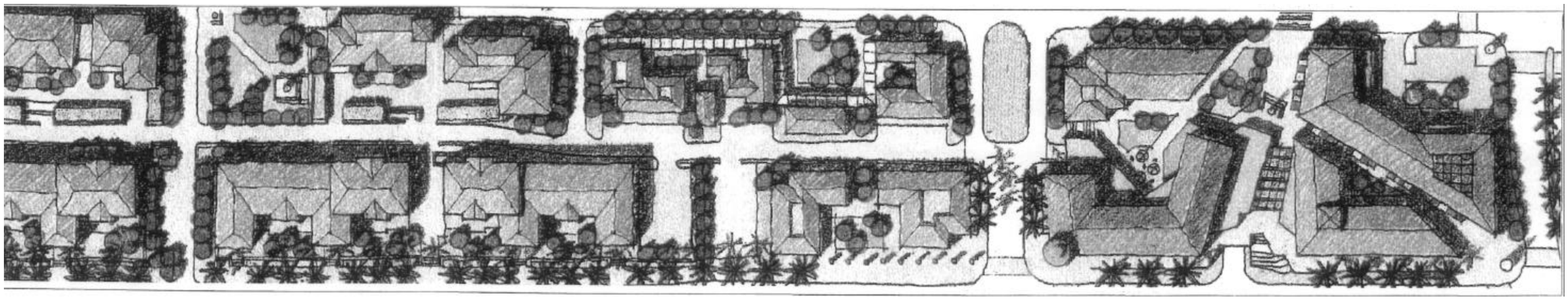
College Community Redevelopment Project

CORE SUB-AREA DESIGN MANUAL



City of San Diego

Wallace Roberts & Todd
Urban Systems Associates, Inc.

Adopted by City Council, City of San Diego
Resolution *No.* R-289099 on 12 August 1997

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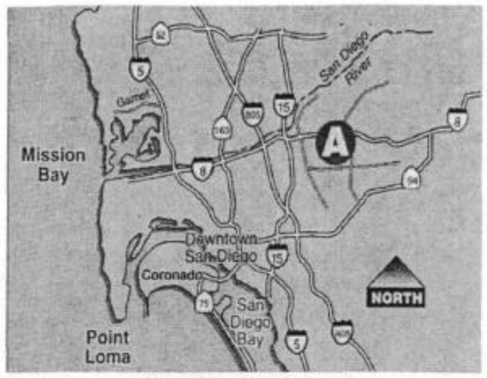


Regional context of San Diego State University

The Core Sub-Area is on the southern edge of the campus.

Local context from "The Thomas Guide," 1997

Background

The College Community Redevelopment Project was initiated by the San Diego State University (SDSU) Foundation and the City of San Diego to improve the blighted conditions surrounding the SDSU campus. The project includes five redevelopment sub-areas, the largest of which is the 58.6 acre Core Sub-Area on the southern side of the campus. It extends from Plaza Drive on the north, to sites affronting the south side of Montezuma Road; and from 55th Street on the west, to the alley east of College Avenue.

Redevelopment of this area is subject to the conditions, policies and guidelines adopted in the *Master Project Plan* of 1993 (MPP). The MPP presents approved land uses, development densities and general design principles applicable throughout the Redevelopment Project Area, as well as specific requirements for the five sub-areas. While establishing a clear redevelopment framework for each sub-area, the design guidelines of the Master Project Plan are only general in nature, intended to guide the overall conception of building and landscape developments, rather than give direction to their detailed design.

Taking the next step towards project implementation, the *Core Sub-Area Design Manual* is a supplement to the general requirements of the Master Project Plan. This Design Manual gives more precise form to the prescriptions of the Master Project Plan, through detailed development controls and architectural and landscape guidelines which are designed to ensure coordinated development of the area and appropriate functional and aesthetic relationships between different projects.

Other Applicable References

In addition to this Urban Design Manual, users must also review the applicable city documents, ordinances and codes shown in the table to the right.

How to Use This Manual

The *Core Sub-Area Design Manual* is intended for use by the following groups:

Project Developers and Designers, including the SDSU Foundation or other property owners and the architects, landscape architects and engineers who will be commissioned to prepare detailed design and construction documents for development projects in the Core Sub-Area. For project designers, the manual outlines the design intent for specific parcels, streets and open spaces throughout the area, providing immediate access to the design concerns and expectations of project sponsors, permitting agencies and community groups.

Review Authorities, including the SDSU Foundation and City permitting agencies, primarily the San Diego Redevelopment Agency and Planning Commission. For reviewers, the manual provides the criteria against which detailed design proposals can be evaluated for conformance with the design intent of each parcel and the overall goals of the redevelopment area.

Community Groups, including the College Area Community Council (CACC), the Project Area Committee (PAC) and their constituents. As participants in the review and permitting process, the manual provides the community with a means to evaluate development proposals, as well as an underlying assurance that community interests addressed in the Master Project Plan and the preparation of this Design Manual continue to be supported through detailed project design.

Reference Documents

College Area Community Plan
College Community Redevelopment Project:
- College Area Community Plan Amendment
- College Community Redevelopment Project Master Project Plan
- College Area Public Facilities Financing Plan

College Community Redevelopment Project Environmental Impact Report

City Wide Landscape Ordinance
Multi-Family Parking Requirements
City of San Diego Municipal Code and the Zoning Code Update (in progress)
- Chapter 10, Planning and Zoning
- Chapter 11, Land Use Development Procedures
- Chapter 12, Land Development Reviews
- Chapter 13, Zones
- Chapter 14, General Regulations

Recommendations to guide development in the Core Sub-Area are organized in two sections, the Urban Design Plan and the Design Guidelines:

The Core Sub-Area Urban Design Plan

This section describes the alternative development frameworks that were considered for the Core Sub-Area, and the preferred urban design concept on which the design requirements of this manual are based.

An Urban Design Plan gives physical form to a planning vision. It is the design step between the Master Project Plan, and detailed architectural, engineering and landscape project design. It establishes the overall development character of an area in descriptive terms, translating master plan objectives into a physical plan that acknowledges the functional, economic and technical realities of development.

The Urban Design Plan provides the basis for specific design requirements, imposed to ensure that each development parcel or landscape improvement project contributes in a coordinated way towards achievement of the overall character proposed for the area. To understand the underlying intent of the various Development Controls and Design Guidelines presented in this manual, therefore, it is important to be familiar with the overall design objectives established in the Urban Design Plan.

Design Guidelines

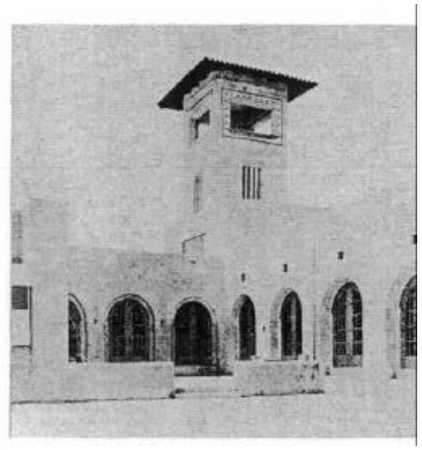
This section describes suggested architectural and landscape design treatments, establishing appropriate levels of quality and design consistency throughout the Core Sub-Area. Without dictating a specific architectural uniformity, the guide-lines suggest stylistic elements consistent with the character of the campus and Southern California design traditions.

The early styles of the University as well as those endemic to Southern California share the appropriate feeling of San Diego - honesty to materials, the land, and the climatic influences. Whether demonstrated through the elements of the Mission Style, the Mayan or MesoAmerican interpretations, the Craftsman era or the Irving Gill traditions, designs evoke the permanence and simplicity of our region. These Design Guidelines reinforce many of the patterns of these stylistic precedents, and emphasize a clear connection between the indoors and the outdoors; the use of natural light with provisions for shade; simple building facades with articulation and detail appropriate to its use; massing and form which reinforce the urban district; and recognition of our benign and livable climate.

While each project must contribute to the character of the area in a coordinated way, there are many different ways that an appropriate contribution can be
realized in detailed design. The guidelines, therefore, are generally expressed in descriptive, qualitative terms that indicate an intended design character but leave ample room for the inventive interpretation of talented architects and landscape architects. The purpose of these guidelines is not to limit the creative input of future designers, but to ensure that they are working within a range of acceptable choices.

Together with the Master Project Plan, the Urban Design Plan and the Design Guidelines make up a three-level hierarchy of design requirements for projects within the Core Sub-Area, spanning from planning vision to detailed project design. A designer or project reviewer should be familiar with all three levels of the system, starting with the relevant sections of the *Master Project Plan* (pages 1 through 17) and the description of the Core Sub-Area Urban Design Plan presented in this Manual. Both of these are critical to understanding the context from which the design guidelines were framed, and the significance of these requirements to the intended urban design character of the area.

The next step in design or review of a specific proposal is to consider decisions on the architectural and landscape details of the project in relation to the Design Guidelines, recognizing that these are, for the most part, suggested approaches and illustrative treatments, rather than hard-and-fast regulations. In using this Section, greater emphasis should be placed on effective interpretation of the statements of intent, than the particular examples used to illustrate how the intentions can be realized.



"California is influenced, and rightly so, by the Spanish Missions as well as by the rich coloring and the form of the low hills and wide valleys. The Missions are a part of its history that should be preserved and in their long, low lines, graceful arcades, tile roofs, bell towers, arched doorways and walled gardens we find a most expressive medium of retaining tradition, history and romance."
Irving J. Gill, "The Craftsman," May 1916

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PLANNING CONTEXT

The College Community Redevelopment Area partially surrounds the SDSU campus, which is situated south of Interstate 8 and east of Interstate 15 in the City of San Diego. Once a single-family residential area developed following World War II, it has evolved into a mixed community with campus- and residential-serving commercial and support uses in conjunction with single - and multi-family housing. To address the concerns of long term residents, merchants, landowners, the University and its Foundation, a redevelopment project area was formulated to revitalize the community.

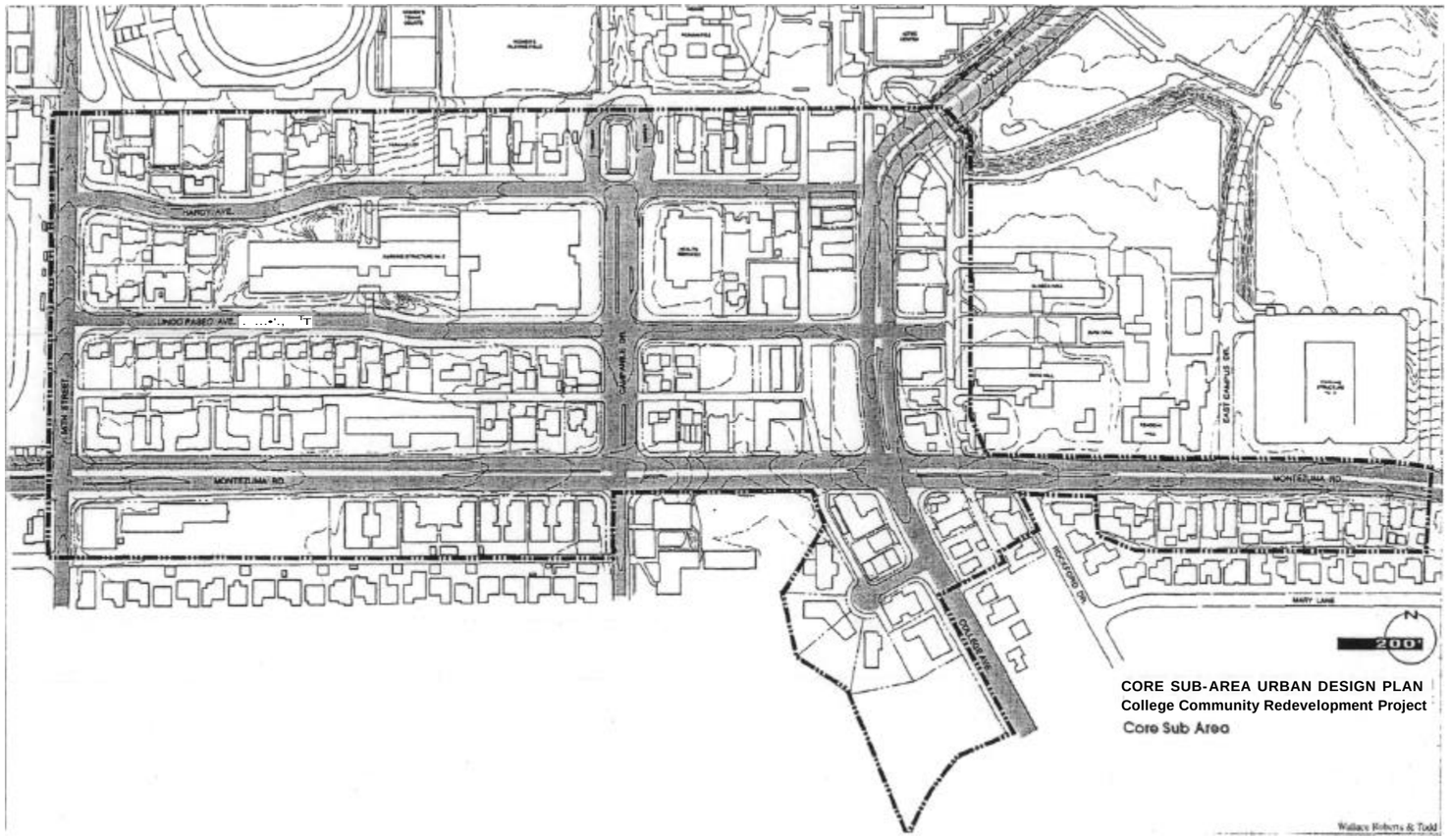
The College Area Community Plan

The *College Area Community Plan* was originally adopted by City Council in 1989 and amended in 1993 as a guide for the orderly growth of the 1,950 acres bounded by Interstate 8 on the north, Fairmount Avenue and Collwood Boulevard on the west, El Cajon Boulevard on the south and the City of La Mesa on the east. The plan's purpose is to enhance relationships and resolve conflicts between single-family neighborhoods and the University. It addresses eight elements in detail: housing, SDSU, transportation, commercial, open space, parks and recreation, public facilities and urban design. The *College Area Community Plan* should be reviewed in conjunction with any planning or design proposal governed by this Urban Design Plan.

The Redevelopment Project & Master Project Plan

The Redevelopment Project

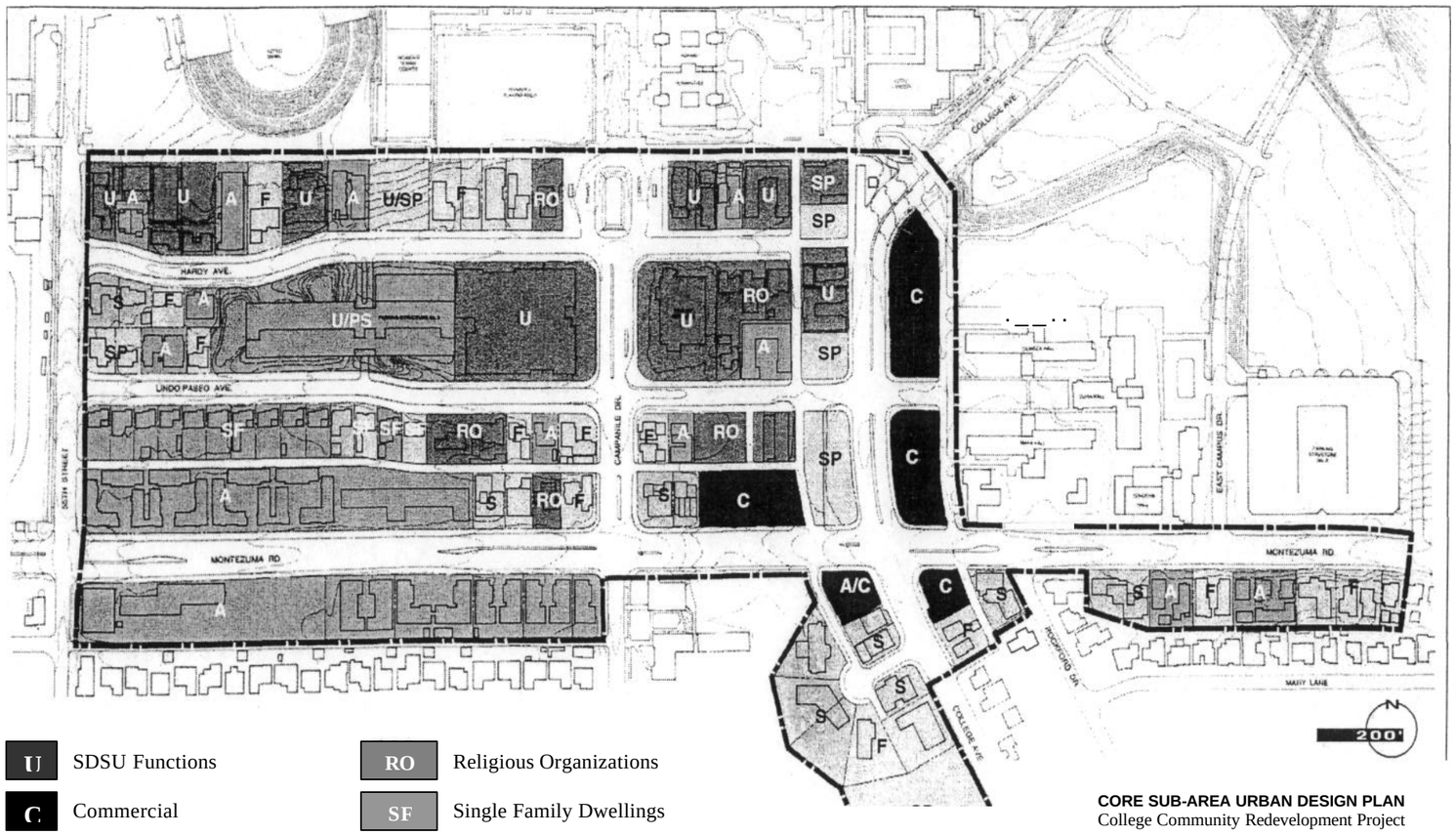
The College Community Redevelopment Project was established in 1993 following several years of planning and processing by the SDSU Foundation, and two community groups, the College Area Community Council (CACC) and the Project Area Committee (PAC). On October 12, 1993, the San Diego City Council updated the College Area Community Plan by Resolution No. R-282800 to include the *Redevelopment Project.* With Resolution No. R-282801, the City Council also adopted the *Master Project Plan* (MPP) as required by the College Area Community Plan. These documents were supported by the certified *Environmental Impact Report* and the *College Area Public Facilities Financing Plan.* By these actions, the City Council set into motion the redevelopment of lands in the vicinity of the campus, including the Core, 55th Street, Alvarado Road, Lot A and Montezuma School sub-areas.



The Core Sub-Area

The Core Sub-Area, subject of this Urban Design Plan, covers 58.6 acres of relatively flat mesa-top, south of the SDSU campus. It is bounded by Plaza Drive on the north, 55th Street on the west, rear property boundaries along Montezuma Road to the south, and College Avenue to the east. Properties on College south of Montezuma and on Montezuma east of College, are included as they are currently dominated by housing for SDSU fraternities and sororities.

The area's primary traffic arteries are College Avenue and Montezuma Road. Both are multi-lane streets with medians and high traffic volumes and speeds. College Avenue connects directly to Interstate 8. Campanile Drive, running north-south into the campus, bisects the Core Sub-Area and aligns with SDSU's main mall and Hardy Memorial Tower, forming a potential campus gateway. Campanile Drive terminates in a major bus station, the SDSU Transit Center, which is the proposed location of a future underground trolley station.



U SDSU Functions
C Commercial
A Apartments
F Fraternities
S Sororities
RO Religious Organizations
SF Single Family Dwellings
PS parking Structures
SP Surface Parking and Vacant Lots

CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project

Existing Land Use

Property in the Core Sub-Area is currently owned by the SDSU Foundation, the State of California, fraternities and sororities, religious institutions and private owners. The majority of the buildings in the sub-area are currently in residential use, including fraternities, sororities, apartments, and limited single-family housing, with religious, commercial and service uses occupying the remaining parcels. SDSU development includes Parking Structure 2 and the Health Services Center. The SDSU Foundation has developed the KPBS/Gateway Center, at the corner of Campanile and Lindo Paseo, which houses KPBS TV/FM, the College of Extended Studies, the Entrepreneurial Management Center and the SDSU Foundation.

The Master Project Plan

The *Master Project Plan* (MPP) establishes the development conditions applicable throughout the redevelopment area. Overall conditions address land use, density, the building envelope, landscape and streetscape design, circulation, parking, and signage.

The MPP outlines three objectives which are the basis for the Core Sub-Area Urban Design Plan:

- Mitigate traffic and parking congestion within the redevelopment project area and the surrounding neighborhoods through the provision of high quality housing and retail services in a pedestrian-oriented development directly adjacent to San Diego State University;
- Provide a living environment adjacent to the University which attracts University students who now commute to campus or reside in single-family homes in neighborhoods adjacent to campus which are ill suited for student housing purposes; and,
- Foster an environment which reflects a high level of concern for architecture, landscape, urban design, and land use principles appropriate to the objective of the College Area Community Plan.

Land uses permitted under the MPP in the Core Sub-Area include student housing, commercial mixed-use, religious centers, fraternities and sororities, and open space (page 3). This serves as a guide for making decisions regarding the distribution and intensity of the development. Zoning is the means of implementing the land use plan, imposing development controls on each district and specifying the permitted uses, density, bulk and scale.

