



Urban Design Concepts for Mid-City Communities Plan Update

DRAFT

JULY 2026



**PLAN
MID-CITY**
Communities Plan Update

Introduction

The draft **Urban Design Concepts for the Mid-City Communities Plan Update** includes urban design concepts for 13 study areas. Urban design concepts for 8 study areas have been refined since being prepared in Phase 1. Another 5 study areas were also added and include new urban design concepts. This work was performed in collaboration with the City and was done considering feedback received from the community and stakeholder engagement process.

Prepared for:



Prepared by:



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Study Areas



Study Areas

Thirteen study areas were chosen to illustrate preliminary **high-level concepts** for future growth and urban design strategies in key areas of Mid-City. Preliminary concepts for each study area include concepts related to land use, urban design, mobility, and public space.

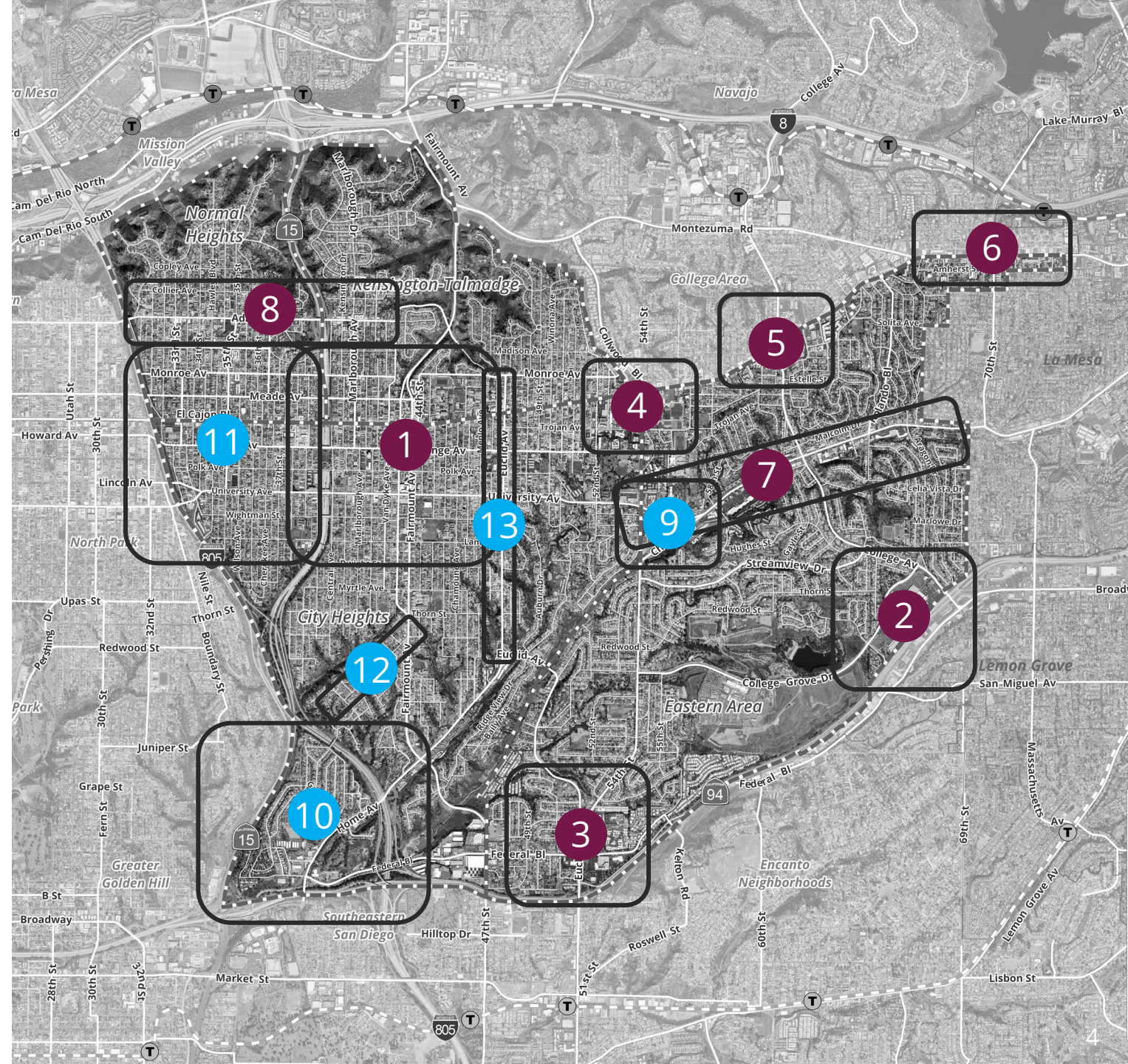
Study areas include:

Phase 1:

1. Mid-City Center
2. Marketplace at the Grove
3. Federal Boulevard and Euclid Avenue
4. El Cajon Boulevard and 54th Street
5. El Cajon Boulevard and College Avenue
6. El Cajon Boulevard (Montezuma Rd to 73rd Street)
7. University Avenue (54th Street to 69th Street)
8. Adams Avenue

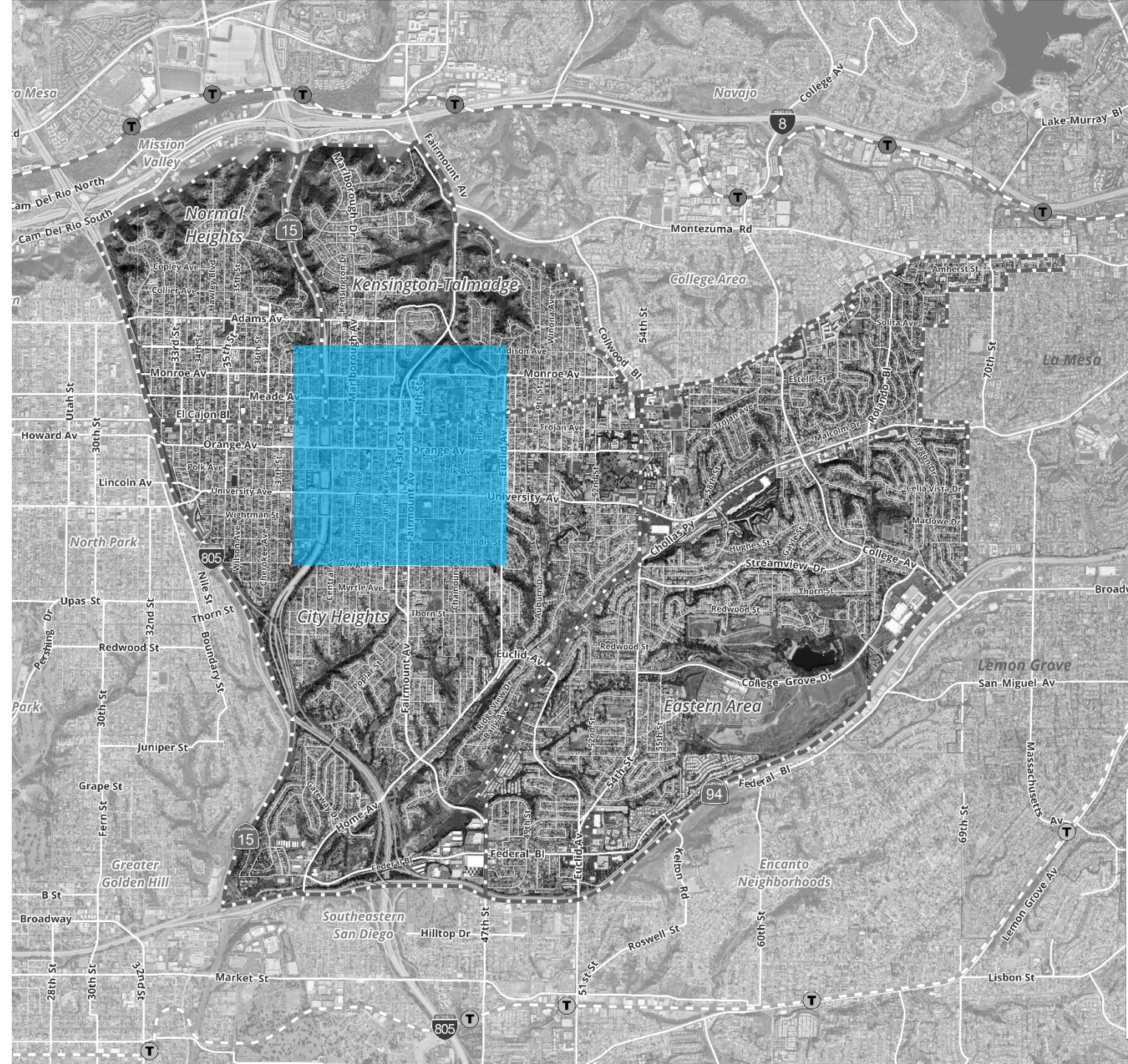
Phase 2:

9. Chollas Triangle
10. Fairmount Park / Home Avenue
11. Mid-City West
12. Poplar Street
13. Euclid Avenue (North and South)



Mid-City Center

- Study Area 1



Site Context

Study Area 1: Mid-City Center

- Plan for future Purple Line transit stop in City Heights
- Connect missing bike lane links
- Improve crossings, transit stops and damaged sidewalks
- Enhance cultural districts, community centers, civic areas and social hearts



Mobility

Study Area 1: Mid-City Center

Context

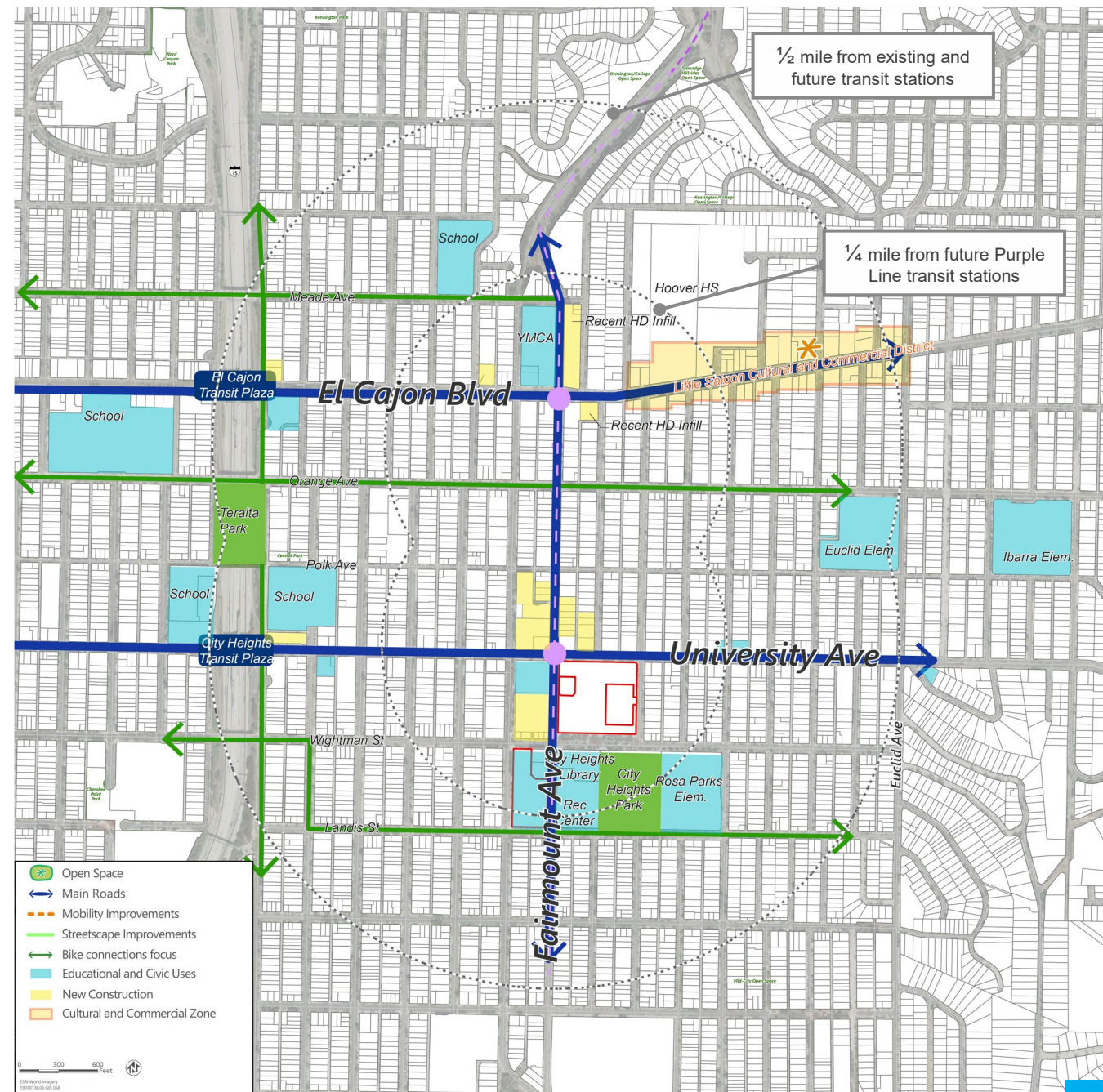
- High active transportation propensity
- High collision concentrations (all modes)
- High on-street parking demand
- 8 of 10 highest ridership bus stops in Mid-City

Potential Needs

- Intersection safety enhancements (El Cajon Boulevard, University Avenue and Fairmount Avenue)
- North-south bike facilities

Planned/Ongoing Improvements

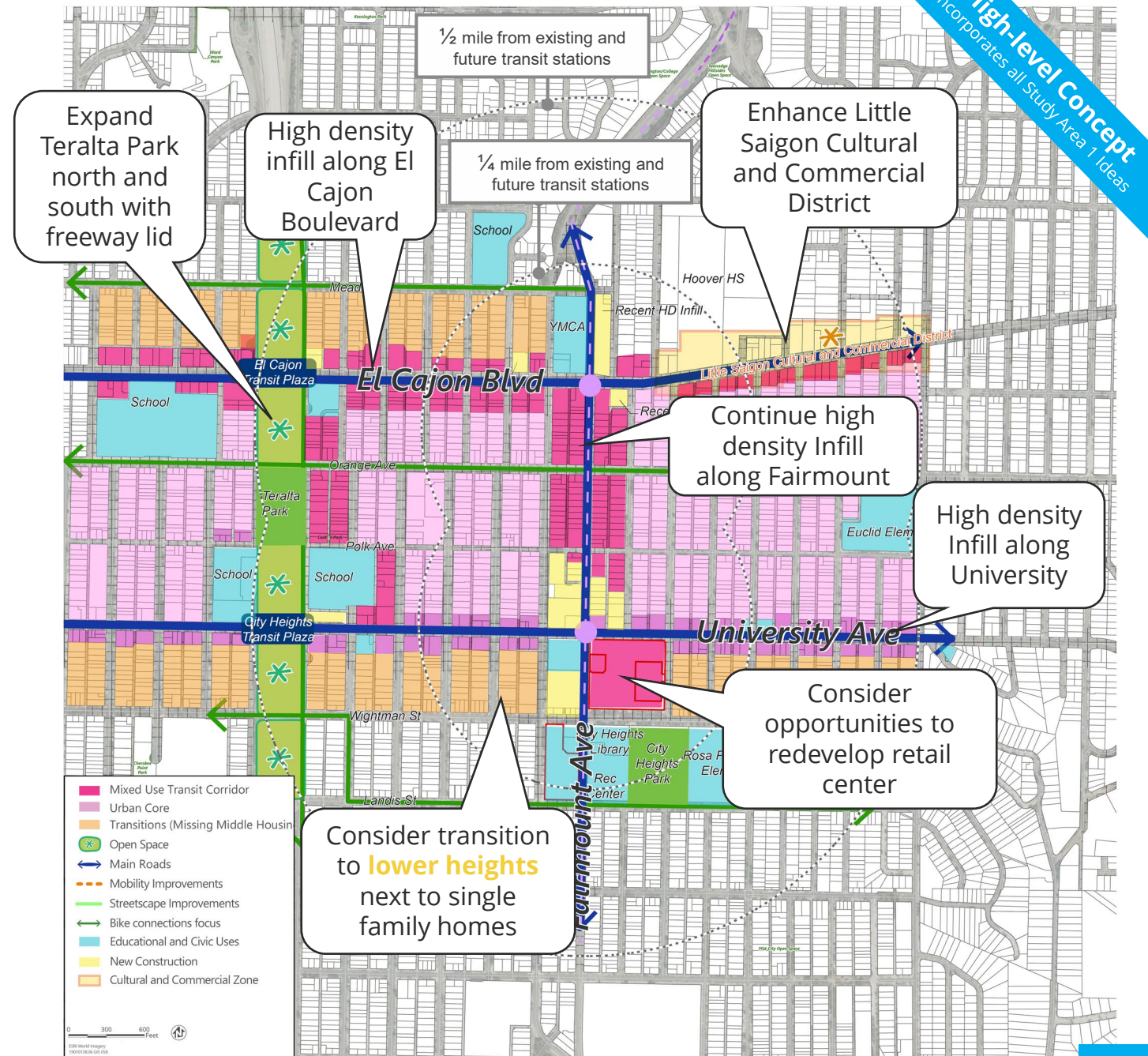
- University Avenue Improvements
- Orange Avenue Bikeway
- Route 10 → Rapid Route 210 (2032)
- Potential Purple Line Station



High-level Concept

Study Area 1: Mid-City Center

- Focus highest density infill along Fairmount Avenue, El Cajon Boulevard and University Avenue to leverage past/future transit investment
- Potential “station area” focus w/ future Purple Line
- Consider opportunities to redevelop retail center
- Enhance Little Saigon Cultural and Commercial District
- Expand Teralta Lid Park north and south
- Extend/connect bike infrastructure and street/streetscape improvements



Marketplace at the Grove (College Grove Shopping Center)

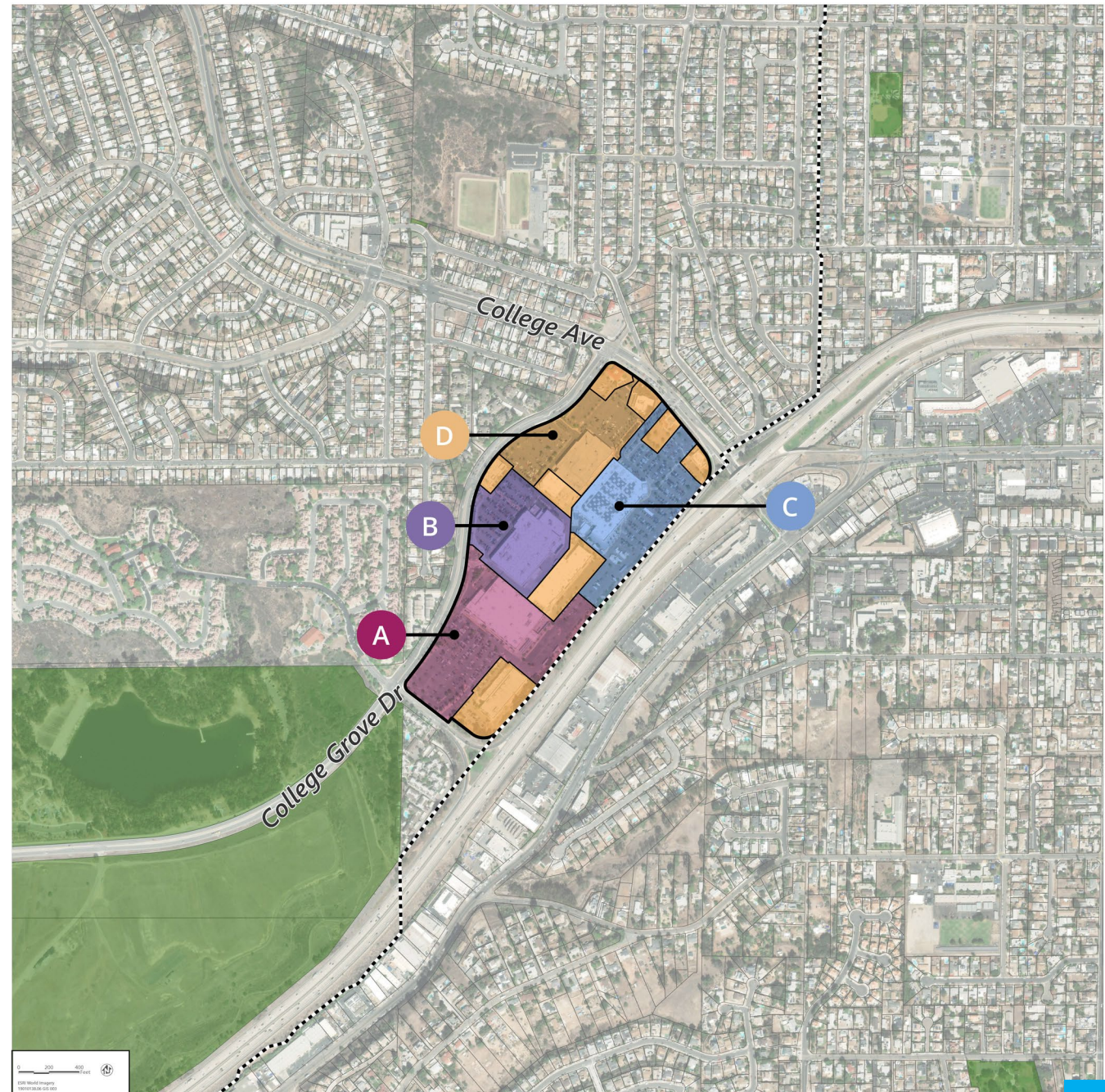
- Study Area 2



Parcels/ Ownership

Study Area 2: Marketplace at the Grove

- A. Sams Real Estate Business Trust (Sam's Club)
- B. Target Corporation
- C. Wal-Mart Real Estate Business Trust
- D. Ultimate Capital LLC (Joseph Daneshgar)



Mobility

Study Area 2: Marketplace at the Grove

Context

- Isolated property with SR-94 Freeway Frontage

Potential Needs

- Improved bike facilities along College Avenue and College Grove Drive
- Improved crossings at major intersections
- Sidewalk gaps
- Better connection to Chollas Lake Park

Planned/Ongoing Improvements

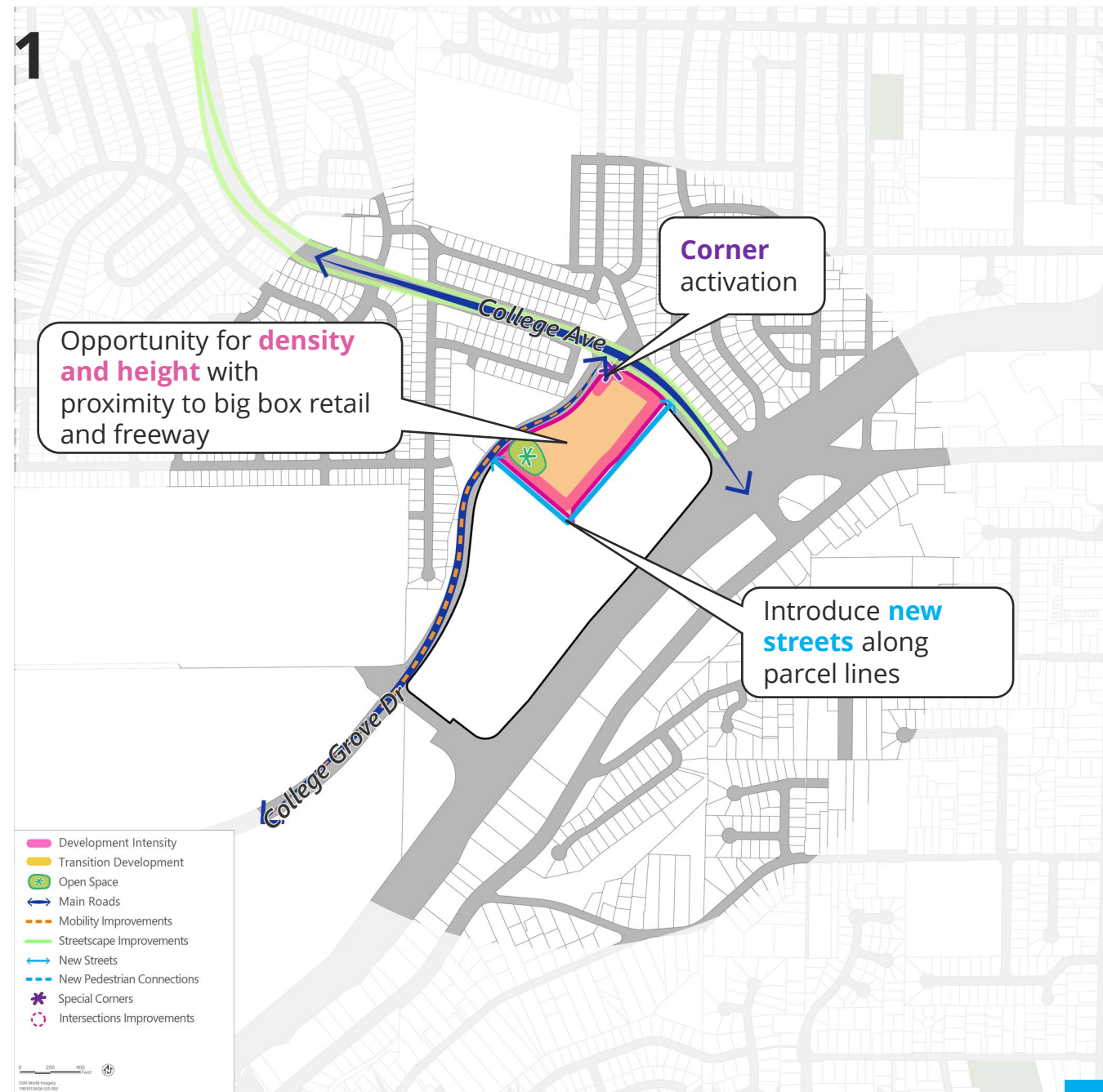
- 1 College Avenue Cycle Track
 - 2 College Grove Drive Cycle Track
- Microtransit Service Area
 - Rapid 256 (SDSU – Rancho SD/Cuyamaca College)



High-level Concept – Phase 1

Study Area 2: Marketplace at the Grove

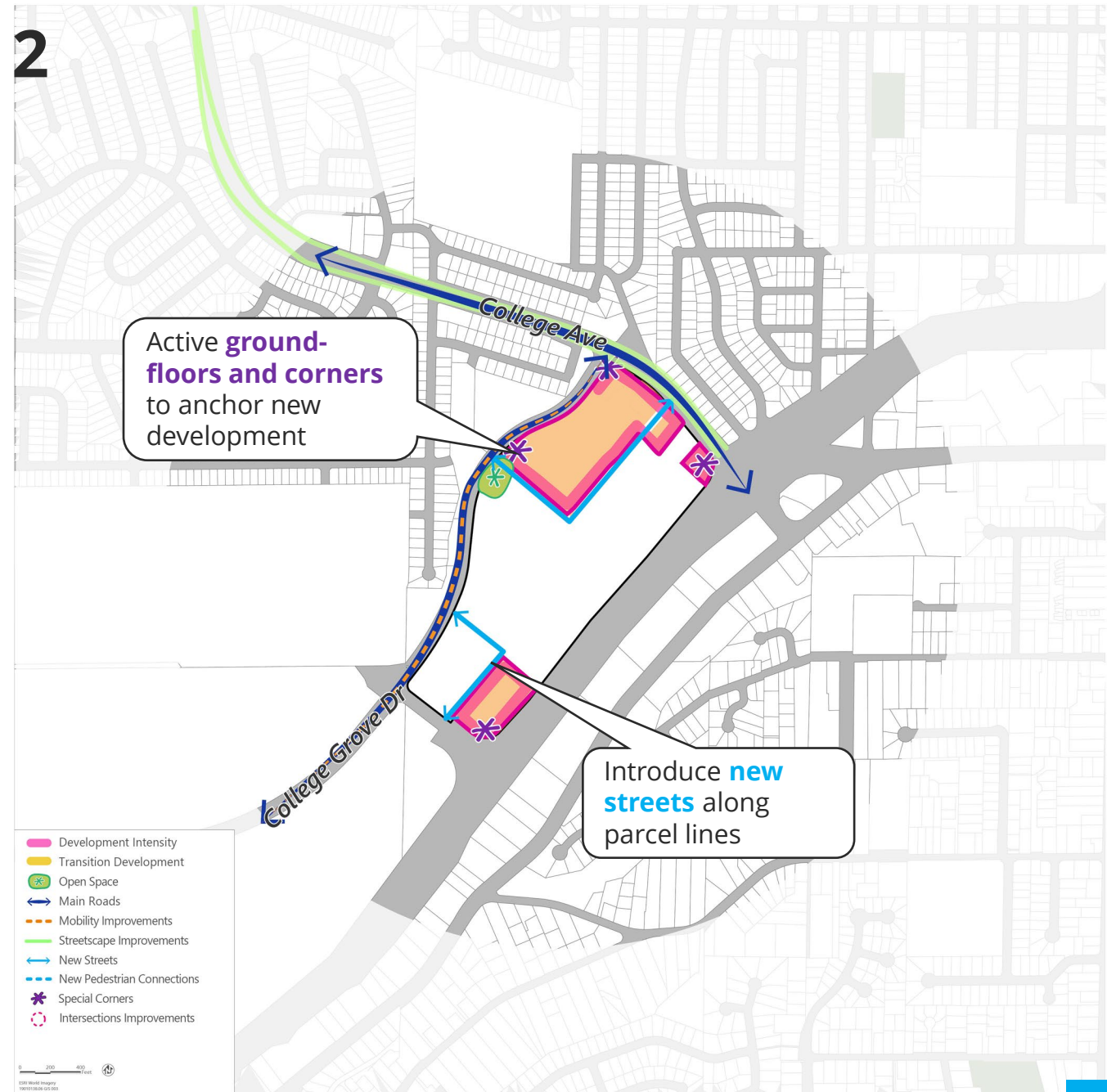
- Opportunity for corner activation and placemaking
- Introduce new streets along parcel lines
- Potential for density and height throughout entire site



High-level Concept – Phase 2

Study Area 2: Marketplace at the Grove

- Continue expanding on street network
- Locate active ground-floors and corners at strategic intersections

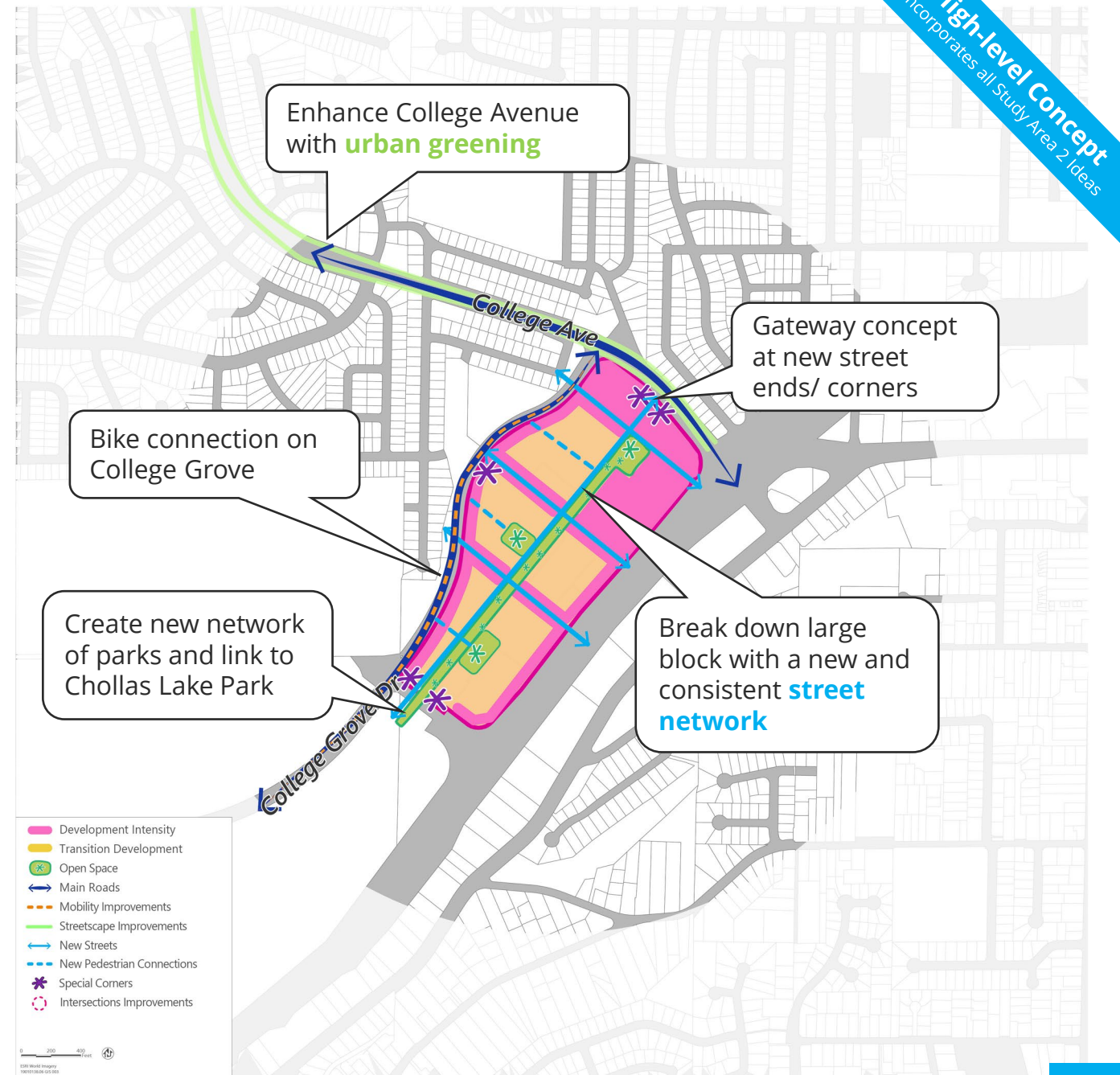
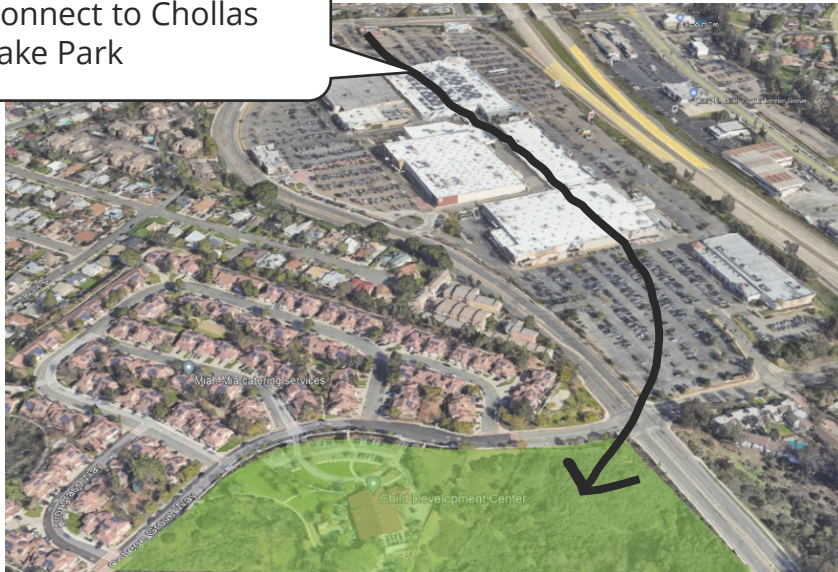


