



OLD TOWN SAN DIEGO

Community Plan Draft
November 2017



The City of San Diego



Acknowledgments

MAYOR

Kevin Faulconer

CITY ATTORNEY

Mara Elliot

CITY COUNCIL

Barbara Bry, District 1
Lorie Zapf, District 2
Christopher Ward, District 3
Myrtle Cole, District 4
Mark Kersey, District 5
Chris Cate, District 6
Scott Sherman, District 7
David Alvarez, District 8
Georgette Gomez, District 9

PLANNING COMMISSION

Stephen Haase
Douglas Austin
Susan Peerson
Vicki Granowitz
William Hofman
Dennis Otsuji
James Whalen

PLANNING DEPARTMENT

Jeff Murphy, Director
Tom Tomlinson, Assistant Director
Alyssa Muto, Deputy Director
Tait Galloway, Principal Planner
Vickie White, Senior Planner
Elizabeth Ocampo Vivero, Associate Planner
Samir Hajjiri, Senior Traffic Engineer
Tanner French, Associate Traffic Engineer
Meghan Cedeño, Assistant Traffic Engineer
Kelley Stanco, Senior Planner
Robin Shifflet, Development Project Manager III
Craig Hooker, Park Designer
Myra Herrmann, Senior Planner
Susan Morrison, Associate Planner
Michael Klein, Information Systems Analyst IV
Leo DeJesus, Principal Drafting Aide
Isabel Stonehouse, Planning Intern
Garrett Sauls, Planning Intern

OLD TOWN SAN DIEGO COMMUNITY PLANNING GROUP

Linda Acuna
Chuck Ambers
Gloria Andrade
Chuck Curtis
Ann Dahlkamp
Vickie Durham
Patricia Fillet
Fred Grand
Amie Hayes
Geoffrey Mogilner
Arvilla Rodgers
Richard Stegner
David Swarens
David Thornton
Robert Zink

CONTRIBUTIONS BY

David Bevilaqua
Thurston Coe
Bruce Coons
Tom Doyle
Bruce Johnson
Gary Lamble
Diane Lowery
Marie Pedrin-Gizoni
Lorna Rice
Christine Robinson
Chuck Ross
Nancy Bragado
Richard Dennison, California State Parks
Rob Hutsel, San Diego River Park Foundation
Cailin Hunsaker, County of San Diego Parks
Larry Duke, County of San Diego Parks
Parish Rye, City of San Diego Parks
Casey Smith, City of San Diego Parks

CONSULTANT TEAM

AECOM
Chen Ryan & Associates
Fehr & Peers
Galvin Preservation Associates
Keyser Marston Associates
Winter & Associates



Table of Contents

1. INTRODUCTION

1.1	Guiding Principles	2
1.2	Purpose	3
1.3	Plan Organization	3
1.4	Planning Process	4
1.5	Historical Background	5
1.6	Legislative Framework	8
1.7	Environmental Review	10

2. HISTORIC PRESERVATION

2.1	Historic Context	13
2.2	Identification and Preservation of Historical Resources	22
2.3	Educational Opportunities and Incentives	28

3. LAND USE

3.1	Existing Land Use	36
3.2	Plan Land Use	36
3.3	Presidio Sub-District	41
3.4	Historic Core Sub-District	44
3.5	Core Sub-District	46
3.6	Hortensia Sub-District	48
3.7	Heritage Sub-District	49
3.8	Taylor Sub-District	50
3.9	Residential Sub-Districts	51
3.10	Hillside Sub-District	52
3.11	Community Plan Horizon	52

4. MOBILITY

4.1	Walkability	51
4.2	Bicycling	53
4.3	Transit	55
4.4	Streets and Freeways	57
4.5	Parking	61
4.6	Wayfinding	63
4.7	Intelligent Transportation Systems	64
4.8	Transportation Demand Management	64

5. URBAN DESIGN

5.1	Building Design: Architectural Criteria	67
5.2	Building Design: Architectural Periods	72
5.3	Building Design: Sustainability	88
5.4	Site Design	89
5.5	Streetscape	96
5.6	Urban Forestry & Landscaping	99
5.7	Street Corridors and Gateways	107
5.8	Signs	116
5.9	Wayfinding	128

6. ECONOMIC PROSPERITY

6.1	Business Improvement, Attraction, Retention, and Expansion	131
-----	--	-----

7. PUBLIC FACILITIES, SERVICES & SAFETY

7.1	Police, Fire and Rescue	134
7.2	Education and Library	135
7.3	Utilities	135
7.4	Maintenance, Landscaping and Lighting	136
7.5	Water and Sewer Infrastructure	136
7.6	Health and Safety	137

8. RECREATION ELEMENT

8.1	Population-Based Parks and Recreation Facilities	141
-----	--	-----

9. CONSERVATION

9.1	Sustainable Development	149
9.2	Urban Runoff Management	152
9.3	Air Quality	153

10. NOISE

10.1	Noise	157
------	-------------	-----

11. IMPLEMENTATION

11.1	Key Actions	160
11.2	Public Improvements and Funding	160
11.3	Funding Mechanisms	160

List of Figures

Figure 1-1: Community Location	3
Figure 2-1: Designated Historic Resources	33
Figure 3-1: Land Use Map	39
Figure 3-2: Sub-Districts	40
Figure 3-3: Presidio Sub-District	41
Figure 3-4: Historic Core Sub-District	44
Figure 3-5: Core Sub-District	46
Figure 3-6: Hortensia Sub-District	48
Figure 3-7: Heritage Sub-District	49
Figure 3-8: Taylor Sub-District	50
Figure 3-9: Residential Sub-Districts	51
Figure 3-10: Hillside Sub-District	52
Figure 4-1: Planned Pedestrian Facilities	52
Figure 4-2: Existing and Planned Bicycle Facilities	54
Figure 4-3: Planned Transit Facilities	56
Figure 4-4: Existing and Planned Street Classifications	58
Figure 4-5: Recommended Mobility Improvements	60
Figure 5-1: Historical Precedent Building – Casa de Estudillo	68
Figure 5-2: Historical Precedent Building – Cosmopolitan Hotel	69
Figure 5-3: Spanish Period Architecture Example – Casa de Carrillo	73
Figure 5-4: Spanish Period (1769-1821) – Architectural Features A	74
Figure 5-5: Mexican Period Architecture Example – Casa de Estudillo	77
Figure 5-6: Mexican Period Architecture Example – Casa de Machado-Stewart	78
Figure 5-7: Mexican Period Architecture Example – Casa de Bandini	79
Figure 5-8: Mexican Period (1821-1846) – Architectural Features A	80
Figure 5-9: Early American Period Architecture Example – Johnson House	83
Figure 5-10: Early American Period Architecture Example – Derby-Pendleton House	84
Figure 5-11: Early American Period Architecture Example – Whaley House	85
Figure 5-12: Early American Period (1846-1871) – Architectural Features A	86
Figure 5-13: Site Design Concepts A	94
Figure 5-14: Streetscape Concepts A	97
Figure 5-15: Street Corridors Street Tree Plan and Gateways	115
Figure 5-16: Sign Shape Examples	118
Figure 5-17: Sign Materials Examples	119
Figure 5-18: Sign Background, Lettering, And Details Examples	120
Figure 5-19: Acceptable Typeface Style Examples	122
Figure 7-1: Geologic and Seismic Hazards	138
Figure 8-1: Population-Based Parks	145
Figure 10-1: Noise Contours	158

List of Tables

Table 2-1: Designated Historical Resources in Old Town, Grouped by Theme	30
Table 3-1: Existing Land Use Distribution	36
Table 3-2: Old Town San Diego Community Plan Land Use Designations	38
Table 3-3: Old Town San Diego Potential Development	52
Table 5-1: Planting Palette A - Herbaceous Plant Species	103
Table 5-2: Planting Palette B - Landscape Tree and Shrub Species	105
Table 5-3: Corridor-Specific Street Tree Species	114
Table 5-4: Acceptable Paint Colors For Sign Backgrounds And Lettering	121
Table 5-5: Acceptable Background and Lettering Color Combinations	121
Table 5-6: Common Symbols Used on Signs Prior to 1871	122
Table 8-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations Summary	144
Table 8-2: Population-Based Parks Summary	146

List of Boxes

Box 1-1: Government Jurisdictions	9
Box 4-1: Pedestrian Route Types	51
Box 4-2: Bicycle Route Classifications	53
Box 4-3: Transit System	55
Box 4-4: Parking Management and Supply Strategies	61
Box 5-1: Building Size - Historical Precedents	67
Box 5-2: Sustainable Building Features	88
Box 5-3: Shade and Passive Cooling Landscaping Techniques	102
Box 5-4: Acceptable Flag Types	127
Box 8-1: General Plan Park and Recreation Facilities Needs	141



1

INTRODUCTION

- 1.1 GUIDING PRINCIPLES
- 1.2 PURPOSE
- 1.3 PLAN ORGANIZATION
- 1.4 PLANNING PROCESS
- 1.5 HISTORICAL BACKGROUND
- 1.6 LEGISLATIVE FRAMEWORK
- 1.7 ENVIRONMENTAL REVIEW

1. Introduction

Old Town San Diego has significant historical importance for the City of San Diego. It is the site of initial settlement in the City and the birthplace of the State of California. The rich heritage of this community is of immense value to present and future generations. Old Town is a historic and cultural destination for visitors, which supports the community's retail and restaurant businesses, hotels, and museums. The Community Plan provides a vision that preserves and enhances the historical significance and supports a balance between residential and visitor-oriented uses. Figure 1-1 shows Old Town's location and its surrounding communities.

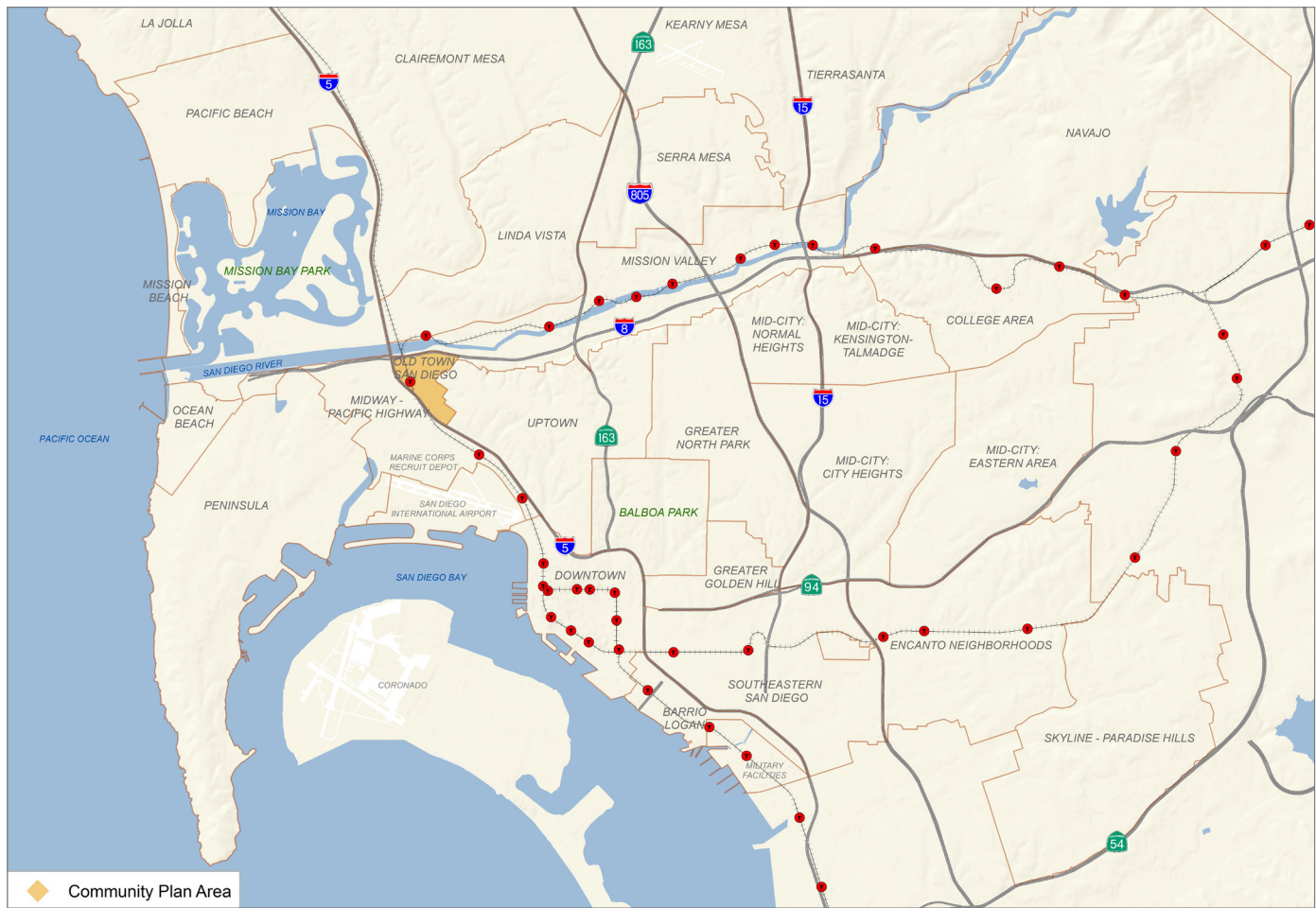
1.1 Guiding Principles

The Guiding Principles are at the heart of the Community Plan. They express a vision for Old Town as the "Birthplace of the State of California," together creating the overarching goals that the Plan strives to achieve. The Principles provide the platform for the detailed policies of the Plan, which will guide further development in pursuit of this vision in a manner consistent with the General Plan goals and policies. The Old Town Planned District Ordinance along with citywide regulations implements the Community Plan vision and policies.

GUIDING PRINCIPLES

- A Community of National and International Historic Importance. The Community Plan respects the importance of Old Town San Diego as the site of initial settlement in the City and the birthplace of the State of California. The Plan envisions a community with buildings that replicate, retain, and enhance the distinctive character that existed prior to 1872.
- A Community Founded by People of Diverse Heritages. The Community Plan acknowledges that Old Town San Diego was the site of the Native American Kumeyaay village of Kosaii, and founded as San Diego by the Spanish explorers and missionaries, and later expanded and shaped by Mexican and American settlers.
- A Visitor Destination and a Residential Community. The Community Plan recognizes the importance of Old Town as both a visitor destination and an established residential community.
- A Small and Local Business Core. The Community Plan bolsters Old Town San Diego as a historic and cultural destination that supports the creation of small and local businesses that serve residents and visitors and attracts office and service uses.
- A Pedestrian-Oriented Community with Historic Block Patterns. The Community Plan acknowledges that Old Town San Diego functions as a pedestrian-oriented town with an established small block grid pattern. The Plan envisions a mobility system that provides options for people to walk, ride a bicycle, or take transit to parks, shops, hotels, historic and cultural attractions, and housing to enhance the historic character of the community and that maintains the historic block pattern.
- A Community Connected to its Heritage and Open Space Areas. The Community Plan seeks to strengthen historical relationships between Old Town State Historical Park, Presidio Park and the San Diego River Park with pedestrian and bicycle connections.

FIGURE 1-1: COMMUNITY LOCATION



1.2 Purpose

The Community Plan provides:

- A vision with goals and policies to guide the future growth and development within Old Town San Diego, consistent with the General Plan;
- Strategies and implementing actions to accomplish the vision;
- Guidance to design and evaluate development proposals and improvement projects;
- The basis for implementation including zoning, development regulations, and a public facilities financing plan;
- Specific direction for implementing actions that may need to be developed further and/or carried out by the City, or another governmental agency.

1.3 Plan Organization

The Community Plan is organized into nine Elements, an introduction chapter and an implementation chapter. Each element contains an introduction section and is further divided into sections that discuss specific topics. Each element contains one or more goals that express its broad intent, and community-specific policies that provide guidance and direction to implement those goals. These community-specific policies supplement the relevant citywide General Plan policies.

1.4 Planning Process

PLANNING HISTORY

In 1966, following the passage of the 1964 Cameron-Unruh Beach, Park, Recreational and Historical Facilities Act, the State of California took steps to initiate the creation of a State Historic Park at Old Town in San Diego. The City of San Diego agreed to assist in the effort to create Old Town State Park, through funding a portion of the land acquisition costs and establishment of the Old Town San Diego Architectural Control District Ordinance regulations designed to ensure building designs compatible with the historical context of the community. In June 1966, the Old Town San Diego Community Planning Committee, comprised of interested residents, property owners, business owners, historians, and others, was officially recognized and began development of a long range development plan for Old Town jointly with City staff. The first Old San Diego Community Plan was adopted in 1968. The Old San Diego Architectural and Site Development Standards and Criteria, a supplement to the Architectural Control District Ordinance (renamed the Planned District Ordinance), were adopted in 1973 to provide visual illustrations of the historically compatible architectural and urban design vision for Old Town.

Development outside of the State Park in the 1970s and 1980s, primarily commercial and hotel uses, was often larger in scale than the pre-1872 historical building precedents in Old Town and incorporated a mix of historical and modern building characteristics. In response to these development trends, an updated Old Town San Diego Community Plan and Planned District Ordinance were prepared by City staff and Old Town stakeholders and adopted in 1987 to provide updated community goals and objectives to achieve the vision of the 1968 Community Plan.

2018 COMMUNITY PLAN

This Old Town San Diego Community Plan provides a framework of land use and urban design policies to assist development in Old Town over the next 20 to 30 years to realize the goal of the 1968 Old San Diego Community Plan: a historically compatible and vital community with an appearance reflective of the community's history prior to 1872.

The Community Plan has been prepared in a collaboration between Old Town stakeholders and City staff to address the community's development needs and improve the available policy and regulatory tools (Community Plan, Old San Diego Architectural and Site Development Standards and Criteria, and Old Town San Diego Planned District Ordinance) that define the architectural styles and public realm elements which together create the desired Old Town community character.

The Old Town San Diego Community Planning Group, along with additional stakeholders, formed a Community Plan Update Advisory Meeting that convened in a series of public meetings to identify issues and land use concepts to be explored during the development of this Community Plan. Public input was obtained through workshops where residents, property owners, business owners and operators, advocacy groups, and stakeholders weighed in on issues and provided recommendations.

Key features of this Community Plan are:

- Updated plan organization, discussions, and policies to improve the reader's understanding of the historic context of Old Town and the architectural and urban design standards and requirements for new development in the community;
- Incorporation of the content of the 1973 Old San Diego Architectural and Site Development Standards and Criteria document into the Community Plan to improve implementation of the Old Town architectural and urban design requirements; and
- Updated photographs, illustrations, graphics, and maps that: capture examples of historically compatible architecture and urban design within Old Town; clearly illustrate the Community Plan discussions and policies; and enhance the appearance and function of the Community Plan.

1.5 Historical Background

Old Town San Diego is the birthplace of the State of California. Old Town San Diego's geographic location at the confluence of San Diego Bay and the San Diego River made it ideal for food gathering for early settlers, such as the Native American tribe of the Kumeyaay. The Kumeyaay established the village of Kosaii (also known as Cosoy or Kosa'aay), which was generally located along the San Diego River. This same location was the site of the first permanent European settlement on the Pacific Coast of the United States in 1769, when Don Gaspar de Portola and Padre Junipero Serra established the first mission and Presidio in California as part of the Spanish colonization of Alta California.

In 1822, San Diego became part of the Mexican Republic, following the independence of Mexico from Spain. The Mexican residents of Spanish ancestry in Alta California were known as Californios. By 1827, as many as 30 homes existed around the central plaza in Old Town San Diego. Old Town and the ship landing area, La Playa, were the centers of activity of San Diego. Old Town remained the largest development in San Diego County, as its architecture began to display eastern American influences as trade with foreign ships increased. Following the

American takeover of Alta California in 1846, the influx of non-Hispanic people and culture from the United States as well as other countries steadily increased.

Anecdotal tales of gold rush success and a growing confidence that the new California territory would not join the slave states began to attract free African-Americans in larger numbers, though primarily to northern counties. In major California cities, newly arrived African Americans served predominantly in service, food, and menial occupations, although Black businessmen and businesswomen were increasingly successful in large urban centers like San Francisco. In San Diego, African-Americans Allen B. Light and his partner Richard Freeman were residents and businessmen in Old Town San Diego in the late 1840s and early 1850s. Richard Freeman, originally from the eastern U.S., joined the settlement within what is now Old Town in 1847. Allen Light, a naturalized Mexican citizen born in Philadelphia, was a shipmate of Richard Henry Dana on the ship Pilgrim as well as an otter-hunter who had been appointed by the Mexican government as an agent to prevent illegal otter hunting near Monterey before he came to San Diego.

Freeman purchased the one-story Ponciano property that came to be known as the Freeman-Light house in Old Town. Freeman and Light resided together in the house, in which they also ran a combination dry goods store and saloon. The structure has been reconstructed in Old Town State Historic Park and is now known as the San Diego House. In later years, Freeman and Light purchased another home across the street from the Whaley House and Freeman served as the small village's unofficial postmaster until 1850. Richard Freeman also served as the community's first African American deputy sheriff, which subsequently made him the first African American lawman in California. Freeman died in 1851 and Light subsequently disappears from the historical records, yet these two represent the early presence of African-Americans in the settlement of Mexican-era San Diego.

In 1850, California officially became part of the United States and San Diego County was formally organized. At that time, the San Diego County census records only eight African-Americans in a total population of 798 individuals. This almost certainly represents an under reporting given



Cooks Survey map of Old Town, 1849. Image courtesy of the San Diego History Center.

the tendency of African-Hispanics to be listed as white or as Mexican rather than as Black. During the course of the decade, however, the Black population doubled and began to shift to other parts of the state.

The discovery of gold in California was also a significant factor in drawing thousands of Chinese immigrants to the state. The association of California with gold was the reason that the early Chinese immigrants used to refer to it by the Cantonese term “Gum Saan” or “Gold Mountain.” However, many who wanted to mine for gold were met with hostility as well as a foreign miner’s tax that made it difficult to find success in “Gold Mountain”; eventually, most early Chinese immigrants settled into jobs they were familiar with back in their homeland, like agriculture or fishing, while others were employed as domestic servants, gardeners, and launderers.

While it is possible that some Chinese immigrants could have sailed directly to San Diego from China, it is more likely that the Chinese began their fishing activities in and around the San Francisco and Monterey Bay areas. It wasn’t long before they moved down the coast from the north in the late 1850s and found San Diego Bay to be an ideal base for further development of the California

fishing industry, which the Chinese would continue to dominate until the 1890s. In 1860, local merchant logs reflect that there were transactions with Chinese fishermen at the Old Town Mercantile Shop. While the group of Chinese fishermen at the time mostly operated from Ballast Point, they oftentimes came to Old Town to sell their catch to local merchants and would go door-to-door selling fish to residents.

In the 1850s more settlers began to arrive in San Diego including some of the first settlers of Jewish heritage. Louis Rose, a Jewish settler originally from Germany, arrived in San Diego in 1850 by wagon train after residing for periods in New Orleans and Texas. On the wagon train from Texas, Rose met James Robinson, a self-taught attorney who had been acting governor of Texas in 1836 and a judge after resigning that position, and Sarah Robinson, his wife. Both Rose and the Robinsons settled in Old Town, and the Robinsons built a two-story home on the plaza in 1853 that was later acquired by Rose. The home has been reconstructed in Old Town State Historic Park and is now known as the Robinson-Rose House. Louis Rose’s civic duties included serving on the first Grand Jury, City Trustee, charter member of Masonic Lodge 35, Treasurer of the San Diego & Gila Railroad, volunteer militiaman in the Garra uprising, Postmaster, and founder of Roseville in San Diego’s Peninsula community. His business enterprises included a butcher shop, a tannery that equaled “the best article in the markets of Philadelphia and Boston,” mattress manufacturer and real estate investor. Judge Benjamin Hayes called Rose in 1856 “a stupendous speculator of the ‘make or break’ order.”

In the post-Civil War years, freemen and Blacks recently freed from slavery increasingly came to San Diego for the same reasons others did: to start a new life, to find economic gain, and, although not always realized, to experience the supposed freedom offered by the western frontier. The alleged openness of the West and of the frontier may have been overstated by noted historian Frederick Jackson Turner, but in relative terms, the west offered a modicum of freedom and opportunity when compared to the South. As a result, Black settlers and émigrés in this period came largely from the South and settled throughout San Diego County. It has been



Chinese characters carved into a door of the Derby-Pendleton House’s adobe wing provide a glimpse of the diversity of Old Town’s early residents.

suggested that the rural back country was an attraction to Black pioneers because of the availability of cheap land and the sparse population. Rural areas also offered a degree of isolation and anonymity not available in urban areas. In 1869, gold was found in San Diego by African American Fred Coleman, who panned gold from present-day Coleman Creek southwest of Julian. Coleman had come to San Diego from the northern California gold mines, and resided with an Indian family. He was responsible for establishing Coleman City as well as attracting thousands of miners of mixed races to present-day Julian.

In 1869, the administrative and economic center of San Diego shifted from Old Town (Old San Diego) to New Town (Downtown). In March of 1870, the first plat map of Old Town San Diego was made under the direction of the Board of City Trustees. Old Town's overall physical structure reflects its history and evolution from a Spanish settlement to an early American town site. It is defined by its unique grid pattern with square blocks and narrow streets, except for San Diego Avenue which is wider and partially bisects the grid.

The first transcontinental train arrived in San Diego in 1885. The expansion in trade this development brought resulted in an increase in the availability of building materials, and consequently wood buildings gradually began to replace adobe structures. In 1886, the first electric streetcar transit system debuted in San Diego, running from Downtown to Old Town, and eventually expanding to Balboa Park. Residential, commercial, and institutional development outside of the original core likely occurred as a result of the construction of the San Diego and Old Town Railway and the expansion of the San Diego Electric Railway into the area.

In the early 1900s, with the construction of U.S. Highway 101 (Pacific Highway) connecting Los Angeles to the Mexican border in San Ysidro, Old Town residents began to see preservation as an opportunity to increase tourism and commerce which led to restoration activities and to the reconstruction of previously demolished buildings. Old Town began documenting its historic resources in the 1930s, shortly following the establishment of the Historic American Buildings Survey program in 1933.

In the 1960s, the construction of Interstate 5 and Interstate 8 created rigid boundaries between Old Town, its adjacent communities, and the San Diego River. Old Town's historic structures were degraded and in need of restoration and repair, and historic buildings were lost among incompatible or architecturally contrasting developments. In 1965, the City established the Historical Site Board to focus on the protection, retention, and preservation of historic sites, including the Old Town San Diego Historic District. The Board documented all historic sites, buildings and structures, initially only addressing buildings of the Mexican period that fronted on the Plaza, which would later become the State Historic Park.

In 1966, the City adopted the Old Town San Diego Architectural Control District Ordinance in recognition of Old Town's historic character, and created an Architectural Control Board to administer the zoning ordinance. The regulations placed architectural restrictions on new structures as well as the alteration or relocation of existing buildings to assure building designs compatible to the historical context of the community.

Also in 1966, the City established the Old Town San Diego Community Planning Group to work with City staff to prepare a Community Plan to provide a long-term vision to restore Old Town's historical character. The City adopted the Old Town San Diego Community Plan in 1968, which proposed the creation of the State Historic Park.



Old Town State Historic Park preserves historic structures from early San Diego and recreates the atmosphere of the town from the period of 1821 to 1872.

In 1968, the State, along with City and County, transformed the central core of Old Town into the State Historic Park. The State purchased the land and restored the buildings with State, City and County funding. In 1969, the County established Heritage Park, and between 1969 and 1978 seven Victorian buildings were relocated to the Park.

With the exception of the State Historic Park and Heritage Park, much of the development in later years was out of scale with the historical precedent of the late 1800s, counter to what was originally envisioned by the Community Plan. The Community Plan was updated in 1984 to address the development during the 1970s and 1980s that was inconsistent with the original Community Plan's intent for building scale and character.

In 1996, the Old Town Transit Center was established between Pacific Highway, Congress Street and Taylor Street and led to the realignment of Congress Street. Since its construction, the Transit Center has brought many visitors and transit-riders to the Old Town community.



The Old Town Transit Center provides convenient access to Old Town State Historic Park (in background) and other regional destinations.

1.6 Legislative Framework

RELATIONSHIP TO THE GENERAL PLAN

The General Plan provides a policy framework to guide the City's growth and development into a sustainable citywide development pattern while enhancing quality of life. The Old Town San Diego Community Plan provides policies that address community-specific goals that aim to maintain and enhance its historic character and to provide a balance between its residential and visitor-oriented uses. The Community Plan is consistent with the General Plan, and the two documents work together to establish the framework for development and improvements that enhance the livability of Old Town San Diego. Consistency between the Community Plan and the General Plan will be ensured through periodic comprehensive reviews with the Old Town San Diego Community Planning Group.

RELATIONSHIP TO THE MUNICIPAL CODE

The Municipal Code implements the Community Plan policies through zoning, development regulations, and other controls within the Old Town San Diego Planned District Ordinance pertaining to land use density and intensity, building massing, landscape, streetscape, and other development characteristics due to the historical significance of Old Town San Diego. With the exception of public projects on property owned by other government agencies, all development in Old Town San Diego must comply with the Municipal Code.

RELATIONSHIP TO OTHER GOVERNMENT AGENCIES

Government-owned property (not including streets and freeways) within Old Town comprises approximately 116.6 acres and is described in Box 1-1. This includes City-owned property, which comprises 63.1 acres or 27 percent of the land area contained within the Community Planning area. Generally, the City does not have land use authority over the property within the jurisdiction/ownership of other government agencies.

CLIMATE ACTION PLAN

The Climate Action Plan (CAP) is intended to ensure the City of San Diego achieves Greenhouse Gas (GHG) reductions through local action. The CAP identifies five primary strategies implemented by a number of targets and actions, which together will meet GHG reduction target for 2020, as well as an interim target set for 2035 that is on the trajectory to the 2050 statewide goal established in former Governor Arnold Schwarzenegger’s Executive Order S-3-05. One of the five primary strategies identified in the CAP is to implement bicycling, walking, transit and land use strategies that promote increased capacity for transit-supportive residential and employment densities and provide more walking and biking opportunities in these areas. The Old Town Community Plan takes a multi-modal approach to improving circulation and access through and within the community. These mobility policies and recommendations in the community plan build from the General Plan’s Mobility Element and ultimately propose a mobility strategy that improves access to transit through better pedestrian and bicycle infrastructure that complement the increased residential capacity of the community. The Community Plan enhances the community’s character and access to its many attractions by improving pedestrian and bicycle connections between the community core, Old Town State Historic Park, Presidio Park, and the San Diego River. Other recommendations include improvements to streetscapes and the urban forest and identifying opportunities for pocket parks, plazas, and courtyards to create a more friendly and active urban environment.

HOW TO USE THIS DOCUMENT

As described above, the Old Town San Diego Community Plan provides goals and policies intended to inform the design of development and public improvements in the community by private citizens, businesses, and government agencies. These goals and policies will also inform land use recommendations and decision-making for projects within Old Town by the Old Town San Diego Community Planning Group, City officials, the City’s Planning Commission and the City Council. As the City’s

BOX 1-1: GOVERNMENT JURISDICTIONS

Federal Government

The federal government owns the U.S. Navy Public Works complex (approximately 3.1 acres) on Pacific Highway.

State of California

The State owns approximately 39.2 acres, including the Old Town San Diego State Historic Park, located between the Taylor Street, Twiggs Street, Congress Street and Juan Street; the Old Town San Diego State Historic Park – Transit Center parking lot, which also includes the State Parks Department’s San Diego Coast District office on Pacific Highway; and the California Department of Transportation District 11 Offices, located on Taylor Street.

County of San Diego

The County owns Heritage Park, the parking lot located at Juan and Harney Street, and the Whaley House (approximately 6.5 acres).

San Diego Unified School District

The School District owns the Ballard Parent Center (formerly Fremont Elementary School), which is 4.34 acres in size.

Metropolitan Transit System

Metropolitan Transit System leases the land for the Old Town Transit Center from the State Parks Department, and owns a small area adjacent to the Transit Center (approximately 0.4 acres).

City of San Diego

The City of San Diego owns the Old Adobe Chapel, the parking lot on Twiggs Street, El Campo Santo Pocket Park, and Presidio Park (63.1 acres in total).

officially recognized community planning group, the Old Town San Diego Community Planning Group is tasked with providing the continuity and oversight needed for effective implementation of the Community Plan.

The policies in the Community Plan supplement the relevant citywide policies in the General Plan. Both documents should be referred to for land use and development planning direction for Old Town, and all applicable General Plan policies may be cited in conjunction with the policies of the Community Plan.

The Community Plan is not a static document and amendments may be recommended in the future to respond to unanticipated development changes affecting the community. Any proposed amendments to this plan should be carefully reviewed for consistency with the guiding principles and goals in this Community Plan and the General Plan.



Heritage Park on Juan Street preserves excellent examples of Victorian architecture from various neighborhoods in San Diego.

1.7 Environmental Review

The Program Environmental Impact Report (PEIR) provides a programmatic assessment of potential impacts that could occur with the implementation of the Community Plan, in accordance with the California Environmental Quality Act (CEQA). The City will determine whether potential impacts of proposed development or improvement projects were anticipated in the Community Plan PEIR analysis or whether the project will require additional environmental review. Projects consistent with the Community Plan PEIR may not need further environmental review.



Old Town, San Diego, Cal. 1885. Courtesy of California History Room, California State Library, Sacramento, Ca.

2

HISTORIC PRESERVATION

- 2.1 HISTORIC CONTEXT
- 2.2 IDENTIFICATION AND PRESERVATION
OF HISTORICAL RESOURCES
- 2.3 EDUCATIONAL OPPORTUNITIES AND
INCENTIVES

2. Historic Preservation

GOALS

- Identification and preservation of significant historical resources in Old Town San Diego.
- Identification of educational opportunities and incentives related to historical resources in Old Town.

INTRODUCTION

The purpose of the City of San Diego General Plan Historic Preservation Element is to preserve, protect, restore and rehabilitate historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals for achieving this include identifying and preserving historical resources, and educating citizens about the benefits of, and incentives for, historic preservation.

Old Town San Diego has significant and distinct history that makes it a national and international attraction. Old Town's history provides the basis for the Community Plan's vision and policies. The Old Town San Diego Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Old Town in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Old Town. The Old Town Historic Preservation Element was developed utilizing technical studies prepared by qualified experts, as well as extensive outreach and collaboration with Native American Tribes, community planning groups and preservation groups.

A Prehistoric Cultural Resources Study and a Historic Resources Survey Report were prepared in conjunction with the Community Plan. The *Prehistoric Cultural Resources Study for the Old Town Community Plan Update* describes the pre-history of the Old Town Area; identifies known significant archaeological resources; provides guidance on the identification of possible new significant archaeological resources; and includes recommendations for the treatment of significant archaeological resources. The *City of San Diego Old Town Community Plan Area Historic Resources Survey Report: Historic Context & Reconnaissance Survey* (Historic Survey Report) provides information regarding the significant historical themes in the development of Old Town. These documents have been used to inform not only the policies and recommendations of the Historic Preservation Element, but also the land use policies and recommendations throughout the Community Plan.

The Historic Preservation Element provides a summary of the significant development themes identified in the Historic Context Statement, as well as a discussion of designated historical resources and the identification of new historical resources. Complementing the Historic Preservation Element, the Land Use Element discusses the Old Town State Historic Park and the Presidio Park, and the Economic Prosperity Element addresses the importance of promoting Old Town San Diego as a major cultural heritage tourism destination.

The Community Plan envisions enhancing the historic character of Old Town San Diego through supporting preservation and protection of the community's historical resources within the community, and encouraging their restoration and rehabilitation. Historical resources of the community include archaeological sites, historic sites, and buildings representative of the community's history.

The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. For the Kumeyaay in the Old Town area, grass seeds were probably the primary food, supplemented by various other seeds such as sage, sagebrush, lamb's quarters, and pine nuts. Small game was a major source of protein, but deer were hunted as well. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River which is located just north of the community planning area provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region.

Major coastal villages were known to have existed along the San Diego River, including the village of Kosaii (also known as Cosoy or Kosa'aay) near the mouth of the San Diego River. Although the actual location of the village is unknown, Hubert Bancroft reported in 1884 that a site called Cosoy/Kosaii/Kosa'aay by the Native Americans was in the vicinity of what is now Presidio Hill and Old Town, located less than 1 mile west of the Old Town community planning boundary. Several investigations have identified possible locations for the village of Cosoy/Kosaii/Kosa'aay, but the actual site has never been found. Several additional large villages have been documented along the San Diego River through ethnographic accounts and archaeological investigations in the area. For people intimate with their physical surroundings,

the landscape is a place with many attributes beyond simple physical description. The Kumeyaay have roots that extend thousands of years in the area that is now San Diego County and northern Baja California, and there are hundreds of words that describe a given landform, showing a close connection with nature. There are also stories associated with the land.

The San Diego area in general, including the community of Old Town and the City as it existed as late as the 1920s, was known as *qapai* (meaning uncertain). Some native speakers referred to what is now I-8 as *oon-ya*, meaning trail or road, describing one of the main routes linking the interior of San Diego with the coast. The floodplain from the San Diego Mission to the ocean was *hajir* or *qajir*. The modern-day Mission Valley area was known as *Emat kuseyaay*, which means spirit land, land with spirits, or place of spirit person. This may have been in reference to the presence of Spanish priests in the valley after 1769. The *ranchería* of *kosaii* took its name from the Kumeyaay word for drying place or dry place. This *ranchería* appears in the earliest of Spanish travelogues for the area, and was the village closest to the Presidio. Native Americans still lived near the Presidio as late as 1822, as indicated by accounts that a leader from a *ranchería* "not far distant from the Presidio of St. Diego" was killed by his own villagers and replaced by a new leader in an imitation of the deposing of the Spanish leadership and proclamation of Mexican independence. Whether the above-mentioned village was *kosaii* is not certain.



