library

Special thanks to UC San Diego’s Data and GIS Lab Geisel Library

Multimedia and Research Communications

- Healthy Places, Healthy People, Rooted Communities
- Sustainability Planning & Design
- Education, Leadership Development & Justice
- Quality Research, Ethics, Management Skills, Technical Skills

Community Engagement

- Urban Studies & Planning

Acknowledgements

- Teaching and Learning Commons
- The Global Action Research Center
- Division of Social Sciences
- Campus Resources Management & Planning
- UC San Diego Library (Kelly Smith)
- City College (Academic Internship Support)
- San Diego Association of Government

March 12, 2020
UC San Diego Price Center Ballroom
Keith Pazzaglia, PhD
Teaching Assistant:
• Double Exposure

*Special thanks to our internship sponsors, mentors, & award judges
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Architecture & Urban Design
San Diegan Landscaping: Native Flora and Exotic Traditions
Daniel Becker, University of California, San Diego, Urban Studies and Planning Program

Introduction:
Abstract: The City of San Diego was founded with an appreciation of exotic flora in its urban landscapes. As flowers bloomed and time passed, however, exotic species spread into the surrounding natural realm in a detrimental fashion. Some native landscaping arrangements have popped up in the city in a break of tradition. How do municipally owned landscapes relate into this changing practice?

Object of Study: San Diego municipally owned landscapes, specifically focusing on policies which relate towards the nativity of selected flora species.

Research Questions: Do San Diegan landscaping policies for municipally owned lands consider the nativity of plants? What do San Diegans perceive to be native flora, given the city’s landscaping history?

Purpose of the Study: Gain insight into San Diego’s landscaping philosophies, to see whether recent native landscaping projects were supported by any specific policies. Beyond those projects, an assessment into the San Diegan public’s capacity to recognize native flora species could gauge their ability to recognize native landscaping initiatives.

Background:
• San Diego benefits from a healthy surrounding ecosystem through various ecosystem services.
• Impacts to ecological health are increasingly understood and applied to natural contexts.
• Insignificant quantity of urban land used to grow native plants in contrast to exotics.

Significance:
• Natural Biodiversity of San Diego is unique.
• Developmental style of sprawl removes large swaths of natural habitat from natural realm.

Reintegration of native flora into urban realm strengthens surrounding natural ecosystems.
• Invasive pests threaten to currently endangered native flora within protected undeveloped areas, which are abated with costly removal projects.

Policy Findings: Conservation over Urban Restoration: The vast majority of policies relating to plant nativity protects undeveloped and natural areas, without speaking towards restoration of native plants in the urban realm.

CityTakenBackwards: Minimal consideration given towards the inclusion of native plants within municipal landscapes by the city. Policies relating towards specific plant selections delegated to Community Planning Groups.

Planning Groups Priorities: Many community planning groups actively grow invasive species on municipal lands, most notably the Mexican Fan Palm, in the name of maintaining the iconic San Diegan aesthetic.

Survey of San Diegan Residents:
Perceptions of Native Plants:
• My survey consisted of 7 simple image-based questions, showing a mix of native and exotic plants, and asking if the plant was native or not.
• I held the survey in Mission Beach and Torrey Pines State Park, as these areas are close to each other with distinctive different flora species composing their surroundings.

Perception of Invasive Plants:

Results of Surveys:
Respondents generally were correct in their answers, however, a substantial quantity of answers incorrectly perceived natives as non-native, and invasives as native.

Geographic Differences: Torrey Pines State Beach had a higher proportion of correct responses across every question.

Research Methods:
A case study analysis of the policies affecting the San Diego area, including research concerning
• State Law:
• Community Planning Area Policies
• City Policies:
• Other Agencies with Jurisdiction

A survey of 60 residents in two nearby, yet ecologically distinct areas
• Mission Beach Boardwalk
• Torrey Pines State Park

Conclusion:
• It is uncommon for a city policy relating to landscaping to speak towards a plants’ nativity. Most species-specific landscaping decisions are ultimately delegated to community planning areas.

• Invasive species are regularly grown in municipal landscaped areas, such as the Mexican Fan Palm, which serves as an iconic symbol of the city.

• Residents do not have a solid grasp on flora nativity of the region. Any native landscaping projects would likely go unrecognized by most of the City’s populace.

• If in the future city wants to pursue an initiative of native flora reintegration into the city’s urban realm, changing public perceptions of which plants are actually San Diegan could be a complex and lengthy process. Any such initiative would likely benefit from an associated educational campaign.

Key Literature, Sources, Links:
Gentrification in the Barrio: 
an analysis through the eyes of the media

Genesis Garcia-Elizondo | University of California, San Diego | Urban Studies and Planning Department | March 12, 2020

Research Question:
What is the media’s role in informing Barrio Logan residents on the gentrification happening in their neighborhood?

Abstract:
The media is always responsible for providing information to the users who need it. Whether it be providing accurate facts or simple opinions, the views of the public can easily be shaped by the information provided through the media. In the years of the rise of New Urbanism and redemelting, the media is a source which informs the community on the changes occurring around them. Barrio Logan, a community heavily influenced by the Latin American culture near Downtown San Diego has used the media to keep itself informed and educated in terms of charges that have occurred in the neighborhood. Although it may seem that Barrio Logan remains unchanged as there are many things that have remained, most buildings and businesses in the area have been developed in recent years in order to provide a sustainable change to the neighborhood in terms of climate crisis and housing demand. Along with the changes that the New Urbanism brings, gentrification has also been visible in this in the community. Here the media has taken up its duties of reporting to educate the community on the changes in the neighborhood.

Findings and Analysis:
- Statistics show that gentrification in the United States is most prevalent in the nation’s largest cities like New York City, Los Angeles, and San Diego to name a few and that these cities have also had a large population of low-income minority groups like Hispanics before they were redeveloped and gentrified further suggesting that new urbanism movements and gentrification are intersewed.
- The percentage of residents who are Hispanic in Barrio Logan dropped from 84 percent in 2001 to 72 percent in 2010, while population growth from 6 percent to 15 percent.

Contexts:
- Barrio Logan has been dealing with the effects of gentrification on the neighborhood drastically being changed over the years.
- An example of the gentrification and cultural appropriation happening is the incident of Sempa Werzegde who tried to open a modern business in the Latin American neighborhood.
- Residents were informed quickly as her idea spread through social media and the community was outraged.
- Her idea was shut down almost as soon as it started taking off as part of the neighborhood’s fight against the gentrification and appropriation happening in Barrio Logan.

- As gentrification occurs in Barrio Logan, the community has avoided speaking about the effects of gentrification happening around them. “But this is the first step in addressing that problem and doing it intentionally focusing on resident discussion” (Supers Villafana, San Diego Union Tribune 2019).
- Media outlets, whether it be online, newspaper, podcast, etc., have been reporting on the affects that gentrification has caused in the neighborhood in order to keep residents informed and alert.
- The influence of media on people can be very significant and spark a need for action whether it be for physical action or promote things like voting on laws that can affect communities or volunteering in areas of existing and going back to their neighborhoods.

Methodology:
- In order to compile the purpose of our research, I have thoroughly read into articles based in the community and neighborhood of Barrio Logan.
- Research was done through online articles and media sources from the past 2000-2010 to see what gentrification has become.
- Articles chosen range from sources like the San Diego Union Tribune a very well known major news paper in San Diego, community in San Diego that has widely distributed and a very well known throughout the world and among younger generations.
- The leading of media to media sources, the information obtained is not based on it doesn’t only come from one newspaper with one point of view.

Conclusion:
It is expected that the data collected and analyzed for this research will eventually become outdated as gentrification isn’t a problem that will go away any time soon. As the years pass and there is a higher demand for property and land and action against climate change, new apartment buildings will continue to grow but that will not affect the fight against the gentrification of their communities. I believe that the influence that media has regarding new urbanism and gentrification in to what their stance will continue to be exercised and not in Barrio Logan, but in many cities in the United States and around the world.
THE ONLY RULE IS THAT THERE ARE NO RULES
Lessons About Design of Public Spaces From Children with Developmental Disabilities
Maddy Froemming

INTRODUCTION

Maddy Froemming
Architecture & Urban Design

BACKGROUND

SUMMARY

Children make up over 20% of our cities’ population, and children with developmental disabilities make up about 17% of children and yet they are overlooked in the design of public spaces. Their needs are often not taken seriously, and they do not get to participate in the design process. This leads to underutilized and spaces that are inaccessible to those groups. However, this separation can be overcome through conscious considerations, i.e. encounters where strangers unite under a common goal.

My Connection

I was tasked with designing a play area for Tartle Grove Elementary and wanted to understand how to design the best possible space as well as how could include the students in the process.

RESEARCH DESIGN

I staged two interventions, one at Arroyo Vista Park and the other at Tartle Grove Elementary. At the park, I drew a sensory path (powered by a hamster-like robot that helps children with autism self-regulate). At the elementary school, I had a workshop that functioned like a focus group, I employed participant observation, where alternated between passive observer, teacher, and playmate.

FINDINGS

Individually (in public spaces is a permitted learned behavior)
Children break this rule which allows them to connect with other people better. They have far more social connections than their adult counterparts.

NEXT GEN PLANNERS

Children are equally capable of sharing their opinions on public spaces as adults, but planners must use different means than they do with adults. Not only are they capable of sharing their interests, they see the world differently and have good ideas.

CONCLUSION

Children can and should be involved in the design of public spaces. They are not only capable of sharing their thoughts and opinions on these matters, but they have thoughts and opinions to share. In cases where children have been included, spaces have been more inclusive to more members of the population.

Real-world example

In Boulder, Colorado, they instituted a program called Growing Up Boulder. They ask children of all ages to share their thoughts on various public spaces and find good ideas with common themes. Since they started, they have made vast improvements to the safety, aesthetics, and usability of the spaces they set out to redesign.

SOURCE

Maddy Froemming
Architecture & Urban Design

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Small Cell Wireless Around City of San Diego

Abstract

This research studies the aesthetic design applications of 4 & 5G Small Cell Wireless (SCW) antennas and their auxiliary equipment on public right of ways (ROW). SCW antenna and ancillary equipment can be no bigger than fifteen cubic feet to remain minuscule. They can be mounted on top of light poles, traffic signals, or utility poles. Advances in wireless technology give rise to the next generation wireless communication of 5G. New high speed data rates require additional quantities and densities of signal amplifiers and transmitter hardware, such as Small Cell Wireless Infrastructure on major intersections. This would bolster the advancement of a Smart City, where digitally connected cities mean technological means to add value and services. Added SCW infrastructure raise concerns over "ugly" designs in socially valued scenic areas.

This creates gridlock between technological advancement and the societal acceptance of new designs in their own neighborhoods and cities. Case in point, historical districts are generally well preserved and are the most vulnerable to architectural change. Adding high quantities and densities of 5G SCW hardware to Old Town could drastically impede their preservation objective.

The case study takes SCW examples from central Downtown San Diego and Old Town. My project reveals the SCW aesthetic design criteria, guidelines and constraints that achieve its purpose to deliver 5G High Reliability Low Latency (HRL) wireless signal in the advancement of a Smart City.

Research Question: Research questions: What are the trends of "aesthetic" design standards of 5G SCW infrastructure to be applied in central Downtown San Diego and possibly the historic district of Old Town in an aim of smart city technology?

Methods: Research involved a case study, document analysis, and an interview.

Findings: Common Themes of SCW

Location:

Design are mainly site specific, and not a "one size fits all". SCW relies heavily upon fiber optic. Thus, central downtown San Diego has existing fiber optic infrastructure and access points like manholes and available conduits. Old Town would need additional fiber optic cables installed underground adjacent to sidewalks, intersections, and roads for 5G implementation.

Visual Impact:

Another component of location. Many SCW antennary units are prohibited to be on street level in San Diego. This creates more visibility for traffic and pedestrians. It also adds to the notion of perspective. Larger objects appear smaller when looking up at them. To achieve "aesthetically pleasing": SCW must be concealed. This includes matching colors, and the preservation of infrastructure design. Observe images and text references.

The antennas are positioned at the top of the fixture. They cannot exceed 24" in all dimensions. Wiring and loose equipment are less preferred. Most importantly, the antennas are to be encased in a "shroud", concealing the antennary amplifying nodes. The finished antenna unit resembles a "canister". The unit can be mounted directly on top of its fixture, or on an elongated bracket called a "coho arm".

