
IV-C URBAN DESIGN ELEMENT

Mid-City has an outstanding urban design character with its remaining natural canyons; public views to Mission Valley, downtown, and San Diego Bay; and its walkable neighborhoods; all within easy walking distance to a school or shopping area. Urban design should strive to maintain and provide much needed awareness and enhancement to these community features.

Open Space and Parks

The Great Streets of Mid-City

Gateways and Crossroads

Other Neighborhood Links

Civic Spaces and Buildings

Traffic Calming for Neighborhood Streets

BACKGROUND

The western neighborhoods of Mid-City are located on a large central mesa indented by a number of inner City canyons and small creeks. Growing out of the central business district and facilitated by the introduction of streetcar service, these neighborhoods developed during the first half of the century. The varied topography and changing real estate market of the post war years are reflected in the curvilinear street system, cul-de-sacs, and auto-oriented shopping centers of the neighborhoods generally east of Euclid Avenue and south of Home Avenue and I-805.

The character of Mid-City has also been significantly affected by the construction of a number of freeways that crisscross the central mesa, isolating many Mid-City neighborhoods.

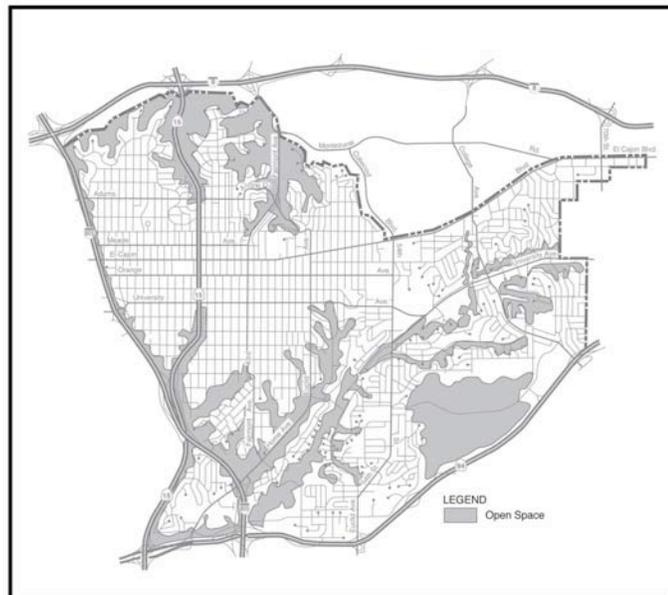
Mid-City's 132,466 residents live in 24 neighborhoods of distinctive character and amenities. Over the last several decades of rapid suburbanization, Mid-City, like other urbanized areas, has not enjoyed sustained public investment in infrastructure. Sustained efforts on the part of the City Council to reinvest in urban San Diego need to be strengthened to overcome the existing deficiencies and once again make Mid-City a most desirable community in which to live and invest.

Vision: A community that is more desirable than suburbia as a place to be in, raise families, invest, work, and do business.

This **Urban Design Element** addresses the public realm—the area that is owned in common by the citizens. Such lands are commonly administered by government or other public agencies. The public domain includes open space, parks, public buildings, joint use properties, streets and any other property or facility owned or controlled by a public agency. The guidelines that follow are intended to be implemented through public projects.

OPEN SPACE AND PARKS

Mid-City is bounded to the north by steep hillsides that rim Mission Valley. A coastal plain, extending from the San Diego Bayfront foothills, it rises slowly and extends inland several miles. This coastal plain is indented by smaller canyons and a large creek which once upon a time linked the Mid-City plains to San Diego Bay itself. The Open Space section of the Natural and Cultural Resources Element includes City-owned hillsides, wetlands and regional resource based park areas.



Vision: An interconnected system of improved parks and natural hillsides, canyons and wetlands.

Hillsides and canyons help to define the form of the Mid-City communities. Even after a century of development and urbanization, much of the original landform is identifiable. Particularly significant hillside and canyon areas include those slopes framing the southern face of Mission Valley, Talmadge Canyon, Fairmount Canyon, Chollas Creek and a number of smaller Mid-City canyons such as Manzanita, Swan, Hollywood and other canyons.

Goal

- To recognize and enhance the influence these significant landforms have on urban form and function.

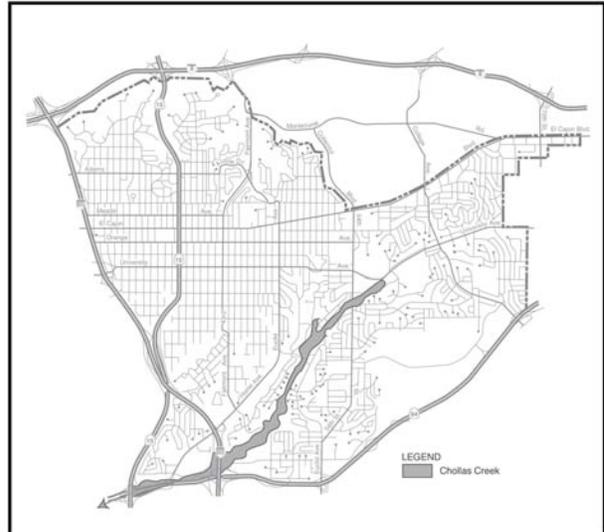
Recommendations

- Revegetate natural hillsides with native or naturalized plant material according to the performance standards found in the Landscape Technical Manual.
- Develop nature trails and interpretive programs that all residents, young and old, can use and refer to as they walk and enjoy the trails.
- Develop small view areas along the rim, where people can sit and enjoy the native landscape and take advantage of the excellent panoramic and framed views.

- Design open space signage and safety fencing in a manner that is visually compatible with, and enhances, the surrounding environment.
- Restrict street closures in areas designated for open space preservation. All public rights-of-way should be maintained under public control.
- All publicly owned open space shall be managed by an open space district which will provide natural habitat management, weed and trash abatement, and safety patrols.