Maximum lot coverage (by buildings) under the MPP is 60%. Area not covered by buildings will comprise the remaining 40%. This may include open space, setbacks, driveways, recreational areas, landscaped areas or hardscape areas.

Maximum allowable heights permitted under the MPP include twelve stories along Hardy Avenue; eight stories along Lindo Paseo; five stories along College Avenue (north of Montezuma), Campus Plaza Drive and 55th Street; and four stories along College Avenue (south of Montezuma) and along Montezuma Road. These are delineated in the Height Limits diagram (page 4), an excerpt from the MPP.

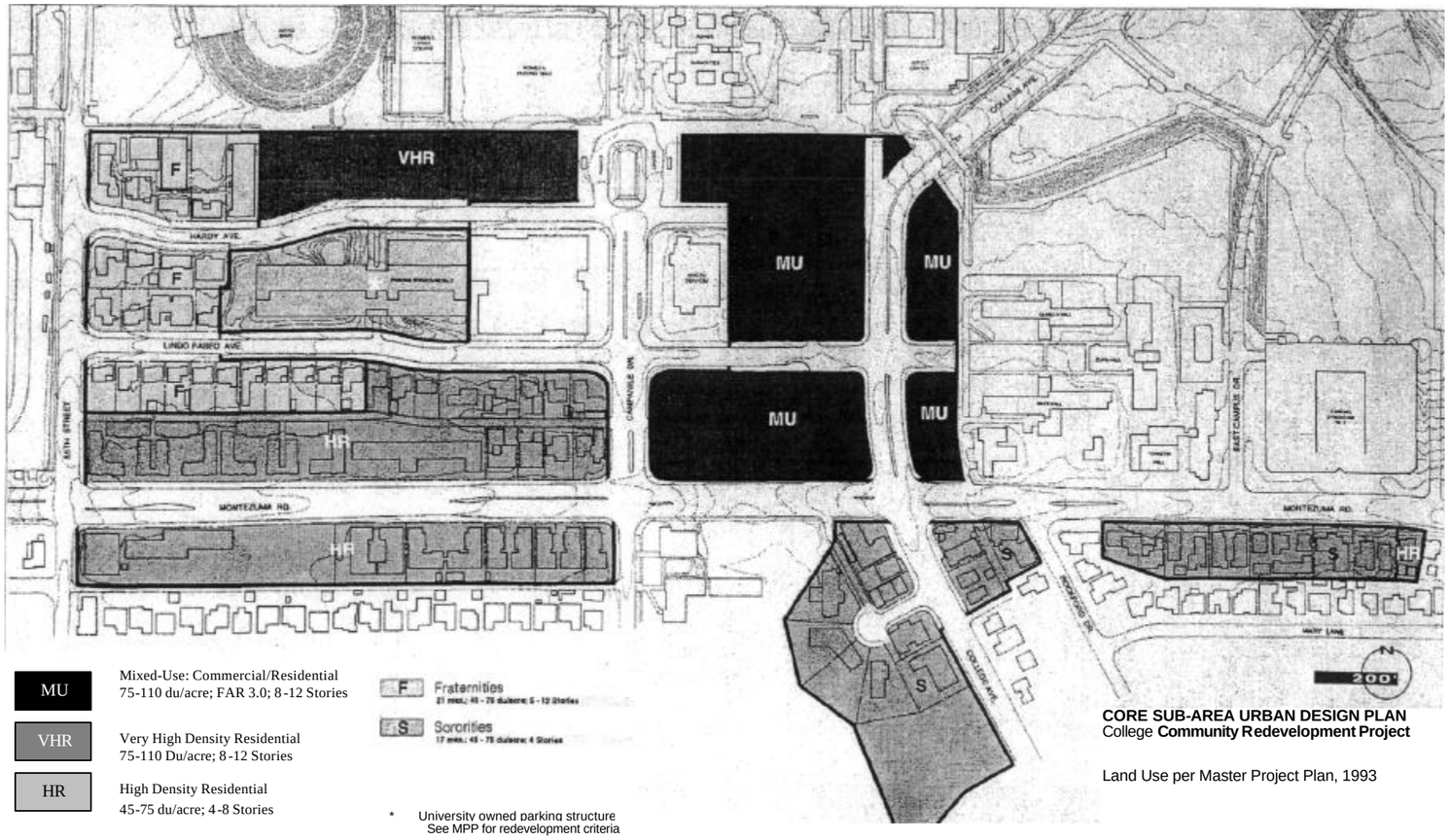
Although the MPP does not define the physical height of buildings beyond number of stories, this Design Manual further defines the maximum total building heights in linear terms calculated by applying a maximum height of 20 feet on the ground floor (to allow for building lobbies, etc.), with subsequent stories as a maximum height of 12 feet per story. These arithmetic height limits are used to define the maximum total building height, but should be interpreted to limit the height of any particular floor.

In addition to these development criteria, the MPP outlines the actions necessary to secure development permits. The MPP also establishes the basis for the Sub-Area Design Criteria, which dictates the preparation of this Core Sub-Area Design Manual: "Prior to the approval of the first Phased Project Redevelopment Permit in a sub-area, area-wide design criteria for that subarea shall be adopted for architecture and urban design, open space, streetscape planting, streetscape design and signage. Area wide design criteria for each sub-area are amendments to the Master Project Plan." *College Community Redevelopment Project, Master Project Plan*, 1993 (page 33). The *Master Project Plan* should be reviewed in conjunction with any planning or design proposal governed by this Urban Design Plan.

Redevelopment Plan EIR Mitigation

This Urban Design Plan is required as part of the *Environmental Impact Report for the College Area Redevelopment Plan.* The EIR identified unmitigated impacts related to density, neighborhood character, open space and aesthetic quality and stipulated that they would be addressed within the Urban Design Plan. This plan addresses these impacts through the following objectives:

- **Neighborhood Character:** The definition of neighborhood character was a primary goal of this Urban Design Manual and as such, formulated the section "Character Districts" (page 15). This section defines three specific districts within the neighborhood: the Campus District along Campanile, whose character is reflective of the University; the Mixed-Use District, which serves the needs of the campus and existing residential community as a vibrant destination; and, the Residential District which contains a mix of student apartments, fraternities and sororities, and religious centers. Controls and recommendations for each of these districts further define the character.
- **Density:** In order to address the impacts of allowed density, the Urban Design Plan section "Building Location and Massing" (page 20) defines the requirements for the building envelope, including the required build-to lines, setbacks and upper level stepbacks, heights, open space and pedestrian access. These five site controls are coupled with the Architecture and Landscape Guidelines to further stipulate the treatment of these areas.
- **Open Space:** Those areas which are not building footprint, are generally referred to as open space within the City of San Diego's Municipal Code. The Urban Design Plan further defines two levels of open space: that which is provided by the individual development parcel (pages 20-22) and that which is publicly accessible, including the streetscape and pedestrian ways (page 31), the parks and the plazas (page 32). When implemented with the Landscape Guidelines, the intent is to provide a variety of open spaces that may be used to evoke the landscape character of the campus, provide passive and neighborhood recreational resources to residents, compliment the pedestrian experience, mitigate climatic conditions, and improve the view along the street.
- **Aesthetic Quality:** Although the EIR did not identify any public view, scenic vista or significant visual landmark as impacted, it did address that an increase in building mass resulting from redevelopment may impact the surrounding neighborhood character. This Urban Design Plan addresses this aesthetic quality through the Architectural and Landscape Guidelines as well as the Character Districts referred to above in Neighborhood Character. In addition, view corridors *within* the core sub-area have been identified to preserve vistas into the campus along Campanile, into the residential and mixed-use district from Campanile, and into the mixed-use district from College Avenue. These are delineated in Orientation and Identity (page 35).



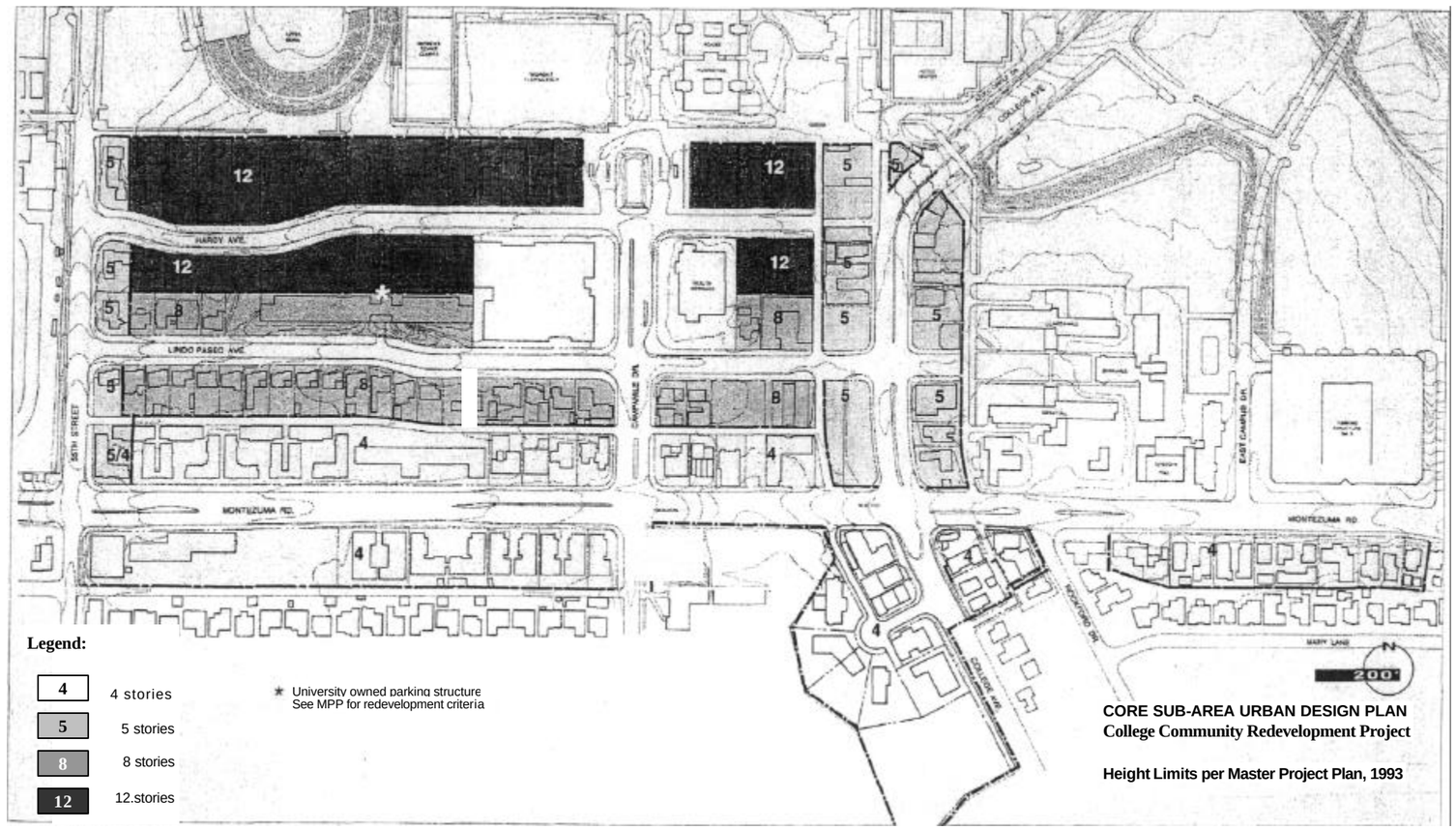
Developing the Design Manual

Intent

The purpose of this Urban Design Manual for the Core Sub-Area is to implement the objectives of the MPP and, in particular, ensure a high level of concern for the physical qualities of redevelopment. The intent is to build on the recommendations of the MPP for the Core Sub-Area, ensuring project design that achieves the objectives of the plan.

Key requirements of the Design Manual are:

- consistency with the MPP and general development policies and codes of the City of San Diego;
- flexibility to respond to changing market conditions; and,
- ease of use as a reference for project developers, designers, and reviewers.



Height Limit Designations per the Master Project Plan

The Participants

Preparation of this manual has been overseen by the Design Criteria Review Committee (DCRC) composed of members of the SDSU Foundation, SDSU, City of San Diego, and representation from the CACC and PAC. This group met at key points in the process to input ideas and provide feedback on the evolving plan.

Two community review bodies were established by the City of San Diego to contribute to the redevelopment planning process: a Project Area Committee (PAC), which was formed specifically to provide input to the redevelopment project from area stakeholders; and the College Area Community Council (CACC), which is the standing committee required to review all actions within the College Area Community Plan jurisdiction. Board members of these two organizations participated in three workshops during the design process. The first two addressed urban design approaches and concept alternatives, while the third workshop provided input to a draft of the Design Manual.

In addition to these formal committees, the SDSU Foundation and its consultants also met with other stakeholders including the University President and his Cabinet, the Campus Development Committee, other representatives of the campus community, students, fraternities, sororities, religious organizations, local property owners, tenants, residents and other interested parties. The SDSU Foundation team also met with Metropolitan Transit Development Board staff, the agency that currently operates bus service at the existing Transit Center and will be implementing future trolley service, and City of San Diego staff who will be responsible for design review and permitting.

The SDSU Foundation's design consultant for this work were Wallace Roberts & Todd, a multidisciplinary firm of urban designers, planners, landscape architects, and architects, and Urban Systems Associates, Inc., traffic and civil engineering consultants.

Goals of the Design Guidelines

The project participants formulated the following goals for the guidelines:

Basis of Planning Framework:

- Recognize the efforts of involvement to date which have shaped the currently adopted documents;
- Maintain adopted land uses, building heights and densities;
- Mitigate traffic impacts through design where possible; and,
- Build upon the adopted Redevelopment Plan, which includes the Master Project Plan.

Urban Design Goals:

- Establish positive image and identity that respects the adjacent community and campus;
- Create links and extensions into the community;
- Emphasize the pedestrian friendly environment;
- Recognize the benefits of mass transit at this location;
- Consider streets as part of the open space systems;
- Provide adequate on-site parking;
- Improve campus and community connections;
- Address security and safety;
- Consider alleys as "finer grain circulation" routes, and possibly as pedestrian ways;
- Reinforce pedestrian movements on campus;
- Reinforce campus entries and gateways, and assist in their clarification;
- Utilize materials and forms that are compatible with campus materials and forms; and,
- Coordinate with the campus land uses to provide appropriate edges and interfaces.

Design Manual Process

Following a review of existing conditions and definition of the guideline's goals, the first step of the process was to evaluate conceptual approaches to overall development of the Core Sub-Area. The pros and cons of three different development models were outlined and evaluated by staff, campus, and community representatives. From this discussion, a preferred concept was developed, containing the advantages of the three original models. This plan was adopted as the basis of development controls addressing land use and intensity, building location and massing, vehicular circulation, pedestrian circulation, and open space. Specific guidelines were developed for building character and specific architectural elements, and for the landscape, including streetscapes, open spaces, and elements such as planting, paving, lighting, signage, and street furnishings.

Design Manual Approval Process:

After review by the SDSU Foundation and the DCRC, the Design Manual was released as a public draft for review and recommendations by the CACC. With that adoption and their recommendations and modifications, it was reviewed in a public hearing before the City of San Diego Planning Commission. Subsequently, the draft document and the comments of the CACC and Planning Commission were forwarded to the San Diego City Council (acting as the Redevelopment Agency) for review and adoption on 12 August, 1997 by Resolution No. R-289099. Once adopted, the Design Manual became an addendum to the *Master Project Plan* and an integral part of the regulations governing all redevelopment activity within the Core Sub-Area of the College Community Redevelopment Project.

Development Approval Process

A Phased Project Redevelopment Permit (PPRP) application is necessary to implement any redevelopment within the Core Sub-Area. The approving authority for a redevelopment proposal where SDSU Foundation has a legal and/or equitable interest is the Executive Director of the Redevelopment Agency, as defined in the *Master Project Plan.* The approving authority for all other redevelopment proposals is the Planning Commission, pursuant to "Process 4" as set forth in Chapter 11 of the San Diego Municipal Code.

The *Core Sub-Area Design Manual* will be used in conjunction with the *Master Project Plan* and other applicable codes, documents and ordinances to assess the consistency of the proposed projects as they are brought forward in the PPRP process.

The Phased Project Redevelopment Permit Process is detailed in the *Master Project Plan* (page 31-45) with criteria specifically for the College Community Redevelopment Project.

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:

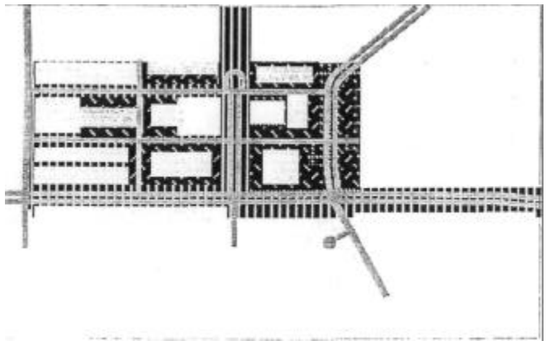
- With expanded circulation and access to all sites in the area, this concept supports a highly flexible, incremental approach to development that avoids the need to assemble property and allows separate parcels to redevelop as they become available.
- Individual redevelopment projects are smaller in 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.

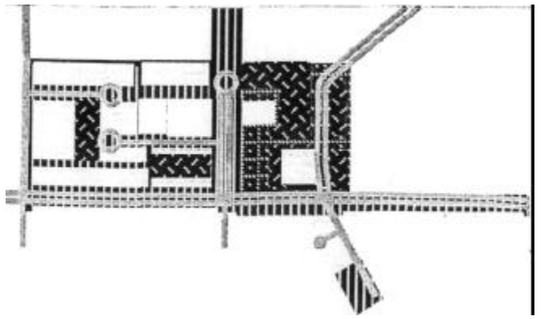
Stakeholders' Comments:

- 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:

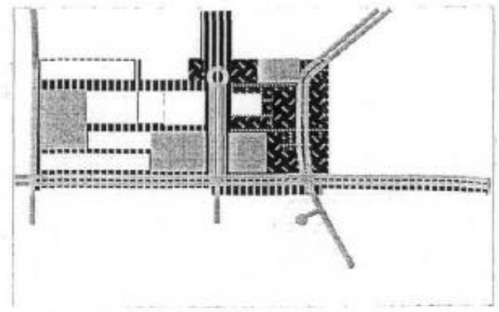
- Circulation and parking area is minimized, freeing up additional space for pedestrian and open space amenities throughout the development.
- Significant economies of scale can be achieved by aggregating parking in a limited number of efficient, large floor-plate garages that connect directly to the 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.



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:

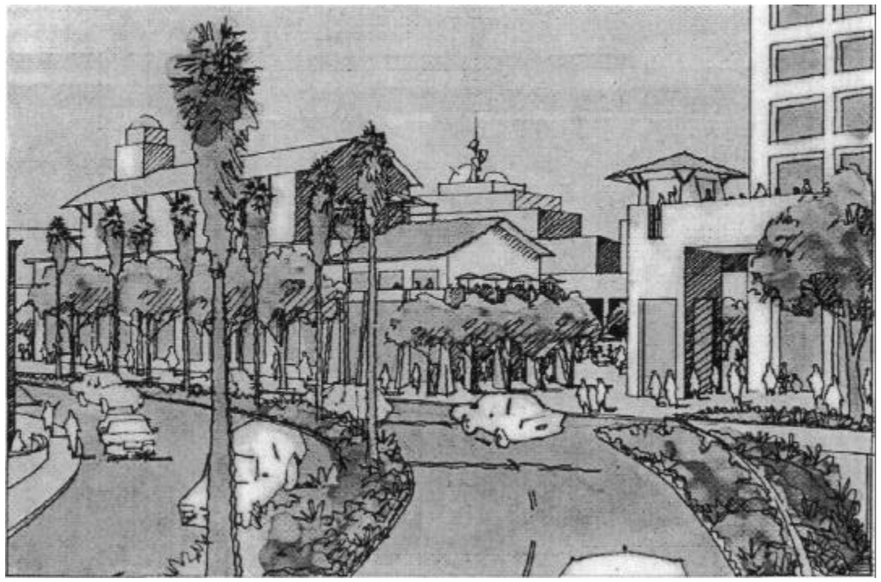
- rigid development controls that must be adhered to;
- recommendations that are firm in principle, but nonspecific in detail; and,
- general conceptual ideas that present a possibility rather than a prescription.

¦ 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 descretionary 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.