This illustration displays a scene of the daily life of the Kumeyaay/Diegueños. Original artwork by Lesley Randall and David House.

SPANISH PERIOD (1542 - 1821)

In 1542, Juan Rodrigues Cabrillo was among the first European to arrive at San Diego Bay. Europeans did not visit San Diego again for sixty years until Don Sebastian Vizcaino, who was conducting a survey expedition along the Alta California coast to locate and chart safe harbors for returning Manila galleons, arrived at the San Diego Bay in 1602. European explorers described the San Diego region as a Mediterranean arid area with lush sites along river valleys and marine environments. The Spanish did little to settle San Diego until 1769. By that time, the Russians had been hunting and trading along the coastline of California. This discovery, coupled with the steady advance westward of people from the Anglo-American colonies, caused Spain great concern and resulted in the Spanish government sending an expedition of soldiers, settlers, and missionaries to occupy and secure the northwestern borderlands of New Spain. A land party of soldiers commanded by Don Gaspar de Portola together with missionaries and Indians led by Father Junipero Serra arrived in San Diego in 1769, settling in the Old Town San Diego area near the Kumeyaay village of Kosaii. Shortly thereafter, a rudimentary chapel was constructed and a Presidio began to be built around it. Father Serra, in consecrating the chapel made of wooden stakes and tule reeds, established the first of many missions to be built along the California coast. Major activities of the Spanish in this period included Christianization of the Native American Indians,

construction of the Presidio and mission structures, subsistence farming, raising cattle and sheep, fishing and food gathering, and limited trading with Spanish vessels. Native Americans were employed in many activities related to the construction and operation of the mission and Presidio. A trail to La Playa, the landing site for ships on the eastern shore of Point Loma, was established during this time by the Spanish along an ancient Kumeyaay path which generally corresponds to present-day Rosecrans Street.

Individuals from a diversity of ethnic and racial backgrounds were participants in the earliest days of Spanish colonialism in south Alta California. The presence of people of African descent in the San Diego area dates to the Hispanic settlers who founded the Presidio de San Diego in 1769. Although the Presidio was the first "European" community in California, these settlers and their successors reflected a multitude of racial backgrounds. Processes of intermarriage between individuals of Spanish, African, and Native American descent in Spain and in many areas of the Americas created a diverse population in early Spanish and Mexican California. Individuals originating from Cuba, the West Indies, and Africa played a significant role in the settlement and colonization of southern California. The complexities of definitions of identity in Spain and its New World colonies are clear in the 1790 census of the Presidio de San Diego. Of the 90 adults at the Presidio, at least 45 were noted as mixed blood. The categories identifying



In this depiction of Old Town San Diego, multiple historic structures built around the central plaza can be identified. Image courtesy of the California Department of Parks and Recreation.



The San Diego Presidio Site (HRB Site #4) commemorates two important events: the founding of the first permanent European settlement on the Pacific Coast of the United States and the establishment of the first mission in California by Father Junipero Serra in 1769.



This map of Old Town in 1853 shows the location of Fort Stockton, the ruins of the Presidio, and Old Town's central plaza. Image courtesy of San Diego History Center.

mixed ethnicity listed in the 1790 census included mulato and colores quebrado (both groups recognized as persons of African ancestry in the complicated Spanish colonial identity system), as well as other labels indicating some portion of African heritage.

By 1772, the Presidio stockade encompassed barracks for the soldiers, a storehouse for supplies, a house for the missionaries, and the improved chapel. The log and brush huts were gradually replaced with buildings made of adobe brick. Flat earthen roofs were eventually replaced by pitched roofs with rounded roof tiles. Clay or packed earth floors were eventually lined with fired brick. In 1774, Father Serra founded the current location of the Mission San Diego de Alcalá six miles upriver from its first location, leaving the Presidio to become a community primarily comprised of military men, their families, and Native American workers by 1776.

As early as 1791, Presidio commandants in California were given the authority to grant small house lots and garden plots to soldiers and their families, and sometime after 1800 soldiers and their families began to move down from Presidio Hill. Historical sources confirm there were

at least 15 such lot grants below Presidio Hill by 1821, of which only five within the boundaries of present-day Old Town had houses on them in 1821.

MEXICAN PERIOD (1821 – 1846)

Following the independence of Mexico from Spain in 1822, the Mexican government opened California to trade with foreign ships, and a healthy trade soon developed exchanging fine California cattle hides for manufactured goods from Europe and the eastern United States. The population in Mexican-era California differed from other areas of the U.S. as a result of the influence of Spanish and Mexican colonialism as well as encroaching Russian settlement using otter trade to facilitate its way southward. The multi-ethnic character of the California colonists and settlers was personified in Pío Pico, a Californio (Mexican resident of Spanish ancestry) and the last governor of Mexican Alta California whose heritage was mestizo (Spanish and native) and Afro-Mexican.

Around this same time, soldiers and occupants of the Presidio began to move in increasing numbers off of Presidio Hill down to the flatter “pueblo” area, which approximates the Old Town San Diego of today. As the hide trade grew, so did the need for more grazing lands. Thus, the Mexican government began issuing private land grants within its Alta California territory in the early 1820s, creating the rancho system of large agricultural estates within San Diego County and northward. A large part of the land came from the former Spanish missions, which the Mexican government secularized in 1833.



The Casa de Estudillo is one of the finest examples of the homes built during the Mexican Period. Library of Congress, Prints & Photographs Division, HABS, Reproduction No. HABS CAL,37-OLTO,1--4.

Activities of pueblo residents of the 1820s involved the construction of homes and outbuildings and the planting of orchards and farms, with the economic activity based on cattle ranching, collecting and shipping cattle hides and tallow to Mexico as well as whaling and seafaring activities.

By 1827, as many as 30 homes existed around the central plaza and the population reached nearly 500, and in 1835 Mexico granted San Diego official pueblo status. Substantial numbers of Native Americans worked and lived in the Mexican pueblo of San Diego, as evidenced by archaeological artifacts found in the area. When the missions were secularized in 1833, some ex-mission Native Americans moved on to make homes in Indian pueblos in northern San Diego County or in traditional villages, while other Native Americans found work and shelter in the San Diego pueblo. An 1836 census of the pueblo counted 13 Californio households employing 26 servants, as well as workers and their families. The census noted various occupations for the Native American inhabitants of the pueblo, including cooks, bakers, fishermen, gardeners, and house servants.

The pueblo of San Diego did not prosper, and its population remained relatively unchanged after it became a town. Native American hostilities against the Californios increased after the secularization of the missions, and attacks against outlying ranchos combined with unstable political and economic factors led to a decline in San Diego's population. In 1838, the pueblo's official status was removed, and in 1840 its residents numbered approximately 150 persons. American citizens of African descent began arriving in California in the later years of the Mexican era. Such migrants often arrived as sailors or accompanying military officers and government officials as servants, but their numbers were small numbers and diffused throughout the state. By 1846, the situation in San Diego had stabilized somewhat and the non-Native American population had increased to roughly 350 persons.

AMERICAN PERIOD (1846 - PRESENT)

The War of 1846 resulted in the acquisition of California by the United States, helping to fulfill the demands of the doctrine of "Manifest Destiny." Shortly following the war, gold was discovered in the northern part of the territory, bringing a large number of people to California. Efforts to develop a "New Town" at the site of present-day Downtown began in 1850, when California became a State.

San Diego Bay was of early interest to the U.S. federal government, which sent the Army Corps of Engineers to San Diego soon after California's statehood to protect the bay and its commercial seaport from siltation by the San Diego River. The proposed solution, the construction of a dike system to direct the river's flow into the marshes of False Bay (now Mission Bay), would have also reduced flooding in Old Town. However, Derby's Dike, as it was known, lasted only two years after its completion in 1853 before it was destroyed by a flood. The Derby Dike was later rebuilt in 1877. The course and flooding of the San Diego River limited the potential growth of Old Town into a larger settlement.

The arrival of Alonzo Horton in 1867 and his subsequent investments induced a real estate boom and substantial development of New Town San Diego, which soon eclipsed Old Town San Diego in importance. Against considerable objection, City records were moved from the Whaley House in Old Town San Diego to the New Town courthouse in 1871.



Old Town in 1868, with the San Diego River in the background. Photo courtesy of San Diego History Center.

The movement of government and commerce activity to Downtown reduced the need to replace historical buildings from the Mexican and early American periods in Old Town; therefore, the historic buildings and character of Old Town were kept intact. While many historic buildings were saved, many have been lost to newer developments over the last century. The history of Old Town San Diego can be found in the restored historic buildings and archaeological and historical sites within the Community. Many of these sites have been reconstructed as part of the Old Town San Diego State Historic Park.

The following five important themes related to the development of Old Town during the American period (1846-present) have been identified:

American Transition Period (1846 –1872)

In the quarter of a century following 1846, San Diego was transformed from a Hispanic community into an Anglo-American one. Old Town remained the largest development within San Diego, occupying a total of 48,557 acres and consisting of approximately 65 buildings. As San Diego transitioned from a Mexican to an American government, the architecture of Old Town began to display eastern American influences. For example, the 1850 Derby-Pendleton house was an early “kit” wood-frame structure brought to San Diego by ship from the East Coast, and the 1857 Whaley House was San Diego’s first red brick structure.

In March of 1870, the first plat map of Old Town San Diego was made under the direction of the Board of Trustees. The map illustrated new, regularly spaced subdivision blocks that radiated out in all directions from Washington Square (Old Town Plaza). In 1871, both the county seat and City seat of government were moved from Old Town to New Town, and on April 20, 1872, a fire destroyed a significant portion of the business block within Old Town. As a result of these two events, coupled with the continued development of New Town, Old Town rapidly declined in development and government influence. Settlers increasingly chose to settle in New Town over Old Town, due to the availability of potable water and access to transportation and public facilities.

Early American Development and Industrialization (1873-1929)

Development in Old Town during the early American Development and Industrialization period was slow prior to the expansion of the railroads. Some of the earliest buildings to be erected in Old Town during the American Period were “kit” buildings, built on the East Coast of the United States, shipped in sections around Cape Horn, and reassembled in San Diego. Development of a rail line was an integral component to Alonzo Horton’s vision of San Diego as a modern city and a major seaport. In 1885, the first transcontinental line arrived in San Diego. Once a transcontinental line had been established, trade



This 1904 USGS map shows Old Town’s grid street system, as well as the city’s early rail lines. Image courtesy of the Office of the San Diego City Clerk.

increased and San Diego's population boomed to 40,000. While much of the growth occurred in New Town, new residences were constructed in the vicinity of the Old Town plaza such as the Gatewood House at 2515 San Diego Avenue which is HRB Site # 34.

In 1887, the San Diego and Old Town Street Railway began operations, and the same year the Electric Rapid Transit Company would debut San Diego's first electric streetcar transit system, which ran from New Town to Old Town. Despite the growing prosperity of the City, a general depression in 1890s halted growth in the United States. In the decade that followed, San Diego's population decreased by half. As the turn of the century approached, the city began to recover and new industries started to emerge.

In 1892, the San Diego Electric Railway took over the existing Old Town line and expanded San Diego's streetcar system to newly developing areas of the City in the years leading up to the turn of the 20th century. This likely encouraged commercial, residential, and institutional development in Old Town, though the pace of development was moderate, with single- and multi-family residences constructed largely along Harney and Congress Streets in the vernacular cottage, Craftsman bungalow, or Spanish Colonial Revival styles. By 1900,

Edward W. Akerman and Robert Alfred Tuffley brought the olive processing industry to Old Town, when they relocated their Old Mission Olive Works Company from a building near the Mission to the former Casa de Bandini. In 1915, a new Old Mission Olive Works packing plant was constructed in the Mission Revival style at the foot of Juan Street at Taylor Street. Additional light commercial development occurred, but it remained scattered along Congress Street and San Diego Avenue. The institutional development during the period included the construction of the Immaculate Conception Church on San Diego Avenue between Twiggs and Harney Streets.

Automobile, Early Tourism and Preservation in Old Town (1904-1939) and (1950-1970)

In Old Town there were two distinct periods of development directly influenced by tourism and preservation. The first phase occurred from 1904 to 1939 and revolved around the impact of the automobile. This phase was characterized by early motorists' interest in buildings remaining from the Spanish and Mexican Periods in Old Town. The second phase from 1950 to 1970 was characterized more by the restoration, reconstruction, relocation, and recordation of existing resources that became tourist attractions in the first phase.



The Old Mission Olive Works Company processed olives from Mission Valley in the Casa de Bandini and later in a Mission Revival style packing plant at Taylor Street and Juan Street. Photo courtesy of the Library of Congress.



The Casa de Estudillo in Old Town became one of the community's first tourism destinations in the early 1900s. Image courtesy of the California History Room, California State Library, Sacramento, California.

1904-1939

As early as 1900, the popularity of the automobile had led to auto touring as a recreational activity; and by 1904 travel along the “picturesque” route between Los Angeles and San Diego was being promoted. New rail and roadway routes were linked to Old Town between 1905 and 1910 in order to take advantage of the tourism opportunities presented by the area’s historic resources.

In 1905, John D. Spreckels took advantage of this renewed interest in Old Town’s historic resources and purchased the remains of the Estudillo house. With the help of Hazel Waterman, Spreckels restored the house in 1910 to exacting standards of building methods and materials, and promoted it as a tourist attraction accessible via Spreckels’ San Diego Electric Railway.

During this same period, George White Marston began planning a memorial for the first European settlers of California at the original site of the Presidio. He hired well-known local architect William Templeton Johnson to design a museum at the top of the site. In July 1929 Marston and his wife Anna gifted the Serra Museum and the surrounding parkland to the City.

The historical interest generated by the 1915 Panama-California Exposition and the spread of roadways and automobiles by the early 1920s increased tourism and auto touring to Old Town. In Old Town, motels, auto courts, gas stations, garages, and tourist camps began to be constructed along San Diego Avenue and Juan, Taylor, and Congress Streets, as well as commercial buildings to house other tourist-serving businesses.



George Marston at the site of the Presidio Golf Course, 1928. Photo courtesy of San Diego History Center.

As increased tourism encouraged development, residents of Old Town began to consider other ways of maintaining the character of their community through design guidelines. Old Town also began documenting its historic resources in the 1930s, shortly following the establishment of the Historic American Buildings Survey program in 1933. These early preservation and heritage tourism efforts within Old Town San Diego were rather unique for their time. While Old Town wasn’t officially designated as a historic district on the State, local and National registers until 1969, 1970 and 1971, respectively; these early efforts near the turn of the last century to prevent the destruction of San Diego’s earliest built environment resources and encourage aesthetically compatible new development paved the way for the designation of Old Town San Diego over 50 years later.

1950-1970

Within Old Town, restoration activities boomed from 1956 to 1969. Five historic sites were restored during this period: the Whaley House in 1956, the Mason Street School in 1962, the Casa de Pedrorena 1968, and the Casa de Estudillo and Casa de Machado-Stewart in 1969. In addition to the restoration of buildings within Old Town previously demolished resources were reconstructed like the Casa de Lopez in 1963. Buildings were also relocated in order to avoid demolition such as the Derby-Pendleton House, constructed in 1851 which was moved to its current location in 1962.

The Old Town San Diego State Historic Park, created in 1968, was listed as a National Register Historic District and a California State Park in 1970. In addition, Heritage Park, located on Juan Street, was formed in 1969 for the preservation and interpretation of late 19th century buildings that were being threatened with demolition in Downtown San Diego.

Great Depression and World War II (1930-1945)

Unlike most of the nation, San Diego did not immediately experience the effects of the 1929 stock market crash because its industrial base was still in its developmental stages. However, in the years that immediately followed, real estate sales declined and development largely ceased. State and federal government relief programs were created to fund a variety of infrastructure, civic and residential construction projects in the 1930s to generate economic development, including a number of projects in Presidio Park and the rebuilding of the Adobe Chapel near its original site in Old Town. Another relief program which benefited Old Town was the Historic American Buildings Survey, through which the community's historic resources began to be documented in the mid-1930s. Also, in 1936, the Federal Housing Administration (FHA) published its first guide to efficient comfortable living, titled *Planning Small Houses*, which was intended to spur housing construction. The *Planning Small Houses* guide influenced the construction of a residential neighborhood in the Minimal Traditional style along Jackson, Sunset, and Juan Streets, of which George Marston was the landowner and developer.

In the mid-1930s, San Diego's economy began to recover and in October 1935, the city received a huge industrial economic boost when Reuben H. Fleet relocated his Consolidated Aircraft company to the Midway area, just southwest of Old Town. As the economy began to recover commercial development in Old Town resumed to accommodate additional auto-oriented tourism.



Streetcar dwellings near Old Town in 1941 provided housing for an influx of defense workers. Photo courtesy of Library of Congress, Prints & Photographs Division, FSA/OWI Collection, LC-USF34-039248-D.

In 1932, George Marston opened the Presidio Hills Golf Course adjacent to Presidio Park and a general merchandise store was built on San Diego Avenue. Prominent Spanish Colonial Revival buildings were also constructed along Juan Street including the 1938 restaurant at the corner of Taylor Street and the 1939 Casa De Pico motor lodge, designed by Richard Requa, at the corner of Wallace Street.

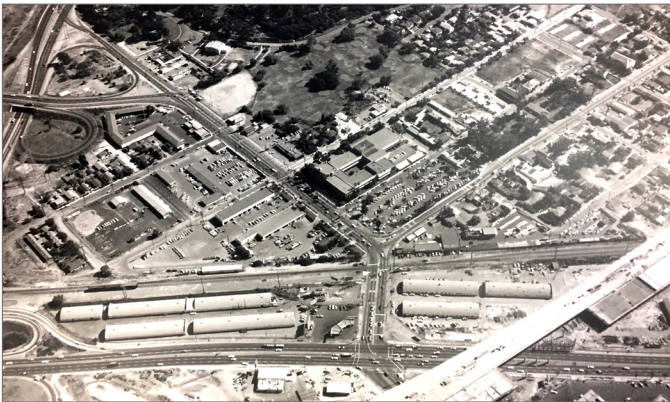
From 1940 through the summer of 1943, San Diego's growth far surpassed its ability to provide housing and services for thousands of defense workers. At the time of its relocation Consolidated Aircraft had 800 employees, and by 1941 it had 25,000 employees. Housing within Old Town had become filled to capacity like most of San Diego. In an effort to provide temporary housing, old trolley cars were relocated to a vacant lot within Old Town, along Juan and Taylor Streets. Auto-camps previously used for traveling motorists within Old Town also began to be utilized as temporary housing. Between 1940 and 1942 two smaller subdivisions were developed within Old Town. One was located just north of Taylor Street, along Juan and Gains Streets, and the other consisted of a section of government housing projects constructed along Calhoun and Juan Streets between Harney and Mason Streets.

Post-World War II (1946-1970)

Following World War II, San Diego experienced a continued population increase as veterans and defense workers began to permanently settle in the area. The San Diego population had increased from 203,341 in 1940 to 334,387 in 1950, creating a massive demand for permanent housing. In response, developers began constructing large suburban tract homes along the city's outskirts. Within Old Town, there was a surge of new development. Pockets of residential tract homes began to be constructed within the area's already existing housing developments, similar in style to suburban developments but constructed on a smaller scale and of both single-family and multi-family design.

The construction of Interstate 5 and Interstate 8 during this period was a result of the continued popularity of the automobile, and created rigid geographic boundaries between Old Town and the communities to the north and southwest. In other signs of the increasing dominance of automobile transportation, the San Diego Electric Railway ended service in 1949 and Caltrans constructed a new headquarters on the site of the Old Mission Olive Works plant in 1953.

Commercial development during this period catered to daytime visitors with the construction of small-scale restaurants, shops, and souvenir stands to provide tourists with opportunity to purchase gifts from their travels. In addition to new construction, commercial development within Old Town also utilized adaptive reuse of earlier buildings to cater to the current needs of visitors.



The construction of Interstate 5 and Interstate 8 created geographic boundaries between Old Town and the communities to the north and southwest.

2.2 Identification and Preservation of Historical Resources

Cultural sensitivity levels for communities are rated low, moderate, or high based on the results of the records searches, the NAHC Sacred Lands File check, and regional environmental factors. Sensitivity ratings may be adjusted based on the amount of disturbance that has occurred, which may have previously impacted archaeological resources.

Based on the results of the records search, the NAHC Sacred Lands File check, and regional environmental factors, the community of Old Town has a high cultural sensitivity level. Although the community of Old Town is developed, the area was extensively used and occupied by Native Americans prior to and during the historic periods of the community. The area in and around the community of Old Town is located along the former periodic shoreline of the San Diego River and at the base of hills, making it attractive for prehistoric activities. Several prehistoric campsites, as well as a possible location for the ethnographic village of Kosaii, have been mapped by the South Coast Information Center (SCIC) in this area. The community planning area also has an extensive historic occupation as the first Spanish Presidio and Mission settlements in Alta California, active well into the 20th century. As such, the cultural sensitivity level for the community of Old Town is considered high.

In addition to identifying the main themes significant in the development of Old Town, the Historic Survey Report also identified the property types that are associated with those themes in historically significant ways. In summary, the property types, styles and significance thresholds are as follows:

Spanish Period (1769-1821)

The property types associated with the Spanish Period include historic sites and reconstructed buildings. They have all been listed already and include: Casa de Carrillo (CHL Site #74), the San Diego Presidio Site (HRB Site #4), the Franciscan Garden Site Block 413 (HRB Site #44), and the Serra Palm Site (HRB Site #5).

Mexican Period (1821-1846)

The property types associated with the Mexican Period include historic sites and reconstructed buildings. They have all been listed already and include: Fort Stockton (HRB Site #3), Casa de Estudillo (HRB Site #14-A), Casa de Machado-Stewart (HRB Site #14-G), Casa de Cota Site (HRB Site #14-B), Casa de Lopez (HRB Site #21), and the Old Spanish Cemetery (HRB Site #26).

American Transition Period (1846-1872)

The property types associated with this era include historic sites and buildings. The buildings were constructed for a variety of uses; some are reconstructions, while others are original, but restored. All of the properties have been listed already and include: the Casa de Pedrona (HRB Site #14-C), Casa de Bandini (HRB Site #14-C), Whaley House (HRB Site #24), Derby-Pendleton House (HRB Site #32), Rudolph Schiller Gallery (HRB Site #352), Chapel of the Immaculate Conception (HRB Site #15), Mason Street School (HRB Site #14-H), Derby Dike Site (HRB Site #28), Congress Hall Site (HRB Site #14-F), Exchange Hotel Site (HRB Site #14-I), Emmet House Site (HRB Site #36), Casa de Aguirre Site (HRB Site #42), Gila House Site (HRB Site #43), and Cobblestone Jail Site (HRB Site #46).

Early American Development and Industrialization (1873-1929)

While the early transportation improvements during the late 19th and early 20th centuries influenced the later development of the plan area, there are no directly related property types remaining. Buildings remaining from this period are residential, commercial, and institutional buildings just outside Old Town's original core. This development likely occurred as a result of the construction of the San Diego and Old Town Railway and the expansion of the San Diego Electric Railway into the area. The construction of these building types was scattered and largely occurred on Harney and Congress Streets and San Diego Avenue. Residential buildings were primarily constructed in vernacular, Craftsman and Spanish Colonial Revival styles. Commercial buildings are typically small, one-story, wood-framed buildings, sheathed in either clapboard siding or smooth stucco with Western False Front facades. There is only one prime example of a religious property associated with

this theme in the plan area, the Immaculate Conception Church. Constructed in 1917, the Immaculate Conception Church replaced the Old Adobe Church as the primary place of worship for Catholics in Old Town. The church was dedicated in 1919, and has been in continuous operation since that time.

Single and multi-family residences may be individually significant under Criterion B if they were homes of persons significant in local history. Residential, commercial and institutional development may be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent. Religious buildings may be individually significant under Criterion A as a rare surviving example of a property type that played an important role in the development of Old Town San Diego during the early American Period.

The Automobile, Early Tourism and Preservation (1904-1939)

Property types associated with this theme in the plan area were predominately commercial buildings. However, the Junipero Serra Museum, constructed in 1929 and already listed as HRB Site #237, is also associated with this theme. The commercial buildings within the plan area associated with this theme include: motels, auto courts, gas stations, garages, small retail shops, and recreational and leisure properties. Automobile touring and early tourism within Old Town greatly influenced its development in the early 1910s and 1920s. Motels, auto courts, and garages were constructed during this period to cater to the new recreational activity. Although there is only one prime example of a sports and leisure property associated with this theme in the plan area, Presidio Hills Golf Course, it is representative of the early leisure culture associated with the tourism in Old Town. Although, few commercial buildings were constructed within Old Town during this period there are a couple remaining examples. These buildings are typically small, one-story, wood-framed buildings, sheathed in either clapboard siding or smooth stucco with Western False Front or Mission Revival influences.

Motels, auto camps and garages and sports, recreation and leisure resources may be individually significant under Criterion A as a rare surviving example of a property type that played an important role in the history of early tourism. All property types associated with this theme may also be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent. Good examples of sports and recreational facilities will reflect their original use, and layout from the era in which they were constructed and should be evaluated together with associated landscaped grounds and accessory buildings.

Preservation and Tourism in Old Town (1950-1970)

The primary property types associated with this period include a variety of commercial buildings including: restaurants, retail shops, motels, and gas stations, which catered to tourists. Similar to earlier tourist-oriented development, the majority of development in this period continued to occur along Old Town's busiest commercial corridors including San Diego Avenue, Pacific Highway, and Taylor and Congress Streets. The popularity of the automobile as the preferred mode of transportation during this period was reflected by the preference in the construction of motels and auto courts over hotels. As the tourism industry boomed during this period small retail stores catering to daytime visitors to Old Town continued to be constructed along its commercial corridors. These buildings are typically small, one to two stories in height, and sheathed in either clapboard or smooth stucco often constructed in an architectural revival style; typically Spanish Colonial Revival or Western False Front styles. This was due to enforced design guidelines established with the Old Town Planned District Ordinance. However, some retail stores were constructed in popular architectural styles from the post-war period. As a result of the tourism industry there are numerous restaurants in the plan area, either one-story freestanding buildings surrounded by surface parking lots or located within commercial strips that are one to two stories in height at pedestrian level. These buildings were typically constructed in the Spanish Colonial Revival style due to enforced design guidelines

established with the Old Town Planned District. However, some examples remain of other styles that were popular during the post-war period.

Motels, auto courts, and gas stations may be individually significant under Criterion A as a rare surviving example of a property type that played an important role in the history of tourism. Property types associated with this theme may be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent. Considering the fact that there were once many and now there are few, even representative examples of motels, auto courts, and gas stations from the period may qualify.

Great Depression and World War II (1930-1945)

According to Sanborn maps, property types associated with this theme include the adaptive re-use of tourist motor courts, auto courts, and even old trolley cars as temporary housing for the influx in defense and military personnel. However no examples of this type of temporary housing remain. In addition to temporary residential accommodations, permanent single-family residences were constructed. A concentrated pocket of single-family residences constructed during this time is still present just below Presidio Hill. The single-family residences constructed during this period are concentrated below Presidio Park along Sunset, Mason, Twiggs and Jefferson Streets. The majority of the homes were designed in the Minimal Traditional style with a few



Single-family residences built in the Minimal Traditional style were built below Presidio Park along Sunset, Mason, Twiggs and Jefferson Streets.

constructed in the Spanish Colonial Revival style. These residences tend to be one story to one and half stories in height depending on grading with moderate setbacks and landscaped front yards. The only industrial development within Old Town during this period was the construction of Mrs. Hubbel's Bakery located along Pacific Highway.

Single-family residences may be individually significant under Criterion B if they were the homes of persons significant in local history. Single-family residences may also be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style it represents. A contiguous grouping of similar single-family residences from this period may be eligible for listing as a historic district under Criteria A-E.

Theme: Post World War II (1946-1970)

Property types associated with this theme consist of single- and multi-family residences constructed to house returning veterans taking advantage of federal housing programs. Similar to previous periods, commercial, and industrial development was almost stagnant within Old Town, as previously constructed buildings continued to be re-used for new uses. However, one institutional building was constructed in the plan area during this period, the District 11 headquarters for Caltrans, built in 1953. The building is located at 4075 Taylor Street, and was determined eligible for the National and California Registers in March 2011 due to its Post-war International Architectural Style. Single-family residences constructed during this period are mostly one-story in height and can be described as Minimal Traditional or Ranch style. The post-war period was marked by the construction of an increasing number of apartment buildings. This was largely in response to the overall housing shortage that created a need for higher density to accommodate the influx of new residents. Multi-family residences in the plan area do not represent a particular type. They generally range from two to eight units and one to two stories in height. A few exhibit the characteristics of the Minimal Traditional style.

Property types associated with this theme may be individually significant under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent. Single-family residences may be individually significant under Criterion B if they were the homes of persons significant in local history. A contiguous grouping of similar single-family residences from this period may be eligible for listing as a historic district under Criteria A-E.



Casa de Pedorena is an adobe residence constructed by Miguel de Pedorena, who originally arrived in Old Town in 1838. This building was partially restored in 1968.



The Junipero Serra Museum, built in 1929, was designed by architects William Templeton Johnson in the Spanish Colonial Revival style. The museum and surrounding parkland were donated to the City by George and Anna Marston.

Resources must be evaluated within their historic context(s) against the City's adopted criteria for designation of a historical resource, as provided in the General Plan and the Historical Resources Guidelines of the Land Development Manual. Guidelines for the application of these criteria were made part of the Historical Resources Guidelines to assist the public, project applicants, and others in the understanding of the designation criteria.

DESIGNATED HISTORICAL RESOURCES

The Community contains 37 properties that have been designated as historic resources by the San Diego Historical Resources Board or designated at state and/or national levels. Old Town's designated historical resources are listed in Table 2-1 and their locations are shown in Figure 2-2.

The Old Town State Historic District, added to the National Register of Historic Places in 1970, consists of the grouping of historic buildings and sites located within the blocks between Taylor Street, Twiggs Street, Congress Street and Juan Street.



Old Spanish Cemetery/El Campo Santo, shown here ca. 1898, should be preserved and maintained as a designated historical site for the enjoyment of the public. Photo courtesy of USC Digital Library, California Historical Society Collection.

IDENTIFICATION OF NEW HISTORICAL RESOURCES

As detailed in the Historic Survey Report, a Historical Resource Reconnaissance Survey was undertaken based on the information provided in the Historic Context Statement to identify new historic resources within Old Town which may be eligible for designation pending further evaluation. The purpose of the Historic Resource Reconnaissance Survey is to inform land use decisions in the Community Plan, guide the development of policies in the Historic Preservation Element, and raise public awareness regarding the possible significance these resources may have. However, additional property-specific research and analysis will be required to determine if in fact these properties are significant and eligible for designation. This review and analysis may occur through historic designation nominations or applications for permits or preliminary review, in accordance with the Municipal Code.

The survey identified 22 properties, including 6 single family homes, 5 multi-family properties, 10 commercial buildings, and 1 institutional building. All extant resources from the first four development themes have been designated as historic resources, and no new resources were identified. The 22 properties identified by the survey relate to the themes "Early American Development and Industrialization (1873-1929)" (8 resources); "Automobile, Early Tourism and Preservation in Old Town (1904-1939)" (6 resources); "Great Depression and World War II (1930-1945)" (1 resource); Post World War II (1946-1970) (5 resources); and Preservation and Tourism in Old Town (1950-1970) (2 resources).

In addition to individual properties, the survey identified one area which may be eligible for designation as a historic district. Associated with George Marston, the area consists of a group of single- and multi-family residences built between 1938 and 1955 in the Minimal Traditional and Ranch styles and embody the ideals of the 1936 FHA publication "Planning Small Houses." Similar to individual properties, additional research, analysis, and survey work will be required to confirm whether this area is eligible for designation as a historic district. For more information, a detailed listing of all identified individual properties and the George Marston Potential Historic District can be found in the *City of San Diego Old Town Community Plan Area Historic Resources Survey Report: Historic Context & Reconnaissance Survey*.

The properties identified by the Historic Resources Reconnaissance Survey are protected and preserved to some degree through existing General Plan policies and the historical resources regulations and guidelines of the Municipal Code. Additional policies that address the identification and preservation of new historical resources in the Old Town community follow.



FHA Housing of the "Small Houses" type, similar to the homes in the Mason Sub-District, 1941. Photo courtesy of Library of Congress, Prints & Photographs Division, FSA/OWI Collection, LC-USF34-039307-D.

POLICIES

- HP-2.1 Support the preservation, maintenance and continued use or adaptive reuse of historical resources in Old Town that convey historical, cultural and/or architectural significance.
- HP-2.2 Support the preservation, protection, and enhancement of historical parks and landmarks.
- HP-2.3 Consider the use of excess public right-of-way and property for the development and/or expansion of historical parks.
- HP-2.4 Evaluate properties which may be eligible for designation as historical resources.
- HP-2.5 Intensively survey the George Marston Potential Historic District.
- HP-2.6 Provide support and guidance to community members and groups who wish to prepare and submit historical resource nominations to the City, consistent with the Municipal Code and adopted Guidelines.
- HP-2.7 Work with community members to identify and evaluate properties that possess historical significance for social or cultural reasons (e.g. association with an important person or event) for potential historic designation.
- HP-2.8 Evaluate the possibility of a multi-community or Citywide historic context statement and Multiple Property Listing related to the aerospace industry in San Diego.
- HP-2.9 Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Old Town or otherwise, and refer sites to the Historical Resources Board for designation, as appropriate.
- HP-2.10 Identify, preserve, and appropriately treat historical archaeological resources; and refer sites to the Historical Resources Board for designation, as appropriate.
- HP-2.11 Support the reconstruction of missing historical structures in a manner consistent with the U.S. Secretary of the Interior's Standards for Reconstruction.

2.3 Educational Opportunities and Incentives

Revitalization and adaptive reuse of historic buildings and districts conserves resources, uses existing infrastructure, generates local jobs and economic activity, supports small business development and heritage tourism, and enhances quality of life and community character. The successful implementation of a historic preservation program requires widespread community support. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves as well as the purpose and objectives of the preservation program must be developed and widely distributed.

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and the character of the community. The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future.



The Whaley House Museum offers residents and tourists the opportunity to learn more about Old Town's history.

In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. There is great opportunity to build on the existing local patronage and tourism base drawn to Old Town by highlighting and celebrating the community's rich history.

In addition to the General Plan Historic Preservation Element policies, the following policies are specific to Old Town for the implementation of educational opportunities and incentives for preservation of the community's historical resources.

POLICIES

- HP-3.1 Provide opportunities for education and interpretation of Old Town's diverse history through the distribution of printed brochures, mobile technology (such as phone applications) and walking tours, and the installation of interpretive signs, markers, displays, and exhibits at public buildings and parks. Consider the use of excess public right-of-way and property for interpretive signage opportunities.
- HP-3.2 Work with businesses and organizations to create and promote new marketing and heritage tourism programs and opportunities.
- HP-3.3 Support entering into agreements with non-profit organizations for the operations and management of the City-owned historic sites and to provide educational and interpretive programs for visitors.
- HP-3.4 Support the incorporation of historic markers and plaques to acknowledge the significance of the historical structures and cultural resources.
- HP-3.5 Support the installation of public art, statues, and other features that commemorate the character and historical value of historical and cultural resources.
- HP-3.6 Support the creation of interpretive programs to educate the public and acknowledge the cultural heritage and significance

of the Kumeyaay people in the early history of California and Old Town.

- HP-3.7 Acknowledge the place names and places important to Native Americans and Spanish, Mexican and early American settlers who inhabited the community of Old Town through signage and/or narratives in brochures, handouts and mobile device applications.
- HP-3.8 Partner with California State Parks and local community and historic organizations to better inform and educate the public on the merits of historic preservation by providing information on the resources themselves, as well as the purpose and objectives of the preservation program.
- HP-3.9 Outreach to local businesses and other organizations operating within Old Town's various individually significant designated and potential historical resources to provide information on the benefits and responsibilities of historic resource stewardship.
- HP-3.10 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.



This mural is an example of public art in Presidio Park that commemorates the Mormon Battalion, which marched from Iowa to San Diego in 1846-1847 to help secure California for the U.S. in the Mexican-American War.



Historical markers and plaques such as this one identifying the Derby Dike site commemorate important events and places in the history of San Diego.