Chollas Creek

Chollas Creek is a seasonal waterway that crosses the Eastern and City Heights communities, flowing diagonally from northeast to southwest. The creek continues through the neighborhoods of Southeast San Diego, finally reaching the San Diego Bay at the 32nd Street Naval Station. Much of the land bordering the creek is undeveloped and unused, due to intermittent flooding.



Goal

- To preserve and enhance Chollas Creek, making it accessible, while maintaining and rehabilitating its habitat values.

Recommendations

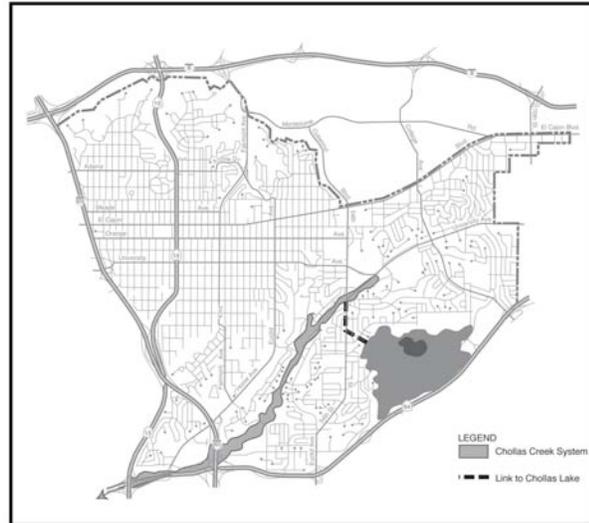
- Revegetate the wetland areas with native wetland habitat. (see **Appendix C**)
- Provide soil erosion and flood protection in a manner sensitive to the park's habitat values, using natural materials that blend with the surrounding environment.
- Provide a pedestrian and bicycle linkage from Chollas Park to the Mid-City athletic area and other parks via the Chollas Creek canyon.
- More intensive uses within the Chollas Creek canyon, if recommended through a Chollas Creek Master Planning process, should strive to maintain the natural character and quality of the canyon and limit points of access.
- Properties along the rim of the park should provide setbacks with landscaping materials consistent with the wetland habitat and ambiance.
- Incorporate publicly owned properties adjacent to Chollas Creek into an open space/park maintenance district.
- Fully improve the Mid-City Athletic Area with soccer and baseball fields.

Chollas Lake Park

The Chollas Lake Park is a resource-based park which includes Chollas Community Park, the Chollas Reservoir and its attendant land, some of which is part of an old abandoned dump which has been capped, and provides an excellent opportunity for park development. Although identified as a resource-based park, the area is not a pristine natural environment, and lends itself to development as a traditional large urban park.

Goal

- To develop an urban resource-based park for Mid-City to service the area's 132,466 population and complement Balboa Park.

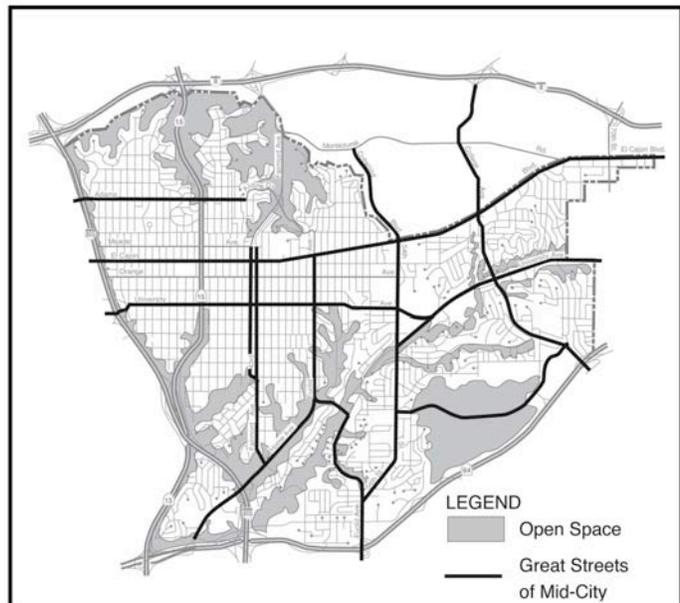


Recommendations

- Develop the North Chollas Canyon area as per the North Chollas Park Plan.
- Pursue relocation of the City's Chollas Operations Station.
- Develop large sports field areas south of Chollas Lake to support the active population of Mid-City. Sports fields should accommodate a variety of games popular with the various ethnic groups of Mid-City.
- The South Chollas Park could also include an ethnic and artistic village area similar to Balboa Park's Spanish Village. This anchor of cultural activity would complement the 54th Street Cultural Center and tie in 54th Street and College Grove Drive as an important cultural and recreational nucleus of the Mid-City Community.
- Fences and gates where necessary should be provided in a manner that enhances and frames the park setting, not detract from it.
- Chollas Lake Park should be incorporated into the open space/parks maintenance district.
- Develop a park-use work program and elicit the services of artists to develop the park as a showcase for the Mid-City communities.

THE GREAT STREETS OF MID-CITY

The flatter mesa of Mid-City west of Euclid Avenue has been developed in a grid pattern, bisected from north to south by freeways set below the elevation of the mesa in natural and man made canyons. East of Euclid Avenue, a curvilinear street pattern reflecting the varied topography of this area predominates. Both the central mesa and rolling eastern area are bisected east to west by major streets that, in the first half of the 1900s, served as the major transportation corridors between the center city and its suburban and rural settlements to the east.



Vision: Reestablish Mid-City’s major streets as great boulevards where vehicular circulation complements, rather than dominates, other activities such as strolling, shopping, living and working.