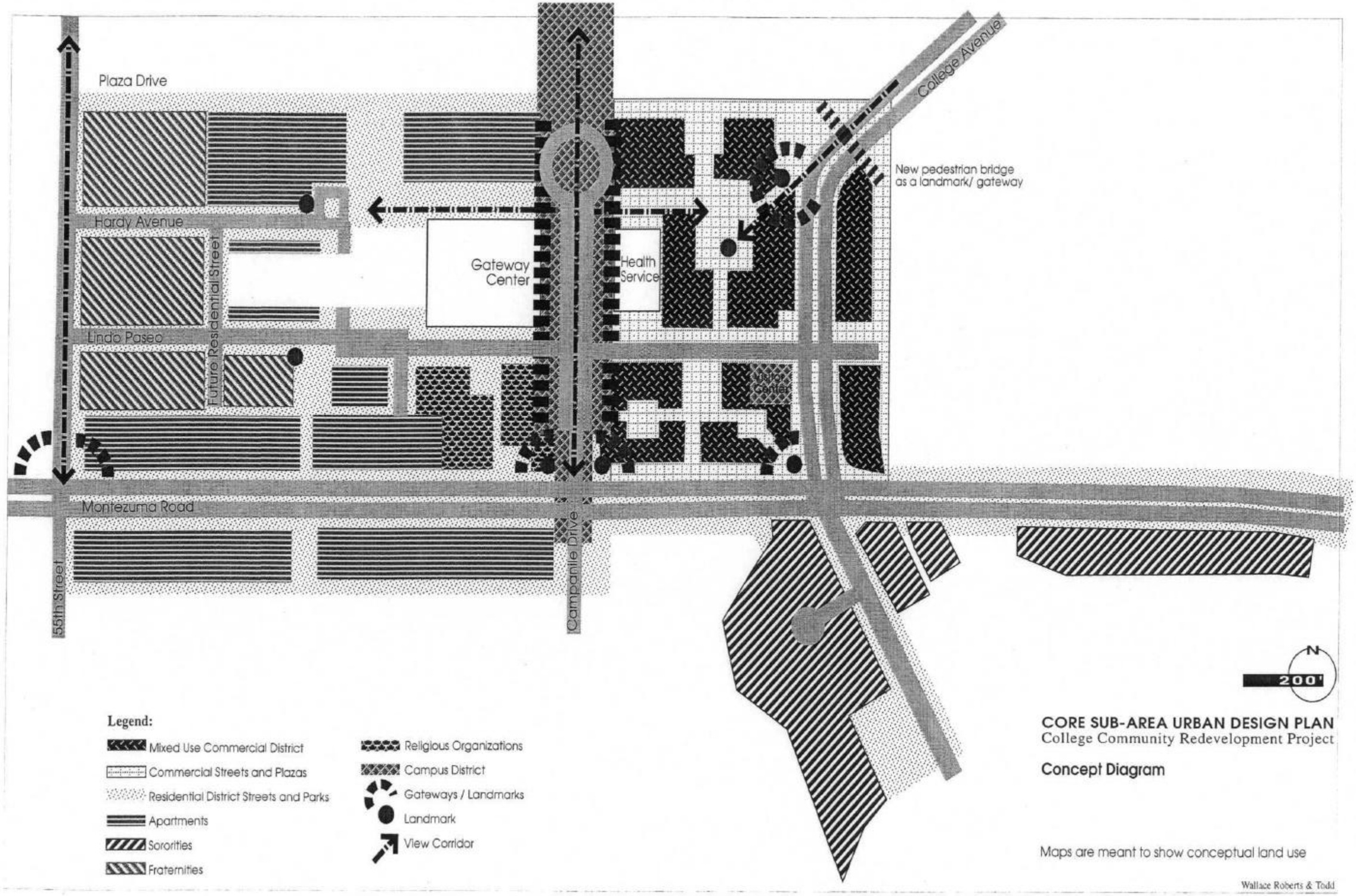
Please note that all maps in the design manual are conceptual and for illustrative purposes only. The final determinant as to what is a conceptual recommendation and what is a firm prescriptive control shall be the text of the Design Manual.

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

Concept Diagram

Maps are meant to show conceptual land use

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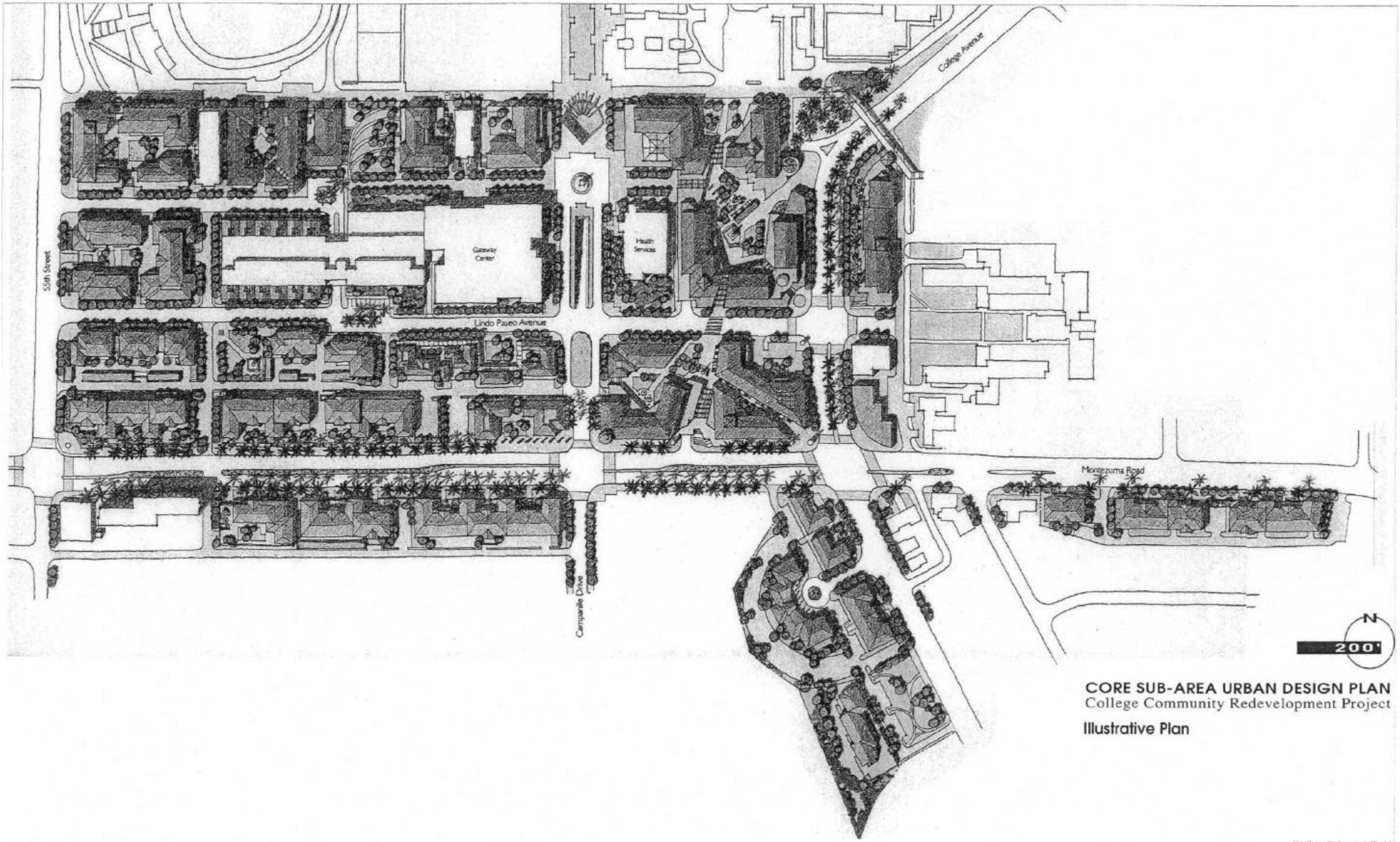

CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project

Illustrative Plan

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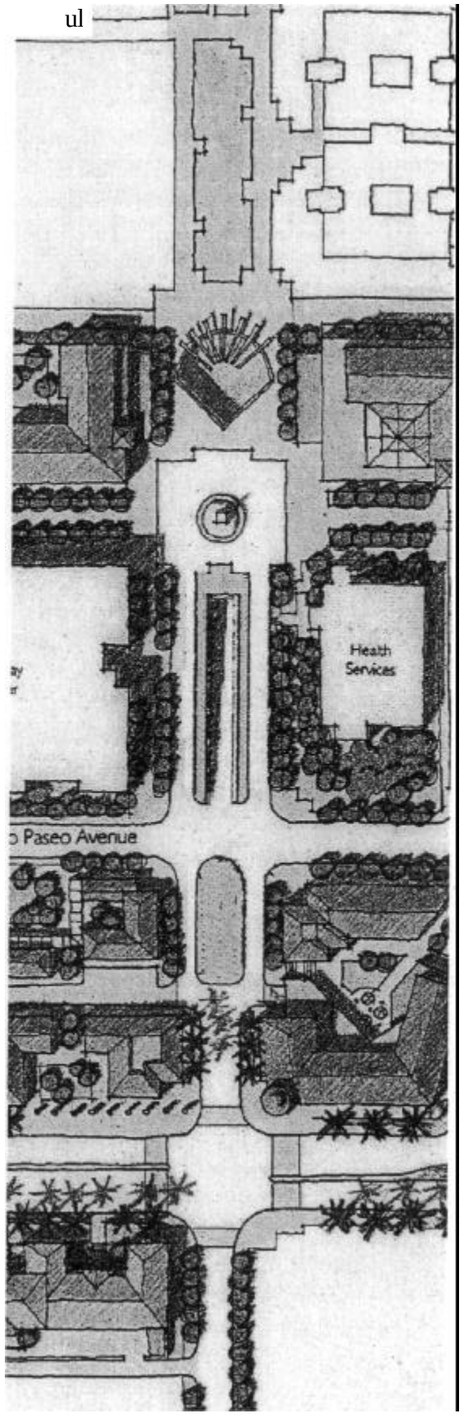


Campanile is the spine of the Campus District.

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:

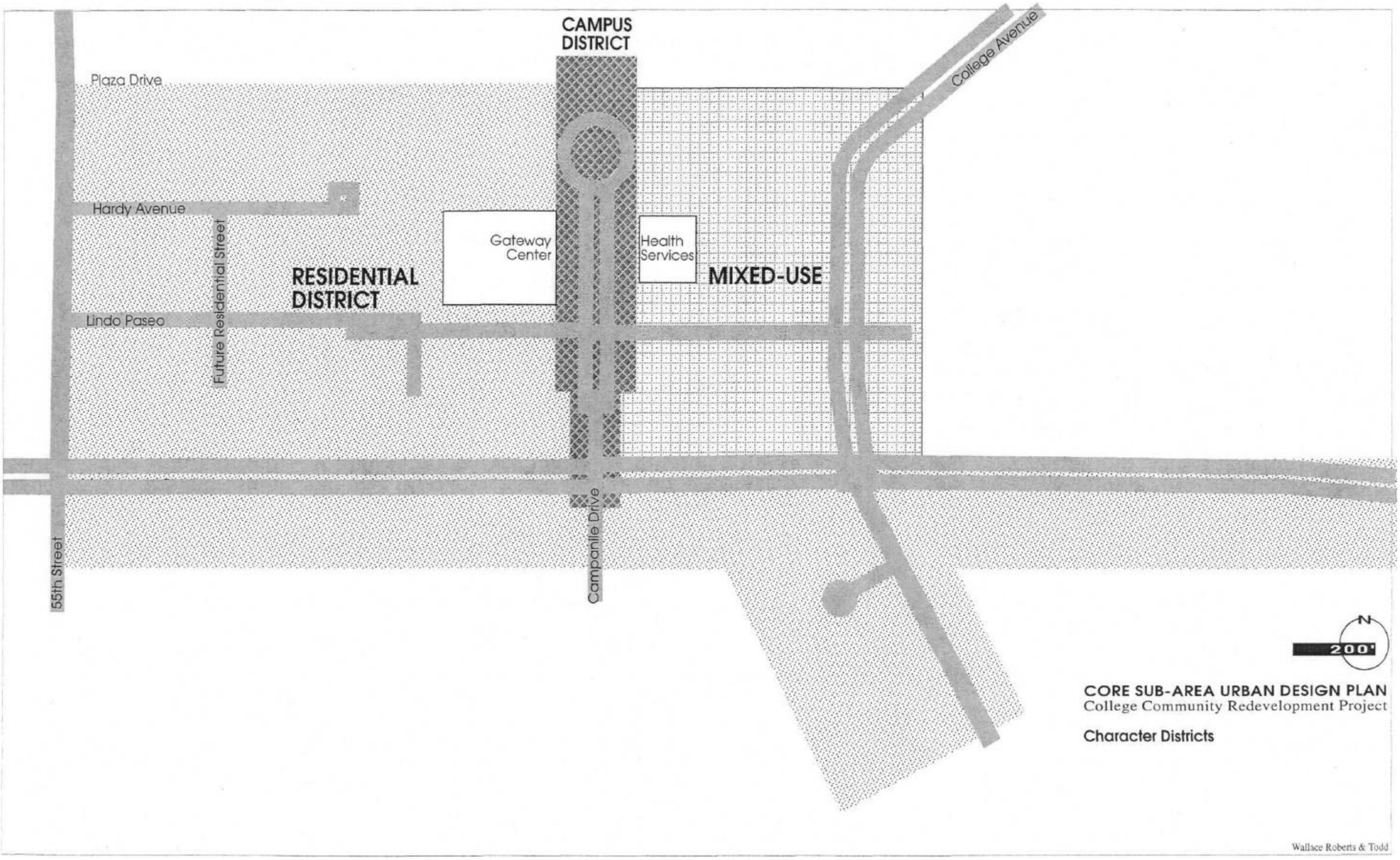
- Replacing existing bus shelters with larger, more inviting structures that provide visual interest to the space and complement the architecture of adjacent buildings.
- Replanting to provide more attractive and comfortable waiting areas, offering summer shade and winter sun, and enhanced visual interest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

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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 accomodate 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 accomodate 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.

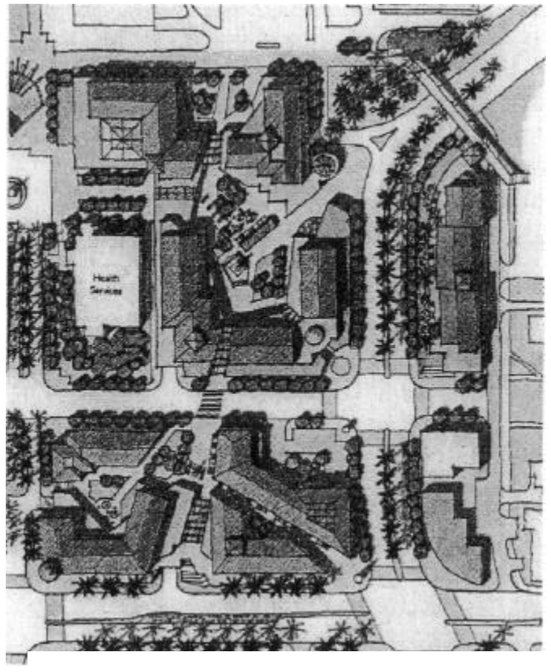
Mixed-Use District

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 superblock 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

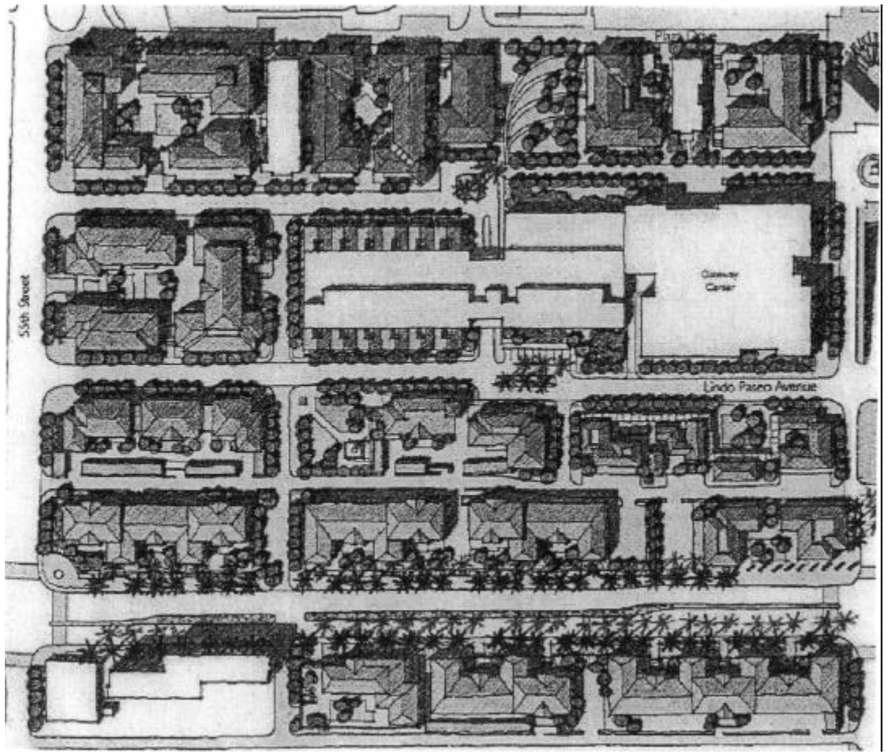
The Residential District covers the remainder of the redevelopment Core Sub-Area, including the properties west of Campanile and north of Montezuma Road. This District will contain a mix of market rate residential units, Greek housing, and the Religious Centers. A limited amount of commercial development 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 acitivities 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

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.

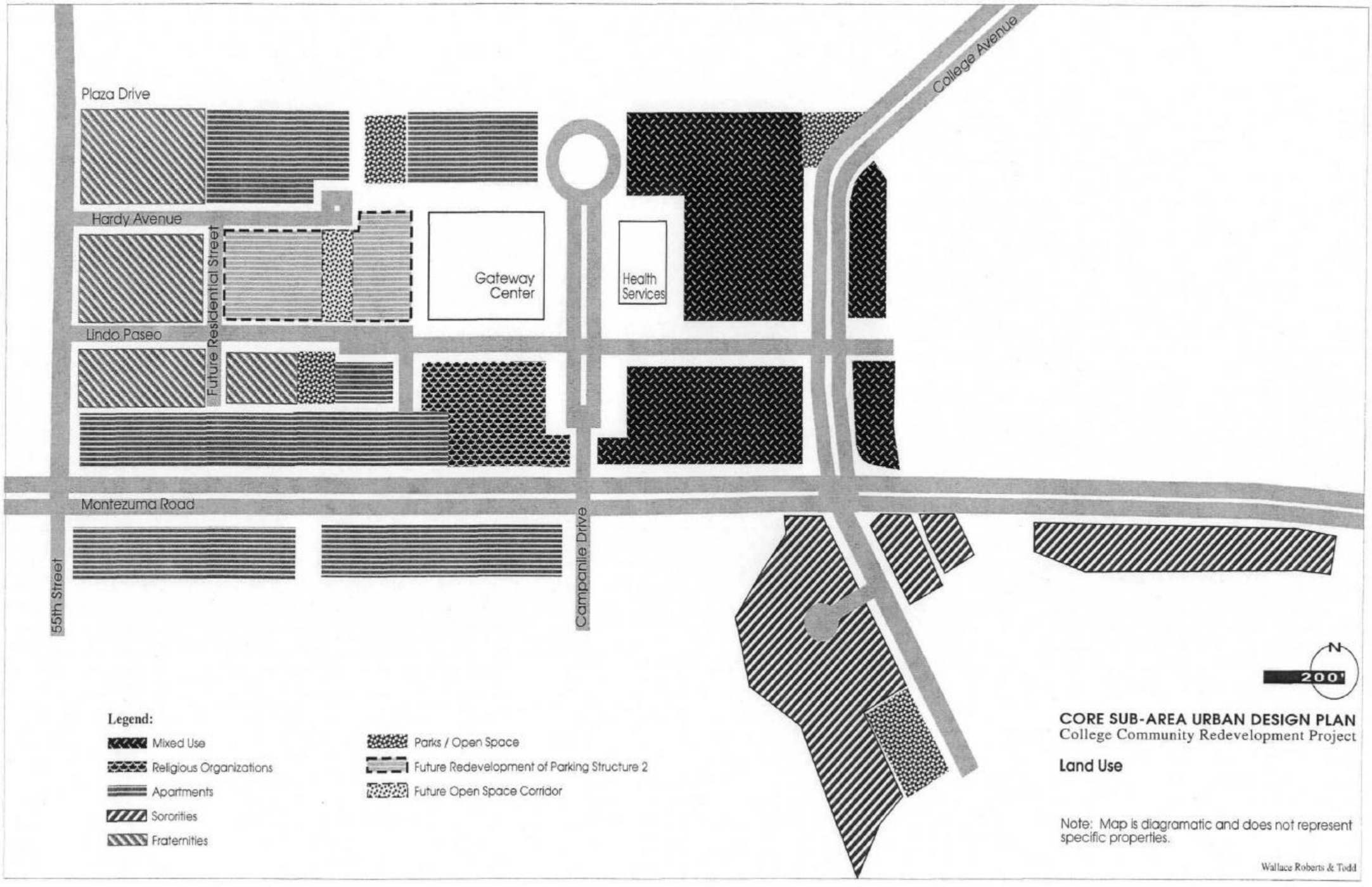
The existing SDSU Parking Structure No. 2 between Hardy and Lindo Paseo Avenues is included in the residential area, although no decision has been made to replace it. Although an existing facility, Parking Structure No. 2 is not consistent with the *Community Plan* land use designation of open use area. 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.



CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project

Land Use

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

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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 superblocks 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:

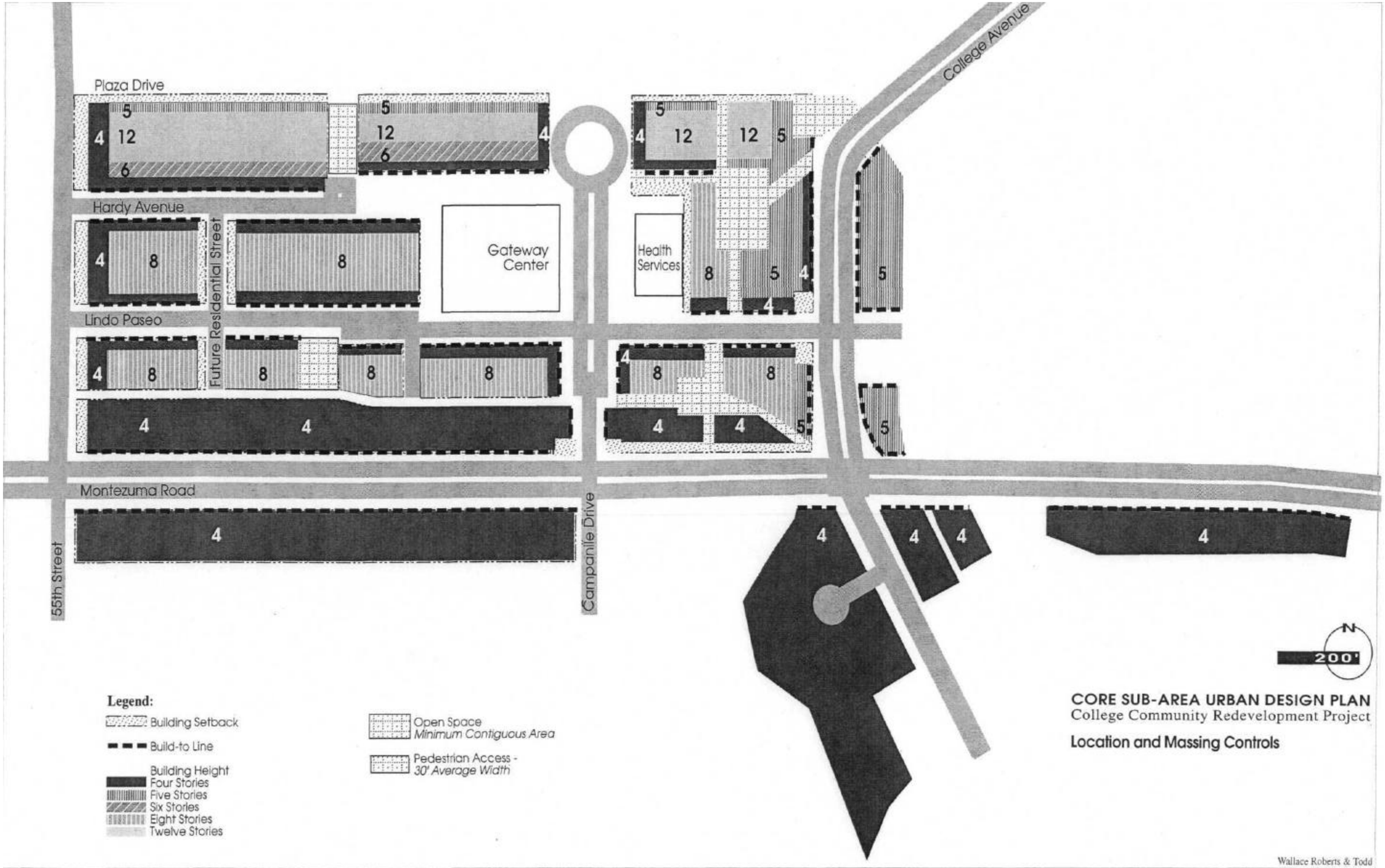
- To strengthen the movement corridors through the District, build-to lines are established along property boundaries on all street frontages. Exterior building walls must be located along at least 75 percent of these lines. Facade articulations, including recessed entries, should be restricted to maintain 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.

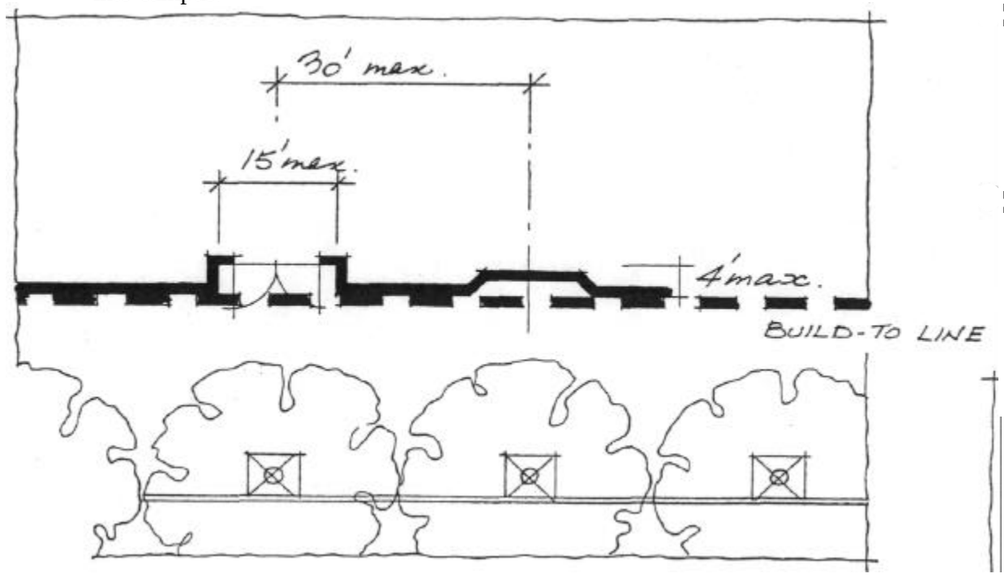
- At the interface with the Campus District, the build-to line along Campanile Drive encourages a gateway at the intersection of Montezuma and widens as it approaches Lindo Paseo to open into the campus.

- 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.

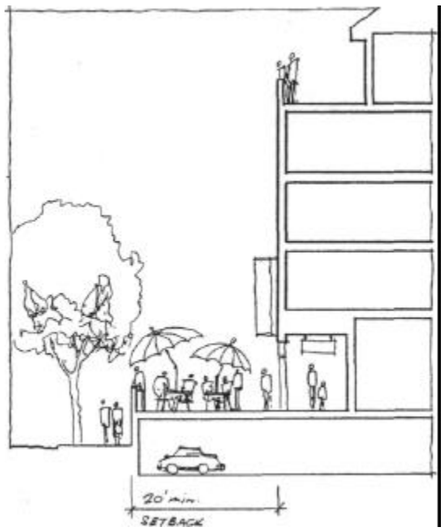
- On Montezuma, between College and Campanile, there is a natural depression of approximately 8 feet in the center of the block which provides an excellent opportunity for a partially concealed entry to below-grade parking. As on College, the Urban Design Plan recommends constructing the sidewalk over 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.


Plaza Drive
Hardy Avenue
Lindo Paseo
Montezuma Road
55th Street
Future Residential Street
Campanile Drive
College Avenue
Gateway Center
Health Services
Legend:
Building Setback
Build-to Line
Building Height
Four Stories
Five Stories
Six Stories
Eight Stories
Twelve Stories
Open Space
Minimum Contiguous Area
Pedestrian Access -
30' Average Width
N
200'
CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project
Location and Massing Controls
Wallace Roberts & Todd

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 Monte - zuma 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.

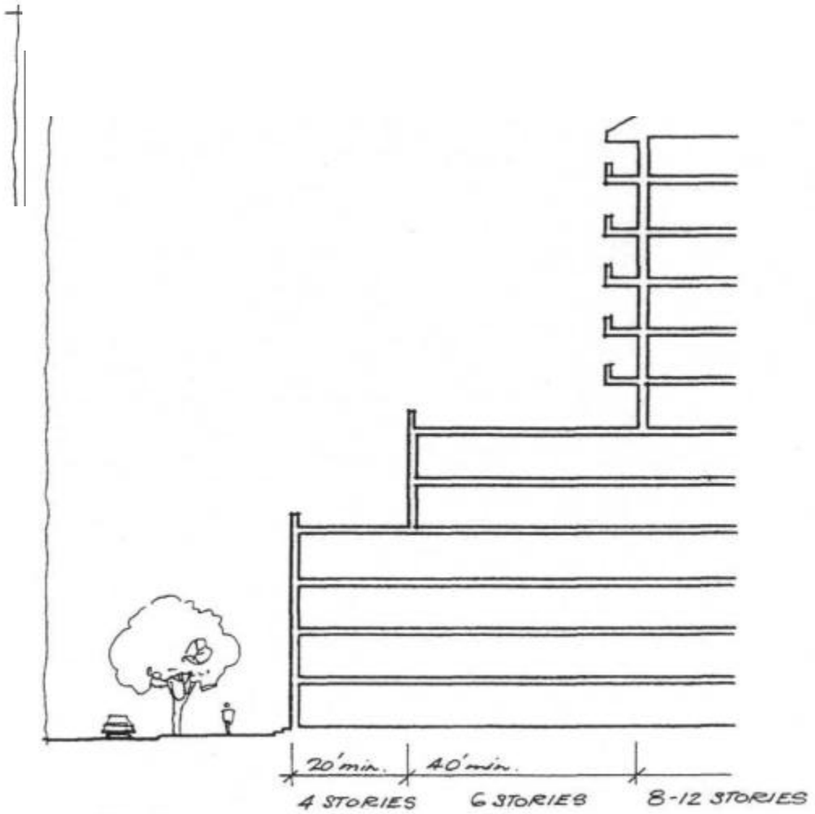
- Building Setbacks are also proposed to hold open key corners of the District where special gateway, signage or access elements are programmed. These include the northeast corner (College Avenue at Plaza Drive) where parking entry from College Avenue is proposed; the west sides of the College and Lindo 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.

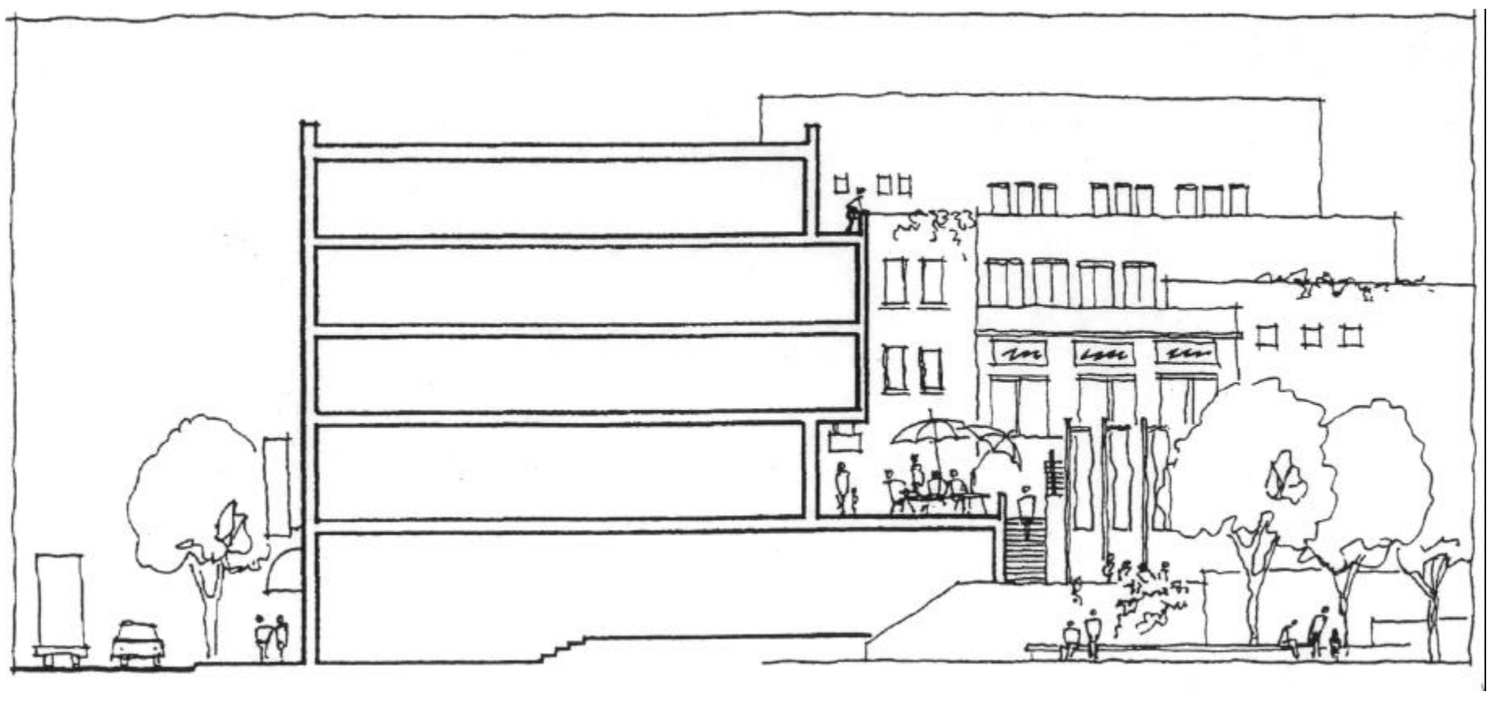
The Building Controls diagram shows a central open area in each of the development superblocks west of College Avenue, and various pedestrian access connections which qualify as part of the open space requirement. The areas shown, however, are only representative of the amount of space that must be provided 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 lightweight 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.

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

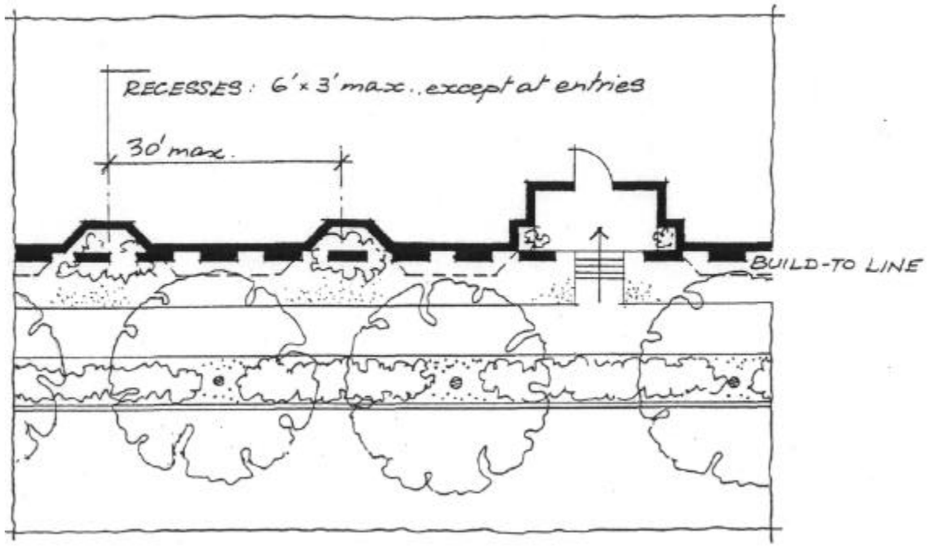
Residential District

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.

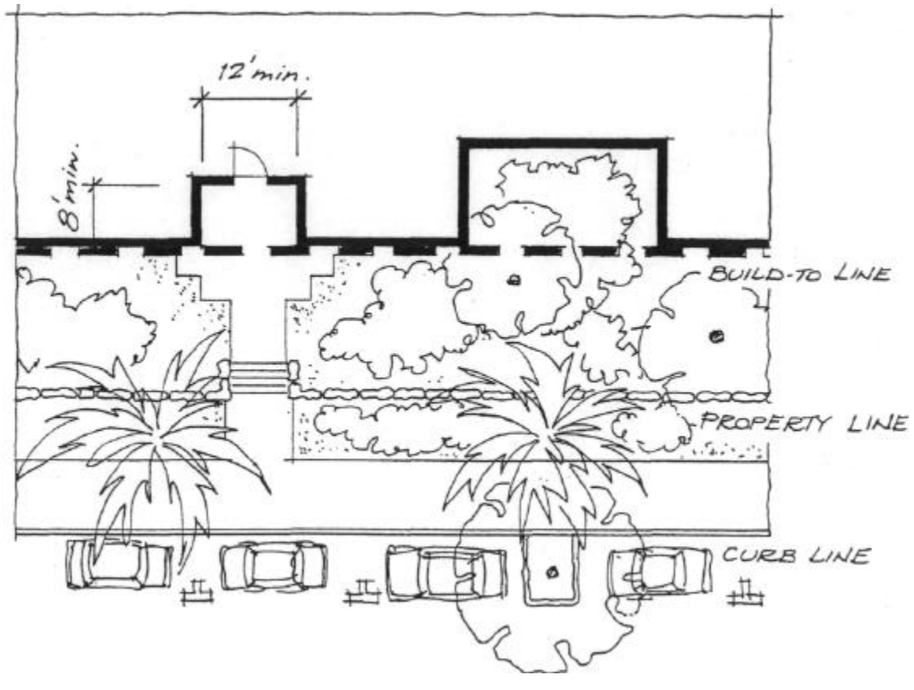
Build-to Lines:

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.
- 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.



Residential Build-To Line.



Montezuma Road Residential Build-To Line.

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:

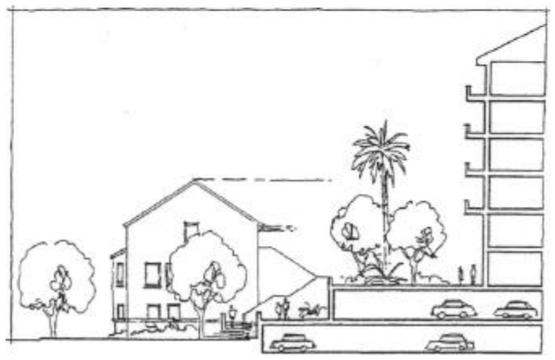
- To further reinforce the characteristics of continuity intended for the Residential District, all frontage buildings are restricted to a maximum height of 4 stories. In blocks on the north side of Hardy, maximum heights of 6 and 12 stories are permitted, within upper level setbacks of 20 and 60 feet 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.

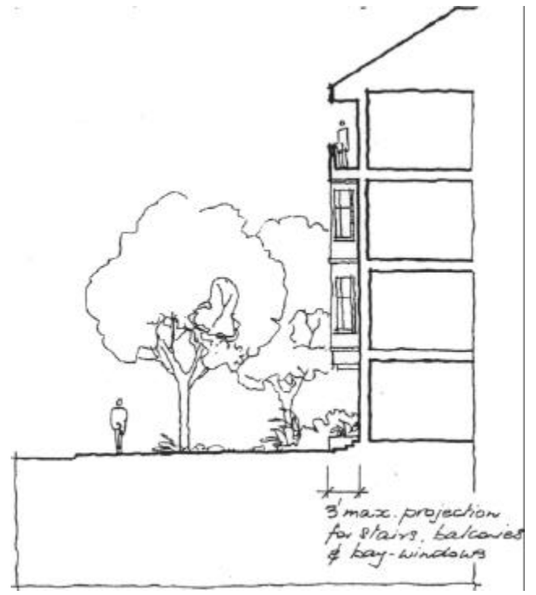
Open Space and Pedestrian Access:

- 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 accomodate 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.

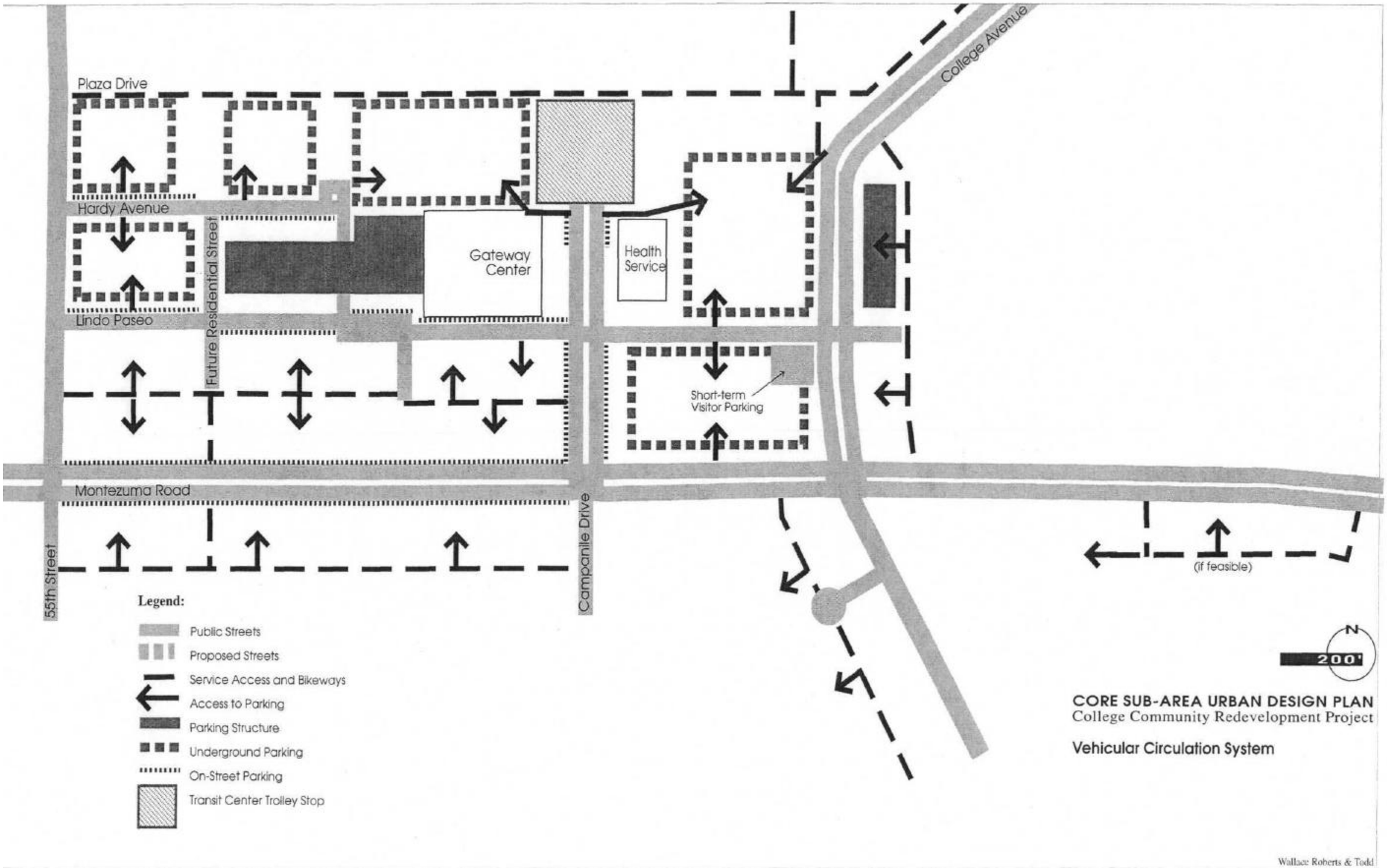
Montezuma Road:

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.


