

Vehicular Circulation System

To reinforce the activities of the Core Sub-Area and to serve the larger environs, a hierarchy of circulation routes is prescribed as summarized in the Vehicular Circulation System diagram (page 27).

Access and circulation are critical to the success of the redevelopment area and the community at large. Circulation patterns and access points are established with the intent of:

- minimizing impacts on the surrounding community;
- providing clear, safe vehicular movement;
- directing traffic into the project area and to appropriate parking locations;
- accommodating appropriate quantities of parking at or near destinations;
- minimizing the impact of parking structures on the community;
- allowing convenient access for emergency, service, and delivery vehicles;
- encouraging bicycle movement that is separated from pedestrian routes; and
- reinforcing current and planned transit operations.

The public street system consists of major regional connectors on the periphery of the Core Sub-Area, entry streets which provide direct campus access, and local streets which serve the immediate area. Design details within the public rights-of-way should comply with the City of San Diego's current standards and Streets Design Manual, however to accommodate transit-oriented developments, adjustments to the Street Design Manual can be sought to accommodate guidelines outlined in these guidelines. MTDB's *Designing for Transit* manual should also be referenced.

Regional Connectors

College Avenue and Montezuma Road are major regional corridors, with two or more lanes in each direction, turning lanes, signalized intersections and higher speed traffic.

College Avenue:

College Avenue is the most familiar entry into the campus environs and will continue to be a primary access route to the Core Sub-Area. Connecting with Interstate 8 north of the campus, College Avenue distributes traffic through the community and into the University. In addition to its circulation function, College Avenue also serves as the visual "first impression" to many campus visitors. Its design character therefore must address both the needs of efficient circulation and clear orientation. Currently, College Avenue is a right-of-way of 100 feet, with two travel lanes in each direction and an 8-foot-wide median, much of which is not landscaped. A fence in the median discourages pedestrian jaywalking. Metered parking is currently provided in limited sections along College Avenue within the Core Sub-Area.

- On-street parking should be prohibited along College Avenue north of Montezuma Road within the Core Sub-Area. This will allow for an additional traffic lane that can serve as a free-right turn lane or queuing for garage entrances where needed.
- College Avenue intersections should be signalized, with adequate pedestrian crossing signals.
- The median should be landscaped to provide a campus and community image, as described in the Landscape guidelines.
- Between the campus and Montezuma, sidewalks of 12 feet on the west side and 8 feet on the east side are proposed. South of Montezuma, both sides of College Avenue will have a standard 6-foot-wide sidewalk.

