

College Area

Community Plan

Hearings Draft





Approvals and Adoptions

Action	Planning Commission Date	City Council Adoption Date	City Council Resolution
Adopted College Area Community Plan Update			

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1 Introduction



Purpose

The College Area Community Plan establishes a vision and strategy to guide future development within the College Area, consistent with the General Plan. It contains goals and policies to provide direction on what types of future uses and public improvements could be developed in the College Area community.

Organization

The Community Plan includes ten Elements (chapters) that are divided into sections that discuss specific topics. Each element contains goals that express a broad intent, and policies that reflect specific direction, practice or guidance that may need to be developed further and/or carried out through implementing actions by the City, other governmental agencies, or property owners

Amendments

The Community Plan can be amended to address changes that are consistent with the General Plan.

Municipal Code

The Municipal Code implements the Community Plan land use designations through citywide zones that specify permitted land uses, residential density, floor area, building massing, landscape, streetscape and other development regulations to achieve the Community Plan's vision.

Regional Location

The Community Plan area is in the central portion of the city, eight miles east of downtown, and immediately south of Interstate-8 (I-8) as shown in Figure 1.1.

Community Plan Area

The Community Plan area is approximately 1,924 acres and shares boundaries with the communities of Navajo, Mission Valley, Kensington-Talmadge, and Eastern Area. The Community Plan includes a revision to the boundary between the College Community Plan Area and the Kensington-Talmadge Community Plan Area. The boundary adjustment added open space lands south of Montezuma Road and the properties west of Collwood Avenue (north of El Cajon Boulevard and fronting both sides of Monroe Avenue) to the Kensington-Talmadge Plan Area. The Community Plan area is bounded by I-8 to the north, the City of La Mesa to the east, El Cajon Boulevard to the south and southeast and Collwood Boulevard, Montezuma Road, and Fairmount Avenue to the west as shown in Figure 1-1.

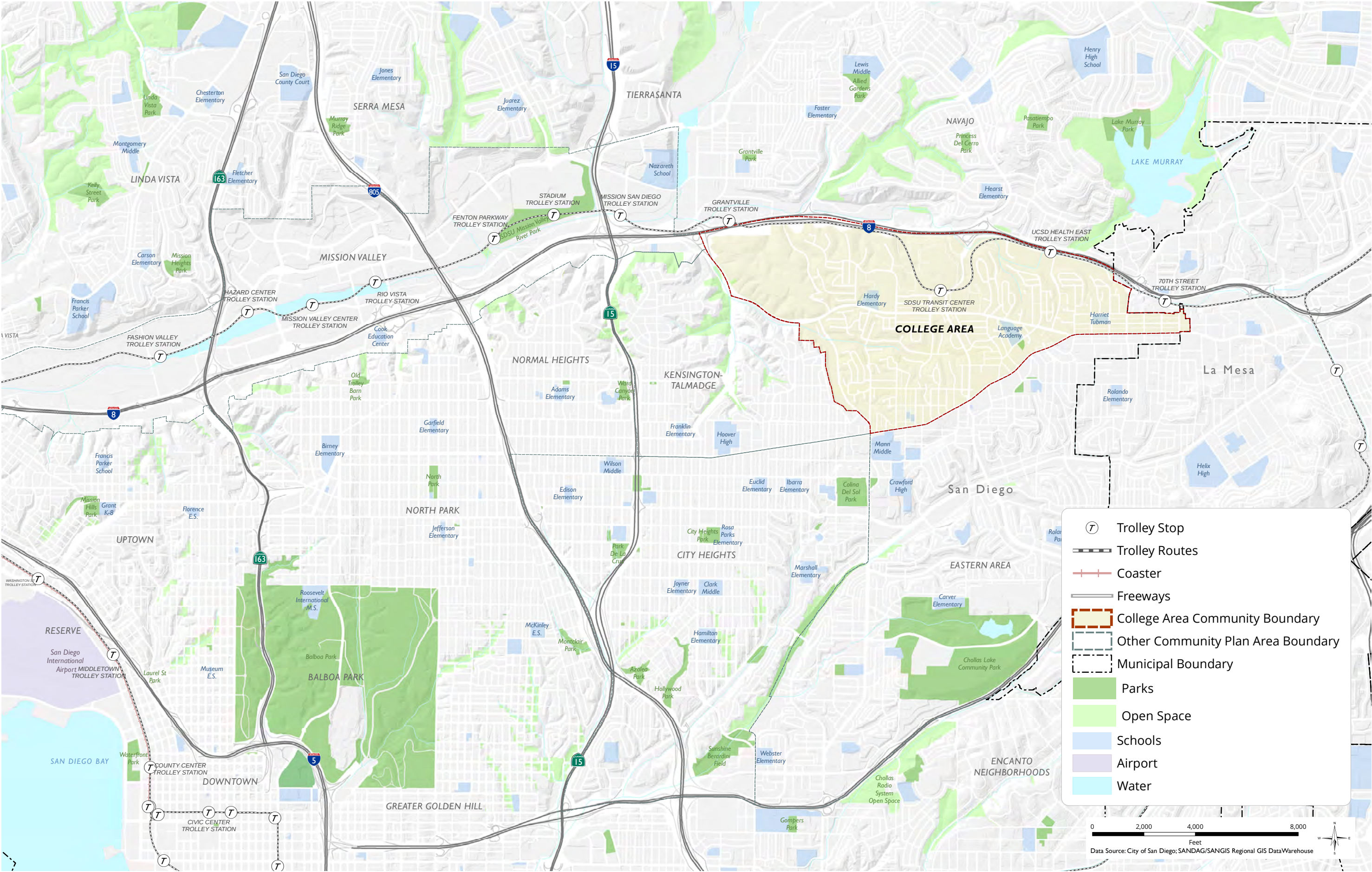
Historic Context

El Cajon Boulevard, once part of U.S. Route 80, served as a major commercial gateway between Imperial County and Downtown San Diego. Starting with construction of San Diego State University in 1931, the rise of automobile ownership drove commercial development along the Boulevard and residential development on adjacent gridded streets.

The post-World War II era brought significant growth to the College Area, where the community evolved with the rise of the automobile. Commercial buildings were set back from El Cajon Boulevard to accommodate parking. This auto-oriented design contrasts with the older, pedestrian-friendly pockets of the community near the El Cerrito neighborhood, where storefronts line the sidewalks. Residential areas further from El Cajon Boulevard were developed with curved streets and cul-de-sacs around canyons.

Construction of I-8 in 1951 and the development of Mission Valley in the following decades shifted commerce from neighborhood businesses to regional shopping centers outside of the community. This transition resulted in a decline in commercial activity along El Cajon Boulevard, leaving storefronts struggling to attract and retain businesses.

Figure 1-1: Regional Location



GUIDING PRINCIPLES

- Buildings, streets, parks and public spaces that provide places to gather, enhance community identity and promote sustainability and livability.
- Diverse and accessible housing opportunities near the East Campus Medical Center at UC San Diego Health, San Diego State University, transit corridors and activity centers.
- Safe, enjoyable, and efficient travel that makes it easy to travel without a car.
- A thriving, sustainable, and innovative business district that contributes to community vitality and growth.
- Strong connections to San Diego State University to promote community investment, including start-ups, craft businesses, and good jobs.
- Improved air quality, health, recreation, and connectivity between neighborhoods, parks, schools, businesses, the East Campus Medical Center at UC San Diego Health and San Diego State University.
- Preserved and expanded parks, open space, natural resources, and environmentally sensitive areas.
- A resilient and healthy community powered by renewable energy and an emissions-free transportation system.
- Spaces that support cultural exchange with the community, local businesses, schools, East Campus Medical Center at UC San Diego Health, San Diego State University and other local arts organizations.
- Tree lined mixed-use corridors for people to walk and bike to nearby activity centers including shopping, jobs, schools, transit, parks and San Diego State University.
- New buildings with restaurants, stores, offices and homes that can serve as spaces for people to gather and socialize.
- Opportunities for a variety of new homes for families to move into the community, create opportunities for seniors that wish to downsize and remain in the community and students living near the University.

Community Context

Today, the College Area reflects a mix of single-family neighborhoods, multifamily housing, and the El Cajon Boulevard Commercial Corridor bisected by Montezuma Road, College Avenue, and a handful of other major streets. Placemaking opportunities are concentrated in the envisioned Campus Town Center along Montezuma Road - where mixed-use, pedestrian-oriented development can extend the university's vibrancy into the community - and at key intersections along El Cajon Boulevard, which serve as major activity nodes. These placemaking opportunities aim to cultivate vibrant corridors and nodes that integrate housing, retail, and public spaces, supporting both community identity and connectivity. See Appendix E: "Community Atlas Existing Conditions: Development Patterns & Building Form" for more information on the existing built environment in College Area.

San Diego State University

San Diego State University is the heart of the community and attracts students from beyond San Diego, which has increased the need for student housing both on and off campus. In 2024, San Diego State

University had a total enrollment of almost 35,500 students - with 8,500 students living on campus - and employed 6,890 faculty and staff.

Student Housing

The gap between SDSU's enrollment and the number of on-campus beds creates ongoing demand for off-campus housing. While SDSU is planning additional student housing on the mesa campus and could consider options at the SDSU Mission Valley Campus, these efforts will not fully meet demand. Purpose-built off-campus housing will continue to play an important role for student housing, though new on-campus capacity may help temper future pressures.

Population

The total 2024 College Area population was approximately 29,400, which includes students living on campus; the household population is approximately 20,380. There are 13,330 people working at jobs in the community. The community population is largely influenced by San Diego State University student demographics and jobs associated with the University. See Appendix F: "Community Demographics (2024)" for more information on the existing build environment of College Area.

Vision

A college town with vibrant mixed-use corridors, villages and nodes that connect to neighborhoods and San Diego State University and enhance the community.

Relationship to Plans

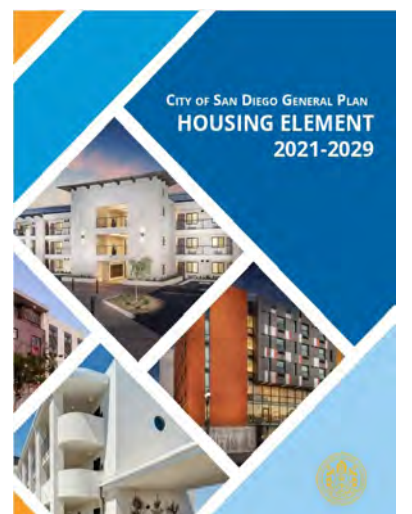
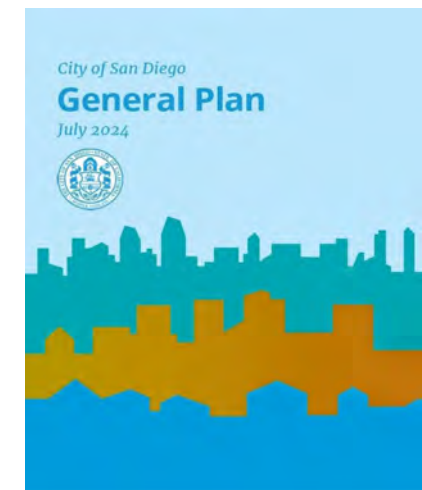
General Plan

The General Plan provides an equitable and sustainable policy framework for how the City will develop based on the City of Villages strategy within Climate Smart Village Areas, supported by convenient and affordable opportunities to walk/roll, bike and ride transit to conduct daily activities, including work, school, shopping and play. The General Plan also promotes fair housing, elimination of disparities and improved access to jobs and housing.

The Community Plan is part of the General Plan: together, they provide the framework for development in the College Area. The Community Plan builds on the General Plan policies and addresses the College Area community more specifically.

General Plan - Housing Element

The Housing Element contains policies to affirmatively further fair housing, which means taking meaningful action to address significant disparities in housing needs and access to opportunity; replacing segregated living patterns with truly integrated and balanced living patterns; transforming racially and ethnically concentrated areas of poverty into areas of opportunity; and fostering and maintaining compliance with civil rights and fair housing laws. The City is committed to affirmatively furthering fair housing by developing and implementing policies to encourage new homes of all affordability levels in all communities.



Climate Action Plan

The Community Plan helps to implement the Climate Action Plan’s strategies to reduce greenhouse gas emissions by addressing community-specific land use, mobility, and urban design actions that - together with citywide policies - put the City on a trajectory to help achieve the City’s climate goals.



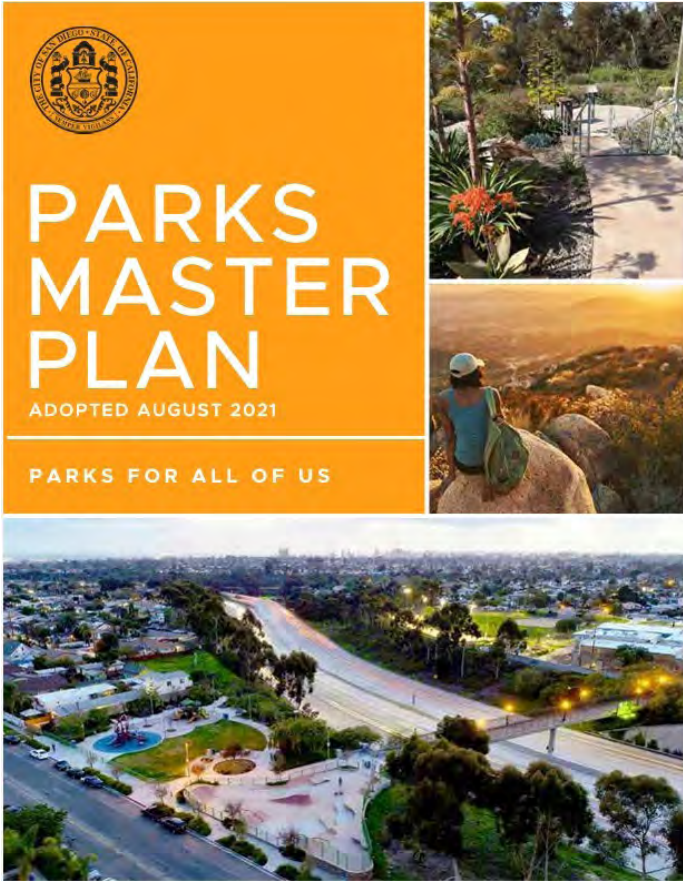
Multiple Species Conservation Program

The Community Plan aligns with the Multiple Species Conservation Program Subarea Plan, which helps to preserve habitat and open space and covers core biological resource areas identified as the City’s Multi-Habitat Planning Areas.



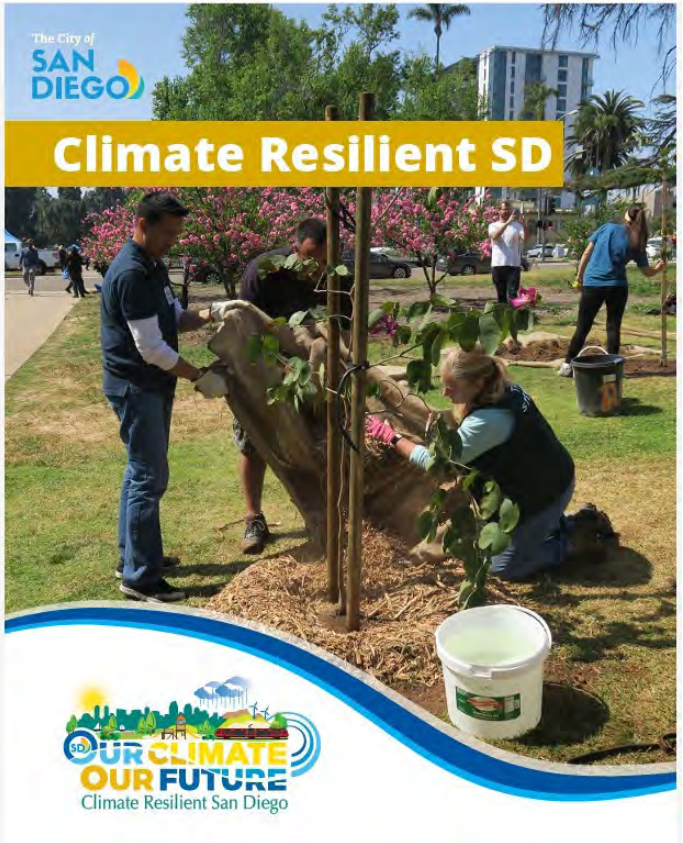
Parks Master Plan

The Community Plan uses the Parks Master Plan’s recreational value-based park standard to address the quality of existing and planned parks and recreation facilities



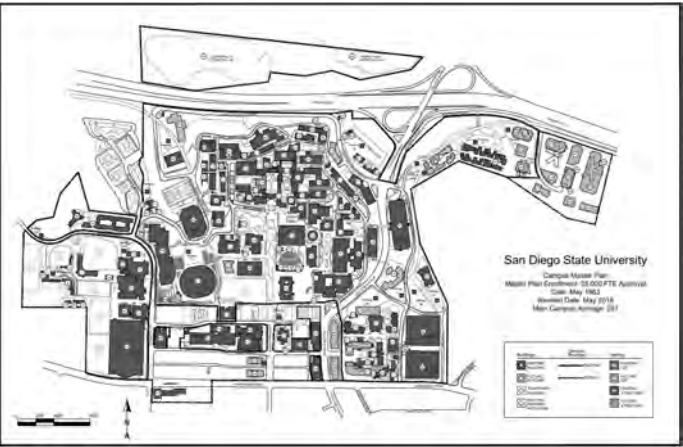
Climate Resilient SD

Climate Resilient SD is a comprehensive plan to address climate hazards. The Community Plan contains polices that further address climate change hazards outlined by the Climate Resilient SD plan including wildfires, drought, extreme heat, and flooding in a manner that can best improve the lives of people.



San Diego State University Campus Master Plan

The San Diego State University Campus Master Plan guides the development of the campus and provides a long-term vision for future student enrollment demand and facilities, including the potential for additional student beds.



Creative City Cultural Plan

Creative City is a comprehensive cultural plan to advance arts, culture, and creativity for all San Diegans. This plan articulates a collective vision and outlines specific goals, strategies, and actionable steps to sustain and enhance San Diego's creative sector. It is aligned with the City’s strategic priorities, emphasizing the vital role of the creative sector in shaping our city. Additionally, it establishes a strong policy framework to foster the growth and development of arts and culture in our neighborhoods and the broader transborder region, ultimately positioning San Diego as a global creative hub.



Plan Background

Prior Community Plans

The College Area has been updated four times since the first long-range plan was adopted in 1965 to address the evolving needs of the community. The 1965 plan focused on high-density housing near the University to resolve parking and circulation issues. The 1974 plan emphasized community character, with added provisions for fraternity and sorority houses in a 1983 plan amendment. The 1986 Mid-City Plan introduced urban design guidelines specifically to address development along El Cajon Boulevard. The 1989 College Area Community Plan expanded the community boundaries to include the north side of El Cajon Boulevard and neighborhoods east of Reservoir Drive.