TABLE 2-1: DESIGNATED HISTORICAL RESOURCES IN OLD TOWN, GROUPED BY THEME

Name & Address	Significance	Year Built	Listings
Spanish Period (1769-1821)			
The San Diego Presidio Site <i>Bounded by Taylor St, Pine St, Harney St, Arista St, Cosoy Wy, Jackson St and Presidio Dr</i>	The San Diego Presidio Site (HRB Site #4) commemorates two important events: the founding of the first permanent European settlement on the Pacific Coast of the United States and the establishment of the first mission in California by Father Junipero Serra in 1769. From 1769 to 1776 the Presidio served as the base of operations for the Spanish settlers and continued to function as the seat of military jurisdiction in Southern California through 1837 under Mexican rule. The Presidio was originally constructed using wood for the exterior walls; however, in 1778 this material was replaced with adobe. The archaeological remains were designated a National Historic Landmark in 1963.	1769	NHL HRB #4
The Serra Palm Site <i>Located within Presidio Park at the southeast corner of Taylor Street and Presidio Drive.</i>	The Serra Palm Site is the location where the four divisions of the Portola Expedition met on July 1, 1769. It was at this site that Father Junipero Serra planted a palm tree when he first arrived and was the starting point where the "El Camino Real" trail began. Although, the original tree Father Serra planted no longer remains a commemorative marker is located in its place.	1769	CHL #67 HRB #5
The Franciscan Garden Site Block 413	The Franciscan Garden Site Block 413 was constructed when the San Diego Presidio was built. This garden was used and cultivated by the Spanish settlers, although the garden has since been demolished a commemorative marker has been placed in its original location off of Taylor Street.	1769	HRB #44
Casa de Carrillo <i>4136 Wallace Street</i>	Casa de Carrillo was one of the earliest and largest residences constructed during the Spanish Period. It was originally built by Francisco Maria Ruiz and later became the home of Joaquin Carrillo and his family in the 1820s. Casa de Carrillo is but a remnant reconstruction of what it used to be. The original residence was constructed of adobe bricks with a smooth earthen plaster exterior.	circa 1810	CHL #74
Mexican Period (1821-1846)			
Casa de Estudillo <i>Located at the southeast corner of San Diego Avenue and Mason Street.</i>	Casa de Estudillo is an adobe residence that was originally constructed by Don Jose Maria Estudillo. This building housed three generations of the Estudillo family and is also referred to as Ramona's marriage or wedding place. The residence was reconstructed in 1910 by John D. Spreckels, who commissioned architect Hazel Waterman to oversee the effort.	1828	NRHP CHL #53 HRB #14-A
Casa de Bandini <i>Located on Mason Street between San Diego Avenue and Calhoun Street.</i>	Casa de Bandini was a traditional Mexican style adobe residence constructed by Jose and Juan Bandini. Following its completion the home quickly became the social center of Old Town. In 1846, the residence became the headquarters of Commodore Stockton and Bandini provided supplies to his troops. In 1869, Alfred Seely purchased the property, added a second story and converted the residence to the Cosmopolitan Hotel. By 1900, Akerman & Tuffley had converted the building into an olive processing plant. The building was restored by California State Parks as the Cosmopolitan Hotel in 2010.	1829	CHL #72 HRB #14-C
Casa de Machado-Silvas <i>Currently serves as the Old Town San Diego State Historic Park visitor center.</i>	Casa de Machado-Silvas is an adobe residence that was constructed by Jose Nicasio Silvas. Silvas lived in this residence with his wife Maria Antonia Machado and their children. This residence is also known as Casa de la Bandera (House of the Flag), in honor of Maria who hid the Mexican flag in her house from American forces. Casa de Machado-Silvas stayed in the Silvas family for over 100 years, and has since been a boarding house, saloon, restaurant, art studio, souvenir shop, museum, and church.	1829	CHL #71 HRB #14-E

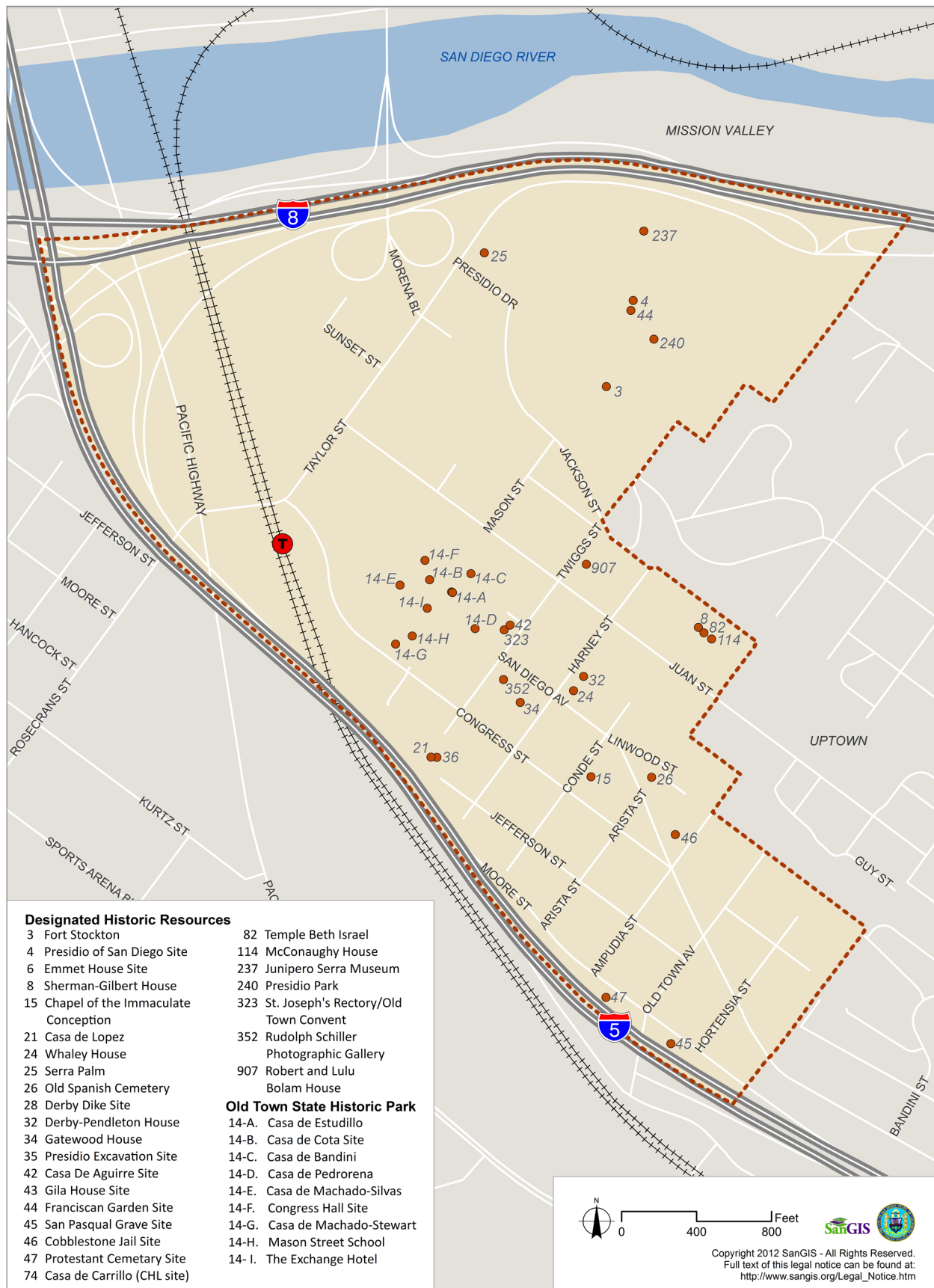
TABLE 2-1: DESIGNATED HISTORICAL RESOURCES IN OLD TOWN, GROUPED BY THEME

Name & Address	Significance	Year Built	Listings
Casa de Machado-Stewart <i>Located at the northwest corner of Congress and Mason Streets.</i>	Casa de Machado-Stewart is a restored adobe brick home constructed by Jose Manuel Machado. In 1845 Jack Stewart married Machado's youngest daughter, Rosa and moved in with the Machado family. Until 1966 the residence remained in the Stewart family.	1830	CHL #74 HRB #14-G
Casa de Cota Site <i>Located at the northwest corner of Twiggs and Congress Streets.</i>	Casa de Cota Site was the location of an adobe residence said to have been built by Juan or Ramona Cota. The residence has since been demolished and an identification marker has been placed at its original location.	c.1835	CHL #75 HRB #14-B
Casa de Lopez <i>3890 Twiggs Street</i>	Casa de Lopez was an adobe residence constructed by Juan Francisco Lopez. The residence was also referred to as the Casa Larga or Long House and was one of the first larger residences to be constructed in the Pueblo of San Diego. In 1956 the residence was restored by Arnholt Smith. However seven years after its restoration, the home was demolished and reconstructed at its present site.	1835	CHL #60 HRB #21
Fort Stockton <i>Located within Presidio Park</i>	Fort Stockton was originally constructed in preparation for a military offensive from Los Angeles. The fortification was originally constructed of earth. In 1846 the U.S. Army rebuilt the fortification. It was here that the Mormon Battalion ended its march from Council Bluffs, Iowa on January 29, 1874.	1838	CHL #54 HRB #3
Old Spanish Cemetery/ El Campo Santo <i>Located at the northeast corner of San Diego and Old Town Avenues.</i>	The Catholic Parish of the Immaculate Conception laid out the Old Spanish Cemetery, also known as El Campo Santo, in 1840 and by 1880 the cemetery was discontinued.	1840	CHL #68 HRB #26
American Transition Period (1846-1872)			
The Chapel of the Immaculate Conception <i>3965 Conde Street</i>	The Chapel of the Immaculate Conception was an adobe chapel constructed by John Brown. Later the chapel was sold to Jose Antonio Aguirre who funded its reconstruction as a church. It was completely restored between 1936 and 1937.	1850	CHL #49 HRB #15
The Exchange Hotel Site <i>South Side of San Diego Avenue in Block 436</i>	The Exchange Hotel Site is the location of a brick and wood-framed building constructed circa 1950. It was destroyed in the Old Town Fire of 1872 and a historical marker has been placed at its original location.	1850	CHL #491 HRB #14-I
The Casa de Aguirre Site <i>2604 San Diego Avenue</i>	The Casa de Aguirre Site is the location of an early residence constructed in the 1850s. It has since been demolished and a historical marker has been placed at its original location.	1850s	HRB #42
The Gila House Site Block 483 <i>3940 Harney Street</i>	The Gila House Site Block 483 is the location of an early residence constructed in the 1850s. It has since been demolished and a historical marker has been placed at its original location.	1850s	HRB #43
The Derby Dike Site <i>Located near Presidio Drive and Taylor Street.</i>	The Derby Dike Site is the location where the U.S. Army Corps of Engineers built a dike to divert the waters from the San Diego River into False Bay, now known as Mission Bay. However the river was not fully harnessed until the 1950s. The site of the Derby Dike is commemorated with a historical marker.	1850s	CHL #244 HRB #28
The Derby-Pendleton House <i>2482 San Diego Avenue</i>	The Derby-Pendleton House was constructed by William Heath Davis who sold it to Juan Bandini; Lt. George Horatio Derby later purchased it from Bandini, who came to San Diego to divert the San Diego River into False Bay. The building was moved from 3877 Harney Street to its current location in 1962.	1851	HRB #32
The Cobblestone Jail Site <i>2360 San Diego Avenue</i>	The Cobblestone Jail Site is the location of Haraszthy Jail. Agoston Haraszthy, the namesake of the jail, was the first sheriff in San Diego County. Completed in 1851, the jail was only used once; the first prisoner escaped by digging through the wall. It has since been demolished and a historical marker has been placed at its original location.	1851	HRB #46

TABLE 2-1: DESIGNATED HISTORICAL RESOURCES IN OLD TOWN, GROUPED BY THEME

Name & Address	Significance	Year Built	Listings
The Whaley House <i>2482 San Diego Avenue</i>	The Whaley House is a single-family brick residence constructed by Thomas Whaley. It was one of the first buildings within Old Town built with eastern American style influences. In 1869 the north room was remodeled and converted into the County Courthouse. The building was restored in 1956.	1856	CHL #65 HRB #24
The Emmet House Site <i>3919 Twiggs Street</i>	The Emmet House Site was constructed as a rooming house and restaurant and was later the location of San Diego's first County Hospital. The building was demolished in 1949 but a historical marker has been placed at its original location.	1860s	HRN #36
The Congress Hall Site <i>Southwest Corner of Calhoun Street and Wallace Street</i>	The Congress Hall Site is the location of a former saloon and Pony Express Station. The building was demolished in 1939 and a historical marker has been placed at its original location at Calhoun Street.	1860s	HRB #14-F
The Mason Street School <i>3966 Mason Street</i>	The Mason Street School, also known as the "little green school house", was a single room wood-framed building and was California's first public school building. The building was moved to its current location before 1870 and was restored by the State in 1962.	1865	CHL #538 HRB #14-H
Casa de Pedrorena <i>2616 San Diego Avenue</i>	Casa de Pedrorena was an adobe residence constructed by Miguel de Pedrorena, who originally arrived in Old Town in 1838. Pedrorena was a member of the Constitutional Convention at Monterey in 1849. This building was partially restored in 1968.	1869	CHL #70 HRB #14-C
The Rudolph Schiller Photographic Gallery <i>2541 San Diego Avenue</i>	The Rudolph Schiller Photographic Gallery was originally constructed in 1869 and later served as a residence.	1869	HRB #352
<i>The Automobile, Early Tourism and Preservation (1904-1939)</i>			
The Junipero Serra Museum <i>2727 Presidio Drive</i>	The Junipero Serra Museum was designed by architects William Templeton Johnson in the Spanish Colonial Revival style. Presidio Park, which surrounds the Junipero Serra Museum, was designed by John Nolen in 1925. The museum and surrounding parkland were donated to the City by George and Anna Marston in 1929. The park includes the San Diego Presidio Site.	1929	HRB #237

FIGURE 2-1: DESIGNATED HISTORIC RESOURCES





Junipero Serra Museum. Photo courtesy of the California History Room, California State Library, Sacramento, California.



3

LAND USE

- 3.1 EXISTING LAND USE
- 3.2 PLAN LAND USE
- 3.3 PRESIDIO SUB-DISTRICT
- 3.4 HISTORIC CORE SUB-DISTRICT
- 3.5 CORE SUB-DISTRICT
- 3.6 HORTENSIA SUB-DISTRICT
- 3.7 HERITAGE SUB-DISTRICT
- 3.8 TAYLOR SUB-DISTRICT
- 3.9 RESIDENTIAL SUB-DISTRICTS
- 3.10 HILLSIDE SUB-DISTRICT
- 3.11 COMMUNITY PLAN HORIZON

3. Land Use

GOALS

- A diverse mixture of commercial uses for residents, employees, visitors, and businesses.
- A balance between visitor-oriented uses and residential uses.
- Sub-districts with unique character and identity that enhance the community's livability.

INTRODUCTION

The Community Plan envisions Old Town San Diego as a pedestrian-oriented historical small town. It seeks to ensure that new buildings and uses enhance the community character and livability with a strong emphasis on design that respects the history of the community and encourages pedestrian activity. To achieve this vision, the Land Use Element specifies policies for land use by sub-district.

TABLE 3-1: EXISTING LAND USE DISTRIBUTION

Existing Use	Acreage
Residential - Single Family	8.9
Residential - Multi-Family	12.0
Commercial - Retail	13.0
Hotel	10.4
Office	25.0
Self-Storage	3.3
Tourist Attraction	18.8
Institutional	6.8
Parks, Open Space	69.2
Parking Lot	5.4
Transit Center	4.8
Communications and Utilities	0.9
Undeveloped	2.0
Transportation	94.0
Total	274.6

3.1 Existing Land Use

Old Town San Diego has a mixture of commercial, residential and institutional uses as shown in Table 3-1. Commercial uses within the community include retail, hotel, restaurant uses and professional offices uses. Commercial uses are small in scale and pedestrian-oriented, and serve both residential customers and visitors. Residential uses within the community include single-family homes, multi-family duplexes, apartments, and condominiums, totaling 474 housing units. Existing institutional uses include the U.S. Navy's Public Works Facility, and Fremont Elementary School/Ballard Parent Center.

3.2 Plan Land Use

The Community Plan envisions a balance between residential and visitor-serving uses, supports the preservation of the community's historic buildings, and guides the development of new buildings to complement Old Town's historic small town character. Buildings and uses that complement and enhance the community's historic character will attract visitors and support commercial activity. Vice versa, the enhancement of historic and visitor-oriented activities within Old Town San Diego can create a demand for commercial uses such as professional offices, shops, and museums. Many land uses that are not tourism-oriented are drawn to the area primarily by the historical ambiance and stimulating environment. Historical interest and a variety of cultural activities support the livability of Old Town and can attract people who choose to live and work in the community. The Urban Design Element addresses the design of new buildings and landscaping to ensure they are consistent with Old Town's historic character.

Old Town San Diego functions as a small town with a mix of pedestrian-oriented residential, commercial and public space served by the Old Town Transit Center, which is consistent with the "City of Villages" General Plan concept.

The Community Plan includes General Plan land use designations that are tailored to Old Town San Diego.

RESIDENTIAL

The Residential land use designation provides for the development of single family and multifamily housing units. Since the 1950s, residential uses within Old Town have been converted to commercial uses. However, the community's historic character and its small town charm provide a unique setting for existing and future residential uses. The Community Plan's guiding principles recognize the importance of maintaining Old Town as a residential community as well as a visitor attraction, and that residents can walk to the Core, the Old Town Transit Center, historic and cultural attractions, and parks. Residential uses within Old Town maintain the City's birthplace as a living neighborhood, contributing a sense of vitality and complementing and supporting visitor-oriented and commercial uses.

The Community Plan encourages the development of housing of a variety of types and affordability levels within Old Town, in a manner that reinforces the pre-1872 community character. Opportunities to build shopkeeper quarters, primarily in the Core and Hortensia Sub-Districts, can provide small business owners and artists with the ability to live and work in the same location. Residential buildings that complement Old Town's historic small town character could also replace out-of-scale non-historic buildings such as those found in the Hortensia Sub-District.

COMMUNITY COMMERCIAL

The Community Commercial land use designation provides for a variety of commercial uses including retail, office, and visitor commercial uses, as further addressed in the Economic Prosperity Element. In areas designated Community Commercial – Residential Permitted, residential uses can be integrated with commercial uses in order to enhance the community's historical small-town character and livability, as addressed in the Sub-District policies.

MIXED COMMERCIAL/RESIDENTIAL

The Mixed Commercial/Residential land use designation provides an opportunity for standalone office, visitor-serving commercial, residential, or a mix of residential and commercial on smaller parcels. Residential uses can include multi-family and shopkeeper units.

PARK

The Park land use designation identifies population-based parks with passive and/or active recreational uses that serve the household population including El Campo Santo Pocket Park and Presidio Community Park, as addressed in the Recreation Element. The Land Use Element discusses Presidio Park, the State Historic Park, and the County's Heritage Park as sub-districts within the community.

INSTITUTIONAL

The Institutional land use designation provides for public or semi-public uses including the Fremont School/Ballard Parent Center, Old Town Transit Center, U.S. Navy Public Works facility, Mormon Battalion Historic Center, and Old Adobe Chapel Historic Site.

RAIL TRANSPORTATION

Rail Transportation identifies land uses related to trolley, passenger train, and freight rail operations. Refer to the Mobility Element for additional discussion.



Community Commercial uses along San Diego Avenue strengthen its character as Old Town's "main street."

LAND USE FRAMEWORK

The land use designations in this plan are based on the General Plan's land use designations, and have been tailored as needed to guide development to achieve the overarching Community Plan vision and the vision for each village and district. The Land Use Map (Figure 3-1) is a visual representation of land use policies contained in the Community Plan and General Plan. The land use designation categories that are used in this plan are described in this section, and Table 3-2 summarizes the characteristics of specific land use designations found on the Land Use Map. The Old Town San Diego Planned District within the Municipal Code implements the Community Plan policies through zoning and development regulations.

SUB-DISTRICTS

The Community Plan identifies sub-districts within Old Town San Diego based on their existing uses and character as shown in Figure 3-2. The Community Plan provides a vision and policies for each sub-district to help guide improvements and development that enhance the existing uses and support the community's historic character. The Old Town State Historical Park is included in the Community Plan to identify and maintain its land use importance as the City's historical core as the Pueblo de San Diego.

TABLE 3-2: OLD TOWN SAN DIEGO COMMUNITY PLAN LAND USE DESIGNATIONS

General Plan Land Use Designation	Community Plan Land Use Designation	Density Range (du/ac)	Floor Area Ratio (FAR)
Park, Open Space, and Recreation	Parks	None	N/A
Residential	Residential - Low	5-9	0.6
	Residential - Low Medium	10-15	0.6
	Residential - Medium	16-25	0.6
	Residential - Medium High	30-44	1.2
Commercial Employment, Retail, and Services	Community Commercial – Residential Prohibited	N/A	1.0
	Community Commercial – Residential Permitted	0-25	0.6 ^{1,2}
		0-36	1.2
Multiple - Use	Mixed Commercial Residential	0-25	1.0
		0-54	1.5
		0-73	1.5
Institutional	School/ Institutional	None	0.6

¹ A maximum FAR of 0.8 in mixed commercial/residential projects.

² A maximum FAR of 1.0 within the Hortensia Sub-District.



Historic Presidio Park is one of the many diverse park land uses in Old Town.



The San Diego Mormon Battalion Museum provides information about the Mormon Battalion's contribution to early San Diego.

FIGURE 3-1: LAND USE MAP

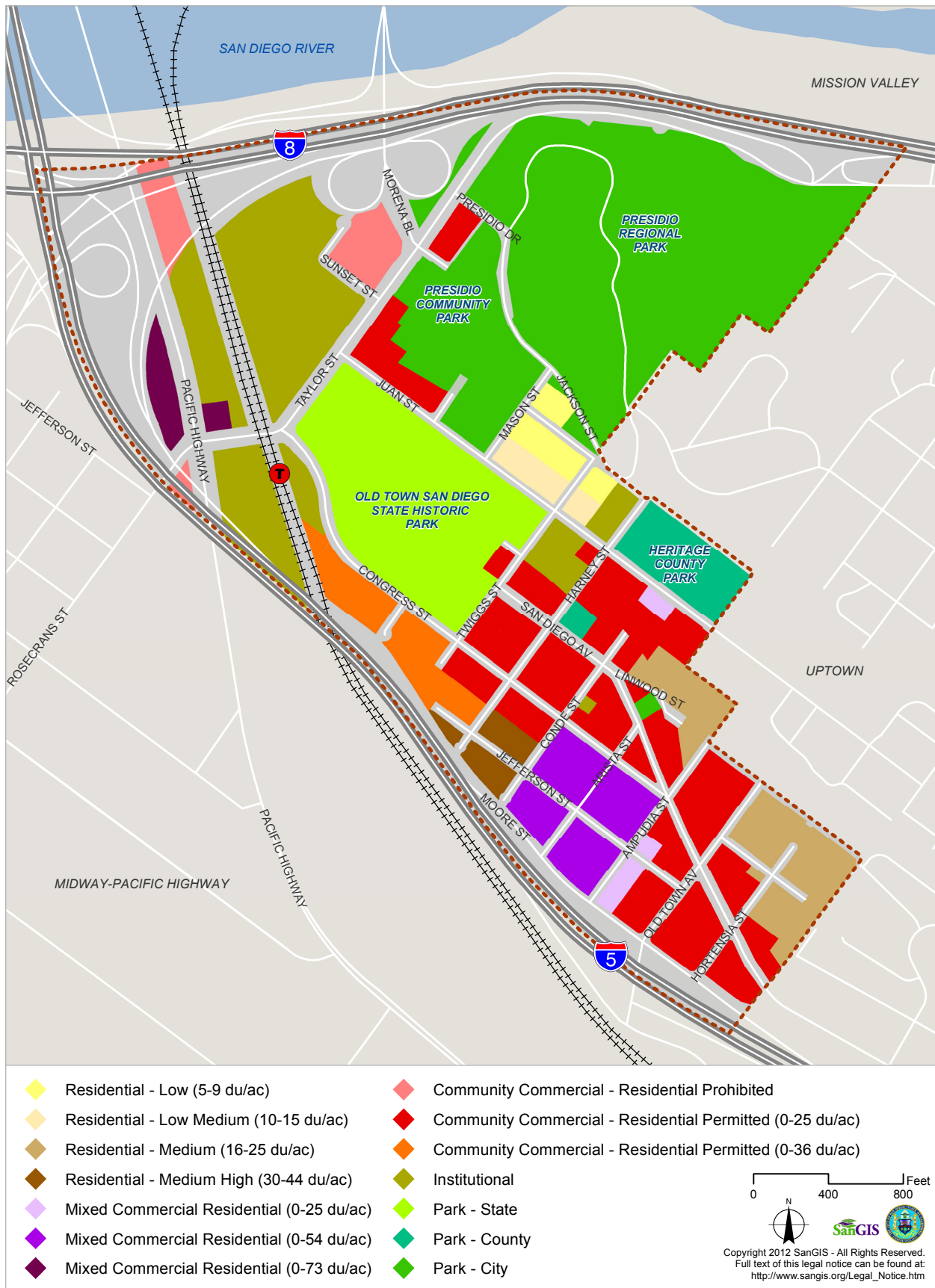
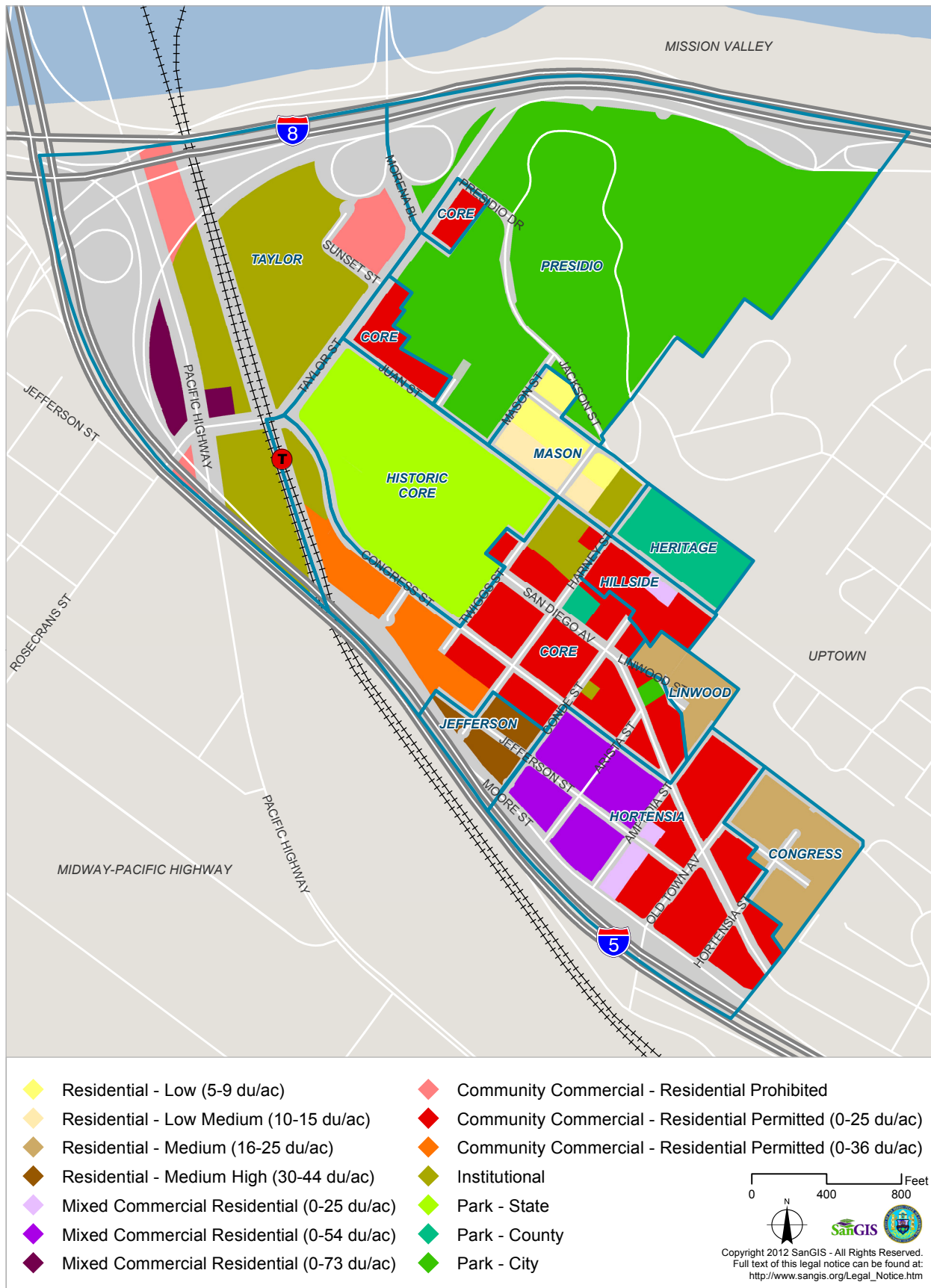


FIGURE 3-2: SUB-DISTRICTS



3.3 Presidio Sub-District

The Presidio Sub-District contains the historic Presidio Park, the Presidio Community Park and the Presidio Hills Golf Course. Presidio Park is designated as a regional park for its distinctive historic and cultural significance. The park commemorates the founding of the first permanent European settlement on the Pacific Coast of the United States by Spanish expedition led by Gaspar de Portola, the establishment of the first mission in California in 1769 by Father Junipero Serra, and the location of the Kumeyaay village of Kosaii.

The Presidio of San Diego was strategically established on the hill by the Spanish to protect against invasions, and it provided views to the La Playa landing along the San Diego Bay. In addition to a garrison and Catholic mission, the Presidio contained work areas for the manufacture of lime and adobe bricks, temporary living areas occupied by Native Americans, livestock corrals and other agricultural uses. In 1774, the mission moved to its current location in Mission Valley. As the need for protection disappeared, most people abandoned the Presidio and established their homes below the hill, at the Pueblo de San Diego, by 1834.

By the early twentieth century, weeds covered the Presidio, broken red tiles were scattered, and the foundations of adobe walls were still visible. A portion of the remains of the Presidio were destroyed when part of the hill was removed for the construction of the San Diego River dike and Friars Road (formerly Mission Valley Road). Between 1907 and 1937, George W. Marston



The Serra Museum, constructed by George Marston within Presidio Park, is an educational resource for early San Diego history.

FIGURE 3-3: PRESIDIO SUB-DISTRICT



helped preserve the Presidio remains by purchasing the properties making up Presidio Hill and establishing a public park including the Serra Museum, which was built in 1929. Marston donated approximately 37 acres in total to the City of San Diego for park purposes between 1929 and 1937.

During the development of Presidio Park by George Marston, a cross constructed with broken tiles from the Presidio was placed at the approximate site where Father Serra had erected his cross and blessed the ground in 1769. The Presidio ruins were marked by an adobe wall and protected by mounds of earth placed over the ruins and planted with grass. The grass-covered mounds suggest a part of the ground plan and outline of former walls and buildings of the Presidio. As it winds its way to the Serra Museum, Presidio Drive traverses over a section of the Presidio site.

The Serra Museum houses a large collection of archaeological and historical objects related to Native American, Spanish, Mexican and American periods through 1848. The former site of the Presidio is located in front of the Serra Museum and is a National Historic Landmark.

Presidio Park also contains the Fort Stockton historic site, which was occupied as an American strategic garrison by the forces of Commodore Robert Stockton in 1846-1847 during the Mexican–American War. It was also at Fort Stockton in 1847 that the U.S. Army's Mormon Battalion ended its march from Council Bluffs, Iowa, to San Diego during the Mexican–American War in an effort to help incorporate San Diego as part of the United States.

The Presidio Community Park, which was developed in 1946, is located at the foot of the hill on which the Presidio and Fort Stockton sites are located. Presidio Community Park is approximately 12.21 acres in size, of which 3.15 acres are developed with a softball field, picnic area, a parking lot, a basketball court, lawn area and a recreation center for residents. Youth and adult sports leagues also use the softball field and the recreation center. The remaining 9.06 acres of the park are developed as the Presidio Hills Golf Course, opened in 1932 and operated privately under a lease from the City of San Diego. The golf course clubhouse is also the oldest adobe dwelling in San Diego, built in 1802 and known as the Casa de Carrillo.

VISION

The Community Plan envisions maintaining and enhancing the Presidio Sub-District as a regional park with historical, cultural, and open space resources as well as active recreation uses within the Community Park and golf course. The resource-based portion of Presidio Park provides passive recreation with trails within its open space areas for the community and the region at large. Presidio Park's regional park designation stems from its historical significance and its landmark location and views. Its elevation provides hillside picnic areas, lawn areas, and trails with views to the San Diego Bay, Mission Bay, and the Pacific Ocean. The active recreation portion of the community park and the golf course provide sports facilities within the community. Goals and policies for the Regional Park and Community Park are found in the Recreation Element.



Presidio Regional Park has many picnic and lawn areas in addition to historical resources and hiking trails.



Casa de Carrillo, Presidio Hills Golf Course's clubhouse in the Presidio Sub-District, is the oldest adobe building in San Diego. Photo courtesy of Save Our Heritage Organisation.

The Community Plan envisions the enhancement of the pedestrian connections from the Old Town Transit Center and Old Town San Diego State Historic Park to the Presidio Park Sub-District to improve connectivity to the core of the community and the relationship between the Presidio and the historic Pueblo de San Diego. The enhancement of paths and trails within Presidio Park can improve accessibility to a significant area in San Diego's history. Enhancements could include sidewalks/trails, the installation of wayfinding signage, interpretive/educational signs, picnic tables, and scenic overlooks or viewpoints to the San Diego Bay, Mission Bay, and San Diego River.

The protection and enhancement of views, through the improvement of overlook areas along the trails and the removal of non-native vegetation on the slope above the golf course, can reestablish a clear visual link between Old Town San Diego State Historic Park and the Presidio. Portions of the Presidio Park open space areas are within the City's Multi-Habitat Planning Area, which focuses on the preservation of sensitive habitats and plant species. The preservation and maintenance of open space areas contribute to the visitors' experience of nature and a sense of what it may have felt like to live in early, undeveloped San Diego.

Removing or limiting vehicular access on Presidio Drive from Jackson Street to the Serra Museum could help to preserve the historic resources of Presidio Park, reduce cut-through traffic, and enhance pedestrian and bicycle access to the Presidio. The removal of architectural barriers that currently hinder access to the Serra Museum, in a way that does not detract from the architectural character of the building, will ensure that people with varying abilities can enjoy access to the museum.

Available evidence suggests that the Kumeyaay village of Kosaii was generally located near the foot of Presidio hill adjacent to the San Diego River. The establishment of a Kosaii village commemorative site along Taylor Street could help to acknowledge the cultural heritage and significance of the Kumeyaay people in the early history of California and Old Town.

A Presidio Park Master Plan will support and provide greater direction for the park, and will reaffirm the purpose of Presidio Park as a historical resource and regional park. It will create policies and guidelines for enhancements within the park and identify improvements in greater detail. The Master Plan will include the goal of preserving, protecting and enhancing the natural conditions of Presidio Park's environment while providing a balance between protecting the park's sensitive resources and allowing for passive recreation use.

POLICIES

- LU-3.1 Preserve and enhance the historical value of Presidio Park as the site of the first European settlement in California and the site of early Native American settlement.
- LU-3.2 Support the establishment of a comprehensive interpretive program and exhibits at the Presidio site and Serra Museum.
- LU-3.3 Support the preparation of the Presidio Park Master Plan and Natural Resource Management Plan to preserve, protect and enhance the park and the historical and cultural resources it contains.
 - a. Create a pedestrian connection along Jackson Street between Presidio Drive and Mason Street to improve access to the recreation center.
 - b. Study alternatives to the existing park circulation system design that could improve pedestrian and bicycle access within Presidio Park.
 - c. Develop a trail plan to enhance trails and paths into and within Presidio Park to improve accessibility and connectivity from Old Town San Diego to open space areas and scenic overlooks.
 - d. Support the removal of non-native, non-historical vegetation and the preservation and maintenance of native and sensitive habitats and plant species in open space areas to reestablish a visual link between Old Town San Diego State Historic Park and the Presidio.
- LU-3.4 Support the removal of architectural barriers to provide greater accessibility to the Serra Museum in a manner that does not detract from the architectural character of the building and the Presidio site.
- LU-3.5 Support the development of a wayfinding signage plan to identify pedestrian paths leading into Presidio Park and to guide pedestrians to the paths.
- LU-3.6 Create a pedestrian connection along Taylor Street north of Presidio Drive to improve access to the northeast portion of Presidio Park.

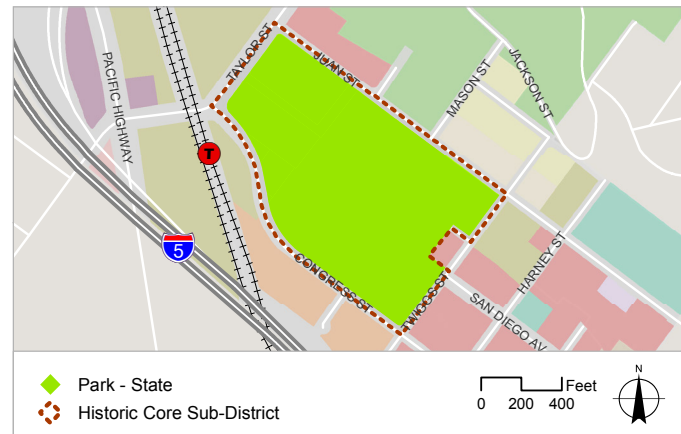
- LU-3.7 Consider removing or limiting vehicular access on Presidio Drive from Jackson Street to the Serra Museum to preserve sensitive historic resources and improve pedestrian and bicycle access and safety.
- LU-3.8 Support the installation of a monument to commemorate the Kosaii settlement.