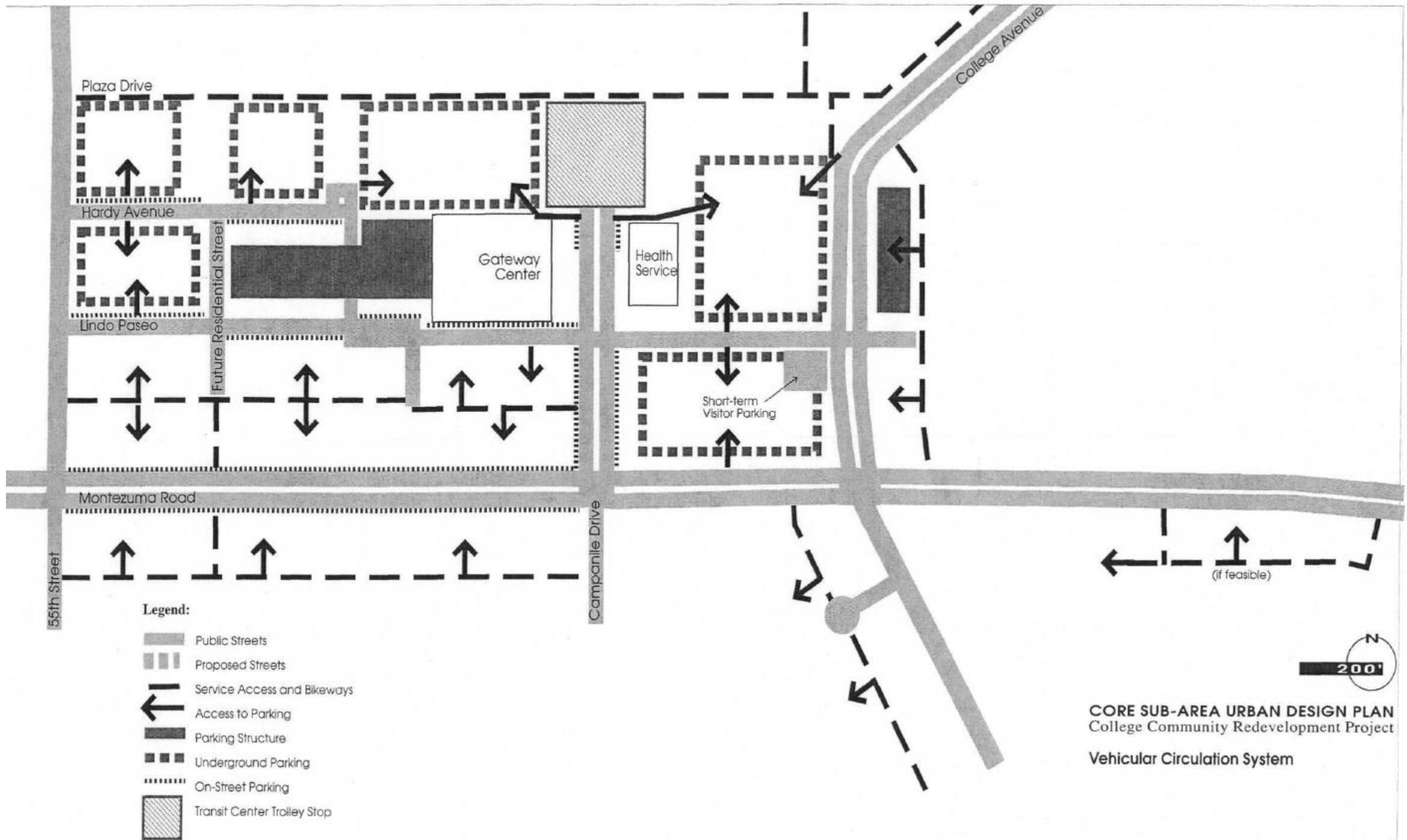
Montezuma Road:

Montezuma Road forms the southern boundary of the primary Core Sub-Area and is the secondary entry into the campus environs. It connects to Fairmount Boulevard and Interstate 8 west of the campus, providing a lesser known "back door" to the campus and serving as the primary access to many of the residential communities which surround the campus. The design character of Montezuma Road must balance both the needs of efficient circulation and residential character. Currently, Montezuma Road is a right-of-way of approximately 100 feet, with two travel lanes in each direction and a striped/painted median. Unrestricted parking is currently provided along both sides of Montezuma Road within the Core Sub-Area, except between Campanile and College, where no parking is permitted. The perception of Montezuma Road is one of a wide and inhospitable street, dominated by heavy vehicular traffic.

The concept for Montezuma Road is to maintain its high volume traffic circulation function, but with various landscape enhancements that relate it more clearly to the residential neighborhoods it serves.

- On-street parking should be retained between 55th and Campanile, providing short-term and visitor parking for the residential areas.
- On-street parking should be enhanced with "parkway extensions" or planted islands, spaced approximately 110 feet, or five parking spaces, apart. These islands will extend 6 feet from the curb (to align with the edge of parking stalls) and be 6 feet wide. The landscape should relate to the pattern of the streetscape trees (see Landscape guidelines), doubling the provision of street trees and, in effect, visually narrowing the street.
- A new median should be constructed on the centerline of the street, with a minimum width of 6 feet (except at narrowed left turn lanes at intersections).