The Core Sub-Area Design Manual was adopted in 1997 to guide redevelopment of 59-acres south of San Diego State University as part of the former redevelopment area. It was replaced with the urban design policies in the Community Plan.

Community Engagement

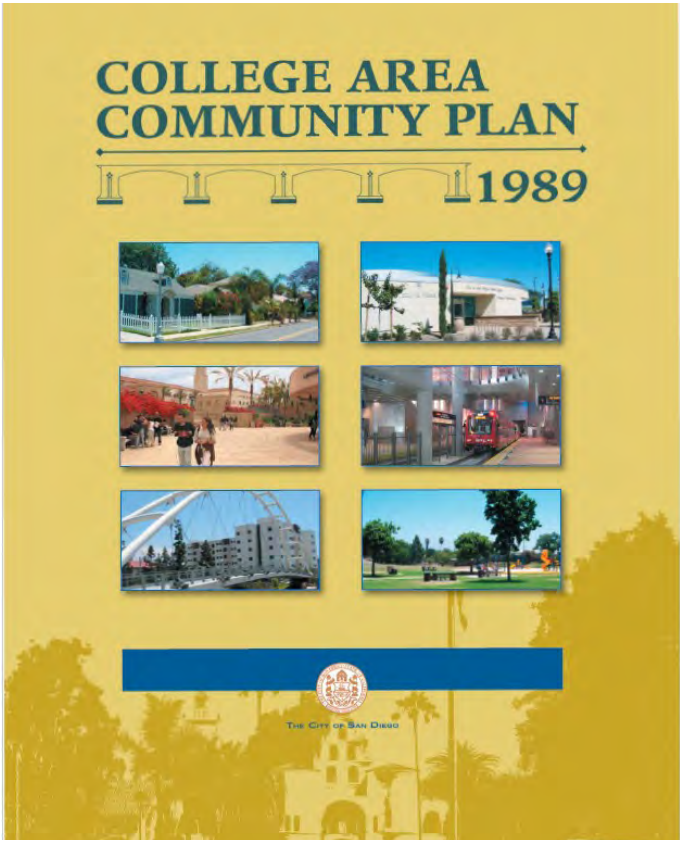
The Community Plan reflects input provided by the Community Plan Update Committee, who helped prepare the Vision and Guiding Principles. City staff held open houses, met with community members, and conducted online surveys to help gauge preferences on mobility, housing, urban design and public spaces and land uses that helped inform the Community Plan.



Community "7-Visions" Report

The Community Plan incorporates and builds upon the “7-Visions” Report which the College Area Community Council prepared with involvement from community members and other stakeholders. The “7-Visions” include:

1. Meet the community’s future housing needs by adding residential and mixed-use density along the community’s major corridors and at the three main intersections.
2. Reduce traffic congestion and improve local mobility.
3. Encourage the development of a “Campus town” on Montezuma Road on the southern edge of San Diego State University.
4. Convert Montezuma Road east of College Avenue into a linear park and an extension of the “Campus town”.
5. Create a sense of identity and place.
6. Establish connections between the community and San Diego State University.
7. Protect the integrity of single-family neighborhood.



2

Land Use

GOALS

- Villages and corridors with transit-oriented development to form walkable connections and an attractive, lively and unique atmosphere.
- A 'campus-town' near San Diego State University.
- Diverse housing options through construction of new homes and preservation of existing homes that enhance neighborhoods and include places for people of all incomes to live and work.

Introduction

The Land Use Element establishes the land use framework for the community. The Community Plan envisions opportunities for homes and commercial uses along transit corridors within villages and nodes and adjacent to San Diego State University to support walking/rolling, biking and riding transit to conduct daily activities, including work, school, shopping, and play

Planned Land Uses

The plan land use map provides the opportunity for a wide range of housing types for various age groups, household sizes and income levels. It is a graphic representation of policies contained in the Community Plan and illustrates the land use designations and residential density to guide development as shown on Figure 2-1.



Villages, Nodes and Corridors

The Community Plan land use map designates higher density mixed-use and residential uses along corridors and mixed-use villages and nodes that support opportunities for transit-oriented development. Residential development - which can include student, senior and affordable housing - will activate the area and take advantage of transit service. Active pedestrian-oriented retail uses along corridors that include El Cajon Boulevard, College Avenue and Montezuma Road can serve as connections between villages and the San Diego State University campus as shown on Figure 2-1.

Campus Town Center

The Community Plan land use map designates a mix of uses and multi-family residential adjacent to San Diego State University to create a 'campus-town' and additional opportunities for students and staff to live near campus as shown on Figure 2-2.

The Community Plan envisions the campus town as a vibrant, pedestrian- and transit-oriented student-oriented community village that serves as a landmark and attraction for the City and the region by having a mix of entertainment, office, retail, visitor lodging, residential, public, creative / arts / cultural and park uses.

College Avenue can provide a focal point, with pedestrian-oriented retail uses for shopping and dining, and spaces for social interaction and gathering. Parks, plazas, and other types of public space can provide active and passive recreation opportunities.

Transitions

The plan land use map has transitions from higher density on the major corridors, villages and nodes to medium and lower density within the adjacent neighborhoods as shown on Figure 2-3.

Land Use Designations

The land use designations represent the General Plan and Community Plan policies and are broad enough to provide flexibility in implementation, and clear enough to provide sufficient direction to carry out the Community Plan vision as shown on Figure 2-4.

Figure 2-1: El Cajon Boulevard - Corridor Concept



Figure 2-2: Campanile Campus Town Center Concept



Figure 2-3: Mohawk Street - Transition Concept

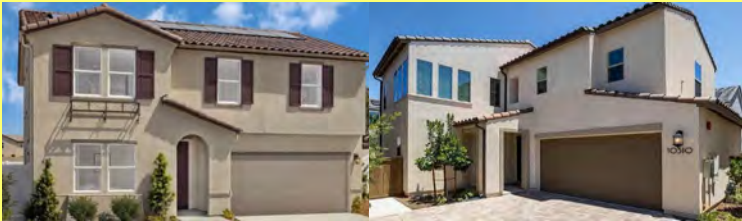


Figure 2-4: Land Use Designations - Residential



Very Low 1 - Residential (1 du/ac)

Provides for very low-density single-family homes and accessory dwelling unit homes on larger lots.



Low 2 - Residential (5-9 du/ac)

Provides for low density smaller-scale single-family homes and accessory dwelling unit homes.



Low 3 - Residential (10-15 du/ac)

Provides for detached, small lot, single-family homes or attached, duplexes, townhomes and rowhomes.



Low 4 - Residential (16-29 du/ac)

Provides for small lot single family and attached townhomes, rowhomes, or stacked flats.



Medium 1 - Residential (30-44 du/ac)

Provides for attached townhomes, rowhomes, stacked flats and multifamily buildings.

Medium 2 - Residential (45-54 ~~55~~ du/ac)

Provides for multi-family buildings.



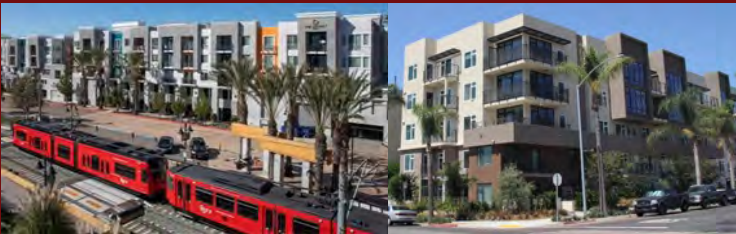
Medium 3 - Residential (55 ~~56~~ 73 du/ac)

Provides for multi-family home buildings and can have retail uses and public spaces.



Medium 4 - Residential (74-109 du/ac)

Provides for multi-family buildings and can have retail uses and public spaces.



High 2 - Residential (110-218 du/ac)

Provides for multi-family buildings and can have retail uses and public spaces.



Land Use Designations - Commercial and Mixed-Use



Community Commercial - (0-109 du/ac)

Provide for a variety of commercial uses, such as retail, financial services, hotels, and office, and provides space for shopping with residential uses are part of a mixed-use development.



Community Commercial - (0-218 du/ac)

Provide for a variety of commercial uses, such as retail, financial services, hotels, and office, and provides space for shopping with residential uses as part of a mixed-use development.



Community Village - (0-109 du/ac)

Provide for a variety of commercial uses, such as retail, financial services, hotels, and office, and provides space for shopping with residential uses as part of a mixed-use development.



Community Village - (0-145 du/ac)

Provides for retail, office, and residential uses, including mixed-use buildings with public spaces.

Note: FAR = Floor Area Ratio, the relationship between a building's total usable floor area and the total area of the lot on which the building stands.

Land Use Designations - Civic and Institutional

Institutional

Provides public or semi-public facilities which may include uses like schools, libraries, museums, theaters, cultural centers, and public safety (i.e. police and fire stations).



Hospital

Provides for the UC San Diego East Campus Medical Center and associated medical facilities and offices, which is adjacent to the Alvarado Trolley Station.



San Diego State University

The San Diego State University campus.



Land Use Designations - Civic and Institutional



Parks

Allows for passive and active recreational uses, such as linear parks, community parks, and neighborhood parks.



Open Space

Maintains areas of undeveloped canyons and hillsides which can contain environmentally sensitive resources.

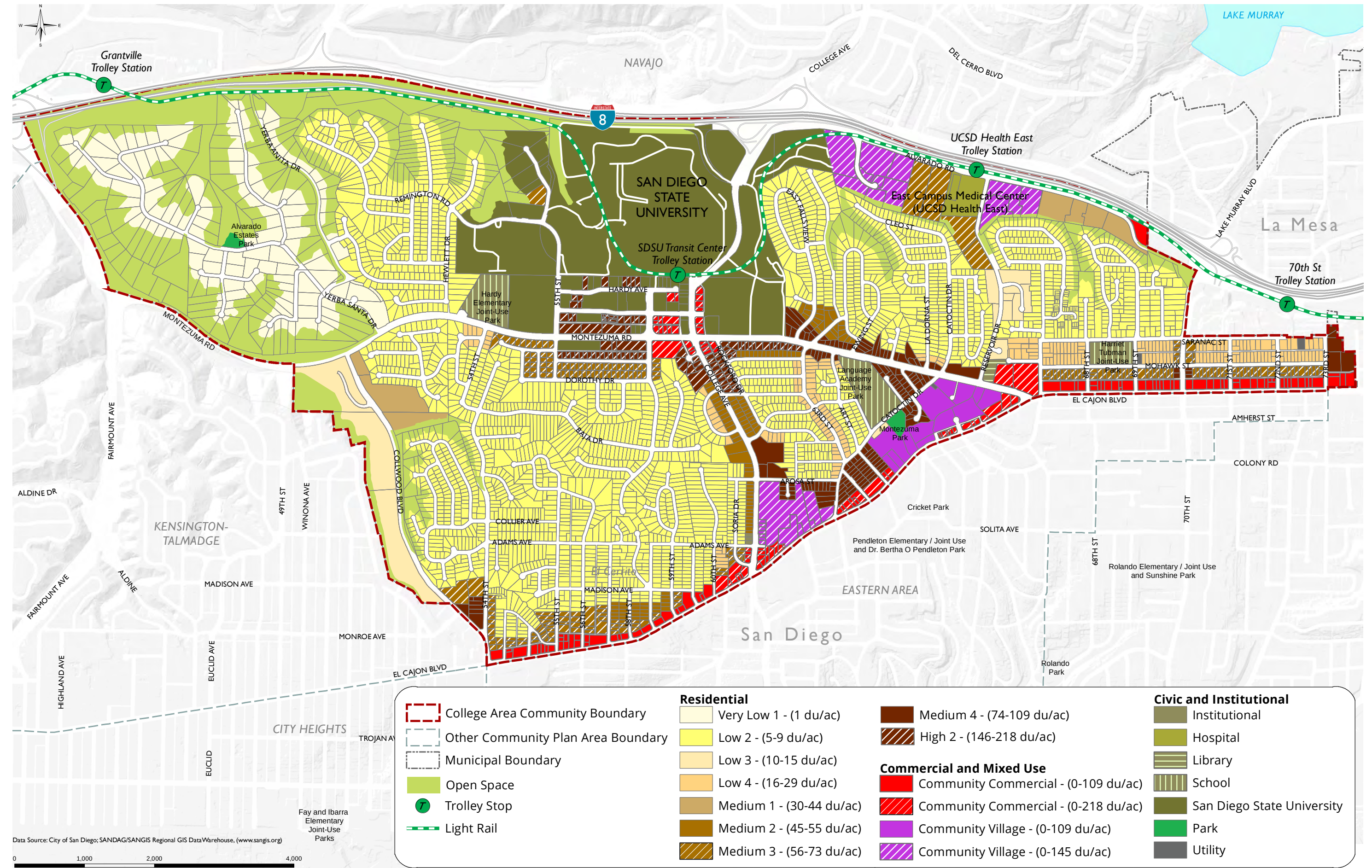


Utility

Provides for public utilities and services.



Figure 2-5: Land Use Map



Fair Housing

The Community Plan affirmatively furthers fair housing by encouraging new homes of all affordability levels with access to services, resources, and jobs located near transit.

Environmental Justice

Environmental Justice focuses on reducing pollution exposure; improving air quality; and promoting access to public facilities, fresh food, safe and healthy homes, and physical activity. The General Plan Environmental Justice Element contains policies that encourage and support inclusive public engagement in City decisions. It strives to uphold existing high-quality public spaces and amenities while creating space for more inclusive practices that foster a San Diego where all community members have equal access and opportunities, regardless of where they live in the city. These efforts work to advance environmental justice and improve the quality of life for all San Diegans.

The community plan includes frameworks for land use and mobility that help implement the General Plan Environmental Justice Element. The Community Plan land use framework encourages mixed-use, transit-oriented villages with diverse housing types and retail amenities to reduce dependency on car trips, along College Avenue, El Cajon Boulevard and Montezuma Road. The Community Plan mobility framework promotes pedestrian friendly “Complete Streets” that prioritize walking, biking, and public transit, and include shade trees and landscaping. Together, the land use and mobility frameworks will help to reduce vehicle-related air pollution and improve air quality, promote connectivity and better access to public facilities and daily needs.

Noise

The General Plan Noise Element provides goals and policies to guide compatible land uses and to incorporate noise attenuation measures for new buildings that will protect people living and working in the City from an excessive noise environment. The primary sources of noise are from traffic on streets, I-8 and commercial activity. The General Plan Noise Element provides land use and noise compatibility

guidelines and policies. City noise regulations limit noise levels and operational hours by use.

Planning Horizon

The Community Plan policies provide a land use direction over a 30-year planning horizon. Table 2-1 presents the potential development that could result from the planned land uses and provides a reasonable assessment of College Area’s development potential. The designation of a site for a certain land use does not mean that all these sites will undergo change within the 30-year horizon, or that other sites will not change, since the plan does not require potential development to occur. For the purposes of calculating the future household population, the development estimate assumes that 2.51 persons reside in a home with vacancy rates of 12 to 13.9 percent.

Table 2-1
Development Potential

	Existing (2024)	Possible Net Future Change	Horizon Total
Population	20,400	53,540	73,940
Residential (Homes)	8,200	25,950	34,150
Non-Residential (sq. ft.)	5,470,000	-	5,470,000



Policies

Housing

- 2.1 Provide a diverse mix of housing types that are affordable to people of all incomes, including homes for seniors, students and families.
- 2.2 Support the development of deed-restricted affordable homes.
- 2.3 Encourage fair housing to providing access to services, resources, jobs and housing opportunities located near transit to support affirmatively further fair housing.
- 2.4 Encourage larger-sized homes with three or more bedrooms for families and multi-generational living.
- 2.5 Support community plan amendments that increase connectivity between streets.

Mixed-Use

- 2.6 Provide high-density mixed-use and residential development along corridors and within villages and nodes.
- 2.7 Create a high-density mixed-use college town adjacent to San Diego State University that is a community gateway and Citywide landmark, and which attracts university students, faculty and staff.
- 2.8 Encourage shopkeeper units for residents to operate office, professional and retail uses.
- 2.9 Encourage storefronts to provide neighborhood serving retail.
- 2.10 Provide flexible spaces that support alternative working options.

Commercial

- 2.11 Encourage neighborhood-supporting businesses and services along El Cajon Boulevard, within Villages, at transit stations and along College Avenue and Montezuma Road near San Diego State University.
- 2.12 Encourage pedestrian oriented commercial uses without drive-throughs.

Noise

- 2.13 Encourage the use of appropriate operational measures to reduce noise for conditionally permitted commercial uses and mixed-use developments, where eating, drinking, entertainment, and assembly establishments are adjacent to residential uses.

3 Mobility



GOALS

- A safe, efficient, enjoyable and well-connected mobility network for pedestrians, bicyclists and transit to support improved air quality, public health, and access.
- Green streets that capture stormwater and improve the pedestrian experience.
- Corridors that encourage social interaction and gathering.
- Smart infrastructure that facilitates mobility efficiency and options.

Introduction

The Community Plan envisions people being able to walk/roll, bike, and ride transit to public spaces, shops and services along corridors and within villages and nodes to help meet citywide climate goals.

Streets that are safe, accessible and easy to navigate can encourage more sustainable ways to travel, including for pedestrians, bicyclists, drivers, and transit users. Incorporating separated and well-connected bikeways, sidewalks buffered with shade trees, transit lanes, and other enhancements can help to improve connections to transit, schools, homes and businesses. This includes repurposing existing streets for transit accessibility, separated bikeways and improved walkways.

Complete Streets

“Complete Streets” accommodate all users safely and efficiently—whether they walk/ roll, bike, drive or take transit. These streets provide access for everyone by integrating features like bike lanes, pedestrian paths and public transit options as shown in Figure 3-1.

The College Area is primarily served by a few major corridors that are utilized by all modes of transportation. A “Complete Streets” approach to the College Area corridors is necessary to ensure safe and enjoyable access for all users.

Vision Zero

The Vision Zero Strategic Plan focuses on actions to reduce and eliminate severe and fatal injuries to zero by prioritizing safety through traffic calming and pedestrian improvement measures that result in safer streets for all users, such as raised crosswalks, raised median pedestrian refuges, rectangular rapid flashing beacons, curb extensions and signal timing that prioritizes pedestrians.

Walking/Rolling

The Community Plan promotes walkability through improvements that create safe, comfortable and accessible paths for people to walk/roll when traveling to transit stops, parks, businesses, schools, the Hospital and San Diego State University as shown in Figure 3-2. See Appendix D: “Community Atlas Existing Conditions: Bicycle Needs and Pedestrian Needs” for more information on the existing pedestrian conditions in the College Area.



Figure 3-1: Complete Street Concept



Pedestrian Route Types

District route types are in villages and adjacent to San Diego State University and support heavy pedestrian activity.

