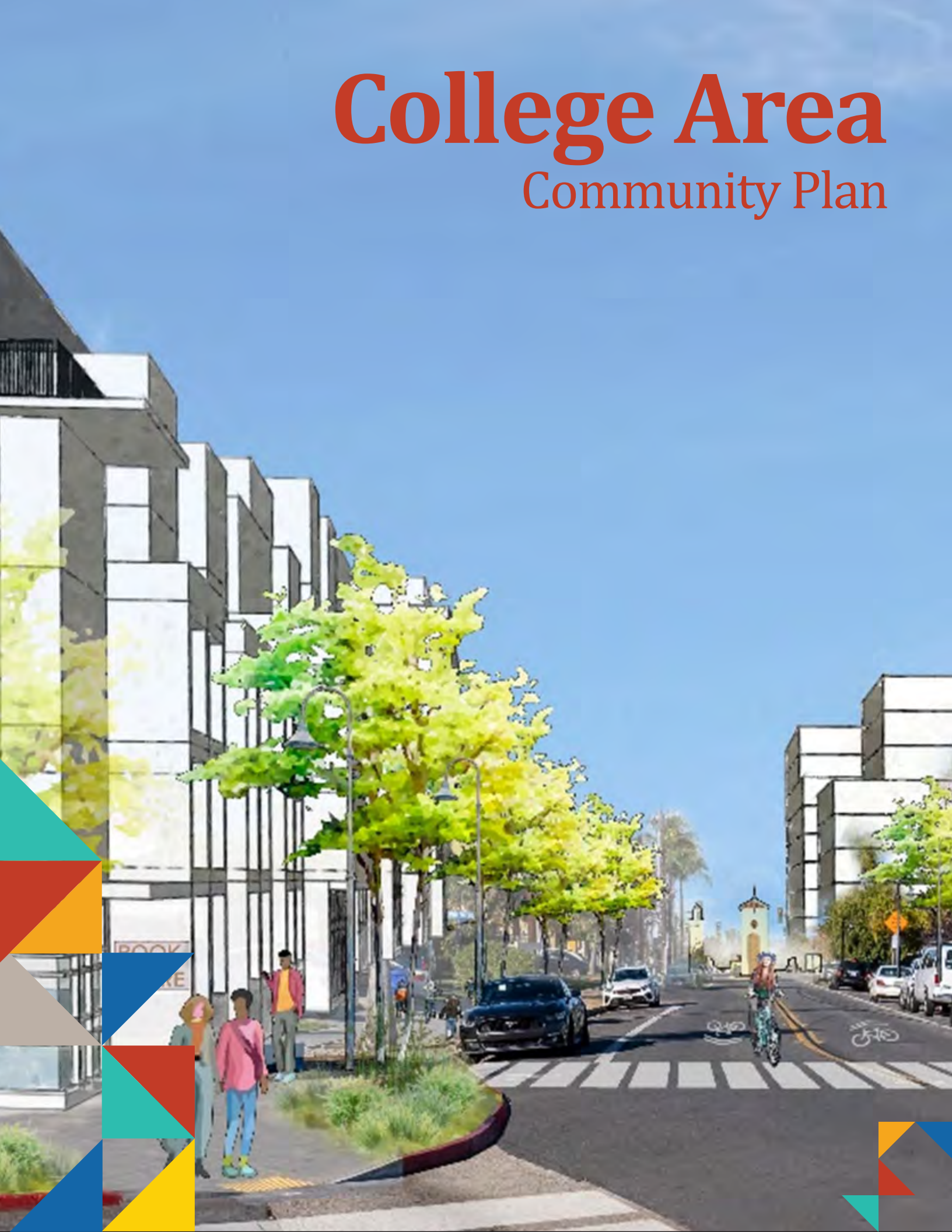
College Area
Community Plan



Approvals and Adoptions

Action	Planning Commission Date	City Council Adoption Date	City Council Resolution
Adopted College Area Community Plan Update	October 9, 2025	December 16, 2025	

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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.

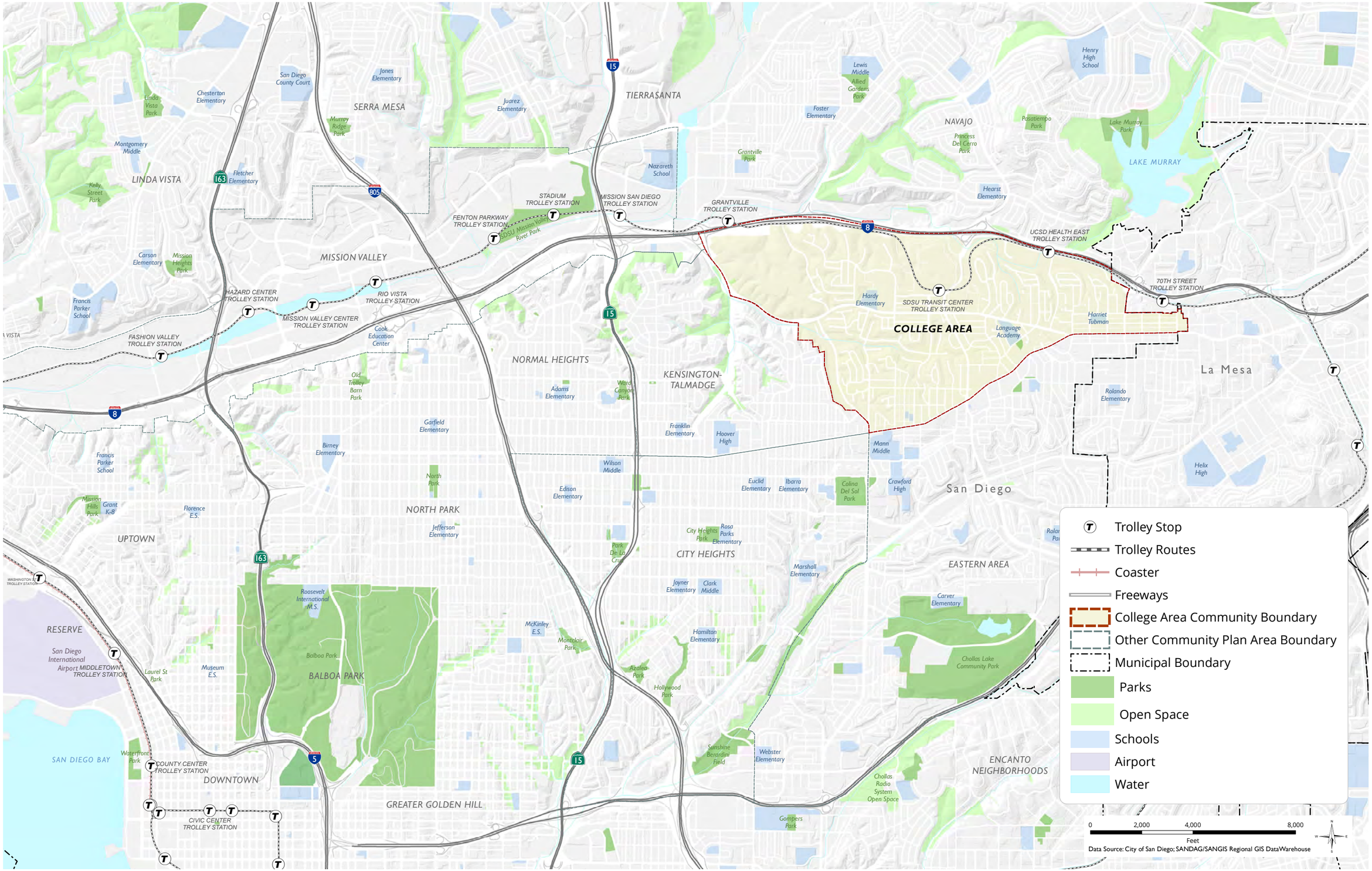
Historic Context

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.

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 exisiting build environment of College Area.

Vision

The vision for the community plan is a college town with vibrant mixed-use corridors, villages and nodes that connect to neighborhoods and San Diego State University and enhance the community.

The Community Plan envisions a community where people of every age - working adults, seniors, students, and families - can thrive in a safe, lively, and welcoming environment. A destination to work, live and play, offering parks, a vibrant recreation center, walkable streets, and places to congregate such as, shops, restaurants, including outdoor dining and entertainment venues. High-quality homes where arts, culture, and history shape the unique look and feel of the neighborhood. Where San Diego State University is celebrated as a core component of the community due to partnerships, school spirit, economic opportunities and the presence of students. A connected, and well-cared-for community that residents are proud to call home.

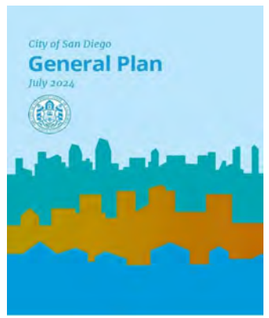
Relationship to Plans

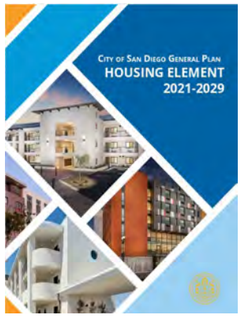
General Plan

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.



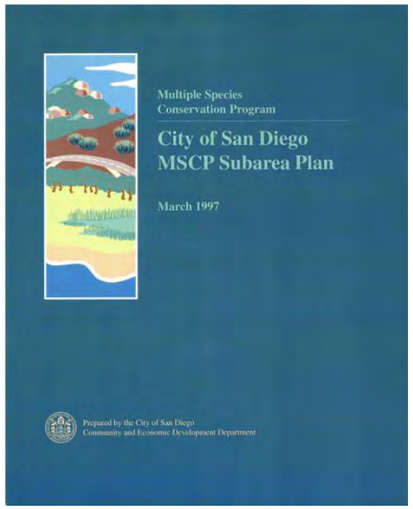


Climate Action Plan

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.

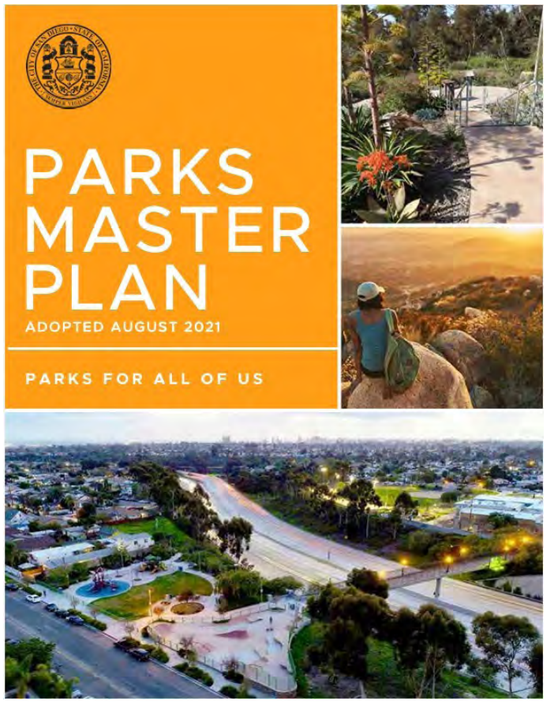
Multiple Species Conservation Program

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.



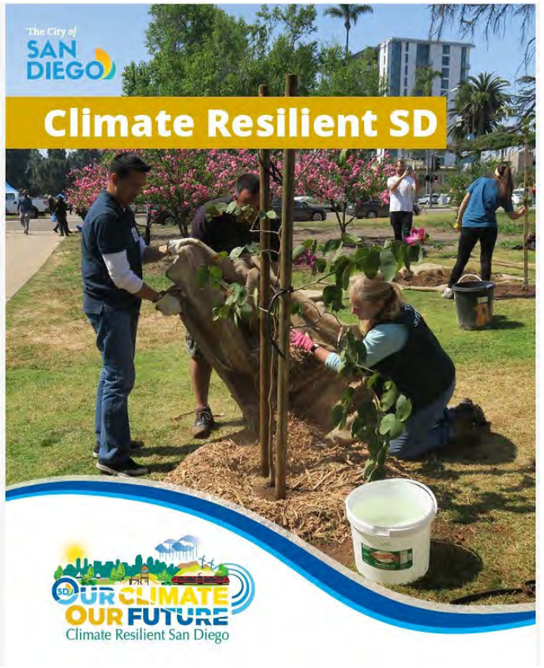
Parks Master Plan

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

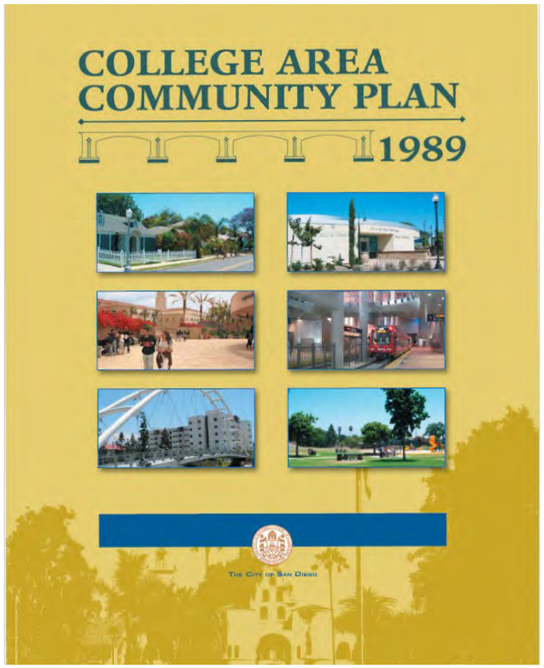
Prior Community Plans

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

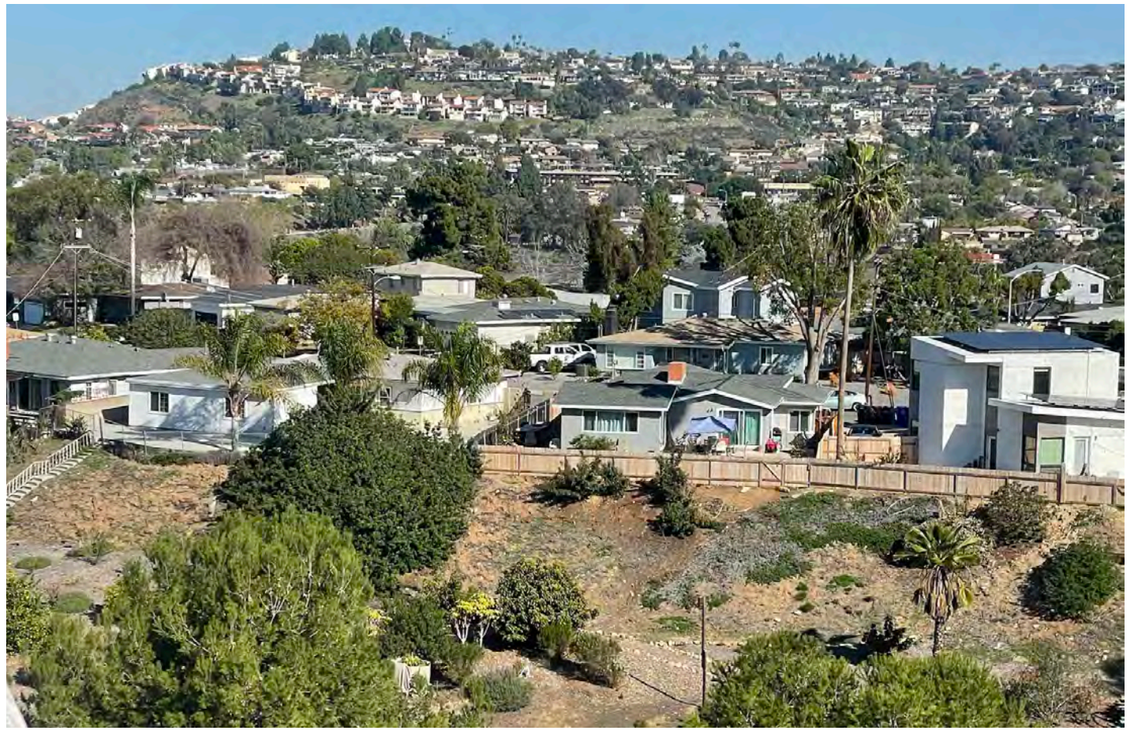
The Community Plan reflects input provided by the Community Plan Update Committee, who helped prepare the Vision and Guiding Principles. City staff held open houses, met with community members, and conducted online surveys to help gauge preferences on mobility, housing, urban design and public spaces 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 (Figure 2-5) 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 2-4.

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.

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.

The Community Plan also seeks to limit the displacement of residents. Continued compliance with State and local affordability requirements will help to ensure that affordable housing will continue to be an integral component of overall housing production in the College Area. By allowing for a variety of housing densities and types, the community plan, in part, facilitates continued affordable housing production in compliance with the City's affordable housing policies and programs.

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.

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.

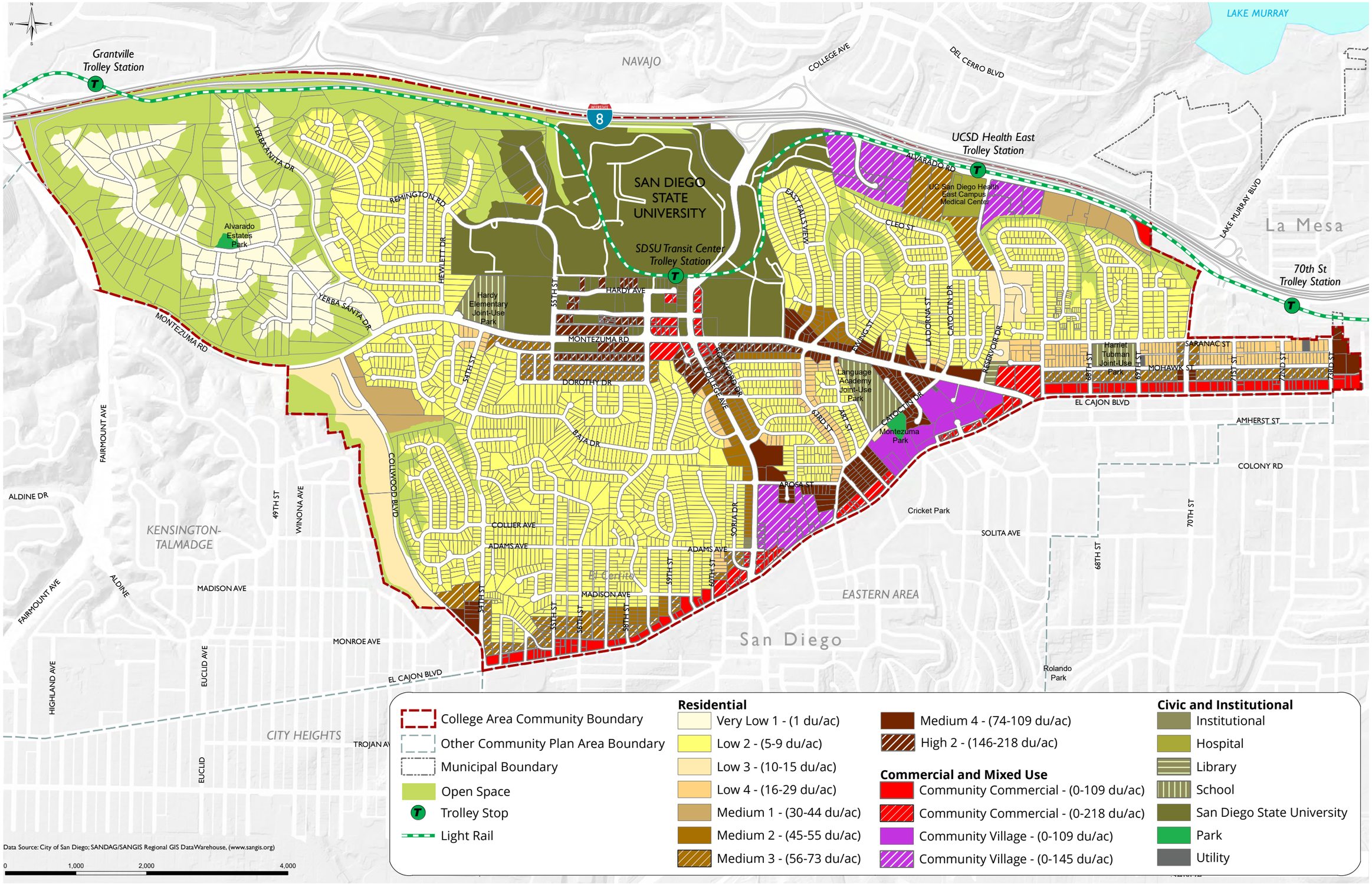
Open Space

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



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.