The community has initiated a program to improve and beautify the median on Montezuma Road. Due to its potentially narrow width, the median will be planted with palms and groundcovers. For further planting details, please see the Landscape guidelines.



Campus Entry Streets

Entry into the campus precinct is provided by 55th Street and Campanile Drive, secondary streets which are very different in character.

55th Street:

55th Street serves the western side of the campus, providing access to several parking areas, the Student Activity Center/Cox Arena at Aztec Bowl, and recreation facilities on the west side of campus. 55th Street serves high volumes of traffic and is two lanes in each direction with turn pockets at the major signalized intersection at Montezuma Road. Its right-of-way is approximately 60 feet wide, without a median. Parking is prohibited along 55th Street within the Core Sub-Area.

The concept for 55th Street is to maintain it as a major entry route into the campus, while providing access for parking areas and residents.

- 55th Street should be developed with a parkway-planting strip of 6 feet and a minimum sidewalk of 6 feet where there is no parking allowed. Clear access into driveways and alleys should be maintained.

Campanile Drive:

Campanile Drive, north of Montezuma Road serves as a campus entry for visitors, buses and the campus community, providing access to the Gateway Center, Health Services Center, and residential and mixed-use areas on either side. It terminates north of Hardy Avenue at the MTDB Transit Center and the campus mall. The street right-of-way is approximately 100 feet, with varying sidewalk and setback dimensions. While the Gateway Center and Health Services Center face onto the street, many of the other uses present a back door or fence, diminishing the importance of Campanile Drive as an entry corridor.

Campanile Drive is to be redesigned as the ceremonial entrance into the campus. Its primary purpose is to extend the campus character into the community, and in turn, invite the community into the campus. Unlike College Avenue, Montezuma Road and 55th Street which must carry substantial volumes of traffic efficiently through the area, Campanile Drive is designed to reinforce its ceremonial presence, its relationship with the campus mall, and views to Hardy Memorial Tower. Treatment of the right-of-way will vary along its length, reinforcing the progression to campus.

The intersection of Campanile and Montezuma is designed as a gateway, with adjacent structures providing a sense of enclosure and threshold. The intent of this gateway is to focus attention towards the campus and the long vistas to Hardy Memorial Tower. Between the intersection at Montezuma and the alley to the north, the Campanile right-of-way remains at 100 feet, with no on street parking. Two

travel lanes in each direction, a left turn pocket and median (which can be converted to another left turn pocket) and, on either side, a 15-foot-wide sidewalk with street trees in tree grates will form the initial transition.

North of the alley to Lindo Paseo the right-of-way widens to 150 feet. The street section now includes two travel lanes in each direction, a 62-foot-wide planted median and 20-foot-wide sidewalks with planting in tree grates on each side of the street. This action accomplishes three objectives: it enlarges the pedestrian realm; it gently diverts traffic, slowing it down and focusing views on the distant vista; and it brings the campus mall character towards Montezuma.

North of Lindo Paseo, the street section remains the same, with additional room for pedestrians and a drop off lane within the setback of the Gateway Center and Health Services Center. Here the median can be used in two ways: either as a planted mall in the short-term while the Transit Center remains at grade; or, in the long-term, as an access ramp to a lower level transit station and underground parking. If the Transit Center is reconstructed below grade, Campanile Drive is terminated in a plaza turnaround at Hardy Avenue, with the area immediately to the north redeveloped as a pedestrian-only plaza.

Local Streets

Lindo Paseo and Hardy Avenues are the main local streets in the Core Sub-Area, with a new north-south street, "Future Residential Street", added in the residential area to complete the internal circulation network.

Mixed-Use District:

Lindo Paseo, between College and Campanile, will be the only local street in the Mixed-Use District, as Hardy Avenue is converted to pedestrian-only. As the main route into the District for both south- and northbound traffic on College Avenue, Lindo Paseo's primary purpose is to provide a vehicular gateway into the mixed-use area and efficient distribution of traffic into underground parking structures in the development blocks on either side. The character of the streetscape is that of an elegant, commercial corridor, lined with active street-level uses in buildings of uniform scale.