Corridor route types support moderate density businesses, shopping, and pedestrian activity.

Connector route types connect neighborhoods to corridors along streets with lower pedestrian activity.

Ancillary pedestrian facilities include plazas, pedestrian bridges and stairways.

Trails are paved or unpaved walkways with limited street crossings for walking and riding bikes and can serve as connections to destinations and for recreational use.

Bicycling

The College Area Planned Bicycle Network supports safe bicycling connections to transit stops, parks, businesses, schools, the Hospital and San Diego State University by designating separated bikeways throughout the community, especially on the major corridors as shown in Figure 3-5. Bicycle amenities such as bicycle parking, bikeshare, bike rentals, bike repair, signage, and wayfinding can also support bicycle use. See Appendix D: "Community Atlas Existing Conditions: Bicycle Needs and Pedestrian Needs" for more information on the existing pedestrian conditions in the College Area.

Bicycle Classifications

Class I – Bike Paths are paved paths separated from cars for exclusive use by bicyclists, pedestrians and micromobility users.

Class II – Bike Lane Bike Lanes are on-street striped lanes with markings and signage for one-way bike travel, adjacent to vehicle lanes.

Class III – Bike Routes have markings and signs to show shared use with bicycles and vehicles.

Class IV – Separated Bikeways (Cycle Tracks) are physically separated from moving vehicles with raised curbs, planters, flexible posts or parking. They can be implemented as one-way or two-way facilities.

Bus-Bike Lanes are marked, signed and striped travel lanes dedicated to transit and bicyclists. They may be considered when dedicated facilities for each mode cannot fit in the right-of-way.

Transit

The transit network shown in Figure 3-6 identifies existing local bus routes and new and upgraded high-frequency transit such as rapid bus services with dedicated lanes and other priority measures and higher-frequency regional light-rail that connects homes, transit-oriented development, schools, businesses, the Hospital, San Diego State University and job centers consistent with the 2025 Regional Transportation Plan.

Dedicated Transit Lanes

Transit lanes are dedicated to public transportation to improve transit reliability and reduce travel time.

Transit Priority Measures

In addition to dedicated transit lanes along corridors, other transit priority measures could include transit signal priority and intersection queue jumps which allow transit to bypass congestion and reduce delays.

Transit Amenities

Enhanced amenities around transit stops such as adding curb extensions, shelters, seating, lighting, shade trees, bicycle parking and landscaping can increase comfort and convenience for transit riders.



Streets

Streets designed for pedestrians, bicyclists and transit can play a major role in shaping the form and function of the community and are classified based on the type and number of lanes as shown on Figure 3-7. Refer to the conceptual cross sections for street reconfiguration in the Appendix.



Roundabouts

Roundabouts at intersections along corridors can reduce vehicle speeds, improve safety and traffic flow, reduce vehicle idling and fuel consumption such as 63rd Street and Montezuma Road and 70th Street and Alvarado Road.

Parking & Curb Management

A parking and curbside management plan can allow for a community-oriented approach to the efficient uses of on-street parking spaces, and increase turnover and parking availability as shown on Figure 3-2.

Interstate-8

Improvements to the Interstate-8 interchanges at Fairmount Avenue, College Avenue and 70th Street can enhance pedestrian and bicycle connections.

Mobility Hubs

Mobility Hubs can improve connections between transit, bike sharing, car sharing and ride hailing to help people with their first-last mile of commute for getting around the community without the need or personal vehicles. Mobility Hubs can provide additional access to and from San Diego

State University and the business district along El Cajon Blvd. Elements of mobility hubs are shown on Figure 3-3.

Intelligent Transportation Systems

Intelligent Transportation Systems use vehicle sensors, high-speed communication and adaptive signal control (which adjusts traffic signal timing based on traffic flow) to improve safety, increase roadway capacity, reduce travel times, improve service quality, and help people make travel decisions that suit their convenience and needs.

Transportation Demand Management

Transportation Demand Management strategies and programs can help to reduce solo driving trips by offering transit and parking subsidies, commuter benefits, and flexible schedules.

Emerging Technologies

The mobility network can evolve with emerging technologies to improve safety, capacity, travel times, and service quality across the transportation network, enabling people to make informed decisions when traveling. Some emerging technologies include micromobility, e-bikes, shared mobility, mobility-as-a-service, adaptive signal control, vehicle sensors, high-speed communication networks, advanced analytics and automated vehicles.