Plaza Drive
Hardy Avenue
Future Residential Street
Lindo Paseo
Gateway Center
Health Service
College Avenue
Short-term Visitor Parking
Montezuma Road
55th Street
Campanile Drive
(if feasible)
Legend:
Public Streets
Proposed Streets
Service Access and Bikeways
Access to Parking
Parking Structure
Underground Parking
On-Street Parking
Transit Center Trolley Stop
N
200'
CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project
Vehicular Circulation System
Wallace Roberts & Todd

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.

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

- 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.

- 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.

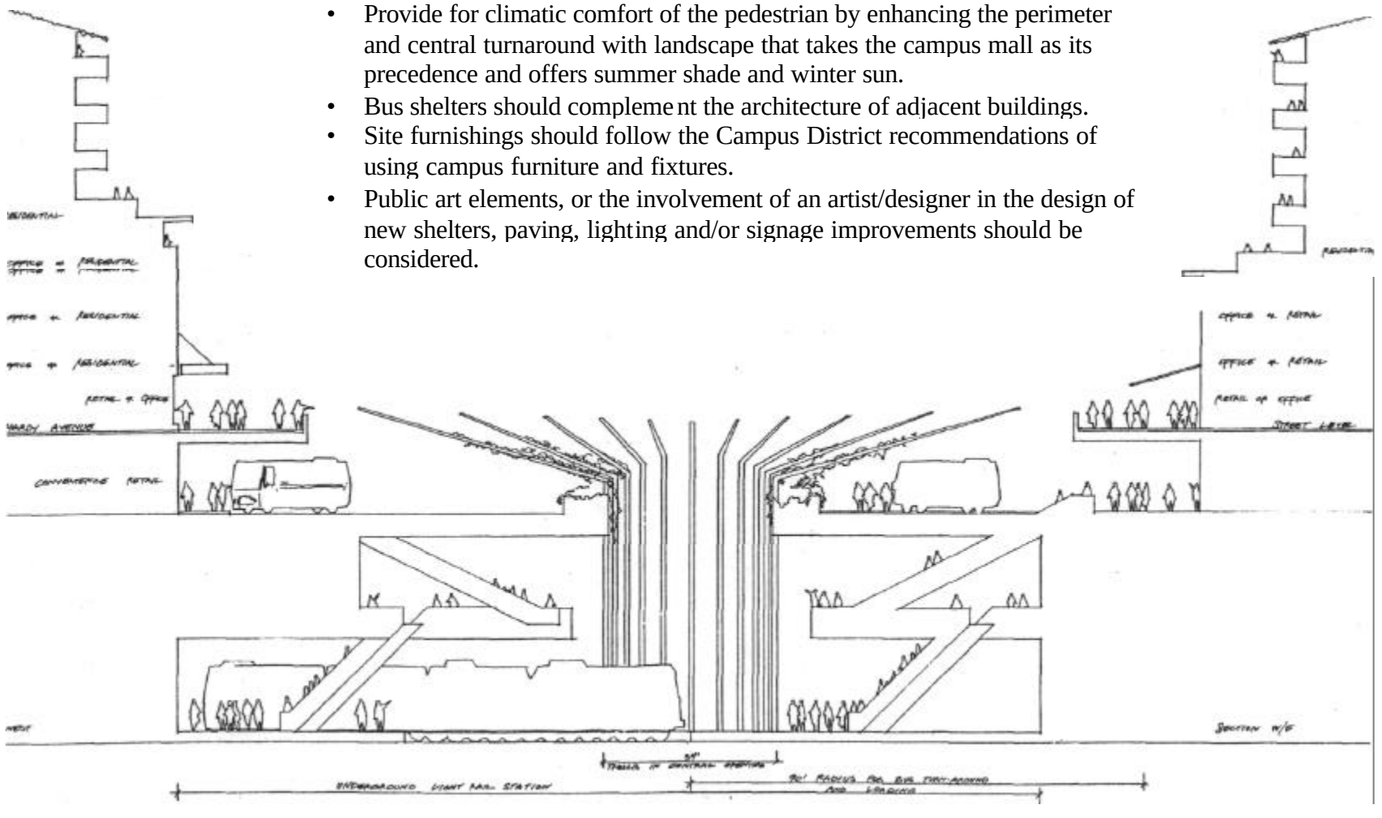
To capitalize on this unique advantage, the new trolley station must be properly coordinated with pedestrian, bus and parking systems of the area. The engineering of the line through the campus establishes the station at 60 feet below grade, an unusually deep location which will be difficult to integrate 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

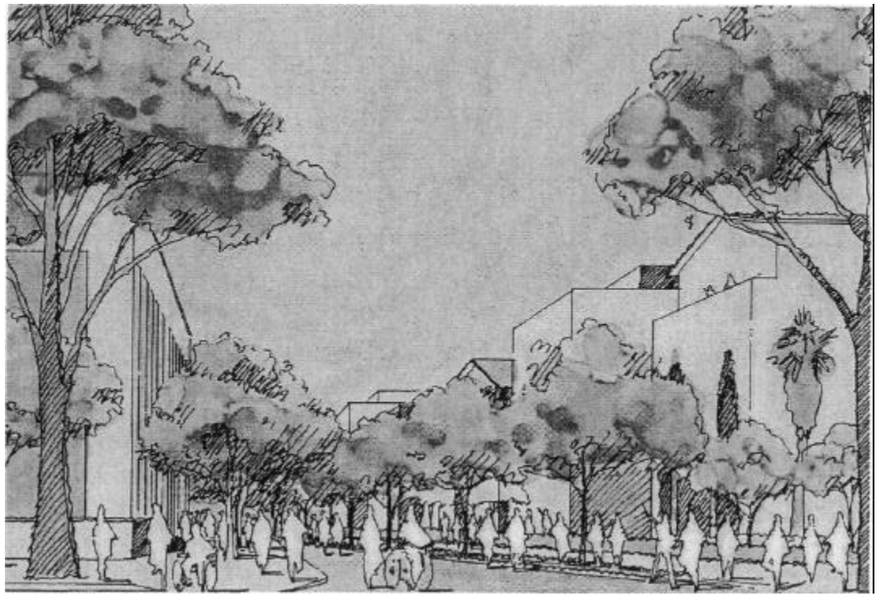
A neighborhood is remembered for its character and image. The intent of this Urban Design Plan is to create an image for the Core Sub-Area that is a bridge between the campus environs and the surrounding community. A primary way this can be accomplished is through a clear, hierarchical system of pedestrian 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.
- Consistant 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:

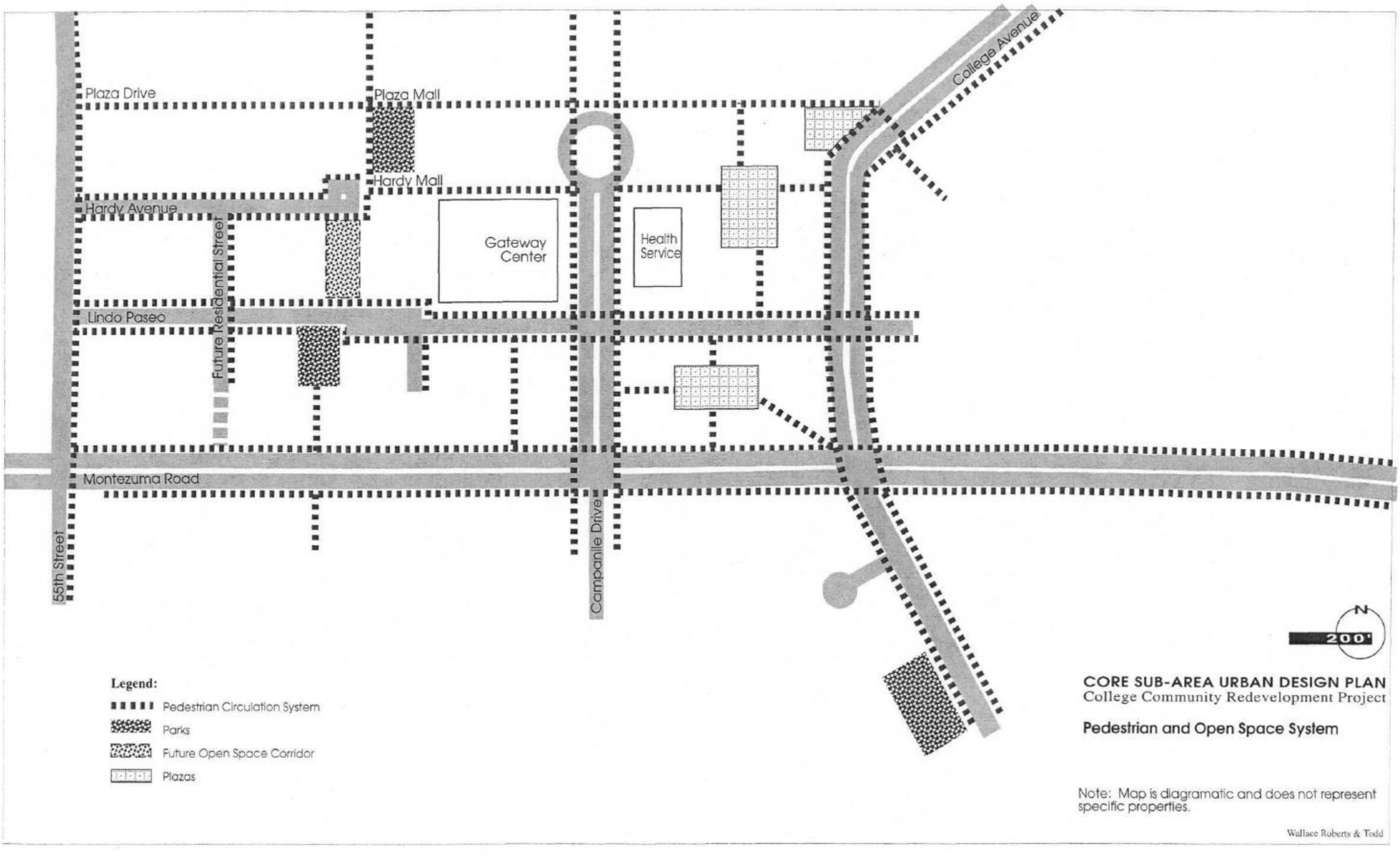
- Pedestrian Malls;
- Pedestrian Passageways or exclusive pedestrian rights of way; and
- Sidewalks.

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.


Plaza Drive
Plaza Mall
Hardy Mall
Hardy Avenue
Future Residential Street
Gateway Center
Health Service
College Avenue
Lindo Paseo
Montezuma Road
55th Street
Campanile Drive
N
200'
Legend:
Pedestrian Circulation System
Parks
Future Open Space Corridor
Plazas
CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project
Pedestrian and Open Space System
Note: Map is diagramatic and does not represent specific properties.
Wallace Roberts & Todd

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:

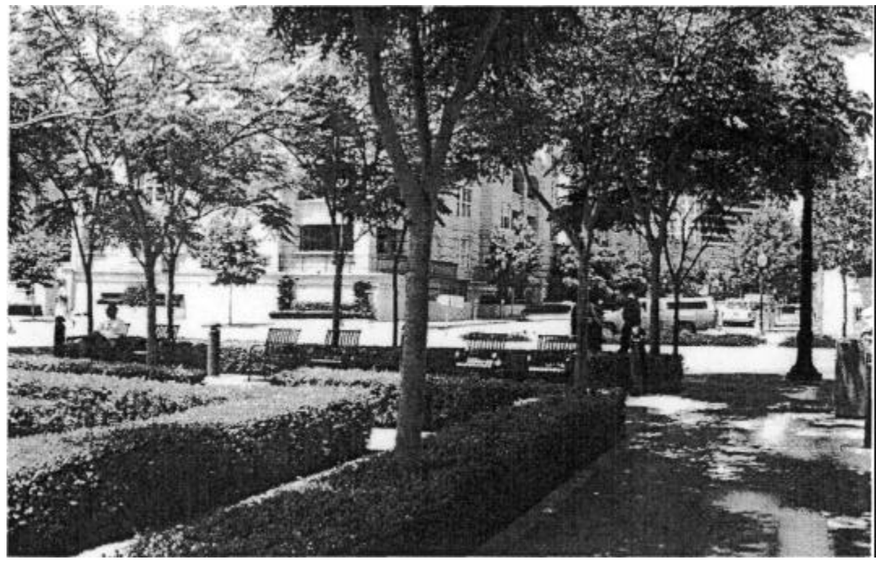
- Plazas should be designed large enough to accommodate the intended uses and meet the building controls;
- Arcades or covered walkways may surround the plazas and provide enclosure.
- Paving should be primarily of a hardscape material.
- Paving should be enhanced beyond plain concrete and match the 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:

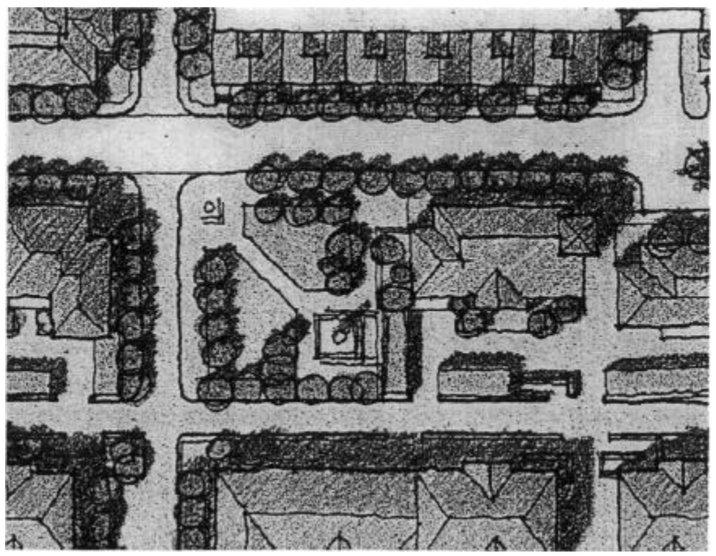
The character of the residential area will be shaped by the front yards and parks, much like it is in the surrounding neighborhoods. Parks will be the predominant open space within the Residential District. They should be heavily landscaped, and present a green respite from the urban area. Their purpose 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.

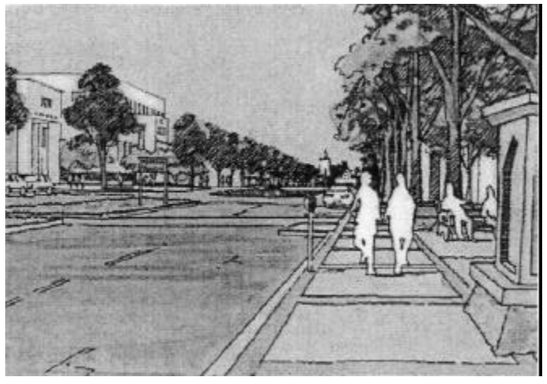


Parks may be quiet, contemplative spaces or provide neighborhood recreation and social gathering.



Parks are suggested within the Residential area along pedestrian sidewalks, this corner park along Lindo Paseo.

such as



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.

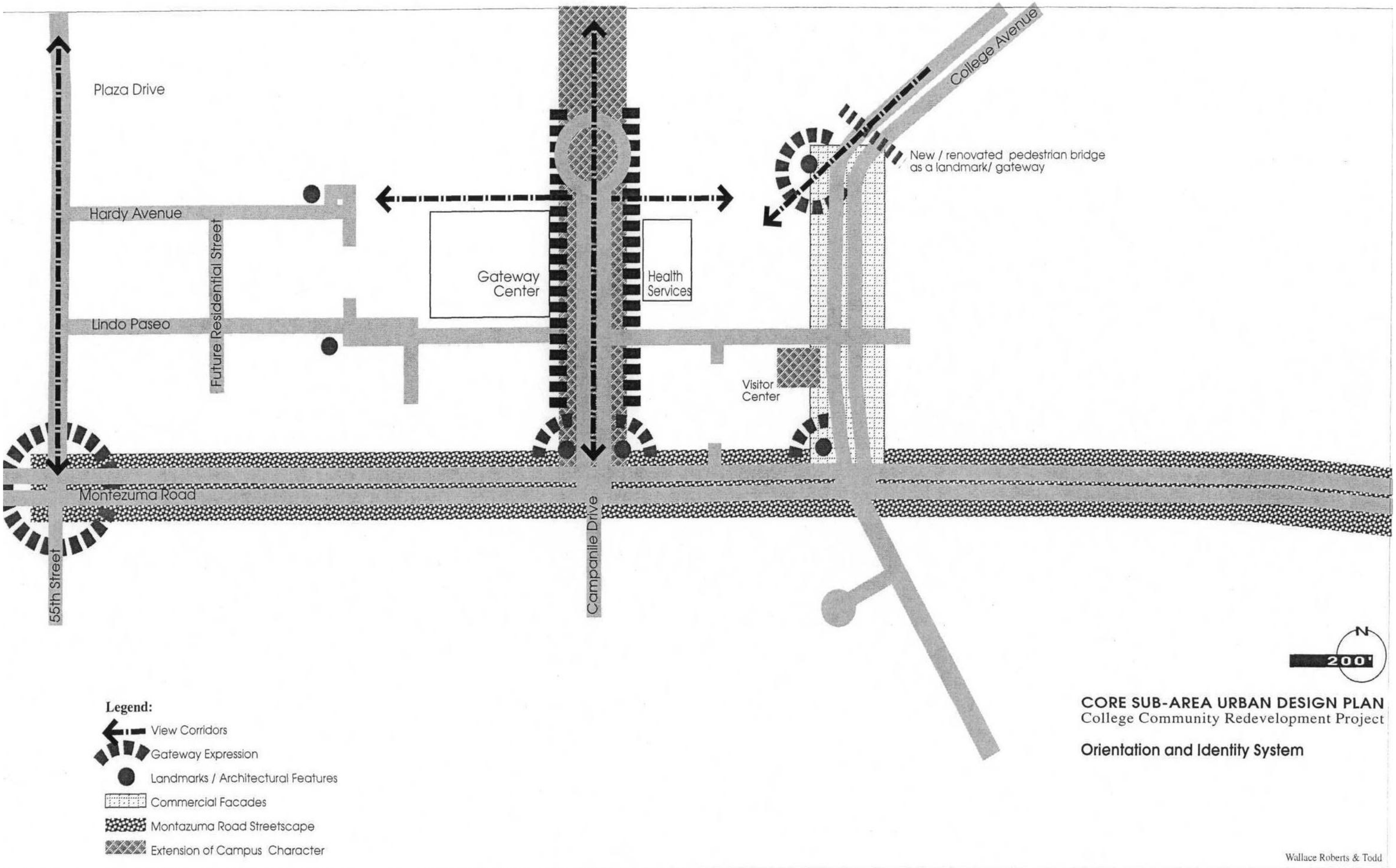
Providing a convenient and useful *place* to stop is obviously a key component of making this happen. SDSU has also identified a critical need for new students and campus visitors to be able to find an immediately accessible information source where they can be directed to the correct campus building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

CORE SUB-AREA URBAN DESIGN PLAN
College Community Redevelopment Project

Orientation and Identity System

ARCHITECTURAL GUIDELINES

Introduction

The following guidelines are quoted from the General Conditions section (page 1) of the Master Project Plan:

"2.c Repetitious use of identical type and style of dwellings should be avoided. Using a variety of structures can result in a more interesting appearance, and can also produce a wider range of housing costs. Use of staggered setbacks, varied building heights, widths, shapes, orientations and colors should be incorporated.

2.d Architectural harmony within the development and within the neighborhood and community must be organized as far as practical."

There is nothing unusual in the apparent contradiction embodied in these two guidelines. Planning authorities, local communities and design professionals across the country have been struggling for decades to reconcile a reverence for order and consistency with the unmistakable delights of more diverse and idiosyncratic urban places. But this kind of inconsistency in the directives of the Master Project Plan is a particular dilemma for urban design which must negotiate an appropriate path between rigid control and architectural anarchy.

The philosophy of these guidelines, however, is that the "architectural harmony" sought in 2.d above is achieved through adherence to the principles of the Urban Design Plan and its six structural systems presented in the previous chapter of this Manual. The diversity and surprise supported in 2.c, on the other hand, is a function of detailed design at the architecture and landscape architecture project level.

The following architectural guidelines, therefore, are specifically non-prescriptive with respect to building style. While the Core Sub-Area has an obvious relationship to the SDSU campus and must reflect that connection in the quality and character of the new environment that redevelopment will create, it is not a continuation of the educational setting and should not give the impression of a campus expansion project. The Core Sub-Area's "mission" is to provide a meeting place for the campus and its host community: the immediate neighborhoods and the City of San Diego at large. Its architecture, therefore, should express this unique, integrative responsibility, bringing together elements that speak at once of commerce and education and domesticity and recreation.

The kind of vibrant, mixed-use character that is intended needs a vibrant architecture that creates its own style in the controlled juxtaposition of different buildings and open spaces. The structural systems of the Urban Design Plan provide the "controlled" part of this delicate equation; architecture and landscape need to create the intriguing juxtapositions that breathe life into the composition. To adopt a certain style for the buildings and open spaces would be to freeze the opportunity for the unexpected, establishing aesthetic limits that depreciate the value of diversity and different designers' interpretations of the evolving context.

