

8

Public Facilities, Services & Safety



GOALS

- Robust, equitable, and accessible public facilities and services that support the long-term vitality of the College Area.
- Essential services that ensure all College Area residents have reliable access to safety, health, and community-serving services and facilities.
- Public facilities that are modern, technologically equipped and environmentally sustainable.
- A healthy, safe, and livable community that reduces risks posed by fire, flooding, hazardous materials, geologic and seismic hazards, and extreme temperatures.

Introduction

The Public Facilities, Services, and Safety Element addresses public services and facilities and addresses health and safety issues within the College Area. Additional discussion and policies are in the Land Use and Recreation Elements.

Public Facilities and Services

A framework of public facilities and services is an essential component of a vibrant community. Parks, public spaces, and schools are vital to support a growing population while police and fire-rescue services and facilities are essential for public safety. Other government agencies also provide public facilities and services in the community. The Community Plan provides guidance for public agencies when considering new and enhanced facilities. The public facilities serving the College Area are shown on Figure 8-1.

Police

The College Area is largely served by the eastern division substation and in part by the San Diego State University Police Department, which is responsible for public safety on the campus and who work closely with the San Diego Police Department in monitoring off-campus student activities.

Fire & Rescue

The community is primarily served by three fire stations:

- **Station 10** in the Rolando Village Neighborhood and contains a brush rig, fire engine and fire truck.
- **Station 17** in the Teralta East Neighborhood in City Heights and contains a fire engine.
- **Station 31** in the Del Cerro Neighborhood contains a fire engine.

As the community grows, new opportunities include construction of two new fire stations (Figure 8-1) alongside associated staffing needs and operational strategies, depending on amount of future development that occurs, which would require future technical analysis.

Library

The College-Rolando Library serves the College Area, and surrounding areas. The College-Rolando Library provides meeting rooms and community services, is activated as a Cool Zone during extreme heat events, and provides access to education, employment opportunities and community information.



Schools

San Diego Unified School District serves students from pre-kindergarten to 12th grade. Schools may have the opportunity to be retrofitted and expanded with a second story to make efficient use of land, increase classroom space, and maintain outdoor play areas. The community is served by the following district and charter schools:

- Hardy Elementary
- The Language Academy
- Pendleton Elementary
- Fay Elementary
- Harriet Tubman Village Charter School
- Lewis Middle School
- Horace Mann Middle School
- Crawford High School
- Patrick Henry High School

San Diego State University

San Diego State University (SDSU) occupies over 262 acres and provides higher educational services for both the region and the state. Refer to the Introduction Element for more information on the relationship between SDSU and the community.

Hospital

The East Campus Medical Center at UC San Diego Health provides a full range of hospital services, including emergency medical services.

Public Utilities

As an urbanized community, all properties are served by public utilities. Water and wastewater services are provided by the City of San Diego. Additionally, the City maintains and operates street lighting to enhance nighttime visibility, pedestrian and vehicle safety, and neighborhood security. Power service is offered by San Diego Gas and Electric (SDG&E) and San Diego Community Power. Gas service is also provided by SDG&E.

Safety

Air Quality

Freeways are the primary contributor to air pollution and poor air quality. However, air pollution diminishes as distance from the freeway increases. For residential and other sensitive-receptor land uses (e.g. schools / daycares, hospitals, etc.) located near I-8, careful building design and

additional green spaces can minimize adverse effects of air pollution. Building features that can attenuate air pollution include individual home ventilation systems with high-efficiency particulate arresting air filters, and carefully locating heating, ventilation, and air conditioning intake vents away from pollution sources.

Hazardous Materials

New development could encounter isolated soil and/or water contamination on properties with past uses that could have included gas stations, dry cleaners or auto repair businesses. Site remediation, when required as part of the project approval based on the proposed use and the property's condition, reduces issues associated with potential ground contamination for new residential uses and other uses considered sensitive receptors.

Extreme Temperatures

Portion of College Area face high heat exposure that will be exacerbated by extreme heat events. Extreme heat occurs when temperatures are much hotter and/or humid than average. Parks, public spaces, protected open space and other green space provide relief from extreme heat days. Planting street trees, green roofs, using asphalt alternatives such as cool pavement, and providing shade structures for transit waiting shelters and outdoor seating can help reduce heat island effect. Cool Zones and Resilience Hubs offer relief from extreme heat for community members and may provide additional resources such food, shelter, healthcare, and other services.

Geological & Seismic

The San Diego Seismic Safety Study maps help to evaluate the seismic risk and if a geotechnical report is required for new buildings. Building codes require structures to withstand seismic risks like ground shaking and liquefaction.

Fire

The western portion of the College Area is within a very high fire hazard severity zone. Fire hazards are primarily within and around the community's hillsides and canyons due to brush, weather and slopes.

Fire engines in each station have wildland equipment to fight brush fires. The City responds to brush fires by drawing from City resources and from other cities and agencies. The Fire and Rescue Department has 11 brush fire apparatuses citywide, including Fire Station 10 within Rolando Village. Two firefighting helicopters are also available at Montgomery Field for brush fire responses. Emergency responses are supplemented by ambulance service that is contracted separately by the City.

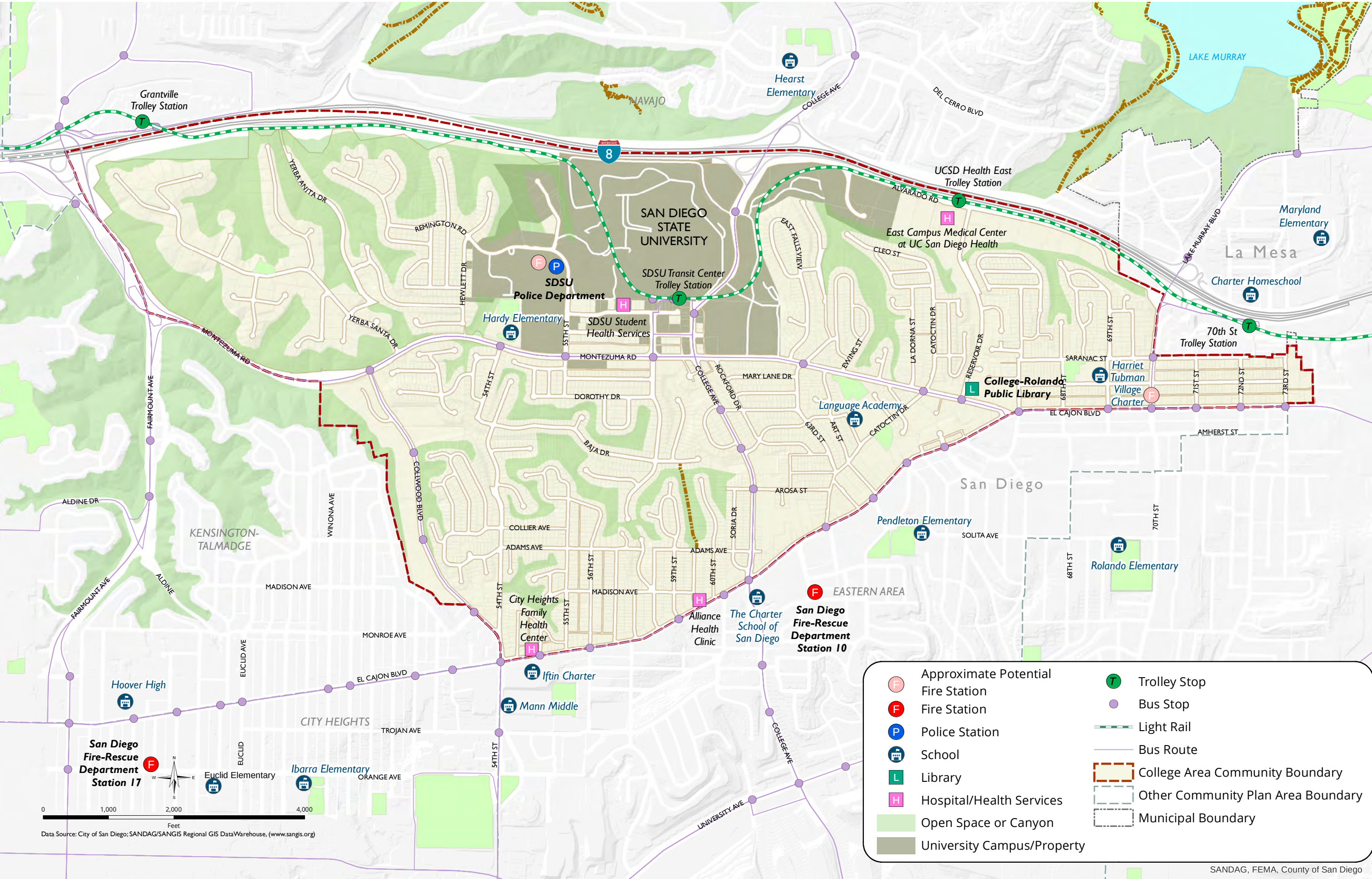
Additional resources may be needed to maintain adequate fire services in the College Area depending of the amount of future development. Resources could include constructing new facilities, expanding existing stations, and associated staffing needs or other operational strategies to help to provide long-term guidance over the next 30 years helping to meet the community's fire safety needs.

Flooding

Flood risk is concentrated in Alvarado Canyon near where a 100-year floodplain covers some of the campus west of Alvarado Road and is within the Lake Murray dam inundation area. Strategies such as bioswales, raingardens and detention basins can help to address flooding.



Figure 8-1: Public Facilities



Policies

Location & Design

- 8.1 Locate public facilities along transit corridors, villages and nodes to increase accessibility and efficiently deliver services.
- 8.2 Design public facilities with an expanded urban tree canopy to reduce the heat island effect, reduce stormwater runoff, and improve air quality.
- 8.3 Incorporate public meeting spaces or cultural facilities for people to gather and increase social cohesion within new public facilities and mixed-use developments, where feasible.
- 8.4 Provide programming for hazard preparedness to mitigate risk from natural disaster within the community.
- 8.5 Consider alternative public serving uses for public facilities that close or relocate.
- 8.6 Encourage new community and cultural facilities that provide programs and are places for social interaction.
- 8.7 Design public utility facilities to blend into the design of the nearby buildings.
- 8.8 Consider alternative land uses for institutional uses that close or relocate.

Public Schools

- 8.9 Coordinate with the San Diego Unified School District to site new schools, where feasible, to provide for future pre-kindergarten to 12th grade enrollment needs.
- 8.10 Pursue joint use agreements to allow the use of school facilities during non-school hours for educational, civic, recreational, arts and cultural purposes.
- 8.11 Encourage the efficient use of land by increasing the number of classrooms, while still maintaining outdoor playground and field areas where feasible.

Libraries

- 8.12 Consider service improvements at the College-Rolando Library such as extended hours, expanded book collection, and additional staff to provide special programs.
- 8.13 Support improvements to the College-Rolando branch library to address future needs.
- 8.14 Explore options for additional parking at the College-Rolando Library, including shared parking agreements and strategies to increase parking along Reservoir Drive and Mohawk Street.

Healthcare

- 8.15 Encourage health care facilities provide a range of services within near major transit stops.

Police

- 8.16 As the community grows, continue to support police services that serve the community.
- 8.17 Support a close relationship between community groups, Neighborhood Watch Programs, and the Police Department to increase awareness of community policing concerns.
- 8.18 Maintain and evaluate the need for additional police services such as Community Service Officer programs and police storefronts in villages.

Fire – Rescue

- 8.19 Consider siting a new fire station within the College Area at a location to be determined.
 - A. Consider potential sites near San Diego State University.
 - B. Coordinate with San Diego State University on the potential to locate a future fire station on property owned by the University.
 - C. Coordinate with San Diego State University on the potential to contribute to the funding of a new fire station.
- 8.20 Evaluate potential upgrades, expansions and new fire stations and equipment to maintain adequate service.
- 8.21 Maintain and evaluate sufficient fire-rescue services to serve the College Area, particularly in areas adjacent to open space canyons and hillsides.
- 8.22 Provide routine brush management within the City owned open space.
- 8.23 Provide education and information to the community regarding fire prevention techniques, defensible space, and required routine brush management for private properties.
- 8.24 Encourage and support the formation and ongoing activities of Local Fire-Safe Councils within the College Area to strengthen community-based wildfire resilience.
- 8.25 Encourage use of fire-resistant materials in building construction, such as fireproof roofing, walls, and windows.
- 8.26 Promote adequate water supply, flow rate, and duration levels - and ensure proper spacing and readiness of fire hydrants - to support effective fire suppression.
- 8.27 Prioritize undergrounding overhead power lines near high-risk settings (e.g. open space canyon rims) to reduce ignition sources and improve community safety.
- 8.28 Continue to conduct periodic emergency planning and coordinated operations with regional agencies to ensure safe and efficient evacuations during fire emergencies, including public education and clear communication protocols for residents.
- 8.29 Encourage home-hardening improvements for existing homes such as fire-resistant roofs, vents, windows, and defensible space treatments to strengthen neighborhood-wide resilience to wildfires.

Flooding/Stormwater

- 8.30** Minimize urban runoff and flooding by minimizing impervious surfaces, increase green spaces, and incorporating sustainable stormwater facilities such as bio-swales and permeable pavement.
- 8.31** Utilize open space areas to provide for natural retention and filtration of water to support their preservation and restoration.
- 8.32** Encourage the use of features that create space for water during heavy rain events such as rain gardens, bioswales, retention ponds and other green spaces.

Seismic Safety

- 8.33** Incorporate public space parks and landscaped areas where active faults preclude the construction of new buildings where feasible.
- 8.34** Work to maintain and improve the seismic resilience of structures, with consideration of preserving historical and unique structures.

Lighting, Landscaping, and Maintenance

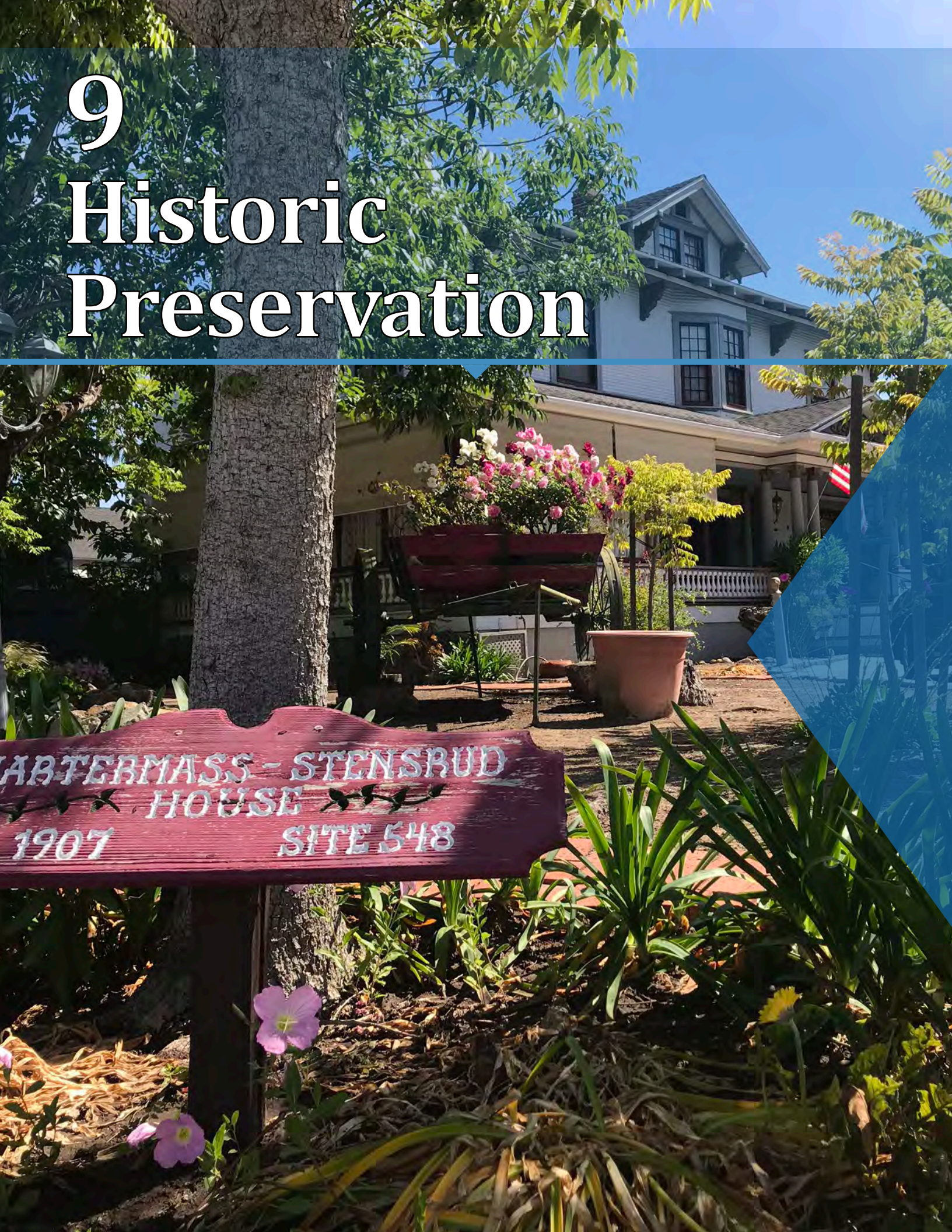
- 8.35** Provide pedestrian-oriented lighting along transit corridors, villages and nodes.
- 8.36** Emphasize drought tolerant, shade producing, native landscaping and an expanded urban tree canopy.
- 8.37** Encourage the College Heights Area Maintenance Assessment District to install and maintain landscaping, lighting, wayfinding, and gateway signs, and provide additional maintenance services.
- 8.38** Provide public trash and recycling receptacles along transit corridors, villages and nodes where feasible.
- 8.39** Provide shade trees on the grounds of public facilities.