Figure 3-2: Curb Management

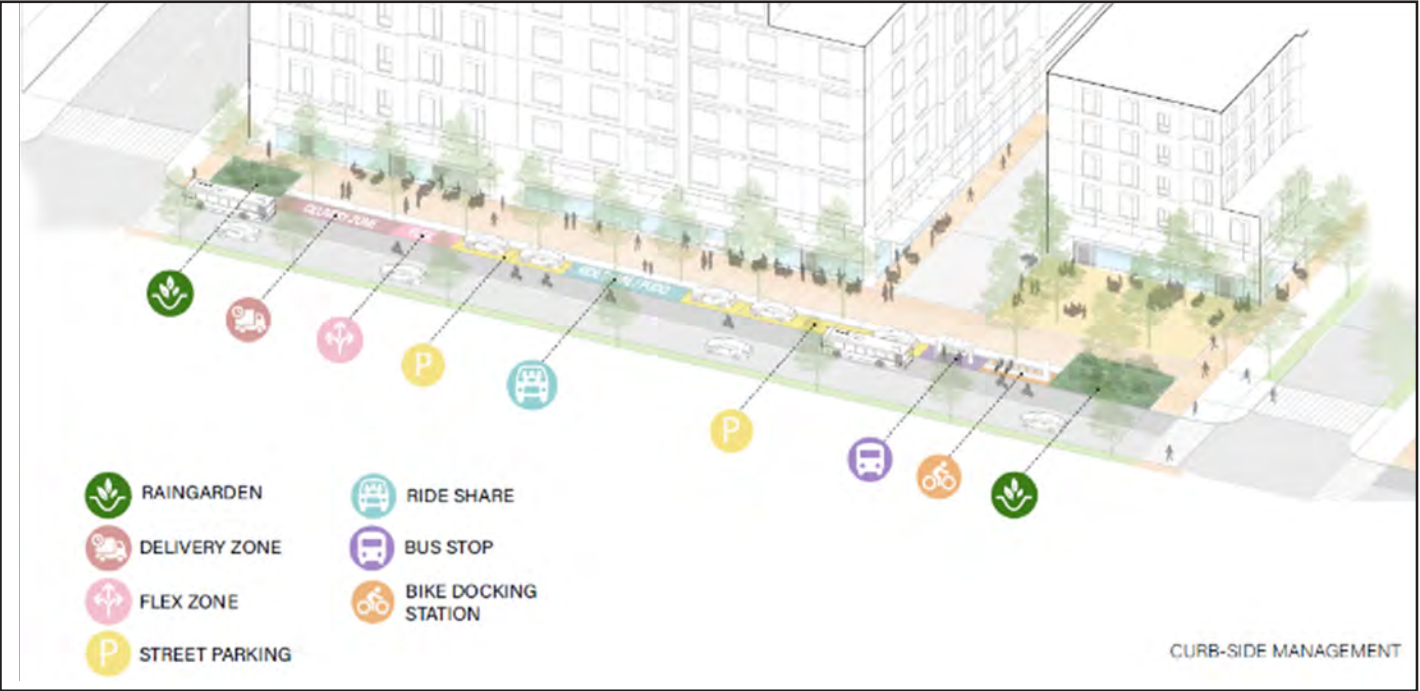


Figure 3-3: Mobility Hub

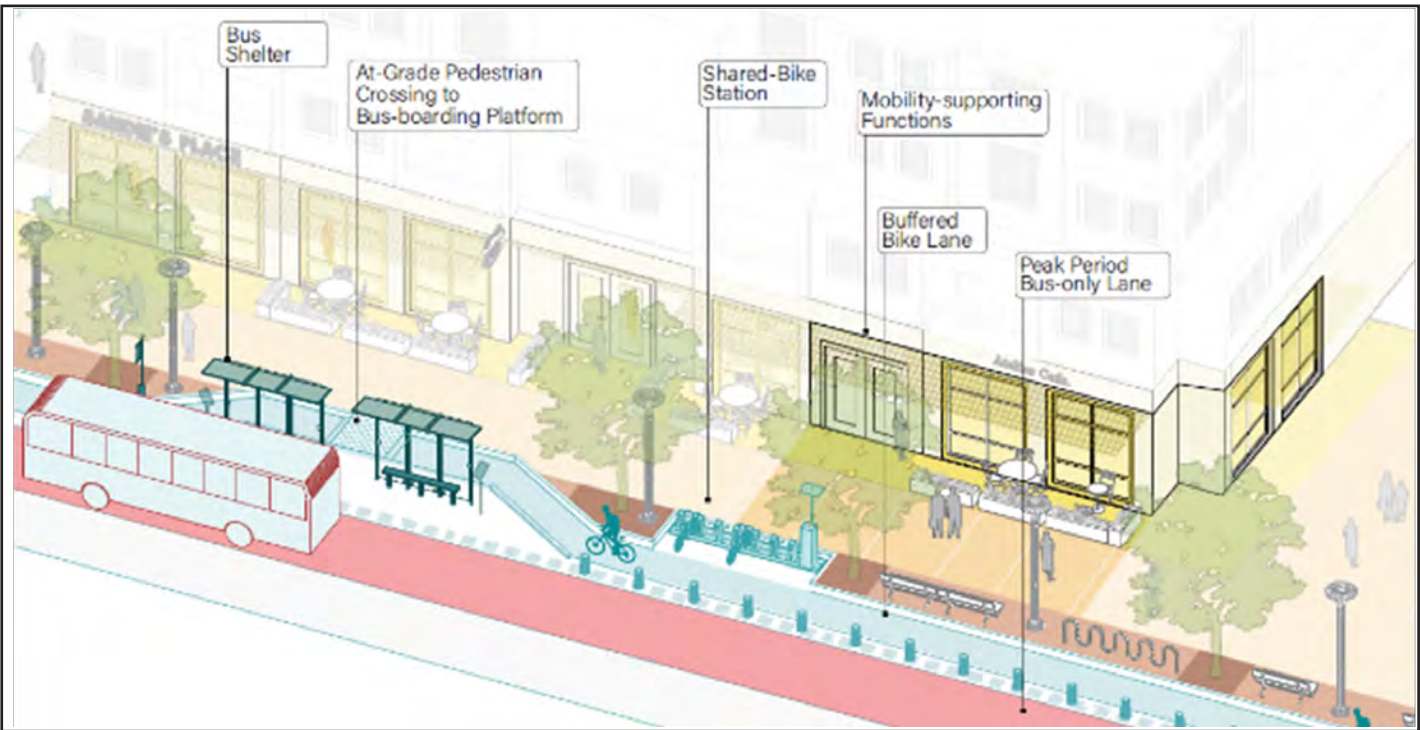


Figure 3-4: Planned Pedestrian Network

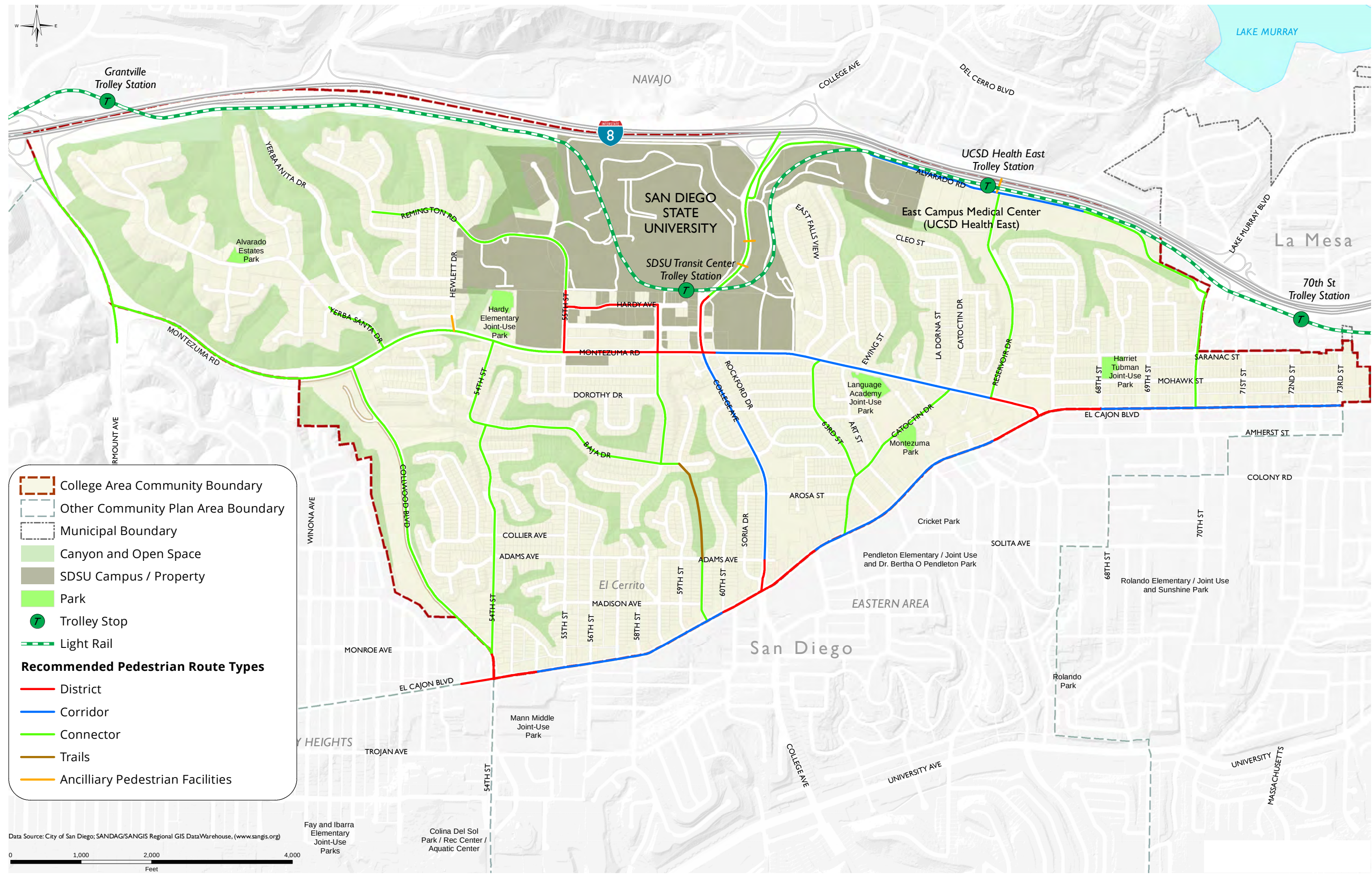


Figure 3-5: Planned Bicycle Network

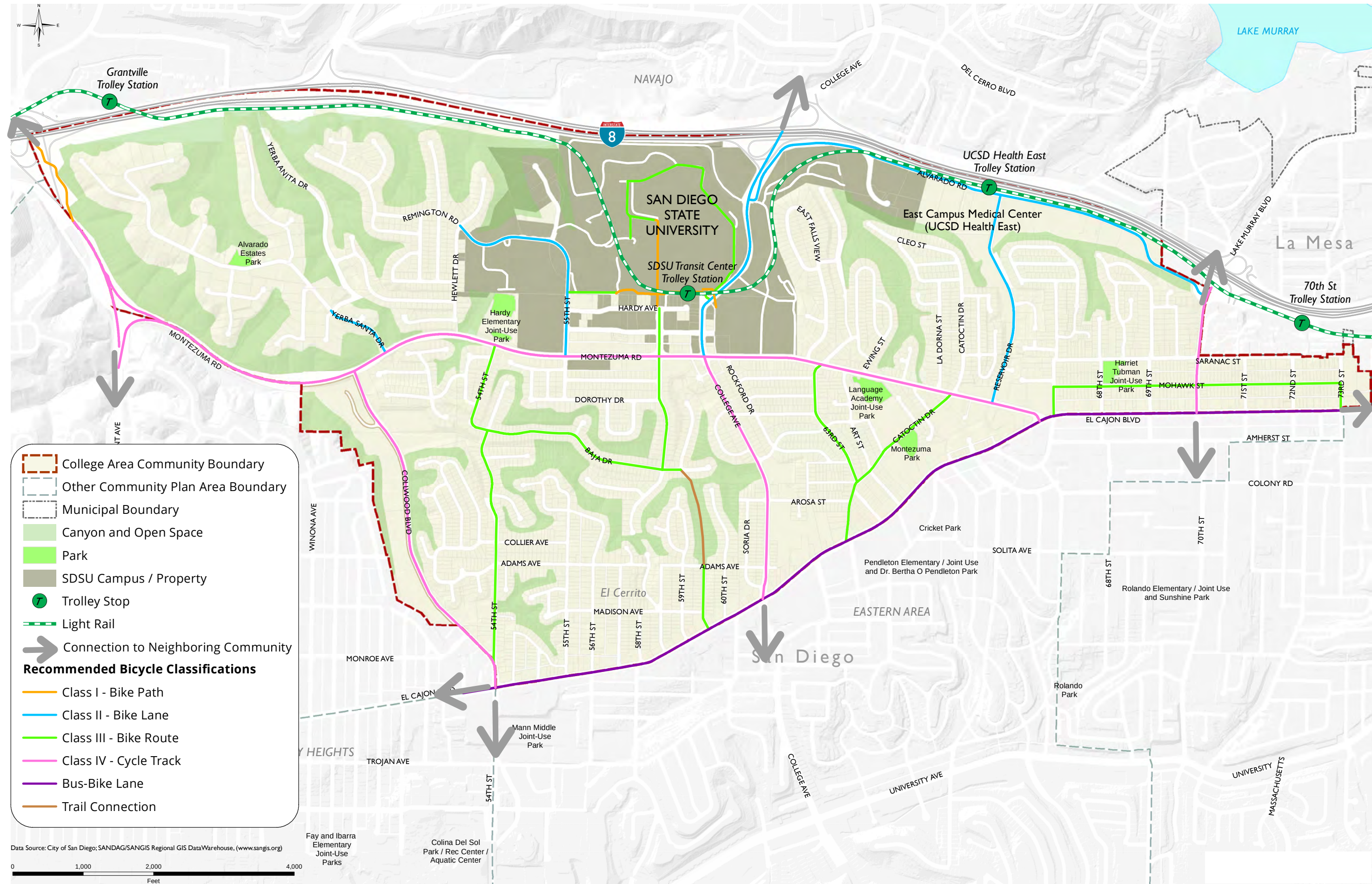


Figure 3-6: Planned Transit Network

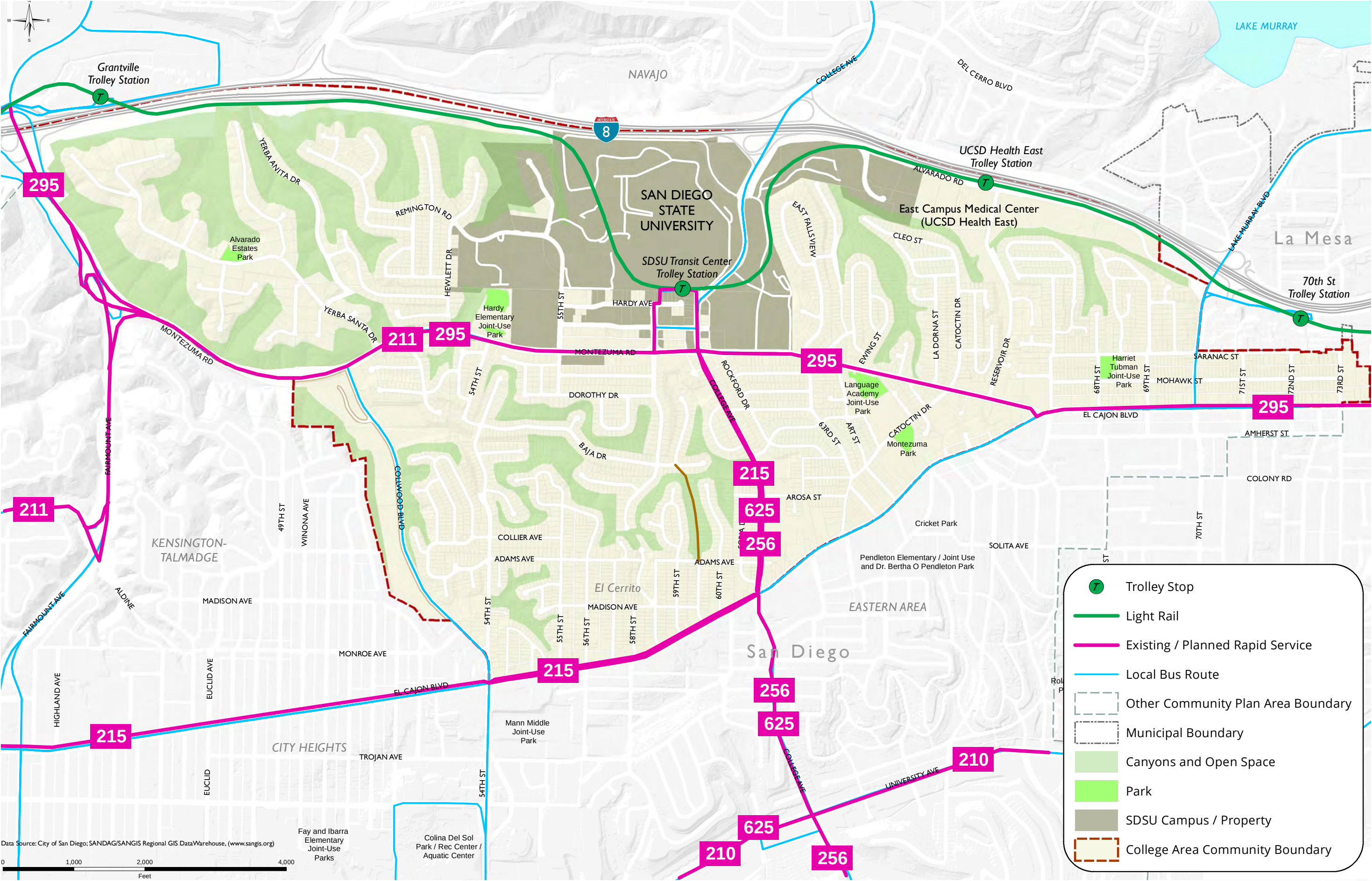
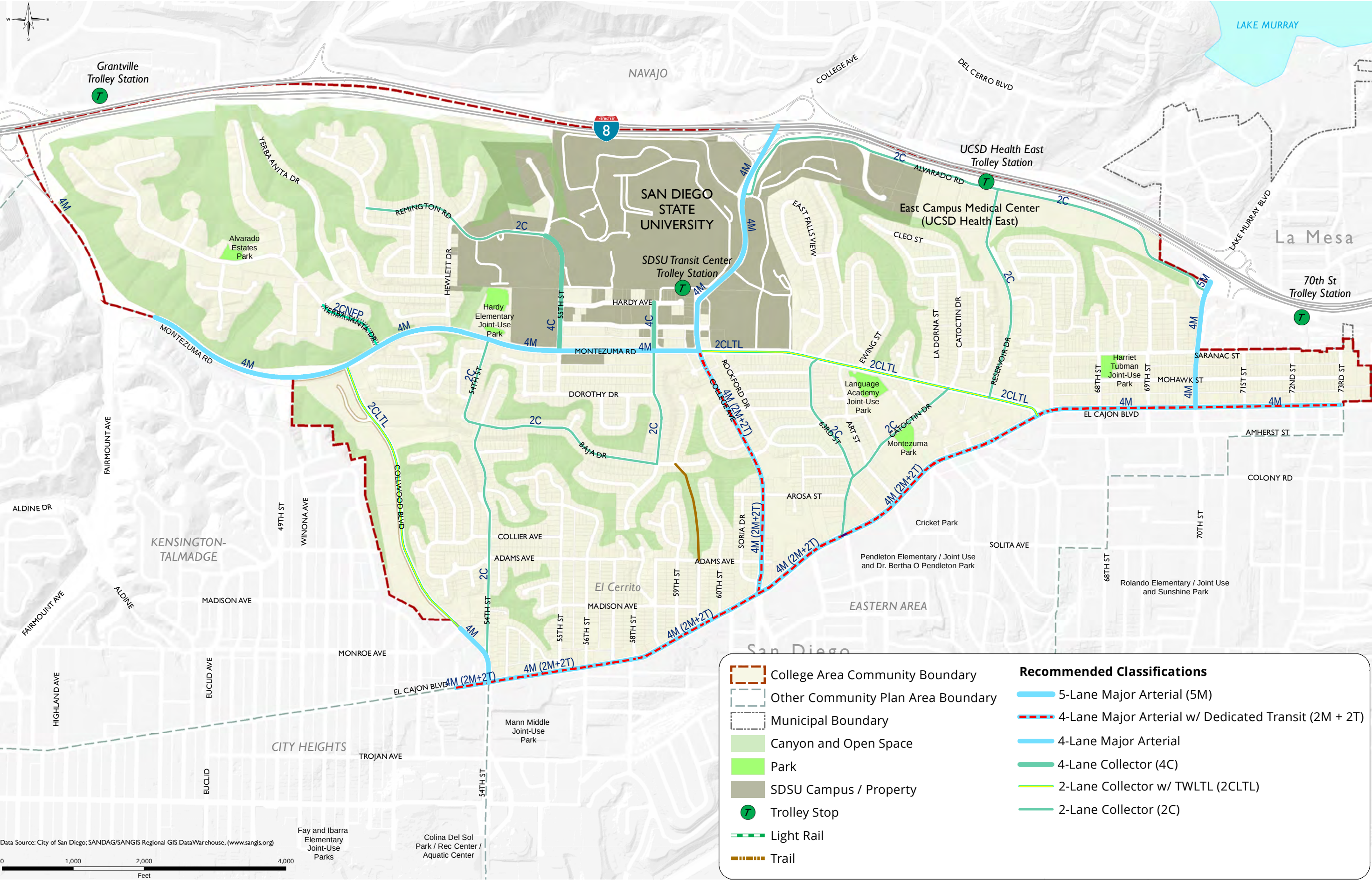


Figure 3-7: Planned Street Classifications



Policies

Walking/Rolling

- 3.1 Prioritize raised crosswalks, raised median pedestrian refuges, rectangular rapid flashing beacons, curb extensions, signal timing, and other pedestrian improvements along thoroughfares as applicable.
- 3.2 Promote mobility improvements that support walking and rolling to everyday needs such as supermarkets, pharmacies, schools, parks, and other neighborhood-serving destinations.

Bicycling

- 3.3 Incorporate planned bikeways as streets are resurfaced or improved.
- 3.4 Prioritize separated bikeways where feasible.
- 3.5 Prioritize enhanced features that improve visibility and physical separation from vehicles along bikeways and at intersections.
- 3.6 Encourage bicycle amenities at transit stations, mobility hubs, new developments, commercial centers, employment hubs, schools and parks.

Transit

- 3.7 Support the reconfiguration of El Cajon Boulevard and College Avenue to accommodate transit-lanes, peak period transit lanes or shared bus-bike lanes to improve transit reliability and efficiency, in coordination with the Metropolitan Transit System.
- 3.8 Integrate transit priority features to further improve operational efficiency along thoroughfares where feasible.
- 3.9 Support first- and last-mile connections to and from transit stations that support safety, comfort, connectivity and accessibility.



Streets

- 3.10 Support implementation of the planned street classifications as part of resurfacing and improvement projects.
- 3.11 Support the implementation of ‘Vision Zero’ through traffic calming measures.
- 3.12 Evaluate feasibility of roundabouts at appropriate intersections.
- 3.13 Support the implementation of community-wide wayfinding and signage programs that guide pedestrians, bicyclists and motorists to major activity centers and destinations.
- 3.14 Support new mobility connections that enhance circulation, especially to subdivisions that have only one route of ingress and egress.
- 3.15 Support Transportation Demand Management programs to reduce vehicle traffic during peak travel times.
- 3.16 Support the provision of an appropriate level of refuse, recycling, and compost receptacles along district and corridor pedestrian routes to support cleanliness, sustainability, and a comfortable walking environment.
- 3.17 Evaluate alternatives for repurposing right-of-way to enhance public space and active transportation at the following locations:
 - A. Montezuma Road between College Ave and El Cajon Blvd: Support curb realignments to create public space, enhance active transportation and incorporate traffic calming to reinforce Campus Town vision.
 - B. El Cajon Boulevard: Explore right-of-way repurposing for active transportation and traffic calming, while considering development, emergency access, parking, and roundabouts.

Parking & Curb Management

- 3.18 Consider on-street parking management strategies in higher parking demand areas to optimize curb space utilization.

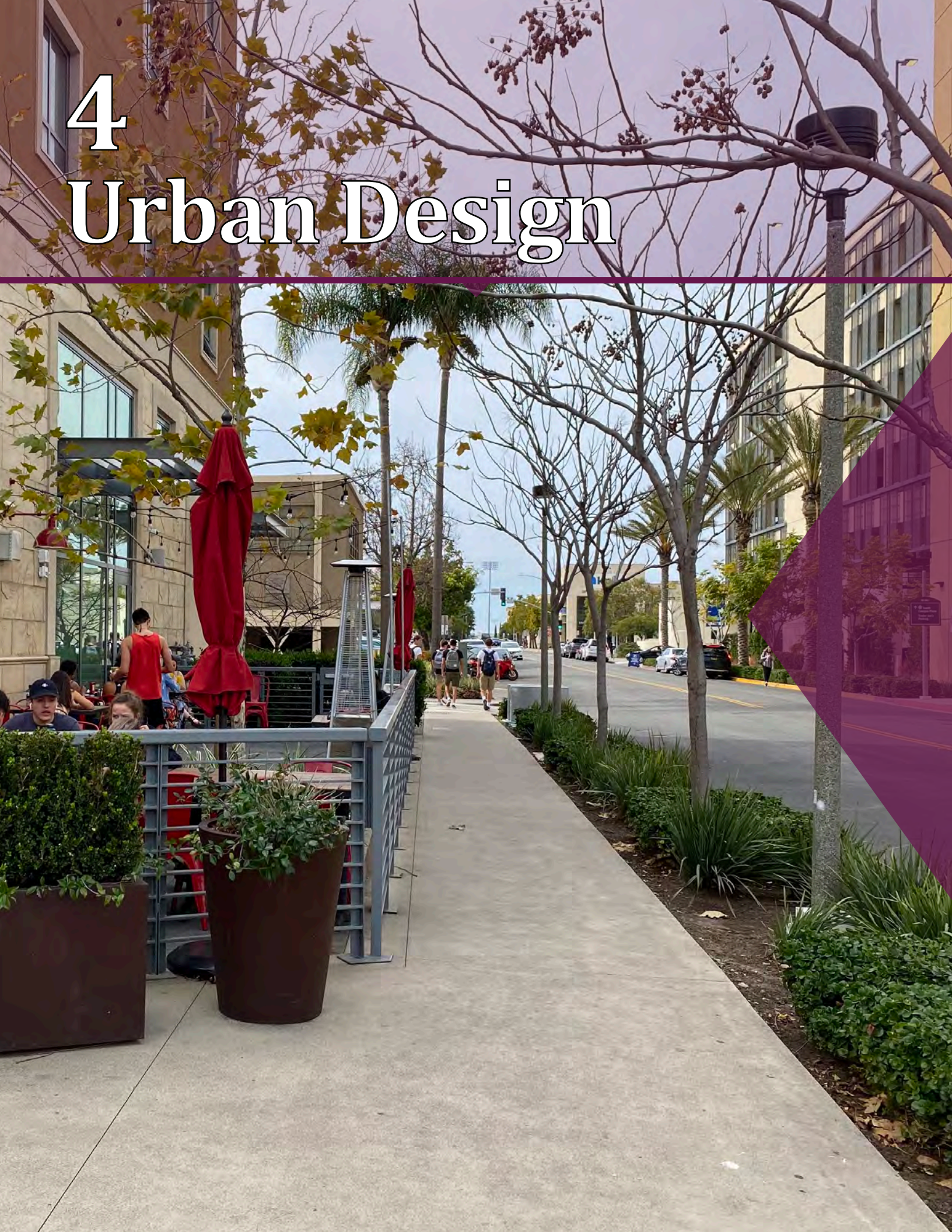
Freeways

- 3.19 Coordinate with Caltrans and SANDAG to improve pedestrian and bicycle connections through I-8 interchanges at Fairmount Avenue, College Avenue and 70th Street.

Intelligent Transportation Systems

- 3.20 Upgrade traffic signals to facilitate traffic signal coordination, transit priority and adaptive coordination along corridors and adjacent to and serving San Diego State University to facilitate traffic management around the campus especially during special events.

4 Urban Design



GOALS

- Buildings with frontages that contribute to a thriving pedestrian environment.
- Development with public gathering areas that provide opportunities for social interaction.
- Infill development that maximizes the benefits of transit infrastructure in the community and reduces automobile dependency.
- A vibrant campus town located near San Diego State University that includes new homes, successful businesses, and active public spaces.
- Corridors that are pedestrian focused and include a mix of uses, including commercial, civic, and residential.
- An interconnected network of pedestrian-oriented streets that promote walking/rolling, biking and transit.
- Safe, enjoyable and inviting public spaces with attractive streetscapes that serve as hubs of activity and promote social interaction, recreation and creative and cultural exchange.
- Improve the streetscape by increasing the urban tree canopy to maximize shade, reduce the urban heat island effect, reduce air pollution, expand habitat, manage stormwater, and improve the overall quality of the environment.

Introduction

The Community Plan envisions buildings designed to enhance the pedestrian environment, with retail businesses along corridors and within villages and nodes, and a Campus Town Center adjacent to the San Diego State University campus. It also envisions wider parkways and sidewalks with shade-trees pedestrian lighting and new public spaces that provide places to gather.

Building Form

Buildings and the spaces between buildings shape the pedestrian experience. New buildings can contribute to the sense of place through conscious and thoughtful building design and use of materials.

Scale

The first two stories of a building help to shape the human experience in relation to buildings and the street. Upper story step-backs and other design measures can provide sun access for the street

and adjacent buildings, create opportunities for terraced spaces, and provide a separation between a building's base and upper floors. Detailing the exterior finishes of a building can provide a rich and vibrant appearance to the building's surfaces and add to visual diversity.

Transitions

Transitions in bulk, scale and height along higher density corridors to adjacent lower density neighborhoods can help to maintain harmony with building form, which can include upper story step backs, rear yard setbacks, landscaped buffers, and sloping roofs.

Active Building Frontages

Ground floors with active building frontages that include windows, entries, storefronts and seating can support pedestrian activity as shown in Figure 4-4.

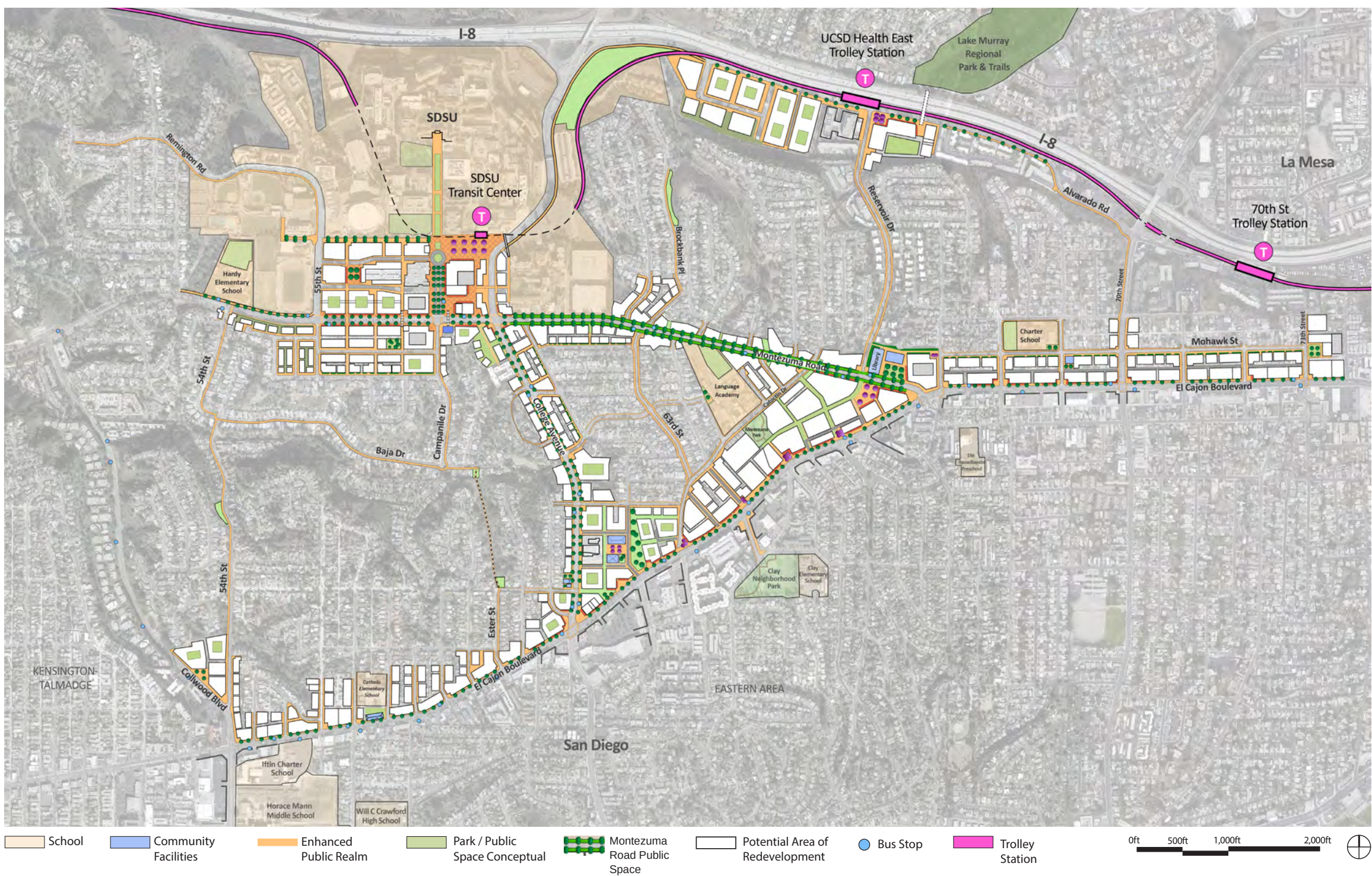
Urban Design Framework

The urban design framework provides the design vision for a streetscape that is pleasant, safe, comfortable, vibrant and is connected to parks, public spaces, transit stations, San Diego State University and community villages.