Ancillary radio equipment such as processing units are to be tightly encased in a "cabinet" or a "box" like configuration. Usually, the box is centered in the mid-section of the fixture (such as a street lamp) and should not exceed 7 cubic feet in volume.

Project by Nick Escoto

3/5/20

Pictures provided by Google Maps. GIS photo provided by San Diego Water Department.

The network is most efficient when deployed on every block and/or intersection. San Diego Water Department has a continuously updated GIS SCW availability map.

Select light poles are affixed with an IQ node. The concealed SCW equipment can provide LTE network signals for the IQ node sensors for connections to the IoT. It bolsters efficient "smart" city functions such as M2M communication technology to assess and adjust traffic, pedestrian flow and cyclist activity that can also aid first responders arrive efficiently to their destination. The lamp has multiple uses other than lighting: sign holder, wireless network, ped crosswalk, and smart city capabilities.
UC Socially Dead?  
Combating a Lack of Social Interaction through Urban Design and Open Spaces

Kristy Evans  University of California, San Diego  Urban Studies and Planning Program  March 12, 2020

INTRODUCTION

Research Question:
In what ways can urban design elements in public open spaces be implemented on a college campus in order to encourage healthy social interactions among students to benefit the overall well-being of the campus social life, community, and the individual?

Abstract:
This research examined the history of campus planning and benefits of functional open spaces. Current research on public open spaces suggests that open spaces foster a sense of community, help identify building, foster social interactions, and create physical and mental health. The many known benefits of public open spaces are currently not being recognized on university campuses. This research aims to contribute to the literature on public open space benefits but more specifically focus on the impact it has on university campuses and college life, a current gap in the literature. On the UC San Diego campus, there is a lack of central open space, social engagement, and community among the student body. This research outlines a strategy aimed at addressing these five problems by understanding the desires of students, understanding university limitations, and choosing a central site to provide informed recommendations in order to incorporate the known benefits of public open spaces through Urban Design.

RESEARCH METHODS

Case Selection:
- Eucalyptus Forest on UC San Diego’s campus, South East of the central Science Library.

Research Methods:
- Non-Participatory Observations
  - Observed site from two different locations
  - Observed current utilization of space and level of social interactions
  - Observed frequency of users

- Pop-Up Site Interviews
  - Invited a set of participants
  - Their current thoughts about social life on campus
  - Their thoughts about the site

Institutional Research:
- Reviewed the University’s Long Range Development Plan of 2018
- Connected with University’s Campus Planning Department to find feasible design recommendations.

RESULTS

Non-Participatory Observations:
- Almost all users used the site to smoke
- Users are students, faculty, staff, and others
- Spiritual use of site is limited
- Moderate levels of social interactions among smokers

Pop-Up Site Interviews:
- Almost all participants were students (33 out of 34)
- Students said outdoor study areas, open lawn space, and seating areas would encourage them to be more social in a space.
- 55% of students did not interact with the site
- 12% of students did interact with the site.
- Of those who did, some engaged, some socialized, and some walked through
- 5% of people said they would be more inclined to use this space if it was renovated.

CONCLUSION & RECOMMENDATIONS

Conclusion:
- The design of the space currently encourages behaviors that are not allowed on campus but does not inhibit the aspect of social interactions.
- It would only be appropriate to redesign this space to have a central focus on the surrounding nature due to its Urban Forest Classification.
- The ‘forgotten’ feeling of this site is a clear sign that this space needs to be activated and redesigned in order to make this a desirable and known common space on campus.
- Students are willing to use a space if it was better designed.

Design Recommendations:
- Target the perimeter in order to attract students and others at UC San Diego to use this space.
- Implement environment/suitable landscape, such as permeable surfaces, as an alternative to pavement.
- To stick with the indirecst focused design, darker colors and wood furniture can be compatible to reveal both University and student needs.

SOURCES & ACKNOWLEDGMENTS

Thank you to Professor Keith Faccio and Dr. Dale Durbak for the wonderful instruction and advice. Thank you to my peers who helped me through the research!
Abstract:
A city’s design is the very foundation that establishes the prospect of success. Design is the underlying element that creates social, emotional, and accessibility. At a certain point, researchers have felt that urbanism shifted from cities built for people to more service roads that lack public engagement. Spearheading the movement towards walkable communities. A well-planned urban environment not only improves quality of life but improves the ambiance of a community and promotes a social environment by increasing the connectivity of the built environment. Tactical urbanism, low-cost temporary changes to the built environment, usually in cities, intended to improve local neighborhoods and city gathering places, has helped with the plight of citizens to improve their community’s wellbeing. Tactical urbanism empowers the residents to change aspects of their community without mass government involvement. The hypothesis is that tactical urbanism improves the network in a neighborhood, decreases automobile density, increases linkage to public transit at a more rapid pace. This will be exemplified by analyzing documents, interviews, and surveys the public. This research will add to the extensive literature on the benefits of tactical urbanism and the process of improving and enhancing community through grassroots movement.

Key terms: Tactical urbanism, parklet, alley revitalization, public realm, placemaking, public open space

Background:
- Design foundation of cities which shape the sociability, walkability, and accessibility for its residents
- Technology has advanced and infrastructure expanded, our cities have become more automobile focused
- This study seeks to understand how tactical urbanism has helped revitalize the pedestrian environment
- This study performed various interviews with current planners initiating tactical urbanism in cities and their opinion on benefits that it can promote, as well as a public survey that highlighted public opinion on the subject

Findings:
Professional Opinion:
Professionals support tactical urbanism because it builds community activism and shows planners exactly what they should implement in cities. Interviews with various planners have shown that tactical urbanism is encouraged in San Diego.

Public Opinion:
Survey of 35 residents in San Diego showed that:
- 71% of San Diego Residents are unaware of tactical urbanism
- 51% of residents that they are dependent on street parking
- 69% said they would not like to implement parklets if it means sacrificing street parking
- 82% said that they would support alley revitalization

Tactical Urbanism in your Community

Why it works:
- Low-cost innovative temporary changes
- Engaging changes to public space
- Provides new life in unused public spaces such as alleys
- Improves sociability and builds a community identity
- Municipal Code 20928 makes tactical urbanism easier to incorporate into public space

Conclusion:
Revitalization of Pedestrian Environment:
- Different forms of tactical urbanism help increase linkages between destinations and increase walkability.
- By increasing the linkage from destination to destination in a community you are essentially creating safer environments within the community.
- Effectively, the amount of foot-traffic we see increases because of the comfort that members of the community feel

Further Steps:
San Diego should implement more placemaking ordinances that make it easier for developers and community activists to implement tactical urbanism into their community. Review “The Project for Public Places” guide to placemaking in order to gain inspiration for different areas of San Diego.

Key References:
Project for Public Places, “What Makes a Successful Place”
The Voice of San Diego

Acknowledgements
Professor Keith Perrin, David Hargreaves, Professor Sue Peterson, and Christopher Vidalco
Community and Economic Development
THE GREEN SUBURB: AN INVESTIGATION OF HOW AGRIHOODS REDEFINE SUBURBIA

INTRODUCTION

Research Question
What species of agrihoods to operate and what factors were responsible for its success? How do agrihoods redefine suburban living?

Abstract
Agrihoods have emerged as an example of sustainable development in the United States due to their unique offerings of local produce, social and economic opportunities, and aesthetic appeal. This study sought to explore the factors influencing the success of agrihoods by examining a case study of two agrihood developments in Southern California. By analyzing the demographic characteristics, economic benefits, and community engagement of these agrihoods, the study aims to provide insights into the potential of agrihoods as a sustainable urban model.

BACKGROUND

1. What is the potential of agrihoods? What are the benefits? How do they redefine suburban living?
2. How do they create a sense of community and sustainability?
3. What role do they play in promoting local food systems and agricultural practices?

METHODLOGY

1. Case Study Approach
2. Data Collection
   - Interviews with community members and developers
   - Observation of agrihoods
   - Document analysis

3. Data Analysis
   - Qualitative analysis
   - Quantitative analysis

4. Findings
   - Benefits of agrihoods for community engagement and sustainability
   - Challenges and limitations of agrihoods

CONCLUSION

1. Agrihoods are a promising model for sustainable development in suburban areas.
2. They provide opportunities for community engagement and local food systems.
3. Further research is needed to understand the long-term impacts of agrihoods on suburban living.
# Investigating How Density Shapes City Culture and Feelings of Community

**Audrey Kanan, University of California, San Diego, Urban Studies and Planning Program**

## Abstract & Outline

I believe density, walkability, and mixed-use zoning are vital parts of urban culture and what makes cities successful. However, San Diego’s design is complicating the opposite of these dense urban spaces. To see how the affects the San Diego community, I conducted surveys in three distinct neighborhoods: City Heights, Hillcrest, and Gaslamp. I also used GIS to draw connections between density and demographics to residents’ opinions about their neighborhoods. San Diego is a whole, and general aspect of community. While living in a dense city comes with its drawbacks, more density and accessibility in an area, along with the diversity that thrives in these spaces, seems to foster more community connections and greater neighborhood satisfaction.

## Purpose

- Find what creates “city culture”
- Ancestry communities in San Diego
- Compare San Diego neighborhoods
- Ancestry how design influences city culture
- Find ways to improve San Diego’s design and connection

## Research Methods & Data Collection

I conducted surveys online by posting on San Diego Facebook pages. I also surveyed ten persons in the Gaslamp Quarter, Hillcrest, and City Heights. I asked a variety of questions about accessibility, functions, and neighborhood satisfaction.

I then downloaded various data to create maps. I used these maps, as well as my knowledge of San Diego’s layout, to communicate my findings. By using GIS I was able to connect how density, zoning, and walkability are related to neighborhood satisfaction and culture in different parts of San Diego.

## Map Descriptions

**Gaslamp** (Fig. 1)
- Land use primarily consists of retail-use, commercial, & office, and multiple family
- Lowest in motor (out of the 3 areas)
- Largest recreational area
- Walkability between businesses and residential areas

**Hillcrest** (Fig. 1)
- Commercial & office space surrounded immediately by multiple families
- High density units (one of the 3 areas)
- Low walkability to amenities — still a concentration on a few blocks of businesses
- Close proximity to large park and recreational areas

**City Heights** (Fig. 1)
- Only one street with commercial & office land use
- One central shopping center
- Mostly single family homes with some multiple family on the north half of the map
- One central recreational area
- Lack of walkability and access to businesses from residential areas

## Finds

- Density, walkability, and mixed-use zoning promote community connection and support diverse populations
- Residents considered density to be an important element of success in their neighborhoods
- Homelessness was a topic of concern for residents all over San Diego
- Inefficiency transportation, lack of parking, etc. caused frustration within neighborhoods
- Lack walkability resulted in fewer community ties

## Conclusion

I found that density, specifically through walkability and mixed-use zoning, plays a major role in shaping a community. While responses to the survey varied, there were trends in the data that showed that accessibility and community ties increased community satisfaction. Residents from Hillcrest, City Heights, and Gaslamp all face problems with typical city phenomena, like dirty streets, cracked sidewalks, high levels of noise, and larger homeless populations. But the flip side of these negatives are the ability to walk anywhere and have interaction and organization within your community. In hillcrest, City Heights residents expressed a lack of accessibility in their neighborhood, too.

There will always be negligence to bringing anywhere, it starts to harm communities when the negatives outweigh the positives. Density, mixed-use zoning, and walkability are vital elements to urban design. They have shaped cities into diverse spaces with unique body environments. With these elements, the possibilities of what makes a city feel like a city are endless. My surveys covered many different scenarios, yet there are clear connections between city layout and the culture that occurs within them. These urban designs, as opposed to suburban design and urban sprawl, created more successful spaces that foster diversity and rich city cultures.
Chinese Americans & the Power of Ethnic Oral Histories in the American City

Rhiannon Koh (许可糅) University of California, San Diego Urban Studies & Planning Department rhiannonkoh.com

INTRODUCTION

Why are ethnic oral histories important, especially in the American urban environment? Why do we need them? How do they change the narratives of Chinese Americans and the ways in which they are perceived?

DEFINING ORAL HISTORIES

WHAT: Oral histories stem from everyday accounts that allow ordinary people to speak for themselves and to ‘rediscover’ their personal and cultural memory.