Policies

Housing

2.1 Provide a diverse mix of housing types that are affordable to peopl e 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.

Table 2-1
Development Potential

	Existing (2024)	Possible Net Future Change	Horizon Total
Population	20,400	56,470	76,870
Residential (Homes)	8,200	26,250	34,450
Non-Residential (sq. ft.)	5,470,000	-	5,470,000

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.

2.6 Encourage residential and mixed-use development to include affordable housing rather than paying an in-lieu fee, to the maximum extent feasible.

2.7 Create affordable home ownership opportunities for moderate income buyers.

2.8 Encourage residential and mixed-use development to incorporate options to retain and relocate existing tenants by directly engaging with existing tenants and residents to the maximum extent feasible.

2.9 Promote and preserve existing both deed-restricted and naturally occurring affordable housing.

2.10 Support the production and preservation of affordable housing by providing a range of housing densities and types that promote community stability and housing security, encourage long-term residential investment, and support the City's affordable housing policies and program.

A. Supporting existing anti-displacement initiatives, that increase homeownership opportunities for residents in the community.

B. Encouraging relocation assistance to tenants of residential units proposed to be demolished or converted to condominiums, as consistent with the City's Dwelling Unit Protection Regulations and Condominium Conversion Regulations.

C. Continuing to implement State and local affordability requirements to help ensure that affordable housing will continue to be an integral component of overall housing production.

D. Encouraging a variety of housing densities and types that help to facilitate affordable housing production in compliance with the City's affordable housing policies and programs.

Mixed-Use

2.11 Provide high-density mixed-use and residential development along corridors and within villages and nodes.

2.12 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.

2.13 Encourage shopkeeper units for residents to operate office, professional and retail uses.

2.14 Encourage storefronts to provide neighborhood serving retail.

2.15 Provide flexible spaces that support alternative working options.

Commercial

2.16 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.

2.17 Encourage pedestrian oriented commercial uses without drive-throughs.

Noise

2.18 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 3-4. 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

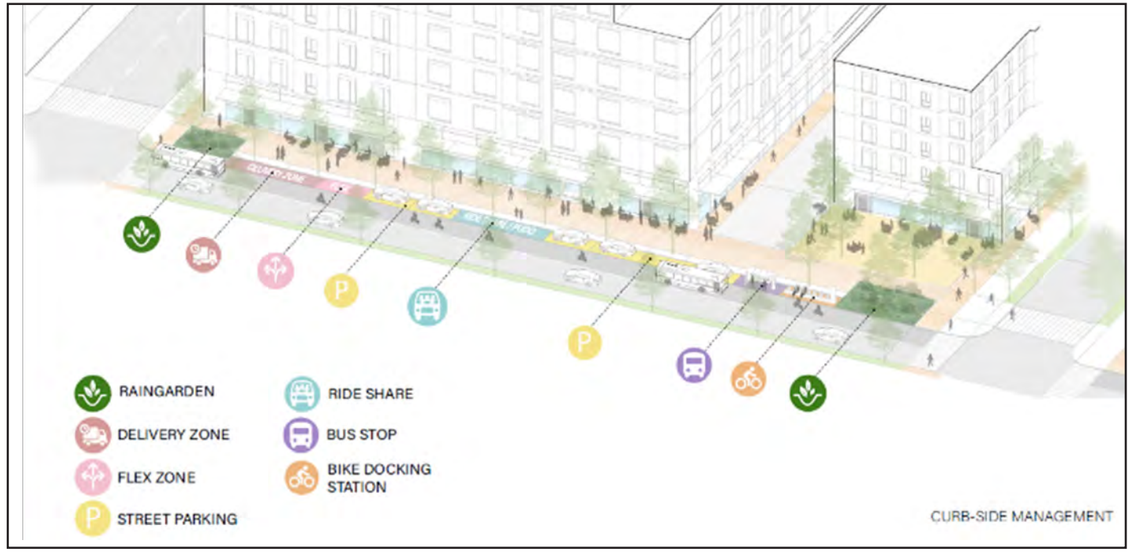


Figure 3-3: Mobility Hub

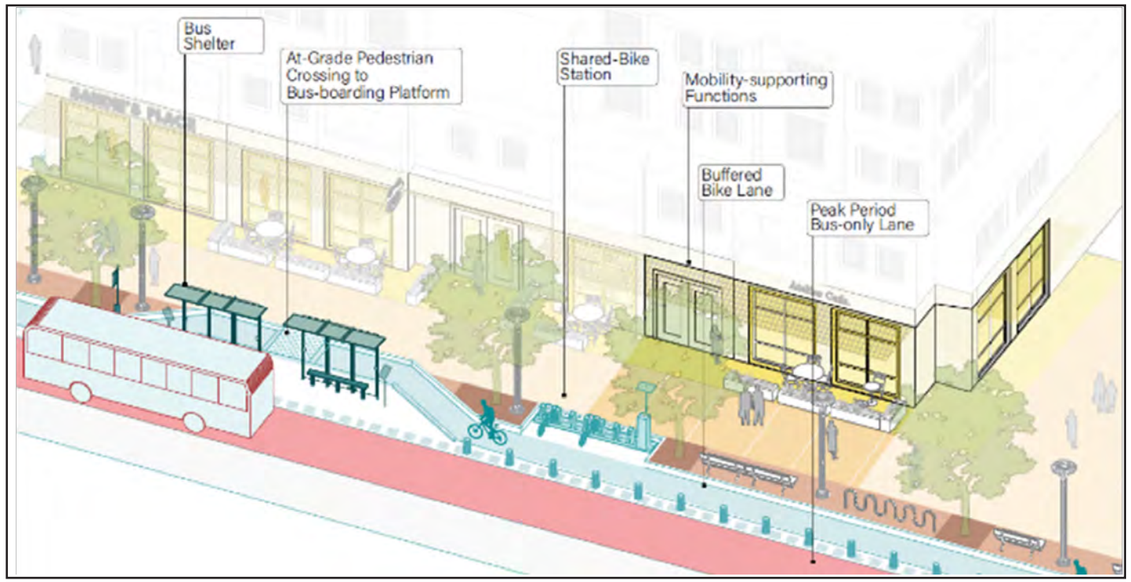


Figure 3-4: Planned Pedestrian Network

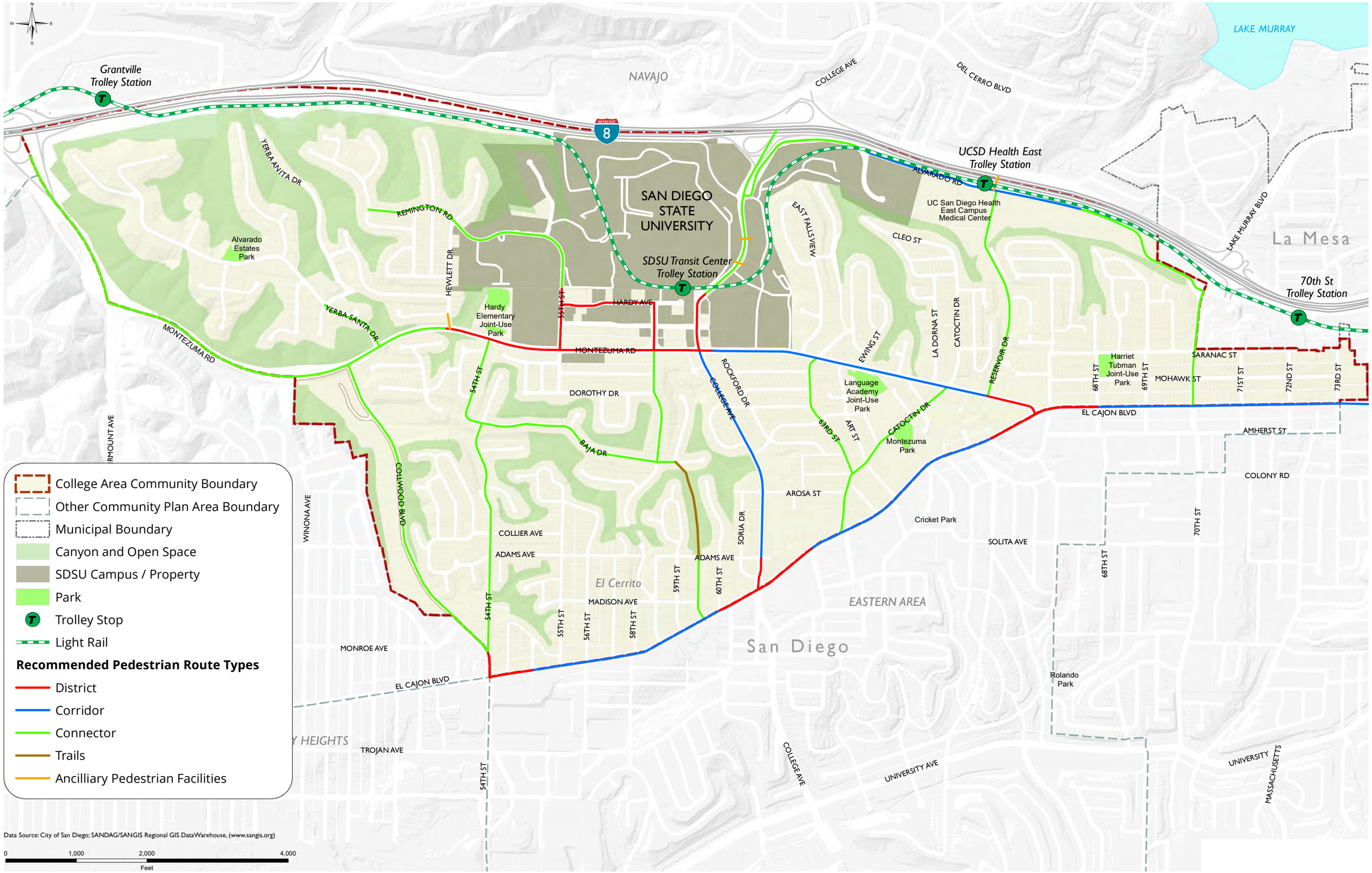


Figure 3-5: Planned Bicycle Network

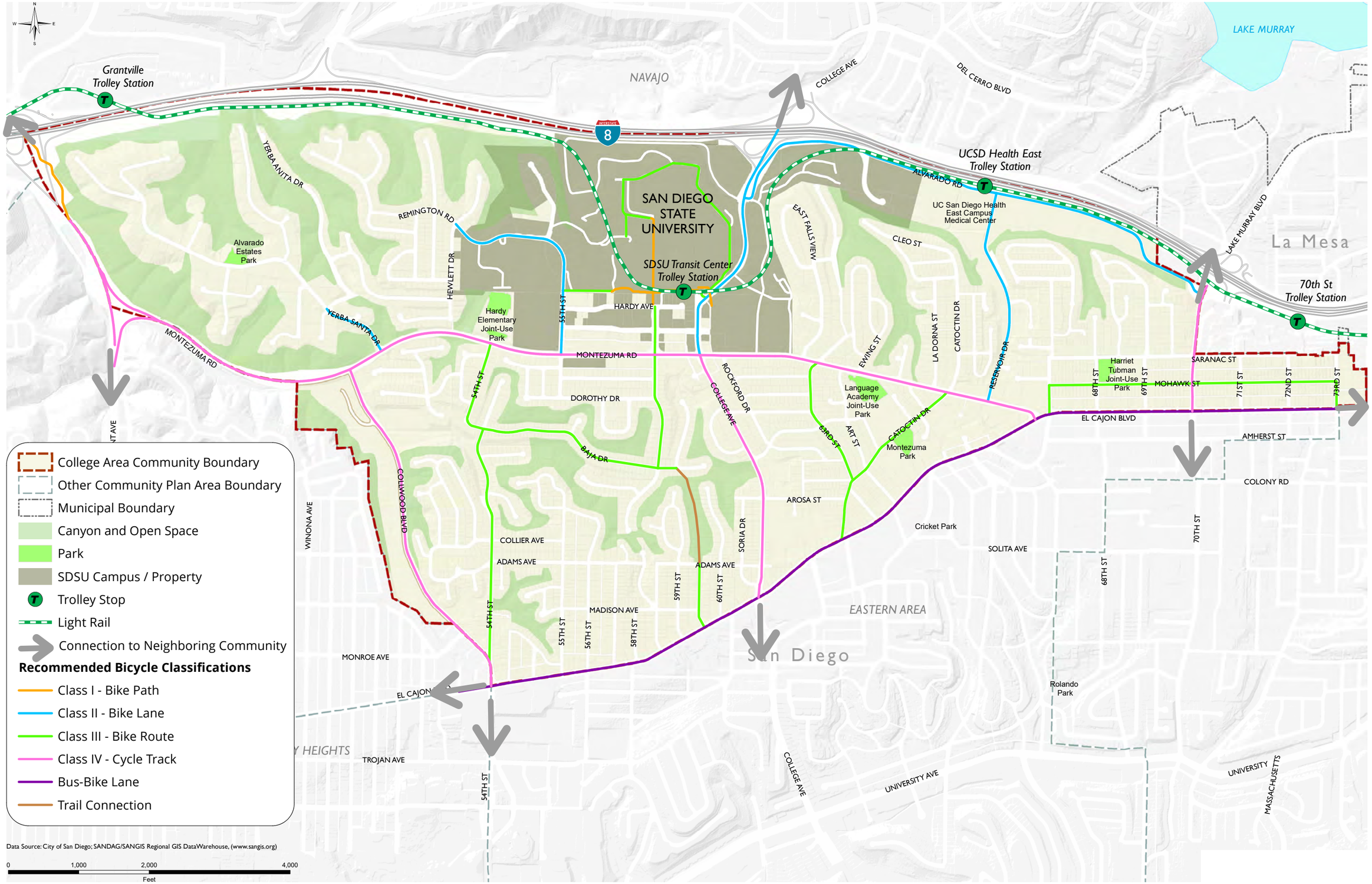


Figure 3-6: Planned Transit Network

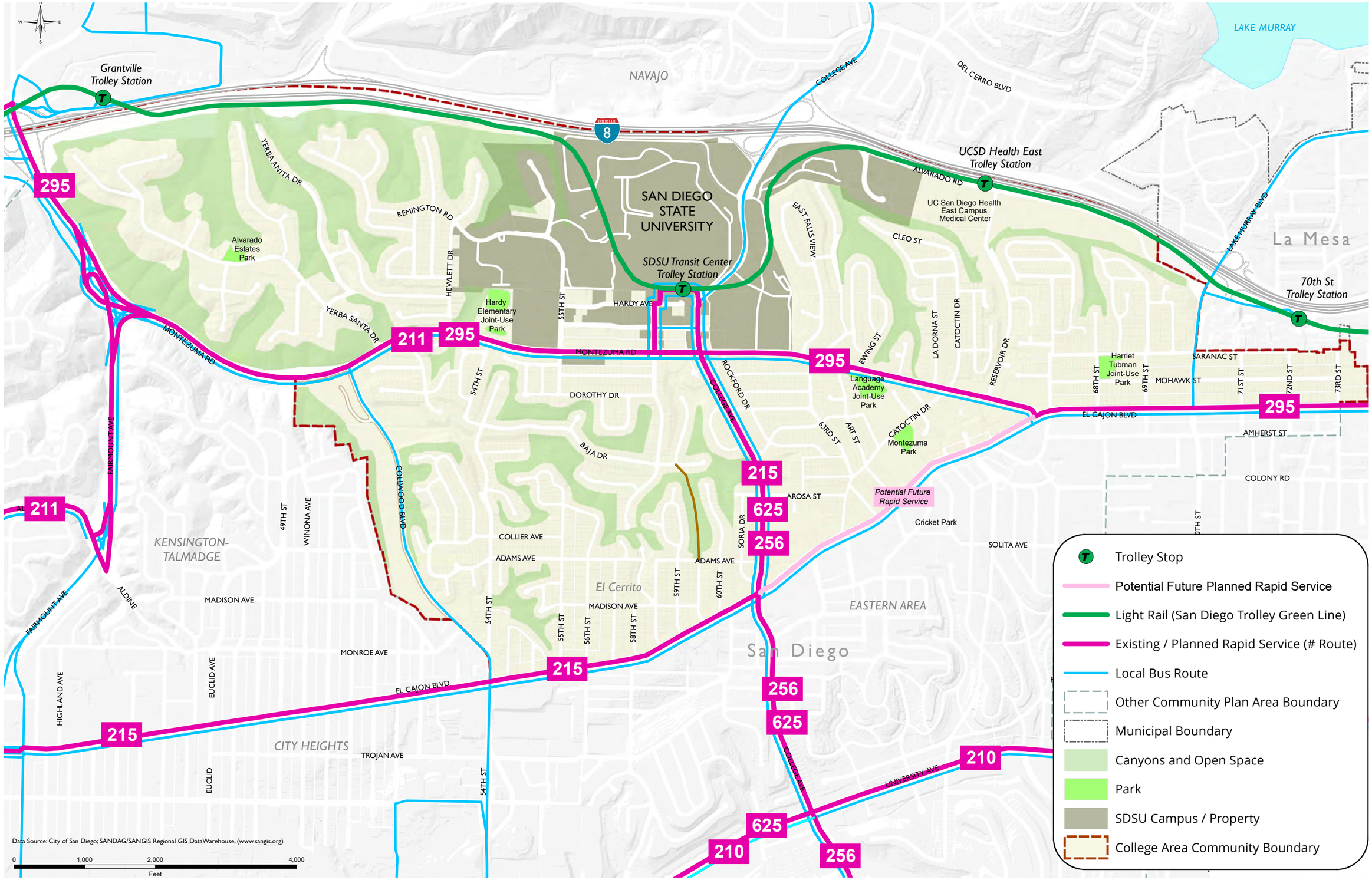
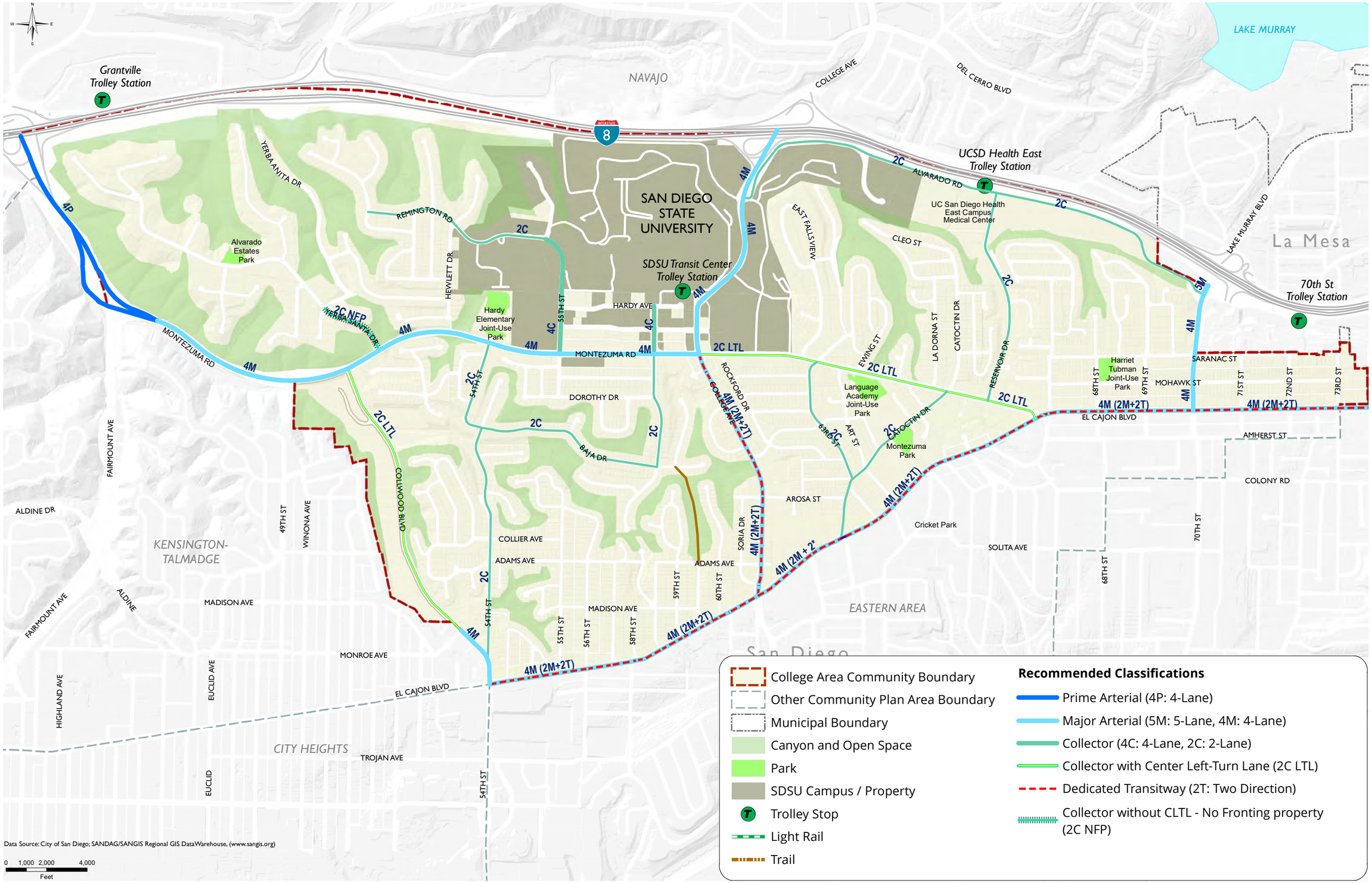


Figure 3-7: Planned Street Classifications



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.