The Community Plan envisions that development with residential uses along the corridors will provide public spaces which can include recreational amenities such as play areas, fitness and circuit equipment, sports courts, game tables, performance or gathering areas, splash pads or water features, useable lawn areas, off-leash dog areas, community gardens, urban greens, plazas, and promenades, podiums, greenways or paseos that also enhance connectivity.

The Community Plan also envisions development along corridors improving the pedestrian space between the curb and the property line with safe and enjoyable sidewalks and street trees as well as a publicly accessible Greenway fronting sidewalk. The Greenway provides public space that helps to enhance the pedestrian environment and can include recreational amenities.

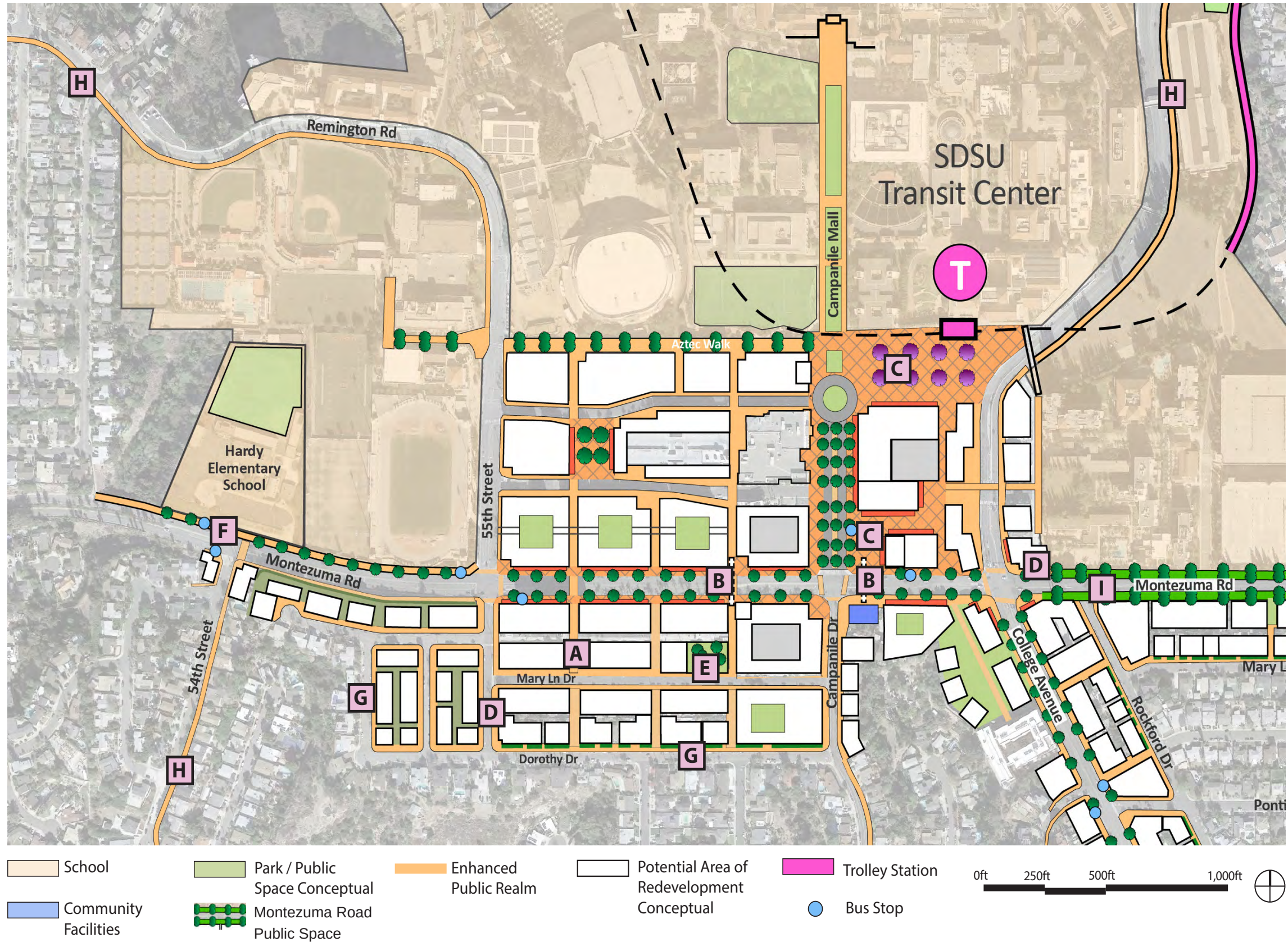
Figure 4-1: Urban Design Framework



Campus Town Center

The Campus Town Center serves as a student-oriented community village for the area adjacent to the San Diego State University. College Avenue is a mixed-use gateway street with ground floor retail serving the community and students. The Community Plan envisions the Campus Town Center as a pedestrian-oriented, walkable streetscape, amenity rich neighborhood with urban greens, promenades, podiums, greenways, plazas and diverse building types that embraces a range of experiences and activities. The area along College Avenue and Montezuma Road provide a strong interface between the campus and the surrounding neighborhoods. A mix of uses and a variety of new housing near the trolley station will create a Campus Town Center.

Figure 4-2: Campus Town Center

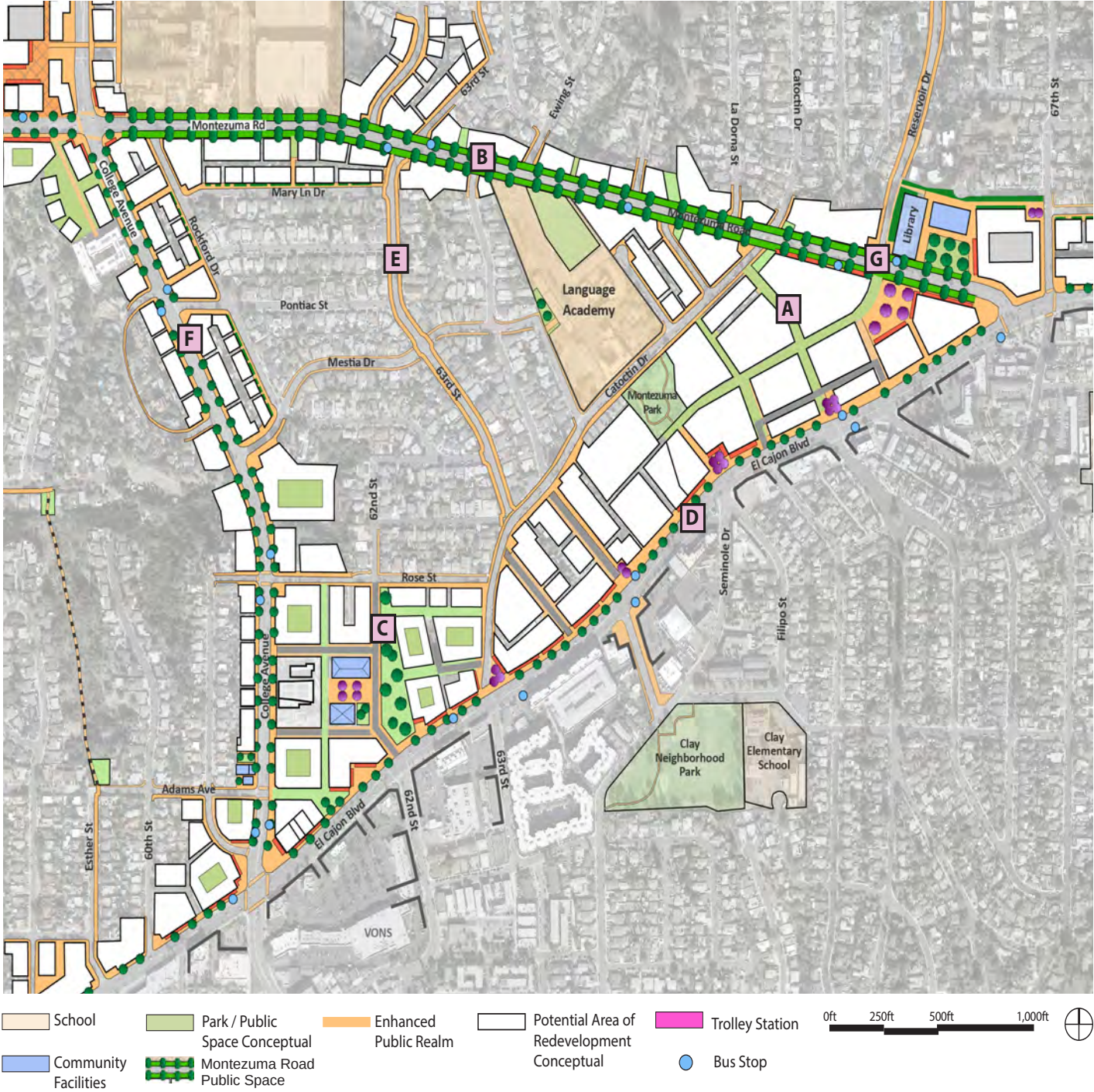




Community Villages/Activity Nodes
Community villages and activity nodes are typically near major intersections or high-frequency transit, have high levels of pedestrian activity and transit service, and are often gateways into the community.



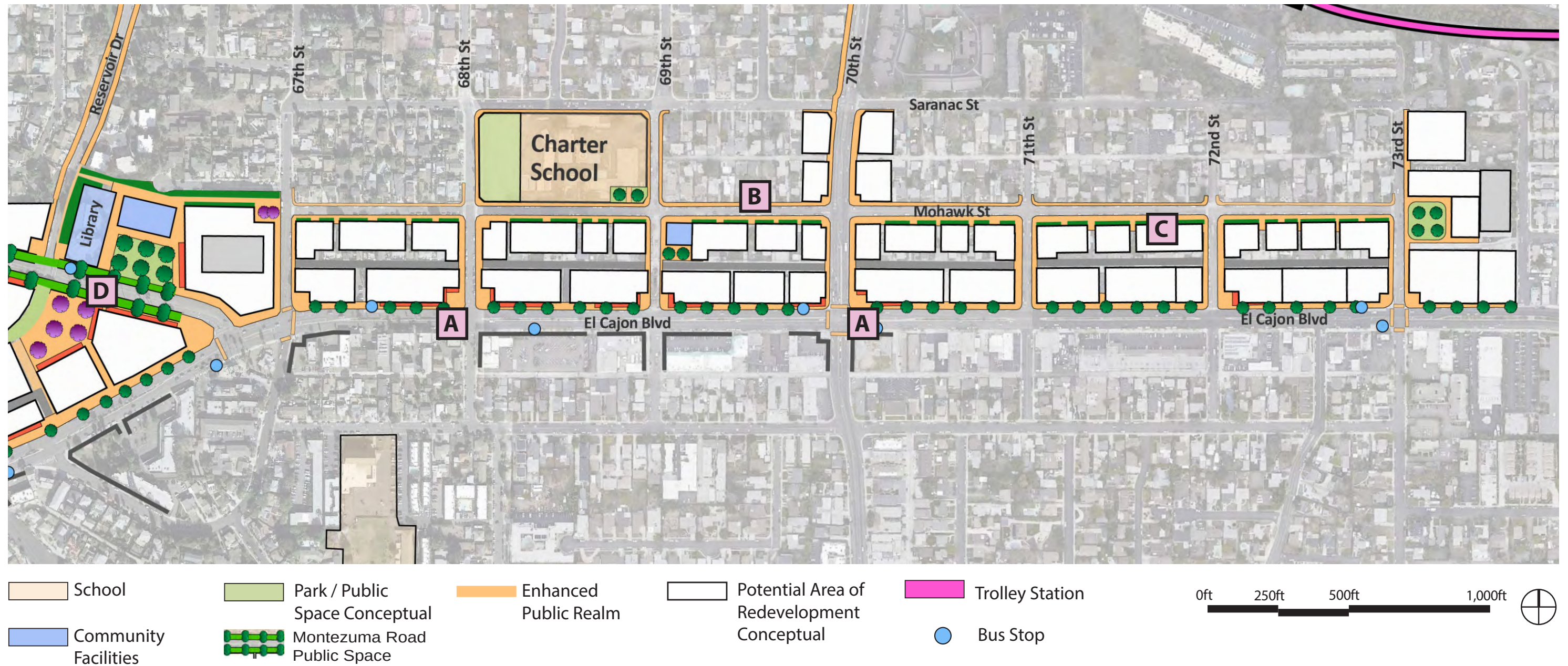
Figure 4-3: Community Village / Active Node



A. Breaking Super Block - Internal East West paseo and perpendicular connections between El Cajon Boulevard and Catoctin Dr
B. Montezuma Road Public Space - building fronting the park, minimum curb cut, pocket parks...
C. Breaking Super Block - paseos and public amenity, park

D. El Cajon Blvd as a Main Street - GF commercial, corner plazas, transit stops, Landscape
E. 63rd St as a stronger connector between Montezuma and El Cajon (intensity)
F. College Avenue - Urban Boulevard
G. Node - Articulate Library and Reservoir DR toward Transit

Figure 4-4: Corridors



Corridors

Corridors, which include El Cajon Boulevard, Montezuma Road and College Avenue, connect community villages and San Diego State University. Corridors connect gateways into and out of the community; corridors should provide an environment for higher pedestrian activity, with wider parkways and sidewalks that include pedestrian lighting, street trees, and other pedestrian features and connect to public spaces to gather, neighborhood serving retail and food service.

A. Corner Plaza - Placemaking opportunities, active uses and services

B. Street School & Library Access - Enhanced public realm and active frontages, signage...

C. Transition - Transitions towards Single Family homes (scale down and massing break down)

D. Montezuma Road Public Space



Public Space and Street Design

Public spaces are streets, parks, sidewalks, plazas and other outdoor areas where people can walk, gather, relax and interact. Adjacent residential development can integrate landscaped setbacks with furnishings that open onto public space.

Parkways & Sidewalks

Parkways with wider and more enjoyable sidewalks along corridors and within community villages and activity nodes can provide for a safe and enjoyable walking environment. Parkway can include spaces for gathering, transit shelters, bike parking, benches other street furniture, street trees and landscaping, and outdoor dining as shown on Figure 4-2.

Drive-Throughs & Car Parking

Parking areas, driveways and drive-throughs located at the sides or rear of buildings, screened from the street can help to create a pedestrian-friendly environment.

Wayfinding Signs

Wayfinding signs can help people locate transit stations, San Diego State University, parks, the library, and other community destinations.

Gateways

Gateways mark community entry points and can provide a sense of arrival with building and street design, signage, lighting, street trees and landscaping to enhance and highlight these locations as community landmarks.

Pedestrian-Scaled Lighting

Pedestrian-scale lighting can provide a welcoming atmosphere for nighttime activity along corridors and pathways and within community villages and public spaces.

Public Spaces

Public spaces within a development can provide gathering spots for people to socialize and enjoy the outdoors.

Outdoor Seating

Outdoor seating can make the public spaces more inviting for people to rest and gather.

Urban Greening

Urban greening uses native and drought-resistant plants and permeable surfaces along parkways and within public spaces to let rainwater soak into the ground instead of running off pavement, which helps reduce flooding and watershed pollution; urban greening can also improve the pedestrian environment by adding beauty and reducing the heat island effect by increasing shade.

Street Trees

Street trees provide shade and comfort for pedestrians, improve air quality, reduce temperatures, absorb stormwater, reduce runoff and provide a safety buffer between traffic and people on sidewalks. The Street Tree Master Plan in Appendix A identifies primary, secondary and accent street trees along the corridors and throughout the community in districts.

wider sidewalks on both sides of Montezuma Road. Development could include landscaped setbacks with amenities that provide additional public space as shown on Figure 4-3. See also Appendix G: “Montezuma Road Public Space Cross Section” for an illustration of the proposed right-of-way modifications to implement the Montezuma Road Public Space.

Canyon and Open Space Interface

Building design can incorporate a sensitive approach to help preserve and enhance the natural context of the canyons and open space areas, and ensure appropriate fire safety.

Sustainable Building Design

Sustainable building design can help to reduce energy and resource consumption by utilizing building practices and materials that increase energy and water efficiency, increase on-site energy generation and reduce waste generation.