Extreme Heat

- 8.40** Consider opportunities to improve accessibility to libraries and/or other designated cool zones during an extreme heat event.
- 8.41** Consider opportunities and suitable locations for community or City led resilience hubs that will provide resource and community connection as well as improve community response and recovery to hazard events, including extreme heat.
- 8.42** Support urban greening projects or programs, such as expanded urban tree canopy, green roofs, green streets, and increased access to green spaces that provide air quality and natural cooling benefits during heat events.
- 8.43** Consider opportunities to utilize cool pavements at parks, playgrounds, parking lots, and other public spaces to reduce temperatures in urban areas, mitigate heat, and improve user comfort.

- 8.44** Design buildings and landscaping to minimize building heat gain. Including but not limited to:
 - A. Employ trees and landscaping strategically in site design for their benefits in building, window, and outdoor space shading.
 - B. Choose cool or green roofing materials or designs.
 - C. Utilize window sunshades, extended roof eaves, and low emissivity (“low-e”) window glass to control solar exposure for building interiors.





9 Historic Preservation

GOALS

- Identification and preservation of significant and important historical resources in the College Area community.
- Provision of educational opportunities and incentives related to historical resources.

Introduction

Historic Preservation is guided by the General Plan for the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the city. This element provides a summary of the prehistory and history of the community and establishes policies to support the identification and preservation of its historical, archaeological, and tribal cultural resources. More detailed historical narratives are provided within a Historic Context Statement and a Cultural Resources Report, which were prepared to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of historical, archaeological, and tribal cultural resources within the College Area Community planning area.

Vision

This Community Plan envisions a quality built and natural environment enriched by the identification and preservation of significant and important historical resources within the community. It is also the intent of this Element to improve the quality of the built environment, encourage the appreciation for the City's history and culture, enhance community identity, and contribute to the City's economic vitality through historic preservation.

Pre-Historic and Historic Context

The prehistoric context briefly describes the known cultural traditions and settlement patterns of the prehistoric and early historic periods, and the historic context provides a broad-brush historical overview of the overarching forces that have shaped land use patterns and development of the built environment within the College Area during the historic period.

Tribal Cultural History (Pre-European Contact)

Tribal cultural history is reflected in the history, beliefs and legends retained in songs and stories passed down through generations within Native American tribes. There is also an ethnohistoric period of events, traditional cultural practices and spiritual beliefs of indigenous peoples recorded from the post-European contact era. The traditional origin belief of the Yuman-speaking peoples in Southern California reflects a cosmology that includes aspects of a mother earth and father sky, and religious rituals were tied to specific sacred locations. A pre-historic material culture is contained in the archaeological record and reflects subsistence practices and settlement patterns over several prehistoric periods spanning the last 10,000 years. It is important to note that Native American aboriginal lifeways did not cease at European contact.



Two indigenous groups are described from the ethnohistoric period as inhabiting San Diego County: the Luiseño and the Kumeyaay. The present-day boundaries of the City of San Diego, including the College Area, are part of the ancestral homeland and unceded territory of the Yuman-speaking Kumeyaay, which stretched approximately from the Pacific Ocean to the west, El Centro to the east, Escondido to the north, and the northern part of Baja California, Mexico to the south. The Kumeyaay traditionally lived in small, semi-permanent, politically autonomous seasonal camping spots or villages, often located near local springs and water sources. Larger villages were located in river valleys and along the shoreline of coastal estuaries. Houses were typically made with tule of California bulrush.



*Kumeyaay Woman in San Diego County.
Edward Curtis Collection, Library of Congress*

Subsistence cycles were seasonal and generally focused on an east-west or coast-to-desert route based around the availability of vegetal foods, while hunting and shellfish harvesting added a secondary food source to gathering practices. The Kumeyaay migrated to the mountains during certain seasons of the year to harvest acorns and grain grasses, as well as to trade with neighboring tribes to the east. At the time of Spanish colonization in the late 1700s, several major Kumeyaay camps were in proximity to the College Area community. The closest was Nipaquay, located along the north side of the San Diego River at the present-day location of the San Diego Mission de Alcalá. The general route of today's Kumeyaay Highway (Interstate 8), which forms the northern boundary of the College Area community follows the route of historic waterways through Alvarado Canyon and was one route used by the Kumeyaay to travel between the coast and the interior.

Estimates for the population of the Kumeyaay vary substantially: Scholars speculate anywhere from 3,000 to 19,000 people lived in the region prior to the establishment of the Spanish missions in 1769. However, by the mid-nineteenth century, the Kumeyaay population had dwindled to a few thousand, with many living on reservation lands.

Early San Diego History

The division of land, creation of plans and associated settlements in San Diego began with the establishment of the Franciscan mission and the Spanish Presidio of San Diego in 1769. Although Spanish explorer Juan Cabrillo landed in San Diego in 1542, colonization began in 1769 with the onset of European settlement. An expedition led by Gaspar de Portola and Father Junipero Serra established a presidio and the first Mission San Diego de Alcalá – the first in the chain of 21 missions in Alta California. The site was located near the Kumeyaay village of Cosoy on what is known as Presidio Hill in present-day Old Town San Diego. The mission, the presidio (fort) along with the pueblo (town) encompassed the three major institutions used by Spain to extend its borders and consolidate its colonial territories. The mission settlements were founded to assimilate the indigenous populations into Spanish culture and the Catholic religion and relied on the forced labor of Native Americans. In 1774, the mission was relocated eastward to its present-day location in Mission Valley.

After Mexico gained independence from Spain in 1821, the mission and presidio systems declined. In the 1830s, the Mexican government began secularization of the Spanish missions and disposition of church lands under the rancho system as well as establishment of a civilian pueblo in San Diego. The Ex-Mission Rancho de San Diego de Alcalá included present-day neighborhoods in the College Area and was granted to Santiago Argüello in 1845. During this period, land within the College Area was likely used for cattle ranching, but no built structures were recorded.

In 1846, United States forces occupied San Diego during the Mexican-American War, and with the signing of the Treaty of Guadalupe Hidalgo in 1848, the city officially became part of the United States. San Diego grew slowly until the 1860s when land speculator Alonzo Erastus Horton developed Horton's Addition, shifting the city's commercial center from Old Town to present-day downtown San Diego. The Ex-Mission Rancho remained east of the city's early development. Legal confirmation of ownership in 1876 allowed for the sale of portions of the rancho, leading to the early development of land within the College Area beyond livestock grazing.

Historic Development Themes

The College Area community's formative development history is encapsulated by the following development periods and themes, including association with San Diego State University and a suburban residential and business expansion boom.

Agricultural Development (1881-1931)

The City of San Diego experienced a boom period from 1885 to 1888 that was the result of the completion of the Santa Fe Railroad which ultimately connected San Diego to the southern transcontinental railroad. With increased access to markets, San Diego experienced a period of rapid growth and faced pressure to find additional water sources. The San Diego Flume Company formed in 1886 to export water from the Cuyamaca Mountains. The company purchased land stretching from the eastern edge of San Diego to the Cuyamaca Mountains and constructed Cuyamaca Dam and a 37-mile-long open flume to transport the water.

The present-day College Area was located about six miles east of the San Diego city limits in the 1880s and was part of the San Diego Flume Company's "La Mesa Colony" subdivision. The La Mesa Colony subdivision included 5- and 10-acre irregularly shaped parcels for agricultural use encircling a planned townsite with a typical rectilinear street grid and regular parcels. The historic street grid is currently part of 18 rectilinear blocks in the vicinity of El Cajon Boulevard and 70th Street. La Mesa Colony and the nearby settlements of La Mesa and Lemon Grove were promoted for their warm climate ideal for citrus, avocado growing, and poultry farms. Although La Mesa developed a flourishing citrus industry, the La Mesa Colony faced economic challenges largely due to limited local water sources and the San Diego Flume Company's inability to deliver promised water.



Flume to transport water to San Diego from Cuyamaca Mountains, 1905, City of San Diego City Clerk's Archive



Early Residential Development (1886-1945)

The city's expansion eastward, marked by annexations and the concept of "Greater San Diego," influenced the College Area's development as a residential community. Greater San Diego was a slogan and approach by which the City of San Diego would expand its boundaries by incorporating established communities just outside its borders. San Diego annexed the nearby community of East San Diego in 1923 placing the present-day College Area just outside the city limits. Residential development of land within the College Area did not occur until the 1920s, and the earliest subdivision activity of the 1920s was located at the south and southwestern edges of the College Area that were closer to El Cajon Boulevard (then called El Cajon Avenue). The La Mesa Colony was annexed to The City of San Diego in the late 1920s.

Notable subdivisions like Redland Gardens emerged in the 1920s, marketed to buyers interested in a "back-to-the-farm" movement which was a popular element of the 1915 Panama-California Exposition and small-scale personal farming reflected the community's agricultural setting. However, home construction proceeded at a gradual pace. Additional subdivisions followed in the mid-1920s. Despite the Great Depression, home construction expanded through the 1930s, aided by relocation of San Diego State Teachers College campus to its present-day San Diego State University site in 1931.

By 1942, the 1920s subdivisions had filled with new homes, predominantly featuring the new Minimal Traditional architectural style of this period. The City's zoning system, introduced in the 1930s, designated some of the College Area for single-family homes. Properties fronting El Cajon Boulevard and a portion of College Avenue were zoned commercial. This zoning pattern laid the groundwork for post-World War II suburban expansion, marking a pivotal era in the College Area's development.

Despite the construction downturn during the Great Depression, the area steadily built out through the 1930s, likely in part due to the relocation of San Diego State University to this area in 1931 along with the City's continued outward growth. The area also benefitted from "New Deal" federal programs created under the

Franklin D. Roosevelt administration to stimulate the economy during the Great Depression. The area received favorable Home Owners' Loan Corporation (HOLC) ratings, facilitating agency-backed mortgages. The HOLC was created to refinance delinquent home mortgages to prevent foreclosure, as well as to expand home buying opportunities. The HOLC survey assigned grades to residential neighborhoods in cities throughout the country. The HOLC survey map of 1936 shows most of the present-day College Area as undeveloped or identified as "Sparsely Settled." The area comprising the newer El Cerrito and Redlands Gardens subdivisions along El Cajon Bl. west of College Ave received the grades of "A" and "B", the highest of the four grades. The area east of College Ave comprising the older La Mesa Colony subdivision received a lower "C" rating.

Commercial Development (1910-1974)

The Commercial Development theme spans the period from approximately 1910 to 1974 and is concentrated along major streets. The historical significance of El Cajon Avenue, initially a dirt road connecting San Diego to eastern settlements, evolved with the advent of the personal automobile. Competing bids in 1912 between San Diego and Los Angeles for the western terminus of the interstate highway from Arizona resulted in an automobile race between the two cities and Phoenix, Arizona. After a San Diego driver won, El Cajon Avenue became the official terminus of future highway 80, fostering San Diego's eastward expansion and catalyzing development in the present-day College Area. Paving along portions of El Cajon Avenue started after the announcement of the 1915 Panama-California Exposition. However, development resulting from the popularity of the exposition was focused just east of the then city limits and did not reach the College Area.

The widening and renaming of El Cajon Avenue to El Cajon Boulevard in 1937 marked official acknowledgment of the street's significance as a major east-west auto thoroughfare and major entrance to the city. The 1930s saw an increase in businesses along El Cajon Boulevard, including gas stations, repair shops, and lodging facilities. By 1950, El Cajon Boulevard had developed a distinct commercial character further characterized by auto-oriented tourist courts, motels, and drive-thru

commercial buildings.

The construction of Alvarado Canyon Road into Mission Valley changed traffic patterns and resulted in the gradual decommissioning of Highway 80 along El Cajon Boulevard between 1964 and 1974. The intersection of College Avenue and Montezuma Road witnessed varied commercial development by 1974, transitioning from primarily residential to small-scale commercial buildings. Overall, the history of commercial development in the College Area reflects the evolving transportation landscape, from wagon routes to highways, influencing the growth and character of the region.

Development Created by the College (1931-1974)

Initiated by the relocation of the San Diego State Teachers College in the late 1920s, the College Area gained its name from this significant move. Despite exemptions from city planning regulations, the presence of the College (renamed San Diego State University in 1974) became a catalyst for the area's development.

The 1930s marked a crucial period with the College's expansion, notably through the construction of Spanish Colonial Revival-style buildings designed by Howard Spencer Hazen the senior architect of the California Division of the State Architect. Works Progress Administration (WPA) funding further facilitated development, adding Scripps Cottage, the Student's Club, the Dual Gymnasium, and the Aztec Bowl. Renamed San Diego State College in 1935, the institution experienced steady growth, expanding its footprint south, east, and west.

The aftermath of World War II brought challenges in student housing, prompting temporary housing solutions such as trailers and army surplus buildings as well as university-initiated outreach programs seeking community support and encouraging residents to offer living spaces. The narrative underscores growing student enrollment and the struggle to meet student housing demand, which became a pressing issue in the postwar era.

The 1950s witnessed a development shift with the construction of the first on-campus dormitories and the emergence of tract homes within the community under the City's zoning regulations. The growth of San Diego State University continued

in the 1960s, prompting city planning initiatives like the 1964 Area Plan, which addressed housing shortages and suggested zoning adjustments for multi-family housing near the campus. Subsequent plans, such as the 1974 State University Area Plan, emphasized additional multi-family housing and considered the impact of the university's expansion on traffic and parking.

Postwar Residential Development (1945-1974)

The period from 1945 to 1974 marked a significant transformation in the College Area's development, with a predominant focus on single-family tract homes. This era witnessed significant growth as well as a shift from piecemeal development to large-scale housing tracts. Previously constrained areas such as steep hillsides began to develop, and growth stemmed from both infill development and new subdivision tracts.

Post-World War II, San Diego, like the rest of the nation, saw an upsurge in residential development to address housing shortages. Federal housing policies and financial programs facilitated large-scale projects, altering the traditional role of developers. The Housing Act of 1949 incentivized developers to build multiple houses using stock plans, resulting in the creation of suburbs with nearly identical homes. Subdivision maps filed in the 1950s reflect extensive growth in the community by various developers. Notable developers included Dennstedt Company, Chris Cosgrove, Dass Construction, Harmony Homes, and Brock Construction.

The 1950s also saw the rise of unique developments, such as Alvarado Estates, originally a cooperative housing development catering to San Diego State University employees and small aircraft owners due to the inclusion of an airstrip. The community developed in phases and featured custom homes designed by notable architects in a variety of architectural styles, including Mid-Century Modern and Ranch. College View Estates Units 1 and 2 started construction in 1954 as a higher-end tract development, offering standard tract plans as well as semi-custom homes designed by notable architects.

