

THE CORE SUB-AREA URBAN DESIGN PLAN

Concept Alternatives

In developing an overall urban design plan for the Core Sub-Area, three conceptually different organizing approaches were presented and discussed in detail by SDSU Foundation, University, City and community participants. These three alternatives are described below, along with a summary of their advantages and disadvantages and the comments made by stakeholders in presentation workshops.

None of these three concepts was expected to provide, in its pure form, the ultimate urban design framework for development of the Core Sub-Area. They were presented only as starkly different organizing approaches to stimulate discussion and clarify the concerns and design values of different interest groups. Review comments and the pros and cons of each concept were considered in developing a fourth, hybrid alternative that combines ideas from each of the above approaches. This fourth alternative was developed as the Core Sub-Area Urban Design Plan which is described in detail in the following section of the Manual.

Alternative 1 : Urban Streets

This concept is based on the idea of the street as a primary organizing framework for development. The existing street system is reinforced and expanded, with Hardy Avenue extended east to intersect with College Avenue, a new north-south street introduced connecting Hardy Avenue and Montezuma Road, and additional north-south alleys supplementing the existing alley system. All streets in this alternative are proposed as two-way, with as much on-street parking provided as possible.

The effect of extending the circulation systems in this way is to create a finer grain of development blocks, interconnected by a continuous network of streets and alleys through the area. Development in this scenario is oriented to the street, producing the kind of lively, bustling streetscape that is typical of traditional, mixed-use urban areas. The streets and alleys are designed to accommodate both vehicular and pedestrian activity, with associated plazas and pocket parks that make them the focus of outdoor amenity and public interaction throughout the area.

Advantages:

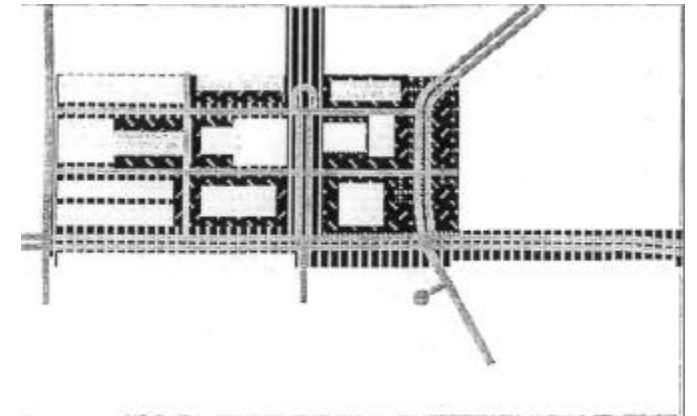
- With expanded circulation and access to all sites in the area, this concept supports a highly flexible, incremental approach to development that avoids the need to assemble property and allows separate parcels to redevelop as they become available.
- Individual redevelopment projects are smaller in size, creating the character of a traditional town with a fine grain of distinct buildings that have developed over time.
- A circulation network that offers several options for getting from place to place spreads traffic more evenly throughout the area, reducing volumes on key streets and intersections.
- Two-way traffic flow, shorter blocks and on-street parking reduces traffic speed and discourages through traffic.
- Necessary circulation area is recaptured as outdoor activity and recreation space, offering an active, public environment to complement the internal domain of private and semi-private spaces.
- More constant pedestrian and vehicular activity on streets and alleys enhances their safety and security, especially at night.

Disadvantages:

- Smaller scale of development blocks reduces the opportunity for large, multi-functional development projects and cost-effective approaches to resolving parking needs in large structures.
- Smaller scale, piecemeal development is less likely to achieve the full development potential of the area, or the overall densities proposed in the Master Project Plan.
- More land area is devoted to circulation, and traffic intrudes on all parts of the development area.
- Combining circulation systems increases the potential for conflicts between pedestrians, motorists and bicyclists.

Stakeholders' Comments:

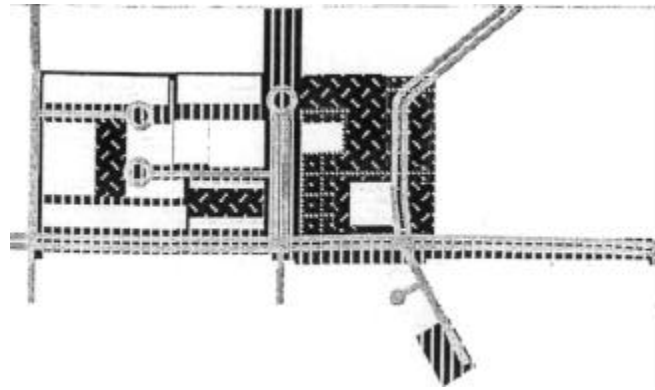
- Representatives of the Fraternities and Sororities supported the multiple access opportunities of this concept and the potential it offers for small, independent Greek Houses, if these prove to be economically feasible.
- Metropolitan Transit Development Board (MTDB) representatives support transit-oriented mixed-use development as an approach that maximizes options for bus service and will encourage use of the proposed trolley line through campus.
- Several reviewers were concerned about adding more streets, feeling that this would tend to dissect the area, reducing the potential for a campus-like, pedestrian-oriented environment.








Legend:

-  Mixed Use Commercial
-  Commercial Streets & Plazas
-  Residential & Religious Organizations
-  Residential Streets & Parks
-  Vehicular Traffic





Legend:

-  Mixed Use Commercial
-  Commercial Streets & Plazas
-  Residential & Religious Organizations
-  Residential & Streets & Parks
-  Vehicular Traffic

Alternative 2 : Superblocks

This concept removes pieces of the existing circulation system, reducing it to the minimum necessary to provide access to key development areas. Hardy and Lindo Paseo Avenues are terminated at the existing SDSU Parking Structure, providing access into the area from the east and west respectively, but eliminating through connections from College Avenue to 55th Street. The alleys in this alternative are converted into pedestrian pathways, connecting a series of small parks and plazas in each development area.

By closing redundant parts of the existing circulation system, six major development areas, or "superblocks", are defined. In contrast to the Urban Streets approach, development in this concept is oriented away from the street, and public activity is focused on an internal system of pedestrian paths and open spaces that are separated from cars, buses and service vehicles.

Advantages:

- Larger contiguous sites provide opportunities for major development projects that can achieve the critical mass and economies of scale necessary for feasible development, particularly in the commercial mixed-use area.
- Parking requirements can be more cost-effectively resolved in larger, more efficient structures serving the combined needs of each development superblock.
- Less land area is devoted to circulation and traffic is eliminated altogether from large parts of the area.
- Separating vehicular and pedestrian circulation reduces the potential for conflicts.

Disadvantages:

- Superblock development has-a coarser grain, dividing the area into a few distinct "projects" rather than the finer texture of numerous individual buildings.
- The proposed pattern of development is less flexible than the urban streets concept, requiring significant property assembly, comprehensive project planning and design, and the long-term commitment of experienced, large-scale developers.
- Concentrating traffic on a limited number of streets increases the volume on each street and the potential for congestion at key intersections.
- Pedestrian-only paths and open spaces lose much of the animation and vitality of traditional urban streets and can be isolated and dangerous after dark.

Stakeholders' Comments:

- A stronger pedestrian priority throughout the area was universally endorsed, although several participants questioned the viability of large development projects in the residential area to the west, where parcel sizes are generally small and existing ownership is more scattered.
- The scale of development and its impact on both the neighborhood and the campus was a common concern.
- The approach was supported for its ability to promote a clear unity and stronger sense of coordinated design and development.



Alternative 3 : Peripheral Parking

This concept takes the approach of Alternative 2 a step further by removing auto traffic from the heart of the Core Sub-Area altogether. Cars are intercepted at large parking reservoirs located in structures on College, Montezuma and 55th Street, leaving the interior essentially vehicle free. Emergency and service access to buildings within the area are integrated into an internal network of pedestrian paths and open spaces.

This is the organizing approach of the existing campus which establishes a clear pedestrian priority throughout. It is typical of educational settings and other large institutions where property is developed and maintained by a single entity that can organize and manage coordinated parking, service and emergency systems. Its parallel in commercial development is the retail mall where many different tenants conform to operational patterns set by a mall management authority which controls issues such as hours of business, delivery schedules, waste handling procedures and so on.

Advantages:

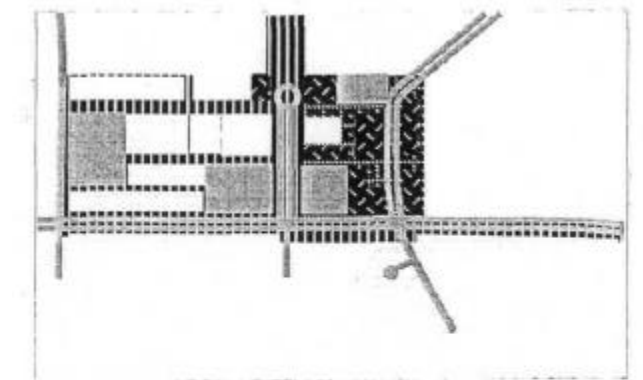
- Circulation and parking area is minimized, freeing up additional space for pedestrian and open space amenities throughout the development.
- Significant economies of scale can be achieved by aggregating parking in a limited number of efficient, large floor-plate garages that connect directly to the external system of collector streets.
- Centralized parking management can maximize opportunities for sharing spaces and spreading peak loads, reducing the overall number of parking spaces required and improving convenience and efficiency.
- Pedestrian and vehicle conflicts are minimized and the design quality of internal pathways and open spaces is not compromised by traffic and parking requirements.
- The collective form of the development and individual buildings are unconstrained by the technical requirements of traffic engineering, allowing for the more figural and intimately scaled pathways and public spaces of a unique, auto-free environment.

Disadvantages:

- The focus of this concept is clearly internal, concentrating vehicular access and parking in a peripheral zone that will tend to separate the amenities of the interior from the surrounding neighborhood.
- Balancing parking supply and demand throughout the development process is essential to the concept, requiring a carefully orchestrated and relatively inflexible program of property acquisition and construction phasing.
- Large, shared parking reservoirs demand complex and continuous management of space assignment, validation systems, fee collection and regulation enforcement.
- Concentrating vehicle movements around a limited number of large garages increases the potential for congestion on access and egress streets, particularly during rush hours.
- The necessity to assemble large land holdings for individual phases is more critical than in the super block alternative. Construction of commercial and residential phases would need to match with parking construction in order to avoid costly "front-end" development expenditures.

Stakeholders' Comments:

- There was clear support for the idea of building on the image of the campus, strengthening SDSU's identity on streets surrounding the Core Sub-Area, and extending the open space character of the campus closer to the neighborhood across Montezuma Road.
- The effort to achieve an auto-free, campus-like setting for development was generally applauded, although several people noted that without passing cars, the interior spaces could be very "dead" and potentially dangerous at night.
- Strong objections were expressed about the image of perimeter parking, traffic impacts on already congested access streets, and the poor functional and visual interface with the community.
- Several reviewers observed that a centralized parking approach does not satisfy students' and retailers' preference for immediate auto access and convenient, nearby parking.



Legend:

- ▨ Mixed Use Commercial
- ▩ Commercial Streets & Plazas
- Residential & Religious Organizations
- ▤ Residential Streets & Parks
- ▧ Vehicular Traffic



The Urban Design Plan

The Concept Diagram below summarizes the key elements of the Core Sub-Area Urban Design Plan. This Plan was developed out of extensive review and discussion of the alternative concepts described in the previous section. It is made up of six elements, or design systems, which in combination produce a comprehensive, functional and aesthetic framework to guide development throughout the Core Sub-Area. The six elements of the Plan are:

- Character Districts
- Land Use System
- Building Location and Massing
- Vehicular Circulation System
- Pedestrian and Open Space System
- Orientation and Identity System

These six elements define the proposed organizing structure of Core Sub-Area development. They can be thought of as the *skeleton* and systems of *arteries and veins* which together support and sustain an outwardly visible *skin* of specific buildings and outdoor spaces. As with biological organisms, outward appearances can vary widely, but all the members of a particular species share a common internal structure and organization of life-sustaining systems. The Urban Design Plan describes the proposed internal structure and life-sustaining systems of the Core Sub-Area, presenting design principles and development controls which are essential to achieving the overall development character intended for the area.

And as evolution continues to perfect the basic structure of all biological systems, the Core Sub-Area will be subject, similarly, to structural changes that will enhance its opportunities for successful survival. There are a number of currently identified issues in the area which are "evolving" beyond the control of the SDSU Foundation and cannot be resolved at this time, pending further technical studies and feasibility analyses by others. These include the future of the SDSU Parking Structure No. 2 which has a critical impact on the character of the residential area to the west; implementation of the proposed MTDB trolley line which could increase pedestrian access to the Core Sub-Area; and pedestrian and emergency service impacts of the Cox Arena at Aztec Bowl just north of Plaza Drive. The Urban Design Plan that follows presents a preferred concept in response to each of these important issues, but recognizes that further technical studies or future economic conditions may alter the feasibility of these propositions.

This Plan, therefore, includes the following three types of requirements:

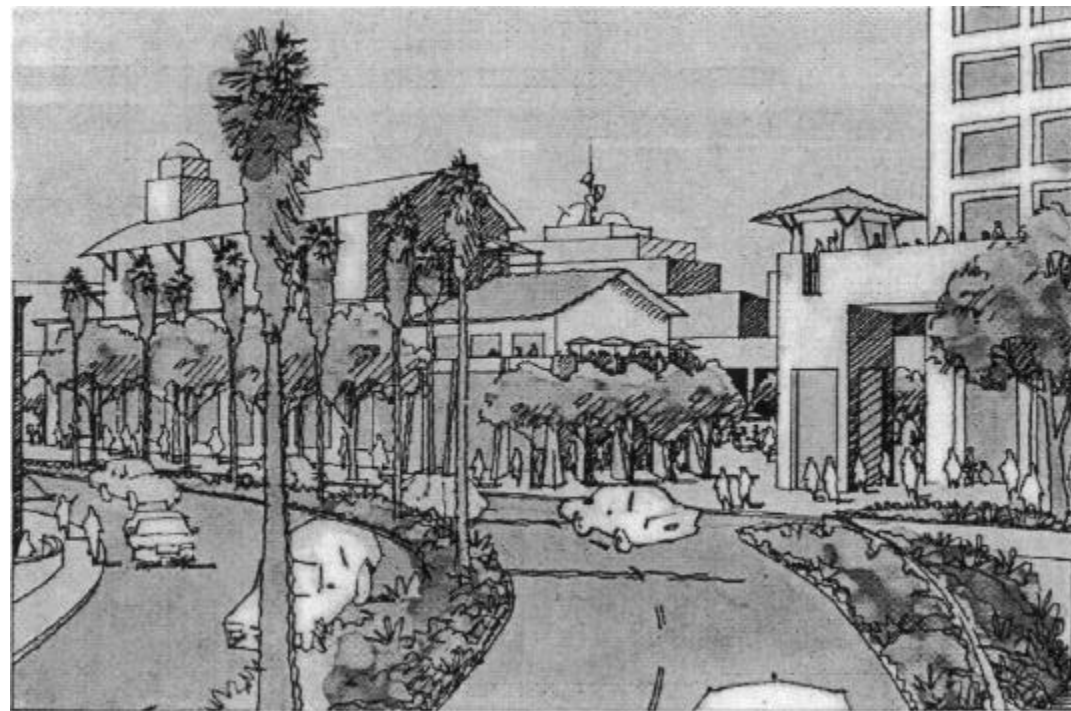
- rigid development controls that must be adhered to;
- recommendations that are firm in principle, but nonspecific in detail; and,
- general conceptual ideas that present a possibility rather than a prescription.

! This document identifies those rigid and firm prescriptive controls (the first two of the requirements above) with a check box: Q. This allows the reader to utilize the guidelines as a checklist and confirm that all required items are met.

• The conceptual ideas that are presented as a possibility are shown with a bullet: •. These are discretionary and are presented as recommendations rather than requirements. The nonspecific recommendations and conceptual ideas are no less important than fixed development controls; they are only not quantifiable or established in location. They contribute to the character of the district.

