
IV. PLAN ELEMENTS

IV-A Neighborhoods Element

IV-B Natural and Cultural Resources Element

IV-C Urban Design Element

IV-D Land Use Element

IV-E Economic Development Element

IV-F Public Facilities and Services Element

IV-G Transportation Element

IV-A NEIGHBORHOODS ELEMENT

The communities of Mid-City are a collection of diverse neighborhoods, each with its own look, feel, history, and culture. Each neighborhood's assets and opportunities can be used to enhance the area's overall character and add to the health and vitality of the entire Mid-City.

Normal Heights

Adams North
Adams Park
Cherokee Park

Kensington-Talmadge

Kensington
Talmadge

City Heights

Corridor
Teralta West
Teralta East
Colina Park
Cherokee Point
Castle
Azalea Park
Hollywood Park
Fairmount Park
Bayridge
Fairmount Village
Swan Canyon
Chollas Creek
Fox Canyon
Islenair
Ridgeview

Eastern Area

Chollas Triangle
Darnall
El Cerrito Heights
Oak Park
Rolando
Rolando Park
Webster

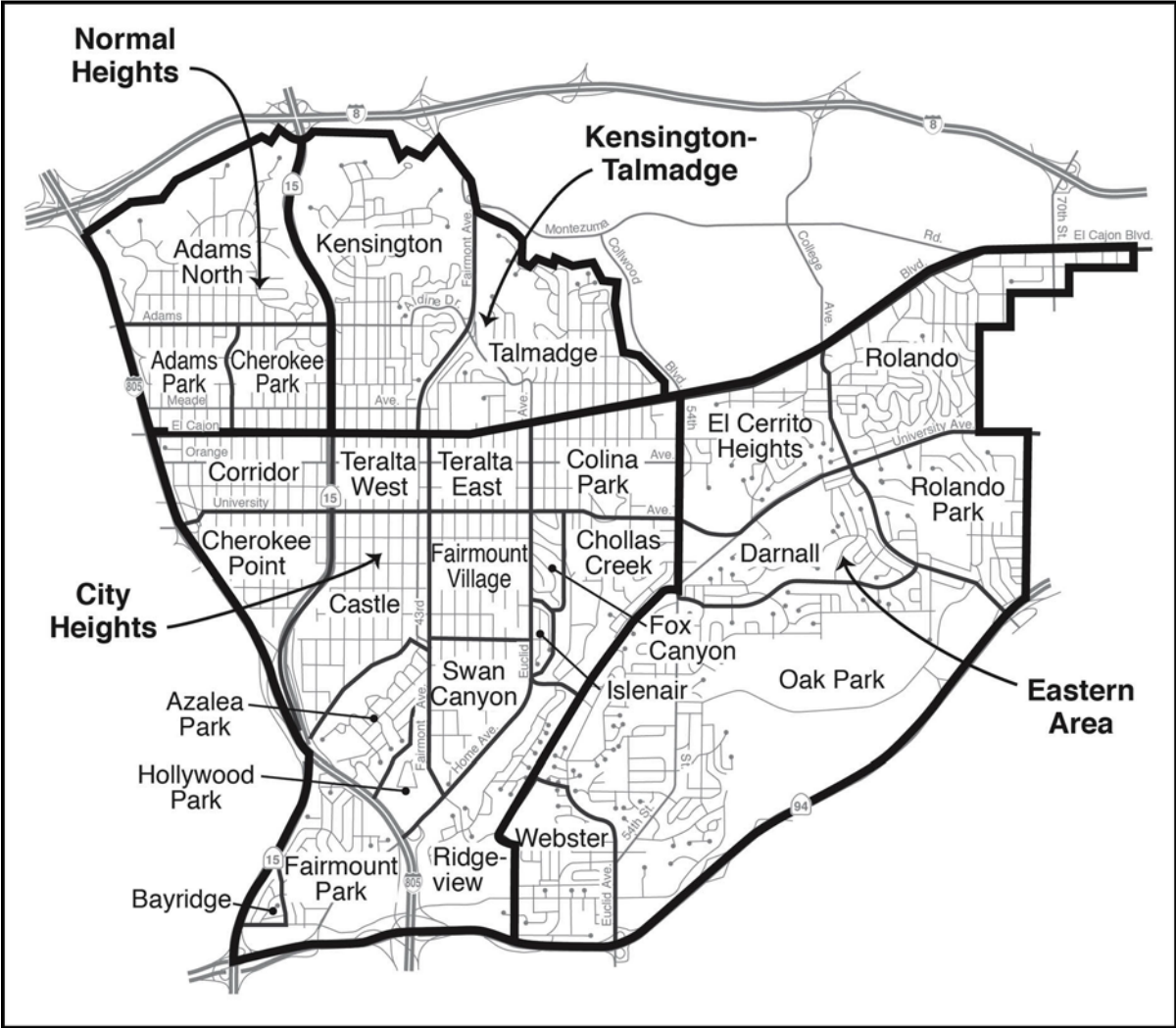
BACKGROUND

Twenty-seven neighborhoods have been identified within the four communities of Mid-City: Normal Heights, Kensington-Talmadge, City Heights, and Eastern Area. While neighborhood boundaries are not hard and fast, a major determinant of the boundaries and neighborhoods illustrated in this Plan was the existence of active community associations. These organizations help neighborhoods focus on their needs and improvement opportunities, greatly enhancing their chances of success. These neighborhood organizations exist in addition to the recognized community planning groups that represent each of the four subareas.

The following is a brief description of each neighborhood and a list of some of the more dominant issues confronted by each. These issues were identified by the community in the development of this Plan, and are addressed in its various elements.

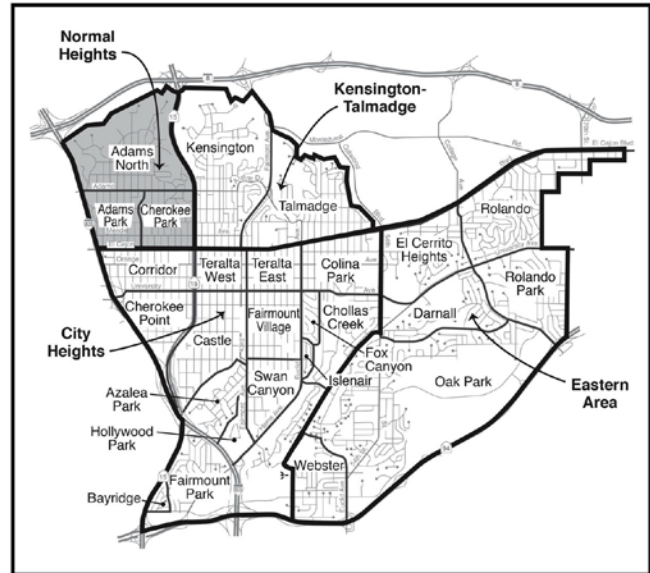
Some neighborhoods have developed their own action plans to address neighborhood concerns, in some cases looking at long range planning issues and others focusing also on short-term physical and social needs. More such action plans—or RAPs (Revitalization Action Plans)—are anticipated in the future.

Figure 5
Mid-City Neighborhoods



NORMAL HEIGHTS

Normal Heights was named for the San Diego Normal School, a teacher's college that was the forerunner to San Diego State University. A major early influence on the community was Bertram J. Carteri, who arrived in 1916 and began to build single-family bungalows. With the restoration of the trolley line in the early 1920s, Carteri began to build what is now known as the Carteri Center on Adams Avenue between 33rd and 34th Streets, which has been declared a potential historic district. The most significant structure is the Louis L. Gill designed bungalow court first named El Sueño, now known as Santa Rosa Court.



POPULATION AND HOUSING PROFILE 1990 CENSUS

	Normal Heights	San Diego
Population	15,575	1,110,549
Single Dwelling Units	39%	56%
Multiple Dwelling Units	60%	42%
Household Size	2.08	2.6
Owner Occupied Dwellings	24%	48%
Households Below Poverty	19%	13%

Adams North

Mountain View is best characterized by the steep slopes of Mission Valley along its northern boundary and the Adams Avenue business district at its southern edge. Single-family homes near the valley rim give way to duplex development and apartments near Adams Avenue. This area was the subject of an urban design plan after the 1985 fire.

Adams Park and Cherokee Park

These neighborhoods are bounded by the commercial development of Adams Avenue on the north and El Cajon Boulevard on the south. Both neighborhoods have a mixture of single-family, older apartment courts, with larger apartment development scattered throughout the area. Activity in Adams Park includes the recent and anticipated expansion of Adams Elementary School and park. Cherokee Park is planning improvements in conjunction with the construction of SR-15, including the construction of the 39th Street Park at Adams Avenue.

Normal Heights Issues

- Public facilities are seriously deficient.
- Adams School is seriously overcrowded.
- The community is deficient in the number of parks and park space needed.
- There is no library in this community.
- The construction of SR-15 has presented problems to address, such as noise, visual impact, and traffic circulation. Opportunities are also presented, such as for new parks, freeway and transit access, and a new “Mid-City Center” at the SR-15 and El Cajon Boulevard interchange.
- Some residential properties are deteriorating and commercial properties need further revitalization.
- Speeding and cut-through traffic is disrupting residential neighborhoods.
- Commercial parking is deficient with on-street parking overflowing into the neighborhoods.
- The Mission Valley slopes are both an asset to be preserved in their natural passive state, and a potential fire hazard.
- Water and sewer lines are deteriorating.
- Street trees and streetlights are inadequate.
- Sidewalks, curbs, and gutters are in need of repair.
- A combined pedestrian and bicycle linkage over SR-15 at Monroe Street is needed, with a minimum 12-foot width.

Figure 6
Normal Heights Community Vision Map

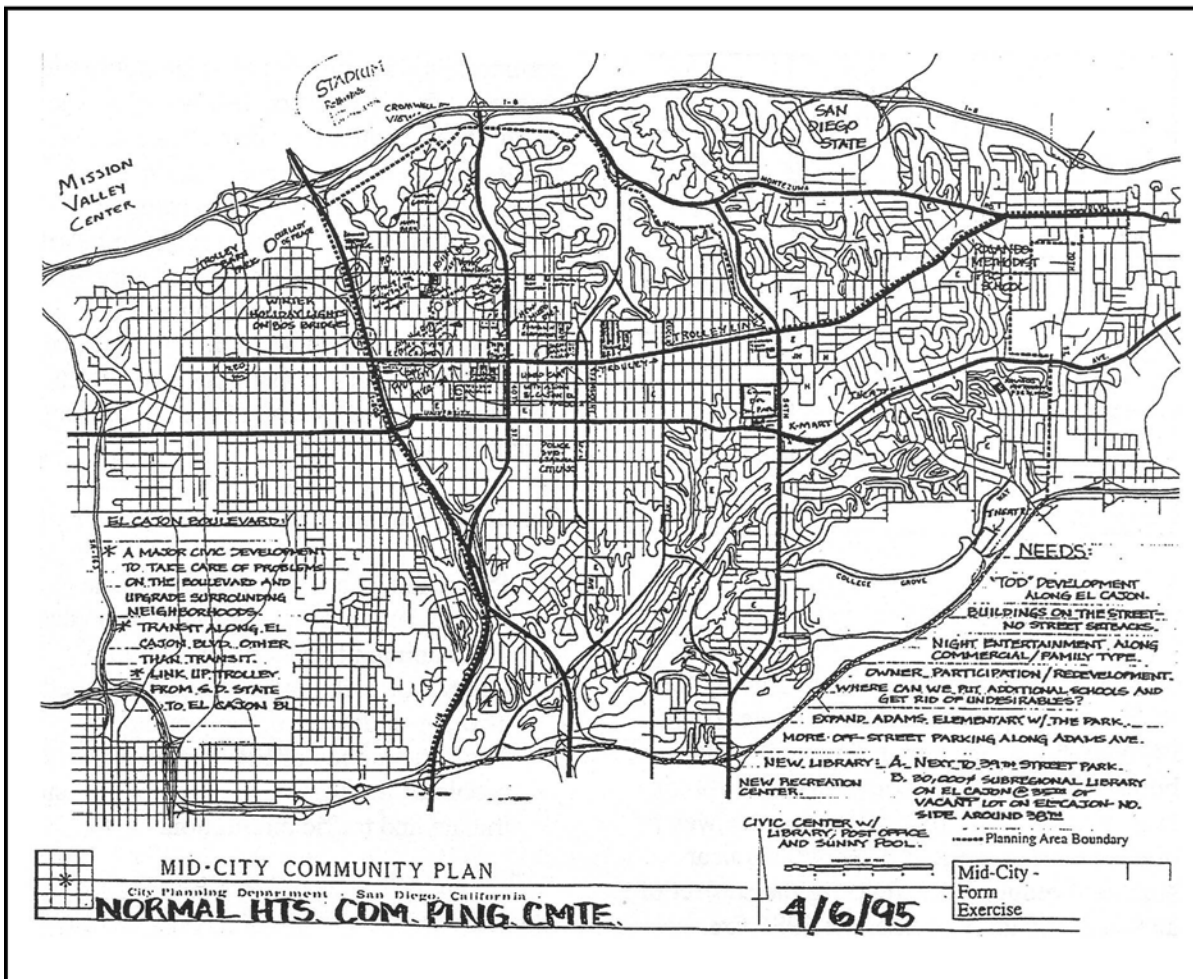
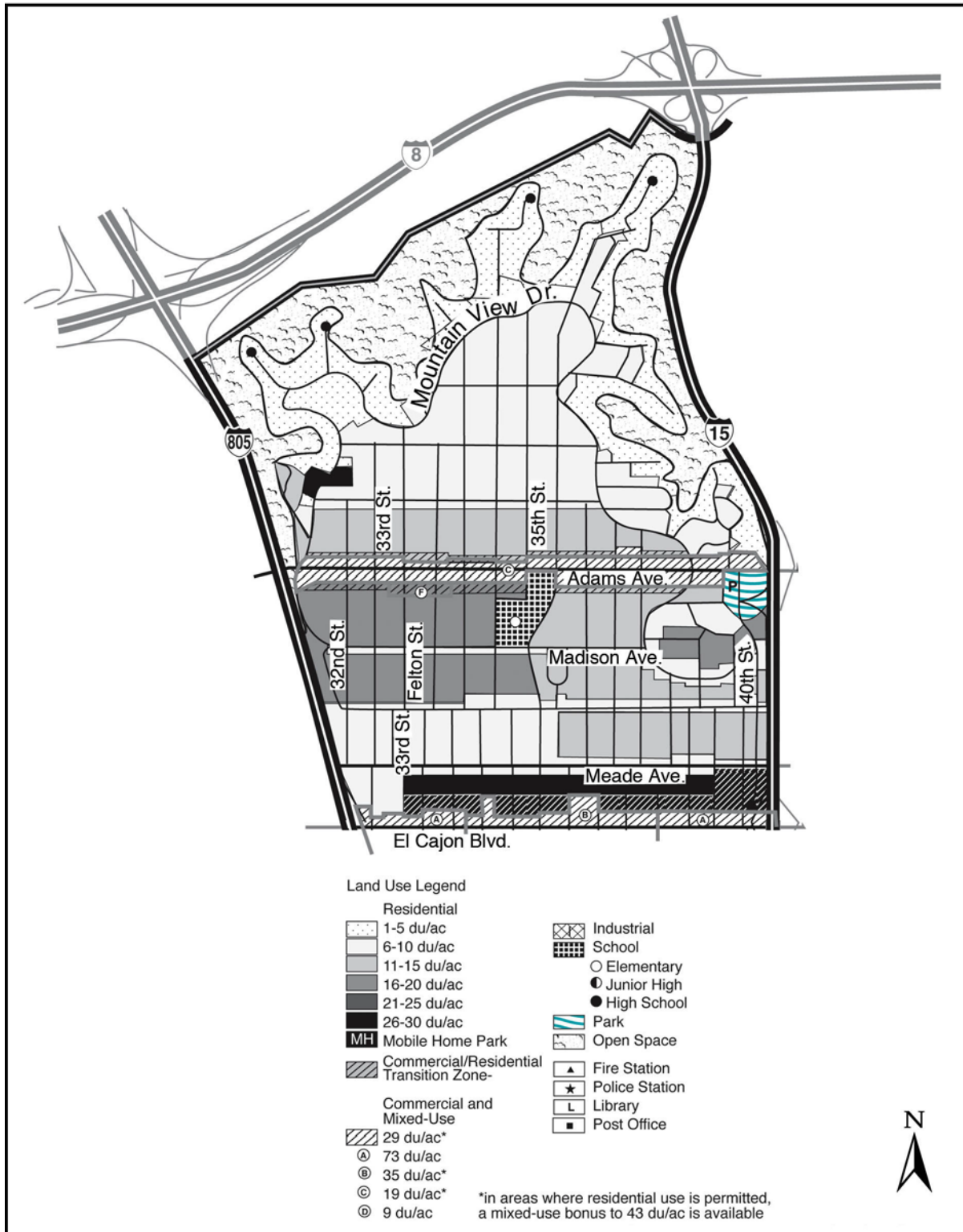


Figure 7
Normal Heights Community Plan Map

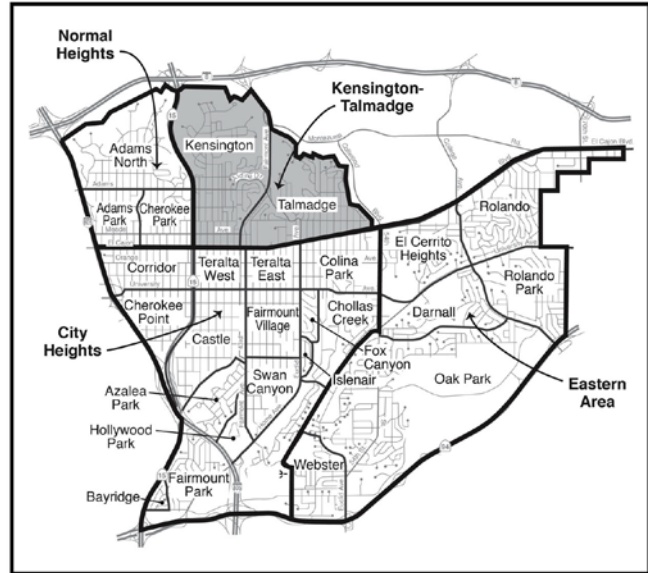


KENSINGTON-TALMADGE

Kensington

Kensington is a unique neighborhood due to its geography and the non-standard layout designed by its developers. Because it is a narrow peninsula isolated on three sides by steep slopes, much of which is dedicated open space, it has the ambience of a small town. Its winding streets contain mostly owner occupied, custom single-family homes. Kensington extends north, along tree-lined streets to the southern rim of Mission Valley.

Kensington has a small business district consisting of five blocks on Adams Avenue. Its central feature is the compact Kensington Park on which is centered the public library, considered the heart of the community.



Named for a borough in London, England, Kensington is a pioneering subdivision dating to 1910. With its stone gateways, ornamental lighting, and curving streets, the neighborhood is a strong candidate for designation as a historic district.

POPULATION AND HOUSING PROFILE 1990 CENSUS

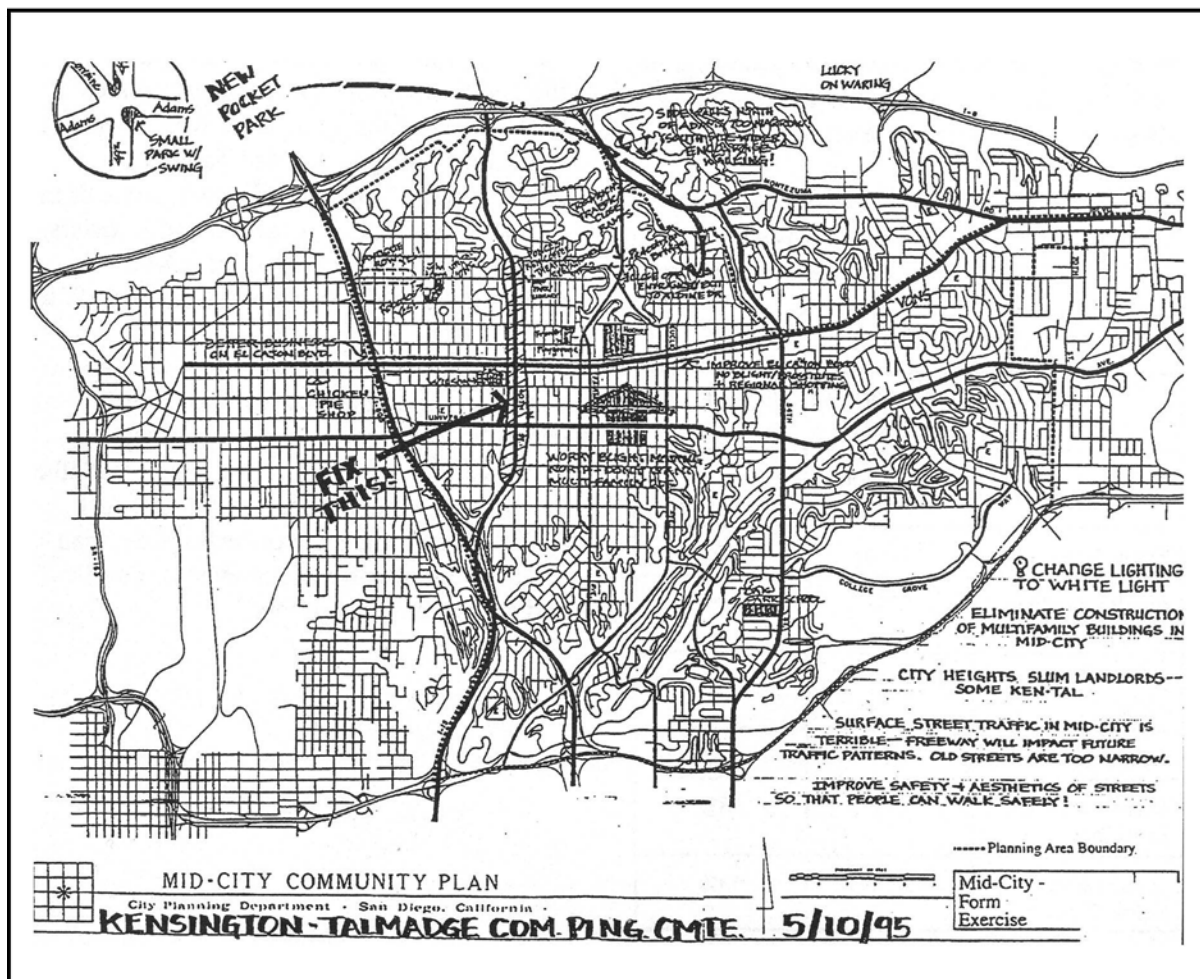
	Kensington-	San Diego
Population	13,120	1,110,549
Single Dwelling Units	57%	56%
Multiple Dwelling Units	42%	42%
Household Size	2.13	2.6
Owner Occupied Dwellings	46%	48%
Households Below Poverty	14%	13%

Talmadge

Talmadge is a special hidden neighborhood, the cousin of Kensington and surrounded by beautiful canyons. Iron gates with ornamental lights mark the gateways of Talmadge. Known as the “Movie Girl” tract, some of the streets are named after the Talmadge sisters, famous silent screen movie stars who dedicated the neighborhood in January 1926.

The homes are all unique and all with a distinctive individuality acquired over generations of proud home ownership. Homes are located on narrow streets with the garages placed at the rear of the lot or off alleys. This creates a wonderful pedestrian-oriented community where everyone walks and knows their neighbors.

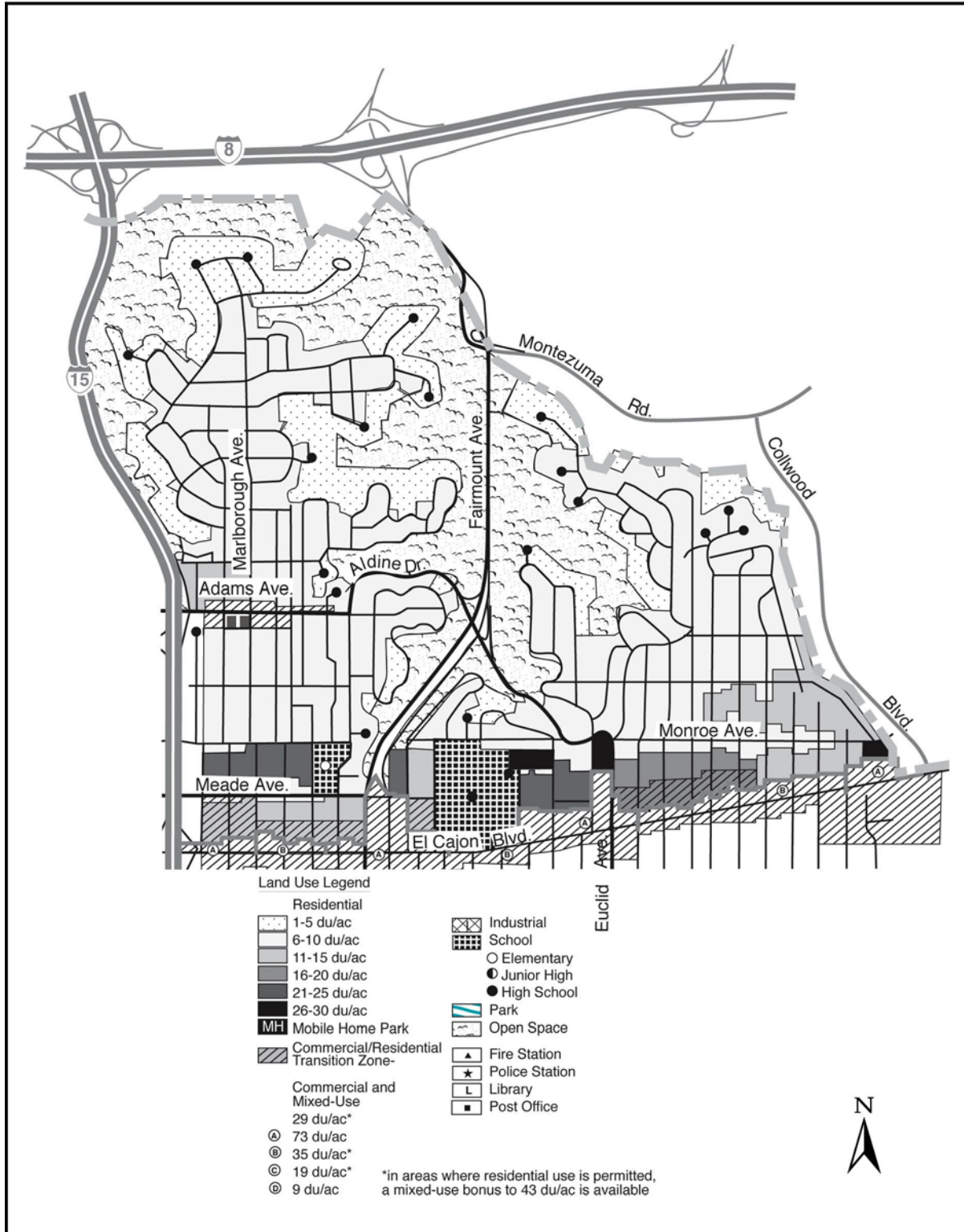
Figure 8
Kensington-Talmadge Vision Map



KENSINGTON-TALMADGE ISSUES

- Schools are overcrowded and park space is deficient.
- The library does not meet General Plan standards but maintenance of the existing library site and the surrounding park is preferred.
- The construction of SR-15 has presented both problems to address, such as noise, visual impact, and traffic circulation; and opportunities, such as developing new parking areas, freeway and transit access, and a new “Mid-City Center” at the SR-15 and El Cajon Boulevard interchange.
- Some residential properties south of Monroe Avenue are deteriorating, and commercial properties on El Cajon Boulevard are in need of revitalization.
- Speeding and cut-through traffic is disrupting portions of residential neighborhood streets.
- Commercial parking is deficient with on-street parking overflowing into the neighborhoods.
- The slopes surrounding Kensington-Talmadge are both an asset to be preserved in their natural passive state without intrusion, and a potential fire hazard.
- Sidewalks and water and sewer lines are deteriorated.
- Street trees and streetlights are inadequate.

Figure 9
Kensington-Talmadge Community Plan Map

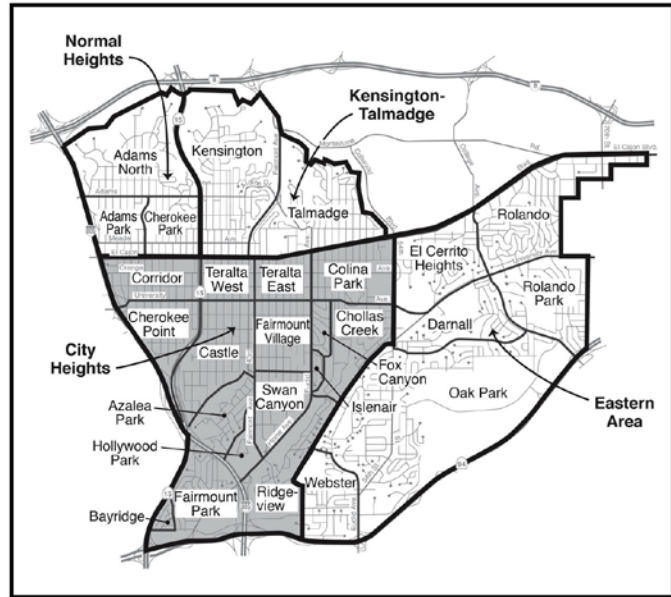


CITY HEIGHTS

City Heights is located in the central Mid-City plateau, and is indented by a number of smaller canyons. The major canyon systems that once existed have been replaced by North/South freeways (I-805, SR-15). The community's southern boundary is State Route 94 (SR-94) freeway. The Chollas Creek is located in the southern reaches of the community.

Within City Heights there are a number of neighborhoods, all having their own unique identities, ranging from the very urban higher-density, to low-density, somewhat rural character with small single-family bungalows. In the past few years, neighbors have joined together to work towards their neighborhoods' "renaissance" with a great deal of success. Their first objective has been addressing public and personal safety issues, successfully turning the tide of crime.

An outgrowth of a City Heights Economic and Crime summit in 1994, a Revitalization Action Plan (RAP) has been completed for City Heights, making specific recommendations for short-term and long-term actions. These recommendations look at a full range of social, economic, and facility needs.



POPULATION AND HOUSING PROFILE 1990 CENSUS

	City Heights	San Diego
Population	70,064	1,110,549
Single Dwelling Units	41%	56%
Multiple Dwelling Units	58%	42%
Household Size	2.94	2.6
Owner Occupied Dwellings	23%	48%
Households Below Poverty	30%	13%

The Corridor, Teralta West, and Teralta East

The Corridor, Teralta West, and Teralta East are linear neighborhoods located in the middle strip of the Mid-City plateau. They were originally developed with single-family housing as the suburban addition to San Diego, and located along the east trolley corridor and the original Highway 80 (El Cajon Boulevard) route. The area has been developing since World War II with higher-density apartments and condominium development.

These neighborhoods now contain the highest population density in Mid-City. Much of the housing is multifamily combined with older single-family development and some older apartment courts, which are still the best maintained areas.

Commercial needs are served by The Boulevard and University Avenue commercial corridors. All residences are within a walking radius of commercial services and potential employment areas.

Colina Park

Colina Park is located just east of Teralta East. The neighborhood's single-family residential areas have been encroached upon by large lower income apartment complexes. It is distinguished by hilly terrain, giving the area outstanding views. A large community park—Colina Del Sol Park—includes Colina Park Golf Course, a recently rejuvenated par 3 course that features a very successful Pro Kids Golf Academy for local youth.

Cherokee Point

With the exception of the University Avenue commercial frontage, Cherokee Point is a residential neighborhood, with primarily single-family homes. Park de La Cruz is being developed as part of the SR-15 construction. Remnant hillsides indent the neighborhood from the freeways which have replaced some of the natural canyon areas.

Castle

Castle is primarily a single-family home residential neighborhood with the exception of the University Avenue commercial frontage and a few older stores scattered along Fairmount Avenue. Some multifamily development is located along 43rd Street and Fairmount Avenue. The northern rim of Azalea Canyon bounds the residential neighborhood, providing a potential resource for open space and recreation enhancements.

Azalea Park and Hollywood Park

Azalea Park is a primarily single-family residential home neighborhood with a few sprinkled low-density multifamily complexes. Poplar Avenue bisects Azalea Park and provides some neighborhood commercial services to the area. Azalea Park is one of the most active residential neighborhoods in City Heights and one of the first in the City of San Diego to implement the neighborhood policing program. Local craftsmen and artists have created unique wood crafted street signs representing the flower names of many of the streets in the neighborhood. The neighborhood of Hollywood Park is bound to the south by Hollywood Park and Canyon.