Toward the late 1960s, townhouse and multi-family apartment developments were constructed as infill developments on remaining, undeveloped land. Responding to the relative scarcity of raw land, these developments often catered to smaller households and featured distinct design aesthetics. Several of these developments were located along the periphery of the community along Collwood Boulevard and Alvarado Road. Overall, the postwar residential development in the College Area reflects a dynamic period of growth, responding to national housing trends, federal policies, and the evolving needs of the San Diego State University community.

Civic and Institutional Development (1931-1974)

During the period from 1931 to 1974, the College Area experienced significant local civic and institutional development in response to its growing residential population. The construction and establishment of civic, institutional, and religious buildings played a crucial role in shaping the community.

In the early 1930s, recognizing the need for community safety, a fire station was proposed, and by 1935, a small fire station was built at the corner of College and Adams avenues. Houses of worship were also erected during the 1930s to early 1940s, with notable examples including Blessed Sacrament Catholic Church, College Park Presbyterian Church (now Faith Presbyterian Church), College Lutheran Church, and the College Avenue Baptist Church complex. Blessed Sacrament Catholic Church, established in 1938, expanded in 1961 to accommodate a growing congregation. The College Avenue Baptist Church, founded in 1891, constructed a new church building in 1940 and further expanded in 1947-48 and 1951 to meet the needs of its members. In 1966, a new church building designed by architect Kenneth Wing was erected, capable of seating 1,500 congregants.

The community also witnessed the construction of schools to address the growing population. John Muir Elementary School (Now Harriet Tubman Village Charter School) underwent modernization in 1940, while Montezuma Elementary School (now Language Academy Elementary) and Hardy Elementary School were built in 1951 and 1957, respectively.

Additionally, a unique use of the northwestern part of the College Area was the establishment of a Jehovah’s Witness-organized compound named “Beth Shan” in 1939. This compound, located in what is now Alvarado Estates, was acquired for its proximity to the residence of Joseph Rutherford, a prominent figure in the history of the Jehovah’s Witnesses. Beth Shan served as a discrete compound until 1945.

In the 1960s, there was a notable growth of medical facilities at the northern end of College Avenue, with the establishment of the San Diego Professional Association and the construction of the Alvarado Medical Center in 1960. This marked a shift in regional travel from El Cajon Boulevard to the I-8 Highway, and the medical facilities became a significant development in the area.

Overall, the period was characterized by a dynamic interplay between the growing residential population and the construction of civic, institutional, and religious structures to meet the evolving needs of the College Area community.

Resource Preservation

A Historic Context Statement and Cultural Resources Report were prepared during the process of updating the Community Plan. The cultural resources report describes the tribal cultural history (pre-contact/protohistoric and pre-history) in the community, identifies significant archaeological resources at a broad level, guides the identification of possible new resources, and includes recommendations for proper treatment.

The Historic Context Statement provides information regarding the significant historical themes in the development of the College area and the property types associated with those themes. The Historic Context Statement aids City staff, property owners, developers, and community members in the future identification, evaluation, and preservation of significant historical resources in the community. These documents have been used to inform the policies and recommendations of the Community Plan.

Policies

Archaeological and Tribal Resources

- 9.1 Conduct project-specific Native American tribal consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.
- 9.2 Conduct project specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.
- 9.3 Avoid adverse impacts to significant archaeological and tribal cultural resources identified within development project sites and implement measures to protect the resources from future disturbance to the extent feasible.
- 9.4 Ensure measures are taken to minimize adverse impacts and are performed under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor if archaeological and tribal cultural resources cannot be entirely avoided.
- 9.5 Consider eligible for listing on the City’s Historical Resources Register any significant archaeological or Native American tribal cultural sites that may be identified as part of future development within the College Area and refer sites for designation as appropriate.

Historic Resources

- 9.6 Identify and evaluate properties for potential historic significance, and preserve those found to be significant under local, state, or federal designation criteria.
- 9.7 Prioritize consideration to the properties identified in the Study List contained in the College Area Community Planning Area Historic Context Statement.
- 9.8 Complete a historic survey of the community based upon the Historic Context Statement to assist in the identification of potential historical resources, including historic districts and individually eligible resources.
- 9.9 Encourage the inclusion of both extant and non-extant resources.

Education and Interpretation

- 9.10 Promote opportunities for education and interpretation of the College Area’s unique history and historic resources through mobile technology; brochures; walking tours; interpretative signs, markers, displays, exhibits; and art.

10 Implementation



The urban design framework is implemented through the Community Enhancement Overlay Zone within the Land Development Code (Ch13 Div X). The Plan Overlay Zone supplements the underlying base zone development regulations to ensure consistency with the community's vision and plan policies and streamline the development review process.

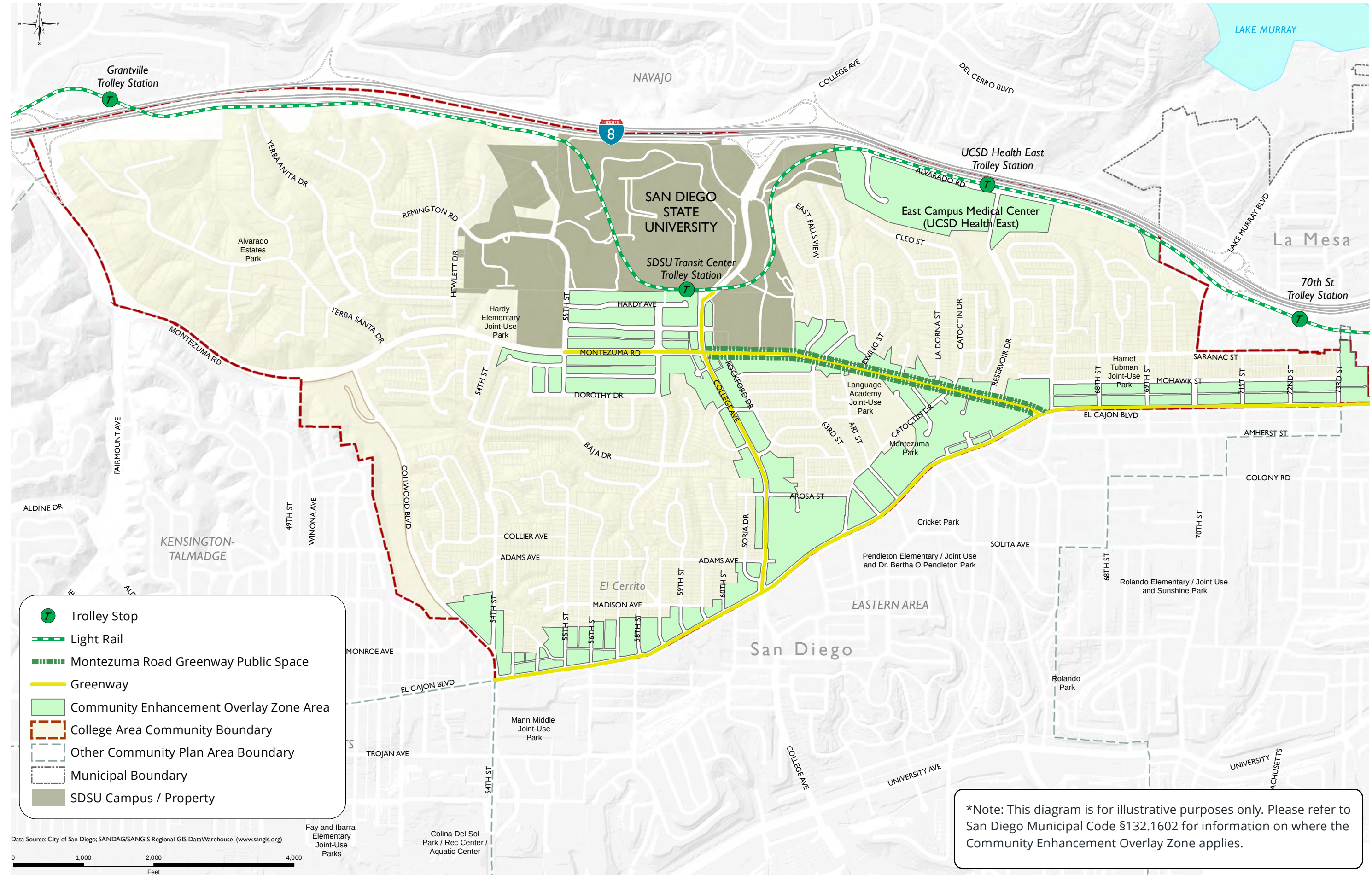
New development within the Plan Overlay Zone is required to provide new public spaces on site. These spaces may include (but are not limited to) play areas, fitness and circuit equipment, sports courts, game tables, performance or gathering areas, splash pads or water features, useable lawn areas, off-leash dog areas, community gardens, urban greens, podiums, plazas, and greenways or paseos that enhance connectivity.

All new development is required to make Parkway improvements according to the City of San Diego Street Design Manual. The Parkway is the minimum distance of pedestrian space between the curb and the property line; the Parkway typically includes three zones: the furnishing zone, the throughway zone, and the frontage zone.

The furnishing zone is between the curb and the throughway zone and includes street infrastructure like street trees, waste receptacles, transit shelters, bike racks, recreational amenities, public art, etc. The throughway zone is between the furnishing zone and the frontage zone and includes the pathway for pedestrian movement. The frontage zone is between the throughway zone and the property line and may include additional street infrastructure or building amenities. Development fronting Montezuma Road as identified in Figure 10-1 requires a minimum parkway width of 14 feet.

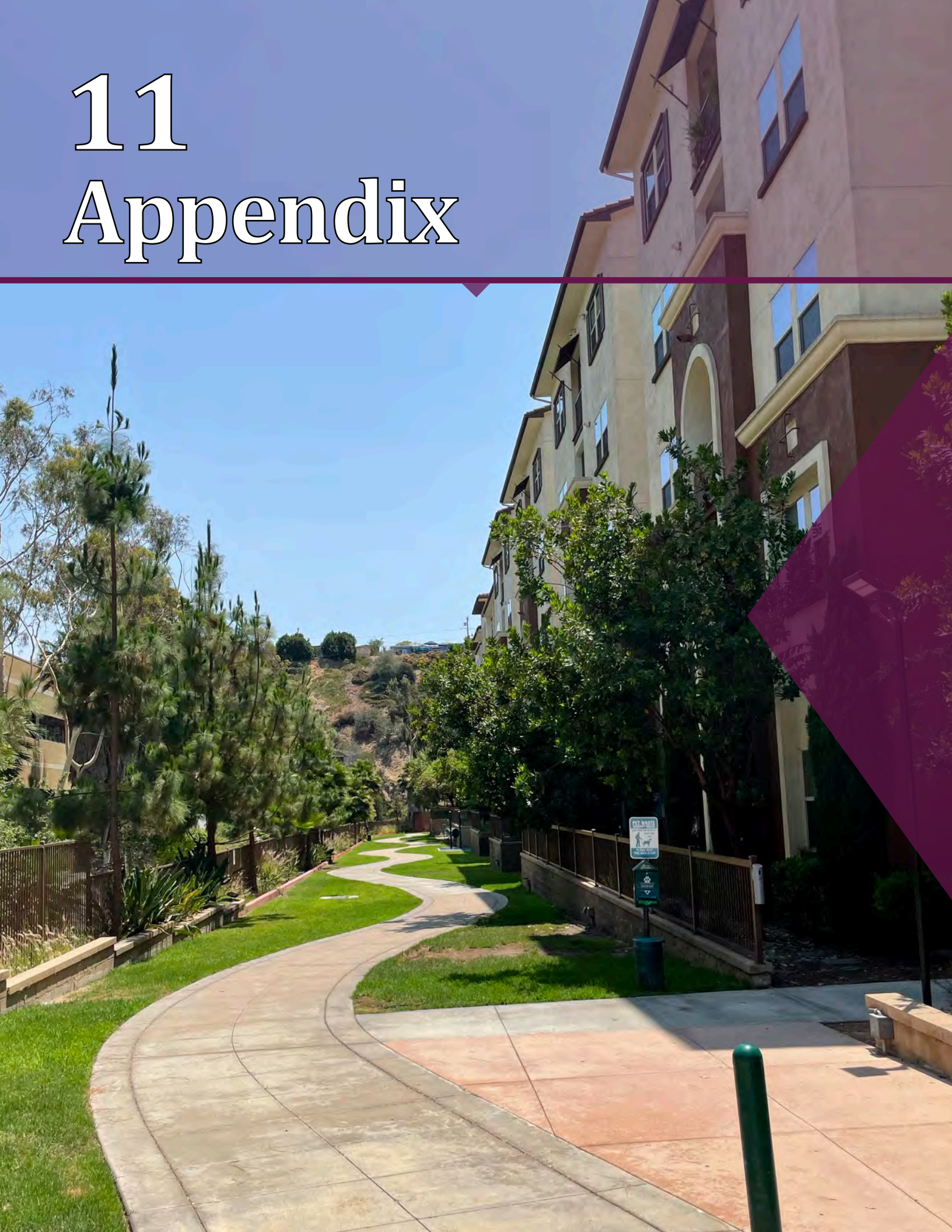


Figure 10-1: Community Enhancement Overlay Zone Area & Greenways



11

Appendix



A. Street Tree Master Plan

The main streets and districts and matrices of recommended trees are shown in Table 11-1, Table 11-2, Table 11-3 and Figure 11-1.

Table 11-1: Street Tree Districts and Streets

Primary Streets	Street Tree Details
Montezuma Road; 55th Street; Collwood Boulevard	#1 Western District
Montezuma Road; College Avenue	#2 Campus District
Montezuma Road; College Avenue; El Cajon Boulevard; Collwood Boulevard	#3 Central District
Montezuma Road; Reservoir Drive	#4 Reservoir District
Montezuma Road; El Cajon Boulevard; 63rd Street	#5 Montezuma District
Alvarado Road; Reservoir Drive	#6 Alvarado District
El Cajon Boulevard; 70th Street	#7 Eastern District