WHERE: Urban environments where public knowledge enables ordinary people to construct their pasts and neighborhoods according to their needs and interests.

WHY: People tell oral histories to help recall and preserve a strong sense of home; and allow for localization and the exercise of personal power.

THE PLACES WE LIVE

WHERE: Despite their often small populations, the Chinese Americans lived in large cities across the United States and Canada, and were often involved in local political and social activities.

WHEN: The Chinese arrived in the 19th century and continued to do so until the mid-20th century. They have contributed to the diversity of the cities they call home.

WHY: In Asian American communities, oral traditions of storytelling have played a crucial role in maintaining cultural identity and community.

DEFINING ORAL HISTORIES

My dad as an immigrant told me that he was outside looking in but I felt that, ‘Come, wouldn’t you like this idea that I could be inside looking out.’

Acknowledgments

Special thanks to Professor Rhee and Gene Lai for their support and encouragement. Thank you to the San Diego Historical Museum for taking me on and believing in my vision. I am honored to be part of this unique community.

Back to Table of Contents
Allyson Osborn
Community & Economic Development
ABSTRACT
Borders are sobering reminders of exclusion and destruction, and are notorious for hindering collaborative planning efforts. Currently, border scholars hardly discuss the struggles that local organizations face when conducting cross-border projects. This research study suggests that (1) the use of border enforcement policies and (2) Border Patrol’s (BP) bureaucratic culture are the main factors that impede binational mobilization efforts. Using ethnographic research methodologies, we can create informed guidelines on how to better integrate the San Diego-Tijuana border region.

METHODOLOGIES
- Timeline: two months (12/2019-02/2020)
- Participant observation
- Content analysis of 3 federal laws that led to the hardening of FP
- Limitations: On December 2019, BP restricted access to the US side of Friendship Park, hindering my ability to look at the current conditions of Friendship Park on the US side.

CONCLUSIONS
- When Friendship Park becomes hardener...
  - Faith-based organizations coalesce through peaceful gatherings, acting as a countervailing force against border militarization.
- Border Mosque (El) and La Iglesia Fronteriza (El) concurrently held services every Sunday on the Tijuana side of FP.
- Art projects arise to creatively engage with the space

RESEARCH FINDINGS
1. Border enforcement policies make Friendship Park a militarized, unfriendly space.
   - Immigration Reform and Control Act of 1996: Congress allocated $35,000,000 to expand border infrastructure (Simpson 1986)
   - “Operation Gatekeeper” of 1994: Clinton Administration saw Friendship Park as a strategic location for tightening control of the San Diego border region (Office of the Inspector General)
   - REAL ID Act of 2005: Superseded existing state laws to expedite the construction of barriers along the southern border (Sensenbrenner 2005)

2. BP’s bureaucratic culture is dominated by enforcement, making them unpredictable and difficult to work with.

REFERENCES

ACKNOWLEDGMENTS
- Thanks to Libertad de los Cruz Santanas, Jesus Flores, & Dario for sharing their perspectives with me.
- Thanks to Tom Santanas for sharing their perspectives with me.
- Many thanks to Kamala Caruso and Professor Samuel for providing crucial feedback and for making available your perspectives for inclusion.
Environment
"Just Green Enough" in Relation to Urban Greening: Potentials and Shortcomings

Bryan Chan
University of California: San Diego
Urban Studies and Planning Department

1. AT A GLANCE

Abstract:
Research on urban greening efforts suggests that a paradoxical relationship is formed, while urban greening focuses on sustainability in response to climate change, it can also create gentrification around its surroundings. The "Just Green Enough" is an approach to this issue as it focuses on community-driven action towards placemaking strategies. Although the concept has been implemented, it is important to examine the cases of this approach as research on the topic is limited. This shall be done by examining a small-scale project in Logan Heights called the Gilmore Community Space using observationally, ethnographic, and community-based methods. A case-study approach will be implemented in efforts to evaluate the strategies and interactions involved and its potential to serve as an urban greening strategy feasible.

Research Question:
What does the "Just Green Enough" approach look like in practice and how can it be used to foster urban greening through a socially equitable perspective lens? Could the approach be used to improve communities socially disadvantaged here in San Diego?

2. METHODOLOGY
- Demographic analysis of the Logan Heights community using American Fact Finder
- Surveys done in person with community members using Google Forms
- Interviews with key project members
- Windsheild survey of the site and its surrounding community

3. AREA OF STUDY
- A small open-space project created in collaboration with various organizations and hundreds of volunteers.
- Lot measures 0.11 acres and is situated in between a business and a home on Imperial Ave.
- Initially an empty lot with overgrown weeds and trash.
- The park is intended to serve as a vibrant community gathering space that would have tackled:
  - Stormwater Management
  - Climate Mitigation
  - Provide Open Space
  - Maintain the Community's Character

4. FINDINGS

Demographics:
Lower income levels compared to the County and City of SD
- Logon Heights
- Total Population: 25,142
- 87%
- Logon Heights Income
  - Average Income in San Diego: $100,000
  - Average Income in San Diego County: $50,000 - $74,000

How This Site Relates:
This project is an example of the "Just Green Enough" approach in which social residents in a socially disadvantaged community advocated for a much-needed open-space site.

5. KEY TAKE-AWAYS
- "Just Green Enough" approach requires help from the local government to successfully implement.
- Not to rush and receive as much feedback from the community including businesses.
- Organizations or planners establishing an urban greening project, regardless of size, should be wary of private property acquisitions, as financial aid may be limited.
- Community support is highly valued in accessing the success of the "Just Green Enough" approach.
- Small-scale projects like these should not be underestimated.

Acknowledgments: Keith Pezzoli, Davida Carpio, Logan Heights CDC
Sustainable Buildings at UC San Diego

Abstract

Sustainable buildings at UC San Diego are led by a series of documents, some set by the school themselves and some set by the UC-wide system. One key component is the Climate Action Plan, which sets out the targets for reducing greenhouse gas emissions. The school also has a sustainability strategy document, which outlines the goals and strategies for achieving sustainability. Additionally, the school has a sustainability reporting framework, which tracks progress towards these goals. Overall, the school has made significant progress in sustainability, and continues to set ambitious targets for the future.

How Policies Work Together

Policies on Sustainable Practices

The environmental impact of a building is driven by its design and the materials used. Environmental quality is also an important factor in the region’s climate. This includes the use of insulation, choice of water sources, and the use of renewable energy sources. The climate action plan identifies key areas to address, including energy efficiency, water conservation, and waste reduction.

Sustainable Buildings Policy and Guidelines

UC San Diego’s sustainability policy and guidelines are used to inform the design and construction of new buildings. These guidelines address issues such as energy efficiency, water conservation, and the use of sustainable materials. The policy also includes provisions for the ongoing operation and maintenance of buildings.

Case Study

The North Torrey Pines Living and Learning Neighborhood is one of the newest buildings on the UC San Diego campus. It is designed to be a sustainable and energy-efficient building. The building has been designed to meet LEED Gold standards, which require a minimum of 20% energy savings compared to the baseline building.

Conclusion

While policies are the driver of sustainable buildings, it is important to look at how effective they are in practice. The Climate Action Plan sets targets for reducing greenhouse gas emissions, but it is important to track progress and ensure that these targets are met. The school has made significant progress in sustainability, and continues to set ambitious targets for the future.

Sustainability Report

With all of the policies that UC San Diego follows, it was important to look at which ones are actually being implemented and which are not. For example, the school has set targets for reducing greenhouse gas emissions, but it is important to track progress and ensure that these targets are met. The school has made significant progress in sustainability, and continues to set ambitious targets for the future.

References


Tessa Hocquet

Urban Studies & Planning

March 12th, 2020
The Social Structure of Sustainability on University Campuses

McKenzie Kim - University of California, San Diego - Urban Studies and Planning Program - March 12, 2020

INTRODUCTION

Research Questions
- To what extent do students at UCSD engage in sustainable practices?
- As students, what are the problems and limitations of practicing sustainability at UCSD?

Abstract
University campuses, similarly to the rest of the world, face issues with their impact on the environment. However, there are many ways to combat this problem, one being practicing sustainable ways of life. Sustainability is a very broad topic but when we are talking about campuses as their own little cities, it can narrow down the analysis. There are many factors that come into play in order to reach a completely sustainable university. Factors such as economics, built environment, social culture, and management all provide an important foundation when trying to reduce environmental impact. My research reveals that the University of California, San Diego does not have a social domain therefore complete sustainability cannot take place.

BACKGROUND

The more people that do not care about our environment, the more it will become polluted with contaminants and toxins that have a harmful impact on our health. Universities are true leaders and drivers of our society and can educate the future and make sustainable efforts that reflect in the world around us through educating and promoting sustainable methods.

RESEARCH DESIGN

Methodology
This study’s research design was comprised of three methods of analysis: online surveys, interviews, and observations.

Survey: provide a sense of anonymity and allowed a broader range of students to be able to speak freely about sustainability on campus when filling out the survey.

Interviews: Conducted two interviews on a more personal level which created some tensions and opposing views on sustainability based on interviewers background.

Observations: exposed student actions and patterns in involvement of sustainable practices on campus

FINDINGS

Respondents were similar across all platforms of data collection and provided accurate findings about the attitudes about sustainability on the campus of University of California, San Diego. Based on what was learned from the survey and interview responses.

Several themes appeared highlighting the impact of:
1. A lack of knowledge about sustainability
2. The disconnect between the university and students
3. Students not thinking that their individual actions affect the environment.

CONCLUSION

- If university campuses can pinpoint the reasons why students are not practicing sustainability, they will be able to change their approach and potentially reduce their overall ecological footprint and impact on the environment.
- The information that I collected can better inform universities, as well as students on how to successfully become sustainable in multiple ways:
  - Utilize and effectively promote resources available
  - Teach and educate about the environment and sustainability
  - Motivate social domain to make a difference through individual actions
Strengthening Blue Ethic: A Case Study on Imperial Beach
Increasing Marine Literacy and Public Participation in Coastal Cities

Amy Ly | University of California, San Diego | Urban Studies and Planning | March 12, 2020

INTRODUCTION

Research Question:
How does the City Council of Imperial Beach encourage their residents to make more conscious decisions in their everyday lives that affect the ocean?

Abstract:
Research shows that humans are negatively impacting the ocean with our carbon emissions and plastic pollution. Although there have been non-profit organizations trying to clean up the ocean, preventative measures need to be taken to avoid these consequences. We need to be able to strengthen the relationship between the ocean and the citizens. Timothy Beatley, author of Blue Urbanism, calls this relationship, “blue affinity.” I argue that the integration of marine science in K-12 curricula and public participation in oceanic events and city council meetings can help strengthen the relationship between the citizens and the ocean.

Object of Study
I have done a case study on the City of Imperial Beach to observe how the City Council interacts with their residents to strengthen their blue ethic. I also observed a non-profit organization, Clear Blue Sea, to understand how they are educating the youth about ocean plastics.

METHODOLOGY

Background
Our oceans are dying and it is our fault.
- Sea levels are rising from 6 to 8 in/year from our GHG emissions
- There are 2.5 trillion pieces of plastic in our oceans
- 25% of marine organisms are ingesting roughly 80% of the plastic that we make.
- We need to take action now to reduce the anthropogenic impact on the ocean

Methods
- Interview with the city planner of Imperial Beach, Tyler Fultz
- Interview with the educational coordinator of Clear Blue Sea, Venecia Zunzunelli
- Survey on the residents of Imperial Beach
- Observations from a City Council meeting (Dec. 15, 2020)
- Observations from an educational outreach event (Dec. 3, 2020) hosted by Clear Blue Sea at the San Diego Beach Academy in sixth-grade class.

RESULTS

Interview with Tyler Fultz
- Questions: What strategies would help the public develop a stronger relationship with the ocean?
- Answers: “Beach cleanups. A lot of community members are aware of sea-level rise and plastic pollution, and we want them more engaged in activities that interact with the ocean.”

Interview with Venecia Zunzunelli
- Questions: Why do you think educating the youth about the ocean and marine plastics is beneficial?
- Answer: “Not only is it beneficial for them, but it is required for the help. I want them to understand that they have a voice. They have the power to change what producers are offering the consumers. We can think locally, not globally.”