On December 13 and 14, 1996, the Azalea Park neighborhood Association co-sponsored a “Village Charrette” with Hollywood Park neighborhood, to identify neighborhood improvements for revitalization. The vision reached during the event was: the establishment of a “Village in a Park” creating cohesion and place for the two neighborhoods; using the canyon open space and existing Azalea Park and Hollywood Park as a resource to attract business and shops; and the establishment of gateway entrances featuring artwork. Along with these ideas would go improvement of public infrastructure and services, amendments to zoning to permit “live work” artist and commercial space, improved parking and development of a unique village design.

Fairmount Park and Bayridge

Fairmount Park is located in a promontory surrounded on all sides by hillsides and freeways. Home Avenue bisects it diagonally, linking the neighborhood to both I-805 and SR-94. Chollas Creek runs through it on a southwestern direction towards San Diego Bay. The neighborhood is predominantly single-family homes, with some auto-oriented commercial and industrial uses along Home Avenue. Bayridge is a small neighborhood contained within Fairmount Park on its westernmost knoll, identifiable for its outstanding views and well maintained duplex development.

Fairmount Village and Swan Canyon

Fairmount Village is located on the mesa south of University Avenue and east of Fairmount Avenue. The area is predominantly single-family homes, with some duplex development and apartment development predominantly near University Avenue. Commercial development is concentrated along University with scattered businesses on Fairmount Avenue and Euclid Avenue. The recent development of the City Links Project, along with the Rosa Parks Elementary School, have brought new life into Fairmount Village. Swan Canyon, located south of Fairmount Village, is predominantly single-family uphill from canyons facing Home Avenue. Monroe-Clarke Middle School was recently constructed in this neighborhood.

Islenair

Islenair is an isolated neighborhood just east of Euclid Avenue and bounded on all other sides by hillside remnants of canyons. It is also an island in the sense that it is entirely single-family homes in an otherwise mixed-use area; a very small and tightly knit community.

Ridgeview

The northern portion of Ridgeview is predominantly single-family residential, with the southern section dedicated to industrial use. Chollas Creek runs through it in a southwesterly direction.

Chollas Creek and Fox Canyon

Chollas Creek is predominantly single-family homes with some multifamily development in areas off University Avenue. The Fox Canyon neighborhood has developed as its vision a well-integrated residential and business community sensitive to preserving natural, artistic, and historical developments within a well maintained, safe, and friendly environment.

City Heights Issues

- In spite of the addition of new facilities, schools remain severely overcrowded and parks are deficient.
- While presenting some problems, the construction of SR-15 presents the opportunity for new business development surrounding the University Avenue interchange.
- The very high demand for public transit outstrips the available service.
- Residential rehabilitation and commercial revitalization are needed.
- Commercial parking is deficient with on-street parking overflowing into the neighborhoods.
- Sidewalks and water and sewer lines are deteriorated.
- Street trees are lacking.
- The social and cultural needs of the culturally diverse sectors of the population need to be addressed.

Figure 10
 City Heights Vision Map

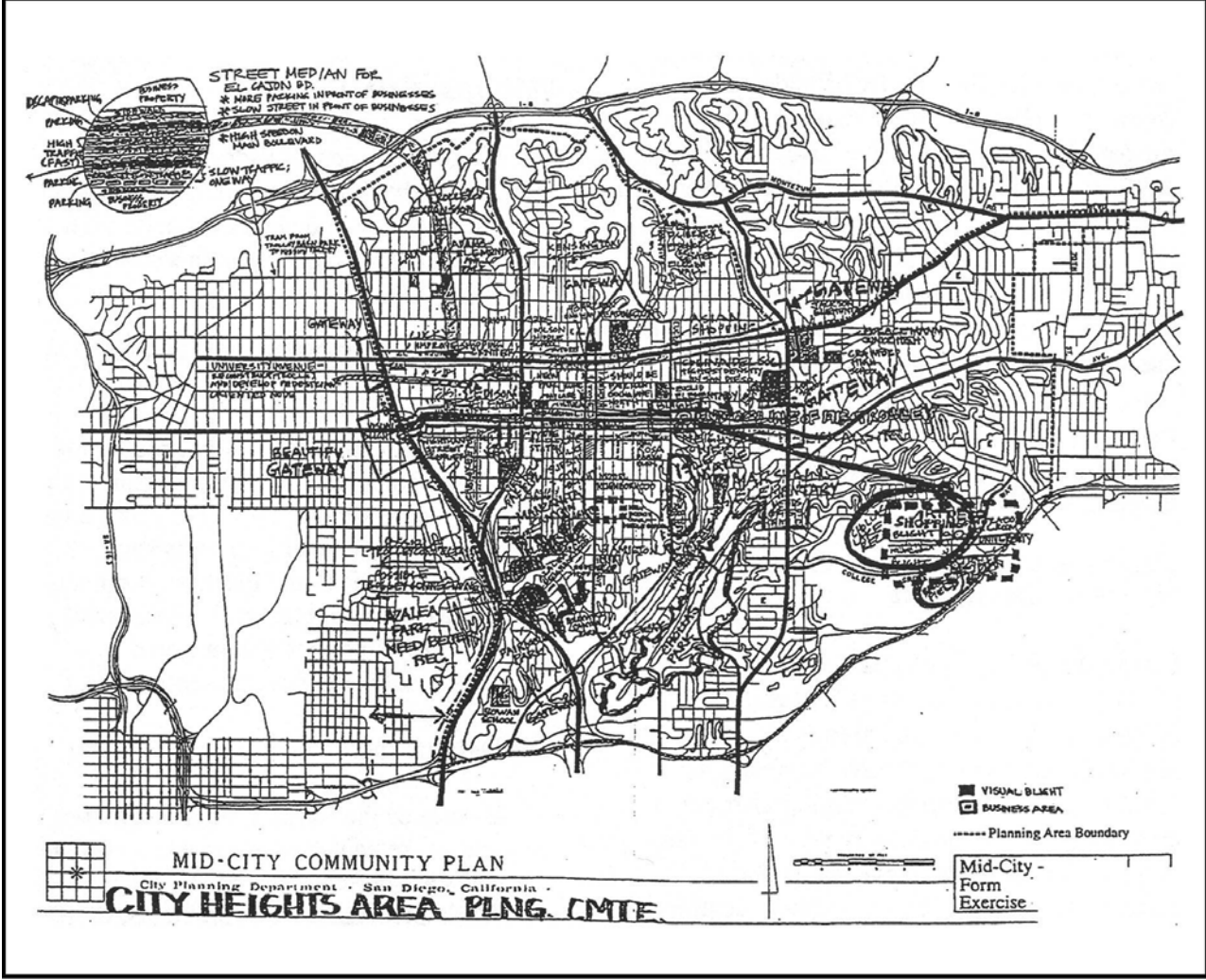
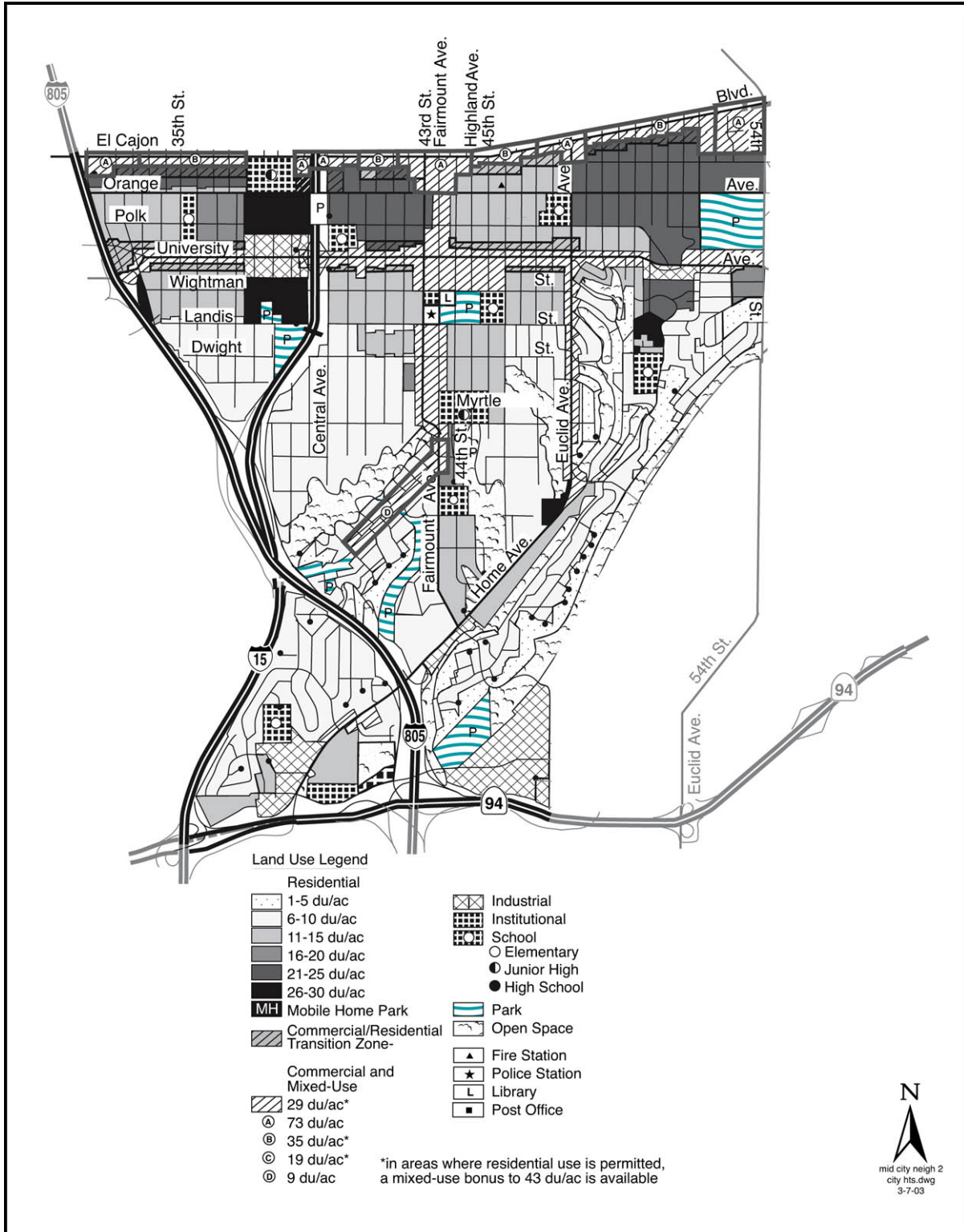


Figure 11
City Heights Community Plan Map



EASTERN AREA

While the Eastern Area shares many of the same issues with Mid-City's other three communities, it is distinguished by its hilly topography and more recent development. But in spite of its age, this area finds itself in need of revitalization as well. In a recent effort to address these needs, most of this subarea along with the College area and portions of City Heights was the subject of the College and Eastern Area Planning and Economic Review (CEAPER), which recommended a series of strategies aimed at attracting business and residents.

POPULATION AND HOUSING PROFILE 1990 CENSUS

	Eastern Area	San Diego
Population	29,176	1,110,549
Single Dwelling Units	59%	56%
Multiple Dwelling Units	38%	42%
Household Size	2.50	2.6
Owner Occupied Dwellings	54%	48%
Households Below Poverty	18%	13%

CHOLLAS TRIANGLE SECTION OF THE EASTERN AREA NEIGHBORHOODS

Chollas Triangle is an approximately 43-acre site within the Eastern Area and is bounded by 54th Street to the west, Chollas Creek to the south and east, and University Avenue to the north. The City, working with the community, prepared a study to provide specific land use, mobility, and urban design recommendations to encourage a mixed-use transit-oriented village supported by public/civic/park space, open space, and creek enhancements within the Chollas Triangle Site. Chollas Triangle is envisioned as a vibrant, mixed-use neighborhood center that celebrates Chollas Creek and promotes the use of multi-modal transit along University Avenue and 54th Street. The site has the potential to serve as a major destination for surrounding neighborhood residents. The Community Plan implements the goals and recommendations developed through the process. This section below provides additional recommendations for implementation.

GOAL

- Create an active neighborhood village with an integrated mixture of residential, commercial, and recreational uses.
- Create an open space system and development pattern that connects adjacent neighborhoods to and through Chollas Triangle.

The landscape character of the community is defined by its hills, canyons and bluffs. While these features create a beautiful and dramatic urban pattern, they often create barriers between neighborhoods. A primary goal of this plan is to acknowledge these features and design a harmonious open space system and development pattern that connect adjacent neighborhoods to and through Chollas Triangle.

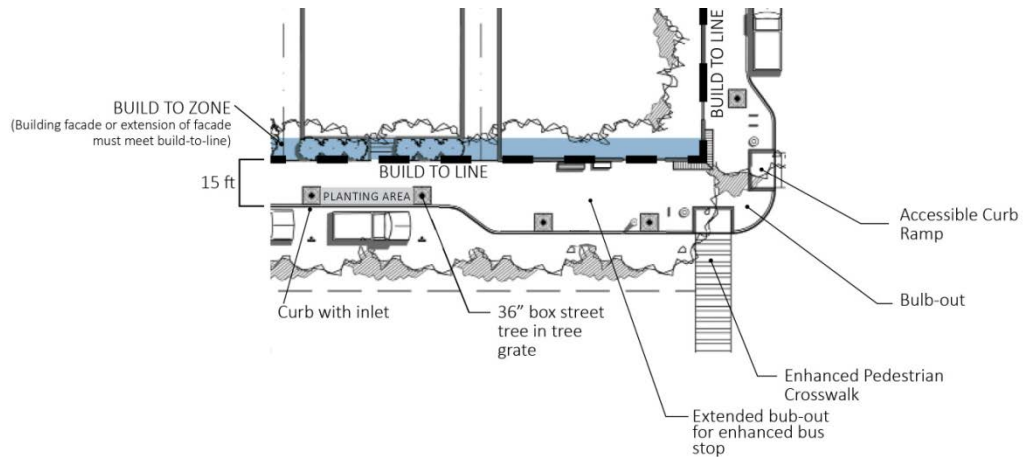
Chollas Triangle CPIOZ

The Community Plan Implementation Overlay Zone (CPIOZ), Type-B applies to the Chollas Triangle Site (Figure 12.1). CPIOZ Type-B applies to the Chollas Triangle site to refine and help implement the policies of the Community Plan. For properties designated Neighborhood Village, development shall conform to the use and development regulations of the CC-3-5 zone except where superseded by this CPIOZ.

Development proposals on properties identified as CPIOZ Type B require discretionary review to determine if the development proposal is consistent with the community plan and these supplemental regulations. Exceptions from these regulations for development that is minor, temporary, or incidental and is consistent with the intent of this CPIOZ may be granted by the City Manager in accordance with the procedures of the Community Plan Implementation Overlay Zone within the Municipal Code Section 132.1403. Applications for development on a property located in CPIOZ Type-B will require a Process Three Site Development Permit and shall address the design and compatibility of the project in relation to surrounding development, including conformance with the following regulations.

1. A maximum of 130,000 square feet of non-residential development is allowed within lands designated as Neighborhood Village.
2. Building heights shall not exceed 65 feet.
3. Residential use and residential parking are allowed anywhere on the ground floor, except along University Avenue where the ground floor street wall shall be a commercial use.
4. A minimum of 70 percent of the ground floor street wall shall be developed with commercial uses along University Avenue.

- Build-to-lines are established on University Avenue and 54th Street frontages to provide a consistent building edge. The building edges shall be located along these lines. Recessed entries shall be restricted to maintain the continuity of the build-to-line especially on University Avenue. Exception: When a transit stop is present, the building edge may be placed a maximum of 20 feet from the curb.



- On any drives internal to developments, all building edges, front entries, or stoops shall be located facing the street. Drives internal to developments shall have parallel or angled parking contiguous with the sidewalk. Trees providing shade to pedestrians will be planted every 30 feet and will be planted between the curb and the internal street wall.
- Design commercial development to attain a 60% ground-floor transparency to highlight interior activity from the street.
- Transfer of Development Rights - Development rights may be transferred within land uses designated as Neighborhood Village in conjunction with the Site Development Permit required for development in the CPIOZ Type-B area, restricting both the sending and receiving sites. The development intensity may not be transferred to any other land uses.

Implementation

No new development that exceeds 4,261 driveway average daily trips (ADT) shall proceed within the Chollas Triangle site until the following improvements are completed and accepted by the City Engineer:

- Provide a raised median on University Avenue from 54th Street to 58th Street, satisfactory to the City Engineer;
- Restripe the southbound and northbound approaches at the intersection of College Avenue and University Avenue to provide dual left turn lanes and modify the traffic signal accordingly, satisfactory to the City Engineer. Provide for Class III bicycle lanes on College Avenue north of University Avenue.

Each development proposal shall be required to submit a trip generation table that tracks the average daily trips generated from each development project within the Chollas Triangle site in order to monitor when the 4,261 ADT will be reached.

LAND USE

The Neighborhood Village designation allows for housing and convenience shopping in a mixed-use setting, public uses and services serving an approximate three mile radius. A more intensive commercial and mixed-use development pattern is identified for the street frontage along University Avenue, with uses transitioning to less intense residential development and Chollas Creek Park to the south. In order to create a vibrant neighborhood, a variety of household types, sizes and price points are encouraged including, rowhomes, condos, apartments, and lofts. The entire site allows for no more than 486 multi-family dwelling units and 130,000 square feet of non-residential square footage.

Development along University Avenue should transition from solely commercial uses near the University Avenue / 54th Street intersection to mixed-use residential further east. This pattern is intended to provide suitable sites for commercial users who desire corners at busy intersections as well as to reduce noise impacts on residential units. All commercial uses along University Avenue should have active ground floor uses and transparent facades to promote an active, pedestrian-oriented street. The land use designation allows for a large format commercial building intended to accommodate a neighborhood grocery store. Commercial uses should front the street and locate parking internally. Residential development should include entrances that front public streets, specifically 54th Street and Lea Street, as well as Chollas Creek Park as illustrated in Figure 12.2. Smaller building footprints are better suited along streets with gentle slopes and curves with parking located within the interior of the site.

Figure 12.1 - Land Use Plan



Recommendations

- Parcels fronting University Avenue should provide a mixture of multi-family housing and commercial uses along a major transportation corridor.
- Commercial uses along University Avenue should have transparent facades to promote an active, pedestrian-oriented street.
- Commercial uses should front the street and locate parking internally.
- Residential development should include entrances that front public streets, specifically 54th Street and Lea Street, as well as Chollas Creek Park.
- Encourage convenience shopping with a pedestrian orientation at the corner of 54th Street and University Avenue.
- Locate more intense uses, such as office and commercial businesses, along University Avenue.
- Allow for the ability to develop commercial anchor retail, such as a neighborhood grocery store, that fronts University Avenue.
- Provide a variety of housing types adjacent to active park uses located at the southern and eastern areas of Chollas Triangle.

Figure 12.2 - Illustrative Site Design*



***For illustrative purposes only – image is shown as an example of how the site could be potentially developed; a community plan amendment would not be required for projects that implement the CPIOZ and recommendations of the Plan, even if it differs from the above illustration.**

MOBILITY

A fundamental step in achieving the community vision is to create an urban framework that encourages a more human scale, walkable development pattern. The mobility network introduces a smaller scale street and block pattern intended to function as part of the open space system as shown in Figure 12.3. Streets are designed to enhance pedestrian connections through the site and Chollas Creek Park. Design elements include wide sidewalks, street lighting, and shade trees that create safe, comfortable pedestrian connections. On-street parallel parking is identified throughout the development to calm traffic and serve as a buffer between traffic lanes and pedestrian zones. Curb extensions and marked pedestrian crosswalks, where warranted, should be incorporated at intersections to minimize pedestrian crossing distance where feasible.

Lea Street will connect 54th Street to University Avenue to form the fourth leg of the controlled intersection near Promise Drive. The specific location and design of the intersection alignment of Lea Street and University Avenue would be subject to further engineering analysis to the satisfaction of the City Engineer. This alignment forms the northern edge of the park, creating a highly visible and accessible open space. Buildings should front Lea Street to take advantage of creek and park views and provide informal observation on the park.

Development within the site should capitalize on the regional bus connectivity, particularly at the intersection of University Avenue & 54th Street. The southeast corner of this intersection is envisioned as an enhanced transit plaza with ample room and comfortable waiting areas for transit patrons. Amenities should include, bus shelters, seating, trash cans, bicycle parking and transit information.

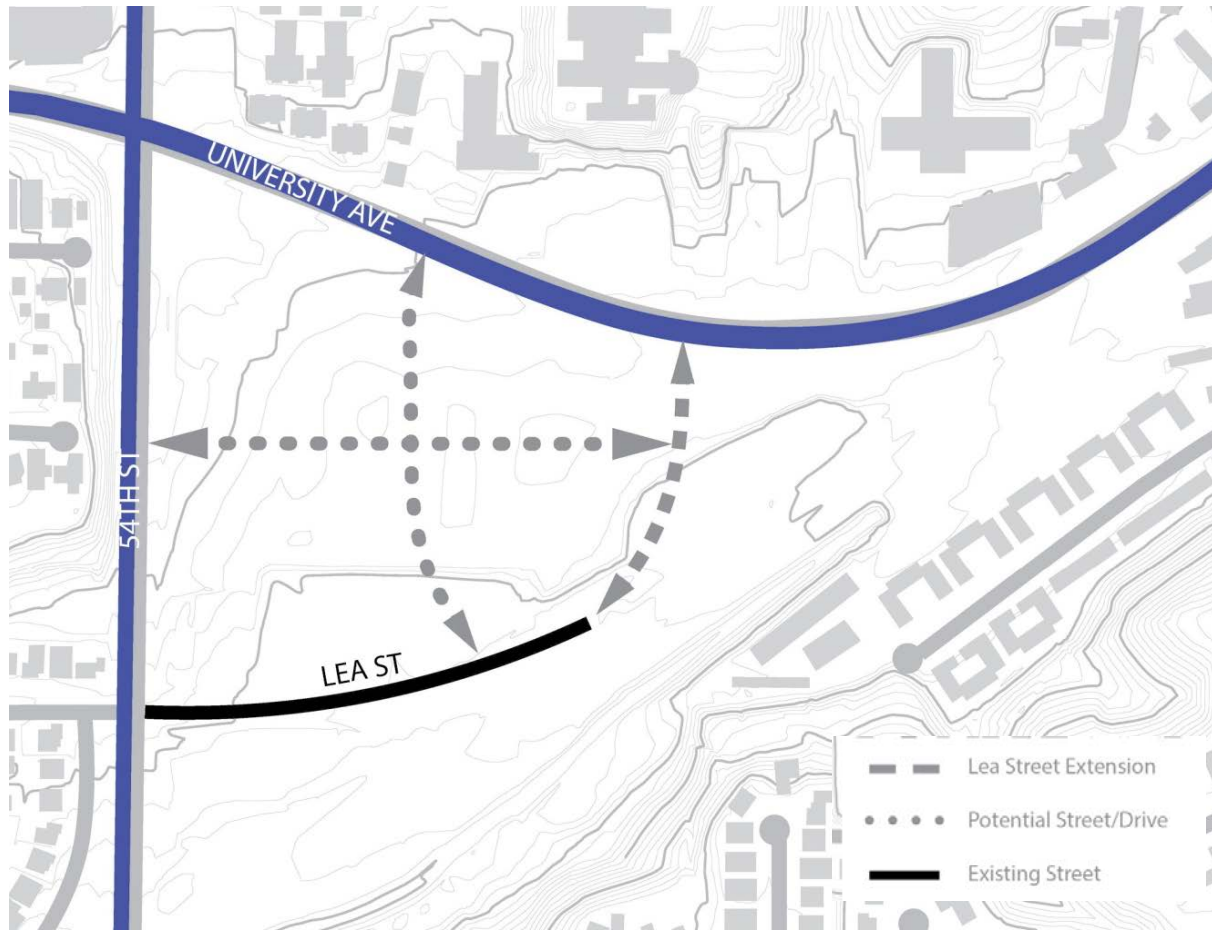
Improvements to the University Avenue and 54th Street intersection will enhance pedestrian safety and connect the project site to adjacent neighborhoods, businesses and open space. The University Avenue Mobility Study has identified elimination of the channelized right turns on the westbound and southbound approaches of this intersection. This will improve safety by shortening pedestrian crossing distances, improving visibility and reducing conflicts between all modes of transportation.

The plan envisions the vacation of Chollas Parkway and the realignment of Lea Street to a two lane collector street that connects University Avenue and 54th Street to reduce cut-through traffic, improving the pedestrian environment and overall livability for residents. A new signalized intersection will be located along University Avenue, eliminating the need for the existing complicated intersection at University Avenue and Chollas Parkway.

Non-contiguous sidewalks with ample landscape zones should be provided to create a safe and pleasant pedestrian environment should be provided on all internal development streets as well as any public streets that interface with the CPIOZ area. On-street parking will provide an additional buffer between traffic lanes and pedestrians.

The Chollas Triangle design principles promote an active and pedestrian scale street environment that encourages street activity and walkability. The existing, expansive parking lots will be replaced by dispersed surface lots behind buildings, on street parking, or in parking structures. Ample bike parking should be provided near bus stops, commercial areas and multifamily development. Improved connectivity to adjacent neighborhoods will make cycling more convenient and encourage transit use. Consideration should be given to designating bicycle parking areas for short and long-term use at commercial and residential locations.

Figure 12.3 - Circulation



Recommendations

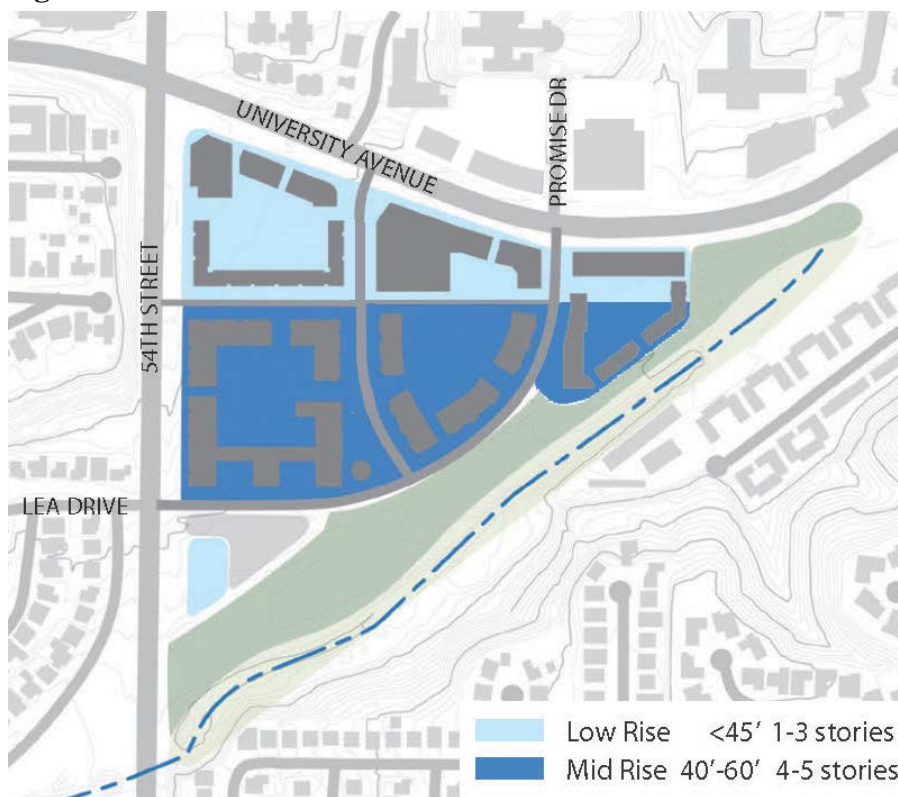
- Vacate Chollas Parkway to allow for active and passive park and open space uses.
- Design Lea Street as a two-lane collector that connects 54th Street to University Avenue
- Complete the extension of Lea Street through acquisition of right-of-way. The acquisition of necessary right-of-way from affected property owners could include a transfer of City-owned Neighborhood Village-designated property.
- Provide metered parallel parking along University Avenue.
- Provide for an enhanced transit plaza at 54th Street and University Avenue through comfortable walk and wait environments for transit riders.
- Design streets that include pedestrian amenities such as non-contiguous sidewalks, street trees, and street furniture.
- Extend the public realm into the site through the incorporation of pedestrian amenities such as sidewalks and street trees.
- Minimize pedestrian / automobile conflict by creating pedestrian friendly intersections that incorporate bulb outs, pedestrian refuge areas and reduce crossing distances where appropriate.
- Create a safe, human-scale pedestrian and bicycle network.

URBAN DESIGN

The Chollas Triangle site has the opportunity to serve as a destination and focal point within Mid-City that celebrates Chollas Creek. New development that implements this vision should include buildings that front streets with parking located behind buildings or in parking structures. Where feasible, tuck-under parking, underground parking, or parking structures should be situated into the existing topography to minimize visual impact on surrounding uses. Design treatments including quality articulated façades, building step-backs, porches and stoops serve to break up the mass and form of buildings and create an interesting street edge. Residences should include front porches and balconies at upper levels, allowing private exterior space for each dwelling unit.

Significant building setbacks should be incorporated along University Avenue to provide space for an expanded transit plaza. A setback distance of 15 - 20 feet from the curb to building face should create a comfortable pedestrian environment along this corridor. Street trees should be provided in a regular interval of 30-35 feet to provide continuous shading for pedestrians. Ground floor transparency should be maximized to create pedestrian level interest and a visual connection between the street and interior spaces, enabling a strong sense of community and increasing informal oversight of public areas.

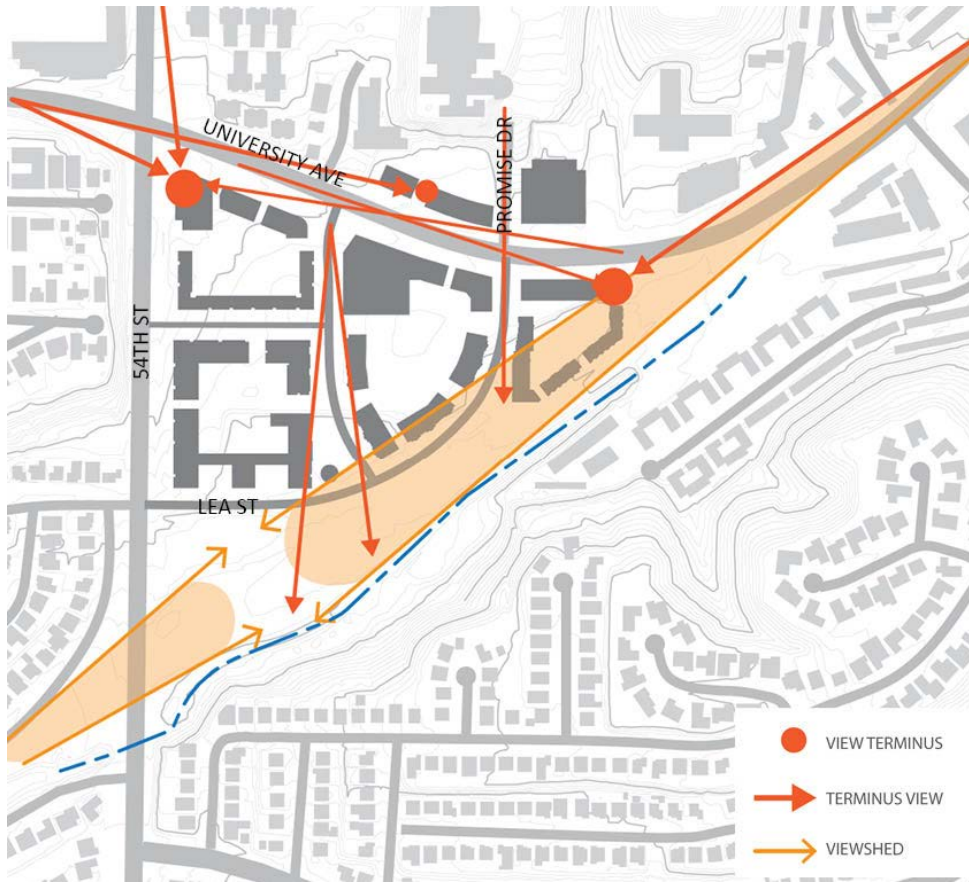
Figure 12.4 – Urban Form



Building heights should transition from lower (1-3 stories) commercial/mixed-use buildings along University Avenue to taller (4-5 stories) residential buildings along the park. Existing grades slope to the south and east, with an existing grade difference of 25'-50' between University and Chollas Creek. Locating taller buildings at the lower site elevations minimizes both the effect of higher

buildings on the surrounding neighborhoods, and the formation of a potential 'building canyon' along University Avenue.

Figure 12.5 – Important Views into the Site



Building location and orientation frame views into the site and to the creek. Special uses and public spaces should be located to take advantage of views to adjacent canyons and hillsides. Signature architecture and/or landscape elements are encouraged at important view termini to strengthen the identity of Chollas Triangle within the community.