High-level Concept – Phase 3

Study Area 2: Marketplace at the Grove

- New street network that promotes walkable blocks
- Break down site to avoid parcel lengths larger than 500 ft
- Linear park concept that connects neighborhoods to existing open space at Chollas Lake Park

Connect to Chollas Lake Park



Federal Boulevard and Euclid Avenue

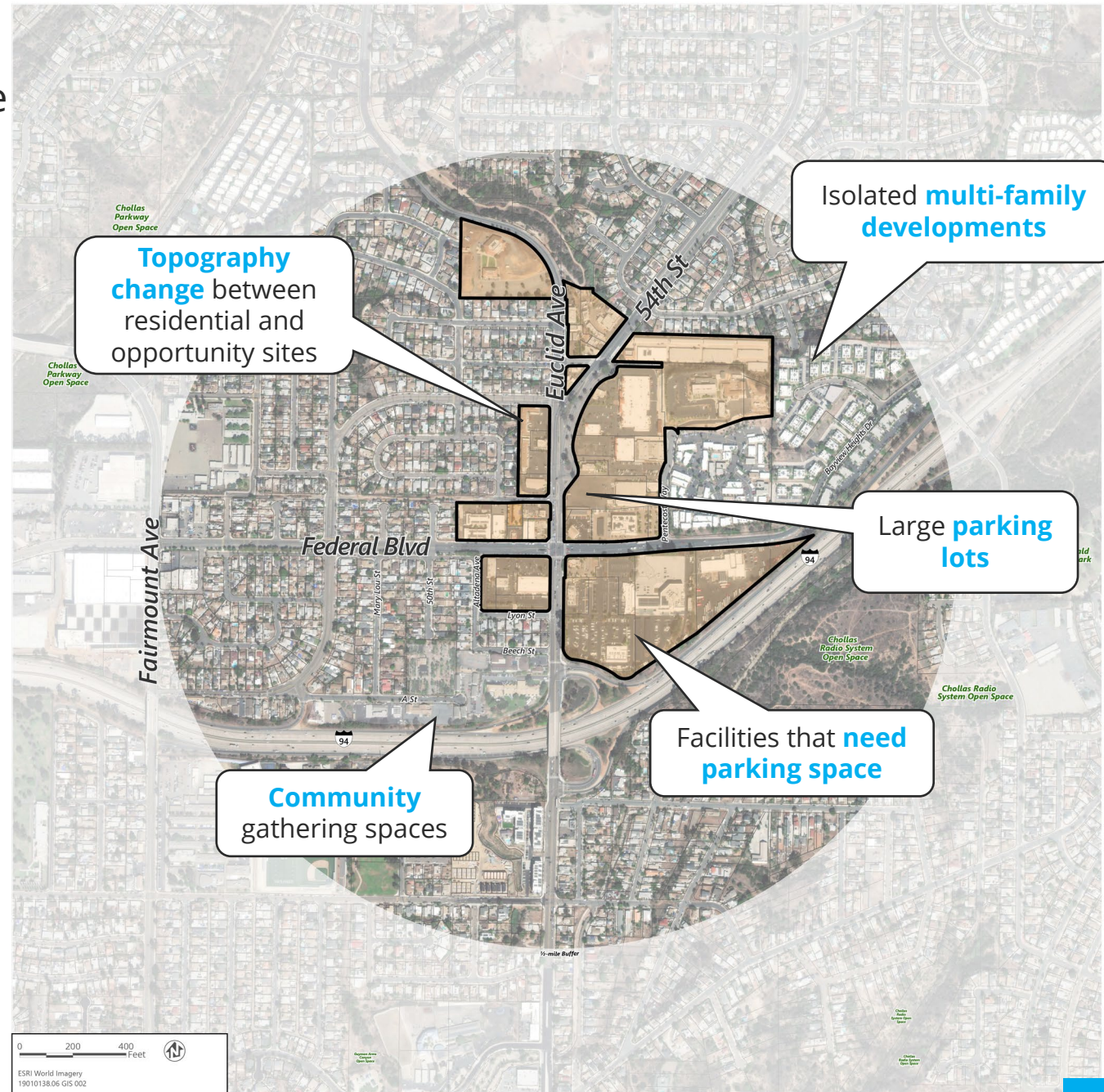
- Study Area 3



Site Context

Study Area 3: Federal Boulevard & Euclid Avenue

- Grade changes in/along sites
- Big parking lots with limited access
- Large setbacks from main streets
- Large retails next to single family housing
- Large right-of-way widths affecting walkability



Mobility

Study Area 3: Federal Boulevard & Euclid Avenue

Context

- High active transportation propensity to the west
- High pedestrian and vehicular collisions at intersection
- Wide roadway (west leg)

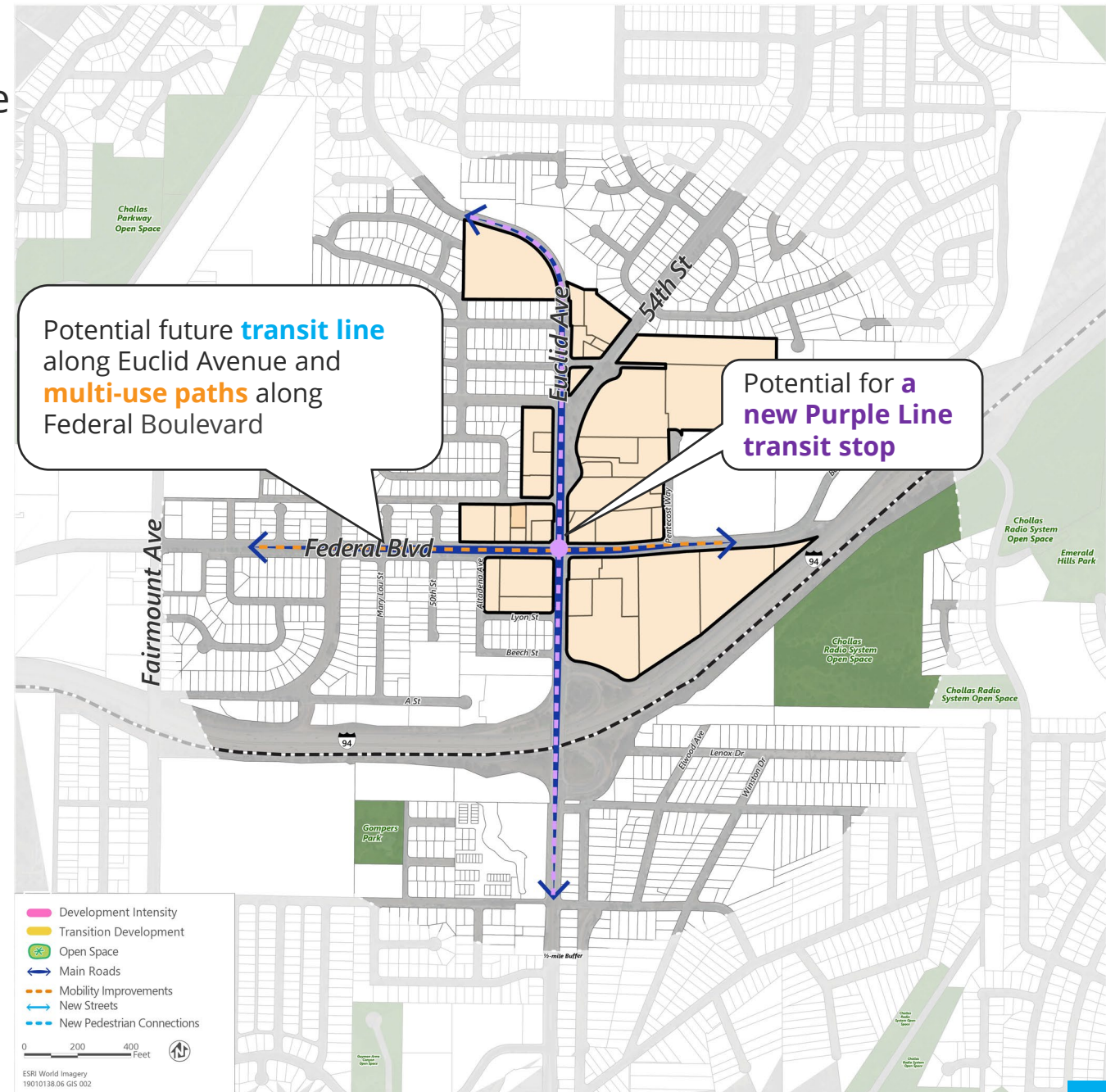
Potential Needs

- Improve bike facilities (Euclid Avenue and Federal Boulevard)
- Sidewalk infill in surrounding neighborhoods
- Improve complicated intersections

Planned/Ongoing Improvements

- Rapid 625 (SDSU – Palomar Station)
- Purple Line Alignment/ Station*

Note: Purple line is currently planned to “transition” from below grade to at-grade as it moves south through the site.

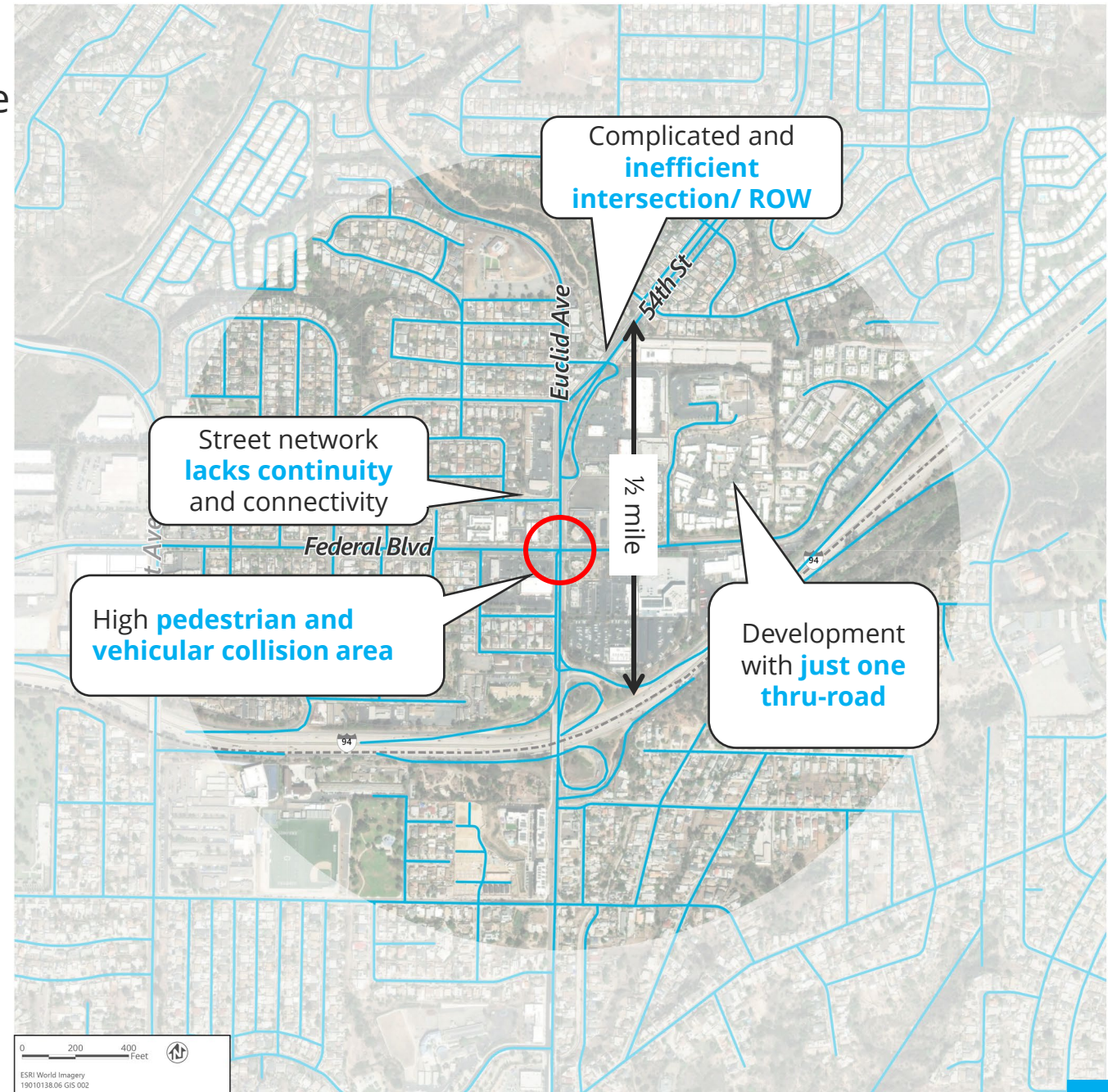


Street Network Observations

Study Area 3: Federal Boulevard & Euclid Avenue



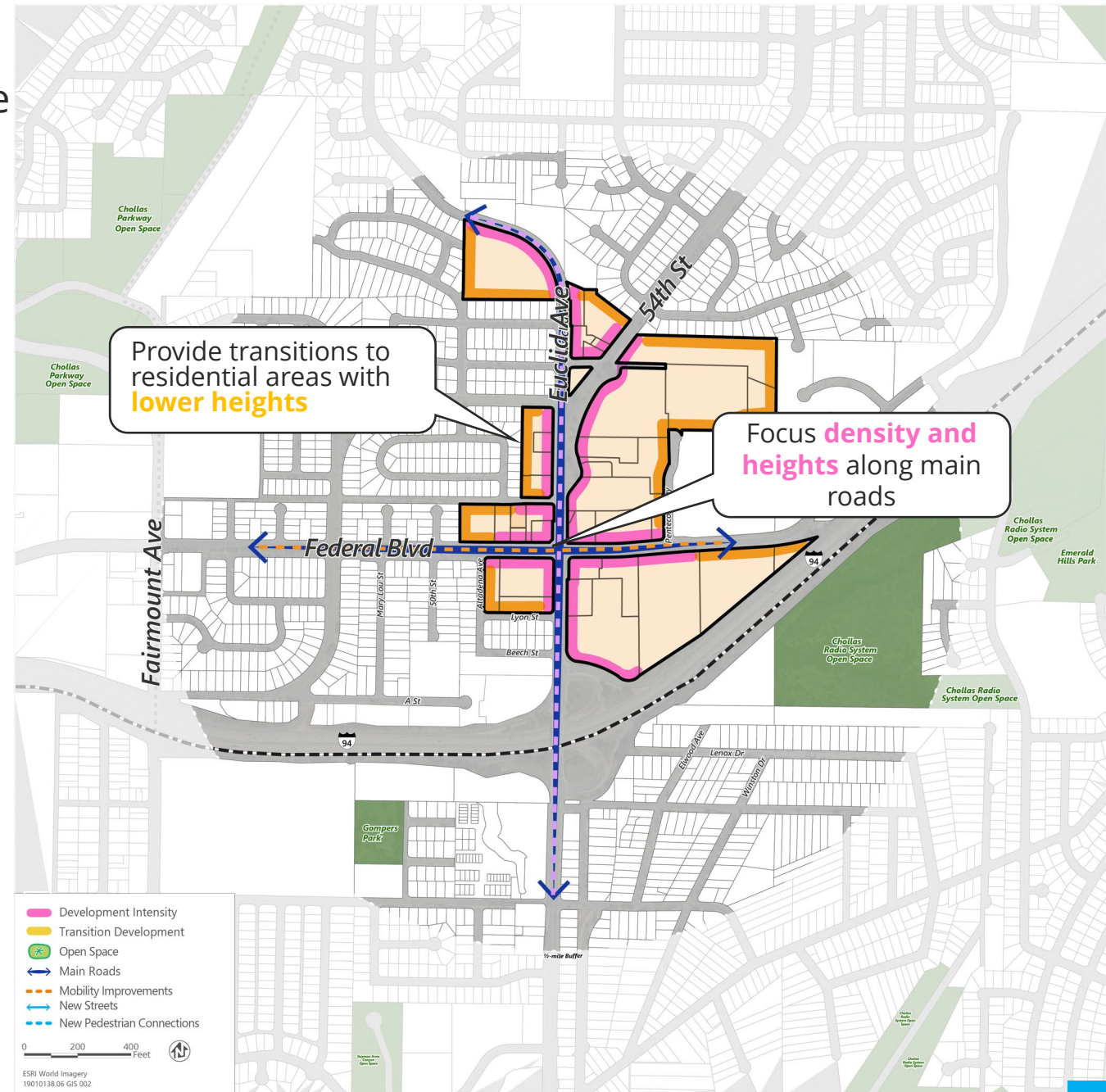
Improve complicated **traffic intersections**



Development Concept

Study Area 3: Federal Boulevard & Euclid Avenue

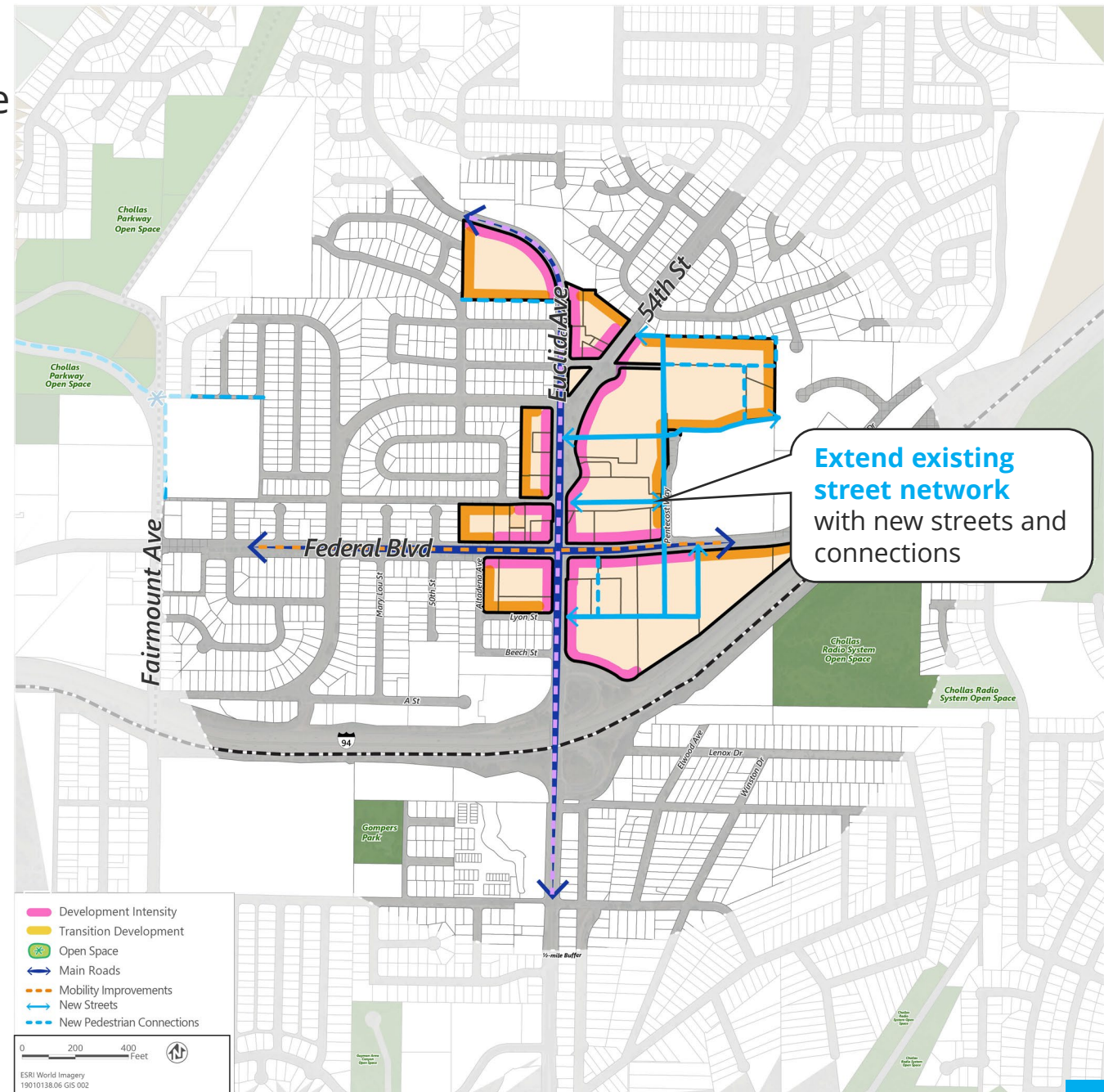
- Focus density and height along Euclid Avenue, Federal Boulevard and large parcels
- Incorporate transitions and stepbacks to single-family



New Streets Concept

Study Area 3: Federal Boulevard & Euclid Avenue

- Create pedestrian-scaled blocks
- Add new roads to improve connections to Euclid Avenue and Federal Boulevard
- Improve streetscape conditions to facilitate walkability
- Provide urban greening and tree canopy



Parks and Scale Comparisons

Study Area 3: Federal Boulevard & Euclid Avenue

Reference scales for framework concepts at Federal Boulevard and Euclid Avenue

LARGE

District/Regional/Major Parks/Community Parks



Chollas Lake Park
170 ac



Colina del Sol Park
30 acres
Eight blocks

MEDIUM

Neighborhood Parks/Sports Centers/Joint Use Facilities



Teralta Park
5 acres
One block



Vista la Mesa
2 acres
½ block

SMALL

Mini Parks/Pocket Parks



Kensington Park
0.6 acres
¼ block

Parks and Scale Comparisons on Site

Study Area 3: Federal Boulevard & Euclid Avenue



Teralta Park

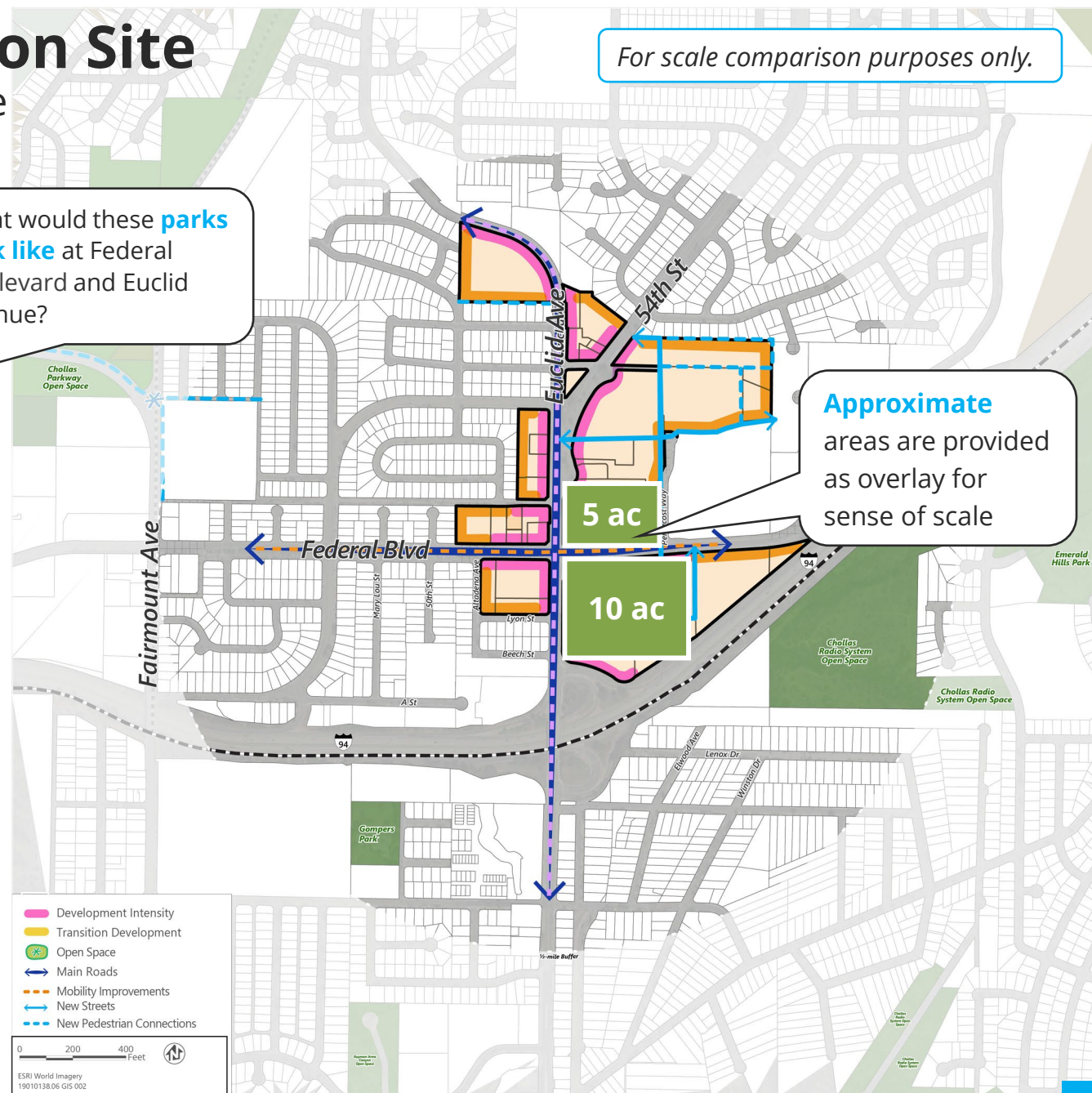


Vista la Mesa



City Heights Park

What would these **parks look like** at Federal Boulevard and Euclid Avenue?



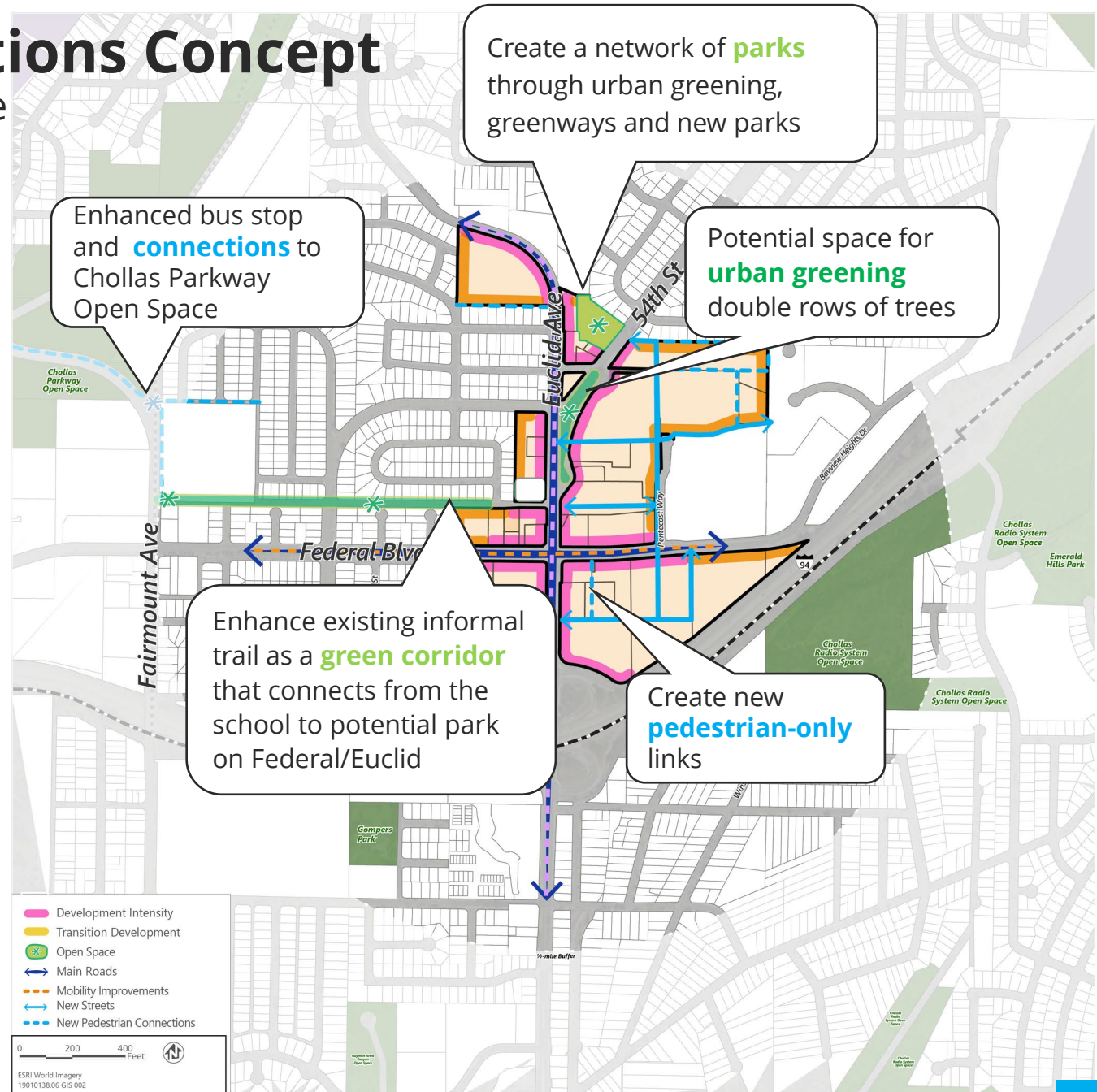
Parks and Pedestrian Connections Concept

Study Area 3: Federal Boulevard & Euclid Avenue

- Introduce new parks and/or greenways that connect community spaces
- Incorporate a range of pedestrian links and smaller parks as sites redevelop



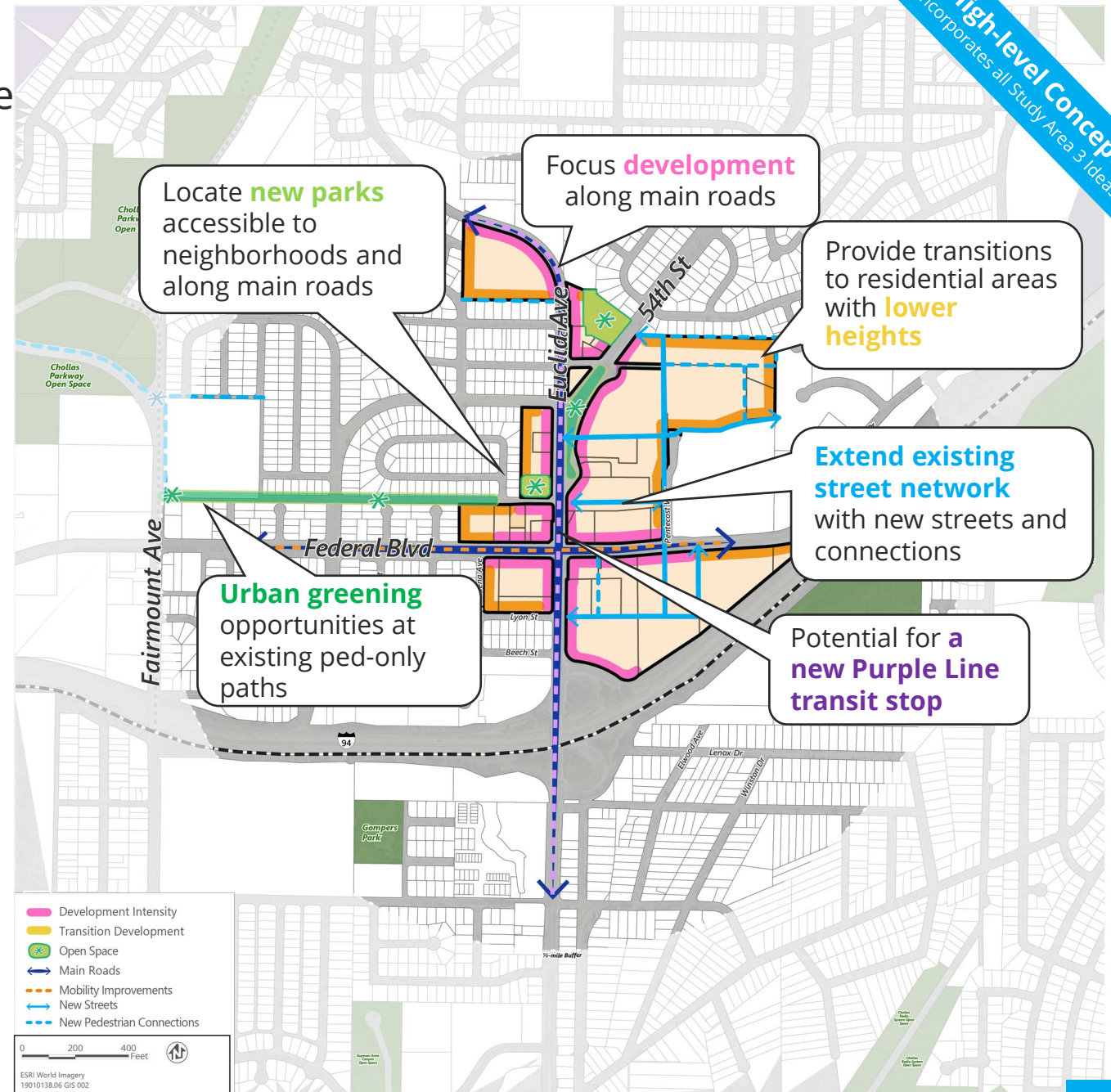
Potential for **urban greening** in existing informal pedestrian-only connection



High-level Concept

Study Area 3: Federal Boulevard & Euclid Avenue

- Intensity and height along Euclid Avenue, Federal Boulevard and large parcels
- Transitions and stepbacks to single-family
- Missing middle housing as typology adjacent to single family neighborhoods
- New parks, paseos and pedestrian paths that connect new and existing neighborhoods
- Streets that extend existing network
- Potential for Purple Line transit stop



El Cajon Boulevard and 54th Street

- Study Area 4



Site Context

Study Area 4: El Cajon Boulevard and 54th Street

- Outdated commercial uses and aging buildings, several very large parcels/sites
- Proximity to Colina Del Sol Park and “Crawford Cluster”
- Considerable grade change north and south of El Cajon Boulevard