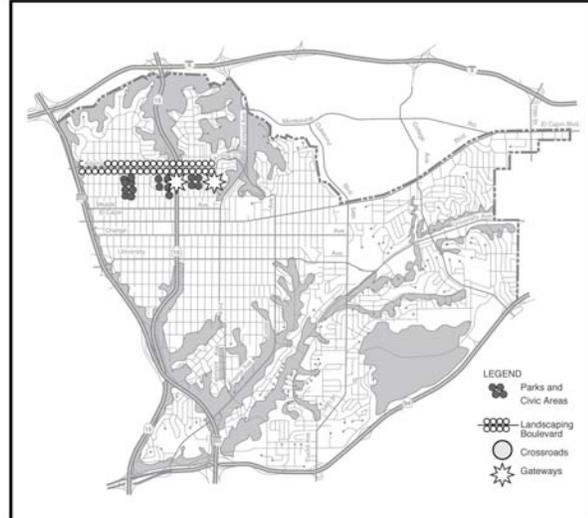
Recommendations

- Encourage the planting and maintenance of street trees and landscaped medians.
- Encourage patterned crosswalks at intersections to reduce vehicle speeds.
- Repair and improve sidewalks including pop-outs at selected intersections.
- Provide adequate lighting for vehicles and pedestrians. Pedestrian-oriented acorn lights should be provided in very active pedestrian areas. Mid-block lighting programs should be expanded.
- Enhance freeway ramps as gateways to the community. Their design and landscaping should reflect their significance. Sponsor art competitions to design and improve at least one freeway interchange per year.
- Provide increased parking where demand is high by re-orienting streets for diagonal parking.
- Institute traffic calming improvements to establish a more efficient vehicular and pedestrian transportation system and more livable neighborhoods.

The following streets are identified as The Great Streets of Mid-City and, as such, their design should reflect their significance:

Adams Avenue

Significant development along this trolley route began in the 1920s, forming the core of Normal Heights and Kensington. While there are a variety of businesses, most establishments offer neighborhood serving goods and services, along with a concentration of antique dealers. The Adams Avenue Business Improvement Association now includes the Kensington area to help it continue to pursue streetscape improvements, promotional efforts, and other programs.



Goal

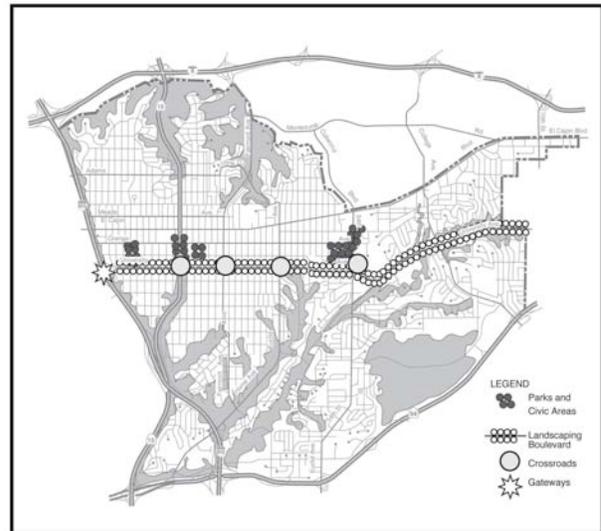
- To reinforce and enhance the historic, pedestrian-oriented urban village accommodating commerce, cottage industry and higher-density residential uses.

Recommendations

- Continue with public streetscape improvements, including street trees, historic pedestrian street lamps, sidewalk repairs and enhancement, bus shelters, and other appropriate street furniture.
- Commercial expansion should attempt to use existing structures or their historic character.
- Provide parking to the rear of businesses. In Normal Heights, parking may be located across the abutting alleys.
- Encourage lower scale, two- to three-story mixed-use development with residential units over retail.
- Expand parks and provide public plazas.
- Maintain or increase the width of sidewalks.
- Maintain on-street parking for the convenience of shoppers and the protection and comfort of pedestrians.

University Avenue

University Avenue is an older commercial strip that developed along the trolley route that serviced it prior to 1950. The street today continues to be the hub of community commercial activity, with commercial storefronts throughout its length. A business improvement district has been formed and, in collaboration with other community organizations, has successfully sought public improvements to University Avenue.



Goal

- To create a pedestrian-oriented urban village accommodating commerce, cottage industry and higher-density residential uses.

Recommendations

- Design the street to reinforce a strong commercial corridor and its multi-cultural character.
- Provide improved traffic circulation and angle parking.
- Restore the historic trolley from downtown San Diego to the Euclid Tower.
- Improve the pedestrian experience with street trees, attractive bus stops, and specially designed directional signage.
- Pave alleys and develop mini-parks or urban plazas as settings for seating, eating, and people watching.
- Enhance building facades consistent with the historic and ethnic character of the area. Uniform signage and setbacks should be promoted.
- New development should be compatible with the historic ethnic character of the neighborhood.
- Buildings west of 54th Street should not exceed three stories and should conform to pre-determined colors and materials.
- Buildings east of 54th Street should not exceed two stories.
- Encourage new development to provide plazas and public seating areas at major intersections.
- Encourage public acquisition of vacant or under-used land for park or recreation development along the street.

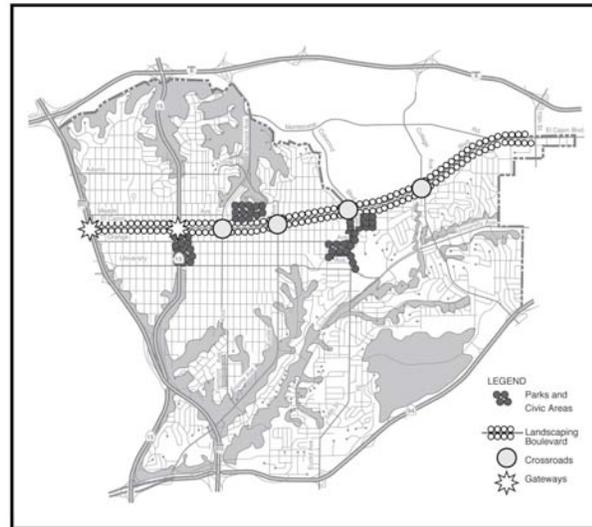
- Locate parking to the rear of buildings off the side streets to reduce curb cuts and traffic conflicts on University Avenue,
- Preserving the street for wider pedestrian sidewalks and/or angled parking.
- Convert vacant lots into parking lots that serve various stores and initiate the formation of a small-scale parking district.

