

Site Planning:

1.

- Maintain view corridors to rivers using: setbacks, staggered height
- Want “buffer” on east side of Mission Gorge Rd. to ensure Allied Gardens are not dwarfed
- Require articulation, high quality architecture, along Fairmount Ave.
- Make sure river is visible from buildings on all floors
- Build higher and more slender buildings to ensure river is visible
- Keep view corridors between buildings
- Require wrapped parking – we don’t want to see nothing but cars and parking lot
- Retail on ground floor, aesthetic treatments on parking garages
- Pop curbs out and provide enhanced paving
- Keep road alignments for ease of development/improvements
- Flair right of way to open toward river to preserve views
- Identify alternative bicycle route to Mission Gorge Rd.
- Conversely, no parking on Mission Gorge Rd; allow bicycles with traffic calming

2.

- Avoid repetitive views (river)
- Distinguish public vs. private lands (view corridor)
- Orient buildings to river - but don’t get hung up on whether building “fronts” on river or street
- Building orientation – recognize 2 dimensional
- Need synergy with architecture, building orientation (but maintain a “theme”)
- Connectivity through Grantville that leads to river (priority)
- Curb cuts – Existing (too many) – inefficient to move traffic
- Pedestrian movement – reduce street widths
- Landscape parkway strips
- Shorter curb lengths
- Opportunity for future street connection (improve pedestrian efficiency)
- Signage improvements – for better pedestrian orientation
- Enhance community ID by introducing landscape and directional signage improvements at community entrances

3.

- Curb cuts, fewer with increased access to properties
- Pedestrian/Bicycle experience: Take bike off Mission Gorge Rd. – Maybe divert to Waring Rd. – traffic hazard
- River views - setbacks: could be too restrictive for other properties distanced from river
- River vegetation needs to be cut back (maintained) – issue: impact to sensitive habitat
- Concern: balance of creating accessible river walk amenities with sensitive habitat
- No medians (especially Mission Gorge Rd.)
- Need parking facilities to accommodate walkability – efficient pedestrian movement
- Need a “use” or destination that would serve as a “generator” for activity
- Sustainability (need to encourage) – provide incentives for green design

4.

- View corridors to the river: setbacks staggered building heights to maintain views from Allied Gardens to the river
- Identify a route to the river – view similar to Ash St. and Hawthorn St. downtown
- Make sure buildings are aesthetically pleasing as they face the river and Fairmount Ave.
- Make sure parking is screened, wrap product or a common parking area that is well designed, utilize shared parking.
- Reduce curb cuts by having businesses “join” their parking lots
- Move bicycle route off Mission Gorge Rd. – establish alternative route on other streets
- Gateways – Friars Road and Mission Gorge Road

5.

- Access to the river vs. “views” of the river is desirable – river “sits low” – cannot see the river until you get to it – so let’s get people to it
- Vary height, setbacks of buildings
- Create visual corridors – view from Mission Gorge Rd.
- Provide visual breaks in buildings near river vs. a hard line corridor
- Allow for flexibility in design – we will get a better product
- Re: buildings required to “face” river, establish design hierarchy to ensure “back not turned” to Fairmount Ave.
- Focus on master plan for redevelopment as well as river area
- Façade treatment important near trolley, also along creek corridor
- “Grantville’s gotta be cool!”
- Consolidate/eliminate curb cuts as development occurs – provide incentives to consolidate curb cuts

6.

- River views – Balance needed to active views and retain property owner’s rights
- Concern for “narrow” lots fronting river
- Too much focus on river side
- Traffic:
 - o widen Fairmount to alleviate Mission Gorge Rd. traffic
 - o Coordinate city/CalTrans signals
- Gateway:
 - o Keep it simple (don’t spend too much money)
 - o Mission Gorge Rd./I-8 (landscaping)
 - o Friars
- Sustainable: Low water green design (not economically viable without significant subsidy)
- Comprehensive sign plan (need to incorporate criteria in master plan)

Public Realm and Parks:

1.

- Strips of land along river is not a park
- 1 acre parks spread throughout area (pocket parks) would be best
- Need a youth sports field for organized sports
 - o Where Superior Ready Mix is located
- This will bring in people for business
- Who will pay for it? Where will it go?
- Undeveloped area near Allied Gardens Park could be redeveloped into state of the art facility
- In Grantville, parks to reflect needs of families with kids – needs more parks and tot lots within walking distance
 - o No to parks near river because of danger
- Could have small pocket parks near river, but not tot lots
- Along river corridors should be some parks to promote views
- Subarea B should have large park
- Public realm:
 - o Yes to widen medians e.g. Waring Rd. with trees and landscaping – but could hurt businesses (along Mission Gorge Rd.) – would need more broad cuts
 - o Yes to pedestrian activated – some say no!
 - o Street furniture to be consistent – yes to logos – yes to menu of furniture
 - Maintenance?
 - o Different street trees for different streets

2.

- Bulbouts in El Cajon have increased traffic problems
- Combine Parking garages w/ parks on top (i.e. SDSU)
- If there is a large student population, there will be less kids and area won't need as many tot lots and park amenities for kids
- There is a "pocket park" north of subarea A that has no amenities, only turf
- River park acreage should count toward population based requirements
- Park suggestion at the far eastern edge where existing pump station is located

3.