Mobility

Study Area 4: El Cajon Boulevard and 54th Street

Context

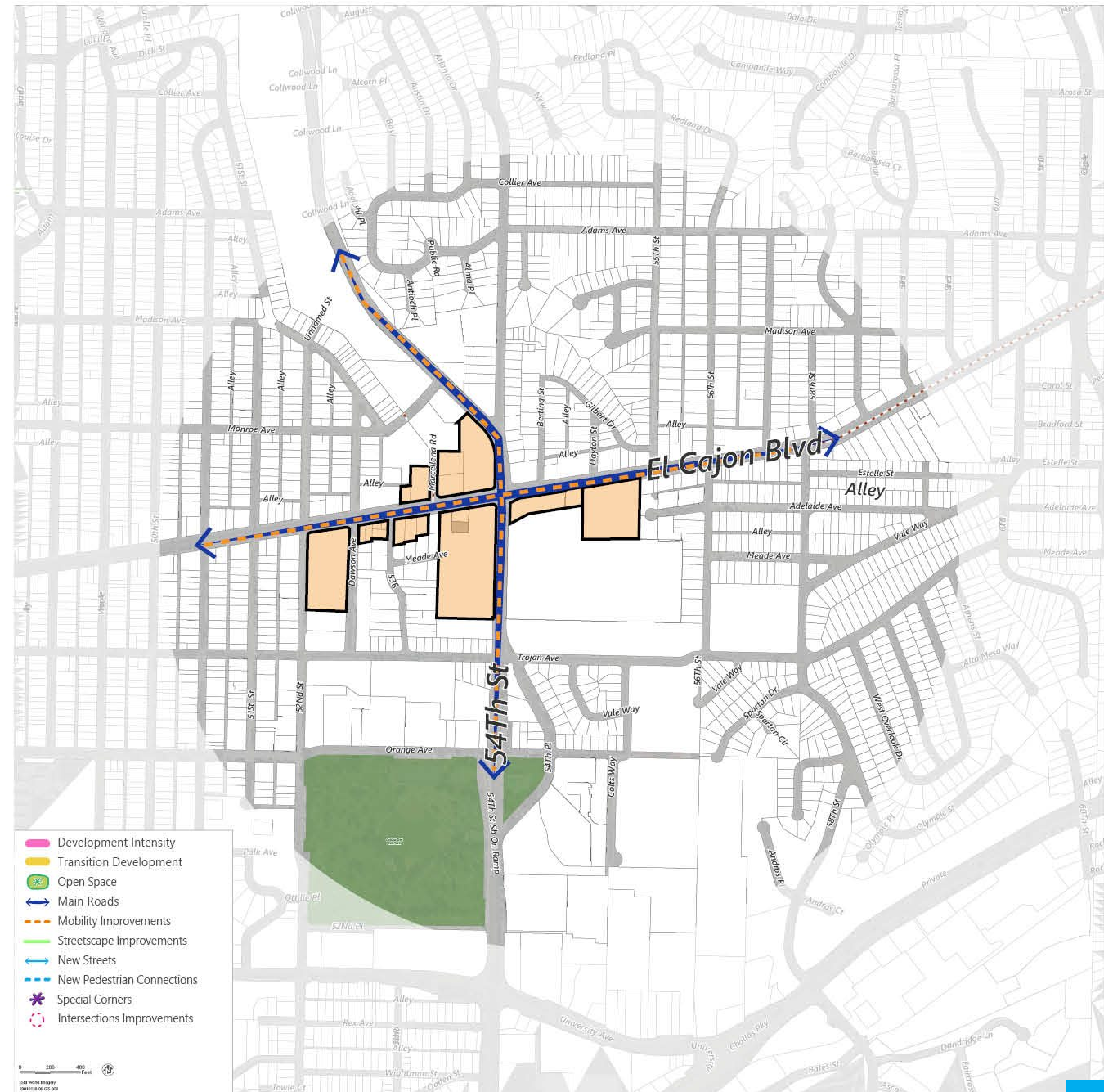
- High active transportation propensity
- Higher vehicular and pedestrian collisions at and surrounding intersection
- Driveways right at intersection (northwest and southeast)

Potential Needs

- Improved bike facilities (north to south and east to west)
- Improved pedestrian facilities

Planned/Ongoing Improvements

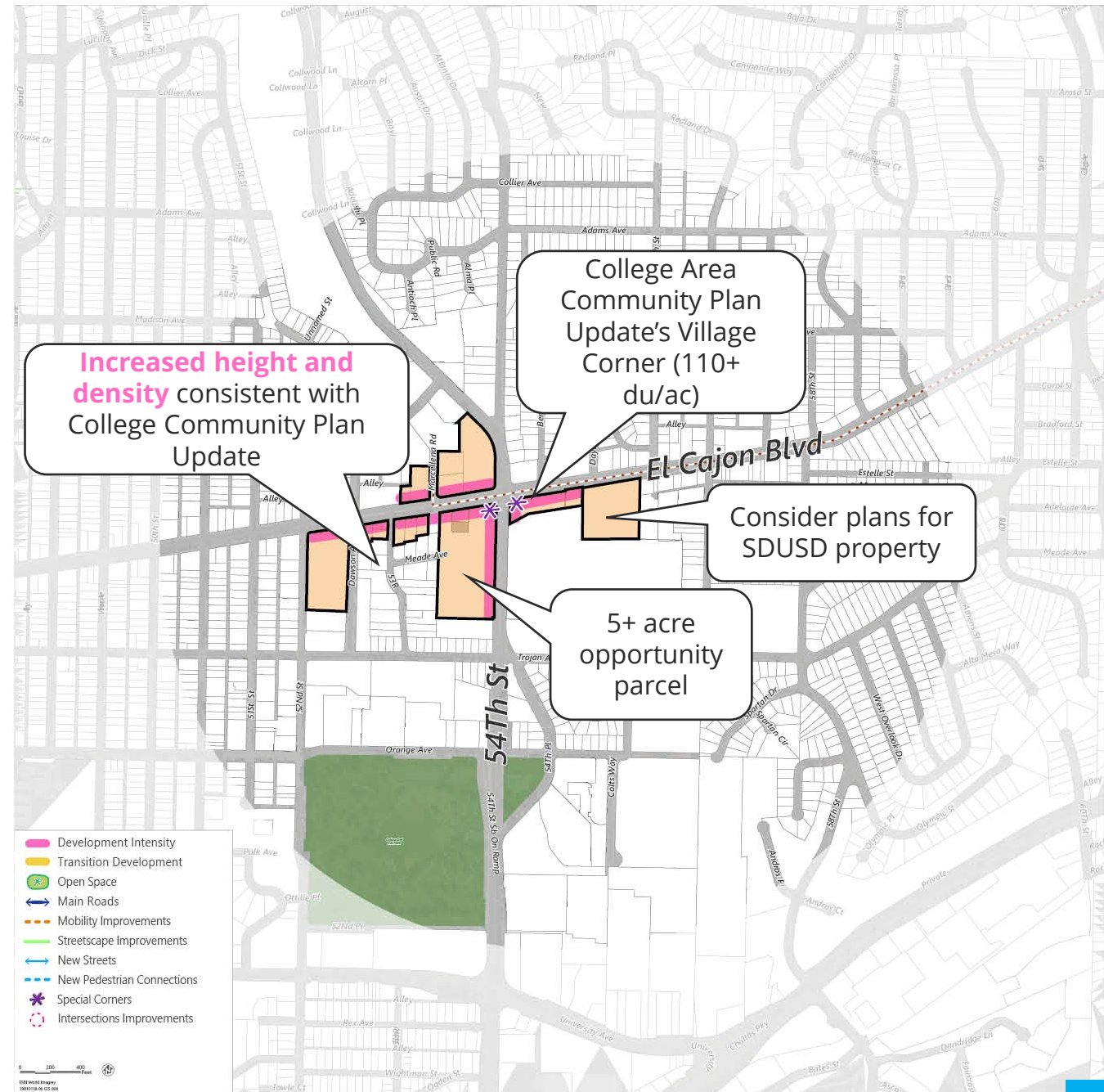
- El Cajon Boulevard bus-bike lane under evaluation



Development Concept

Study Area 4: El Cajon Boulevard and 54th Street

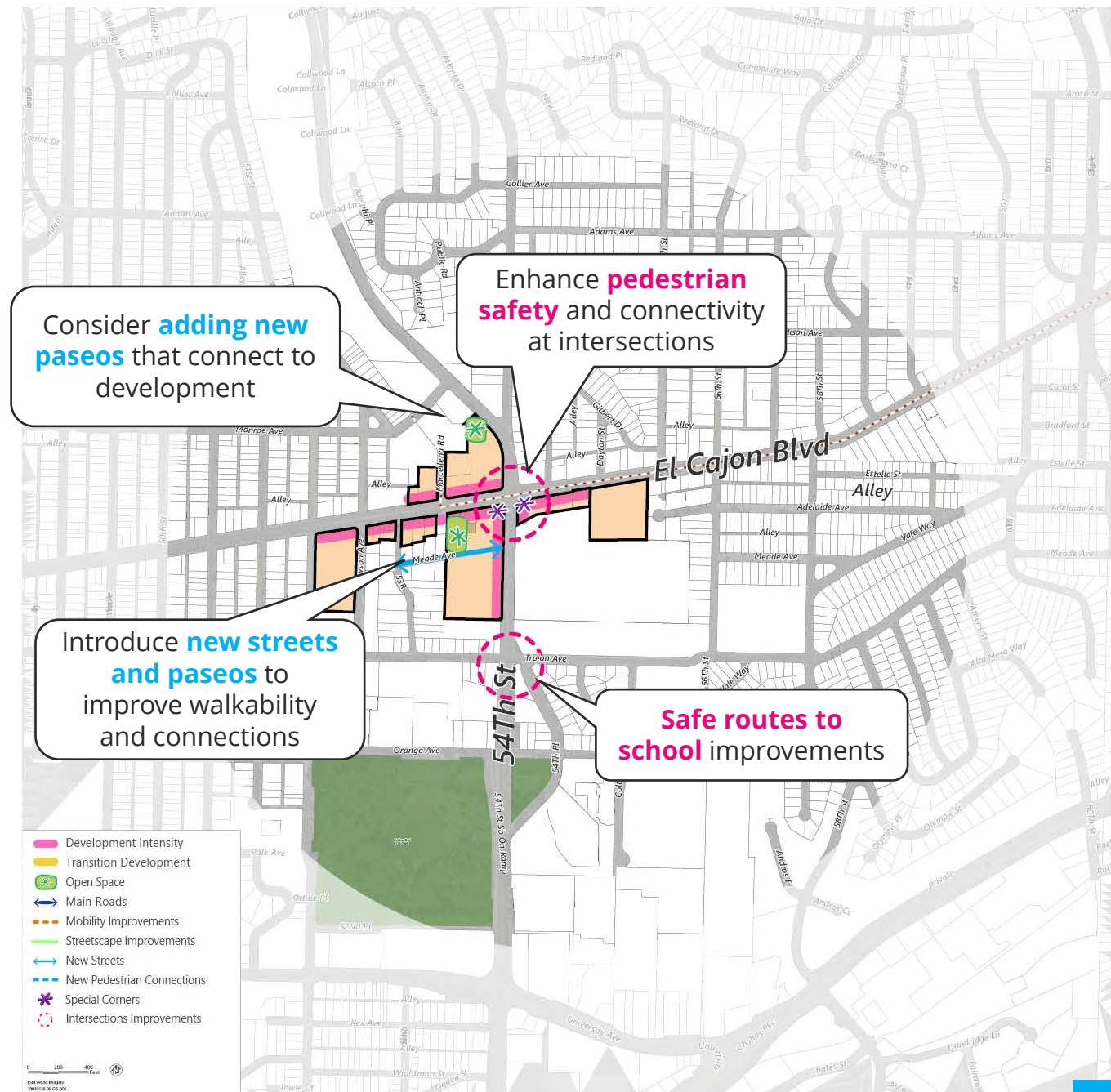
- Focus density and height along El Cajon Boulevard and 54th Street
- Leverage several large sites, including 5+ acre corner parcel
- Opportunity to complete high density “Boulevard Corner” proposed in College Area CPU
- Consider future plans for San Diego Unified School District property- including opportunities for development along El Cajon Boulevard



New Streets Concepts

Study Area 4: El Cajon Boulevard and 54th Street

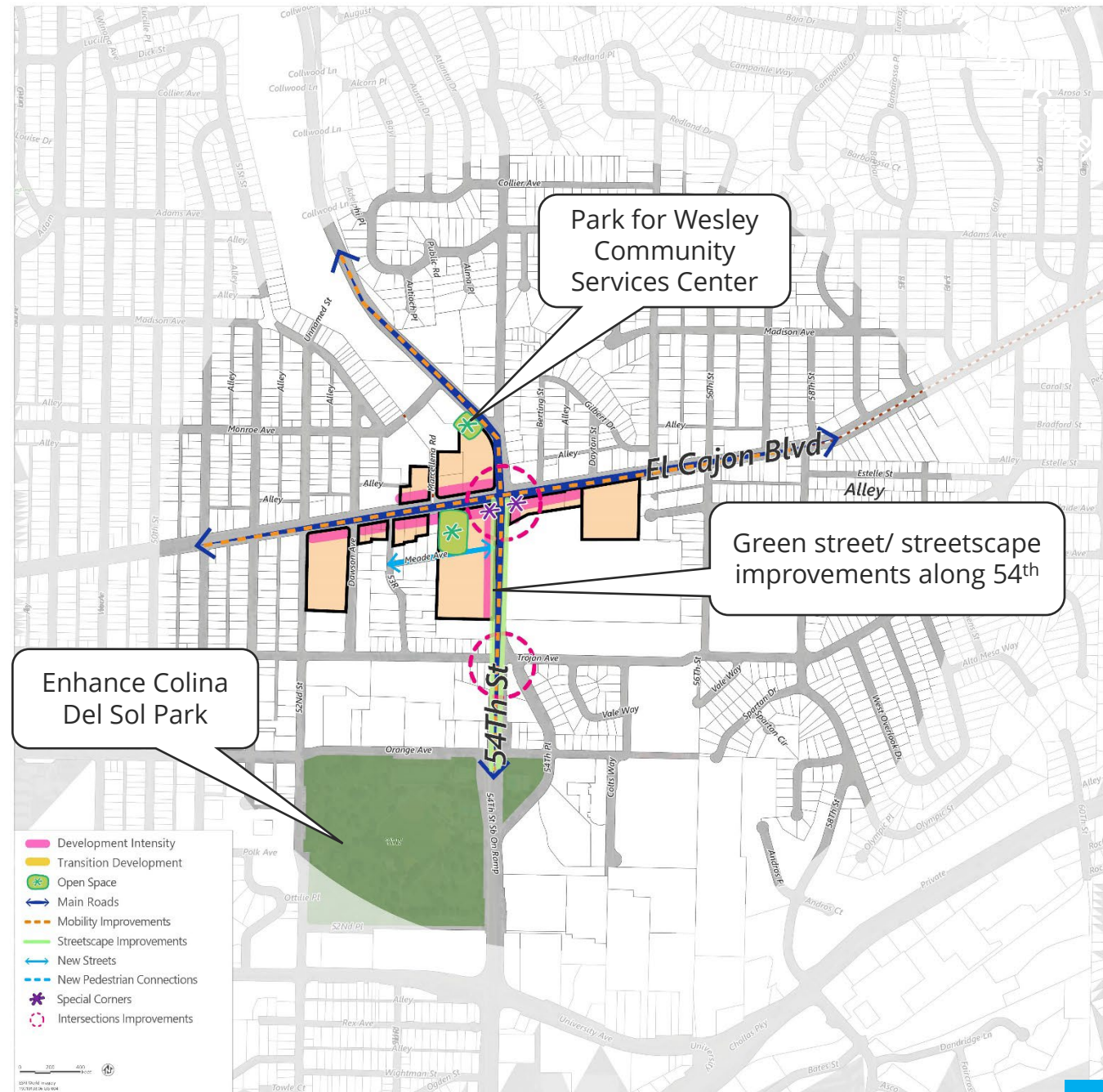
- Reduce block scale by extending existing street network
- Enhance sidewalks and intersections for pedestrian safety and safe routes to school



Open Space Concept

Study Area 4: El Cajon Boulevard and 54th Street

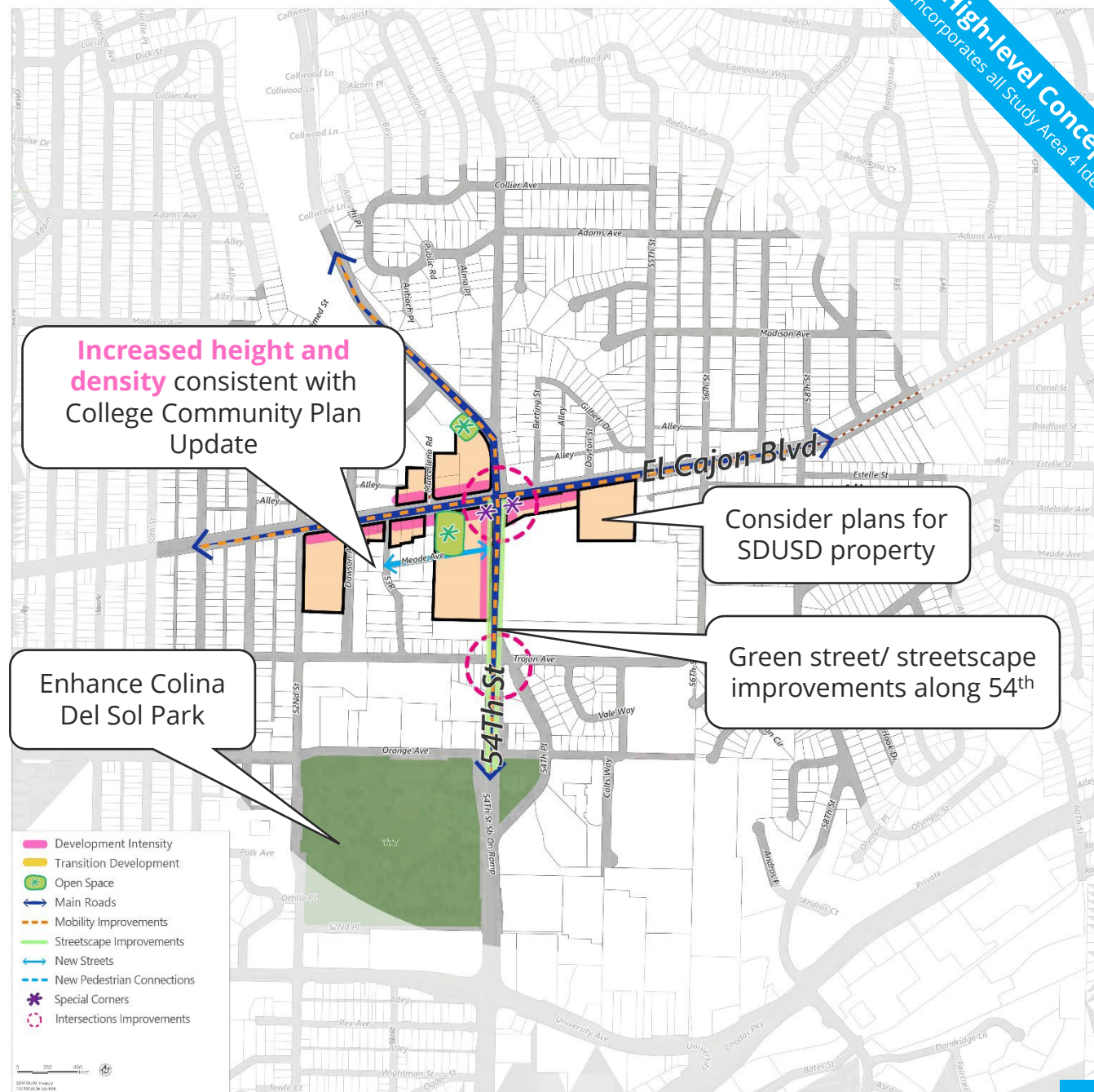
- Streetscape improvements along 54th Street
- Consider park partnership with Wesley United Methodist Church on 54th Street



High-level Concept

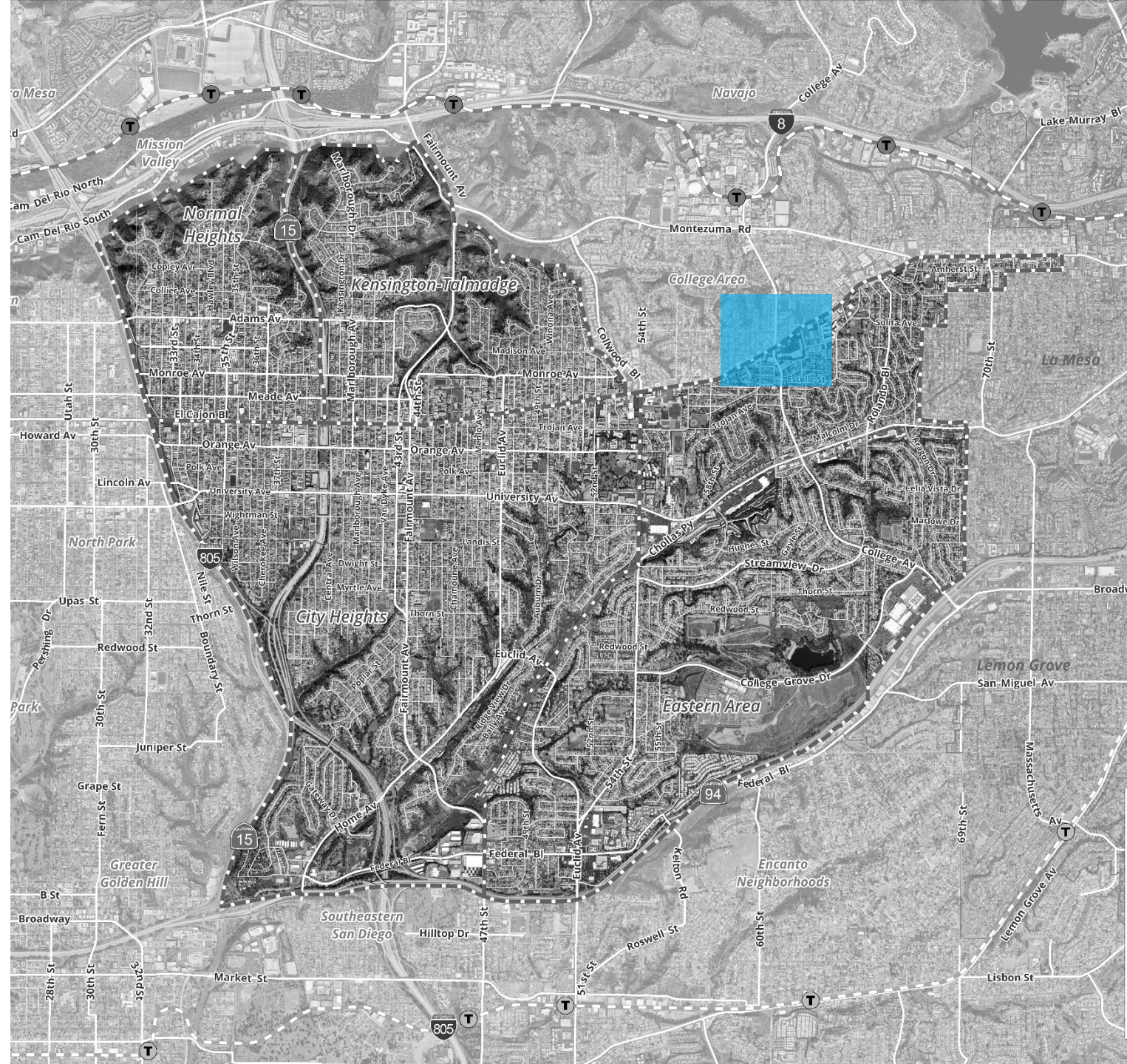
Study Area 4: El Cajon Boulevard and 54th Street

- Focus density and height on large parcels along El Cajon Boulevard and 54th Street
- Leverage several large sites, including 5+ acre corner parcel
- Complete high density “Boulevard Corner” proposed in College Area Community Plan Update
- Activate ground floor and corners of El Cajon Boulevard and 54th Street
- Incorporate bike, transit and streetscape improvements along El Cajon Boulevard and 54th Street
- Consider future plans for SDUSD property- including opportunities for development along El Cajon Boulevard



El Cajon Boulevard and College Avenue

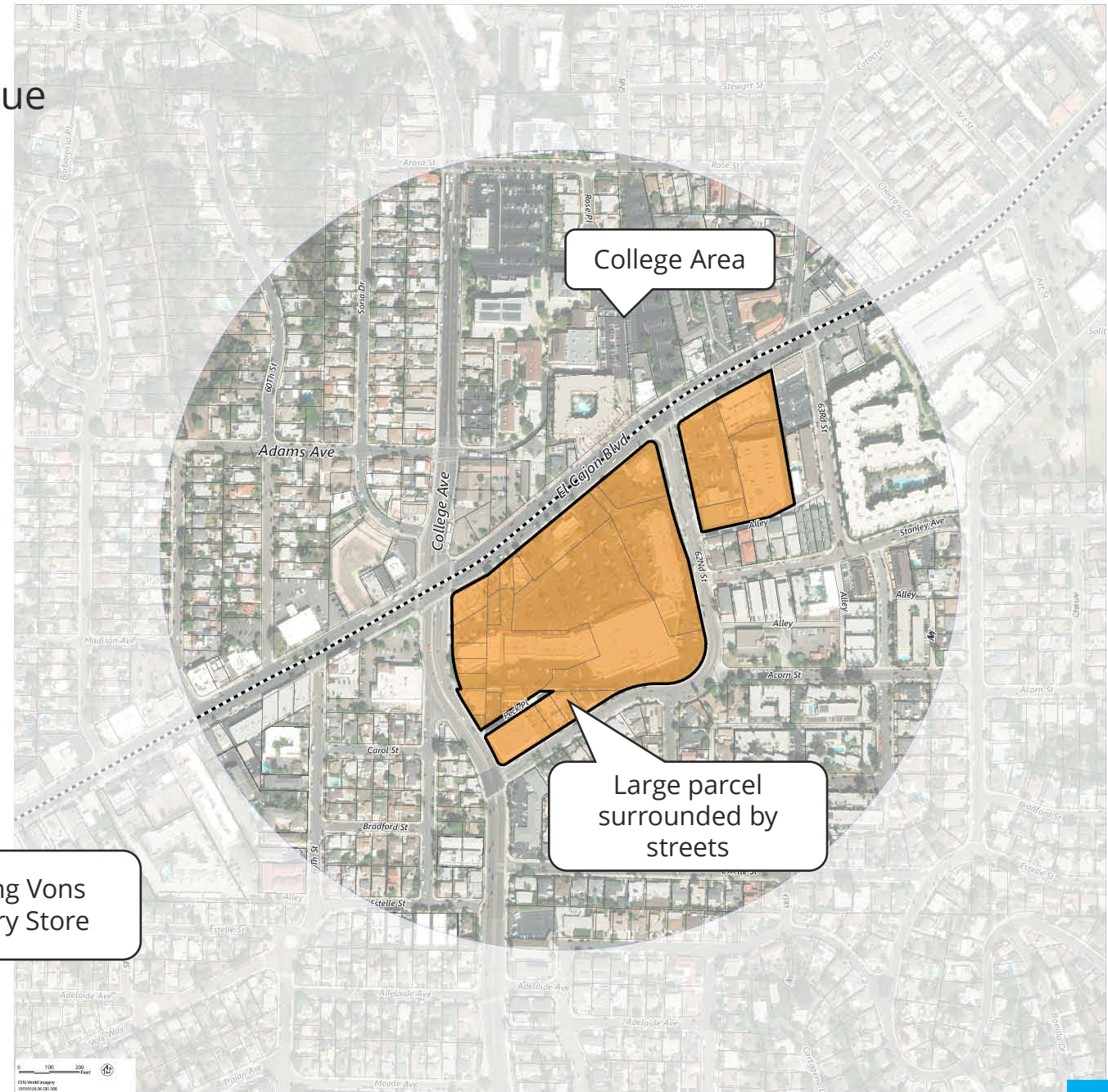
- Study Area 5



Site Context

Study Area 5: El Cajon Boulevard & College Avenue

- Shopping center with chain restaurants, grocery store and other shops
- Large surface parking lot servicing existing commercial



Mobility

Study Area 5: El Cajon Boulevard & College Avenue

Context

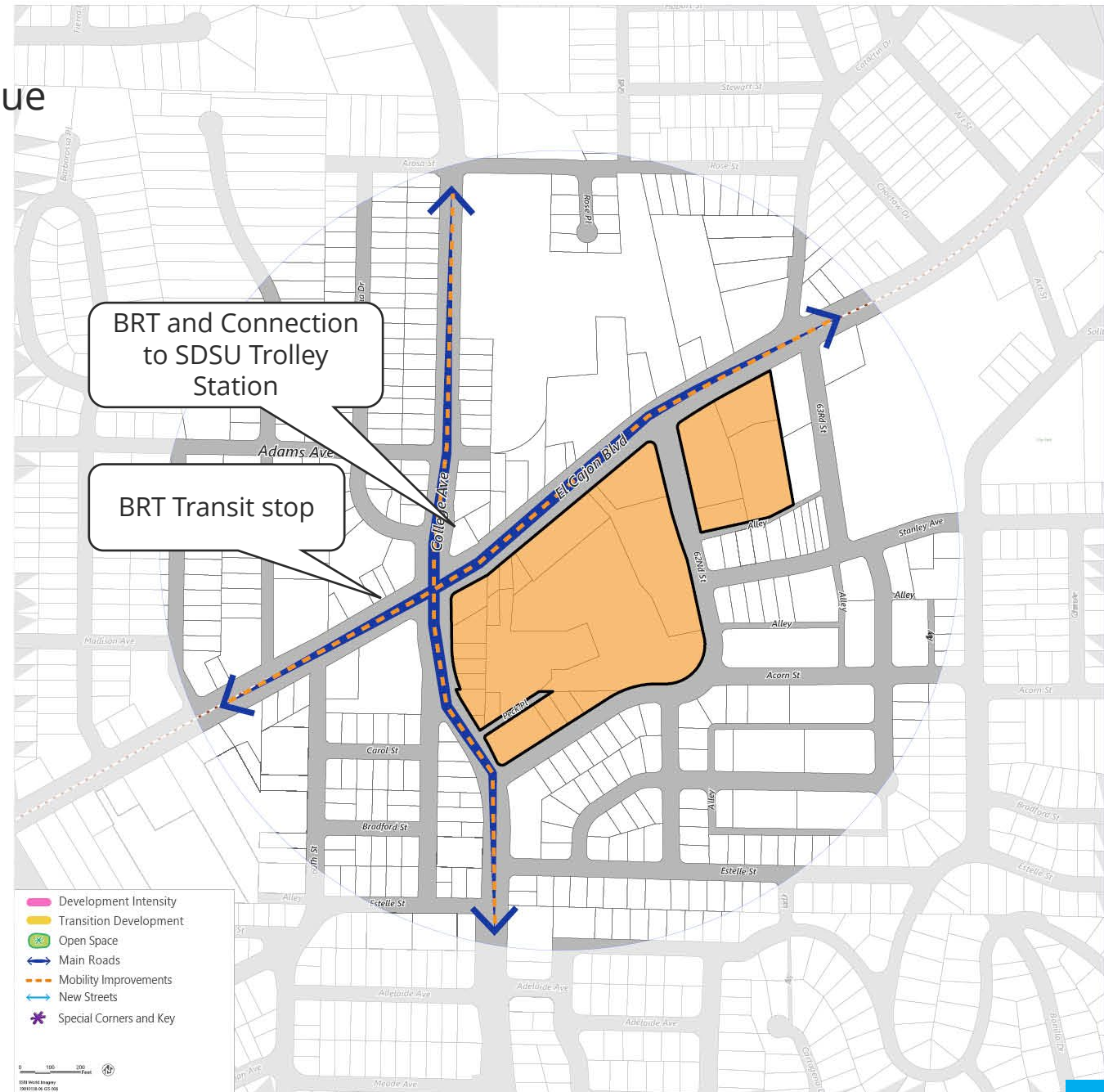
- High active transportation propensity
- High pedestrian collision intersection
- 2 BRT stops and trolley stop w/in 1 mile

Potential Needs

- Improved bike and pedestrian facilities (NS and EW)
- Improved pedestrian environment (south leg)

Planned

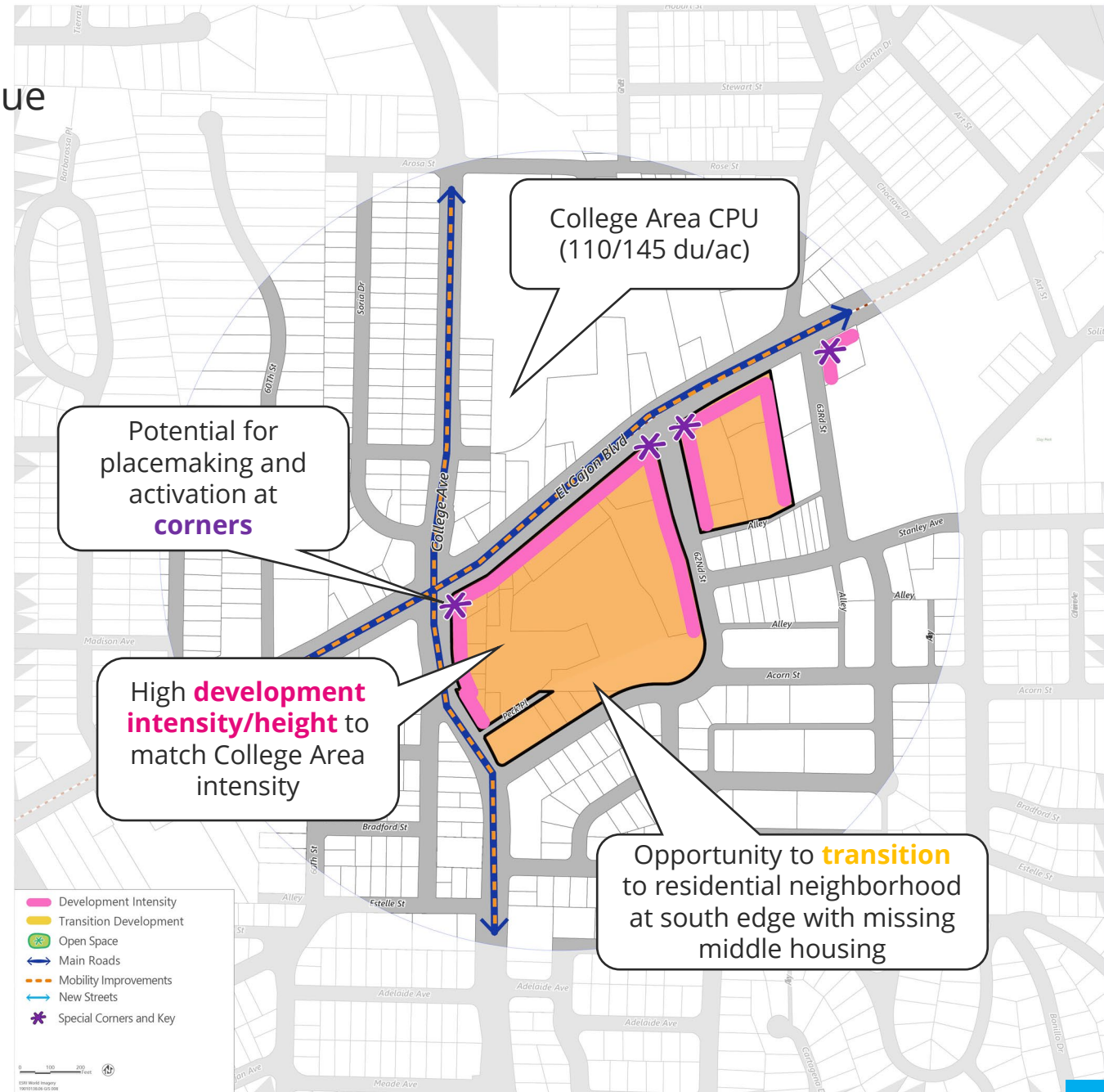
- El Cajon Boulevard bus-bike lane under evaluation
- Rapid 625 (SDSU – Palomar Station)
- Rapid 256 (SDSU – Rancho SD/ Cuyamaca College)