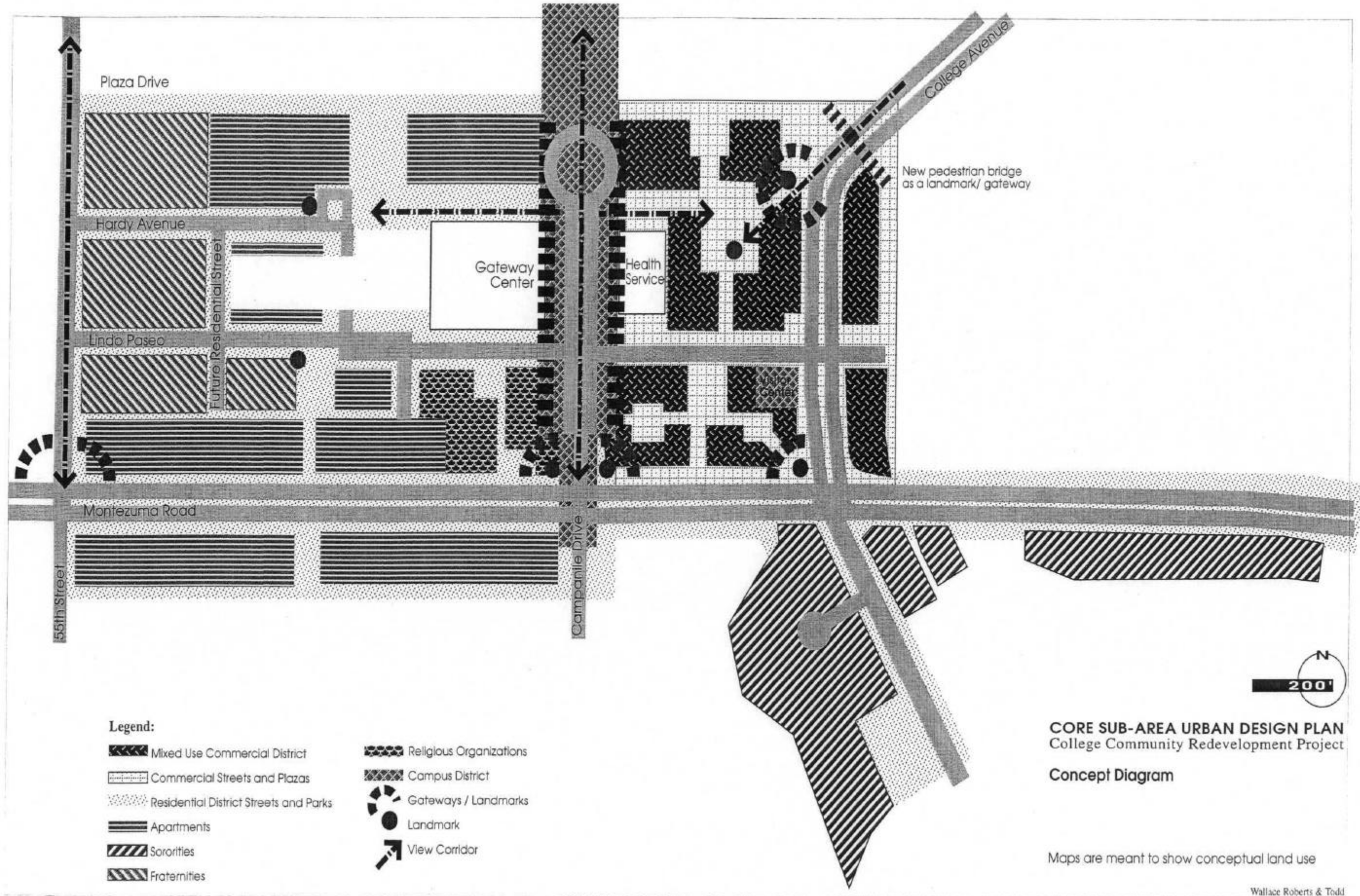
Please note that all maps in the design manual are conceptual and for illustrative purposes only. The final determinant as to what is a conceptual recommendation and what is a firm prescriptive control shall be the text of the Design Manual.

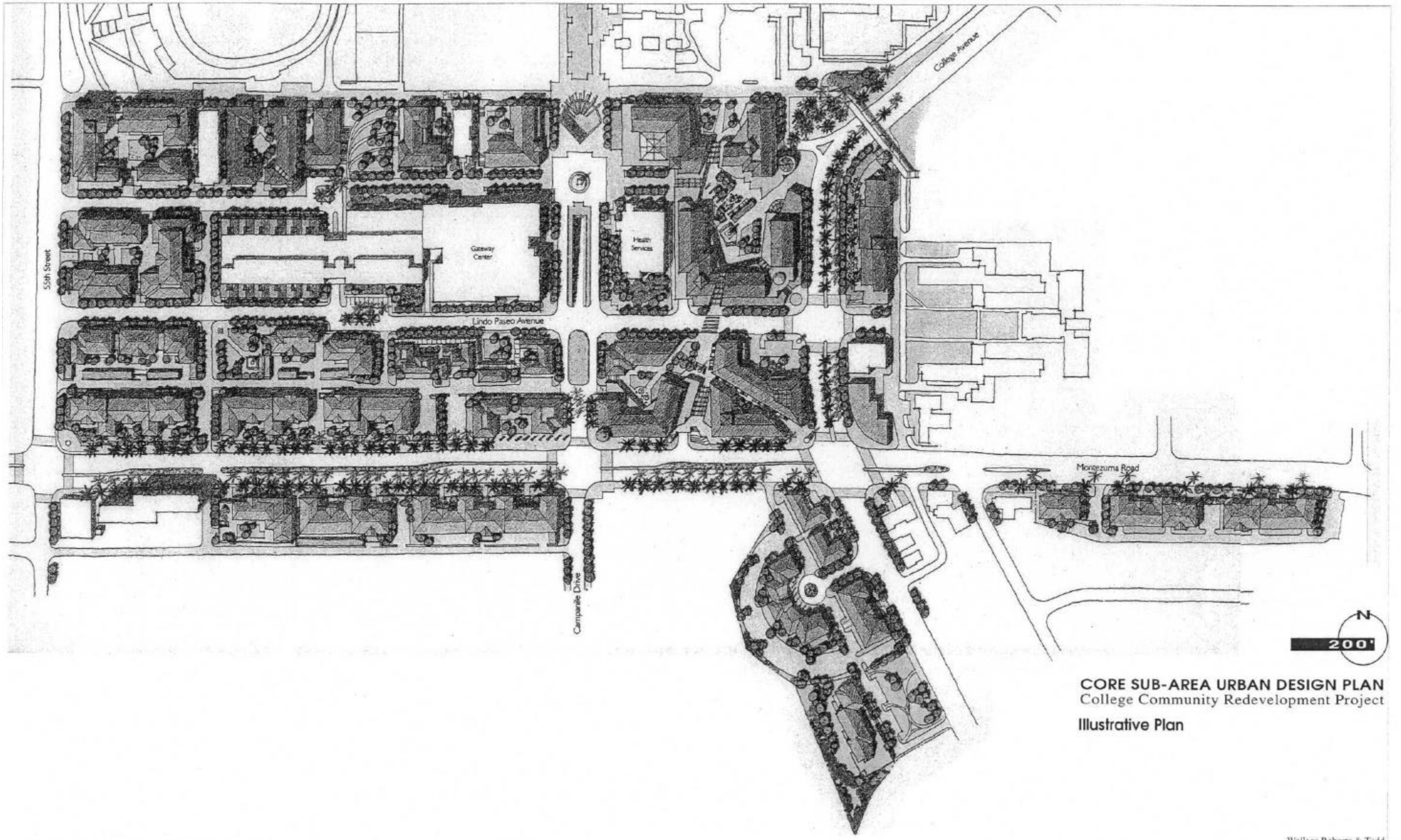
An Illustration of What May Come....



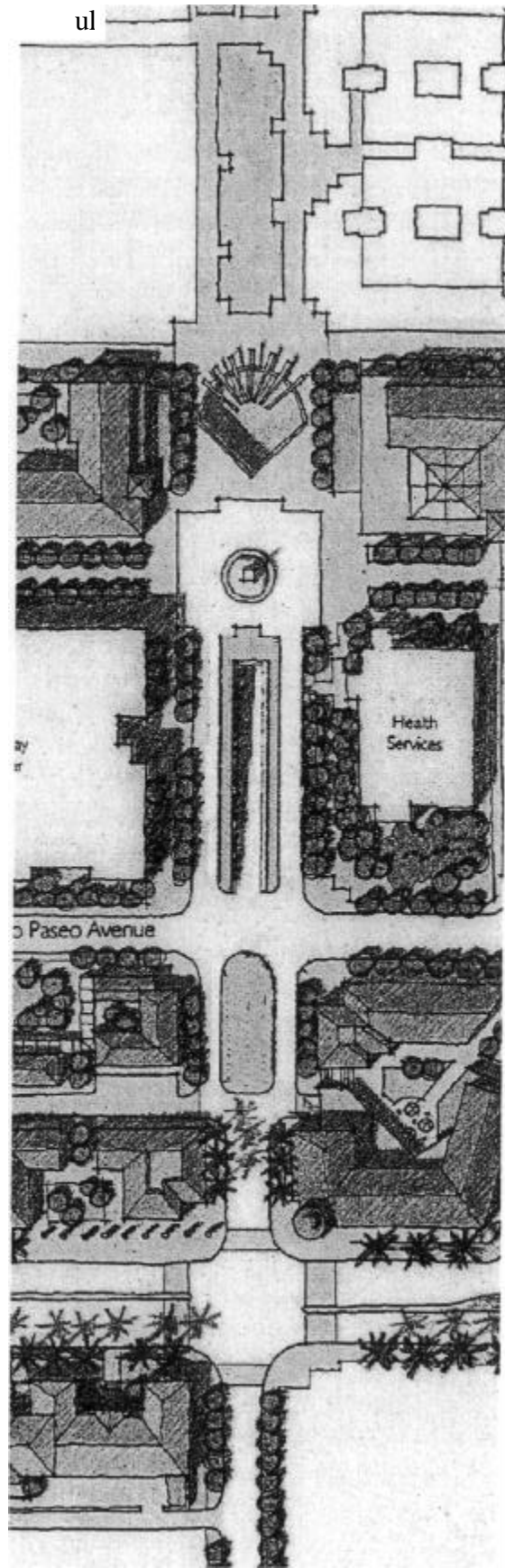
Views into the Core Sub-Area from College Avenue will reveal a vital new community.

The sketch above of the fully developed Core Sub-Area is an illustration of one way the area might develop, under the requirements of the Urban Design Plan and Design Guidelines of this Manual. This sketch is illustrative, and should not be interpreted as the *only* character that these Design Guidelines will produce. It shows quite accurately, however, the general organization and scale of development that will be achieved by following the recommendations of the Urban Design Plan.





CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project
Illustrative Plan



Campanile is the spine of the Campus District.

Character Districts

Borrowing positive aspects from each of the concept alternatives, the Core Sub-Area Urban Design Plan is based on the definition of three distinct character districts: Campus, Mixed-Use and Residential, as indicated in the diagram (page 15). The Campus District is a central spine that extends the character of the SDSU campus through the Core Sub-Area within the public right-of-way. The Mixed-Use District adopts a superblock approach that maximizes development density around an integrated system of internal public spaces and pedestrian pathways. And the Residential District is structured on an urban streets concept that provides the finer scale, diversity and development flexibility of a successful urban residential neighborhood.

Campus District

This district is a linear zone defined by the building setbacks on either side of Campanile Drive, extending from the edge of campus at Plaza Drive, to the public sidewalks on the south side of Montezuma Road. It is the central "identity" of the development, establishing a strong functional and aesthetic relationship to the campus and reinforcing SDSU's presence on Montezuma Road.

No development is proposed in this zone, but a number of critical circulation and landscape improvements are anticipated. Implementation of the proposed MTDB trolley line and station in the existing Transit Center area provides an excellent opportunity to upgrade the streetscape of this important district, in operational as well as aesthetic terms. Three key improvements are recommended:

a. Redesign of the Transit Center to achieve a more attractive pedestrian activity and meeting place at the campus edge. Minimum actions include:

- ‡ Remove the raised planter in the center of the area to provide clear views down the mall to the Campanile.
- ‡ Reconfigure bus parking bays to eliminate the zigzag curb and repave the turnaround area to extend a "pedestrian-friendly" quality across the entire plaza and diminish the pervasive feeling of a heavily trafficked, vehicular-priority zone. Mitigating pedestrian-vehicular conflicts and safety should be considered in all designs.
- ‡ Provide for climatic comfort of the pedestrian by enhancing the perimeter and central turn-around with landscape that takes the campus mall as its precedence.

A more comprehensive program of improvements to achieve the desired atmosphere might involve:

- Replacing existing bus shelters with larger, more inviting structures that provide visual interest to the space and complement the architecture of adjacent buildings.
- Replanting to provide more attractive and comfortable waiting areas, offer-

ing summer shade and winter sun, and enhanced visual interest in the immediate surroundings.

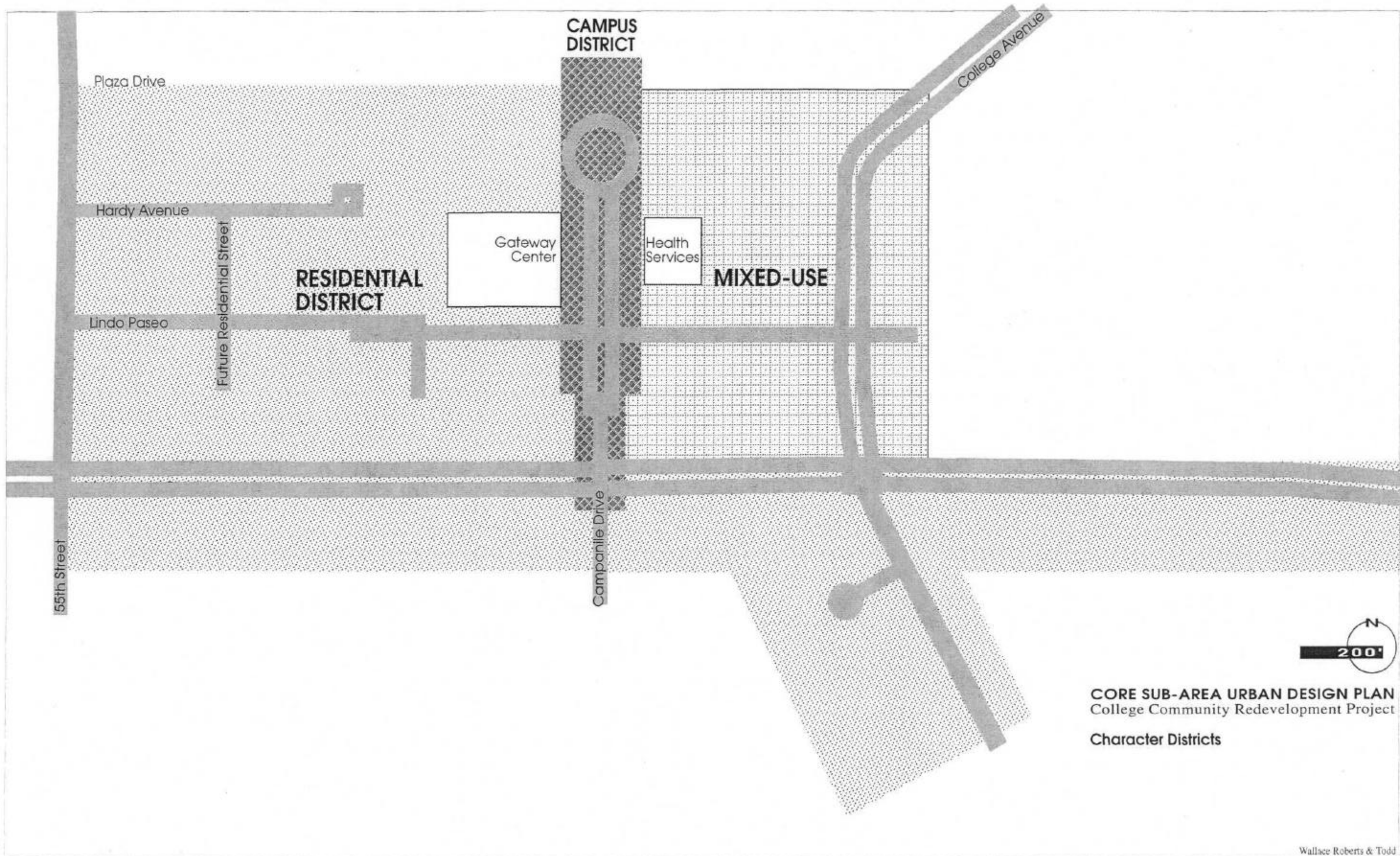
- Upgrading site furnishings: benches, trash cans, lighting, transit information signs and campus directional signage to reflect the campus character.
- Public art elements, or the involvement of an artist in the design of new shelters, paving, lighting and/or signage improvements.

An enterprising approach to improving the Transit Center area and integrating bus and future trolley services involves reconstructing the bus stops and turnaround area a level below grade, with a wide opening to the sky above that allows fresh air and natural light to penetrate the new, subterranean facility. This concept provides a closer connection between bus stops and the future trolley station which will be approximately 60 feet below grade. It eliminates the negative impacts of buses from a potentially vibrant and welcoming space at the "front door" of the SDSU campus. And the necessary down-ramp to this new facility can also serve as auto access to underground parking structures in adjacent development areas.

The detailed feasibility of this concept needs further testing, but it offers so many potential benefits that the opportunity of efficiently consolidating multiple transit nodes into a well planned and constructed transit terminal related to adjacent urban spaces and development should not be lost. Adjacent buildings and landscape improvements should be designed not to preclude this exciting possibility. It is suggested that the option be fully explored in relation to: detailed engineering design and construction scheduling for the new trolley line; a thorough analysis of available funding sources and projections; and, the development of an acceptable approach to financing between the responsible parties.

b. Improvements to the Campanile Drive right-of-way, between Montezuma Road and the Transit Center. Minimum actions include:

- ‡ Remove the existing pull-off lane and parking information kiosk in front of the Health Services building, and any other unnecessary traffic signs or visual intrusions on site lines to the campus.
- ‡ Reconstruct the dual lanes to create a median of at least 50 feet in width north of Lindo Paseo. (If the underground Transit Center proves feasible, this median will contain a four lane, two-way ramp beginning its descent just north of the Lindo Paseo intersection.)
- ‡ Reconstruct sidewalk and median landscape, including paving, planting, lighting, signage and street furnishings, to provide a comfortable and inviting pedestrian environment that extends the character of the campus mall.
- At the Gateway Building, where recent construction has improved the sidewalk, upgrades to meet the campus design theme could be accomplished with improvements to the Transit Center.
- A more extensive improvements program could involve an artist/designer in developing a distinctive character for this important corridor involving special elements such as commemorative paving, seasonal banners or an interactive lighting installation.



CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project
Character Districts

c. Development of a campus gateway at the intersection of Campanile Drive and Montezuma Road.