Montezuma Road Public Space

The Community Plan envisions having an expanded parkway and greenways with shade trees and

Figure 4-5: Active Frontage

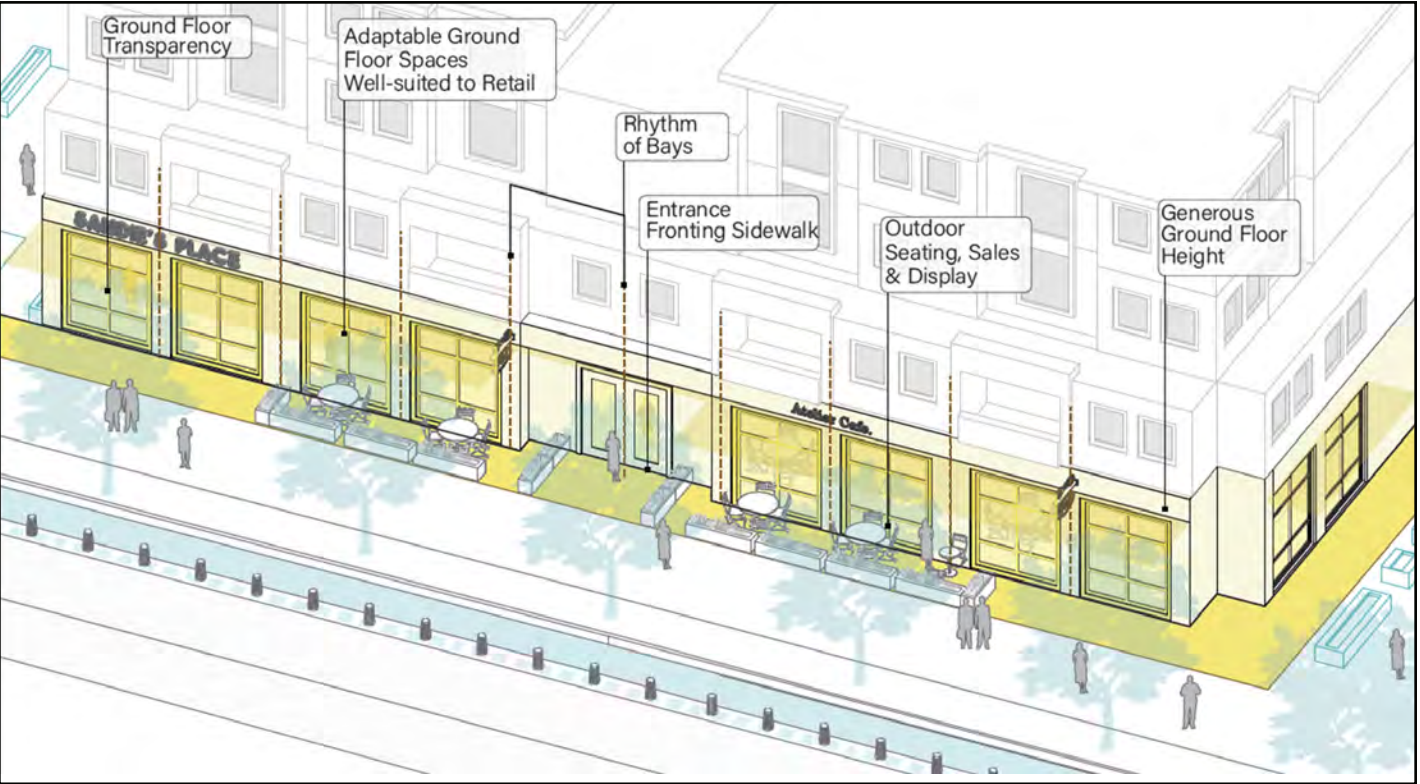


Figure 4-6: Parkway Zones

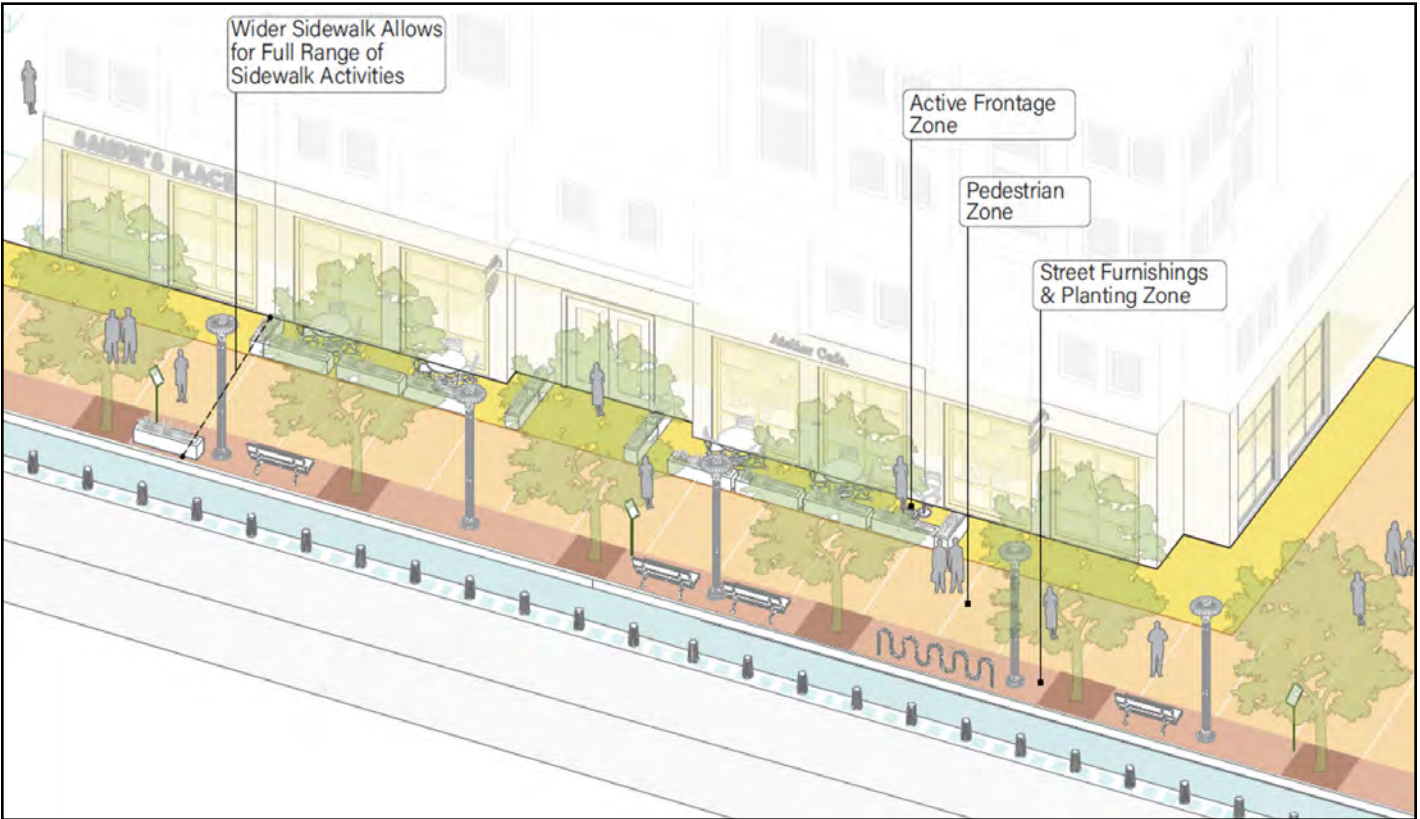


Figure 4-7: Montezuma Road Public Space



Policies

Bulk and Scale

- 4.1 Establish a pattern of building massing and form to help reduce the visual bulk.
- 4.2 Use a combination of building setbacks and upper-story step-backs, to provide transitions between areas with higher densities to lower density areas.
- 4.3 Encourage outdoor terraces to be included in building façade step-backs and rooftops.
- 4.4 Encourage building setbacks to create a frontage zone for a double row of street trees, landscaping, street furniture, and other amenities along thoroughfares where feasible.
- 4.5 Vary building rooflines within the overall horizontal plane of the building.
 - A. Incorporate breaks in rooflines, using architectural features such as private rooftop space, dormers, roof pitches and varied parapets.
 - B. Incorporate combinations of roof heights that create variation and visual interest.

Materials

- 4.6 Provide a unified and consistent use of building materials, textures, and colors.
- 4.7 Encourage non reflective windows and glassing.
- 4.8 Encourage architectural design that complements the character of San Diego State University.

Active Building Frontages

- 4.9 Design building features that help to activate the pedestrian environment along streets and public spaces.
- 4.10 Encourage ground floor commercial uses to design ground floors that promote lively and engaging with taller ground floors with clear windows.
- 4.11 Encourage residential development with ground floor residential uses along street frontages to promote a welcoming, pedestrian-friendly environment through features such as landscaped setbacks, porches, stoops, or other transitional elements.
- 4.12 Encourage the design of public spaces and entryways that are visible from the street to support safety, accessibility, and community interaction.
- 4.13 Promote the placement of windows and primary doors to enhance visibility and provide passive surveillance of streets and public spaces.
- 4.14 Support building design that positions windows and primary doors to provide visibility and natural surveillance of streets and public spaces.
- 4.15 Design commercial space for flexibility to prevent vacant storefronts and offices.

Transitions

- 4.16 Provide transitions in building height, bulk and scale along higher density corridors abutting areas designated for lower density residential neighborhoods.
- 4.17 Create a stronger design interface with the campus by incorporation of public art, design features and high-quality materials.
- 4.18 Enhance Montezuma Road and College Avenue with streetscapes that offer improved pedestrian and bicycle connections to the campus.
- 4.19 Establish a campus gateway with architectural and landscaping design that relates to the design style of the campus at the intersections of 55th Street, Campanile Drive and College Avenue along Montezuma Road and the Aztek Walk Bridge crossing College Avenue to mark the entrances of the campus town on all four corners of the intersections.
- 4.20 Establish an exciting retail, arts, culture and entertainment destination that attracts customers from throughout the city, as well as serving the needs of the student, faculty and the community by designing a vibrant, colorful, dynamic mixed use active node along College Avenue.

Community Villages, Activity Nodes, and Corridors

- 4.21 Include public spaces that encourage gathering and cultural exchange.
- 4.22 Include distinct building forms, wayfinding signage, and landscaping along corridors and in community villages and activity nodes.
- 4.23 Design streets to include areas for artwork, pedestrian lighting, utilities, street furniture, bike racks, transit stops, street trees and landscaping, and other public amenities.
- 4.24 Encourage wide parkways with sidewalks that create spacious pedestrian areas.
- 4.25 Encourage public spaces adjacent to sidewalks.
- 4.26 Encourage seating within public spaces.
- 4.27 Install pedestrian-oriented lighting along sidewalks with high pedestrian activity, public spaces and transit stops.

- 4.28 Locate refuse containers along sidewalks with high pedestrian activity, public spaces and transit stops.
- 4.29 Underground utilities to reduce conflicts with pedestrian movement where possible. When located above grade, locate utilities outside of the sidewalk pedestrian areas to allow for a clear path of travel wherever possible.
- 4.30 Incorporate pedestrian paths to adjacent developments within village areas.
 - A. Where feasible, include connected pedestrian paths in new development between El Cajon Boulevard and Catoctin Drive to facilitate new links between the two corridors and between Montezuma Park and the College Rolando Library.
- 4.31 Develop a wayfinding system that easily directs people to San Diego State University, public facilities and transit stations.
- 4.32 Encourage placemaking activities near business to help increase pedestrian activity.
- 4.33 Encourage gateway elements at key points to identify entry into the community or activity node.

Parking & Vehicle Access

- 4.34 Reduce the number of driveways and curb cuts that create conflicts with pedestrians to create a pedestrian oriented, safe environment where feasible.
- 4.35 Locate parking and vehicle areas in less visible parts of a site.
- 4.36 Locate parking underground or screened by active frontages to maintain a vibrant street experience where feasible.

Urban Greening

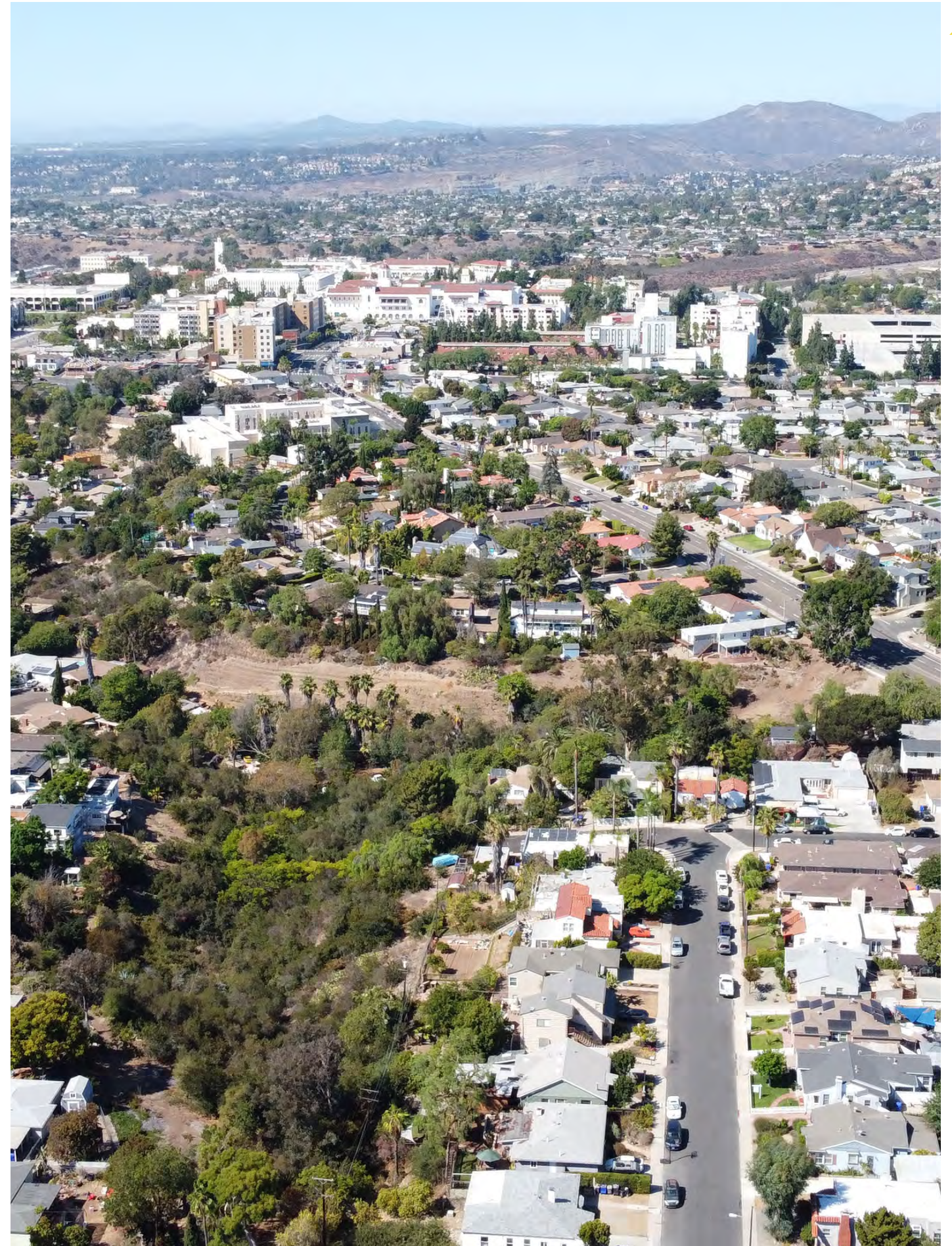
- 4.37 Design street improvements that include storm water infiltration measures that reduce storm water runoff and flooding where warranted feasible.
- 4.38 Repurpose and reconfigure streets to incorporate bicycle and pedestrian improvements, storm water facilities, street trees, lighting, and other pedestrian amenities.
- 4.39 Prioritize planting of street trees that add color and visual interest, provide shade, and improve air quality, stormwater management, and result in other environmental benefits.
- 4.40 Prioritize consistent street tree planting themes in districts and along the streets identified in Street Tree Matricies.
- 4.41 Plant larger primary trees where space allows, otherwise plant smaller secondary and accent trees as needed to avoid conflicts with utilities and overhead lines.
- 4.42 Consider green street improvements to reduce stormwater runoff.
- 4.43 Plant native and/or climate appropriate landscaping and trees.

Canyons and Open Space Interface

- 4.44 Step development down with canyon and hillside landforms to maximize view opportunities and allow for decks and patios.
- 4.45 Encourage a diversity of roof forms to emphasize the character of the adjacent hillsides.
- 4.46 Design new development near canyons and slopes to adapt to the topography of the site, where possible.
 - A. Incorporate stepped building forms, multi-level landscapes and structures to complement the natural landscape, canyons and hillsides of the community.
 - B. Minimize the use of retaining walls and extensive site grading.
 - C. Align vehicle access and other improvements to conform to existing slopes and minimize grading.
- 4.47 Support the vacation of street rights-of-way if the right-of-way could not provide mobility access including for pedestrian and bicycles or serves as a view corridor.
- 4.48 Provide setbacks between buildings as they step with the slope to offer visual relief and create the appearance of development that is integrated into the landscape.
- 4.49 Locate structures within the least visually prominent portion of a lot and/or away from the edge of designated open space, when all or a portion of a property is within privately-owned, designated open space.

Sustainable Building Design

- 4.50 Support the use of design strategies that provide shade, promote passive cooling, and help reduce daytime heat gain.
- 4.51 Promote green roofs, vegetated roof systems, or rooftop gardens to help lower solar heat gain and enhance building performance.
- 4.52 Encourage the use of cool roofs, including reflective coatings or light-colored materials and light paving surfaces to help reduce heat absorption and the need for mechanical cooling.
- 4.53 Explore opportunities to integrate renewable energy technologies, such as small-scale wind turbines or photovoltaic panels, to reduce reliance on nonrenewable energy sources.
- 4.54 Support sustainable landscaping practices by using drought-tolerant, climate-appropriate plantings and materials, as well as light-colored paving to minimize heat retention.



5 Economic Prosperity



GOALS

- Revitalized and attractive commercial districts.
- Access to diverse employment opportunities.
- Increased small business opportunities.
- A diverse mix of businesses that provide a variety of goods and services.

Introduction

New opportunities for retail, office and commercial contribute to the well-being of a community, providing jobs, and local places to buy goods and services. Key to the success of a thriving commercial district are businesses with a common goal of economically revitalizing their business district, often achieved through marketing programs, civic beautification projects, commerce recruitment, and transportation improvements.

New businesses have the potential to serve customers from outside the community, helping to turn the community into a destination. New housing also complements commercial reinvestment by bringing new residents into the community to patronize businesses and services.