Development Concept

Study Area 5: El Cajon Boulevard & College Avenue

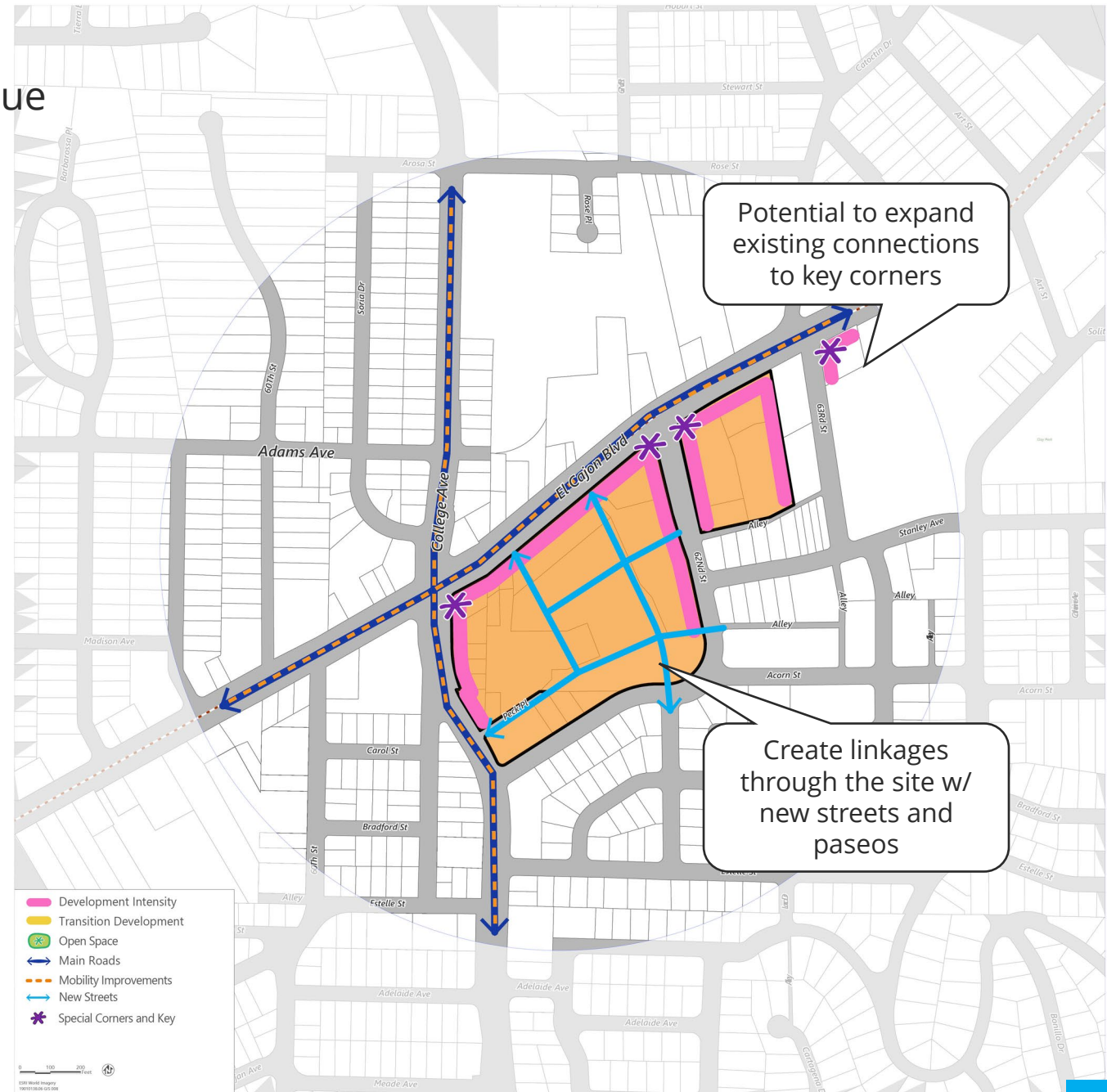
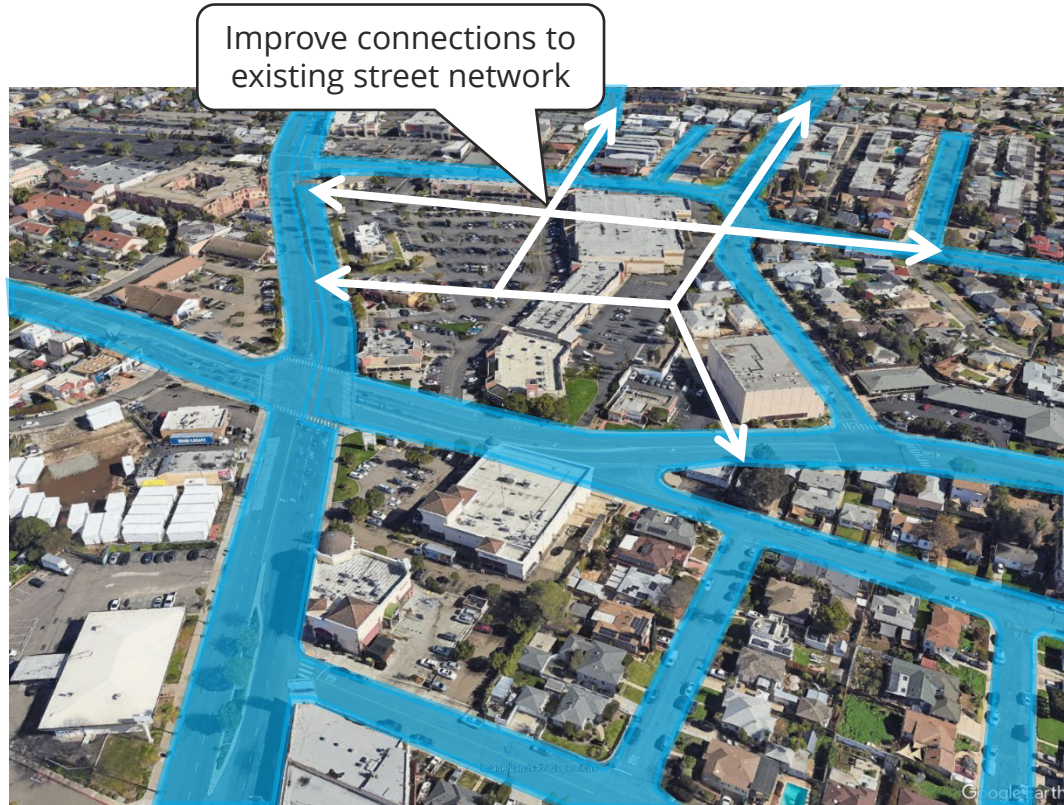
- Potential to maximize development throughout site
- Active corners and placemaking to anchor the main street intersections
- Consider transition w/ missing middle housing at south edge



New Streets Concept

Study Area 5: El Cajon Boulevard & College Avenue

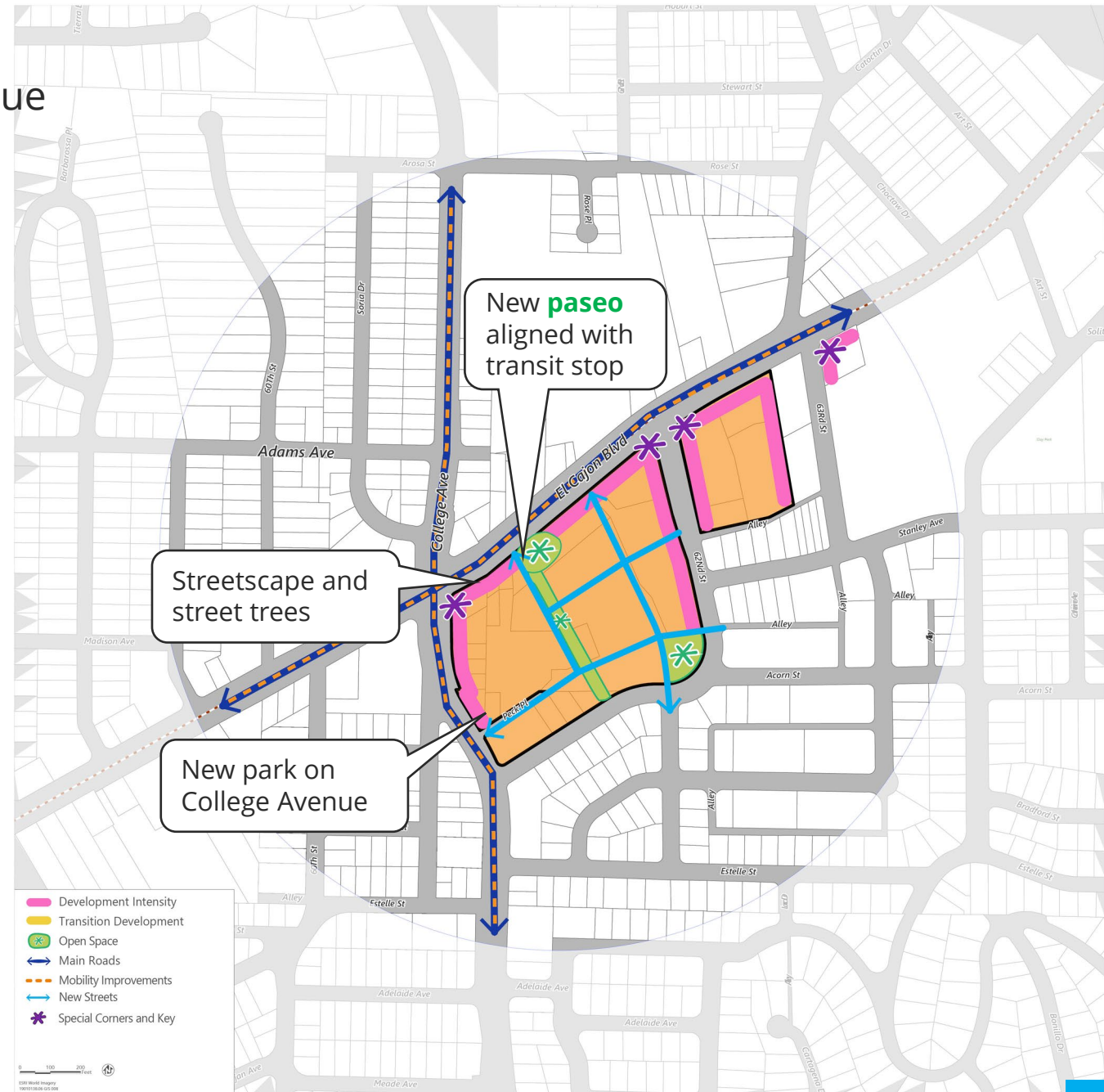
- Improve connections to existing street network with new streets and pedestrian paseos
- Break down scale of blocks via pedestrian paseos



Open Space Concept

Study Area 5: El Cajon Boulevard & College Avenue

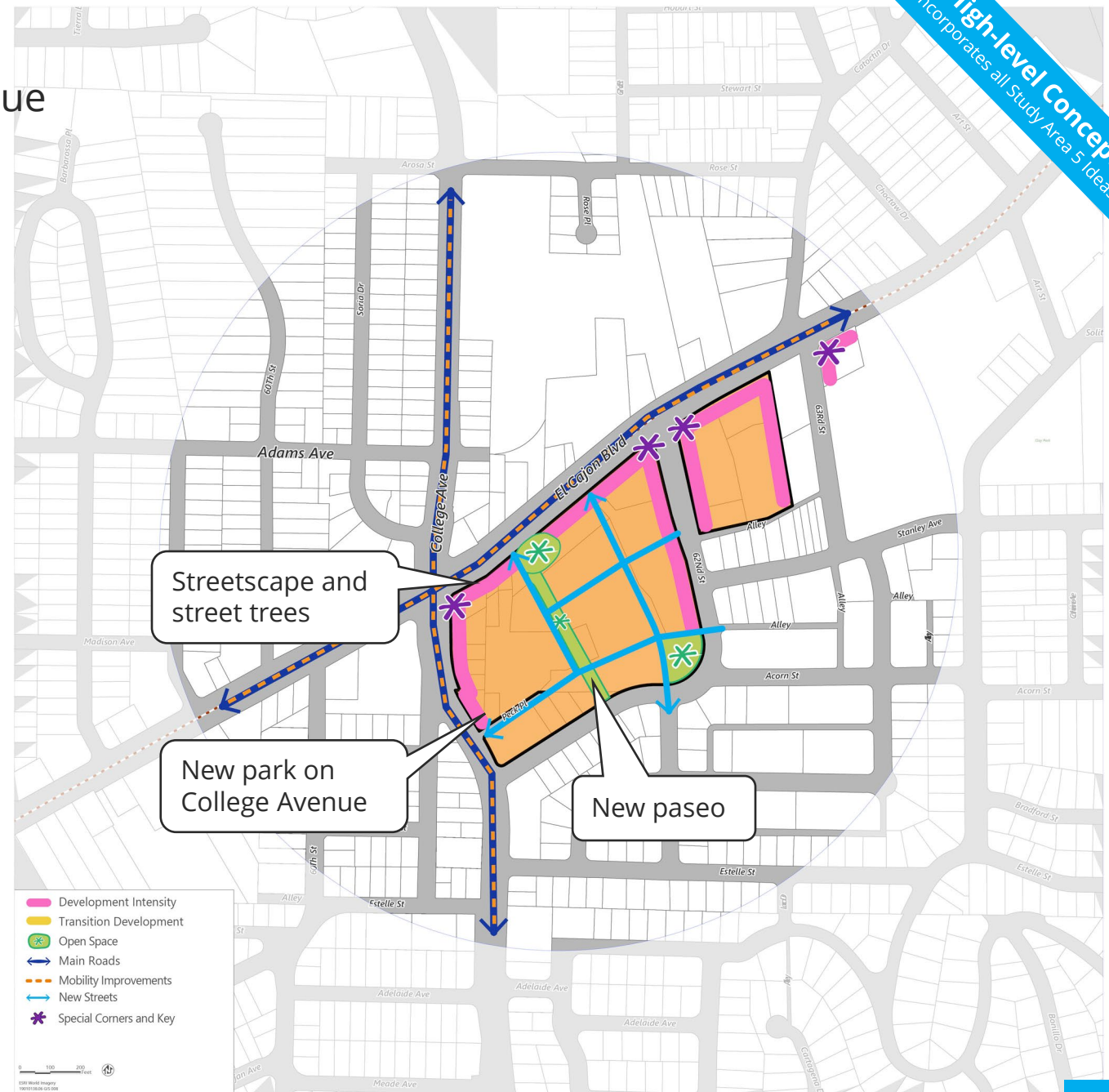
- Introduce new urban-scaled parks, plazas and paseos as part of new development
- Greening of El Cajon Boulevard and College Avenue w/ street trees
- Incorporate parks along College Avenue and El Cajon Boulevard



High-level Concept

Study Area 5: El Cajon Boulevard & College Avenue

- Development intensity focused along El Cajon Boulevard
- New streets that break down the scale of the block
- Introduce new urban-scaled parks, plazas and paseos as part of new development
- Greening of El Cajon Boulevard and College Avenue w/ street trees
- Retain grocery store and community-serving retail



Alternative: Preservation of Existing Commercial

Study Area 5: El Cajon Boulevard & College Avenue

- Potential to preserve some existing commercial and utilize surface parking for development



Precedent example:
Stonestown Galleria
Redevelopment in SF



El Cajon Boulevard (Montezuma Road to 73rd Street)

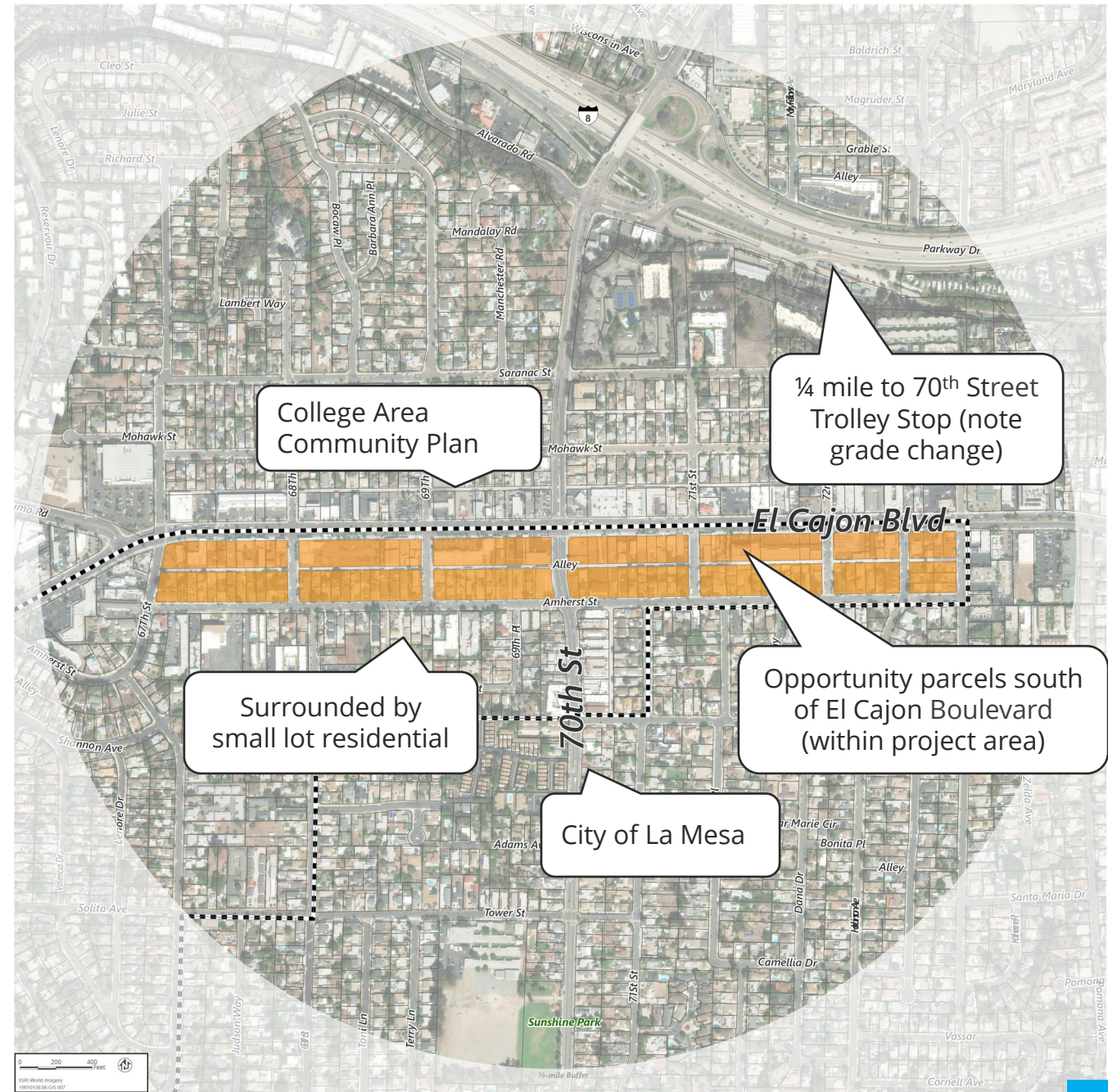
- Study Area 6



Site Context

Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

- Retail along El Cajon Boulevard Parking facing main streets
- Small and shallow alley-loaded parcels
- Proximity to College Area and 70th Street Trolley



Mobility

Study Area 6: Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

Context

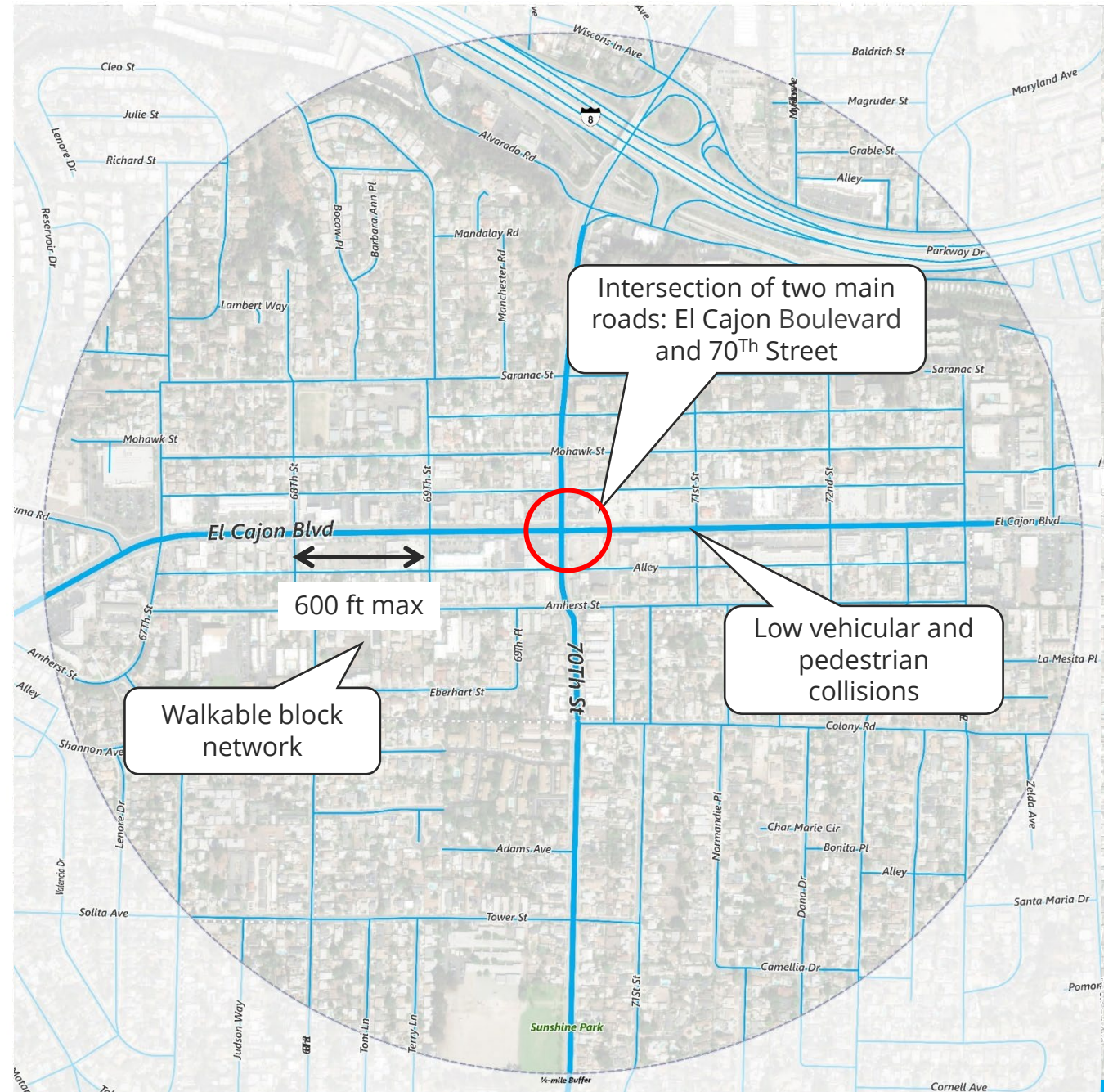
- High active transportation propensity
- North-south pedestrian crossings 0.4-miles apart

Potential Needs

- Improved bicycle facility along El Cajon Boulevard

Planned/Ongoing Improvements

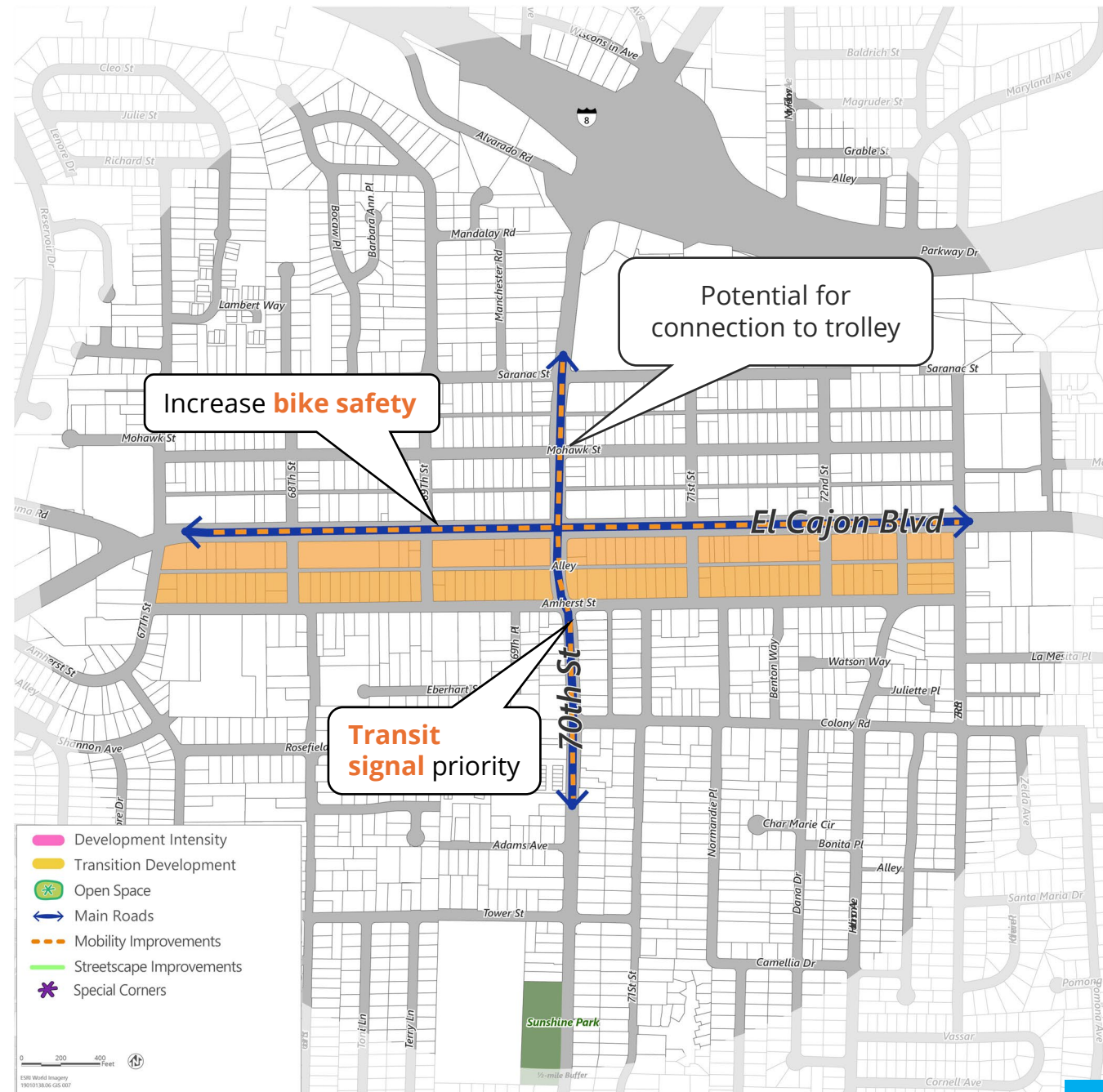
- Rapid 295 (South Bay – Clairemont)
- 70th Street: Regional Bike Early Action Program



Mobility Concept

Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

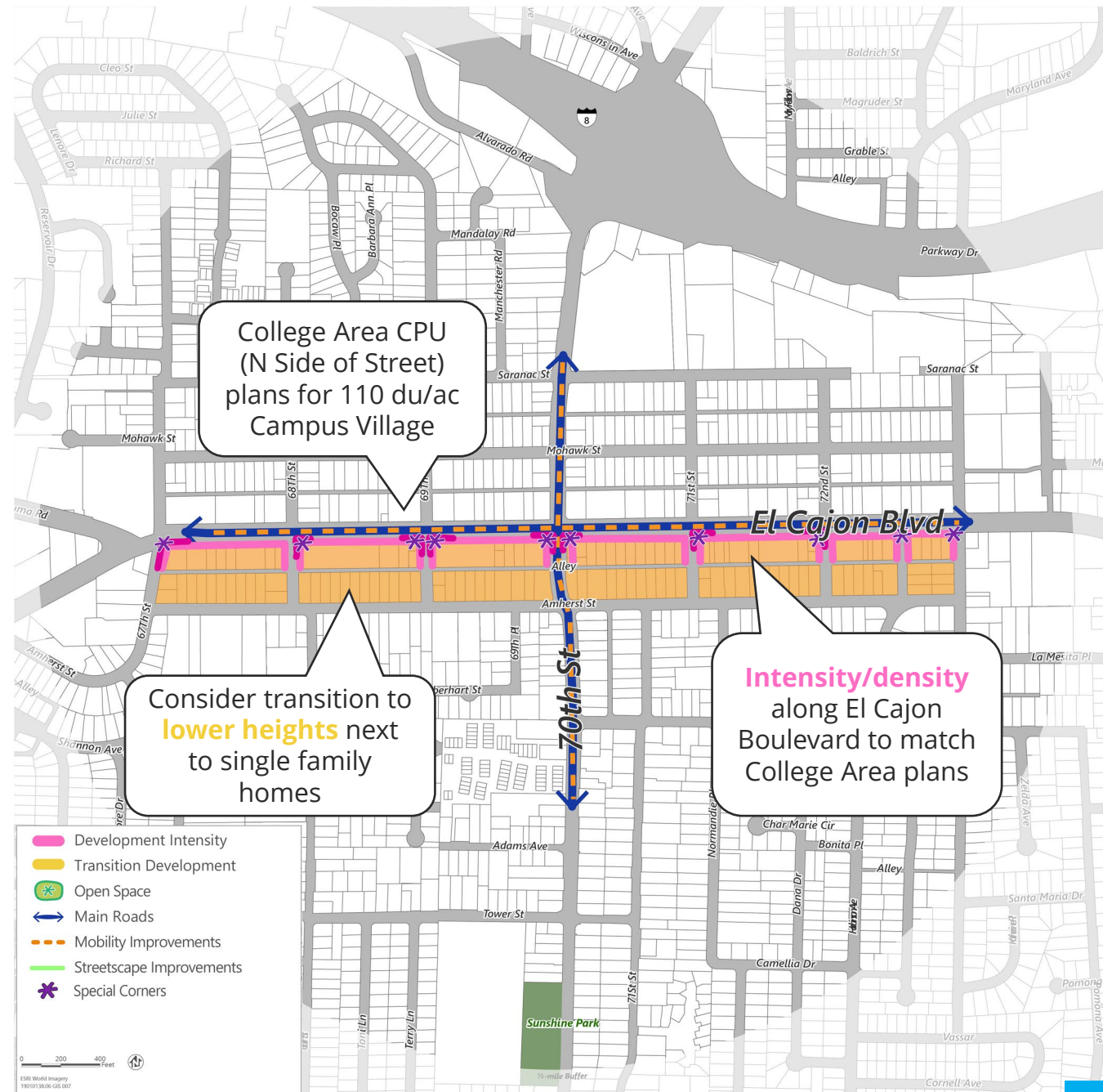
- Connect to trolley
- Incorporate shared bus-bike lanes
- Transit signal priority
- Add tree canopy along sidewalks of El Cajon Boulevard and 70th Street
- Increase bike safety



Development Concept

Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

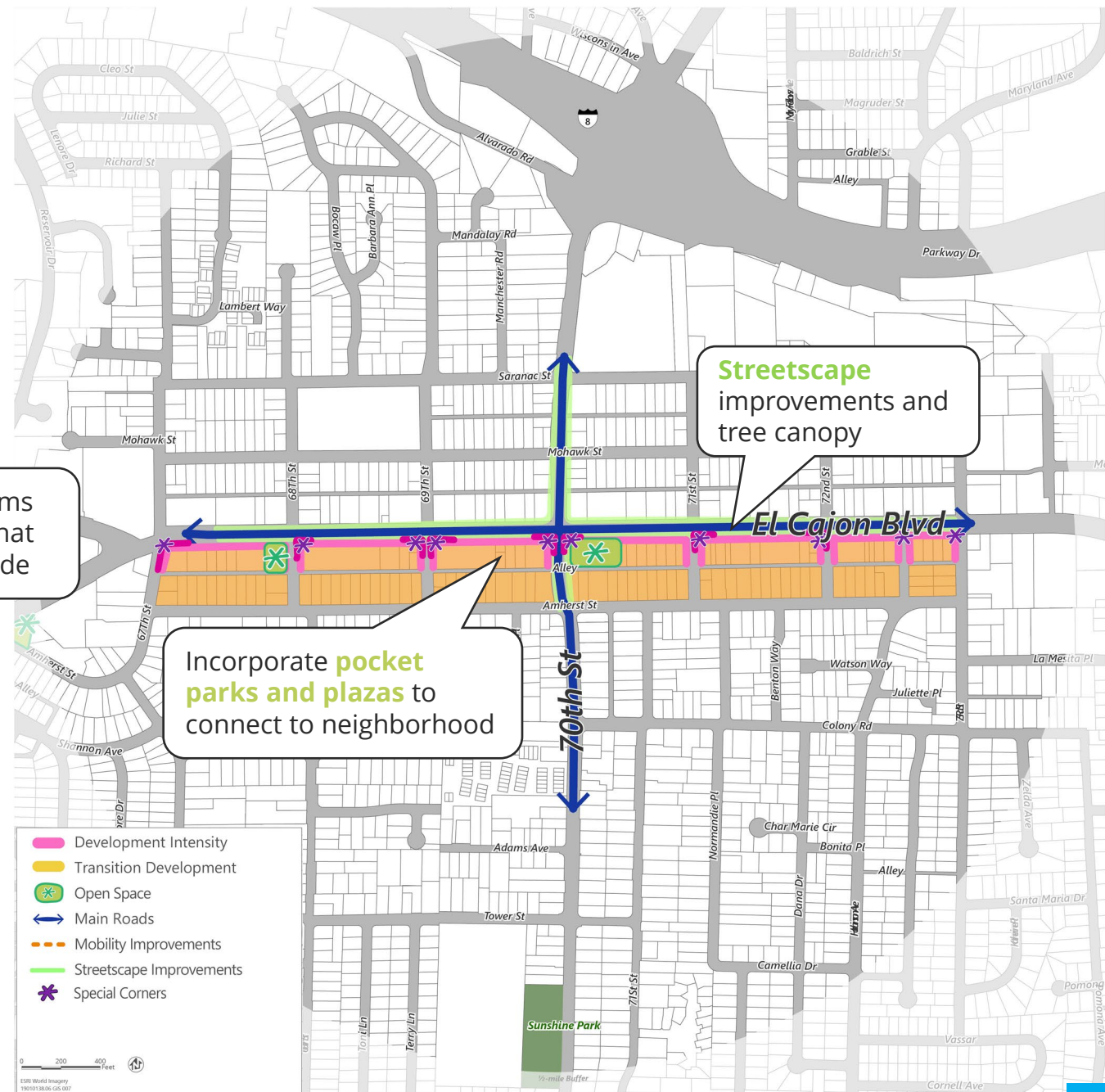
- Opportunity w/ surface lots and vacant sites
- Activate corners along El Cajon Boulevard
- Match approach to intensity/density with other side of the street (College Area Community Plan Update)