Figure 11-1: Street Tree Districts

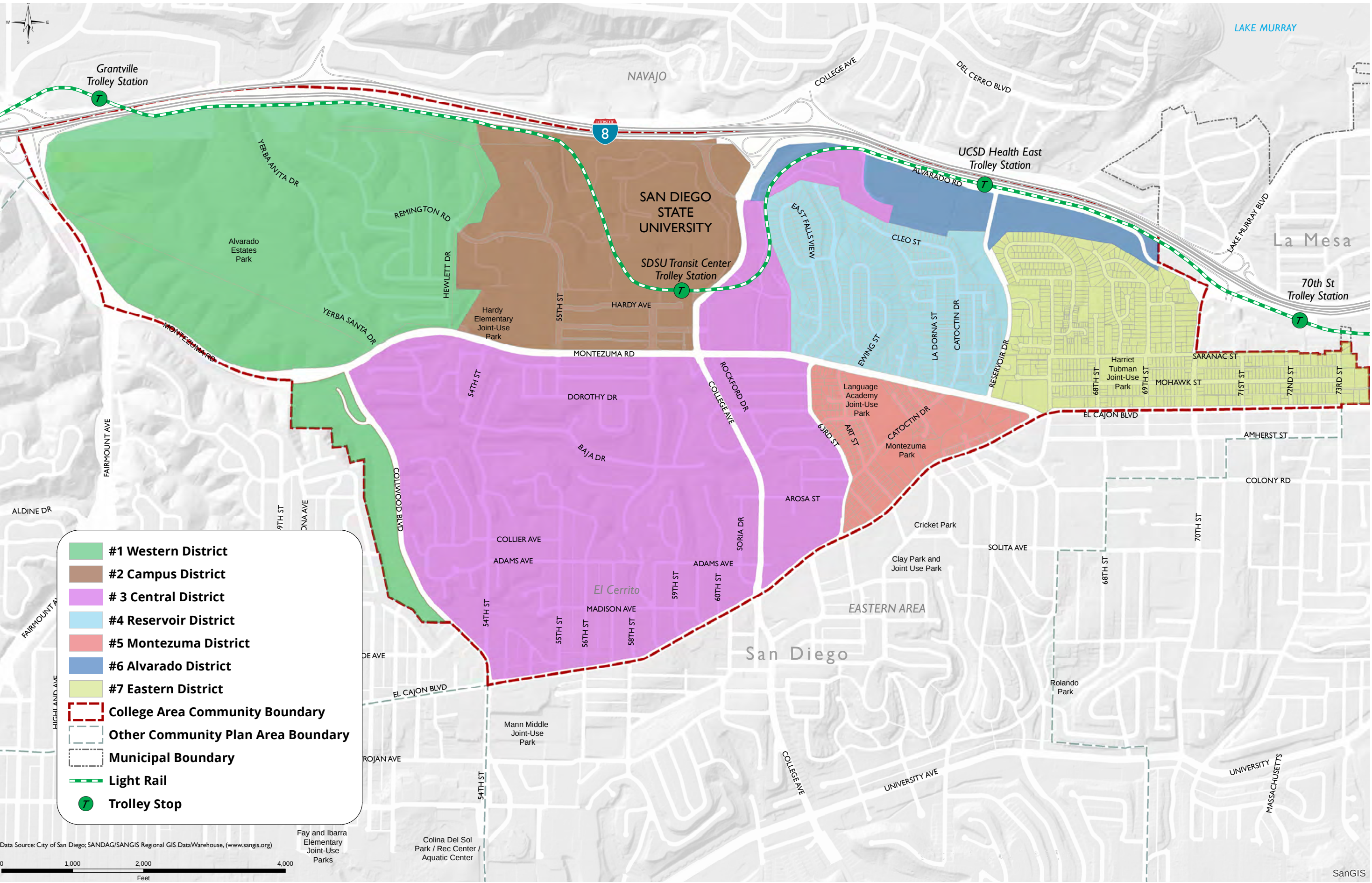


Table 11-2: Street Tree List by District

	Botanical Name	Common Name	Mature Size (H x W)	Minimum Tree Spacing	Water Use	Characteristics
Alvarado Road District						
Primary	Lophostemon Confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Secondary	Rhus lancea	African Sumac	25' x 20'	25'	Low	Evergreen
Eastern District						
Primary	Rhus lancea	African Sumac	25' x 20'	25'	Low	Evergreen
Secondary	Quercus ilex	Holly Oak	65' x 65'	25'	Low	Evergreen
Western District						
Primary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Secondary	Quercus ilex	Holly Oak	65' x 65'	25'	Low	Evergreen
Montezuma District						
Primary	Lophostemon Confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Secondary	Lagerstroemia x 'Nanchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
Central District						
Primary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Secondary	Quercus ilex	Holly Oak	65' x 65'	25'	Low	Evergreen
Campus District						
Primary	Rhus lancea	African Sumac	25' x 20'	25'	Low	Evergreen
Secondary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Reservoir District						
Primary	Tipuana tipu	Tipu Tree	50' x 35'	25'	Medium	Flowering
Secondary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering

*Refer to City of San Diego Tree Selection Guide for parkway size recommendations per tree species.

Table 11-3: Street Tree List by Street

	Botanical Name	Common Name	Mature Size (H x W)	Minimum Tree Spacing	Water Use	Characteristics
Montezuma Road						
Primary	Pinus canariensis	Canary Island Pine	50' x 20'	25'	Medium	Evergreen
Secondary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Accent	Callistemon citrinus	Lemon Bottlebrush	20' x 25'	25'	Low	Evergreen
	Rhus lancea	African Sumac	25' x 20'	25'	Low	Evergreen
	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
El Cajon Boulevard						
Collwood Road to College Avenue						
Primary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Secondary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
	Podocarpus macrophyllus	Yew Pine	40' x 20'	25'	Medium	Evergreen
Accent	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
	Callistemon citrinus	Lemon Bottlebrush	20' x 25'	25'	Low	Evergreen
Special	Pinus canariensis	Canary Island Pine	50' x 20'	25'	Medium	Evergreen
College Avenue to Montezuma Road						
Primary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Secondary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
	Podocarpus macrophyllus	Yew Pine	40' x 20'	25'	Medium	Evergreen
Accent	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
Special	Pinus canariensis	Canary Island Pine	50' x 20'	25'	Medium	Evergreen

	Botanical Name	Common Name	Mature Size (H x W)	Minimum Tree Spacing	Water Use	Characteristics
Montezuma Road to Keeney Street						
Primary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Secondary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Accent	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
Special	Pinus canariensis	Canary Island Pine	50' x 20'	25'	Medium	Evergreen
College Avenue						
Primary	Tipuana tipu	Tipu Tree	50' x 30'	25'	Medium	Flowering
Secondary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
	Ulmus parvifolia	Chinese Elm	60' x 70'	25'	Low	Deciduous
Accent	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Collwood Road						
Primary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
	Platanus racemosa	California Sycamore	65' x 40'	25'	Medium	Native
Secondary	Ulmus parvifolia	Chinese Elm	60' x 70'	25'	Low	Deciduous
	Tipuana tipu	Tipu Tree	50' x 30'	25'	Medium	Flowering
Accent	Callistemon citrinus	Lemon Bottlebrush	20' x 25'	25'	Low	Evergreen
	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Reservoir Drive						
Primary	Platanus racemosa	California Sycamore	65' x 40'	25'	Medium	Native
Secondary	Ulmus parvifolia	Chinese Elm	60' x 70'	25'	Low	Deciduous
Accent	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering

	Botanical Name	Common Name	Mature Size (H x W)	Minimum Tree Spacing	Water Use	Characteristics
70th Street						
Primary	Platanus racemosa	California Sycamore	65' x 40'	25'	Medium	Native
Secondary	Ulmus parvifolia	Chinese Elm	60' x 70'	25'	Low	Deciduous
Accent	Callistemon citrinus	Lemon Bottlebrush	20' x 25'	25'	Low	Evergreen

**Refer to City of San Diego Tree Selection Guide for parkway size recommendations per tree species.*



Table 11-4: Street Tree Photos
Preferred Trees and Common Name & Botanical Name

Lemon Bottlebrush	Jacaranda	Crape Myrtle	African Sumac
Callistemon citrinus	Jacaranda mimosifolia	Lagerstroemia x ‘Natchez’	Rhus lancea
			
Brisbane Box	Canary Island Pine	Tipu Tree	California Sycamore
Lophostemon confertus	Pinus canariensis	Tipuana tipu	Platanus racemose
			
Yew Pine	Holly Oak	Chinese Elm	
Podocarpus macrophyllus	Quercus ilex	Ulmus parvifolia	
			

Table 11-5: Street Tree Alternates List

Botanical Name	Common Name
Zelkova serrata	Sawleaf Zelkova
Ficus macrocarpa	Chinese Banyan
Acacia stenophylla	Shoestring Acacia
Arbutus marina	Strawberry Tree

Table 11-6: Street Tree Altnernates Photos
Common Name & Botanical Name

Sawleaf Zelkova	Chinese Banyan	Shoestring Acacia	Strawberry Tree
Zelkova serrata	Ficus macrocarpa	Acacia stenophylla	Arbutus marina
			

B. Parks and Recreation Inventory

Table 11-7: Parks and Recreation Inventory

Site #	Project Title	Description	Recommendations	Existing Park Value	Planned Park Value	Existing Size (acres)	Planned Size (acres)
Mini Parks & Neighborhood Parks							
1	Montezuma Mini Park	Features include multipurpose turf field, off leash dog area and walking-paths.	Approved GDP to add children's play area, dog park, restroom, and multiple shade pavilions with picnic seating, and retained turf area. Updated multi-use pathways and dirt path.	21	161	1.56	1.56
2	62nd Street Mini Park-College Avenue Baptist Church Site	Potential joint-use/parkland acquisition site, currently under the ownership of the College Avenue Baptist Church.	Develop a park along eastern overflow parking lot that visually connects 62nd St. and El Cajon Blvd. with play areas, multi-use pathways, landscaping, interactive elements, art installations and important public access linkages.	0	192.5	-	1.87
3	Alvarado Creek Neighborhood Park	Potential park space along the trolley / Interstate 8 / College Avenue transportation corridor	Develop a park that revitalizes the landscape surrounding Alvarado Creek with small network of multi-use pathways, dirt trails, play area, nature playground, fitness circuits, and interpretive / educational elements.	0	98	-	3.89
Pocket Parks, Trailhead Pocket Parks, and Plazas (<1 acre)							
4	Brockbank Place Overlook Pocket Park	Proposed Overlook Park within College East neighborhood	Create new overlook park highlighting canyon feature with a walking path and small amenities such as seating and interpretive / educational signage.	0	7	-	0.4
5	Saranac Alley Pocket Park	Proposed pocket park currently owned by Public Utilities Department	Create pocket park with amenities like small dog park and fitness circuit and walking path and signage / wayfinding.	0	49	-	0.4
6	Adams-Baja Trail and Trailhead Pocket Park	Informal Trailhead	Trailhead sign, seating, and nature information and native/pollinator plants.	0	24.5	-	0.1
7	Pocket Park at 54th Street	Small gathering area	Create pocket park with amenities like bicycle station, seating, shade cover/ trellis, fitness circuit and walking path and signage / wayfinding.	0	21		0.3
Joint Use Parks							
8	Hardy Elementary School	Existing joint-use agreement with School District.	Joint-use agreement with San Diego Unified School District for new play field, walking track, and parking.	28	0	2.69	2.69
9	Harriet Tubman Charter School	Existing joint-use agreement with School District.	Existing joint-use agreement with School District.	49	0	1.59	1.59
10	Language Academy	Existing joint-use agreement with School District.	Joint-use agreement with San Diego Unified School District for new play field, walking track, and parking.	52.5	0	2.41	2.41

Table 11-7: Parks and Recreation Inventory

Site #	Project Title	Description	Recommendations	Existing Park Value	Planned Park Value	Existing Size (acres)	Planned Size (acres)
Trails and Urban Greens							
Citywide Trails Master Plan will comprehensively plan trail and open space park planning that complies with MSCP consistency findings, Environmentally Sensitive Land regulations, and Natural Resource Management Plans before being formally proposed for City evaluation and funding (see Parks Master Plan policies PP10, CSR25 and RP5).							
11	Adams-Baja Trail	Unofficial trail on utility easement	Potential amenities include seating, nature exploration elements, directional / interpretive / educational signage, and native fire-resistive / pollinator plantings.	0	10.5	0.26 mi	0.26 mi
12	Montezuma Road Public Space	Proposed programmed urban greenway along Montezuma Road with passive and active outdoor park space, an updated streetscape with landscaping, shade-trees and other pedestrian features.	Potential programming and amenities for the urban green are children's play areas, exercise / fitness stations, wayfinding and placemaking elements, interactive and art elements, seating / gathering opportunities, and flexible use spaces.	0	196	-	5.5 acres (0.75 miles)
Potential Parks with New Development *subject to new development							
13	Parks and Public Spaces with New Development	New infill developments that meet certain size thresholds required to provide 5%-15% of the site for publicly accessible parks/public spaces. New infill development that does not meet size thresholds incentivized to provide new publicly accessible parks and public spaces.	Potential programming and amenities for new parks and public spaces include All-Weather Shade Covers / Pavilions with Tables and Seating, Community Gardens, Interactive / Technology Elements, Multi-Purpose Turf Areas, Off-Leash Dog Areas, Placemaking Elements, Childrens Play Areas, Fitness Circuits, Plazas or Performance / Event Spaces, Splash Pads, and Sports Courts with Lighting.	0	Potential for 6,472		18.6 to 55.9 acres
Recreation and Aquatic Centers							
14	College Avenue Recreation Center	Future Recreation Center, location to be determined	As current leases on city-owned land expire and as the sites become available, a site, preferably on in the village area on College Avenue will be considered for a future recreational center.				17,000 SF
15	Recreation Centers	Future Park Opportunities on City owned land	As current leases on city-owned land expire and as the sites become available, the sites will be considered for future recreational centers to create spaces of enjoyment for people of all age groups and abilities.				~43,000 SF ~2.5 Recreation Centers
16	Aquatic Centers	Future Park Opportunities on land TBD	As funds become available, locations will be identified for future aquatic centers to create spaces of enjoyment for people of all age groups and abilities.				~2 Aquatic Complexes
Total Recreation Value Points Community-wide							
				157.5	759.5 to 7,208.5	8.2	39 to 77

C. Planned Street Classification Modifications and Bicycle Network

Table 11-8: Planned Street Classifications Modifications

Street	From	To	Existing Functional Classification	Planned Classification
Montezuma Rd.	Fairmount Av. NB Ramps	College Av.	4 Lane Major	4 Lane Major with Raised Median (4M)
	College Av.	El Cajon Bl.	4 Lane Major	2 Lane Collector with Center Left-Turn Lane (2CLTL)
El Cajon Bl.	College Area west boundary	College Av.	4 Lane Collector	4 Lane Major with Raised Median and One Bus/Bike Lane in each direction (4M (2M+2T))
	College Av.	Montezuma Rd.	4 Lane Major	4 Lane Major with Raised Median and One Bus/Bike Lane in each direction (4M (2M+2T))
	Montezuma Rd.	College Area east boundary	4 Lane Major	4 Lane Major with Raised Median and One Bus/Bike Lane in each direction (4M (2M+2T))
Collwood Bl.	Montezuma Rd.	Monroe Av.	2 Lane Collector with CLTL	2 Lane Collector with Center Left-Turn Lane (2CLTL)
	Monroe Av.	54th St.	4 Lane Collector	4 Lane Major with Raised Median (4M)
54th St.	Montezuma Rd.	Collwood Bl.	2 Lane Collector	2 Lane Collector (2C)
	Collwood Bl.	El Cajon Bl.	4 Lane Collector	4 Lane Major with Raised Median (4M)
55th St.	Remington Rd.	Montezuma Rd.	4 Lane Collector	4 Lane Collector (4C)
Remington Rd.	Hewlett Dr.	55th St.	2 Lane Collector	2 Lane Collector (2C)
Yerba Santa Dr.	Mesquite Rd.	Montezuma Rd.	2 Lane Collector with No Fronting Property	2 Lane Collector with No Fronting Property (2CNFP)
College Av.	Interstate 8	Alvarado Rd.	4 Lane Major	4 Lane Major with Raised Median (4M)
	Alvarado Rd.	Montezuma Rd.	4 Lane Major	4 Lane Major with Raised Median (4M)
	Montezuma Rd.	El Cajon Bl.	4 Lane Major	4 Lane Major with Raised Median and One Transit Only Lane in each direction (4M (2M+2T))
63rd. St.	Montezuma Rd.	El Cajon Bl.	2 Lane Collector	2 Lane Collector (2C)
Reservoir Dr.	Alvarado Rd.	Montezuma Rd.	2 Lane Collector	2 Lane Collector (2C)
Alvarado Rd.	College Av.	Reservoir Dr.	2 Lane Collector	2 Lane Collector (2C)
	Reservoir Dr.	70th St.	2 Lane Collector	2 Lane Collector (2C)
Baja Dr.	54th St.	Tierra Baja Wy.	2 Lane Collector	2 Lane Collector (2C)
Campanile Mall Dr.	Hardy Av.	Montezuma Rd.	4 Lane Collector	4 Lane Collector (4C)
Campanile Dr.	Montezuma Rd.	Baja Dr.	2 Lane Collector	2 Lane Collector (2C)
Catoctin Dr.	63rd St.	Montezuma Rd.	2 Lane Collector	2 Lane Collector (2C)
70th St.	Alvarado Rd./I-8	El Cajon Bl.	4 Lane Major	4 Lane Major with Raised Median (4M)

Table 11-9: Planned Bike Network

Street	From	To	Existing Bike Facility (as of 8/14/25)	Planned Bike Facility
Montezuma Rd.	Fairmount Av. NB Ramps	Collwood Bl.	Class IV	Class IV
	Collwood Bl.	Yerba Santa Dr.	Class II	Class IV
	Yerba Santa Dr.	54th St.	Class IV	Class IV
	54th St.	55th St.	Class II (southside only)	Class IV
	55th St.	College Av.	Class IV	Class IV
	College Av.	El Cajon Bl.	Class II	Class IV
El Cajon Bl.	College Area west boundary	Montezuma Rd.	None	Bus/Bike Lane
	Montezuma Rd.	67th St.	Class II	Bus/Bike Lane
	67th St.	College Area east boundary	Class III	Bus/Bike Lane
Collwood Bl.	Montezuma Rd.	54th St.	Class II	Class IV
54th St.	Montezuma Rd.	Collwood Bl.	None	Class III
	Collwood Bl.	El Cajon Bl.	Class II	Class IV
55th St.	Remington Rd.	Montezuma Rd.	Class II	Class II
Remington Rd.	Hewlett Dr.	55th St.	Class II	Class II
Yerba Santa Dr.	Mesquite Rd.	Montezuma Rd.	None	Class II
College Av.	Interstate 8	Alvarado Rd.	Class II (eastside only)	Class II
	Alvarado Rd.	Montezuma Rd.	Class II	Class II
	Montezuma Rd.	El Cajon Bl.	None	Class IV
63rd. St.	Montezuma Rd.	El Cajon Bl.	None	Class III
Reservoir Dr.	Alvarado Rd.	Montezuma Rd.	None	Class II
Alvarado Rd.	College Av.	Reservoir Dr.	Class II	Class II
	Reservoir Dr.	70th St.	None	Class II
Baja Dr.	54th St.	Tierra Baja Wy.	None	Class III
Campanile Mall Dr.	Hardy Av.	Montezuma Rd.	None	Class III
Campanile Dr.	Montezuma Rd.	Baja Dr.	None	Class III
Catoctin Dr.	63rd St.	Montezuma Rd.	None	Class III
Mohawk St.	67th St.	73rd. St.	None	Class III
67th St.	Mohawk St.	Montezuma Rd.	None	Class III
73rd St.	Mohawk St.	Montezuma Rd.	None	Class III
Esther St.	Adams Av.	El Cajon Bl.	None	Class III
70th St.	Alvarado Rd./I-8	El Cajon Bl.	Class II	Class IV

D. Community Atlas Existing Conditions: Bicycle Needs and Pedestrian Needs

The following information is drawn from the College Area Community Atlas prepared in 2020. The atlas provides baseline data on existing land use, housing, demographics, community form, mobility, natural environment, and related conditions. This information serves as a reference point for understanding the bicycle and pedestrian needs of the community at the outset of the plan update. The Mobility Existing Conditions Assessment and subsequent Mobility Technical Report may also be used as references.