3.4 Historic Core Sub-District

The Historic Core Sub-District is where the City of San Diego began as the Pueblo de San Diego. The State Department of Parks and Recreation established Old Town San Diego State Historic Park in 1968 to commemorate and preserve one of the first settlements in the State as it existed during the Mexican period (1821 to 1846) and the American Transitional period (1846 to 1872). The State Historic Park contains restored original historic buildings and reconstructed sites, along with early twentieth century buildings designed in accordance with the historic character of the park. The Old Town San Diego State Historic Park's unique environment provides opportunities for passive recreation and attracts residents and visitors to its museums, retail shops and restaurants located along the central plaza. The Park has three original restored adobe buildings: Casa de Estudillo, Casa de Machado-Stewart and Casa de Machado-Silvas. Its streets have been closed to vehicular traffic, which has created a strong pedestrian environment.

By the early 1820s, retired soldiers from the Presidio and settlers from Europe, Mexico, and the United States established a civilian settlement at the foot of Presidio Hill and adjacent to the San Diego River. During the early part of the Mexican period, the Old Town area was the commercial and governmental hub of the San Diego region, even though its population was never more than a few hundred persons. By 1834, the Mexican government granted San Diego the status of a pueblo (town). When California was admitted to the United States in 1850, San Diego was made the county seat of San Diego County. In 1871, City records were moved from Old Town to New Town, which permanently eclipsed Old Town as the administrative and commercial center of San Diego.

FIGURE 3-4: HISTORIC CORE SUB-DISTRICT



VISION

The Community Plan envisions the Historic Core as a thriving pedestrian destination that preserves and celebrates the historic and multicultural identity and traditions inherent to Old Town.

The community's attractiveness to visitors relies on maintaining and enhancing the historic qualities of the Historic Core Sub-District. The inclusion of additional reconstructed structures will provide a comprehensive representation of the early history of San Diego and provide an approximate representation of building density and design of the early town. Planning for the Historic Core Sub-District focuses on reducing visitor-oriented vehicular traffic searching for parking and improving pedestrian and bicycle connections to the Historic Core from the Transit Center, the Core, and Presidio Park. The long-term relocation of visitor-oriented parking from the Historic Core to parking facilities along Pacific Highway in combination with pedestrian and bicycle improvements to strengthen connections to the Old Town Transit Center will reduce vehicle traffic within the community and provide area for historic development within the Historic Park.

The Plan envisions that the Historic Core Sub-District will reestablish a stronger connection to the Core Sub-District, since both include a portion of the community's main street commercial area center along San Diego Avenue. The Historic Core and the Presidio have been historically connected. Improving the pedestrian and bicycle environment, along with the installation of wayfinding signage will help re-establish this connection for visitors.

POLICIES

- LU-4.1 Encourage enhancements to the Old Town State Historic Park that strongly reflects the character of the Old Town from its founding to 1872.
- LU-4.2 Encourage the restoration and preservation of the early townscape character, including ground patterns, adobe-colored surfaces, and building material textures.
- LU-4.3 Support the reconstruction of buildings including structures from the Spanish, Mexican, and American Transitional periods.
- LU-4.4 Support the enhancement of the pedestrian environment with the Historic Core.
- LU-4.5 Support closing Calhoun Street and Wallace Street to vehicles.
- LU-4.6 Support relocating surface parking from the Historic Core to visitor-oriented parking facilities within the Taylor Sub-District.
- LU-4.7 Support the enhancement of trails or paths within the Historic Core to improve accessibility and connectivity to Presidio Park.
- LU-4.8 Encourage the use of period appropriate native and historic plant material for landscaping.
- LU-4.9 Maintain the existing tree species wherever possible, including non-native trees which due to their size and age are a major asset.
- LU-4.10 Support accessibility and connectivity between historic sites, including the Historic Core, and the rest of the community.
- LU-4.11 Consider the expansion of the State Historic Park to incorporate the area north of Juan Street and east of Taylor Street to Mason Street, which includes the Casa de Carrillo historical landmark and other historical resources.



Old Town State Historic Park recreates the townscape character of San Diego's first European settlement.



The McCoy House is one of the historical American Transitional period structures in the Historic Core.



San Diego Avenue leads visitors into early San Diego within the State Historic Park.

3.5 Core Sub-District

The Core Sub-District serves as the center of Old Town San Diego, possesses significant draws for shopping, arts, crafts and culture, and dining. Old Town is an entertainment and celebration destination. Visitors and residents of the San Diego region congregate in Old Town for its lively mixture of dining establishments, entertainment, and cultural events. The Old Town State Historic Park provides a visitor stream to the businesses and attractions in the Core. The Sub-District has smaller structures with commercial and residential uses, including historic buildings, which together provide a unique, pedestrian-scaled environment that recalls the Core's past.

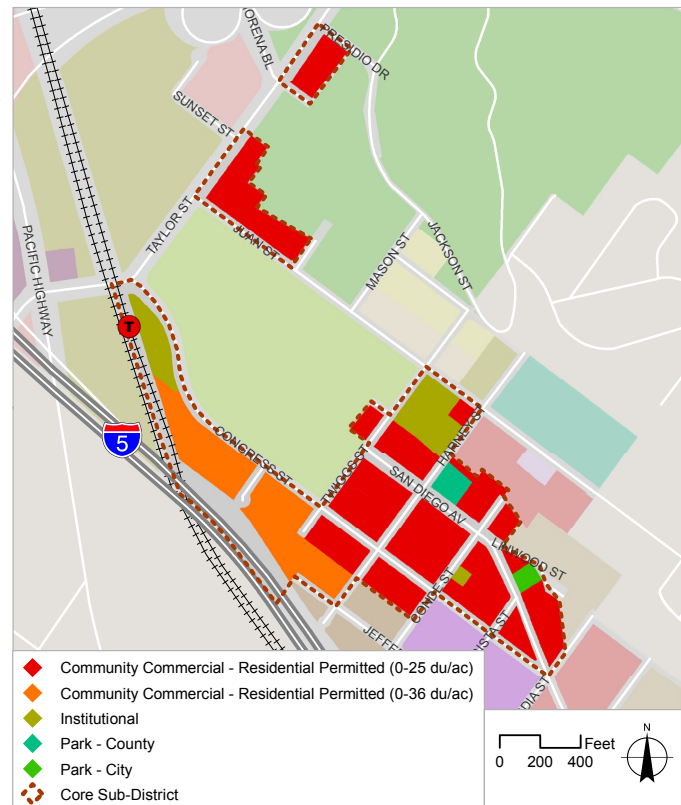
The Core centers on San Diego Avenue and has a historic relationship to the Old Town State Historic Park. San Diego Avenue has served as Old Town San Diego's main commercial shopping street since the American Transitional period (1846 to 1872). San Diego Avenue is a vibrant main street with pedestrians visiting its restaurants and cafés, retail stores, and historic places. The Whaley House Museum is a historic icon on San Diego Avenue, as is the historic Immaculate Conception Church which endures as a community hub. The El Campo Santo Cemetery is the resting place for many of the early residents of San Diego, and the Adobe Chapel is a popular historic attraction on adjacent Conde Street. San Diego Avenue is periodically closed for cultural and special events to provide additional space for festive crowds.

Congress Street contains a mix of retail, dining, and small offices, and provides a direct connection to the Old Town Transit Center.

VISION

The Community Plan envisions that the Core will reestablish a stronger connection to the State Historic Park to create a sense of continuity along the historical main street commercial area of San Diego Avenue. The community's attractiveness to visitors, residents, businesses and employees relies on maintaining and enhancing the historic and cultural qualities of the Core that spark interest.

FIGURE 3-5: CORE SUB-DISTRICT



Planning for the Core revolves around maintaining high pedestrian activity levels, improving pedestrian and bicycle circulation, rejuvenating public spaces, extending the character of the Historic State Historic Park into the Core Sub-District, and protecting Core's historic qualities while balancing the demand for visitor parking. Commercial and residential uses will continue to coexist while maintaining the Core's historic character. New buildings will provide a fine-grained design with articulation, scale, bulk, mass, and uses that are complementary with the Core's character and enhance the pedestrian environment.

The Community Plan envisions the creation of a plaza at the City-owned parking lot on Twiggs Street, if a structure is constructed to provide visitor parking below ground at the City-owned property or the visitor parking is replaced elsewhere within the community. The Twiggs Street plaza will provide opportunity for cultural events, outdoor markets, and recreational uses.

POLICIES

- LU-5.1 Maintain and enhance the Core as the central commercial/retail area of the Old Town San Diego community.
- LU-5.2 Increase the sense of linkage to the State Historic Park by providing an emphasized transition into the Core.
- LU-5.3 Encourage retail (including small-scale grocery), specialty retail, and eating establishment uses for visitors and residents.
- LU-5.4 Expand the sense of the Core as a small town by fostering the development of offices and studios for artists and professionals.
 - a. Support office and studio uses at both the ground floor level and upper floors of buildings along Congress Street.
 - b. Support office and studio uses above or behind street-level retail uses along San Diego Avenue.
- LU-5.5 Encourage indoor-outdoor eating establishments, bazaars, and similar primarily visitor-oriented activities.
- LU-5.6 Encourage pedestrian- and visitor-oriented retail uses to occupy ground floor frontages, including, but not limited to, art galleries, variety stores, gift shops, and sidewalk cafes.
- LU-5.7 Support shopkeeper units that provide craftsmen and artisans the ability to live, work, and sell their products.
- LU-5.8 Encourage development to incorporate residential units above or behind street-level commercial uses.
- LU-5.9 Support properties in the Core designated as Community Commercial - Residential Permitted (0-25 du/ac) on which mixed commercial/residential development is proposed to have a maximum floor area ratio of 0.8.
- LU-5.10 Consider the use of the City-owned parking lot on Twiggs Street as a plaza for public gatherings including, but not limited to, community events or an outdoor market, should replacement parking be provided below grade or in the Taylor Sub-District or in another location outside of the Core.



Pedestrian-oriented commercial uses and indoor-outdoor restaurants in the Core create an inviting atmosphere.



Buildings that mix ground-floor commercial uses with residential uses are encouraged in the Core.



Development should maintain the primarily commercial/retail orientation of the Core and incorporate pedestrian-oriented spaces.

3.6 Hortensia Sub-District

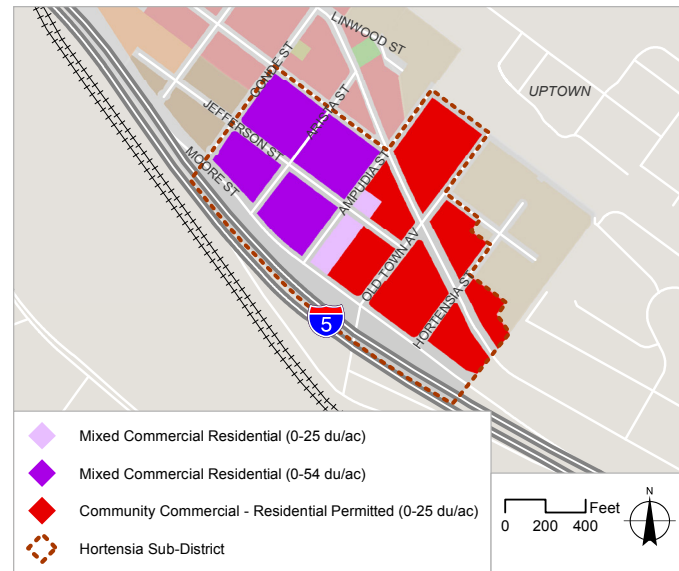
The Hortensia Sub-District serves as the southern gateway to the community, and contains larger scale office and hotel buildings generally built in the 1970s and 1980s as well as smaller scale residential uses. The bulk, scale, and architectural style of some of the larger buildings in Hortensia do not relate to the community's historic scale and character. Hortensia also contains the Fremont School/Ballard Parent Center on Congress Street.

VISION

Hortensia will continue to include a mix of hotel, office, and residential uses. The Community Plan envisions enhancing non-historical commercial buildings to be consistent with Old Town's historical character, or replacing them with buildings that respect Old Town's historical architectural styles and building size precedents as described in the Urban Design Element. To incentivize the replacement of existing large-scale office and hotel buildings with new structures compatible with Old Town's historical scale and character, the Community Plan supports allowing parcels in Hortensia of 20,000 square feet in size or greater designated as Community Commercial - Residential Permitted (0-25 du/ac) and Mixed Commercial Residential (0-25 du/ac) to redevelop up to a floor area ratio of 1.0 provided that the proposed development is consistent with the policies in Section 5.1 of the Urban Design Element.

The Ballard Parent Center property provides an opportunity to incorporate public, commercial, residential, and educational uses with a design that respects the community's historic character. Development that incorporates residential development would provide an opportunity to provide affordable housing. The Community Plan envisions a plaza or pocket park to provide additional public gathering and passive recreational space at the Ballard Parent Center or as part of the replacement of other larger commercial buildings in the sub-district. New development will restore the historic grid pattern by providing a local street or public pedestrian pathway that connects Arista Street between Congress and Jefferson Streets.

FIGURE 3-6: HORTENSIA SUB-DISTRICT



POLICIES

- LU-6.1** Allow a mix of retail, office, hotel, and residential uses in Hortensia, which can be combined within a single building or in multiple buildings.
- LU-6.2** Allow ground-floor residential uses and shopkeeper units in Hortensia.
- LU-6.3** Support public and/or private uses at the Ballard Parent Center site.
 - a. Support school and school district uses to serve the public.
 - b. Require private and encourage public new development to be consistent with the pre-1872 Old Town architectural styles, historical precedent building sizes.
 - c. Require private and encourage public new development to provide the Arista Street connection through the Ballard



The Ballard Parent Center could be the site of future mixed-use development.

Parent Center property as: 1) a local street consistent with the width and design of the existing section of Arista Street, or 2) a pedestrian path open to the public with a minimum width of 30 feet.

- d. Allow the right-of-way area for the Arista Street connection to be included in the basis for residential density and floor area ratio calculation.
- e. Consider development that provides additional visitor-oriented vehicle parking.
- f. Encourage residential and commercial mixed-use or educational and commercial mixed-use, which can be combined within a single building or in multiple buildings.
- g. Encourage the inclusion of affordable housing.
- h. Encourage the incorporation of a plaza or pocket park open to the public.

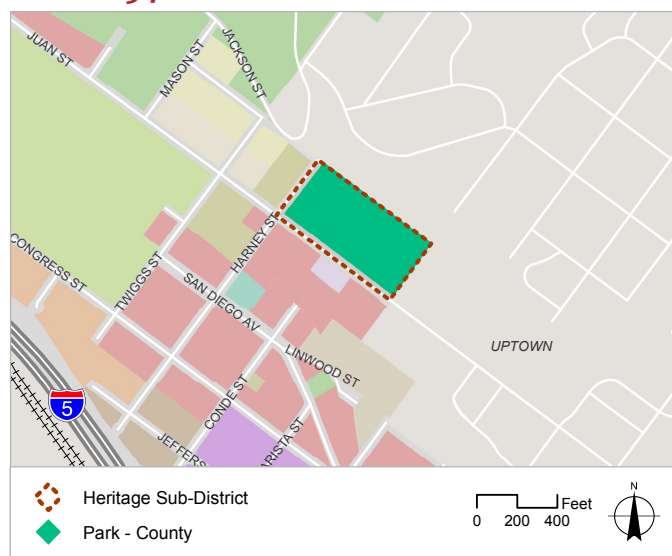
LU-6.4 Allow properties in Hortensia with a lot area of 20,000 square feet or greater designated as Community Commercial - Residential Permitted (0-25 du/ac) and Mixed Commercial Residential (0-25 du/ac) to be redeveloped up to a 1.0 floor area ratio if all buildings are consistent with the maximum historical precedent building sizes and policies in Urban Design Element Section 5.1.

LU-6.5 Allow properties in Hortensia designated as Community Commercial - Residential Permitted (0-25 du/ac) with a lot area of less than 20,000 square feet on which mixed commercial/residential development is proposed to have a maximum floor area ratio of 0.8.



The placement of the structures along Heritage Park's central promenade creates the impression of a Victorian village.

FIGURE 3-7: HERITAGE SUB-DISTRICT



3.7 Heritage Sub-District

Heritage Park is the only use in the Sub-District. The County of San Diego Park is dedicated to the preservation of San Diego's Victorian architecture and consists of seven relocated Victorian buildings, built between 1887 and 1896, along a passive park with lawn and picnic areas. Public and private funds paid for the acquisition, relocation, and restoration of these buildings.

POLICIES

- LU-7.1** Encourage active use of the historical Victorian structures with community- and visitor-serving uses that are compatible with the character of Heritage Park.
- LU-7.2** Support Heritage Park as a County park dedicated to the preservation of San Diego's Victorian architecture and structures.
- LU-7.3** Consider the relocation of additional Victorian structures to Heritage Park to recreate the character of a Victorian village.

3.8 Taylor Sub-District

The Taylor Sub-District serves as the northern gateway to the community and primarily contains institutional uses including the Old Town Transit Center and the Caltrans District 11 headquarters. The Community Plan envisions Taylor as a mix of residential, hotel, commercial, and institutional uses in proximity to the transit center, as well as visitor-oriented parking supporting the Historic Core and Core Sub-Districts. The Mobility Element's Parking section provides additional policies regarding the Old Town Transit Center.

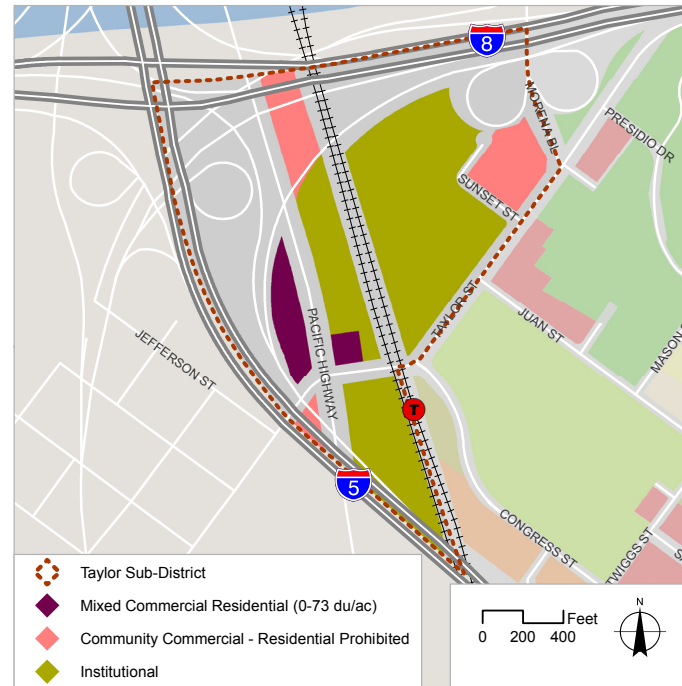
POLICIES

- LU-8.1** Encourage transit-oriented residential and mixed-commercial residential uses within the area along Pacific Highway north of Taylor Street.
- LU-8.2** Support the continued operation of the Navy Public Works facility on Pacific Highway to maintain military readiness of Navy installations.
- LU-8.3** Apply the Mixed Commercial Residential land use designation at a density of 0-73 dwelling units per acre without a community plan amendment should the Navy decide to close or relocate the Public Works facility.



The Old Town Transit Center is a significant activity center in the community and provides transit access to Old Town's parks and attractions.

FIGURE 3-8: TAYLOR SUB-DISTRICT



- LU-8.4** Encourage hotel uses and stand-alone or shared visitor-oriented parking uses in the Taylor Sub-District.
- LU-8.5** Support the continued use of the Caltrans District 11 office parking area for visitor-oriented parking during evenings, weekends, and holidays.
- LU-8.6** Support the development of a parking structure for transit- and visitor-oriented parking at the Old Town Transit Center parking lot along Pacific Highway.



The Caltrans District 11 Headquarters institutional use occupies the largest parcel in the Taylor Sub-District.

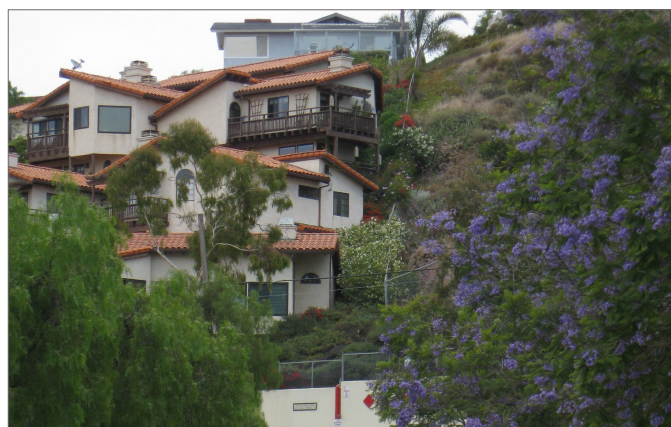
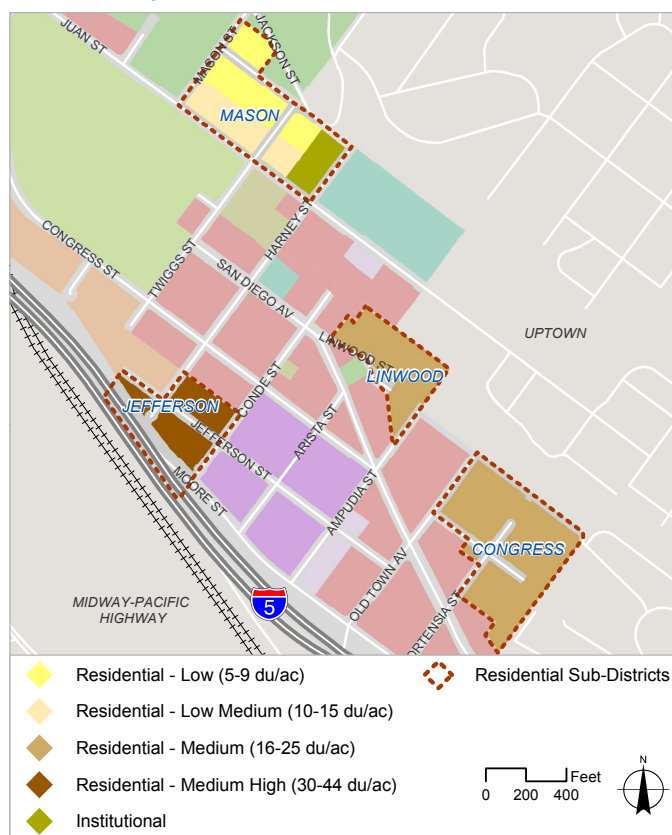
3.9 Residential Sub-Districts

The four residential sub-districts (Jefferson, Linwood, Congress, and Mason) are predominantly residential neighborhoods of varying density that continue to reflect the community's past as a small settlement. The Jefferson Sub-District contains a mix of single- and multi-family homes adjacent to I-5. The Linwood Sub-District contains a few older single-family homes on single parcels, small bungalows on a large parcel, and multi-family homes. The Congress Sub-District contains a mix of single- and multi-family homes adjacent to the hillsides of Mission Hills at the southern end of the Community. The Mason Sub-District is a neighborhood consisting mainly of single-family homes with a few multi-family homes adjacent to hillsides of Presidio Park. The Mason Sub-District includes a group of residences that were designed in the Minimal Traditional and Ranch styles and are representative of the Great Depression and World War II and Post-World War II themes related to development of Old Town (see Historic Preservation Element). The Community Plan envisions maintaining the residential character of the Jefferson, Linwood, Congress, and Mason Sub-Districts.

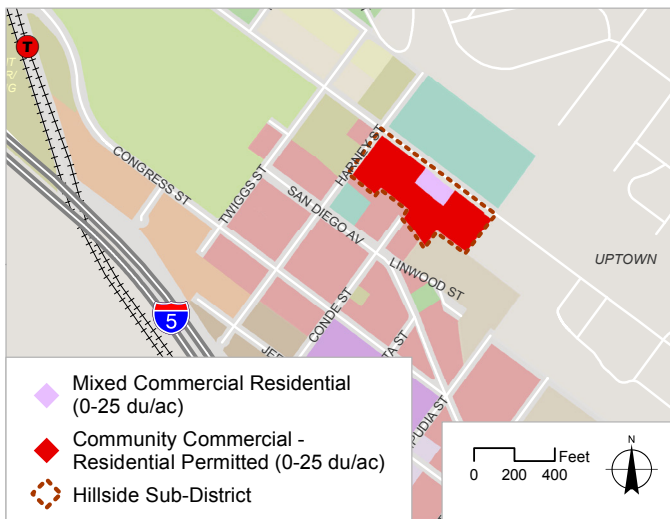
POLICIES

- LU-9.1 Maintain the residential and small-scale character of the Residential Sub-Districts.
- LU-9.2 Allow the development of additional single-family homes and multi-family homes on larger parcels while maintaining older single-family and bungalow homes.
- LU-9.3 Ensure that development in the Linwood Sub-District is designed to build upon the area's topography and allows for enhanced views uphill from San Diego Avenue.
- LU-9.4 Ensure that the massing, scale, and architectural style of development in the Linwood Sub-District is compatible with adjacent historical resources in the Core.
- LU-9.5 Protect and maintain single-family homes within the Mason Sub-District.
- LU-9.6 Support the preservation of the character of the Minimal Traditional and Ranch styles residences within the Mason Sub-District.

FIGURE 3-9: RESIDENTIAL SUB-DISTRICTS



This multi-family development in the Linwood Sub-District is a good example of using building articulation, altito roof effect, and creative site design to integrate with the topography and achieve a human-scale appearance.

FIGURE 3-10: HILLSIDE SUB-DISTRICT

3.10 Hillside Sub-District

The Hillside Sub-District occupies visually prominent land in Old Town and contains the Hacienda Hotel and small-scale residential buildings. The Community Plan envisions hotel and visitor-oriented commercial uses as well as residential uses in Hillside.

POLICIES

- LU-10.1** Allow a mix of hotel, commercial, and residential uses in Hillside, which can be combined within a single building or in multiple buildings.
- LU-10.2** Ensure that the massing, scale, and architectural style of development in Hillside is compatible with adjacent historical resources in the Core and Heritage Sub-Districts.
- LU-10.3** Ensure that development in Hillside is designed to build upon the area's topography and allows for enhanced views uphill from Juan Street and San Diego Avenue.
- LU-10.4** Allow properties in Hillside designated as Community Commercial - Residential Permitted (0-25 du/ac) on which mixed commercial/residential development is proposed to have a maximum floor area ratio of 0.8.
- LU-10.5** Encourage pedestrian-oriented commercial and hotel uses along Harney Street and Conde Street.
- LU-10.6** Allow ground-floor residential uses along Juan Street in Hillside.



Development in the Hillside Sub-District should be pedestrian-oriented and compatible with adjacent historical sites.

3.11 Community Plan Horizon

The Community Plan planning horizon data in Table 3-3 represents the amount of development that is assumed over the 30-year period, or "planning horizon," covered by the Community Plan. It was calculated assuming maximum density (units per acre) for land use designations that allow residential uses. Designation of sites for certain land uses does not mean that they will undergo change within the 30-year horizon of the Community Plan. Table 3-3 provides a reasonable assessment of Old Town San Diego's development potential. For the purposes of calculating the future household population, it has been assumed that 1.9 persons reside in each household, and that there is a 91 percent occupancy rate for the community. The persons per household and vacancy rate are assumptions to calculate potential residential population at the Community Plan horizon year; and they do not constitute a Community Plan policy. While anticipated development of the Community Plan could occur before or after this date, it represents a 30-year horizon for estimation purposes.

**TABLE 3-3: OLD TOWN SAN DIEGO
POTENTIAL DEVELOPMENT**

	Existing (2015)	Future Change	Horizon Total
Household Population	832	1,598	2,430
Employment (Jobs)	5,110	230	5,340
Residential (Units)	474	931	1,405
Data Source - Existing: SANDAG Series 13 Forecast Data Source - Horizon: City of San Diego Planning Department			



4

MOBILITY

- 4.1 WALKABILITY
- 4.2 BICYCLING
- 4.3 TRANSIT
- 4.4 STREETS AND FREEWAYS
- 4.5 PARKING
- 4.6 WAYFINDING
- 4.7 INTELLIGENT
TRANSPORTATION
SYSTEMS
- 4.8 TRANSPORTATION
DEMAND MANAGEMENT

4. Mobility

GOALS

- Streets that enhance walking and bicycling connections between parks, historical and cultural sites, adjacent communities, and the Old Town Transit Center.
- Transit as a mode of choice for residents, employees, and visitors.
- Adequate parking that supports visitor attractions and does not detract from the community character.
- A coordinated wayfinding system that supports the visitor experience and enhances the community character.

INTRODUCTION

Old Town San Diego is a pedestrian-oriented community with a mix of residential, hotel, office, and retail uses and cultural and historic attractions on an interconnected grid street network with small blocks. This street network pattern allows frequent intersections, easy connections, and short walking distances between the Community's destinations. Most of the community's streets are narrow, helping to define the urban form and public realm of the community, and relate to the scale of Old Town San Diego's historic context.

The Old Town Transit Center is a focal point for transit and rail access, which supports pedestrian activity for visitors, residents, and employees. The freeways (I-8 and I-5) that bound the community to the north and west affect the environment for pedestrians and bicyclists by limiting the connections to adjacent communities and the San Diego River. Due to vehicular congestion in the adjacent Midway-Pacific Highway community, traffic from adjacent communities uses Taylor Street to access I-8 which causes congestion in Old Town and detracts from the community's small-town character.

The Community Plan reinforces Old Town San Diego's character as a pedestrian-oriented community by placing an emphasis on walking, bicycling and transit as modes of transportation for visitors, employees and residents. The mobility vision for Old Town is to maintain the existing grid network of streets while enhancing the pedestrian and bicyclist environment to improve the public realm and strengthen connections between visitor destinations, parks, the Core, the Old Town Transit Center and the San Diego River Park. In order to reduce the amount of vehicular traffic circulating through the community searching for parking, the Community Plan envisions a greater share of visitors and employees using transit and supports additional commuter, visitor and employee parking supply at the periphery of the community.

The Mobility Element recommends improvements to reduce conflicts between different transportation modes and enhance pedestrian connections and accessibility. Improvements will be consistent with the historic character of the community and will incorporate design features that relate to Old Town San Diego's small-town scale and history. The Urban Design Element complements the Mobility Element by providing guidance for streetscape design and the provision of gateways, wayfinding signs, pedestrian-oriented lighting, and street trees that will help create a more pleasant walking environment within Old Town San Diego.



The goal of the Mobility Element is to accommodate all modes of transportation to support a vibrant and safe Old Town community.

4.1 Walkability

Pedestrian routes establish connections between visitor destinations, parks, the Core, the Old Town Transit Center and the San Diego River Park, as shown in Figure 4-1. The route types are defined in Box 4-1 and are based on the City's Pedestrian Master Plan. Cohesive streetscape design along pedestrian routes will improve the pedestrian environment, encourage people to walk to community destinations, and reinforce Old Town's historical character and sense of place. Walkability improvements may include widening existing sidewalks; designing new sidewalks to incorporate landscaped parkways, street furniture and street trees; and enhancing pedestrian street crossings, and will be tailored to the planned location in the project design process. Focused improvements are recommended (see Figure 4-4) to enhance accessibility and walkability for pedestrians of all ages and abilities, and will be consistent with Old Town's historical character.

POLICIES

- ME-1.1** Improve pedestrian connections and accessibility between historical and cultural attractions, parks, and the Old Town Transit Center.
 - a. Complete gaps in the sidewalk network.
 - b. Improve pedestrian crossings at locations including, but not limited to, San Diego Avenue at Twiggs Street, Congress Street/ Ampudia Street, Arista Street, and Conde Street/Linwood Street; Congress Street at Twiggs Street and Mason Street; Juan Street at Mason Street and Wallace Street; Pacific Highway and Taylor Street; and Presidio Drive and Jackson Street.
 - c. Provide non-contiguous sidewalks along Pacific Highway and Taylor Street.
 - d. Provide wider sidewalks along San Diego Avenue and Old Town Avenue.
 - e. Provide pedestrian-oriented lighting along San Diego Avenue, Congress Street, Taylor Street, Juan Street, Harney Street, Twiggs Street, and Pacific Highway.
 - f. Provide streetscape improvements that are consistent with community character.
- ME-1.2** Install, replace, and retrofit curb ramps throughout the community, ensuring that they do not detract from the community's historical character.
- ME-1.3** Coordinate with Caltrans and SANDAG to improve pedestrian connections to adjacent communities at freeway underpasses and overpasses at Pacific Highway, Rosecrans Street, Old Town Avenue, and Morena Boulevard and at nearby intersections.
- ME-1.4** Address barriers to walkability within the public right-of-way where feasible.
 - a. Remove utility poles and other barriers within the pedestrian path of travel.
 - b. Coordinate with utility companies to relocate above-ground utility boxes out of the public right-of-way.
 - c. Coordinate with property owners to remove curb cuts that are not in use.
 - d. Support placing newspaper racks into corrals of a design appropriate to the character of pre-1872 Old Town.

BOX 4-1: PEDESTRIAN ROUTE TYPES

District Sidewalks

Sidewalks with heavy pedestrian levels and with an identifiable focus to encourage walking within a district node.

Corridor Sidewalks

Sidewalks with moderate pedestrian levels that connect to district nodes.

Connector Sidewalks

Sidewalks with lower pedestrian levels that connect to corridor or district sidewalks.

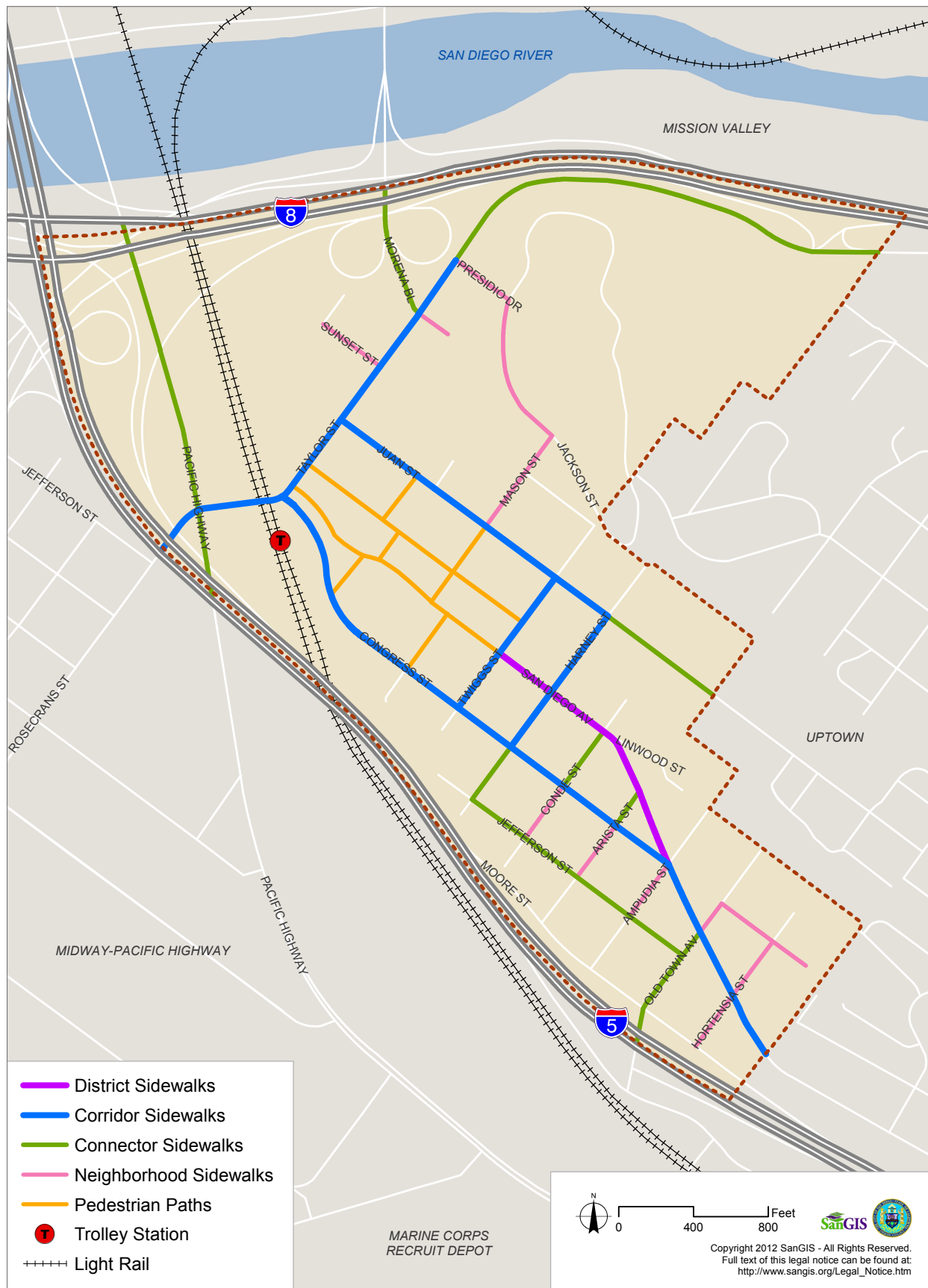
Neighborhood Sidewalks

Sidewalks with low to moderate pedestrian levels within residential areas.

Ancillary Pedestrian Facilities

Pedestrian facilities with moderate to high pedestrian levels that include bridges over streets and paths, walkways, promenades, plazas, and courtyards away from streets.