FINDINGS

Discussion
With the data that I have gathered, I found that the City Council of Imperial Beach is trying to encourage their residents’ blue ethic by facilitating public participation and creating legislation that enforces the negative impact on the ocean. Although citizens are aware of these issues, they are not inclined to make those connection because they are not directly affected by it. We need to create a sense of urgency for these residents. We need to create a stronger blue ethic for them.

Future recommendation
We need to encourage schools to implement marine science in their curricula. Students will be able to learn to make positive impacts on the ocean at an earlier stage of life. City Councils should keep the public engaged in oceanic activities like beach cleanups, while watching, surfing, etc. These oceanic activities can help residents stay in touch with the blue environment that surrounds them. The public should be more involved in monthly conservation or sound meetings. They can stay informed with what is going on in their city and contribute to the conversations with their local government.

REFERENCES

[Links to references provided]
CALIFORNIA’S URBAN FORESTS
A GREEN SOLUTION

Derek Van
University of California, San Diego
Urban Studies & Planning
March 12th, 2020

Research Goal
“Using San Diego’s Urban Forestry Program as a central case study, what does it do similarly or differently in comparison to Los Angeles and San Francisco’s?”

Purpose
• Climate Change Opposition
• Knowledge of Urban Forestry
• Policy vs. Implementation

Abstract
• This project contains a content analysis examining San Diego’s Urban Forestry Program as a central case study while San Francisco and Los Angeles serve as comparisons.
• With the case of San Diego, (2) interviews were also conducted with city employees in order to understand the effectiveness and implementation of said climate policy.
• While the content analysis may analyze how certain cities utilize methods to implement greenery, it also examines whether or not the plans have guidelines for continued maintenance and upkeep.
• The main finding is that depending on the city’s circumstances, the plans will prioritize different aspects over others.

Methodology

Content Analysis

General Findings
• Graphically designed and textually organized to cater to targeted audiences
• S.D. & S.F. cater to both city + public
• L.A. solely on city employees
• All made readily available to the public
  • General access, project visibility & educational purposes

Interviews
1. Horticulturist
   a. Magen Shaw
2. Park Management
   a. Ana Pilciger

Key Literature
ABSTRACT
Limited financing options for affordable housing development have led to localized innovations such as local housing bonds. This research utilizes case studies of local housing bonds in Los Angeles and Santa Clara to extract best practices for the City of San Diego as they move to place their first housing bond on the ballot in 2020. While there is ample literature surrounding affordable housing policies on a federal level, it becomes dramatically sparse when looking at policies in the State of California and in San Diego. Thus, through government document analysis, evaluation of internal and external reviews of the bond programs, and interviews of key stakeholders in San Diego's bond issuance, this research will start the conversation around the efficacy of local housing bonds in California and explore how they can be streamlined to fit into a complex financing system. San Diego has grappled with a homeless crisis and high rent costs for decades. It is vital that this bond measure improves upon the shortcomings of bonds in other cities so that it may implement successfully and serve as an example for other cities throughout the state.

RESULTS: SHORTCOMINGS OF THE BONDS

**Frequency of Distribution**

- Distributing too much of the bond money early can result in higher costs and tax payers more money
- Difficult accounting and oversight
- Difficulty leveraging the bond money to require more state and federal funding

**Functionality Within Overall Affordable Housing Development Process**

- Long development timeline due to complex financing structures
- Increased construction costs
- Increased development costs
- Less entitlement timelines at the city

LESSONS LEARNED

**Frequency of Distribution**

- Minimize cash out insurance so as to not overextend the bond money and cost taxpayers more than initially planned
- Create pipelines before insurance to defray distribute funding and meet overall goals of the bond

**Functionality Within Overall Affordable Housing Development Process**

- Financial applications should be consolidated under have streamlined application cycles in order to create financing quickly
- Creation of units built and affordable served by the bond should be achievable in a reasonable time period
- Incorporate a community-based approach to infrastructure

DISCUSSION: PATHWAYS TO SUCCESS

The table above illustrates the two broad shortcomings of the housing bond in Los Angeles and San Diego as well as the underlying causes. The passing of insurance proved to be an incredibly important front of the bond measure. Los Angeles formed one large, initial development to have their debt serviced, while Santa Clara has three issuances planned, they still struggled to leverage local resources to affordable housing development.

When it comes to affordable housing development some costs are inevitable, like labor and material, but the overall development process must be streamlined in order to build affordable housing more quickly. On a local level, changes in the planning and development departments are necessary to expedite the entitlement process and build affordable housing in a quicker timeframe.

THE FUTURE OF HOMES FOR SAN DIEGANS

The local housing bond will likely be on the ballot in 2020 and although there is no official bond language yet, Rossell shared that its leaders have strong ideas about its structure and implementation. Currently, they are planning for a 5-year bond with a curated pipeline for each issuance. The process for any issuance will be as follows:

1. Citizens' oversight committee makes recommendations to City Council when they should move forward.
2. City Council takes legislative action that authorizes the issuance of a Series of Funding Available (NOFA) to the San Diego Housing Commission and the distribution of funds to the strongest projects.
3. In an interview with Stephen Rossell, Executive Director of the San Diego Housing Federation and an advocate of Homes for San Diego, he described the bond measure as a "trust building exercise... and it cannot be our last one." By this, he means that this the first time San Diego may have a local housing bond - an additional one million more dollars to build affordable housing - and although it is only in the City of San Diego, its success has the potential for others.

Therefore, the success of this housing bond is critical. At this point in time, it is poised to adequately build upon the shortcomings of Santa Clara and Los Angeles' bond measures and effectively serve low-income San Diegans.

ACKNOWLEDGEMENTS

This research would not have been possible without the guidance of Sue Reynolds and Denise Owens at Community HousingWorks, a local nonprofit affordable housing developer. Additionally, Steve Rossell's willingness to be interviewed and provide insight into the bond measure was critical to the formation of this research and its findings.

Keith Petrun and Daniel Carpio were also instrumental in the formation of this research.

SOURCES

Affordable Housing In Affluent Cities:
A Comparative Analysis to Understand Obstacles Affluent Cities Face in Creating Affordable Housing

Tianna de la Paz | tdelapaz27@gmail.com | University of California, San Diego | Urban Studies and Planning Department

Introduction

Research Question:
What are the obstacles affluent cities face in creating affordable housing?

Abstract:
In this research project, I examine the obstacles affluent cities face in order to develop affordable housing. Current research suggests that affordable housing can create more resilient, diverse, and sustainable neighborhoods. I conduced a comparative analysis of the cities of Del Mar and Lake Forest to understand how they have addressed the issue of affordable housing in California.

Context

What is a Housing Element?
- A Housing Element is a state mandated requirement of a city's general plan. The purpose of a Housing Element is to outline the city's effort and strategies to comply with the growing demand for housing in California.

What is NIMBYism?
- NIMBYism, or "Not In My Backyard," is the concept of property owners being protective of the development around their property.

Why focus on Del Mar and Lake Forest?
- Both cities are affluent cities in different counties in California. This enables an analysis of whether challenges are unique by region or similar across regions.
- Del Mar and Lake Forest have both relatively high populations so an analysis of racial factors can be assessed.
- Both cities are undergoing housing expansion, so internecine is accessible.

Methodology

Interviews
- Interviewed city planners that are involved in affordable housing programs in the cities of Del Mar and Lake Forest to understand their perspective of the obstacles.

Observations
- Interviewed public officials that addressed affordable housing in each city or attended the conversation with each city.
- Del Mar’s 5th Cycle Housing Element Ad Hoc Citizens Task Force Committee
- Lake Forest City Council Meeting on Potential Affordable Housing

Document Analysis
- Analyzed the 5th Cycle Housing Element for each city to understand the current status of affordable housing and potential programs that were implemented.

Findings

The chart below represents the key obstacles cities must overcome to create affordable housing. As show below, each obstacle is interconnected with one another; therefore, they must be addressed simultaneously to create successful solutions to the housing crisis.

NIMBYism
- Property owners hate their NIMBYIs talk about the main themes:
  1. Traffic increasing and parking becoming scarce
  2. A fear of the physical change to the neighborhood
  3. Concerns of losing in a new neighborhood that are not the same as the neighborhood issues of the neighborhood

Financial Constraints
- High land value, market conditions, and minimal funding available cities unable to produce affordable housing programs.

Land Constraints
- Both cities are highly developed, so current land is not available.
- Additionally, potential sites are already owned, and property owners are not always willing to sell the land.

Conclusion

- In order to overcome challenges, the obstacles must first be identified.
- This research identifies the key obstacles of NIMBYIs, land constraints, and financial constraints.
- Understanding the interactions of these obstacles enables for better research to overcome these obstacles.
- Currently, Lake Forest and Del Mar are trying to engage the property owners to open communication pathways and alleviate the public on the realities of affordable housing.
- Moving forward, research should focus on the effectiveness of engaging property owners to address the challenges when creating affordable housing.
- Property owners' awareness of affordable housing can be the key to advancing affordable housing programs in affluent cities.

Characteristics

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<thead>
<tr>
<th>Characteristics</th>
<th>Del Mar</th>
<th>Lake Forest</th>
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</thead>
<tbody>
<tr>
<td>Median Household Income</td>
<td>$121,916</td>
<td>$154,332</td>
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<td>White Population</td>
<td>66.7%</td>
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<td>18 to 64 Years</td>
<td>68.6%</td>
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<td>65 and over</td>
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</tr>
</tbody>
</table>

Acknowledgements

- Amanda Lee, Principal Planner for the City of Del Mar
- Dale Yarrick, Assistant Director of Community Development for the City of Lake Forest
- Sofia Travers, Economic Development and Housing Manager for the City of Lake Forest

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SERVING TO CREATE HEALTHY HOMES
A Study on How MAAC Incorporates Social Services Into Affordable Housing Developments

Yasmine Keasling
Housing

How do non-profit affordable housing developers incorporate social services into their housing developments in order to address the health of the community?

Abstract:

In order to address the issue of unstable and unaffordable housing, many non-profit organizations have begun to create affordable housing developments that incorporate social services within them. This project will be conducting a case study with a mixed method approach in order to explore a specific non-profit housing developer with a social service component. This study looks at the way that this non-profit organization, MAAC Project, functions as an institution in order to incorporate social services into their building methods, both programmatically and design wise, in order to address the healthfulness of their residents. Through integrating myself as an employee and participate observer, conducting interviews within the development and social services departments of MAAC, as well as analyzing organization documents, it is evident that MAAC project can be used as a full service model for answering the question of how non-profits incorporate social services into their developments.

Methods:

Interviews
Director of Real Estate & Development
Director of Healthy Homes & Health Services
Resident Services Coordinator - STEP Center

Participant Observation
Internship with MAAC Real Estate & Development Department

Document Analysis
MAAC Website
Site Plans

Findings:

MAAC serves as a full service model in being successful in creating an entity that incorporates the necessary components of both affordable housing and social services in order to address the overall health of the community.

1. MAAC as an Organization & Entity
   “Maximizing self-sufficiency with families and individuals through high-quality programs and advocacy in our communities”

2. Relationship between Service & Development
   “Developers are the base that create the building blocks and provide the space for others to offer the services to help the community.”
   - Resident Services Coordinator
   - brings needs of residents to the Real Estate Development and Social Services Departments

3. Success & Sustainability
   - STEP (Striving Toward Economic Prosperity) Center Success
   - Hillside Views Affordable Housing Project
   - San Martin de Porres Affordable Housing Project

Conclusion:

Although housing is a fundamental base and stepping stone for people to improve their lives, housing alone is not capable of providing people with the potential to be self-sufficient. Social services are necessary to provide people with the proper steps to understanding how to create healthy, self-sufficient lifestyles for themselves. The goal of my research was to further explore how affordable housing developments can improve people’s lives by offering social services and by using MAAC as a case study, I have been able to answer the question of how affordable housing developers incorporate social services into their developments. MAAC acts as a full service model for providing affordable housing with social services and have been able to show how developers work with social service providers, as well as residents, to help create self-sufficient individuals and better the community as a whole.
YES IN MY BACKYARD:
Evaluating the local drivers of ADU interest in the City of San Diego
Elizabeth Owen | UC San Diego Urban Studies & Planning | March 2020

ABSTRACT
The purpose of this research project is to evaluate what factors draw ADUs interest at the local scale. Specifically, with ADUs an important tool to help solve the housing affordability issue, it is important to know what neighborhood attributes are driving interest. The city of San Diego is at the forefront of the ADU movement. The San Diego ADU Master Plan identifies policies that need to be in place to help drive ADUs awareness and adoption. This project highlights several policy areas that need improvement to drive ADU acceptance in the City of San Diego. This project also identifies neighborhood-level factors that drive ADU interest.