3.3 Provide safe pedestrian paths of travel from Hardy Elementary to College Avenue.

Bicycling

3.4 Incorporate planned bikeways as streets are resurfaced or improved.

3.5 Prioritize separated bikeways where feasible.

3.6 Prioritize enhanced features that improve visibility and physical separation from vehicles along bikeways and at intersections.

3.7 Encourage bicycle amenities at transit stations, mobility hubs, new developments, commercial centers, employment hubs, schools and parks.

Transit

3.8 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.

3.9 Integrate transit priority features to further improve operational efficiency along thoroughfares where feasible.

3.10 Support first- and last-mile connections to and from transit stations that support safety, comfort, connectivity and accessibility.

3.11 Coordinate with SANDAG and MTS to support transit service improvements including frequency, coverage, and amenities that respond to future community growth and demand.

Streets

3.12 Support implementation of the planned street classifications as part of resurfacing and improvement projects.

3.13 Support the implementation of 'Vision Zero' through traffic calming measures.

3.14 Evaluate feasibility of roundabouts at appropriate intersections.

3.15 Support the implementation of community-wide wayfinding and signage programs that guide pedestrians, bicyclists and motorists to major activity centers and destinations.

3.16 Support new mobility connections that enhance circulation, especially to subdivisions that have only one route of ingress and egress.

3.17 Support Transportation Demand Management programs to reduce vehicle traffic during peak travel times.

3.18 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.

3.19 Evaluate alternatives for repurposing right of way to enhance public space and active transportation.

A. Curb realignment on Montezuma Road between College Avenue and El Cajon Boulevard to create pedestrian-oriented public space, provide traffic calming, and reinforce the vision for a vibrant Campus Town corridor.
B. Repurposing right-of-way along El Cajon Boulevard, College Avenue and Montezuma Road to enhance active transportation, safety, and public space. Explore opportunities for traffic calming, roundabouts, and parking reconfiguration while maintaining emergency access and supporting corridor development.

3.20 Evaluate alternatives for repurposing right-of-way along El Cajon Boulevard, College Avenue and Montezuma Road to enhance active transportation, safety, and public space. Explore opportunities for traffic calming, roundabouts, and parking reconfiguration while maintaining emergency access and supporting corridor development.

Parking & Curb Management

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

Freeways

3.22 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

3.23 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 4-5.

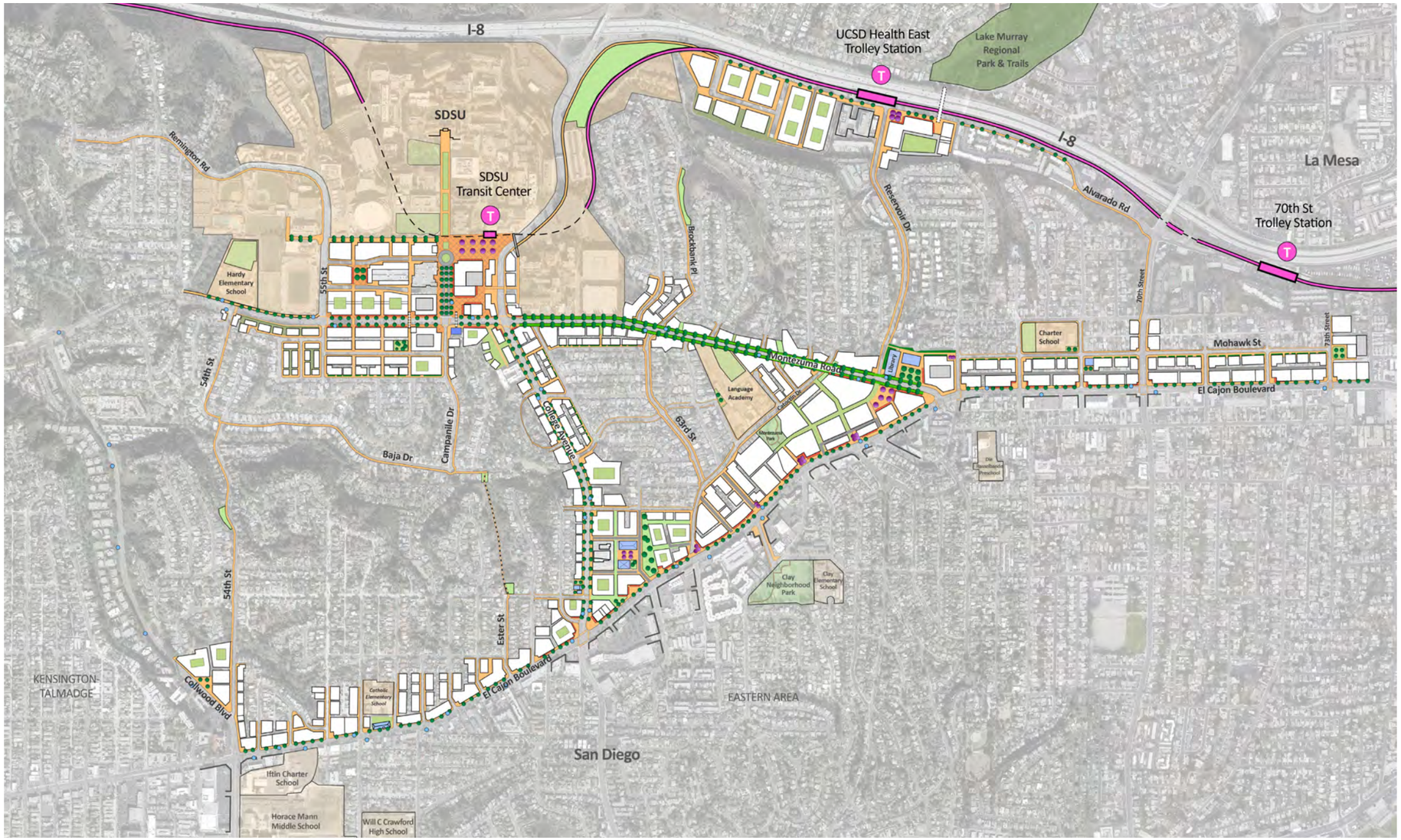
Urban Design Framework

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.

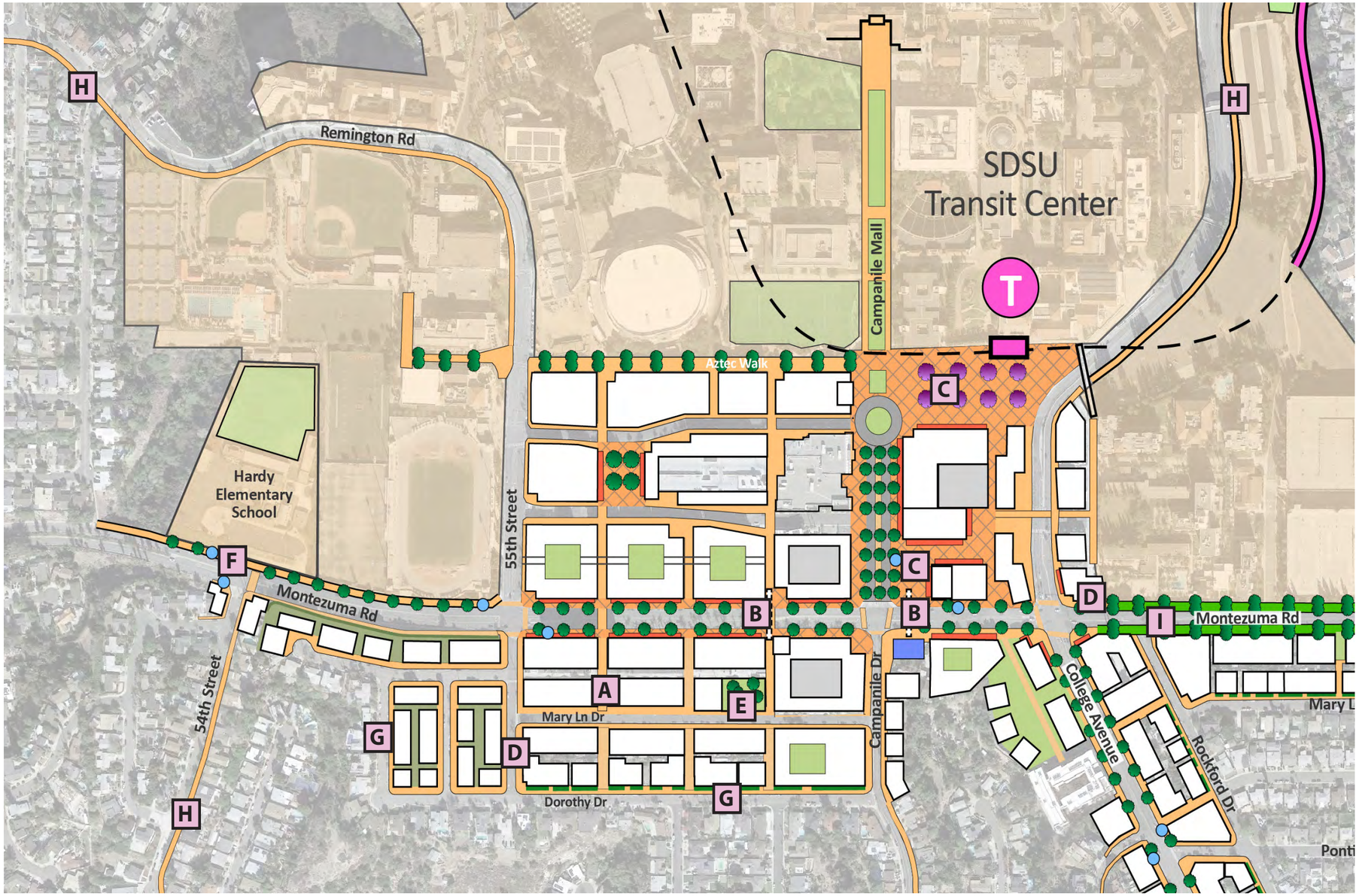
Figure 4-1: Urban Design Framework



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

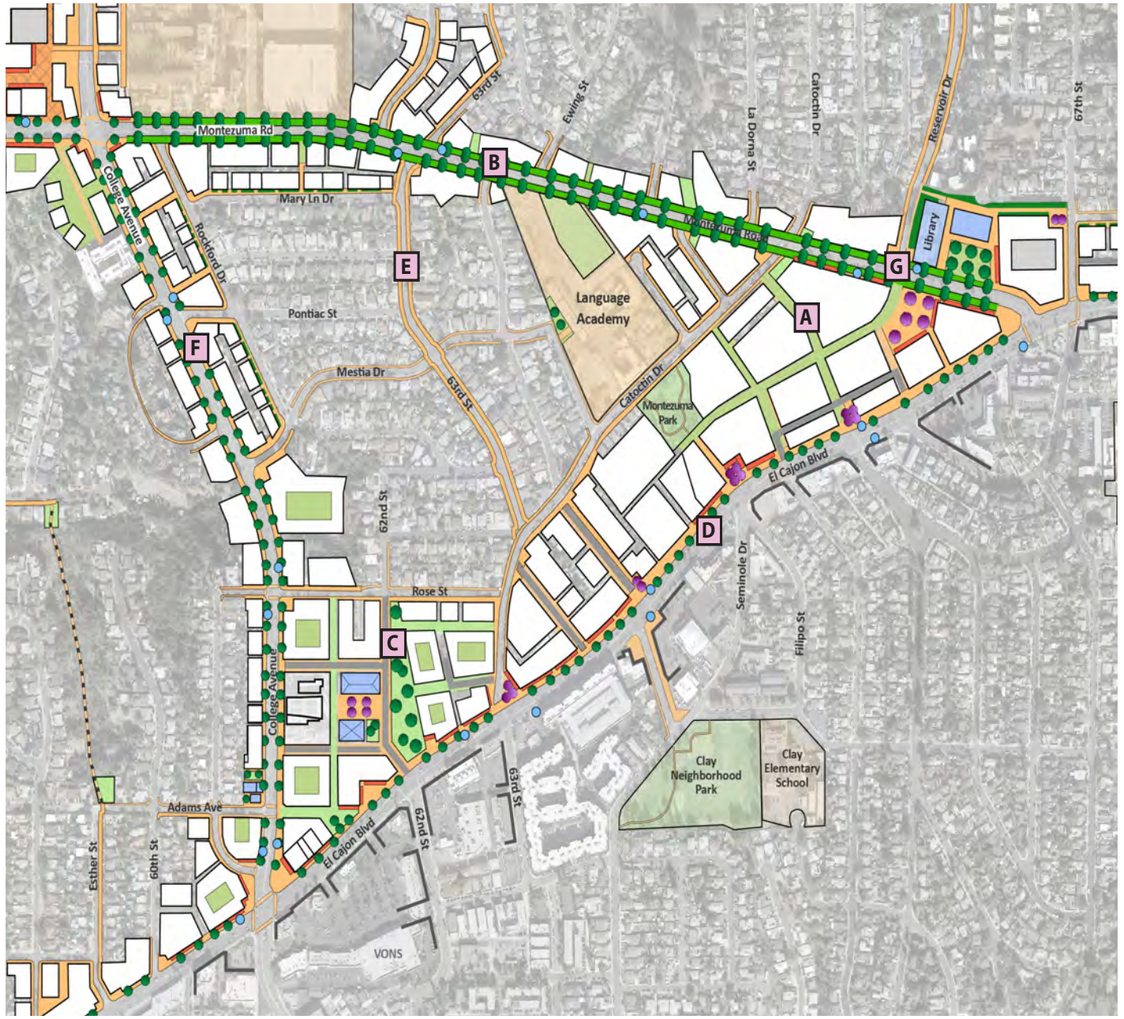


A. North - South Paseos & Connections - Across Montezuma Rd
B. Potential Gateway and Signage for SDSU - Place making opportunity
C. Path to Transit - Active Square that articulate the Campus with the City ("Harvard Square")
D. Improved Pedestrian Realm
E. Pocket Parks for Community
F. Hardy Elementary School Access enhancement (crossing, traffic calming, lighting...)
G. Transition
H. Connectors (pedestrian and bicycle)
I. Montezuma Road Public Space

Community Villages/Activity Nodes

Community villges 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, mninimum curb cut, pocket parks.

C. Breaking Super Block - paseos and public amenity, park

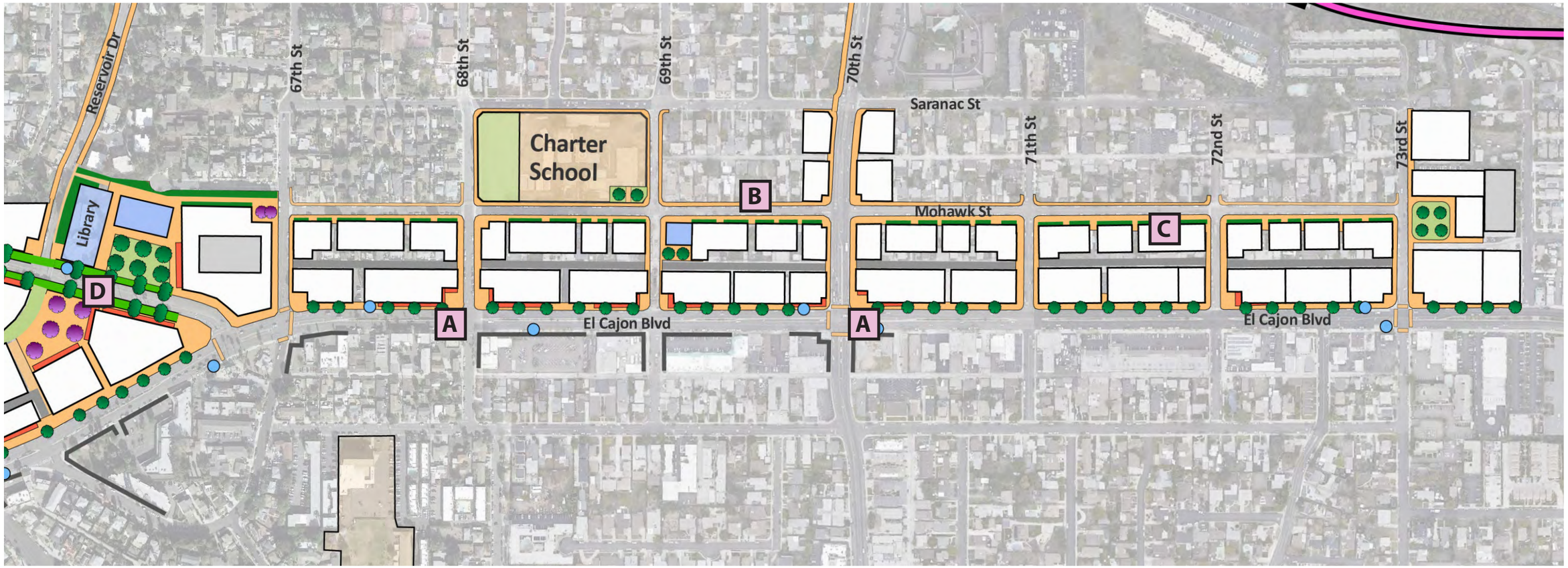
D. El Cajon Blvd as a Main Street - GF commercial, corner plazas, transit stops, Landscape

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 Fmaily 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. Parkways can include spaces for gathering, transit shelters, bike parking, benches other street furniture, street trees and landscaping, and outdoor dining as shown on Figure 4-6.

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.

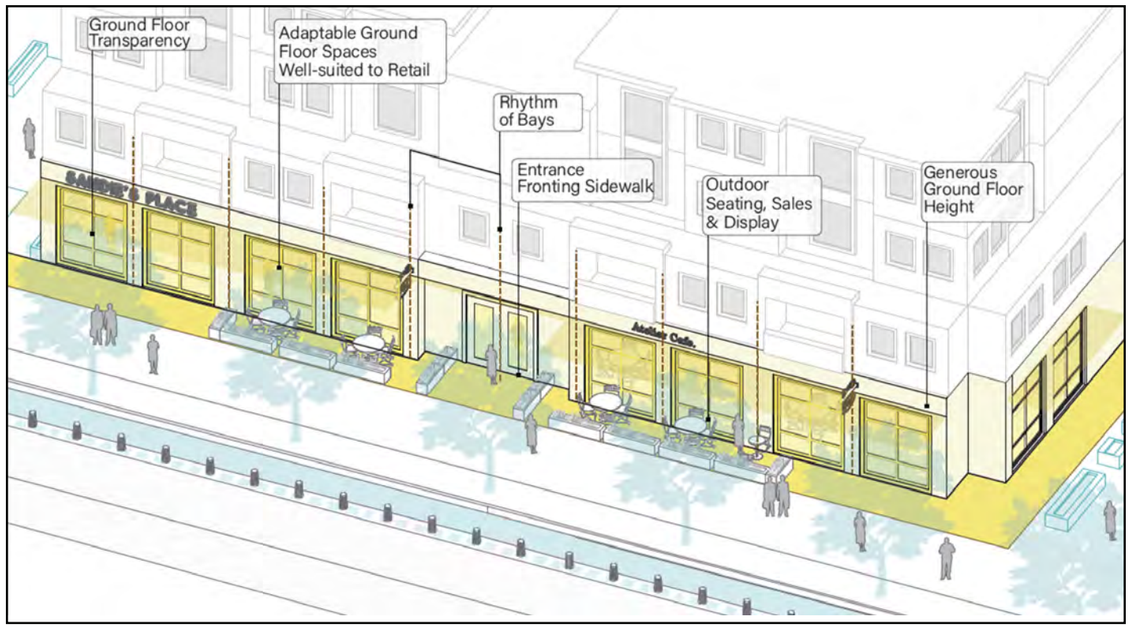
Gateways
Gateways mark community entry points and can provide a sense of arrival with building and street design, signage, lighting, street trees and landscaping to enhance and highlight these locations as community landmarks.