The Boulevard

El Cajon Boulevard is a major regional East/West corridor linking San Diego's central area to La Mesa, El Cajon and other cities to the east. It was the original highway prior to the development of I-8 along Mission Valley in the 1960s.

Goal

- To create a grand boulevard setting where larger new commercial, light manufacturing, residential and mixed-use development can locate.

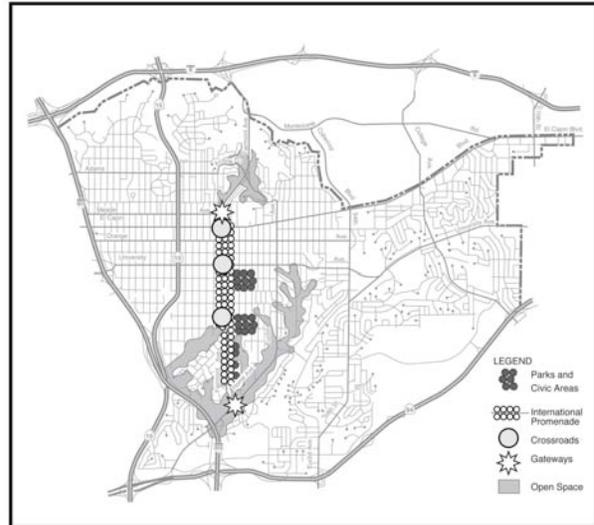


Recommendations

- Establish light rail transit service from downtown to San Diego State University.
- Create a strong commercial corridor with regional significance.
- Provide streetscape features to improve vehicular, public transit and the pedestrian experience for public transportation users. Features include street trees, paving patterns, landscape buffer, attractive bus and trolley stops, directional signage, a new neighborhood park, off-street parking.
- Encourage commercial facade improvements focusing on rehabilitating historic facades and improved signage, colors and materials as identified in the Boulevard Revitalization Program.
- Provide street furniture in contemporary styles that complement the character of the boulevard as identified in the Boulevard Revitalization Program.
- Encourage large multi-level buildings that conform to the color and material palette given in the revitalization program.
- Encourage new development to provide public plazas and seating space at major intersections.
- Off-street parking should be confined to the rear of buildings, with access from the side streets to reduce driveway conflicts with Boulevard traffic.
- Convert vacant lots for parking and link them so they may be used by various users.

43rd Street and Fairmount Avenue

The International Promenade is located along the 43rd Street and Fairmount Avenue couplet, which links Mid-City to I-8 and Mission Valley to the north, and Interstate 805 (I-805) and SR-94 to the south. A number of ethnic enterprises have located near this area and it is one of the heaviest pedestrian-use areas in the community. Development opportunities make this area a natural site for the clustering of businesses catering to a regional clientele interested in buying imported products or locally made products and services reflective of the many ethnic groups in the Mid-City communities.



Goal

- To provide the setting for the development of an international trade center where ethnically oriented goods and services could be offered to regional markets.

Recommendations

- Encourage the consolidation of ethnically oriented businesses including retail, commercial recreation, restaurants, arts and crafts, imports, services, and light manufacturing of custom made items.
- Encourage mixed-use development, with retail or light manufacturing on the ground floor, services, office development and housing on upper floors.
- Foster pedestrian orientation and smaller scale commercial and light industrial development.
- Encourage building facade designs that include architectural detailing reflective of the various cultures in the community.
- Promote consistent design and function of 43rd Street and Fairmount Avenue. Public improvements, parking layouts, and eventually one-way traffic, should be engineered to encourage pedestrian movement. Encourage wider sidewalks, outdoor eating and sales areas, and banners advertising the area's international and ethnic assets.
- Plant additional street trees to mitigate heat gain resulting from paved surfaces.
- Establish angled parking bays to narrow the street travel way, reduce speed and increase parking capacity for businesses.
- Provide pedestrian-oriented "acorn" streetlights south of Meade Avenue.
- Provide enhanced paving intersections to encourage pedestrian crossings, and discourage vehicle speeding, through greater pavement "friction."

- Provide gateway structures to enhance the International Promenade at its entrances from the north and south.

Euclid Avenue

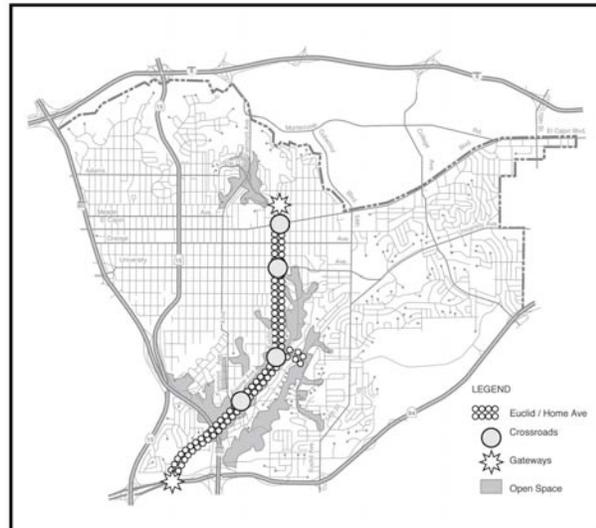
Euclid Avenue is one of the oldest streets in the community. The terminus of the streetcar service area for many year, it was the boundary between urban and rural San Diego for much of the 1900s.

Goal

- To build on to the existing street scale, a more efficient traffic flow supplemented by walk-in convenience services to surrounding neighborhoods.