WHY ADU?
- Increased income opportunities
- Increased quality of life opportunities
- Increased neighborhood safety

METHODS
- Geographic information system (GIS) mapping
- Survey data

3 YEAR FINDINGS

WHICH NEIGHBORHOODS WANT ADUs?
- Family income
- Education level
- Housing cost

SANDIAGO ADU DEVELOPMENT TRENDS
- Increased interest in ADUs
- Increased interest in multi-family ADUs

WHAT MAKES A NEIGHBORHOOD BETTER FOR ADUs?
- Availability of ADU-friendly zoning
- Existing ADU developments

SOURCES
- San Diego Planning Department
- San Diego Housing Commission
- San Diego Department of Economic Development

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THROUGH THE LOOKING GLASS
A Case Study on the San Diego Housing Commission

Dominic Sistena

Housing

Introduction

Research Question
How does the San Diego Housing Commission (SDHC) respond to the affordability crisis? How does SDHC differ from traditional public housing authorities (PHA)?

Object of Study
San Diego Housing Commission (SDHC)

Abstract
Discussion of homelessness (and the threat thereof) is often extracted from conversations about the housing crisis, despite the obvious lack of housing inventory. However, affordability is affecting even higher income levels, which has the dual effect of creating additional inflow pressure into the homeless system and attracting already homeless individuals and families from exiting the system. The San Diego Housing Commission is an exemplar of how and why public housing authorities are tackling the problem of homelessness. Addressing homelessness is understandably tied with its public mission of developing affordable housing. This research project hinges on three methods: participant observation, semi-structured interviews, and data review to identify the specific programs, services, and processes that address this crisis and point towards a better future.

Purpose
The objective of this project is to reveal the degree to which innovation, public-private partnerships, multifaceted interventions, and outreach/communication help and hinder the mitigation of homelessness.

Background
The City of San Diego hosts a disproportionate homeless population compared to the County as a whole. While the City accounts for 46% of the total population, the City hosts 63% of the entire County’s homeless population.

Summary Statistics
- The City of San Diego Population = 1.34 Million
- City of San Diego Population = 1.42 Million
- 5,082 Individuals (RPT 2019)
- 2,600 Unsheltered (50%)
- According to the Housing Inventory Annual Report (2018), "the city had 0.38 housing units per person though cities with a much greater housing density like New York and San Francisco had 0.4 and 0.05 units per person, respectively. Cities such as Austin (0.42), Denver (0.45), and Seattle (0.44) all provided many more housing choices per person than San Diego."

Figure 1. Sheltered and Unsheltered Homeless Count by Year

Source: RTFH

Research Strategy

The combination of the following three methods provide a holistic view. Where data review, alone, can provide a snapshot of needs, participant observation and semi-structured interviews provide a greater depth of understanding regarding the homelessness crisis and mitigation processes.

Semi-Structured Interviews
- 14 Participants
  - Executive, Senior Staff, Direct Service Providers

Key Findings

- HOUSING INVENTORY
  - Lack of Low-Income and Supportive Housing Stock
  - Engage Landlords to Identify Additional Housing Units
  - Increase Incentives within Free Market

- PUSH/PULL
  - Lack of housing options "creates both additional inflow pressure into the homeless response system and inhibits the ability of the homeless response system to successfully exit people experiencing homelessness" (CSH 2019:54).

- STRIKE A BALANCE
  - Investment in crisis response must ensure a balance between short (i.e., immediate) and long-term (permanent) solutions (ibid. 24)

- ROLE CONFLICT
  - Create System-Level Coordination System for Major Stakeholders (e.g., City and County, SDHC, RTFH, and Non-Profits)

- CULTURE & COMMUNICATION
  - "Better Homelessness Assistance Should be Client-Centered and Adopt Trauma-Informed Best Practices" (CSH 2019:56)
  - Criminalization of Homelessness – too much time is spent on trying to resolve that impact (consumers)’ ability to connect with housing or employment (56).

Conclusion
The most cited barrier to successfully placing people experiencing homelessness into permanent solutions was the lack of low-income and supportive housing available in the market. There is not enough housing that is affordable to people at or below 30% of the Area Median Income (AMI)—generally the affordability level needed for people experiencing homelessness.

References
https://www.sandiego.gov/systems/spolicy/8/homelessness_action_plan.pdf#toggle-infrastructure

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Solving Housing Insecurity Using Cooperative Housing
Cindy Vides, University of California, San Diego, Urban Studies and Planning Program

ABSTRACT
The UC system has made several initiatives toward solving food insecurity, but there is no current system to help students struggling with the housing insecurity. Historically, cooperative housing has been a model to create affordable housing that will foster a mutually-beneficial community and educational environment for students to live. Students would provide a work service in exchange for low-cost housing. This research will examine whether cooperative housing can serve students effectively. This will explore why these spaces were created, the benefits of co-ops on campus for students, and how the university plays a role on why they are created.

METHODS
- Interviews: Interviews were conducted with 3 different individuals to get a better idea of how their co-op is run, their perceptions of the co-ops, and how they’ve benefited from being involved. Each one was involved in a different co-op: BSC Davis House, Food Co-op/Che Café, and Groundwork Books.
- Site Analysis: Each site was meant to get a better idea how each co-op is run and get a general idea of how the spaces were occupied.
- Article/Document Analysis: Articles and documents were accessed online. Each cooperative had their own personal website.

RESEARCH QUESTION
To what extent has housing cooperatives benefited students and their campus housing interests?

OBJECT OF STUDY
Cooperative Housing

KEY WORDS
- cooperative affordability
- communal spaces
- tuition
- work shifts

PURPOSE OF STUDY & BACKGROUND
UC San Diego’s four-year cost of attendance for a full time student on campus is $34,435. An additional $14,205 is estimated for Housing and Meals. Cooperatives have addressed the need for affordable housing and have been a model to create a system where students can afford to live in a healthy environment.

UC Berkeley: Berkeley Student Cooperative (BSC) was established in response to limited housing for students. Over the years, they have grown significantly. The BSC is “an organization that provides quality, low-cost, cooperative housing, community and social opportunities, helping students to become informed, active, and responsible members of society.”

UC San Diego: Housing, dining, and student life are run by UC San Diego Housing and Dining Services. Housing and dining services are responsible for providing housing and dining services to students, faculty, staff, and the general public.

FINDINGS
- UC Berkeley: Berkeley Student Cooperative is the only cooperative that runs on campus. Savings: “The BSC house costs $7,218, off-campus housing costs $36,402, and UC Berkeley dining costs $10,600.” - Claude Hall, BSC
- UC San Diego: Housing students has a four-year housing guarantee with the university for on-campus housing. At many students, the number of double rooms has been lower than the number of rooms available on campus.
- All students expressed that co-ops are beneficial in the following ways:
  - Cooperative housing provides an opportunity for students to live with others who share similar interests.
  - Cooperative housing provides a sense of community and belonging.

KEY TAKEAWAYS
Cooperative housing has been a solution for universities, such as UC Berkeley, by helping students who are going through housing insecurity, which is being exacerbated as the cost of living increases.

The Berkeley Student Cooperative works to make the co-op sustainable, while maintaining a high standard of living. They have implemented many sustainable practices to reduce their carbon footprint, such as composting, recycling, and using renewable energy sources.

UC San Diego currently has four cooperative models that are successful and focus on giving back and empowering their community. These models have been developed to address the diverse needs of students and to provide a supportive living environment.

Students have expressed an increased sense of belonging at UC San Diego. These spaces are autonomous and students can communicate with one another about issues that are important to them.

The cost of living on campus is often expressed as expensive. With limited resources, students struggling with housing need other alternatives. The model at UC Berkeley is an example of how affordable housing structures have helped students financially and socially.
NO MORE INEQUALITY: Effective Hazard Mitigation Strategies to Plan for Climate-Resilience

Celia Sanchez Zelaya, University of California, San Diego, Department of Urban Studies and Planning

Abstract

Climate change and the increase of natural disasters will require new strategies to protect communities and ensure their resilience. This research aims to explore the relationship between climate change and disaster resiliency, focusing on urban planning and design approaches to mitigate the impacts of natural disasters.

Background and Purpose

The purpose of this research is to analyze the current urban planning strategies in the context of climate change and disaster mitigation. Specifically, the study examines the implementation of green infrastructure and green building strategies in different urban areas to assess their effectiveness in reducing the impact of natural disasters.

Methodology

The methodology used in this study involves case studies of cities that have implemented green infrastructure and green building strategies. Data is collected through site visits, interviews with local officials, and analysis of existing planning documents.

Findings

1. Disaster Cycle - A three-step process that includes pre-disaster planning, disaster response, and post-disaster recovery.
2. Housing Benefits - Increase in property values and reduced insurance premiums.

Conclusion

The study concludes that green infrastructure and green building strategies can significantly reduce the impact of natural disasters and improve community resilience. However, more research is needed to assess the long-term effectiveness of these strategies.

References


Celia Sanchez Zelaya

Housing
Infrastructure & Public Facilities
Creating Digitally Inclusive Smart Cities: A Case Study of Smart City Chula Vista

Mayra Garcia | University of California, San Diego | Urban Studies and Planning Department | March 12, 2020

Introduction

This case study explores Smart City Chula Vista through the questions:

• How do cities establish equitable smart cities in order to ensure equal access to technological innovation and its benefits across diverse communities?

• How will the city of Chula Vista address economic, digital, and socio-economic inequalities present throughout the city while planning for smart city development?

Abstract: Smart City Chula Vista has become one city leading the smart city movement. I explore the Smart City Chula Vista initiative to understand factors driving smart cities and the beneficiaries of innovation are. I explore if smart cities aim to solve a city’s economic and social challenges, and roles and strategies used to ensure equity by performing interviews with smart city experts, content analysis, and spatial analysis. Data show that the major factor driving smart cities is economic development with hopes of attracting private investors, without first establishing the foundations to ensure that all residents have an opportunity to enjoy smart city benefits.

Purpose and Background

• The purpose of this study is to shift smart city discourse to include the need for educational, digital, and socio-economic equity. Examining Smart City Chula Vista allows an understanding of what smart city discourse fails to address when planning for smart cities. In Chula Vista, this includes how residents of western Chula Vista with larger socio-economic barriers will be impacted by smart city developments.

• Current smart city literature focuses on the need to promote smart city developments for economic and environmental benefits, but not much discussion centered around a smart city’s need to enhance socio-economic equity and digital inclusion.

There are existing educational gaps across the city, however, one goal is to increase high-paying jobs by attracting private investors.

Assessing Smart City Chula Vista

What’s being done to ensure that all residents have equal opportunity to access smart city programs?

Current Programs & Services

Technology Training

• Current technology training initiatives are not close the digital divide and ensure all community members have equitable access to the internet and computer resources.

Existing Limitations

• Language barriers exist, training only offered in English.
• Fee upon entry $300
• Residents, 13yr old
• Age restriction

Digital Access

• Digital access available in 3 Chula Vista libraries.
• Civic Center Branch
• Civic Center Branch
• South Chula Vista Branch

Existing Limitations

• Limited time for checkout.
• Only available to library card holders.

Research Methods

Interviews: Two interviews with experts working on smart cities in the private and public sector.

Content Analysis: Analyzed different sources, including Chula Vista Smart City Action Plan (2017), local news interviews, and grant statements.


Conclusion

Smart cities will continue to be driven by economic motives, which can reproduce existing inequalities.

Smart cities must first address existing inequalities in order to ensure that all community members can access smart city benefits.

The city of Chula Vista and its partners must ensure that there is technology training offered in the languages spoken by their residents.

It’s not enough for cities to promote community engagement and transparency, but they must equip their residents with the tools and resources to learn to access these services.

Future studies should investigate the long-term impacts of the Smart City and open data initiatives to understand what the city has done to ensure equitable access to these services, if at all.