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.

Figure 4-5: Active Frontage



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.

Montezuma Road Public Space

The Community Plan envisions having an expanded parkway and greenways with shade trees and wider sidewalks on both sides of Montezuma Road. Development could include landscaped setbacks with amenities that provide additional public space as shown on Figure 4-7. See aso 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.

Figure 4-6: Parkway Zones

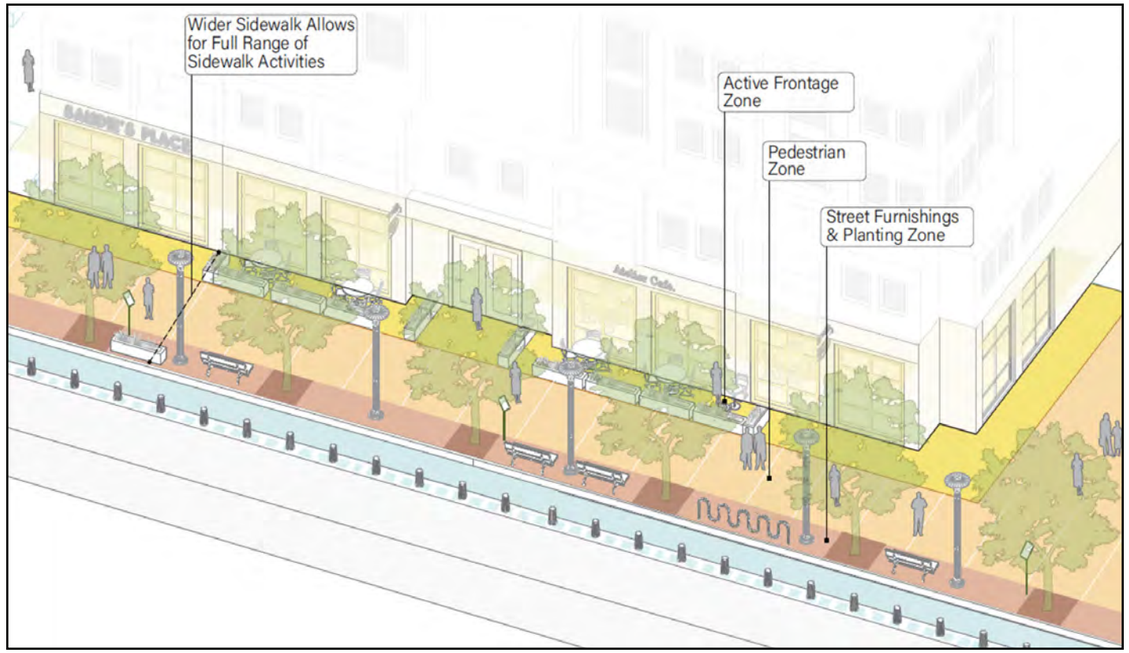


Figure 4-7: Montezuma Road Public Space

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.

Campus Town Center

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.

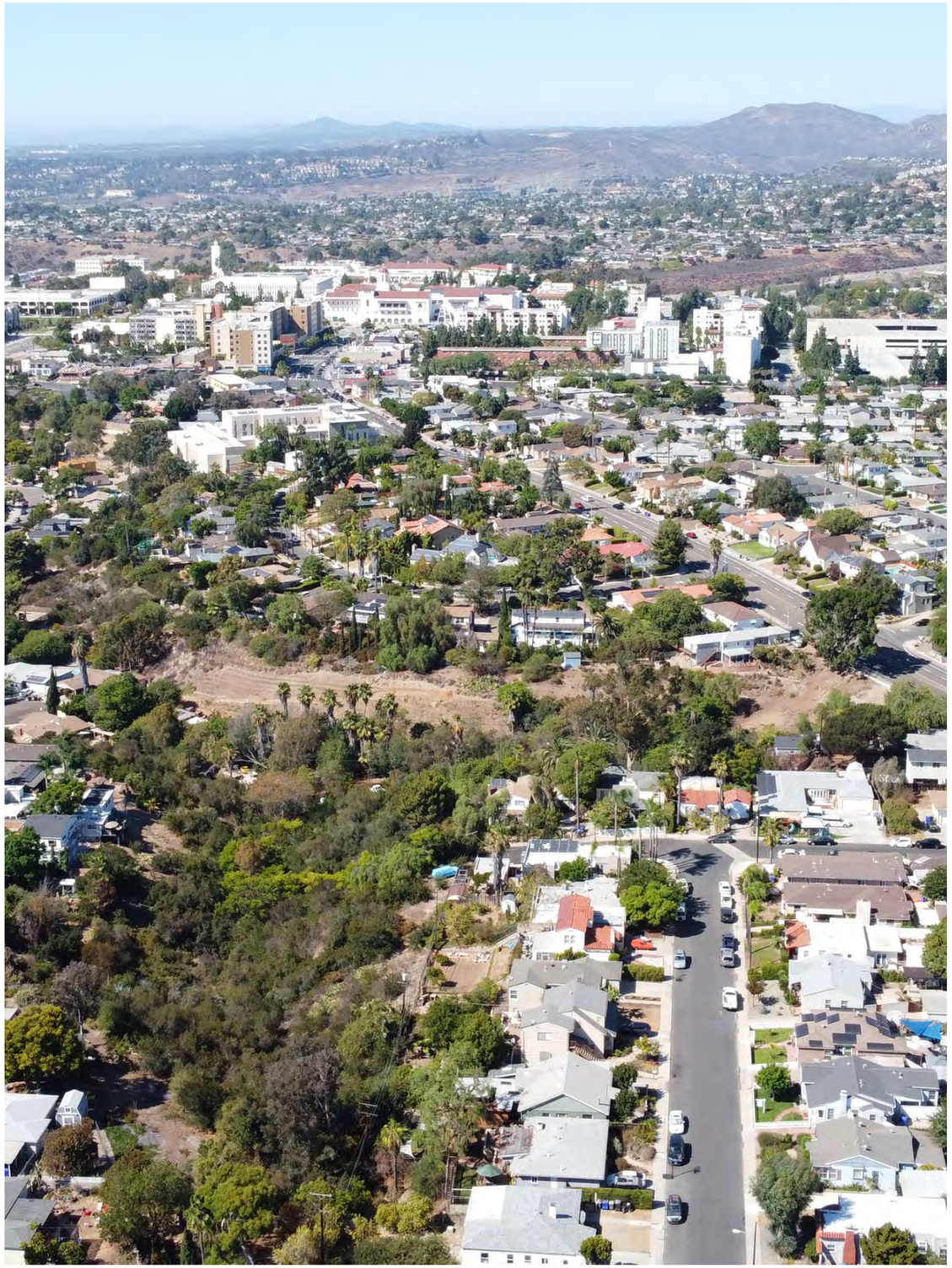
4.53 Explore opportunities to integrate renewable energy technologies, such as small-scale wind turbines or photovoltaic panels, to reduce reliance on nonrenewable energy sources.

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.

Maintenance and Beautification

4.55 Encourage property owner responsibility for property maintenance to promote community beautification and upkeep to support a well-kept and attractive College Area.

4.56 Consider the installation of murals on freeway retaining walls, concrete embankments, and other blank walls along major corridor streets, including but not limited to the I-8 College Avenue off-ramp that reflect the history, culture, and diversity of the College Area and contribute to a safer, more inviting, and pedestrian-oriented community. Obtain approval from the applicable public agencies for locations not within City public right-of-way or locations owned by other public agencies including, but not limited to Caltrans, MTS and San Diego State University.



5 Economic Prosperity

GOALS

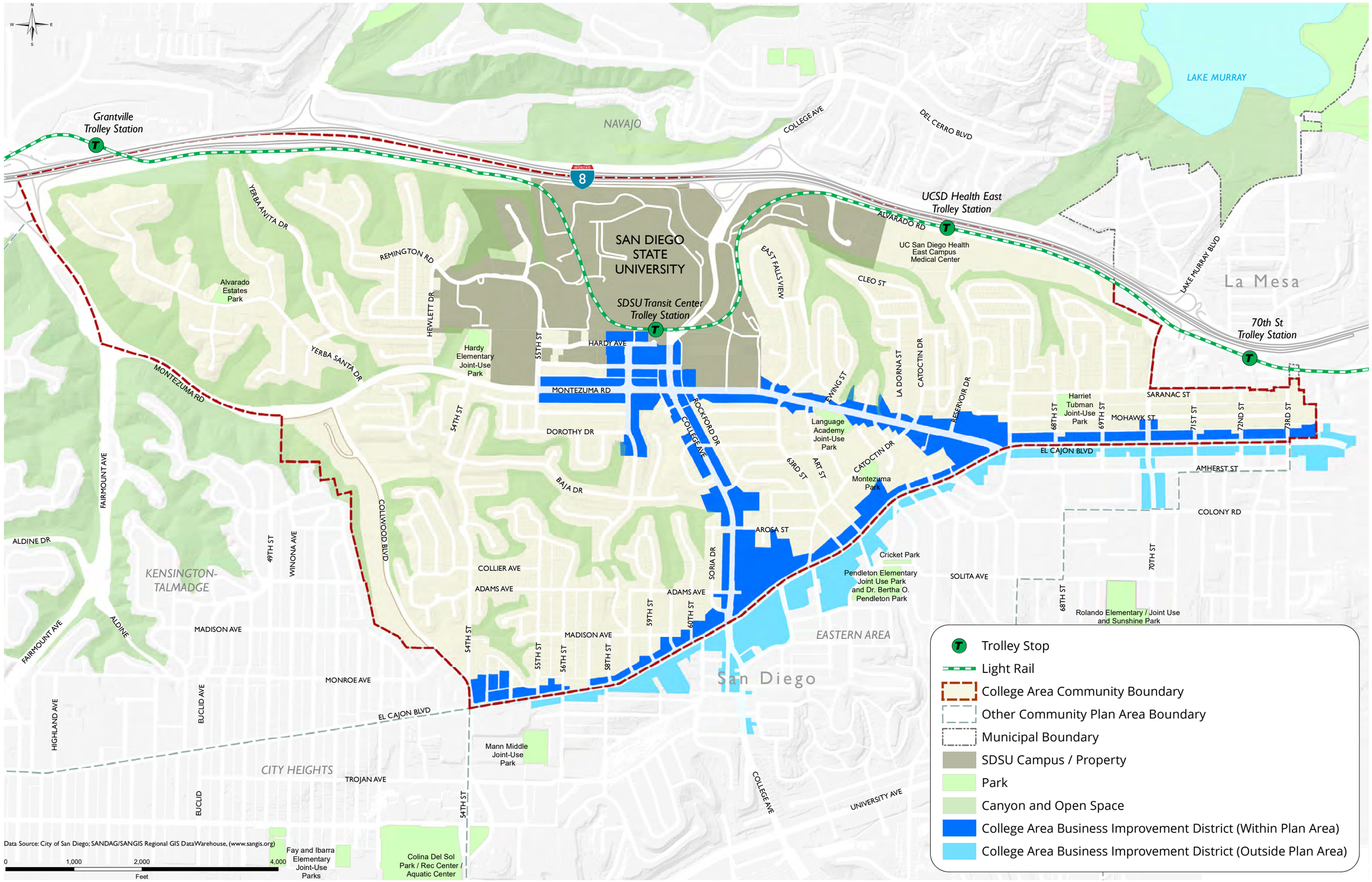
- Revitalized and attractive commercial districts.
- Access to diverse employment opportunities.
- Increased small business opportunities.
- A diverse mix of businesses that provide a variety of goods and services.

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.

Figure 5-1: College Area Business Improvement District Boundary



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 businessnes 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.

5.7 Support economic development programs and initiatives that strengthen the College Area's business corridors, encourage small business growth, and leverage the presence of San Diego State University and the University of California, San Diego Health East Campus Medical Center to expand local employment opportunities and community-serving businesses.

5.8 Support initiatives that incentivize the activation of vacant and underutilized properties.

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.

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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

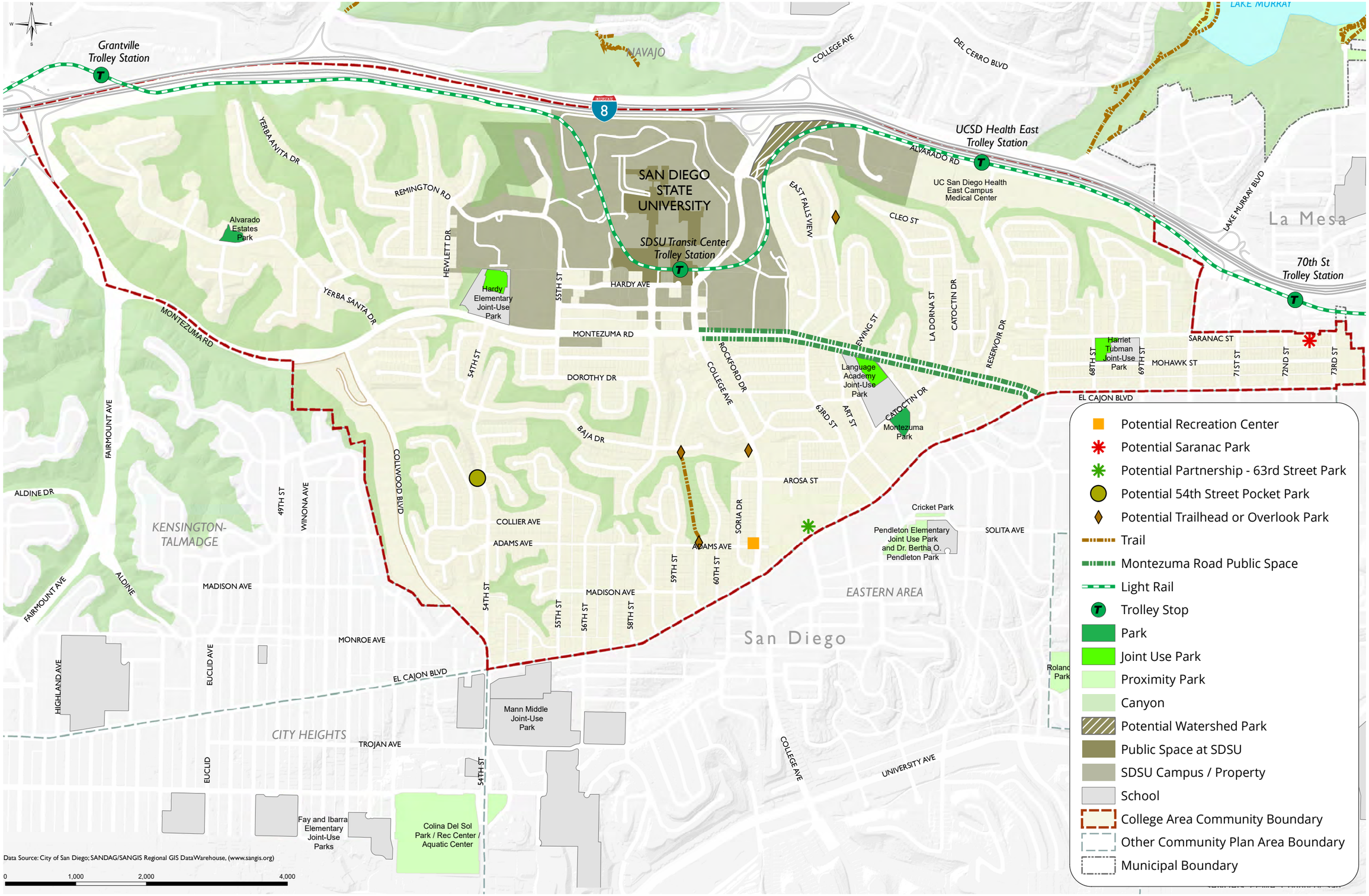
The Community Plan aims to enhance the recreational value of parks and public spaces by expanding and reimagining them to maximize their value to the community. It seeks to identify new park and public space opportunities on City-owned land and encourages partnerships and joint-use agreements with other 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 76,870 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 7,687 Recreational Value Points based on the projected population of 76,870 people. The Community Plan identifies park opportunities over the planning horizon. The Community Plan identifies approximately 910 existing and planned Recreation Value Points. Refer to Appendix B Table 11-7. New development and other future park opportunities could provide an additional 6,777 Recreational Value Points 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 52,300 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 1.75 aquatic complexes. See Figure 6-10 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 turfed 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.

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.

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

Figure 6-6: Brockbank Place Overlook Park

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.

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 6-8.

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 6-9.

Saranac Alley Pocket Park

A potential 0.41-acre pocket park on City-owned property located along Saranac Street as shown in Figure 6-1 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 as shown in Figure 6-7.

Figure 6-7: Pocket Park at 54th Street

Figure 6-8: 62nd Street Mini Park Concept

Figure 6-9: Alvardo Creek Neighborhood Park Concept

Community Enhancement Overlay Zone and Recreation Access

The intent of the Community Enhancement Overlay Zone is to increase parks and public spaces in the community by allowing new development ithat include publicly accessible open spaces and recreational amenities. Amenities such as podiums, plazas, and greenways or paseos enhance connectivity and create everyday opportunities for recreation and gathering within walking distance of homes and jobs within urban environments.

The Community Enhancement Overlay Zone encourages new development that supports the creation of accessible, high-quality public spaces and recreation facilities that serve both existing and future residents and create a walkable urban environment.

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 6-10) – 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 6-10 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).

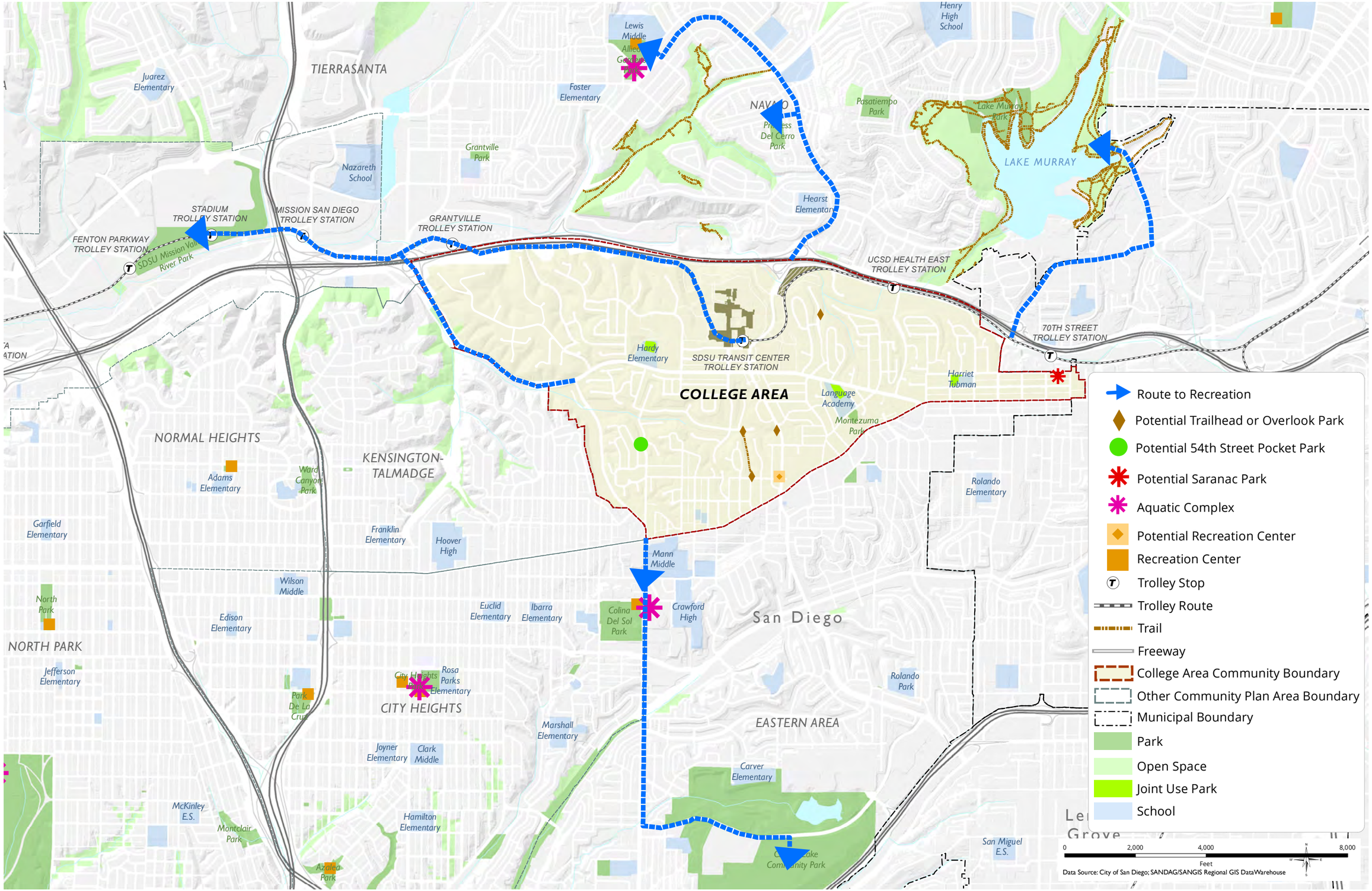
San Diego State University

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 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 6-10 shows parks and recreation facilities close to the College Area Community.