FIGURE 4-1: PLANNED PEDESTRIAN FACILITIES



4.2 Bicycling

Bicycle routes reinforce the connections between visitor destinations, parks, the Core, the Old Town Transit Center and the San Diego River Park, as shown in Figure 4-2. The bicycle route types are defined in Box 4-2, and are based on the City's Bicycle Master Plan. Old Town San Diego's street network is primarily composed of narrow streets, many with vehicle parking on both sides of the street, which limits the potential to install marked bicycle lanes. However, San Diego Avenue, Congress Street, and Juan Street have adequate width to support bicycles sharing a lane with motor vehicles. The Community Plan envisions the creation of an improved bicycle environment along Pacific Highway and Taylor Street within the existing right-of-way to provide connections to the regional bicycle network including the San Diego River bicycle path. Bicycle improvements along existing streets could include the incorporation of bicycle-oriented wayfinding signs and bicycle parking that are consistent with the community's historical character, as addressed in the Urban Design Element.



Improving bicycle facilities in Old Town will increase the community's popularity as a recreational and commuter bicycling destination.

POLICIES

- ME-2.1** Provide bicycle connections between historic and cultural attractions, the Old Town Transit Center, the regional bicycle network, and the San Diego River Park as shown in Figure 4-2.
- ME-2.2** Provide bicycle facilities and amenities that enhance the bicycle environment and are consistent with the community's historic character.
- ME-2.3** Coordinate with Caltrans to improve bicycle connections to adjacent communities and reduce conflicts with motor vehicles at the freeway underpasses at Morena Boulevard, Pacific Highway, and Rosecrans Street and at the Old Town Avenue bridge.
- ME-2.4** Implement additional bicycle facilities in conjunction with relocation of existing on-street parking spaces, where feasible, including a Class II facility along Congress Street between San Diego Avenue and Taylor Street.

BOX 4-2: BICYCLE ROUTE CLASSIFICATIONS

Class I – Bicycle Path

Routes that are physically separated from vehicular traffic and are constructed in the roadway or have exclusive right-of-way.

Class II – Bicycle Lane

Routes that provide exclusive or preferential bicycle travel with pavement striping and signage on the side of the roadway.

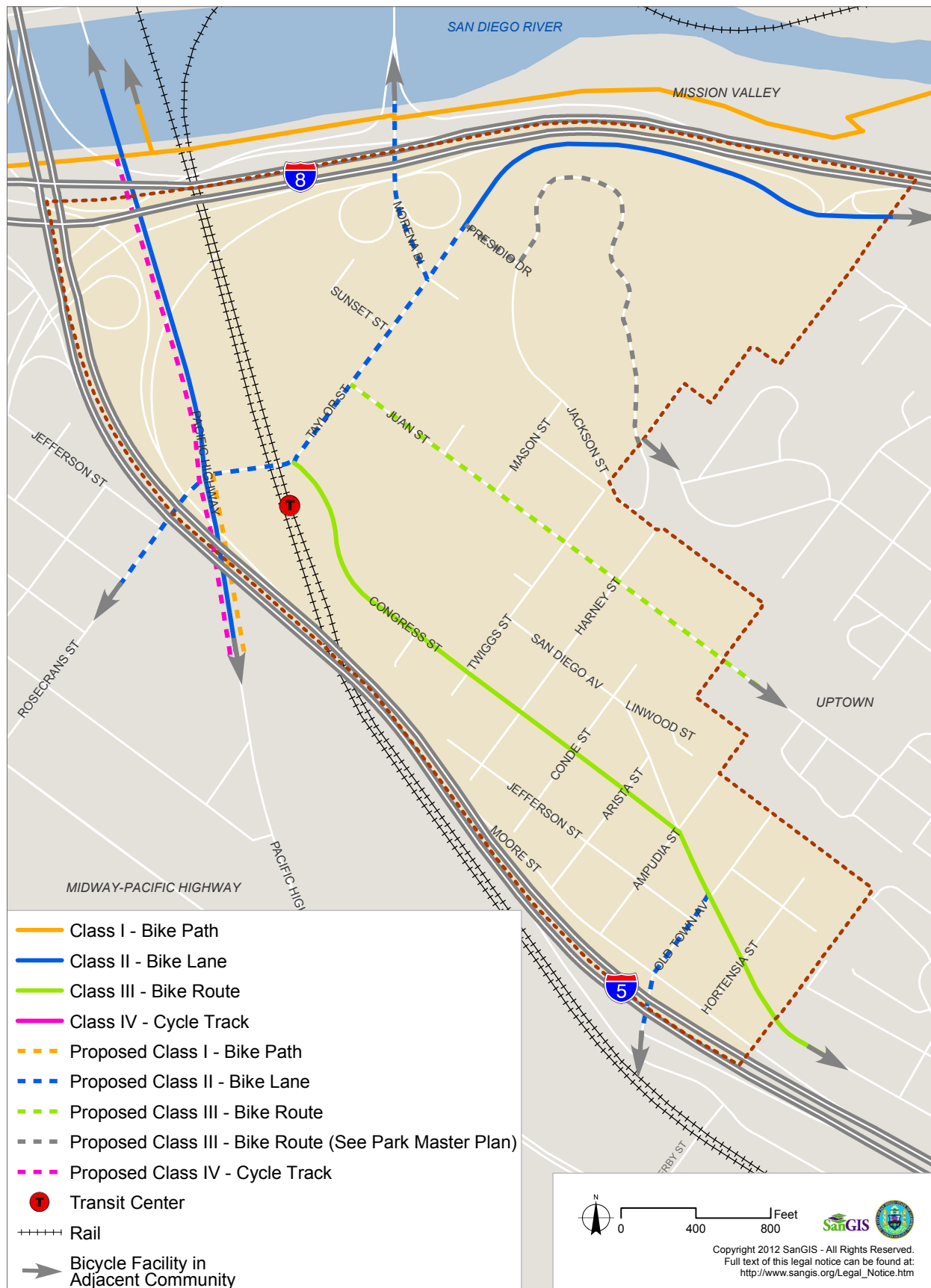
Class III – Bicycle Route

Routes that provide shared use with motor vehicle traffic within the same travel lane.

Class IV – Cycle Track

Bikeways that are located in the roadway right-of-way but separated from vehicle lanes by physical barriers or buffers.

FIGURE 4-2: EXISTING AND PLANNED BICYCLE FACILITIES



4.3 Transit

The Old Town Transit Center is a focal point for transit access for Old Town San Diego and adjacent communities (see Box 4-3). The Community Plan envisions maintaining and enhancing the transit-rider experience through the installation of amenities including additional shelters, seating, lighting, paving, and landscaping consistent with Old Town's historical character from the 1846-1872 Early American Period. The Transit Center's surface parking is shared by transit riders and Old Town San Diego State Historic Park visitors. The Parking section provides policies regarding development of a parking structure that will provide additional capacity for park-and-ride transit riders and Old Town State Historic Park visitors.

The Taylor Street at-grade rail crossing is a location where rail-based transit services operations can conflict with pedestrian, bicycle, and vehicle circulation. Conflicts at this intersection include the wait time during train crossings. The Community Plan envisions reducing conflicts at the Taylor Street intersection through near-term improvements, including signal timing changes and pedestrian crossing arms. Grade separation of the rail crossing is a long-term option that could include partial grade separation for pedestrians and bicyclists or full grade separation for automobiles (see the Streets and Freeways section for related policies).

POLICIES

- ME-3.1 Coordinate with SANDAG and MTS to support and incorporate transit infrastructure and service enhancements for Old Town San Diego in the Regional Transportation Plan as funded improvements that complement the community's historical character.
- ME-3.2 Enhance the environment at the Old Town Transit Center through installation of additional shelters, additional seating, lighting, bicycle parking and lockers, and landscaping consistent with the 1846-1872 Early American Period.
- ME-3.3 Coordinate with MTS to ensure accessibility and compatibility between transit operations and private and public development and infrastructure projects.
- ME-3.4 Coordinate with MTS to improve bus stops on Taylor Street near Hotel Circle South.
- ME-3.5 Coordinate with MTS to support the installation of benches and shelters that reflect Old Town's pre-1872 character at the bus stops along Taylor Street.
- ME-3.6 Coordinate with MTS to discourage the placement of advertising at benches and shelters at the Old Town Transit Center and bus stops within Old Town.
- ME-3.7 Support the implementation of transit priority measures within Old Town, including the Taylor Street / Pacific Highway / Rosecrans Street intersection.

BOX 4-3: TRANSIT SYSTEM

San Diego Trolley

The San Diego Trolley, operated by the Metropolitan Transit System (MTS), connects Old Town to Mission Valley, San Diego State University, El Cajon, and Santee in the east, and to Midway - Pacific Highway, Downtown, National City, Chula Vista, and San Ysidro in the south. Trolley service will be extended from Old Town San Diego to the University of California San Diego and the University community.

Coaster

The Coaster, operated by North County Transit District (NCTD), is a commuter rail service connecting the Oceanside Transit Center, Carlsbad Village, Carlsbad Poinsettia, Encinitas, Solana Beach, Sorrento Valley, Old Town San Diego, and Downtown.

Rapid Bus

Rapid bus operated by MTS will provide a higher-speed service, which will be available at the Old Town Transit Center.

Local Bus

Local bus routes are operated by MTS with stops at the Old Town Transit Center and on Taylor Street.

Amtrak

Amtrak provides passenger rail service from San Diego to several destinations throughout the state and country. The main route serving San Diego is the Pacific Surfliner which connects major cities along California's coast.

Map Labels: SAN DIEGO RIVER, MISSION VALLEY, 105, 44, 88, PRESIDIO DR, SUNSET ST, JUAN ST, MASON ST, JACKSON ST, CONGRESS ST, TWIGGS ST, SAN DIEGO AV, HARNEY ST, LINWOOD ST, CONDE ST, ARISTA ST, AMPUDIA ST, OLD TOWN AV, HORTENSIA ST, WITHERBY ST, 640A, 5, 30, 150, 10, 28, 35, 8, 9, ROSECRANS ST, JEFFERSON ST, MIDWAY-PACIFIC HIGHWAY, UPTOWN, MISSION VALLEY.

Legend:

- Transit Route
- Future Light Rail
- Future Rapid Bus
- Bus Route
- San Diego Trolley
- Coaster Commuter Rail
- Transit Center
- Trolley Station
- Bus Stop
- 0.25 Mile Walkshed Buffer around Station/Stop

Scale: 0 400 800 Feet

Copyright: Copyright 2012 SanGIS - All Rights Reserved. Full text of this legal notice can be found at: http://www.sangis.org/Legal_Notice.htm

4.4 Streets and Freeways

The community's existing grid network of streets, shown in Figure 4-3, reflects the historic layout of the Old Town San Diego settlement and will be maintained. Enhancements to the community's streets and freeway connections can optimize vehicle circulation, improve the multimodal environment, improve connections and accessibility to community destinations and adjacent communities, and reduce conflicts between transportation modes.

The permanent closures of local streets are generally not consistent with the community character, unless the street closure will enhance the pedestrian environment or preserve subsurface archaeological resources. Street widening is also not consistent with the community character. Operational controls such as street signs and intersection controls can be implemented to assist in the management of vehicle circulation without street widening. Street widths or lane widths could be reduced in order to construct enhanced pedestrian or bicycle facilities if it would not result in a net loss of on-street parking or if on-street parking can be relocated to a new or expanded public off-street facility.

Freeway access points within Old Town are also recommended for improvement. Commuters traveling primarily from the Midway-Pacific Highway community use Taylor Street to access the I-8 freeway. The Community Plan envisions freeway access improvements within the Midway-Pacific Highway community and at the Morena Boulevard interchange, and the closure of the Taylor Street I-8 freeway ramps, to reduce congestion and cut-through traffic in Old Town. At the Old Town Avenue freeway interchange and bridge, desired improvements include enhancements to the pedestrian and bicycle environment to facilitate access to Old Town. Should Caltrans renovate or reconstruct the Old Town Avenue bridge, the bridge is envisioned to incorporate wider sidewalks, bicycle lanes, and bridge design elements that highlight Old Town and its heritage. The Community Plan also recommends improving vehicular access at the I-5 southbound on- and off-ramps at Old Town Avenue, which could include reconstructing the ramps and modifying the



The odd-angled intersection of San Diego Avenue and Congress Street is recommended for improvements to improve access and safety, which could include a roundabout.

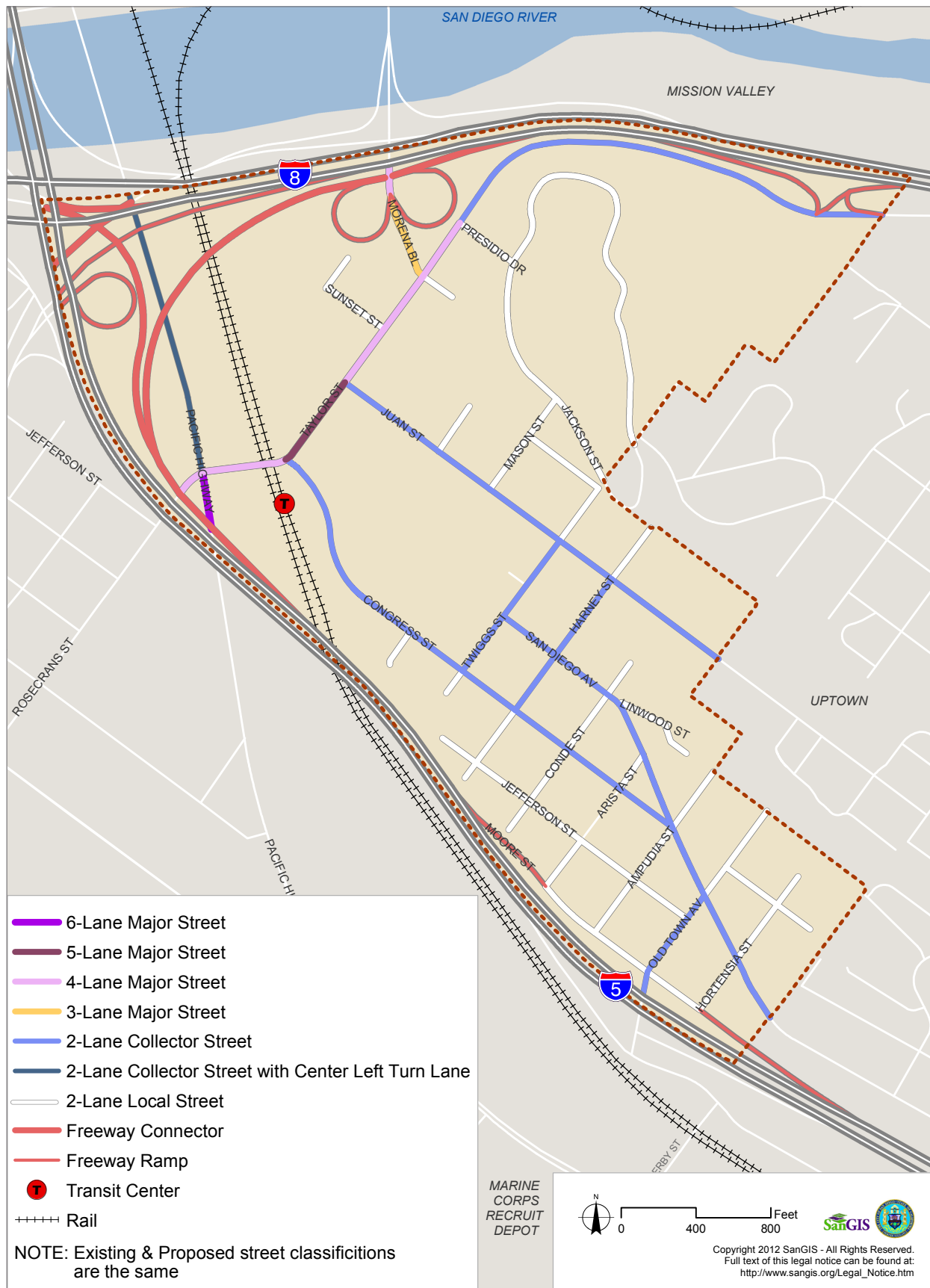
auxiliary lane length along I-5. In conjunction with these improvements, enhanced crosswalks at the intersections with Moore Street and Hancock Street will support pedestrian and bicycle activity and safety.

Street and freeway access improvements in Old Town San Diego will be designed to be consistent with the vision for key community street corridors found in the Urban Design Element. Streetscape design, which unifies the various components of a street, will establish street theme consistent with Old Town's character.

POLICIES

- ME-4.1** Consider the implementation of operational improvements to streets that assist in the management of vehicular circulation and enhance the pedestrian and bicycle environment without widening streets.
- ME-4.2** Maintain the existing grid network of streets.
- ME-4.3** Maintain the existing curb-to-curb width of streets except where pedestrian improvements would narrow curb-to-curb width.
- ME-4.4** Consider implementing a roundabout or other improvements at the intersection of San Diego Avenue, Congress Street, and Ampudia Street, to improve multimodal mobility and safety.

FIGURE 4-4: EXISTING AND PLANNED STREET CLASSIFICATIONS



- ME-4.5** Consider implementation of one-way streets in limited circumstances, where these would meet the goals of the Community Plan.
- a. Ensure that any proposed implementation of one-way streets does not alter the grid block pattern.
 - b. Ensure that any proposed implementation of one-way streets maintains public access.
- ME-4.6** Coordinate with SANDAG and Caltrans to improve freeway on- and off-ramps through redesign and/or reconfiguration to reduce congestion and cut-through traffic on local streets in a manner that does not detract from the community's historic character.
- a. Support closing the I-8 on- and off-ramps at Taylor Street in order to reduce cut-through traffic and congestion.
 - b. Support improving access to I-8 within the Midway-Pacific Highway Community in order to reduce cut-through traffic and congestion in Old Town.
 - c. Support improvements to Caltrans right-of-way adjacent to on- and off-ramps that increase screening of the freeway and incorporate landscaping and/or gateway elements consistent with the Urban Design Element.
- ME-4.7** Coordinate with Caltrans and SANDAG to incorporate wider sidewalks, bicycle lanes, and design elements related to Old Town's heritage on the Old Town Avenue bridge should it be renovated or reconstructed.
- ME-4.8** Support an engineering feasibility study to evaluate intersection reconfiguration or alternative traffic control (e.g., roundabout) to improve the Old Town Avenue/Moore Street intersection and the closely spaced Old Town Avenue/Hancock Street/I-5 Southbound Ramps intersection.

- ME-4.9** Evaluate options for grade separation of the at-grade railroad crossing at Taylor Street in order to enhance pedestrian, bicyclist and vehicular circulation.
- a. Ensure that grade separation does not affect the Old Town State Historic Park.
 - b. Ensure that grade separation does not negatively affect access to Congress Street or Juan Street.
 - c. Ensure that grade separation does not result in the elevation of Taylor Street.
 - d. Ensure that grade separation does not result in increased curb-to-curb width along Taylor Street east of Congress Street.
 - e. Seek regional, state, and federal funding for improvements that address motor vehicle congestion at Pacific Highway and Taylor Street intersection due to the rail crossing gates.
- ME-4.10** Seek regional, state, and federal funding for improvements at the Taylor Street at-grade rail crossing to address pedestrian and bicyclist safety and accessibility.



The at-grade rail crossing at the Transit Center on Taylor Street can be improved to reduce crossing delays and enhance safety.

FIGURE 4-5: RECOMMENDED MOBILITY IMPROVEMENTS



4.5 Parking

Old Town San Diego's concentration of visitor-oriented commercial uses and cultural and historical attractions creates a high demand for parking. There are several existing public parking areas within Old Town. The Old Town Transit Center parking lot is available for Old Town San Diego State Historic Park visitors and transit riders. The State Historic Park provides additional parking lots for its visitors, and general visitors can park in the city-owned lot on Twiggs Street or in on-street parking spaces. The Caltrans parking lot provides additional visitor parking during evenings and weekends. Still, visitors and employees in cars circulate within the Core searching for parking, and tour/coach buses travel through the Core to unload passengers and park near the State Historic Park. The combination of tour buses and cars circulating within the Core creates traffic congestion and pedestrian challenges and detracts from Old Town's community character.

An increased parking supply located on the periphery of the community will support a pedestrian-friendly environment through the Core and Old Town State Historic Park, as will coordination with tour/coach bus operators to load and unload passengers at the Old Town Transit Center and other appropriate locations. The Community Plan supports the establishment of a transit and visitor-oriented parking structure at the Old Town Transit Center parking lot, which should be designed to be consistent with the pre-1872 Early American architectural style and the existing Transit Center building. The development of future surface parking or a parking structure at the U.S. Navy Public Works property will increase parking supply for State Historic Park visitors and park-and-ride transit riders should the site become available.

The use of parking management and supply strategies for visitor-oriented parking, found in Box 4-4, and the provision of additional parking at the periphery of the community will help reduce the amount of vehicles searching for parking within the Core. This will result in an enhanced public realm that improves the pedestrian and bicycle environment and access to transit. Additionally, employers can provide incentives to employees to

commute by transit, bicycling, walking, and ridesharing, to reduce employee utilization of public on-street and off-street parking.

The Community Plan recognizes the importance of adequate public parking capacity in Old Town and identifies measures which can increase available on-street parking, such as the implementation angled parking on streets with adequate existing width. While on-street parking is important for visitors, parking can compete with pedestrian and bicycle facilities for space within the existing street rights-of-way. The removal of on-street parking should be considered in combination with the creation of additional on- or off-street parking to allow for wider sidewalks, bicycle lanes, and bicycle parking.

BOX 4-4: PARKING MANAGEMENT AND SUPPLY STRATEGIES

Parking Management Strategies

- Provide wayfinding signage and information to direct vehicles to parking facilities.
- Consider placing time limits on parking to encourage parking turnover in high demand areas of the community.
- Consider valet parking to allow business to maximize private off-street parking capacity.
- Consider shuttle service from peripheral parking facilities to the Core and Historic Core.

Parking Supply Strategies

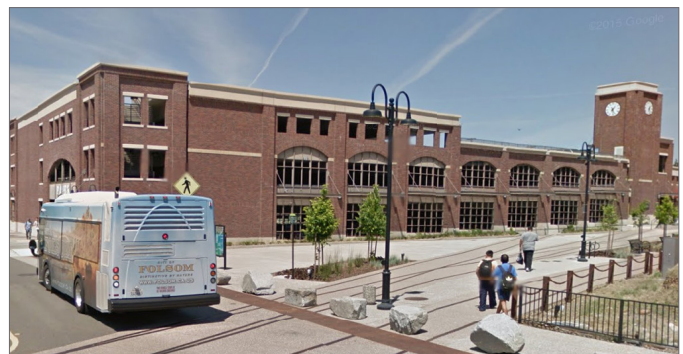
- Consider angled parking where street width is adequate and driveway configurations permit.
- Consider curb utilization to evaluate curb-parking restrictions to increase parking inventory where appropriate.
- Identify locations for additional parking on the community's periphery near community entrances, including the Old Town Transit Center, to reduce vehicle traffic in the Core Sub-District.

POLICIES

- ME-5.1** Encourage the use of parking supply and management strategies (see Box 4-4) for on- and off-street parking in order to support businesses and visitor destinations within and near the Core and Old Town State Historic Park.
- ME-5.2** Support the provision of additional parking facilities at the periphery of the community.
- ME-5.3** Discourage the use of the Old Town Transit Center as remote parking for San Diego International Airport and as an overflow employee parking area for businesses and government offices/facilities near Old Town.
- ME-5.4** Prevent the net loss of existing on-street and public off-street parking spaces.
- ME-5.5** Consider the relocation of on-street parking within the community to allow for wider sidewalks, bicycle lanes and bicycle parking while maintaining the existing supply of public parking spaces.
- ME-5.6** Encourage employees and visitors to use transit and other transportation alternatives to single-occupancy vehicle use to reduce parking demand.
- ME-5.7** Encourage the management of tour/coach bus parking spaces in the public right-of-way and publicly owned parking facilities.
- Encourage the creation of a passenger loading and unloading area at the Old Town Transit Center for coach/tour buses.
 - Coordinate with tour/coach bus operators to load and unload passengers at the Old Town Transit Center and other appropriate locations.
 - Consider appropriate locations for on- and off-street parking for tour/coach buses within the Taylor Sub-District.
- ME-5.8** Provide electric vehicle charging stations in parking garages, and near parks, public facilities, and office, hotel, and mixed-use developments.
- ME-5.9** Support the continuation of the Old Town Community Parking District to seek funding, create, and implement parking-related

strategies, plans, and programs designed to manage and increase the parking supply within the community.

- ME-5.10** Coordinate with SANDAG for the development of a parking structure for transit and visitor-oriented parking and other improvements at the Old Town Transit Center/State Historic Park parking lot to increase the supply of vehicle parking.
- Provide adequate parking supply to meet existing and future parking demand from transit riders and State Park visitors.
 - Provide adequate parking supply to meet future parking demands related to planned Trolley system expansions.
 - Seek and support local, regional, state, and federal funding and public and private partnerships to fund the development of a parking structure at the Old Town Transit Center/State Park parking lot.
 - Design the Old Town Transit Center parking structure to be consistent with the Early American Period architectural style and integrated with the Transit Center.
 - Design the Old Town Transit Center parking structure to break up the exterior façade to convey the appearance of four smaller buildings, such that parked cars are predominantly screened from public view and parking ramps are not visible.
 - Create a visually interesting composed façade for the Old Town Transit Center parking structure that incorporates openings, offsetting planes, variation in rooflines and cornice treatments.



The parking garage at the Historic Folsom Station, in Folsom, California, incorporates Early American architectural style elements and building modulation that breaks up the massing of the structure.

4.6 Wayfinding

The Community Plan envisions a wayfinding system that will enhance the pedestrian, bicycle and motorist experience by guiding visitors between the community's destinations and emphasizing mobility routes. Wayfinding signs will: guide pedestrians and bicyclists between the Old Town Transit Center and community destinations; direct bicyclists to bicycle parking locations and bicycle routes; and direct vehicular traffic to available parking facilities to support the utilization of parking facilities at the periphery of the community and reduce vehicular traffic in the Core.

POLICIES

- ME-6.1** Encourage the implementation of coordinated wayfinding signs that provide clear guidance for pedestrians, bicyclists and motorists, between the community's visitor-oriented uses, historical and cultural attractions, parks, the Old Town Transit Center, and parking areas.
- ME-6.2** Encourage the installation of wayfinding signs that define bicycle routes and directs bicyclists to the regional bicycle facilities, bicycle parking locations, and to the San Diego River Park.
- ME-6.3** Encourage the installation of wayfinding signs that direct vehicular traffic to parking facilities.
- ME-6.4** Support efforts by the Old Town Community Parking District to seek funding for and to install and maintain wayfinding signs in Old Town.



Bicycle route wayfinding signs identify the route for bicyclists, alert vehicle drivers to share the road, and provide distances to key destinations.



Installation of additional wayfinding signs to parking facilities and to transit will assist visitors in making efficient trips within the community.



Detailed wayfinding display maps can provide comprehensive information on Old Town's attractions.

4.7 Intelligent Transportation Systems

Intelligent transportation systems (ITS) are technologies that are applied to transportation systems such as vehicles, roadways, intersections, transit, and payment systems to improve their function. The goal of ITS implementation is to maximize efficiency of these transportation systems, increase vehicle throughput, reduce congestion, and provide useful information to the commuting public. The use of ITS tools, such as self-adjusting traffic signals during peak traffic hours, can be instrumental to addressing Old Town San Diego's mobility needs, maximizing existing roadway capacity, and reducing congestion in a cost-effective manner.

POLICIES

- ME-7.1** Support the implementation of ITS to improve road and parking efficiency, service, and congestion in Old Town in a manner that is consistent with Old Town's community character, including but not limited to: traffic signal coordination, real-time traffic and transit information, smart parking technologies, and transit priority measures.
- ME-7.2** Encourage implementation of or accommodation for emerging technologies as part of future infrastructure and development projects.
- ME-7.3** Coordinate with MTS and SANDAG to implement real time transit schedule updates to provide timely and efficient loading.
- ME-7.4** Encourage infrastructure for electric vehicles, including vehicle charging stations for multifamily residential, commercial, and industrial uses based on future demand and changes in technology.
- ME-7.5** Encourage the evaluation of infrastructure for autonomous vehicles when designing right-of-way infrastructure projects and operational improvements based on future demand and changes in technology.

4.8 Transportation Demand Management

Transportation Demand Management (TDM) combines marketing and incentive programs to encourage use of a range of transportation options, including public transit, bicycling, walking and ride-sharing, and to reduce dependence on automobiles. TDM strategies are another important tool to help reduce congestion and parking demand in Old Town San Diego.

POLICIES

- ME-8.1** Encourage new residential, office, and commercial developments, as well as any new parking garages, to provide spaces for car-sharing.
- ME-8.2** Encourage large employers and institutions in Old Town San Diego to provide transit passes at reduced rates to employees/students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.
- ME-8.3** Encourage the implementation of shuttle service within Old Town connecting to the Old Town Transit Center.
- ME-8.4** Encourage multifamily residential development to provide discounted transit passes to residents in exchange for reduced parking rates and sell, rent or lease parking spaces to residents separately from the residential units.
- ME-8.5** Encourage commercial and office development to provide discounted transit passes to employees.
- ME-8.6** Encourage employers to participate in SANDAG's TDM programs, such as ride-matching services, subsidized vanpool program, guaranteed ride home, and teleworking, to reduce vehicular trips.
- ME-8.7** Implement bike share and car share programs where appropriate to reduce the necessity for automobile ownership and use in the community.



5

URBAN DESIGN

- 5.1 BUILDING DESIGN:
ARCHITECTURAL CRITERIA
- 5.2 BUILDING DESIGN:
ARCHITECTURAL PERIODS
- 5.3 BUILDING DESIGN:
SUSTAINABILITY
- 5.4 SITE DESIGN
- 5.5 STREETScape
- 5.6 URBAN FORESTRY &
LANDSCAPING
- 5.7 STREET CORRIDORS AND
GATEWAYS
- 5.8 SIGNS
- 5.9 WAYFINDING

GOALS

- Building design that accurately reflects the architectural periods characteristic of Old Town San Diego prior to 1872.
- Building design that enhances the distinct character of Old Town, incorporating high-quality design, building materials, and building techniques.
- Site design that creates an attractive street wall, enhances the pedestrian experience, and contributes to the small-scale character of Old Town.
- Landscaping that helps to strengthen the community's historic identity.
- A built environment and streetscaping that enhance the public realm and sense of place within the community.
- A system of gateways and street corridors that enhances the sense of arrival into Old Town and strengthens the community identity.
- Signs, including wayfinding signs, that relates to the scale and design context of Old Town's architectural periods.



The Serra Museum, built between 1928-1929, was designed by architect William Templeton Johnson, using Spanish Revival architecture to resemble the early missions of Southern California.

INTRODUCTION

Urban design encompasses the physical features that define the character or image of a street, neighborhood, or community. It is the visual and sensory relationship between people, the built environment (buildings and streets), and the natural environment. The Urban Design Element provides policies that relate to building and site design, landscaping, streetscape design and signs to direct development and public improvements within Old Town San Diego in a manner that complements its historical resources and character.

The Community Plan envisions strengthening Old Town's sense of place through design of buildings, sites, and public improvements that are compatible with the small scale and design context of Old Town's distinctive pre-1872 character. The Urban Design Element provides guidance for a built environment that is consistent with the Community Plan's vision of replicating, retaining, and enhancing the architectural and landscape character that existed in Old Town prior to 1872. The urban design policies address the design of new buildings, building remodels, façade improvements, sites, landscaping, signs, and streetscape improvements to ensure their compatibility with Old Town's historical character.

The Community Plan also seeks to enhance the community's character and livability by enhancing the interface between its distinctive buildings and the public realm, and enhancing the pedestrian environment. To visually emphasize the community's many resources and amenities, the urban design policies call for establishing defined street corridors and gateways that enhance the sense of arrival into Old Town, and for providing clear and identifiable wayfinding signs that help improve the visitors' and residents' experience.

While these architectural and site design policies and guidelines apply to all development activity in Old Town, the Historical Resources Board will evaluate all modifications and additions involving designated historic resources or potentially significant historic resources to determine consistency with the Secretary of the Interior's Standards for Treatment of Historic Properties. Refer to the Historic Preservation Element for additional information.

5.1 Building Design: Architectural Criteria

Buildings that incorporate the characteristics of buildings that existed during the three architectural periods that occurred within Old Town San Diego prior to 1872 will preserve and enhance the community's character. New buildings and building façade remodels should be designed to be consistent with the typical architecture of one of the following three periods: the Spanish Period (1769-1821), the Mexican Period (1821-1846), and the Early American Period (1846-1872). Buildings' size, mass, and scale should also be consistent with historical examples. Historical structures that should guide future development in Old Town are identified in Box 5-1 and are shown in the following photographs and drawings. The cities of San Juan Capistrano, Monterey, and Columbia, California, as well as the Pueblo de Los Angeles, have similar historical background to Old Town San Diego in many respects; additional examples of Spanish, Mexican, and Early American Period structures can be found in these cities' historical districts.

BOX 5-1: BUILDING SIZE - HISTORICAL PRECEDENTS

Casa de Estudillo

The Estudillo House was the largest single-story building in Old Town, and had a total floor area of approximately 5,700 square feet. See Figure 5-1.

Cosmopolitan Hotel

The Cosmopolitan Hotel was the largest two-story building constructed prior to 1872, and had a total floor area of approximately 6,500 square feet. See Figure 5-2.

Franklin House

The largest building constructed in Old Town pre-1872 was the three-story Franklin House, which had a total floor area of approximately 9,000 square feet.



Casa de Estudillo ca. 1880

Photo courtesy of the California History Room, California State Library, Sacramento, California.



Cosmopolitan Hotel ca. 1872 (Bandini House)

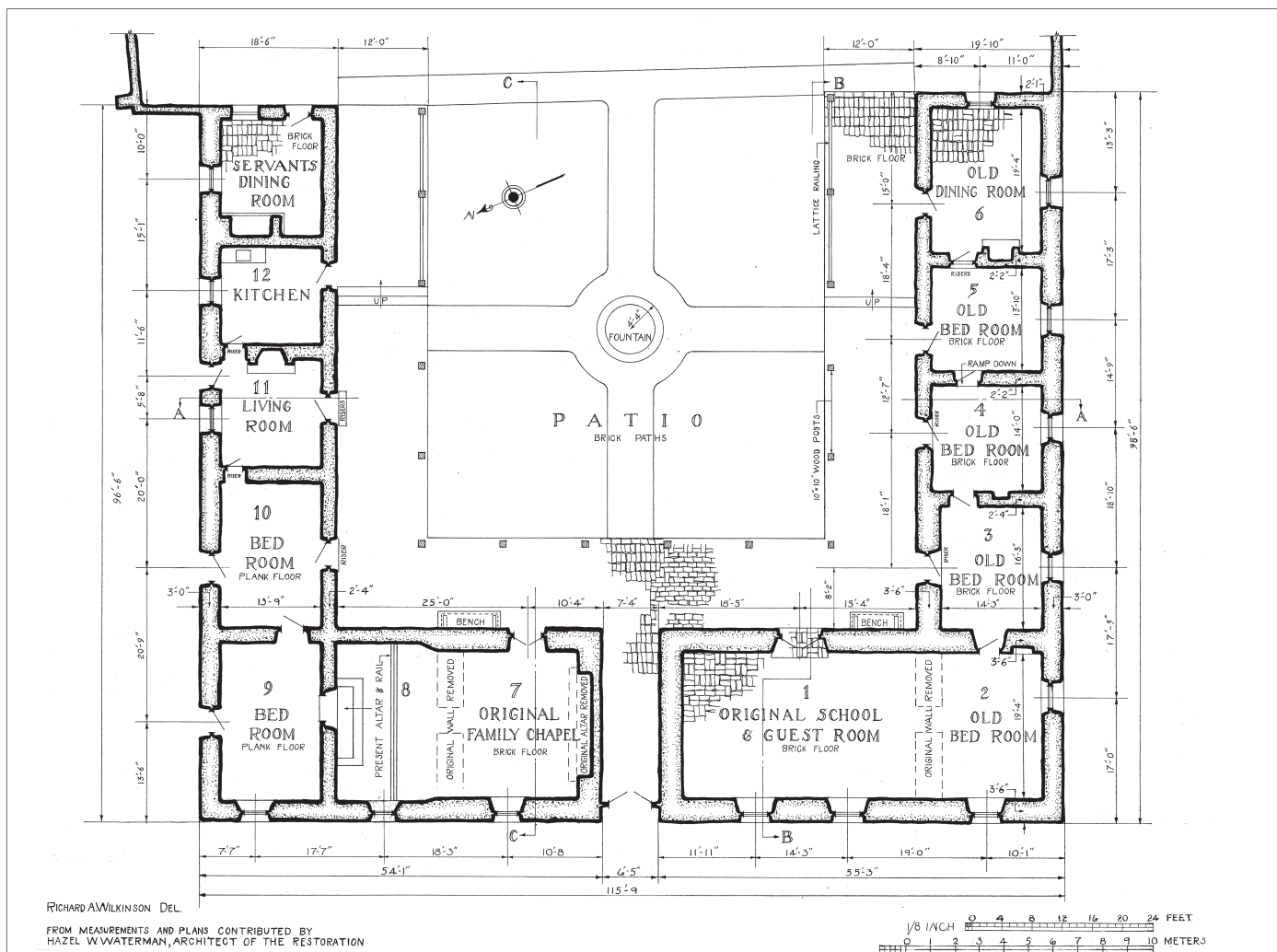
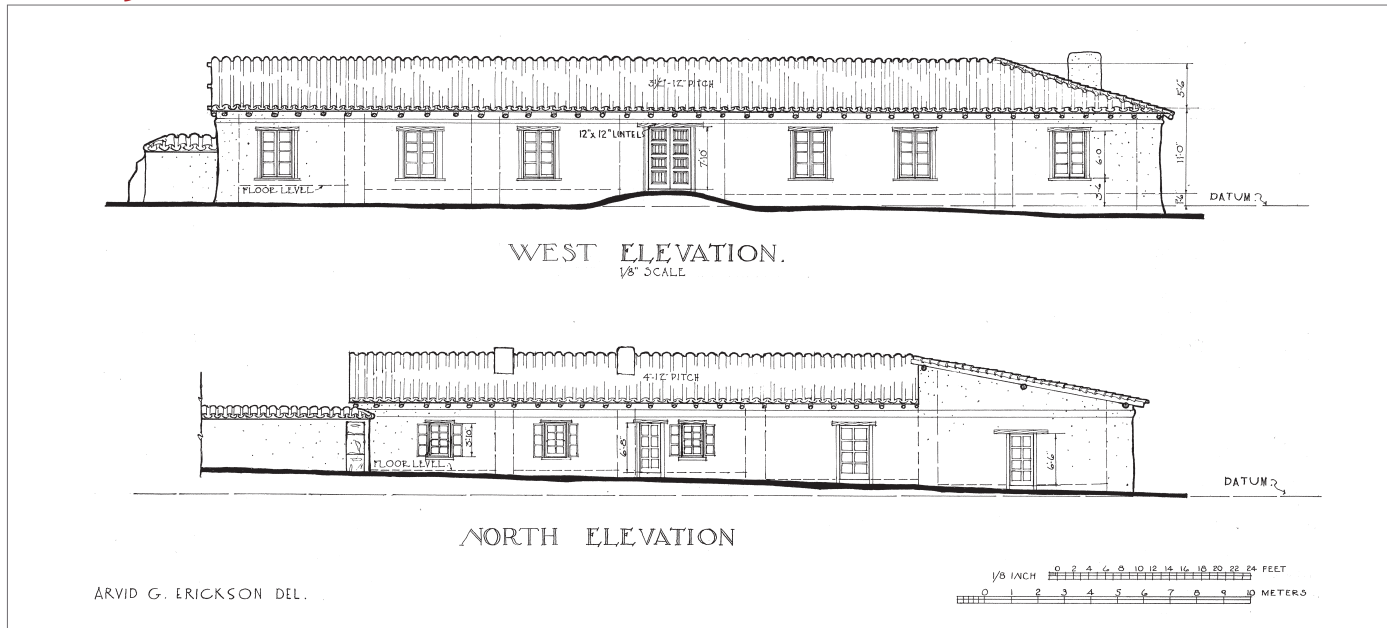
Courtesy of San Diego History Center.