The College Area Business District

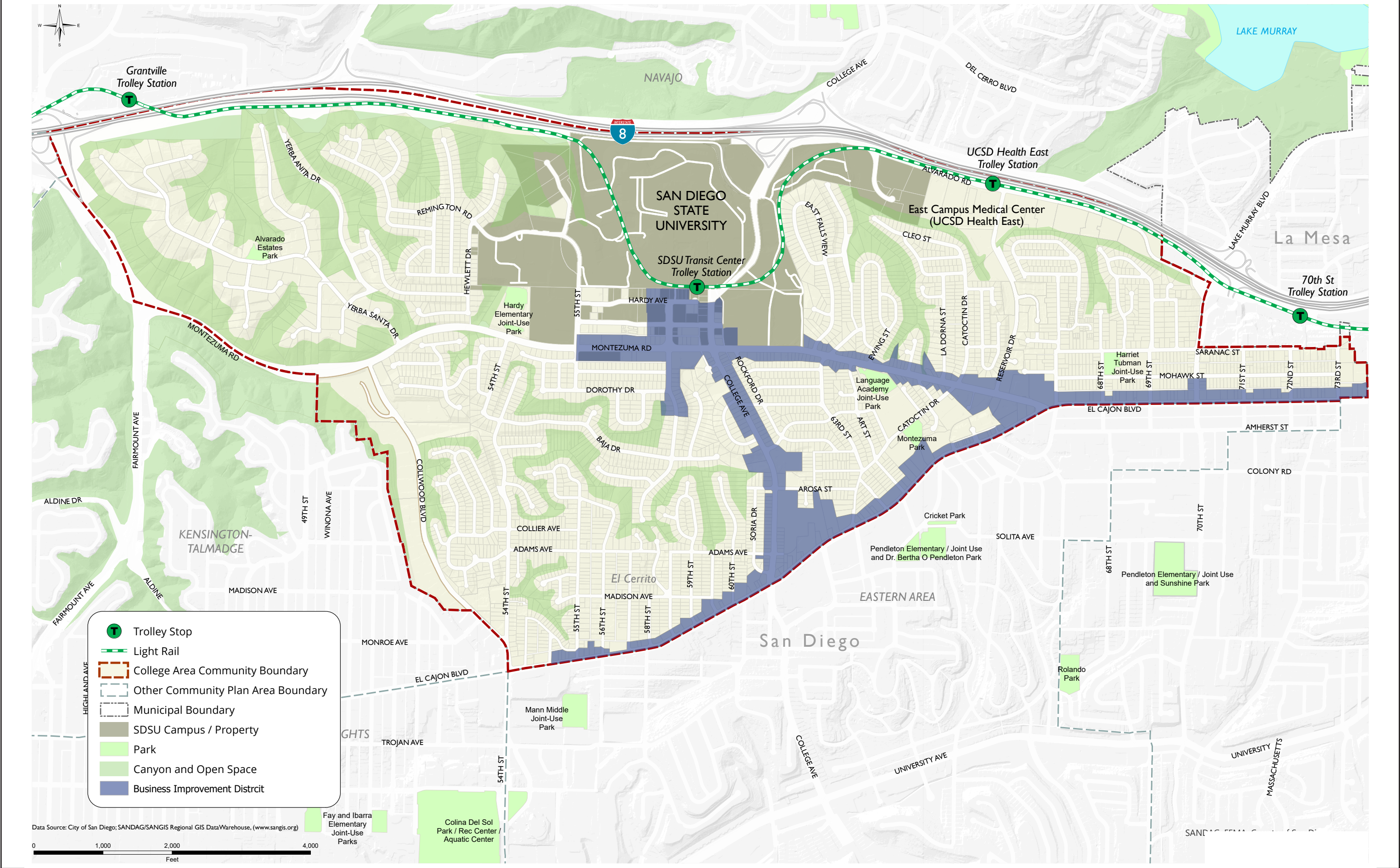
The College Area Economic Development Corporation, known as the “College Area Business District” is a small business advocacy organization. The College Area Business District also manages the College Heights Maintenance Assessment District, which provides maintenance, aesthetic improvements, and other special benefits within the district over and above what the City normally provides. The College Area Business District aims to improve the community’s business environment by encouraging business development and improving the customer experience within the community.

Policies

Economic Development

- 5.1 Coordinate with the local business improvement district to improve the pedestrian, bicycle and transit infrastructure in commercial districts.
- 5.2 Encourage revitalized commercial areas with mixed-use development that improves aesthetics for ground floor commercial shops and service activities.
- 5.3 Explore opportunities for hotels that serve San Diego State University as well as the broader College Area community, supporting tourism, business travel, and neighborhood events while enhancing local economic vitality.
- 5.4 Encourage health sector employment growth near the Hospital.
- 5.5 Promote opportunities for innovation sector start up businesses that can provide jobs, services, and investment benefiting both the university and surrounding neighborhoods.
- 5.6 Promote opportunities for design, art, film, and other creative industries related to San Diego State University while also fostering community-based arts, cultural exchange, and local entrepreneurship that contribute to a vibrant and inclusive economy across the College Area.

Figure 5-1: College Area Business Improvement District Boundary



6 Recreation



GOALS

- Equitable parks and recreational facilities that meet the needs of a broad range of users of all ages and abilities.
- Easy, safe, and enjoyable access to multiple types of park and recreation opportunities.
- A connected system of parks and recreational facilities.

Introduction

The Community Plan aims to enhance the recreational value of parks and public spaces by expanding and reimagining them to maximize their value to the community. It seeks to identify new park and public space opportunities on City-owned land and encourages partnerships and joint-use agreements with other public entities and private landowners to create opportunities for public spaces and recreation on non-City properties. The Community Plan, along with the citywide Parks Master Plan, guides the development of parks and public spaces with new development, as well as new canyon overlooks, trails and trailhead parks to promote a connected system of parks and public spaces.

The Community Plan envisions a network of parks and recreational facilities connected by a variety of pathways, bikeways, and transit. The Community Plan envisions a well-connected system of parks, recreational facilities, and open space that provide opportunities for passive and active recreation, social interaction, community gatherings, the enhancement of public spaces and streets. The Community Plan also envisions connections between the San Diego State University campus and the community to improve recreational opportunities for the community.

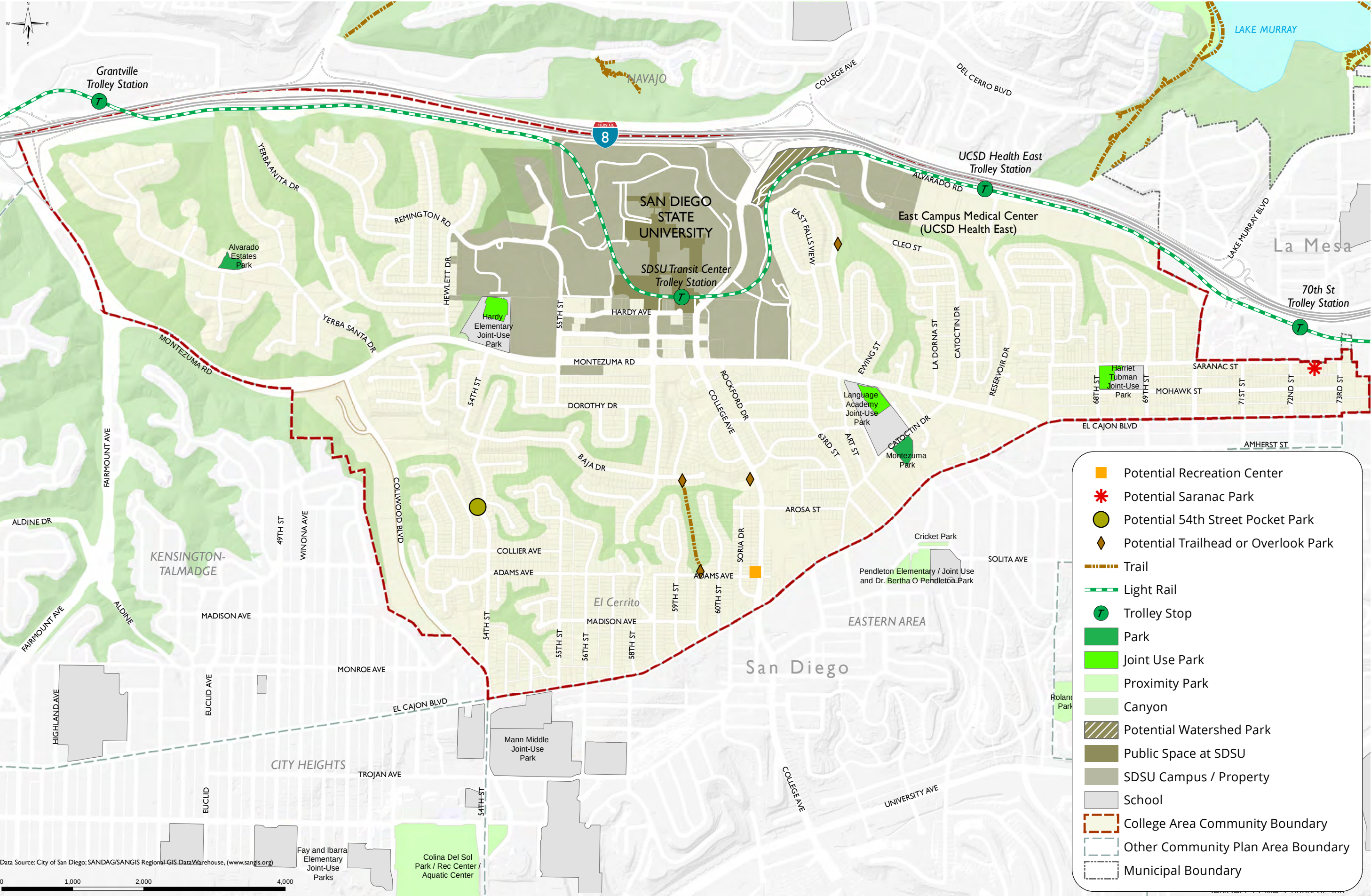
New and improved recreation facilities can help to provide opportunities for exercise, social interaction, community events and safe walking/rolling and bicycling. Recreation needs can be met with a variety of spaces that provide opportunities for active and passive recreation.

Population-Based Parks and Recreation Facilities

Population-based parks serve the needs of the College Area which could attain a projected population of 74,170 people. Existing and planned parks, recreational centers, and aquatic complexes to help meet the recreational needs of the population are shown in Table 11-7 and Figure 6-1.



Figure 6-1: Parks



Parks

Parks Master Plan standard of 100 Recreation Value-Based points per 1,000 community members results in the need for approximately 7,394 Recreational Value Points based on the projected population of 73,940 people. The Community Plan identifies park opportunities over the planning horizon. The Community Plan identifies approximately 917 existing and planned Recreation Value Points. Refer to Appendix B Table 11-7. As development comes forward, an additional 6,449 points will need to be provided with new residential development to ensure public benefit is provided as the College Area grows.

Recreation Center

To meet the Parks Master Plan standard of 17,000 square feet per 25,000 residents, the College Area's projected population results in a need for approximately 50,400 square feet of recreation center building space. The need is the equivalent of 3 recreation centers sized at 17,000 square feet each. Adjacent recreation centers also provide services as shown in Figure 6-10.

Aquatic Complex

An aquatic complex serves a population of 50,000. To meet the Parks Master Plan standard an aquatic complex per 50,000 residents, results in a need for approximately 1.5 aquatic complexes. See Figure 6-11 for a diagram showing adjacent aquatics facilities near the College community.

Parks and Recreational Facilities

Neighborhood Parks

Neighborhood parks can serve a population within a half-mile radius, typically accessible by car, bicycle, public transit, and walking and can offer picnic areas, play areas, multi-purpose courts and turf areas, pathways, and smaller facilities like restrooms.

Mini Parks

Mini parks (approximately 1 acre – 3 acres in size) are parks that provide readily accessible recreational opportunities for nearby residential areas and can offer picnic areas, play areas, turf, walkways, and

landscaping that support both passive and active recreation.

Pocket Parks & Plazas

Pocket parks and plazas (typically less than one acre in size) bring recreational opportunity to sites that are otherwise too small or irregularly shaped for larger, traditional park layouts. They can fit into diverse community settings, creating convenient places for play and relaxation. Pocket parks also activate their surroundings by encouraging social interaction. The Parks Master Plan defines plazas as similar to pocket parks, but primarily composed of hardscape such as concrete or other durable surfaces with fixed and/or moveable seating, enhanced paving, public space signage, and at least one tree installed for each 1,250 square feet. Plazas may also include fixed architectural shade elements to satisfy up to 50 percent of the required shading.

Parks in Community Villages

Development on larger sites within Community Villages have the potential to provide publicly accessible mini parks, pocket parks or plazas. These spaces may remain as privately-owned park spaces with public access or be dedicated as park land. Dedicated public park space can include park amenities shaped by public feedback according through the park development process. Parks offering public access and recreational opportunities that meet the criteria of the Parks Master Plan can be eligible for park credits.

Greenway Public Spaces

Greenway public spaces along streets can provide an inviting pedestrian environment with passive or active recreation spaces adjacent to a street way or a linear feature and can be continuous or multiple recreational spaces linked by a pedestrian and/or multi-use path.

Trails, Overlooks, and Trailhead Pocket Parks

Trails, overlooks and trailhead parks allow people to enjoy views and learn about natural resources. Interpretive and wayfinding signs at overlooks and along trails and at trailhead pocket parks can educate people on the unique natural history and value of open spaces. Refer to the Open Space and Conservation Element.

Joint-Use Parks & Facilities

Joint-use parks and recreation facilities provide active and passive recreational opportunities for school children when school is in session and the public when school is not in session. Joint-use agreements with the San Diego Unified School District, other organizations and private development allow for the shared use of facilities and resources.

This can provide more parkland and additional recreational opportunities where there is limited available land for new parks. Each joint-use site is unique and has different constraints and opportunities and can include turf multi-purpose fields, walking track, paved hardcourts, exercise equipment, group seating, playground equipment, creative and cultural facilities, and off-street parking.

Planned Parks and Recreational Facilities

The Community Plan identifies enhancements to increase their recreational value and the potential for new park opportunities through the acquisition of land, the reuse of City-owned land or with new developments as shown in Figure 6-1.

Montezuma Mini Park

Montezuma Mini Park contains a multi-purpose lawn, mature trees and picnic tables. Planned Improvements in the General Development Plan include children's play areas, shade pavilions with picnic seating, updated pathways, restroom, fenced off-leash dog areas for small and large dogs as shown in Figure 6-2.

Figure 6-2: Montezuma Park Improvement Concept



Figure 6-3: Montezuma Road Public Space Concept



Figure 6-4: Recreation Center Concept



Figure 6-5: Adams-Baja Trail and Trailhead Pocket Park Concept



Montezuma Road Public Space

The proposed public space along Montezuma Road could provide exercise and fitness stations, placemaking, seating and gathering opportunities for recreation as shown in Figure 6-3.

College Avenue Recreation Center

The College Avenue Recreation Center on City-owned property could involve retrofitting the existing building as a community serving recreation center and include outdoor public space if feasible as shown on Figure 6-4

Adams-Baja Trail and Trailhead Pocket Park

The 1/4-mile Adams-Baja Trail is along a public easement. A potential trailhead pocket parks at each end of the trail on Baja Drive and Adams Avenue could provide passive recreational opportunities for seating and gathering as shown in Figure 6-5.

Brockbank Place Overlook Pocket Park

A overlook park along Brockbank Place could include an overlook to the adjacent canyon with passive recreational opportunities for seating, a shade structure, picnic or play areas, habitat educational elements and fitness stations as shown in Figure 6-6.

Figure 6-6: Brockbank Place Overlook Park



62nd Street Mini Park

A mini park at 62nd Street would require collaboration and an agreement with the College Avenue Baptist Church to develop a portion of the surface parking area between Rose Street and El Cajon Boulevard, which could include both active and passive recreational opportunities as shown on Figure 6-7.

Alvarado Creek Neighborhood Park

A 3.9-acre park at Alvarado Creek would require an agreement with Caltrans and San Diego State University to transform the area into a play area space, multi-use paths and trails, shade structures and habitat educational components as shown in Figure 6- 8.

Saranac Alley Pocket Park

A potential 0.41-acre pocket park on City-owned property located along Saranac Street could provide recreational opportunities for seating and gathering and fitness stations.

Pocket Park at 54th Street

A small pocket park on the west side of 54th Street could be sited along the street and used for respite by pedestrians and cyclists. Notable grade changes would influence the design, potentially with a bicycle repair station, walking paths and places to sit.

Figure 6-7: 62nd Street Mini Park Concept



Nearby Parks & Recreation Facilities

Nearby parks and recreation facilities – which include Lake Murray within the Mission Trails Regional Park and the Colina Del Sol Community Park, Recreation Center and Aquatic Complex (as shown in Figure 6-9) – provide services and resources for College Area community members.

The service area of a recreation center or aquatic complex can expand past a community’s boundary and often can service two or more communities. Figure 6-9 shows the recreation centers and aquatic complexes closest to the College Area. The two closest recreation centers and aquatic complexes are to the north and south of the community. They are located in the Navajo community (Allied Gardens Recreation Center and Aquatic Complex)

and in the City-Heights community (Colina Del Sol Recreation Center and Aquatic Complex).

San Diego State University

The San Diego State University campus provides recreation facilities that include gymnasiums, tennis courts, outdoor pools, basketball courts, climbing wall, playing fields and other facilities that are available to all students on, as well as the off-campus community.

Access to Parks and Recreation Facilities

One of the primary goals of the Parks Master Plan is to guide future park development in areas with limited access to parks and recreational opportunities. The Parks Master Plan introduced

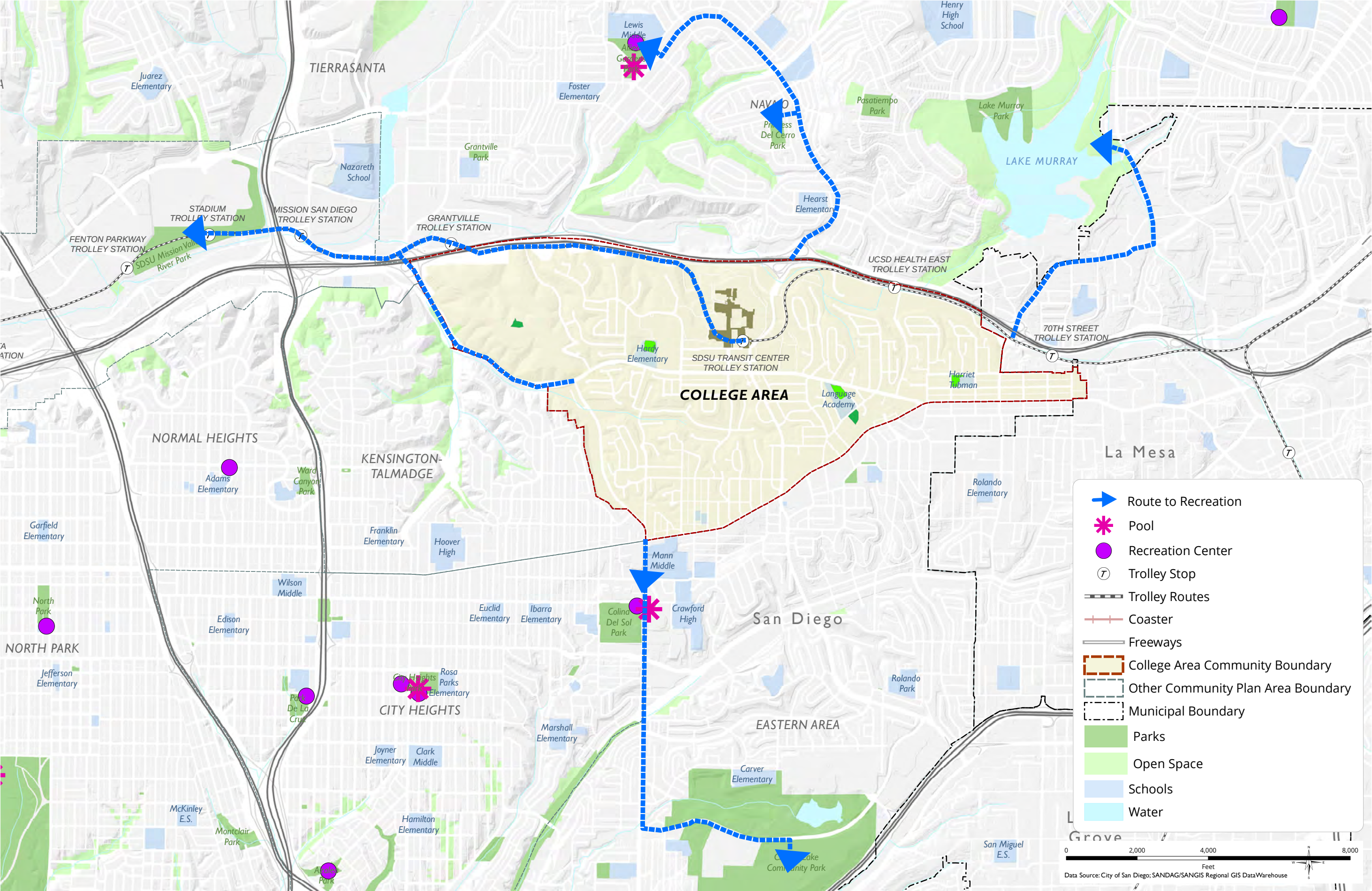
Figure 6-8: Alvarado Creek Neighborhood Park Concept



a 10-20-30-40-minute access and activation goal to ensure all community members have access to a safe and enjoyable park or recreation facility within a 10-minute walk or roll, 20-minute bike ride, or 30-minute transit ride where they can engage in at least 40 minutes of activity. Areas within a 10-minute walk of a park provide convenient access to recreation, while areas outside this range highlight opportunities to improve pedestrian connections and expand park space. Figure 6-12 shows the areas of the College Community that have access to a park or recreation facility within a 10-minute walk or roll.