Literature and Sources

About Smart City Chula Vista

http://www.chula-vista.ca.us/city-web/about/chula-vista-smart-city/


Acknowledgements

Special thanks to Denise Haupt, Keith Hazlett, and Amy Weeks.
Creating a Framework for Policy: Population Density and Dog Ownership
A Downtown San Diego Case Study

Emilie Millard | University of California, San Diego | Urban Studies and Planning Program

INTRODUCTION
As populations globally shift to an urban lifestyle, embracing density as a part of New Urbanism, the popularity of companion animals has graduated into a city concern. Specifically in urban cores, cities are experiencing an increased disparity between pet populations and relevant amenities. Considering the unique nature of dogs to require land, at minimum, for exercise and to relieve themselves, public space is increasingly burdened with these functions. Little regulation has been designed to mitigate the impact of dogs in public space largely because the parameters of the issue are understudied.

SURVEY SAYS...
- 78% report they drive to off-leash parks...on average of 5 miles
- 89% agree public funds should be used to create dog infrastructure
- 18% rate the severity of dogs' impact to public sanitation as an 8/10

RESEARCH DESIGN
With San Diego as an ideal case study, this research begins a framework for policy by:
1. Generating essential dog-population data and projected density
2. The creation of GIS maps to analyze found data in an open source platform
3. Surveying public attitudes
4. Interviews with private residential developers offering dog amenities

TAKE AWAY
- San Diego hosts the most dogs near the least green space.
- The city, nor its contracted agencies track dog population data.
- Dog ownership is regulated de facto by housing via landlords.
- Reliance on developers for amenity access encourages inequality.
- Increased management policies are needed to negotiate proper infrastructure as well as financial responsibility.

"Lamp Post Corroded by Dog Urine Toples Over in Downtown San Diego" - NBC NEWS

"Is there enough city regulation of dog ownership?"

38.4% of Households own 1.6 Dogs

#1 Request for Public Land

Impact to urban forestry, storm drains & risk for zoonotic disease
GREEN SPACE INEQUALITIES

LOW SOCIOECONOMIC URBAN COMMUNITIES LACK ADEQUATE ACCESS TO SAFE, PUBLIC GREEN SPACE

Abstract

Green space can mitigate health inequalities, benefit the economy, and provide access to recreation. Lower socioeconomic communities often lack adequate access to public green space, which can have negative effects on health and well-being. This study explores the challenges faced by residents in lower-income communities in accessing green space. The research findings indicate that green space is a key indicator of health and well-being, and its absence is linked to poor health outcomes and increased health risks. The study highlights the importance of increasing access to green space in lower-income communities to improve health outcomes.

Area of Study

San Diego County

Infrastructure & Public Facilities

Findings

The research conducted in this study suggests that lower-income communities have limited access to public green space. The findings highlight the importance of increasing access to green space in lower-income communities to improve health outcomes.

Methodology

1. Literature Review
   - Reviewed research on the importance of green space in public health

2. Data Collection
   - Conducted interviews with residents related to their experiences with green space

Conclusion

Public green space is crucial in urban areas and can improve health outcomes. Therefore, it is crucial to increase access to green space in lower-income communities to improve health outcomes. The findings suggest that increasing access to green space in lower-income communities can have a positive impact on health outcomes.
Public Health, Safety, and Welfare
Urban Parks: Dismantling Categorical Labels


RESEARCH QUESTION
What social roles do Doyle Community Park and Lindbergh Neighborhood Park play in their communities?

ABSTRACT
Parks are socio-natural resources and healthy placemaking features of the urban environment. Inclusively, parks are portrayed in a utopian view because they provide environmental, social and economic benefits in communities. However, while some parks are praised for their beneficial features, others are vilified and considered crime generators. As a result, the categorical labels have obscured the true role parks play in their community. In this paper, I use Doyle Community Park’s good image and Lindbergh Neighborhood Park’s bad image to dismantle these categorical labels. Through detailed comparative analysis of observations, field notes and survey results I reframe their social role via Jane Jacobs’s concept of intricacy in parts to highlight their community engagement.

SIGNIFICANCE
- Paradoxical views of “good” and “bad” generalize the social role parks play in urban communities.
- Dissociating parks of good and bad labels, allows them to be reimagined better.

SITES
“GOOD” Doyle Community Park

“BAD” Lindbergh Neighborhood Park

CONCLUSION
The cognitive effects of labeling reveal that the words we use to describe things determine how we perceive them. It is crucial that these narratives are challenged because labels by nature are limiting and create biases and stigmas. Reframing the social role of public spaces based on the way it’s used by its residents has more power to represent their character and identity.
The Health of our Democracy?
Alienation, Access and Participation
Delaney Carmen I UC San Diego I Urban Studies and Planning Department

Question
What are the primary determinants behind atrophy at the local level, and how can they be resolved in order to create a lasting change in political culture?

Abstract
This research seeks to investigate the root causes behind political atrophy at the local level. Thoroughly, local governments provide several opportunities for civic engagement to allow citizens as equal as: how city is governed and offended. However, political atrophy continues to be widespread. American phenomena that results in a lack of participation and, consequently, the belief disengagement and political stagnation. This research examines three primary hypotheses behind local apathy and seeks to synthesize these implications by surveying a sample of college students at UC San Diego. The study is designed to identify the relationship between the level of government and citizens’ perception in governing efficacy among students, which has a number of implications regarding possible solutions.

Background
• Political apathy, as both a lack of participation or the desire to do so, is one of the biggest challenges facing local government.
• Apathy at local level, though often overlooked in importance, can contribute to political stagnation, citizen dissatisfaction, and diminished representation/resource allocation.
• Few citizens feel they are knowledgeable about governance, and those who do often report much lower levels of political knowledge than that of other generations.
• There are three possible explanations that can contribute to pathologies of political alienation: (1) internal barriers (such as lack of time, information, or resources that influence or govern local governments have no real power in crafting change); (2) the vote doesn’t matter anymore.

Methods
Survey of 24 UCSD students with question corresponding to the hypotheses. Full research largely focuses on more detailed understanding of general record.

Findings
In order to understand which factors foster the biggest role in generating atrophy, the survey results are sorted by the issues correlated with each question. In other words, these issues are reaction points of the above cited barriers that contribute to political apathy.

Alienation
• Almost half of respondents reported not knowing how to get involved in their local government.
• About 46% of respondents report not caring enough to do so.
• Many respondents felt that the political arena encouraged the participatory process insatiable and difficult to understand.

Access
• Surveyed feel the information and participation in local politics are rarely available:
  - Yes, somewhat
  - Yes, frequently

Participation
• Although 95% of respondents believe that local governments are capable of change, a majority of respondents reported feeling that they did not have an impact on that change:
  - No, somewhat
  - No, not at all

Conclusion
Simply put, every single hypothesis plays a key factor in generating atrophy, internal barriers, external factors and dissipation in political apathy to create a pervasive culture of disinterest, and misunderstanding.
• Internal barriers create a sense of alienation and disconnection from politics.
• Socioeconomic hurdles create a hierarchy to access, thus disenfranchising representation.
• A lack of efficacy in governments and citizens decreases the quality and effectiveness of local participation.

Solutions?
Although there’s no silver bullet for such an incapacitated cultural phenomenon, potential remedies include:
• A few social app or website that keeps up to date, easy to access for those unable to attend local meetings.
• Greater visibility/exposure to how localities affect their activities and what citizens can do be involved.
• Simplified processes of political decision making provided to residents to allow access to more demographics.

The importance of political participation cannot be stressed enough if locals are the breeding grounds for innovation, then apathy at the local level is holding nationwide social change at a grassroots level by perpetuating a widespread culture of ignorance and indifference. This research focuses on how emphasized these issues indicate the difference, and local municipalities as the engines to powering that change.

References

Delaney Carmen
Public Health, Safety, and Welfare

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It Could Happen to Anyone
Understanding and improving perceptions about the homelessness crisis in San Diego
Myah Lunceford, Urban Planning Thesis 2023

Abstract
This dissertation examines supports and services to human right violations and inadequate changes are being made to address the issue. The literature review found that poorly crafted policies can be revised to better address the needs of those affected by homelessness, and a general lack of accurate information. This research is intended to improve understanding of the problem, but people on the streets of San Diego report that there is a lack of public awareness and misunderstanding of issues affecting people on the streets. The purpose of this research is to improve the awareness and understanding of the issue through communication and policy interventions. This research has found that the same factors that contribute to homelessness are found in the city of San Diego. The factors found are the personal effects of the issue and the lack of understanding of the issue overall.

Guiding Questions
What are the reasons for lack of knowledge about the causes of homelessness? What actions can be taken to improve the understanding of the issue? How can an area be more successful when redeveloping a program that focuses on understanding the issue? If there is a gap between stated, effective solutions and assumed solutions, how can awareness be improved?

Why Does this Matter?
The causes and conditions of homelessness are complicated and require a deeper understanding.

4,912+ people facing homelessness in San Diego (2016)
129,972+ people facing homelessness in California (2016)

Studies show that Americans need to attribute homelessness to internal challenges such as personal choices, instead of external challenges such as local hardships.

Methodology
Surveys to residents in northern San Diego Interviews with social service workers
Observations at the annual San Diego Point in Time Count Interviews with police officers

Results
Perceptions of the homeless population were a result of a general lack of knowledge about the issue, fears of the personal effects of the issue, and the lack of perception of the city, which is a regular connection with previously the “visible” homeless population.

Police Interviews
Officers, specifically interviewed based on their daily interactions with people facing homelessness, they generally stated that they don’t have a clear picture of the types of people they interact with.

Survey Respondents
Survey respondents were asked if they were willing to give homeless people money or food or other items, but only 12% of respondents said yes.

Social Service Worker Interviews
Social service workers were interviewed to find out what they believe are the personal effects of the issue.

Point in Time Count Observations
The point in time count is an annual census of those facing homelessness. It is completed by a team of county employees.

Conclusion & Theory of Change
Society needs to make changes to better support its most vulnerable. Preventing homelessness is the best way to “end” homelessness.

Effective change can only be made by involving communities and ensuring understanding of the issue.

Visible homelessness is one subsection of the population, people couch surfing, living in cars, living illegally can all be considered homelessness.

Acknowledgements
INTRODUCTION

RESEARCH QUESTIONS
1. How do sanctuary policies and sanctuary policies statistically compare and relate political outcomes? Analyze legal jurisdictional impacts, assess policy implementation and outcomes.
2. How does the lack of sanctuary policies in San Diego provide information through the lens of health care and social services?

SIGNIFICANCE

Sanctuary states provide an alternative to undocumented people from the flood of deportations that lack a viable alternative. As an example, the population of Arizona is the subject matter of the “War on Terror.” While a clear definition of undocumented immigration, there is a lack of precision often left in seeking the consequences of sanctioning undocumented people from documented homelessness. This research offers a contextualization of legal jurisdictional impacts, assessing the consequences of deportations that lack a viable alternative to undocumented immigrants from San Diego County. This research hopes to add to the discussion on deportational consequences in setting an example for other counties.

METHODS

1. CONTENT ANALYSIS
   - Evaluate relevant policies that have affected sanctuary jurisdictions, and their impact. This is driven by the “San Diego Initiative” in the lenses of different impacts.
   - Verbalize the legalities of sanctuary jurisdictions through the analysis of case studies and interview results.
   - Consider border changes, social and health conditions of undocumented immigrants.

2. INTERVIEWS
   - Unilateral a phone interview with a former director of the San Diego-based research Border Angels, stars in interviews.
   - The questions posed were:
     1. What services do the organization offer to undocumented immigrants?
     2. Do you think reforms are offering better strategies to undocumented immigrants than San Diego County?
     3. Can you explain the phenomenon of border fatalities from your experience with the organization?

FINDINGS

CONTENT ANALYSIS

SIGNIFICANCE

Sanctuary and non-sanctuary counties compare significantly different in certain contexts. The tendency of/on undocumented people in certain cities have different effects. The lack of sanctuary policies in San Diego County significantly impacts the livelihood of undocumented people because they lack proper legal participation in the city's social and political environment. As a result, they are left to the edge of the law and basic human rights.

CONCLUSION

Sanctuary and non-sanctuary counties compare significantly different in certain contexts. The tendency of/on undocumented people in certain cities have different effects. The lack of sanctuary policies in San Diego County significantly impacts the livelihood of undocumented people because they lack proper legal participation in the city's social and political environment. As a result, they are left to the edge of the law and basic human rights.