Recommendations

- Maintain the mix of small-scale neighborhood commercial and low- to moderate-density residential.
- Do not permit large curb cuts. Instead, encourage no curb cuts or single-loaded one-way curb cuts linking the street with the alley, where most of the parking should be accessed.
- Plant street trees to provide shade and reduce heat island effects.
- Install pedestrian-oriented “acorn” lights to provide pedestrian safety and light up the street.
- Maintain on-street parallel parking.
- Enhance pedestrian crosswalks with patterned pavers to more clearly designate pedestrian movement and street crossings.



Home Avenue

Home Avenue is a wide auto-oriented street linking Euclid and Fairmount to the freeway (SR-94) to the South. Located in the middle of a canyon, the area has limited street frontage with miscellaneous commercial and residential development. A number of inland canyons spring from the street.

Goal

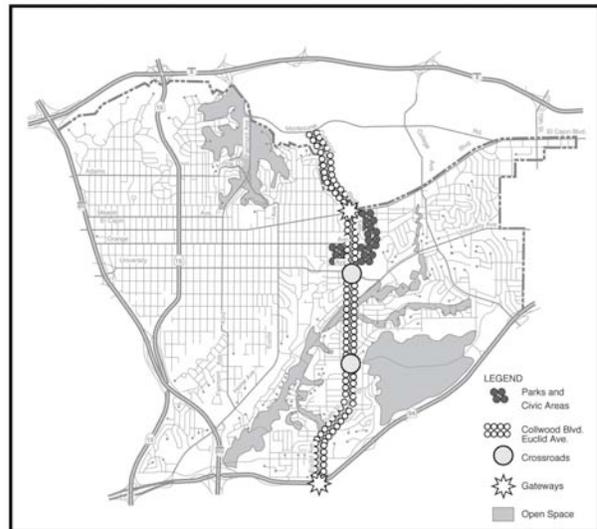
- To provide an auto-oriented community commercial area set in a canyon.

Recommendations

- Maintain the commercial and residential mix in the area. Enhance auto-related commercial uses through perimeter landscaping and walls that buffer such uses from the street.
- Maintain the open residential atmosphere and predominant building height to preserve views of the hilly backdrop to the southeast.
- Enhance the streetscape through sidewalk landscaping and street median landscaping.
- Provide a combination of auto- and pedestrian-oriented lighting.
- Enhance crosswalks with patterned paving at key areas where there is an opportunity to link the east and west side of the streets.
- Establish a gateway at Home Avenue and SR-94 providing an identifiable entrance to Mid-City and the International Promenade district.
- Provide sidewalks where missing.

54th Street/Euclid Avenue

54th Street passes through three distinct districts between El Cajon Boulevard and SR-94. To the north, a center of cultural and institutional facilities lies between El Cajon Boulevard and University Avenue. Among these are Elementary, Middle, and Senior High schools, the Jewish Community Center, a small hospital and convalescent home, senior housing, and a community park. Between University Avenue and Euclid Avenue, 54th Street traverses Chollas Creek and several stable single-family neighborhoods. Euclid Avenue to SR-94 is characterized by community-serving commercial activity.



Goals

- To foster further development of a civic area between El Cajon Boulevard and University Avenue including cultural, educational, and public health facilities serving the Mid-city population.
- To preserve and enhance single-family development between University Avenue and Euclid Avenue.
- To reinvigorate commercial activity on Euclid Avenue from 54th Street to SR-94.

Recommendations

- Line the street with street trees to encourage walking and reduce heat gain.
- Install pedestrian-oriented acorn lights to enhance the sidewalk and pedestrian environment.
- Enhance paving at crosswalks to encourage pedestrian movement and reduce vehicle speed.
- Erect gateway signs on 54th Street at El Cajon Boulevard and Euclid Avenue at SR-94 identifying the Mid-City communities.

At El Cajon Boulevard and University Avenue

- Educational facilities should be the hub of a major cultural area with theaters, art galleries, with arts and craft shops complimenting the more commercial development a few blocks to the west at 43rd and Fairmount.
- Focus the location of social service facilities such as senior housing and convalescent homes, clinics, doctors' offices and other supportive uses in the area.
- Improve visual access to Colina Del Sol Park, perhaps by grading the slope along 54th Street. This will improve the street environment and enhance security within the park.

At University Avenue to Euclid Avenue

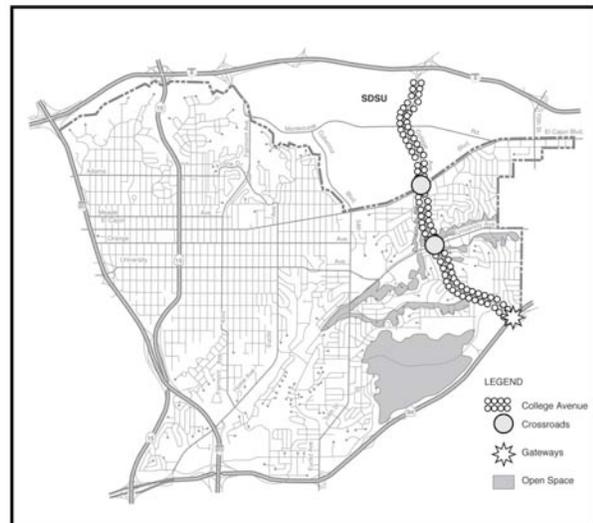
- Improve medians and landscaped buffers to create a boulevard through residential neighborhoods.
- Foster development of a “village center” between Redwood Street and College Grove Drive.
- Provide a pedestrian/bicycle bridge over 54th Street at Chollas Station Road to establish a safe and convenient link between Chollas Lake Park and Chollas Creek.

College Avenue

College Avenue provides convenient access between the eastern neighborhoods and I-8 to the north and SR-94 to the south.

Goal

- To enhance the visual character of College Avenue consistent with its significance to community circulation and reinforce the link between Mid-City’s eastern neighborhoods and the San Diego State University campus.