The primary purpose of this gateway is to mark the beginning of the campus district on Montezuma, for passing motorists as well as pedestrians. It therefore must be strong enough to "read" from a distance and at varying speeds. An appropriate design will relate to the architectural composition of redevelopment on either side of Campanile, and may extend to all four corners of the intersection. As a minimum action to encourage special architectural and landscape treatment of the north corners:

- ‡ Maintain the "right-of-way" of the Campanile corridor to 100 feet from Montezuma to the alley south of Lindo Paseo. The 100 foot right-of-way can accommodate sidewalks, two travel lanes in each direction, a left turn pocket and a median (or optional second turn pocket).
- ‡ Expand the "right-of-way" of the Campanile corridor to 130 feet from the alley north to Lindo Paseo by requiring a 20-foot minimum building setback from the public right-of-way. The 130 total foot right-of-way can accommodate expanded sidewalks, landscaping, two travel lanes in each direction, and a wide median.
- ‡ Buildings that abut the northern corners of Montezuma at Campanile should be designed with the campus character in mind, recognizing that they are "gateways" to the University. As such, they should take their design vocabulary from campus buildings.
- Sculpture, physical landmarks or a unique landscape treatment should complement the architectural expression of a gateway at these corners.

Mixed-Use District

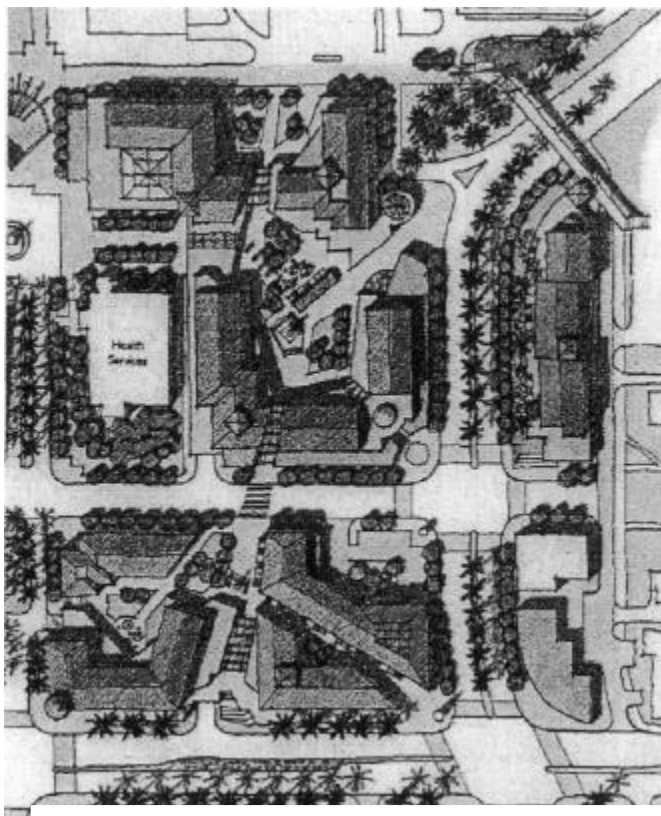
This is the activity heart of the Core Sub-Area, covering the redevelopment blocks north of Montezuma and east of Campanile. Given the prime commercial opportunity of this district, a superbloc approach is utilized to create large development sites that can achieve the critical mass essential to successful commercial development.

The district needs to be an exciting retail and entertainment destination, attracting customers from throughout the metropolitan area, as well as serving the needs of the student population and the surrounding neighborhoods. It must be a vibrant, colorful, dynamic and surprising kind of place that people will visit over and over again. This depends as much on the quality and convenience of the public environment as on the density and mix of tenants.

As defined in the Land Use System section (pages 18-19), a dense mix of diverse uses is proposed, stimulating a high level of public activity throughout the day and at night. Buildings will be generally uniform in scale, subject to the Building Location and Massing (building envelope) guidelines (pages 20-25), but should be "deformed" as appropriate to present an intriguing complex of pedestrian paths

and open spaces (Pedestrian and Open Spaces System, pages 32-35) attracting people into the development and leading them through the District. Establishing a clear identity and sense of place for the development also depends on preserving view corridors into the District; using strategic landmarks, memorable spaces and building forms to clarify the ways through it; and providing strong visual links to the campus and surrounding neighborhoods. Guidelines relating to orientation and identity issues are presented in the Orientation and Identity System section (pages 36-37).

Access and parking convenience is also a key element of the success of this development. Parking and service areas in the Mixed-Use District are concentrated in underground structures, with entry and egress limited to locations where there is least potential for pedestrian and vehicular conflict. Requirements for parking and service in the Mixed-Use District are presented in the Vehicular Circulation System section (pages 26-31).



The Mixed-Use District

Residential District

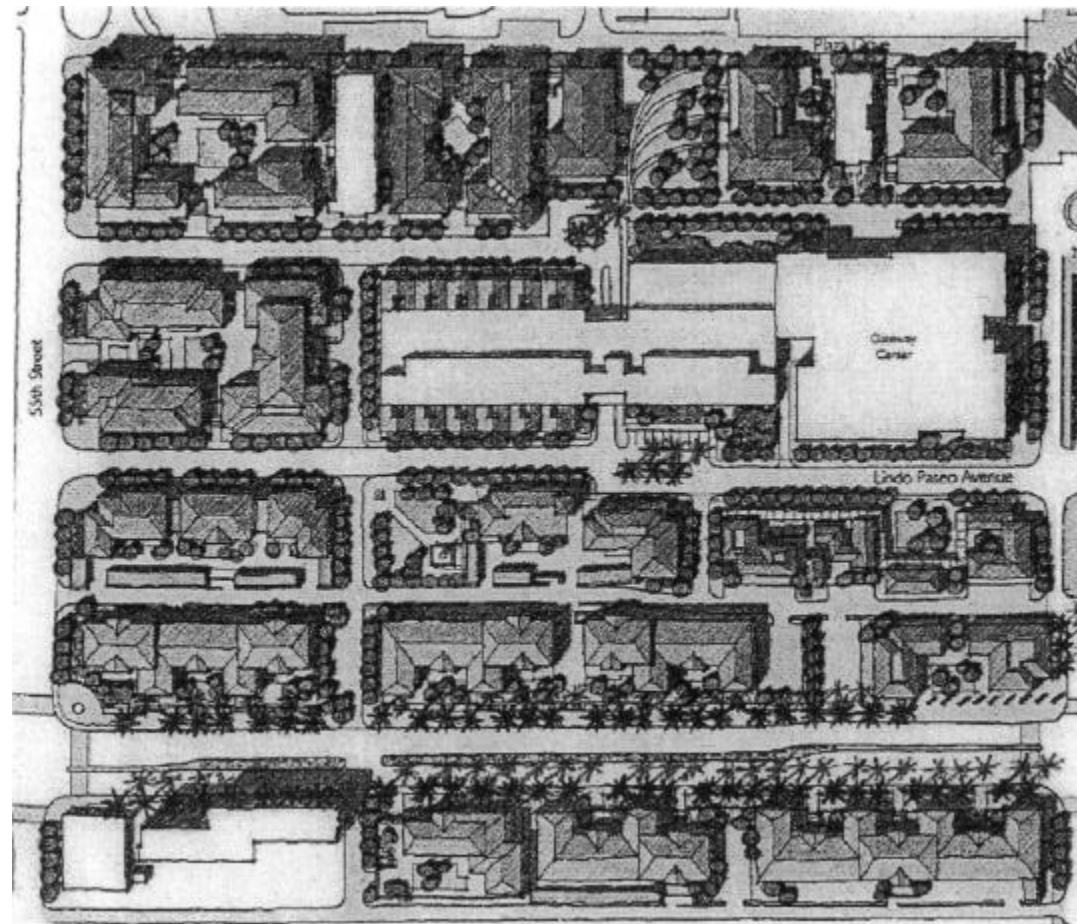
The Residential District covers the remainder of the redevelopment Core Sub-Area, including the properties west of Campanile and north of Montezuma Road. This District will contain a mix of market rate residential units, Greek housing, and the Religious Centers. A limited amount of commercial development is also permitted. (Page 8 of the *Master Project Plan* references that, in the Residential Areas, "on a square footage basis, development has been anticipated at approximately 10% commercial and 90% residential.")

With smaller parcel sizes in this area and a more varied pattern of current ownership and building conditions, a flexible development approach is warranted, allowing for smaller scale, in-fill development that avoids extensive property assembly. To preserve flexibility and maintain an appropriate scale for urban residential development, a streets-oriented concept is adopted in this District. The intention is to achieve comfortably scaled blocks and attractive, pedestrian-oriented streets that can be captured as part of the outdoor amenity of a unique residential neighborhood. Parking access, service and bicycle access are provided in an expanded system of alleys that subdivide most blocks in the area, removing these often intrusive activities from the streetscape of the District and reducing potential conflicts with pedestrians.

As described in Section 4 below on vehicular circulation, an additional north-south access route between Hardy Avenue and Lindo Paseo, labeled as "Future Residential Street", is proposed to break down the scale of the long blocks between Campanile and 55th Street and provide a front door interior to the Core Sub-Area for greek identity signage. The street network, which is the primary pedestrian system through the District, is supplemented by a series of small pocket parks that provide additional breaks in the fabric of the neighborhood and offer a variety of opportunities for passive outdoor recreation.

As a secondary entrance for visitors to the University, 55th Street shall be oriented to the street frontage in such a way that prohibits neighborhood intrusion from activities of residents and maximizes the ceremonial entrance to the campus.

A maximum street frontage height of four stories is established in this District to encourage consistently scaled streets that will provide a sense of unity and order throughout the District. Variety is achieved by stepping taller structures back from the street edge and encouraging a range of residential building types and architectural treatments that will provide visual interest and diversity throughout the District. The objective is to develop a new urban neighborhood with the timeless quality of a village that has grown naturally through time, with buildings of consistent quality and scale, but with all the delightful idiosyncrasies and visual surprises that derive from the work of many different designers and the simple process of occupation.



The Residential District

Land Use System

The proposed Land Use System of the Core Sub-Area Urban Design Plan provides an additional level of specificity to the generalized land uses and development densities detailed in the 1993 Master Project Plan, but does not contradict any of these earlier provisions. As shown in the Land Use diagram to the right, six key land use areas are defined:

- Mixed-use, to a maximum floor area ratio of 3.0, in the area east of Campanile and north of Montezuma;
- Sororities on the eastern perimeter, south of Montezuma Road*;
- Fraternities on the western perimeter, from Plaza Drive to the south side of Lindo Paseo Avenue*;
- Religious Centers, suggested in a central location on Campanile, between Lindo Paseo and Montezuma Road; and
- Residential apartments in the remainder, with densities up to 110 dwelling units per acre on the north side of Hardy Avenue, and a maximum density of 75 units per acre elsewhere.

* Sorority and fraternity areas also permit sorority and fraternity housing to be converted to residential apartments.

For more detailed definition of the uses permitted in these areas, see the *Master Project Plan*, pages 6 through 11.

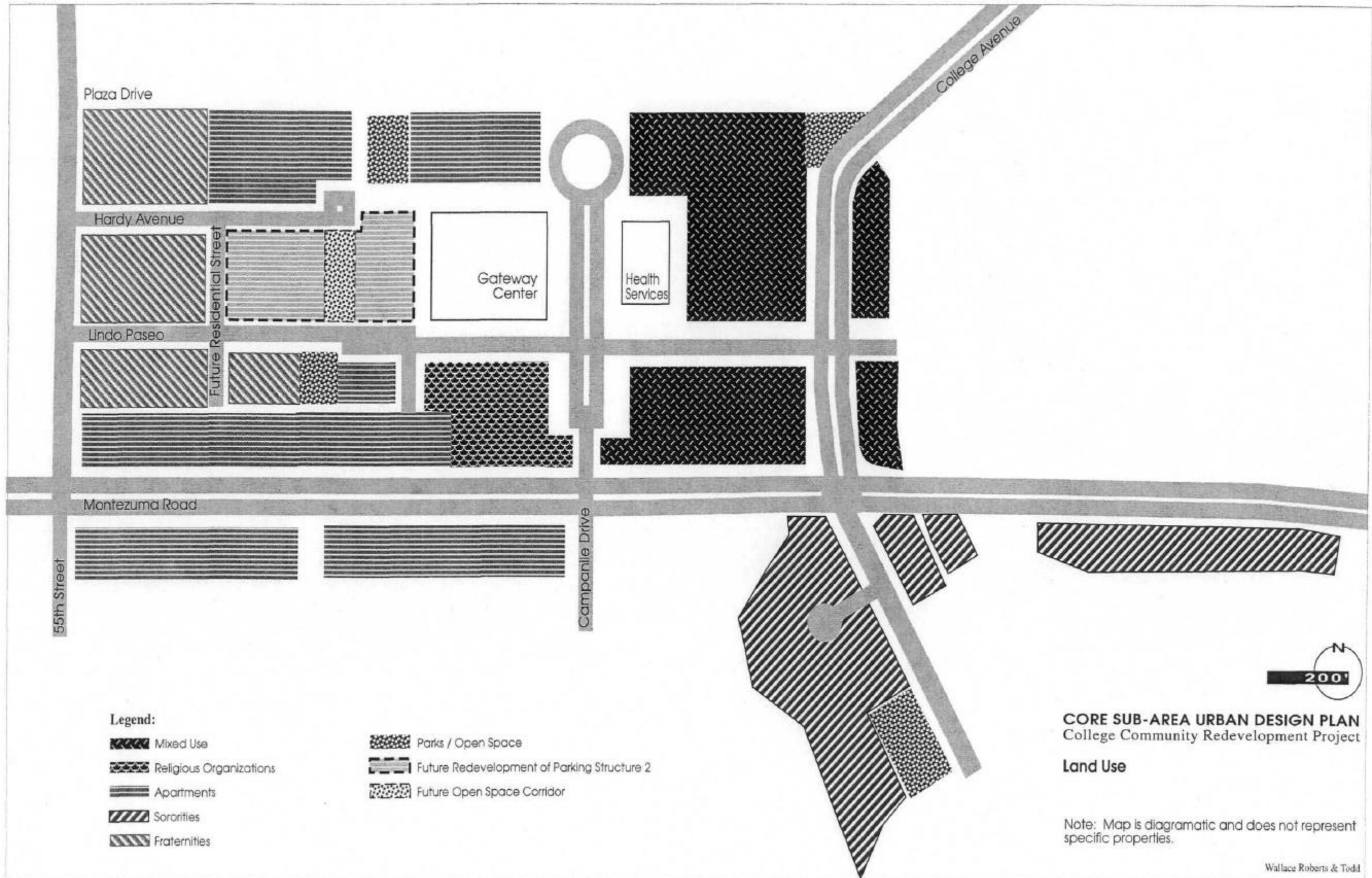
The existing SDSU Parking Structure No. 2 between Hardy and Lindo Paseo Avenues is included in the residential area, although no decision has been made to replace it. Although an existing facility, Parking Structure No. 2 is not consistent with the *Community Plan* land use designation of open use area. If expansion is undertaken, it would require appropriate review and approvals per City and State regulations. If replacement is feasible, however, this Urban Design Plan proposes that the site is developed as a combination of lower density housing and open space, knitting it into the fabric of the neighborhood that surrounds it. Implementation of this recommendation would require amendments to the adopted Master Project Plan, Community Plan and underlying zoning. In addition this development is on state land and subject to the cooperation and approval of the State of California. Instead of reserving this site entirely for open space/special use area, as has been delineated in the Master Project Plan, this plan supports an even distribution of smaller, more usable open spaces throughout the neighborhood. This outdoor trail of pocket parks spreads the amenity over a wider area, providing different types of spaces that link different sections of the community. Experience shows that unlike large, active recreation parks, smaller spaces surrounded by housing are more likely to be "adopted" by the immediate residents who often play an important role in their maintenance and security surveillance. If the parking structure remains, however, the concept of small pocket parks in the residential area is not eliminated.

- ‡ The Land Use diagram identifies two open spaces in this area which are required elements of the Core Sub-Area Urban Design Plan, although their size and location are not fixed. They are shown on the following maps in conceptual locations and do not represent specific properties. One is required in a relatively central location on Lindo Paseo Avenue. The other is to provide an open space connection from Hardy Avenue through to Plaza Drive, the new Cox Arena, and existing pedestrian pathways into the campus.









The Urban Design Plan requires the designation of two public spaces on the east side of the Core Sub-Area. These include:

- ‡ The existing plaza at the foot of the pedestrian bridge across College Avenue, adjacent to the Aztec Center. The potential of this area as a visual gateway to the campus and a pleasant meeting place for students is presently eroded by an awkward service access and drop-off zone. Improvements to Plaza Drive and development of the adjacent mixed-use site should explore opportunities for reconfiguring traffic movements and developing this important corner of the campus into a more attractive and usable open space and sight line into the campus.
- ‡ A community park on College Avenue, at the southern boundary of the redevelopment area. Although the size and location of this park may change, the intention here is to blur the college/community boundary with a shared open space that is equally accessible to neighborhood residents and the adjacent sororities. As for the pocket parks proposed in the northern residential area, a contained, regularly used and well maintained open space is a more attractive neighborhood amenity than a large open area that appears to "belong" to no one and frequently becomes just an attractive nuisance. The community park, therefore, should be developed in conjunction with adjacent sorority housing, with facilities that serve both students and community neighbors.

It is important to note that the open spaces designated by Land Use do not define the total extent of open space proposed in the Core Sub-Area. Under a 60 percent maximum lot coverage requirement established in the Master Project Plan, a minimum of 40 percent of all development sites is preserved as "open space". In order to implement the public open space requirements outlined in this Land Use Section, an open space credit system is suggested where project-specific on-site open space can be reduced (and building footprint increased) when an equal amount of open space is contributed (direct, in-lieu fee, etc.) in a public open space project. Implementation of this recommendation and provision for open space maintenance is subject to the development of an off-site mitigation program adopted in accordance with city procedures and council policy. Further definition of how this area is to be calculated and its disposition is included in the following section on Building Location and Massing.



Legend:

-  Mixed Use
-  Religious Organizations
-  Apartments
-  Sororities
-  Fraternities
-  Parks / Open Space
-  Future Redevelopment of Parking Structure 2
-  Future Open Space Corridor

CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project

Land Use

Note: Map is diagrammatic and does not represent specific properties.