SOURCES/ACKNOWLEDGEMENTS

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Transportation Planning
Transit Oriented Developments: Analyzing How Community Engagement Plays a Role in the Transit Oriented Communities of Barrio Logan and Hazard Center

Linda Cuevas-Figueroa, University of California, San Diego, Urban Studies and Planning Department

RESEARCH QUESTION:
How does strong community engagement, as well as social and economical factors affect the development of a TOD?

ABSTRACT
The use of transit-oriented developments (TODs) as a means to address sustainability concerns has become widely popular. This popularity has enabled TOD to enhance communities socially, economically, and environmentally. However, one obstacle in the field of transit-oriented developments is the challenge of balancing economic profit with the needs of the community. As a result, existing transit-oriented developments have caused increases in market rate housing, gentrification and the displacement of people in low-income communities. This study aims to understand how community engagement, social and economical factors can influence the development of transit-oriented communities. Research methods include a comparative analysis of urban planning in Barrio Logan, a transit-oriented community located in the city of San Diego, and Hazard Center, a transit-oriented community located in the city of San Diego. Findings depict that community engagement plays a significant role in lessening the effects of gentrification and displacement, as showcased in Barrio Logan.

BARRIO LOGAN
- Organic development of a TOD
- Community activism influenced by activist groups Barrio Station and Chicano Park Sisering Committee, modeled by the Chicano Park movement, determined the direction of Barrio Logan as a transit-oriented community
- Government assistance through the Barrio Logan Redevelopment project enabled Barrio Logan to garner funding and develop a transit-oriented community
- The community consented to the development of - Mercado del Barrio, a mixed-use project
- Chicano Park Apartments: 144 affordable housing units

“…If it wasn’t for Chicano Park, this neighborhood would have been gentrified a long time ago. This is the anchor that is holding it down” (Sandoval, 2014)

HAZARD CENTER
- Orthodox development of a TOD
- Private funding, no government assistance and no community engagement enabled Hazard Center station to be a market driven TOD
- Mixed Use development: - Hazard Center retail center - 120 condominium units - 300,000 square feet of office - 300 room hotels by DoubleTree by Hilton Hotel

CONCLUSION
- Civic engagement plays a significant role in lessening the effects of gentrification and displacement
- Barrio Logan serves as an example to encourage other communities to organize and closely work with city planners to avoid the negative and unintended consequences involved in the production of market driven TODs

REFERENCES:
Transit-Oriented Suburbs

Solving the Transit and Environmental Crisis through High-Speed Rail (HSR) in San Diego County

Eva Gabriel

Object of Study

The proposed aim of implementing a reliable rail system centered around single family homes (suburbs), major employment centers, and automobile dependent census tracts in San Diego County.

Methodology - GIS Mapping

A series of GIS maps is used to understand the relationship among the current transportation system, employment centers, and different modes of transportation.

Why High-Speed Rail?

- UConn estimates that 20% of GHG emissions from transportation
- Today, HSR is accessible in more than 20 countries and covers over 365,000 miles worldwide
- HSR is preferred in suburbs over other transit because transit in suburbs needs to be reliable, affordable, and time saving to be actually used
- When looking at Shanghai, China’s HSR, there is a positive correlation among longer commutes and transit ridership among suburban riders if there is a transit stop near or adjacent to their suburb where there is

Conclusion

- This rail line provides suburban communities a reliable public transit option
- Maps identify major vehicle dependent vs transit dependent census tracts
- The findings will start conversations about making transit in suburban communities a reality

What's next?

- San Diego can approach this the way the European Union approached their high-speed rail infrastructure: 1. Which possible, upgrade existing tracks to accommodate up to 125 mph while sharing existing rail 2. Coordination of separate tracks for HSR that accommodate even greater speeds 3. Convert infrastructure, speed, economic analysis feasibility tests

References

Dockless Scooters and Shareable Bikes in the Urban Landscape: A Look at the Current Landscape at Gliderport by Analyzing Infrastructure and Safety

Octavio Garcia | University of California, San Diego | Urban Studies and Planning Department | March 12, 2020

INTRODUCTION

Research Question:
Does a location like Gliderport (Torrey Pines Scenic Dr.) provide a proper built and safe environment for people to use micromobility?

Abstract:
This research utilizes a case study-based approach to examine current infrastructure and safety concerns at Gliderport (Torrey Pines Scenic Dr.). As of today, it is a current hotspot where UCSD students park off campus to avoid campus parking fees. Students then proceed to either walk or ride micromobility through Torrey Pines Scenic Dr. however the infrastructure is not meant to sustain it. The purpose of this study is in hopes to:
1. Bring awareness to city planners on the risk students go through in the space
2. Offer solutions on how to improve the space

BACKGROUND

Site Context:
Gliderport is located northwest of UCSD’s campus. It is the largest location off campus where students park. About a 15-20 minute walk or 7-10 minute bike/scooter ride to arrive to campus.

Purpose:
• Because it is a popular location, there is a high volume of traffic going in and out of Gliderport during school hours.
• Many cars, pedestrians and micromobility users ride through the space.
• However, there is no dedicated space for micromobility such as a bike lane which jeopardizes the safety of pedestrians and micromobility users.

RESEARCH DESIGN

Survey:
A total of 42 students were surveyed within Gliderport during the months of January and February 2020. Both micromobility riders and pedestrians were asked to rate how safe they felt moving through the space.

Interviews:
2 interviews were conducted to get more in-depth answers to supplement the survey. A pedestrian and a micromobility user were interviewed.

FINDINGS

- 83.4% agree that riding on the street is either very unsafe or slightly unsafe
- 78.6% agree that riding on the sidewalk is either safe or unsafe

Therefore, in order for students to feel safer moving through the space, change to Torrey Pines Scenic Dr. must be made. Changes include:
1. Addition of scooter corrals
2. Addition of streetlights
3. A painted or grade separated bike lane

From observations and interviews, people ride on the sidewalk because they perceive it to be safer than riding on the street. However, they put pedestrians at risk by doing so and it is illegal. Without a dedicated space for micromobility, pedestrians are getting their space invaded.

CONCLUSION

Students (pedestrians and micromobility riders) feel unsafe when traveling through Torrey Pines Scenic Dr.
- Lack of proper street lighting
- Abundance of sand on the street
- Lack of a designated space for micromobility users
- Dockless scooters cluttering the sidewalk
- Students mentioned they would ride micromobility more often if conditions were better
Traffic congestion maps, affects the environment, economy and the overall quality of life. This research is intended to address this issue, which threatens to slow both the residential and commercial growth of the City. With a fast growing population, there is an increasing demand for efficient and effective transportation. This research focuses on the westbound lanes of SR-56 freeway, to learn about its recurring traffic congestion.

Research Questions:
1. What are the major causes of the recurring traffic on SR-56?
2. What effects does the recurring congestion have on the environment and the people in the community?
3. How can the current traffic model best be addressed in the recurring congestion?

Purpose of Study:
Although not included in the City of San Diego and regional plan, State Route 56 is an important connector in the region. Neighborhoods and communities such as the Canyon Valley neighborhood, the freeway experiences over 50,000 daily traffic movements on average. The purpose of this study is to provide more information about the recurring traffic and its effect on the environment and the neighboring communities. The study will also determine if the current traffic model is the best way to address the recurring traffic.

Methodology:
To address the research questions, this study used the following methods of analysis:
1. Quantitative data was used to examine the traffic data acquired from the CALTRANS freeway data service, and to gather data from the San Diego Metropolitan Planning Organization.
2. General field studies were performed to observe the traffic flow, congestion, and environmental impact of the area.
3. An interview was also performed to gain useful information about the current trends in the transportation field.

3. Results:
The University of California - San Diego, Urban Studies and Planning Program.

The CAUSE:
The initial data was collected near the Centro Del Sol freeway entrance, as vehicles were moving into the freeway lanes. The congestion on private vehicle was also observed at the Centro Del Sol Freeway entrance. Based on the average annual daily traffic counts, there were 50,000 vehicles registered at the Centro Del Sol Freeway entrance. The average annual daily traffic was significantly higher than the amount of vehicles registered at the site located at the Central Del Sol Freeway entrance.

Traffic Behavior:
Despite the slow traffic moving along the freeway, the field data indicated the traffic flow was observed to be fully uncongested. The average speed of the traffic was 70 mph, while the average speed of traffic was 50 mph. However, the traffic was congested, with the traffic flowing at a slow pace of 30 mph.

4. FINDINGS AND ANALYSIS:
The US Census data depicts that the SR-56 area involved a fairly dense population, with an estimated 80,000 households. The field data indicated that the traffic flow was observed to be fully uncongested, with the average speed of traffic was 70 mph, while the average speed of traffic was 50 mph. However, the traffic was congested, with the traffic flowing at a slow pace of 30 mph.

5. CONCLUSION:
The main cause of traffic is a traffic management system, which also involves several factors such as intersection control, surveillance equipment, and traffic control devices. Public Transit:
Introducing public transit services into the region would allow the residents to reduce their dependence on automobile transportation. The results indicated that the introduction of public transit services into the region would significantly reduce the amount of traffic congestion.

Traffic Flow Harmonization:
A Variable Speed Limit system, with a dynamic traffic management system, could improve the overall traffic flow in the area. The system would utilize various devices to manage the traffic flow. The system would also utilize various devices to manage the traffic flow, thereby improving the overall traffic flow. The system could also monitor the traffic flow, thereby improving the overall traffic flow.

Research Limitations:
The air quality measurements performed in this study were limited to specific areas with substantially strong traffic.

Future research could use multiple air quality sensors located in areas with lower traffic flow to collect more comprehensive data in order to assess the effectiveness of the traffic management system in reducing the overall traffic flow.

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March 3, 2023
Fairness on Fairfax: Evaluating Equity on L.A. Metro’s Purple Line Corridor
Armin A. Jorgenson, University of California, San Diego, Urban Studies and Planning Program

Abstract
Planners and academics agree that a perpetually freeway-based transportation network is not sustainable for the future of Los Angeles, but the lack of equipping the region with transit remains complex. The purpose of this research is to evaluate the proposed Purple Line extension of the Los Angeles Metro Rail with a metrics-based geospatial model to determine if the project will serve the region in an equitable manner.

Methods and Results
Within Metro documents, the following qualitative equity goals were identified:
- Service that is distributed fairly across different population groups with emphasis on transit-dependent communities
- Fair distribution of economic and environmental costs and benefits across different population groups
- Commitment to a ridership-based (as opposed to coverage-based) solution

Discussion and Conclusion
What do these results mean?
Will this extension project create a major equity issue in these communities? No.
Transportation planners have a complex variety of different objectives and considerations. Equity was not the one and only thing they were tasked with handling. Overall, this project will improve access and mobility in the region.

However, this project does reveal inherent issues with the way that we plan transit. A top-down approach to transit equity cannot produce the best solutions. We must start at the community level and work upwards towards an implementation strategy.

Instead of our current model:
Transit opportunity — Implementation strategies — Evaluation of access/mobility/equty by strategy

Let’s use this model:
Determination of access/mobility/equity goals — Implementation strategies — Evaluation of strategies

Los Angeles has a bright transit future. But let’s rethink how we approach equity in transportation.

References
- MagRP and quantitative data
- U.S. Census Bureau
- Los Angeles Metropolitan Transportation Authority
- Urban Monitor and Associates
- Chiara Lenci
- Media
- PBO/Beard Grift/UC Images/Getty Images

Special thanks to:
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Submitted on February 27, 2020
BACKGROUND
The threats of climate change have pressured planners to consider other modes of transportation than motor vehicles. One alternative that many cities are advocating for is bicycling, which is more sustainable and proven to increase public health.

ABSTRACT
This research will explain the environmental need for a biking community as well as determine the challenges preventing a bike-friendly city. This study will explore some major issues that need to be addressed in the future. The study will also look at the potential benefits of increasing bicycle ridership.

RESEARCH QUESTION
What do government agencies do to increase bicycle ridership, and do they align with the attitudes of people in San Diego?

METHODS
Document Analysis
- City of San Diego and San Diego County Transportation Authority (SDCA)
- County of San Diego and California Department of Transportation (CALT)

Surveys
- Surveying the general public to understand their attitudes towards bicycling and bicycling facilities
- Surveys were located at the UC San Diego Campus, grocery stores, and office buildings

KEY FINDINGS
FIVE E MODEL OF STRATEGIC ACTION
“Fundamental E’s” are the themes that represent the main focus of the planning strategy. Regional planning programs address all the Five E’s.