Recommendations

- Encourage signature architecture at major view corridors to establish a unique identity for Chollas Triangle.
- Incorporate green infrastructure (pervious paving, flow through planters, bio-retention swales, etc.) as a means to cleanse storm water run-off prior to entering Chollas Creek.
- Minimize urban heat island affect through building design, roof design and site landscaping.
- Design lot and blocks to encourage a pedestrian-scale development pattern.
- Utilize topography to enhance views and minimize grading.
- Locate parking behind buildings or in park decks.
- Utilize topography to enhance prominent views into and out of the site.

NEIGHBORHOOD PARK/OPEN SPACE

A primary goal for Chollas Triangle is the creation of an approximately five-acre active use neighborhood park in the location of the vacated Chollas Parkway. The new park will provide an identity for Chollas Triangle. It will include a mix of passive and active park and open space uses, and a restored riparian habitat along Chollas Creek.

Chollas Creek Park will serve as a major community focal point, and should be designed to accommodate a variety of users. The over-arching park design concept is to create a series of independent, yet connected spaces along Chollas Creek. These spaces alternate between active/passive uses and native riparian areas. This concept helps create a string of varied experiences as users move through the park.

An open space buffer that extends 50 feet from the edge of the natural stream line of Chollas Creek to the lands designated for park use is established to serve as a transition between active and passive open space uses. The open space and creek area will have the potential to serve as a receiver site for storm water management and treatment.

Chollas Creek should be restored in a manner that balances the need for native habitat/riparian zones with opportunities for people to interact with the creek. The creek banks should be shallow to allow for creek views and access. The open space is designed as a series of ‘expansion’ and ‘compression’ areas adjacent to the creek channel. The expansion areas are broad zones that allow the creek to meander and braid during low flows and serve as detention areas when the creek floods. The compression areas focus the creek channel at strategic locations that bring people to the water near the plazas or open lawn areas. This pattern creates differing environments that encourage people to engage the creek in a variety of ways. Informal paths or boardwalks in the expansion zones allow people to explore the native landscape and access the creek, with drop structures at strategic locations to create overlooks and places of visual and audible interest within the park.

A plaza should be located along Lea Street. The plaza is a highly flexible space intended to serve the community year round, offering both programmed and informal uses such as: public gatherings, outdoor concerts, farmers markets, and informal gathering.

A series of open, level lawn areas allow for informal active uses such as soccer, lawn games, picnics, etc. These linked ‘rooms’ create a series of distinct experiences along Chollas Creek. The southwest portion of the park should be reserved for uses that meet specific community needs and activate the park. These uses could include a community garden or dog park.

Figure 12.6 – Open Space Network



* Park design shown for illustrative purposes only

A wide multi-use path will wind through Chollas Creek Park providing a much needed pedestrian and bike friendly connection that links neighborhoods southwest of Chollas Triangle with retail amenities located to the northeast. The Lea Street and 54th Street intersection will be signalized to allow the multi-use path to connect to the southwest with the planned bike route within the Chollas Creek Open Space corridor.

A multi-use path along the eastern edge of 54th Street will connect transit stops and commercial uses at University Avenue with the park and trails network to the south. It will provide an inviting edge that is intended to encourage development to front 54th Street, further strengthening the pedestrian experience. The multi-use path will be the first piece of a larger north/south bicycle and pedestrian system linking El Cajon Boulevard, Colina Del Sol Park, Chollas Creek Park and ultimately Chollas Lake Park.

Recommendations

- Create a neighborhood park with a mixture of active and passive uses.
- Provide a public street along the park to ensure public access.
- Enhance Chollas Creek as a community amenity through the restoration of natural habitat along the creek and the creation of a buffer from non-compatible uses.
- Allow for uses to include picnic areas, multi-purpose turf areas, walkways, and landscaping within the active park area
- Provide a multi-use bicycle/pedestrian path that connects 54th Street to University Avenue and 58th Street through Chollas Creek Park.

El Cerrito Heights

As its name describes, El Cerrito Heights is a hilly neighborhood. El Cerrito Heights is a predominantly single-family homes neighborhood with some multifamily development off the commercial corridors of El Cajon Boulevard and University Avenue. The 54th street corridor contains a substantial acreage of schools with Jackson Elementary, Mann Middle School, and Crawford Senior High School. There is a Jewish Community Center with recreational and meeting facilities, and a convalescent home. A small hospital, Villa View, is located on a knoll overlooking University Avenue and 54th Street.

Rolando

The rolling hills of Rolando began to develop in the 1930s, as evidenced by the style of the custom single-family homes and the “acorn” style post-top streetlights. The grid street pattern south of the strip commercial development along El Cajon Boulevard gives way to a curvilinear pattern in the hilly southern portions of the neighborhood. While predominantly single-family, some pockets of multifamily development are found adjacent to El Cajon Boulevard. San Diego State University strongly influences commercial uses in this area.

Rolando Park

Rolando Park is one of the more recently developed neighborhoods of Mid-City, beginning development in the 1950s with predominantly tract housing. Rolando Park shares Rolando’s hilly environment and the commercial services along University Avenue. Open space hillsides largely separate University Avenue from the single-family homes, with only a small pocket of multifamily development along College Avenue.

Darnall, Oak Park and Webster

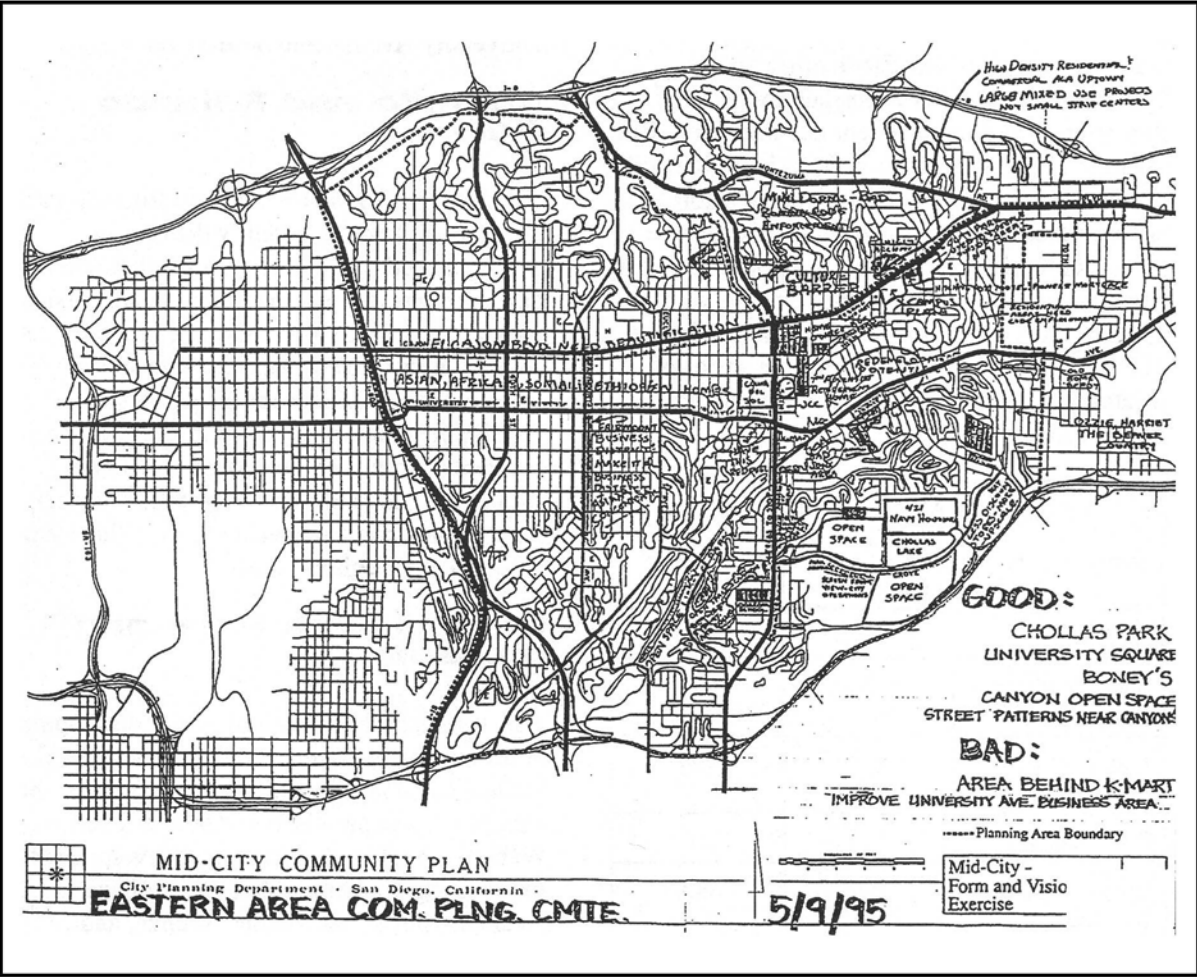
These neighborhoods are of recent development in predominantly single-family homes, but also include some large multifamily complexes and a mobile home park in both Oak Park and Webster. Scattered commercial development is found along University Avenue, College Avenue, 54th Street, Euclid Avenue, and Federal Boulevard. Oak Park is home to Chollas Lake Park, with plans in the works for significant expansion as a resource-based park.

The area of Streamview Drive, located in a canyon which is the boundary between Darnall and Oak Park, is currently the subject of a revitalization study.

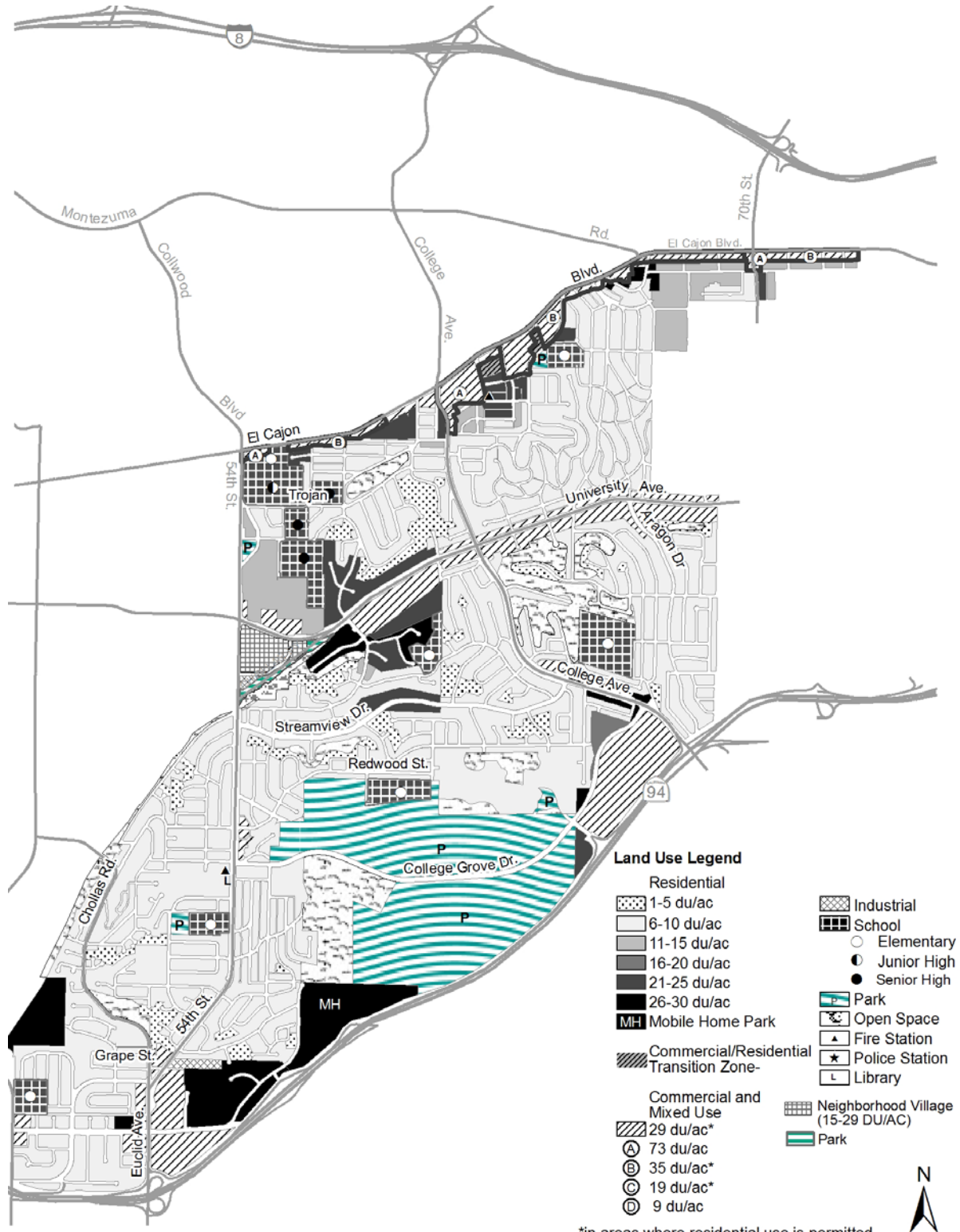
Eastern Area Issues

- Most schools are overcrowded, some seriously.
- Commercial revitalization is needed, in the area surrounding 54th Street and Federal Boulevard, and the Marketplace at the Grove regional center on College Avenue.
- Residential deterioration is spreading.
- Traffic, parking, and structural deterioration along Streamview Drive need to be addressed.

Figure 12
 Eastern Area Vision Map



**FIGURE 13
EASTERN AREA COMMUNITY PLAN MAP**



Land Use Legend

- | | | |
|------------------------------------|---|----------------|
| Residential | | Industrial |
| 1-5 du/ac | 6-10 du/ac | School |
| 11-15 du/ac | 16-20 du/ac | Elementary |
| 21-25 du/ac | 26-30 du/ac | Junior High |
| MH Mobile Home Park | Commercial/Residential Transition Zone- | Senior High |
| Commercial and Mixed Use 29 du/ac* | 73 du/ac | Park |
| 35 du/ac* | 19 du/ac* | Open Space |
| 9 du/ac | Neighborhood Village (15-29 DU/AC) | Fire Station |
| | Park | Police Station |
| | | Library |

*in areas where residential use is permitted, a mixed-use bonus to 43 du/ac is available



IV-B NATURAL AND CULTURAL RESOURCES ELEMENT

Although considered an urban environment, the Greater Mid-City area has many natural features that contribute to the quality of the area. These include open space resources such as canyons and floodplains, as well as historic and prehistoric resources. Visual resources too, contribute to the urban environment including panoramic views of San Diego's mountains and coastline. Preservation of the quality of the environment is important to residents of the area as is respecting geological constraints associated with the natural environment.

Geotechnical Conditions

Environmental Quality

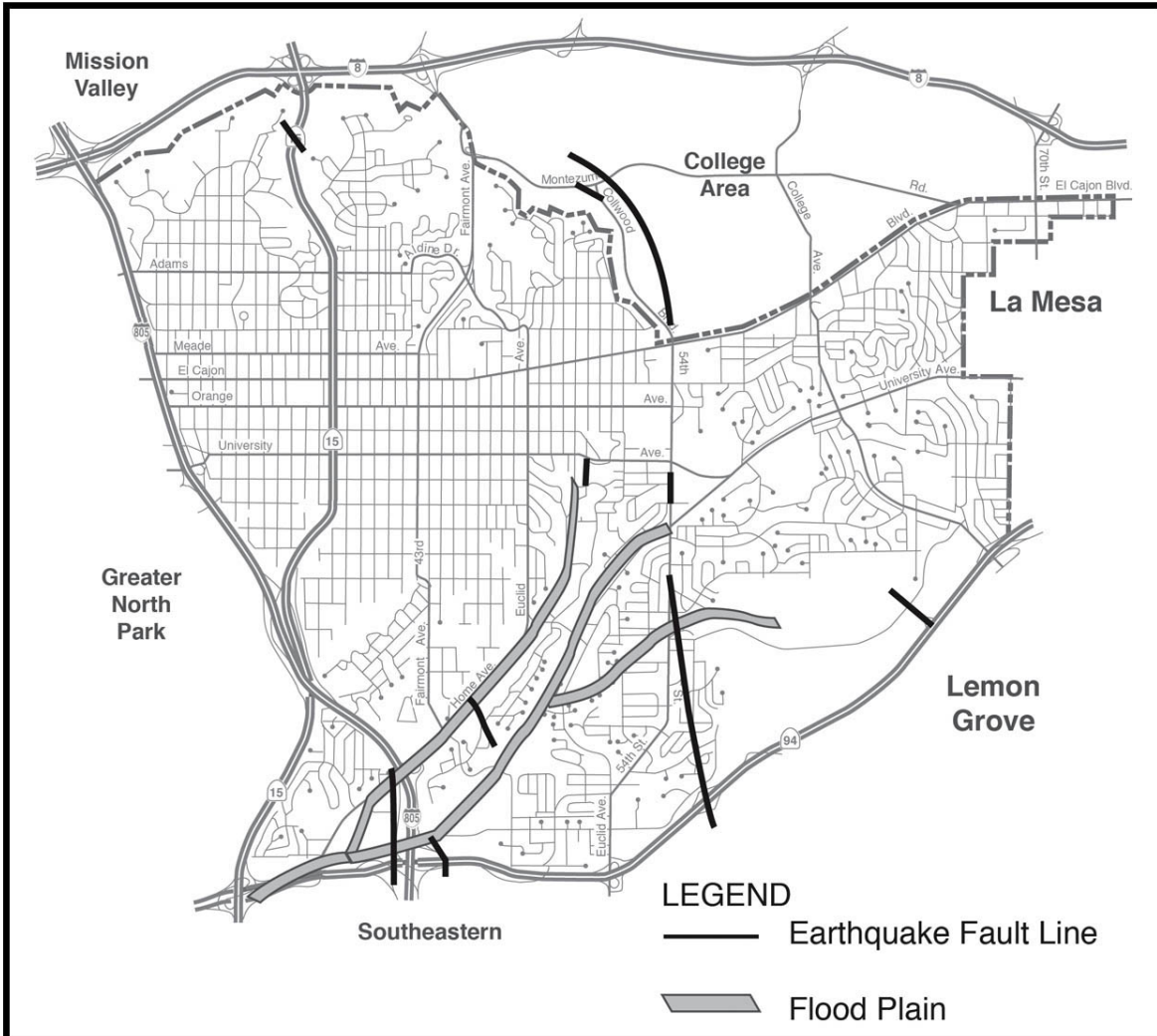
Open Space

Visual Resources

Cultural Resources

GEOTECHNICAL CONDITIONS

Although urbanized, the Greater Mid-City area possesses geotechnical conditions which represent potential safety hazards. These include expansive soils and areas of potential liquefaction and landslide. In addition, the La Nacion and lesser faults exist in the community and represent a potential geotechnical hazard in the event of earthquake.



Vision: Development which avoids or mitigates potential geotechnical hazards.

FAULTS AND LIQUEFACTION

Goals

- Consider the use of fault areas as linear open space areas or linkages to open space resources.
- Minimize development in areas prone to liquefaction. Ensure adequate building measures when development of liquefaction areas is unavoidable.

Recommendations

- Provide an adequate building setback from all known faults.
- Utilize development controls, dedications and easements to minimize potential earthquake hazards to private property.
- Utilize appropriate building techniques and site planning in areas of known geotechnical hazard.

SOIL STRUCTURE, LANDSLIDES, SHRINK AND SWELL CHARACTERISTICS

Goal

Avoid building construction in areas with inadequate soil conditions.

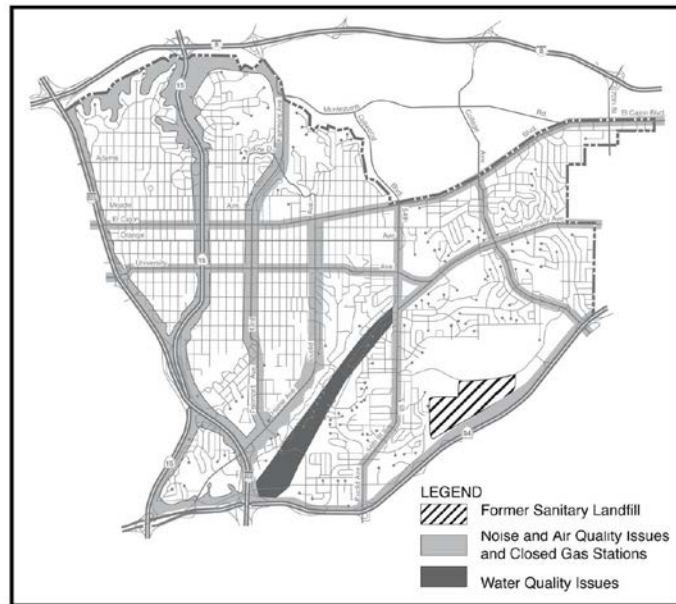
Recommendations

Utilize appropriate building techniques in areas of known geotechnical hazard.

Cluster building construction in areas not affected by geotechnical hazard conditions.

ENVIRONMENTAL QUALITY

Myriad issues affect the environmental quality of the Greater Mid-City area. Biological resources, air, and water quality are threatened by development and motorized vehicle emissions. Former sanitary landfills and closed service stations in Mid-City can bring hazardous materials in close proximity to residents.



Vision: A community where natural resources are preserved and development contributes to the environmental quality of the area.

BIOLOGICAL RESOURCES

Goals

- Protect canyon, hillside, and creek-side natural wildlife habitats from urban encroachment and conflicting uses.
- Improve and enhance riparian habitat in Chollas Creek (City Heights and Eastern Area).

Recommendations

- Apply the appropriate development restrictions to riparian areas along Chollas Creek.
- Prepare and implement a master plan for the enhancement of Chollas Creek which protects natural wildlife and riparian habitat.
- Form “Friends of Mid-City Canyons” to focus funding and effort toward the maintenance and enhancement of Chollas Creek, and the area’s natural canyons.
- Apply appropriate zoning restrictions to all steep slopes in Mid-City to ensure that sensitive slopes and natural habitats are protected from erosion and other impacts of urban encroachment.

AIR QUALITY

Goal

- Improve air quality throughout Mid-City through local monitoring, awareness and the promotion of non-polluting forms of transportation.

Recommendations

- Utilize public relations techniques and physical improvements to promote non-polluting pedestrian access and bicycling as primary intra-community modes of transportation.
- Pursue the expansion of trolley service both north-south and east-west to link the community to regional employment opportunities, as well as to link the community internally to provide less-polluting mass transportation options.

WATER QUALITY

Goal

Improve and enhance riparian habitat in Chollas Creek as a means of improving water quality.

Recommendations

Form “Friends of Mid-City Canyons” to focus funding and effort toward the maintenance and enhancement of Chollas Creek.

Encourage use of reclaimed water for landscaping and encourage low water demand landscaping.

HAZARDOUS MATERIALS AND SOIL QUALITY

Goal

- Clean up former landfill areas for public use.

Recommendations

- Utilize grants, bonds or other public funding to clean-up “brownfields” and landfill areas and convert them to an appropriate use.
- Encourage use of reclaimed water for landscaping and encourage low water demand landscaping.
- Continue to provide locations for the safe disposal of hazardous materials within the community, using the fire stations as a possible resource for such facilities.
- Alternatives for the timely reclamation and reuse of the Chollas landfill should be identified.

NOISE

Goal

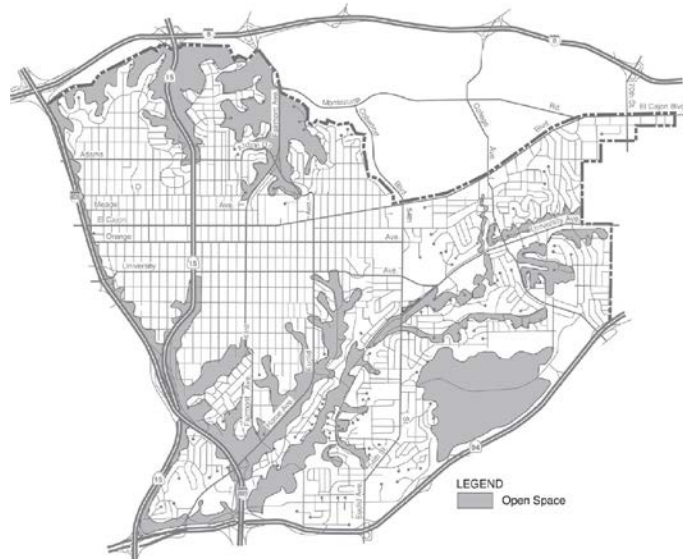
- Maintain adequate sound levels in residential neighborhoods.

Recommendations

- Mitigate sound pollution conditions created along major transportation corridors and certain businesses.
- Encourage the use of “noise masking” techniques when appropriate.

OPEN SPACE

With close to 6,000 acres, the central and western portions of the Mid-City Community occupy a relatively level, developed mesa bisected by a series of canyons, particularly along Chollas Creek and the southern rim of Mission Valley. Together with parks, trails and publicly owned lands, these canyons represent an open space resource for the community. The Eastern Area is urbanized on rolling hillsides, where large lot development enjoys its private views and open space, but where few interconnected open space areas exist.



Vision: An integrated open space system of linked natural canyons, creeks, parks, trails and joint use areas.

LAND FORM – CANYONS AND CREEKS

Goals

- Permanently link and preserve all canyons, slopes and floodways, designated as such in this Plan, as open space.
- Develop passive recreational space in undeveloped canyons, where the natural integrity of the canyon can be preserved.
- Preserve sensitive hillside areas.
- Preserve areas of native vegetation.

Chollas Creek

- Preserve and enhance Chollas Creek as a linear open space system to provide passive recreational opportunities, visual relief and biological habitat preservation.
- Where acquisition of Chollas Creek is not feasible, explore other means of preservation such as open space easements, development restrictions and other means.
- Implement the Chollas Creek Enhancement Program for the enhancement of Chollas Creek as a passive linear park.

Recommendations

- Preserve sensitive slopes, canyons, floodways and other areas designated as open space through acquisition, zoning, resource regulation or other available methods.
- Within areas zoned for single-family development and designated for open space preservation, limit further subdivisions and development to one dwelling unit per lot.
- When development occurs, obtain open space easements in privately owned canyon areas.
- Form “Friends of Mid-City Canyons” to focus funding and effort toward the preservation and maintenance of open space areas.
- Vacate Chollas Parkway to allow for the restoration and expansion of riparian habitat adjacent to Chollas Creek.

PARKS AND OPEN SPACE

Goals

- Protect biological, visual, and topographic resources.
- Ensure the preservation of an open space system through appropriate designation and protection.
- Give highest priority to the acquisition of open spaces susceptible to development.
- Provide access to usable public open space systems in order to increase passive recreational opportunities.

Recommendations

- Paper streets or paper alleys should not be vacated if they are located in an open space canyon and the retention of undeveloped paper streets or alleys would assist in the preservation of the area as open space.
- Utilize easements, street vacations or irrevocable offer of dedications, and appropriate open space zoning to maintain and enlarge parks and open space.
- Vacate Chollas Parkway to allow for the development of active and passive park uses. Locate active park uses within the northern section of the existing right-of-way.
- Revise and prioritize the City’s open space acquisition list, assigning highest priority to acquisition of the Chollas Creek open space system and other systems susceptible to development.
- Property acquired by the City for open space preservation should be officially dedicated for that purpose.
- Create a system of linkages between Mid-City parks and open space.

TRAILS

Goals

- Provide limited non-vehicular access to open space areas within the community.
- Enhance links between park and open space areas within and outside the community.

Recommendations

- Limit trails within open space areas to those that provide designated linkages. Trails should be located to minimize impacts to sensitive slopes and vegetation. Security, fire risk, and maintenance should also be considered in the location of trails.
- Due to their environmental sensitivity and steepness, public access should be restricted along hillsides facing Mission Valley and within Kensington-Talmadge.
- Identify design concepts, routes, and funding for the development and maintenance of a non-vehicular trail system.
- Identify and improve key streets that link open space resources and community facilities.
- A ranger program should be established to ensure compliance with established park and open space policies.
- Develop a trail adjacent to Chollas Parkway that further connects the open space system.

JOINT USE AREAS

Goal

- Provide recreational facilities open to the community on all government owned lands (refer to **Public Facilities and Services Element** and **Urban Design Element**).

Recommendations

- Joint use agreements between the City of San Diego and San Diego Unified School District should be adopted to make all public school sites available for recreational use and open space support.
- The City of San Diego should work with other governmental agencies to access possible use of other agency facilities for open space support.

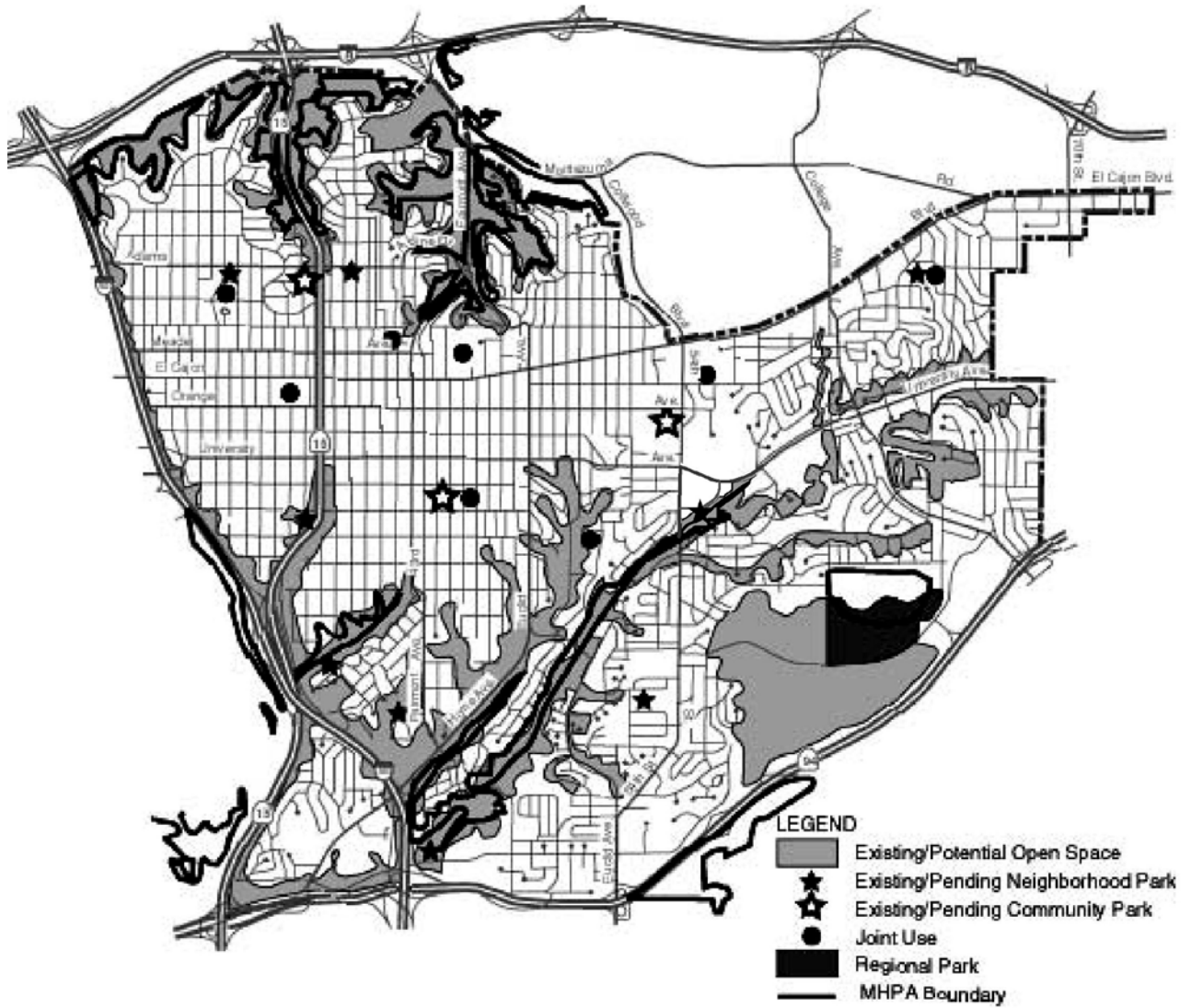
OPEN SPACE DESIGN AND DEVELOPMENT GUIDELINES

While some of the open space described in the Public Domain section of this element has been acquired for preservation or has an open space easement placed on it, a significant portion remains under private control. These areas are typically the lower portions of hillside lots with a single-family dwelling on the upper portion of the lot, although some vacant lots still remain. The potential exists in some areas for additional development to disturb this open space.