Figure 6-10: Nearby Parks & Recreational Facilities



Policies

Park Development

6.1 Pursue the implementation of the planned park sites and improvements to existing parks since the provision of new parks is of extreme high importance within the College Area.

6.2 Pursue land acquisition for at least 29 acres, as shown in Table 11-7: Parks and Recreation Inventory, 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.

6.9 Support the development of multi-level recreation centers that maximize limited land availability, expand indoor recreation opportunities, and integrate complementary uses such as community gathering spaces, fitness facilities, and classrooms to serve a range of users and age groups.

Access and Activation

6.10 Increase recreational opportunities to provide for park and recreation uses by reconfiguring streets, where feasible.

6.11 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

6.12 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.

6.13 Design trails within the Multi-Habitat Planning Area and Open Space that comply with the Environmentally Sensitive Lands Regulations and Multiple Species Conservation Program

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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

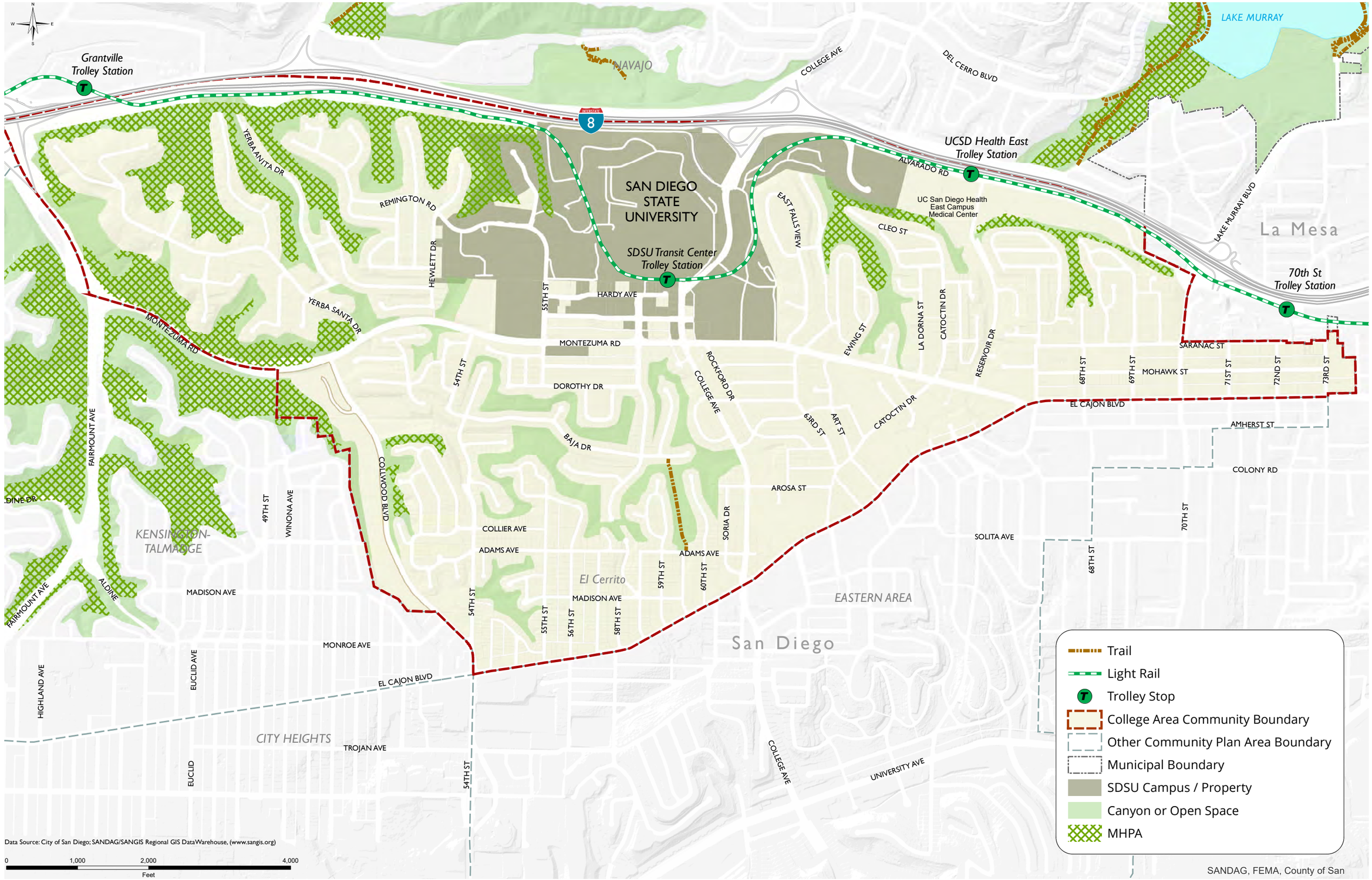
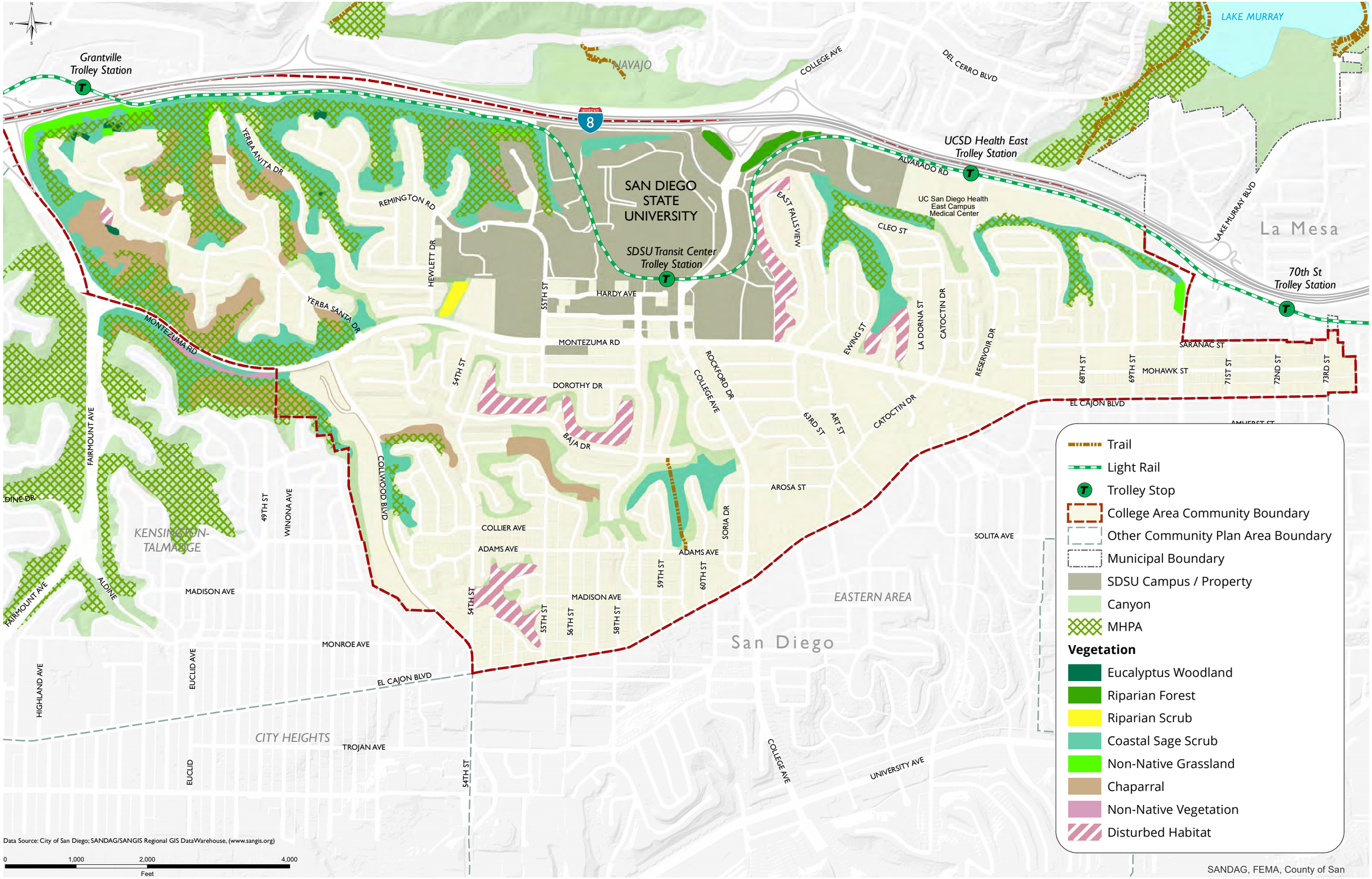


Figure 7-2: Vegetation and Multi-Habitat Planning Area



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

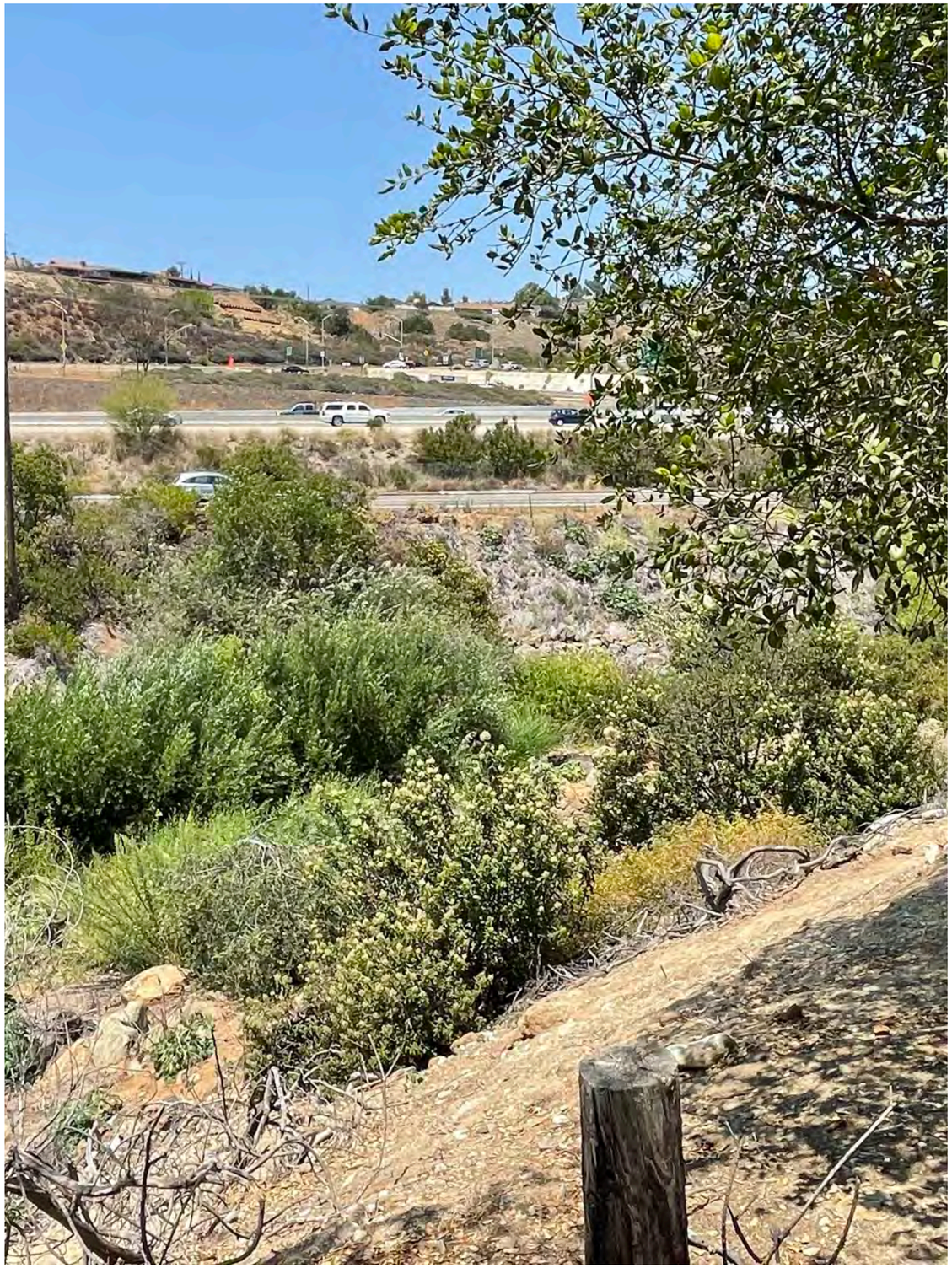
7.5 Promote open space conservation and restoration of natural lands on lands designated as open space, including lands within the MHPA.

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.



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 Community Plan aims to expand accessibility to the library to maximize its value to the community. The College-Rolando Library provides essential community services as a civic use serving the College Area as well as surrounding communities. It provides public internet access, meeting rooms and community services. It also services as a Cool Zone during extreme heat events, and provides access to education, employment opportunities, and community information. The library provides a location for election drop box, after-school and summer programs for children.

Schools

San Diego Unified School District serves students from pre-kindergarten to twelfth grade. Charter, magnet and private schools are also located in the community. College Area's existing neighborhood school facilities are sized appropriately for the portion of the current student population that chooses to enroll locally. Over the life of the Community Plan, the need for new or expanded facilities should be evaluated to meet community need for schools. Schools may have the opportunity to be reconfigured, retrofitted and expanded including with new multi-story buildings 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

New schools may be needed depending on the scale of future development. The location, timing, and type of new facilities are determined by San Diego Unified School District.

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.

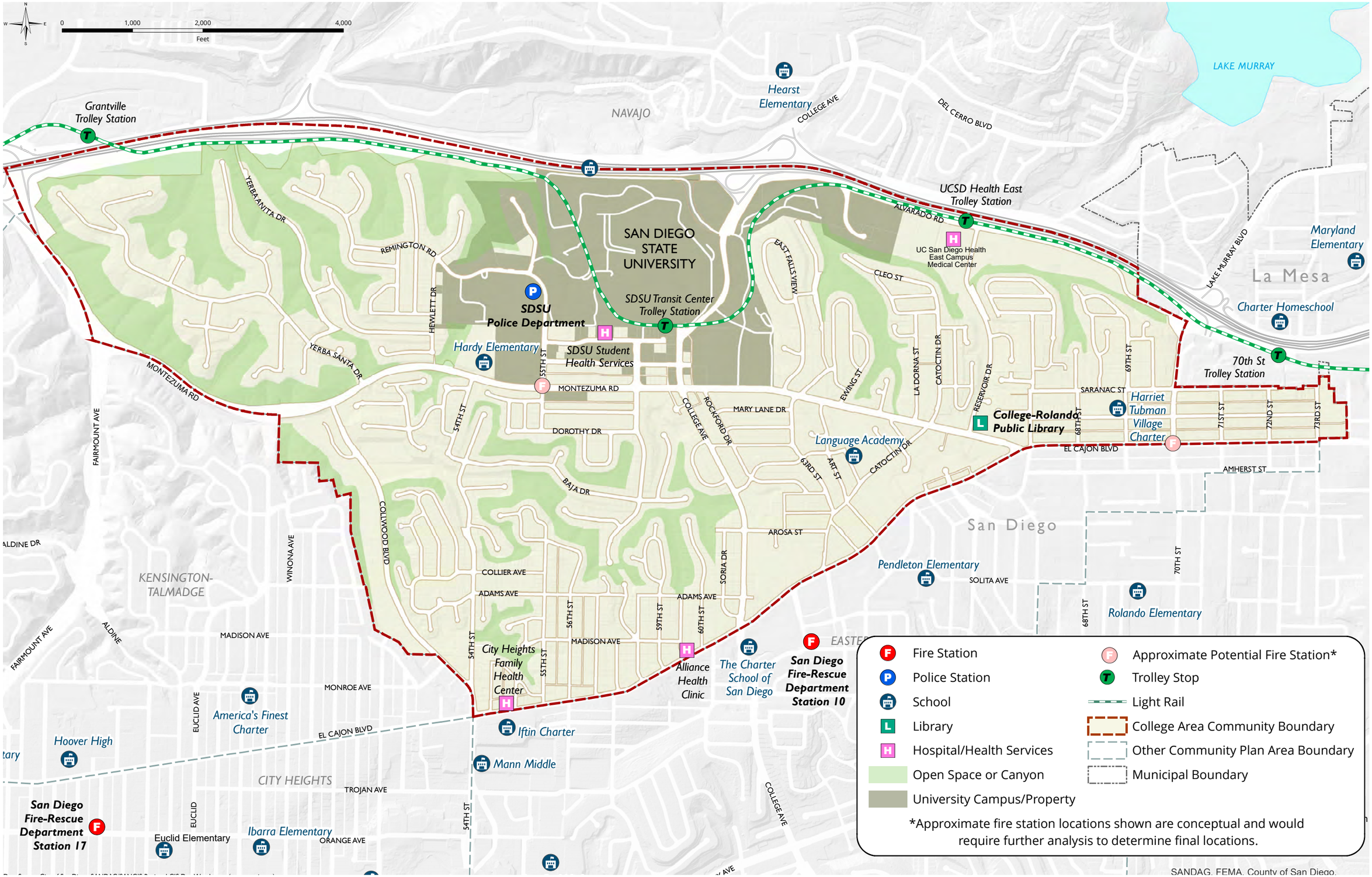
Fire

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.

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 as the community grows.

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.

8.15 Maintain and enhance an adequate, accessible, and well-maintained library to support community needs and promote quality of life.

8.16 Support investments in the library to make efficient use of this public resource.

Healthcare

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

Police

8.18 As the community grows, continue to support police services that serve the community.

8.19 Support a close relationship between community groups, Neighborhood Watch Programs, and the Police Department to increase awareness of community policing concerns.

8.20 Maintain and evaluate the need for additional police services such as Community Service Officer programs and police storefronts in villages.

Fire – Rescue

8.21 Consider siting a new fire station within the College Area near San Diego State University and the eastern portion of the community where future development that occurs.
- A. Conduct additional analysis to determine the specific location, size and timing.
- B. Work with San Diego State University to address fire and rescue needs including the potential location of a future station near the university.

8.22 Evaluate potential upgrades, expansions and new fire stations and equipment to maintain adequate service.

8.23 Maintain and evaluate sufficient fire-rescue services to serve the College Area, particularly in areas adjacent to open space canyons and hillsides.

8.24 Provide routine brush management within the City owned open space.

8.25 Provide education and information to the community regarding fire prevention techniques, defensible space, and required routine brush management for private properties.

8.26 Encourage and support the formation and ongoing activities of Local Fire-Safe Councils within the College Area to strengthen community-based wildfire resilience.

8.27 Encourage the use of fire-resistant materials in building construction such as non-combustible roofing, siding, walls, and windows, and promote landscaping practices that reduce wildfire risk by avoiding fire-prone vegetation, maintaining defensible space, and incorporating fire-resistant and drought-tolerant plant species appropriate to the local environment.

8.28 Promote adequate water supply, flow rate, and duration levels - and ensure proper spacing and readiness of fire hydrants - to support effective fire suppression.

8.29 Prioritize undergrounding overhead power lines near high-risk settings (e.g. open space canyon rims) to reduce ignition sources and improve community safety.

8.30 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.

8.31 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

8.32 Minimize urban runoff and flooding by minimizing impervious surfaces, increase green spaces, and incorporating sustainable stormwater facilities such as bio-swales and permeable pavement.

8.33 Utilize open space areas to provide for natural retention and filtration of water to support their preservation and restoration.

8.34 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

8.35 Incorporate public space parks and landscaped areas where active faults preclude the construction of new buildings where feasible.

8.36 Work to maintain and improve the seismic resilience of structures, with consideration of preserving historical and unique structures.