Franklin House

Photo courtesy of San Diego History Center.

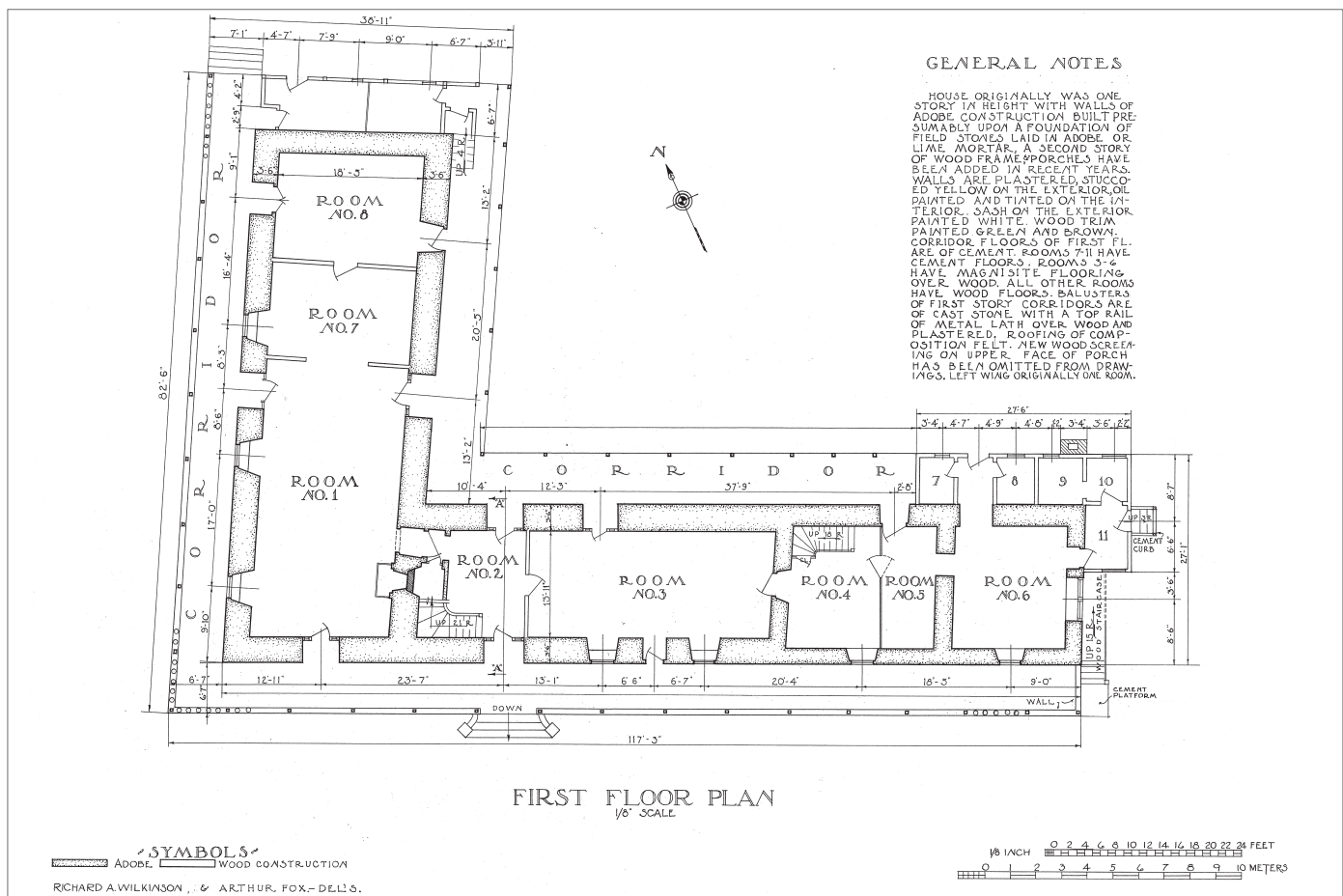
FIGURE 5-1: HISTORICAL PRECEDENT BUILDING – CASA DE ESTUDILLO



Casa de Estudillo

Photo courtesy of the Library of Congress, Prints & Photographs Division, HABS CAL,37-OLTO,1- (sheet 3 of 6)

FIGURE 5-2: HISTORICAL PRECEDENT BUILDING – COSMOPOLITAN HOTEL



Cosmopolitan Hotel (Bandini House)

Photo courtesy of the Library of Congress, Prints & Photographs Division: HABS CAL,37-OLTO,2- (sheet 1 of 4); HABS CAL,37-OLTO,2- (sheet 3 of 4).

POLICIES

- UD-1.1** Design new buildings to reflect one of the three architectural periods of Old Town San Diego prior to 1872: the Spanish Period (1769-1821), the Mexican Period (1821-1846), or the Early American Period (1846-1872). (See Section 5.2.)
- UD-1.2** Design improvements to existing non-historical buildings to reflect and complement Old Town's historical architectural character.
- Design major renovations and additions to non-historical buildings (affecting 21 percent of the structure or greater) that include changes to a street-facing facade to reflect one of the three architectural periods of Old Town prior to 1872.
 - Design renovations and additions to non-historical buildings that only involve portions of the building not visible from the public right-of-way to be compatible with the existing structure's architecture.
 - Design renovations and/or additions to non-historical buildings to seamlessly blend with the existing structure's scale, massing, and site design, and to build upon and complement the character of buildings that are representative of Old Town's pre-1872 architectural periods.



Contemporary building materials can simulate thick plastered adobe walls with a handcrafted appearance, characteristic of the Spanish or Mexican architectural periods.



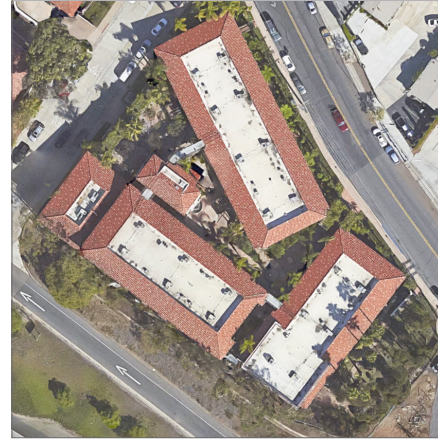
The incorporation of a one-story component at the corner provides variation in this building's massing and helps create a pedestrian-friendly building entry.



Extended roof eaves, porticos and balconies, along with variation in the number of stories, can help reduce the perceived scale of buildings in a manner that is consistent with the architectural periods of Old Town prior to 1872.

- UD-1.3** Use massing and building forms, roof forms, materials and textures, and architectural details consistent with one of the three architectural periods present in Old Town San Diego prior to 1872.
- UD-1.4** Incorporate building materials and techniques that convey a sense of craftsmanship, handcrafted appearance, and authenticity.
- UD-1.5** Use contemporary building materials and techniques that simulate those characteristic of the selected architectural periods and provide the appearance of authenticity.
- UD-1.6** Define and emphasize pedestrian-scaled building entries with enhanced architecture, providing clear access from sidewalks and walkways.

- UD-1.7** Design buildings to be consistent with the historical precedent building sizes found in Box 5-1, which reflect the size and scale of structures built in Old Town prior to 1872.
- a. Design large sites to incorporate multiple buildings of that are consistent with the historical precedent building sizes.
 - b. Use courtyards, paseos and/or plazas to connect multiple buildings within a lot and to break up the scale of buildings.
- UD-1.8** Incorporate architectural details that help reduce the perceived scale of buildings and provide variety in buildings' massing, consistent with the architectural period that the building represents. (See Section 5.2 for reference on building design features consistent with Old Town's pre-1872 architectural periods).
- a. Utilize building modulation, façade articulation, offsetting planes, overhangs, porticos, and porches to reduce the perceived scale of buildings.
 - b. Provide variation in the roof line of buildings, incorporating elements such as extended eaves that create porticos, and using the "altito" effect (where roofs of different levels adjoin).



Large lot developments can be consistent with Old Town's small-scale character when designed to include multiple buildings of the historical precedent sizes, shown in Box 5-1, connected through courtyards, plazas or paseos. See images above and below.



Building modulation along with variation in the roof line of buildings reduces their bulk and scale. The incorporation of central courtyards provides connection between buildings and creates pedestrian spaces.



The use of extended roof eaves, porticos and balconies, evokes the small scale character of Old Town's pre-1872 architectural periods.

5.2 Building Design: Architectural Periods

SPANISH PERIOD (1769-1821)

Spanish Period architecture was predominant for the earliest buildings in Old Town, from the first Spanish settlement until the Mexican Period. Spanish Period buildings were made of adobe bricks, hand-hewn wood structural members, and wooden shingle or clay tile roofs. Buildings representative of Spanish Period architecture continued to be built during the subsequent Mexican Period. The Casa de Carrillo, built in the Spanish Period, is shown in Figure 5-3. Common building features of Spanish Period architecture are described below and shown in Figures 5-4.

Massing and Building Forms

- One story in height, sometimes with taller towers
- Simple rectangular forms
- Tall floor-to-ceiling heights

Roofs

- Gable roofs with a low pitch (minimum pitch of 4 1/2":12")
- Shed roofs on secondary wings; can form "altito" effect
- Varied height of roof ridges
- Extended eaves, sometimes forming porticos
- Exposed rafters, purlins, and rafter tails
- Exposed hand-hewn timbers
- Clad in thatching, shingles or rounded clay tiles

Building Materials

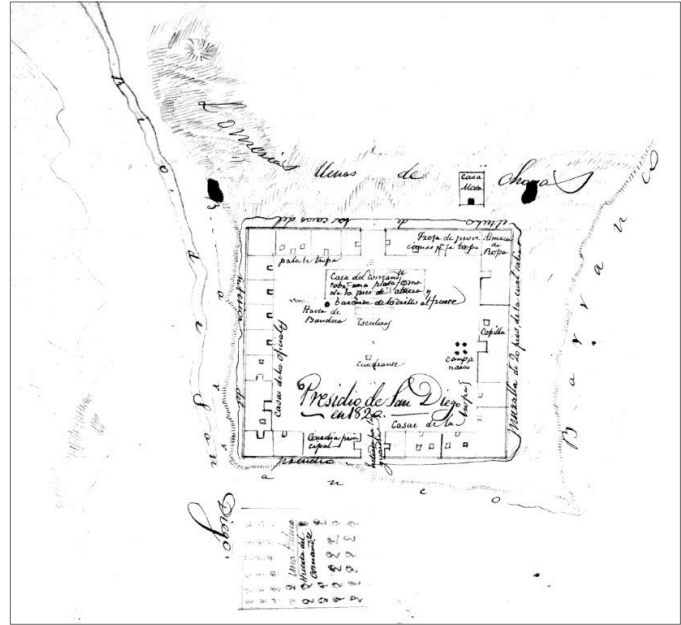
- Thick bearing adobe brick walls, with a smooth earthen plaster finish coat or textured plaster coat that creates a hand-worked effect

Accent Materials

- Terra cotta tile
- Wood (carved and plain finish)
- Worked metal, in hardware and light fixtures

Porticos

- Simple, heavy structure with hand-hewn wood support posts, beams and rafters and tile roof
- Formed by extension of roof plane over patio, or separate roof plane adjoined to wall in “altito” effect



The Presidio was established on May 14, 1769, by Gaspar de Portolá. It was the first permanent European settlement on the Pacific Coast of the present-day United States. Courtesy of the Bancroft Library, University of California, Berkeley

Doors and Windows

- Openings substantial in depth (splayed), with frames inset
- Simple wood frames around doors and windows
- Exposed wood lintels over windows and doors
- Carved wood panel doors
- Casement windows
- Lower ratio of windows to solid wall than later periods

Fences and Exterior Walls

- Adobe, stucco and wood
- Openings highlighted with piers or posts
- Use of gates as an accent

Arcades

- Arches and rectangular columns of plaster-covered adobe brick of sturdy proportion

Towers

- To anchor a corner building, to provide an offset in wall plane or as a central element

Ornamental Details

- Decorative painted accents
- Wrought iron brackets, hinges and latches
- Carved stone decorations
- Molded porch and balcony railings

FIGURE 5-3: SPANISH PERIOD ARCHITECTURE EXAMPLE – CASA DE CARRILLO



Casa de Carrillo c. 1913. Photo courtesy of San Diego History Center.



Casa de Carrillo



Casa de Carrillo. Photo courtesy of Save Our Heritage Organisation.

FIGURE 5-4: SPANISH PERIOD (1769-1821) – ARCHITECTURAL FEATURES A**SPANISH PERIOD - MASSING AND BUILDING FORMS**

- Simple rectangular forms
- One story in height, sometimes with taller towers



- Pitched roofs with a low gable
- Varied roofline heights

SPANISH PERIOD - ROOFS

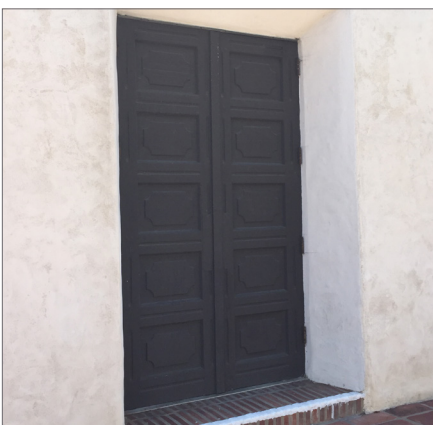
- Exposed rafters, purlins, and rafter tails



- "Altito" effect, when roofs of different levels adjoin



- Built with wood beams and rafters, clad in round clay tiles

SPANISH PERIOD - DOORS AND WINDOWS

- Carved wood panel doors



- Exposed wood lintels



- Openings substantial in depth

FIGURE 5-4: SPANISH PERIOD (1769-1821) – ARCHITECTURAL FEATURES B

SPANISH PERIOD - ARCADES



- Elaborate arch treatment, support is provided by rectangular columns of sturdy proportion



- The columns' uppermost molding serves as impost mold from which the arches spring

SPANISH PERIOD - PORTICOS



- Plastered adobe columns and wood beams and rafters



- Porticos formed by extension of roof plane over patio



- Hand-hewn wood support posts, beams and rafters

SPANISH PERIOD - TOWERS



- Towers used to anchor a corner building



- Towers used to provide a central element

MEXICAN PERIOD (1821-1846)

The Mexican Period is characterized by buildings with adobe brick walls and with mission tile or shingle roofs. Two-story buildings with exterior stairs and projecting balconies were common during this Period. Building materials were similar to the Spanish Period. The Mexican Period buildings had a greater proportion of windows to solid wall compared to the Spanish Period. The use of arcades, detailing, and ornamental trim became more prevalent. Window sashes and door frames became more refined in profile than in the Spanish Period, sometimes with thinner framing members. Mexican Period buildings incorporated more prominent towers compared to the Spanish Period, projecting from buildings, in some cases standing upon a lower building form or rising higher than the primary structure. Examples of buildings built in the Mexican Period are shown in Figures 5-5 through 5-7. Common building features of Mexican Period architecture are described below and shown in Figure 5-8.

Building and Massing Forms

- One or two stories in height
- Simple rectangular forms
- Can enclose a private or semi-private courtyard
- Second story may be less than full width of first story
- Tall floor-to-ceiling height

Roofs

- Gabled roofs with a low pitch (minimum pitch of 4 1/2":12")
- Shed roofs on secondary wings; can form altito effect
- Varied height of roof ridges
- Extended eaves, sometimes forming porticos
- Exposed rafters, purlins, and rafter tails
- Exposed hand-hewn timbers
- Clad with shingles or rounded clay tiles

Doors and Windows

- Openings substantial in depth (splayed) with frames inset
- Molded frames around windows and doors
- Casement windows or single- or double-hung sash windows, with divided lights
- Windows with or without shutters
- Greater proportion of windows to solid wall than in the Spanish Period



Casa de Estudillo. Photo courtesy of San Diego History Center.

Building Materials

- Thick bearing adobe brick walls
- Masonry units, similar in character to adobe block
- A smooth earthen plaster finish coat, or textured plaster coat that creates a hand-worked effect

Accent Materials

- Tile (terra cotta and glazed), variety of colors/finishes
- Wood (carved and plain finish)

Porticos

- Simple, heavy structure with hand-hewn wood support posts, beams and rafters and tile roof
- Formed by extension of roof plane over patio, or separate roof plane adjoined to wall in altito effect

Balconies

- Stand-alone element or combined with portico
- Wood railings of plain design
- Subordinate in scale to the overall building form

Arcades

- Arches and rectangular columns of plaster-covered adobe brick of sturdy proportion, with more elaborate arch treatment if desired

Towers

- To anchor a corner building, to provide an offset in wall plane, or as a central element

Exterior Stairs

- Adobe-type material; integrated stepped handrails
- Iron handrails and gates

Ornamental Details

- Decorative tiles
- Wrought iron brackets, hinges and latches
- Wooden decorative elements of simple design, such as wood lintels over entry gates, wooden shutters, or turned wood window bars or grille
- Simple arch molding surrounding doors or windows

FIGURE 5-5: MEXICAN PERIOD ARCHITECTURE EXAMPLE – CASA DE ESTUDILLO



Casa de Estudillo (front façade)

Tower as a central element

Round clay tile roof

Thick, plastered adobe wall

Deep reveal of windows and doors



Casa de Estudillo (side façade)

Wood lintel at windows and doors head

Wood panel door

The "altito" effect, where roofs of different levels adjoin



Casa de Estudillo (side façade)



Casa de Estudillo (courtyard)

Exposed rafters

Round clay tile roof

Wood posts, beams and rafters

FIGURE 5-6: MEXICAN PERIOD ARCHITECTURE EXAMPLE – CASA DE MACHADO-STEWART*Casa de Machado-Stewart (front façade)*

- Round clay tile-covered gable roof
- Exposed wood rafters
- Deep reveal of windows and doors
- Thick, plastered adobe wall

Gabled roof with asymmetrical roof faces

Exposed wood rafters

Simple rectangular floor plans

*Casa de Machado-Stewart (side façade)**Casa de Machado-Stewart (portico)*

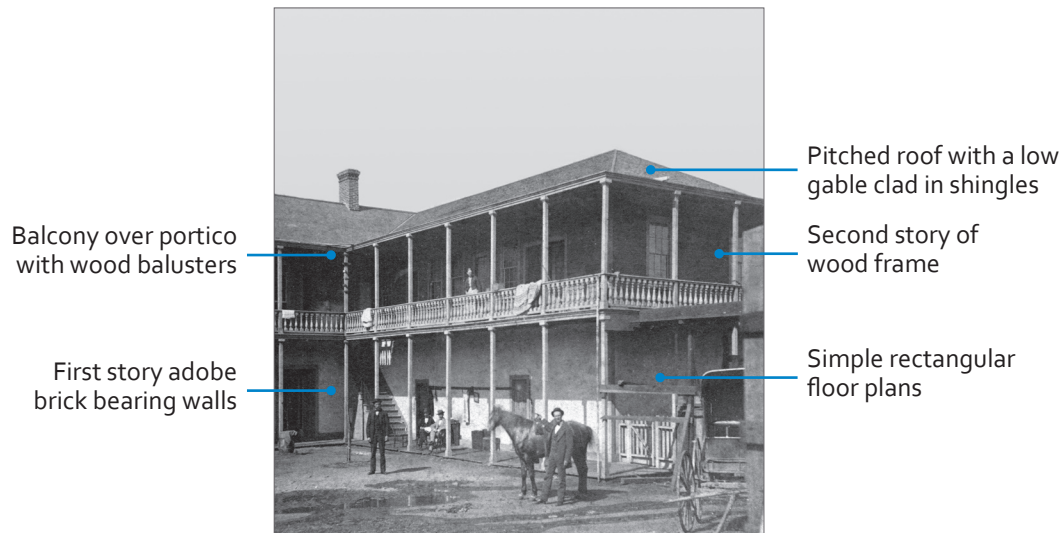
- Round clay tile-covered gable roof
- Exposed wood rafters
- Thick plastered adobe walls
- Round wood posts used as part of porticos

FIGURE 5-7: MEXICAN PERIOD ARCHITECTURE EXAMPLE – CASA DE BANDINI



Casa de Bandini (Cosmopolitan Hotel)

Photo courtesy of San Diego History Center.



Casa de Bandini (Cosmopolitan Hotel)

Photo courtesy of San Diego History Center.



Casa de Bandini (Cosmopolitan Hotel)

Photo courtesy of Library of Congress, Prints & Photographs Division, HABS CAL,37-OLTO,2- (sheet 4 of 4).

FIGURE 5-8: MEXICAN PERIOD (1821-1846) – ARCHITECTURAL FEATURES A**MEXICAN PERIOD - MASSING AND BUILDING FORMS**

- Second story may be less than full width of first story
- Can enclose a private or semi-private courtyard
- Simple rectangular forms

MEXICAN PERIOD - ROOFS

- Extended eaves, sometimes forming porticos
- "Altito" effect, when roofs of different levels adjoin
- Exposed rafters, purlins and rafter tails, clad with clay tiles

MEXICAN PERIOD - DOORS AND WINDOWS

- Openings substantial in depth
- Molded wood frames around
- Exposed wood lintels; wood bars

FIGURE 5-8: MEXICAN PERIOD (1821-1846) – ARCHITECTURAL FEATURES B

MEXICAN PERIOD - PORTICOS



- Porticos formed by a separate roof plane adjoined to wall creating "altito" effect



- Simple, heavy structure with wood support posts, beams and rafters, clad with clay tiles

MEXICAN PERIOD - BALCONIES



- Wood railings of plain design



- Standalone balconies



- Balconies combined with porticos

MEXICAN PERIOD - EXTERIOR STAIRS



- Built with adobe-type materials



- Used as accent elements



- Integrated stepped handrails

EARLY AMERICAN PERIOD (1846-1872)

Early American Period buildings had simple rectangular shapes and had windows that were vertically oriented, usually double-hung with wood sashes. Building technologies changed during the American Period, to include brick masonry and wood clapboard. Buildings in the Early American Period generally consisted of two types, residential and commercial. Residential buildings typically had gable roofs, and often had porches that spanned the fronts of buildings. Commercial buildings typically had a rectangular façade as seen from the street, often created by a false front that concealed a gable roof, and were designed with large display windows at the street level. Examples of buildings built in the Early American Period are shown in Figures 5-9 through 5-11. Common building features of Early American Period architecture are described below and shown in Figure 5-12.

Building and Massing Forms

- Simple rectangular forms
- Symmetrical composition
- Buildings of one and two stories in height

Roofs

- Flat false front in commercial buildings, concealing a gable roof, creating a rectangular front
- Exposed gable front in residential buildings, with symmetrical sloping roofs
- Flat roof in residential buildings (less common, must be appropriate to East Coast-influenced building style such as the Whaley House and the Derby-Pendleton House)
- Hip roof in residential buildings (less common, must be appropriate to East Coast-influenced building style such as the Rose-Robinson House and Casa de Lorenzo Soto)
- Roofs framed with sawn timbers
- Extended eaves
- Clad in shingles

Building Materials

- Wood frame, clad in lap siding
- Brick bearing walls



McCoy House. Photo courtesy of San Diego History Center.

Doors and Windows

- Single-hung or double-hung sash windows with divided lights
- Windows with or without shutters
- Wood-paneled doors
- Molded frames around windows and doors
- Large display windows at storefronts

Porches, Porticos, and Balconies

- Projecting porches with sawn wood posts, with or without porticos
- Balconies with sawn wood railings or turned wood balusters, with or without balcony porticos

Exterior Stairs

- Typically of wood-frame construction

Ornamental Details

- Cornice moldings
- Wood shingles, jig-saw trim or brackets
- Storefronts with wood-paneled kickplates or bulkheads



Whaley House. Photo courtesy of the San Diego History Center.

FIGURE 5-9: EARLY AMERICAN PERIOD ARCHITECTURE EXAMPLE – JOHNSON HOUSE



Cornice moldings, supported on brackets

Flat false front

Simple rectangular form;
symmetrical composition

Wooden lap siding

Johnson House (front façade)



Projecting porch

Molded frames around
windows and doors

Wood panel doors

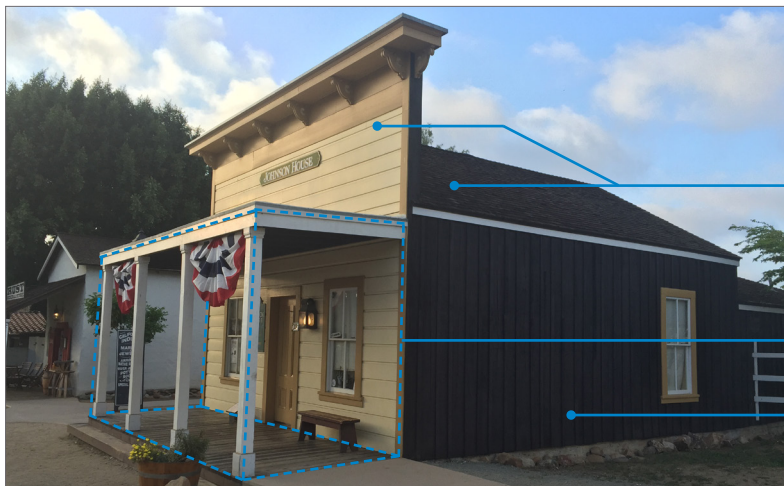
Single-hung sash windows
with divided lights

Johnson House (porch)



Sawn wood posts

Johnson House (porch)



Flat false front, concealing a gable roof,
creating a rectangular front

Projecting porches with
sawn wood posts

Wooden lap siding

Johnson House (side façade)

FIGURE 5-10: EARLY AMERICAN PERIOD ARCHITECTURE EXAMPLE – DERBY-PENDLETON HOUSE*Derby-Pendleton House (front façade)*

Cornice moldings, supported on brackets

Simple rectangular form;
symmetrical composition

Sawn wood posts

Wood-paneled doors

*Derby-Pendleton House (side façade)*

Extended eaves

Single-hung sash
windows, with divided
lights and shutters

Sawn wood posts

Wood-paneled doors

Wooden lap siding

*Derby-Pendleton House (porch)**Derby-Pendleton House (side façade)*

Flat roof with extended eaves

Cornice moldings,
supported on bracketsSimple rectangular form;
symmetrical compositionProjecting porches
with sawn wood posts

FIGURE 5-11: EARLY AMERICAN PERIOD ARCHITECTURE EXAMPLE – WHALEY HOUSE



Whaley House (front façade)



Whaley House (portico)



Whaley House (portico)



Whaley House

FIGURE 5-12: EARLY AMERICAN PERIOD (1846-1872) – ARCHITECTURAL FEATURES A**EARLY AMERICAN PERIOD - MASSING AND BUILDING FORMS**

- Simple rectangular forms
- Buildings of one and two stories in height



- Symmetrical composition
- Wooden lap siding

EARLY AMERICAN PERIOD - ROOFS

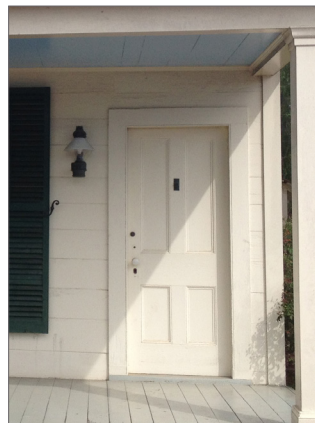
- Flat false front in commercial buildings



- Concealed gable roof



- Extended eaves; cornice moldings supported on brackets

EARLY AMERICAN PERIOD - DOORS

- Wood-paneled doors; molded frames around doors and windows

FIGURE 5-12: EARLY AMERICAN PERIOD (1846-1872) – ARCHITECTURAL FEATURES B

EARLY AMERICAN PERIOD - PORTICOS AND PORCHES



- Projecting porches with sawn wood posts; incorporating wooden flooring

EARLY AMERICAN PERIOD - BALCONIES



- Balconies with sawn wood railings or turned wood balusters; with or without porticos

EARLY AMERICAN PERIOD - WINDOWS



- Single-hung or double-hung sash windows with divided lights; with or without shutters

5.3 Building Design: Sustainability

With careful design, the incorporation of sustainable features and materials into the retrofitting of existing buildings and the design of new buildings will be compatible with the community's historic character. Historical structures in Old Town were constructed with features such as thick adobe walls, porches, arcades, awnings, and deeply inset windows that maximized natural cooling to create comfortable homes in an environment with little natural shade. Modern sustainable building features can include alternative building materials, energy and water conservation systems, and alternative sources of energy. The use of architectural treatments or screening mechanisms can shield exterior placement of modern sustainable building features such as photovoltaic panels and rainwater and greywater collection systems from public view.

POLICIES

- UD-3.1** Incorporate sustainable building methods, materials and features that are consistent with the historic character of Old Town (see Box 5-2).
- UD-3.2** Minimize building heat gain through careful building and roofing design and material selection.
- UD-3.3** Maximize natural and passive cooling that builds on the proximity of the nearby San Diego and Mission Bays.
- UD-3.4** Utilize measures to provide access to natural light while minimizing building heat gain, such as skylights and solar tubes.
- UD-3.5** Incorporate solar energy photovoltaic panels where large roof surfaces are present or proposed, where feasible.
- UD-3.6** Incorporate rainwater capture and greywater reuse systems into building design where feasible.



Historic structures in Old Town, including the adobe wing of the Derby-Pendleton House (above) and the Casa de Estudillo (below), incorporated features such as thick walls and awnings for shade to maximize natural cooling. Top photo: Library of Congress, Prints & Photographs Division, HABS CAL,37-OLTO,6--3.



BOX 5-2: SUSTAINABLE BUILDING FEATURES

- Clay tile roofing, thick building walls, and deep reveal windows
- Extended building eaves and balconies that create awnings, porticos, or porches
- "Cool" roofing materials that simulate shake shingle roofing
- Reflective white coatings for flat roofs
- Functional window shutters
- Vents oriented to capture prevailing winds, ceiling vaults, and thermal chimneys to facilitate air movement through buildings
- Passive solar building design
- Solar and tankless water heating systems
- Permeable paving surfaces

5.4 Site Design

Old Town's small-scale character, with narrow streets and small-scaled buildings, provides opportunities for enhanced site design that strengthens the community's sense of place and identity. In addition to building orientation in relation to the site and sidewalks, site design encompasses the vehicle and pedestrian rights-of-way, such as parking areas and walkways, and public and semi-public spaces, such as parks and plazas. Building service areas, mechanical equipment, utilities, and sustainable features also bear consideration in site design. Improving the interface between buildings and exterior site areas will provide for an enhanced pedestrian environment and strong neighborhood character. See Figure 5-13 for site design elements appropriate for Old Town San Diego.

The incorporation of privately-owned public spaces into site design, such as plazas, courtyards, patios, or paseos, helps shape vibrant pedestrian-oriented places and invites the public realm into the private realm. Walkways are also an important part of developments that are pedestrian-oriented, providing clear access to commercial and residential uses.

Creating pedestrian-oriented buildings also involves enhancing the streetscape and the building's interface with the street. This can be accomplished through thoughtful building design, including the utilization of high-quality building materials at the ground level, accentuating building entrances, and providing greater building transparency to highlight ground-floor active uses along primary pedestrian corridors, such as San Diego Avenue and Congress Street.

The Community Plan encourages incorporating underground parking into new development, and considering the possibility of consolidated underground parking for multiple properties where opportunities arise. When underground parking is not feasible, the location of parking areas in relation to the buildings must ensure minimal exposure of parked vehicles to the public view.



Inviting building entrances which provide clear access from sidewalks into privately-owned public spaces can help enhance pedestrian activity. Entrances can be accentuated through the use of architectural or landscaping treatments at the ground level.



Pedestrian-oriented building entrances and the incorporation of walkways and paseos from sidewalks will provide an enhanced interface between private and public realm.



The incorporation of privately-owned public spaces into site design, such as plazas and courtyards, can help create vibrant pedestrian-oriented places, while enhancing Old Town's small-scale character.

POLICIES

Pedestrian Spaces and Pedestrian Orientation

- UD-4.1 Incorporate plazas, courtyards, patios, porches, and/or paseos within new development where appropriate (see also Policy LU-1.9).
- UD-4.2 Link plazas, courtyards, patios, porches, and paseos to public pedestrian areas visually and physically.
- UD-4.3 Design plazas, courtyards, patios and/or paseos that relate to the scale and design context of Old Town's architectural periods and are compatible with adjacent development.
 - a. Incorporate fountains and/or sculptures.
 - b. Incorporate seating areas to create activity nodes.



Paved walkways with textures, colors and patterns consistent with Old Town's pre-1872 character leading to pedestrian spaces, such as plazas or courtyards, help extend the public realm and strengthen community character.



The incorporation of seating areas, planters and landscaping into pedestrian spaces, such as plazas and courtyards, can help create activity nodes and serve as transition between different buildings.



The use of high quality building materials and transparency at the ground level of buildings, can help activate street frontages. Building orientation in relation to the site can help define a strong street wall along major corridors.

- UD-4.4 Orient buildings toward the street and incorporate architectural features that accentuate entrances.
- UD-4.5 Incorporate design features into building façades to help create active street frontages.
- UD-4.6 Utilize high-quality building materials with the greatest extent of authenticity (e.g. wood, stucco, stone, wrought iron) at the ground level of buildings.
- UD-4.7 Provide transparency at the street level of buildings with ground-floor active uses, in particular on San Diego Avenue between Twiggs Street and Ampudia Street and along Congress Street between the Old Town Transit Center and Conde Street.
- UD-4.8 Design pedestrian spaces and walkways using paving materials, colors and textures consistent with the Old Town's pre-1872 character, including the use of cobbles, pavers, brick, paving tiles, and concrete (of an appropriate texture, color and/or imprinted pattern). See policies UD-4.25 through UD-4.27 for more guidance.

Walkways

- UD-4.9 Design walkways to delineate and enhance the pedestrian access into and around buildings and parking areas.
- UD-4.10 Design walkways to make connections to pedestrian-oriented features such as courtyards, paseos and plazas.
- UD-4.11 Interconnect pedestrian walkways to create a pedestrian pathway network similar to those found in small towns.
- UD-4.12 Use pre-cast concrete or wood bollards to help define pedestrian walkways or pedestrian-only passages.



The use of fountains and sculptures into plazas, courtyards and patios, which are consistent with Old Town's historic architectural periods, can help strengthen the community's pedestrian orientation and sense of place.



The use of historically appropriate styles of wall mounted lighting fixtures can help accentuate and complement buildings' architectural features and provide pedestrian-oriented illumination.



Walkways which delineate access into and around buildings and parking areas help enhance pedestrian orientation, strengthen connections and promote ground-floor activity.