Bicycle Needs

Bicycle infrastructure should provide for the safety and comfort of its users, and the bicycle network should be very well connected across a community. Safety and comfort are paramount considerations, since by nature, active travelers are more exposed than those inside a vehicle. Unsafe or uncomfortable conditions discourage the decision to make a trip by bike. Network connectivity is also paramount, since safe, comfortable infrastructure will not be useful if destinations cannot be reached.

Bicycle needs are found throughout the College Area. Needs are identified by locations with a high number of bicycle collisions, the amount of stress likely to be experienced by a bicyclist, lack of existing bicycle facilities, and high cycling demand.

Bicycle Safety

Within the College Area there were an estimated 50 bicycle-involved collisions resulting in injury occurring over a five-year period between 2014 and 2018. There were two intersection locations with two or more bicycling collision resulting in injury:

- 54th Street and El Cajon Boulevard (4)
- College Avenue and Montezuma Road (2)

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (LTS) classifies the street network according to the estimated level of stress it causes cyclists. The measure takes into consideration a cyclist's physical separation from vehicular traffic, posted speed limits and number of travel lanes along a roadway, in addition to factors which may be present at intersection approaches such as right-turn only lanes and uncontrolled crossings. LTS scores range from 1 (lowest stress) to 4 (highest stress) and correspond to roadway

conditions that different cycling demographics would find suitable for riding based on stress tolerance. LTS 2 or lower is considered suitable for most user groups.

All of the major corridors within the College Area are LTS 3 or LTS 4 in their entirety through the community, including Montezuma Road, College Avenue, Collwood Boulevard, and El Cajon Boulevard. The majority of the low stress roadways within the community are discontinuous residential streets. Therefore, there are currently no low-stress routes that span the community in either direction (North/South or East/West).

Bicycle Demand/Priority

Bicycle Priority Areas are determined using the City of San Diego's Bicycle Priority Model. The model considers demand-based factors: inter-community demand, explained by the presence or proximity and centrality to major activity centers such as smart growth areas and employment centers; and intra-community demand, based on concentrations of land uses and varieties of population. The model also accounts for bicycle detractors based on collision history, traffic volumes, posted speeds, travel lanes, and slope, which are combined with demand to determine priority.

Based on the Bicycle Priority Model, El Cajon Boulevard, Montezuma Road and College Avenue have higher bicycle demand and priority characteristics within the community.

The bicycle needs described previously are shown in Figure 11-2.

Bicycle Level of Traffic Stress (LTS)

Bicycle Level of Traffic Stress (LTS) classifies the street network according to the estimated level of stress it causes cyclists. This measure is calculated based on factors such as speed limits, distance between the cyclist and vehicles, and intersection design. There are four levels of traffic stress, classified below:

- LTS 1: Comfortable for all ages and abilities. Bicyclists are either physically separated from traffic, or interact with only occasional, slow-moving motor vehicles. Bicyclists are not in danger of having car doors opened onto them, and intersections are easy to approach and cross.
- LTS 2: Comfortable for most adults. Bicyclists are in a dedicated bike lane either physically separated from traffic

or next to a well-defined stream with ample distance between the bike and motor lanes. Crossings are unambiguous and comfortable for most adults.

- LTS 3: Comfortable for confident bicyclists. Bicyclists have either an exclusive lane next to moderate speed traffic, or share the road with lower speed traffic. Crossings are longer or higher speed than LTS 2, but are still considered safe by most adult pedestrians.
- LTS 4: Comfortable only for experienced bicyclists. Roadways that have no defined bicycle lanes and moderate to high speed traffic, or a dedicated lane next to high speed traffic. Crossings are challenging and involve multiple lanes of traffic at higher speeds and volumes where gaps may be infrequent and motorists may not readily yield.



Figure 11-2: Bicycle Needs



Data Source: Transportation Injury Mapping System (2020); City of San Diego; SANDAG/SANGIS Regional GIS Data Warehouse, (www.sangis.org)

Pedestrian Needs

The pedestrian environment affects an entire community, whether walking to transit, a store, school, or simply walking from a parked car to a building. Most people prefer walking in places where there are sidewalks shaded with trees, lighting, interesting buildings or scenery to look at, other people outside, quality neighborhood destinations, and a feeling of safety. Pedestrian improvements in areas with land uses that promote pedestrian activities can help to increase walking as a means of transportation and recreation. Land use and street design recommendations that benefit pedestrians also contribute to the overall quality, vitality, and sense of community of neighborhoods. Pedestrian needs identified in the study area include locations with high pedestrian injury collisions, sidewalk connectivity issues, high existing pedestrian activity, and high pedestrian priority, as reported by the updated City of San Diego's Pedestrian Priority Model. These needs are depicted in Figure 11-4.

Pedestrian Safety

Within the College Area there were approximately 60 pedestrian-involved collisions resulting in injury occurring over the five-year study period (between 2014 and 2018). There were five intersection locations with three or more vehicular collisions resulting in injury:

- College Avenue and El Cajon Boulevard (6)
- College Avenue and Montezuma Road (4)
- 55th Street and Montezuma Road (3)
- Reservoir Drive and Montezuma Road (3)
- 70th Street and El Cajon Boulevard (3)

Between 2014 and 2018, there were 59 pedestrian-involved collisions in the College Area, with the most occurring at College Avenue and El Cajon Boulevard.

Sidewalk Connectivity

Connectivity is an important feature to consider for increasing walking activity levels across a community. A disconnected pedestrian network discourages active trip-making. Furthermore, a discontinuous network with low-quality or unsafe segments may cause a potential pedestrian traveler to choose driving instead of walking. Understanding barriers to connectivity, such as low-quality or missing sidewalk, is important for guiding long range planning recommendations.

Sidewalk gaps occur along connections to adjacent communities, such as along College Avenue

between Interstate 8 and Aztec Circle Drive (near the Navajo community) and along Montezuma Road between Fairmount Avenue and 54th Street (near the Kensington-Talmadge community). In addition to the lack of sidewalks, there are topographical and freeway barriers which make these corridors impractical pedestrian inter-community connections.

Portions of sidewalk are missing along both sides of Alvarado Road west of the Alvarado Trolley Station. A larger stretch of sidewalk is missing on the north side of Alvarado Road, where no fronting uses exist except for the trolley station. Access to the trolley station is maintained with an 850' segment of sidewalk on the north side of Alvarado Road between crossing locations at Alvarado Medical Center Driveway and Reservoir Drive.

Pedestrian Priority Model

Pedestrian Priority Areas are determined using the City of San Diego's Pedestrian Priority Model. The model considers pedestrian-attracting land uses, population and demographic concentrations, and roadway environment characteristics. The model uses these factors to determine the areas where pedestrian demand is likely to be high and improvements may be most beneficial. Portions of the College Area near the SDSU campus and along the El Cajon Boulevard corridor are among the highest pedestrian priority areas of the City. Residential parts of the community to the west of campus rank in lower pedestrian priority.

There are gaps in sidewalk connectivity at College Avenue between I-8 and Aztec Circle Drive; Alvarado Road; and Montezuma Road between Fairmount Avenue and 54th Street.



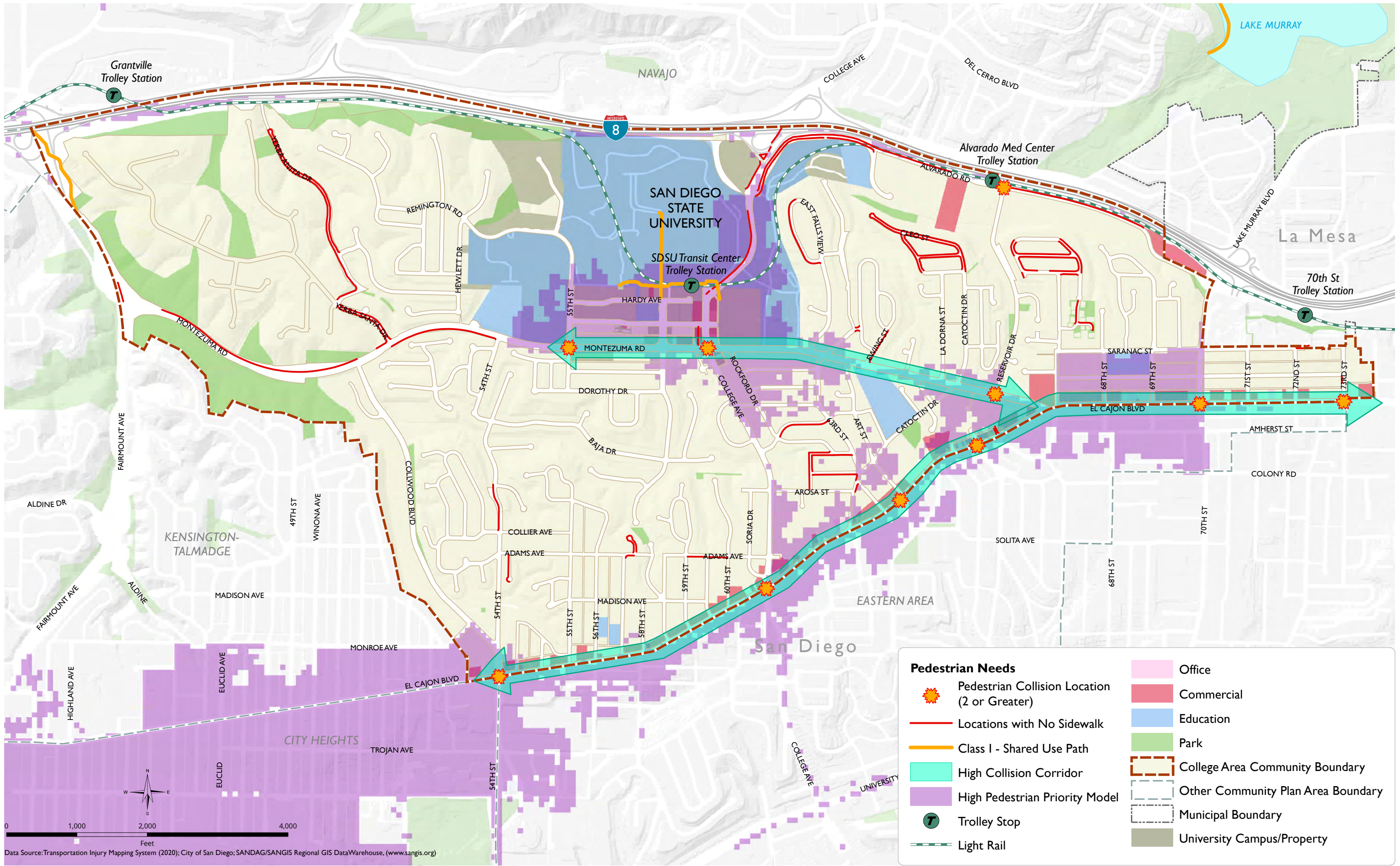
Street trees that provide shade create a pleasant and healthy pedestrian experience.



Unambiguous crossings and stoplights are important for pedestrian safety, especially on streets with high traffic volumes.



Figure 11-3: Pedestrian Needs



E. Community Atlas Existing Conditions: Development Patterns & Building Form

The following information is drawn from the College Area Community Atlas prepared in 2020. The atlas provides baseline data on existing land use, housing, demographics, community form, mobility, natural environment, and related conditions. This information serves as a reference point for understanding the community development patterns & building form at the outset of the plan update. The Urban Design Framework Issues and Opportunities Report and the Development Typology Report may also be used as references.

Development Patterns

Due to the topography changes of the bluffs and canyons, much of the College Area community consists of curvilinear streets that dead-end into cul-de-sacs or loops that stem from a few key corridors. These key corridors, which include Montezuma Road, El Cajon Boulevard, 70th Street, and College Avenue, act as the major community spines. There are a few places where a grid-like pattern appears, including along Madison Avenue, Rockford Drive, and the eastern portion of El Cajon Boulevard. The grid pattern generally spans around 600 feet by 300 feet in size, although varied in block size and orientation. Most of the plan area consists of single family lots that typically range between 5,000 to 15,000 square feet. Multifamily and commercial buildings typically have larger lot sizes and building footprints than single family households and are mostly located along the three key corridors. Multifamily and commercial lot sizes range significantly, from 4,000 square feet on the low end to 150,000 square feet on the high end, depending on land use and location. SDSU has a major presence within the plan area, and its pedestrian-oriented campus is made up of extensive blocks and expansive building footprints.

Figure 11-5 shows building footprints and block patterns in the community, and Figure 11-5 takes a detailed look at six unique development patterns in the College Area. Following is a description of each development pattern:

1. The University Blocks development pattern largely consists of the SDSU campus and its immediate environs, and is generalized by large building footprints and a centralized campus without many through streets for cars.
2. The Alvarado Hospital Medical Center development pattern is around the Alvarado Trolley Station and consists of large institutional buildings.



Development Pattern #1: View of the walkable SDSU campus.



Development Pattern #4: The bluffs and canyons give these residential areas a unique development pattern (photo credit: Google Streetview).

Steep hills disconnect this area from the neighboring single family homes along the southern edges.

3. The El Cajon Boulevard development pattern shows the larger commercial building footprints that front El Cajon Boulevard with smaller, single family homes directly behind. The commercial buildings generally front along the street with parking lots either behind or adjacent to the main structure.
4. The Residential Curvilinear Streets development pattern shows how development reflects the topography changes of the bluffs and canyons. The buildings in this area are largely detached single family homes with small building footprints.



Development Pattern #2: View looking down Alvarado Road towards the trolley station and hospital (photo credit: Google Streetview).



Development Pattern #5: Aerial view of the residential canyons which are larger lots and more spread out than focus area #4 (photo credit: Google Maps).

5. The Residential Canyons development pattern follows the same topographic conditions as Residential Curvilinear Streets except that the building footprints and lot sizes are larger, and the canyons take up more space.
6. The Residential Grid development pattern looks at the eastern portion of El Cajon Boulevard, which follows a grid-like pattern of streets. Here, some of the blocks contain alleys that bisect the blocks in an east to west direction. Larger commercial and multifamily building footprints with ample surface parking are located along El Cajon Boulevard, while the rest of this area consists of smaller single family homes. The large



Development Pattern #3: View looking down El Cajon Boulevard, one of the main retail corridors, which has large block and building sizes.