Lighting, Landscaping, and Maintenance

8.37 Provide pedestrian-oriented lighting along transit corridors, villages and nodes.

8.38 Emphasize drought tolerant, shade producing, native landscaping and an expanded urban tree canopy.

8.39 Encourage the College Heights Area Maintenance Assessment District to install and maintain landscaping, lighting, wayfinding, and gateway signs, and provide additional maintenance services.

8.40 Provide public trash and recycling receptacles along transit corridors, villages and nodes where feasible.

8.41 Provide shade trees on the grounds of public facilities.

Extreme Heat

8.42 Consider opportunities to improve accessibility to libraries and/or other designated cool zones during an extreme heat event.

8.43 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.

8.44 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.

8.45 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.

8.46 Design buildings and landscaping to minimize building heat gain. Including but not limited to:

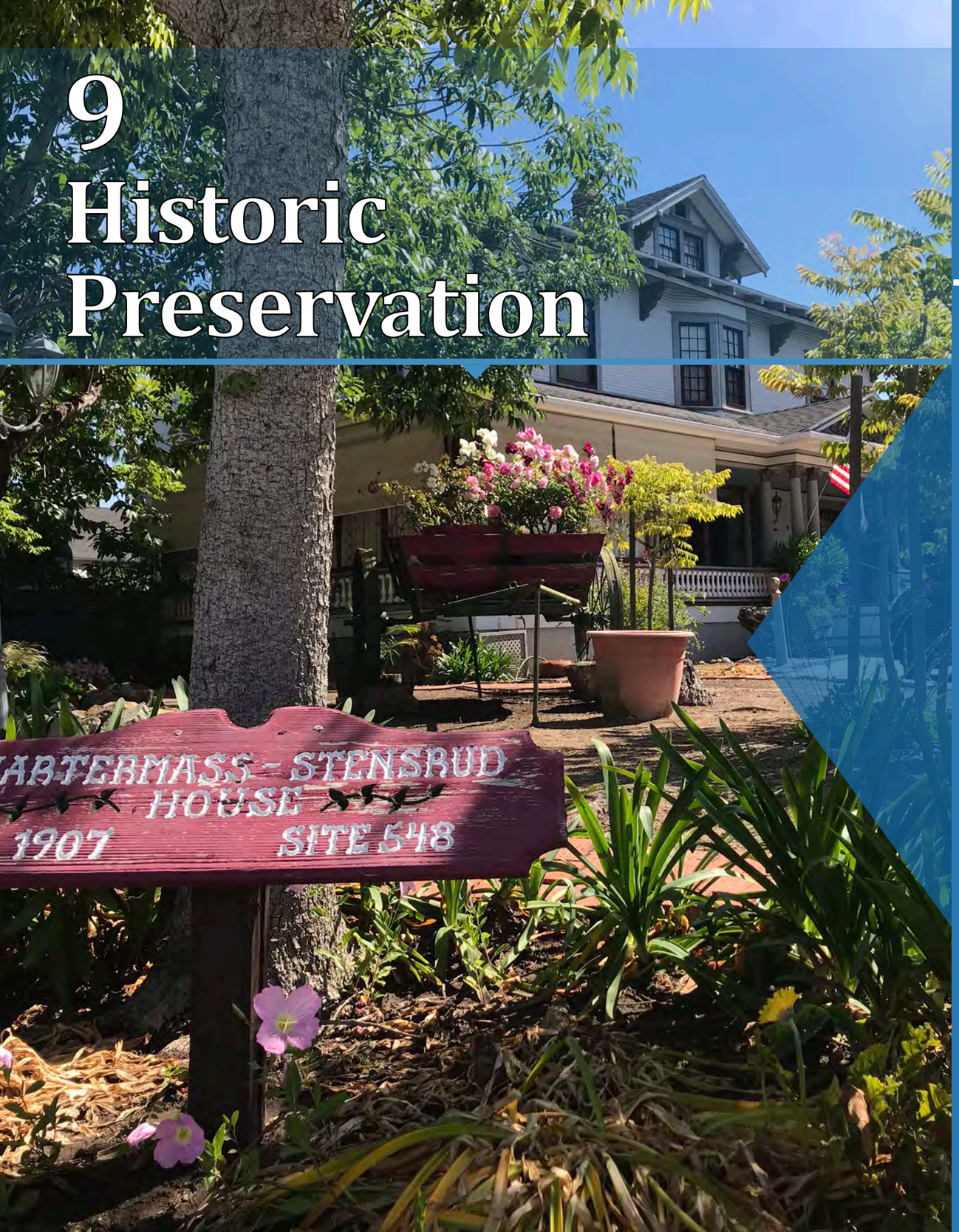
A. Employ trees and landscaping strategically in site design for their benefits in building, window, and outdoor space shading.
B. Choose cool or green roofing materials or designs.
C. Utilize window sunshades, extended roof eaves, and low emissivity (“low-e”) window glass to control solar exposure for building interiors.

Quality Public Services and Infrastructure

8.47 Maintain and enhance adequate, accessible, and well-maintained public services and infrastructure to support community needs and promote quality of life.

8.48 Prioritize investment in essential public services and infrastructure to address the most critical needs and make efficient use of available resources.

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.

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.

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

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 Arvhive

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

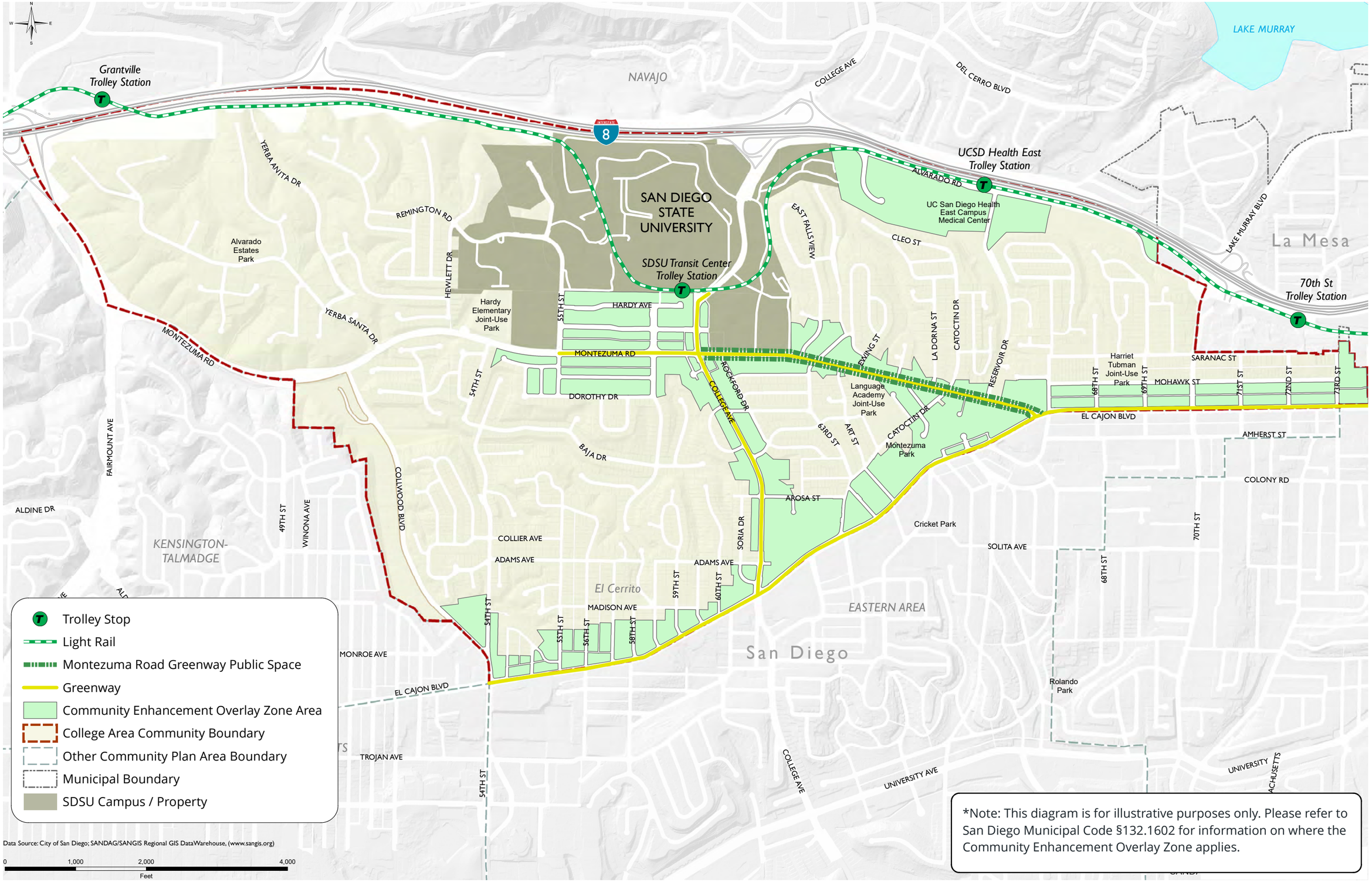
The urban design framework is implemented through the Community Enhancement Overlay Zone within the Land Development Code (Chaper 13, Article 2, Division 16). The Plan Overlay Zone supplements the underlying base zone development regulations to ensure consistency with the community's vision and plan 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.

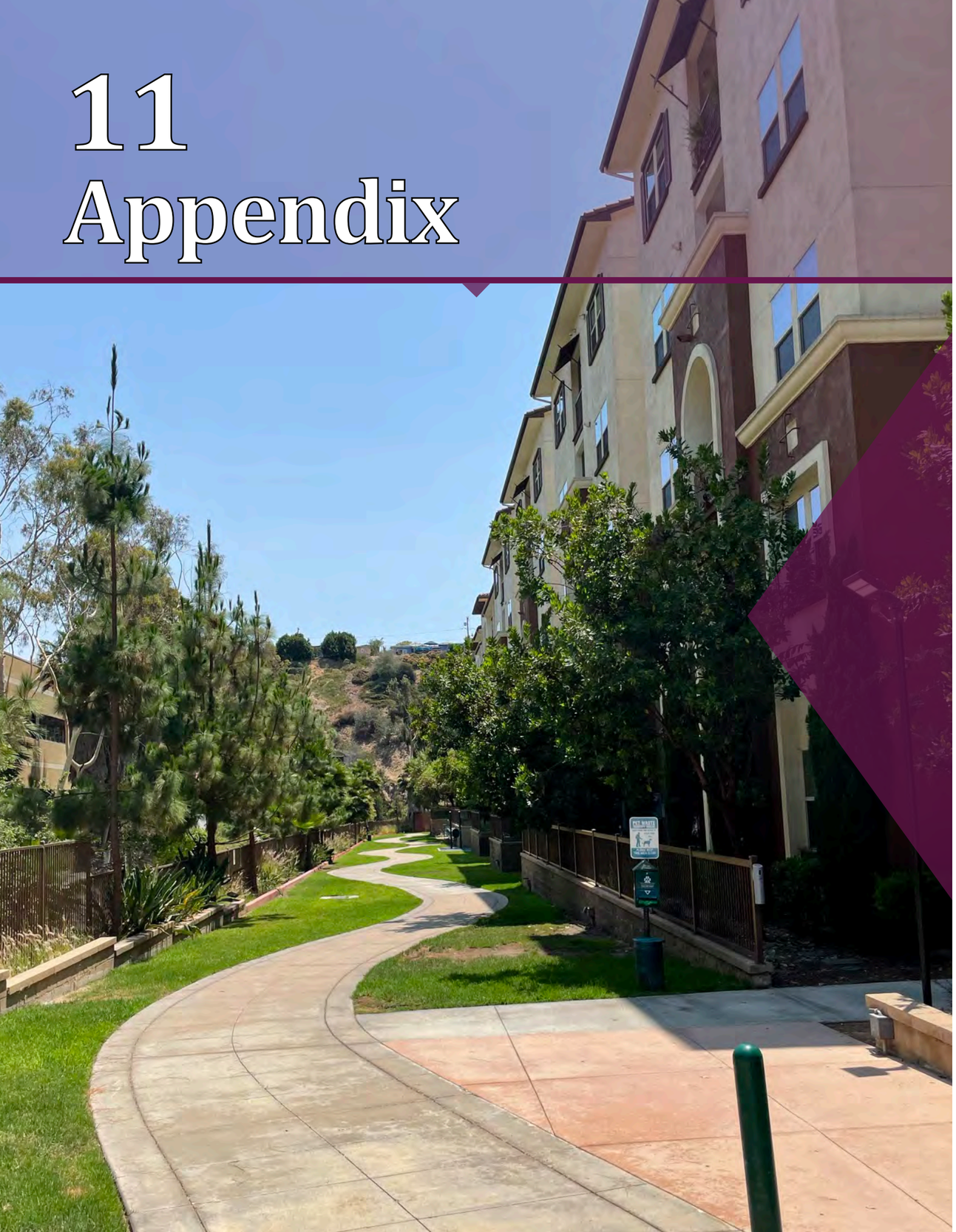
All new development is required to make Parkway improvements according to the City of San Diego Street Design Manual. The Parkway is the minimum distance of pedestrian space between the curb and the property line; the Parkway typically includes three zones: the furnishing zone, the throughway zone, and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

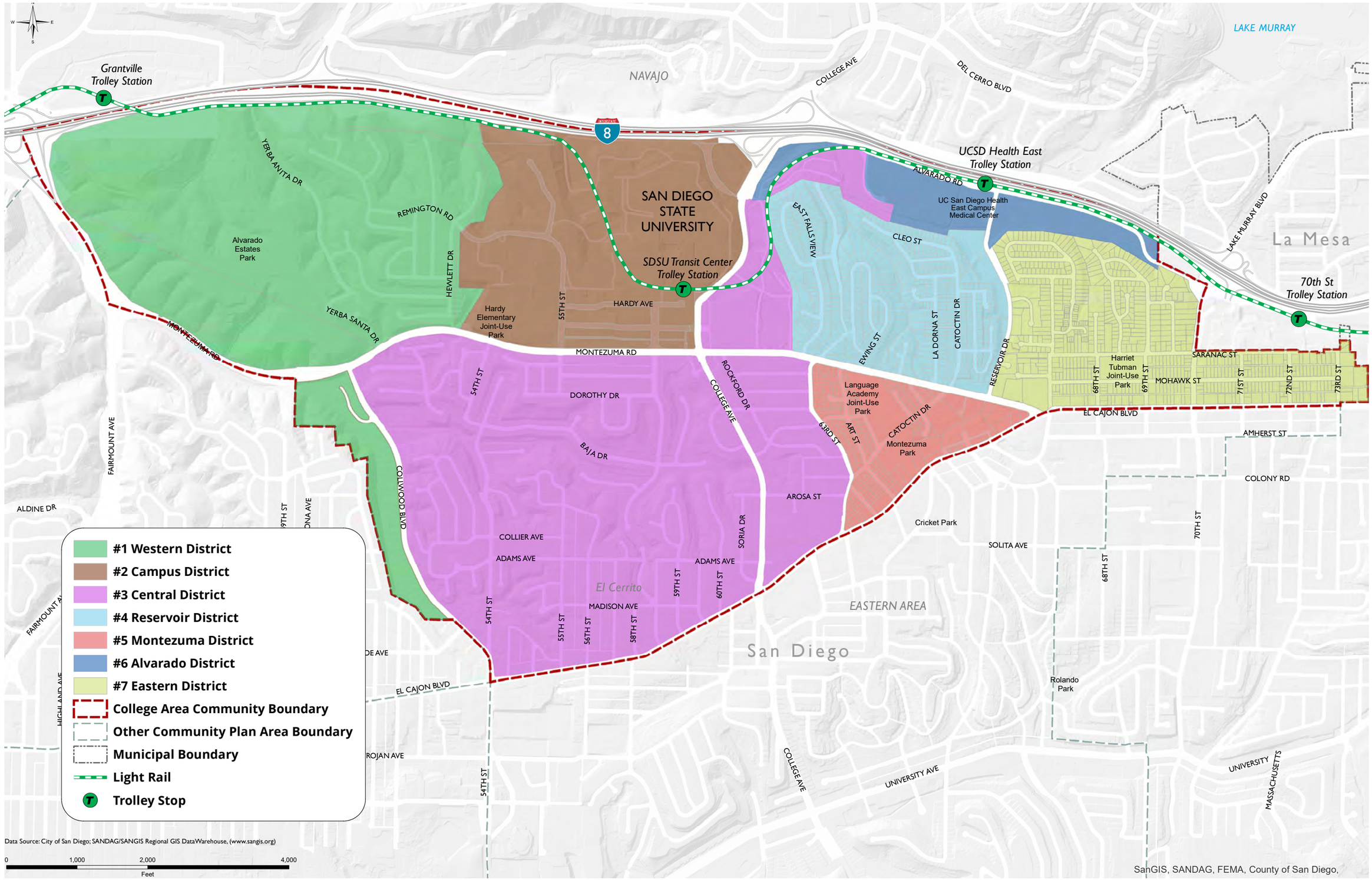


Table 11-2: Street Tree List by District

	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 Iancea	African Sumac	25’ x 20’	25’	Low	Evergreen
Eastern District						
Primary	Rhus Iancea	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 Iancea	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 Iancea	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.*

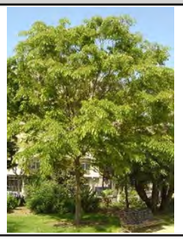
Table 11-4: Street Tree Photos
Preferred Trees and Common Name & Botanical Name

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 Recreational Value	Proposed Additional Recreational Value	Existing Size	Planned Size
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	182	1.56 acres	1.56 acres
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	0	1.87 acres
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	0	3.89 acres
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	0.4 acres
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	0.4 acres
6	Adams-Baja Trail and Trailhead Pocket Park	Informal Trailhead	Trailhead sign, seating, and nature information and native/pollinator plants.	0	24.5	0	0.1 acres
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	0.3 acres
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	28	2.69 acres	2.69 acres
9	Harriet Tubman Charter School	Existing joint-use agreement with School District	Existing joint-use agreement with School District.	49	49	1.59 acres	1.59 acres
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	52.5	2.41 acres	2.41 acres

Table 11-7: Parks and Recreation Inventory

Site #	Project Title	Description	Recommendations	Existing Recreational Value	Proposed Additional Recreational Value	Existing Size	Planned Size
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	0	5.5 acres (0.75 miles)
Recreation and Aquatic Centers							
13	College Avenue Recreation Center	Future Park Opportunities on City owned land	As current leases on city-owned land expire and as the sites become available, the village area on College Avenue will be considered for a future recreational center.	0	0	0	17,000 sq. ft.
14	Additional Recreation Centers	Future Recreation Center, location to be determined	As sites and City resources become available, locations will be identified for future recreation centers to create spaces of enjoyment for people of all age groups and abilities.	0	0	0	~35,300 sq. ft. ~2.5 Recreation Centers
15	Aquatic Centers	Future Aquatic Complex, location to be deteremined	As sites and City resources become avialable, locations will be identified for future aquatic centers to create spaces of enjoyment for people of all age groups and abilities.	0	0	0	~2 Aquatic Complexes
Other Potential Parks with New Development *subject to Citywide Resources and New Development							
16	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 6,776	0	20.7 to 55.9 acres
17	Other New Parks and Public Spaces	Future parks and public spaces, locations to be determined	As resources become available, future opportunities for new parks and public spaces in the community could include new parks on land acquired by the City and new public / private joint use partnerships for new public spaces and public space programming.				
Total Recreation Value Points Community-wide				**150**	**910 to 7,687**	**8.25 acres**	**29 to 77 acres**

Table 11-8: College Area Community Recreation Summary	
Statistics - 2020 population	
Total Population, 2020:	19,690
Recreation Value Points Goal, 100 points per thousand:	1,969
Current Recreation Value Points:	150.5*
2050 Population, Projected Build-Out	
Projected 2050 population:	76,870
Recreation Value Points Goal, 100 points per thousand:	7,687
Current Recreation Value Points:	150.5*
Planned Additional Recreation Value Points:	759.5
Current + Planned Recreation Value Points Subtotal:	910
Potential Parks with New Development + future park opportunities Recreational Value Points	6,777
Current + Planned + Potential Recreational Value Points Total	7,687

C. Planned Street Classification Modifications and Bicycle Network

Table 11-9: 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 11-10: 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 DataWarehouse, (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 11-3.