Recommendations

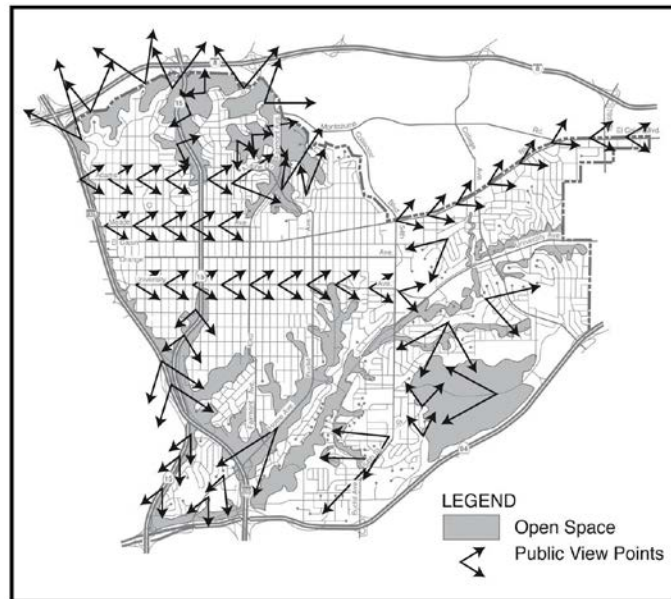
- Within residentially designated areas, apply open space zones (ten-acre minimum) to all properties containing slopes of 25 percent or greater.
- A maximum of one dwelling unit per lot should be permitted.
- Establish building setback and landscaping requirements for properties along the edge of designated open space hillsides. Such a restriction would protect slopes from erosion and intrusive vegetation, and would protect buildings from fire hazard and slide damage. Public views from upland and lowland areas would also be preserved and enhanced.
- Development within or adjacent to a designated Multiple Habitat Planning Area should be consistent with the policies and guidelines for development found in the Multiple Species Conservation Program Subarea Plan.

FIGURE 14. OPEN SPACE AND PARKS



VISUAL RESOURCES

Several streets and other public areas offer framed public views of panoramic aesthetic features such as open space areas or significant architecture. In addition, many of the streets on the Mid-City mesa top afford panoramic views of the mountains to the east and the bay and coastline to the west and south.



Vision: Development that preserves and enhances significant views within and outside the greater Mid-City area.

VIEWS

Goals

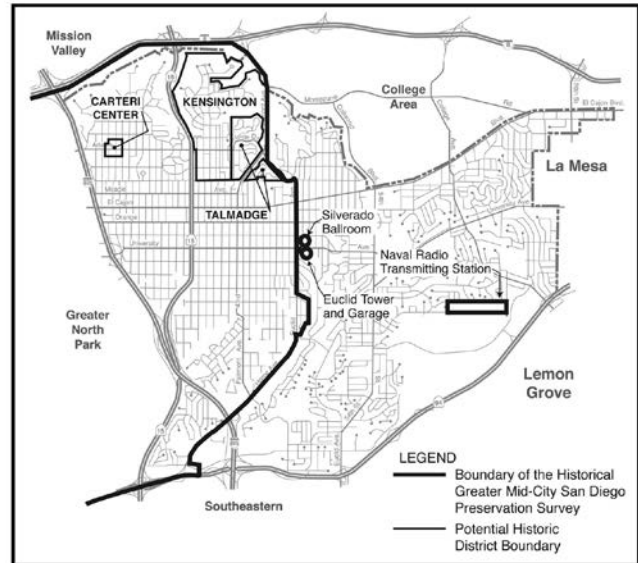
- Ensure that new development preserves and enhances framed public views of existing aesthetic resources such as parks and community landmarks.
- Preserve and enhance panoramic public views of the bay, open spaces, and mountains from street rights-of-way and other public areas.

Recommendations

- Review development proposals to protect and preserve significant framed and panoramic public views within the community.
- Undertake a study to identify key sites with significant panoramic public views for potential acquisition as public viewing areas.
- Preserve and enhance privately owned local landmarks offering framed views from public vantage points.
- Work with the City to identify sites with significant panoramic public views for potential public acquisition.
- Continue undergrounding utilities on view corridors.

CULTURAL RESOURCES

Evidence of prehistoric occupation exists within Mid-City, primarily within or adjacent to Chollas Creek. In addition, there are several historic structures and districts which are eligible for historic designation, including the Carteri Center Historic District in Normal Heights, the Kensington & Talmadge Historic District in Kensington, and the Egyptian Revival Euclid Tower, Garage, and Silverado Ballroom in City Heights. In addition, the Chollas Heights Navy housing project in the Eastern Area includes a museum and historic district with structures from a 1917 era Naval Radio Transmitting Station. Numerous other structures remain from the first half of the 20th Century which, although they do not qualify for historic designation, contribute to the character of Mid-City's neighborhoods.



Vision: A community where prehistoric and historic resources are celebrated, preserved, and enhanced.

ARCHAEOLOGIC AND PALEONTOLOGIC RESOURCES

Goal

- Preserve areas of Mid-City possessing significant archaeologic and paleontologic interest.

Recommendation

- Identify and preserve significant prehistoric sites through zoning, development review or other regulatory means.

HISTORIC SITES AND DISTRICTS

Goals

- Preserve and upgrade all land and structures having significant historical interest.
- Preserve and enhance historic resources by means of acquisition, easements, agreements, assessment districts or other means.
- Preserve and enhance areas identified as historic districts.
- Encourage the retention and enhancement of non-historic structures which contribute to the character of Mid-City.

Recommendations

- Encourage the preservation of historic structures through identification, designation, tax relief, tax breaks and other neighborhood physical improvement and financing measures.
- Apply zoning that will act to conserve older areas of Mid-City which, although they are not historic, contain structures contributing to the overall character of the area.
- Expand the Greater Mid-City Historic Oversight Program to encourage and ensure the identification and designation of all eligible historic sites and districts in Mid-City to implement the 1987 Historical Greater Mid-City San Diego Preservation Strategy that surveyed that portion of the Mid-City communities west of Euclid Avenue and Home Avenue.
- Private owners of historic structures and those with property in historic districts are responsible for maintaining and enhancing their structures, in partnership with the community and the City.
- Economic incentives such as the Mills Act tax incentive should be identified and developed to assist property owners to maintain historic properties.
- Coordinate the continued evaluation and designation of historic resources within Mid-City.

IV-C URBAN DESIGN ELEMENT

Mid-City has an outstanding urban design character with its remaining natural canyons; public views to Mission Valley, downtown, and San Diego Bay; and its walkable neighborhoods; all within easy walking distance to a school or shopping area. Urban design should strive to maintain and provide much needed awareness and enhancement to these community features.

Open Space and Parks

The Great Streets of Mid-City

Gateways and Crossroads

Other Neighborhood Links

Civic Spaces and Buildings

Traffic Calming for Neighborhood Streets

BACKGROUND

The western neighborhoods of Mid-City are located on a large central mesa indented by a number of inner City canyons and small creeks. Growing out of the central business district and facilitated by the introduction of streetcar service, these neighborhoods developed during the first half of the century. The varied topography and changing real estate market of the post war years are reflected in the curvilinear street system, cul-de-sacs, and auto-oriented shopping centers of the neighborhoods generally east of Euclid Avenue and south of Home Avenue and I-805.

The character of Mid-City has also been significantly affected by the construction of a number of freeways that crisscross the central mesa, isolating many Mid-City neighborhoods.

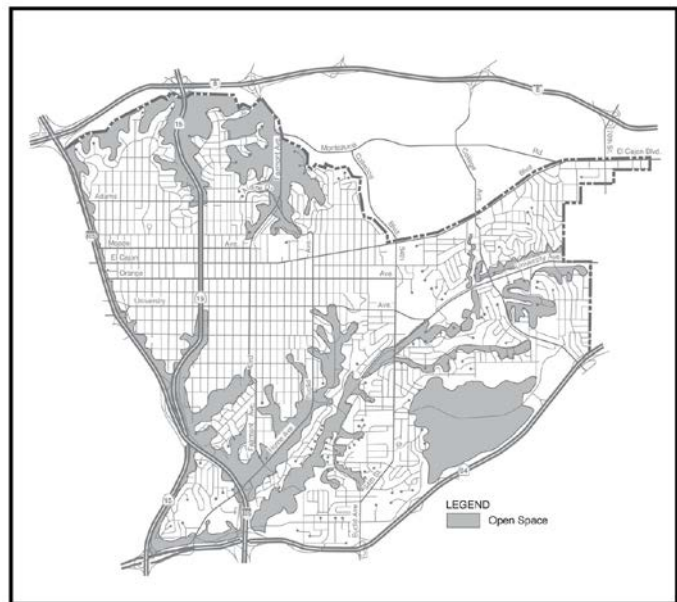
Mid-City's 132,466 residents live in 24 neighborhoods of distinctive character and amenities. Over the last several decades of rapid suburbanization, Mid-City, like other urbanized areas, has not enjoyed sustained public investment in infrastructure. Sustained efforts on the part of the City Council to reinvest in urban San Diego need to be strengthened to overcome the existing deficiencies and once again make Mid-City a most desirable community in which to live and invest.

Vision: A community that is more desirable than suburbia as a place to be in, raise families, invest, work, and do business.

This **Urban Design Element** addresses the public realm—the area that is owned in common by the citizens. Such lands are commonly administered by government or other public agencies. The public domain includes open space, parks, public buildings, joint use properties, streets and any other property or facility owned or controlled by a public agency. The guidelines that follow are intended to be implemented through public projects.

OPEN SPACE AND PARKS

Mid-City is bounded to the north by steep hillsides that rim Mission Valley. A coastal plain, extending from the San Diego Bayfront foothills, it rises slowly and extends inland several miles. This coastal plain is indented by smaller canyons and a large creek which once upon a time linked the Mid-City plains to San Diego Bay itself. The Open Space section of the Natural and Cultural Resources Element includes City-owned hillsides, wetlands and regional resource based park areas.



Vision: An interconnected system of improved parks and natural hillsides, canyons and wetlands.

Hillsides and canyons help to define the form of the Mid-City communities. Even after a century of development and urbanization, much of the original landform is identifiable. Particularly significant hillside and canyon areas include those slopes framing the southern face of Mission Valley, Talmadge Canyon, Fairmount Canyon, Chollas Creek and a number of smaller Mid-City canyons such as Manzanita, Swan, Hollywood and other canyons.

Goal

- To recognize and enhance the influence these significant landforms have on urban form and function.

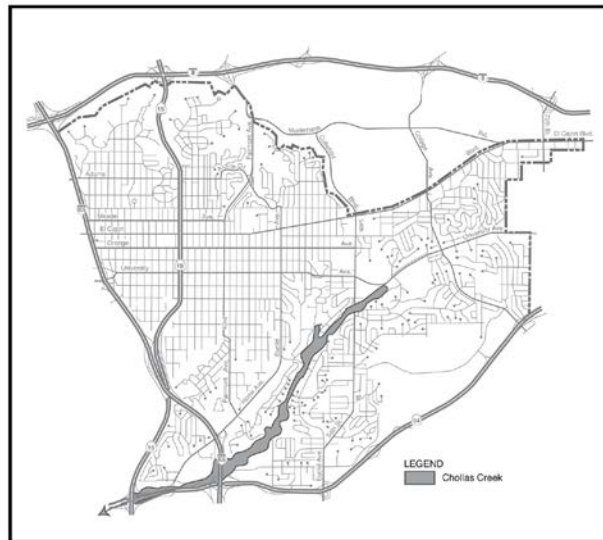
Recommendations

- Revegetate natural hillsides with native or naturalized plant material according to the performance standards found in the Landscape Technical Manual.
- Develop nature trails and interpretive programs that all residents, young and old, can use and refer to as they walk and enjoy the trails.
- Develop small view areas along the rim, where people can sit and enjoy the native landscape and take advantage of the excellent panoramic and framed views.

- Design open space signage and safety fencing in a manner that is visually compatible with, and enhances, the surrounding environment.
- Restrict street closures in areas designated for open space preservation. All public rights-of-way should be maintained under public control.
- All publicly owned open space shall be managed by an open space district which will provide natural habitat management, weed and trash abatement, and safety patrols.

Chollas Creek

Chollas Creek is a seasonal waterway that crosses the Eastern and City Heights communities, flowing diagonally from northeast to southwest. The creek continues through the neighborhoods of Southeast San Diego, finally reaching the San Diego Bay at the 32nd Street Naval Station. Much of the land bordering the creek is undeveloped and unused, due to intermittent flooding.



Goal

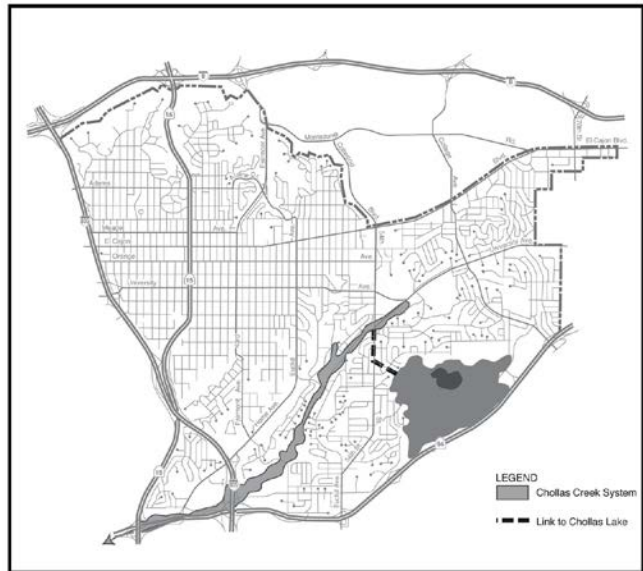
- To preserve and enhance Chollas Creek, making it accessible, while maintaining and rehabilitating its habitat values.

Recommendations

- Revegetate the wetland areas with native wetland habitat. (see **Appendix C**)
- Provide soil erosion and flood protection in a manner sensitive to the park's habitat values, using natural materials that blend with the surrounding environment.
- Provide a pedestrian and bicycle linkage from Chollas Park to the Mid-City athletic area and other parks via the Chollas Creek canyon.
- More intensive uses within the Chollas Creek canyon, if recommended through a Chollas Creek Master Planning process, should strive to maintain the natural character and quality of the canyon and limit points of access.
- Properties along the rim of the park should provide setbacks with landscaping materials consistent with the wetland habitat and ambiance.
- Incorporate publicly owned properties adjacent to Chollas Creek into an open space/park maintenance district.
- Fully improve the Mid-City Athletic Area with soccer and baseball fields.

Chollas Lake Park

The Chollas Lake Park is a resource-based park which includes Chollas Community Park, the Chollas Reservoir and its attendant land, some of which is part of an old abandoned dump which has been capped, and provides an excellent opportunity for park development. Although identified as a resource-based park, the area is not a pristine natural environment, and lends itself to development as a traditional large urban park.



Goal

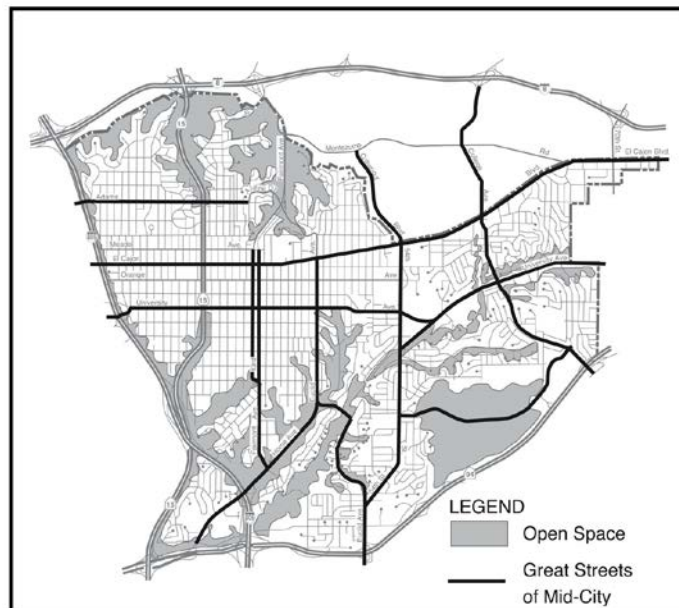
- To develop an urban resource-based park for Mid-City to service the area's 132,466 population and complement Balboa Park.

Recommendations

- Develop the North Chollas Canyon area as per the North Chollas Park Plan.
- Pursue relocation of the City's Chollas Operations Station.
- Develop large sports field areas south of Chollas Lake to support the active population of Mid-City. Sports fields should accommodate a variety of games popular with the various ethnic groups of Mid-City.
- The South Chollas Park could also include an ethnic and artistic village area similar to Balboa Park's Spanish Village. This anchor of cultural activity would complement the 54th Street Cultural Center and tie in 54th Street and College Grove Drive as an important cultural and recreational nucleus of the Mid-City Community.
- Fences and gates where necessary should be provided in a manner that enhances and frames the park setting, not detract from it.
- Chollas Lake Park should be incorporated into the open space/parks maintenance district.
- Develop a park-use work program and elicit the services of artists to develop the park as a showcase for the Mid-City communities.

THE GREAT STREETS OF MID-CITY

The flatter mesa of Mid-City west of Euclid Avenue has been developed in a grid pattern, bisected from north to south by freeways set below the elevation of the mesa in natural and man made canyons. East of Euclid Avenue, a curvilinear street pattern reflecting the varied topography of this area predominates. Both the central mesa and rolling eastern area are bisected east to west by major streets that, in the first half of the 1900s, served as the major transportation corridors between the center city and its suburban and rural settlements to the east.



Vision: Reestablish Mid-City’s major streets as great boulevards where vehicular circulation complements, rather than dominates, other activities such as strolling, shopping, living and working.

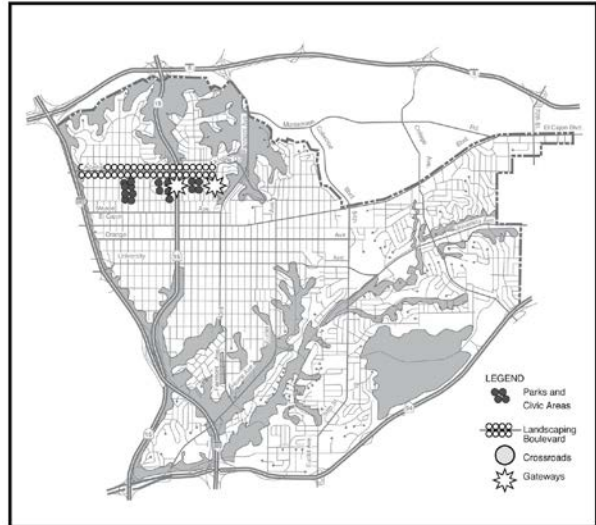
Recommendations

- Encourage the planting and maintenance of street trees and landscaped medians.
- Encourage patterned crosswalks at intersections to reduce vehicle speeds.
- Repair and improve sidewalks including pop-outs at selected intersections.
- Provide adequate lighting for vehicles and pedestrians. Pedestrian-oriented acorn lights should be provided in very active pedestrian areas. Mid-block lighting programs should be expanded.
- Enhance freeway ramps as gateways to the community. Their design and landscaping should reflect their significance. Sponsor art competitions to design and improve at least one freeway interchange per year.
- Provide increased parking where demand is high by re-orienting streets for diagonal parking.
- Institute traffic calming improvements to establish a more efficient vehicular and pedestrian transportation system and more livable neighborhoods.

The following streets are identified as The Great Streets of Mid-City and, as such, their design should reflect their significance:

Adams Avenue

Significant development along this trolley route began in the 1920s, forming the core of Normal Heights and Kensington. While there are a variety of businesses, most establishments offer neighborhood serving goods and services, along with a concentration of antique dealers. The Adams Avenue Business Improvement Association now includes the Kensington area to help it continue to pursue streetscape improvements, promotional efforts, and other programs.



Goal

- To reinforce and enhance the historic, pedestrian-oriented urban village accommodating commerce, cottage industry and higher-density residential uses.

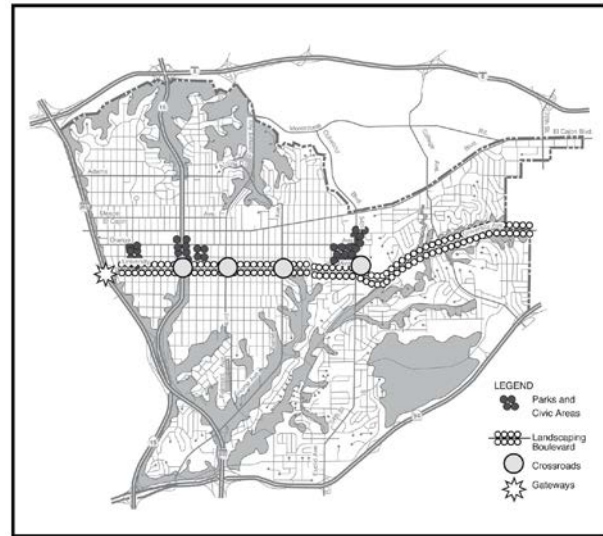
Recommendations

- Continue with public streetscape improvements, including street trees, historic pedestrian street lamps, sidewalk repairs and enhancement, bus shelters, and other appropriate street furniture.
- Commercial expansion should attempt to use existing structures or their historic character.
- Provide parking to the rear of businesses. In Normal Heights, parking may be located across the abutting alleys.
- Encourage lower scale, two- to three-story mixed-use development with residential units over retail.
- Expand parks and provide public plazas.
- Maintain or increase the width of sidewalks.
- Maintain on-street parking for the convenience of shoppers and the protection and comfort of pedestrians.

University Avenue

University Avenue is an older commercial strip that developed along the trolley route that serviced it prior to 1950. The street today continues to be the hub of community commercial activity, with commercial storefronts throughout its length. A business improvement district has been formed and, in collaboration with other community organizations, has successfully sought public improvements to University Avenue.

Within the Eastern Area, University Avenue fronts Chollas Triangle, an approximately 36-acre site bounded by 54th Street to the west, Chollas Creek to the south and east, and University Avenue to the north.



Goal

- To create a pedestrian-oriented urban village accommodating commerce, cottage industry and higher-density residential uses.

Recommendations

- Design the street to reinforce a strong commercial corridor and its multi-cultural character.
- Provide improved traffic circulation and angle parking. Provide parallel parking along the Chollas Triangle frontage between 54th and 58th streets.
- Restore the historic trolley from downtown San Diego to the Euclid Tower.
- Improve the pedestrian experience with street trees, attractive bus stops, and specially designed directional signage.
- Pave alleys and develop mini-parks or urban plazas as settings for seating, eating, and people watching.
- Enhance building facades consistent with the historic and ethnic character of the area. Uniform signage and setbacks should be promoted.
- New development should be compatible with the historic ethnic character of the neighborhood.
- Buildings west of 54th Street should not exceed three stories and should conform to pre-determined colors and materials.

- Buildings east of 54th Street should not exceed two stories, except for buildings located within the Chollas Triangle frontage between 54th and 58th streets, where buildings should not exceed five stories.
- Encourage new development to provide plazas and public seating areas at major intersections.
- Encourage public acquisition of vacant or under-used land for park or recreation development along the street.
- Encourage public acquisition of Chollas Parkway for park and open space use should the roadway be vacated.
- Locate parking to the rear of buildings off the side streets to reduce curb cuts and traffic conflicts on University Avenue,
- Preserving the street for wider pedestrian sidewalks and/or angled parking.
- Convert vacant lots into parking lots that serve various stores and initiate the formation of a small-scale parking district.

The Boulevard

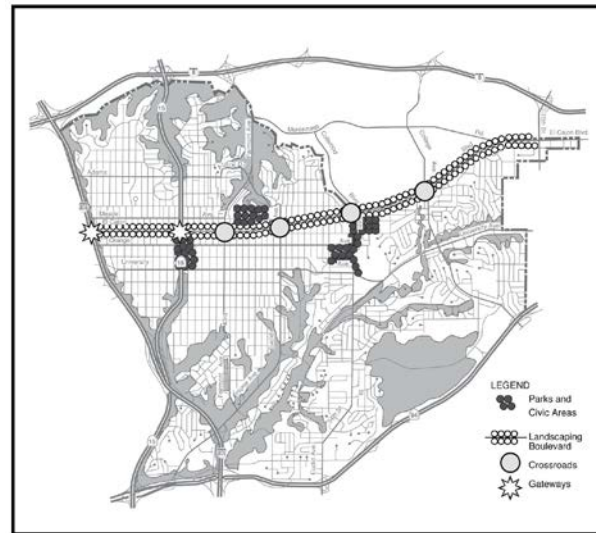
El Cajon Boulevard is a major regional East/West corridor linking San Diego's central area to La Mesa, El Cajon and other cities to the east. It was the original highway prior to the development of I-8 along Mission Valley in the 1960s.

Goal

- To create a grand boulevard setting where larger new commercial, light manufacturing, residential and mixed-use development can locate.

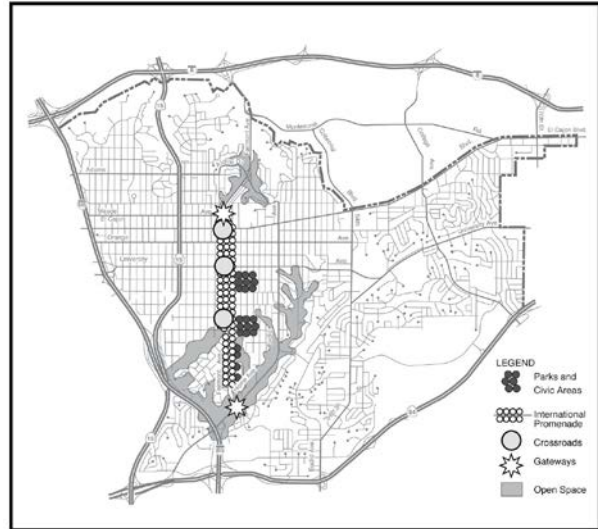
Recommendations

- Establish light rail transit service from downtown to San Diego State University.
- Create a strong commercial corridor with regional significance.
- Provide streetscape features to improve vehicular, public transit and the pedestrian experience for public transportation users. Features include street trees, paving patterns, landscape buffer, attractive bus and trolley stops, directional signage, a new neighborhood park, off-street parking.
- Encourage commercial facade improvements focusing on rehabilitating historic facades and improved signage, colors and materials as identified in the Boulevard Revitalization Program.
- Provide street furniture in contemporary styles that complement the character of the boulevard as identified in the Boulevard Revitalization Program.
- Encourage large multi-level buildings that conform to the color and material palette given in the revitalization program.
- Encourage new development to provide public plazas and seating space at major intersections.
- Off-street parking should be confined to the rear of buildings, with access from the side streets to reduce driveway conflicts with Boulevard traffic.
- Convert vacant lots for parking and link them so they may be used by various users.



43rd Street and Fairmount Avenue

The International Promenade is located along the 43rd Street and Fairmount Avenue couplet, which links Mid-City to I-8 and Mission Valley to the north, and Interstate 805 (I-805) and SR-94 to the south. A number of ethnic enterprises have located near this area and it is one of the heaviest pedestrian-use areas in the community. Development opportunities make this area a natural site for the clustering of businesses catering to a regional clientele interested in buying imported products or locally made products and services reflective of the many ethnic groups in the Mid-City communities.



Goal

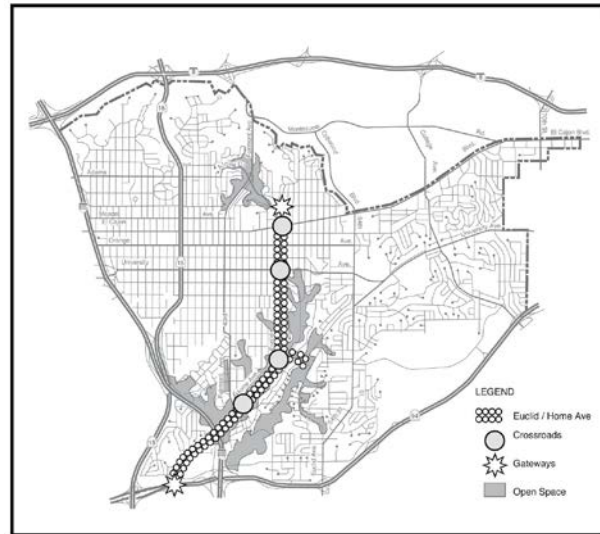
- To provide the setting for the development of an international trade center where ethnically oriented goods and services could be offered to regional markets.

Recommendations

- Encourage the consolidation of ethnically oriented businesses including retail, commercial recreation, restaurants, arts and crafts, imports, services, and light manufacturing of custom made items.
- Encourage mixed-use development, with retail or light manufacturing on the ground floor, services, office development and housing on upper floors.
- Foster pedestrian orientation and smaller scale commercial and light industrial development.
- Encourage building facade designs that include architectural detailing reflective of the various cultures in the community.
- Promote consistent design and function of 43rd Street and Fairmount Avenue. Public improvements, parking layouts, and eventually one-way traffic, should be engineered to encourage pedestrian movement. Encourage wider sidewalks, outdoor eating and sales areas, and banners advertising the area's international and ethnic assets.
- Plant additional street trees to mitigate heat gain resulting from paved surfaces.
- Establish angled parking bays to narrow the street travel way, reduce speed and increase parking capacity for businesses.
- Provide pedestrian-oriented "acorn" streetlights south of Meade Avenue.
- Provide enhanced paving intersections to encourage pedestrian crossings, and discourage vehicle speeding, through greater pavement "friction."
- Provide gateway structures to enhance the International Promenade at its entrances from the north and south.

Euclid Avenue

Euclid Avenue is one of the oldest streets in the community. The terminus of the streetcar service area for many year, it was the boundary between urban and rural San Diego for much of the 1900s.



Goal

- To build on to the existing street scale, a more efficient traffic flow supplemented by walk-in convenience services to surrounding neighborhoods.

Recommendations

- Maintain the mix of small-scale neighborhood commercial and low- to moderate-density residential.
- Do not permit large curb cuts. Instead, encourage no curb cuts or single-loaded one-way curb cuts linking the street with the alley, where most of the parking should be accessed.
- Plant street trees to provide shade and reduce heat island effects.
- Install pedestrian-oriented “acorn” lights to provide pedestrian safety and light up the street.
- Maintain on-street parallel parking.
- Enhance pedestrian crosswalks with patterned pavers to more clearly designate pedestrian movement and street crossings.

Home Avenue

Home Avenue is a wide auto-oriented street linking Euclid and Fairmount to the freeway (SR-94) to the South. Located in the middle of a canyon, the area has limited street frontage with miscellaneous commercial and residential development. A number of inland canyons spring from the street.

Goal

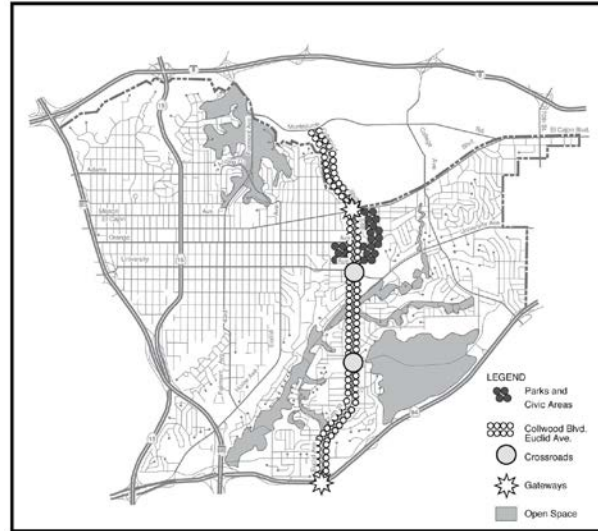
- To provide an auto-oriented community commercial area set in a canyon.

Recommendations

- Maintain the commercial and residential mix in the area. Enhance auto-related commercial uses through perimeter landscaping and walls that buffer such uses from the street.
- Maintain the open residential atmosphere and predominant building height to preserve views of the hilly backdrop to the southeast.
- Enhance the streetscape through sidewalk landscaping and street median landscaping.
- Provide a combination of auto- and pedestrian-oriented lighting.
- Enhance crosswalks with patterned paving at key areas where there is an opportunity to link the east and west side of the streets.
- Establish a gateway at Home Avenue and SR-94 providing an identifiable entrance to Mid-City and the International Promenade district.
- Provide sidewalks where missing.

54th Street/Euclid Avenue

Fifty-fourth (54th) Street passes through three distinct districts between El Cajon Boulevard and SR-94. To the north, a center of cultural and institutional facilities lies between El Cajon Boulevard and University Avenue. Among these are elementary, middle, and senior high schools, the Jewish Community Center, a small hospital and convalescent home, senior housing, and a community park. Between University Avenue and Euclid Avenue, 54th Street traverses Chollas Creek and several stable single-family neighborhoods. Euclid Avenue to SR-94 is characterized by community-serving commercial activity.



Goals

- To foster further development of a civic area between El Cajon Boulevard and University Avenue including cultural, educational, and public health facilities serving the Mid-City population.
- To preserve and enhance single-family development between University Avenue and Euclid Avenue.
- To reinvigorate commercial activity on Euclid Avenue from 54th Street to SR-94.

Recommendations

- Line the street with street trees to encourage walking and reduce heat gain.
- Install pedestrian-oriented acorn lights to enhance the sidewalk and pedestrian environment.
- Enhance paving at crosswalks to encourage pedestrian movement and reduce vehicle speed.
- Erect gateway signs on 54th Street at El Cajon Boulevard and Euclid Avenue at SR-94 identifying the Mid-City communities.