Recommendation

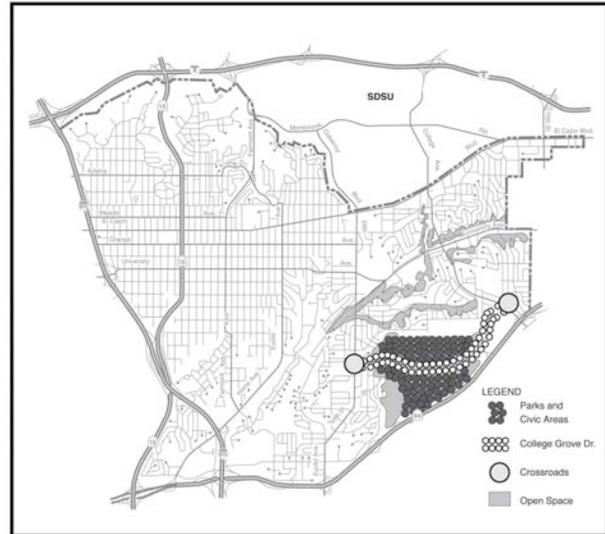
- Improve medians and landscaped buffers to create a boulevard through residential neighborhoods.

College Grove Drive

College Grove Drive links College Avenue to 54th Street through the Chollas Reservoir area, a developing regional park. The College Grove shopping center anchors the eastern end of the street at College Avenue. A village center is contemplated at the west on 54th Street. A City of San Diego physical operations facility generates significant large vehicle traffic.

Goal

- To develop a quality roadway through a major resource-based park

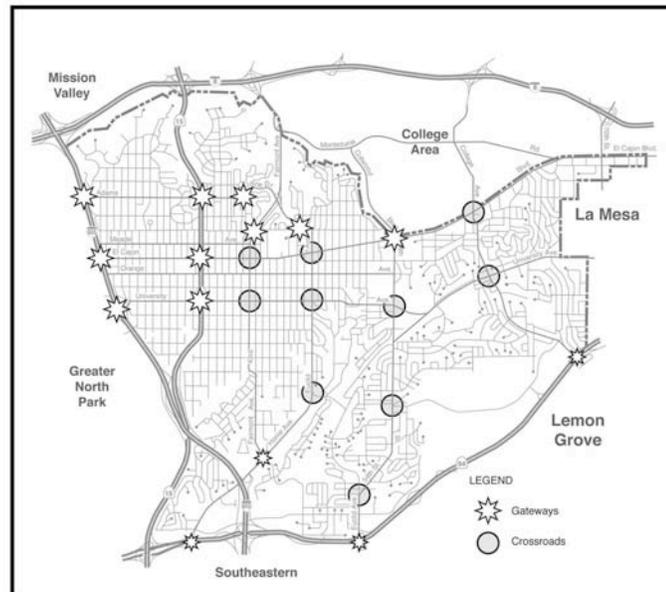


Recommendations

- Public improvements should be consistent with the College Grove Drive Improvement Plan, incorporating landscaped buffers and island landscaping complementary to that planned for the new Chollas Park area.
- Incorporate a Class I pedestrian-biking promenade under landscaping to provide biking and walking alternatives to an otherwise auto-oriented development area.

GATEWAYS

Community gateways are structures or other improvements designed to establish a sense of place. Gateways can create a welcoming environment and help to establish neighborhood pride. Entry monuments, special landscaping, identification signs, urban plazas or other places that enhance pedestrian movement can be used to establish gateways.



Vision: A community of welcoming features celebrating each urban node and neighborhood.

Goal

- To establish gateways at freeway interchanges.

Recommendations

- Gateways should be established at the following locations:

Freeway Interchanges

- I-805 and El Cajon Boulevard
- I-805 and University Avenue
- I-805/Fairmount and Home Avenue
- I-805 and Madison Avenue
- SR-15 and El Cajon Boulevard
- SR-15 and University Avenue
- SR-15 at Adams Avenue
- SR-15 at Landis Street
- SR-94 and Home Avenue
- SR-94 and Euclid Avenue

SR-94 and College Avenue
SR-94 and 47th Avenue
Van Dyke Avenue and Adams Avenue
Aldine Drive and Euclid Avenue

Freeway-related gateways can be designed with landscaping, lighting, and identification signs or monuments.

Streets

Fairmount Avenue at Meade Avenue
54th Street and El Cajon

Street gateways can be designed with landscaping features, monuments and/or urban places.

CROSSROADS

Crossroads are main street intersections. Crossroad treatments focus on creating urban places designed for pedestrian use. This typically involves establishing larger building setbacks, providing space for a landscaped urban plaza.

Often building design at the corners hugging a crossroads is very important since buildings can create excellent settings and provide a sense of place and landmark that people can use for orientation purposes.

Goal

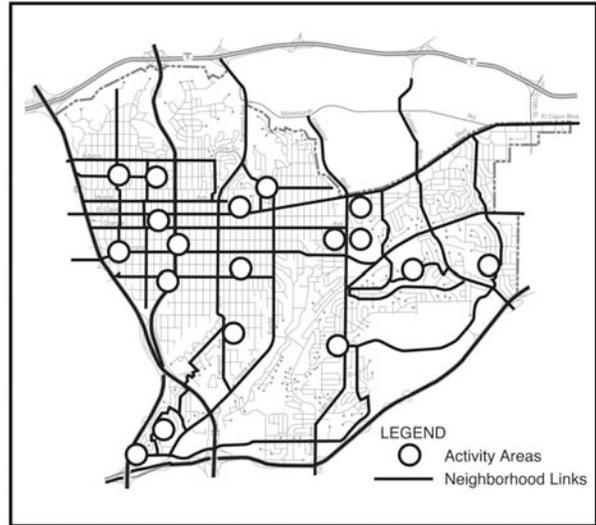
- To enhance crossroads as important places of pedestrian interchange.

