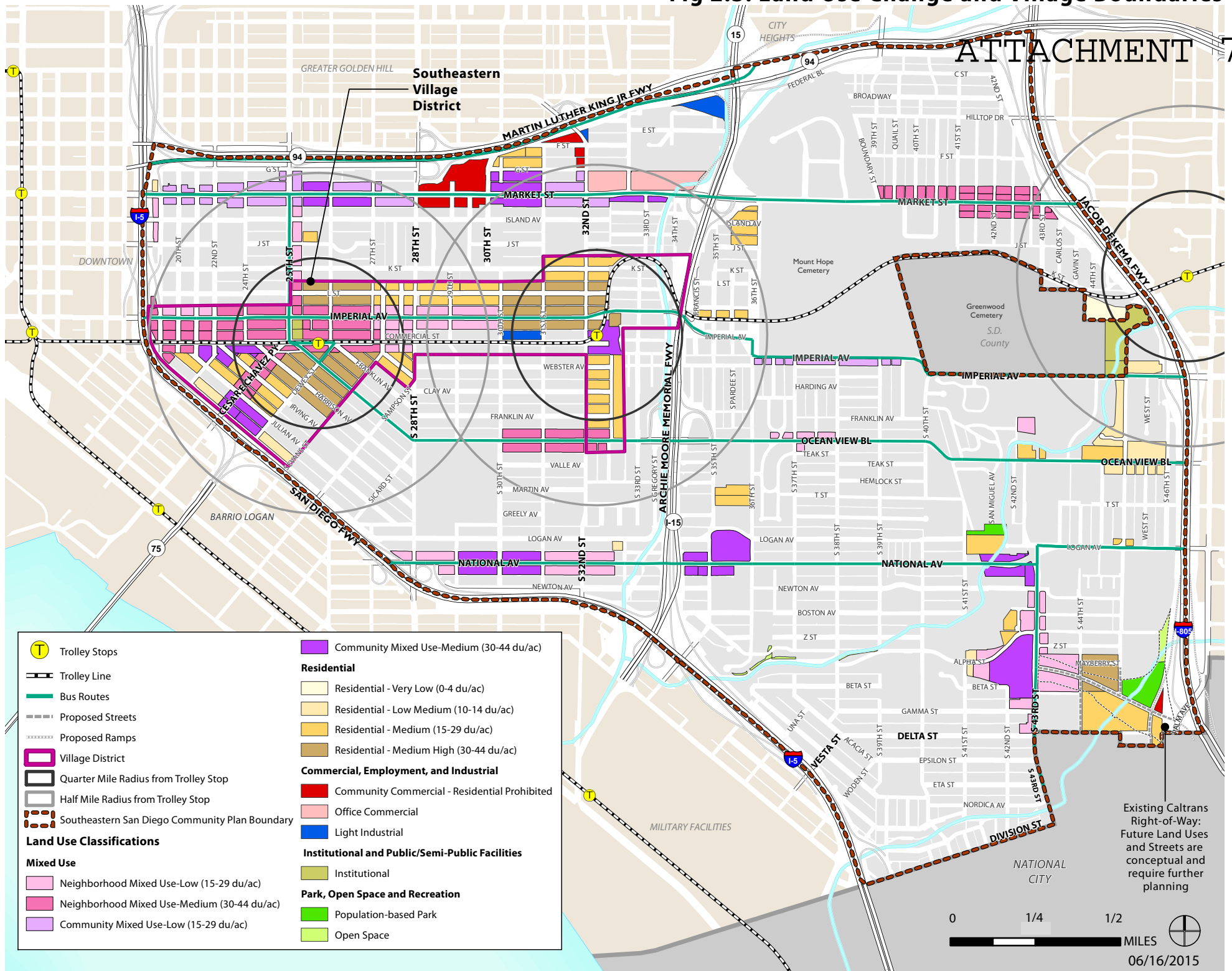

























Fig 2.3: Land Use Change and Village Boundaries



	Trolley Stops		Community Mixed Use-Medium (30-44 du/ac)
	Trolley Line	Residential	
	Bus Routes		Residential - Very Low (0-4 du/ac)
	Proposed Streets		Residential - Low Medium (10-14 du/ac)
	Proposed Ramps		Residential - Medium (15-29 du/ac)
	Village District		Residential - Medium High (30-44 du/ac)
	Quarter Mile Radius from Trolley Stop	Commercial, Employment, and Industrial	
	Half Mile Radius from Trolley Stop		Community Commercial - Residential Prohibited
	Southeastern San Diego Community Plan Boundary		Office Commercial
Land Use Classifications			Light Industrial
Mixed Use		Institutional and Public/Semi-Public Facilities	
	Neighborhood Mixed Use-Low (15-29 du/ac)		Institutional
	Neighborhood Mixed Use-Medium (30-44 du/ac)	Park, Open Space and Recreation	
	Community Mixed Use-Low (15-29 du/ac)		Population-based Park
			Open Space

Existing Caltrans Right-of-Way: Future Land Uses and Streets are conceptual and require further planning