Figure 6-9: Nearby Parks & Recreational Facilities



Policies

Park Development

- 6.1 Pursue the implementation of the planned park sites and improvements to existing parks.
- 6.2 Pursue land acquisition for the creation of new public parks, recreation facilities and creative spaces, cultural facilities and other public spaces as opportunities arise.
- 6.3 Pursue the implementation of recreation centers and aquatic centers to serve the community.
- 6.4 Pursue opportunities to develop mini or pocket parks, plazas, and recreation facilities as part of future developments with visual and physical access from one or more street frontages wherever feasible.
- 6.5 Provide a variety in recreational programming and design to serve the community such as off-leash dog parks, community gardens, and other innovative recreational spaces
- 6.6 Pursue opportunities for new parks and recreation facilities through partnerships and joint-use agreements.
- 6.7 Pursue lease agreements with private property owners and public agencies to incorporate active or passive recreation into existing buildings or surrounding grounds, where space is available and appropriate for public use.
- 6.8 Support development of the Montezuma Road public space with an expanded parkway and recreational features within the greenway.

Access and Activation

- 6.9 Increase recreational opportunities to provide for park and recreation uses by reconfiguring streets, where feasible.
- 6.10 Consider special activity parks on a case-by-case basis, including but not limited to, trailhead pocket parks, skateboard parks, off-leash dog parks, and other uses.

Trails and Open Space Interface

- 6.11 Providing trails, overlooks, kiosks and interpretive and wayfinding signs to educate users on the sensitive natural habitats and unique biologic, cultural, and scenic qualities of open space areas.
- 6.12 Design trails within the Multi-Habitat Planning Area and Open Space that comply with the Environmentally Sensitive Lands Regulations and Multiple Species Conservation Program Subarea Plan.

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7

Open Space & Conservation

GOALS

- Protection and preservation of natural areas and sensitive biological resources to improve viability of endangered, threatened, and sensitive species and their habitats, and to protect and enhance biodiversity.
- Protection, enhancement and long-term management of an open space system that preserves canyonlands, habitat, and sensitive biological resources.
- Development patterns that preserve natural landforms, public and private open spaces, wildlife linkages, sensitive species and habitats, watersheds and natural drainage systems, and that contribute to clean air and clean water.

Introduction

The Open Space and Conservation Element addresses the protection and enhancement of open space and sensitive species and habitat within the College Area. It provides policies and land use guidance that address natural resource conservation, reduction in the use of non-renewable resources, and climate resiliency. Implementation of these policies through development, infrastructure investment, individual action, and participation in citywide and regional initiatives is intended to conserve natural resources, minimize ecological footprints and maintain the long-term community and ecological health.

The Open Space and Conservation Element serves as the sustainable development strategy for the College Area, which aims to positively address the community contribution to global climate change and prepare for its potential effects. Key components of this strategy are policies that result in reductions to the community per capita greenhouse gas emissions, while fostering housing, employment growth, and development within walking distance to transit in a sustainable and climate-resilient manner.

To achieve both per capita greenhouse gas emissions reductions and growth, a reduction in the consumption of carbon-based energy resources for buildings, utilities, and transportation is needed. Reduced and more efficient use of energy, use of renewable and recycled building materials, and use of alternative and renewable energy sources can reduce the carbon footprint of existing and future buildings. Reducing vehicle miles travelled to and from work, using non-vehicular modes of transportation, and increasing vehicle fuel efficiency and alternative fuel use are measures that will improve transportation sustainability.



The Community Plan helps to reduce regional vehicle miles traveled by focusing development into villages and corridors connected to trolley and bus rapid transit service. Vehicle miles can be reduced by increasing employment and housing opportunities near high frequency transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency. The Community Plan, General Plan, Climate Action Plan, Environmentally Sensitive Lands Regulations, Multiple Species Conservation Program Subarea Plan, Vernal Pool Habitat Conservation Plan, Climate Resilient SD, and development regulations provide the framework for protecting habitat and conserving natural resources, including water and energy, within the community.

Sustainable Development

The Community Plan focuses on reducing dependence on cars, protecting and enhancing the community urban forest, providing storm water infiltration, water conservation and encouraging green building practices. Sustainable development can help to address the effects of climate change resulting from greenhouse gas emissions that include higher seasonal temperatures, diminished water supplies, and the disruption of agricultural cycles.

Land Use and Mobility Connections

The community plan provides opportunities for homes and businesses within community villages, near trolley stations, and along transit corridors. It includes a transportation network that supports bicycling, walking and transit use by connecting homes, schools, businesses and parks; this can help to reduce vehicle emissions, miles traveled and trips.

Clean and Renewable Energy

Existing and new buildings should include on-site renewable power generation on surface parking areas, parking structures, and flat rooftops where feasible. Photovoltaic arrays for solar power generation can help meet greenhouse gas emissions reduction targets.

Energy-Efficient Buildings

Both residential and non-residential buildings offer opportunities for reducing energy use in new and existing buildings. New development should incorporate design measures and technology to significantly reduce consumption of potable water and non-renewable energy.

Water-Efficient Buildings

Buildings should include water conservation, building features and water-wise landscaping and irrigation that can reduce the amount of water consumed. Planting native or more climate adapted plant species will also reduce outdoor water usage. Other techniques for reducing outdoor water use include capturing rainwater using cisterns for landscape irrigation, using graywater or recycled water for landscape irrigation, and using mulch to retain soil moisture.

Urban Forestry

The tree canopy provides environmental and quality of life benefits, including energy conservation, heat mitigation, improvement of air and water quality, and a more attractive and comfortable pedestrian environment by providing shade and visual relief and beautification. Also see the Urban Design Element.

Rooftop Gardens / Green Roofs

Rooftop gardens or green roofs can capture rainwater, reduce urban runoff, reduce the urban heat island effect and reduce heating costs by absorbing solar heat.

Community Gardens / Urban Agriculture

Community gardens makes public or private land available to the community through either an individual or shared plot system and can provide opportunities to create green space for outdoor enjoyment and physical activity, a source of local and healthy food in underutilized spaces not available or suitable for parks.

Natural Resource Conservation

The protection and preservation of natural resources and open space are critical for habitat restoration, protection of endangered, threatened, and sensitive species, wildlife connectivity, and passive recreation. The preservation and protection of ecosystems within open space areas improves quality of life. Open space canyons contain sensitive plants and animals and their habitats. The protection of open space areas supports native wildlife and habitats, which help build environmental resiliency.

Multiple Species Conservation Program

The Multiple Species Conservation Program Subarea Plan preserves and manages a network of core biological resource habitat and open space areas that support a high concentration of sensitive plants and animals which is identified as the Multi-Habitat Planning Area. The goal of protecting these areas is to conserve this land in perpetuity and protect the region's biodiversity, including endangered species.

Multi-Habitat Planning Area

Only limited development may occur within the Multi-Habitat Planning Area to ensure the long-term habitat conservation plan for the covered species and preserve the natural vegetation communities. The Multi-Habitat Planning Area balances the preservation and protection of natural resources with the allowance of compatible public recreation. Most of the community's open space areas, inclusive of natural canyons and natural slopes, are in the Multi-Habitat Planning Area, as shown on Figure 7-1.

Vegetation

Most of the native plants within the Multi-Habitat Planning Area are coastal sage scrub and chaparral vegetation on the upper mesa, and grassland, and riparian woodlands distinctions in the shaded low-lying canyons as shown on Figure 7-2.

Open Space Designation

Designated open space is a component of the open space system that provides long term protections for natural landforms and ecosystems which can contain environmentally sensitive resources. Open space areas can be protected through regulations or other private property restrictions such as conservation or open space easements.

Environmentally Sensitive Lands Regulations

The Environmentally Sensitive Lands Regulations address development within sensitive biological resources, steep hillsides and floodplains.

Urban Runoff Management

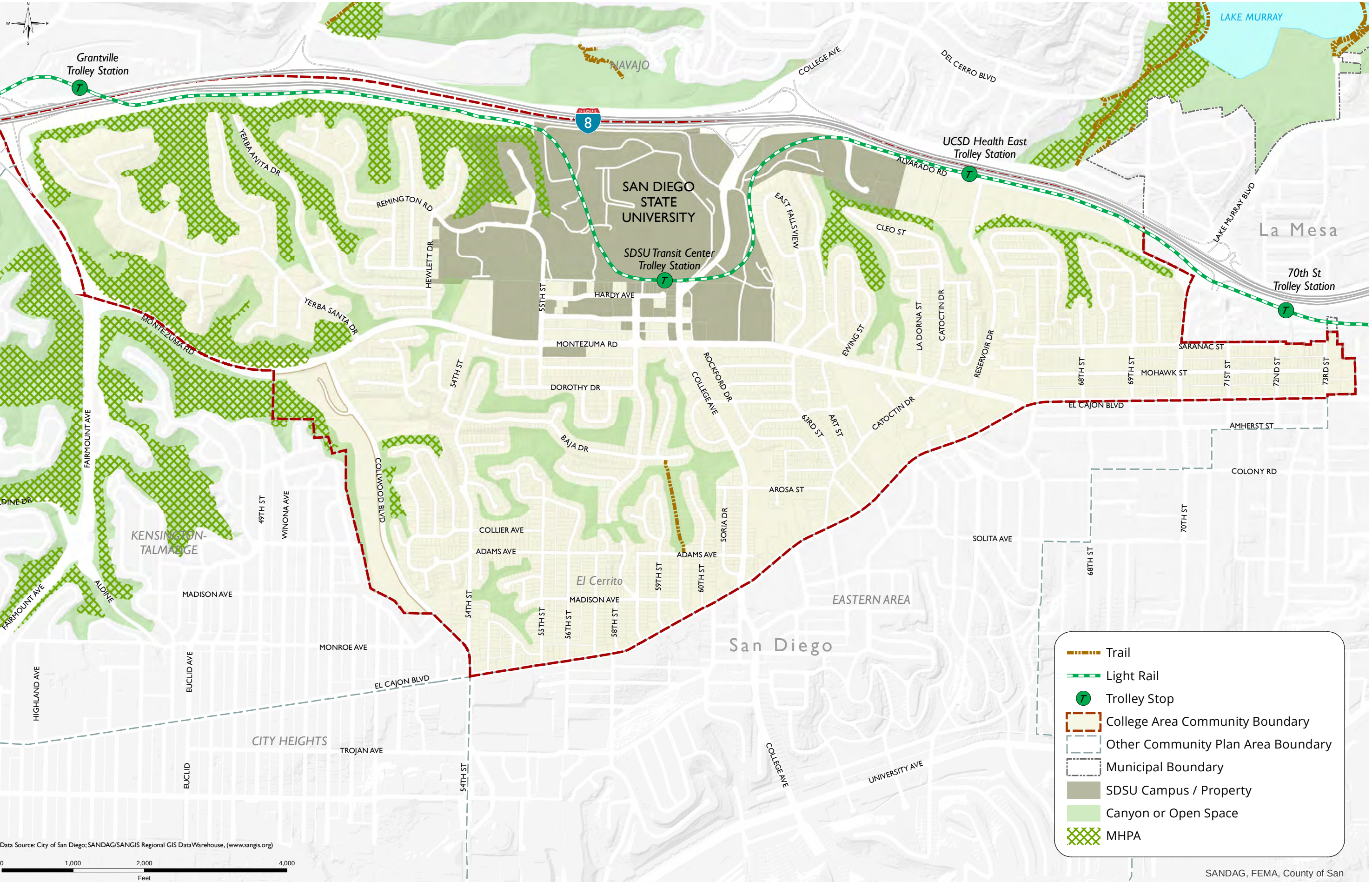
Urban runoff is water that flows over impervious surfaces, such as paved roads and parking lots, and is unable to infiltrate the ground. Urban runoff picks up sediment and pollutants and deposits them into streams and creeks, polluting the waters. The canyons act as natural drainages for stormwater runoff. New and existing development should include features, such as green spaces or permeable pavement, that can help to absorb urban runoff and protect water quality.

Low Impact Development

Low Impact Development techniques can increase the ability of water to infiltrate into the ground such as bio-infiltration and bio-retention areas, green roofs, permeable pavement, tree wells with filters, and soil amendments. Streets that incorporate Low Impact Development techniques are commonly called green streets and can include medians or parkways with bio-infiltration areas, permeable sidewalk pavement, and tree wells with filters that allow water infiltration. See also the Urban Design Element for discussion and policies related to Urban Greening.

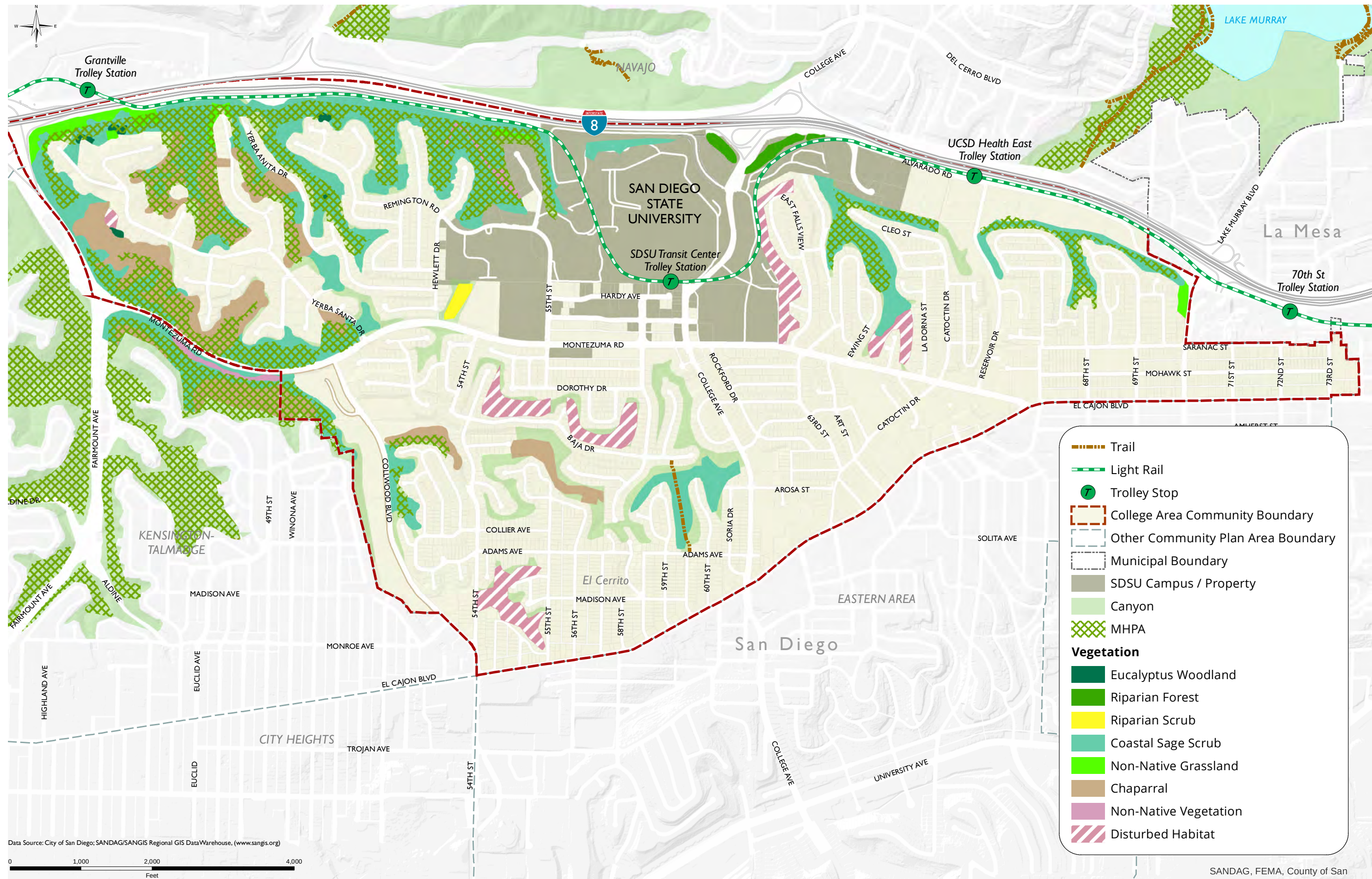


Figure 7-1: Open Spaces and Multi-Habitat Planning Area



SANDAG, FEMA, County of San

Figure 7-2: Vegetation and Multi-Habitat Planning Area



Policies

Sustainable Development

- 7.1 Promote and facilitate the siting of new on-site photovoltaic energy generation and energy storage systems.
- 7.2 Encourage development and building retrofits to incorporate energy- and water-efficient building systems, components, and practices.
- 7.3 Utilize sustainable design that reduces greenhouse gas emissions, pollution, dependency on non-renewable energy sources, makes efficient use of local resources, and incorporates sustainable landscaping, water use, and storm-water management.
- 7.4 Encourage fire resistant landscaping and design, such as the use of fire-resistant plant species and non-combustible materials, fire breaks, and regular brush management.

Natural Resource Conservation

- 7.5 Promote open space conservation and restoration of natural lands on lands designated as open space, including lands within the MHPA.
- 7.6 Protect and strengthen sensitive native habitats.

Community Gardens

- 7.7 Encourage community gardens on underutilized or remnant sites and on rooftops.
- 7.8 Integrate sustainable agriculture principles into community gardens that promote clean air and water, local pollinators, healthy soils, habitats, and ecosystems.