Development Pattern #6: View of the residential street which follows a grid pattern. (photo credit: Google Streetview).

building and smaller structures along Saranac Street, between 68th Street and 69th Street, is a charter school which takes up entirety of the block. Much of the College Area community consists of curvilinear streets that stem from the key corridors of Montezuma Road, El Cajon Boulevard, and College Avenue and dead-end in cul-de-sacs or loops. The three key corridors—Montezuma Road, El Cajon Boulevard, and College Avenue—act as the major community spines.

Figure 11-4: Block Pattern Details

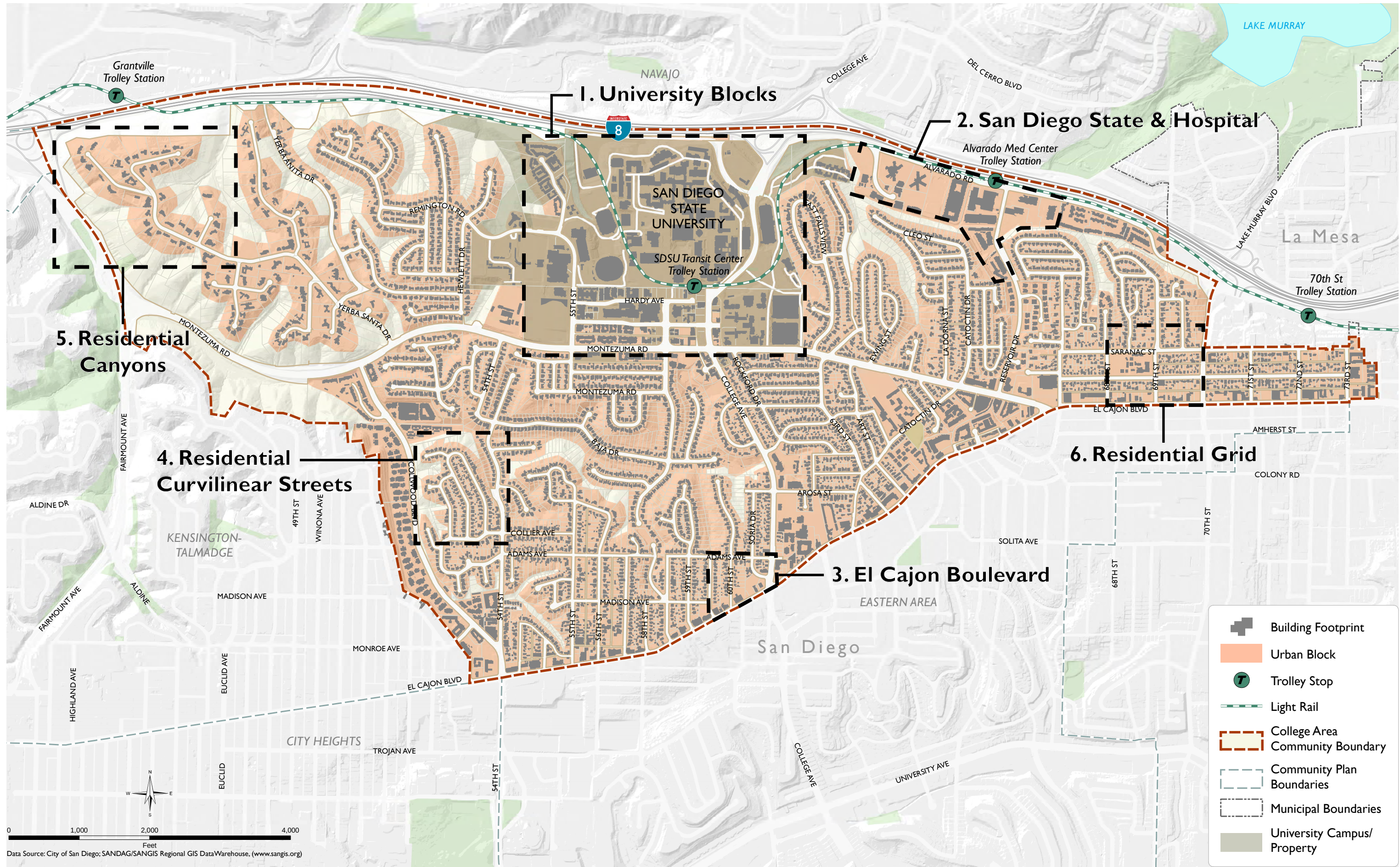
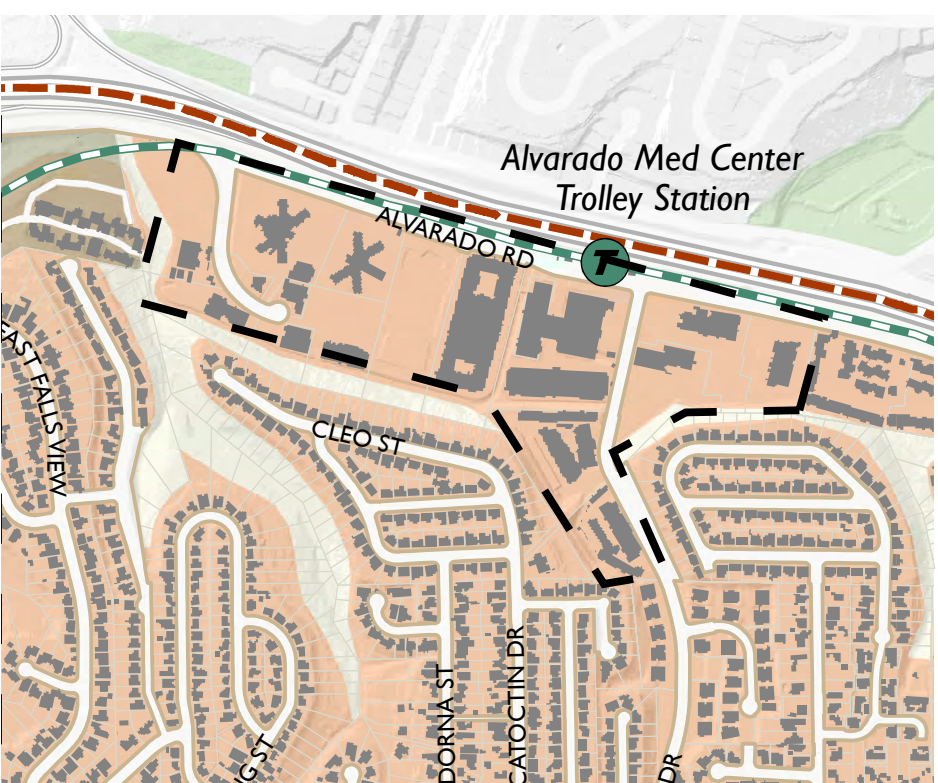


Figure 11-5: Block Pattern Focus Areas

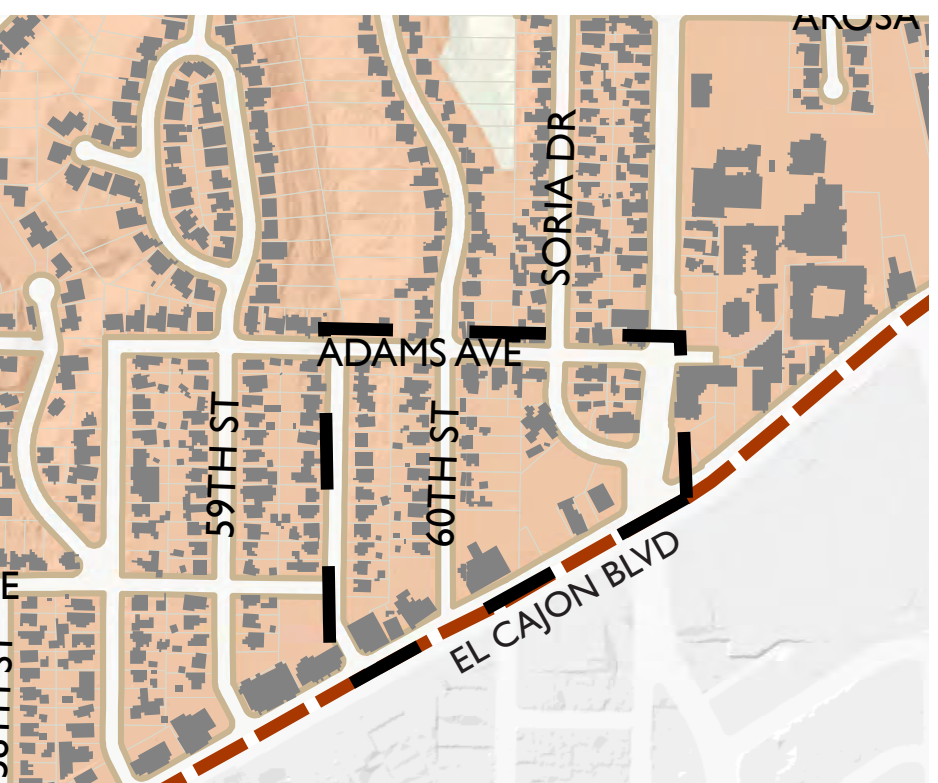
1. University Blocks



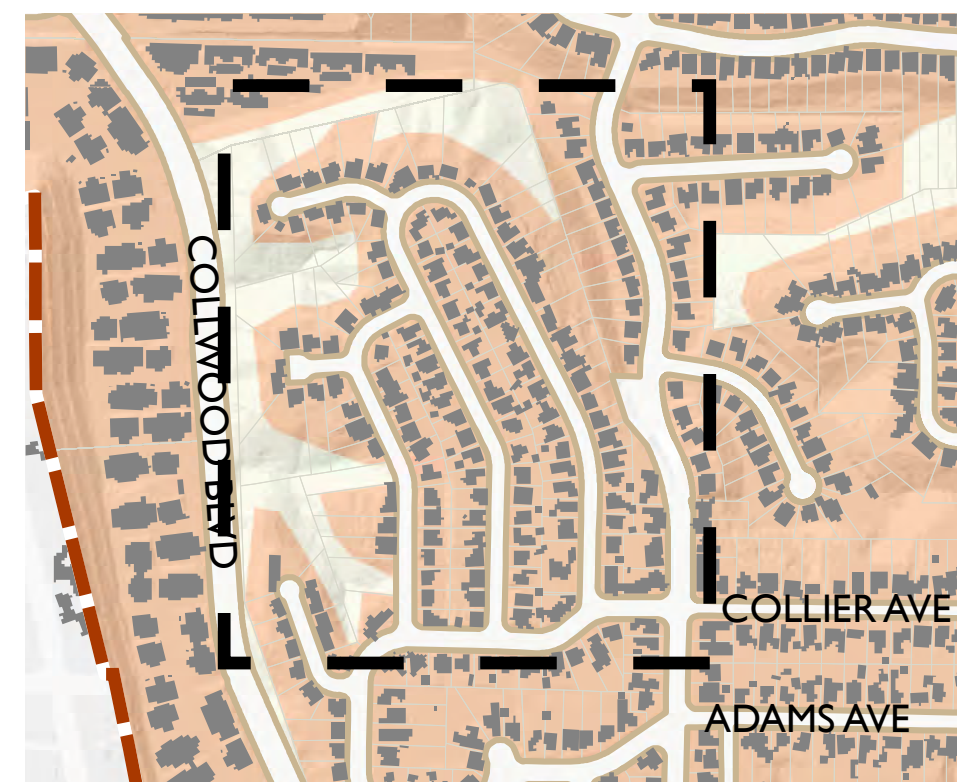
2. San Diego State & Hospital



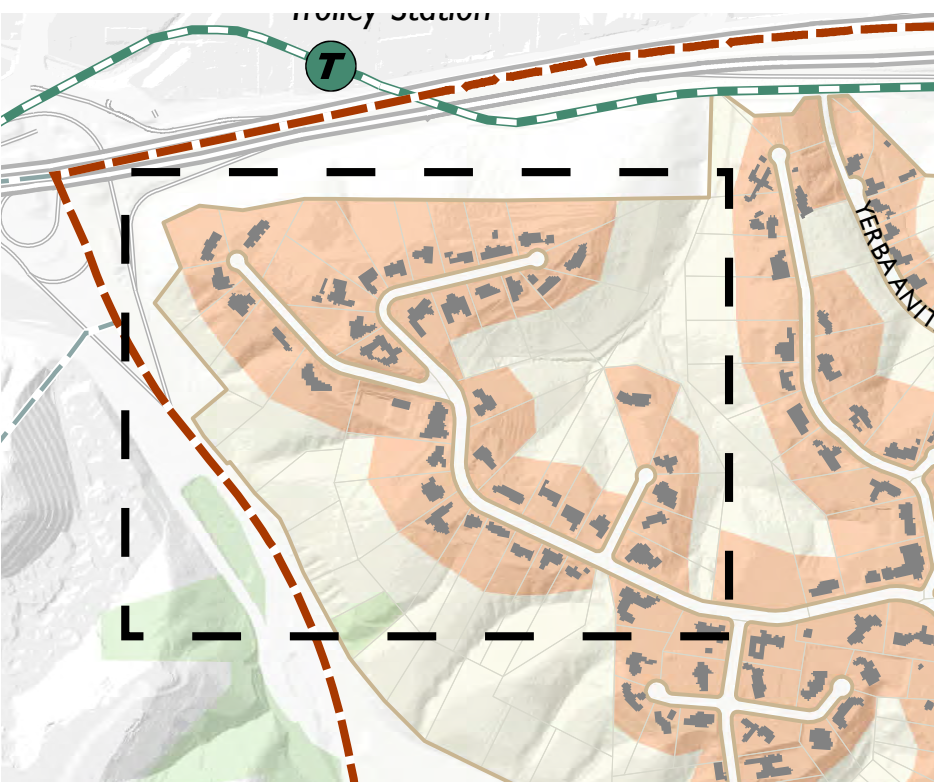
3. El Cajon Boulevard



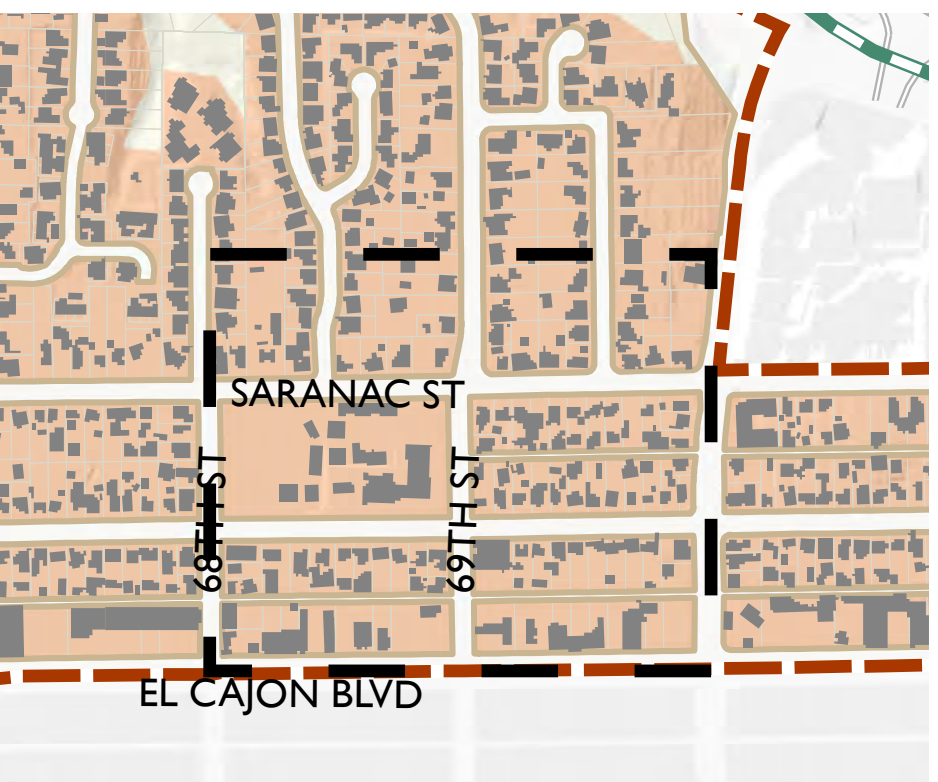
4. Residential Curvilinear Streets



5. Residential Canyons



5. Residential Grid



Residential Buildings

Residential buildings in the College Area community area are diverse in their design and layout. While most of the plan area consists of single family homes, there are pockets of multifamily and shared housing spread throughout. Single family houses range in styles, typically reflecting the time period in which the neighborhood developed: most are ranch-style or bungalows with a front-access garage facing the street. As shown in Figure 11-7 and listed in Chart 11-1, at nearly 50%, the majority of the single family units have been built between 1950 and 1959, with an additional 14% being built between 1960 and 1969. There is a residential pocket of older houses prior to 1950 along El Cajon near the southern-edge of the College Area. It is important to note that when a property goes through significant reconstruction or rehab, then the construction date is updated which is why there are individual properties that have newer year built dates in these neighborhoods.