At El Cajon Boulevard and University Avenue

- Educational facilities should be the hub of a major cultural area with theaters, art galleries, with arts and craft shops complimenting the more commercial development a few blocks to the west at 43rd and Fairmount.
- Focus the location of social service facilities such as senior housing and convalescent homes, clinics, doctors' offices and other supportive uses in the area.
- Improve visual access to Colina Del Sol Park, perhaps by grading the slope along 54th Street. This will improve the street environment and enhance security within the park.

At University Avenue to Euclid Avenue

- Improve medians and landscaped buffers to create a boulevard through residential neighborhoods.
- Foster development of a “village center” between Redwood Street and College Grove Drive.
- Provide a pedestrian/bicycle bridge over 54th Street at Chollas Station Road to establish a safe and convenient link between Chollas Lake Park and Chollas Creek.

At University Avenue and 54th Street

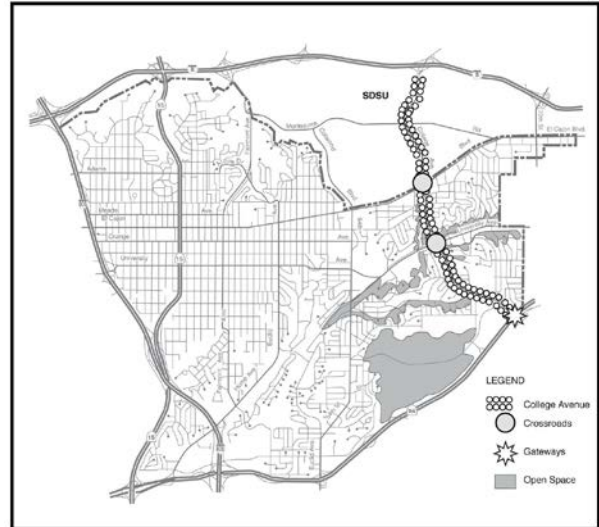
- Foster development of a mixed-use neighborhood village center at the Chollas Triangle that could include office, retail, residential, and civic spaces.
- Development within the Triangle should be consistent with the policies and guidelines established as part of the Chollas Triangle Master Plan.

College Avenue

College Avenue provides convenient access between the eastern neighborhoods and I-8 to the north and SR-94 to the south.

Goal

- To enhance the visual character of College Avenue consistent with its significance to community circulation and reinforce the link between Mid-City's eastern neighborhoods and the San Diego State University campus.



Recommendation

- Improve medians and landscaped buffers to create a boulevard through residential neighborhoods.

College Grove Drive

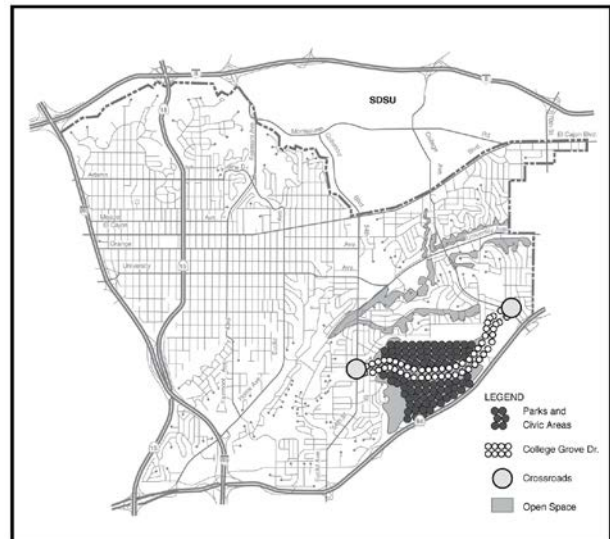
College Grove Drive links College Avenue to 54th Street through the Chollas Reservoir area, a developing regional park. The College Grove shopping center anchors the eastern end of the street at College Avenue. A village center is contemplated at the west on 54th Street. A City of San Diego physical operations facility generates significant large vehicle traffic.

Goal

- To develop a quality roadway through a major resource-based park

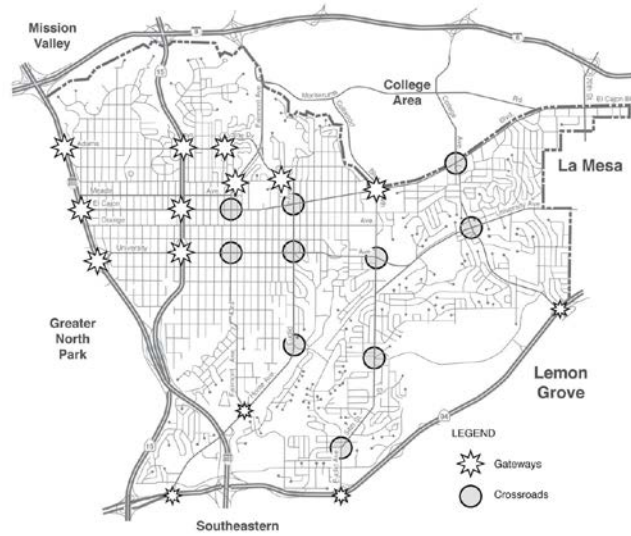
Recommendations

- Public improvements should be consistent with the College Grove Drive Improvement Plan, incorporating landscaped buffers and island landscaping complementary to that planned for the new Chollas Park area.
- Incorporate a Class I pedestrian-biking promenade under landscaping to provide biking and walking alternatives to an otherwise auto-oriented development area.



GATEWAYS

Community gateways are structures or other improvements designed to establish a sense of place. Gateways can create a welcoming environment and help to establish neighborhood pride. Entry monuments, special landscaping, identification signs, urban plazas or other places that enhance pedestrian movement can be used to establish gateways.



Vision: A community of welcoming features celebrating each urban node and neighborhood.

Goal

- To establish gateways at freeway interchanges.

Recommendations

- Gateways should be established at the following locations:

Freeway Interchanges

I-805 and El Cajon Boulevard

I-805 and University Avenue

I-805/Fairmount and Home Avenue

I-805 and Madison Avenue

SR-15 and El Cajon Boulevard

SR-15 and University Avenue

SR-15 at Adams Avenue

SR-15 at Landis Street

SR-94 and Home Avenue

SR-94 and Euclid Avenue

SR-94 and College Avenue

SR-94 and 47th Avenue

Van Dyke Avenue and Adams Avenue

Aldine Drive and Euclid Avenue

Freeway-related gateways can be designed with landscaping, lighting, and identification signs or monuments.

Streets:

Fairmount Avenue at Meade Avenue

54th Street and El Cajon

Street gateways can be designed with landscaping features, monuments and/or urban places.

CROSSROADS

Crossroads are main street intersections. Crossroad treatments focus on creating urban places designed for pedestrian use. This typically involves establishing larger building setbacks, providing space for a landscaped urban plaza.

Often building design at the corners hugging a crossroads is very important since buildings can create excellent settings and provide a sense of place and landmark that people can use for orientation purposes.

Goal

- To enhance crossroads as important places of pedestrian interchange.

Recommendations

The following locations have been identified as natural “crossroads” locations:

- 43rd Street at El Cajon Boulevard
 - 43rd Street at University Avenue
 - 43rd Street at Fairmount Avenue
 - Fairmount Avenue at El Cajon Boulevard
 - Fairmount Avenue at University
 - Fairmount Avenue at Poplar Street
 - Euclid Avenue at El Cajon Boulevard
 - Euclid Avenue at University Avenue
 - Euclid Avenue at Home Avenue
 - Euclid Avenue at 54th Street
 - College Avenue at El Cajon Boulevard
 - College Avenue at University Avenue
 - College Avenue at College Grove Drive
 - 54th Street at University Avenue
 - 54th Street at College Grove Drive
- In commercial areas, the first floor of buildings should be carefully set back from intersections to create large public areas at the corner. Restaurants, flower shops, and similar enterprises should be encouraged to help blur the transition between interior and exterior spaces.
 - In residential areas, building setbacks at intersections should be maintained to allow for greater visibility. Setbacks should be landscaped.
 - Sidewalk pop-outs should be created to give greater space protection to the pedestrian, and reduce the actual vehicular crossing.
 - The vehicular intersection should be staked-out with permanent markings such as patterned paving, painted pedestrian crossings, etc.
 - Good lighting conditions have to be provided to enhance vehicular and pedestrian visibility.

OTHER NEIGHBORHOOD LINKS

A number of secondary streets provide important links between neighborhood activity areas or neighborhood civic centers. These streets are traditional neighborhood pathways, many well maintained with mature street trees, historic pedestrian lighting, and ceremonial gates that reinforce neighborhood identity. Too often, however, the importance of these neighborhood links has been lost and the streets need major repair and enhancement.

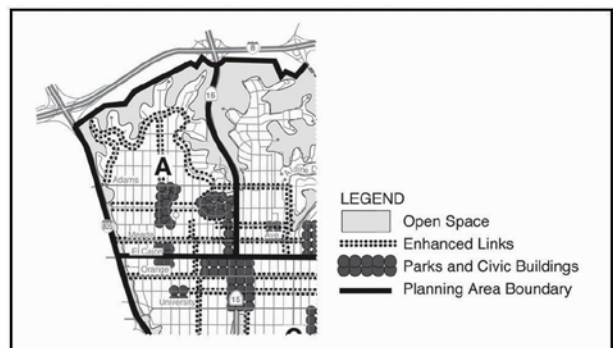


Vision: A system of neighborhood links that promote pride in community by providing a beautiful and healthy setting for both pedestrian and driver.

Recommendations

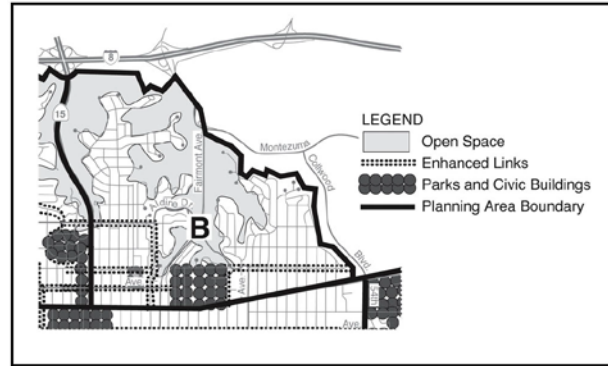
Normal Heights

The following streets should be improved by adding street trees, providing pedestrian-oriented streetlights and enhancing crosswalks at key intersections as shown in the map below.



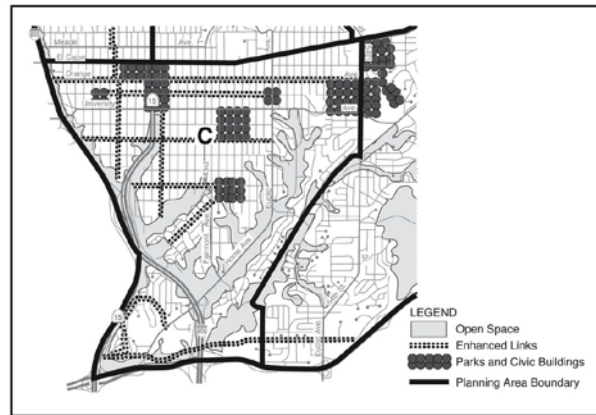
Kensington/Talmadge

The following streets should be improved by adding street trees, providing pedestrian-oriented streetlights and enhancing crosswalks at key intersections as shown in the map below.



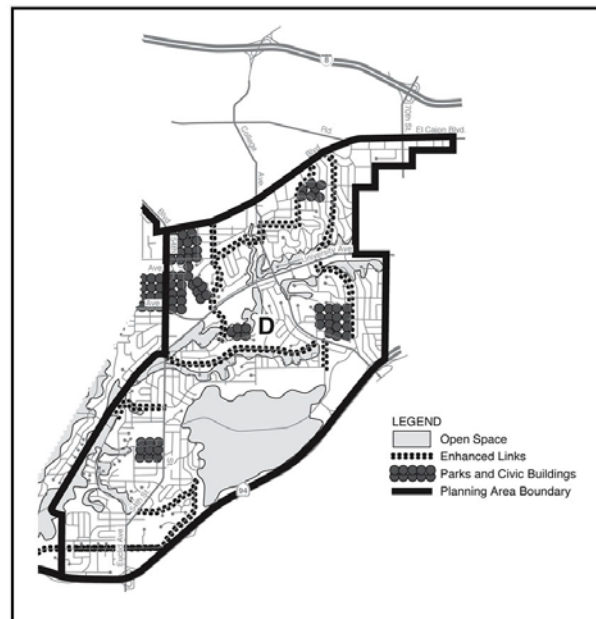
City Heights

The following streets should be improved by adding street trees, providing pedestrian-oriented streetlights and enhancing crosswalks at key intersections as shown in the map below.



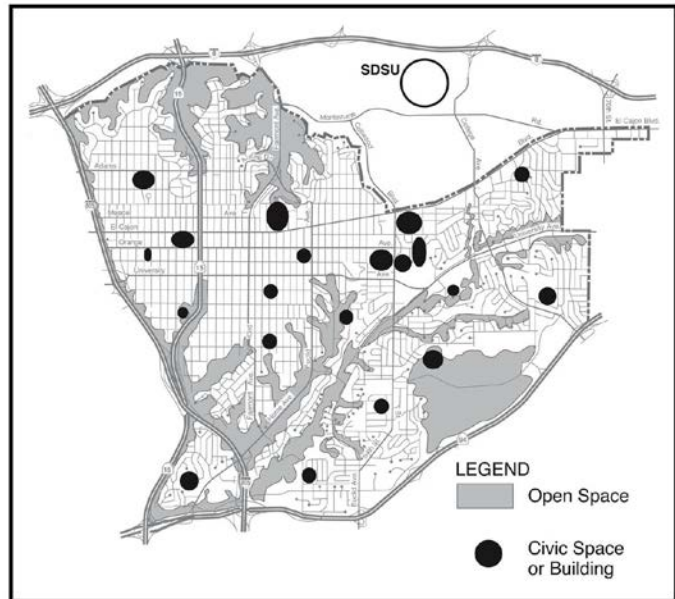
Eastern Community

The following streets should be improved by adding street trees, providing pedestrian-oriented streetlights and enhancing crosswalks at key intersections as shown in the map below.



CIVIC SPACES AND BUILDINGS

One of the keystones of this Plan is the extensive use of joint use civic facilities, where various government, school, and non-profit community agencies make use of facilities available to them at various times of the day.



Vision: Schools and other civic destinations that are centrally located, provide needed open space and are accessible as neighborhood civic centers.

Recommendations

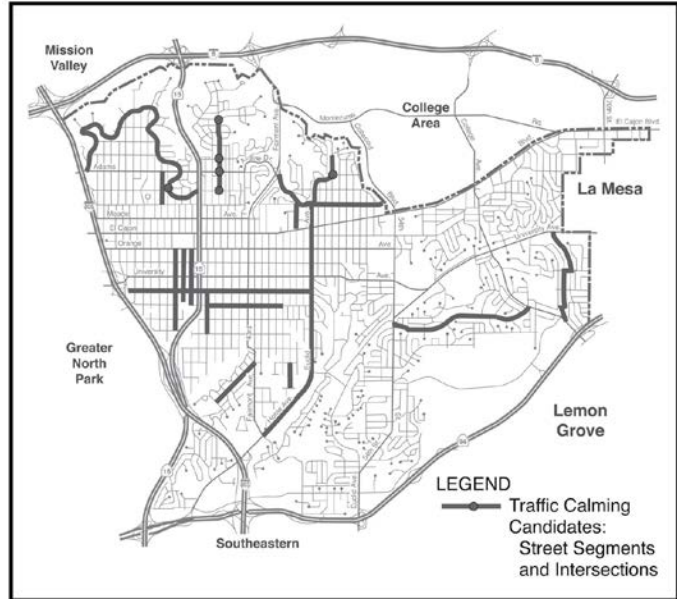
- Create more neighborhood parks by obtaining vacant land. Consider utilizing open space occupied by streets and alleys. Sections of under-used streets can be closed to create mini-parks, bike trails or landscaped pedestrian walkways.
- Bus stops and seating areas can be set back from sidewalks and planted with trees and shrubs.
- School grounds should be enhanced to serve the dual purpose of school playground and neighborhood park, including turf, landscaped buffers between streets and playing areas, tot lots and other amenities.
- New building or remodeling projects in the commercial zones should contribute landscaped areas. Major projects should include permanent public seating areas or mini-plazas.
- Improve existing undeveloped or partially developed parks. Facilities should meet neighborhood needs for seniors with safe and comfortable seating and walking areas. Residents use parks for family gatherings, requiring picnic tables, barbecues, etc.

- Standard active parks of two or more acres should be collocated with other public facilities such as schools, libraries, fire stations, etc., in order to assure good maintenance and security.
- Joint use facilities should be designed to open into the community's other public areas, such as streets or parks.
- Entrances to facilities should be prominent and consciously designed so visitors feel at ease and welcome as they enter.
- Gates and fences should be carefully designed as a feature in themselves, a work of art, rather than an afterthought.
- Buildings should have prominent features that are viewed from far away, such as towers and clocks that can be used as orientation beacons.
- Public facilities should be clustered so they have greater use over time. For example, two elementary schools side by side can be converted, as needed, into middle and senior high schools. When the population warrants, they could become local college sites in the neighborhood, or other civic building needed at the time.
- Encourage development of park areas at street ends where additional land can be consolidated by street closures combined with land acquisition.
- Provide public art.

TRAFFIC CALMING FOR NEIGHBORHOOD STREETS

The Mid-City street system exhibits both grid and curvilinear street patterns. While such a system provides traffic with many alternate routes, often diminishing traffic congestion along the major corridors, many potential homeowners are deterred by the noise and danger of through-traffic. Further, existing residents turn their living environments, attention and eyes away from the street, leaving the neighborhood street as a no-man's land with little or no security.

Residents have approached the City with numerous petitions for four-way stops, hoping to regulate vehicle speeds. Unfortunately, many drivers fail to observe these stop signs, increasing the threat to pedestrians, bicyclists and other motorists. One way to address neighborhood traffic problems and reduce excessive vehicle speeds in the residential neighborhoods is to enhance the roadway for improved non-vehicular circulation. Such "traffic calming" programs have shown that slower vehicular speeds are achievable, and acceptable to many drivers, when the environment is improved. This, in turn, will help make Mid-City neighborhoods competitive with suburban neighborhoods.



Vision: Streets that are neighborhood centers of activity for walking, bicycling, visiting with the neighbors, and experiencing a pleasant drive.

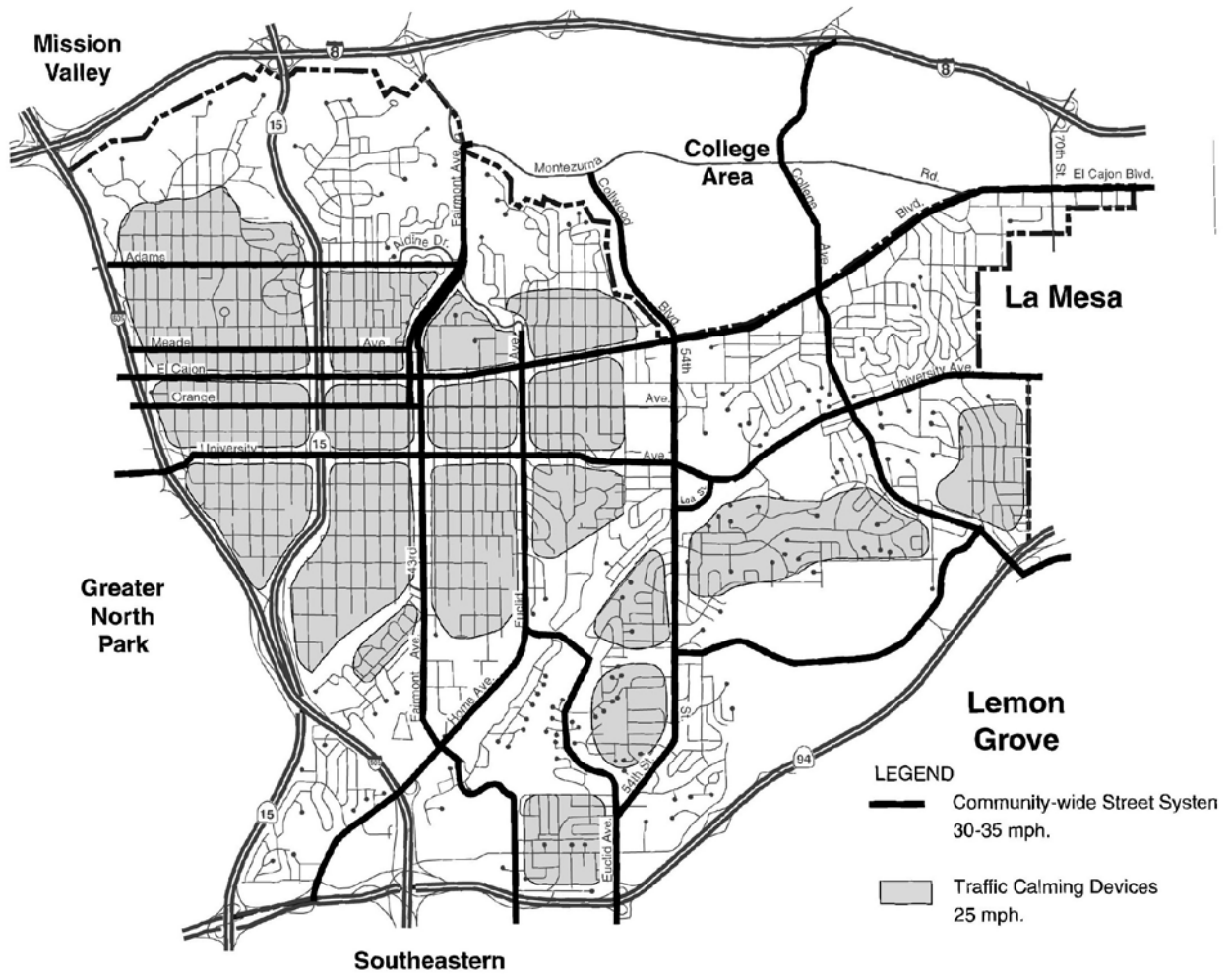
Goal

- To improve the livability of neighborhoods by reducing inappropriate neighborhood traffic and vehicle speeds.

Recommendations

- Apply traffic calming methods as described in **Appendix D** to reestablish the purpose and function of neighborhood streets.

FIGURE 15. NEIGHBORHOOD STREETS



IV-D LAND USE ELEMENT

A cluster of communities that rivals many incorporated cities in size, Mid-City accommodates residential, office, commercial, industrial and institutional land uses. Residential densities in the community range from one to 75 dwelling units per acre. A variety of housing types, including Craftsman-style bungalows, single-family tract home development, apartment courts, six- and eight-plex apartment buildings, and multi-story senior housing centers are represented. Commercial developments take the form of neighborhood centers and districts, strip centers and regional shopping centers. Limited industrial development is concentrated in the southern portion of the City Heights and Eastern Area Communities. Institutional land use ranges from the City's Operations Center to Navy Housing to the Police Shooting Range and the Mid-City Police Substation. Critical issues related to institutional uses are addressed in the Public Facilities and Services Element. A deficiency of parks, schools, and other public facilities limit the ability of the Mid-City communities to effectively accommodate population growth forecast for the area.

Residential

Commercial

Industrial

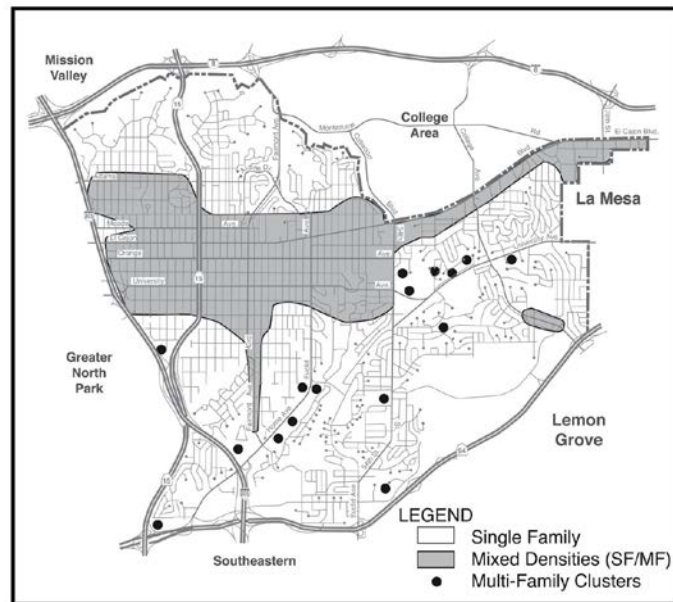
RESIDENTIAL

Development in the older communities of Kensington-Talmadge, Normal Heights and City Heights was begun near the beginning of the Twentieth Century, spurred by the introduction of streetcar (trolley) service along Adams Avenue and University Avenue.

This development was characterized by single-family neighborhoods centered around commercial strips. Craftsman and Spanish Colonial Revival styles dominated single-family construction prior to the Second World War.

More recent development of the Eastern Area is also characterized by single-family development. Here, the varied topography and economic advantages of tract home development are reflected in curvilinear streets, cul-de-sacs and auto-oriented shopping centers.

Many single-family neighborhoods have been altered physically and demographically by the introduction of often ill-designed multifamily housing units during the 1970s and 1980s. This intensification in land use occurred disproportionately in the southern areas of Normal Heights and Kensington-Talmadge, and northern area of City Heights. While providing an abundance of lower cost housing opportunities, this development has exacerbated the existing shortage of parks, libraries, schools and other public facilities. Growth management policies, subsequently adopted to address these deficiencies, have not substantially reduced deficiencies in public facilities.



Vision: A stable community, characterized by a diverse array of well designed and maintained neighborhoods with affordable housing that caters to a full range of family and living styles.

HOUSING BALANCE

The 1991 Housing Element of the General Plan established a low-income housing fair share goal for Mid-City of 100 dwelling units, compared to a citywide goal of 9,300 units. The goal was minimal due to the concentration of lower income households already living in Mid-City, which the communities have more than met with the construction of several subsidized projects. While the satisfaction of this goal points to the need to attract more market rate housing, an ongoing effort is needed to maintain the existing supply of affordable units, which may revert to market rate under certain subsidy programs.

Goal

- To foster the development of an economically and socially balanced residential community.

Recommendations

- Encourage new housing construction in a variety of types and sizes in order to meet the needs of future residents in all socio-economic brackets. In view of the abundance of low- and moderate-income housing, encourage new construction of market rate housing and home ownership in Mid-City's lower income areas in order to upgrade the overall value of the housing stock in those areas.
- Stop the concentration of subsidized housing, social services, and residential care facilities in the Mid-City communities. Locate any additional facilities along transportation corridors.
- Encourage quality family and senior citizen housing projects designed to accommodate the needs of these populations, including the conversion of existing high-density apartment projects to fewer units with more bedrooms to house the concentration of large households in City Heights.

NEIGHBORHOOD CONSERVATION

Goal

- To protect and enhance the quality of Mid-City neighborhoods.

Recommendations

- Encourage new market rate housing construction in a variety of types, sizes and costs to meet the needs of residents in all socio-economic brackets.
- Preserve existing affordable housing units, particularly where rent subsidies may be expiring.
- Provide and expand assisted home ownership opportunities and cooperative housing projects to afford renters a mechanism to achieve ownership.
- Establish and support an organization dedicated to providing training in good property management practices to owners of multifamily properties.
- Continue to expand housing rehabilitation programs in all residential subareas, especially for owner occupied units.
- Preserve well-designed existing housing stock that might be the source of low and moderate income housing in the future through adequate maintenance and rehabilitation.
- Protect existing low to moderate income housing by rehabilitating single-family and multifamily units, both rental and owner occupied.
- Retain, to the maximum feasible extent, single-family and two-family low- and low-medium-density residential areas and preserve existing two-family districts as the prevailing housing pattern in the neighborhoods.
- Regulate building size to maintain neighborhood scale and character.
- Retrofit existing older six to eight unit apartment complexes located in the midst of single-family neighborhoods by increasing unit size and decreasing density to provide needed larger units and a better integration into the neighborhood.
- Eliminate illegal non-conforming uses through code enforcement or code changes.
- Adopt and enforce minimum property maintenance standards.
- Explore newly developed multifamily housing designs such as row housing that blur the distinction between multifamily and single-family products to achieve greater density while maintaining neighborhood character and fostering home ownership.

OWNERSHIP

Goal

To foster residential ownership in Mid-City.

Recommendations

- Provide and expand assisted home ownership opportunities.
- Provide a marketing program to encourage business owners, managers, and employees to live in Mid-City.
- Develop cooperative housing projects to afford renters a mechanism to achieve ownership.

DESIGN AND DEVELOPMENT GUIDELINES

Goals

- To foster well-designed and maintained development in existing neighborhoods.
- To ensure that new development is consistent with neighborhood vision.
- To minimize obstacles to the rehabilitation or expansion of older residential structures.
- To maintain and enhance open spaces within residential areas.
- To ensure proper maintenance and security in residential development.

Recommendations

- Apply urban design criteria to single-family and multifamily development by incorporating design guidelines into new ordinances and applying them to appropriate areas. These criteria will include standards for parking, height and bulk considerations, siting of structures, creative landscaping, open space preservation, family-oriented development and exceptional architectural detailing.
- Implement incentives for the removal of blight.
- Establish and apply standards for improvements of the building facade, yard areas and landscaping to older six to eight multifamily apartment buildings with parking in the front yard.
- Establish and support an organization dedicated to providing training in good property management practices to owners of multifamily properties.
- Limit encroachment of residential development into designated open space.
- Minimize obstacles to expansion of older residential structures with desirable design qualities.
- Encourage adherence to the principles of crime prevention through environmental design.
- Ensure that new development reflects neighborhood character in such characteristics as height, setbacks, massing, landscaping, roofs, windows, front porches, street facade, and architectural details.

- Encourage onsite management of multifamily developments.
- Establish a maintenance pool for smaller rental developments, minimizing the cost of professional apartment management services.
- Ensure that single-family development in down-zoned multifamily areas is appropriately scaled and oriented. Use Re-building Plan for Normal Heights (1985) as an example of the issues to be considered in the development of regulations applicable to this unique circumstance.
- Rehabilitate apartment courts and encourage development of new ones, perhaps providing reductions in on-site parking where on-street parking is sufficient.

TYPE AND LOCATION OF DEVELOPMENT

Goal

- To concentrate new higher-density development along transportation corridors with the highest densities at nodes.

Recommendations

- Within areas zoned for single-family development and designated for open space preservation, limit development to one dwelling unit per lot.
- Restrict development in areas that are predominantly low-density, including those lots fronting on many east-west oriented streets, as shown in **Figure 10** above, to single dwelling units.
- Special development regulations should be applied to areas with single dwelling units on small lots to allow reduced or zero yard setbacks.
- Consider the use of companion units or “granny flats,” as defined and regulated by the Municipal Code, as a method of meeting affordable housing goals.
- Permit moderate-density residential uses as infill development and between nodes along transportation corridors.
- Permit higher-density residential development (one unit/600-1000 square feet) in the nodes along El Cajon Boulevard through a discretionary review process when special design features and community enhancements are provided.
- Encourage mixed-use development (retail or other commercial uses on the ground floor and residential on upper floors) along the commercial strips in transportation corridors through the implementation of General Plan village land use designations.