Wallace Roberts & Todd

Building Location and Massing

To achieve the urban design intentions of the Core Area plan, a series of specific site controls governing the placement and scale of buildings (the building envelope) in the Mixed-Use and Residential Character Districts has been defined. These are summarized in the Building Controls diagram which designates five types of controls:

‡ *Building Setback:* a line that defines the outside limits of where buildings can be located on a site. Exterior walls may be positioned any distance behind the setback line, but no part of the building can extend any closer to the edge of the property. Setbacks are designated where a minimum dimension of open area is required, for health and safety or aesthetic reasons.

‡ *Build-to Line:* a line that defines precisely where buildings are to be located on a site. Unlike a setback, build-to lines leave little flexibility in the placement of exterior walls. They are prescriptive, rather than preemptive, and are designated where continuity of building mass is important, for example, in maintaining a strong street edge, or defining the enclosure of a public space. In most cases, the required Build-to Line is coincident with existing property boundaries. The exceptions to this are: 1. Montezuma Road, south and north side from 55th Street to Campanile Drive. In this area the Build-to Line is set back 15 feet from the property boundary, and, 2. College Avenue, from Lindo Paseo to Montezuma. On the west side, the Build-to Line extends directly south from the corner point at Lindo Paseo and College as opposed to following the curvy curb. On the east side, the Build-to Line describes a larger radius arc to provide additional sidewalk area at the intersection.

‡ *Building Height:* the **maximum** number of stories that can be built within the zone designated. For purposes of calculating maximum building height (in linear feet), this Urban Design Plan defines a ground floor story as a maximum of 20 feet (to allow for lobbies, etc.) with subsequent stories at a maximum of 12 feet each.

‡ *Open Space:* the **minimum** area of open space that must be provided on a specific site. This can be established quite precisely for the superblocs of the Mixed-Use District, but in the Residential District, where property assembly objectives are unclear, it is defined as a percentage (40%) of total site area.

‡ *Pedestrian access:* critical pedestrian connections that must be provided through a development parcel. The lines shown on the Building Controls diagram indicate generally where pedestrian connections must be provided, not the specific location, width or configuration of the routes.

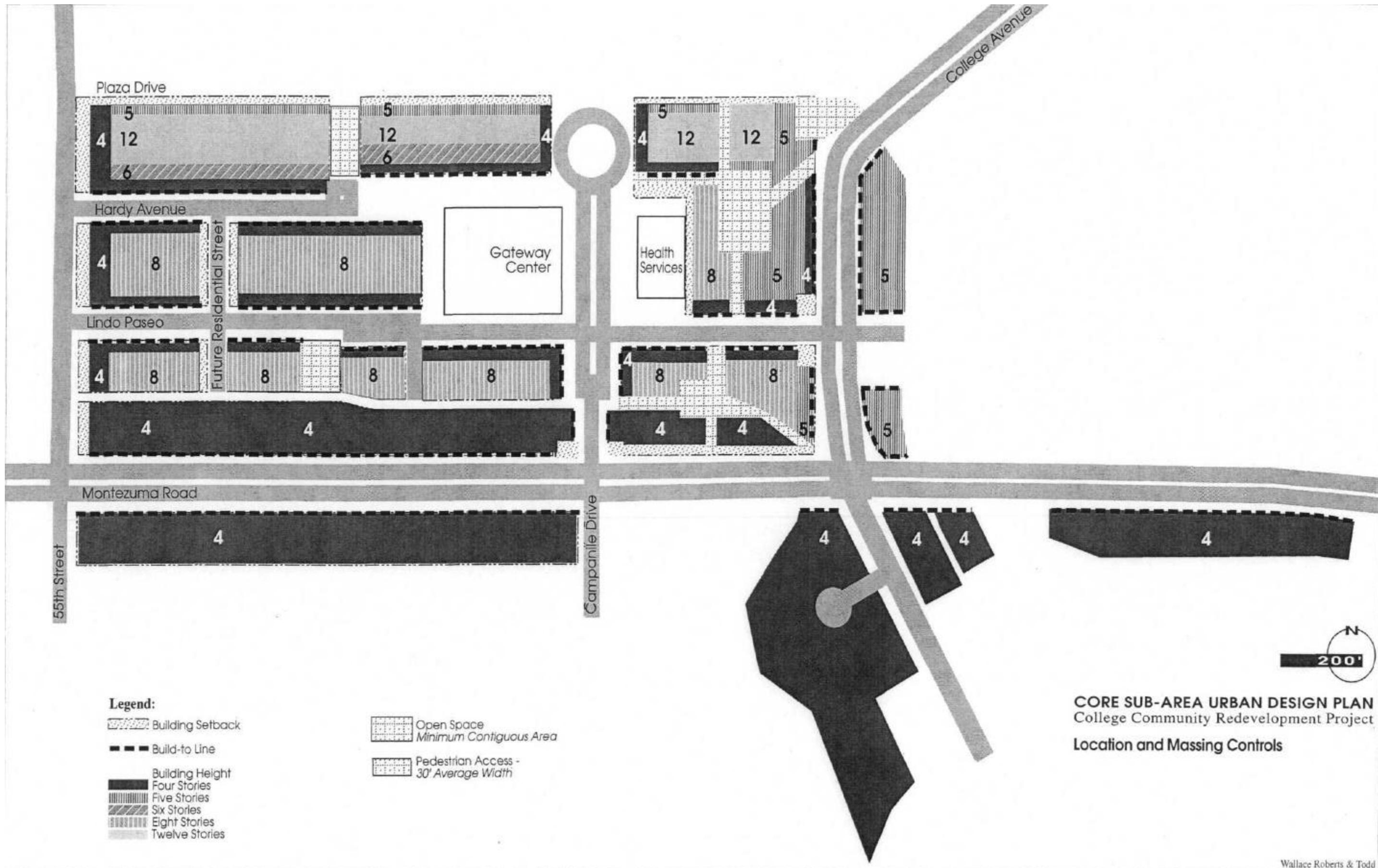
Mixed-Use District

Building location and massing controls are relatively extensive in the Mixed-Use District to maintain a reasonable degree of clarity and order in the exciting commercial environment that is intended for this area. In keeping with the

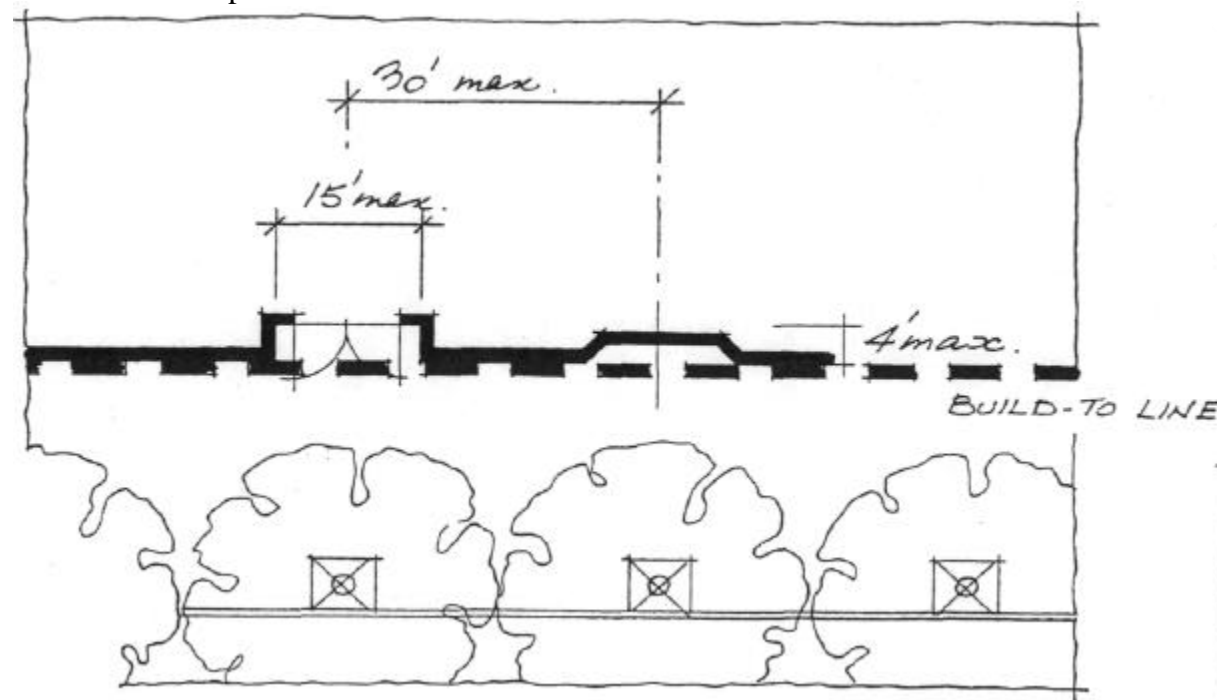
superblock concept, however, the controls concentrate on establishing well defined streets and a strong image of evenly scaled, integrated development on the exterior, while the configuration and detailed character of interior spaces is appropriately left to the talents and imagination of future project designers.

Mixed-Use District Build-to Lines:

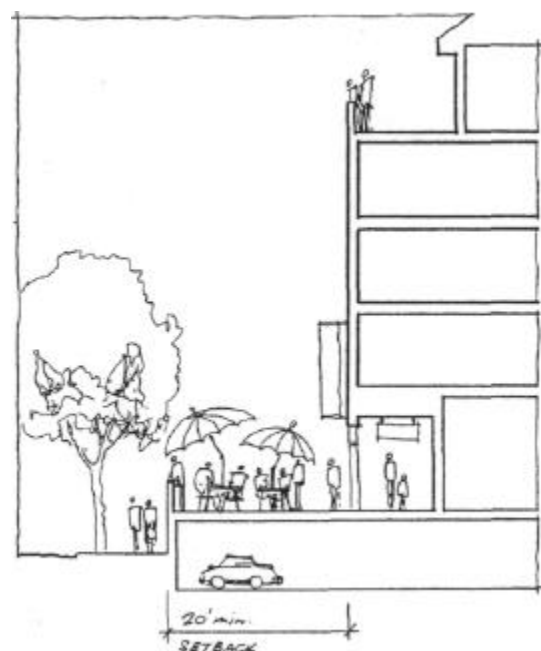
- ‡ To strengthen the movement corridors through the District, build-to lines are established along property boundaries on all street frontages. Exterior building walls must be located along at least 75 percent of these lines. Facade articulations, including recessed entries, should be restricted to maintain the continuity and clarity of the building line. Typical articulation limits would space them at least 30 feet apart on center, and restrict their size to no larger than 15 feet wide by 4 feet deep.
- ‡ At the intersection of College and Montezuma, the build-to line remains straight on College's west side and peels back on the east side to dramatize the skewed geometry of this focal intersection and to provide additional area at the corners for a special gateway expression, created by landscape, lighting, signage, a public art installation, or some appropriate combination of these approaches.
- ‡ At the interface with the Campus District, the build-to line along Campanile Drive encourages a gateway at the intersection of Montezuma and widens as it approaches Lindo Paseo to open into the campus.
- On the northeast block of College Avenue and the north side of Montezuma, the build-to lines apply only to partially underground parking structures. On the east side of College, from the pedestrian bridge to Lindo Paseo, the sidewalk is elevated 4 feet above grade over a split level parking structure that is built out to the property line. This elevated sidewalk is intended to separate pedestrians from traffic, enhancing the opportunity for an active street frontage that connects directly to the pedestrian bridge into the campus. Commercial frontage is set back at least 20 feet from the build-to line at the edge of the sidewalk to allow outdoor seating and patios. There are no build-to lines or required setbacks for the alley (east) side of this property.
- On Montezuma, between College and Campanile, there is a natural depression of approximately 8 feet in the center of the block which provides an excellent opportunity for a partially concealed entry to below-grade parking. As on College, the Urban Design Plan recommends constructing the sidewalk over a parking deck which is built out to the property line. Working with the natural grades of the site, this walkway will be approximately 8 feet above the street and garage entry at the center of the block, returning to grade at College and Campanile. Commercial frontage is set back at least 12 feet from the build-to line at the edge of the sidewalk.



An additional build-to line is established on the interior of the northern block, along the north side of the former Hardy Avenue right-of-way. The purpose of maintaining a build-to line here is to establish a visual relationship with new residential development on the west side of Campanile, creating a sense of building continuity across the Transit Center and entry into campus.



Build-to Line



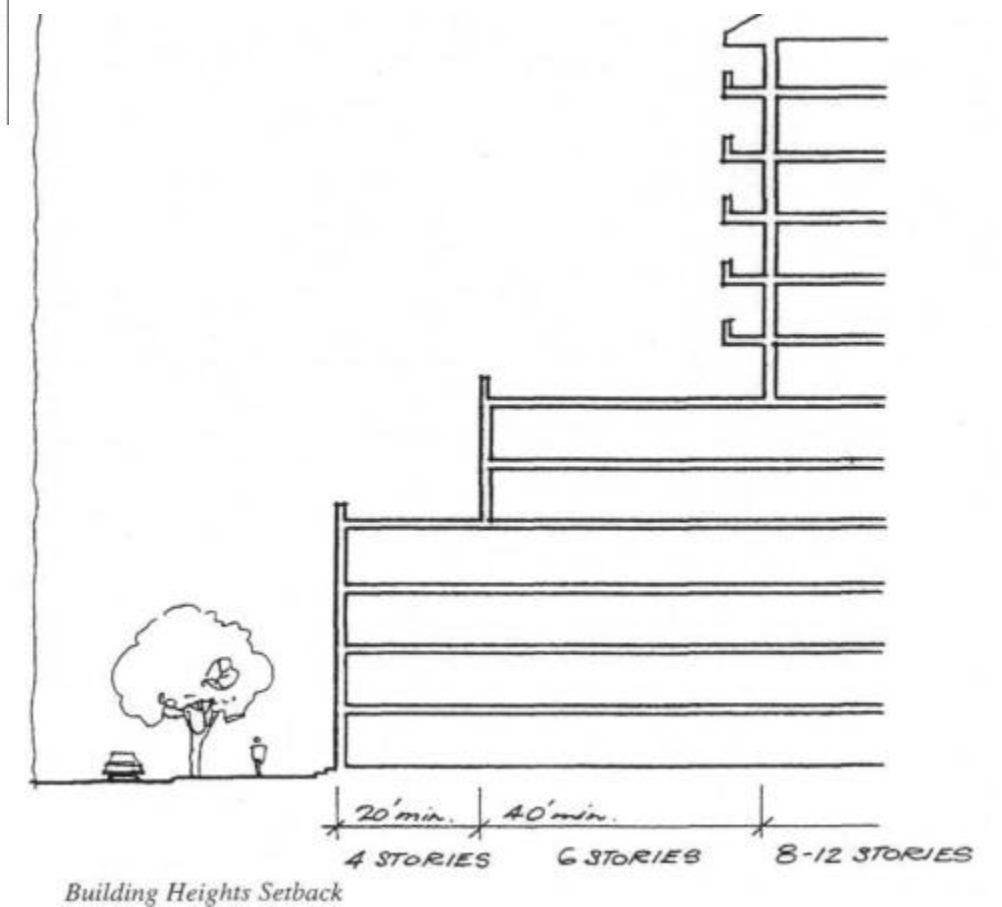
College Avenue (east side) Setback

Mixed-Use District Building Setbacks:

- | In addition to setbacks along the elevated sidewalks on College and Montezuma discussed above, the Plan requires a setback of 10 feet on Plaza Drive. This is to maintain a measure of flexibility at the boundary between the campus and the Core Area while the University studies the impacts of current and proposed development and its implications for the future role of this important pedestrian and service corridor.
- | Building Setbacks are also proposed to hold open key corners of the District where special gateway, signage or access elements are programmed. These include the northeast corner (College Avenue at Plaza Drive) where parking entry from College Avenue is proposed; the west sides of the College and Lindo Paseo intersection, and the Campanile gateway corner on Montezuma. While the intention to mark these locations with an appropriate expression of entry is a fixed element of the Urban Design Plan, the size and shape of the setbacks indicated are negotiable. For example, a more dramatic and visible expression that builds out to the property line instead of setting back at all is equally acceptable.

Mixed-Use District Building Height:

- | Except on College Avenue, the maximum building height on all street frontages is restricted to four stories. To maintain continuity of scale across Campanile, this requirement also applies to the northern edge of the former Hardy Avenue right-of-way.
- | On College, the five story height limit specified in the Master Project Plan is maintained, recognizing the width of this major street and the objective of developing a high intensity commercial image in the College corridor. To soften the interface between the campus and Core Area development, five stories is also the maximum height permitted on Plaza Drive.
- | At a minimum upper level setback of 20 feet throughout, buildings may increase in height to the limits set in the Master Project Plan. Reinforcing the concept of stepping buildings down towards the neighborhood, the interior portions of the District may vary from 12 stories on Hardy Avenue, to 8 stories on the north side of Lindo Paseo, to 6 stories on the south side of Lindo Paseo.



Building Heights Setback

Mixed-Use District Open Space and Pedestrian Access:

- ‡ The Master Project Plan specifies a maximum site coverage for all development in the Core Area of 60 percent. It further stipulates that when retail and office uses exceed 50 percent of gross floor area in a mixed-use development, an additional 10 percent of the overall site area will be maintained as public open space. How qualifying open space areas are defined is not fully addressed.

The Core Sub-Area Urban Design Plan proposes that qualifying open space in the Mixed-Use District is defined as all open areas and public activity spaces (e.g. spaces other than building footprint) including open terraces and public balconies, arcades and covered pedestrian walkways, to a maximum of 18 feet above the primary activity level of the development (which may not be the natural grade of the site). It is also proposed that up to 25 percent of required open space may be provided off-site, so long as it is within the Mixed-Use Character District.