Fountains and Sculptures

- UD-4.13 Design fountains as part of plazas, patios and courtyards, made of materials such as cast stone, concrete and metal, incorporating the use of glazed tiles for exterior surfacing and interior linings.
- UD-4.14 Encourage the use of sculptures as a form of public art to be incorporated into plazas or other gathering spaces; these can be used to highlight community gateways and strengthen the community's sense of place.

Lighting

- UD-4.15 Incorporate pedestrian-scaled lighting fixtures along walkways, including wall or post-mounted lighting fixtures.
- UD-4.16 Use numerous small lighting fixtures throughout large developments.
- UD-4.17 Locate and shield exterior lights so that building exterior illumination does not light adjacent properties.

Parking

- UD-4.18 Encourage the use of underground parking or partially below grade parking.
- UD-4.19 Design and locate parking areas in relation to buildings in a manner that the exposure of parked vehicles to the public view and the street is minimized, for example at the rear of buildings, behind architectural features, or by taking advantage of the site's topography.
- UD-4.20 Use fences, walls, or plantings to screen any parking areas that could not be screened from the public view by buildings or architectural features.
- UD-4.21 Design parking areas so that driveway curb cuts are minimized, locating entrance driveways from alleyways or secondary streets whenever possible.
- UD-4.22 Design parking area screening and landscaping in a manner representative of the pre-1872 architectural style of the buildings on the site.
- UD-4.23 Design the interior of parking areas in a manner representative of a rural context, with dirt landscaped islands with arid landscaping and gravel-textured rural-type concrete or other soil-colored paving material. Discourage use of black asphalt and other dark colored asphalt as parking lot paving material to reduce the urban heat island effect.

- UD-4.24 Design parking areas for private development and retrofit visitor-serving parking lots to incorporate storm water management features that are reflective of Old Town's pre-1872 community character, such as permeable paving, bio-retention areas or bioswales, and vegetated filter strips with native plant species as landscaping.



Surface parking areas can resemble Old Town's pre-1872 character when designed to evoke a rural context, incorporating arid landscaping in islands and along edges.



The use of landscaping to screen parking areas can help minimize the exposure of parked cars to the public view.



The use of plant species contained in Planting Palettes A and B (Tables 5-1 and 5-2) will ensure consistency with the community character.

Paving Materials

- UD-4.25 Use concrete in a manner that simulates a pre-1872 paving material (i.e. earth, cobbles, brick, or paving tiles).
 - a. Consider the use of decomposed granite mixed with Portland cement.
 - b. Consider the use of concrete treatments including tinting and stamping to simulate a pre-1872 paving material.
- UD-4.26 Limit the number of paving materials and patterns used on any one site to ensure compatibility.
- UD-4.27 Consider the use of wood plank as a flooring material for porches of a Mexican or Early American design style.



Paving that incorporates materials commonly used prior to 1872 (earth, cobbles, brick, or paving tiles) or uses concrete to simulate them, can help enhance the character of walkways and other pedestrian spaces, while complementing the buildings' architectural style.



Fences and/or low walls can be used when these are designed to complement a building's architectural style, allow for its visual appreciation and provide a pedestrian-oriented entrance.



The selection of fencing materials should complement the architectural style of buildings and allow for their visual appreciation.

Fences and Walls

- UD-4.28 Use fences and walls that enhance the architectural features of buildings and allow for their visual appreciation.
 - a. Use low walls made of brick, adobe, or contemporary building materials simulating adobe.
 - b. Use fences made of wood or wrought iron.
 - c. Encourage the removal of chain link fences and other type of fences that are not consistent with Old Town's pre-1872 character.

Mechanical Equipment, Utilities, Service Areas, and Sustainable Features

- UD-4.29 Locate all mechanical equipment, such as cooling or heating units, utility meters, transformers, communications equipment, satellite dishes, and building service areas to be completely enclosed within a structure that is architecturally integrated with the primary building so as not to be visible.
- UD-4.30 Locate solar photovoltaic systems to minimize visual exposure to the street.
- UD-4.31 Incorporate site design features to minimize storm water runoff that are compatible with Old Town's community character (e.g. vegetated bio-retention ponds or bioswales, permeable paving, infiltration trenches, planter boxes, cisterns, or rain barrels).

FIGURE 5-13: SITE DESIGN CONCEPTS A

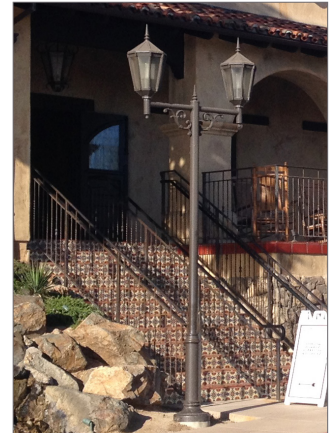
The incorporation of plazas, courtyards, patios, or paseos, as well as clearly defined walkways into a site's design can help shape vibrant pedestrian-oriented places.

SITE DESIGN: PLAZAS, COURTYARDS AND PASEOS**SITE DESIGN: WALKWAYS****SITE DESIGN: FOUNTAINS AND SCULPTURES**

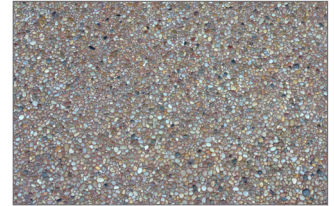
FIGURE 5-13: SITE DESIGN CONCEPTS B

Lighting, paving, fences, and walls can accentuate building entrances and enhance the pedestrian environment when high-quality building materials and fixtures are used at the ground level.

SITE DESIGN: LIGHTING



SITE DESIGN: PAVING



SITE DESIGN: FENCES AND WALLS



5.5 Streetscape

Old Town's interconnected network of narrow streets helps define the community's urban form and character. As pedestrians travel between Old Town's historic, cultural and retail attractions, the streetscape along the community's streets affects their experience. Streetscape improvements that could enhance the pedestrian environment include wider sidewalks, street trees and parkway landscaping (see Section 5.5), and street furniture. Streetscape improvements will be consistent with Old Town's pre-1872 character and will support the community's pedestrian-oriented character. Figures 5-14 and 5-15 provide examples of streetscape elements appropriate for Old Town San Diego. Section 5.8 provides detailed streetscape design guidance specific to the community's major corridors.

POLICIES

Sidewalks

- UD-5.1 Support widening sidewalks to allow for streetscape improvements along Taylor Street and San Diego Avenue.
- UD-5.2 Support non-contiguous sidewalks that provide a buffer, consisting of landscaping and street trees, between pedestrians and vehicular traffic along Taylor Street.
- UD-5.3 Incorporate sidewalks that convey the appearance of dirt paths that are compatible with Old Town's pre-1872 character.
 - a. Install sidewalks of Sombrero Buff-colored concrete with a broom finish.
 - b. Score sidewalks with a rectangular scoring pattern.



Sidewalks should resemble Old Town's pre-1872 character by utilizing materials which convey the appearance of dirt paths.



Street Furniture

- UD-5.4 Support the installation of street furniture that relates to the scale and design context of Old Town's pre-1872 character and allows a clear pedestrian path of travel.
 - a. Use planters and pots made of cast stone, glazed or unglazed clay, wood or masonry.
 - b. Use benches made of wrought iron, wood, or a combination of these materials.
 - c. Use newspaper/magazine corrals made of wrought iron or wood.
 - d. Use trash receptacles that resemble wood barrels.
- UD-5.5 Encourage the use of planters and pots to enhance building façades.
- UD-5.6 Arrange benches in groups to create activity nodes that promote social interaction.
- UD-5.7 Encourage the consolidation of newspaper and magazine racks into corrals of uniform design.

Lighting

- UD-5.8 Install historical lantern style pedestrian lighting along sidewalks.
- UD-5.9 Consider replacing the double lantern pedestrian lights on concrete posts, found along Congress Street and Juan Street, with a design that incorporates wooden posts such as the lights found in the State Historic Park (see Figure 5-16).
- UD-5.10 Encourage the use of lighting sources that are pedestrian in scale (maximum height of approximately 12 feet) and closely spaced.



Character-enhancing street furniture should allow a clear path of travel and complement surrounding development.



FIGURE 5-14: STREETSCAPE CONCEPTS A

Streetscape enhancements could include wider sidewalks, street trees and parkway landscaping, and street furniture. These should be designed in a manner representative of a rural context.

STREETSCAPE: PARKWAY LANDSCAPING



- Parkway landscaping should incorporate drought-tolerant plant species from the Planting Palette.

STREETSCAPE: SIDEWALKS



- Sombrero Buff-colored concrete sidewalks



- Non-contiguous sidewalks with parkway landscaping

STREETSCAPE: LIGHTING



- Historic style single lantern lighting; Consider replacing concrete post with wooden post design

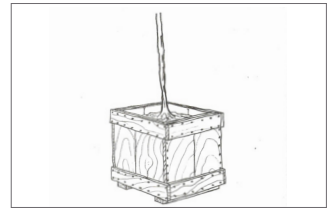
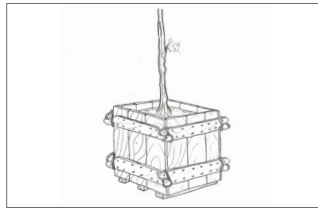
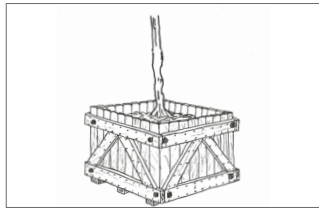
STREETSCAPE: TRASH CANS



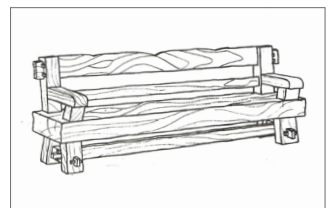
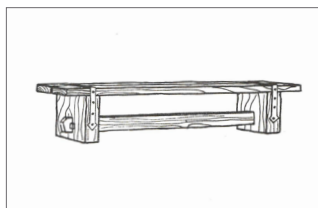
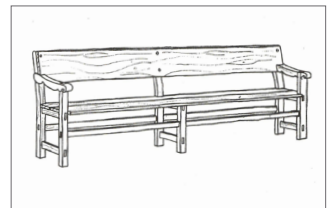
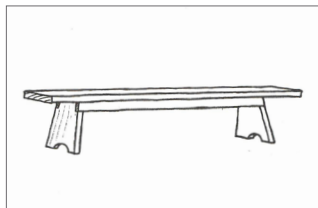
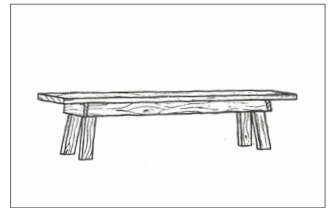
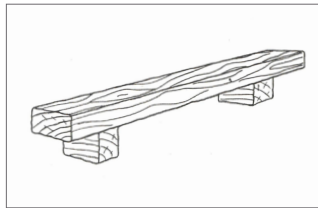
- Trash receptacles that resemble wood barrels

FIGURE 5-15: STREETSCAPE CONCEPTS B

Street furniture should relate to the scale and design context of Old Town's architectural periods prior 1872 and allows a clear pedestrian path of travel.

STREETSCAPE - PLANTERS AND POTS

- Planters and pots made of cast stone, clay, wood or masonry are appropriate. Tree planter boxes designed for the Old Town State Historic Park by State of California, Department of Parks and Recreation are shown above.

STREETSCAPE - BENCHES

- Benches made of wood, adobe-style blocks, wrought iron, or a combination. Bench designs prepared for Old Town San Diego State Historic Park by State of California, Department of Parks and Recreation shown above.

5.6 Urban Forestry & Landscaping

Landscaping and urban forest design that incorporates elements of early California natural landscapes and pre-1872 Spanish, Mexican, and early American gardens will help strengthen the community's identity and sense of place. Trees and landscaping in the urban context also provide significant environmental benefits for their passive cooling, carbon sequestration, storm water management, and runoff filtration capacity.

Proposed landscaping for development and street parkways will utilize the species included in the Planting Palettes A and B (Tables 5-1 and 5-2), which represent native and non-native trees and plants commonly found in Old Town prior to 1872. The use of native drought-tolerant species from the planting palettes is encouraged.

For primary street corridors in the community, street-specific street tree plans have been developed as described in Section 5.8. For neighborhood streets in Old Town, street tree species should be selected from the City's Street Tree Selection Guide with a preference for native and drought-tolerant species and attention to the species' compatibility with the available parkway size.

In order to maximize environmental benefits, landscaping and street tree plans should take into consideration each site's configuration and topography, the architectural style and features of the associated proposed development, and the characteristics and location of adjacent structures.

POLICIES

Site Landscaping

- UD-6.1** Incorporate landscaping that is reflective of Old Town's character as part of yards, courtyards, plazas, and paseos for its aesthetic and environmental benefits.
- Design landscaping in a manner representative of a rural context, with arid landscaping and mulched with decomposed granite or natural-color wood mulch. The Old Town State Historic Park parking areas on Congress Street are excellent examples of this design style.



The use of plant species contained in Planting Palettes A and B as part of landscaping design can help create a consistent landscaping theme that strengthens the community's sense of place.



The incorporation of landscaping as part of courtyards, plazas, and paseos provides an enhanced pedestrian-oriented ambiance. Raised planters can accommodate landscaping as a focal point, providing additional visual interest to pedestrians.



The State Historic Park provides a good example of how landscaping areas can incorporate groupings of rocks and plants, along with other decorative elements that evoke the community's pre-1872 character.



Incorporating shade producing trees can help to lower a building's cooling costs during hot weather.

- b. Minimize the use of impervious surfaces and surfaces that have large thermal gain (including asphalt and gravel) to promote storm water infiltration and reduce the Urban Heat Island effect.

UD-6.2 Prioritize the selection of native and drought-tolerant plant species from the Planting Palettes (Tables 5-1 and 5-2) when planning landscaping.

UD-6.3 Preserve existing mature trees wherever possible, including non-native trees which, due to their size and age, are an appreciating asset that are currently providing the greatest environmental benefits to the community.

UD-6.4 Maximize the use of landscaping to provide shade and passive cooling to buildings.

- a. Plant trees strategically for their benefits in building, window, and outdoor space shading.
- b. Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to reach buildings in the winter.
- c. Explore the use of vegetation to shield exposed east and west facing walls.
- d. Plant ground covers that prevent ground reflection of solar heat and keep the surface cooler.

UD-6.5 Incorporate decorative elements such as rock groupings, raised planters, bollards, sculptures, decorative paving, or decomposed granite as part of landscaping areas.

UD-6.6 Utilize raised planters, planted arbors, planting in conjunction with fountains to incorporate landscaping into paved public spaces such as courtyards, plazas, or paseos.

UD-6.7 Maximize the use of landscaping to screen mechanical equipment and parking areas from the street.

Street Trees and Parkway Landscaping

UD-6.8 Design parkway landscaping in a manner representative of a rural context, with arid landscaping, plant species selected from Table 5-1, and decomposed granite or natural-color wood mulch. The Old Town State Historical Park parking areas on Congress Street are excellent examples of this design style.

UD-6.9 Incorporate shade-producing canopy street trees along all streets where sidewalks widths allow.

- a. Select street tree species for neighborhood streets from the City's Street Tree Selection Guide, with preference for native and/or drought-tolerant species.
- b. Utilize a consistent selection of street trees species between blocks on the same neighborhood street to establish a visual linkage.
- c. Select street tree species for Old Town Avenue, San Diego Avenue, Congress Street, Juan Street, Taylor Street, and Pacific Highway from Table 5-3, Corridor-Specific Street Tree Species.



Businesses and residences in Old Town can create appealing frontages using landscaping that is reminiscent of the community's pre-1872 character.

- d. Coordinate street tree species selection and tree spacing to provide shading to the sidewalk and support a comfortable pedestrian environment.
- e. Space trees based on species selected (20 to 50 feet on center) and based on the ability of the tree species and spacing to reasonably achieve shading of at least 50% of the sidewalk within ten years of planting.

UD-6.10 Select and plant street trees carefully to ensure their long-term success and health.

- a. Choose appropriate street tree species for each particular street or site to avoid potential conflicts with overhead or underground utilities and nearby structures. The ultimate tree size and form should fit within the parkway and aerial space allocated nearby structures.
- b. Coordinate street tree species selection and sign placement on structures, to ensure that signs are installed at a height that will ultimately allow sign visibility under tree canopy and that tree will not be removed at a later date due to conflicts with signs.
- c. Design parkway and median landscaping areas to incorporate a central indentation to assist in the capture and infiltration of irrigation and storm water.
- d. Utilize tree root barriers along sidewalks and walkways in order to minimize pavement upheaval.



Strategically utilizing landscaping and tree planting can serve to screen parking lots from view and prevent an interruption into the immersive nature of Old Town's historical community character.



Parkway landscaping should be designed to evoke a rural context, with arid landscaping, decomposed granite and gravel.



- e. Utilize structural soil medium or suspended pavement technology that extends from the street curb to the full width of the adjacent property line or, if narrower, the extent of the mature canopy. This larger growing area improves a tree's stability and lifespan by ensuring that its roots are properly aerated and have room to grow.
- f. Discourage the installation of tree grates. Exceptions may be considered to protect trees and reduce pedestrian safety hazards in commercial areas and areas with high pedestrian activity. If tree grates are utilized, provide tree maintenance at regular intervals to ensure grates do not girdle trunks and coordinate tree grate design and materials with overall character of the street and neighborhood and other street furnishings.



The incorporation of street trees and parkway landscaping where possible can help enhance the pedestrian experience, and define a consistent streetscape theme along the community's major corridors.

BOX 5-3: SHADE AND PASSIVE COOLING LANDSCAPING TECHNIQUES

- Place trees strategically for their benefits in building, window, and outdoor space shading.
- Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to reach buildings in the winter.
- Plant vegetation to shield exposed east- and west-facing walls.
- Plant groundcovers that prevent ground reflection of solar heat and keep the surface cooler.
- Build roof gardens, eco-roofs, or other vegetated roof systems to help reduce the solar heat gain and, where possible, to serve as functional passive-use space.

- g. If additional landscaping is incorporated into street tree pits, utilize small plants and bulbs that won't compete with the tree roots for water, space, and nutrients.

UD-6.11 If trees in above-ground planters are proposed due to space or underground utility conflicts, select planters that are adequately sized to ensure the long-term health of the tree species to be planted.

Maintenance of Street Trees

UD-6.12 Maintain street trees by coordinating public agency maintenance activities with maintenance by property owners and private enterprises responsible for tree maintenance.

UD-6.13 Ensure that a tree maintenance and watering plan is in place for all new development and redevelopment projects to maintain the long-term health of street trees. A tree maintenance plan should include the following activities:

- Tree trimming only as needed to eliminate public safety hazards, provide visibility of traffic signals and other traffic control devices for pedestrians and motorists, and train the tree's shape and growth.
- Immediate removal of dead trees or trees deemed to be an immediate hazard in the public right-of-way.
- Street tree watering that is based on how large the tree is, to ensure maximum use of water provided.
- Removal of weeds and trash from street tree pits to reduce the amount of stress placed on the plants.
- Loosening of the top 2-3 inches of soil by a tree care professional to alleviate compaction and help water and air reach the roots and application of a three-inch layer of mulch to the tree pit to facilitate growth.

TABLE 5-1: PLANTING PALETTE A - HERBACEOUS PLANT SPECIES

Botanical Name	Common Name	Botanical Name	Common Name
Any plant species native to San Diego County	Varies	Chorizanthe staticoides	Turkish Rugging
Acanthus mollis	Bear's Breeches	Cicer arietinum	Garbanzo Bean
Achillea lanulosa	Yarrow	Cissus (any species)	Cissus
Agave (any species)	Century Plant, etc.	Citrullus vulgaris	Watermelon
Alcea rosea	Hollyhock	Cladanthus arabicus	Palm Springs Daisy
Allium (any species)	Onion, Chive, etc.	Clivia (any species)	Clivia
Alyssum maritimum	Sweet Alyssum	Coffea arabica	Coffee
Amaryllis belladonna	Amaryllis	Coriandrum sativum	Coriander
Anemopsis californica	Swamp Root	Crassula coccinea	Red Crassula
Angelonia biflora	Angelonia	Crocosmia crocosmiiflora	Coppertips
Argemone mexicana	Mexican Prickly Poppy	Cryptanthus beuckeri	Cryptanthus
Artemisia (any species)	Wormwood	Cucumis (any species)	Melon, Muskmelon
Arum italicum	Italian Arum	Cucurbita (any species)	Squash, Pumpkins
Asclepias fascicularis	California Narrowleaf Milkweed	Cuminum cyminwn	Cumin
Asparagus officinalis	Asparagus	Cyclamen indicum	Ivy Leaf Cyclamen
Asphodelus albus	Asphodel	Cynara scolynax	Artichoke
Begonia sutherlandii	Sutherland Begonia	Dahlia (any species)	Dahlia
Beta vulgaris	Beet	Datura metaloides	Jimsonweed
Borago officinalis	Borage	Daucus carota var. sativa	Carrot
Bouvardia humboldtii	Bouvardia	Davallia canariensis	Hare's Foot Fern
Brassica oleracea	Cabbage, Cauliflower	Delphinium ajacis	Annual Delphinium
Brassica rapa	Turnip	Diplacus (any species)	Monkey Flower
Canarina campanulata	Canarian Bell Flower	Dianthus (any species)	Carnations, etc.
Capsicum frutescens	Chili Pepper	Echeveria harmsii	Red Echeveria
Caruin carvi	Caraway	Echium fastuosum	Pride of Madeira
Cedronella canariensis	Balm of Gilead	Ephedra californica	Mexican Tea
Cestrum nocturnum	Night Blooming Jasmine	Epidendrum obrienianum	O'brien's Star Orchid
Cheiranthus mutabilis	Wall Flower	Ervum lens	Lentil
Chlorogalum pomeridianum	Soap Plant	Eschscholtzia californica	California Poppy
		Foeniculum vulgare var. dulce	Florence Fennel



The Casa de Estudillo, originally built in 1829 and restored in 1910, incorporates plants commonly used prior to 1872 in its landscaping.



The Casa de Machado-Stewart, a restored home from the 1830s, includes landscaping areas that complements its architectural style.

TABLE 5-1: PLANTING PALETTE A - HERBACEOUS PLANT SPECIES (CONTINUED)

Botanical Name	Common Name	Botanical Name	Common Name
Frankenia capitata laevis	Sea Heath	Papaver rupifragum	Spanish Poppy
Gaillardia aristata	Blanket Flower	Passiflora caerulea	Blue Crown Passion Flower
Gazania (any species)	African Daisy	Pastinaca sativa	Parsnip
Grindelia species	Gum Plant	Pelargonium (any species)	Geranium
Gynura aurantiaca	Purple Passion Plant	Pellaea (any species)	Cliffbrake
Helleborus lividus	Majorcan Hellebore	Petasites fragrans	Winter Heliotrope
Heuchera sanguinea	Coral Bells	Petroselinum hortense	Parsley
Hosackia gracilis	Coast Lotus	Phyllostachys (any species)	Bamboo
Hyacinthoides hispanica	Spanish Bluebell	Pirapinella anisum	Anise
Indigofera (any species)	Indigo	Pisum sativum	Pea
Ipomoea batatas	Sweet Potato	Polianthes tuberosa	Tuberose
Iris (any species)	Iris	Portulaca grandiflora	Moss Rose
Jasminum grandiflorum	Spanish Jasmine	Raphanus sativus	Radish
Kalanchoe flammea	Kalanchoe	Rhamnus californica	Coffeeberry
Kniphofia uvaria	Red-Hot Poker	Rhamnus species	Buckthorns
Lantana (any species)	Lantana	Rheum Rhaponticum	Rhubarb
Lathyrus splendens	Campo Pea	Rosmarinus officinalis	Rosemary
Lactuca sativa	Lettuce	Salvia (any species)	Sage, Chia, etc.
Lavandula (any species)	Lavender	Satureja douglasii	Yerba Buena
Lavatera trimestris	Rose Mallow	Scabiosa atropurpurea	Pincushion Flower
Lilium candidum	Madonna Lily	Sisyrinchium bellum	Blue-eyed grass
Limonium (any species)	Sea Lavender, etc.	Sisyrinchium bermudianum	Blue-eyed grass
Liriope (any species)	Liriope	Solidago species	Goldenrod
Lupinus (any species)	Lupine	Sparaxis elegans	Harlequin Flower
Lycopersicon esculentum	Tomato	Spinacia oleracea	Spinach
Malvastrum coccineum	False Mallow	Solanum tuberosum	Potato
Marah fabaceus	Wild Cucumber	Tagetes erecta	Mexican Marigold
Matthiola incana	Stock	Thymus (any species)	Thyme
Melissa officinalis	Lemon Balm	Tithonia rotundifolia	Mexican Sunflower
Mentha arvensis	Common Mint	Tropaeolum majus	Nasturtium
Mentha piperita	Peppermint	Tulipa clusiana	Lady Tulip
Mentha pulegium	Pennyroyal	Vicia faba	Broad Bean
Mimulus biflorus	Mexican Star	Vinca (any species)	Vinca
Mirabilis jalapa	Four O'Clock Flower	Viola cornuta (any species)	Violet
Morisia monantha	Morisia	Vitis girdiana	Southern California Grape
Narcissus (any species)	Daffodil	Vitis vinifera	Grape
Nepeta mussinii	Catmint	Woodwardia (any species)	Chain Fern
Ocimum basilicum	Basil	Zantedeschia aethiopica	Calla Lily
Origanum vulgare	Marjoram	Zea mays	Corn
Oxypetalum coeruleum	Blue Flowered Milkweed	Zingiber officinale	Ginger
Pancratium (any species)	Sea Daffodil	Zinnia elegans	Zinnia
Papaver rhoeas	Flanders Poppy		

TABLE 5-2: PLANTING PALETTE B – LANDSCAPE TREE AND SHRUB SPECIES

Botanical Name	Common Name	Botanical Name	Common Name
Any tree or shrub species native to San Diego County	Varies	Diospyros kaki ^+	Japanese Persimmon
		Erica melanthera +	Heather
Abies concolor *	Balsam Fir	Eriogonum giganteum *+	St. Catherine's Lace
Acacia farnesiana +	Sweet Acacia	Erythrina crista-gailli +	Cockspur Coral Tree
Acacia subporosa +	River Wattle	Ficus carica ^+	Mission Fig
Acalypha californica *+	California Copperleaf	Fortunella japonica ^+	Round Kumquat
Acer negundo *	Box Elder	Fouquieria splendens *+	Ocotillo
Adenostoma fasciculatum *+	Chamise	Fraxinus velutina coriacea *+	Montebello Ash
Adenostoma sparsifolium *+	Ribbon Wood, Red Shanks	Fremontia mexicana *+	Southern Flannel Bush
Aesculus californica *+	California Buckeye	Fuchsia triphylla	Honeysuckle Fuchsia
Allamanda hendersonii	Golden Trumpet	Grevillea robusta +	Silk Oak
Alnus rhombifolia *	White Alder	Hesperocyparis macrocarpa *+	Monterrey Cypress
Anisacanthus wrightii +	Red Texas Firecracker	Heteromeles arbutifolia *+	Toyon
Antigonon leptopus +	Coral Vine	Holmskioldia sanguinea	Chinese Hat Plant
Arbutus unedo ^+	Strawberry Tree	Hydrangea macrophylla	Hydrangea
Arctostaphylos (any species) *+	Manzanitas	Hylocereus triangularis +	Night Blooming Cactus
Bauhinia galpinii	Red Orchid Bush	Ilex perado	Canary Island Holly
Beaucarnea recurvata +	Elephant's Foot	Juglans californica *+	California Walnut
Bougainvillea (any species) +	Bougainvillea	Juglans regia	English Walnut
Boussingaultia basseloides	Madeira Vine	Juniperus excelsa +	Greek Juniper
Brachychiton acerifolius +	Flame Tree	Juniperus californica *+^	California Juniper
Brugmansia suaveolens	Angels' Tears	Kennedya rubicunda +	Dusky Coral Pea
Bursera microphylla *+	Littleleaf Elephant Tree	Laurus nobilis +	Bay Laurel Tree
Buxus microphylla +	Littleleaf Box	Lavatera olbia +	Tree Lavatera
Calocephalus brownii +	Cushion Bush	Leonotis leonurus +	Lion's Tail
Calocedrus decurrens *+	Incense Cedar	Lippia citriodora +	Lemon Verbena
Ceanothus (any species) *+	Mountain Lilac	Littonia modesta +	Climbing Lily
Celtis reticulata *+^	Western Hackberry	Mahonia nevinii *+^	Nevin's Barberry
Cercidium floridum *+	Palo Verde	Malus sylvestris ^	Apple
Cercis occidentalis *+	Western Redbud	Malva assurgentiflora *+	Island Mallow
Chilopsis linearis *+	Desert Willow	Manettia bicolor	Firecracker Vine
Chorizema cordatum	Australian Flame Pea	Melia azedarach +	Chinaberry Tree
Citrus (any species) ^	Citrus	Mimusops elengi +^	Spanish Cherry
Clematis balearica	Fern-Leaved Clematis	Mirabilis laevis *+	Wishbone Bush
Convolvulus cneorum +	Bush Morning Glory	Mitriostigma axillare	African Gardenia
Cuphea (any species)	Cuphea	Momordica charantia ^+	Bitter Melon
Cupressus sempervirens +	Italian Cypress	Musa sapientum ^	Plantain
Cupressus forbesii *+	Tecate Cypress	Myrsine africana +	African Boxwood
Cydonia oblonga ^	Quince	Nerium oleander +	Oleander
Cytisus canariensis +	Canary Island Broom	Nicotiana glauca	Flowering Tobacco
Danae racemosa +	Alexandrian Laurel	Olea europaea +^	Olive
Delonix regia +	Royal Poinciana	Olneya tesota *+	Desert Ironwood

*California native +Drought Tolerant ^Produces Fruit

TABLE 5-2: PLANTING PALETTE B – LANDSCAPE TREE AND SHRUB SPECIES (CONTINUED)

Botanical Name		Common Name	Botanical Name		Common Name
Opuntia (any species)	*+^	Prickly Pear, etc.	Psoralea argophylla	*	Smokethorn
Parkinsonia aculeata	+	Mexican Palo Verde	Punica granatum	^+	Pomegranate
Parkinsonia microphylla	*+	Little Leaf Palo Verde	Pyrus communis	^	Pear
Persea americana	^	Avocado	Quamoclit lobata	+	Spanish Flag Vine
Philadelphus mexicanus		Mock Orange	Quercus agrifolia	*+	Coast Live Oak
Phlomis fruticosa	+	Jerusalem Sage	Quercus chrysolepis	+	Canyon Live Oak
Phoenix dactylifera	^	Date Palm	Quercus engelmannii	*+	Engelmann Oak
Phygadeuon capensis		Cape Fuchsia	Quercus ilex	*+	Holly Oak
Phytolacca dioica	+^	Ombu	Quercus kelloggii	*+	Black Oak
Pinus coulteri	*+	Coulter Pine	Quercus suber	*+	Cork Oak
Pinus jeffreyi	*+	Jeffrey Pine	Quercus wislizenii	*	Interior Live Oak
Pinus monophylla	*+	Single-Leaf Pinyon	Roldana petasitis		Velvet Groundsel
Pinus pinea	+	Stone Pine	Romneya coulteri	*+	Matilija Poppy
Pinus quadrifolia	*+	Parry Pinyon Pine	Rosa (any species)		Rose
Pinus torreyana	*+	Torrey Pine	Salix (any species)		Willow
Platanus racemosa	*+	California Sycamore	Sambucus cerulea	*+^	Blueberry Elder
Poinciana gilliesii	+	Yellow Bird of Paradise	Schinus molle	+	Pepper Tree
Populus fremontii	+	Fremont Cottonwood	Senecio confusus	+	Mexican Flame Vine
Populus trichocarpa	*	Black Cottonwood	Solandra grandiflora		Cup of Gold Vine
Prosopis glandulosa	*	Honey Mesquite	Solanum rantonnetii	+	Blue Potato Bush
Prosopis juliflora	*+	Mesquite	Strelitzia nicotai	+	White Bird of Paradise
Prosopis pubescens	*	Screwbean	Streptosolen jamesonii		Marmalade Bush
Prunus amygdalus	^	Almond	Tecoma stans	+	Yellow Bells
Prunus armeniaca	^	Apricot	Teucrium fruticans	+	Bush Germander
Prunus avium	^	Cherry	Tipuana tipu	+	Tipu Tree
Prunus cerasus	^	Sour Cherry	Umbellularia californica	*+	California Bay
Prunus domestica	^	Common Plum	Ungnadia speciosa	+	Mexican Buckeye
Prunus capuli	*^	Mexican Cherry	Viburnum tinus		Lauristinus
Prunus ilicifolia	*+	Hollyleaf Cherry	Virgilia oroboides		Cape Virgilia
Prunus ilicifolia ssp lyonii	*+^	Catalina Cherry	Visnea mocanera		Visnea
Prunus persica	^	Peach	Vitex agnus-castus	+	Vitex
Prunus virginiana	*^	Chokecherry	Washingtonia filifera	*+	California Fan Palm
Pseudotsuga macrocarpa	*+	Bigcone Spruce	Yucca (any species)	*+	Yucca, etc.

*California native +Drought Tolerant ^Produces Fruit

5.7 Street Corridors and Gateways

Cohesive streetscape design along the community's major streets will reinforce Old Town San Diego's historic character and small town sense of place. The Community Plan has identified street corridors along which streetscape enhancements will provide an improved pedestrian and bicyclist environment, and will help strengthen linkages between Old Town's visitor destinations, parks, the Core Sub-District, the Old Town Transit Center and the San Diego River Park.

The incorporation of gateways will enhance the sense of arrival and place within Old Town. Gateways contribute to the visual experience of pedestrians, bicyclists and motorists, and can take a variety of forms including landmarks, community or site markers, streetscape enhancements, lighting, signs, and unique landscaping or architectural treatments that create a ceremonial entryway into the community.

Streetscaping and landscaping improvements will result in an improved public realm, enhanced pedestrian and bicyclist environment, and strengthened connections between visitor destinations, parks, the Core Sub-District, the Old Town Transit Center and the San Diego River Park. Re-establishing historic connections to the Presidio and to the San Diego River will help strengthen the community's sense of place and its pre-1872 character. Table 5-3 and Figure 5-16 provide specific direction for street tree planting along these corridors.



Structures resembling plastered adobe walls, located at the entrances of the State Historic Park and at the Transit Center, help highlight these community assets and can serve as example for the design of future community gateway treatments.



Gateway treatments should recognize the importance of Old Town San Diego as the birthplace of California.

POLICIES

- UD-7.1 Provide enhanced streetscape improvements that create a vibrant public realm with a distinctive visual character based in Old Town's history.
- UD-7.2 Incorporate street trees along key corridors as specified in Figure 5-15 and Table 5-3.
- UD-7.3 Design gateways that enhance the arrival experience of pedestrians, bicyclists and motorists at the following intersections: Taylor Street and Congress Street; Taylor Street and Morena Boulevard; San Diego Avenue, Congress Street, and Ampudia Street; and Old Town Avenue and Moore Street.
 - a. Gateways should relate to the scale and design context of Old Town's architectural periods.
 - b. Gateways should be compatible with adjacent development.
- UD-7.4 Incorporate streetscape enhancements along Taylor Street that commemorate the historic La Playa Trail and the San Diego River that help define the character of this major entry point.
- UD-7.5 Include storm water management features as part of streetscape enhancements along Taylor Street and Pacific Highway.

- UD-7.6** Retrofit Pacific Highway to serve as a boulevard street providing a strengthened linkage from the San Diego River Park into Old Town San Diego and to Downtown. These improvements should include storm water management features.
- UD-7.7** Incorporate streetscape enhancements along Congress Street to help promote pedestrian activity and guide visitors between the Old Town Transit Center, and the Old Town State Historic Park.
- UD-7.8** Enhance San Diego Avenue's character as Old Town's pedestrian-friendly main street to provide a strengthened connection between the Old Town San Diego State Historic Park and the Core Sub-District.
- UD-7.9** Incorporate streetscape enhancements along Juan Street to improve the pedestrian environment and strengthen the connection between the Old Town San Diego State Historic Park, Presidio Park and Heritage Park.
- UD-7.10** Incorporate streetscape enhancements into Old Town Avenue that help provide a sense of arrival into the community, with particular emphasis at its intersection with Moore Street.



Groupings of planters and a combination of drought-tolerant plant species in landscaping can help strengthen the community character at gateway locations and along the community's street corridors.



Caltrans District 11 Headquarters' site includes parkway landscaping that evokes a riparian environment commemorating the San Diego River, which wandered back and forth over the broad delta it had formed between Point Loma and Old Town.



The State Historic Park contains plant species that resemble Old Town's pre-1872 character, which if incorporated into the community's gateways and street corridors will strengthen its sense of place.

SAN DIEGO AVENUE CORRIDOR

San Diego Avenue is the pedestrian-friendly main street of Old Town which extends through both the Historic Core and the Core. The mix of visitor-oriented stores, restaurants and cultural historic destinations along San Diego Avenue between Twiggs Street and Congress Street invites pedestrian activity. The pedestrian experience on this segment of San Diego Avenue will be enhanced with streetscape improvements that bring the historical character of the Old Town settlement from the Historic Core into the Core and create visual continuity between the two areas. The Community Plan envisions using street trees and parkway landscaping that are similar to those in the State Historic Park and of street furniture and street lighting of a pre-1872 style. Wider sidewalks could provide additional space for these elements as well as additional landscaping in planters or hanging baskets and wayfinding signs.