Open Space Concept

Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

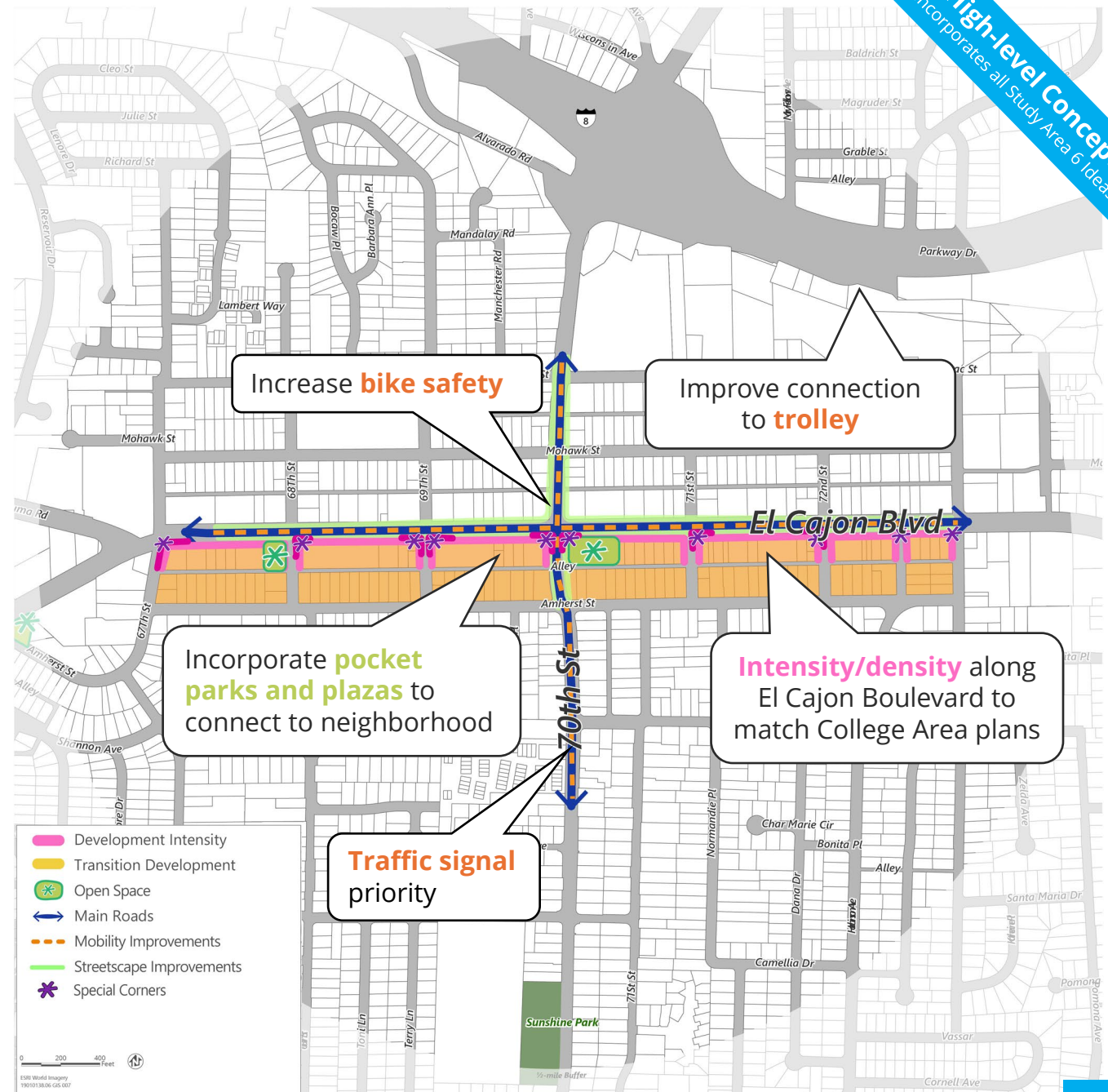
- Incorporate small-medium open space that connects to existing neighborhood
- Identify underutilized pockets of space for parks or development



High-level Concept

Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

- Streetscape improvements along El Cajon Boulevard and 70th Street
- Intensity focused on El Cajon Boulevard
- Incorporate active ground floors and corners along El Cajon Boulevard
- Add new pocket parks and plazas facing main streets



University Avenue (54th Street to 69th Street)

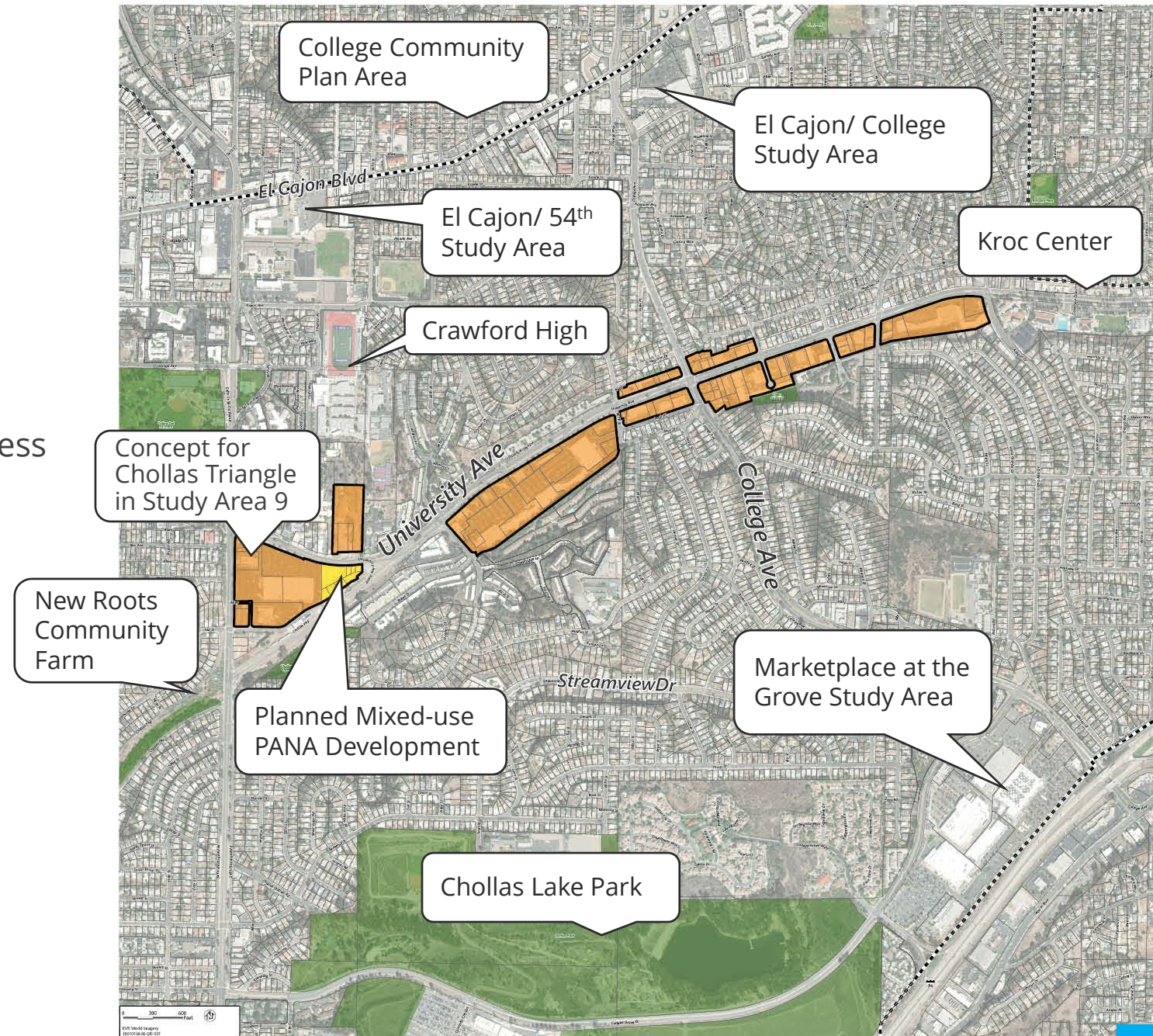
- Study Area 7



Site Context

Study Area 7: University Avenue (54th Street to 69th Street)

- University Avenue is a central retail spine for Eastern Area
- Corridor length is approx. 1.6 miles
- Connects Chollas Triangle to Kroc Center
- Significant grade changes to north and south with suburban block/street pattern limits access
- Concept for Chollas Triangle in Study Area 9



Mobility

Study Area 7: University Avenue (54th Street to 69th Street)

Context

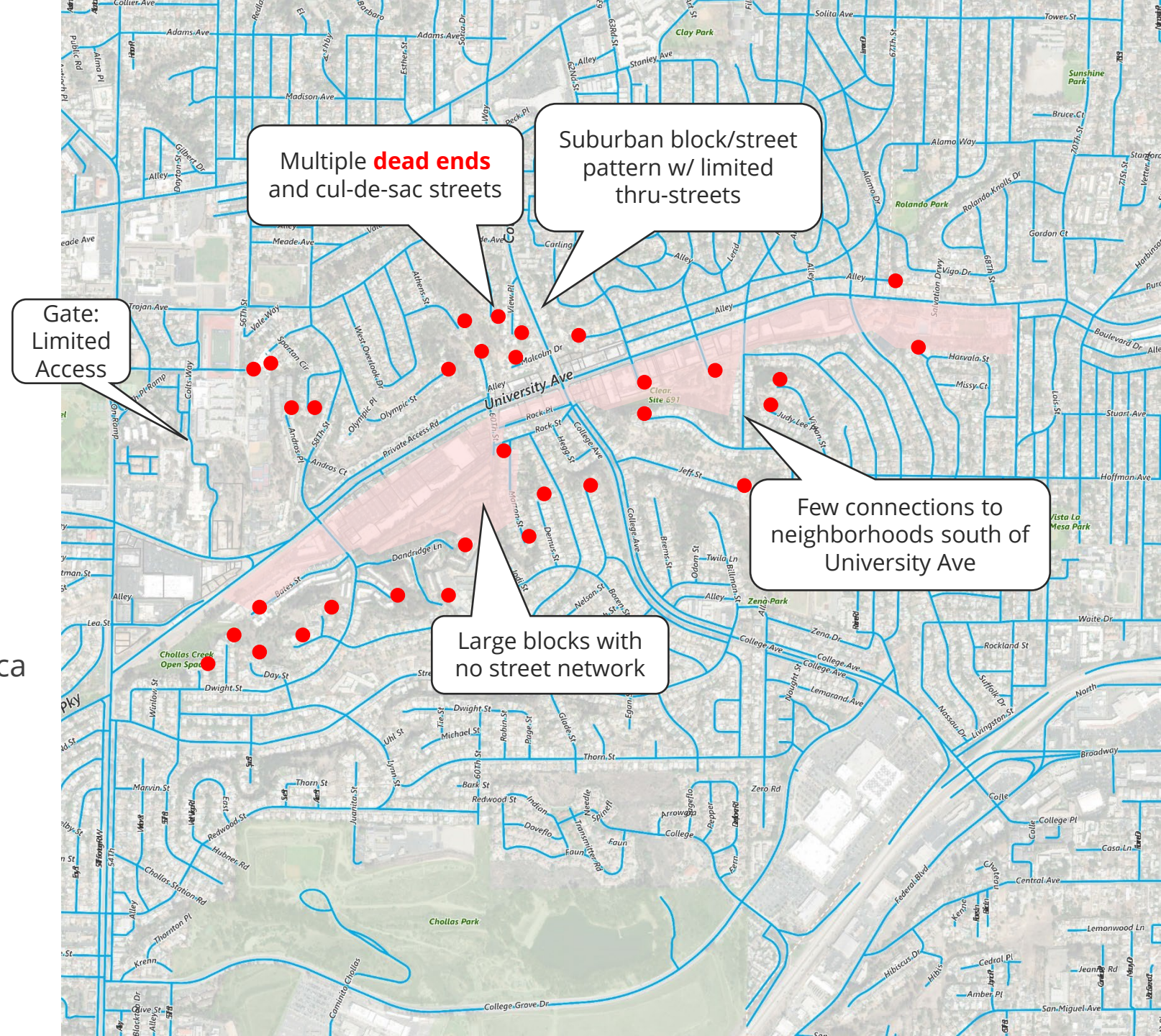
- High active transportation propensity
- High bike collisions
- Suburban block pattern w/ circuitous connections from University Avenue to adjacent neighborhoods

Potential Needs

- Improved bike and pedestrian facilities

Planned

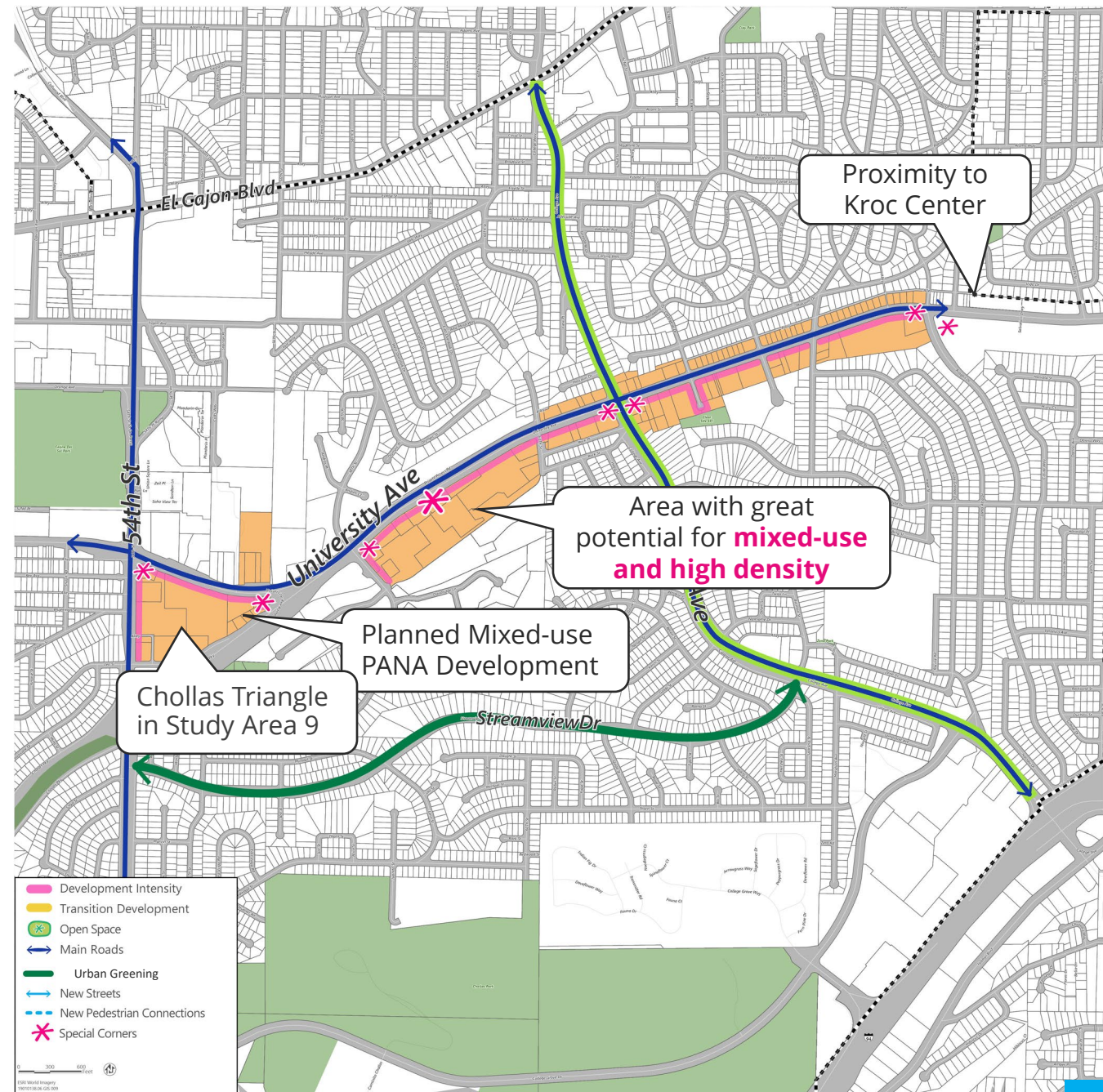
- Rapid 625 (SDSU – Palomar Station)
- Rapid 256 (SDSU – Rancho SD/Cuyamaca College)
- Micro-transit Service Area
- University Avenue Bikeway



Development Concept

Study Area 7: University Avenue (54th Street to 69th Street)

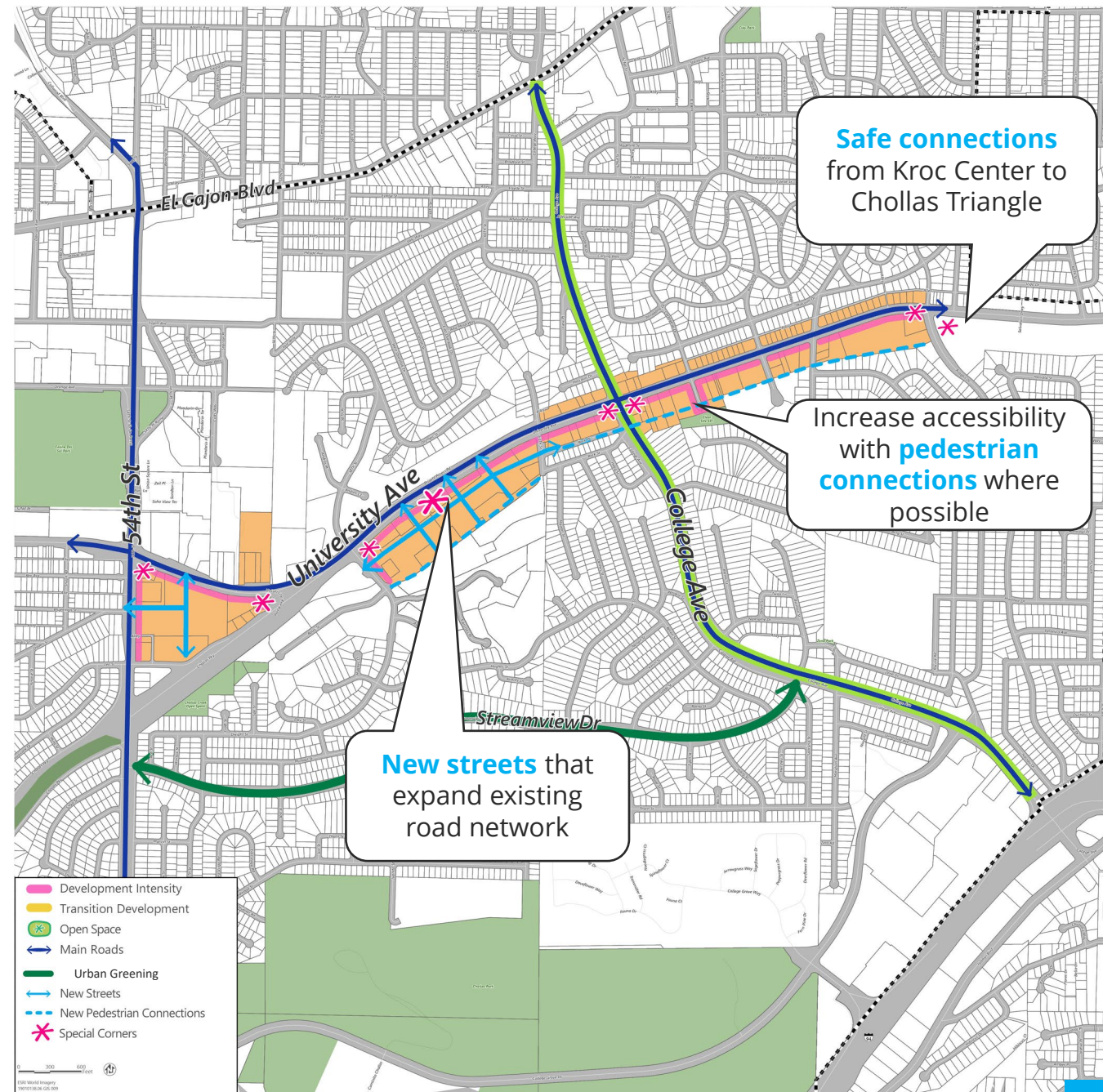
- Infill/ redevelopment of large parking lots and strip centers along University Avenue
- Active corners throughout University Avenue



New Streets Concept

Study Area 7: University Avenue (54th Street to 69th Street)

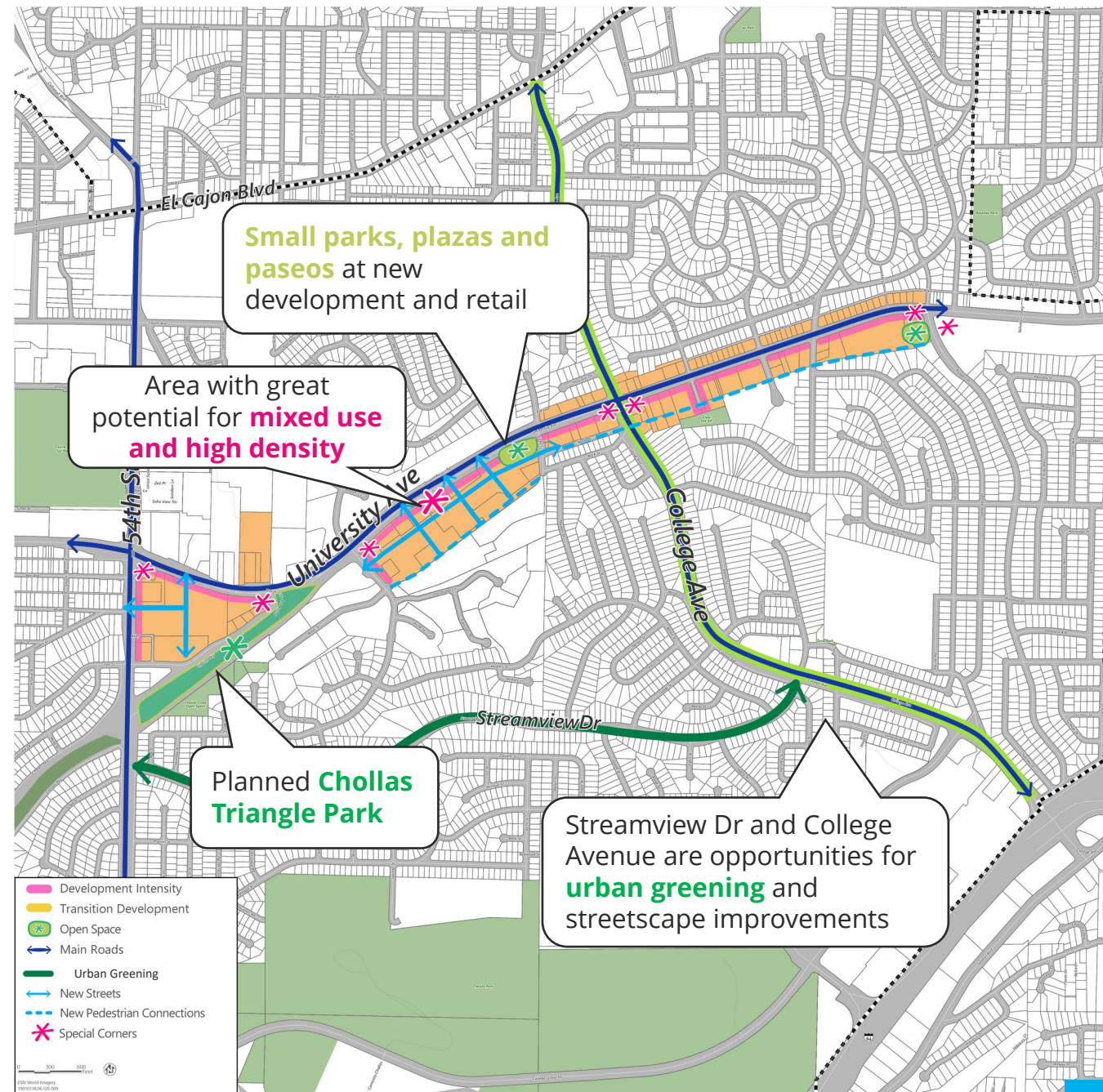
- Extend street network while addressing topographic challenges
- Provide safe pedestrian crossings and connections to nearby community spaces like the Kroc Center



Open Space Concept

Study Area 7: University Avenue (54th Street to 69th Street)

- Integrate small parks, plazas and paseos along University Avenue
- Consider urban greening along Streamview Drive and College Avenue
- Consider other connections and linkages to Chollas Lake Park



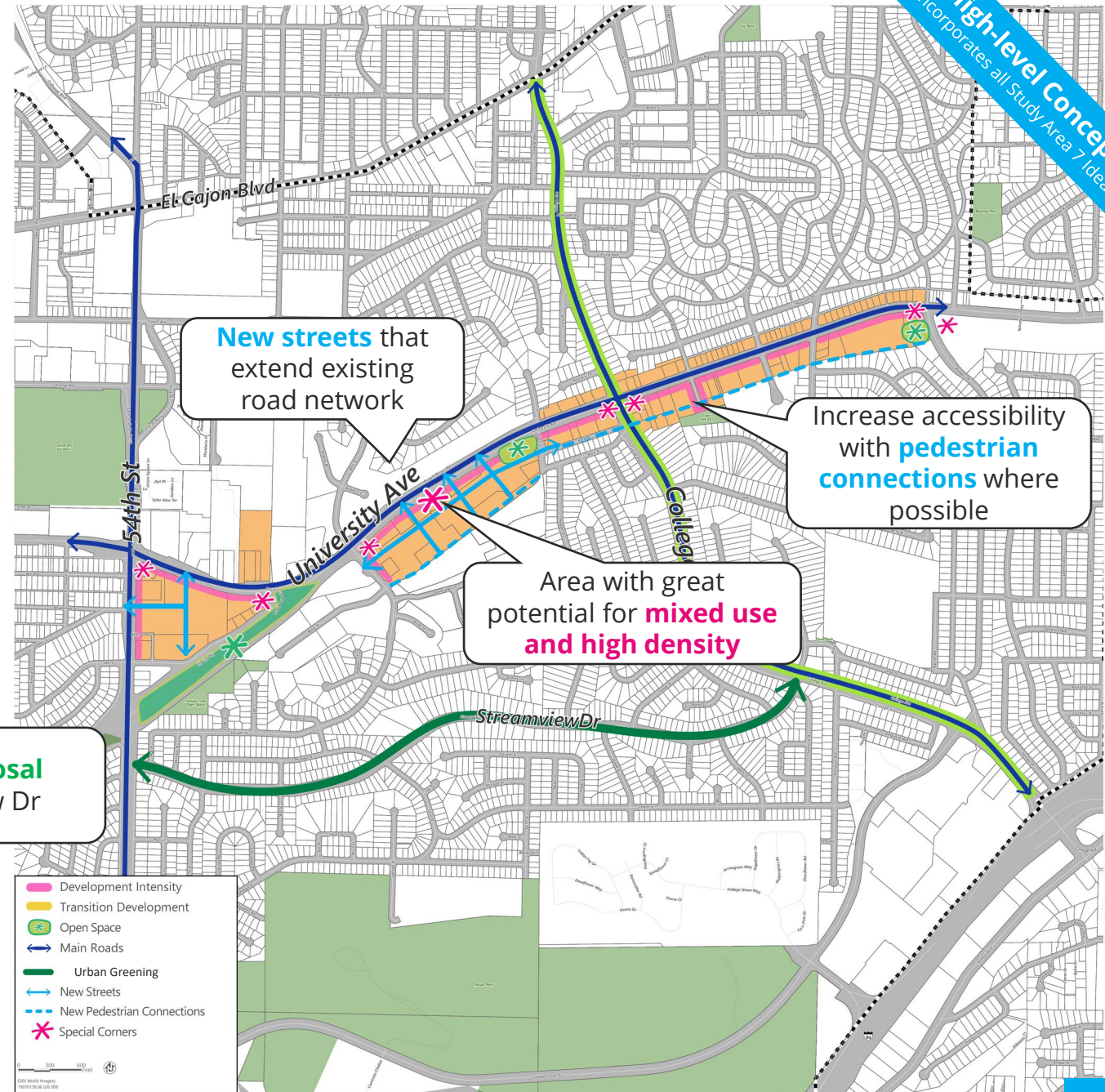
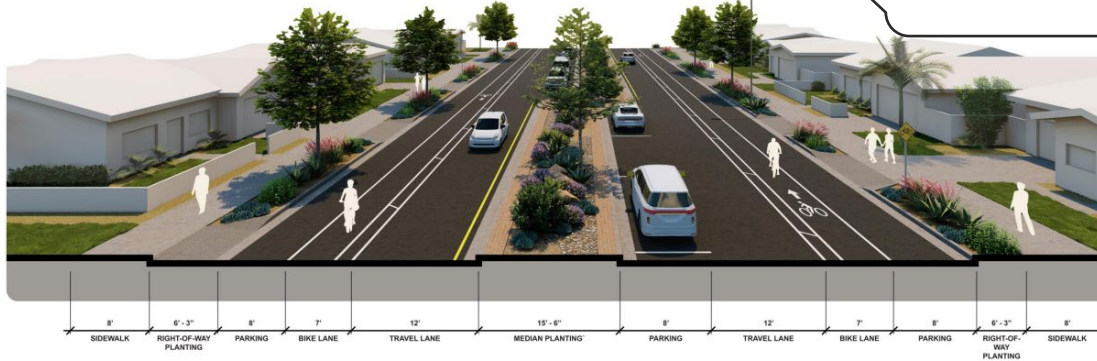
High-level Concept

Study Area 7: University Avenue (54th Street to 69th Street)

- Focus development intensity and heights along University Avenue
- Extend street network while addressing topographic challenges
- Integrate small parks, plazas and paseos



Existing proposal
for Streamview Dr



Adams Avenue

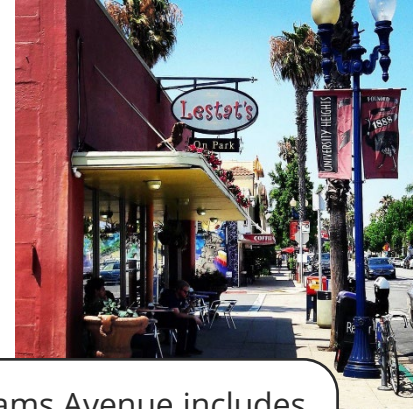
- Study Area 8



Site Context

Study Area 8: Adams Avenue

- Active mix of uses and center of community activity in Normal Heights and Kensington
- Small lots and existing small-scale development



Adams Avenue includes a mix of uses and access to multi-modal transportation options



Mobility

Study Area 8: Adams Avenue



Context

- High active transportation propensity
- Bike collisions throughout corridor; pedestrian collisions at 32nd Street
- High on-street parking demand

Potential Needs

- Intersection daylighting
- Potential for curb extensions
- Reconsider permissive left-turns phasing/treatments

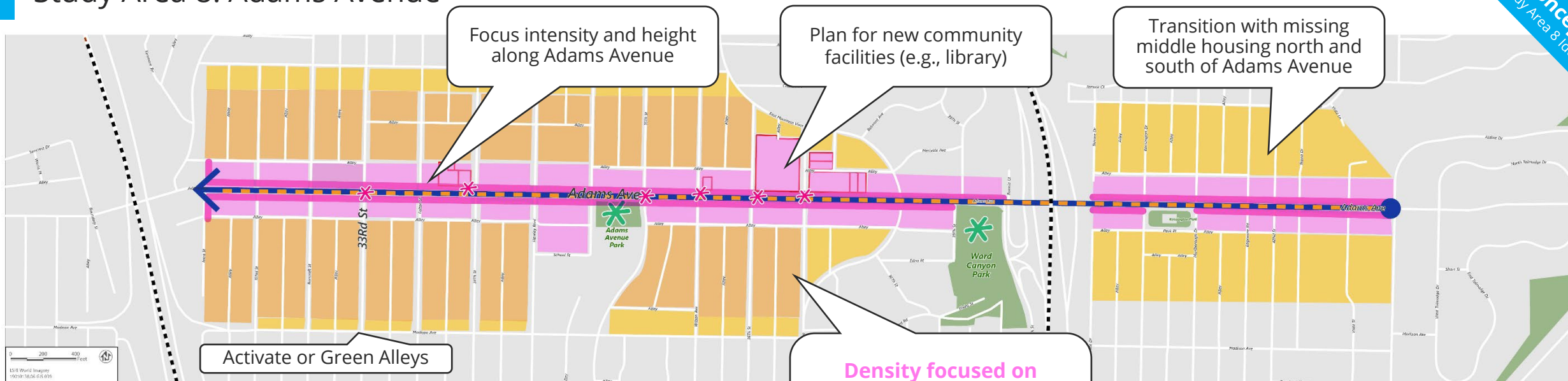
Planned Projects

- Route 11 → Rapid Route 211 (2035)

Preliminary Concept

Study Area 8: Adams Avenue

High-level Concept
Incorporates all Study Area 8 Ideas

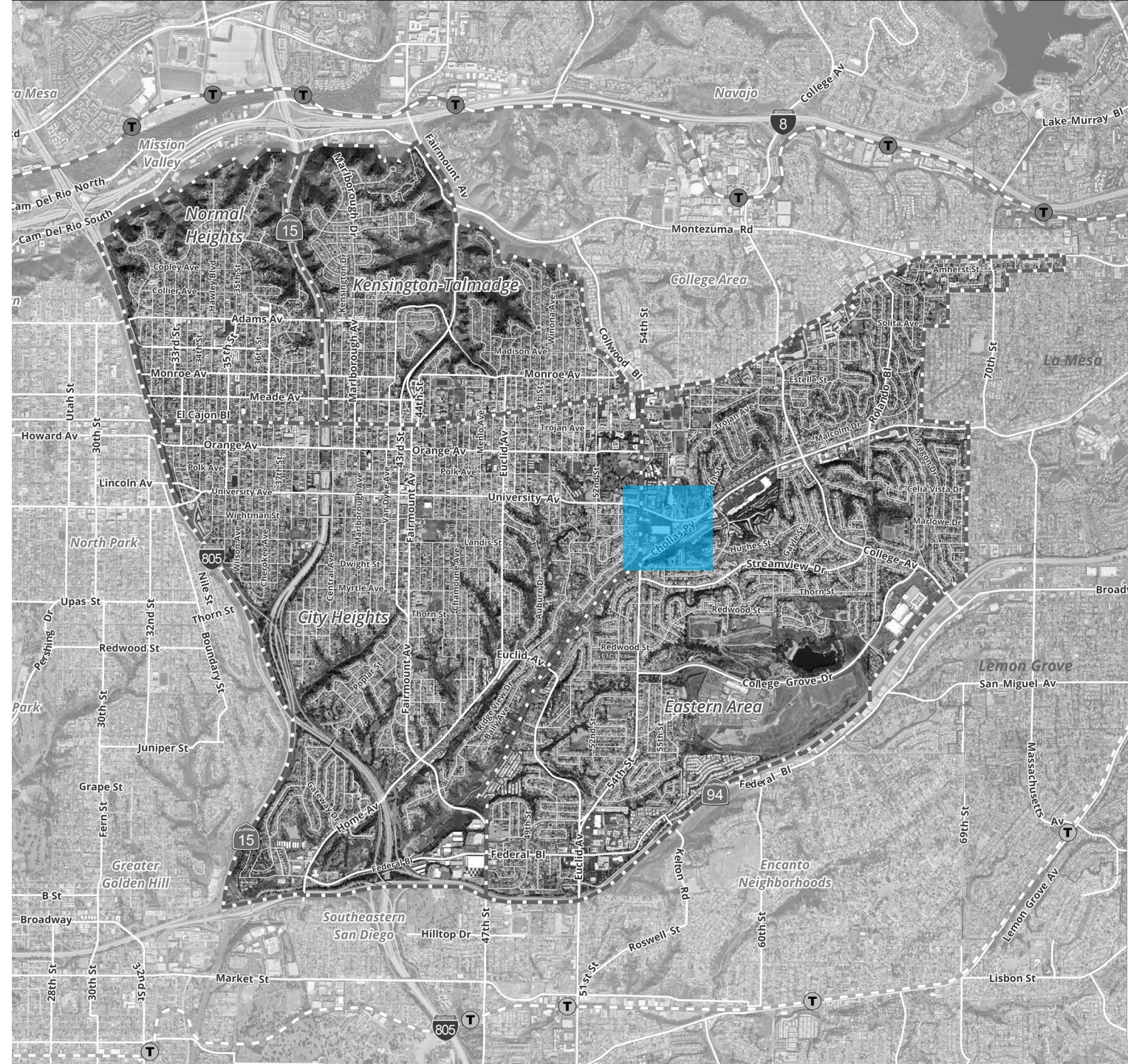


- Heights and density oriented towards Adams Ave
- Transition heights adjacent to single family homes
- Active ground floors and mix of uses along Adams Ave
- Identify underutilized commercial areas and lots for increased housing density and community amenities