The 70 feet wide right-of-way provides two moving lanes in each direction, with 11 feet wide sidewalks on either side. Street trees in tree grates line both sides of the street, and no on-street parking is permitted.

Residential Area:

Hardy, "Future Residential Street" and the west section of Lindo Paseo, between 55th Street and Campanile Drive, share similar characteristics as local residential streets. Their purpose is to provide access to residential development in heavily landscaped, pedestrian-oriented corridors with relatively light, slow-moving

traffic. The cartway provides one moving lane in each direction, with on-street parking. Sidewalks of a minimum width of 6 feet are provided on both sides of the street, adjacent to the curb where there is on-street parking, or separated from the curb by a 6 feet wide planting strip where there is no parking.

"Future Residential Street":

The proposed new street, labeled "Future Residential Street", connects from Hardy Avenue on the north to the alley south of Lindo Paseo. The section south of Lindo Paseo may be designed as either an alley or a street, depending on specific site configurations and approvals in accordance with city procedures.

This new street offers three important benefits:

- it completes an internal circulation network, allowing short trips within the Core Sub-Area to avoid 55th Street or Campanile Drive;
- it provides for more even distribution of traffic throughout the Core Sub-Area, reducing congestion at key intersections, particularly on 55th Street; and
- it provides an additional street frontage for the Fraternity area, offering more opportunities for building entries and individual identities for different Greek organizations. However, the proposed alignment of this new street right-of-way should not reduce the development potential within the Fraternity Overlay Zone.

Hardy and Lindo Paseo Avenues:

These streets are to be realigned to conform with the orthogonal grid of the Core Sub-Area. The purpose of this realignment is to clarify circulation patterns, maximize on-street parking, regularize the shape of development parcels, and open direct lines of sight into and out of the residential district. Implementation of this recommendation is subject to development of a cooperative agreement among effected land owners and the City of San Diego, subject to environmental analysis and approved in accordance with city procedures and council policy. The existing curves are eliminated, creating offset alignments that are resolved in small pedestrian/auto courts between 55th Street and Campanile. These courts are designed to supplement the open space system of the neighborhood, providing a multi-use, paved area that may be occasionally closed to cars for special events or block parties. In normal use, they provide access to the SDSU Parking Structure, allow for U-turns, and offer additional short-term visitor parking in the center of the residential district. Both Hardy and Lindo Paseo are to convert back to two-way traffic to aid in circulation.

With the turnaround function that this court provides on Hardy, the remainder of the street to the east could be closed to through traffic. The vacated right-of-way, from the turnaround at the SDSU Parking Structure to Campanile Drive, could then be developed into a pedestrian mall, providing unobstructed pedestrian access

to the Transit Center area and onto campus to the north, and across Campanile and into the mixed-use area to the east. Access for emergency and service vehicles will be maintained in an integrated environment that establishes a clear pedestrian priority east of the auto-court.

This proposed closure of Hardy Avenue is directly supported by the addition of the "Future Residential Street" which replaces the role of Campanile Drive between Hardy and Lindo Paseo. As the MPP encourages pedestrian oriented development, street realignments and/or vacations should be carefully studied in order to better accomplish the pedestrian oriented development goal. Implementation of this recommendation is subject to development of a cooperative agreement among effected land owners and the City of San Diego, subject to environmental and traffic analysis and processed and approved in accordance with city procedures and council policy.

Alleys

The fourth level of the circulation hierarchy is the system of mid-block alleys. The existing alley system serves properties fronting Montezuma, College (east side) and the north side of Hardy Avenue. If feasible, a similar right-of-way should be established behind the residential parcels on the eastern section of Montezuma and south of College Circle.