Architectural styles of single family homes vary throughout College Area.

The majority of multifamily dwelling units are concentrated around the University, with some newer projects built along commercial corridors to help meet the demand for additional housing. There are several types of multifamily buildings in the community, including townhomes or attached single family homes, stacked flats, garden apartments, and podium buildings. Multifamily buildings range in height from two to five stories; student dorms reach up to nine stories tall. Apartment complexes typically provide common open space and amenities, such as a pool, gym, and/or community lounge.

Another housing phenomenon that is taking place is the presence of ‘mini dorms’ within single family residential areas, which are close to the university campus and rented out to SDSU students. Mini dorms are single family houses or additions that have been converted into multiple individual rooms that are rented out separately. The result of mini dorms include overcrowding in single family homes, lack of on-site parking resulting in excessive use of street parking, and increase in noise.

The majority of the College Area consists of single family units with pockets of multifamily and shared housing spread throughout. Nearly 50% of the existing residential buildings were built between 1950 and 1959.

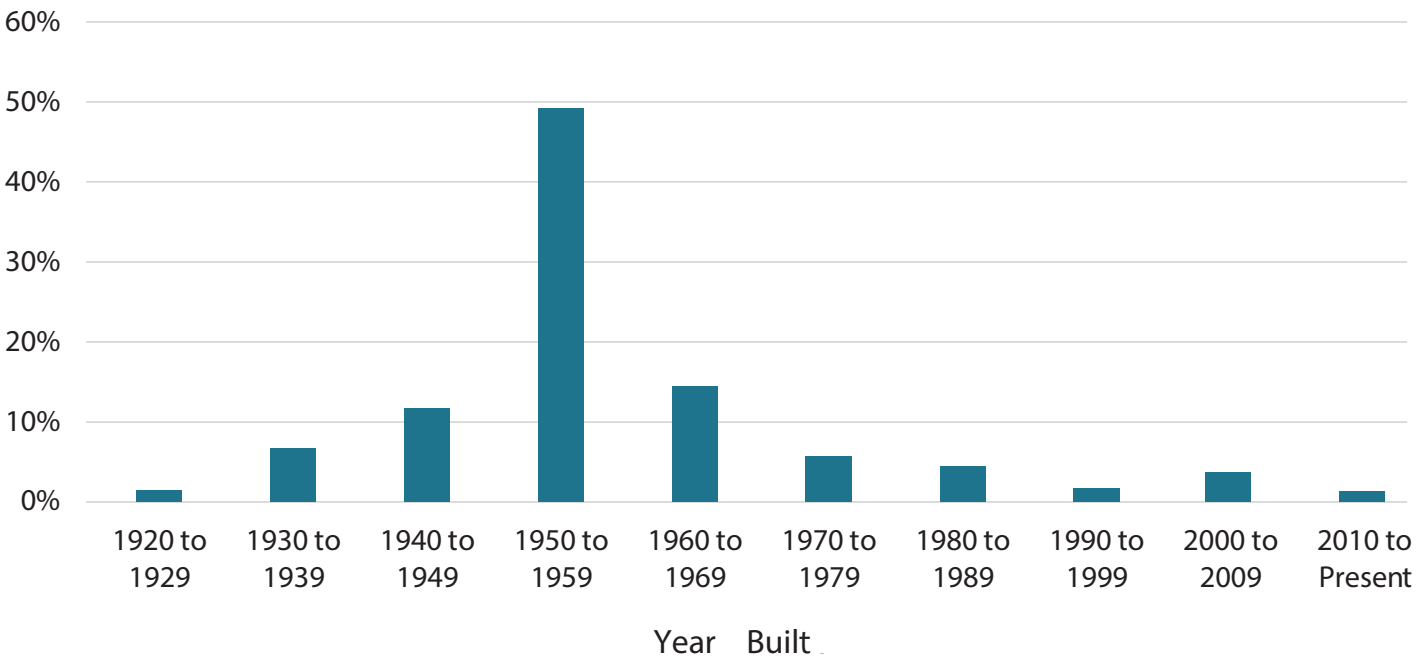


Single family bungalows with street-front garages are common.



Multifamily homes give residents a variety of housing choices, including these garden apartments.

Chart 11-1: Residential Building Age



Source: City of San Diego; SANDAG/SANGIS Regional GIS DataWarehouse (www.sangis.org)
*Data contains a two digit year and it is not clear for structures built post-2000 and those built early 1900s.
*Data reflects the year a structure was built or substantially renovated.





Non-Residential Buildings

Non-residential buildings are primarily located along El Cajon Boulevard and near the University, while the Alvarado Hospital Medical Center and other medical offices surround the Alvarado trolley station. As shown in Figure 11-2, the ages of non-residential buildings vary and were built relatively evenly over time, starting in the 1950s. It is important to note that when a property goes through significant reconstruction or rehab, then the construction date is updated which is why individual properties may have newer year built dates. Like residential buildings, commercial buildings within the plan area are made up of many styles and layouts, depending on construction date. There are three main types of commercial buildings located within the College Area community: strip commercial centers, small-scale standalones, and mixed use buildings. The majority (54%) of non-residential buildings within the planning area have been built prior to the 1990s when strip retail was prevalent.

Strip commercial centers are characterized by string of smaller businesses set back behind surface parking lots that front the street. The shopping center at Aragon Drive, and Ralphs supermarket at the corner of Montezuma Road and El Cajon Boulevard, are examples of strip commercial centers. Small-scale standalone buildings include a variety of restaurants, autobody shops, motels, and a myriad of other commercial uses. These buildings are characterized by having a storefront directly along the street with its own parking lot either behind or adjacent to the commercial building. The stretch of El Cajon Boulevard between 67th Street and 73rd Street is an example of small-scale standalone commercial buildings. The third commercial type—mixed use—is characterized by retail on the ground floor and residential units above. Mixed use buildings within the community include the South Campus Plaza North and South Towers located on the SDSU campus, the “Iconic at Alvarado” apartment complex located near the Alvarado Trolley Station, and the Mesa Commons development along El Cajon Boulevard, adjacent to Montezuma Park.

There are three main types of commercial buildings located within the College Area community: strip commercial centers, small-scale standalone, and mixed use buildings. The majority of the commercial buildings (54%) within the planning area have been built prior to the 1990s when strip retail was prevalent.



Small-scale standalone on El Cajon Boulevard.

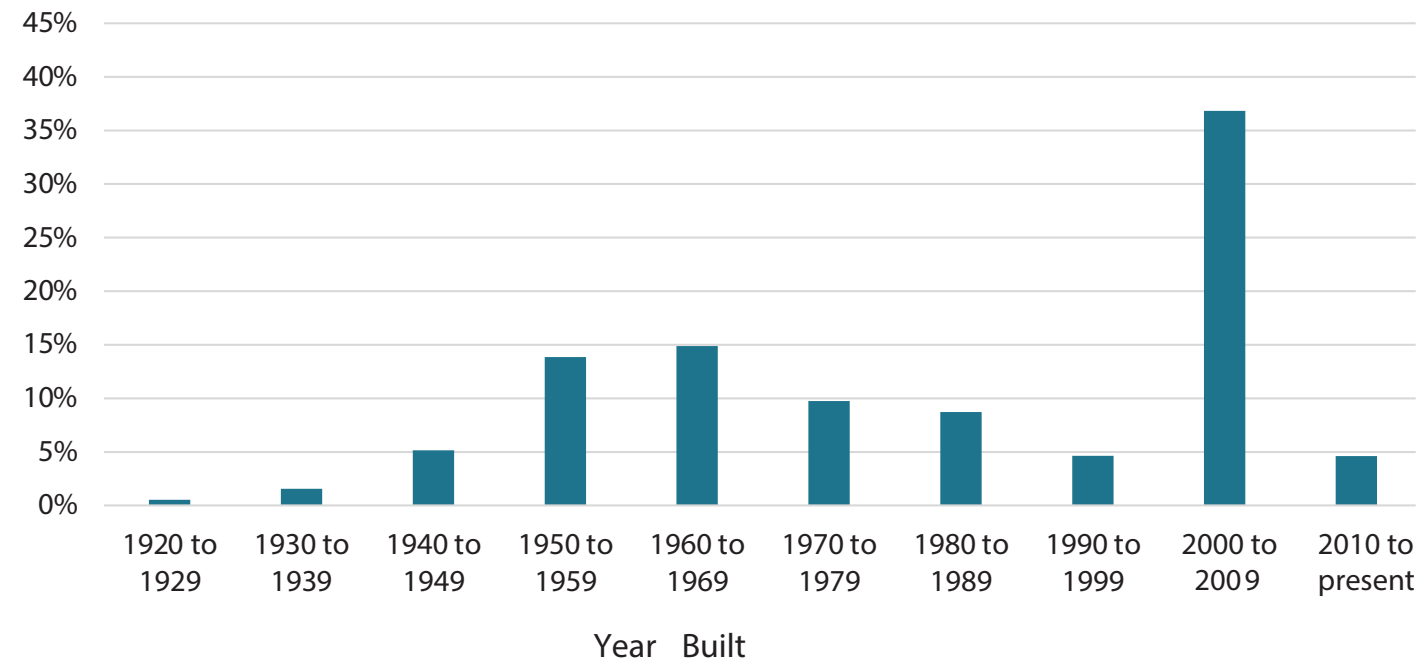


Strip commercial center on the corner of Montezuma Road.



Mixed use on the SDSU campus.

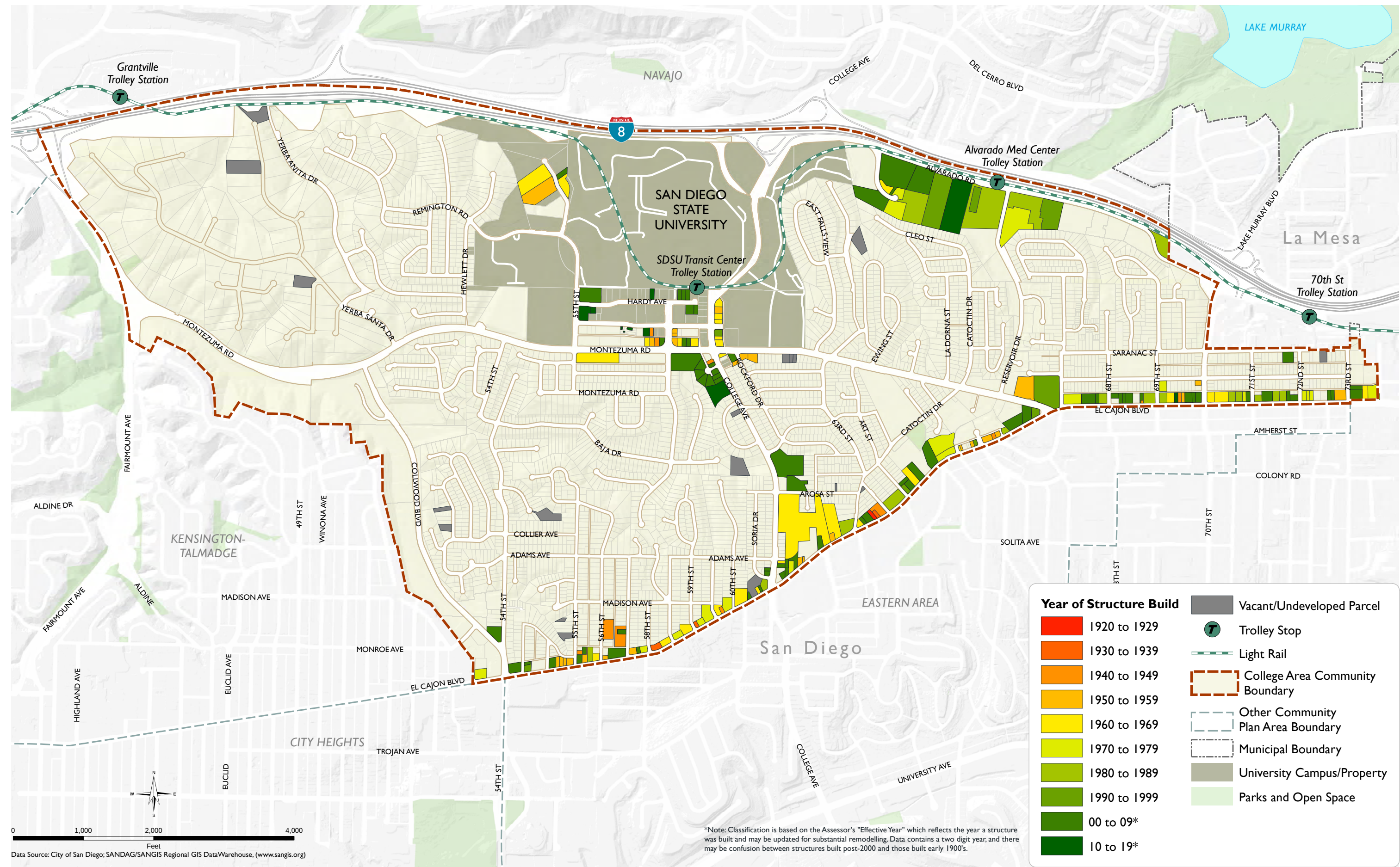
Chart 11-2: Non-Residential Building Age



Source: City of San Diego; SANDAG/SANGIS Regional GIS DataWarehouse (www.sangis.org)
*Data contains a two digit year and it is not clear for structures built post-2000 and those built early 1900s.
*Data reflects the year a structure was built or substantially renovated.