The historic architecture of the SDSU campus, however, is the most compelling part of the context today and provides an obvious starting point for the buildings of the Core Sub-Area. Without slavish reproduction of the original buildings, many of their essential characteristics, such as shaded arcades, arched doorways, pitched tile roofs, simple stucco walls and deep, punched windows, offer valuable cues to a fresh rendition of this environmentally and symbolically appropriate style.

The architectural guidelines that follow address only the key elements of this important context - materials and color, roofs and fenestration - with an emphasis on creative interpretation, rather than direct reproduction, of these elements. Within these general guidelines, each of the building types that will be developed in the Core Sub-Area needs to achieve an internal order that meets their different functional requirements as well as the overall organizing principles established in the Urban Design Plan. The second section of the architectural guidelines reviews the organizing features of the four key building prototypes that will be represented in the area: mixed-use development, residential development, Greek housing and the Religious Centers.

The SDSU campus offers cues for the building character.

Coordinated material palettes allow rich variety to achieve harmony.

Complementary forms allows buildings of differing scales to achieve harmony.

Building Elements

This section offers requirements for these key building elements: materials and color, roofs, and fenestration. These are the surface elements of architecture which have greatest impact on the overall appearance of a collection of buildings, such as in the Core Sub-Area. The intent of these guidelines is not to force uniformity, but to establish a range of acceptable treatments, within which project designers have ample room to develop unique solutions and creative aesthetic expressions.

Materials and Color

- Buildings must relate in a compatible way to the materials, colors and textures of their immediate neighbors, as well as facades across the street and emerging patterns of the block or sub-area in which they are sited.

To "relate in a compatible way" means that materials and colors should be selected to *complement* and *coordinate* with surrounding structures, neither copying nor ignoring the immediate context or the emerging aesthetic of the Core Sub-Area as a whole. The emphasis here is on achieving a *harmonious* diversity that evolves through time, rather than a predetermined character that is fixed today, according to the aesthetic preferences of the present community and the building materials and technologies currently available.

This general requirement intentionally uses subjective terms like "compatible," "complement," "coordinate" and "harmonious" to encourage creativity in contextual design, motivating project designers to consider the array of new materials and building techniques that are constantly being developed in the design and construction industries, particularly with respect to energy conserving products, recycled materials, and other sustainable design approaches. The design challenge will be to devise ways to use these and other more traditional materials to create satisfactory relationships between the different buildings of the Core Sub-Area, producing a complex of buildings that are clearly "of the same family", although each with its own personality and individual expression.

In determining whether a project is properly compatible, it will be the responsibility of the project sponsor to show how the proposed building relates to the Core Sub-Area context in materials and color selections. The package of documents submitted for review must include color renderings, photomontages and/or computer simulations which accurately depict the relationship of the new structure to its immediate neighbors on either side and across the street.

- Materials that achieve relatively un-textured, monolithic wall surfaces compatible with the stucco and concrete finishes of the campus are recommended. Modular surfaces such as exposed brick and concrete block, wood siding and timber shingles should be avoided. These types of small-unit wall surfaces are generally foreign to the San Diego region and should only be used as color or texture accents.
- Predominant colors should be relatively neutral pastels selected from a general palette of earth tones. Pure white and intense colors should be reserved for special accents and trims.
- Monochromatic color schemes are discouraged. Two or more types of materials or colors of the same material should be incorporated in every building.
- Variety in materials is encouraged in the smaller development scale of the Residential District. In the Mixed-Use District, a closer conformity between individual buildings and the three superblocks is encouraged in the exterior street environment, but for the interior plazas and pedestrian ways, much more emphasis should be placed on diversity and richness of color and texture.
- Except in the Mixed-Use District, where the interior spaces should be distinctly different from the exterior character of the street, but not necessarily constant, materials should be used on all four sides of buildings.
- Street level portions of buildings in the Mixed-Use District must use durable, quality materials such as granite, metal, precast concrete, brick, terracotta or tile. Less durable alternatives such as stucco, wood and metal sidings and lightweight concretes are acceptable at upper levels of the Mixed-Use District and in the smaller buildings of the Residential District.
- Highly reflective, mirrored or tinted glasses are strongly discouraged.
- Large areas of uninterrupted, blank surfaces should be avoided. Detail in such areas should be developed in articulation of the wall, or the introduction of decorative tile patterns or panels of a contrasting material. Painted murals, applied billboards, or *trompe I'oeil* are unacceptable treatments of blank facades.
- Graffiti resistant coating should be applied on alley walls and other parts of the Core Sub-Area likely to attract 'street artists".
- Sustainable materials, such as those made from recycled materials or those that have "earth friendly" processing are encouraged.

Roofs

¦ The Core Sub-Area should present a varied roofscape, emphasizing the combination of different building heights to achieve a layering of walls and roofs across the site.

The roofscape of an urban neighborhood is a very significant component of its overall visual character. Consistency in roof form, materials and color can unify an otherwise diverse collection of buildings, but adopting a fixed standard for all roofs in an area can produce the appearance of a single development project, designed and built at one time. Instead of one large development complex, the Core Sub-Area should present the image of a dense collection of individual buildings that has grown over time, with the visible input of many different designers and community participants. To achieve this quality, the guidelines for roofs focus on the contribution of each building to the development of an articulated and interesting skyline, rather than rigid uniformity throughout the Core Sub-Area.

- A variety of roof types is encouraged, including flat and pitched roofs of various forms such as hips, gables, vaults, lean-to and saw-tooth roofs. Types to be avoided include mansard roofs and other climatically or culturally specific forms that bear no connection to the San Diego region.
- Similarly, a variety of roof sidings is appropriate, including clay or asbestos-cement tiles, corrugated or standing-seam metal sheeting, and bituminous coatings for built-up flat roofs. Materials and colors should relate to the selections made for other elements of the building, and to the character of adjacent and surrounding development. Generally, the roof should be a darker color and/or richer texture than the walls below.
- The selection of a roof type and its cladding should be considered in relation to the overall composition of the block or sub-area in which each building is sited. While variety is encouraged, an awkward or disjointed skyline geometry must be avoided. As for review of materials and color selections, the project sponsor should provide color renderings or scale models of the proposed building in context, showing how the selected roof form relates to surrounding structures and contributes to the overall roofscape of the area.
- Particular attention should be paid to the appearance of roofs that will be visible from higher levels in surrounding buildings. Where possible, these should be developed as usable outdoor spaces or roof gardens that enhance the view from above. Built-up roofing or reflective metal claddings should be avoided in all visible, lower level roofs.
- The roofscape of the Core Sub-Area should be punctuated in important places by special landmark elements such as stair and elevator towers or lookout follies. Water tanks, satellite dishes and other items of utilitarian equipment may also be incorporated into the roofscape in interesting ways. Typically, however, all mechanical equipment and cooling towers must be adequately screened.

Fenestration

¦ Fenestration should be properly proportioned to the scale of the building and specific wall area in which it is contained, and should relate to the fenestration patterns of adjacent development.

Fenestration refers to the arrangement of windows and other openings in the exterior walls of buildings. The size, proportion and detail of openings has a critical impact on the general appearance of every building and is one of the most important factors conditioning the visual relationship between buildings.

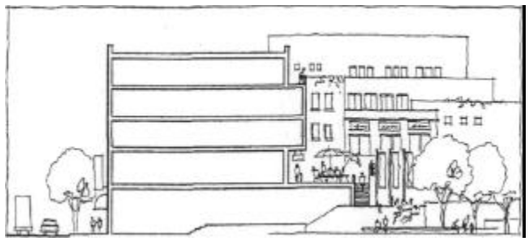
Windows are available in a vast array of types, including casements, pivots, sliding sashes, hoppers and fixed lights, each of which functions differently in terms of light and ventilation. While the types of windows selected has an important impact on the quality and comfort of interior spaces, it is their size, shape and placement within a wall that effects the visual character of the exterior environment. For example, they can be uniformly spaced in a static composition; they can be arranged in continuous bands that slice a building facade into horizontal strips; or they can be grouped and proportioned in various ways to create a richer visual pattern. In keeping with the overall goal of architectural diversity and interest in the Core Sub-Area, the latter approach is recommended.

- Fenestration should be a clear and distinct element of all building facades, rather than integrated invisibly into continuous curtain wall or glass paneling systems. The arrangement and size of openings should provide visual "information" on the number of floors in a building, its general type and internal organization, the location of the main entry, and other functional characteristics of the structure.
- Fenestration should be proportioned to reflect the scale and function of interior spaces, distinguishing public commercial, office and community areas with larger volumes and higher ceilings from more intimately scaled, private residential floors.
- Openings should be grouped to create visual rhythms or patterns that break down the horizontal and vertical scale of tall buildings. These patterns should provide a harmonious link to adjacent buildings, without setting up relentless rhythms that are identical from building to building.
- Where appropriate, window sill and lintel heights should be held constant between buildings to establish horizontal continuity from project to project. Where changes in natural grade or building type make this impossible, horizontal relationships should be established in string courses or other decorative elements that are continued across adjacent facades, or reinterpreted in related treatments.

? Window and door frames, architraves, mullions, transoms and other fenestration details such as window boxes or security bars should be appropriately exploited as visual accents of a facade composition, adding interest and variety to the overall streetscape. At the same time, however, artificial glazing bars, fake shutters, ornate "historic" frames and other nonfunctional embellishments are strongly discouraged.

A diverse roofs cape provides visual interest.

Fenestration, when proportionate to the building's scale and surroundings, creates continuity.



A *continuous exterior street wall contrasts with the articulated courtyard facades to bring diversity to the commercial areas*

Multi-level activity is achieved with terraces, balconies and belvederes.

Building Prototypes

Mixed-Use Development

The basic mixed-use prototype will include an expanded base of two to three stories of retail commercial, office, professional services and/or entertainment uses, with residential apartments on the upper levels, to a maximum floor area ratio of 3.0, as stipulated in the Master Project Plan. Additional characteristics of this prototype and its configuration in the Mixed-Use District are listed below.

- At least 50 percent of the gross ground floor area must be occupied by retail, or service and entertainment uses that depend on interaction with the public. As far as feasible, all buildings in the Mixed-Use District should include a vertical mix of uses, with the most active, public uses on the ground level.
- As provided for with build-to lines in the Location and Massing controls, buildings in the Mixed-Use District should hold the site perimeter, creating strong, continuous street walls on the exterior, but opening internally to more articulated, flamboyant, layered facades.
- No above-grade parking (beyond 10-car short-term visitor lots) is permitted in the Mixed-Use District, unless all facades fronting on public areas include active commercial uses and/or effective screening.
- Parking access and egress in the Mixed-Use District is limited to Lindo Paseo, right-turn-only lanes from the College Avenue curve and at the lowest grade on Montezuma, and from the alley east of College Avenue. Auto entry gates must be set back at least 20 feet from a property line. If the Transit Center is below grade or if subterranean access is provided, parking is encouraged to be accessed from the subterranean level on Campanile Drive.

- To promote multi-levels of activity on the interior of Mixed-Use District blocks, upper level restaurants, bars and cafes with outdoor terraces and balconies are encouraged.
- Projecting balconies, outdoor terraces and bay windows are encouraged at upper levels to enliven the facades of internal spaces.
- Required open space should be distributed throughout each development site, providing a sequence of outdoor "rooms" that offer a variety of different experiences and visual qualities.
- Opportunities for integrating future connections to a below-grade Transit Center and MTDB trolley station into public activity areas of a mixed-use building at the northern end of Campanile should be explored.
- Elevator and stair access from underground parking should exit into well lit, active areas of the public realm, creating an exciting arrival experience.
- Loading docks and service areas should be located underground where possible, or away from public activity areas and pedestrian paths. All service activities should be adequately screened.

Residential Development

Residential building types could vary widely throughout the Residential District and a variety of unit size, quality and hence, cost solutions should be encouraged. Although zoning allows for as much as 12 stories on sites along Hardy Avenue, the more typical project will involve 70-80 units in one or more, 3-5 story buildings over parking.

- All residential projects in the fraternity and sorority overlay zones must be designed to allow for possible future conversion to fraternity or sorority housing.
- All residential projects must be clearly oriented to the street.
- Where residential units are constructed on top of a parking structure, the deck level must be developed as usable open space, including the types and levels of amenity that are typically available to at-grade units.

- Direct entry from the street to at-grade units should be provided wherever possible, using porches, stoops and garden terraces to add variety and interest to the streetscape.
- Upper level balconies and bay windows are encouraged for the same reason. These may project a maximum of 3 feet beyond any setback or build-to line, at a minimum clear height of 14 feet above sidewalks, or any other paved pedestrian or vehicular surface.
- Units should be stacked around and over parking decks wherever possible to screen garages from the street.
- Where possible, as in sites on the north side of Hardy Avenue, parking should be designed to take advantage of natural grade changes.
- Entries to parking should not be located on Hardy or Lindo Paseo Avenues, unless there is no viable alternative.
- Nonresidential uses, such as studios and workshops, home offices and community meeting rooms are encouraged. They should be located at street level to add variety and texture to the residential streetscape.

Greek Housing

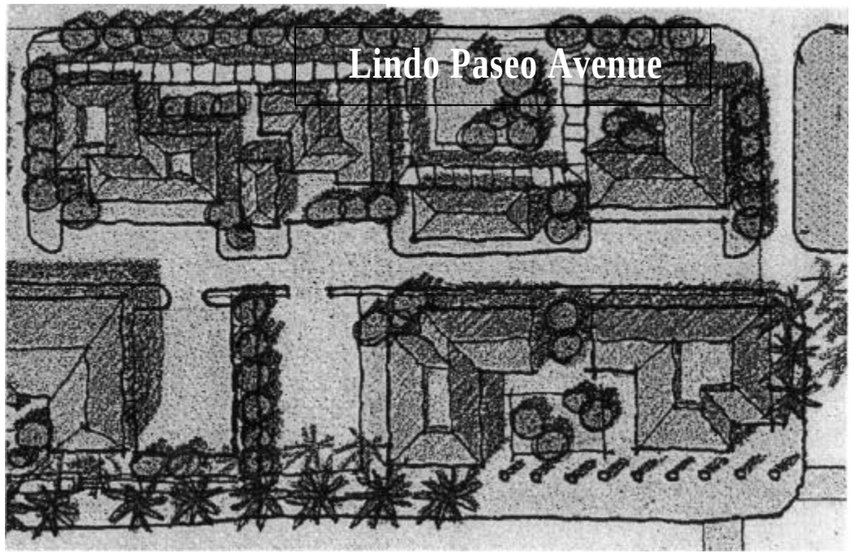
Fraternities and sororities are only permitted within the specific areas designated, but Greek houses should not be segregated by design from the rest of the residential area. All the same guidelines for residential development above should apply, with the addition of the following requirements:

- If several Greek organizations are housed in a single structure, the building should be designed to provide each with a distinct identity, including separate entries, if possible.
- Fraternities should be oriented towards Lindo Paseo, the Future Residential Street or Hardy Avenue, with no entries on 55th Street unless this is the only feasible alternative.
- As this is a campus entry street, the 55th Street facades should be articulated as "fronts" rather than rear or side facades, even if there are no entries provided.
- Communal spaces such as meeting rooms, dining facilities, games rooms, should be located on the ground level wherever possible.

Religious Centers

The six religious centers in the Core Sub-Area are encouraged for relocation to a collective site at Campanile, between Montezuma and Lindo Paseo. This site was chosen for its centrality and visibility, and the fact that one of the larger religious centers is already in place on the western boundary. The following concepts should be adopted to guide the development:

- Each center should maintain its own identity, access, and street address, but the location should be designed as an integrated complex, taking advantage of site and service efficiencies, shared parking and so on.
- Development of a Campus gateway at Montezuma is required. This important project must be coordinated with the property owner or developer controlling the site on the east side of Campanile.
- New buildings should be located to create a sequence of small, enclosed spaces through the site, providing opportunities for social interaction between the organizations, or various solitary places where one could withdraw.
- Monument signs (refer to page 47) are not permitted on Montezuma Road, Campanile Drive, or 55th Street (with the exception of cooperative endeavors under a city approved signage plan).



A possible cluster of religious centers along Campanile Drive, Lindo Paseo and Montezuma.

LANDSCAPE GUIDELINES

Introduction

The Landscape Guidelines section is organized into two general components
each addressing the range of applicable unique situations and typical landscape elements. Its intent is to outline the desired method for design and installation of landscape, paving, lighting, street furniture, signage, and utilities. This ensures that the Core Sub-Area will receive consistent quality and quantity; coordinated styles; and an integrated appearance.

The Landscape Guidelines refer to applicable ordinances and codes and are not intended to supersede City ordinances and codes. They are to meet or exceed the Conditions, Policies and Development and Design Guidelines established in the *Master Project Plan.*

All landscape must meet the standards established in the *City of San Diego's Landscape Technical Manual, Standard Specifications for Public Works Construction,* and *the San Diego Regional Standard Drawings.*

The following Landscape Guidelines are presented in this document and are divided into two categories: **Standard Practices and Character Districts.**

Standard Practices are the minimal standards that must be attained throughout the entire Sub-Area. Their intent is to allow simple, uncomplicated forms that have a timeless nature; quality installation that will reduce long term maintenance; and, responsible practices that promote sustainability. Standard Practices are guidelines for the design and construction of the typical streetscape and common area improvements, including the following elements:

- Street Trees and Vegetation
- Pedestrian pavement
- Lighting
- Street Furniture (Seating, waste receptacles, bicycle racks and newspaper dispensers)
- Fencing and Site Walls
- Utilities
- Signage

Character Districts guidelines expand upon the Standard Practices by describing details that are particular to one specific district within the sub-area. They contain an introduction to the special situations (streetscapes, medians, open spaces and plazas, and alley/service access) found in that district. These are followed by guidelines for typical site elements (such as street trees, vegetation, pedestrian paving, lighting, street furniture, fencing and site walls) which require specific responses based upon location. Character District guidelines are for the:

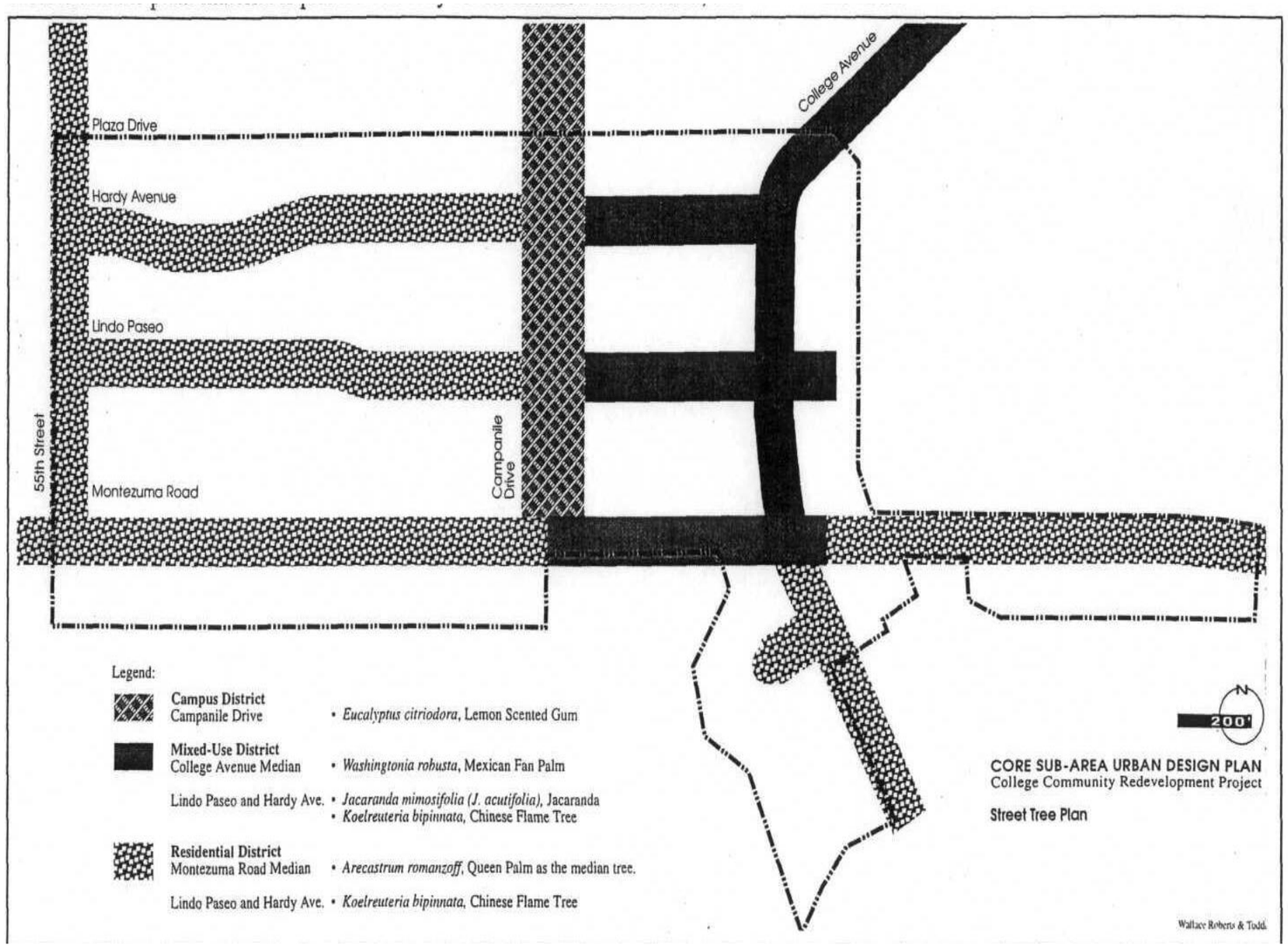
- Campus District (Campanile Drive)
- Mixed-Use District
- Residential District

Standard Practices

The following guidelines are applicable to the whole of the Core Sub-Area.