The Building Controls diagram shows a central open area in each of the development superblocks west of College Avenue, and various pedestrian access connections which qualify as part of the open space requirement. The areas shown, however, are only representative of the amount of space that must be provided and are not intended to indicate the specific location, configuration, or even number of required spaces and pedestrian routes. Beyond the minimum amount of open space and pedestrian connections that must be provided, decisions about their scale, shape, character and distribution are to be addressed as an integral part of detailed project design.

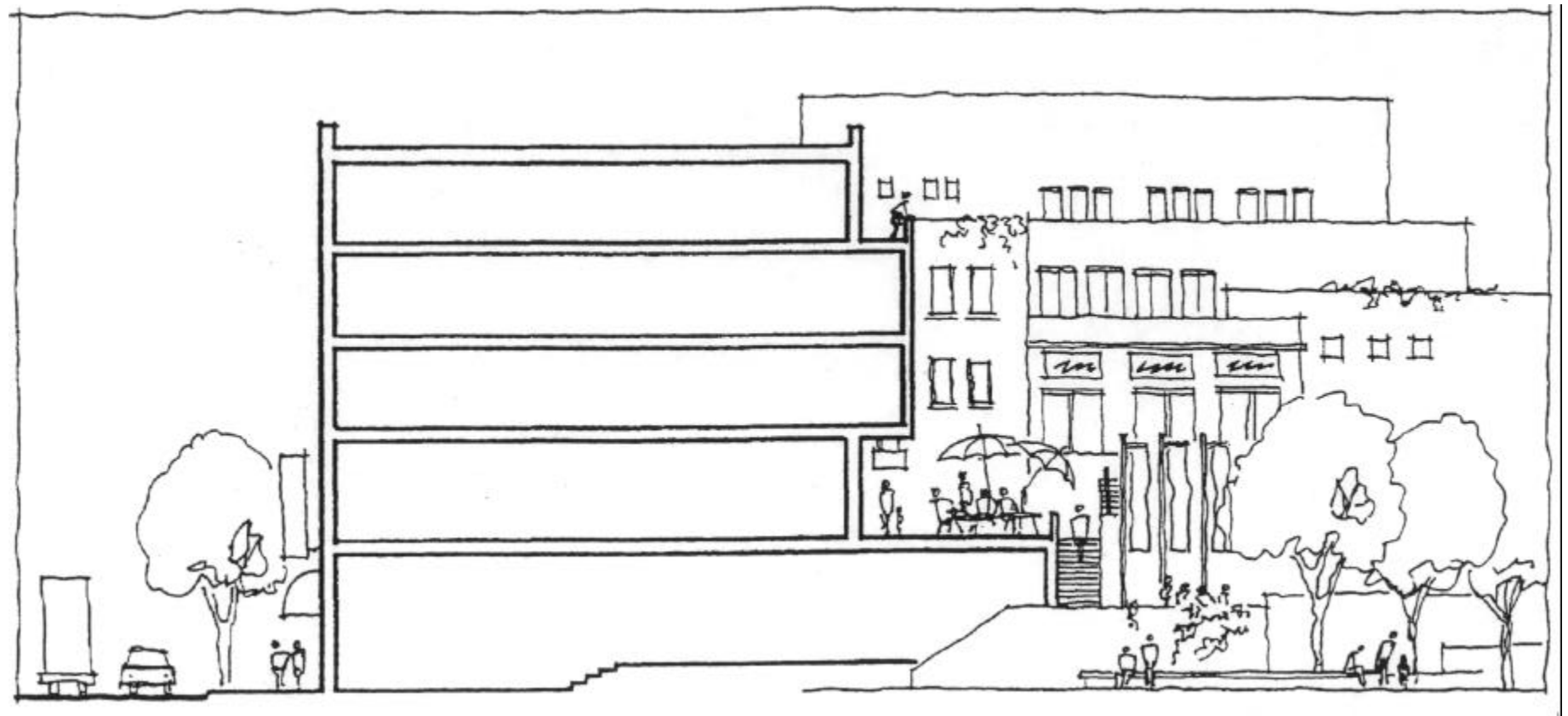
Key concepts guiding these decisions are the ideas of "permeability" and "link." The first refers to frequent visual and physical penetrations from surrounding streets into the interior of a superblock. The second emphasizes the creation of strong connections between superblocks and other parts of the Core Area, campus and surrounding community.

- ‡ At least one north-south, and one east-west connection must be provided through both blocks west of College Avenue.
- Given the limited dimension of the pseudo-superblock(s) on the east side of College, internal connections are not required.
- ‡ Paths into or through the superblocks must be continuous, although not necessarily straight. They should deform as necessary to create an intriguing pedestrian experience, or to relate to specific external influences, such as potential views into the site for motorists at the College Avenue curve, or passing through the College/Montezuma intersection.
- Special visual landmarks such as sculptures, fountains, flowering trees or unique architectural elements, should be positioned in strategic locations to enliven pedestrian walks, assist wayfinding, and mark important decision points or favorite meeting places.

Paths may be covered, for example, with a vine-covered pergola or light-weight metal or glass roof. Access through these arcades, however, must be available at all times, not just during commercial business hours.



Lively plazas promote a memorable experience.



The contrast between the fixed build-to line along the street and the unregulated facades in the interior provides diversity and variety for the pedestrian.

Residential District

The more traditional "urban streets" approach in the Residential District allows for simpler location and massing controls, focused on creating streetscapes of appropriate types throughout the neighborhood.

Build-to Lines:

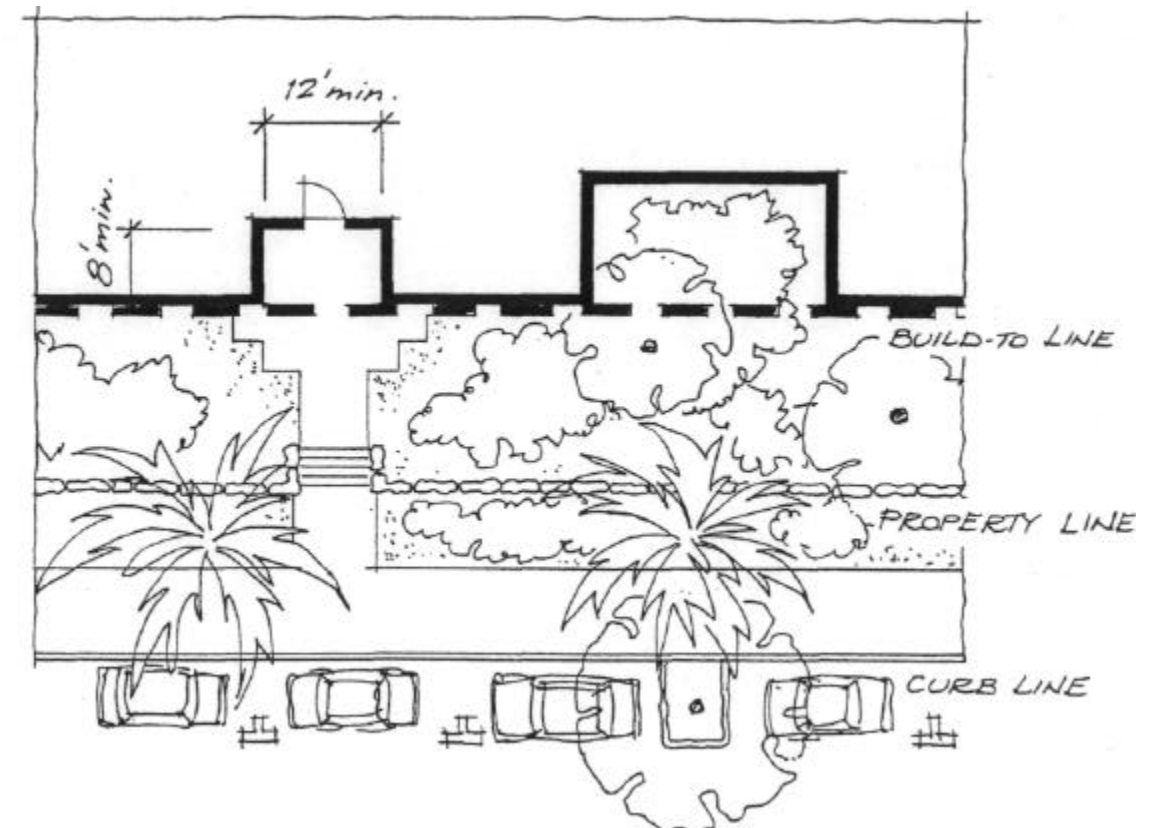
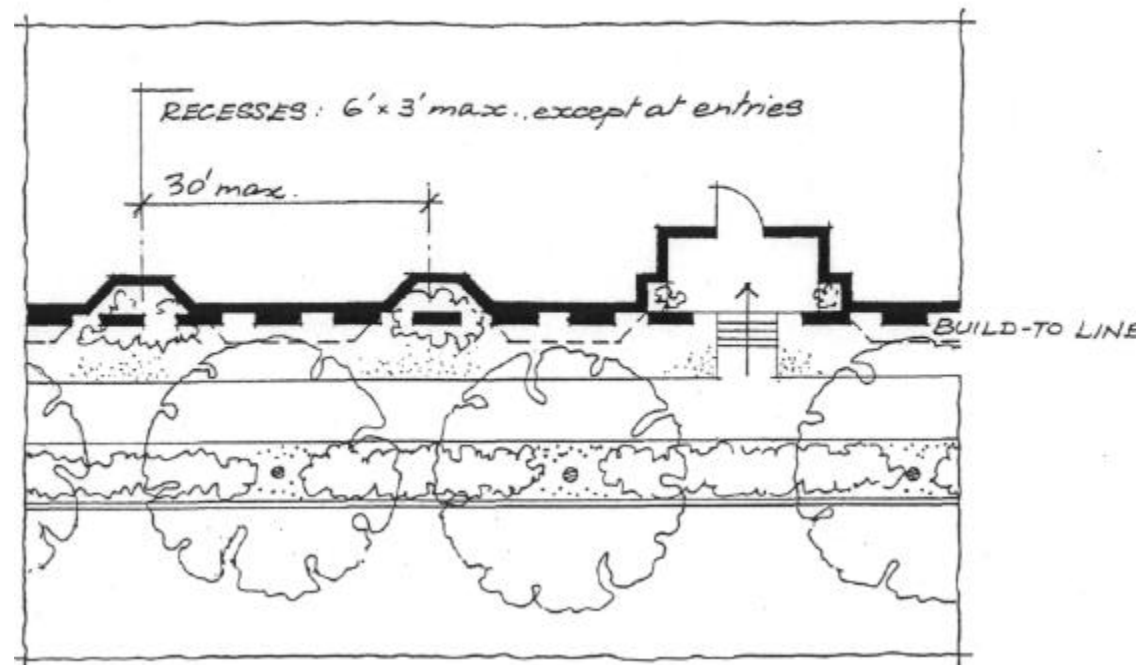
Build-to lines are established on east-west frontages throughout the area to create streets that have the feeling of well defined public spaces, or shared outdoor "living rooms."

- | On Hardy and Lindo Paseo residential frontages, finely scaled, well articulated street walls are intended. Typical dimensions for this kind of "regular-but-varied" frontage would involve approximately 75 percent to the line, 25 percent set back, in relatively small articulations that are no more than 6 feet wide by 3 feet deep. To encourage additional variety and visual interest, front entry steps of a maximum rise of 18 inches may project a maximum of 3 feet beyond the build-to line. Similarly, upper level balconies and bay windows are encouraged and may project up to 3 feet beyond the build-to line.
- This approach also applies to cooperative religious centers, but it may be negotiable based upon site arrangements of the clustered religious facilities.



Building to the right-of-way along Campanile will create a portal into the campus.

- | On Montezuma Road, a similarly regular but more coarsely articulated street wall is intended, providing deep, landscaped recesses in a continuous rhythm along the street, in the manner of the recently completed residential project on the north side of Montezuma. The build-to line is set 15 feet back from the property line, and only 40 percent of its length must be held by building walls. The remainder is taken up in regularly spaced, entry or garden recesses that are a minimum size of 12 feet wide by 8 feet deep. This approach also applies to the Sorority area east of College Avenue, but may be negotiable on these small sites.



Building Setbacks:

- | In contrast to the east-west streets, north-south frontages throughout the District maintain a building setback of 10 feet minimum. This dimension is increased to 15 feet on 55th Street to provide for the development of a densely planted landscape buffer to clearly signify the western boundary of the new neighborhood.

With a setback rather than a build-to requirement, the north-south streets will appear less formal and regulated than their east-west counterparts. Traffic will tend to move more slowly through these short blocks, and they will lend themselves to more varied and informal use, like occasional block parties and neighborhood car wash days.

- | In addition to the north-south streets, Plaza Drive also requires a setback of 10 feet from the property line. The intent is to create a frontage complimentary to the campus edge.

- It is encouraged that the Plaza Drive elevations have articulation, landscape recesses and be designed as building "fronts" rather than rear elevations. This area may be included in a solution to combine vehicular-pedestrian access along the campus boundary.

- | Minimum side yard setbacks in the Residential District are 5 feet. A 10-foot rear setback is required for properties with rear access from an alley. No rear set back, however, is required for ancillary structures such as carports, garages or garden sheds.

- Any properties abutting single family residential areas outside of the Core Sub-Area should implement sound attenuation methods, which should be designed sensitively and aesthetically to interface with the homes.

Building Height:

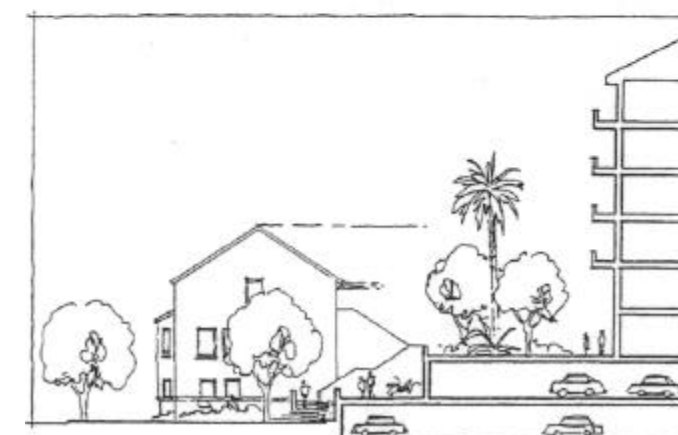
- | To further reinforce the characteristics of continuity intended for the Residential District, all frontage buildings are restricted to a maximum height of 4 stories. In blocks on the north side of Hardy, maximum heights of 6 and 12 stories are permitted, within upper level setbacks of 20 and 60 feet respectively. Between Hardy and Lindo Paseo, the interior of blocks can be built to a maximum of 6 stories, within an upper level setback of 20 feet on all sides. South of Lindo Paseo, no structure higher than 4 stories, irrespective of its location, is permitted.

- | To provide integration with the campus in the Residential District, buildings along the south side of Plaza Drive must step back an additional 20 feet from the setback line on all floors over 5 stories.

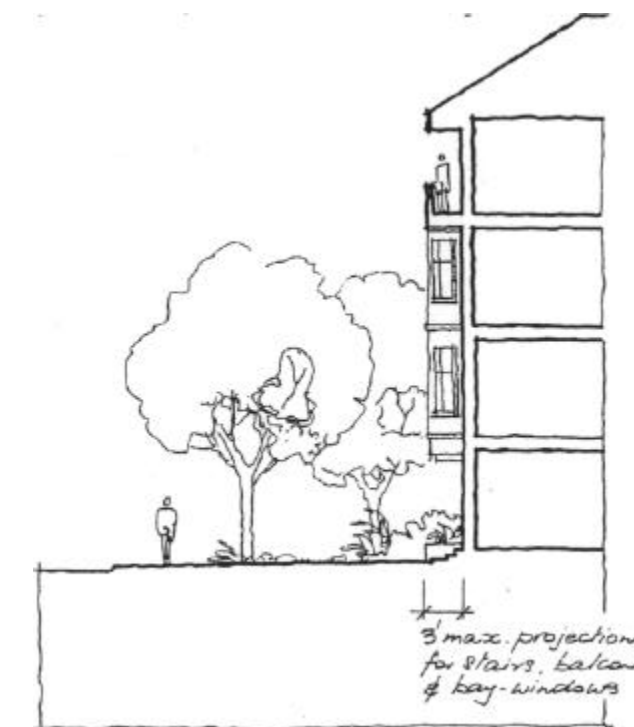
Open Space and Pedestrian Access:

- | Maximum lot coverage in the Residential District is stipulated at a maximum of 60 percent of gross site area. As for Mixed-Use Development, qualifying criteria for open space are not defined.

The Core Sub-Area Urban Design Plan proposes that qualifying open space in the Residential District is defined as open area, including arcades, covered walkways, public terraces and balconies, or other areas that are not building footprint, within a maximum height of 20 feet above grade. For example, semi-public open spaces constructed over 1 to 2 levels of above-grade parking qualify as required area. A percentage of the required open space may be provided off-site, so long as it is within the Residential Character District. Implementation of the recommendation and provision for open space maintenance is subject to the development of an off-site mitigation program, which may include, but not be limited to, in-lieu fees, adopted in accordance with city procedures and council policy. Active open space is encouraged over smaller, passive nodes.



Usable open space may be designed above parking garages (within 20 feet above grade).



Minimal (3 foot) projections such as balconies and bay windows may intrude into the setback.

Vehicular Circulation System

To reinforce the activities of the Core Sub-Area and to serve the larger environs, a hierarchy of circulation routes is prescribed as summarized in the Vehicular Circulation System diagram (page 27).

Access and circulation are critical to the success of the redevelopment area and the community at large. Circulation patterns and access points are established with the intent of:

- minimizing impacts on the surrounding community;
- providing clear, safe vehicular movement;
- directing traffic into the project area and to appropriate parking locations;
- accommodating appropriate quantities of parking at or near destinations;
- minimizing the impact of parking structures on the community;
- allowing convenient access for emergency, service, and delivery vehicles;
- encouraging bicycle movement that is separated from pedestrian routes; and
- reinforcing current and planned transit operations.