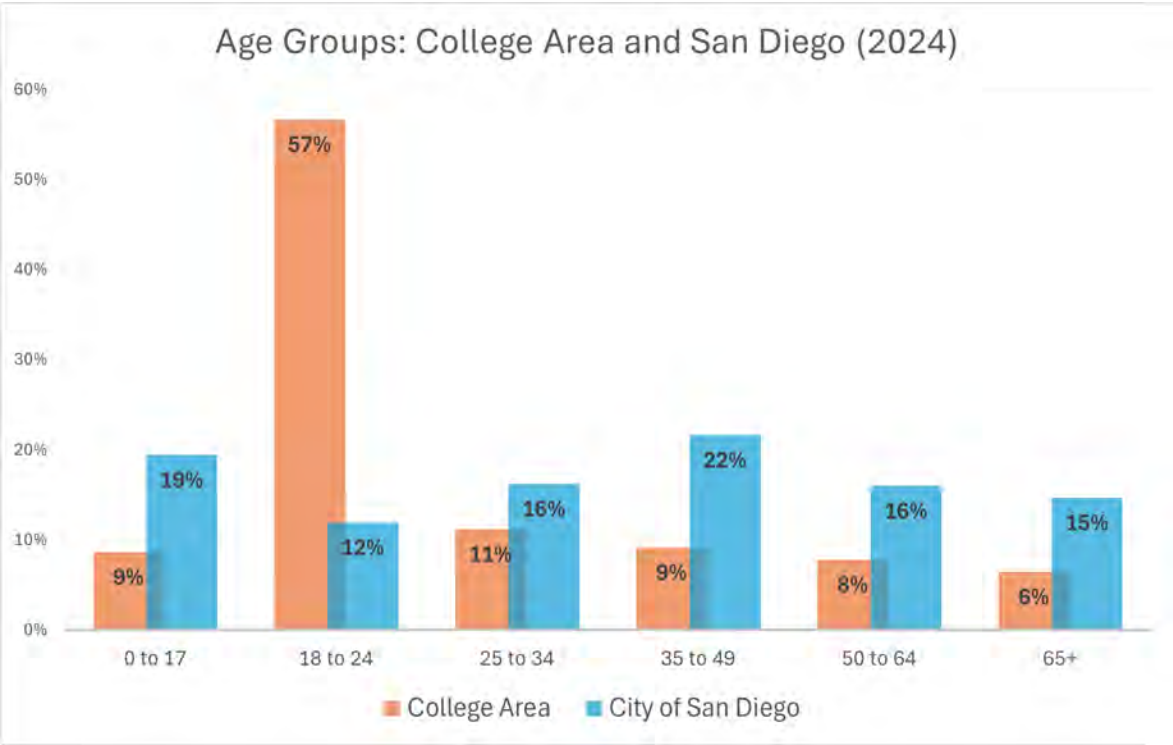


Figure 11-7: Non-Residential Building Age



F. Community Demographics (2024):

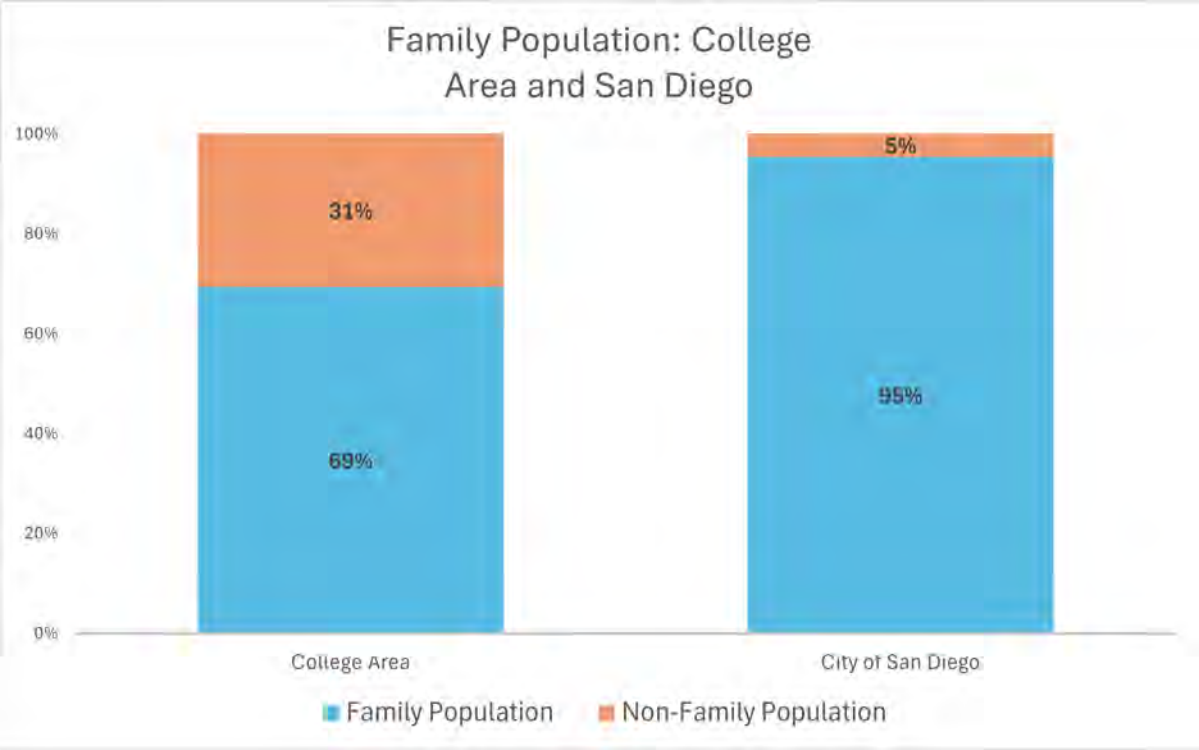
Chart 11-3: Age Groups - College Area and San Diego (2024)



Source: SANDAG Population and Housing Estimates v24 (dsid 54)

According to the latest estimates from the San Diego Association of Governments (SANDAG), the total population of the College Area was 29,400 in 2024, approximately 2.1% of the city’s population. Demographic characteristics of this population are largely influenced by the student population attending SDSU which reports a total enrollment of about 34,000 students. Figure 11-3 shows age groups within the College Area compared to the City of San Diego; when compared to the overall city, residents in College Area are considerably younger. Individuals between the ages of 18 to 24 represent the largest share of the age groups, comprising approximately 57% of the total College Area population; 71% of the population is under 30 years of age. In comparison, almost 12% of the population in the overall city is between the ages of 18 to 24, with 39% of the population under 30 years of age. The median age in the College Area is 22.1 years – more than a decade less that the median citywide age of 36.4 years.

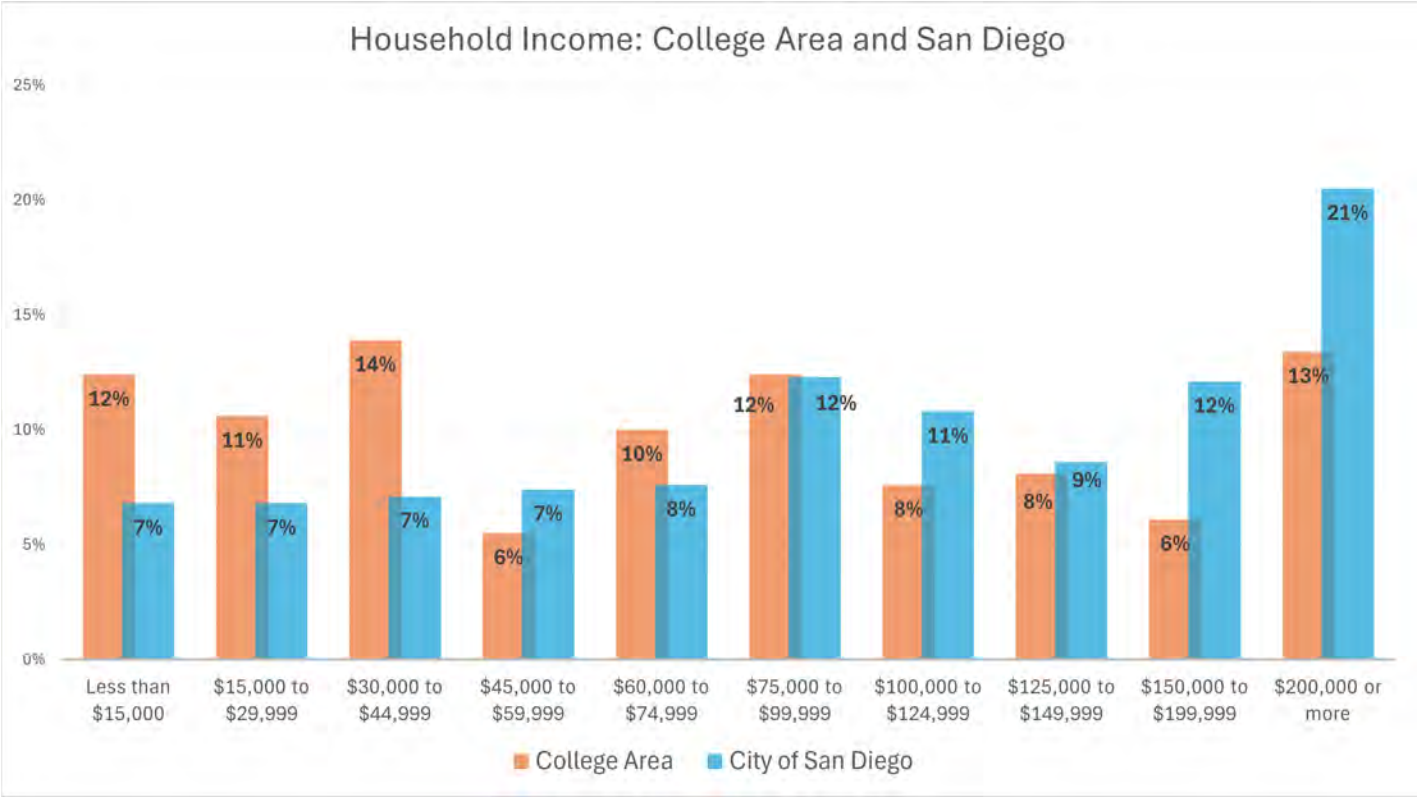
Chart 11-4: Family Population - College Area and San Diego



Source: SANDAG Population and Housing Estimates v24 (dsid 54)

Per the U.S. Census, “Family” is defined as a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together. Figure 11-4 shows the family population within College Area compared to the City of San Diego. Of the total household population in the College Area, 69% are considered to be family households while about 31% are non-family households. In comparison, the City has a 95% family households makeup - about 26% greater than the College Area. This indicates that there are significantly less family households that comprise the College Area population, most likely due to the SDSU student population. The average household size in the College Area is 2.77 persons per household, similar to the citywide average household size of 2.51 persons.

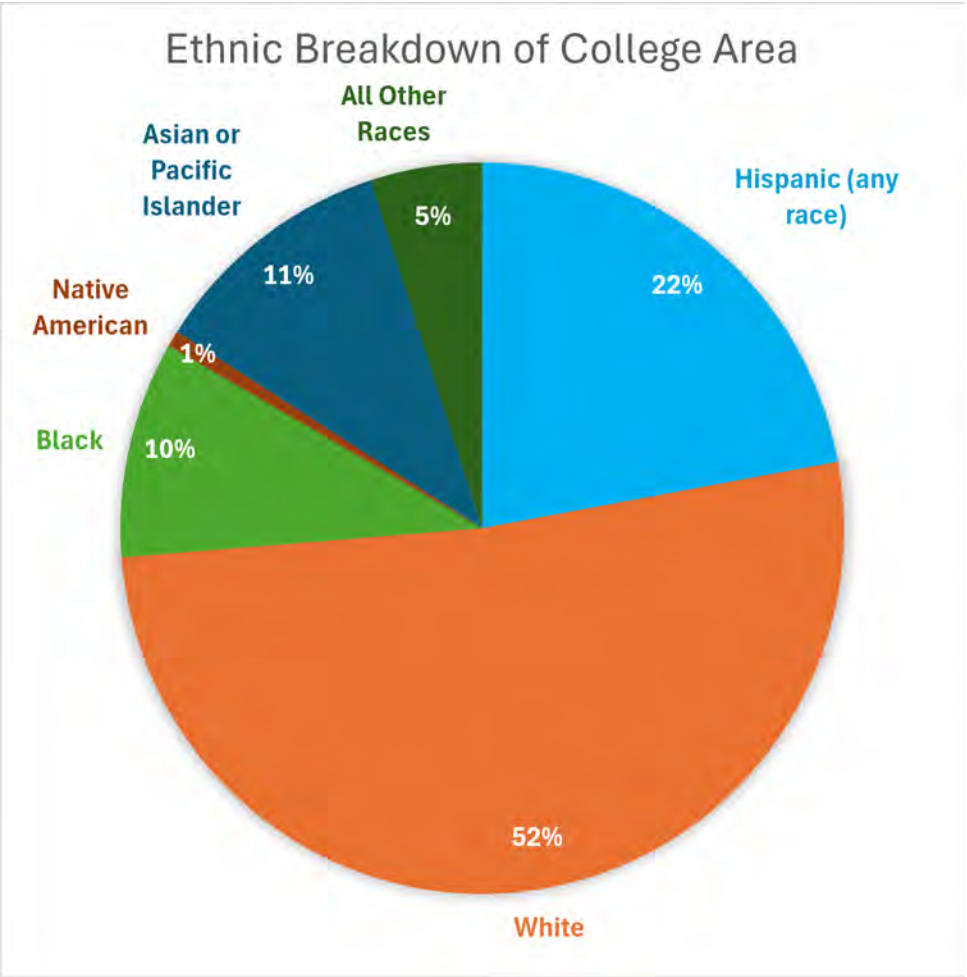
Chart 11-5: Income - College Area and San Diego (2024)



Source: SANDAG Population and Housing Estimates v24 (dsid 54)

The 2024 median household income for residents in the College Area is \$73,740, which is 32% less than the citywide 2024 median household income of \$107,950. Figure 11-5 shows the household income distribution comparing the College Area to the overall city. 12% of the College Area collects less than \$15,000 in annual income, almost double the City-wide rate of 7% within this income category. The student population at SDSU likely contributes to the community’s lower median household income and to the significant portion of the College Area with an annual income below \$15,000.

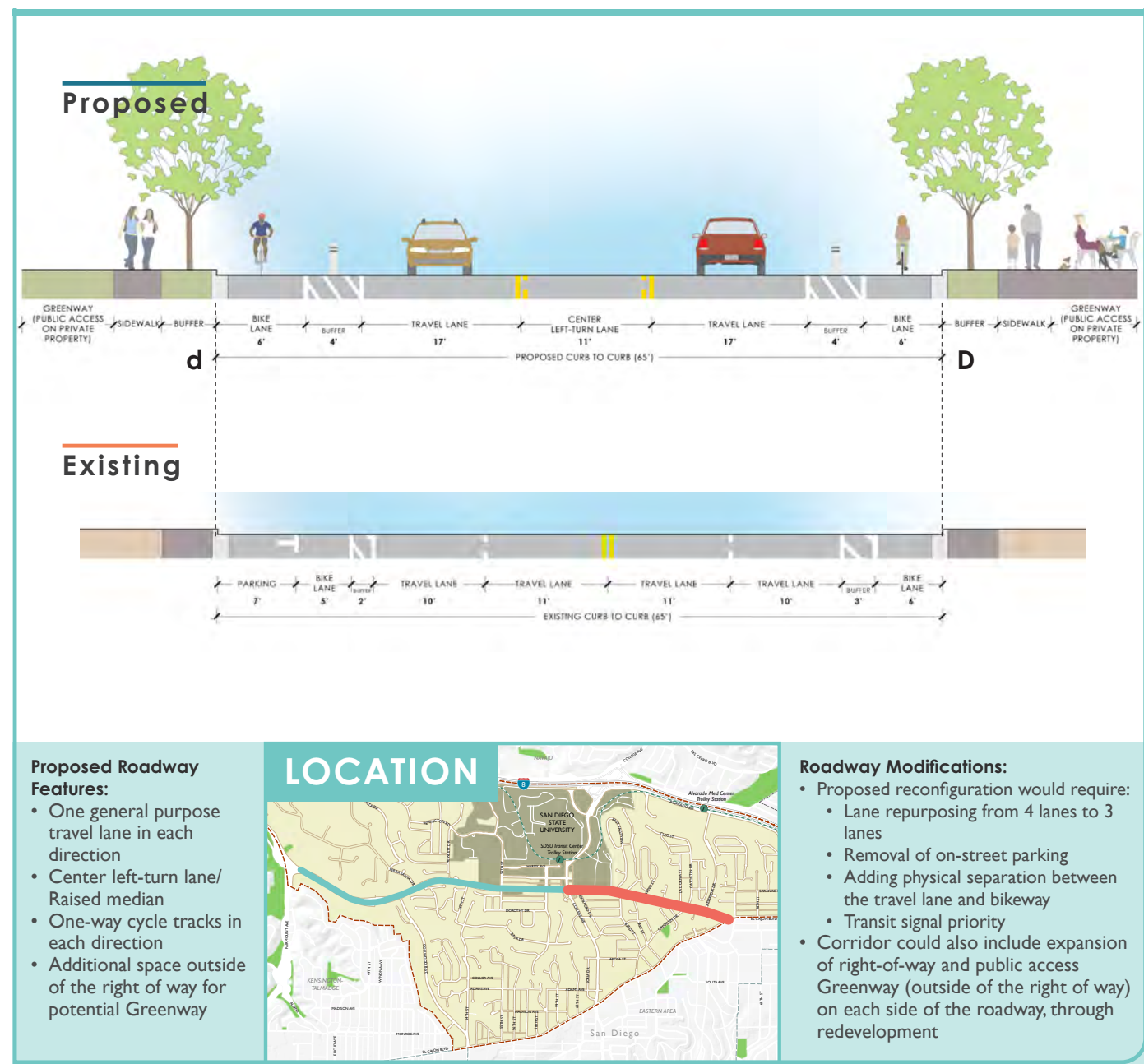
Chart 11-6: Race & Ethnicity - College Area and San Diego (2024)



Source: SANDAG Population and Housing Estimates v24 (dsid 54)

As shown in Figure 11-6, the College Area community is predominantly non-Hispanic White (52%). Hispanic of any race is the second largest ethnic group (22%). The third largest ethnic group is Asian or Pacific Islander (11%). The fourth largest ethnic group is non-Hispanic Black (10%). Residents who are Native American, two or more ethnicities, or identify as another ethnicity not previously listed, represent 6% of the College Area community.

G. Montezuma Road Public Space Cross Section



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