SUPPORT USES AND FACILITIES

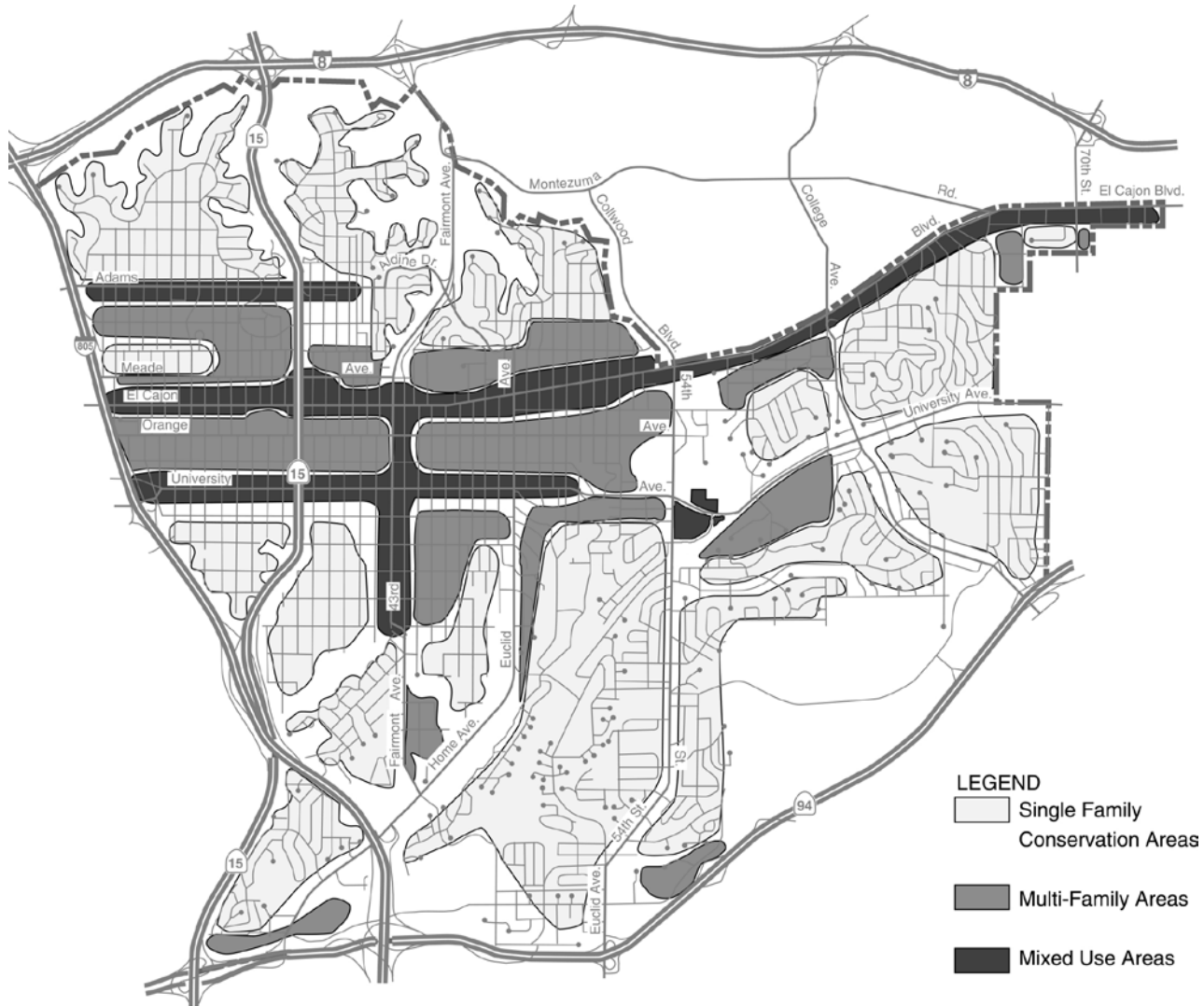
Goal

- To foster development of schools, recreational centers, employment centers and parking reservoirs to support high quality residential development.

Recommendations

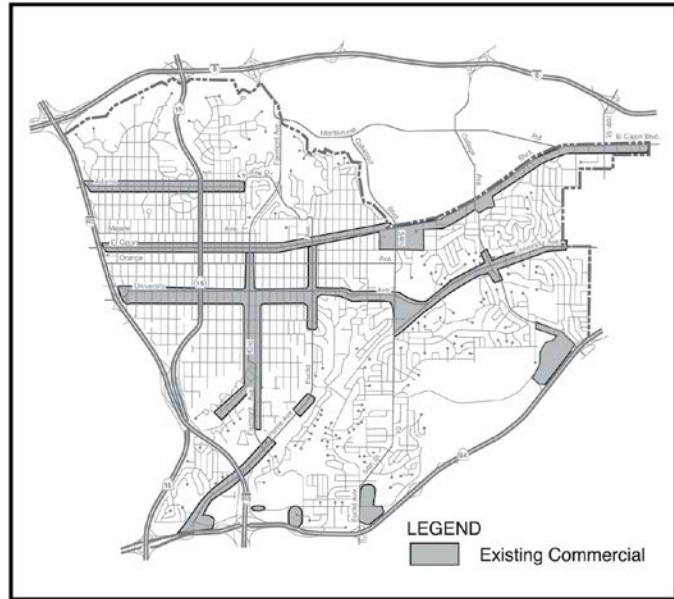
- Ensure that adequate public facilities and infrastructure are in place prior to the construction of additional multifamily dwellings. Restrict new multifamily development within the service boundaries of schools where the local student population exceeds the following standards:
 - Elementary Schools: 100 students per acre, or the design capacity of permanent structures on existing school sites (500 students per school preferred)
 - Middle Schools: 70 students per acre, or the design capacity of permanent structures on existing school sites (1,000 students per school preferred)
 - High Schools: 70 students per acre, or the design capacity of permanent structures on existing school sites (1,500 students per school preferred)
- Enhance school and other public facilities to entice families to live in Mid-City rather than moving to other communities.
- Establish employment centers to provide jobs for residents.
- Provide adequate off-street parking.
- Locate private off-street parking to the rear of multifamily structure

FIGURE 16. CONCEPTUAL RESIDENTIAL ELEMENT



COMMERCIAL

Commercial activity within Mid-City ranges from auto-oriented El Cajon Boulevard to neighborhood-oriented Adams Avenue, with University Avenue reflecting characteristics of both. These major commercial corridors are supplemented by several shopping centers, assorted pockets of strip commercial and neighborhood-serving convenience stores. Retail sales represent the dominant commercial activity in the Mid-City. Office, wholesale, personal and commercial services and visitor-commercial enterprises are also present.



Vision: Commercial corridors and centers providing vibrant shopping and business opportunities.

TYPE AND DISTRIBUTION OF USES

Goal

- To provide a full range of commercial goods and services to the Mid-City population.

Recommendations

- Restructure the commercial sector to take full advantage of Mid-City's population density and shopping patterns (refer to the Economic Development Element).
- Focus new commercial and mixed-use development in nodes to create strong centers of complementary activity. Such nodes should be centered around the intersection of major transportation corridors. These may include the intersections of El Cajon Boulevard and University Avenue with I-805.
- 35th Street, SR-15, 43rd/Fairmount, Euclid, and 54th Street. Lower-intensity, commercial, mixed-use, or residential use should be accommodated along designated linear areas between nodes.
- Increase the depth of commercial-residential transition zoning west of 54th Street. The transition zone should extend generally 300 feet from El Cajon Boulevard and up to 250

feet from University Avenue. Within these zones, property may be developed according to the designated residential zone, or, if lots are consolidated such that the property fronts on the commercial corridor, they may be developed with those commercial and/or residential uses permitted in the abutting commercial zone. With the exception of development within the node surrounding the interchange of El Cajon Boulevard and State Route 15, a discretionary permit should be required for development proposals that do not include a residential component.

- Along that portion of Adams Avenue west of East Mountain View Drive and 39th Street, a transition zone should generally extend 50 feet from the commercial zone. Use of this transition zone should be limited to commercial parking.
- Residential-only projects should not be permitted in commercially designated areas along Adams Avenue and should be restricted in other commercial areas.
- Concentrate commercial enterprises serving regional markets reliant on freeway access along I-805, Highway 94, and State Route 15.
- The Grove Shopping Center on SR-94 should be redeveloped to provide regional shopping and entertainment opportunities.
- The commercial nodes at the I-805 and State Route 15 gateways (University Avenue and El Cajon Boulevard) should accommodate hotels, restaurants, retailers requiring large structures and parcels, and gasoline stations with auto repair.
- Light manufacturing and assembly activities, such as bakeries and garment manufacturing, should be accommodated along selected major commercial corridors.
- Concentrate medium- to high-intensity mixed-use commercial, light manufacturing and medium-density residential development along the west side of State Route 15. Ground floor street elevations should be reserved for retail, entertainment and recreational uses. Residential, hotel and office uses should be encouraged on upper floors.
- All manufacturing facilities that occupy commercial street frontage should observe transparency requirements consistent with guidelines applicable to commercial development, perhaps by incorporating retail outlets for the sale of products manufactured onsite.
- A commercial revitalization program should be undertaken to foster redevelopment along Euclid Avenue, south of Westover Place.
- A center of ethnically oriented commercial activities should be encouraged within an “International Marketplace” bounded by El Cajon Boulevard and University Avenue at Fairmount Avenue and 43rd Street. In addition to restaurants and retail outlets, small- to medium-scale food processing and craft-oriented manufacturing facilities should also be accommodated. Special regulations should be considered to accommodate cultural needs, such as in the processing and sales of food products.
- Establish a center of civic and recreational activity in the 54th Street corridor between El Cajon Boulevard and University Avenue. Encourage cultural and non-profit organizations, artisans, hotels, professional offices and art galleries to locate in this area. Consolidate schools, playground and park areas, clustering building areas for most efficient mixed-use.

- Similar to the envisioned Cultural Center Complex, consideration should be given to educational, recreational, spiritual, and/or entertainment uses for the large site at the southeast corner of University Avenue and Aragon Drive.

Note: This recommendation was not reviewed by the Planning Commission.

- Provide for the establishment and continuation of neighborhood businesses such as corner stores at appropriate crossroad locations in the neighborhoods. Such establishments may not necessarily be required to be shown on the community plan map, and should be granted relaxed processing and parking requirements to establish, continue, or expand the use, under the following circumstances:
 1. The establishment provides desired neighborhood goods or services;
 2. The establishment has had an historical presence in the neighborhood or, for new and expanded establishments, is compatible with the style and character of the neighborhood; and
 3. There are no significant impacts related to traffic, parking, noise, or other environmental impacts.
- Provide incentives such as residential density or commercial floor area bonuses for mixed-use infill development along established commercial corridors.
- Encourage reuse of existing commercial structures for non-retail activities (e.g., entertainment, manufacturing, etc.)
- Promote nighttime pedestrian activity in the commercial corridors by accommodating entertainment facilities, religious institutions and other enterprises that attract significant numbers of people during the evening hours.
- Provide an expanded array of commercial goods and services in neighborhoods that lack them, through appropriate regulatory and promotional activities.
- Develop specific regulations for the outdoor display of merchandise and signage, particularly within the public right-of-way.
- Accommodate expanded home occupation activities in varying [degrees for] pre-designated neighborhood areas.

DESIGN AND DEVELOPMENT GUIDELINES

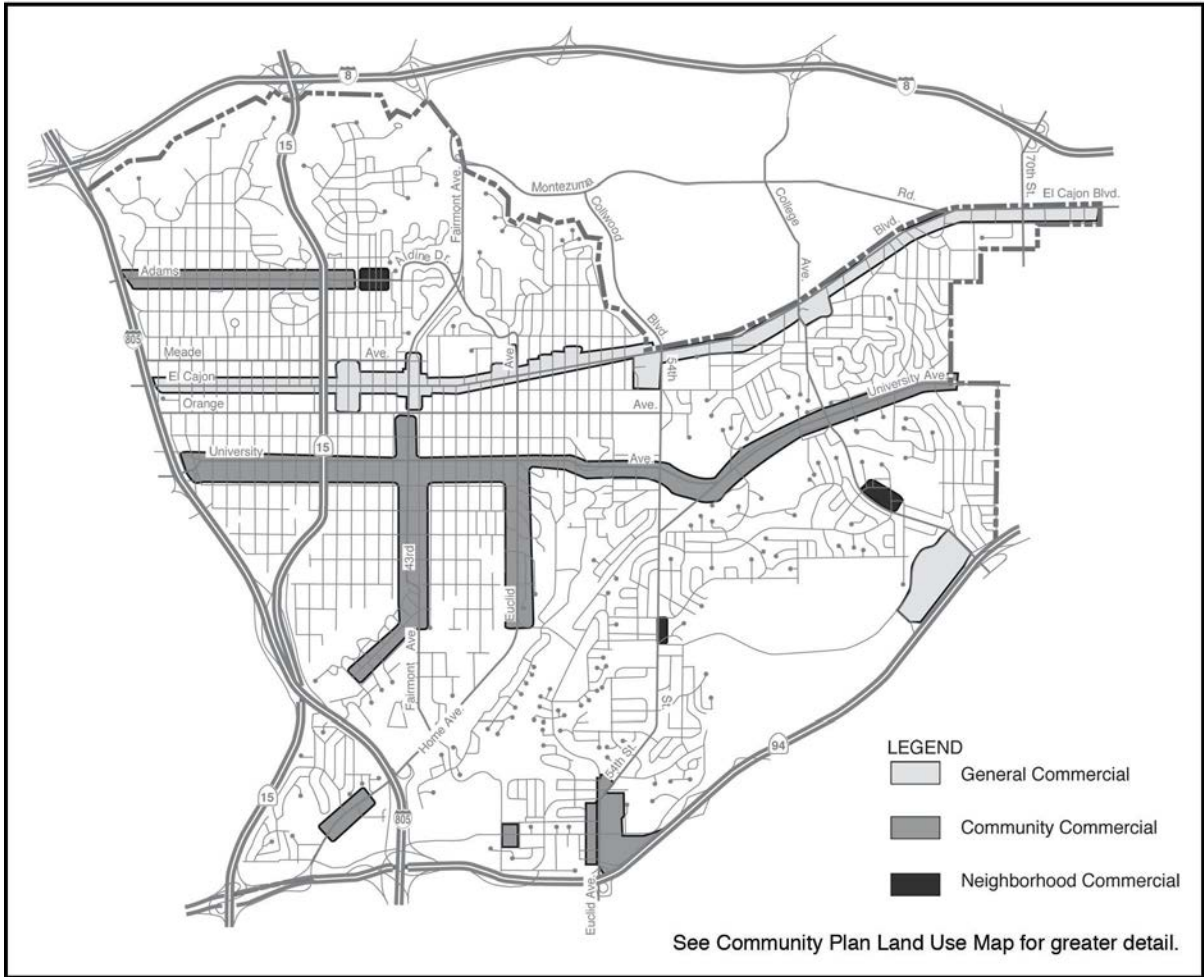
Goals

- To provide attractive and functional commercial corridors and centers.
- To restore and enhance the appearance and function of existing commercial development.
- To maintain and strengthen the pedestrian orientation of commercial areas.
- To reflect the desirable historic character of commercial areas in form and function of new development.
- To foster a safer and more interactive community through the controlled mingling of uses, including commercial, residential, and industrial.

Recommendations

- Revise development regulations as necessary to ensure quality design consistent with community character and to reduce visual clutter in commercial districts.
- Development within and adjacent to community gateways (see the **Urban Design Element**) should incorporate design elements (massing, landscaping) that reflect and reinforce the established design theme for the area.
- Historic structures should be rehabilitated for reuse.
- Storefronts should open up by providing ample display windows that are free of obstructions. Any security bars should be carefully designed to be unobtrusive, using dark colors and/or bar systems that can roll or accordion out of the way.
- Facade rehabilitation is encouraged. A professional designer should be involved to help maintain or restore the architectural intensity of the structure.
- Revise development regulations as needed to accommodate floor area requirements of modern commercial tenants.
- Revise development regulations as needed to establish pedestrian orientation in new development.
- Establish a residential density bonus for mixed-use development.
- Allow on-street parking bays to provide additional parking for small-scale businesses, especially neighborhood convenience centers, in exchange for better building design, street landscaping and lighting

Figure 17
Conceptual Commercial Element



INDUSTRIAL

Employment in the manufacturing sector is a necessary component to sustainable economic development. Base sector employment opportunities in Mid-City are limited by the price and availability of property zoned for industry. Due to the lack of large sites available for industrial development, strategies for the expansion of employment opportunities in Mid-City should focus on accommodating smaller scale employers.



Vision: Provide a multiplicity of accessible base sector employment opportunities.

TYPE AND DISTRIBUTION OF USES

Goal

- To provide a wide range of employment opportunities complementary to the skills and aspirations of the community's workforce.

Recommendations

- Maintain industrial designation along Federal Boulevard, Home Avenue and 47th Street for employers requiring larger parcels and immediate freeway access. Examples of such enterprises include parts suppliers, machine shops, cleaning and dyeing works, boat and motorcycle manufacturers, building contractors, and beverage bottlers and distributors.
- Accommodate appropriately regulated apparel manufacture, electronic assembly, bakeries and other low-intensity light manufacturing situated behind commercial storefronts along major commercial corridors through the designation of additional industrial areas and the modification of commercial zone regulations.
- Designate areas for light manufacturing as shown on **Figure 18**.
- Accommodate home industry and incubator facilities in the International Marketplace.

DESIGN AND DEVELOPMENT GUIDELINES

Goals

- To provide employment centers which contribute positively to the character of the community.
- To add compatible light manufacturing and assembly development to Mid-City, bringing more jobs and affordable goods to the community.

Recommendations

- Review development regulations, as necessary, to minimize potential conflicts between uses and to ensure consistency with neighborhood character.
- Ensure compliance with development regulations through vigilant code enforcement.
- Require that new industrial and light manufacturing development be adequately buffered from existing land uses through design features such as solid walls and enhanced landscaping.
- Provide for limited light manufacturing and assembly development of a scale and character compatible with existing commercial structures. New industrial structures should comply with streetscape requirements applicable to commercial establishments in the same zone including front setback, pedestrian entrances, transparency, landscaping and lighting. The display and sale of goods manufactured on the premises should be encouraged.

FIGURE 18. CONCEPTUAL INDUSTRIAL ELEMENT



NOTE:
SEE COMMUNITY PLAN LAND USE MAP FOR GREATER DETAIL

IV-E ECONOMIC DEVELOPMENT ELEMENT

The Mid-City communities stand at economic, as well as geographic crossroads. Regional retailing, the engine of Mid-City's economic success in the post-war years, is today dominated by shopping malls located on large tracts of land in suburban communities along the City's freeway system. A new strategy for economic growth is needed; one that builds upon the community's contemporary attributes.

Community Organization

**Physical Design
and Development**

Development Regulations

**Economic Restructuring
and Reinvestment**

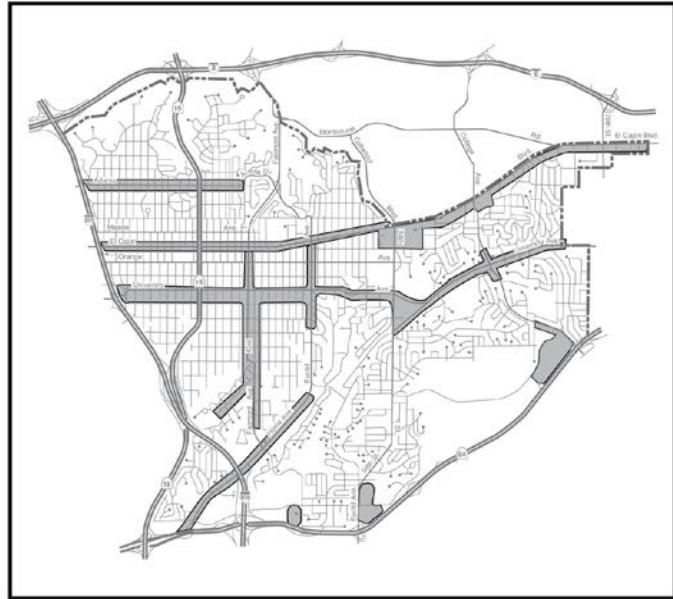
Promotion

Urban Nodes

BACKGROUND

Throughout their history, the communities of Mid-City have provided San Diegans with suburban housing and shopping opportunities with easy access to downtown employment centers. Local employment was not a key component of Mid-City's development.

Between 1910 and 1960, Mid-City's population of residents and commuters supported thriving neighborhood- and region-serving commercial enterprises, particularly along the major east/west corridors. Following the Second World War, freeway construction, shopping center development, and further suburbanization resulted in a redirection of economic activity away from San Diego's older communities, including Mid-City.



Today, Mid-City's aging infrastructure lacks focus in the form of anchor businesses or defined districts and there remain few employment opportunities in the manufacture of goods for sale.

The following economic development goals and recommendations have been organized to correspond with the four tenets of the "Main Street" community revitalization strategy established by the National Trust for Historic Preservation and adopted by the business improvement associations active in the Mid-City.

Vision: A vital "City within a City," providing a wide range of housing, employment and shopping opportunities accessible to all residents of the Mid-City, will be realized.

COMMUNITY ORGANIZATION

Goal

- To improve communication and cooperation both within the business and residential communities.

Recommendations

- Establish and expand property- and tenant-based business improvement districts.
- Support business incubators with financial assistance and other incentives.
- Support efforts to establish benefit assessments for maintenance along commercial corridors.

PHYSICAL DESIGN AND DEVELOPMENT

Goals

- To enhance the image of local commercial districts.
- To establish an atmosphere conducive to district shopping.

Recommendations

- Accentuate nodes and gateways with tree plantings and community identifying landmarks, and the placement of high-intensity development near the street.
- Establish recognizable gateways and districts within the Mid-City communities as described in the **Urban Design Element**.
- Design infrastructure and lighting in keeping with district themes where possible.
- Encourage pedestrian activity and the use of public transit through public and private investment in quality streetscape improvements including landscaping, crosswalk paving, lighting and other pedestrian-oriented enhancements. The City's storefront improvement program should be maintained and expanded.
- Maintain and expand storefront improvement and other programs, such as landscaping rebates, which provide matching funds to business owners who enhance their properties.
- Increase business district parking through the acquisition of property for parking reservoirs located behind existing businesses and the creative redesign of existing on-street parking.
- Enhance the character and security of alleys through public and private investment in lighting, landscaping, and litter control.
- Create incentives for builders and remodelers to incorporate architectural elements that reflect the ethnic diversity of the community.

DEVELOPMENT REGULATIONS

Goal

- To preserve and enhance the character of the Mid-City by those regulatory measures least detrimental to the economic viability of the community.

Recommendations

- Expand the use of the transition zone to allow the expansion of commercial uses. The transition zone should extend from a maximum of one-half to one block off of El Cajon Boulevard to as little as fifty feet past the commercial zoning on Adams Avenue. Some restrictions may be appropriate in some areas, such as limiting the use to parking or requiring a discretionary permit.
- Actively monitor and enforce the provisions of conditional use permits, but do not apply sunset provisions that unduly diminish business viability.
- Develop varying levels of home occupation including live/work lofts, to encourage incubator business development out of the home.
- Develop simple regulations for street vendor activity.
- Develop regulations to permit local food production.

ECONOMIC RESTRUCTURING AND REINVESTMENT

Goals

- To recast Mid-City's commercial corridors as neighborhood- and community-oriented shopping and employment centers.
- To improve accessibility of employment centers within and outside the community.
- To encourage development of manufacturing enterprises to expand employment opportunities for the residents of Mid-City.

Recommendations

- Partner with area schools to improve the quality and accessibility of educational opportunities.
- Develop and implement a comprehensive revitalization strategy based on the National Trust For Historic Preservation's Main Street model. Such a program would address community participation, economic restructuring, physical improvement of commercial areas and promotion of the community's attributes and businesses.
- Develop and maintain a database providing immediate access to commercial real estate market information.

- Provide the public infrastructure necessary to leverage private capital investment.
- Introduce light manufacturing, and other employment generating uses, along major transportation corridors. Ensure that employment generating land uses are compatible with neighborhood character through revisions in development regulations and permit review requirements.
- Increase the rate of owner occupancy of residential and commercial property.
- Provide incentives for business persons to own their business properties.
- Expand opportunities for home-based businesses, including the ability to have a limited number of employees and customers on the property. A range of activity levels, from home offices in single-family zones to more intense uses perhaps including apparel assembly in multifamily zones, should be defined and appropriately regulated.
- Establish opportunities for live/work lofts and other developments designed to accommodate a combination living and working environment.
- Support local food production by providing locations and support for persons who grow and market their own food crops.
- Address failures of the credit delivery system by cooperating in the establishment of new Community Development Financial Institutions (CDFI).

PROMOTION

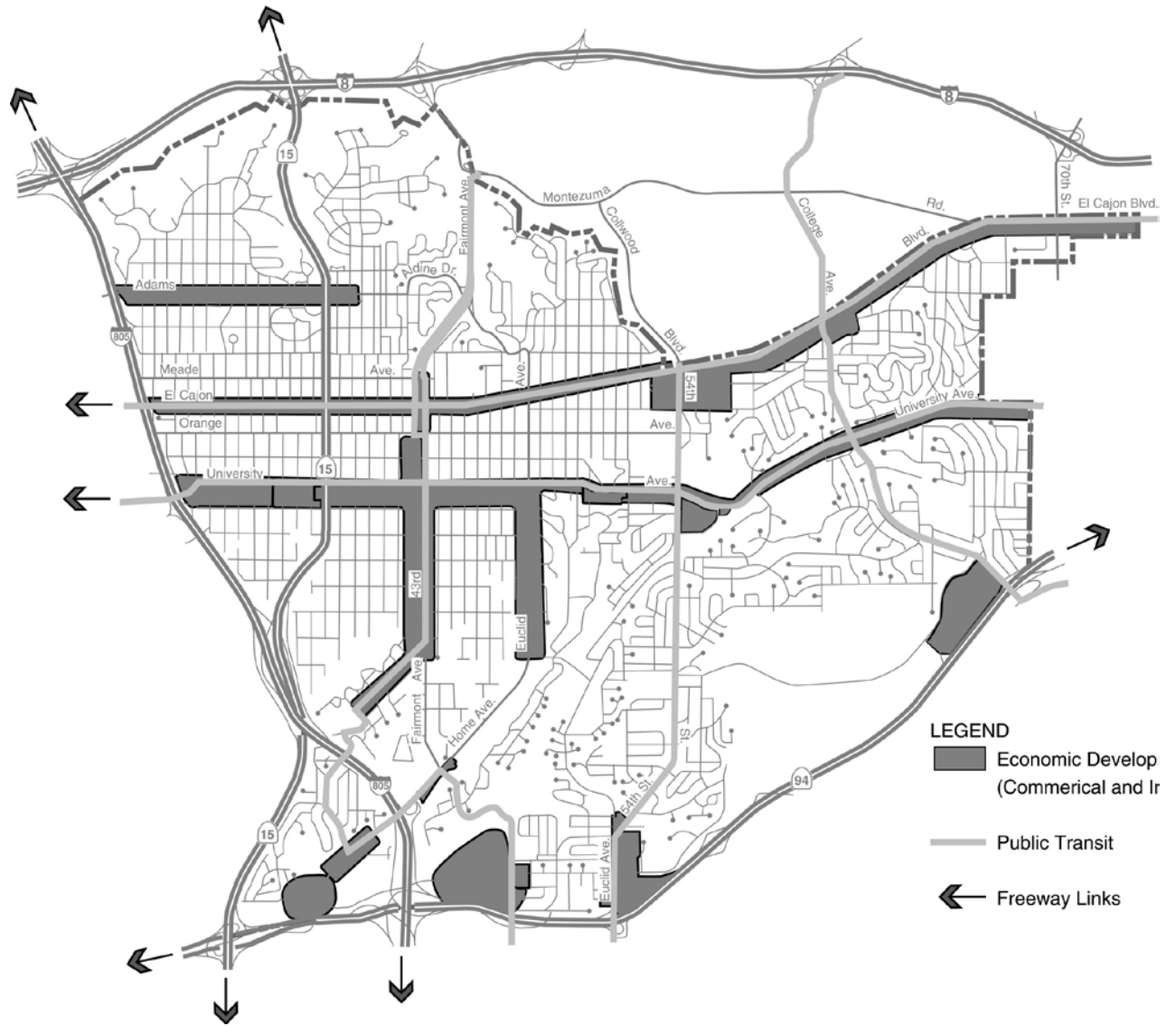
Goal

- To enhance the image of the Mid-City communities as desirable locations for living, working and shopping.

Recommendations

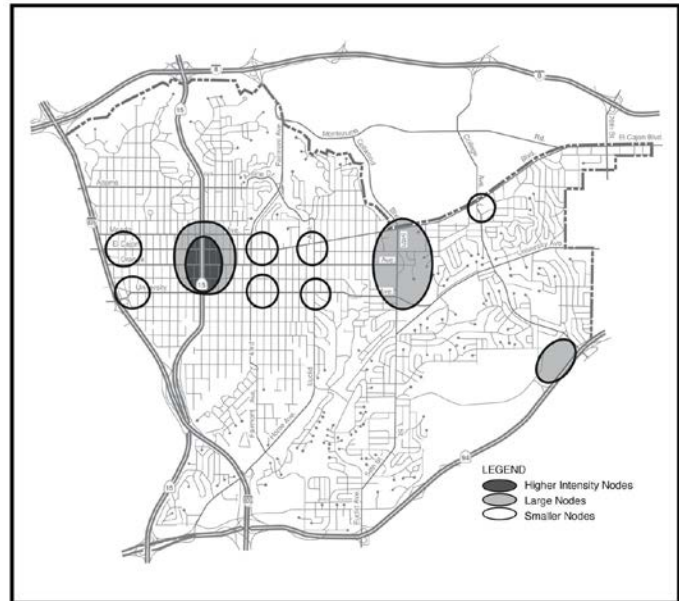
- Increase positive media exposure.
- Market Mid-City as a desirable alternative to distant suburbs.
- Widely publicize community fairs and festivals to showcase the assets of Mid-City.
- Take advantage of ethnic investment in the Mid-City area by promoting it as a theme. City Heights Village could be a focus for the celebration of ethnic festivities (e.g., Lunar New Year) and parades.

FIGURE 19. ECONOMIC DEVELOPMENT ELEMENT



URBAN NODES

Urban nodes area locations identified for higher-density mixed-use development. Urban nodes are designated at “Mid-City Center,” at the intersections of El Cajon Boulevard and State Route 15, and University Avenue and State Route 15, and the “Cultural Center” at the intersections of El Cajon Boulevard and 54th Street, and University Avenue and 54th Street.



Vision: Urban nodes that have vitality, high quality design, a combination of uses, and are the places where community members interact.

Mid-City Center

The completion of State Route 15 provides significant opportunities for new development, both from the perspective of land availability and improved regional accessibility. The nodes designated at the intersections of El Cajon Boulevard and State Route 15, and University Avenue and State Route 15, should be developed as transit-oriented town centers, accommodating the highest development densities in the Mid-City communities.

Goal

- To establish a major urban center at these regional “crossroads.”

Recommendations

- A major subregional transit station should be established.
- A large retail and office development, possibly hotels and theaters, should be promoted to take advantage of excellent regional vehicular access and transit.
- Selected light manufacturing activities should be accommodated.
- Major joint-use public facilities should be focused around these intersections.

- Building walls should be located at the property line. In those areas where the sidewalk is less than eight feet wide, pedestrian arcades along the street should be encouraged.
- Residential, office and hotel uses should be located on upper floors, taking advantage of views to the surrounding area.

The Cultural Center

An urban node south of the intersection of 54th Street and El Cajon Boulevard designed to foster a concentration of institutional or “cultural” uses, providing convenient access to amenities such as schools, parks, medical facilities, community buildings and other uses that have a strong cultural component, and will help to strengthen links between Mid-City neighborhoods and San Diego State University.

Goal

- To provide convenient access to an expanded variety of “cultural” and institutional services and amenities and extend the benefits of proximity to a major urban university.

Recommendations

- Maintain and enhance the existing educational facilities.
- Market the adjacent commercial corridors for retail and commercial recreation facilities, including theaters, hotels, and art galleries.
- Encourage light manufacturing, emphasizing arts and crafts.
- Foster the rehabilitation and growth of existing health facilities.
- Foster development of moderate-density senior housing near health centers.
- Accentuate the rolling terrain by accommodating taller buildings on hilltops, thereby creating recognizable landmarks that provide orientation and identify this unique area.
- Create a park-like atmosphere around the perimeter of the node by enhancing visual access to Colina Del Sol Park and various school playgrounds.

IV-F PUBLIC FACILITIES AND SERVICES ELEMENT

Among the most serious issues in Mid-City is the deficiency of public facilities, most notably schools and parks. This deficiency has become more critical with the infill development of apartments and condominiums, beginning in the 1960s and continuing to the present. While facility fees are now in place to partially mitigate the impact of new development, existing deficiencies in public facilities are not addressed by adopted financing mechanisms.

Schools

Parks

Libraries

Police and Public Safety

Fire and Life Safety

Community Service Center

Utilities

Water and Sewer

SCHOOLS

In spite of the recent addition of two new schools, persistent enrollment growth in combination with older schools in Mid-City on extremely small sites continues to aggravate overcrowding in most schools (**Table 1**). Until new facilities are built, San Diego Unified School District is attempting to alleviate the overcrowding on an interim basis with portable classrooms, busing, modifying attendance boundaries, and the restructuring of grade levels. For planning purposes, it should be noted that the large number of students enrolled in local private schools, and public school students attending facilities outside the community through voluntary busing and choice, also serve as a relief valve.

With the recent addition of Rosa Parks Elementary School and Monroe-Clarke Middle School, public school facilities in Mid-City now include 16 elementary schools, three middle schools, and two high schools.

Vision: School facilities serving as a focal point for the neighborhoods, providing a quality physical environment and a high standard of elementary and secondary education.

Goals

- To provide adequate school facilities for all residents of Mid-City, including the opportunity for those enrolled elsewhere to attend local public schools.
- To ensure that all existing and proposed school facilities meet the following enrollment standards:
 - Elementary Schools: 100 students per acre, or the design capacity of permanent structures on existing school sites (500 students per school preferred)
 - Middle Schools: 70 students per acre, or the design capacity of permanent structures on existing school sites (1,000 students per school preferred)
 - High Schools: 70 students per acre, or the design capacity of permanent structures on existing school sites (1,500 students per school preferred)
- To provide for the maximum utilization of school facilities during non-school hours for educational, cultural, recreational, and community support purposes.