Density focused on
Adams Avenue with
heights **transitioning**
towards neighborhoods

Chollas Triangle

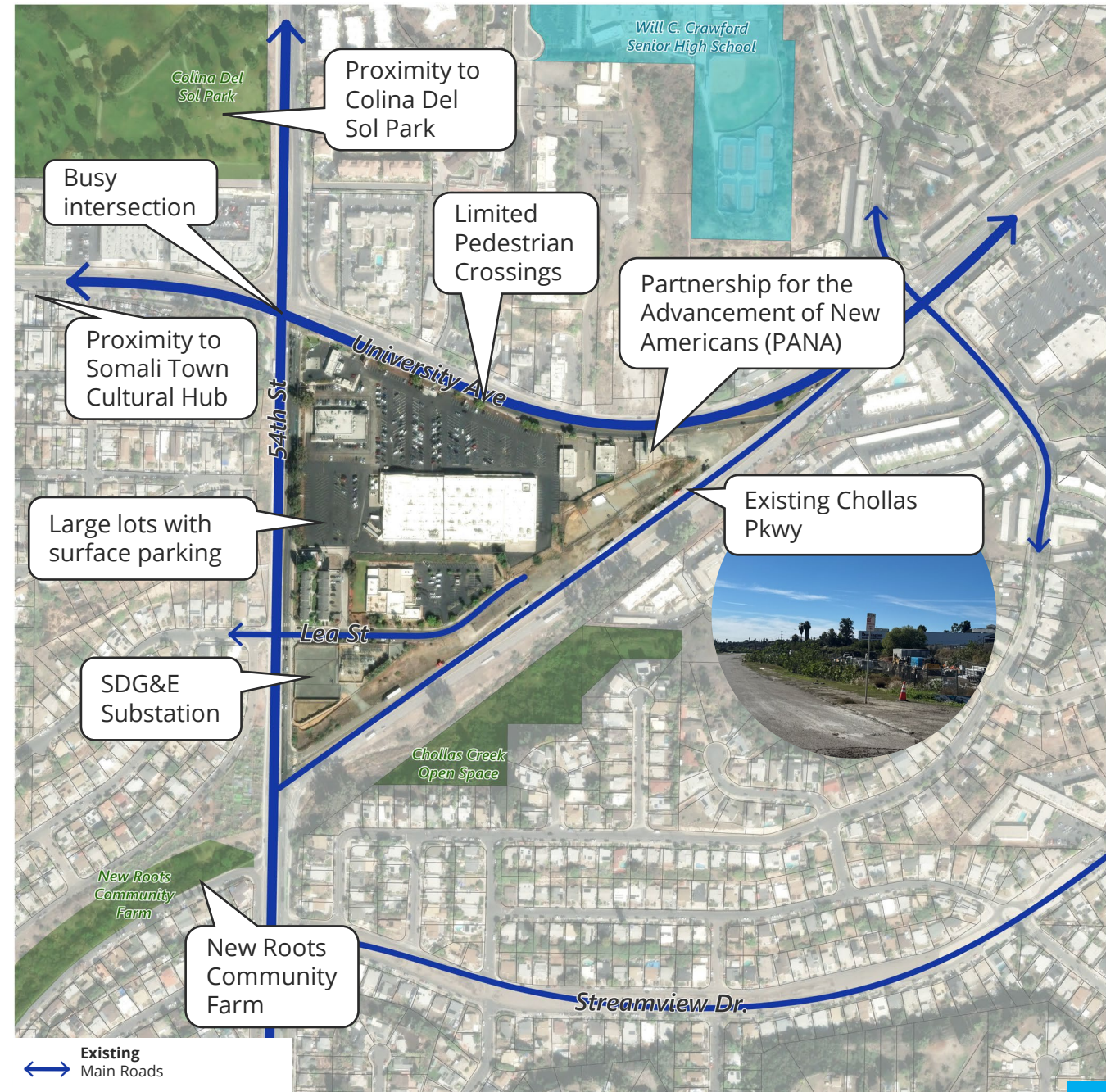
- Study Area 9



Site Context

Study Area 9: Chollas Triangle

- Existing community serving uses – retail, restaurants, Partnership for the Advancement of New Americans (PANA), New Roots Community Farm
- Large lots with lots of surface parking are an opportunity for development
- Located at busy intersection (54th Street and University Avenue)
- Surrounding parks and community spaces/institutions



Open Space Concept

Study Area 9: Chollas Triangle

Planned/Ongoing Improvements:

- 1 Chollas Triangle Park GDP
 - Removal of current Chollas Parkway
 - Potential extension of Lea Street
- 2 Improvements to Chollas Creek Open Space

Additional Opportunities:

- Improve access points to surrounding parks and open spaces



Mobility Improvements

Study Area 9: Chollas Triangle

Planned/Ongoing Improvements:

1 University Avenue

- Urban greening / streetscape improvements
- Bike lane (Class II)
- Next Gen Rapid Transit

2 54th Street

- Urban greening / streetscape improvements
- Cycle track (Class IV)
- Next Gen Rapid Transit

3 Streamview Drive

- Improvements Phase II

Additional Opportunities:

- Provide shade for transit stops
- Improve signage, pedestrian crossings, and sidewalks for safe crossings at large intersections



Development Concept

Study Area 9: Chollas Triangle

Planned/Ongoing Improvements:

- 1 Chollas Triangle Master Plan and CPIOZ
- 2 PANA - Proposed Refugee & Immigrant Cultural Hub

Additional Opportunities:

- Opportunity for high-density residential development throughout the site
- Utilize topography of site and accommodate development along University Avenue and 54th Street
- Create active corners and frontages at key intersections
- Active frontages along University Avenue and 54th Street

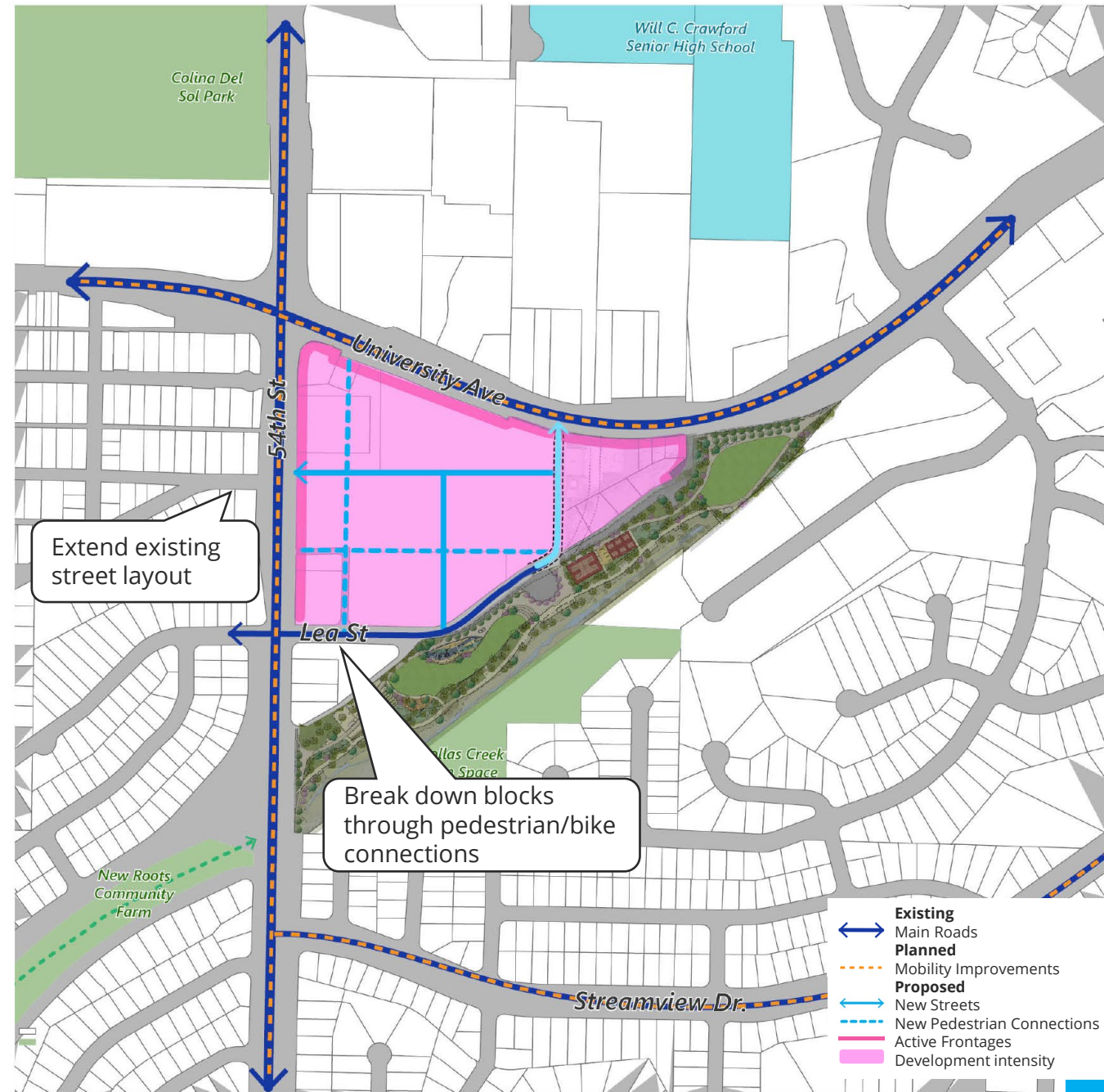


New Streets Concept

Study Area 9: Chollas Triangle

Opportunities:

- Break down block sizes by extending streets and paths, where possible
- Introduce pedestrian/bike only paseos



High-level Concept

Study Area 9: Chollas Triangle

Mobility

- Continue planned mobility and streetscape improvements
- Provide shade for transit stops
- Improve signage, pedestrian crossings, and sidewalks for safe crossings at large intersections

Development

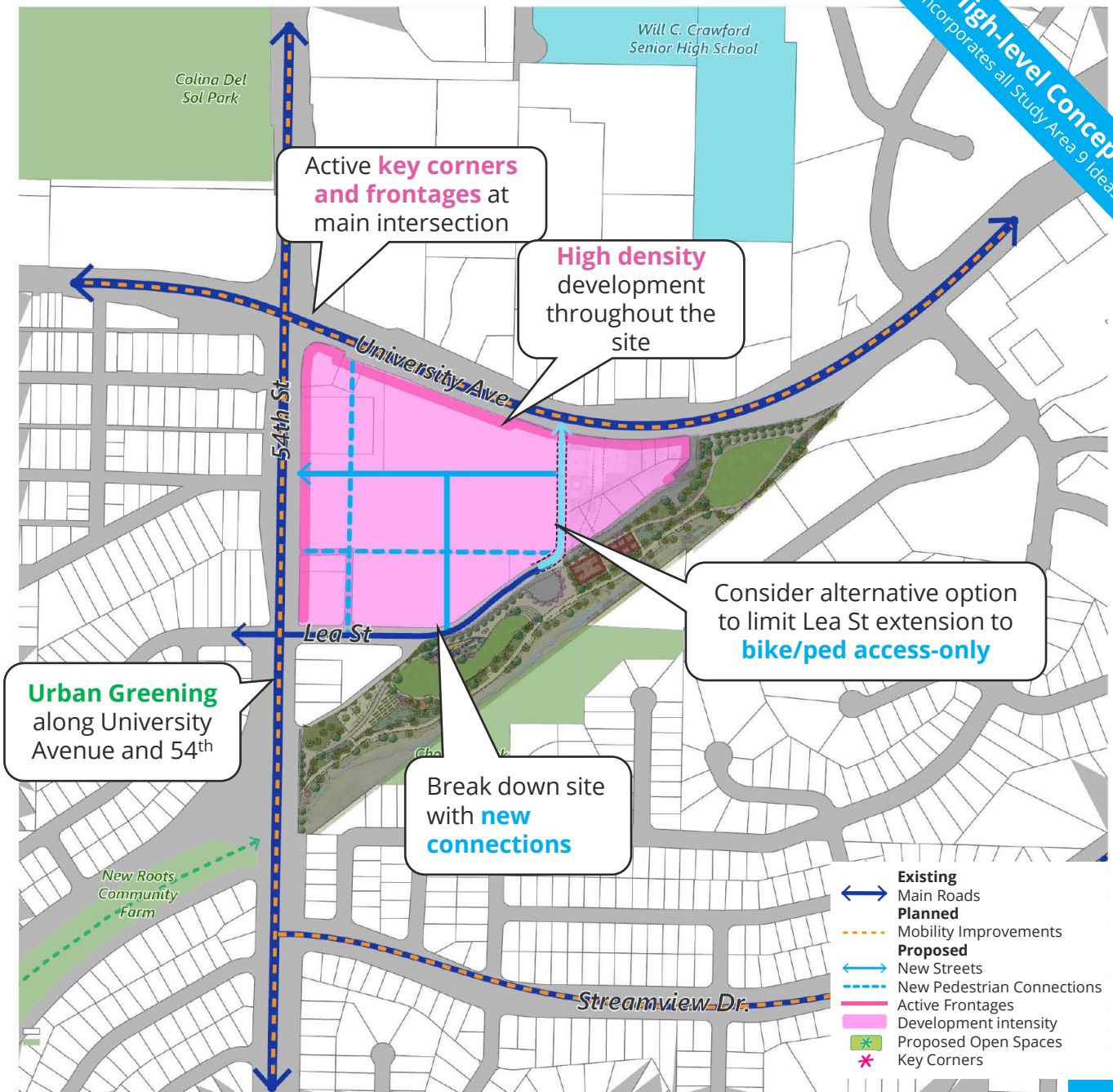
- Opportunity for high-density residential development throughout the site
- Active frontages and key corners along University Avenue and 54th Street

New streets and pedestrian improvements

- Break down block sizes by extending streets and paths, where possible
- Introduce pedestrian/bike only paseos

Open Space

- Continue planned projects and improvements
- Improve access points to surrounding parks and open spaces



High-level Concept
Incorporates all Study Area 9 Ideas

Fairmount Park / Home Avenue

- Study Area 10



Site Context

Study Area 10: Fairmount Park / Home Avenue

- Surrounded by I-805, SR-15, and SR-94
- Lack of accessible parks and green space
- Home Avenue includes commercial, light industrial, and some residential
- Lacks bicycle infrastructure and pedestrian connectivity
- Topography presents challenges for cyclists and pedestrians



Mobility Improvements

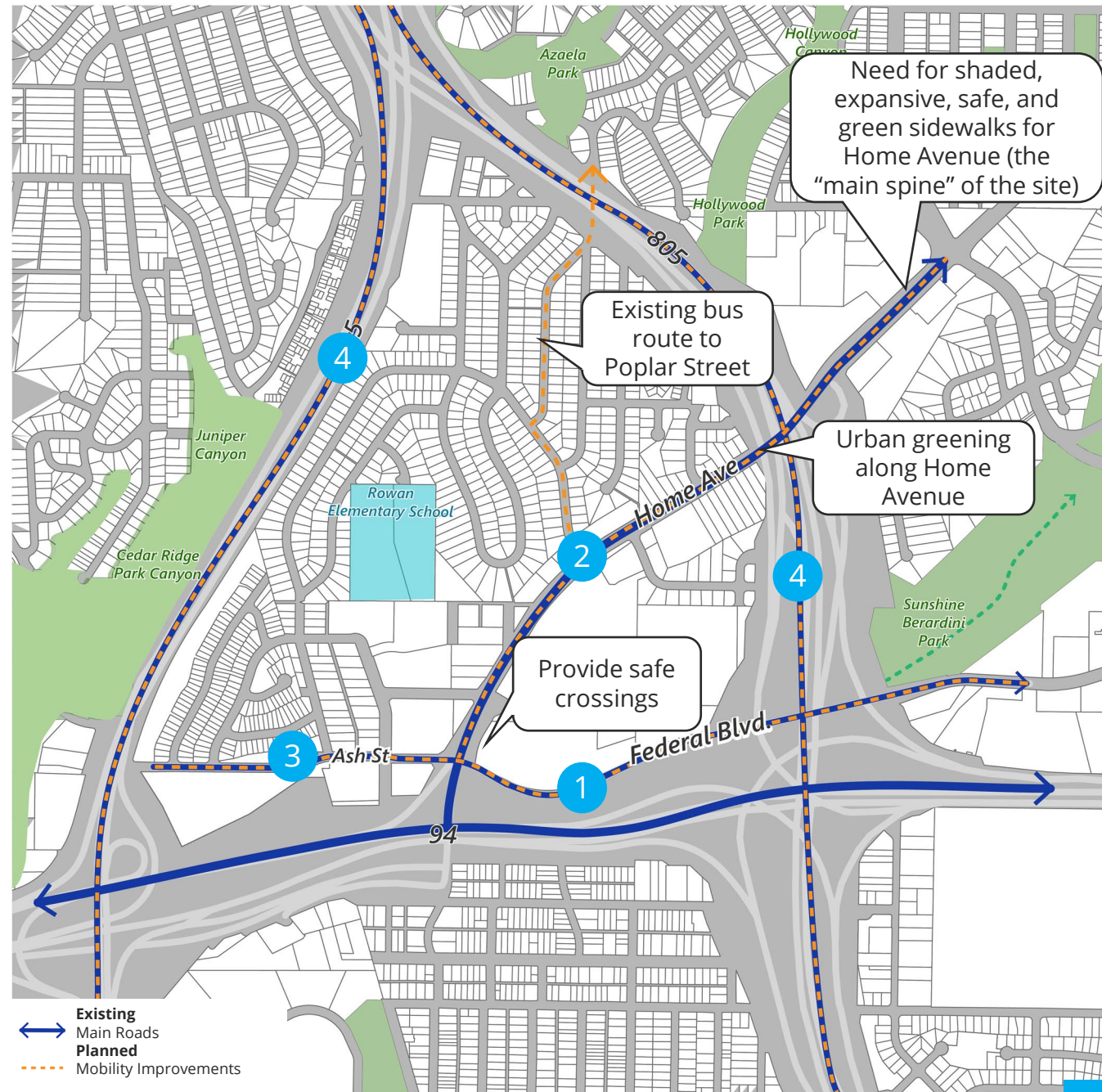
Study Area 10: Fairmount Park / Home Avenue

Planned/Ongoing Improvements:

- 1 Federal Boulevard:
 - Bikeway (Class II)
 - Multi-Use Path (Class I)
 - Blue & Green Infrastructure
- 2 Home Avenue:
 - Bike Route (Class III)
 - Blue & Green Infrastructure
- 3 Ash Street:
 - Multi-Use Path (Class I)
 - Blue & Green Infrastructure
- 4 SR-15 and I-805:
 - Next Gen Rapid Transit

Additional Opportunities:

- Urban greening along Home Avenue
- Shaded, safe, and comfortable bus stops
- Safe crossings in large intersections

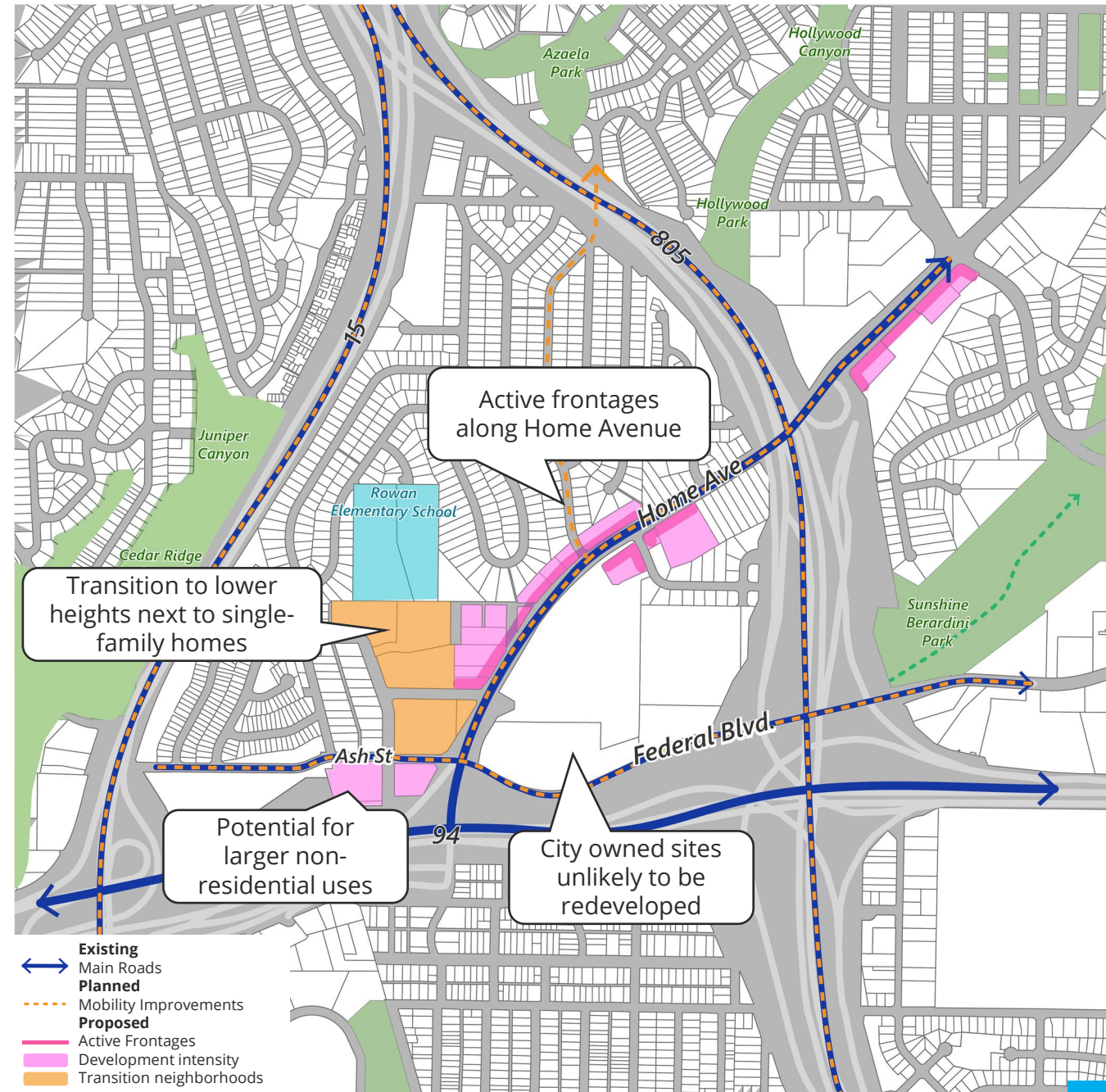


Development Concept

Study Area 10: Fairmount Park / Home Avenue

Opportunities:

- Opportunity for high-density development in underutilized sites along Home Avenue
- Transition to lower heights on lots next to existing residential neighborhoods
- Opportunities for neighborhood commercial along Home Avenue
- Potential for larger non-residential uses south of Ash Street



Open Space Concept

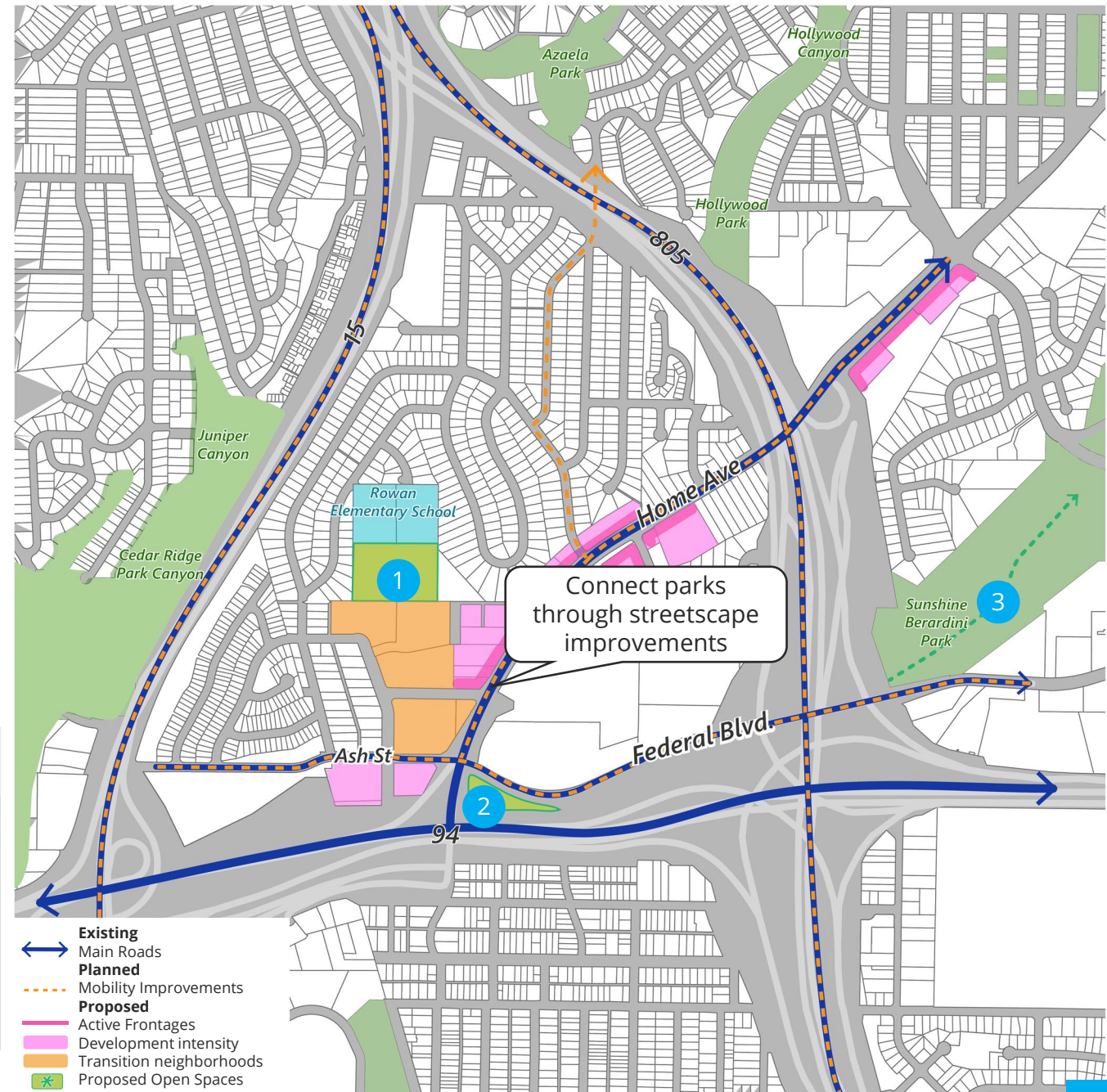
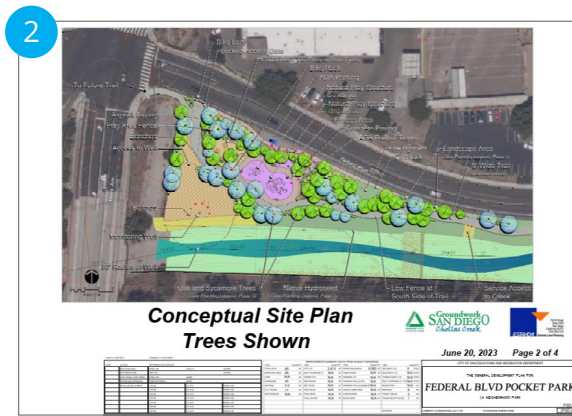
Study Area 10: Fairmount Park / Home Avenue

Planned/Ongoing Improvements:

- 1 Joint-use Park at Rowan Elementary School
- 2 Federal Boulevard Pocket Park
- 3 Sunshine Berardini Park Improvements

Additional Opportunities:

- Revitalize open space area, trails, and creek along Federal Boulevard (currently used as parking)
- Connect Federal Boulevard Pocket Park with joint-use park at Rowan Elementary School through streetscape improvements

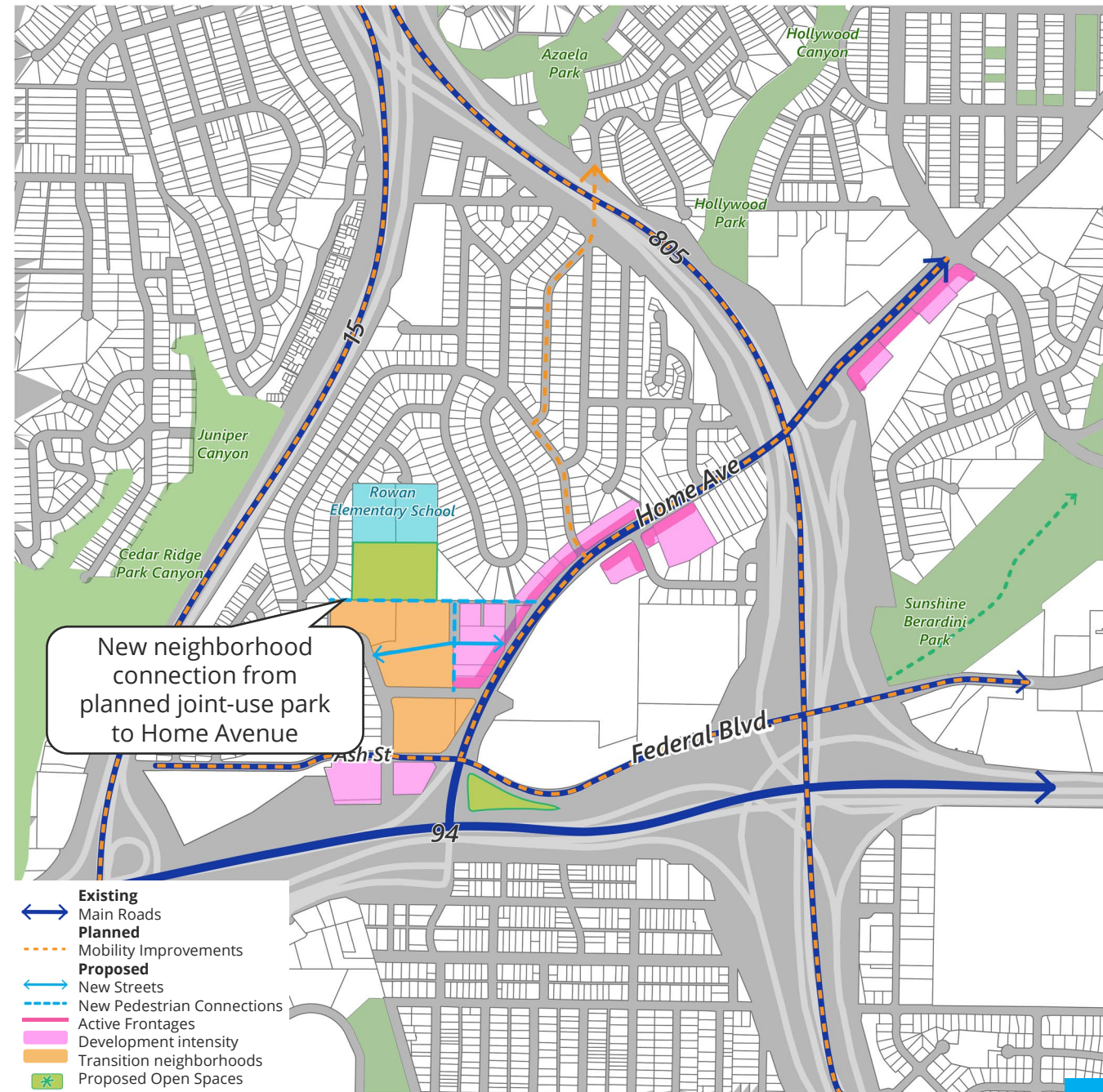


New Streets Concept

Study Area 10: Fairmount Park / Home Avenue

Opportunities:

- Break down block sizes by extending existing streets and paths, where possible
- Introduce pedestrian/bike only pathway along planned joint-use park at Rowan Elementary School
- Urban greening and streetscape improvements that connect Federal Boulevard improvements and planned parks



High-level Concept

Study Area 10: Fairmount Park / Home Avenue

Mobility

- Continue planned mobility improvements
- Shaded, safe, and comfortable bus stops
- Safe crossings in large intersections

Development

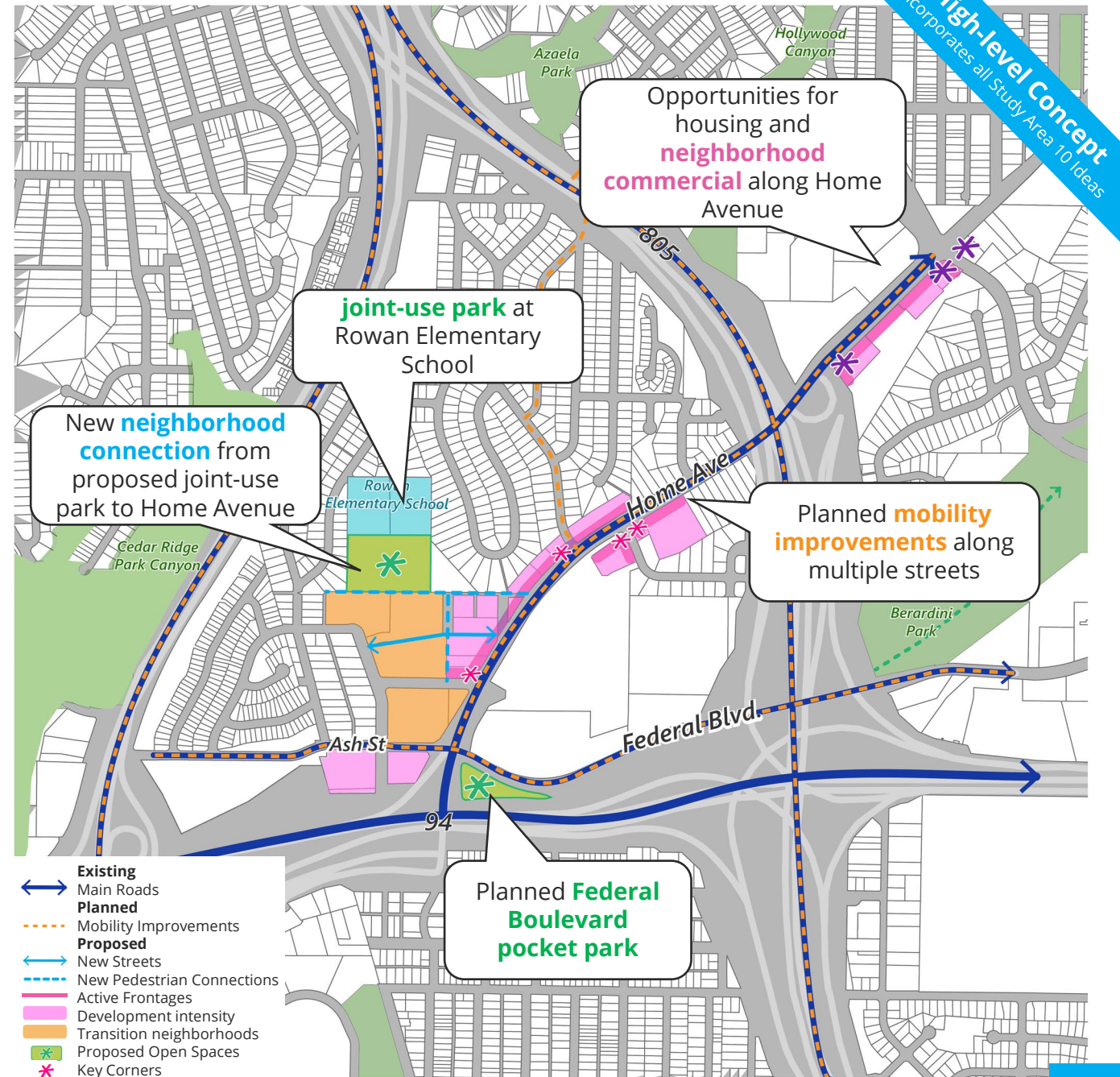
- Opportunity for high-density development in underutilized sites along Home Avenue
- Transition to lower heights on lots next to existing residential neighborhoods
- Opportunities for neighborhood commercial along Home Avenue