The public street system consists of major regional connectors on the periphery of the Core Sub-Area, entry streets which provide direct campus access, and local streets which serve the immediate area. Design details within the public rights-of-way should comply with the City of San Diego's current standards and Streets Design Manual, however to accommodate transit-oriented developments, adjustments to the Street Design Manual can be sought to accommodate guidelines outlined in these guidelines. MTDB's *Designing for Transit* manual should also be referenced.

Regional Connectors

College Avenue and Montezuma Road are major regional corridors, with two or more lanes in each direction, turning lanes, signalized intersections and higher speed traffic.

College Avenue:

College Avenue is the most familiar entry into the campus environs and will continue to be a primary access route to the Core Sub-Area. Connecting with Interstate 8 north of the campus, College Avenue distributes traffic through the community and into the University. In addition to its circulation function, College Avenue also serves as the visual "first impression" to many campus visitors. Its design character therefore must address both the needs of efficient circulation and clear orientation. Currently, College Avenue is a right-of-way of 100 feet, with two travel lanes in each direction and an 8-foot-wide median, much of which is not landscaped. A fence in the median discourages pedestrian jaywalking. Metered parking is currently provided in limited sections along College Avenue within the Core Sub-Area.

- On-street parking should be prohibited along College Avenue north of Montezuma Road within the Core Sub-Area. This will allow for an additional traffic lane that can serve as a free-right turn lane or queuing for garage entrances where needed.
- College Avenue intersections should be signalized, with adequate pedestrian crossing signals.
- The median should be landscaped to provide a campus and community image, as described in the Landscape guidelines.
- Between the campus and Montezuma, sidewalks of 12 feet on the west side and 8 feet on the east side are proposed. South of Montezuma, both sides of College Avenue will have a standard 6-foot-wide sidewalk.

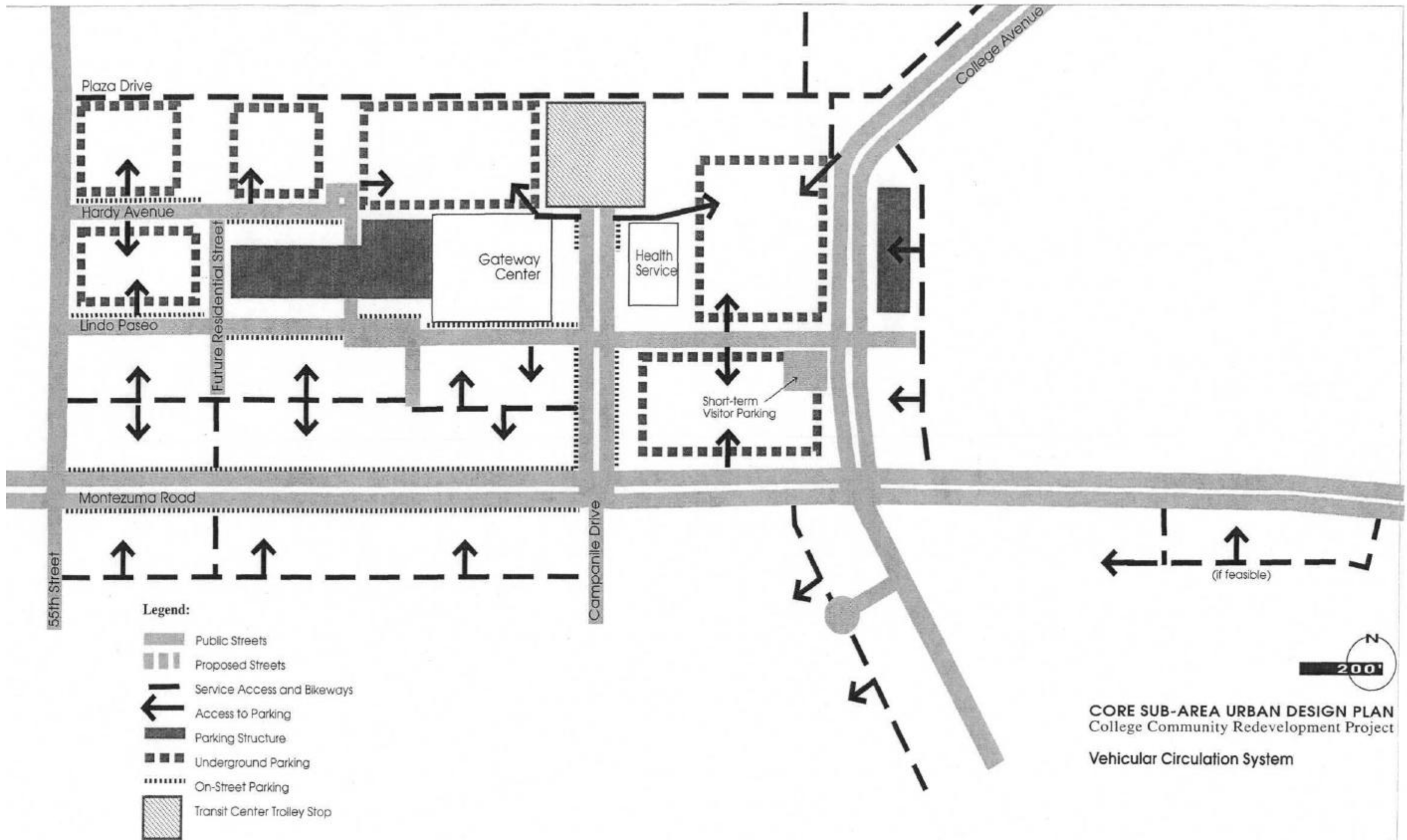
Montezuma Road:

Montezuma Road forms the southern boundary of the primary Core Sub-Area and is the secondary entry into the campus environs. It connects to Fairmount Boulevard and Interstate 8 west of the campus, providing a lesser known "back door" to the campus and serving as the primary access to many of the residential communities which surround the campus. The design character of Montezuma Road must balance both the needs of efficient circulation and residential character. Currently, Montezuma Road is a right-of-way of approximately 100 feet, with two travel lanes in each direction and a striped/painted median. Unrestricted parking is currently provided along both sides of Montezuma Road within the Core Sub-Area, except between Campanile and College, where no parking is permitted. The perception of Montezuma Road is one of a wide and inhospitable street, dominated by heavy vehicular traffic.

The concept for Montezuma Road is to maintain its high volume traffic circulation function, but with various landscape enhancements that relate it more clearly to the residential neighborhoods it serves.

- On-street parking should be retained between 55th and Campanile, providing short-term and visitor parking for the residential areas.
- On-street parking should be enhanced with "parkway extensions" or planted islands, spaced approximately 110 feet, or five parking spaces, apart. These islands will extend 6 feet from the curb (to align with the edge of parking stalls) and be 6 feet wide. The landscape should relate to the pattern of the streetscape trees (see Landscape guidelines), doubling the provision of street trees and, in effect, visually narrowing the street.
- A new median should be constructed on the centerline of the street, with a minimum width of 6 feet (except at narrowed left turn lanes at intersections).

The community has initiated a program to improve and beautify the median on Montezuma Road. Due to its potentially narrow width, the median will be planted with palms and groundcovers. For further planting details, please see the Landscape guidelines.



Campus Entry Streets

Entry into the campus precinct is provided by 55th Street and Campanile Drive, secondary streets which are very different in character.

55th Street:

55th Street serves the western side of the campus, providing access to several parking areas, the Student Activity Center/Cox Arena at Aztec Bowl, and recreation facilities on the west side of campus. 55th Street serves high volumes of traffic and is two lanes in each direction with turn pockets at the major signalized intersection at Montezuma Road. Its right-of-way is approximately 60 feet wide, without a median. Parking is prohibited along 55th Street within the Core Sub-Area.

The concept for 55th Street is to maintain it as a major entry route into the campus, while providing access for parking areas and residents.

- 55th Street should be developed with a parkway-planting strip of 6 feet and a minimum sidewalk of 6 feet where there is no parking allowed. Clear access into driveways and alleys should be maintained.

Campanile Drive:

Campanile Drive, north of Montezuma Road serves as a campus entry for visitors, buses and the campus community, providing access to the Gateway Center, Health Services Center, and residential and mixed-use areas on either side. It terminates north of Hardy Avenue at the MTDB Transit Center and the campus mall. The street right-of-way is approximately 100 feet, with varying sidewalk and setback dimensions. While the Gateway Center and Health Services Center face onto the street, many of the other uses present a back door or fence, diminishing the importance of Campanile Drive as an entry corridor.

Campanile Drive is to be redesigned as the ceremonial entrance into the campus. Its primary purpose is to extend the campus character into the community, and in turn, invite the community into the campus. Unlike College Avenue, Montezuma Road and 55th Street which must carry substantial volumes of traffic efficiently through the area, Campanile Drive is designed to reinforce its ceremonial presence, its relationship with the campus mall, and views to Hardy Memorial Tower. Treatment of the right-of-way will vary along its length, reinforcing the progression to campus.

The intersection of Campanile and Montezuma is designed as a gateway, with adjacent structures providing a sense of enclosure and threshold. The intent of this gateway is to focus attention towards the campus and the long vistas to Hardy Memorial Tower. Between the intersection at Montezuma and the alley to the north, the Campanile right-of-way remains at 100 feet, with no on street parking. Two

travel lanes in each direction, a left turn pocket and median (which can be converted to another left turn pocket) and, on either side, a 15-foot-wide sidewalk with street trees in tree grates will form the initial transition.

North of the alley to Lindo Paseo the right-of-way widens to 150 feet. The street section now includes two travel lanes in each direction, a 62-foot-wide planted median and 20-foot-wide sidewalks with planting in tree grates on each side of the street. This action accomplishes three objectives: it enlarges the pedestrian realm; it gently diverts traffic, slowing it down and focusing views on the distant vista; and it brings the campus mall character towards Montezuma.

North of Lindo Paseo, the street section remains the same, with additional room for pedestrians and a drop off lane within the setback of the Gateway Center and Health Services Center. Here the median can be used in two ways: either as a planted mall in the short-term while the Transit Center remains at grade; or, in the long-term, as an access ramp to a lower level transit station and underground parking. If the Transit Center is reconstructed below grade, Campanile Drive is terminated in a plaza turnaround at Hardy Avenue, with the area immediately to the north redeveloped as a pedestrian-only plaza.

Local Streets

Lindo Paseo and Hardy Avenues are the main local streets in the Core Sub-Area, with a new north-south street, "Future Residential Street", added in the residential area to complete the internal circulation network.

Mixed-Use District:

Lindo Paseo, between College and Campanile, will be the only local street in the Mixed-Use District, as Hardy Avenue is converted to pedestrian-only. As the main route into the District for both south- and northbound traffic on College Avenue, Lindo Paseo's primary purpose is to provide a vehicular gateway into the mixed-use area and efficient distribution of traffic into underground parking structures in the development blocks on either side. The character of the streetscape is that of an elegant, commercial corridor, lined with active street-level uses in buildings of uniform scale.

The 70 feet wide right-of-way provides two moving lanes in each direction, with 11 feet wide sidewalks on either side. Street trees in tree grates line both sides of the street, and no on-street parking is permitted.

Residential Area:

Hardy, "Future Residential Street" and the west section of Lindo Paseo, between 55th Street and Campanile Drive, share similar characteristics as local residential streets. Their purpose is to provide access to residential development in heavily landscaped, pedestrian-oriented corridors with relatively light, slow-moving

traffic. The cartway provides one moving lane in each direction, with on-street parking. Sidewalks of a minimum width of 6 feet are provided on both sides of the street, adjacent to the curb where there is on-street parking, or separated from the curb by a 6 feet wide planting strip where there is no parking.

"Future Residential Street":

The proposed new street, labeled "Future Residential Street", connects from Hardy Avenue on the north to the alley south of Lindo Paseo. The section south of Lindo Paseo may be designed as either an alley or a street, depending on specific site configurations and approvals in accordance with city procedures.

This new street offers three important benefits:

- it completes an internal circulation network, allowing short trips within the Core Sub-Area to avoid 55th Street or Campanile Drive;
- it provides for more even distribution of traffic throughout the Core Sub-Area, reducing congestion at key intersections, particularly on 55th Street; and
- it provides an additional street frontage for the Fraternity area, offering more opportunities for building entries and individual identities for different Greek organizations. However, the proposed alignment of this new street right-of-way should not reduce the development potential within the Fraternity Overlay Zone.

Hardy and Lindo Paseo Avenues:

These streets are to be realigned to conform with the orthogonal grid of the Core Sub-Area. The purpose of this realignment is to clarify circulation patterns, maximize on-street parking, regularize the shape of development parcels, and open direct lines of sight into and out of the residential district. Implementation of this recommendation is subject to development of a cooperative agreement among effected land owners and the City of San Diego, subject to environmental analysis and approved in accordance with city procedures and council policy. The existing curves are eliminated, creating offset alignments that are resolved in small pedestrian/auto courts between 55th Street and Campanile. These courts are designed to supplement the open space system of the neighborhood, providing a multi-use, paved area that may be occasionally closed to cars for special events or block parties. In normal use, they provide access to the SDSU Parking Structure, allow for U-turns, and offer additional short-term visitor parking in the center of the residential district. Both Hardy and Lindo Paseo are to convert back to two-way traffic to aid in circulation.

With the turnaround function that this court provides on Hardy, the remainder of the street to the east could be closed to through traffic. The vacated right-of-way, from the turnaround at the SDSU Parking Structure to Campanile Drive, could then be developed into a pedestrian mall, providing unobstructed pedestrian access

to the Transit Center area and onto campus to the north, and across Campanile and into the mixed-use area to the east. Access for emergency and service vehicles will be maintained in an integrated environment that establishes a clear pedestrian priority east of the auto-court.

This proposed closure of Hardy Avenue is directly supported by the addition of the "Future Residential Street" which replaces the role of Campanile Drive between Hardy and Lindo Paseo. As the MPP encourages pedestrian oriented development, street realignments and/or vacations should be carefully studied in order to better accomplish the pedestrian oriented development goal. Implementation of this recommendation is subject to development of a cooperative agreement among effected land owners and the City of San Diego, subject to environmental and traffic analysis and processed and approved in accordance with city procedures and council policy.

Alleys

The fourth level of the circulation hierarchy is the system of mid-block alleys. The existing alley system serves properties fronting Montezuma, College (east side) and the north side of Hardy Avenue. If feasible, a similar right-of-way should be established behind the residential parcels on the eastern section of Montezuma and south of College Circle.

The alley system has three critical functions:

- alleys remove many of the essential service and parking access functions from public streets, allowing the streetscape to present a more attractive and pedestrian-oriented front door to development;
 - alleys provide safe and convenient routes for bicyclists, separating them from the faster moving traffic of a street and minimizing the potential for conflicts with pedestrians; and
 - electrical, telephone and cable television services can be provided from alleys, removing these often unsightly utilities from the streets while avoiding the costs of underground lines.
- ‡ Alleys should be a minimum of 20 feet wide, with no parking or other encroachments that reduce the width of the right-of-way. Bicycle racks, dumpsters and garbage bins should be directly accessible from the alleys, in recessed areas that are adequately screened from view. For further details on building setbacks, boundary fencing and landscape treatment of the alleys, refer to the Building Location and Massing section (pages 20-25), and the Landscape Guidelines (pages 45-52).
- An existing alley may be closed within the Mixed-Use District if the service aspects of the project are conveniently handled from another, internal location and still meet the criteria for screening and access.

Parking

- ‡ Adequate parking to serve development throughout the Core Sub-Area must be provided based upon the Municipal Code and in the ratios specified in the Master Project Plan.
- Off-premise and shared parking is allowable within the Mixed-Use area per the Municipal Code.
- Off-premise and/or shared parking should be considered within the Residential District. Implementation of any off-site and/or shared parking is subject to the development of a parking program, adopted in accordance with city procedures and council policy.

Parking Structures:

To minimize the functional and visual impacts of large parking structures, underground parking is strongly encouraged throughout the Core Sub-Area. North of Hardy Avenue and on Montezuma, between Campanile and College, development should take advantage of the natural topography of sloping sites to access parking levels below the main frontage elevation.

Above grade structures should be located on the interior of development parcels and screened by buildings on all sides. Where possible, such garages should be integrated into the development complex, presenting a frontage of active commercial or residential uses to the street, with the roof of the parking deck landscaped to provide an upper level podium of usable open space. Where garages can not be feasibly screened by development, alternative methods must be used, including decorative metal or timber screens, vine covered trellises, or dense foreground planting. Garage facades may be exposed on alleys, except on Plaza Drive east of Campanile, and only with appropriate landscape or architectural screening west of Campanile.

- ‡ Garage entries and exits are restricted to the general locations shown in the Vehicular Circulation System diagram (page 27). These locations minimize their impact on primary pedestrian areas and take advantage of existing changes of grade on Plaza Drive and Montezuma Road. Garage access on College and Montezuma is restricted to right-turn-in, right-turn-out movements only. Garage access should be minimized from Hardy and Lindo Paseo Avenues, with at most, one driveway for each development parcel.
- Garage entries and service routes must be carefully designed so as to mitigate any potential conflicts with pedestrians. This is especially important at the northern edge of the Mixed-Use area along Plaza Mall and College, where University service vehicles are accessing the campus south of the Aztec Center and near the pedestrian corridors. Perpendicular entry drives, specialized paving, signage, audio signals, and other design elements should be employed to mitigate potential conflicts.



Parking garages, through grade separation and landscaping can be adequately screened.

- ‡ Directional and regulatory signage is critical in all parking structures, particularly at entries. Clear, safe, well-lit pedestrian access should be provided to and from all parking structures.
- ‡ Bicycle racks must be provided in convenient locations in all structures, with adequate external signage to advertise its availability. The purpose of this guideline is to reduce the number of external bicycle racks, minimizing the kind of pedestrian intrusion that the bike racks on the north side of the Gateway Center currently impose.