Recommendations

- The following locations have been identified as natural “crossroads” locations:
 - 43rd Street at El Cajon Boulevard
 - 43rd Street at University Avenue
 - 43rd Street at Fairmount Avenue
 - Fairmount Avenue at El Cajon Boulevard
 - Fairmount Avenue at University
 - Fairmount Avenue at Poplar Street
 - Euclid Avenue at El Cajon Boulevard
 - Euclid Avenue at University Avenue
 - Euclid Avenue at Home Avenue
 - Euclid Avenue at 54th Street
 - College Avenue at El Cajon Boulevard
 - College Avenue at University Avenue
 - College Avenue at College Grove Drive
 - 54th Street at University Avenue
 - 54th Street at College Grove Drive
- In commercial areas, the first floor of buildings should be carefully set back from intersections to create large public areas at the corner. Restaurants, flower shops, and similar enterprises should be encouraged to help blur the transition between interior and exterior spaces.
- In residential areas, building setbacks at intersections should be maintained to allow for greater visibility. Setbacks should be landscaped.
- Sidewalk pop-outs should be created to give greater space protection to the pedestrian, and reduce the actual vehicular crossing.
- The vehicular intersection should be staked-out with permanent markings such as patterned paving, painted pedestrian crossings, etc.
- Good lighting conditions have to be provided to enhance vehicular and pedestrian visibility.

OTHER NEIGHBORHOOD LINKS

A number of secondary streets provide important links between neighborhood activity areas or neighborhood civic centers. These streets are traditional neighborhood pathways, many well maintained with mature street trees, historic pedestrian lighting, and ceremonial gates that reinforce neighborhood identity. Too often, however, the importance of these neighborhood links has been lost and the streets need major repair and enhancement.

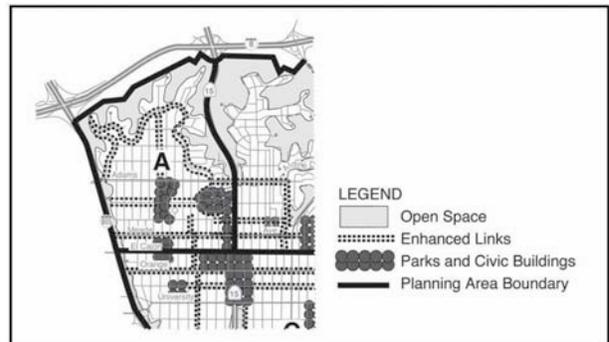


Vision: A system of neighborhood links that promote pride in community by providing a beautiful and healthy setting for both pedestrian and driver.

Recommendations

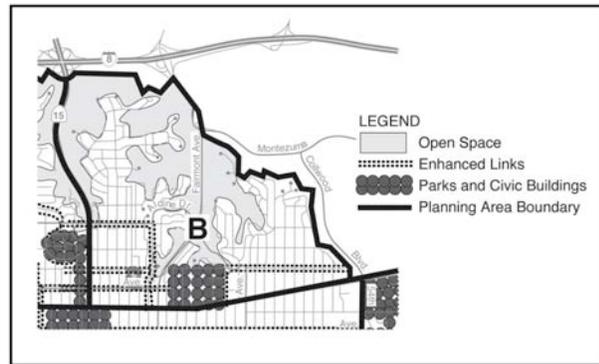
Normal Heights

The following streets should be improved by adding street trees, providing pedestrian-oriented streetlights and enhancing crosswalks at key intersections as shown in the map below.



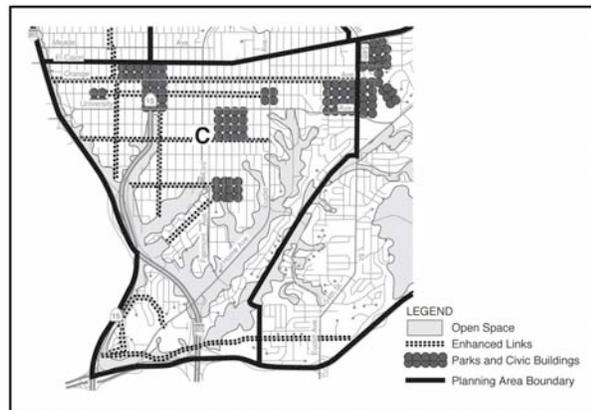
Kensington/Talmadge

The following streets should be improved by adding street trees, providing pedestrian-oriented streetlights and enhancing crosswalks at key intersections as shown in the map below.



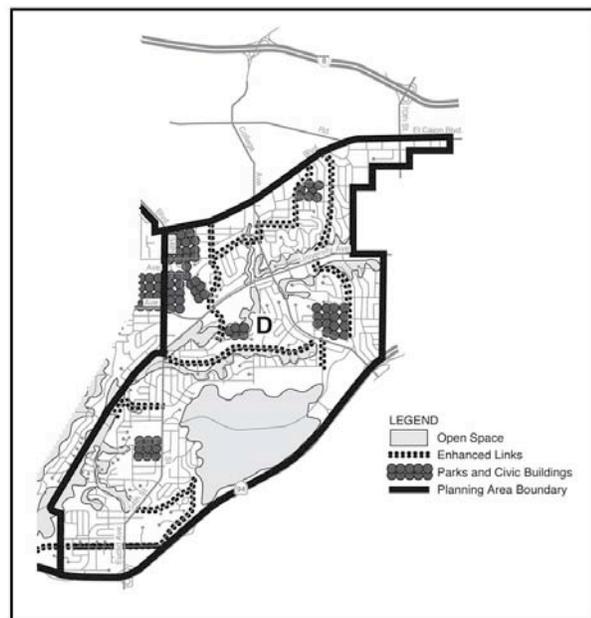
City Heights

The following streets should be improved by adding street trees, providing pedestrian-oriented streetlights and enhancing crosswalks at key intersections as shown in the map below.