Open Space

- Revitalize open space area, trails, and creek along Federal Boulevard (currently used as parking)
- Connect Federal Boulevard Pocket Park with joint-use park at Rowan Elementary School through streetscape improvements

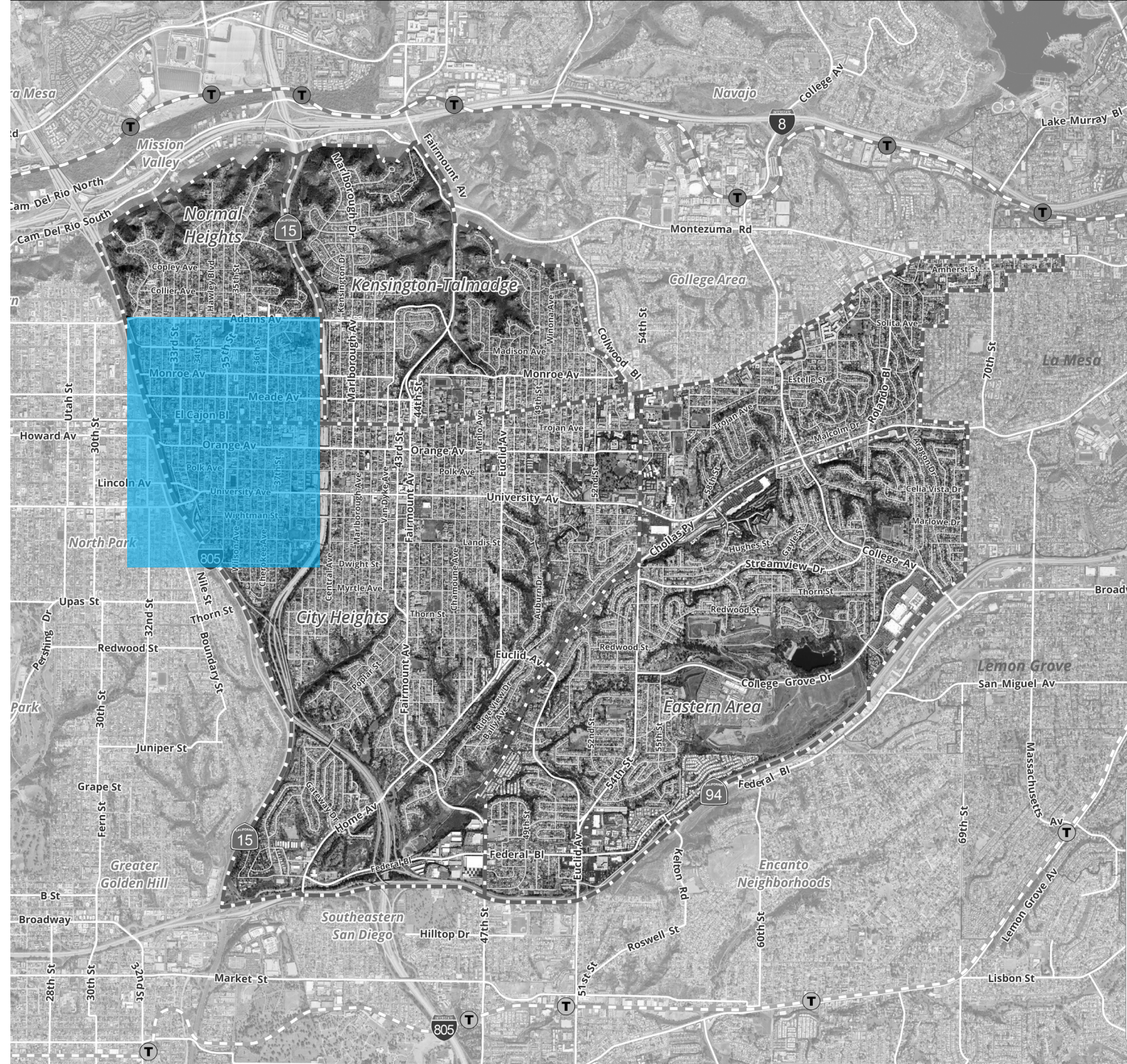
New streets

- Break down block sizes by extending existing streets and pedestrian paths, where possible



Mid-City West

- Study Area 11



Site Context

Study Area 11: Mid-City West

- Multiple underutilized lots along El Cajon Boulevard
- Diverse commercial corridor with infill potential at University Avenue
- Lack of soft scape, open space, and tree canopy coverage throughout the site
- Limited access and crossings over freeways
- Recent and ongoing development activity
- Grid network with high pedestrian, bicycle, and bus connectivity
- Multiple schools throughout the site that would benefit from streetscape improvements, safe crossings and shaded sidewalks



Mobility Improvements

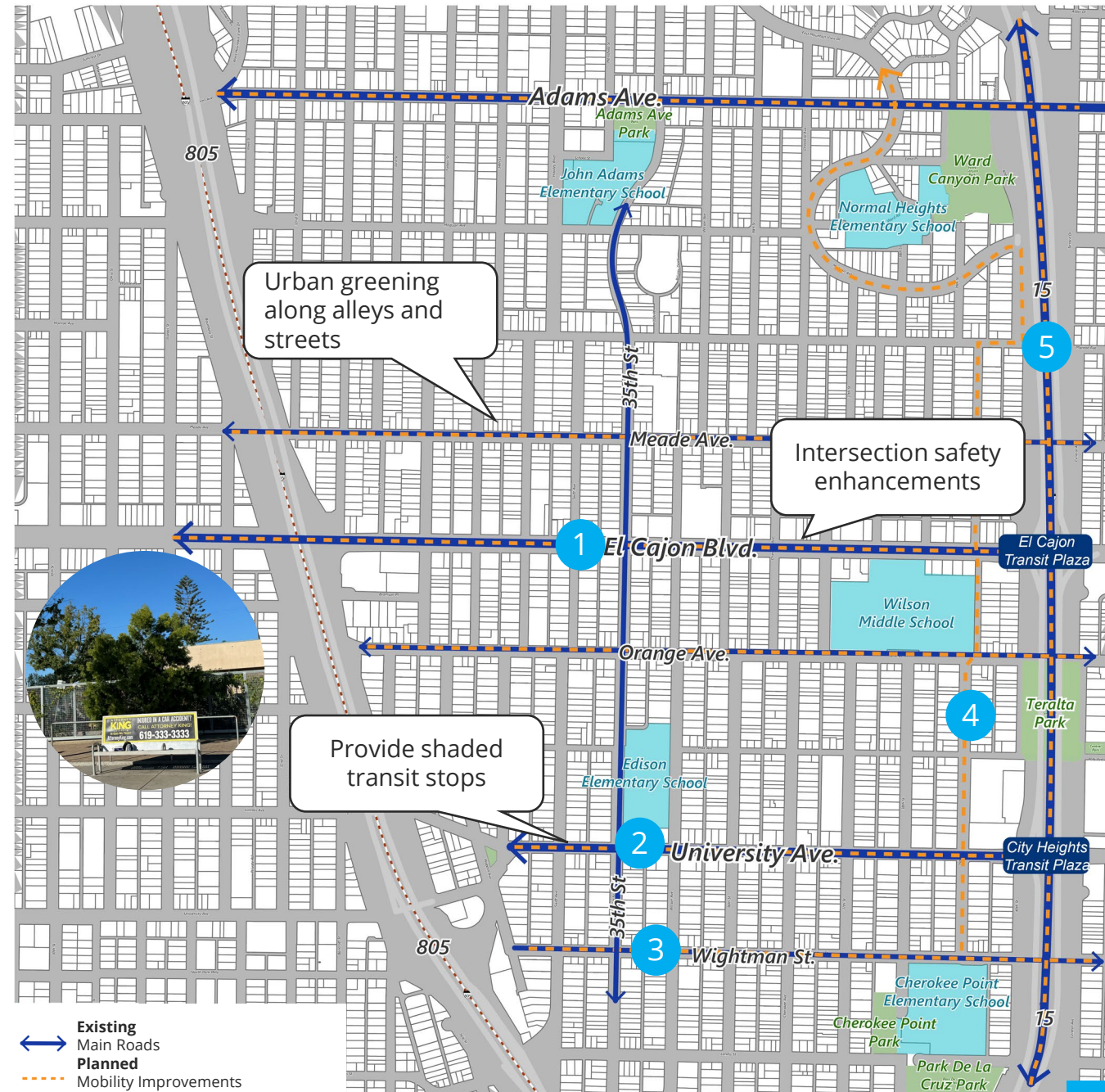
Study Area 11: Mid-City West

Planned/Ongoing Improvements:

- 1 **El Cajon Boulevard**
 - Continuation of Bus-Bike Lane
 - Intersection and streetscape improvements
 - Next Gen Bus Rapid Transit
- 2 **University Avenue**
 - Cycle Track (Class IV) and Bike Lane (Class II)
 - Next Gen Bus Rapid Transit
 - Intersection and streetscape improvements
 - Neighborhood Electric Vehicle (NEV) Service
- 3 **Wightman Street**
 - Bike Lane (Class II)
- 4 **39th Street**
 - Enhanced Bike Route
- 5 **SR-15**
 - Next Gen Rapid Bus Route

Additional Opportunities:

- Intersection safety enhancements
- North-south bike facilities

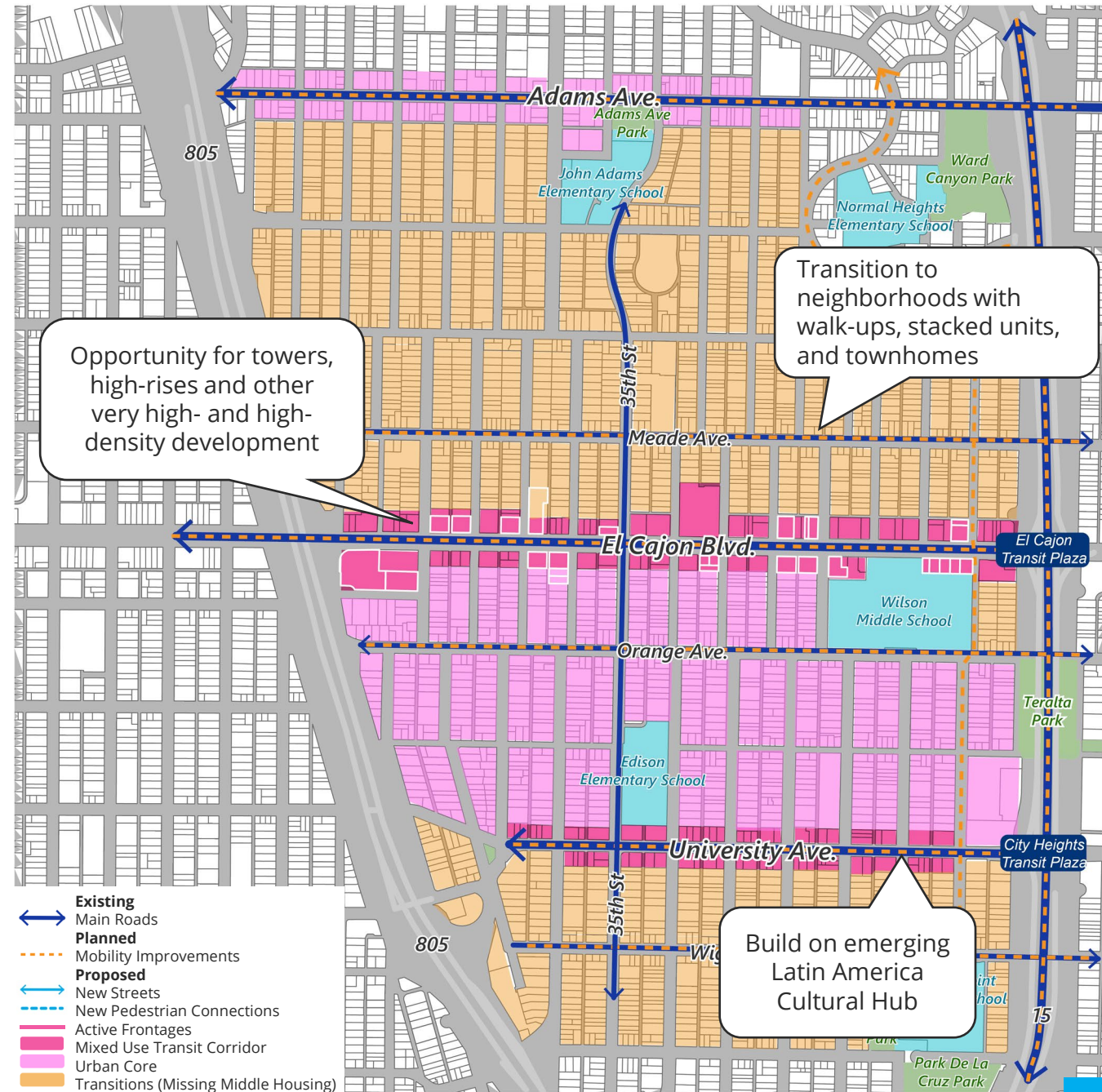


Development Concept

Study Area 11: Mid-City West

Opportunities:

- Focus density and height along El Cajon Boulevard and University Avenue
- Build on emerging Latin America Cultural Hub along University Avenue
- Opportunity for infill development in neighborhoods



Open Space Concept

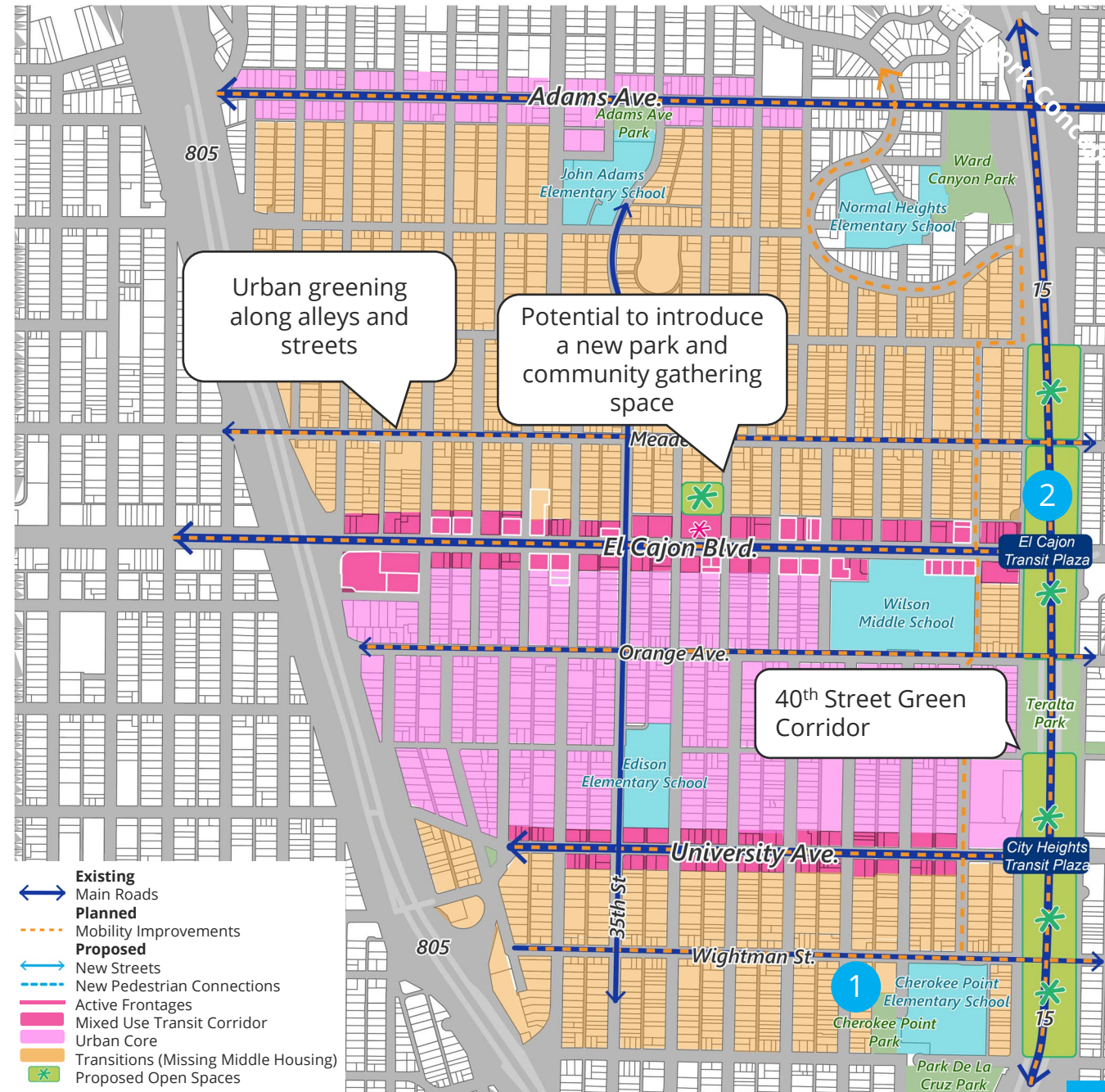
Study Area 11: Mid-City West

Planned/Ongoing Improvements:

- 1 Cherokee Point Pocket Park and Postage Stamp Pocket Park
- 2 Expand Teralta Lid Park north and south
 - Urban Greening / Activate Alleys:
 - Turn underutilized alleys into green, safe, and connected neighborhood spaces

Additional Opportunities:

- Potential to introduce a new park and community gathering space
- Increase access to parks



High-level Concept

Study Area 11: Mid-City West

Mobility

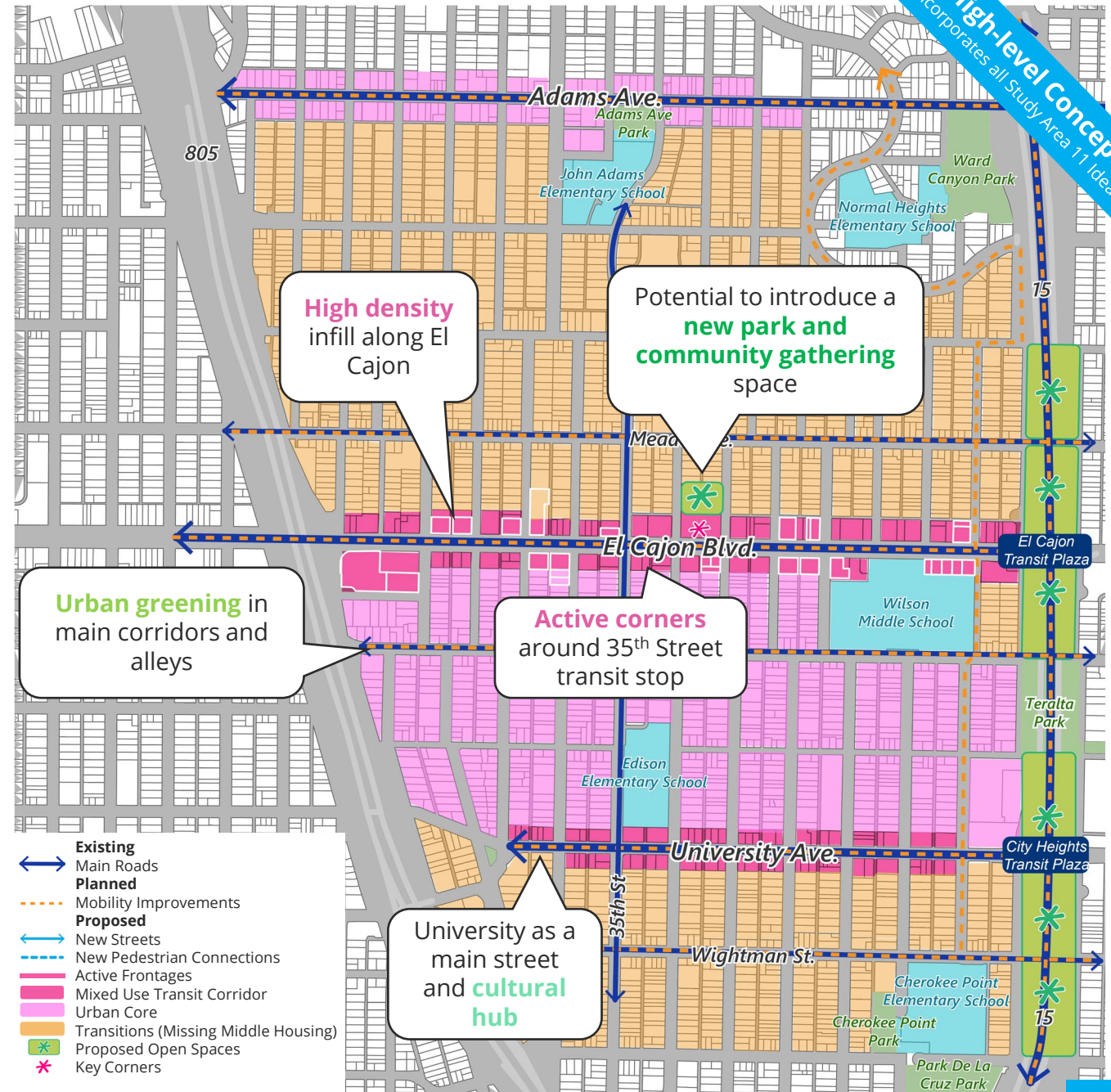
- Continue bike lane extensions, mobility improvements, and urban greening
- Intersection safety enhancements
- North-south bike facilities

Development

- Focus density and height along El Cajon Boulevard and University Avenue
- Build on emerging Latin America Cultural Hub along University Avenue
- Opportunity for infill development in neighborhoods

Open Space

- Potential to introduce a new park and community gathering space
- Increase access to parks



Poplar Street

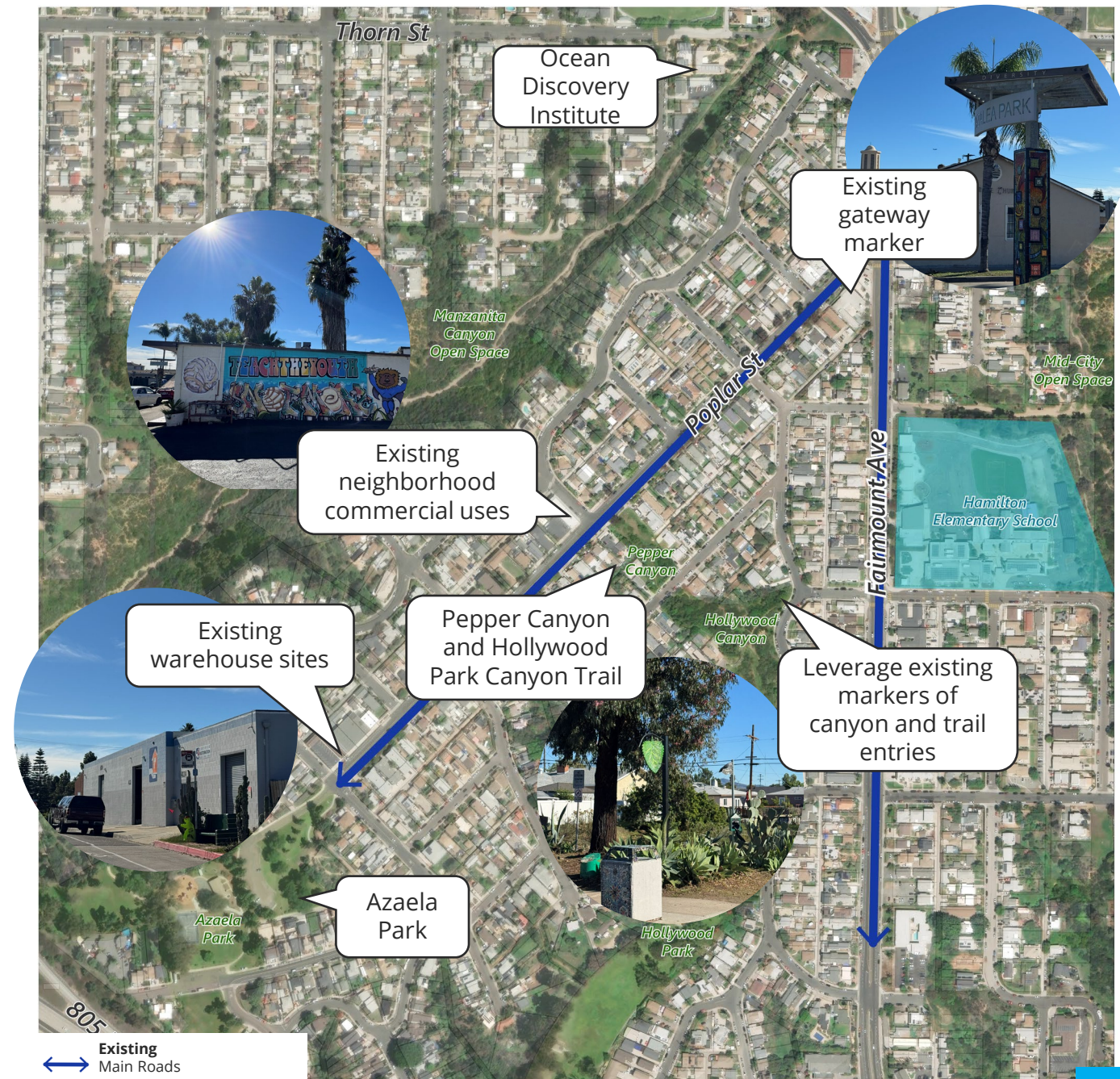
- Study Area 12



Site Context

Study Area 12: Poplar Street

- Corridor of residential and community uses leading to end of street at Azalea Park
- Walkable and connected grid with pedestrian demand
- Connected to canyon trails
- Multiple public art displays in buildings, streetscape, and open spaces
- Few infill opportunity sites along Poplar Street with potential for housing and neighborhood commercial
- Create a gateway and continue to foster identity through art, murals, placemaking
- Served by Class II bike lane and a local bus route
- City Heights Shuttle 965 goes through City Heights, Poplar Street and across I-805



Mobility Improvements

Study Area 12: Poplar Street

Planned/Ongoing Improvements:

1 Fairmount Avenue improvements

- Planned Neighborhood Electric Vehicle (NEV) Service

Additional Opportunities:

- Traffic calming features, urban greening, street trees and shaded bus stops
- Continue fostering neighborhood character and placemaking through public art and signage improvements

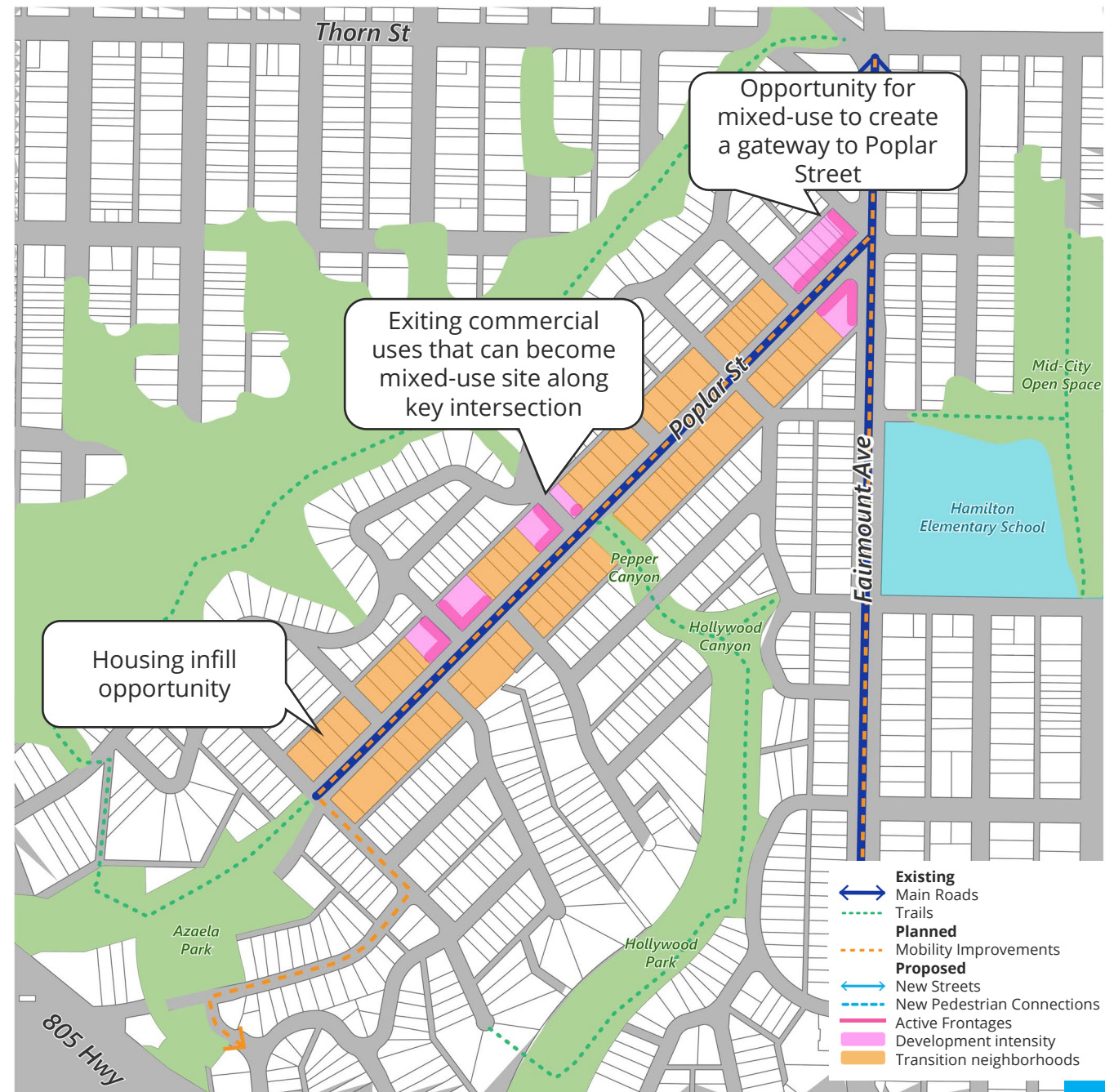


Development Concept

Study Area 12: Poplar Street

Opportunities:

- Focus development along Poplar Street
- Limited sites available for infill and redevelopment opportunities
- Opportunities to introduce neighborhood mixed-use in sites with infill potential



Open Space Concept

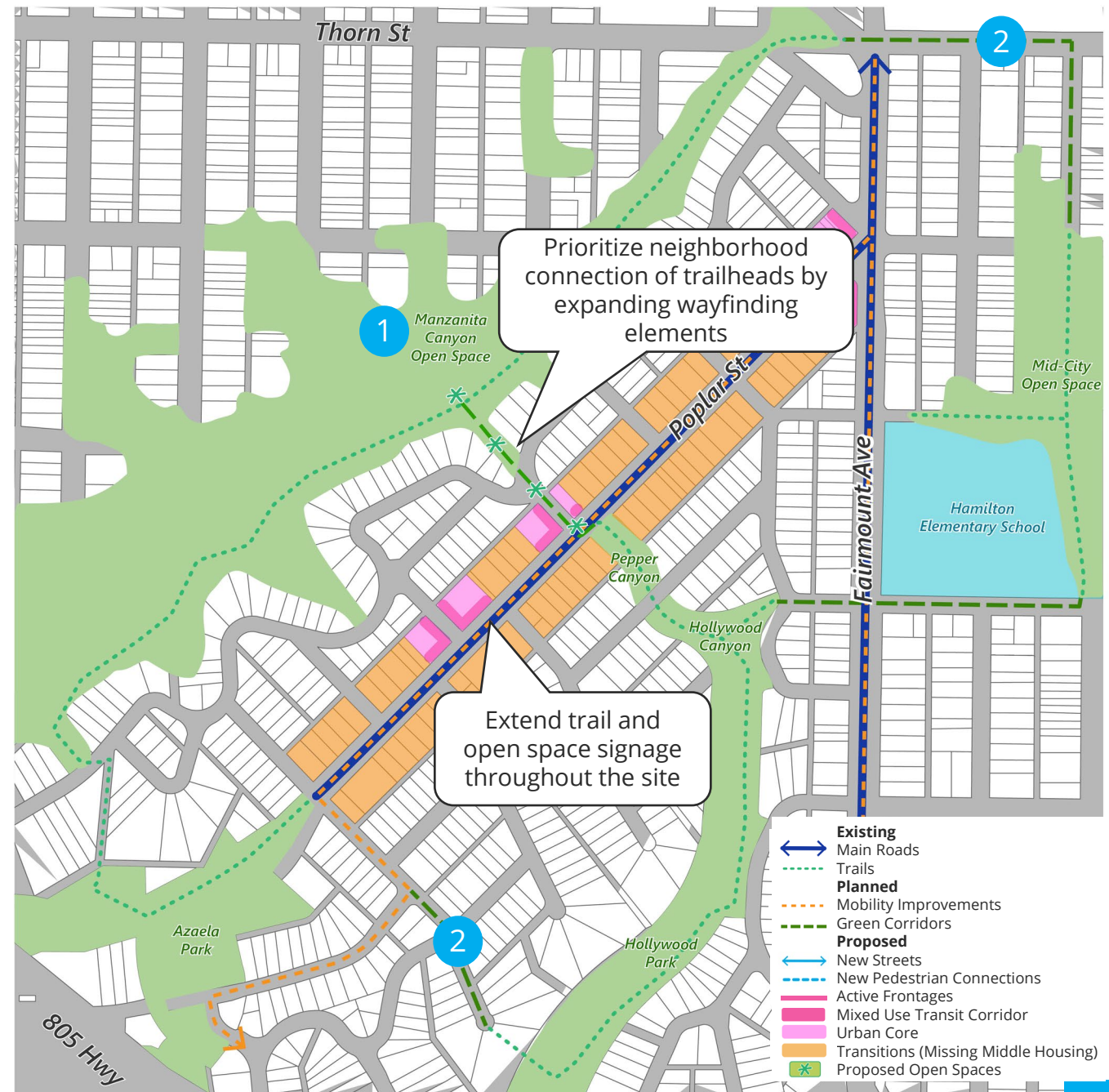
Study Area 12: Poplar Street

Planned/Ongoing Improvements:

- 1 Manzanita Canyon Open Space Restoration
- 2 City Heights Loop/Green Corridors

Additional Opportunities:

- Expand signage and wayfinding for trails and canyons
- Connect the canyons through signage, urban greening and clear paths



High-level Concept

Study Area 12: Poplar Street

Mobility

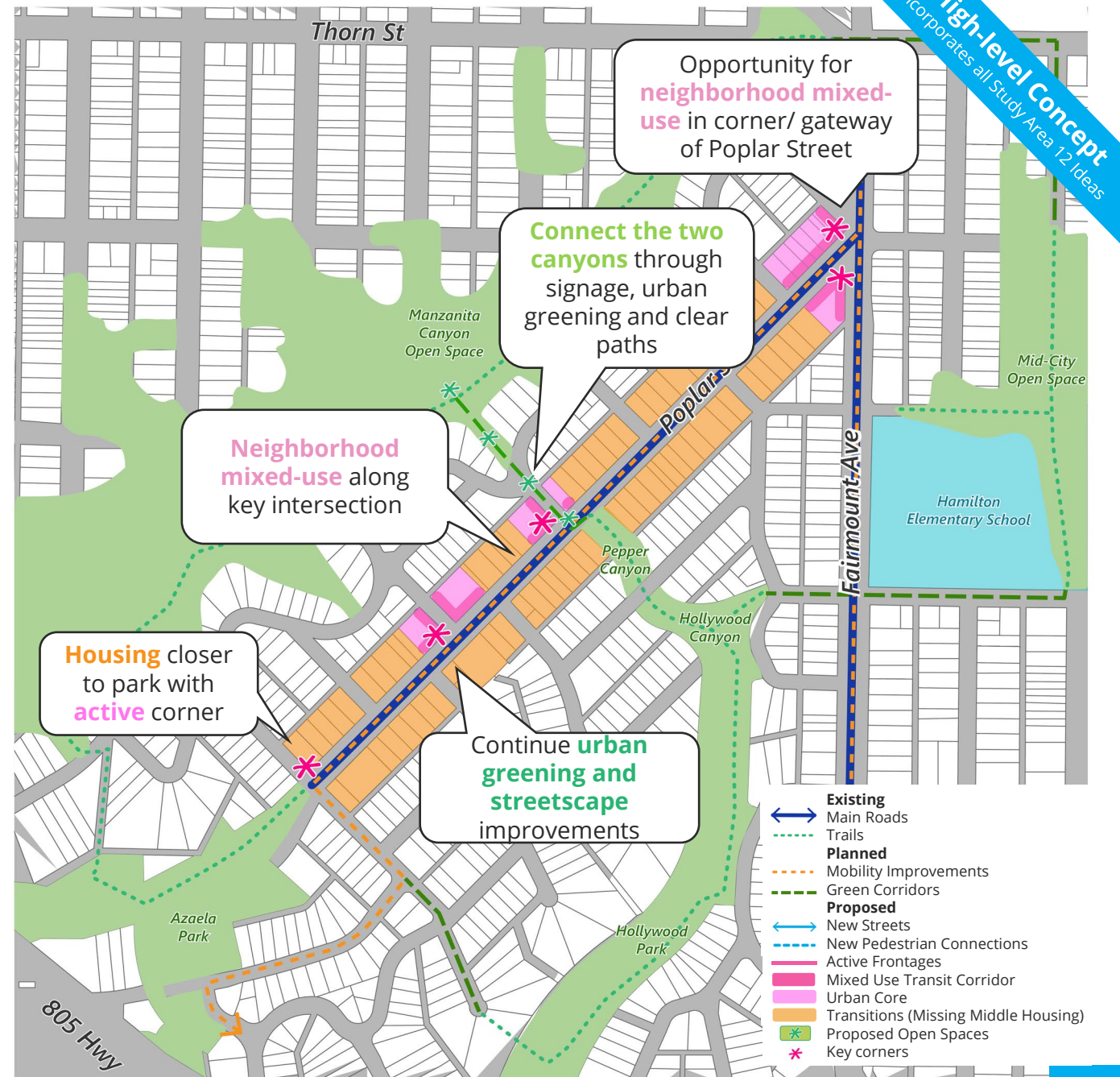
- Continue planned Fairmount Avenue improvements
- Traffic calming features, urban greening, street trees and shaded bus stops
- Continue fostering neighborhood character and placemaking through public art and signage improvements

Development

- Focus development along Poplar Street
- Limited sites available for infill and redevelopment opportunities
- Opportunities to introduce neighborhood mixed-use in sites with infill potential

Open Space

- Continue planned canyon restoration and green corridors
- Expand signage and wayfinding for trails and canyons
- Connect the canyons through signage, urban greening and clear paths



Euclid Avenue (North)

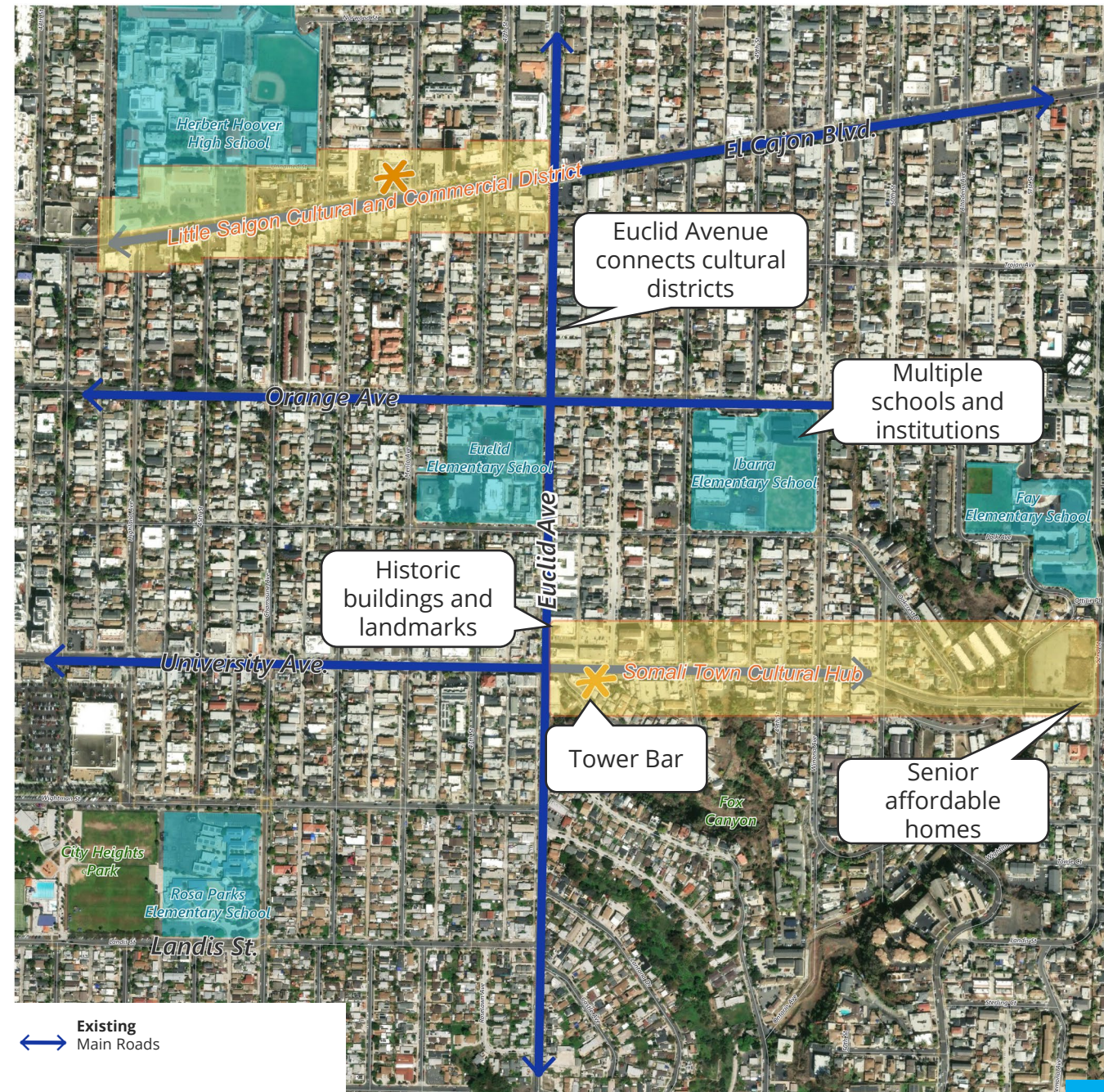
- Study Area 13



Site Context

Study Area 13: Euclid Avenue (North)

- Euclid Avenue intersects with El Cajon Boulevard and University Avenue
- Block size and structure provides walkability options
- City Heights Shuttle 965 goes through City Heights, Euclid Avenue and across highway
- Little Saigon Cultural and Commercial District
- Somali Town Cultural Hub
- Multiple schools and institutions
- Lots of driveways along Euclid Avenue



Mobility Improvements

Study Area 13: Euclid Avenue (North)

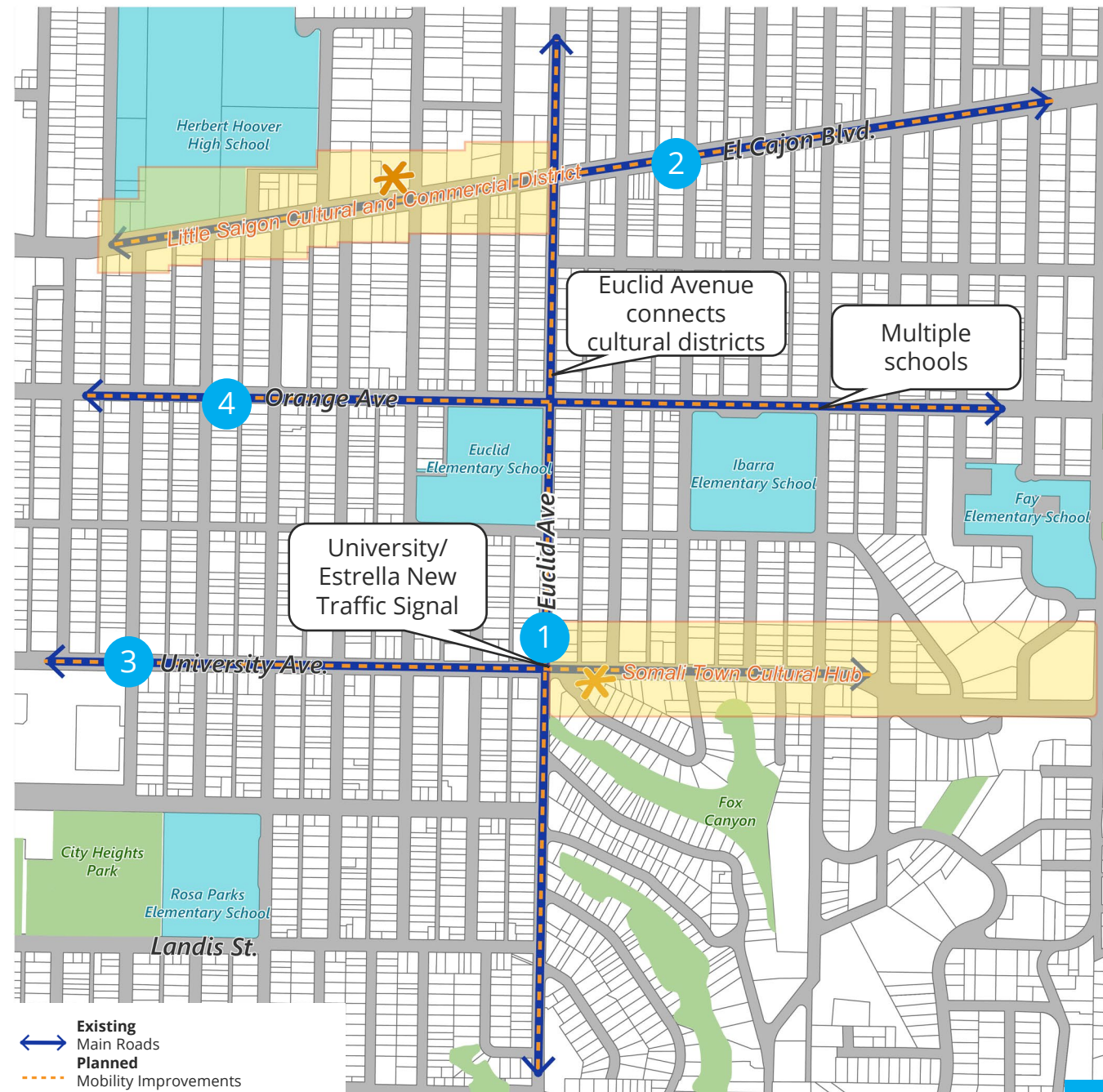
Planned/Ongoing Improvements:

- 1 **Euclid Avenue**
 - Streetscape Improvements
 - Bike Route (Class III)
- 2 **El Cajon Boulevard**
 - Continuation of Bus-Bike Lane
 - Intersection and streetscape improvements
 - Next Gen Bus Rapid Transit
- 3 **University Avenue**
 - Cycle Track (Class IV) and Bike Lane (Class II)
 - Next Gen Bus Rapid Transit
 - Intersection and streetscape improvements
- 4 **Orange Avenue**
 - Orange Avenue Bikeway (Class III)

- Neighborhood Electric Vehicle (NEV) Service
- Existing Mid-City Go (electric ride-share service)

Additional Opportunities

- Extend/connect bike infrastructure and street/streetscape improvements

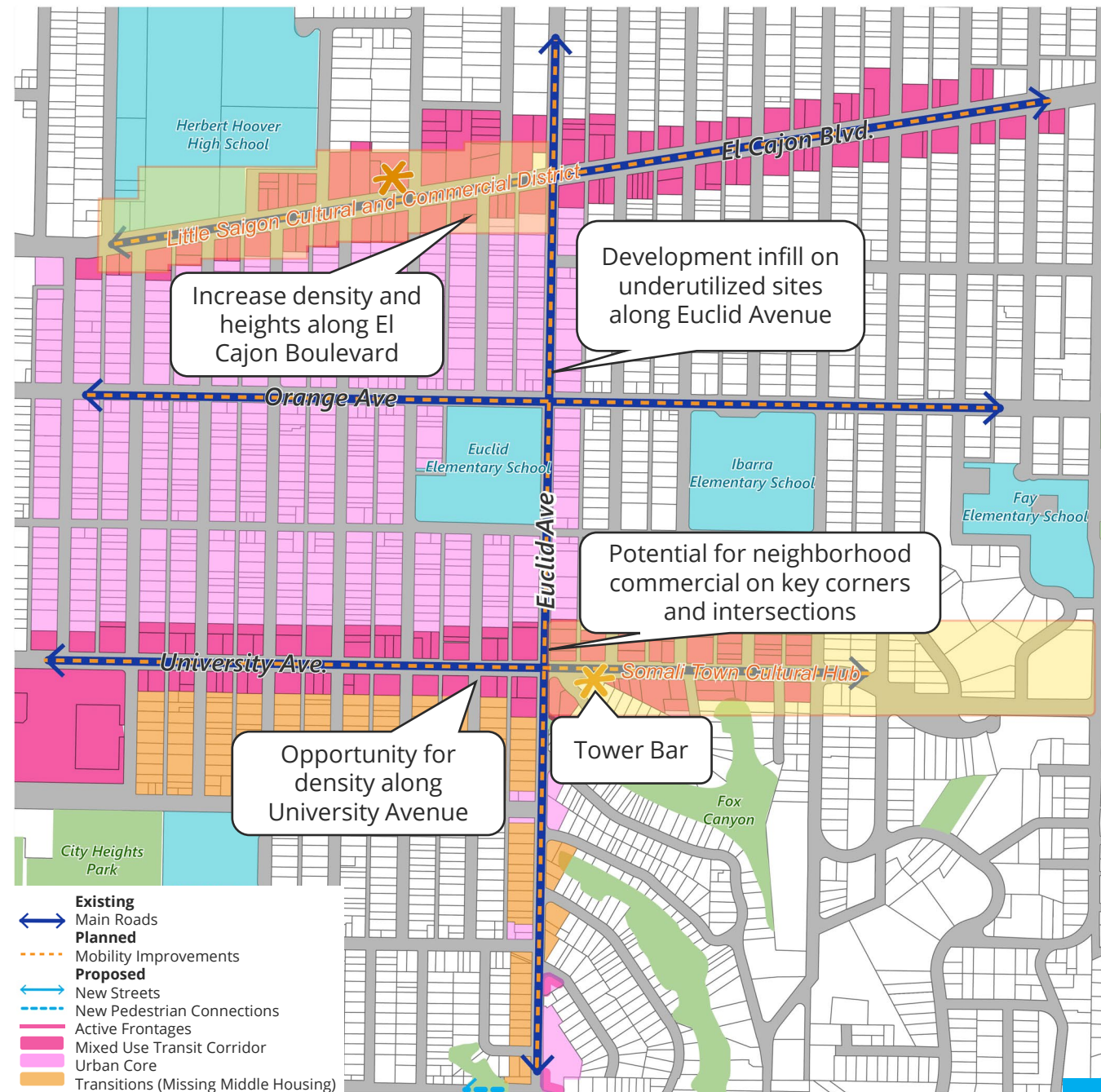


Development Concept

Study Area 13: Euclid Avenue (North)

Opportunities:

- Focus density along El Cajon Boulevard and University Avenue
- Infill opportunity on underutilized sites along Euclid Avenue
- Neighborhood commercial at key corners, with active frontages
- Connect cultural hubs and build on diversity of Mid-City



Open Space Concept

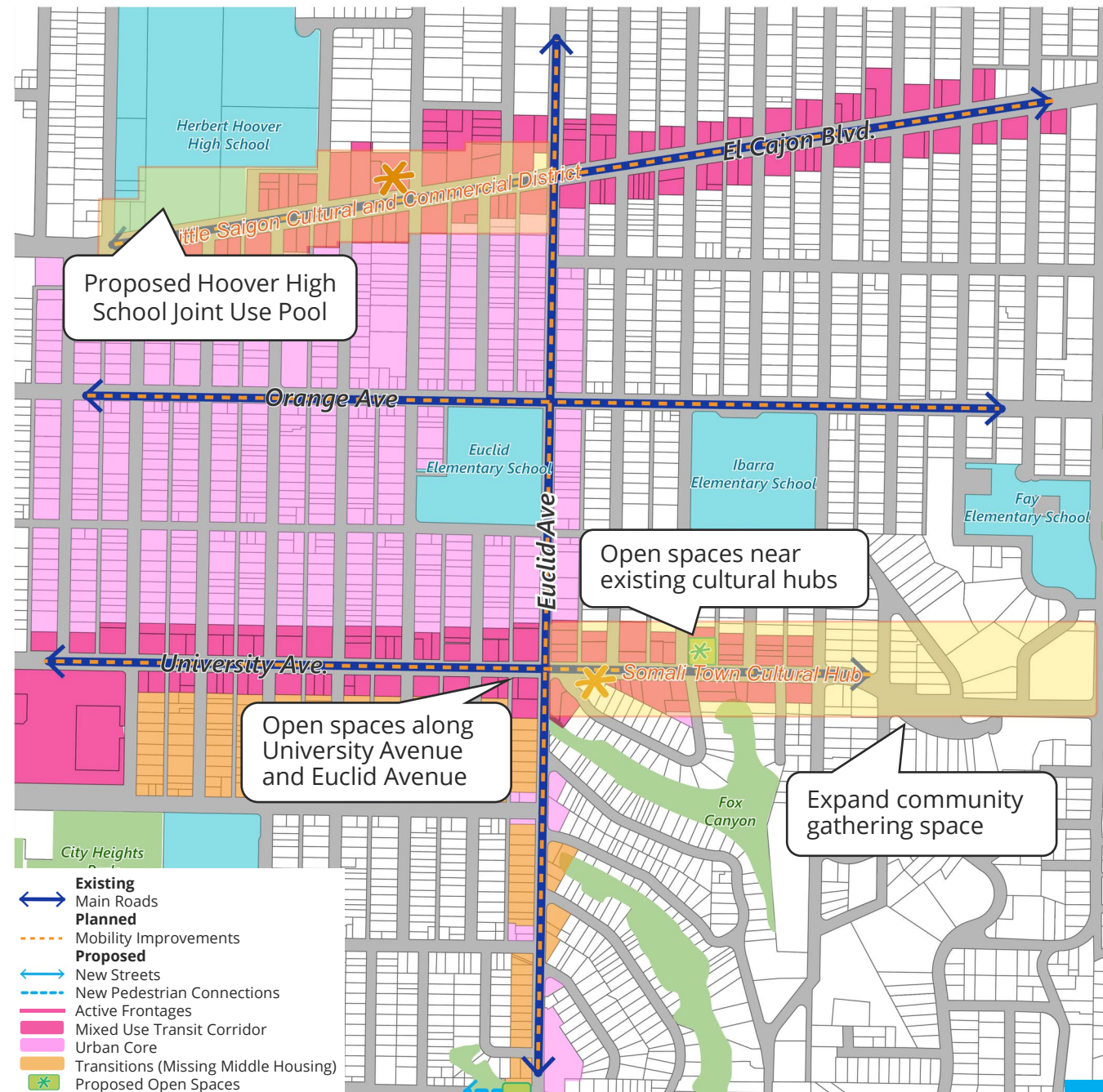
Study Area 13: Euclid Avenue (North)

Planned/Ongoing Improvements:

- Expand existing community gathering spaces

Additional Opportunities:

- Opportunity to introduce additional neighborhood parks
- Introduce new parks on underutilized sites



High-level Concept

Study Area 13: Euclid Avenue (North)

Mobility

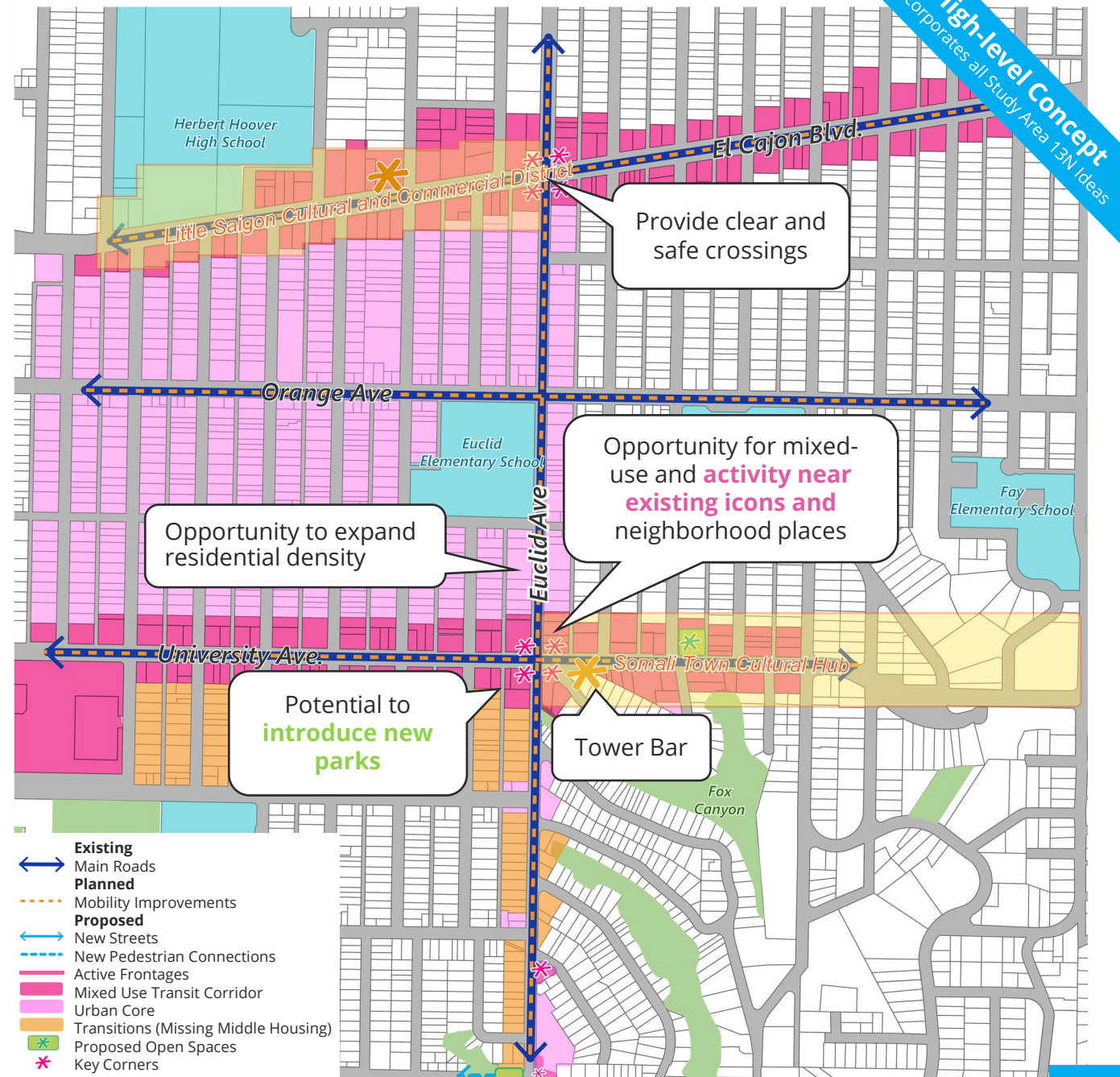
- Continue planned mobility and streetscape improvements to Euclid Avenue, El Cajon Boulevard, University Avenue, and Orange Avenue
- Extend/connect bike infrastructure and streetscape improvements

Development

- Focus density along El Cajon Boulevard and University Avenue
- Infill on underutilized sites along Euclid Avenue
- Neighborhood commercial at key corners, with active frontages
- Connect cultural hubs and build on diversity of Mid-City

Open Space

- Expand existing community gathering space
- Opportunity to introduce additional neighborhood parks
- Introduce new parks on underutilized sites



Euclid Avenue (South)

- Study Area 13



Site Context

Study Area 13: Euclid Avenue (South)

- Canyons create constraints for connectivity
- Vacant sites and underutilized sites on west side of Euclid Avenue
- Islenair Historic District
- Downward slope towards Home Avenue
- Limited walkability and bike connectivity
- Lots of driveways along Euclid Avenue



Mobility Improvements

Study Area 13: Euclid Avenue (South)

Planned/Ongoing Improvements

1 Euclid Avenue

- Streetscape Improvements
- Bike Route (Class III)
- Neighborhood Electric Vehicle (NEV) Service

Opportunity

- Provide clear and safe crossings

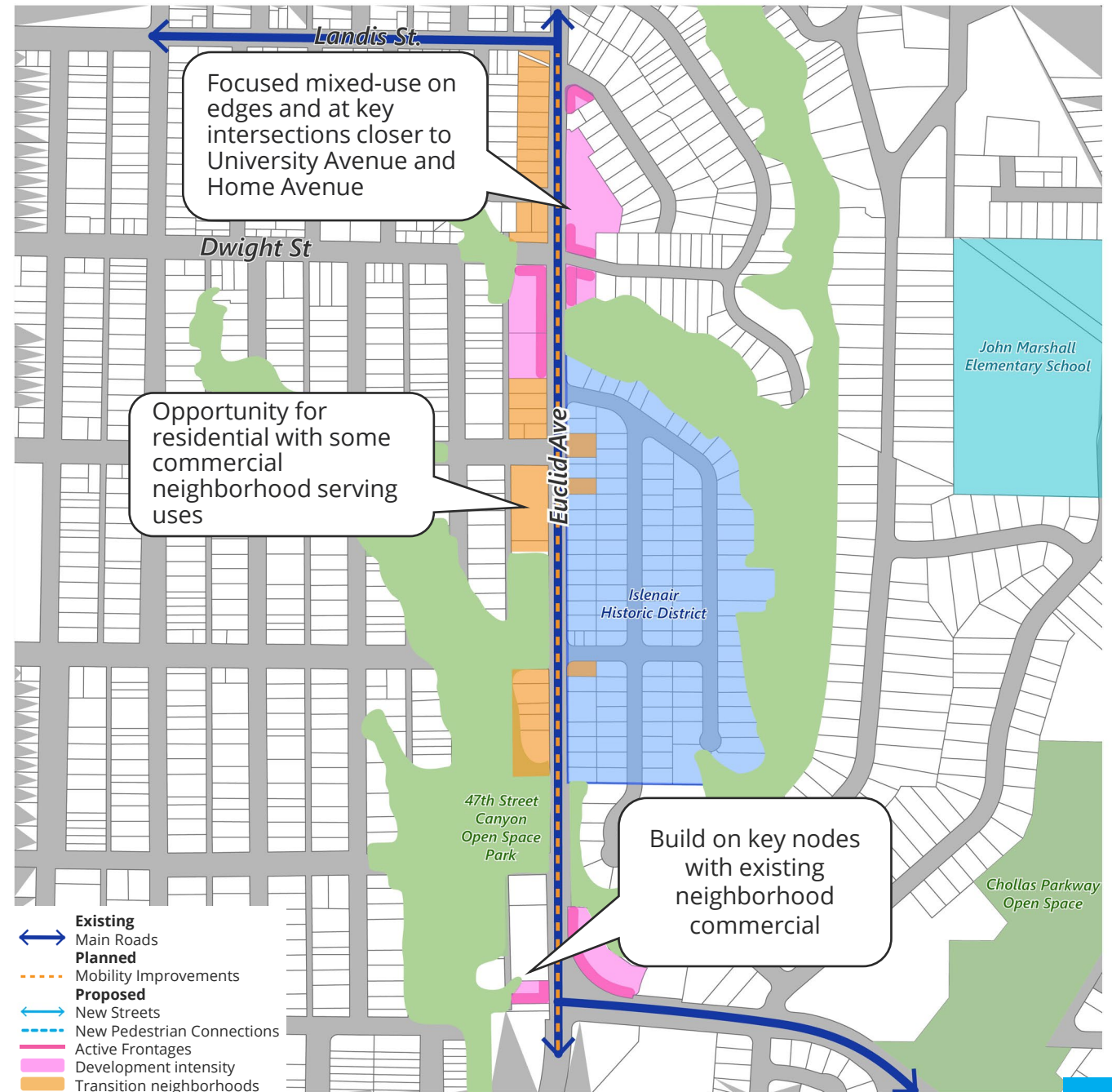


Development Concept

Study Area 13: Euclid Avenue (South)

Opportunities:

- Multiple infill development opportunity sites on west side of Euclid Avenue
- Focus mixed-use on key corners and at key intersections
- Build on key nodes of existing commercial neighborhood along Euclid Avenue



Open Space Concept

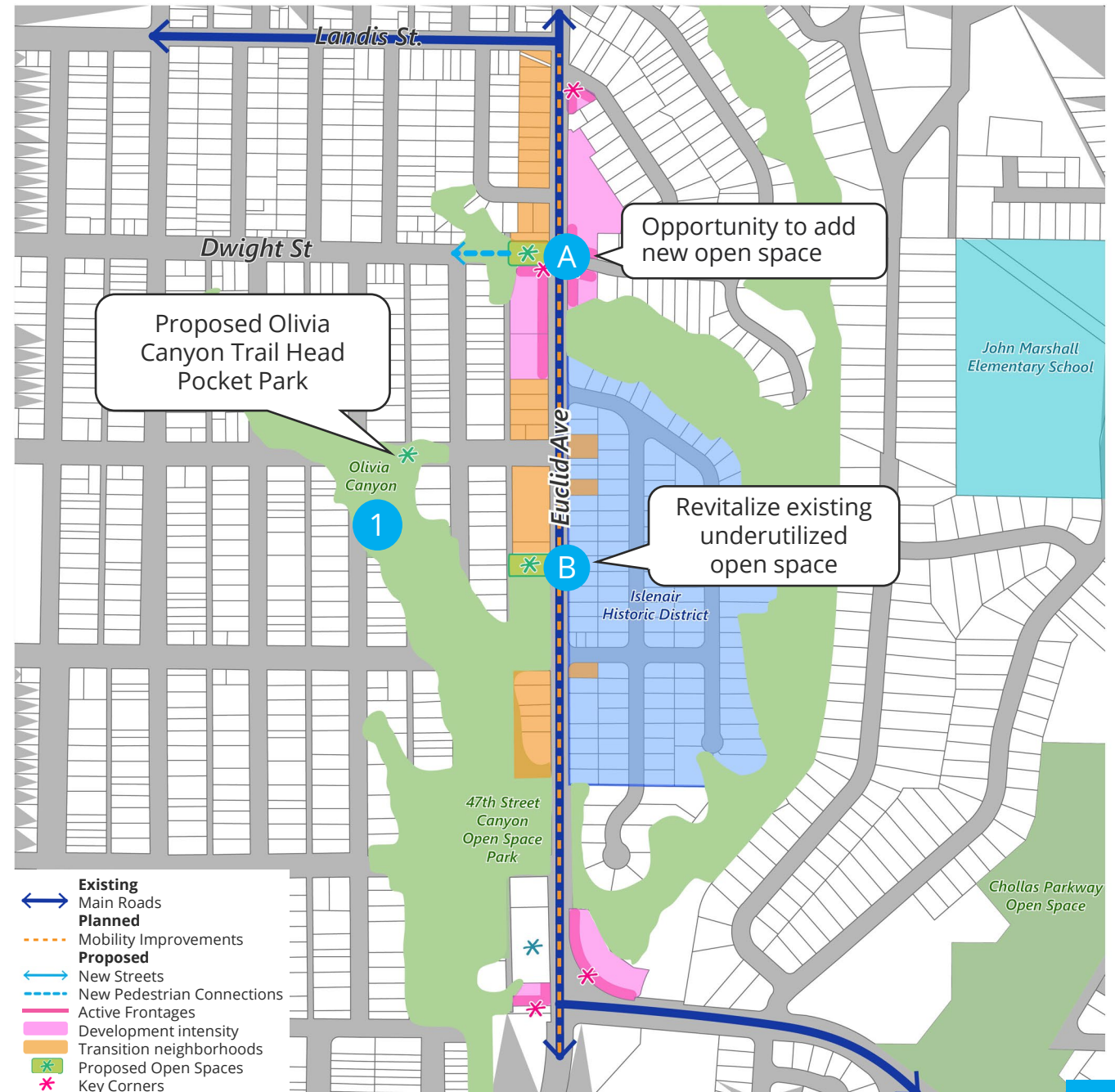
Study Area 13: Euclid Avenue (South)

Planned/Ongoing Improvements:

- 1 Olivia Canyon Trail Head Pocket Park

Additional Opportunities:

- Build on proposed Olivia Canyon Trail Head Pocket Park
- Opportunity to add new open space



High-level Concept

Study Area 13: Euclid Avenue (South)

Mobility

- Continue planned Euclid Avenue improvements
- Provide clear and safe crossings

Development

- Multiple infill development opportunity sites on west side of Euclid Avenue
- Focused mixed-use on key corners and at key intersections closer to University Avenue and Home Avenue
- Build on key nodes of existing commercial neighborhood along Euclid Avenue

Open Space

- Continue planned pocket park at Olivia Canyon
- Build on proposed Olivia Canyon Trail Head Pocket Park
- Opportunity to add new open space