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 Prority Model

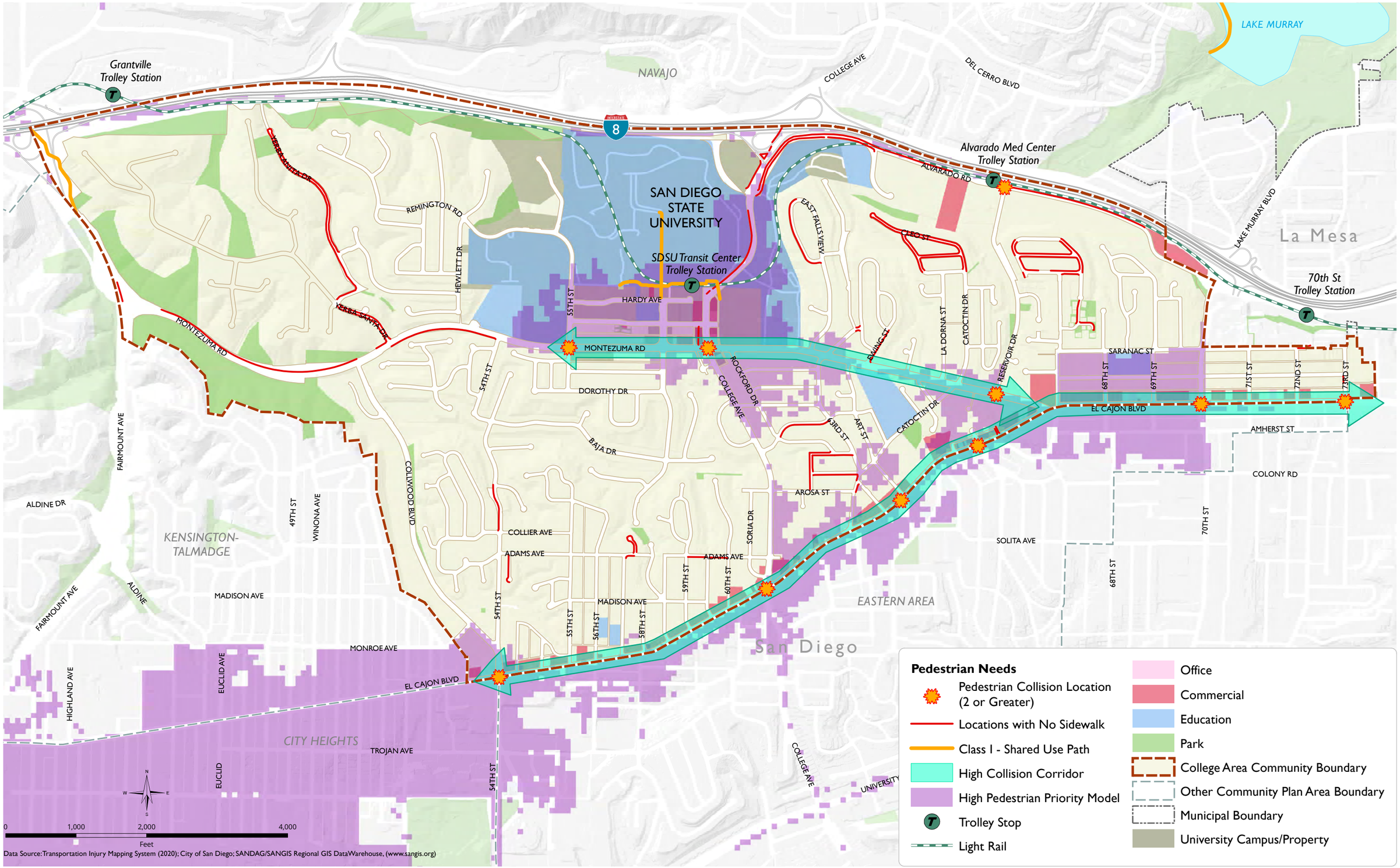
Pedestrian Priority Areas are determined using the City of San Diego's Pedestrian Priority Model. The model considers pedestrian-attracting land uses, population and demographic concentrations, and roadway environment characteristics. The model uses these factors to determine the areas where pedestrian 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 11-4 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.

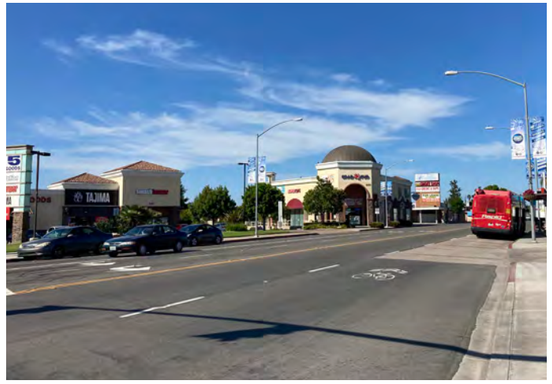
Development Pattern #4: The bluffs and canyons give these residential areas a unique development pattern (photo credit: Google Streetview).

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

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).

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

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 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

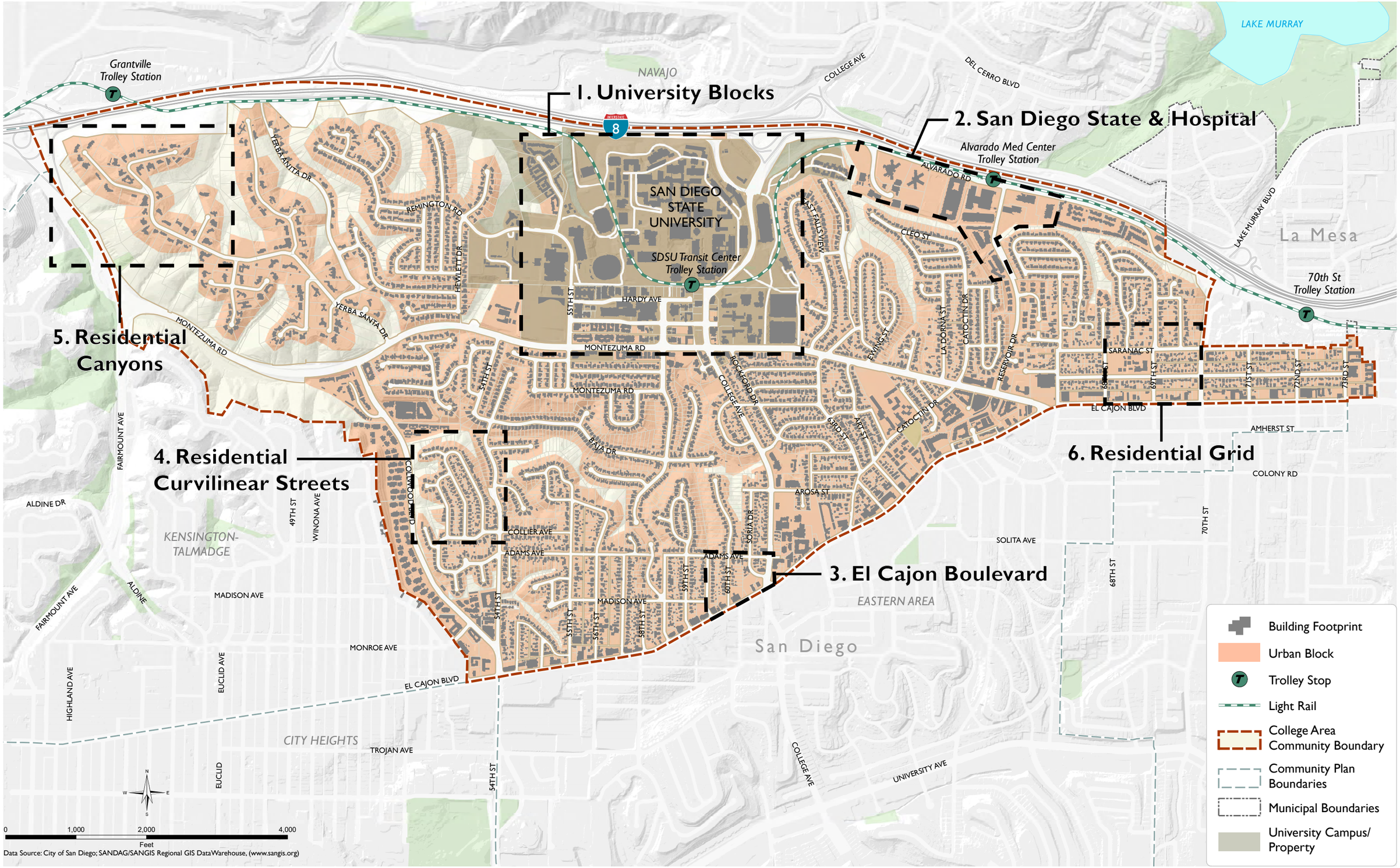
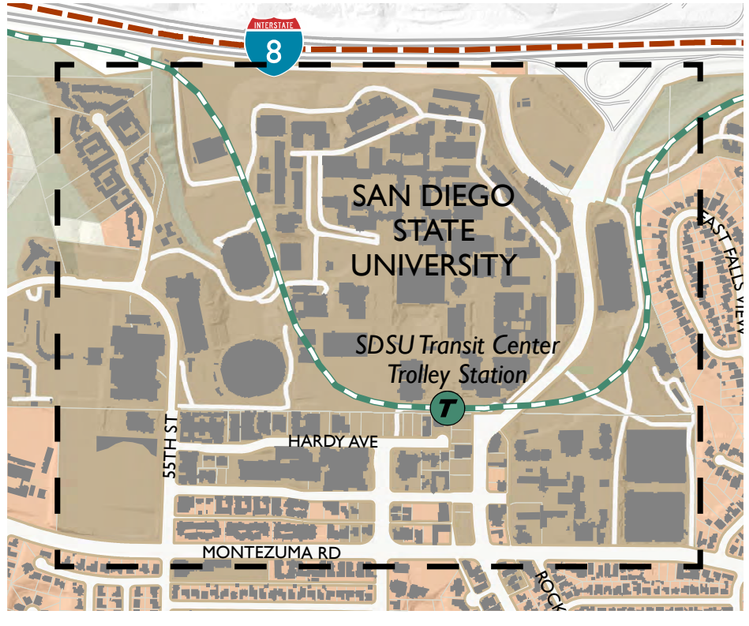
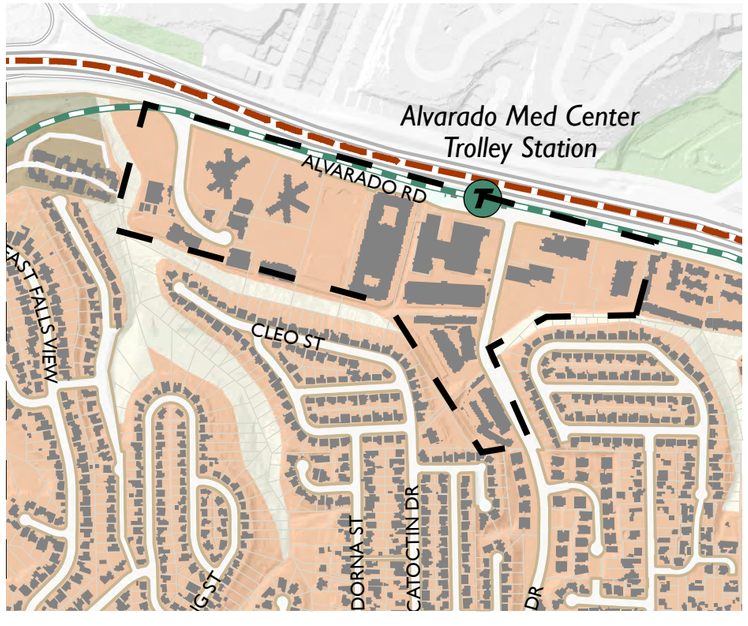


Figure 11-5: Block Pattern Focus Areas

1. University Blocks

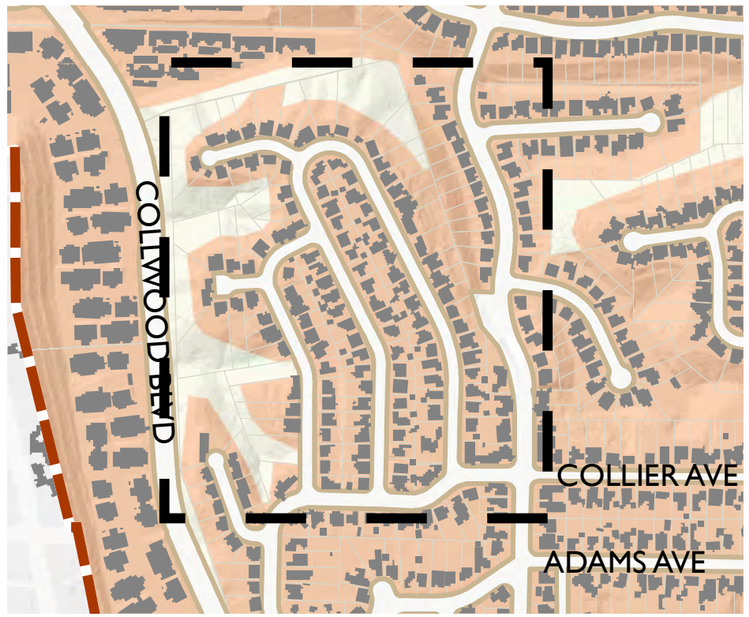


2. San Diego State & Hospital

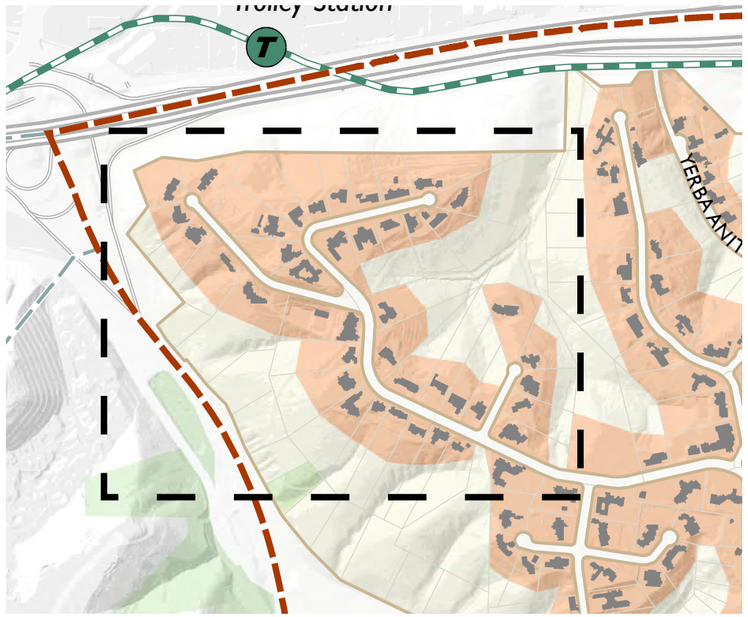


3. El Cajon Boulevard

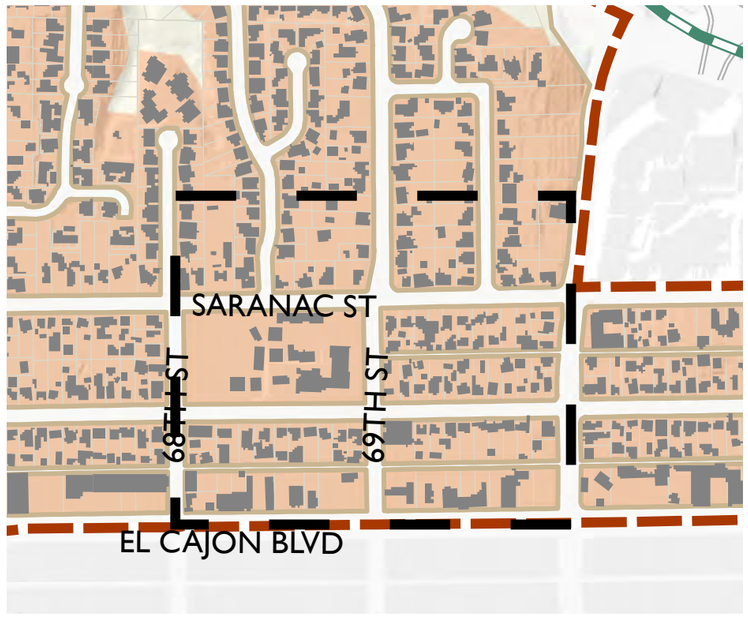
4. Residential Curvilinear Streets



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 11-6 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.

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.

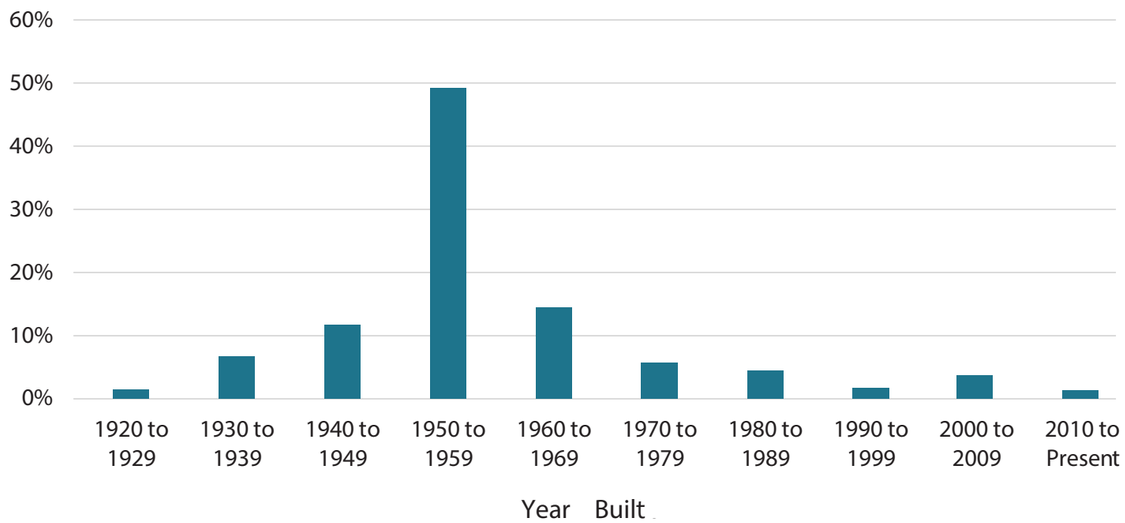
The majority of the College Area consists of single family units with pockets of multifamily and shared housing spread throughout. Nearly 50% of the existing residential buildings were built between 1950 and 1959.

Architectural styles of single family homes vary throughout College Area.

Single family bungalows with street-front garages are common.

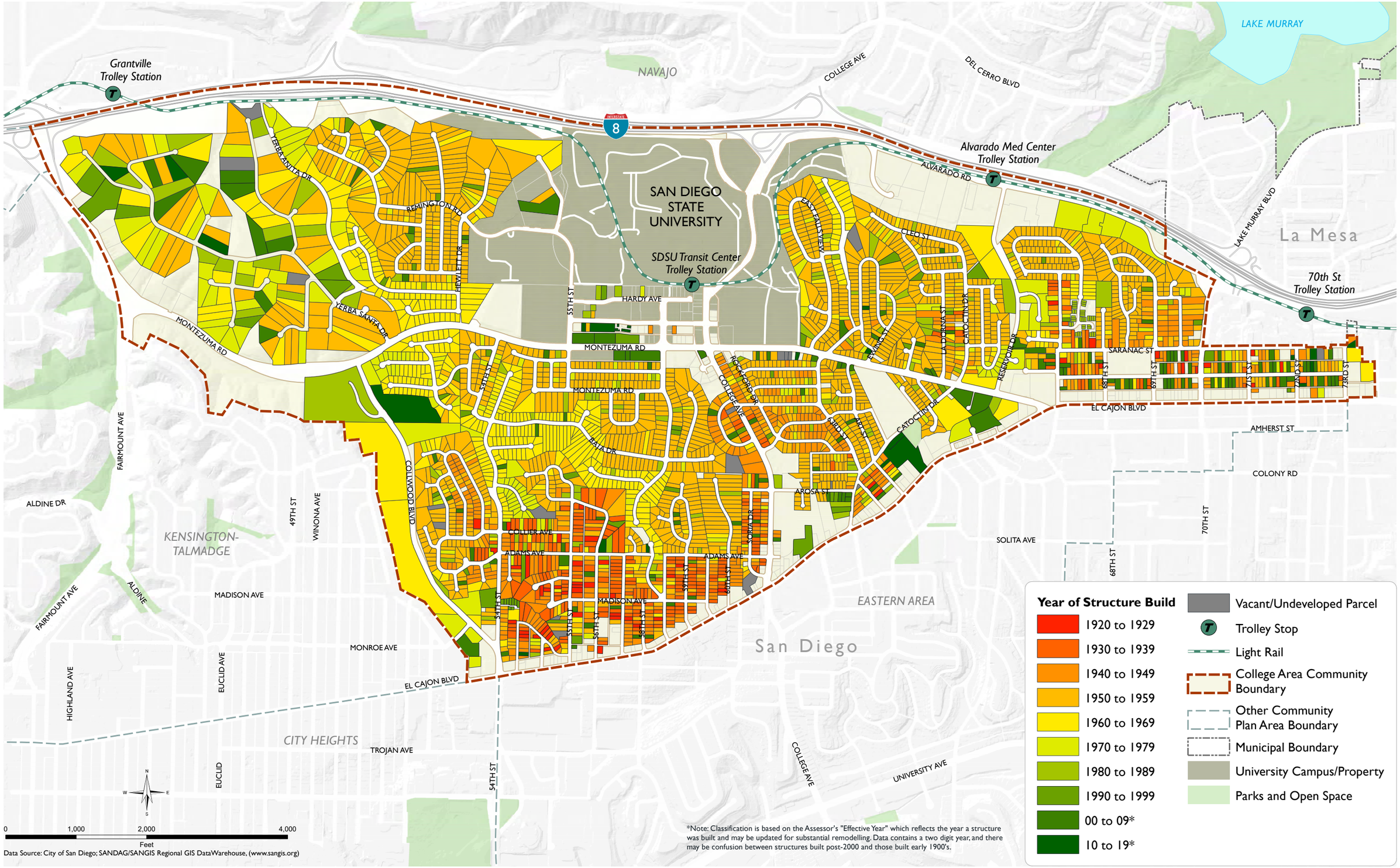
Multifamily homes give residents a variety of housing choices, including these garden apartments.