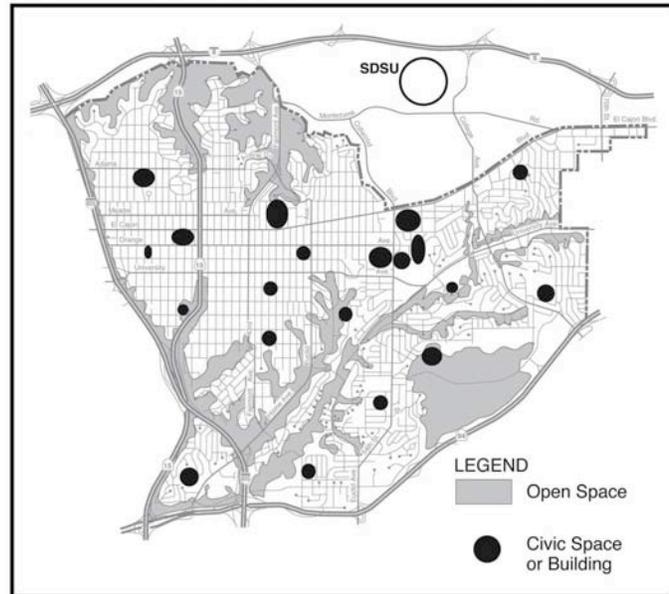
Eastern Community

The following streets should be improved by adding street trees, providing pedestrian-oriented streetlights and enhancing crosswalks at key intersections as shown in the map below.



CIVIC SPACES AND BUILDINGS

One of the keystones of this Plan is the extensive use of joint use civic facilities, where various government, school, and non-profit community agencies make use of facilities available to them at various times of the day.



Vision: Schools and other civic destinations that are centrally located, provide needed open space and are accessible as neighborhood civic centers.

Recommendations

- Create more neighborhood parks by obtaining vacant land. Consider utilizing open space occupied by streets and alleys. Sections of under-used streets can be closed to create mini-parks, bike trails or landscaped pedestrian walkways.
- Bus stops and seating areas can be set back from sidewalks and planted with trees and shrubs.
- School grounds should be enhanced to serve the dual purpose of school playground and neighborhood park, including turf, landscaped buffers between streets and playing areas, tot lots and other amenities.
- New building or remodeling projects in the commercial zones should contribute landscaped areas. Major projects should include permanent public seating areas or mini-plazas.
- Improve existing undeveloped or partially developed parks. Facilities should meet neighborhood needs for seniors with safe and comfortable seating and walking areas. Residents use parks for family gatherings, requiring picnic tables, barbecues, etc.
- Standard active parks of two or more acres should be collocated with other public facilities such as schools, libraries, fire stations, etc., in order to assure good maintenance and security.

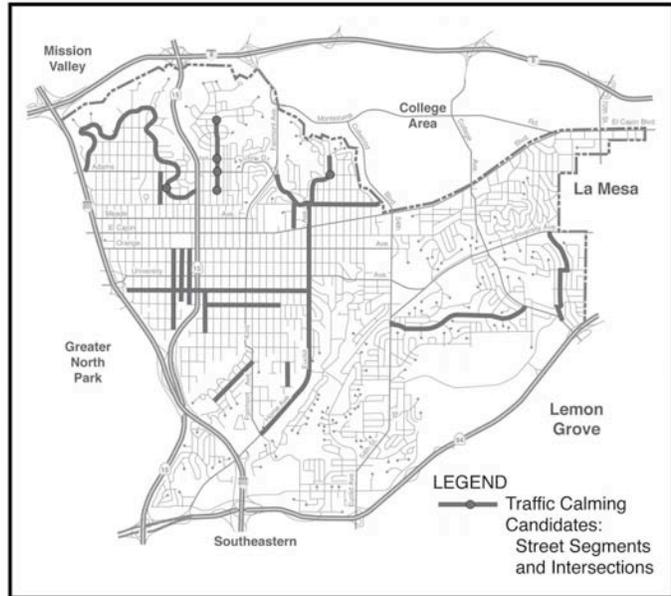
- Joint use facilities should be designed to open into the community's other public areas, such as streets or parks.
- Entrances to facilities should be prominent and consciously designed so visitors feel at ease and welcome as they enter.
- Gates and fences should be carefully designed as a feature in themselves, a work of art, rather than an afterthought.
- Buildings should have prominent features that are viewed from far away, such as towers and clocks that can be used as orientation beacons.
- Public facilities should be clustered so they have greater use over time. For example, two elementary schools side by side can be converted, as needed, into middle and senior high schools. When the population warrants, they could become local college sites in the neighborhood, or other civic building needed at the time.
- Encourage development of park areas at street ends where additional land can be consolidated by street closures combined with land acquisition.
- Provide public art.

TRAFFIC CALMING FOR NEIGHBORHOOD STREETS

The Mid-City street system exhibits both grid and curvilinear street patterns. While such a system provides traffic with many alternate routes, often diminishing traffic congestion along the major corridors, many potential homeowners are deterred by the noise and danger of through-traffic. Further, existing residents turn their living environments, attention and eyes away from the street, leaving the neighborhood street as a no-man's land with little or no security.

Residents have approached the City with numerous petitions for four-way stops, hoping to regulate vehicle speeds. Unfortunately, many drivers

fail to observe these stop signs, increasing the threat to pedestrians, bicyclists and other motorists. One way to address neighborhood traffic problems and reduce excessive vehicle speeds in the residential neighborhoods is to enhance the roadway for improved non-vehicular circulation. Such "traffic calming" programs have shown that slower vehicular speeds are achievable, and acceptable to many drivers, when the environment is improved. This, in turn, will help make Mid-City neighborhoods competitive with suburban neighborhoods.



Vision: Streets that are neighborhood centers of activity for walking, bicycling, visiting with the neighbors, and experiencing a pleasant drive.

Goal

- To improve the livability of neighborhoods by reducing inappropriate neighborhood traffic and vehicle speeds.

Recommendations

- Apply traffic calming methods as described in **Appendix D** to reestablish the purpose and function of neighborhood streets.

Figure 15
Community-wide Street System