Street Trees and Vegetation Standards

Control of the street trees and other planted vegetation in the right-of-way ensures that the plant material is planted correctly for its situation and location, and



is able to be maintained in the proper manner.

- The size of street trees at the time of planting shall be a minimum of 2 inches in caliper, with a clear zone (between the top of pavement and bottom limb) of 8 feet above the sidewalk and 13 feet 6 inches above the street.
- Street trees shall be planted within the public right-of-way between the curb and the property line that abuts the property. The required quantity of trees should be at the rate of one 24" box for every 30 linear feet of property line that abuts the public right-of-way.
- All street trees in the right-of-way must be approved by the City's Urban Forester.
- Palm trees are not to be planted beneath overhead wires or within ten feet of existing wires.
- Provide 40 square feet of water and air permeable landscape area at the base of each street tree. This area shall not have an impervious surface, it shall be either a tree grate (in highly used pedestrian areas) or planted with shrubs and mulch (in low use areas).

• Soil testing should be conducted in the site development stages to determine if subsurface drainage and aeration systems are required to maintain the growth of street trees.

• Where possible, plant street trees in continuous planting trenches to provide maximum root zone.

- Tree grates shall have a minimum 12 inch diameter opening for the tree and allow for the removal of sections for the growth of the tree.
- Tree grates, whether prefabricated or one-of-a-kind, shall not have openings greater than 1/4 inch or to meet current ADA code.
- The space between the finish grade of the tree and the tree grate shall be filled with gravel larger than 1/4 inch to limit the accumulation of debris under the grate while still allowing air penetration.
- Parking structures open to the sky on the highest floor shall provide landscape area and plant materials per the City Wide Landscape Regulations for grade parking areas. Landscape area and points may be substituted with architectural overhead trellis structures that cover 30% of the parking surface open to the sky.
- Groundcover shall be drought tolerant.
- Automatic irrigation must be provided within all planted areas in the public right of way.

• Deep well watering, to ensure deep root development, should be utilized on all trees within the public right of way. This will reduce the possibility of sidewalk heaving by roots.

Fencing and Site Walls Standards

The forms and materials of the fences and/or site walls should compliment the property's architecture. Chain link fencing is not appropriate.

- Fencing and/or site walls must not be taller than 6 feet.

Pedestrian Pavement Standards

Paving is intended to be background, allowing the street life and the activity of the use to predominate. Patterns should be simple in nature and respond to their appropriate district. In all cases, the paving materials should be used in their primary forms, rather than as imitations of another material.

- Pedestrian pavement must meet the criteria of Title 24, and the Americans with Disabilities Act (ADA).
- All sidewalks are to have a minimum clear zone of 5 feet in horizontal width and 8 feet in vertical clearance.

• Crosswalks must meet the safety criteria established for public streets. Additional enhancements to the crosswalk may include the extension of the pedestrian pavement material across the street to define the crosswalk.

• Pavement materials shall be in their elemental form, such as concrete (plain, colored, scored or with aggregate), brick, tile or stone.

• Concrete stamped to resemble another material such as brick or stone should be prohibited. Interlocking unit pavers should be avoided. These tend to create complicated patterns which can be visually disturbing in large areas. Both present maneuvering difficulties for persons with disabilities.

• Pavement should not have beveled edges which can cause excessive bouncing for cart and wheelchair users.

• Sidewalks should be contiguous (attached to the curb) in the Campus and Mixed-Use Districts, and non-contiguous (a parkway planted strip between the curb and the sidewalk) in the Residential District.

Lighting Standards

Lighting guidelines are intended to present a unifying scheme of lighting throughout the area, ensure that safety and security criteria are met, follow the City of San Diego's 'dark sky' ordinance and protect adjacent users from undesirable light spillage.

- Illumination should comply with the City of San Diego's 'dark sky' ordinance and use low pressure sodium ('yellow') fixtures for street lights or surface parking lights unless a variance is given where safety or aesthetic issues are of a concern.

• Illumination levels and lighting sources should be used that minimize points of glare while providing adequate levels of light for safety and security.

• If in compliance with the City of San Diego's ordinance, metal halide or high pressure sodium light sources should be used in pedestrian areas and parking garages for their white color of light that contributes to the comfort of users. Higher lighting levels should be in areas where potential conflict

between pedestrians and vehicles occur, such as crosswalks and parking areas. In pedestrian areas, lighting distribution should overlap at a height of approximately seven feet above the finish grade to allow visual recognition of pedestrians.

- Street light and parking luminaries should have cutoff shades so as not to intrude on residential uses.
- Parking structure lighting should be screened and not be visible from either streets or buildings surrounding the parking structure.
- To minimize sidewalk clutter, pedestrian and vehicular lights should utilize the same pole.
- The spacing of the combined fixtures shall be dictated by City illumination standards for roadways. Pedestrian-only lights shall be spaced to yield an average illumination of approximately 2 footcandles and a 4:1 average-to-minimum footcandle ratio.
- Light fixtures in the Campus District shall follow the lighting standards of the campus mall.
- Alleys should have pedestrian scale lights attached to the face of buildings or walls at a maximum height of 12 feet above the pavement.

Street Furniture Standards

Seating surfaces are to be provided throughout the Core Sub-Area to promote congregation, enjoyment of the outdoor space, and enhance the pedestrian friendliness of the neighborhood.

- Seating surfaces should be between 14 inches and 18 inches above the pedestrian pavement. The depth of each seat should be between 14 inches and 18 inches. The length of each seat should be no more than 36 inches, unless divided by arm rests at a maximum of 36 inches on center.
- Seating should be located to provide visibility to the areas of activity on both the sidewalk and the street.
- At least half of the seating should have back supports. Back supports should conform to the human body and contribute to a relaxing place to sit.
- Seating should be designed in a way that prevents inappropriate use by skateboards, skates, or activities other than seating.

Bicycle Racks are encouraged to promote non-vehicular traffic and to provide secure areas for bicycle storage.

- Bicycle racks should be located in service alleys and parking garages, within view of the alley or garage entrance. Where possible, they should be secured for residential storage.
- Signage should be provided to direct bicyclists to the facilities.
- Bicycle racks should not be sited where they interfere with pedestrian movement.

Waste receptacles are encouraged in high traffic areas, all plazas, parks and gathering areas and adjacent to any transit facility.

- Waste receptacles should not be sited where they interfere with pedestrian movement. They should be located in conjunction with building entries, outdoor smoking areas and seating areas.
- Waste receptacles should have ash urns attached wherever they are near building entries or outdoor smoking areas.

Newspaper dispensers are encouraged in high traffic areas, all plazas, and adjacent to any transit facility.

- Dispensers should not be sited where they interfere with pedestrian movement. They should be located in conjunction with other clusters of furniture.
- Consider incorporating kiosks in areas of medium to high pedestrian activity. Kiosks should be designed for use by people of all abilities.
- An 'Encroachment Removal Agreement' is required for all street furnishings in the public right-of-way.

Utilities Standards

Utilities will be required for all new or revitalized projects within the Core Sub-Area. The intent of the guidelines is to assure that they are well placed to meet aesthetic, operational and functional criteria.

- Utilities should not be located above ground in the sidewalk. In no case shall a utility box limit the sidewalk clear-zone to less than 5 feet clear. Utility boxes should be integrated into the architectural design of the adjacent building. Hatches for below ground utilities should be designed to be "paved" to match the adjacent sidewalk.
- Utility hatches located in the sidewalks may become a public art opportunity for the community, including the University's Art Department, to uniquely mark the place. This shall be done in coordination with the regulating utility provider.
- Public telephones and/or emergency phones should be provided according to the recommendations of the campus and city police.

Signage Standards

A complimentary system of signs should be developed to meet the functional and aesthetic needs of the Core Sub-Area. It is recommended that a signage design program be undertaken to finalize the theme and patterns of signs beyond these guidelines. Three types of sign palettes are identified, City of San Diego regulatory signs; University signs; and Community signs.

City of San Diego signage includes standard street identification signs, traffic safety and regulatory signs.

- Standards set by the regulatory agencies such as the City of San Diego and Caltrans should be strictly enforced.
- Directional signage should be provided for the future light rail station and the Transit Center.

University Signs are those signs which provide identification and direction to campus facilities and events, identification of campus buildings, or gateway monuments into the campus.

- The design of University signs shall follow the campus standard format.
- Location of these University signs should be carefully coordinated with the University and complement the community signage program.

Community signs include the privately owned and maintained signs for the variety of retail, commercial, religious, office and residential uses within the Core Sub-Area.

- A unifying theme should be developed for all community signs, with the MesoAmerican style encouraged. The theme should be compatible with the University signs, however different so that the two areas are distinguishable.
- To minimize clutter of the physical and visual streetscape, directional, street identification and regulatory signs should designed to be clustered onto existing poles wherever possible. Identification signs should be attached to the building, adjacent to the main entry.
- All signs should have *white or light toned type* on a dark background.
- Background colors should be distinct from the University signage.
- Type styles should be *sans serif,* in a simple type style and large enough for optimal readability by pedestrians and motorists, as appropriate.
- Billboards and backlit, box signs are prohibited.
- Monument signs, or those that are over 24 square feet, shall not occur along Campanile Drive, where they would compete with campus gateway monuments.
- A variance from the monument sign size restrictions may be considered for a collaborative group of tenants/owners who process an approved sign plan in accordance with the procedures of the City of San Diego.
- An exception to the guideline for monument signs will be made for signs in the Religious Cluster that identify more than one religious organization.

Character Districts

Within the Core Sub-Area, three "overlay" areas require specific guidelines in addition to the Standard Practices. The *Campus District* along Campanile Drive, the *Mixed-Use District* east of Campanile Drive and the *Residential District* all have particular criteria that expand upon the Standard Practices.

Campus District

The Campus District is the public right of way of Campanile Drive, from Montezuma Road on the south to the University boundary on the north, including the setbacks of buildings to the east and west of the public right-of-way. The intent of this area is to extend the campus mall into the Core Sub-Area, thereby establishing the presence of the University towards Montezuma Road and setting up a transitional "gateway" into the campus environs. Views onto the campus should be open from all points along Campanile Drive to ensure this presence and reinforce the landmark. Vegetation should frame this long view onto the campus not shield or interrupt it. Materials in this district should follow the traditional materials of the campus, so that the transition is smooth and uninterrupted. The repetition and symmetry of the campus mall should establish the order of street furnishings, pedestrian scale improvements and planting. The character of this district should clearly relate to the University.

Campus District Streetscape:

Streetscape design on Campanile Drive should allow open views to the historic University towers that mark the north end of the campus.

Campus District Medians:

- Medians in the center of the drive should be of a simple drought tolerant ground cover planting to compliment the lawn panels aligned down Campanile into the campus. Trees should not be included because they will block the views along the Campanile.
- Grade the median to drain into center inlets connected to the storm drainage system.

Retaining walls associated with the ramps to the Transit Center/parking structures should be planted and irrigated with a single species of spreading, clinging vine, again relating to the lawn panels of the Campanile.

Campus District Open Spaces/Plazas:

The long open space of the campus mall and its extension down Campanile Drive should be the predominate open space in this area. Entry courtyards at buildings that face Campanile Drive should be secondary.

Campus District Alleys and Service Access:

Service alleys and bikeways run east-west through the Core Sub-Area and cross Campanile Drive. Service access should be provided from the roads perpendicular to Campanile Drive. Trash dumpsters should be screened from pedestrians' views from Campanile Drive with the use of site walls, screens or fences.

Campus District Landscape Elements:

The landscape elements along Campanile Drive should extend the plant palette and formal character of the university out to Montezuma Road. Project developers should closely coordinate with the University in the development of the materials which will appropriately meet the functional and aesthetic needs of the Campus District.

Campus District Street Trees and Vegetation :

- Street trees and vegetation should not obstruct the north-south view along Campanile Drive between the intersection with Montezuma Road to the historic Bell Tower and the Hardy Memorial Tower of the University.
- Vegetation should be utilized to mitigate views of inarticulated and/or unattractive architecture or fencing.
- The primary street tree to be planted along Campanile Drive should be *Eucalyptus citriodora,* Lemon Scented Gum. These trees should be spaced 30 (minimum) feet on center in a single row aligned with the periphery mall planting. Street trees should not be planted along the curb line along Campanile Drive but set back to the property line in order to ensure vistas down the mall. Additional vegetation planted in association with each new building entry should include a wide variety of flowering trees, shrubs and groundcover and shall not impede the views to the campus.

Campus District Pedestrian Pavement:

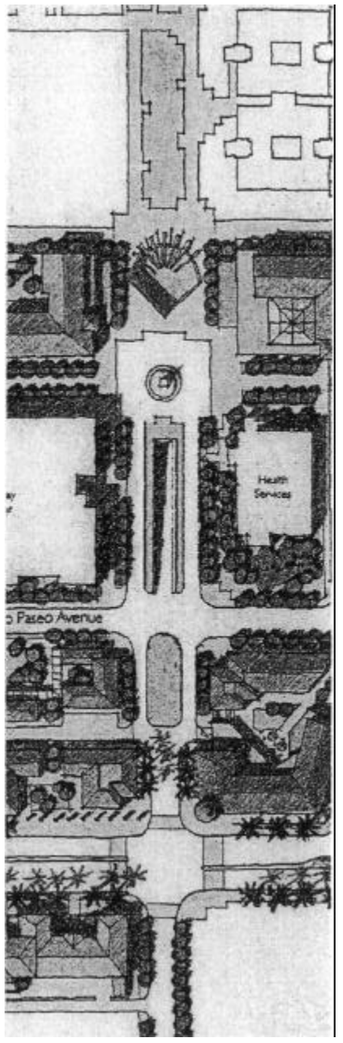
- Sidewalks should be straight and aligned with those extending onto the campus. Sidewalk and site pavement should follow the patterns and colors found on the University's Campanile mall. This is a field of gray concrete within a grid of red rectangular pavers.
- The right-of-way should be paved with street trees in tree grates.

Campus District Fencing and Site Walls:

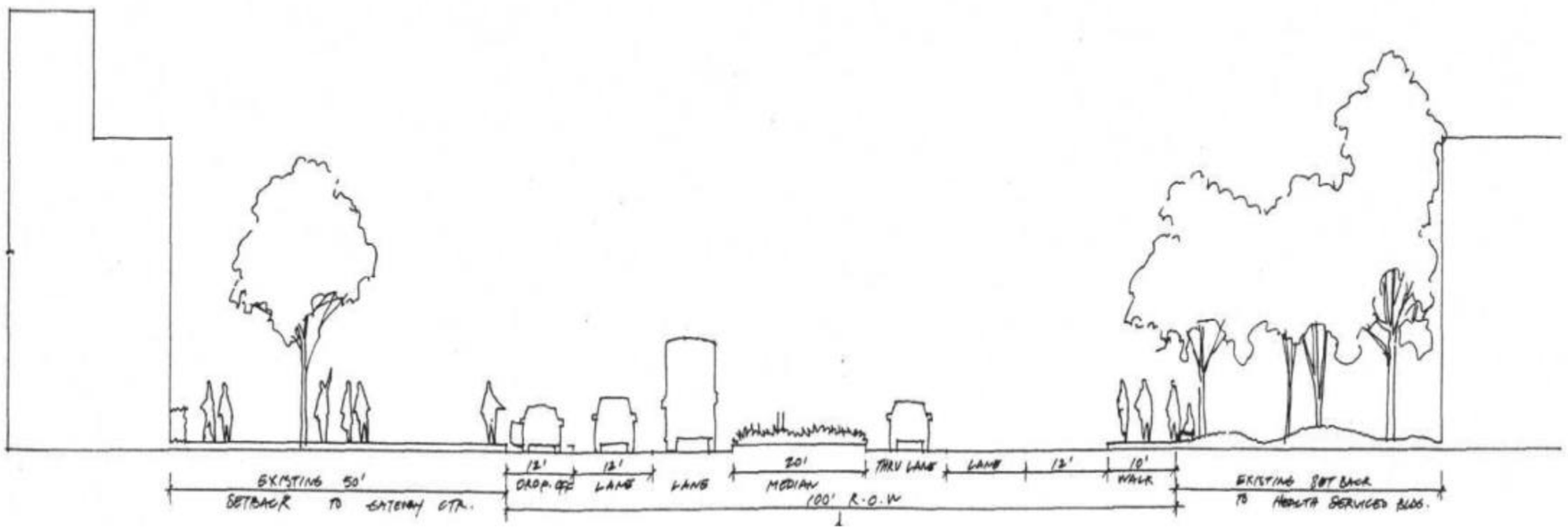
- Fencing on Campanile Drive is prohibited.
- Site walls should compliment the building's architecture in their material and form. The maximum height of site walls should be 6 feet.

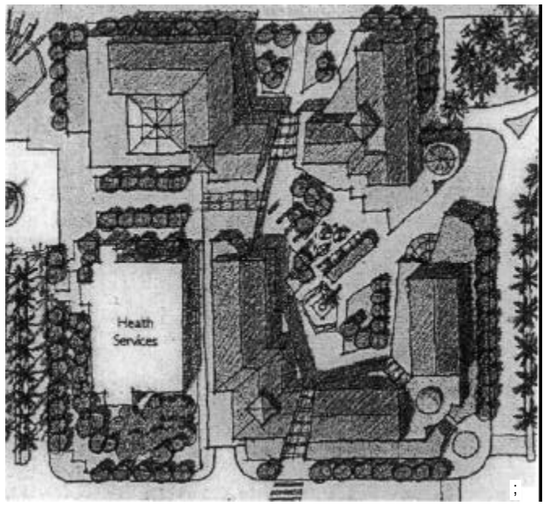
Campus District Street Furnishings:

- Site furniture materials should be primarily wood and concrete to compliment the furnishings on the University's Campanile.



The Campus District received its clues from the materials and spaces on the campus





The Mixed-Use District

A rich variety of the landscape character in the Mixed-Use District enhances its retail liveliness.

Mixed-Use District

The Mixed-Use District is defined by Montezuma Road on the south, the University on the north, Campanile Drive to the west, and the service alley to the east of College Avenue. The intent of these additional guidelines is to provide a landscape character that reinforces the lively pedestrian atmosphere of the district, recognizes its urban character and welcome users with a variety of amenities including sun, shade, seating, and service. Pedestrian access and visual recognition to all establishments in the Mixed-Use Area is of primary importance. In all cases, the scale of this district should be in relationship to the activity. For example, bolder scale site amenities are recommended adjacent to streets where they will be viewed by automobile traffic. Here repetition and symmetry will reinforce the visual continuity seen from the street. However, in pedestrian only areas within the interior of the blocks, much finer detail, asymmetry and diversity is recommended to entice the pedestrian and enliven their experience. Here, scale of site materials should relate to the pedestrian, concentrating on amenities that can be viewed while walking.

Mixed-Use District Streetscape:

The streetscape environment must welcome pedestrians with a variety of amenities, including clusters of seating, opportunities for both sun and shade, and pedestrian serving features such as telephones and newspaper racks clustered alongside of the pedestrian passageway. Streetscapes should be an opportunity for gathering and enticing pedestrians into the mixed use district.

The pedestrian streetscape should be primarily paved between the curb and the building facade, with tree grates at all street tree planter wells to ensure visual and physical access to the commercial enterprises. Obstructions to clear pedestrian movement should be eliminated.

Mixed-Use District Medians:

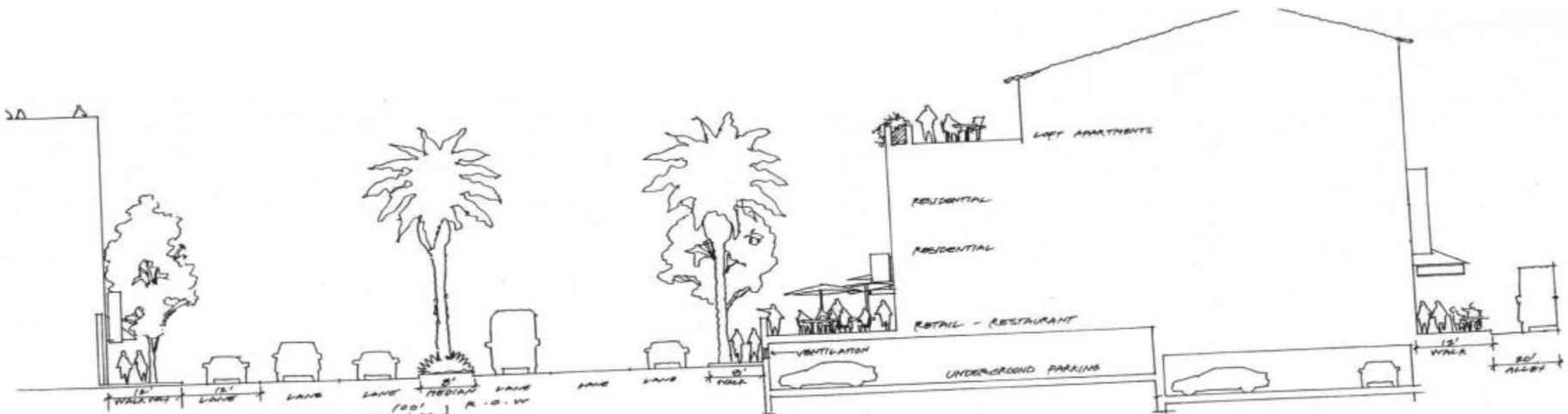
The curbed median on College Avenue should be redesigned and reconstructed to contain street trees where the width of the median allows and low shrub vegetation surrounded by a raised (6 inches) concrete curb. This will mark the entrance into the Core Sub-Area and still allow visibility across the street. Crosswalks should be fully at street grade and should contain a "pedestrian refuge" at the medians.