The alley system has three critical functions:

- alleys remove many of the essential service and parking access functions from public streets, allowing the streetscape to present a more attractive and pedestrian-oriented front door to development;
 - alleys provide safe and convenient routes for bicyclists, separating them from the faster moving traffic of a street and minimizing the potential for conflicts with pedestrians; and
 - electrical, telephone and cable television services can be provided from alleys, removing these often unsightly utilities from the streets while avoiding the costs of underground lines.
- ‡ Alleys should be a minimum of 20 feet wide, with no parking or other encroachments that reduce the width of the right-of-way. Bicycle racks, dumpsters and garbage bins should be directly accessible from the alleys, in recessed areas that are adequately screened from view. For further details on building setbacks, boundary fencing and landscape treatment of the alleys, refer to the Building Location and Massing section (pages 20-25), and the Landscape Guidelines (pages 45-52).
- An existing alley may be closed within the Mixed-Use District if the service aspects of the project are conveniently handled from another, internal location and still meet the criteria for screening and access.

Parking

- ‡ Adequate parking to serve development throughout the Core Sub-Area must be provided based upon the Municipal Code and in the ratios specified in the Master Project Plan.
- Off-premise and shared parking is allowable within the Mixed-Use area per the Municipal Code.
- Off-premise and/or shared parking should be considered within the Residential District. Implementation of any off-site and/or shared parking is subject to the development of a parking program, adopted in accordance with city procedures and council policy.

Parking Structures:

To minimize the functional and visual impacts of large parking structures, underground parking is strongly encouraged throughout the Core Sub-Area. North of Hardy Avenue and on Montezuma, between Campanile and College, development should take advantage of the natural topography of sloping sites to access parking levels below the main frontage elevation.

Above grade structures should be located on the interior of development parcels and screened by buildings on all sides. Where possible, such garages should be integrated into the development complex, presenting a frontage of active commercial or residential uses to the street, with the roof of the parking deck landscaped to provide an upper level podium of usable open space. Where garages can not be feasibly screened by development, alternative methods must be used, including decorative metal or timber screens, vine covered trellises, or dense foreground planting. Garage facades may be exposed on alleys, except on Plaza Drive east of Campanile, and only with appropriate landscape or architectural screening west of Campanile.

- ‡ Garage entries and exits are restricted to the general locations shown in the Vehicular Circulation System diagram (page 27). These locations minimize their impact on primary pedestrian areas and take advantage of existing changes of grade on Plaza Drive and Montezuma Road. Garage access on College and Montezuma is restricted to right-turn-in, right-turn-out movements only. Garage access should be minimized from Hardy and Lindo Paseo Avenues, with at most, one driveway for each development parcel.
- Garage entries and service routes must be carefully designed so as to mitigate any potential conflicts with pedestrians. This is especially important at the northern edge of the Mixed-Use area along Plaza Mall and College, where University service vehicles are accessing the campus south of the Aztec Center and near the pedestrian corridors. Perpendicular entry drives, specialized paving, signage, audio signals, and other design elements should be employed to mitigate potential conflicts.



Parking garages, through grade separation and landscaping can be adequately screened.

- ‡ Directional and regulatory signage is critical in all parking structures, particularly at entries. Clear, safe, well-lit pedestrian access should be provided to and from all parking structures.
- ‡ Bicycle racks must be provided in convenient locations in all structures, with adequate external signage to advertise its availability. The purpose of this guideline is to reduce the number of external bicycle racks, minimizing the kind of pedestrian intrusion that the bike racks on the north side of the Gateway Center currently impose.

Surface Parking:

- ‡ To achieve the full development potential of the Core Sub-Area, all parking must ultimately be provided in parking structures, with the exception of the Religious Centers complex on Campanile and Lindo Paseo, and the Sorority area on Montezuma. Access to these surface lots should be from alleys where possible; they should not be exposed to the street frontage; and they must be landscaped in accordance with the City of San Diego Landscape Ordinance.