Surface Parking:

- ‡ To achieve the full development potential of the Core Sub-Area, all parking must ultimately be provided in parking structures, with the exception of the Religious Centers complex on Campanile and Lindo Paseo, and the Sorority area on Montezuma. Access to these surface lots should be from alleys where possible; they should not be exposed to the street frontage; and they must be landscaped in accordance with the City of San Diego Landscape Ordinance.

Additional surface lots may be permitted in the Residential Area provided they are:

- to serve primarily as visitor and short-term parking;
- restricted in size to no more than 10 spaces; and
- designed in such a way as to provide usable open space for occasional special events such as neighborhood fairs or block parties.

The Visitor Information Center parking area proposed at the corner of College and Lindo Paseo is also subject to the above requirements pertaining to "additional surface lots." The purpose of this surface lot is to provide short-term parking for newcomers to the District who will stop at the Center for directions to an appropriate longer-term parking facility, either on campus or in the Core Sub-Area, according to the purpose of their visit. This lot should be designed as an integral part of the streetscape of College and Lindo Paseo, enhancing the sense of entry and welcome. Special paving that relates to the surrounding sidewalks should be considered instead of asphalt, and a coordinated landscape treatment, incorporating lighting, signage planting and pedestrian amenities, should create the character of a gateway plaza rather than a typical surface parking lot at this important entry point.

Larger surface parking lots may be permitted as an interim use on cleared parcels, but when there is no committed time frame for future redevelopment of such parcels, interim parking areas must be landscaped according to the City Ordinance.

Transit Service

Buses provide the only present transit service to the Core Sub-Area, with stops concentrated in the Transit Center at the end of Campanile, and a stop at the plaza at the College Avenue curve. Transit service will be dramatically improved in the future, however, with completion of an MTDB trolley line through the campus which will include an underground station below the Transit Center. This major transit improvement is an extraordinary opportunity for the Core Sub-Area, making it one of the best served locations in the City and providing multi-modal transit access at the heart of the area, in easy walking distance from both the Mixed-use and Residential Districts.

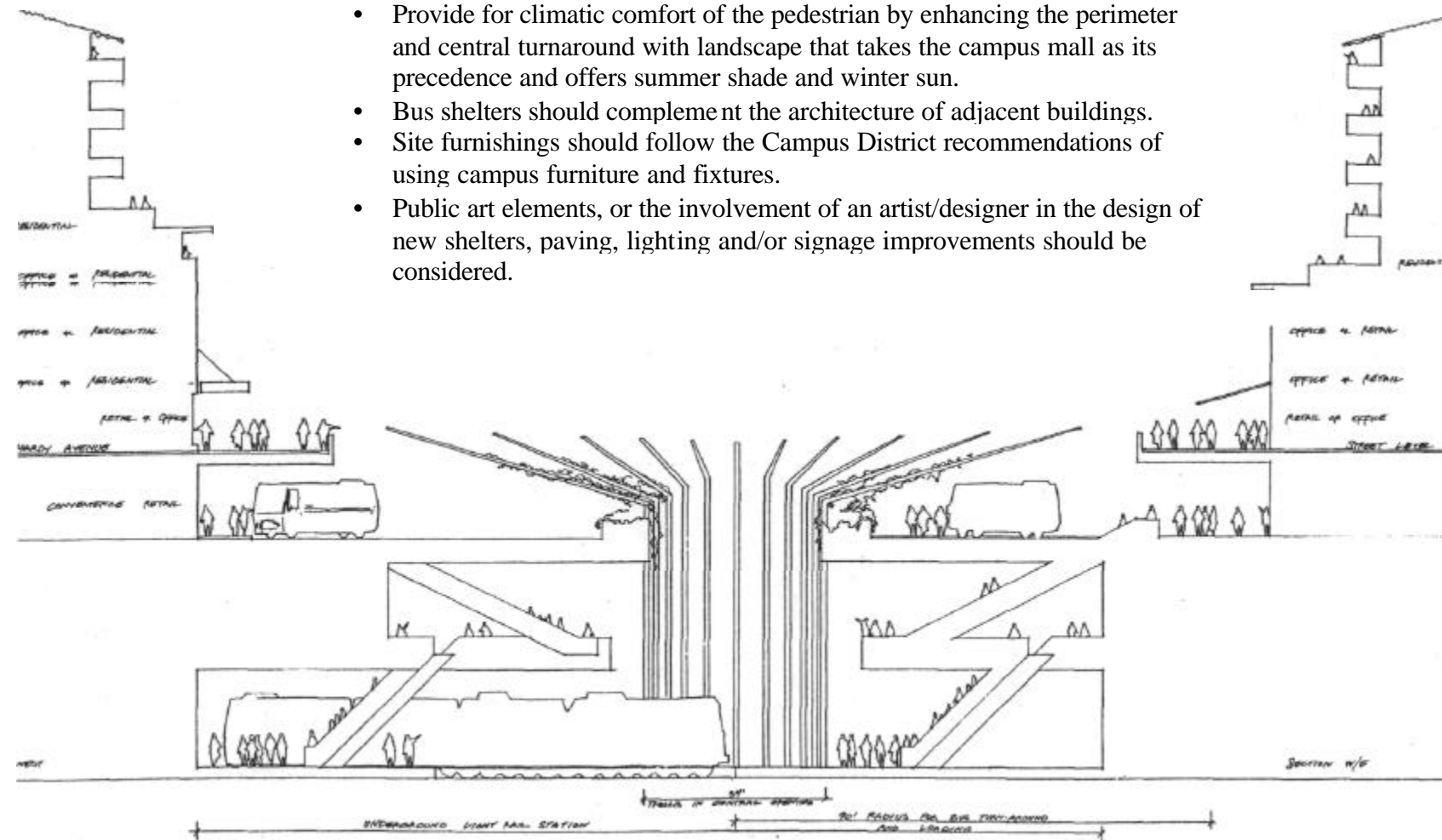
To capitalize on this unique advantage, the new trolley station must be properly coordinated with pedestrian, bus and parking systems of the area. The engineering of the line through the campus establishes the station at 60 feet below grade, an unusually deep location which will be difficult to integrate into the activity of the surface. To address this issue the Design Manual suggests the creative concept of lowering the existing Transit Center to approximately 20 feet below grade, bringing the two transit modes into closer connection, while making the area above entirely pedestrian and opening it up to views and convenient, obvious access down to the buses and trolleys. This approach brings natural light and air to the station level, offering a welcome respite from the underground journey and making the SDSU station a special landmark along the route.

Additional advantages of the proposal include the removal of vehicles from the campus threshold at the end of Campanile, elimination of pedestrian and bus conflicts at this important location, enhancement of views into the campus mall, direct connection to bus and trolley levels from underground parking in adjacent development, and the opportunity to extend active commercial uses below-grade in the central transit area.

This concept has complex engineering and financing implications, but until its feasibility can be studied further, the Core Sub-Area guidelines recommend that no actions be taken to preclude the possibility of achieving this unique prospect. They further recommend that the necessary studies be undertaken as soon as possible, so that the concept, if feasible, can be incorporated in MTDB's current engineering and design work on the proposed line, and appropriate steps to secure funding can be initiated.

If the concept proves infeasible, an on-grade Transit Center should include the following criteria:

- It is desirable that the facility maintain the integrity of the campus mall and entry. Development of this center should not allow visual intrusions in the mall's view corridor.
- Bus parking bays should be subordinate to a "pedestrian-friendly" plaza quality and diminish the pervasive feeling of a heavily trafficked, vehicular-priority zone.
- Provide for climatic comfort of the pedestrian by enhancing the perimeter and central turnaround with landscape that takes the campus mall as its precedence and offers summer shade and winter sun.
- Bus shelters should complement the architecture of adjacent buildings.
- Site furnishings should follow the Campus District recommendations of using campus furniture and fixtures.
- Public art elements, or the involvement of an artist/designer in the design of new shelters, paving, lighting and/or signage improvements should be considered.



A concept for the Transit Center could incorporate a below grade bus station that will not interrupt the sight-lines of the campus mall.

Pedestrian and Open Space System

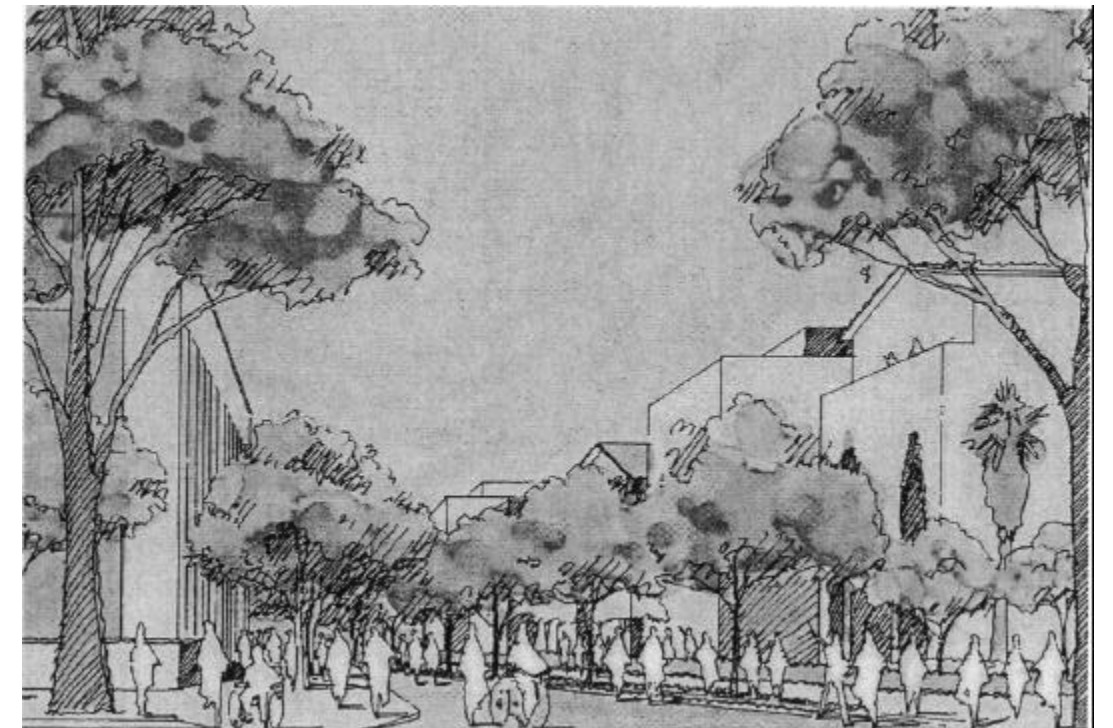
A neighborhood is remembered for its character and image. The intent of this Urban Design Plan is to create an image for the Core Sub-Area that is a bridge between the campus environs and the surrounding community. A primary way this can be accomplished is through a clear, hierarchical system of pedestrian routes that are inviting, safe and comfortable; and a system of usable open space that provides places for public gathering and respite from the built environment. Both are highly dependent on San Diego's desirable climate, as the sun, shade and cool ocean breezes in these pedestrian zones contribute to the comfort and character.

Pedestrian System

Much like the vehicular circulation is organized in a hierarchy, so is the system for pedestrian flow. One of the primary goals of this Urban Design Plan is to create a pedestrian friendly and inviting neighborhood, one that discourages the use of automobiles and one that promotes lively interaction in its public domain. A coordinated and integrated pedestrian system will mitigate traffic and neighborhood scale impacts by potentially reducing local automobile trips, and their associated pollution and pavement requirements. Pedestrian activity also encourages small business development and reinforces the neighborhood unit and its scale. In addition, a well designed pedestrian system will present a coherent connection with the University's pedestrian routes and connect to the neighborhood's sidewalk system. Likewise a coherent system is also easily recognizable and maneuverable for persons with disabilities and memorable for all who traverse it.

sunny options for walking.

- ? Signage should clearly regulate what (if any) vehicles are permissible and enforcement should reinforce these regulations.
- ? Benches and other street furniture should be clustered along the pedestrian malls where they will not interfere with pedestrian movement.
- ? Design of Plaza Mall should consider the future LRT station and current Transit Center so that pedestrian destinations such as the Cox Arena at Aztec Bowl or other campus facilities.
- ? Pedestrian malls are appropriate locations for public art.
- ? Consistent with University lighting standards, lighting fixtures should be pedestrian in scale and illumination levels should be a minimum 1 foot-candle.



There are three levels of pedestrian routes within the Core Sub-Area:

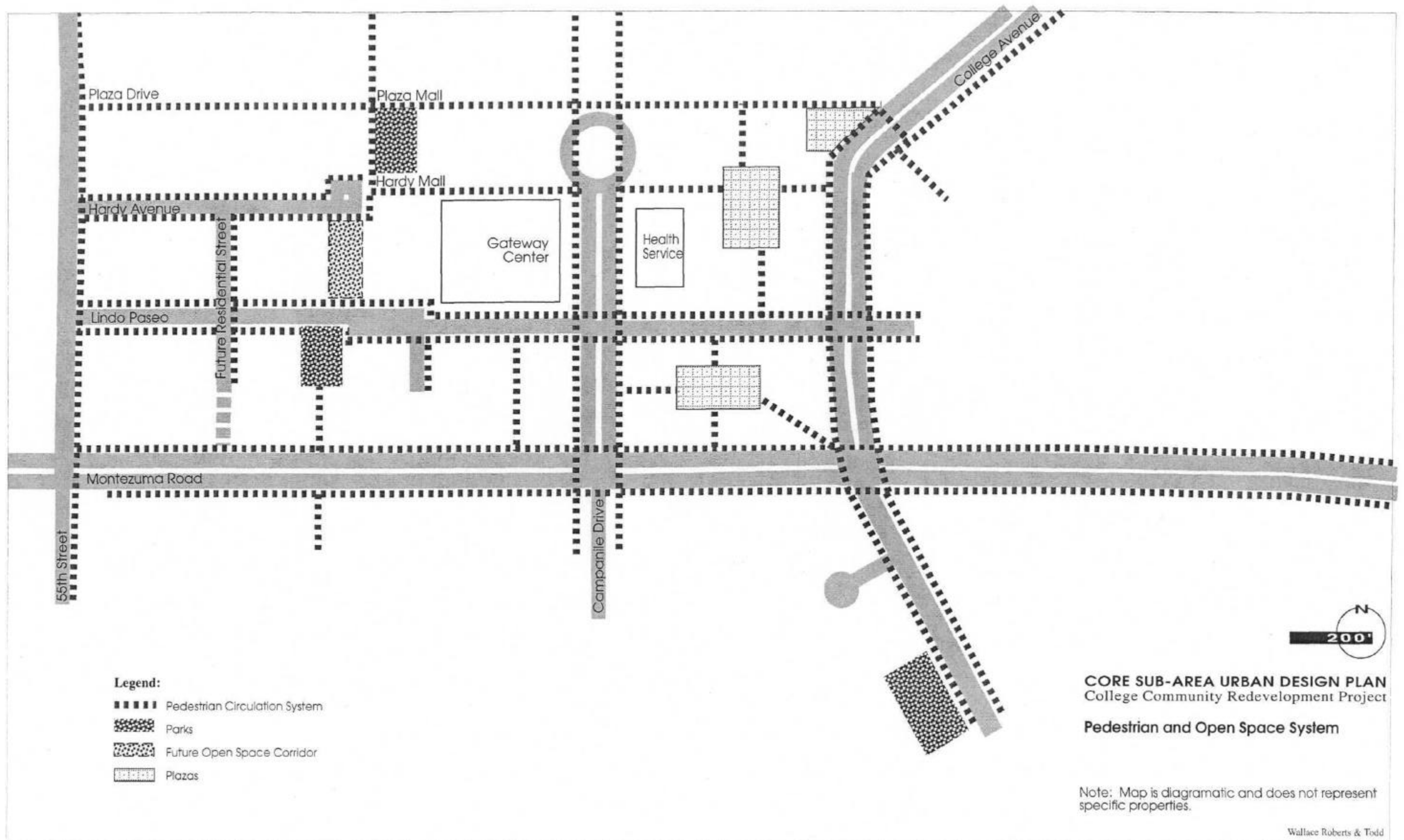
- Pedestrian Malls;
- Pedestrian Passageways or exclusive pedestrian rights of way; and
- Sidewalks.

Pedestrian Malls:

Two Pedestrian Malls are to be developed within the public right of way: West Plaza Mall and portions of East Plaza Mall at the boundary of the campus, and Hardy Mall, one block south. Both these malls western limits would be mid-block (at the location of the University's "J" Parking Lot) between 55th and Campanile Avenues. The intent is that these areas be primarily dedicated to the pedestrian, but still be shared with necessary emergency vehicles or occasional service vehicles.

- Pedestrian paving should cover the entire right of way, and if possible, the curb should be removed.
- Paving should be enhanced, decorative paving and not asphalt.
- Paving sections should be designed to accommodate emergency vehicles with the required specifications. Necessary clear zones should also be kept so that emergency vehicles may access the buildings.
- Loading dock entries should not face onto pedestrian malls.
- Street trees should be planted, preferably in double rows to offer shaded and

Hardy Avenue, at the Gateway Center, could be a lively mall, linking the residential area with the campus.





Pedestrian passageways connect outdoor activities and plazas.



Paving shall be accessible to the disabled.

Pedestrian Passageways :

Pedestrian Passageways are those walkways within the parcels, developed as part of the plaza or development open space system. These primarily occur *internal* to the parcels within the Mixed-Use District and connect the central plazas with the street sidewalks.