- Missing opportunities- think bold – lot of opportunities adjacent/near river
 - o Pocket parks are boring – no sense of community at smaller parks
- Both Allied Gardens and Grantville pocket (2.5 acres) is a fun park
 - o Grantville is limited area – need to promote access to river
 - o One large park is not the answer
 - o Consider upgrading existing parks (Allied Gardens)
- Too much green space = not enough area for business/economic development
- Connecting green spaces along river is important
- No amphitheater
- Child-oriented

- Development can provide linear parks by connecting to others
 - o Pop-out parks along linear parks to include play areas
- To celebrate river, need more access
- Bridges over river would really benefit active park use
- Pedestrian safety: would like to see pedestrian activity along major roads – yes to medians (as long as you don't slow down traffic)
- Lighting, benches to be consistent
- Yes to foliage along street

4.

- A couple little parks throughout with larger park along San Diego River
- Would like to see Allied Gardens Park updated
- Park space along river should meet part of park requirements
- More access to the river
- Parks should be accessible by residents
- Larger and fewer openings to the river as opposed to frequent smaller paths to the river
- Park near trolley could be used for a variety of activities because of concentration of residential planned
- Maximum size of a park should be 3-5 acres

5.

- Pedestrian activated crosswalk lights
- Consistent street furniture and lighting as most city streets don't meet lighting standard
- Street trees add to "public experience"
- Create distinction through amenities
- Parks along river to draw people to retail
- Provide variety of park types – larger, smaller, dog park to allow choice
- Parks in Allied Gardens have large grass areas so Grantville can have smaller parks
- Mission Gorge Rd. to the river is walkable
- Park amenities could also draw people from further east in Allied Gardens
- View corridors accomplish pedestrian access regardless if public right-of-way or private with easement
- Consider residents in Allied Gardens using parks in Grantville and vice-versa

6.

- 1 mile more or less – have lots of small pocket parks to be able to walk from one to another
- Grantville community park should be all over (neighborhood parks)
 - o Games, separate child playground from other areas
- Need parks specific to development
 - o e.g. games, separate child playground, from other areas
- Parks to be located near businesses to have linear parks too
- Each park should have universal amenities/activities
 - o Little something for all users
- Older residents would like green spaces with benches – smaller green areas with a larger park would be good

- Alvarado Creek could be utilized for a park area – needs improvement
- Open space trail along river can connect smaller parks
 - o Green space along river provides connectivity instead of walking along urban areas
- Have a connectivity theme from park to park
- No big large park near river
- Could have big park near/along river north of Friar’s Rd. west of shopping centers
- We do not want dog parks
- Need good night-time lighting at parks
- No big ball fields near river – maybe basketball courts because easy to install
 - o Park amenities to be voted on by community – what community feels they need
- Yes to pedestrian activated signals, but not on main roads or thoroughfares
- Yes to mid-block crossing
- Medians could be useful
- Yes to extended sidewalks
- Roundabouts along Fairmount – to slow down, not stop traffic
 - o Center Point area – near retail areas
- Site amenities would like to see uniformity – but nothing too comfortable – not for sleeping.

Amenities:

1.

- CPLOZ should allow for flexibility
- Have a general design for AIA but allow for ministerial process to be available if you meet the general idea
- Designs along river should have some consistency but not the same as the San Diego River Park but consistent with Grantville Design subareas or districts
- Incentive for special design or special project (i.e. density, setbacks, height, parking)
- Parking to be site specific and lot specific
- Share parking between properties
- Flexible designs of parking lots structures
- Parking bonus if next to transit station

2.

- Architecture
- Varied setbacks
- No building “canyons”
- Varied character/materials
- Mixed use
- Building height limited

3.

- Limit/Break-up reflectivity
- Like “build to” lines
- Build up to street (ex. Maria Del Rey – Playa Vista)

- Don't restrict materials
- Make parking invisible/less visible from main arteries (where it makes sense to do so)
- Limitations on signs

4.

- Avoid monotonous architecture with same scale, color, texture, materials
- Design guidelines – should feel like a distinct neighborhood with a unique character
- Don't extend river influence into Grantville
- Build to line – zero setbacks
- Variety of building types and architectural style
 - o Avoid theme but create a unique feel
- Access to natural light
- Mission Gorge Rd. – if pedestrian accessible - may be slower

5.

- Grantville should have a unique character
- Relationship to river but own sense of...
- Defining style is not a good idea
- Should be modern/progressive
- Encourage use of natural materials/colors
- Control reflectivity
- Base/middle/top
- Encourage variety of architecture
- Maximum setbacks through distinct pedestrian streets
- Opportunity for sustainable building
- Incentivize through expedite process

6.

- We support the idea of sustainable buildings (solar roofing)
- Community themes (certain roads match)
- Parking being wrapped within building
- Do not want same style buildings
- Would like to see modern style architecture
 - o Something that will last with the changing times
 - New technology
- Step back buildings from river
- Avoid building walls, canyon effect is more desirable
- Incentives to use sustainable energy for developers would include credits toward energy not used, tax benefits, better looking
- Parking structures should be positioned at the sides of buildings, creating an entry way/walkway to the retail buildings. Surface parking near residential and retail centers should be used to enhance a better overall flow.