Recommendations

- Coordinate with the San Diego Unified School District and the community to accomplish the following:
 - Ensure that adequate public facilities and infrastructure are in place, and compliance with maximum school enrollments achieved, prior to the construction of additional multifamily dwellings.

- Expand existing school sites, as shown in **Figure 20**, and construct new elementary school facilities in the neighborhoods of Cherokee Park, Talmadge, Colina Park (two elementary schools), Teralta East, Teralta West, Castle, Cherokee Point and El Cerrito Heights. The number of school sites needed may vary depending upon the extent to which existing school sites can be expanded and/or and restructured as twin schools.
- In the selection of sites for new elementary schools, consideration should be given to development of twin schools designed so that they provide functional flexibility in the grades taught. New School sites should avoid well-maintained single-family areas.
- Joint use of facilities by City and School District should be encouraged.
- Consideration should also be given to linkages between schools, other neighborhood facilities and activity centers, and natural amenities.
- Explore other options for the provision of needed educational facilities, including the establishment of charter schools, the involvement of the business community, and locating alternative resources
- Explore the establishment of a mutually beneficial teaching program in conjunction with San Diego State University, University of California - San Diego, and other advanced educational institutions.
- To leverage public investment in scarce land and facilities, implement the joint use of school facilities with other public and private interests, particularly libraries and parks and recreation facilities.
- Establish an ongoing school oversight committee to include representatives of the City Council, the School Board, and the community to coordinate the development, management, and maintenance of joint efforts.

Figure 20
Existing and Proposed Schools



**TABLE 1
SCHOOL ENROLLMENT**

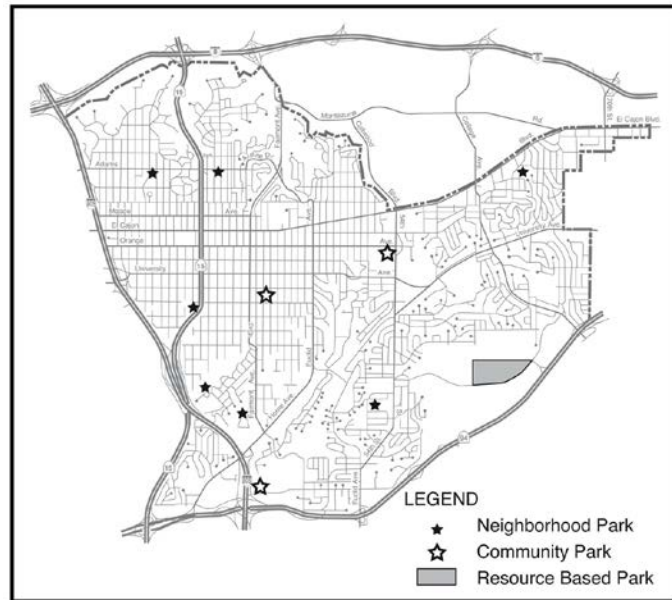
	Site Size (acres)	Enrollment			Students Per Acre (2000)	Percent of Site Capacity (see text)
		1980	1990	2000 (est.)		
ELEMENTARY SCHOOLS						
(General Plan Standard: 10 acres, 500 students)						
CITY HEIGHTS						
Central	4.43	616	1,049	1,331	300	300%
Edison	3.32	482	800	953	287	287%
Euclid	5.66	872	1,269	1,169	207	207%
Hamilton	6.70	528	1,202	1,227	183	183%
Marshall	7.05	457	822	818	116	116%
Rowan	6.80	244	319	330	49	49%
Rosa Parks	6.26	—	—	1,409	225	225%
EASTERN AREA						
Carver	8.91	221	382	568	64	64%
Clay	6.90	230	416	457	66	66%
Darnall	8.03	281	Closed	474	59	59%
Jackson	6.54	371	970	1,209	185	185%
Oak Park	7.61	564	758	769	101	101%
Rolando Park	11.52	355	371	350	30	30%
Webster	7.60	452	552	630	83	83%
KENSINGTON-TALMADGE						
Franklin	4.04	306	524	634	157	157%
NORMAL HEIGHTS						
Adams	4.64	819	773	939	202	202%
MIDDLE SCHOOLS						
(General Plan Standard: 30 acres, 1,000 students)						
CITY HEIGHTS						
Wilson	11.85	1,256	1,880	1,237	104	149%
Monroe Clark	12.42	—	—	1,641	132	189%
EASTERN AREA						
Mann	16.99	135	1,423	1,325	78	111%
HIGH SCHOOLS						
(General Plan Standard: 45 acres, 1,500 students)						
KENSINGTON-TALMADGE						
Hoover	24.91	1,244	2,032	2,070	83	119%
EASTERN AREA						
Crawford	26.91	1,532	1,561	1,924	71	102%

PARKS

By current City of San Diego General Plan standards, the Mid-City is grossly deficient in park acreage. The most conspicuous needs are in the older neighborhoods, generally west of 54th Street. These same areas suffer from undersized, overcrowded school sites, limiting their use for recreational purposes.

There are currently seven neighborhood parks and three community parks within Mid-City. A number of pocket parks and mini-parks have been added to assist with the overall deficiencies. Joint use agreements for the use of school

grounds for park purposes, including the turfing of school play fields, has also helped to alleviate the deficiencies. City Heights Community Park has recently been expanded and improved in conjunction with the City Heights Urban Village Project, and design is underway for improvements in the undeveloped area of Chollas Park west of the lake.



Vision: A full range of park and recreation facilities and services convenient to all Mid-City residents and visitors.

Goal

- To provide park facilities and services consistent with City of San Diego General Plan standards.

Recommendations

- Provide new and expanded park facilities in accordance with the following standards:
 - One neighborhood park, of no less than ten acres, should be provided for every 5,000 residents; neighborhood parks should serve an area no greater than one-half mile in radius;
 - One community park, of no less than 20 acres in size, should be provided for every 25,000 residents; community parks should serve an area no greater than one and one-half mile in radius;
 - One resource-based park should be provided for the residents of Mid-City. By General Plan Standards, resource-based parks should be located at the site of

distinctive scenic or natural or cultural features. They are intended for citywide use. Size and development should be determined by the specific resource involved, expected use, available land, and location. **Table 2** summarizes existing and proposed park facilities.

- Provide mini-parks at scattered locations to help meet park standards. Such parks must be carefully designed and located to avoid negative impacts and to reflect the character, interests, and nature of the neighborhood. They should provide for a variety of uses and should allow for modification at a later date to reflect changing community needs. Locations adjacent to schools, community facilities, canyons, or in conjunction with redevelopment projects should be considered. Sites not meeting the above description should preferably be at a corner location. Multi-purpose mini-parks, perhaps including community gardens, should be a minimum of 15,000 square feet in size. Tot lots and other limited-use park areas may be a minimum of 5,000 square feet, subject to adequacy of access and security.
- Mini-parks should serve a population of 500 to 1,000 persons within an effective walking distance of one-quarter mile.
- Evaluate all vacant and publicly owned land, including streets and unimproved rights-of-way, for potential use as park or recreation facilities.
- Vacate Chollas Parkway east of 54th Street to allow for the development of a neighborhood park and the restoration of Chollas Creek consistent with the Chollas Creek Enhancement Program.
- Establish a new resource-based park system at the Chollas Reservoir linking to the Chollas Creek and other Mid-City canyon areas.
- Finalize and implement the improvement plans for North Chollas Lake Park west of the lake.
- Pursue joint use agreements for all public school sites, existing and proposed, to provide public recreational use of the facilities. High school campuses that typically do not have joint use agreements should remain open for public use during non-school hours.
- Fencing around school facilities should be designed to allow public access to the playground facilities during non-school hours while protecting school buildings from unwanted intrusions.

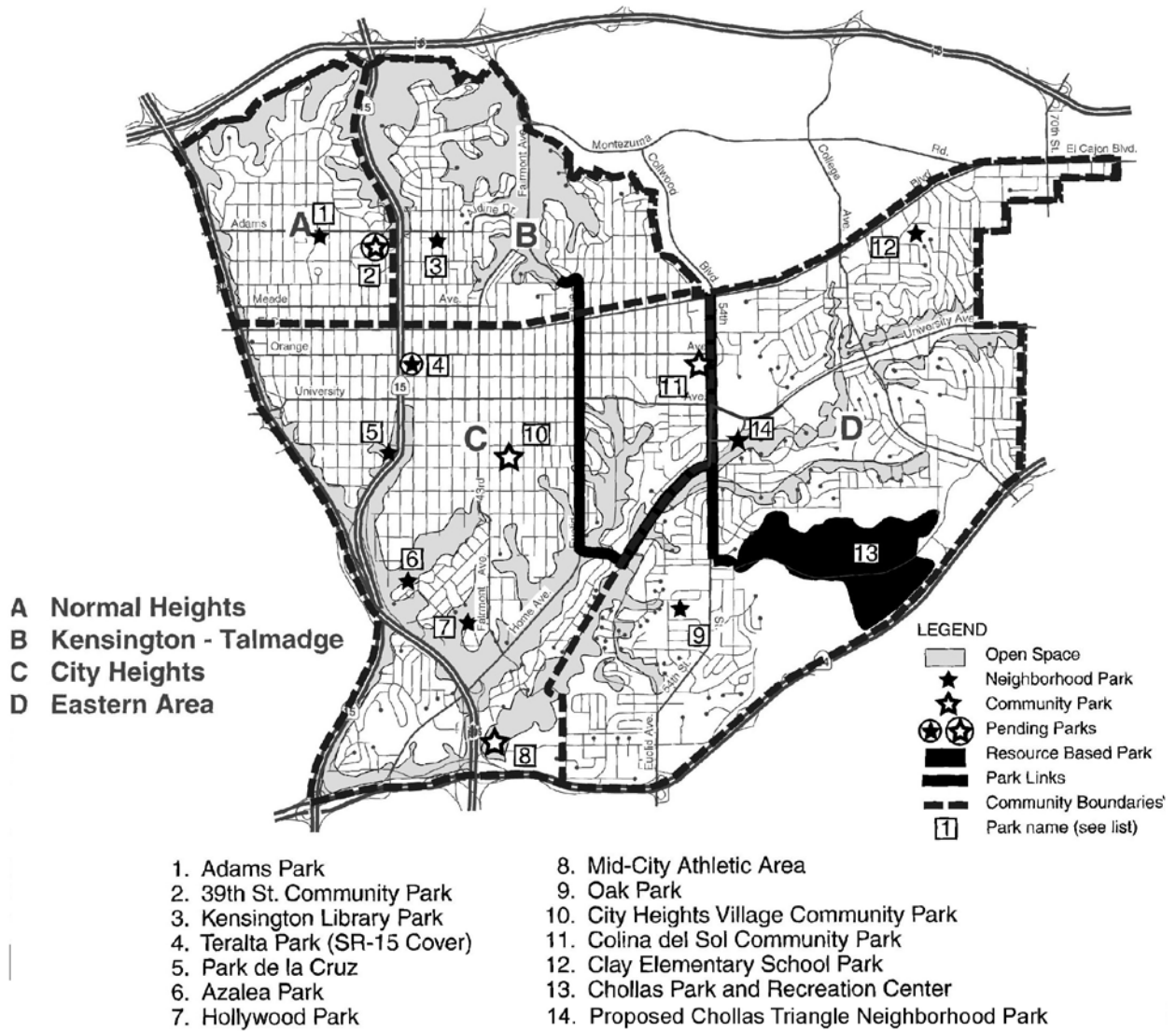
**TABLE 2
ACREAGE OF PARK NEEDS**

	Existing/ Programmed (acres)	Proposed (acres)	General Plan Standard (acres)	Deficiency (acres)
CITY HEIGHTS				
<u>Mini-Parks</u>				
Central Elementary School	0.56	0.56		
City Heights (39 th Street)	0.32	0.32		
Edison Elementary	0.68	0.68		
Euclid	0.00	3.00		
Wabash (Wabash & University)	0.17	0.17		
Proposed	0.00	22.50		
<u>Neighborhood Parks</u>				
Azalea	9.00	9.00		
Hollywood	13.19	13.19		
Monroe Clark Middle School	0.00	4.00		
Park DeLa Cruz	6.93	12.00		
Rosa Parks Elementary School	2.30	2.30		
Teralta (SR-15 cover)	4.00	4.00		
Wilson Middle School	4.00	4.00		
Other Existing Schools (est.)	0.00	18.00		
Proposed Schools (est.)	<u>0.00</u>	<u>30.00</u>		
Subtotal	41.15	119.72	159.93	40.21
<u>Community Parks</u>				
City Heights Village	6.93	6.93		
Colina Del Sol	33.84	33.84		
Fairmount Village	0.00	14.60		
Mid-City Athletic Area	<u>40.88</u>	<u>40.88</u>		
Subtotal	<u>81.65</u>	<u>96.25</u>	<u>63.97</u>	<u>-32.28</u>
Total (City Heights)	122.80	215.97	223.90	7.93
EASTERN AREA				
<u>Mini-Parks</u>				
East San Diego Adult Rec. Club	0.25	0.25		
Rolando	0.07	0.07		
Rolando Park School	0.06	0.06		
Proposed	0.00	9.50		
<u>Neighborhood Parks</u>				
50 th Street	0.00	0.66		
Clay Elementary School	2.30	2.30		
Clay Park	2.48	2.48		
Kalmia Street	0.00	8.20		
Mann Middle School	3.90	3.90		
Oak Park	3.46	3.46		
Other Existing Schools (est.)	0.00	18.00		
Proposed Schools (est.)	<u>0.00</u>	<u>5.00</u>		
Subtotal	12.52	53.88	64.31	10.43

**TABLE 2
ACREAGE OF PARK NEEDS (continued)**

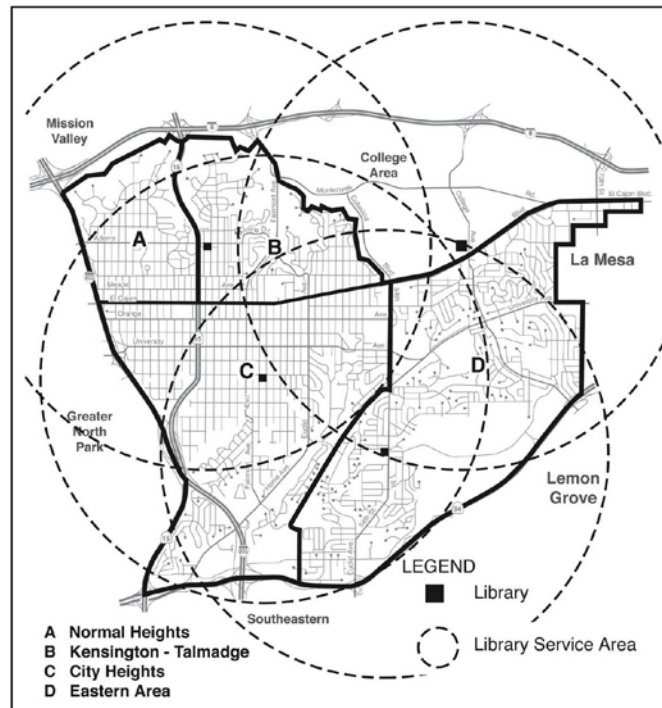
	Existing/ Programmed (acres)	Proposed (acres)	General Plan Standard (acres)	Deficiency (acres)
<u>Community Parks</u>				
(see Resource-Based Parks below)	<u>0.00</u>	11.1		
Subtotal	<u>0.00</u>	<u>0.00</u>	<u>25.72</u>	<u>25.72</u>
Total (Eastern)	12.52	53.88	9.03	36.15
KENSINGTON-TALMADGE				
<u>Mini-Parks</u>				
Proposed	0.00	4.00		
<u>Neighborhood Parks</u>				
Franklin Elementary School	1.42	1.42		
Kensington Library	0.57	0.57		
Kensington-Talmadge Park	0.00	5.00		
Proposed Schools (est.)	<u>0.00</u>	<u>5.00</u>		
Subtotal	1.99	15.99	28.98	12.99
<u>Community Parks</u>				
(none)	0.00	0.00		
Subtotal	<u>0.00</u>	<u>0.00</u>	<u>11.59</u>	<u>11.59</u>
Total (Kensington-Talmadge)	1.99	15.99	40.57	24.58
NORMAL HEIGHTS				
<u>Mini-Parks</u>				
Kenmore Terrace	0.16	0.16		
North Mountain View	0.25	0.25		
Proposed	0.00	5.00		
<u>Neighborhood Parks</u>				
34 th Street	0.05	5.10		
40 th Street (est.)	0.00	5.00		
Adams Park	1.47	6.50		
Adams Elementary School	2.13	2.13		
Proposed Schools (est.)	<u>0.00</u>	<u>5.00</u>		
Subtotal	4.06	29.14	34.28	5.14
<u>Community Parks</u>				
39 th Street	<u>4.00</u>	<u>9.00</u>		
Subtotal	<u>4.00</u>	<u>9.00</u>	<u>13.71</u>	<u>4.71</u>
Total (Normal Heights)	8.06	38.14	47.99	9.85
TOTAL (MID-CITY)				
<u>Mini/Neighborhood/Community Parks</u>				
Chollas Lake Park System	145.37	323.98	402.49	78.51
Chollas Lake Park System	12.00	95.00		
<u>Resource-Based Parks</u>				
Chollas Lake Park System	<u>134.06</u>	<u>187.18</u>		
	146.06	282.18	2,156.19	1,874.01

FIGURE 21. PARK RECOMMENDATIONS



LIBRARIES

There are currently branch libraries in Kensington, Oak Park, and the recently expanded and relocated City Heights branch. General Plan standards call for a minimum of one branch library per 30,000 residents, with a typical size of 10,000 to 15,000 square feet. Given Mid-City's 1990 population of 132,466, and considering the small size of the existing facilities, the expansion of at least one of the three existing branches is needed, along with the addition of a fourth branch.



Vision: A high level of library service providing residents with a convenient, comprehensive selection of printed and electronic resources.

Goal

- To provide additional facilities and services to meet General Plan standards.

Recommendations

- Expand library facilities as shown in **Table 3**.
- Maintain the Kensington-Normal Heights Library at its central location in Kensington and expand at that site to the extent feasible without significantly impacting the surrounding park. In spite of its substandard size by General Plan standards, this branch should remain open after the addition of the Normal Heights branch due to Mid-City’s high-density, overcrowded schools, and inadequate parks. This branch also has a high level of pedestrian access and strong neighborhood support both in volunteers and private funding. Due to its size constraints, consideration may be given to adding unique library services at this facility.
- Provide an additional branch library in Normal Heights or the northern area of City Heights. The location and size of the facility should be planned in conjunction with the potential for expansion of the Kensington branch, so that the two libraries together adequately serve the western and central portion of the Mid-City community.
- Expand the Oak Park Library to meet General Plan standards.

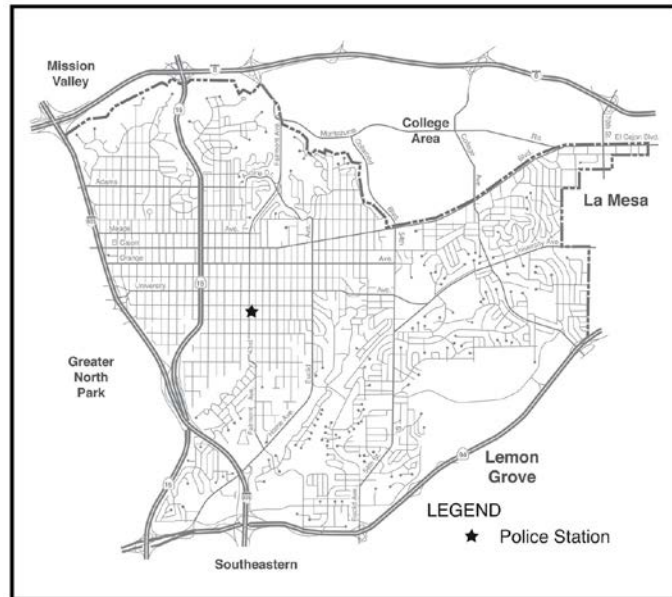
**TABLE 3
LIBRARY NEEDS**

	Existing Facilities (square feet)	Proposed Facilities (square feet)
Normal Heights	—	15,000
Kensington/Talmadge	2,318	5,000
City Heights	15,000	15,000
Eastern Area (Oak Park)	5,200	15,000
Total	22,518	50,000

POLICE AND PUBLIC SAFETY

The Mid-City Police Substation recently opened in City Heights, adding to Mid-City's two police storefronts and several neighborhood satellite offices.

Police officers are involved in community projects such as environmental design to help make neighborhoods safer, security conferences, a prostitution task force, community forums to diffuse racial tensions, and juvenile programs. Ongoing neighborhood watch programs are also helping to reduce what had become a serious crime problem in some Mid-City neighborhoods.



Vision: A community where residents and visitors are safe and can feel secure in their everyday activities.

Goal

- To reduce criminal activity significantly, especially violent crimes, to below the City average.

Recommendations

- Maintain a high level of police presence, including the expansion of foot patrols.
- Extend Neighborhood Watch activities to all areas.
- Establish additional satellite and storefront locations to better understand and serve the changing populations of Mid-City.
- Continue conversion of “yellow” (low-pressure sodium) streetlights to “white” (white low-energy consumption street lighting).
- Expand opportunities for citizen participation in the improvement of neighborhood security.

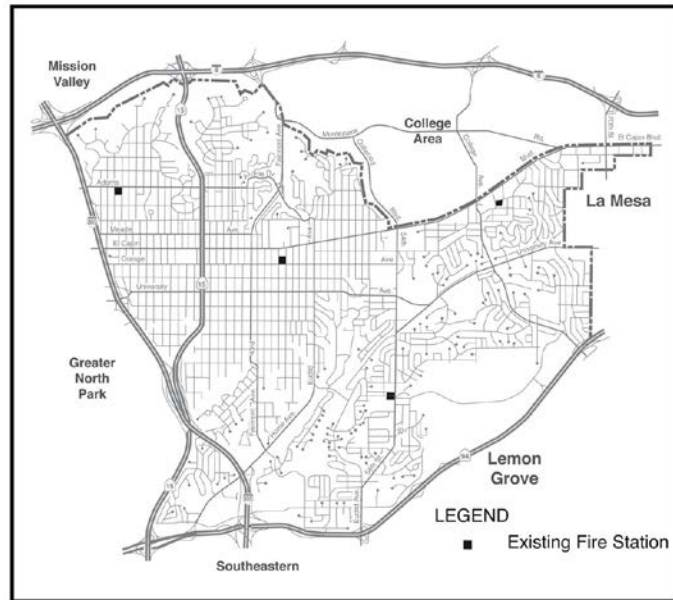
FIRE AND LIFE SAFETY

There are four fire stations serving Mid-City:

- Station 10 in Rolando at 4605 62nd Street;
- Station 17 in City Heights at 4206 Chamoune Avenue;
- Station 18 in Normal Heights at 4676 Felton Street; and
- Station 26 in Oak Park at 2850 54th Street

There are four additional stations near Mid-City to the west and south.

Response time for all four Mid-City stations is less than eight minutes for 85 percent of fire engine responses and twelve minutes for 94 percent of paramedic ambulances. The City performance measures are for the Fire Department to arrive at non-medical incidents within an average time of six minutes and for medical emergencies within eight minutes 90 percent of the time. Neither of these performance measures is being met at this time.



Vision: A high level of fire protection and life safety services.

Goals

- To achieve and maintain a high level of fire and life safety services throughout the community.
- To eliminate fire dangers, particularly in canyon areas.

Recommendations

- Provide fire prevention programs at all Mid-City schools.
- Enforce weed and litter abatement and brush management on vacant lots and canyons.
- Upgrade facilities for fire and life safety as needed.
- Continue to monitor water pressure and upgrade as needed.

COMMUNITY SERVICE CENTER

Community Service Centers provide convenient location for residents to obtain a variety of City services, and support other neighborhood programs, including meeting space for community groups.

The Mid-City Community Service Center will be located in the City Heights Urban Village. Another Community Service Center, serving the eastern neighborhoods, is located at 2850 54th Street.

Vision: A centrally located civic center facility providing all needed City-related services.

Goal

- To determine and provide as many needed services as feasible.

Recommendations

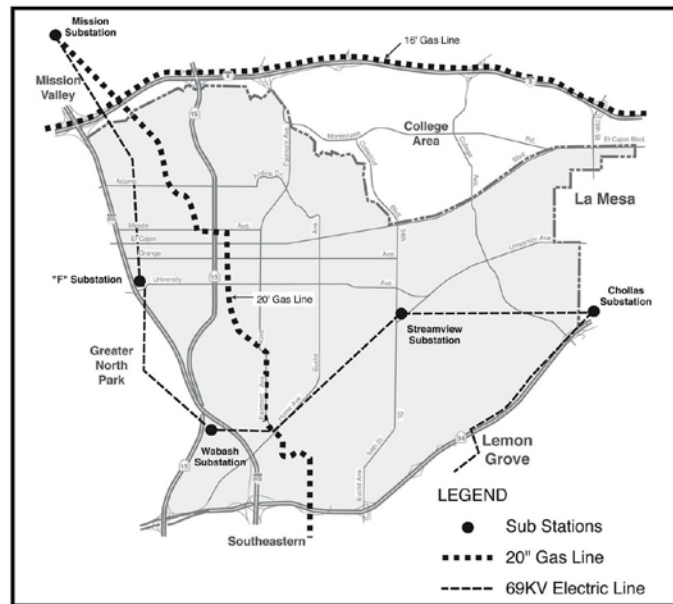
- A new Community Service Center should be established to serve the Eastern Area. The Oak Park Branch Library should be considered as a location if the library is relocated.
- Monitor community needs and adjust services as appropriate.
- Community Service Center activities should be coordinated and, to the extent possible, co-located with the offices of other public agencies active in the Mid-City.

UTILITIES

Deregulation of the public utilities industry has introduced competition in the provision of telephone, gas and electricity services.

Existing gas and electric distribution facilities include three electric distribution substations, two gas transmission mains, and several major electric transmission lines.

Local telephone infrastructure includes three wire centers. Expanding wireless telephone service providers continue to develop analog and digital wireless transmission infrastructure.



Undergrounding of electrical distribution lines and telephone lines along major streets is jointly financed by the City and SDG&E. Priorities for undergrounding are based upon amount of traffic, congestion of wires, and major scenic routes. Mid-City streets currently programmed for undergrounding include the City Heights Urban Village project and portions of College Grove Drive, Fairmount Avenue, and Federal Boulevard.

Vision: A continued high level of service from facilities which are compatible with surrounding development.

Goal

- To provide adequate and reliable utility service while ensuring that public utilities facilities are not disruptive to the community.

Recommendations

- Consider impacts of energy and communication facilities on adjacent uses.
- Continue the undergrounding of overhead lines. Establish guidelines for the timely removal of utility poles once underground facilities are in place.
- Use all available means to conceal communication antennas from view.
- Co-locate public utility infrastructure to the maximum extent possible.

- Provide SDG&E, the City, and the community the opportunity to review projects that may impact SDG&E facilities, including drainage impacts and encroachment on rights-of-way, to identify and resolve potential conflicts.
- Establish a project review process whereby the community and all agencies responsible for the development and maintenance of facilities in, or beneath, the public right-of-way have the opportunity to coordinate activities and identify and resolve potential conflicts.
- Establish fiber-optic and cable services for digital networks.

WATER AND SEWER

Water and sewer facilities west of 54th Street were built in the early part of the 20th century and are becoming obsolete. Blockages and breaks are aggravated by inadequate slopes, inhibiting efficient drainage. Sewer lines and water mains in the Eastern Area are considered adequate, although low water pressure is frequently reported in the neighborhoods south of University Avenue. A main replacement program which will improve water pressure and reliability of service in Mid-City is currently underway.

Vision: Consistent and adequate water and sewer service.

Goal

- To provide a water and sewer system that has been upgraded to meet current standards.

Recommendations

- Aggressively pursue the main replacement program.
- Upgrade and make corrections to address existing problems of low water pressure.
- Address recurrent roadway flooding problems by improving surface and/or subsurface drainage facilities.

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IV-G TRANSPORTATION ELEMENT

The transportation network of Mid-City consists of vehicular, bicycle, pedestrian and mass transit components. The transportation network services the internal community with links to the adjacent communities, and the regional freeway system.

Since the adoption of the last community plan in December of 1984, the Mid-City community has experienced many changes in traffic and transportation characteristics. The construction of SR-15 in particular will result in significant changes to traffic circulation and improvements to transit access.

Traffic Circulation

Parking

Mass Transit

Bikeways

Pedestrian Circulation

Bikeways

TRAFFIC CIRCULATION

BACKGROUND

STREET SEGMENTS

About half of the Mid-City planning area has been developed on a rectilinear grid of streets. The portion which does not have a grid pattern at the block level does have a grid system of major streets.

In some locations, based on existing roadway classifications and daily traffic volumes, these roadway segments exceed the maximum desirable traffic volumes that are derived from the City's Traffic Impact Study Manual. **Figure 23** illustrates the existing congested street segments and intersections in Mid-City.

Figure 22
Existing Daily Traffic Volumes

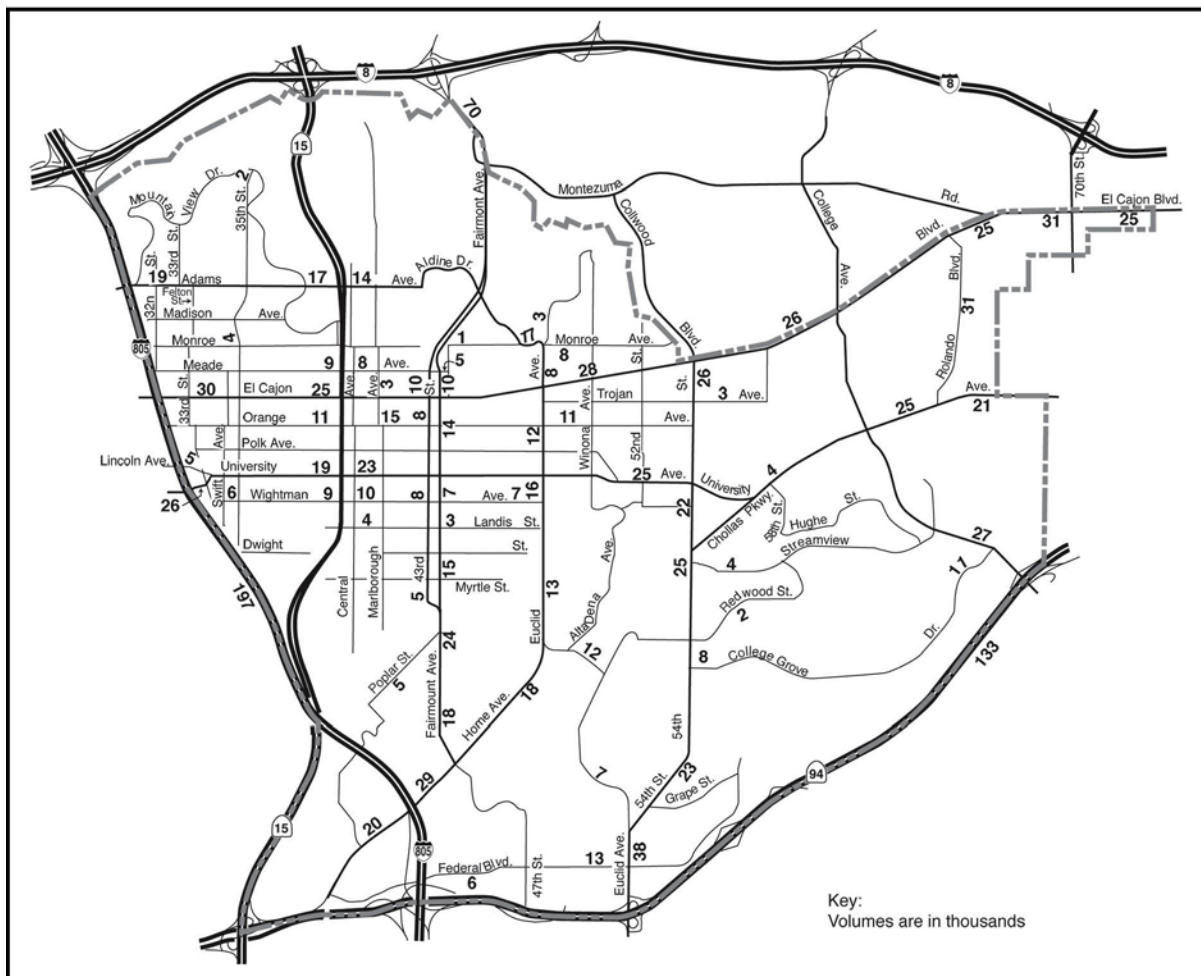
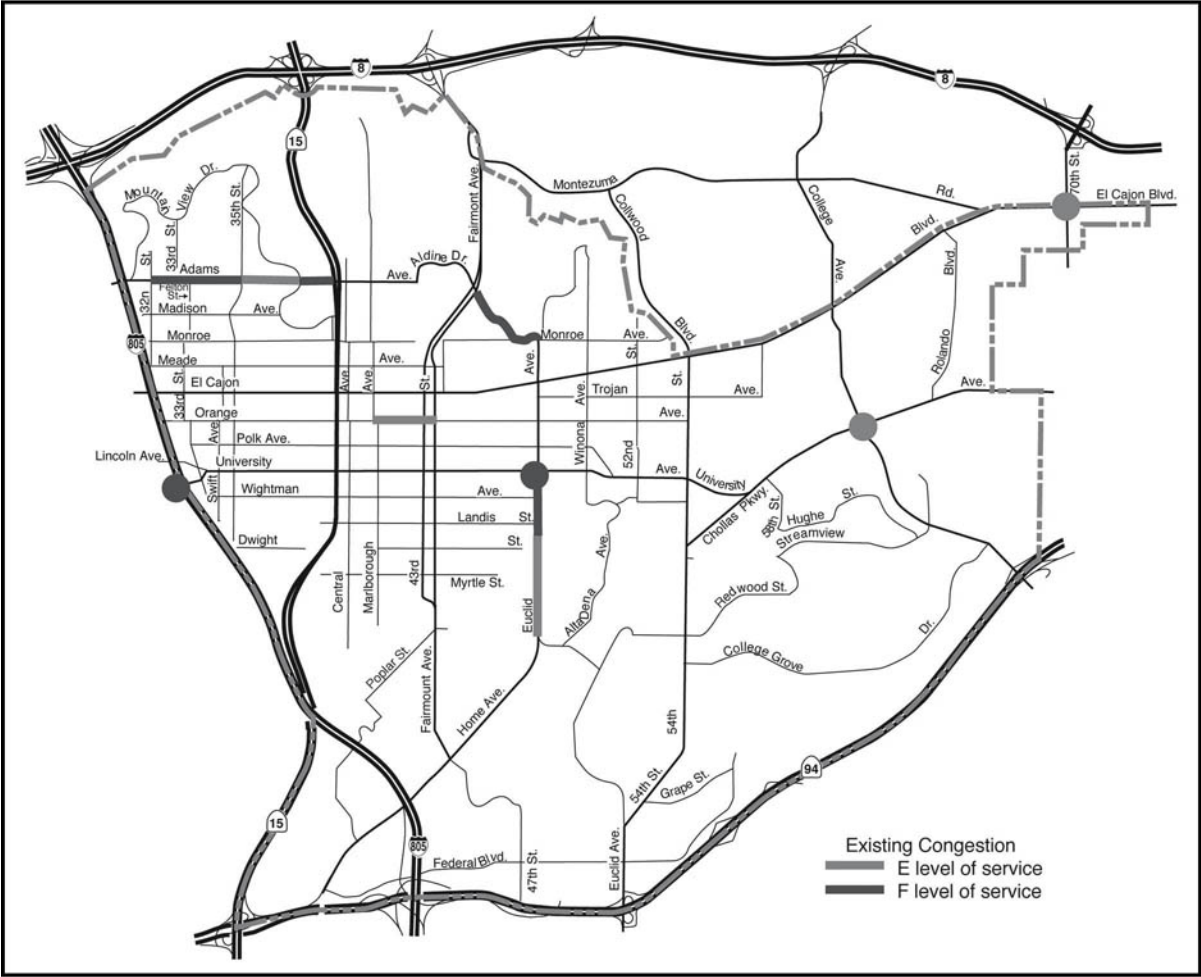


Figure 23

Existing Congested Street Segments and Intersections



INTERSECTIONS

Traffic signals are devices that assign right-of-way for the orderly movement of motorists and pedestrians, increase traffic handling capacity of an intersection, reduce the frequency of certain types of accidents, and can be used to stop the heavy traffic at specified intervals to allow other vehicular and pedestrian traffic to enter the intersection. In addition, under favorable conditions, traffic signals may be coordinated to provide a more efficient continuous traffic movement along a street.