- Dimensions should vary along the passageways and relate to the type of adjacent uses and programmatic outdoor activities. A preferred minimum horizontal dimension should be 1/2 of the building height of the adjacent building (up to 4 stories).
- Materials should relate to the architectural theme of the surrounding building, reflecting the texture, richness and patterns of detail in the architecture.
- In all cases, passageways should be designed with minimal obstructions for clear, direct movement. They should not create entrapment zones that would effect personal safety.
- Passageways should be well filled with street furnishings to match the character of the architecture and the specific development.
- Passageways should be the direct access to parking structures.
- Passageways are appropriate locations for public art.
- Signage should direct pedestrians to landmarks and destinations.
- Passageways should be open 24 hours a day, and be well lit during the evening hours.
- Vehicles, including service vehicles, are prohibited from the pedestrian passageways.

Sidewalks:

Sidewalks are the third level of pedestrian circulation within the Core Sub-Area. They may vary in width based upon the street right of way dimension; and their location, based upon street activity, but in all cases must comply with the minimum standards:

- Sidewalks should be primarily concrete, with a simple gridded scoring pattern. Enhancements are appropriate in the Mixed-Use and Campus Districts.
- Sidewalks should be at a minimum 6 feet wide, preferably 8 feet.
- The minimum clear dimension along any point of the sidewalk should be 5 feet. This includes clearances around any obstructions, such as hydrants, sign posts, etc. Tree grates, if they comply with ADA standards, may be included within that clearance dimension.
- Sidewalks should run along the curb if on street parking is provided.
- If no on street parking is allowed, sidewalks may be separated from the curb by a planted parkway strip.
- Sidewalks must be designed to the current ADA standards with appropriate gradients, slip coefficients, curb cuts, warning bands and clearances.
- A pedestrian bridge could be considered at the intersection of College and Montezuma. Its design should strive to connect the upper level mixed use development.

Open Space System

In dense urban environments, it is the open space system that brings relief and image to the area. The image of the College Area residential neighborhoods is of mature landscaped yards; the image of the University is of plazas and landscaped malls. Bridging these two will be the image of the Core Sub-Area, with residential scale parks much like the front yards of the neighborhoods, and active plazas much like the campus. Depending upon the district in which they lie, two types of open spaces will be found: the Plaza and the Park.

Plazas:

The core of the original campus is a clustering of buildings around an open plaza. Much like its Latin American heritage, these plazas typically relate to the surrounding buildings, and have controlled entries, arcades and defined "walls." They may be predominantly paved, if heavily used, or a combination of soft and hardscape if more passive in nature. Much of campus life can be found in these plazas - dining, studying, conversing, relaxing or reflecting.

Plazas will be the predominant open space within the Mixed-Use District and the Campus District. They will be connected by passageways to the surrounding streets or malls; serve as extensions of the adjacent land uses, such as for outdoor dining; bring light and air into the central portions of the block, and be dedicated to the pedestrian. Plaza design should include the following controls:

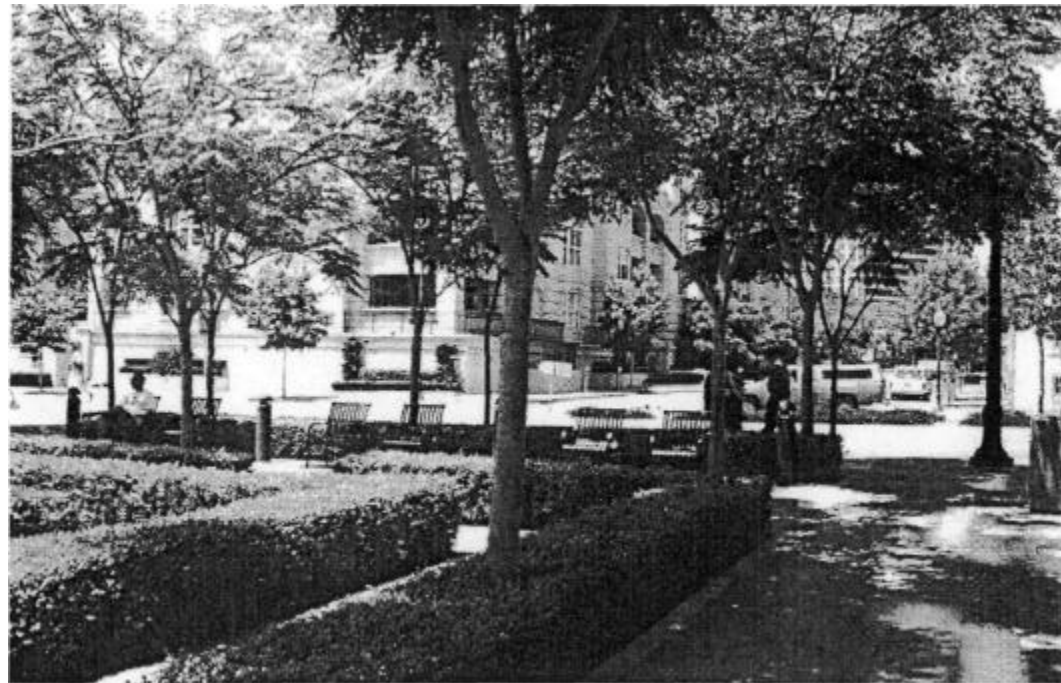
- ‡ Plazas should be designed large enough to accommodate the intended uses and meet the building controls;
- Arcades or covered walkways may surround the plazas and provide enclosure.
- ‡ Paving should be primarily of a hardscape material.
- Paving should be enhanced beyond plain concrete and match the character of the passageways and the architecture.
- ‡ Ample furniture should be provided to encourage seating and gathering.
- Plazas are excellent opportunities for the placement of public art. A comprehensive program that defines both temporal and permanent collections should be considered for the plazas.
- ‡ Opportunities should exist for gathering in sun and shade during various times of the year.
- ‡ Plazas should be the front door to many of the retail establishments in the Mixed-Use District.
- ‡ Planting should refer to the Landscape Guidelines.

Parks:

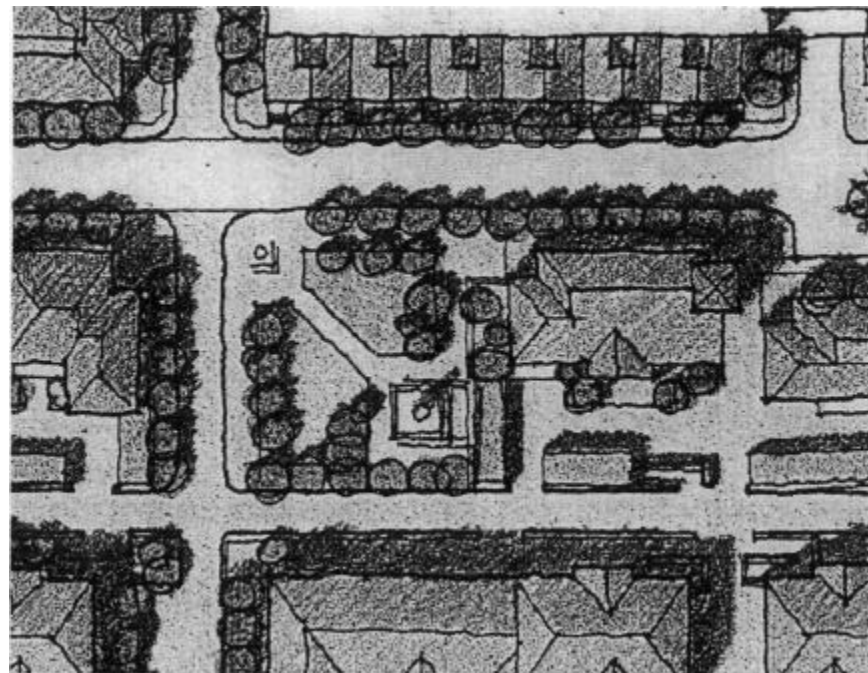
The character of the residential area will be shaped by the front yards and parks, much like it is in the surrounding neighborhoods. Parks will be the predominant open space within the Residential District. They should be heavily landscaped, and present a green respite from the urban area. Their purpose is to provide recreational and psychological escapes from the built areas and relief from the pavement and "heat islands" of the street.

Parks should serve the residential community that lives in the district and be distributed throughout the area so there is approximately one per block. They should be designed with the users in mind, providing for social, athletic and active recreation of the residents. They may include amenities such as a basketball hoop or sand volleyball court, barbecue facilities, or exercise stations.

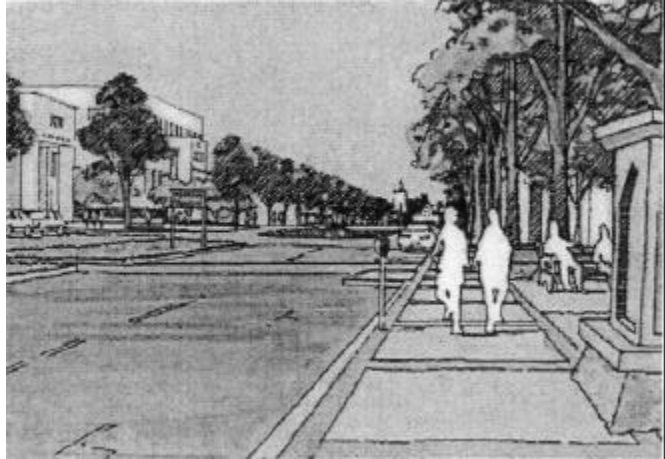
- | A park's minimum size should be 5,000 square feet.
- | Materials should be primarily soft, with turf and shade trees encouraged.
- | Parks should be located along the pedestrian system of sidewalks or offer connections between blocks, or between streets and malls.
- | Planting should refer to the Landscape Guidelines.
- | The responsibility of parks maintenance must be determined as part of the park implementation program.
- Street furniture, especially benches are encouraged.
- Parks, as are plazas, are excellent opportunities for the placement of public art. A comprehensive program that defines both temporal and permanent collections should be considered for the parks as well.
- Parks are encouraged to be large enough to contain recreational uses that will be enjoyed by the adjacent residents.



Parks may be quiet, contemplative spaces or provide neighborhood recreation and social gathering.



Parks are suggested within the Residential area along pedestrian sidewalks,



Orientation and Identity System

A primary goal of the College Community Redevelopment Project is to improve the image of the SDSU campus and its adjacent neighborhoods. This means establishing the area as a memorable place that people delight in discovering, and enjoy coming back to, whenever they can.

Vast numbers of people, in cars and buses on College Avenue, Montezuma Road and 55th Street, pass by the Core Sub-Area every day - and probably only a small proportion of them has any idea that they are passing by one of the most populous campuses of the California State University system. The area offers few clues to its association with such a venerable neighbor, and certainly no character of its own that would entice anyone to linger or explore. Without visual cues or directions, people who are specifically looking for the campus search to find an identity or sense of arrival.

Redevelopment must create a clear identity for the Core Sub-Area, and build into it the orienting devices that help us understand where we are, find where we need to go, and remember how much we enjoyed being there. As the Orientation and Identity System diagram (page 37) indicates, these can be a series of quite common and simple devices which, together support the sense of place and excitement that the Core Sub-Area needs to achieve.

Gateways and View Corridors

Perhaps the most important element of any orientation system is the network of features that announce arrival, or make it clear that one has entered a distinctive place. The most common of these is the "gateway", an urban design event that marks the threshold between outside and in. The gateway in turn establishes the view corridor toward landmarks, events, or features. In the Core Sub-Area, the location of gateways is obvious:

- ‡ *at the College Avenue curve:* the unusually significant point where southbound College passes under the pedestrian bridge and veers left at the crest of the hill. The gateway here should be designed around a clear view into the development, providing a tantalizing glimpse of the attractions beyond.
- A major enhancement to the sense of arrival on this corridor could be achieved by replacing or retrofitting the existing pedestrian bridge with a dramatic sculptural piece that combines art and engineering to make a very literal gateway into the Core Sub-Area.
- ‡ *at the intersection of College and Montezuma:* where the same effects can be achieved for north and west bound traffic.
- ‡ *at the intersection of Campanile Drive and Montezuma:* which could become the true, symbolic entry to the campus. To announce the presence of SDSU more clearly at this point and to give this important entry greater

visual significance, the Urban Design Plan proposes extending the campus character out to Montezuma in two ways:

- ‡ by landscaping the broad Campanile corridor with materials, colors, textures and specific elements of the campus grounds that proclaim the campus connection in a very bold and straightforward way; and
- ‡ by clearing a long sight line from Montezuma, directly into the campus and the historic tower from which Campanile Drive takes its name. Primarily, this means removing the raised planter in the middle of the Transit Center to clear an axial view down the center of the campus mall.
- ‡ *at the intersection of Montezuma and 55th Street:* which, given the natural topography of Montezuma Road as it climbs to the corner, offers another strong opportunity to mark eastbound entry to the Core Sub-Area.

In addition to marking these key gateways, the Plan proposes the development of unique streetscapes on College Avenue and Montezuma to clarify the edges or boundaries of the Core Sub-Area. Montezuma is made with landscape; College blisters with commerce. Together, their contrasting nature adds another important intrigue that challenges passersby to stop and find out what the Core Sub-Area is about.

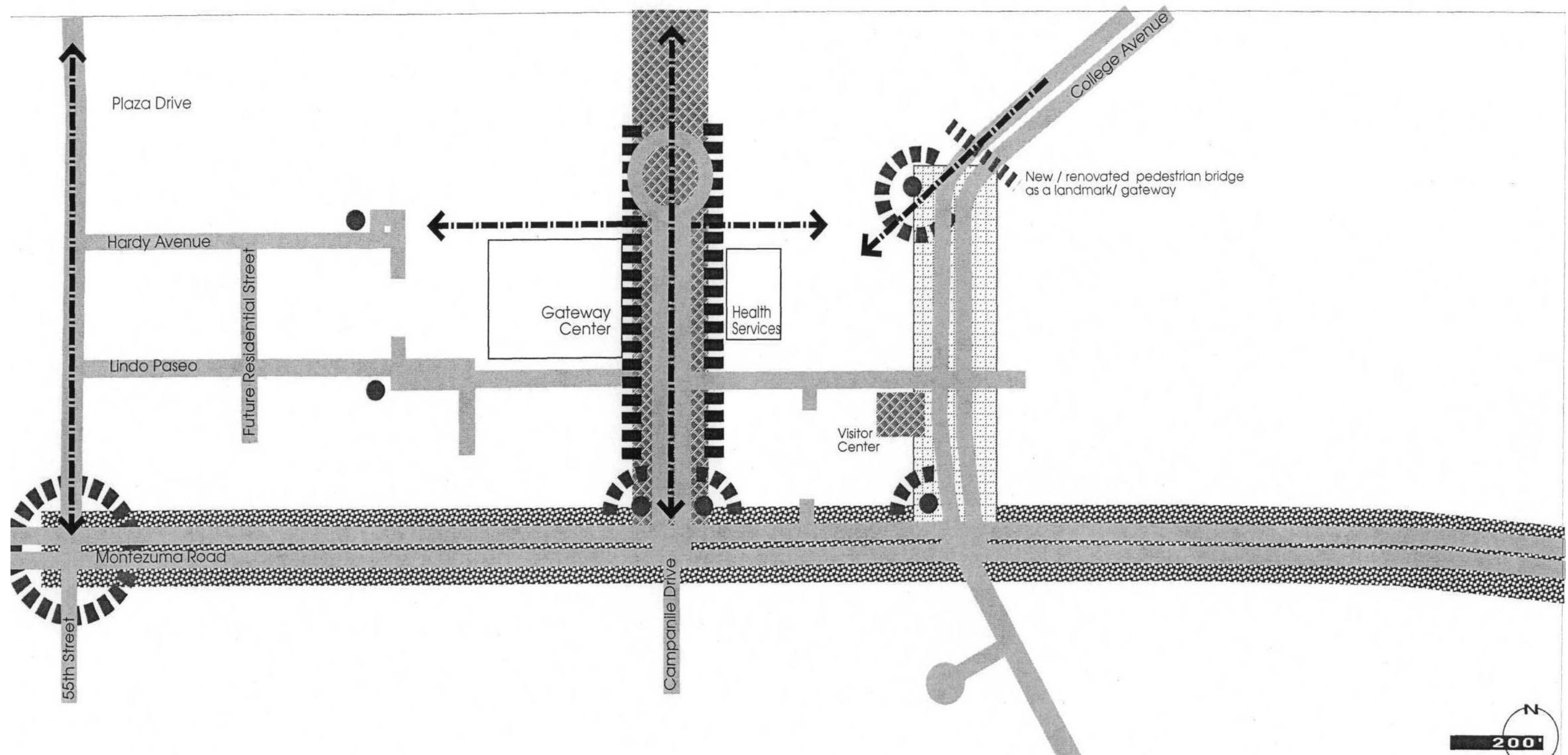
Providing a convenient and useful *place* to stop is obviously a key component of making this happen. SDSU has also identified a critical need for new students and campus visitors to be able to find an immediately accessible information source where they can be directed to the correct campus building or garage.

- A possible Visitor Information Center, including campus and Core Sub-Area maps, parking stickers, a friendly, knowledgeable face, and approximately 10 short-term parking spaces, could be considered on the southwest corner of the College and Lindo Paseo intersection. This location is highly visible and easily accessible from all directions.

Landmarks

The final element of the orientation and identity system is a smaller scale network of internal landmarks and orchestrated views that exploit the structural framework and unique site conditions throughout the Core Sub-Area; for example, creating a memorable landmark, which could be something as simple as twisting the stair tower on the corner of the adjacent building, at the termination of Hardy Avenue. Being able to recognize places from a distance and relate them in space to other parts of the complex helps us understand how the area is organized, which in turn, promotes a sense of security and comfort with the place.

- Public art may be viewed as an opportunity to create landmarks, identities and special interest within the area.



- Legend:**
- View Corridors
 - Gateway Expression
 - Landmarks / Architectural Features
 - Commercial Facades
 - Montezuma Road Streetscape
 - Extension of Campus Character

CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project
Orientation and Identity System