Additional surface lots may be permitted in the Residential Area provided they are:

- to serve primarily as visitor and short-term parking;
- restricted in size to no more than 10 spaces; and
- designed in such a way as to provide usable open space for occasional special events such as neighborhood fairs or block parties.

The Visitor Information Center parking area proposed at the corner of College and Lindo Paseo is also subject to the above requirements pertaining to "additional surface lots." The purpose of this surface lot is to provide short-term parking for newcomers to the District who will stop at the Center for directions to an appropriate longer-term parking facility, either on campus or in the Core Sub-Area, according to the purpose of their visit. This lot should be designed as an integral part of the streetscape of College and Lindo Paseo, enhancing the sense of entry and welcome. Special paving that relates to the surrounding sidewalks should be considered instead of asphalt, and a coordinated landscape treatment, incorporating lighting, signage planting and pedestrian amenities, should create the character of a gateway plaza rather than a typical surface parking lot at this important entry point.

Larger surface parking lots may be permitted as an interim use on cleared parcels, but when there is no committed time frame for future redevelopment of such parcels, interim parking areas must be landscaped according to the City Ordinance.

Transit Service

Buses provide the only present transit service to the Core Sub-Area, with stops concentrated in the Transit Center at the end of Campanile, and a stop at the plaza at the College Avenue curve. Transit service will be dramatically improved in the future, however, with completion of an MTDB trolley line through the campus which will include an underground station below the Transit Center. This major transit improvement is an extraordinary opportunity for the Core Sub-Area, making it one of the best served locations in the City and providing multi-modal transit access at the heart of the area, in easy walking distance from both the Mixed-use and Residential Districts.