Engineering
- Improvements to the built environment
- Bicycle Transportation Plan (BTP) and traffic management

Education
- Programs to help people develop cycling skills

Encouragement
- Promoting cycling through events, media, incentives, and services

Enforcement
- Reducing collisions and increasing cycling safety by enforcing laws

Evaluation
- Ensuring that facilities and programs are effective

CONCLUSION
NEED FOR SYSTEMATIC CHANGES
- The biggest reasons preventing people from riding bikes are long travel times, safety concerns, and affordability.
- A comprehensive bicycling plan should allow more destinations to be within biking walking distance and would raise the city’s overall travel options.
- Better investment into multimodal options and expanding the current travel modes can provide better access and connectivity.
- Using other methods to increase cycling safety and reducing the speed of cars by discouraging speed limits and removing lane widths.
Access for All: Transit Equity in San Diego

Henry U. S. Rood, University of California, San Diego, Urban Studies and Planning Program

**Abstract:**

Transport Equity: Ensuring that the distribution of transit is fair and appropriate.

Beyond equal access everywhere, equity-focused transportation planning targeting less advantaged communities can help grant them better access to important amenities like jobs and education.

Analyzing Transportation Planning Literature helps show where and how San Diego Planning Agencies address transportation equity.

**Spatial Analysis:**

- Compares direct-access routes to colleges and downtown job centers with median household income
- Census tract organization adjusts for population density
- Chula Vista stands out in the region for relatively high-density, low-income inhabitants without convenient direct access

**Document Analysis Methods:**

Targeted keyword searches for related terms in comprehensive and mobility-focused planning documentation like SANDAG’s 2050 plan and the San Diego General Plan

Attempt to be comprehensive means that any absences can be significant data on their own

**Document Analysis Findings:**

- San Diego General Plan Mobility Element lacked mention of Equity entirely, relegating it to the Land Use Element entirely
- SANDAG’s Planning had extensive equity analysis, but very modest equity goals, even in the long-term 50-year plan
- Most needed improvements are in integrating regional focus on equity across agencies and elements
- Expanding transit networks and accessibility in targeted areas can directly address inequity, rather than merely checking existing plans to make sure they qualify with the legally mandated equity measures.

See Also:

- Alice Karner: Assessing Public Transit Service Equity Using Route-Level Accessibility Measures and Public Data
- Joe Grengs: The Abandoned Social Goals of Public Transit in the Neighborhoods of the USA
- Michael Irino, Margaret A. Gallagher: Urban Transit: Equity Aspects

Prepared March 5th, 2020
Introduction
Research Question
How do the backgrounds of San Diego residents affect their opinions on MTS planned projects?

Abstract
Urban sprawl has been seen as the biggest obstacle to developing San Diego what it is today, an urban city. It is a necessity to get across the city without using a car. With climate change of our times, it has become apparent that San Diego needs to revolutionize how it has been built and how it should move forward to fight back against this threat. MTS has been a unique approach to tackle this issue. They conducted a survey where participants were given a $1000 budget and were required to "design" MTS projects based on what they believed were the most important for future development in San Diego. However, this survey may not have captured the opinions of residents due to the imaginary budget and may not have captured the background of the participants in their results. The survey was made in a way to force transportation planners to think about the problems facing the city, and to develop a study using MTS projects that look at the background of the participants and how that background might affect their results.

Methods

- A survey was conducted online.
- Invited participants to rank MTS projects from most important to least important for development in San Diego, and then examine background questions, such as age, race, and education.
- Evaluated MTS projects by two dimensions: "transportation perspectives" and "technological awareness.

- Used 12 students from UC San Diego in the "MTS Class of 2020."
- Used Video to analyze and rank MTS projects on the table "I-MTD.

Conclusions

- The younger population is more educated about the current state of the MTS system and solution on what needs to be done to improve it. Loss of or saving people from the MTS system is important to every single person.
- Despite the population for this development in San Diego, the survey was difficult to complete as it had many technical difficulties.
- The survey was challenging and some participants were frustrated by the time it took to complete it. The survey allowed participants to think critically about the projects and their effects on the city.

- The differences in our survey, MTS, and the survey results show that MTS and project perspectives of the survey did not play a large role in how participants selected important projects.

Recommendations

- Although the survey is difficult, it still provides valuable insights into the San Diego community's attitudes towards transportation planning.
- Emphasizing projects in the future that will enhance the city's attractiveness and reduce transportation costs. This may involve promoting policies that will increase access to public transportation.
- Developing more interactive and engaging projects that will help people understand the importance of transportation planning in San Diego.

March 12, 2020
Urban & Regional Planning
Portland's Urban Growth Boundary: Separating Fact from Fiction

Anthony Lamboy, Urban Studies and Planning Major, University of California, San Diego, Department Urban Studies and Planning

This research analyzed the effects of the Portland metro region's urban growth boundary.

Of particular interest was the UGB's impact on urban densities within the boundary, the price effects over the past 30 years, the success of open space protection, as well as changes in the public opinion of the UGB.

Abstract:
The state of Oregon has been on the forefront of planning innovation and growth management since the 1970s. One of the only states receding each metropolitan region to create and enforce an Urban Growth Boundary (UGB) that separates urban land from productive farmland and natural open space. Oregon has been the subject of intense debate. Many question the efficacy of a UGB in truly curbing sprawl, citing issues of soaring housing costs, and pointing to a relative lack of substantive studies that show real increases in urban densities and success in open space protection. Therefore, this research seeks to analyze the effects of Portland's urban growth boundary on housing affordability, urban densities, open space protection, and public opinion, in the hopes of refining some clarity into a decades-long murky debate.

Background:
- SB 100 (1973) passed through the Oregon state legislature and required every metro region to create general plans consistent with statewide goals
- Statewide goals were therefore adopted as legislation in the bill, the most important of these goals being goal 14, the state-mandated formation of urban growth boundaries around every metro region in the state
- Portland is often hailed as our nation’s most visionary planning city, but there is a paucity of quantitative research to support this assertion
- Portland’s MPO, Metro, formed in 1979 and assumed responsibility for the stewardship of the UGB
- The MPO has dedicated itself to a combination of growth “up and out” and also ensures a 20-year supply of developable land within the UGB
- The boundary is rigid, with little to no flexibility in land use outside of the UGB for developers

Urban Densities:
- Portland has seen an explosion both in population as well as developed land over the past 30 years
- Data from the Atlas of Urban Expansion shows that built-up Area Density in Portland, OR in 1999 was 22 persons per hectare, decreasing at an average annual rate of -0.3% since 2000 (most contemporary studies support these findings, negligible urban density increase)

Price Effects:
- Portland is among our nation's top 10 most expensive metro regions
- Median housing prices have held steady with wage growth and inflation, until about 2012 when post-recession housing costs have nearly doubled in 10 years
- Land values have also soared some 220% in the past 30 years, but it remains difficult to attribute this effect solely to the UGB or just the region's robust economic growth

Open Space Protection:
- The UGB has been conclusively successful in protecting open space, with an estimated 40,000 hectares saved and over 10,000 more acquired via public acquisition

Public Opinion:
- Survey results indicate a region with a dominant liberal ideology that stands in support of the UGB and aggressive land use regulatory controls

Research Methods:
- Primary methods of research utilized extensive document analysis of pertinent research studies as well as information provided by public entities like Metro and the state legislature
- All quantitative data was taken from public archives such as the USDA or Census Bureau
- A simple random sample was solicited from 60 Portland residents in 5 different geographic regions of the city

Findings:
The UGB's effects are conclusive in:
- Protecting open space and valuable farmland
- Catering to a diverse coalition of interests that have kept public opinion on Metro's side for the better part of 30 years

The UGB's effects are inconclusive in:
- The effect on urban densities (we cannot conclusively say densities have increased which is by default a failure)
- The price effects (Portland is indeed expensive but much of the housing boom has only occurred in the past 10 years and can therefore not be attributed solely to the UGB which has been in place since 1973)

Key sources include the USDA Natural Resources Conservation Services Natural Resources Inventory, the US Census Bureau, Arthur Nelson's 1999 study, Edward Sullivan's 2013 study, and the Atlas of Urban Expansion

Portland’s UGB, via Portland Metro (Feb. 2020)
INTRODUCTION

RESEARCH QUESTION: How do urban planning strategies affect the construction and transformation of transit centers that serve as urban mobility hubs?

OBJECT OF STUDY: The Monterey Park Transit Center, 235 S Fremont St, Monterey, CA, USA

ABSTRACT: This project examines the concept of a transportation center as a multifaceted, multidisciplinary effort to transform urban environments into more sustainable and economically viable spaces. Using the Monterey Park Transit Center in Monterey, CA, as a case study, we explore the planning, development, and implementation of designs and strategies that aim to enhance the accessibility and mobility of urban areas. Our research findings contribute to the understanding of how urban design and planning can positively influence mobility hubs and their role in urban development.

FINDINGS

DIRECT OBSERVATION:
- The efficient use of public transportation systems is essential for urban mobility.
- Through direct observation at the MPTC, we analyzed the accessibility and efficiency of the facility.
- We found that the integration of various modes of transportation, such as buses and trains, effectively supports the mobility needs of the community.

INTERVIEWS:
- Conducted interviews with transit users to gain insights on their experiences with the transit center and the overall accessibility of the MPTC.
- Participants indicated that the MPTC offers comprehensive transportation options, including connections to various destinations.

ARCHIVAL ANALYSIS:
- In-depth analysis of historical records, including development plans and transportation studies, to understand the evolution of the MPTC.
- The MPTC serves as a hub for various transportation modes, including buses, trains, and pedestrian pathways.

CONCLUSION

By including diverse perspectives in the planning process, the design of the Monterey Park Transit Center was developed to prioritize accessibility, efficiency, and sustainability. This approach not only benefits the immediate community but also enhances the overall mobility and accessibility of the region.

KEY REFERENCES
- Urban Design Los Angeles, mobility hubs.
- A Transit-Oriented Development Institute, Mobility Hubs.
- MPTC Development Plan, Monterey, CA.
WHOSE ART IS IT?
the debate around the municipal public art program
Haoyi Shang, University of California, San Diego, Urban Studies and Planning Program, 3/12/2020

Abstract
Each year, millions of taxpayers’ money are used to recruit public artists and commission public artwork. However, such efforts sometimes are not appreciated by the local community. This research plans to study this delicate relationship by interviewing the government agency officials and artists and surveying the local community. The research finds that although the government agency and the recruited artists have properly performed their duty required by the procedure, the community still finds hard to get their voice to be heard in time. In the end, my research indicates that a more open, effective method of attracting the public to participate in the discussion is needed.

Research Questions
How much power does the government agency, artist, and community respectively have in the decision-making process? And how do the differences in the perceptions of public art reflect in the practice?

Method
Government agency – Interview
- one current and one former staff member from the Commission for Art and Culture in San Diego

Artists – Interview
- three public artists who have been or currently are commissioned to do public artwork in San Diego in the past 20 years

Community – Document Analysis and Survey
- the news articles from sdnews around the debate about the public artwork “My Memory on Top of Your Memory” at Ocean Beach
- survey 10 people from the local community at one artwork site

Findings & Conclusion
The relationship between the government agency and public artists in San Diego is centered around the contract. This contract limits the government agency’s power and protects the artist’s originality. But it also requires and treats the artists as a business entity, which forces the artist to perform multiple tasks such as project management and budget-balancing.

Although some of the artists observe that they did not receive enough community feedback, the artists prefer to stick to the government’s community participation plans required by the contract due to lack of time and resources.

Although the government agency tries hard to reach out to the community, many community members do not know these outreach efforts existed.

For the government agency and the artist, the primary task is to ensure the creativity and originality of the artworks. But for many community members, the public artwork should beautify the community or represent community value. This difference in the perceptions of the public artwork would sometimes create conflicts.

Acknowledgement
Special thanks to all my interviewees, including Dana Springs, Christine E. Jones and Shintei Takeda

Citation
Digital Image: “My Memory on Top of Your Memory”, Civic Art Collection from Commission for Arts and Culture at the City of San Diego, The Noun Project