Intersection conditions are measured by the concept of "level of service" (LOS) which is a qualitative measure describing operating conditions within a traffic stream and their perception by the motorists. They are ranked from "A" to "F" with level "A" representing the best operating conditions and level of service "F" the worst. In urbanized areas of this City such as the Mid-City Community Planning area levels of service E and F are considered congested and are undesirable.

The intersections shown below presently have a level of service (LOS) D or worse during the PM peak hour.

- University Avenue and College Avenue (LOS: E)
- El Cajon Boulevard and 70th Street (LOS: E)
- University Avenue and Euclid Avenue (LOS: F)
- University Avenue and Boundary Street (LOS: F)

The intersections that have LOS E or F are considered congested and undesirable. **Figure 23** depicts the existing congested intersections in Mid-City.

Vision: A functioning multi-modal transportation system that connects to the larger regional system and a sensible traffic plan that enhances neighborhood quality and cohesiveness.

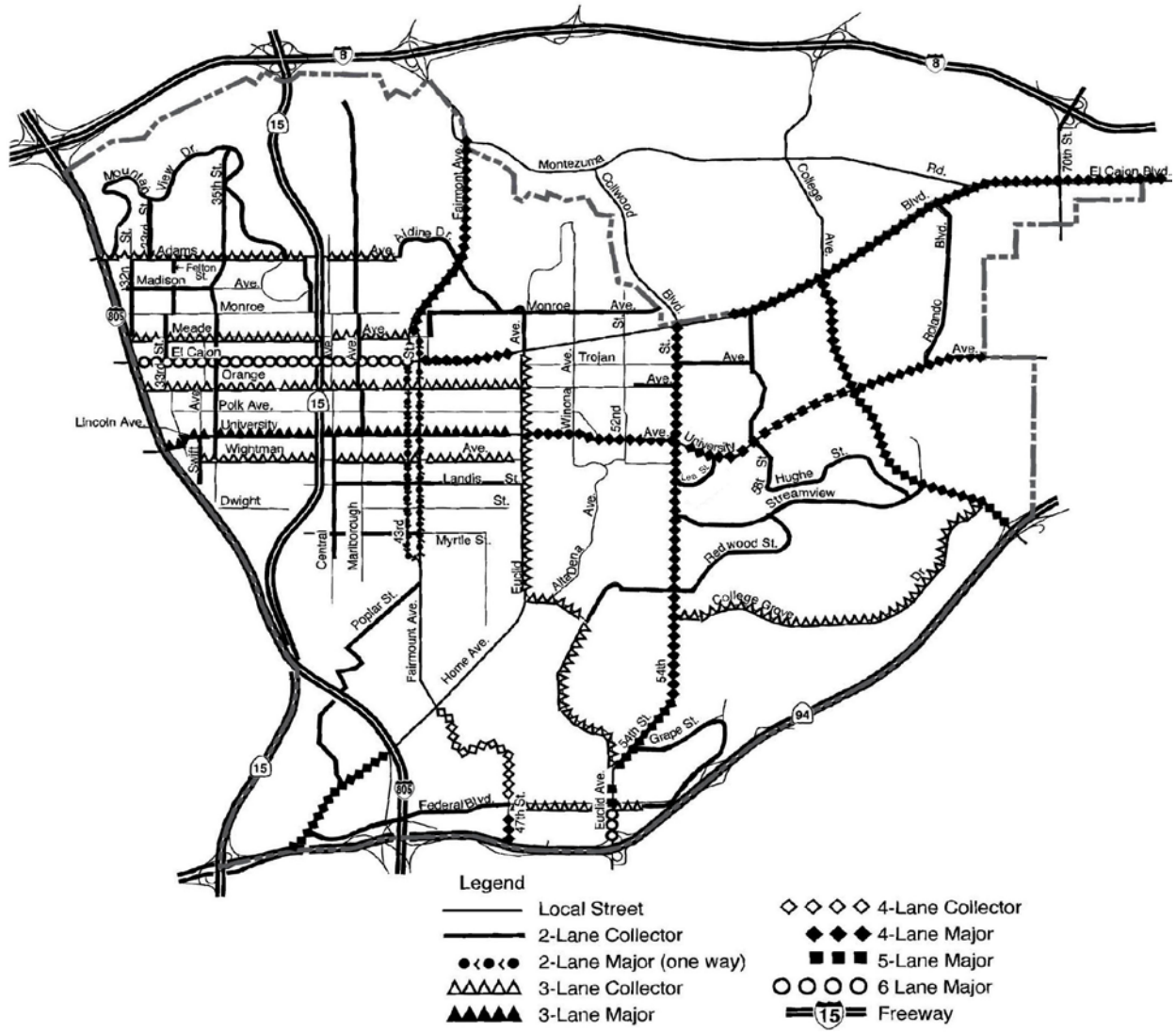
FUTURE CONDITIONS

In order to analyze future traffic, two sets of capacity analysis were conducted:

1. Street segment capacity analysis
2. Intersection capacity analysis

The future daily traffic volumes for each street network alternatives were compared to the carrying capacities of the adopted community plan street classifications based on the City's level of service criteria for street segments. For urbanized areas of the City, including the Mid-City Community Plan area, street segments with levels of service worse than D (i.e., E and F) are considered congested and undesirable.

FIGURE 24. FUTURE RECOMMENDED STREET NETWORK



Streets and Highways

With the exception of State Route 15, which is to be completed, the existing system should be maintained and operational improvements made. Recommendations are based on a proven need to increase efficiency and accommodate planned growth.

The recommended future street network is shown on **Figure 24**. The future daily volumes are shown on **Figure 25**.

Goal

- To provide an adequate traffic circulation system that is balanced with the character and multi-modal tendencies of the community.

Recommendations

Recommended transportation improvements are shown on **Figure 26**.

33rd Street

- Upgrade to a two-lane collector street between North Mountain View Drive and Adams Avenue.
- Upgrade to a two-lane collector street between El Cajon Boulevard and Monroe Avenue.

40th Street

- Downgrade to a two-lane collector street between North Mountain View Drive and Adams Avenue.
- Terminate at intersection with Monroe Avenue and vacate between Monroe Avenue and Meade Avenue when feasible.

43rd Street

- Maintain as a two-lane collector street one-way southbound.

Chollas Parkway

- Vacate the street between 54th Street and University Avenue to allow for the development of a neighborhood park and the restoration of Chollas Creek consistent with the Chollas Creek Enhancement Program.

Lea Street

- Improve Lea Street to a two-lane collector connecting to University Avenue at Promise Drive.

College Grove Drive

- Reduce width to a three-lane collector street (one lane in each direction with a continuous center left-turn lane) between 54th Street and College Grove Way.

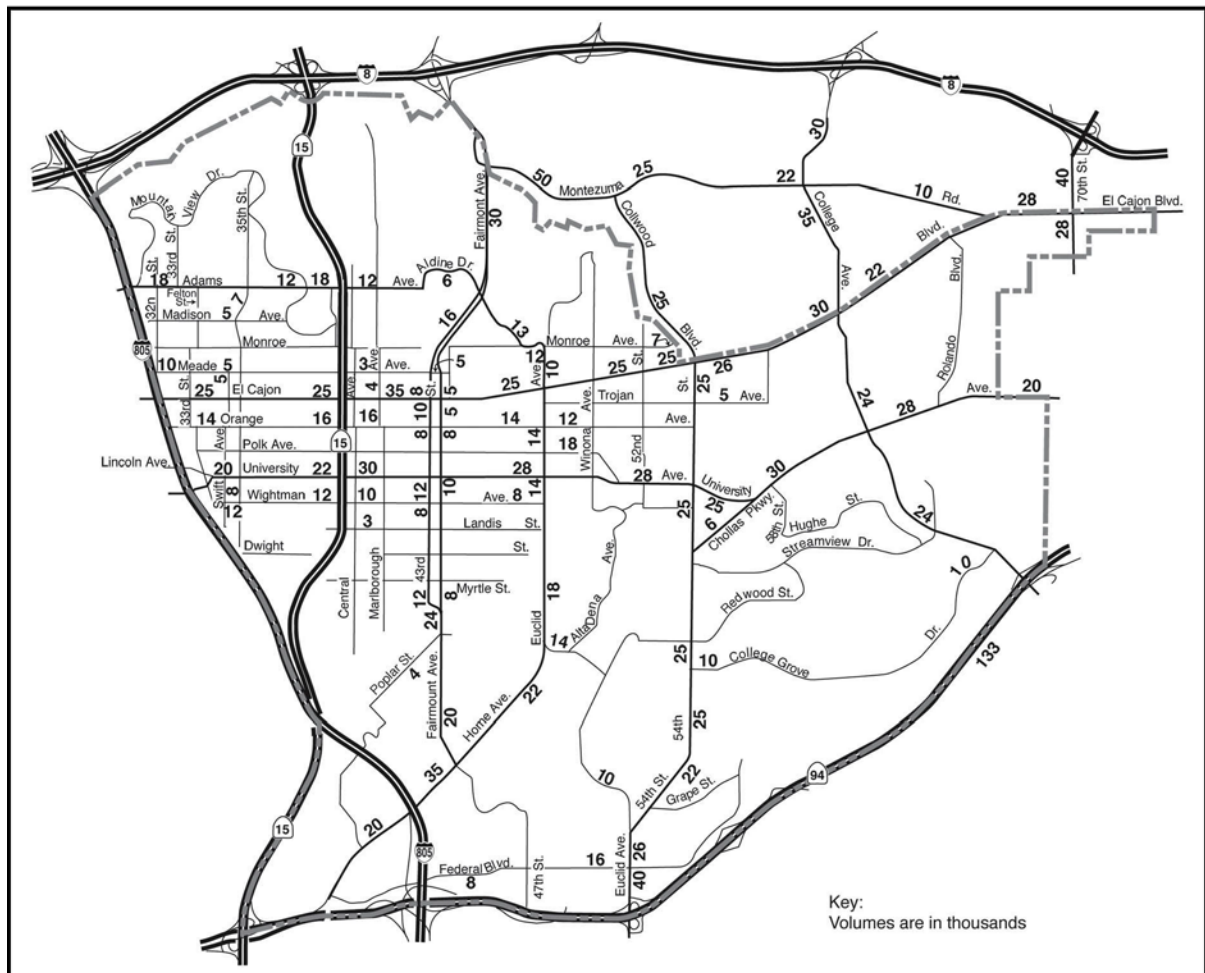
College Grove Way

- Work with Caltrans on the proposed eastbound on- and off-ramps from SR-94 to College Grove Drive as recommended in the College Grove Redevelopment Area Plan.

Euclid Avenue

- High future volumes necessitate upgrading to a three-lane collector street from Monroe Avenue to Westover Place. Widening is necessary south of El Cajon Boulevard but it should not be undertaken until redevelopment occurs and there should be no narrowing of sidewalks. There should be no street vacations or loss of right-of-way.
- Widen to a six-lane major street south of Federal Boulevard.

Figure 25
Future Daily Volumes



Fairmount Avenue

- Change to a two-lane, one-way street northbound between El Cajon Boulevard and the intersection of 43rd Street and Fairmount Avenue.

Home Avenue

- Widen to a four-lane collector street between Euclid Avenue and Fairmount Avenue as adjacent properties develop.
- Improve the median and length of left-turn pockets between 54th Street and Federal Boulevard.

Hughes Street

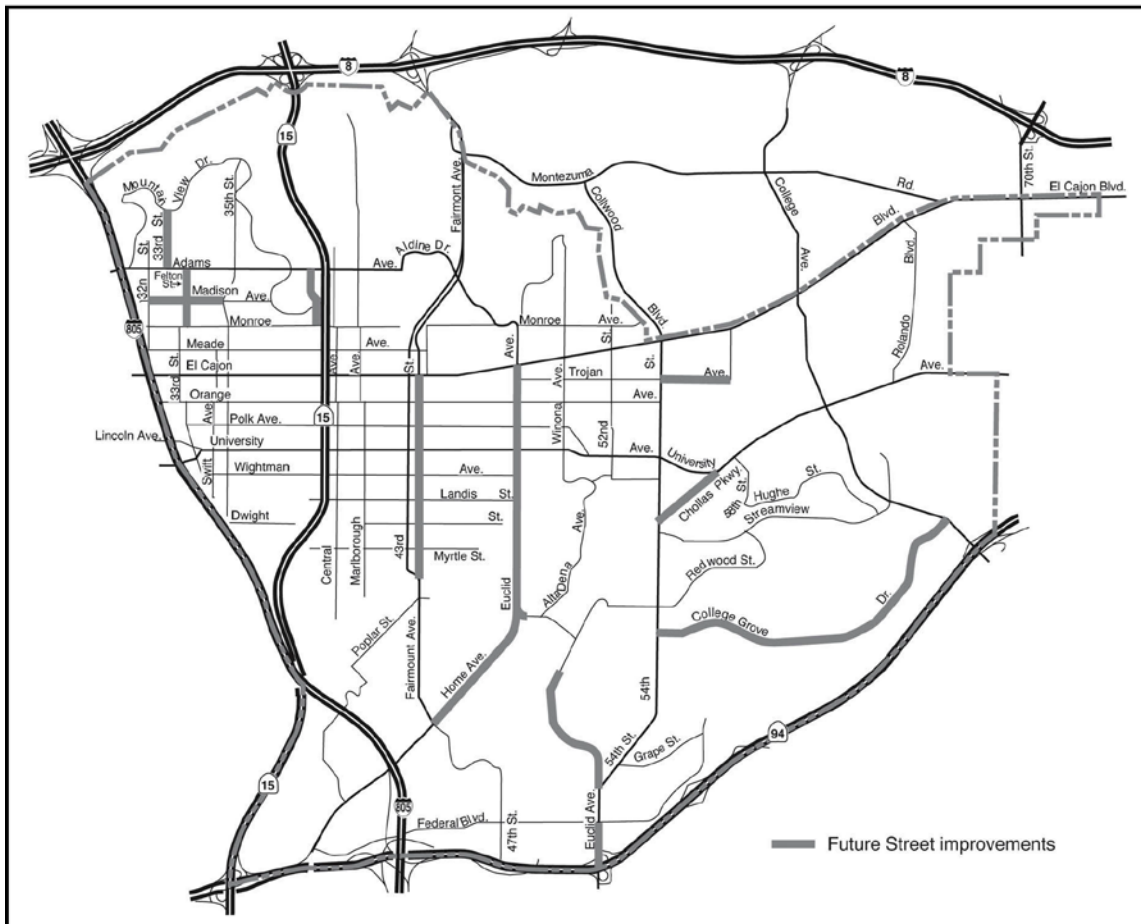
- Identify as a two-lane collector street between 58th Street and Streamview Drive.

Madison Avenue

- Upgrade to a two-lane collector street between I-805 On-Ramp to 35th Street.

Figure 26

Transportation Improvements



University Avenue

- Maintain University Avenue as a three-lane major street between I-805 and Euclid Avenue.

Other additional roadway improvements may be necessary to reduce congestion as shown on **Figure 27**.

INTERSECTIONS

Required intersection improvements to bring intersection levels of service to D or better are as follows:

Federal Boulevard/Euclid Avenue

- Widen southbound Euclid Avenue to provide one left-turn, two through, and a shared right and through lane. Widen eastbound Federal Boulevard to provide two left-turn, one through, and one shared right and through lane.

I-805 Southbound On-Off Ramps/Home Avenue

- Widen westbound approach (Home Avenue) by narrowing and relocating the median, to provide two left-turn and two existing through lanes.

El Cajon Boulevard/70th Street

- Widen El Cajon Boulevard to provide two eastbound left-turn lanes.

University Avenue/Euclid Avenue

- Widen eastbound University Avenue to provide one left-turn, two through, and one right-turn lane as redevelopment occurs.
- There should be no narrowing of sidewalks. Widen northbound Euclid Avenue to provide one left-turn, one through, and one right-turn lane.

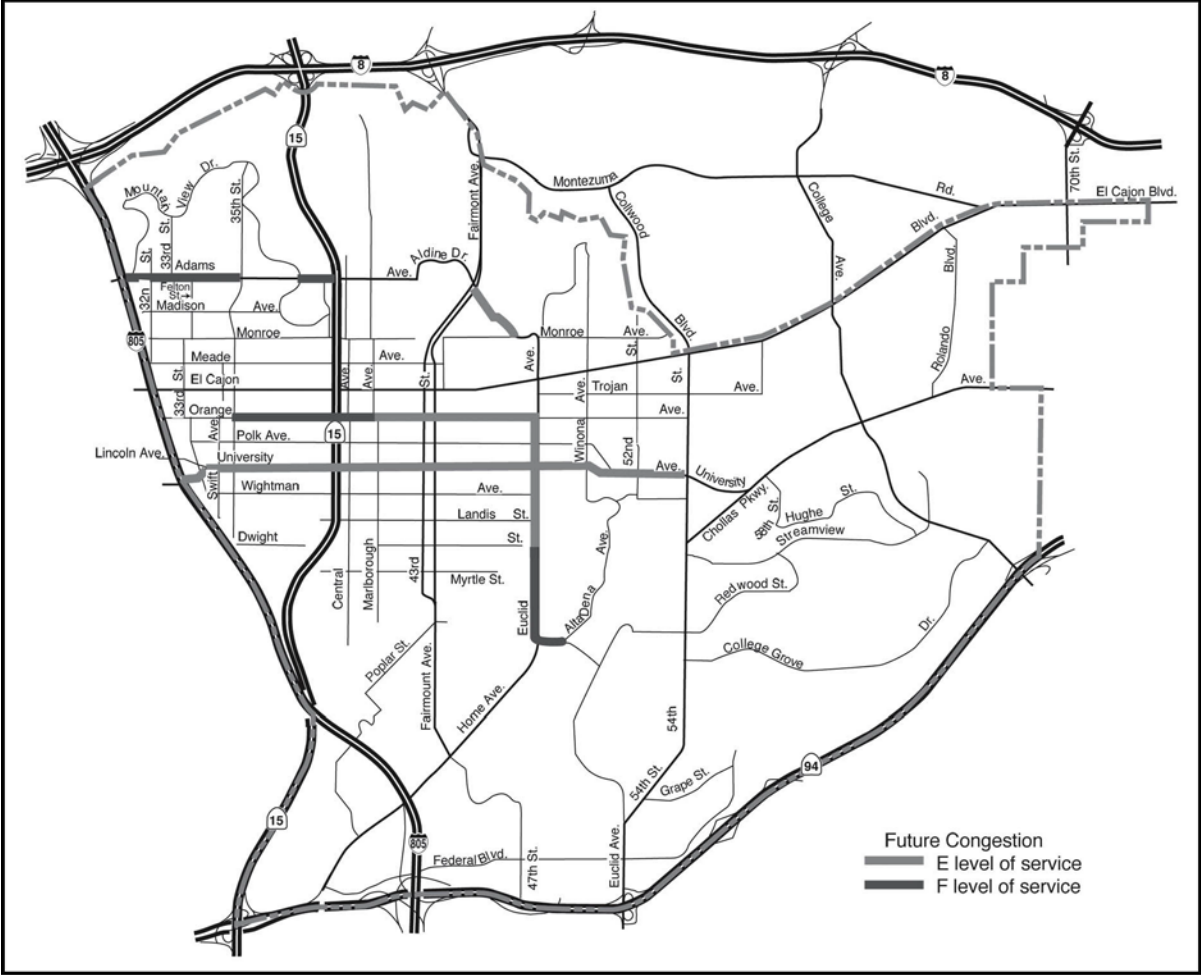
University Avenue/Boundary Street

- Widen the northbound Boundary Street to provide one left-turn lane, one through lane and one right-turn lane.

FUTURE CONGESTION

At the buildout of the community, after implementation of the plan recommendations, several streets would still operate at levels of service E and F, as shown on **Figure 27**.

Figure 27
Future Congestion



PARKING

As a result of historical development patterns, changed demographics and current parking needs, the Mid-City community faces problems with the quantity, location and safety of its existing parking supply. The older, predominantly single-family areas were developed with parking standards that were appropriate for the early 20th Century, but do not meet current demands, even in areas that have remained single-family neighborhoods.

Furthermore, the widespread introduction of multifamily development in single-family dwelling neighborhoods and increases in the average number of residents per multifamily dwelling unit exacerbated the already insufficient supply of parking.

Although commercial areas have an adequate supply of parking, its location and configuration is unsuited to the needs of current businesses. Moreover, security is compromised by large, empty areas devoid of activity in the evening and off-peak hours.

Vision: Adequate, appropriately located and safe parking to service Mid-City.

Goal

- To provide parking that is adequate for its intended use, but that does not produce negative impacts on community character by providing an oversupply of parking.

Recommendations

- The character and viability of commercial development should be considered in the development and application of parking requirements.
- Locate parking so as to minimize impacts on pedestrians.
- Encourage opportunities to share parking among various uses.
- Pursue the establishment of parking districts to provide public parking facilities and services, financed by such devices as in-lieu fees, parking meters and parking permits.
- Where private off-street parking is inadequate, consider the provision of diagonal on-street parking to increase the total supply of parking spaces.
- Locate larger parking areas strategically in relation to transit stops to enhance transit usage.

MASS TRANSIT

BACKGROUND

The San Diego Metropolitan Transit System (MTS) operates the system of buses and the trolley or Light Rail Transit (LRT). They are overseen by the Metropolitan Transit Development Board (MTDB).

The Mid-City community is considered a high-density population center. Many major activity centers are located nearby, including Centre City, Balboa Park, Qualcomm Stadium, Mission Valley, and San Diego State University. A large percentage of the Mid-City population is transit-dependent, especially senior citizens and low-income residents. This is especially true in the higher population density areas, where up to 24 percent of households are without a vehicle compared to ten percent citywide, and over ten percent use transit to get to work, versus four percent citywide.

Public transit is presently provided at levels equivalent to or better than elsewhere in the City.

Vision: An efficient transit system that features fixed rail, electric buses and intracommunity shuttles.

BUS

Mid-City has a very high level of bus transit service as shown on **Figure 28**. Bus service is provided on three major east-west corridors: El Cajon Boulevard, University Avenue, and Adams Street. North-south service is provided on: Fairmount Avenue, 54th Street, and College Avenue.

RAIL

Fixed rail transit has been studied in the past for El Cajon Boulevard and has not been found to be viable.

Goals

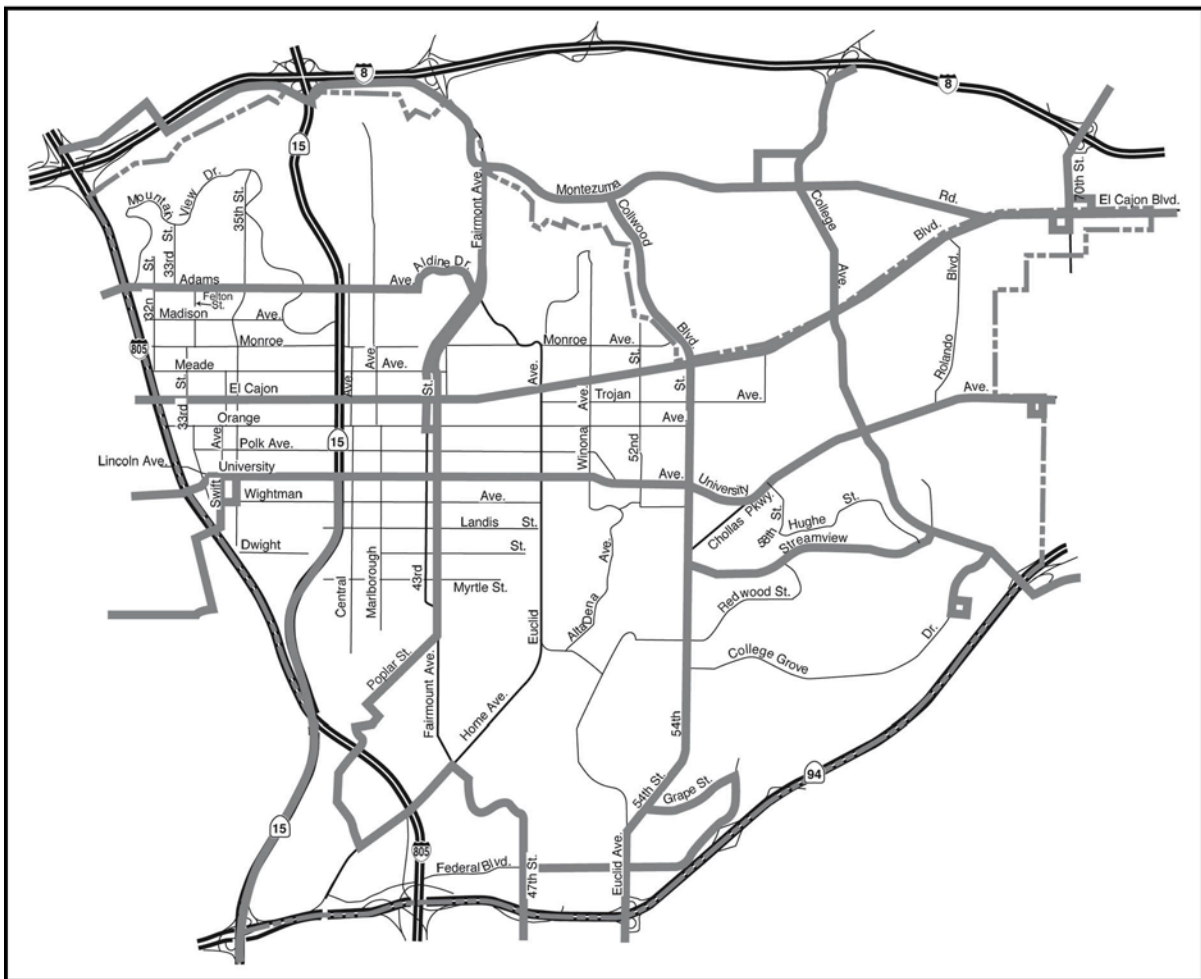
- To provide accessible public transit service for all residents, employees, shoppers and visitors to Mid-City.
- To provide a high level of public transit service along major corridors.
- To provide direct public transit access to major regional employment centers.

Recommendations

- Provide fixed rail transit on I-15 as soon as possible (currently under study by MTDB).

- Reevaluate the feasibility of a fixed rail transit corridor along El Cajon Boulevard or adjacent east-west streets.
- Consider the expansion of express bus service in Mid-City, linking the population centers to major activity centers in San Diego.
- Enhance existing urban level bus service to the extent possible by increasing the frequency of service, adding express service, reducing headway between buses, allowing buses to preempt traffic signals, and improving transit stops and surfacing of streets along bus routes.
- Consider the feasibility of restoring the fixed rail service on University Avenue between I-805 and Euclid Avenue, or provide a “rubber tire trolley” service.
- Provide bus shelters on all transit corridors.
- As a major north-south transit route, there should be no reduction in service along 54th Street.

**Figure 28
Bus Routes**



PEDESTRIAN CIRCULATION

BACKGROUND

The density and mixture of land uses put residents in close proximity to multiple destinations, allowing walking to be a significant mode of transportation. Pedestrian activity also contributes to the viability of public transit in Mid-City.

Pedestrian travel is accommodated by a sidewalk system along most streets in the community.

Vision: Encourage and enhance pedestrian and bicycling as effective modes of personal transportation.

Goal

- To provide adequate sidewalks and paths.

Recommendations

- Sidewalks should be provided along all street frontages except in steep hillside areas where there is no access to adjoining properties.
- Sidewalks in commercial areas should be paved to the curb with trees spaced along the curb, and extend from the curb to the property line, generally ten feet to 14 feet wide.
- Sidewalks that are replaced in residential areas should maintain the same location with respect to the curb.
- Sidewalks should not be reduced in width through street widening, encroachments, or by other means.
- Provide a sidewalk on the Euclid Avenue bridge over Chollas Creek.
- Cover the curb returns at the drainage channel outlets on Chollas Road and Chollas Parkway.
- All sidewalks with high pedestrian usage should be lighted with pedestrian-oriented streetlights.
- Provide adequate security for pedestrians with lighting and design of landscaped walkways to ensure visibility.
- Street trees should provide maximum shade and be equally spaced.
- Closing streets is discouraged. If a street is closed, to the extent possible, pedestrian and bicycle access should be maintained.
- Garages should face alleys where available or should be set back from the front of the principal structure.
- Private streets and gated developments are discouraged.

- Provide direct pedestrian access from sidewalks to storefronts and residential units where feasible.
- Provide a pedestrian orientation in commercial areas with storefronts and display windows close to sidewalk.
- To the extent possible, encourage implementation of traffic calming programs to reduce vehicle speeds through residential neighborhoods.
- Systematically upgrade deteriorating sidewalks, curbs, and gutters.
- Historic scoring patterns and ID stamps should be retained or duplicated when sidewalks are replaced.

BICYCLE SYSTEM

The existing and proposed bicycle system within the Mid-City Community Plan area is shown in **Figure 29**.

The City has three classifications of bikeways.

The bikeway types and bicycle facilities classifications are shown in **Appendix B**. The pedestrian/bikeway bridge over SR-15 at Monroe Avenue should be a minimum of 12 feet wide.

**Figure 29
Bikeways**