- Planted areas should have a minimum width of two feet. A two foot maintenance walk should be provided around the perimeter of medians, inclusive of curbing.
- Trees in medians shall be located a minimum of four feet from the face of the curb.

Mixed-Use District Open Spaces/Plazas:

Public gathering spaces in courtyards and plazas should open onto the sidewalks within the Mixed-Use Area. Motorists should be able to see the sidewalk activity and have glimpses into internal spaces. Public gathering spaces along the east side of College Avenue may be 4 feet (maximum) above the level of the sidewalk with multiple provisions for pedestrian and disabled persons access.

- Special features, such as small fountains, sculpture, sundials and/or canopy trees should be included within each public gathering space.
- Open spaces should serve a variety of activities throughout the year. For example, individuals should have the opportunity to sit in the sun or shade. Shade may be provided with deciduous trees, fabric structures or architectural elements.



A typical section of College Avenue in the Mixed-Use District

- The pavement of the open space courtyards or plazas may vary from that of the sidewalk. Trees may be in containers; in planting areas with flowering shrubs and annuals; and/or in tree grates flush with the paving surface. Provide a minium 40 square feet of water and air permeable landscape area at the base of each tree.

Mixed-Use District Alleys and Service Access:

Alleys in the Mixed-Use Area are to serve emergency, utility, and delivery vehicles as well as bicyclists. The alleys should be defined by buildings or walls. Dumpsters should be screened from views of pedestrian or vehicular corridors but readily accessible to maintenance vehicles. Signage should identify loading areas with the properties' address and access regulations, mark traffic hazards and alert motorists to the potential presence of bicyclists.

Mixed-Use District Landscape Elements:

A single style of street furnishings should maintained within the street right of way (sidewalks) of the Mixed-Use Area. In addition, property owners should be encouraged to add additional street furniture to serve their clientele. These additional elements must meet or exceed the quality standard established in the streetscape. For example, a restaurateur may provide cafe seating and tables that do not match the style of the street furnishings but express the architectural theme of the restaurant and are constructed of high quality materials.

Mixed-Use District Street Trees and Vegetation:

- Trees must be planted in tree grates which are flush with the adjacent pavement.
- The primary structure of street trees to be planted along College Avenue and in its median shall be *Washingtonia robusta,* Mexican Fan Palm. These trees should be spaced 30 (minimum) feet on center. Additional vegetation planted in association with each new building entry, plaza, or court yard should include a wide variety of flowering trees, shrubs and groundcover.
- Street trees on Lindo Paseo and Hardy shall be one of the following trees planted along the curb at a minimum spacing of 30 feet on center.
  Jacaranda mimosifolia (J. acutifolia), Jacaranda
  - *Koelreuteria bipinnata,* Chinese Flame Tree
- Ground cover in the median shall include the following low growing shrubs and groundcover (24 inch height maximum).
  - *Aloe species,* Aloe
  - *Bougainvillea species,* Bougainvillea
  - *Ceanothus gloriosus,* Ceanothus groundcover (requires minimal to no irrigation once established)
  - *Lantana montevidensis,* Trailing Lantana

Mixed-Use District Pedestrian Pavement:

- Pedestrian pavement material, color and finish should occupy the entire width of the sidewalk from the face of the building to the face of the curb with the following exceptions: at the location of tree grates; and where the adjacent property owner will provide special pavement to mark the building's entrance or the opening to a plaza.
- Where a driveway crosses a sidewalk, the pavement should match that of the adjacent sidewalk and include the structural reinforcement required for service vehicles.
- The detail of the pavement in the Mixed-Use Area should be richer than that of the Residential District. Unit pavers, such as tile, stone or brick, should be considered.

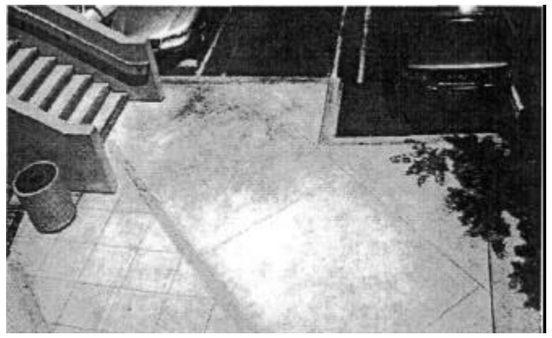
Mixed-Use District Fencing and Site Walls:

- Where sidewalks exceed 20 feet in width, fencing surrounding outdoor dining establishments could be considered. Fences should be decorative in nature and not block views into and out of the establishment.
- Site walls should compliment the associated building's architecture in their material and form. The maximum height of site walls should be 6 feet.

Mixed-Use District Street Furnishings:

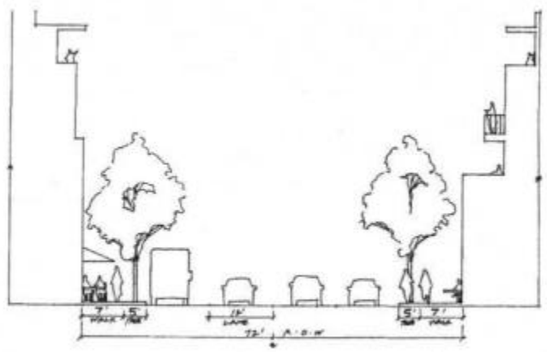
Street furniture within the mixed use district should complement the scale, materials and style of the adjacent architecture. Along College and Montezuma Avenues, a consistent style should be employed in order to relate to the scale and rhythm of this busy vehicular street. Along Lindo Paseo, this style may wish to change to relate to the smaller scale right of way and the lesser levels of vehicular traffic.

- Materials should have long life spans, be able to withstand constant and heavy use, be durable and be reasonable to maintain. It is noted that in this high intensity use area, the use of higher grade and quality materials is recommended at the onset in order to reduce long-term maintenance needs.
- A minimum of six linear feet (6 l.f.) of bench or other seating shall be provided for every 100 linear feet of curb. This will accommodate a minimum of three persons.
- Waste receptacles shall be located every 100 feet along the curb. Wherever possible, they should be placed in conjunction with benches and other street furnishings.
- Newspaper dispensers and public telephones shall be limited to two per block, located at opposite corners of the street.
- Avoid locating newspaper racks immediately adjacent to building entrances. Stacked type newspaper dispensers (2 boxes high and no more than 4 boxes wide) which can be painted to match the colors and finish of street furnishings are preferred.



Paving should be rich and enticing.

Furnishings should invite and encourage activity.

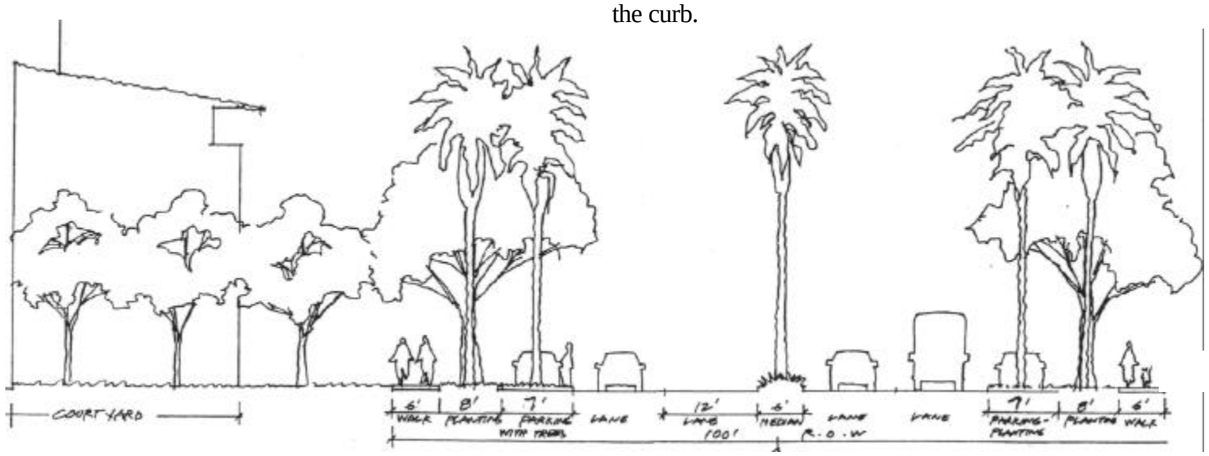


A typical section of Lindo Paseo in the Mixed-Use District

Residential open spaces create a sense of neighborhood.

Simple site walls can serve as elegant benches.

A typical section of Montezuma Road in the Residential District



Residential District

The Residential District is defined as two areas within the Core Sub-Area. On the west side, it is from 55th Avenue east to Campanile, and from the University property south to the alley south of Montezuma (Fraternity and student-oriented housing). Additional segments of the Residential Area are on the south east side of the Core Sub-Area, including properties along the south side of Montezuma Road east of College Avenue to the intersection of East Fall View Drive and south of Montezuma along College Avenue (Sorority housing).

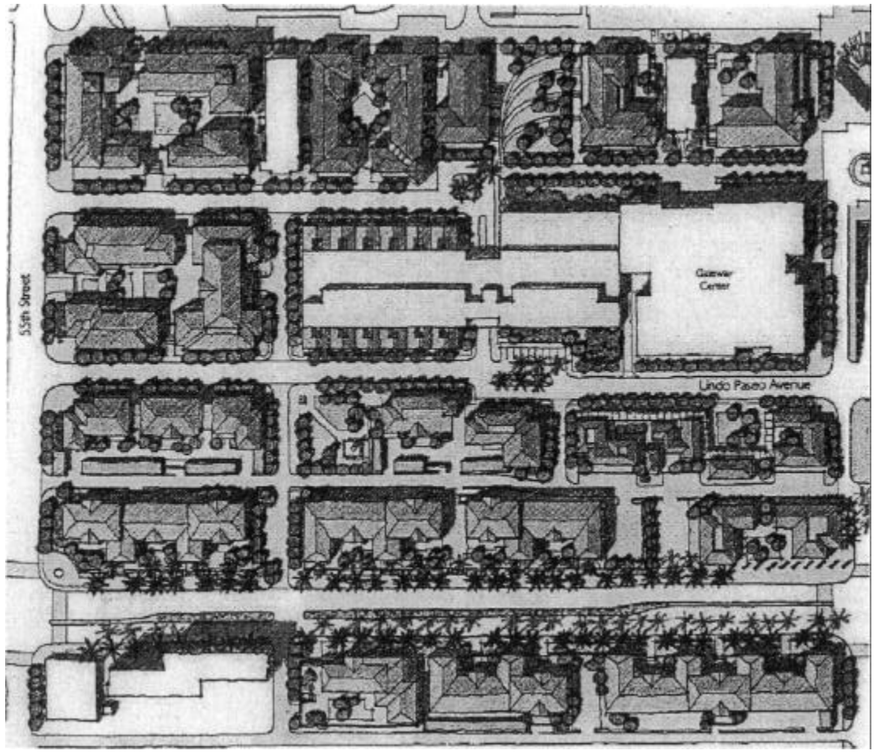
The intent is to create pleasing residential zones that allow safe and friendly pedestrian access. Scale of site improvements in the residential district should be smaller or lesser than that of the other two districts, it should relate to the character of "home." Institutional type, repetitive or mass produced improvements are not recommended. Rather, diversity is encouraged much like one would find in a typical residential neighborhood of many different homes.

Materials for site improvements should be durable and easy to maintain, as use will be constant. Materials should be similar to those found in residential areas, such as wood, wrought iron, concrete, cobbles, and the like.

Residential District Streetscape:

Montezuma Road only: On-street parking should be defined by extensions (fingers) of the parkway planting into the on-street parking area. The parkway planting extensions should measure 6 feet along the curb and 6 to 9 feet out into the on-street parking area. One should be located every 100 feet along Montezuma Road (or every fifth stall) from 55th Street to Campanile Drive, on both sides of the street. These should be planted with street trees and drought tolerant groundcovers to compliment the turf grass of existing front yards..

Sidewalks should be non-contiguous allowing a parkway planting strip at the curb.



Residential District Median:

Montezuma Road only: A median should be designed and constructed on Montezuma Road where feasible within the required street width. The median should continue from the Mixed-Use District through the Residential District, and as part of a wider Median Beautification Program, it should continue towards the west and the intersection with Fairmount Avenue. The median should include:

Arecastrum romanzoff, Queen Palm as the median tree.

Ground cover in the median along Montezuma Road should include the following low growing shrubs and groundcover (24 inch height maximum).

- *Aloe species,* Aloe
- *Bougainvillea species,* Bougainvillea
- *Ceanothus gloriosus,* Ceanothus groundcover (requires minimal to no irrigation once established)
- *Lantana montevidensis,* Trailing Lantana

- Montezuma Road's median should be extended beyond the Core Sub-Area of this study. Between 55th Street and Yerba Santa Street, the median could be continued with a corresponding palette of plant materials as it traverses the residential neighborhoods. West of Yerba Santa Street, Montezuma transitions into the Caltrans improvements at Fairmount Road. Embankment planting should be undertaken to limit erosion and enhance the area.

Suggested species could include:

- *Ceanothus species,* Ceanothus
- *Eriogonumfasciculatutn,* California Buckwheat
- *Ribes viburnifolium,* Evergreen Currant
- *Acacia redolens,* Acacia

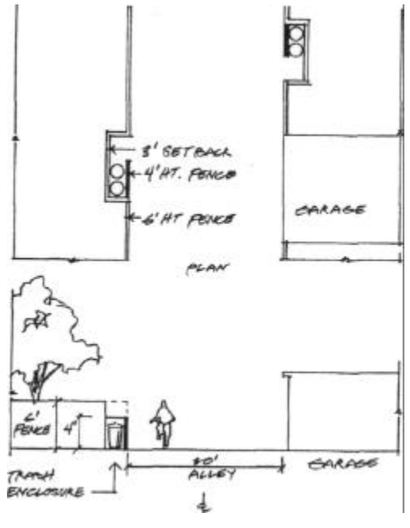
- Planted areas should have a minimum width of two feet. A two foot maintenance walk should be provided around the perimeter of medians, inclusive of curbing.
- Trees in medians shall be located a minimum of four feet from the face of the curb.

Residential District Open Spaces/Plazas:

- Public and/or private open spaces should located with access to the sidewalks.
- Open spaces will serve as spatial expansions of the streetscape. Views into these open spaces from the streetscape should not be blocked or heavily screened. Each should have provisions for pedestrian access and use of both sunny and shaded areas throughout the year.
- Public open spaces may be secured nightly with retractable wrought iron type fencing.
- Lighting within the open spaces should not be brighter than that of the adjacent streetscape.

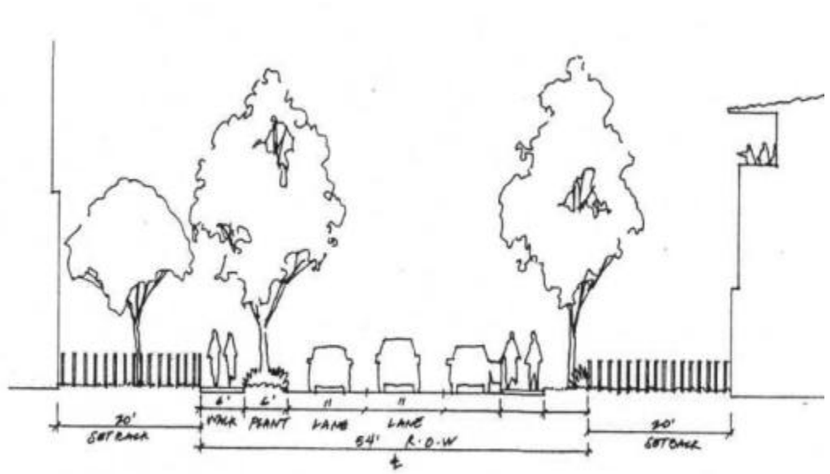
Residential District Alleys and Service Access:

Alleys run mid-block east/west throughout the residential area. They provide vehicular access to parking garages, stalls or structures, trash collection, and utility service. Additionally, the alleys will serve as an effective route for bicyclists where their potential conflict with pedestrians is generally reduced. Alleys should be defined by a 6 foot tall fence or wall along the setback line. Trash cans and dumpsters should be screened by a 6 foot tall wall and fully located within the property line. Vegetation in the alleys should be limited to irrigated vines and/or planted within a 2 foot wide strip parallel to the base of the wall/fence. The planting area should be contained within a 6 inch concrete curb to protect the plants from vehicular traffic and runoff water. All planting and associated curbs shall be within the property line so as to leave the alley free and clear for service vehicles.



West Plaza Mall:

The West Plaza Mall is within the jurisdiction of the University and therefore any improvements that are made within the Mall should follow the guidelines of the *SDSU Physical Master Plan.* West Plaza Mall should express the character of a pedestrian mall with very limited vehicular access where it abuts the Student Activity Center. West Plaza Mall should be entirely dedicated to pedestrians between the University's "J" Lot and Campanile Drive where it transitions to East Plaza Mall.



A typical section through the streetscape in the Residential District

Hardy Mall:

Adjacent to the Gateway Center, Hardy Avenue may be converted to a pedestrian-only mall. Street tree planting and furniture shall respect the right of way of the former street (to allow for emergency vehicular use), however the pavement may be enhanced to delineate the pedestrian quality. Bollards (removable for emergency access) should be used to close the street at both ends.

Residential District Street Trees and Vegetation:

Street trees and other vegetation within the Residential District should be selected based on ease of maintenance, climatic response and scale. The following trees are suggested species that will respond to either existing mature trees or the residential street trees of surrounding neighborhoods. In all cases, trees should be selected based upon their ease of maintenance and water demands.

- A 5 foot wide (minimum) continuous parkway planting strip shall be located on both sides of the streets (between the curb and sidewalk) for the maintained growth of street trees, lawn, groundcover and/or shrubs. Consideration should be given to the planting material in relation to the location of on-street parking. For example, lawn or other groundcovers that absorb constant foot traffic, may be the most suitable groundcover along on-street parking.

- Montezuma Road: The existing *Arecastrum romanzoff,* Queen Palm on Montezuma Road should be retained. The primary structure of street trees to be planted along Montezuma Road and in the median should be an alternating pattern of Queen Palms, and *Koelreuteria bipinnata,* Chinese Flame Tree. Chinese Flame Trees should be spaced 30 (minimum) feet on center, with the Queen Palm in between, also at 30 feet on center. Additional vegetation planted in association with new building entries, open spaces, or courtyards should include a wide variety of flowering trees, shrubs and groundcover.
- Street trees on Lindo Paseo and Hardy should one of the following trees planted along and parallel to the curb at a minimum spacing of 30 feet on center.
  - *Koelreuteria bipinnata,* Chinese Flame Tree

Residential District Pedestrian Pavement:

- Pedestrian pavement should follow the simple style of San Diego's older neighborhoods. These are plain concrete sidewalks with a slip resistant finish (such as broom or sandblast finish) running parallel to the curb and parkway planting strip. The concrete should have a gridded scoring pattern (2 feet on center in both directions).
- The parkway planting strip may be paved in association with the entrance to a building. In these cases the entrance pavement to the building is repeated adjacent to the curb. In all cases, the concrete sidewalk of the Residential District should remain uninterrupted.

The parkway creates a pleasant sidewalk in residential neighborhoods.

Residential District Fencing and Site Walls:

- Fencing must be a maximum of 72 inches tall and be constructed with a minimum 40% transparency. As an example, a picket fence with equal spacing of the wood picket and the openings would be approximately 50% transparent.
- Chain link fencing is prohibited in the front and side yards. If chain link is used along the rear yard, it is only acceptable in alleys where it can be covered with vines or other screening material.
- Site walls shall be utilized in front and side yards, and shall be 18 inches maximum height. Site walls may be topped with a fence, if necessary. Together their height may not exceed 72 inches.
- Any walls that are developed for sound attenuation on properties abutting single family residential areas should be designed sensitively and aesthetically to interface with the adjacent homes.

Low walls and transparent fencing brings the residential life to the street.

Residential District Site Furnishings:

- Seating for 3 persons (6 linear feet of seating) shall be provided for every 300 feet of sidewalk. Seating may be for individual or groups.
- Seating may be provided on site walls.
- Waste receptacles shall be located every 300 feet along the curb, in the parkway planting strip. They should be constructed on a concrete pad, matching to the adjacent sidewalk pavement, and be accessible to maintenance vehicles.

A FINAL GUIDELINE TO SUCCESS....

Care, commitment, cooperation and common sense should always be applied in making decisions relating to redevelopment in the Core Sub-Area.

Rebuilding an urban neighborhood is no small task. It takes extraordinary amounts *of* time, money, expertise and a significant quota of vision. More important, perhaps, than any of these is the enthusiastic participation of the numerous stakeholders involved in the process - property owners and existing tenants, neighboring communities and institutions, developers and investors, project architects, engineers and landscape architects, city development agencies and permitting authorities - and future residents and neighbors who can not even be identified today. Satisfying the objectives of such a disparate group of players and reaching agreement on the vast array of technical, economic and aesthetic issues involved in redevelopment is an often monumental, and sometimes impossible, task.

What we have to remember, however, is that beyond every controversy is an underlying consensus on the goals of the College Community Redevelopment Project and shared belief in its value to the present and future users of the SDSU area. This common ground provides the foundation for success - an essential commitment to progress which, tempered with care, cooperation and common sense, will lead the way through the exciting period of implementation ahead.