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.*

Figure 11-6: Residential Building Age



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 11-7 and summarized in Chart 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.

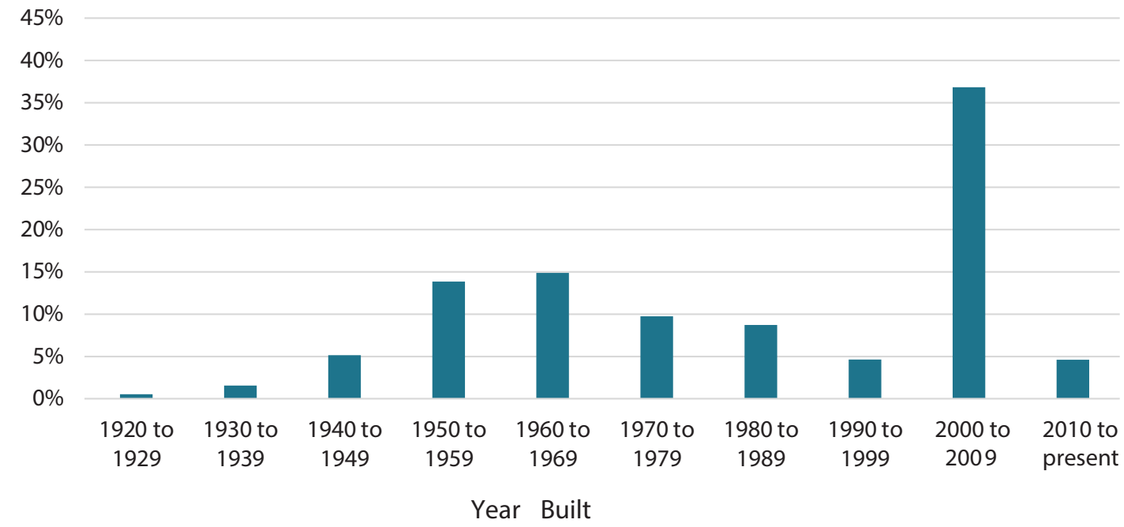
There are three main types of commercial buildings located within the College Area community: strip commercial centers, small-scale standalone, and mixed use buildings. The majority of the commercial buildings (54%) within the planning area have been built prior to the 1990s when strip retail was prevalent.

Small-scale standalone on El Cajon Boulevard.

Strip commercial center on the corner of Montezuma Road.

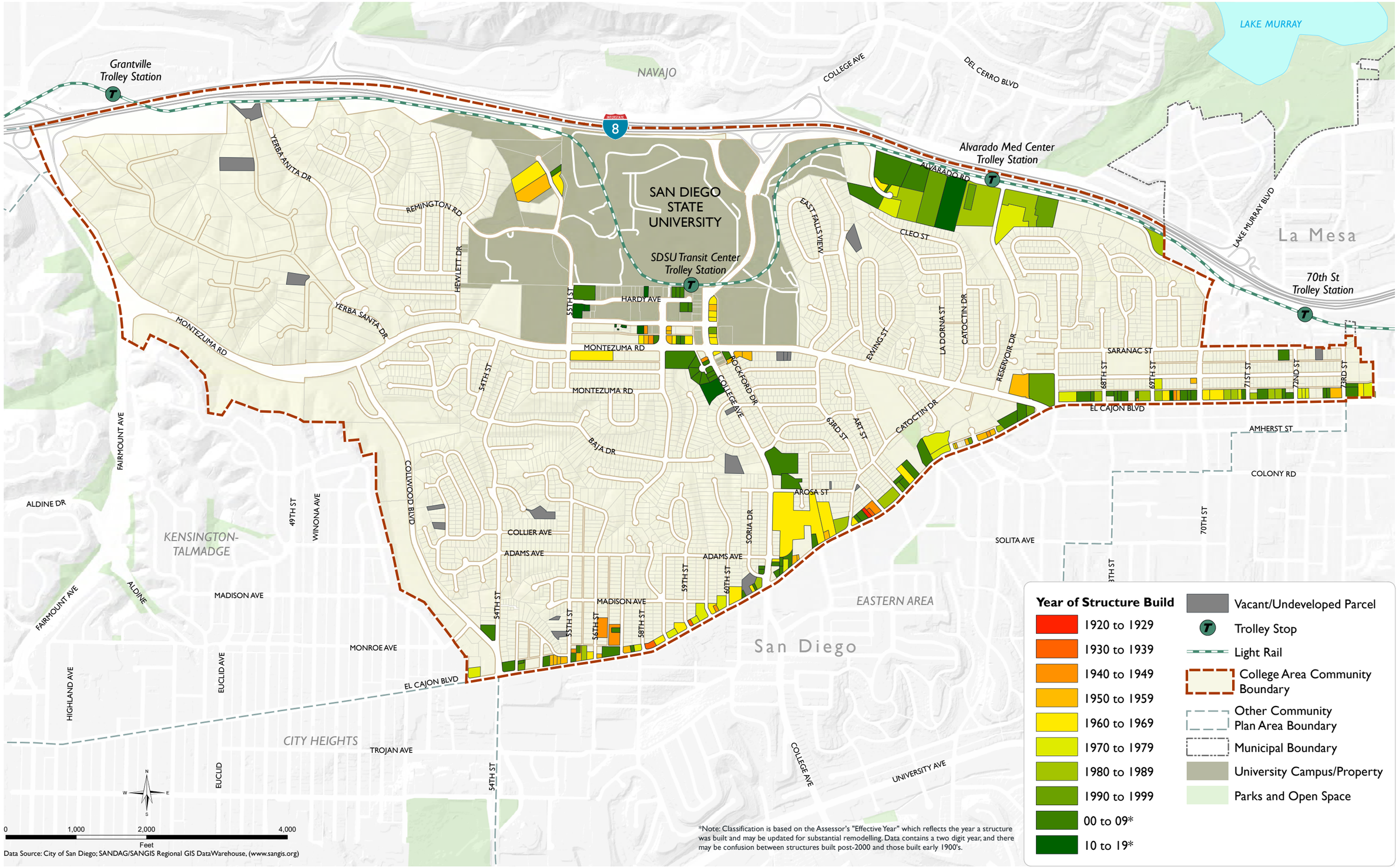
Mixed use on the SDSU campus.

Chart 11-2: Non-Residential Building Age



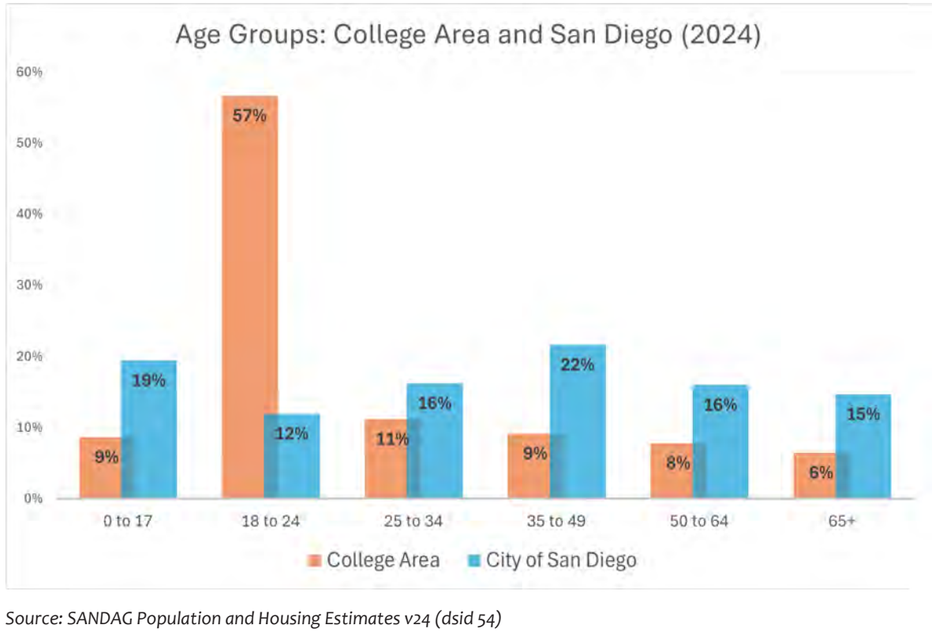
Source: City of San Diego; SANDAG/SANGIS Regional GIS DataWarehouse (www.sangis.org)
**Data contains a two digit year and it is not clear for structures built post-2000 and those built early 1900s.*
**Data reflects the year a structure was built or substantially renovated.*

Figure 11-7: Non-Residential Building Age



F. Community Demographics (2024):

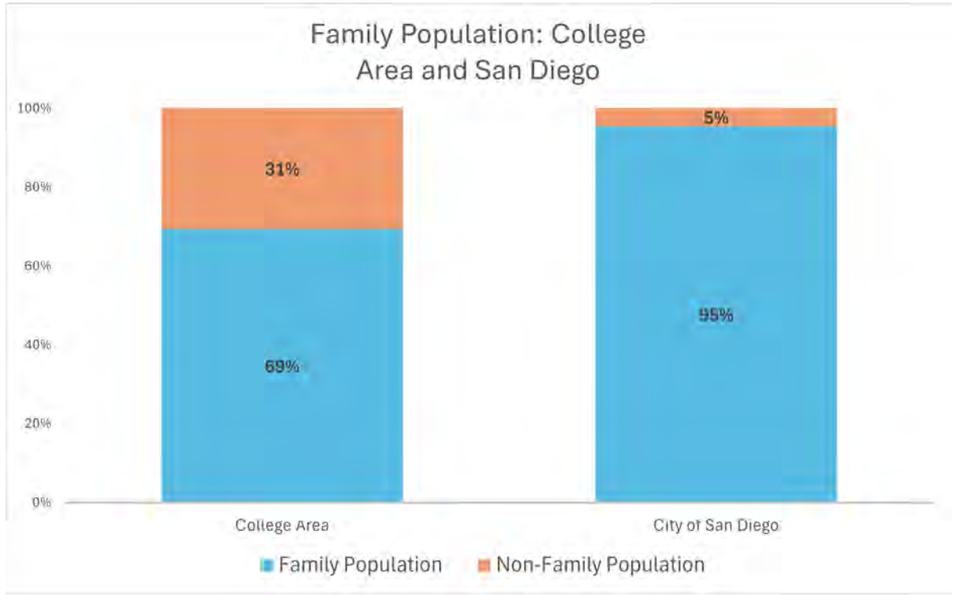
Chart 11-3: Age Groups - College Area and San Diego (2024)



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. Chart 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.

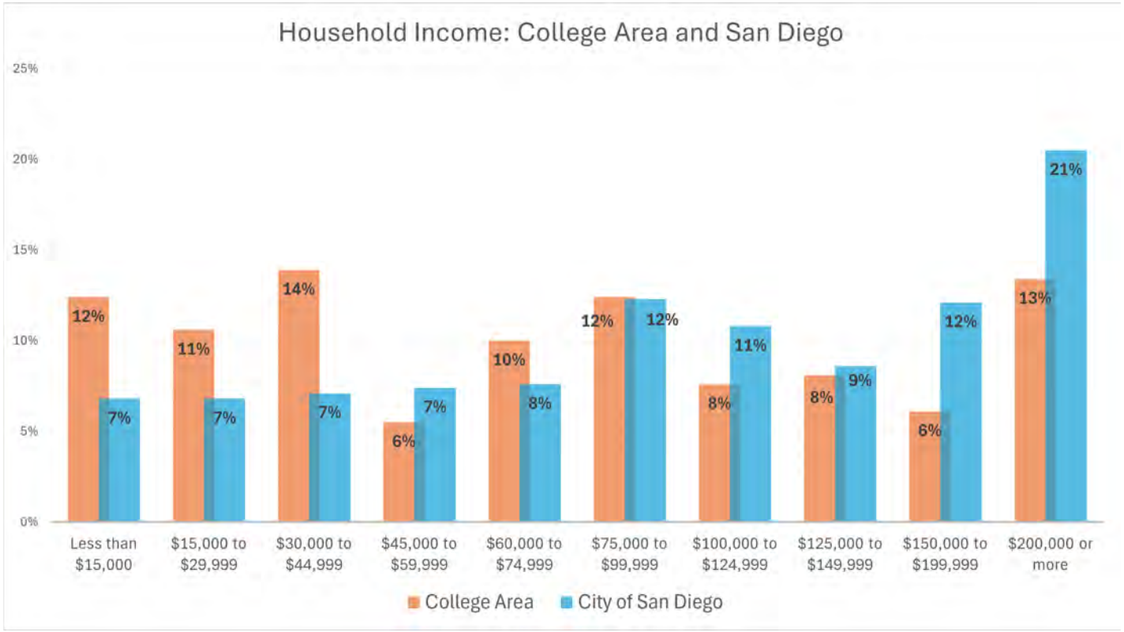
Chart 11-4: Family Population - College Area and San Diego



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. Chart 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.

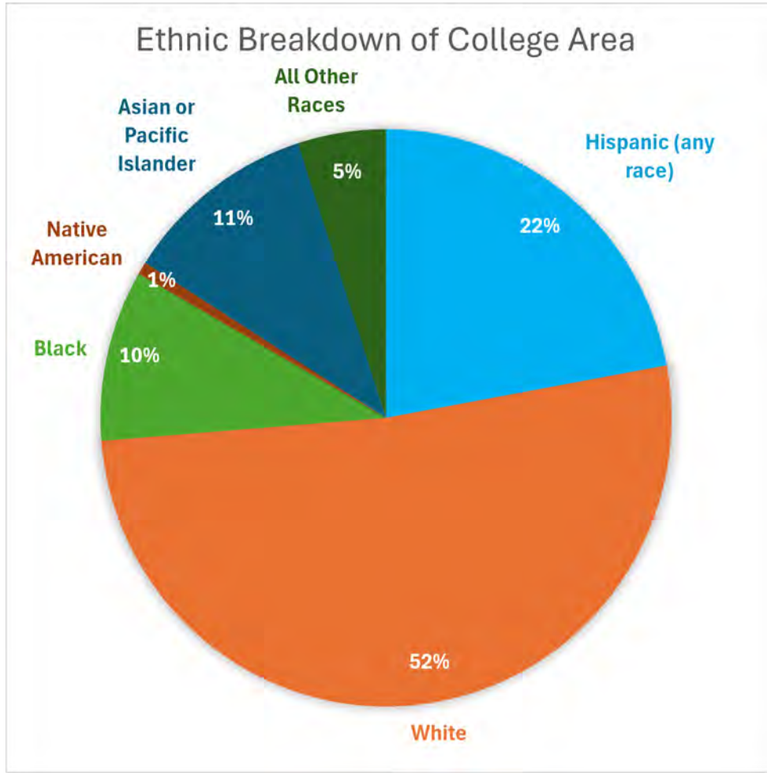
Chart 11-5: Income - College Area and San Diego (2024)



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. Chart 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.

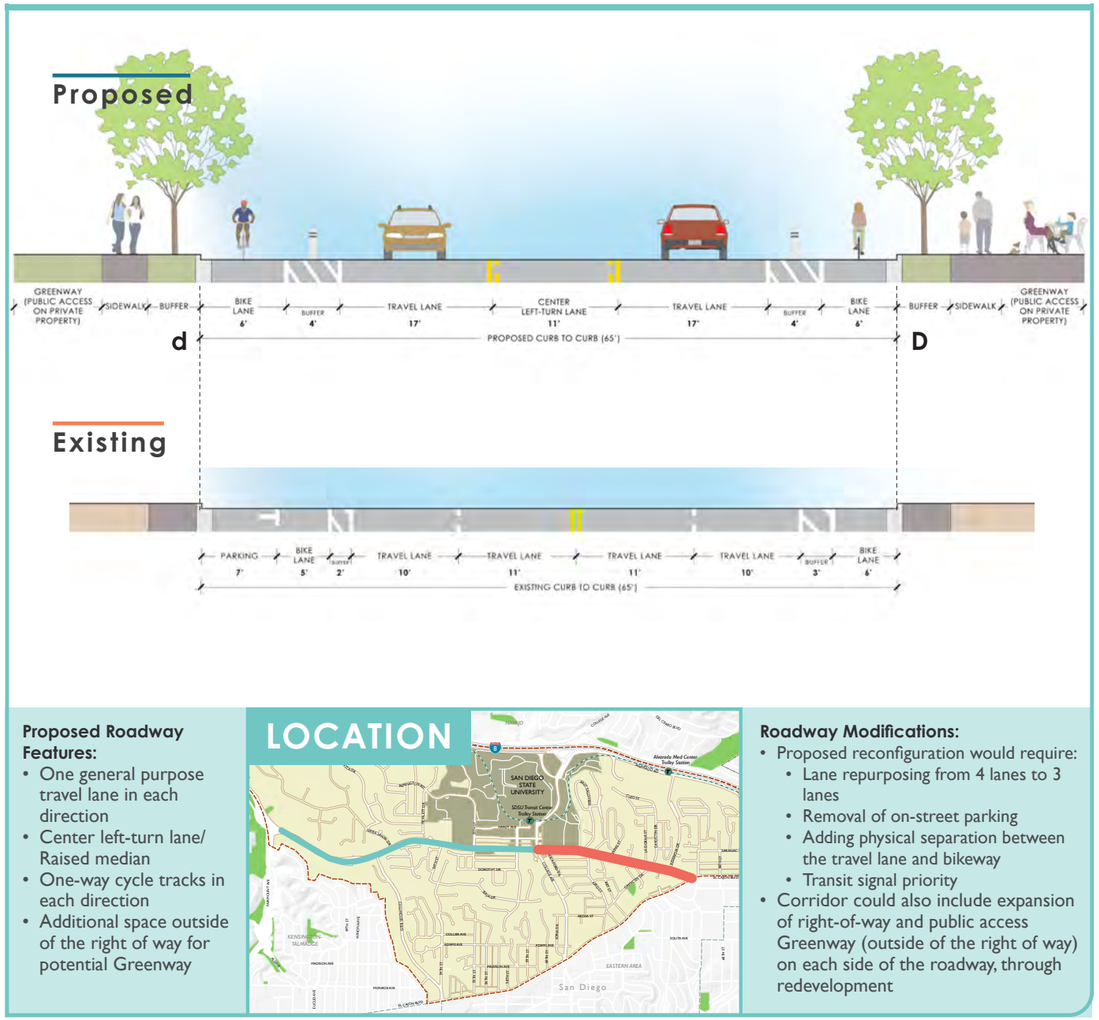
Chart 11-6: Race & Ethnicity - College Area and San Diego (2024)



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

As shown in Chart 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



Proposed Roadway Features:

- One general purpose travel lane in each direction
- Center left-turn lane/ Raised median
- One-way cycle tracks in each direction
- Additional space outside of the right of way for potential Greenway

LOCATION

Roadway Modifications:

- Proposed reconfiguration would require:
  - Lane repurposing from 4 lanes to 3 lanes
  - Removal of on-street parking
  - Adding physical separation between the travel lane and bikeway
  - Transit signal priority
- Corridor could also include expansion of right-of-way and public access Greenway (outside of the right of way) on each side of the roadway, through redevelopment

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