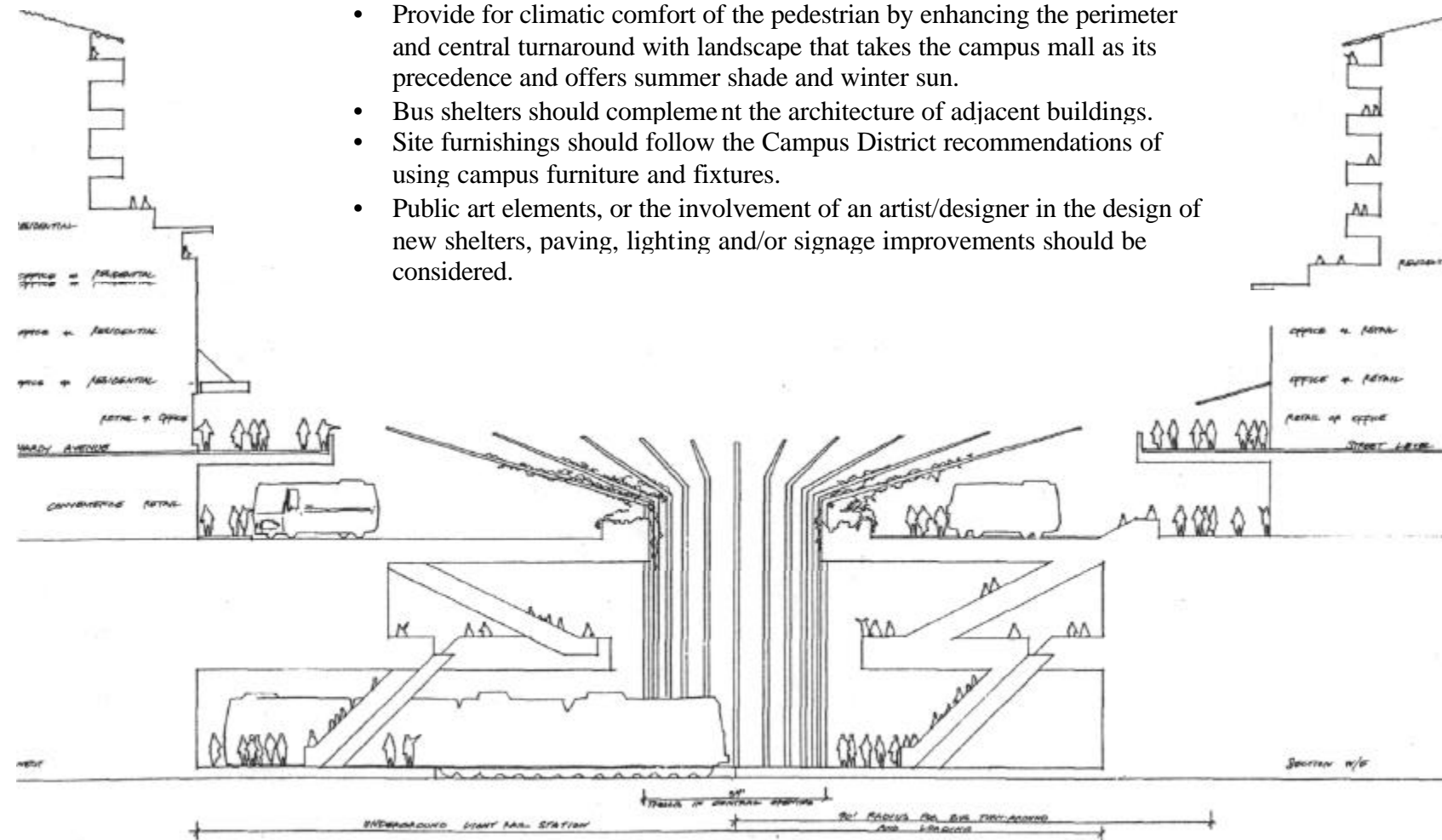
To capitalize on this unique advantage, the new trolley station must be properly coordinated with pedestrian, bus and parking systems of the area. The engineering of the line through the campus establishes the station at 60 feet below grade, an unusually deep location which will be difficult to integrate into the activity of the surface. To address this issue the Design Manual suggests the creative concept of lowering the existing Transit Center to approximately 20 feet below grade, bringing the two transit modes into closer connection, while making the area above entirely pedestrian and opening it up to views and convenient, obvious access down to the buses and trolleys. This approach brings natural light and air to the station level, offering a welcome respite from the underground journey and making the SDSU station a special landmark along the route.

Additional advantages of the proposal include the removal of vehicles from the campus threshold at the end of Campanile, elimination of pedestrian and bus conflicts at this important location, enhancement of views into the campus mall, direct connection to bus and trolley levels from underground parking in adjacent development, and the opportunity to extend active commercial uses below-grade in the central transit area.

This concept has complex engineering and financing implications, but until its feasibility can be studied further, the Core Sub-Area guidelines recommend that no actions be taken to preclude the possibility of achieving this unique prospect. They further recommend that the necessary studies be undertaken as soon as possible, so that the concept, if feasible, can be incorporated in MTDB's current engineering and design work on the proposed line, and appropriate steps to secure funding can be initiated.

If the concept proves infeasible, an on-grade Transit Center should include the following criteria:

- It is desirable that the facility maintain the integrity of the campus mall and entry. Development of this center should not allow visual intrusions in the mall's view corridor.
- Bus parking bays should be subordinate to a "pedestrian-friendly" plaza quality and diminish the pervasive feeling of a heavily trafficked, vehicular-priority zone.
- Provide for climatic comfort of the pedestrian by enhancing the perimeter and central turnaround with landscape that takes the campus mall as its precedence and offers summer shade and winter sun.
- Bus shelters should complement the architecture of adjacent buildings.
- Site furnishings should follow the Campus District recommendations of using campus furniture and fixtures.
- Public art elements, or the involvement of an artist/designer in the design of new shelters, paving, lighting and/or signage improvements should be considered.



A concept for the Transit Center could incorporate a below grade bus station that will not interrupt the sight-lines of the campus mall.