This conceptual rendering of San Diego Avenue at Twiggs Street illustrates potential streetscape improvements to create a stronger connection between the Core area and Old Town State Historic Park and support pedestrian activity. These improvements could include the installation of diagonal parking, widened sidewalks, pedestrian-oriented lighting, benches, and enhanced landscaping along San Diego Avenue, and an enhanced intersection at Twiggs Street incorporating enhanced paving and crosswalks.

Note: This rendering is for illustrative purposes only.

CONGRESS STREET CORRIDOR

Congress Street will provide a strengthened pedestrian connection through the community linking the Old Town Transit Center to the Historic Core. The vision for Congress Street streetscape improvements focuses on elements that create a positive pedestrian experience including additional lighting and wayfinding signs to guide pedestrians. The Community Plan recommends the incorporation of enhanced landscaping adjacent to sidewalks along building frontages due to the narrow width of Congress Street.



This conceptual rendering shows the intersection of San Diego Avenue, Congress Street, and Ampudia Street with mobility improvements which could include a roundabout, enhanced crosswalks, and wayfinding signs.

Note: This rendering is for illustrative purposes only.

OLD TOWN AVENUE CORRIDOR

The Community Plan envisions further enhancements to Old Town Avenue to create a linear gateway streetscape that will provide a sense of arrival into the community. The enhancements between Moore Street and San Diego Avenue will include wider sidewalks with street trees and parkway landscaping that reflect Old Town’s historical community character, as well as pedestrian-oriented lighting and wayfinding signs. Gateway elements, which could include landscape treatments or public art elements, at the intersection of Old Town Avenue and Moore Street will create visual emphasis at this community entry point.



This conceptual rendering provides a vision of what gateway treatments, including a Community Entry Sign, enhanced paving, and curb extensions with enhanced landscaping, could look like if they were implemented on Old Town Avenue near Interstate 5.

Note: This rendering is for illustrative purposes only.

TAYLOR STREET CORRIDOR

The Community Plan envisions Taylor Street serving as a linear gateway that commemorates the historic La Playa Trail, which was the oldest European trail on the Pacific Coast and linked Old Town, the Presidio, and the Mission to San Diego Bay. The incorporation of historic markers and signs along Taylor Street will help acknowledge the significance of La Playa Trail. Pedestrian and bicycle improvements, along with wayfinding signs, will reinforce the La Playa Trail connection between the Presidio Park, Old Town San Diego State Historic Park, the Old Town Transit Center, and Rosecrans Street and define the character of this major community entry point. Improvements include: gateway elements at the intersection of Taylor Street and Congress Street; river-themed streetscape design, which will incorporate wider non-contiguous sidewalks with riparian street trees and parkway landscaping; and storm water bio-retention or filtration features acknowledging the former course of the San Diego River.



This conceptual rendering of Taylor Street at Morena Boulevard, looking west, shows the future vision for this important community gateway. Improvements along this corridor are envisioned to include a Community Entry Sign and landscaped median, a bicycle lane, non-contiguous sidewalks with enhanced landscaping and storm water infiltration elements, pedestrian-oriented lighting, and wayfinding signs.

Note: This rendering is for illustrative purposes only.

PACIFIC HIGHWAY CORRIDOR

Old Town San Diego and Downtown have historically been connected by Pacific Highway, one of San Diego's early highways. The Community Plan envisions Pacific Highway as a landscaped boulevard that will provide an enhanced bicycle and pedestrian connection from the San Diego River Park to Downtown. Transforming Pacific Highway into a boulevard will include a unified streetscape theme from Downtown San Diego to Old Town San Diego that includes non-contiguous sidewalks, riparian street trees and parkway landscaping, and planted medians, along with pedestrian-oriented lighting. Protected bicycle lanes, also known as cycle tracks, will also be incorporated into the boulevard. Cycle tracks combine the experience of a separated path with the on-street infrastructure of a bicycle lane, and provide space for bicycles separated from vehicle travel lanes, parking lanes, and sidewalks by bollards or curbs/islands. Storm water bio-retention or bio-filtration features will be incorporated into the streetscape.



The Community Plan envisions streetscape improvements that bring the historical character of the San Diego River and surrounding areas to Pacific Highway.



Bio-retention and/or bio-filtration features will be incorporated into the Pacific Highway streetscape to help address storm-related flooding and downstream water quality.

JUAN STREET CORRIDOR

Juan Street will provide a strengthened pedestrian connection between Presidio Park, Old Town State Historic Park, and Heritage Park. Juan Street's existing Pepper Tree-lined character will be maintained and enhanced with additional pedestrian-oriented lighting and wayfinding signs. The Community Plan recommends the incorporation of enhanced landscaping adjacent to sidewalks along building frontages due to the narrow width of Juan Street.

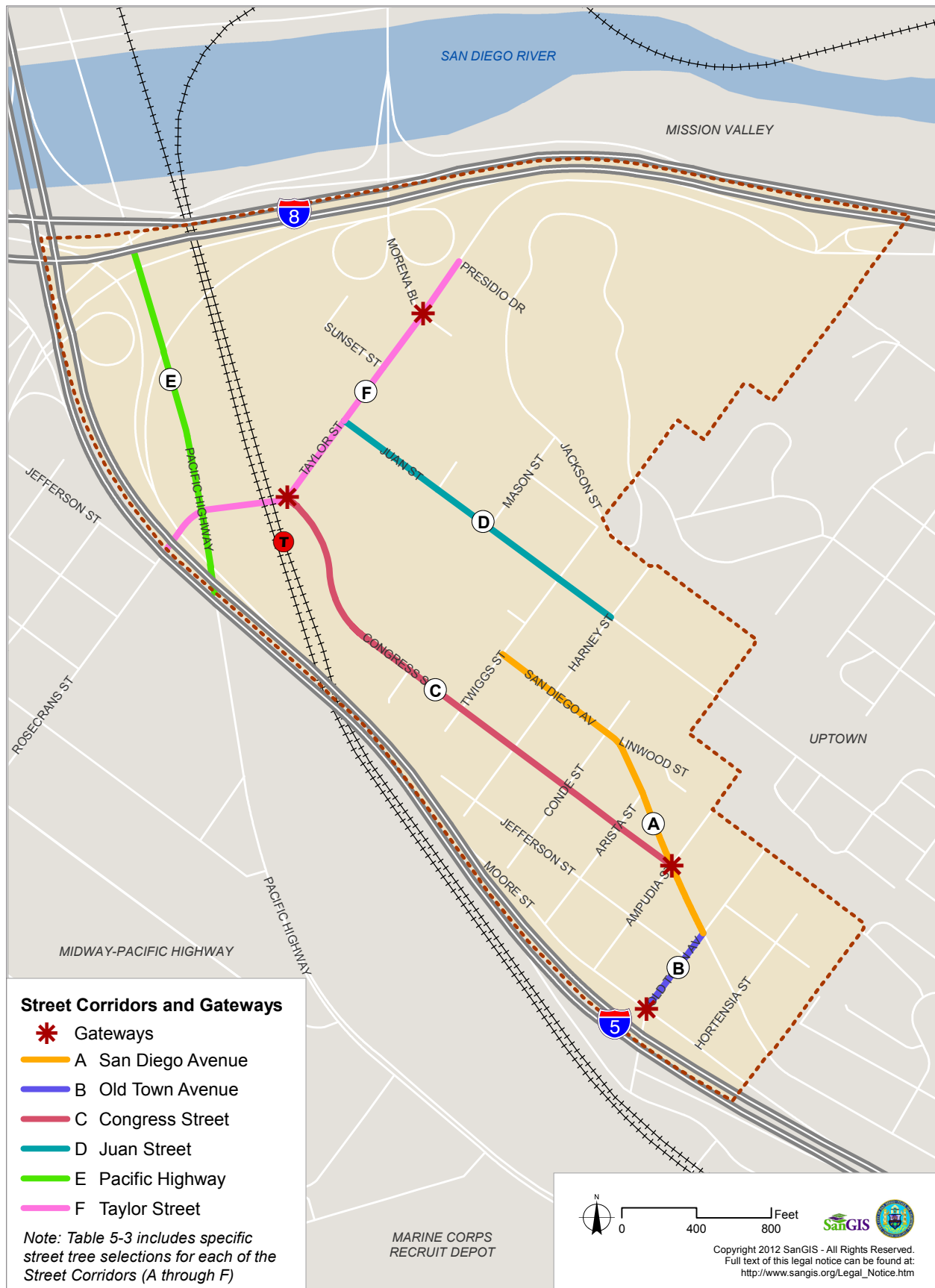


Due to Juan Street's narrow width, enhanced landscaping and pedestrian-oriented lighting can be placed along buildings' street frontages.

TABLE 5-3: CORRIDOR-SPECIFIC STREET TREE SPECIES

Key	Street Corridor	Segment	Primary Tree	Secondary Tree
A	San Diego Avenue	Twiggs Street to Old Town Avenue		
		2' - 4' Parkway	Weeping Acacia (<i>Acacia pendula</i>)	Silk Tree (<i>Albizia julibrissin</i>)
		4' - 6' Parkway	Blue Palo Verde (<i>Cercidium floridum</i>)	Australian Willow (<i>Geijera parviflora</i>)
		6' - 10' Parkway	Chinese Flame Tree (<i>Koelreuteria paniculata</i>)	Fruitless Olive (<i>Olea europaea</i>)
B	Old Town Avenue	Moore Street to San Diego Avenue		
		2' - 4' Parkway	Silk Tree (<i>Albizia julibrissin</i>)	Silk Tree (<i>Albizia julibrissin</i>)
		4' - 6' Parkway	Australian Willow (<i>Geijera parviflora</i>)	Desert Willow (<i>Chilopsis linearis</i>)
		6' - 10' Parkway	Fruitless Olive (<i>Olea europaea</i>)	Fruitless Olive (<i>Olea europaea</i>)
C	Congress Street	Taylor Street to San Diego Avenue		
		2' - 4' Parkway	Strawberry Tree (<i>Arbutus unedo</i>)	Silk Tree (<i>Albizia julibrissin</i>)
		4' - 6' Parkway	Marina Strawberry Tree (<i>Arbutus unedo marina</i>)	Desert Willow (<i>Chilopsis linearis</i>)
		6' - 10' Parkway	Glossy Privet (<i>Ligustrum lucidum</i>)	Fruitless Olive (<i>Olea europaea</i>)
D	Juan Street	Taylor Street to Harney Street		
		2' - 4' Parkway	Silk Tree (<i>Albizia julibrissin</i>)	Western Redbud (<i>Cercis occidentalis</i>)
		4' - 6' Parkway	Australian Willow (<i>Geijera parviflora</i>)	White Orchid Tree (<i>Bauhinia forficata</i>)
		6' - 10' Parkway	Fruitless Olive (<i>Olea europaea</i>)	Australian Bottle Tree (<i>Brachychiton populneus</i>)
E	Pacific Highway	Old Town Transit Center to San Diego River Park		
		2' - 4' Parkway	Catalina Ironwood (<i>Lyonothamus floribundus</i>)	Catalina Ironwood (<i>Lyonothamus floribundus</i>)
		4' - 6' Parkway	Brisbane Box (<i>Lophostemon confertus</i>)	Holly Oak (<i>Quercus ilex</i>)
		6' - 10' Parkway	Southern Magnolia 'Samuel Sommer' (<i>Magnolia grandiflora</i>)	California Sycamore (<i>Platanus racemosa</i>)
		> 10' Parkway	Coast Live Oak (<i>Quercus agrifolia</i>)	
F	Taylor Street	Old Town Transit Center to Presidio Drive		
		2' - 4' Parkway	Catalina Ironwood (<i>Lyonothamus floribundus</i>)	Guadalupe Fan Palm (<i>Brahea edulis</i>)
		4' - 6' Parkway	Raywood Ash (<i>Fraxinus oxycarpa</i>)	California Fan Palm (<i>Washingtonia filifera</i>)
		6' - 10' Parkway	California Sycamore (<i>Platanus racemosa</i>)	Pindo Palm (<i>Butia capitata</i>)

FIGURE 5-15: STREET CORRIDORS STREET TREE PLAN AND GATEWAYS



5.8 Signs

As a form of communication, signs transmit information and messages beyond their respective locations, and therefore play a significant role in establishing community character. Signs may contribute to an attractive and understandable urban environment. The Community Plan envisions the design, fabrication and installation of signs that provide authentic graphic design and contribute to Old Town's pre-1872 character and attractiveness. Signs should be compatible with and enhance the architectural style of their associated buildings and sites. Signs designed for different purposes will complement Old Town's built environment and improve the visitor experience by providing important information. The Community Plan provides policies regarding sign design and placement based on the purpose of the sign, and categorizes signs as follows:

Identification Signs

Identification Signs state the name of the business owner or occupant of the commercial building or tenant space on which the sign is placed, or identify the name of the building, or describe the goods offered, manufactured, or produced or services rendered in the commercial space. Identification Signs can be building-mounted, freestanding (ground-mounted), or projecting hanging signs.

Historical Identification Signs

Historical Identification Signs are part of the creation of a replica historical structure or restoration of a historical structure that existed prior to 1872. Historical Identification Signs must be designed to be consistent with signs that existed in the pre-1872 period in terms of size, shape, design, material, coloring, lighting, and location.

Directional Signs

Directional Signs provide direction at the building or site level to commercial or residential properties, including street numbers, or provide direction to elements of properties such as entrances or parking areas. Directional signs include freestanding A-frame signs.



Identification Sign for the Mason Street School Museum.



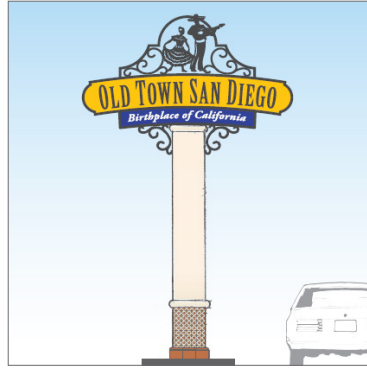
Historical Identification Sign on the roof of the Cosmopolitan Hotel.



Directional Sign within the Cosmopolitan Hotel.



Wayfinding Sign in Old Town State Historic Park.



Left: Informational Signs at the Rose-Robinson Visitor Center.
Right: Concept for Community Entry Sign for Old Town San Diego.

Wayfinding Signs

Wayfinding Signs provide direction at the block level to guide pedestrians, bicyclists and motorists between different destinations; direct drivers to parking facilities; and identify pedestrian and bicycle routes. Wayfinding Signs can be located on public or private property. Policies regarding the design and implementation of a community-wide wayfinding sign system are found in Section 5.9.

Informational Signs

Informational Signs provide information about business operations, including Open/Closed signs, hours of operation signs, and signs that provide information on incidental business services (e.g. credit cards, ATMs, etc.).

Community Entry Signs and Neighborhood Identification Signs

Community Entry Signs and Neighborhood Identification Signs announce entry into the community and enhance the arrival experience for travelers and visitors.

Temporary Signs

Temporary Signs include signs designed to be displayed for a limited period of time, such as signs announcing events, flags, and banners.

SIGN DESIGN

Common sign design, size, shape, graphics, material, color, and lighting elements applicable to all sign categories relevant to Old Town's pre-1872 character are described below. When designing signs, these characteristics should be incorporated; however, an appropriate period-accurate sign does not need to incorporate every detail from the lists below.

Sign Shapes - Most Common Shapes

- Horizontal rectangular forms, which may incorporate ornate left and right edge designs
- Vertical rectangular forms, including tombstone sign shapes, which may incorporate ornate top and/or bottom edge designs

Sign Shapes - Other Common Shapes

- Curved or arch shapes (typically used over doorways, or over or under arched building features)
- Square sign shapes (projecting hanging signs only)
- Shield sign shapes, for small to medium sized signs
- Oval sign shapes, for small to medium sized signs
- Representative shapes (two-dimensional cutouts in the shape or symbol of a good or service offered on the premises, or an arrow for a Directional Sign or Wayfinding Sign)

Sign Materials - Sign Body

- Re-sawn timber or rough-sawn timber planks or panel, or material with appearance of wood panel or planks, with painted background and lettering
- Smooth wood or wood-appearance molding frame
- Signs painted on building facades or windows
- Two-dimensional cutouts of wood or a material with the appearance of wood as features on signs
- Flat vinyl or painted metal panel that simulates the appearance of a timber panel (for Wayfinding Signs and Neighborhood Identification Signs only)
- Wrought iron or material with the appearance of wrought iron (for Community Entry Signs only)
- Cardboard, paper, canvas, sailcloth, or similar material (for Temporary Signs only)

FIGURE 5-16: SIGN SHAPE EXAMPLES

The following pictures provide examples of common sign shapes used prior to 1872. These examples are provided for reference and are not intended to restrict signs to the exact shapes and dimensions shown below.

SIGN SHAPES - MOST COMMON SHAPES

- Horizontal



- Horizontal with ornate left and right edge designs



- Vertical



- Vertical with ornate top edge design

SIGN SHAPES - OTHER COMMON SHAPES

- Curved or arch



- Shield



- Oval



- Representative (Arrow)

Sign Materials - Sign Supports

- Direct connection to a building or canopy structure, or indirect connection to a building or canopy structure with metal straps
 - All metal wire straps, supports, braces, and bolts to building should be made from galvanized steel
 - Metal straps and braces should be at least one eighth of an inch thick
- Suspension from wrought iron support (for projecting hanging Identification Signs, Directional Signs, and Wayfinding Signs only)
- Mounting on or suspension from wood sign post(s) (for freestanding Identification Signs only)
- Mounted on cast iron or cast metal post(s) (for Wayfinding Signs and Neighborhood Identification Signs only)
- Mounted on masonry column with stucco finish (for Wayfinding Signs and Community Entry Signs only)
- Mounted on cast iron, cast metal, and/or wooden frame (for freestanding Directional Signs only)

FIGURE 5-17: SIGN MATERIALS EXAMPLES

SIGN MATERIALS - SIGN BODY



- Painted wood



- Painted wood with wood frame



- Painted directly on facade or window



- Canvas or sailcloth

SIGN MATERIALS - SIGN SUPPORTS



- Direct connection to a building or canopy structure



- Indirect connection to building or canopy with metal straps



- Suspension from wrought iron support



- Mounted on wood sign post(s)



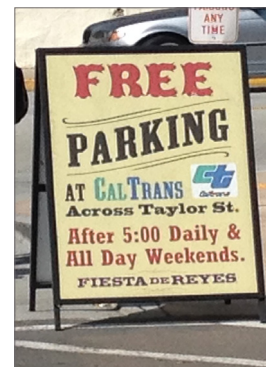
- Suspension from wood sign post



- Mounted on masonry column with stucco finish



- Mounted on cast iron or cast metal post



- Freestanding Directional Signs mounted on cast metal (left photo) and wooden (right photo) frames



Sign Background, Lettering, and Details

- Sign content is primarily lettering, with occasional use of symbols
- Lettering and symbols are designed to cover the majority of the surface area
- Periods are used for emphasis after business names, text referring to goods or services, or at the end of statements in the sign text
- Limited paint color palette for backgrounds and lettering (refer to Table 5-4)
 - Tints and shades of common sign paint colors listed in Table 5-4 were also used, and should complement other colors used on the sign
- Background and lettering color combinations should complement each other and be consistent with those that were used during the mid-19th Century (refer to Table 5-5)
- Colored lettering should be separated from colored grounds by means of a gold, black, or white line at the perimeter of the letter
- Painted letter blocking for sign text that gave the appearance of three-dimensionality
 - Letter blocking may be used along one line of a sign's text
 - Letter blocking should be oriented in one direction of a line of type and should not change direction midway across a line
- Painted letter shadow may be incorporated for sign text to simulate the shadows that would be cast by three-dimensional text
- Embellishments or symbols commonly used during the time period (see Table 5-6) may be used to fill empty space where needed but should not draw unnecessary attention to the sign
- Interior pin-stripping designs that highlight lettering color against background color may be used
- Wood cutouts may be used as features on signs

FIGURE 5-18: SIGN BACKGROUND, LETTERING, AND DETAILS EXAMPLES



- Sign content, primarily lettering, covers the majority of sign area



- Periods used for emphasis



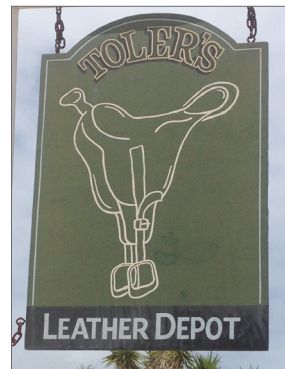
- Painted letter blocking used along one line of the sign's text to give the appearance of three dimensionality and is oriented in one direction



- Painted letter shadow used to simulate shadow that would be cast by text



- Colored lettering is separated from colored background by painted line



- Common pre-1872 symbol is used to fill space



- Interior pin-stripping designs used

TABLE 5-4: ACCEPTABLE PAINT COLORS FOR SIGN BACKGROUNDS AND LETTERING

Color			
Zinc White	Vermillion Red	Rose Madder Red	Vandyke Brown
Lead (Flake) White	Venetian Red	Carnation	Emerald Green
Chrome Yellow	Light Red	Purple-Brown (Caput Mortuum)	Bronze Green
Yellow Ochre	Carmine Red	Purple (Violet)	Gold (Gilt)
Stone (Gray-Yellow)	Indian Red	French Ultramarine	Ivory Black
Raw Sienna	Crimson Lake Red	Prussian Blue	Vegetable Black
Burnt Sienna	Scarlet Lake Red	Burnt Umber	Gray (for letter shadow only)

Note: Tints and shades of acceptable paint colors listed in this table may also be used.

TABLE 5-5: ACCEPTABLE BACKGROUND AND LETTERING COLOR COMBINATIONS

Background Color	Lettering Color(s)
Solid Background Colors	
White	<ul style="list-style-type: none"> Black (most common) Any acceptable color except Yellow. Letter blocking may be Red, Green, or Blue. Gold. Letter blocking may be any acceptable color except yellow (Red, Green, and Blue are most common). Red
Black	<ul style="list-style-type: none"> White (most common) Gold Emerald Green, with White outline Carnation Purple, with White outline
Vandyke Brown	<ul style="list-style-type: none"> Any acceptable color that is complementary and contrasts with the background color. Letter blocking and shadow are recommended.
Indian Red	
Purple	
Blue (any acceptable blue)	<ul style="list-style-type: none"> White, with optional Black letter shadow.
Bronze Green	<ul style="list-style-type: none"> Gold, with Vermillion Red or Emerald Green letter blocking.
Stone	<ul style="list-style-type: none"> Any acceptable color except Yellow. For Black lettering, letter blocking should be White on the illuminated side and Stone color (a shade that is darker than the background color) on the bottom. Letter shadow should be Burnt Umber, Yellow Ochre, and White.
Red (any acceptable red)	<ul style="list-style-type: none"> Gold, with Black letter blocking and Carmine Red letter shadow.
Light tints of colors	<ul style="list-style-type: none"> Blue, with Gold letter blocking and Gold outline.
Painted Backgrounds Simulating Marble Stone	
Black gold marble	<ul style="list-style-type: none"> White
Green marble	<ul style="list-style-type: none"> Carnation, with Gold outline, Gold or Yellow letter blocking, and Black letter shadow.
Other marbles	<ul style="list-style-type: none"> Emerald Green, with Carnation letter blocking. Vermillion, with Purple-Brown undersides on letter blocking and Gold outline.
Painted Backgrounds Simulating Wood Grain	
Rosewood	<ul style="list-style-type: none"> Gold, with Yellow Ochre and White letter blocking and letter shadow.
Light-Colored Wood	<ul style="list-style-type: none"> Any acceptable color that is legible against the colors used in the painted wood graining.

TABLE 5-6: COMMON SYMBOLS USED ON SIGNS PRIOR TO 1872

Business Type	Symbol
Pharmacist	Mortar with Pestle
Tailor	Men's Coat or Shirt
Boot or Shoe Maker or Dealer	Men's Boot
Saloon	Pitcher or Elephant
Auction House	Elephant
Broom Maker or Dealer	Broom and Brushes
Barbershop	Barber Pole
Watchmaker or Jeweler	Pocket Watch
Optician	Eye Glasses
Photographer	Camera or Photographs
China Dealer	Pitcher
Carpet Dealer	Rugs
Hardware Dealer	Agriculture Tools or Hardware
Stable	Horse
Tack and Harness Shop	Saddle
Cooper	Barrel
Book and Stationery Store	Book
Haberdasher	Top Hat
Gunsmith	Rifle
Cigar Dealer	Wooden Indian
Tinsmith	Tinware
Leather Goods	Glove
Meat Store	Steer
Stage Office	Stage Coach
Newspaper or Post Office	Writing Desk
Furniture	Furniture
Sewing Machine Dealer	Sewing Machine
Fresh Produce	Fruits and Vegetables
Stone Cutter	Stone Monuments
Perfume or Lamp Oil	Whale or Pig
Fire Department	Fire Fighting Equipment
Hospitality-Related Businesses	Deer or Elk Horns
Dry Goods	Blankets
Star-Theme Business	Five Pointed Star
Eagle- or American-Theme Business	Eagle or Federal Shield

Sign Text Styles

- Typefaces from the Roman, sans serif, and block letter families (see Figure 5-19)
- Successive lines of text should be comprised of different typefaces
- Subtle text appearance changes may be used such as adding serifs to plain block styles, increasing letter weight, italicizing, using three-dimensional letter shadows, and using lower case type styles
- Text may be varied in scale between lines and be rotated up, down, arched, curved, or 'S' curved

FIGURE 5-19: ACCEPTABLE TYPEFACE STYLE EXAMPLES

ABCDEFGHIJKLMNOPQRSTUVWXYZ
 abcdefghijklmnopqrstu
 vwxyz
 1234567890

Roman Typeface Example: Garamond

ABCDEFGHIJKLMNOPQRSTUVWXYZ
 XYZ
 abcdefghijklmnopqrstu
 vwxyz
 1234567890

Sans Serif Typeface Example: Alternate Gothic

ABCDEFGHIJKLMNOPQRSTUVWXYZ
 abcdefghijklmnopqrstu
 vwxyz
 1234567890

Block Serif Typeface Example: Playbill

ABCDEFGHIJKLMNOPQRSTUVWXYZ
 VWXYZ
 abcdefghijklmnopqrstu
 vw
 xyz
 1234567890

*Block Sans Serif Typeface Example:
Franklin Gothic Heavy*



Sign text should vary typefaces between lines, can incorporate appearance changes such as letter shadows, italicizing, and varying scale, and can be arched, curved, or rotated up or down.



Sign Illumination

- Sign illumination should be indirect, using a lighting source separate from the sign that represents a period-appropriate lighting fixture (standard millhouse lamp or French Quarter lantern), a gooseneck fixture, or other indirect lighting source that is hidden from view.
- Primary sign illumination can be supplemented with additional lighting provided that the secondary lighting source is hidden from view from the public right-of-way



French Quarter lanterns (top left), millhouse lamps (top right), and gooseneck lamps (bottom) are a period-appropriate options for providing indirect illumination for a sign.

POLICIES

- UD-8.1** Design signs to incorporate lettering and symbols that are clear, legible and visually effective and that use paint colors, type-faces, and symbols that are consistent with those used on signs prior to 1872 (refer to Tables 5-4 through 5-6).
- UD-8.2** Establish a coherent, unifying sign plan and design theme for each building or development that is reflective of Old Town's pre-1872 character.
- Limit visual clutter by tailoring the type, location, size, design, and operation of signs to complement each other and communicate effectively using the fewest number of signs possible.
 - Design signs to complement, rather than compete with, existing signs in the community.
 - Integrate signs in a manner that is architecturally compatible with the building or site.
 - Incorporate appropriate design, size, shape, graphics, material, color, lighting, and location of signs.
- UD-8.3** Encourage sign design and placement that enhances the architectural and/or historic quality of the building or site and are compatible with Old Town's pre-1872 community character.



Signs that are consistent with pre-1872 standards, such as the Identification Sign and freestanding Directional Sign shown here, will contribute to the historical character of Old Town.



A coherent signage plan with a consistent design theme will enhance each building or development and limit visual clutter in the community.

- UD-8.4** Place signs thoughtfully on buildings and within sites to achieve architectural compatibility, proper function, and safety.
- Avoid projection of signs over the public right-of-way.
 - Carefully integrate signs on building facades and appurtenances in a way that enhances architectural features and avoid damage to or masking of architectural features or details (e.g. gallery, windows, molding details, roof crests, etc.).
- UD-8.5** Avoid the following sign materials and illumination types, which are not consistent with community character and should not be used:
- Contemporary finish materials, including those made of plastics, porcelain enamel, aluminum, stainless steel, sheet metal, or reflecting surfaces; unpainted metal supports in rolled or tubular sections; imitation materials including faux wood and faux marble; unpainted plywood; or any combination of the above.
 - Fluorescent, reflective, or luminous paint.
 - Internal illumination of any type, including light emitting diodes (LED), fluorescent tubing, and neon.
 - Fluctuating illumination, including light that flashes, blinks, or changes hue, color or intensity.

- UD-8.6 Use period-appropriate lighting fixtures (such as French Quarter lanterns, mill-house lamps, and gooseneck lamps) for the primary sources of lighting for signs in the community.
- UD-8.7 Consider the use of modern lighting components to provide secondary sources of lighting for signs, provided that the modern lighting source is not visible from the public right-of-way. Exposed bulbs and wiring are not consistent with community character and should not be visible.
- UD-8.8 Consider exceptions to these guidelines if pre-1872 examples and documentation supporting the exception are available and the sign particularly contributes to Old Town's historical character.

Identification Signs

- UD-8.9 Design Identification Signs to be consistent with pre-1872 standards for sign size, shape, text, graphics, material, color, and lighting.
- UD-8.10 Consider Historical Identification Signs that exceed the size or placement guidelines for Identification Signs if documented evidence of the existence a similar sign prior to 1872 is available.
- UD-8.11 Support the placement of a projecting hanging Identification Sign on the front or primary face of a commercial building provided the sign is designed as a two-dimensional cutout or graphic representation of the goods or services provided at the establishment (e.g. a saddle to advertise a leather goods shop; refer to Table 5-6) and does not project into or over the public right-of-way.
- UD-8.12 Support the placement of a single free-standing Identification Sign at the entrance to a court, arcade, or building housing multiple establishments that do not front onto the public right-of-way to identify the establishments within.
- UD-8.13 Discourage signs that identify goods or services that are not available on the premises upon which the sign is placed.

- UD-8.14 Design awnings with text and/or symbols to be consistent with printed text or common symbols used prior to 1872 that represent the goods or services sold on premises (refer to Table 5-6 for acceptable sign symbols).

- UD-8.15 Avoid awning designs that incorporate business logos.

Informational Signs

- UD-8.16 Discourage the use Informational Signs that are placed on exterior window and intended to be viewed from the public realm other than "Open/Closed" signs, hours of operation signs, and Temporary Signs.
- UD-8.17 Redesign standard copyrighted logo Informational Signs offering information on incidental services or recommendations (e.g. AAA, credit cards, ATMs, etc.) to look like signs from the pre-1872 period.



The Old Town Theatre exemplifies a type of business existing prior to 1872 which incorporates a sign of the size that was historically used.



Two-dimensional cutout Identification Sign (left) and Informational Sign (right).

Directional Signs

- UD-8.18** Design Directional Signs to be consistent with pre-1872 standards for sign shape, text and graphics, materials, color, and lighting.
- Use a hand symbol or design the sign in the form of a directional arrow if a directional symbol is provided as part of a sign.
 - Support business or occupant nameplates and address or unit numbers that incorporate pictorial and/or decorative designs.
 - Discourage Directional Sign designs that incorporate advertising content, including brands, logos, or symbols, unless commonly used prior to 1872. (Refer to Table 5-6 for sign symbols used prior to 1872.)
- UD-8.19** Support the placement of one single-faced or double-faced freestanding Directional Sign along the primary frontage of a building where the primary façade of the building is set back five feet or more from the property line, provided that the sign does not obstruct the pedestrian path of travel.
- UD-8.20** Construct freestanding Directional Signs of materials consistent with those used prior to 1872 (cast iron, cast metal, and/or wood).



Directional Signs incorporating a directional symbol.



Directional Signs incorporating pictorial and decorative designs.

Wayfinding Signs

- UD-8.21** Design Wayfinding Signs to be consistent with pre-1872 standards for sign shape, text and graphics, material, color, and lighting, to the maximum extent feasible.
- Encourage use of either a hand symbol or a sign design in the shape of a directional arrow if a directional symbol is desired.
 - Encourage use of symbols on Wayfinding Signs that are consistent with those commonly used prior to 1872 to the extent feasible (see Table 5-6).
 - Avoid incorporating advertising content on Wayfinding Signs, including brands and corporate logos.
 - Limit the size and number of Wayfinding Signs to the minimum necessary to sufficiently communicate the wayfinding content.
 - Locate Wayfinding Signs where they do not obstruct the pedestrian path of travel or pose a safety hazard to vehicles or pedestrians.



Freestanding Directional Signs can be used to highlight businesses and their goods and services, and should be consistent with pre-1872 sign design and located outside of pedestrian paths of travel.

Temporary Signs

- UD-8.22** Support the use of temporary signs designed for a specific reason and period of time (e.g. community events) in the Core, Hillside, Taylor, and Hortensia Sub-Districts, provided that the signs are consistent with pre-1872 sign design and are made of materials used prior to 1872 such as cardboard, paper, canvas, sailcloth, or materials that approximate the appearance of canvas or sailcloth.
- UD-8.23** Support the display of flags (see Box 5-4), pennants, and banners, provided that they are not utilized for the purposes of Identification Signs.
- UD-8.24** Discourage flags, pennants, banners, and streamers that advertise brands, products, or business establishments, including feather signs.

BOX 5-4: ACCEPTABLE FLAG TYPES

- Officially adopted and recognized national, state and local flags, flags of international organizations, official military flags, and historical flags.
- Flags of groups, organizations, societies, and corporations, provided that they are limited to two per site.
- Personal flags, provided that they are limited to one per site.



Temporary Signs should be made of period-appropriate materials or materials that are similar in appearance, and their design should be consistent with the sign design guidelines in this section.



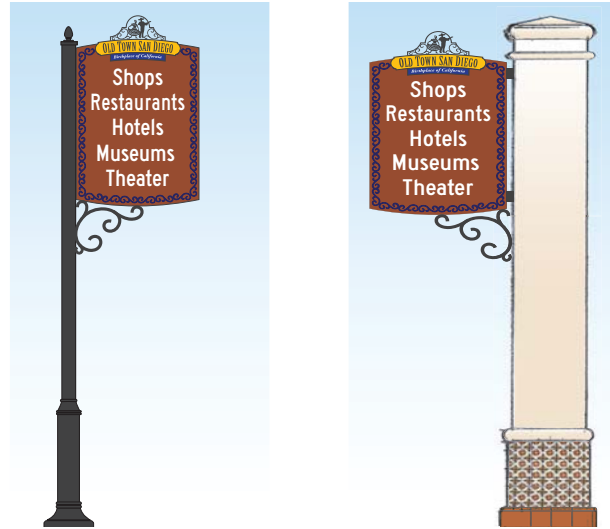
Flags, pennants, and banners should complement Old Town's character and avoid advertising brands, products, or business establishments.

5.9 Wayfinding

The Community Plan envisions a wayfinding sign system that complements the community's pre-1872 character, relates to Old Town's small scale and design context, and supports the community's historic and cultural heritage tourism. Wayfinding signs will also reinforce gateways and street corridors by enhancing the sense of arrival into the community, in addition to providing clear guidance for pedestrians, bicyclists and motorists between the community's destinations. The incorporation of historic markers and signs that acknowledge the community's historic built resources and historic sites' significance and direct visitors to their location will help support Old Town's educational and interpretive programs and tourism. Wayfinding signs will be designed to meet the general sign policies and design guidelines in Section 5.8 of this Element. The Community Plan's policies regarding wayfinding signs related to multi-modal transportation within Old Town are addressed in the Mobility Element.

POLICIES

- UD-9.1 Encourage the development of a comprehensive wayfinding sign program that provides a unified theme that enhances the community's identity and sense of place.
- UD-9.2 Ensure that wayfinding signs are designed with features, size, shape, materials and colors consistent with Old Town's small-scale and pre-1872 character.
- UD-9.3 Encourage the installation of wayfinding signs that highlight the community's gateways and enhance the arrival experience.



Wayfinding Signs that are consistent with pre-1872 sign design standards, such as these designed by the Old Town Chamber of Commerce, can help visitors navigate to community attractions while enhancing the community's sense of place.



Wayfinding kiosks at the State Historic Park guide visitors between the Park's historic, cultural and visitor-oriented destinations. The kiosk's design using pre-1872 appropriate materials, typefaces, and graphics, adds to the park's historical character.



Markers and signs can help acknowledge the community's historical structures and sites and direct pedestrian, bicyclists and motorists to their location.



6

ECONOMIC PROSPERITY

6.1 BUSINESS IMPROVEMENT, ATTRACTION, RETENTION, AND EXPANSION

6. Economic Prosperity

GOALS

- Promotion of Old Town San Diego as a major destination for historic and cultural heritage tourism.
- Economic well-being of locally-owned and operated businesses that provide services and goods to residents and visitors.
- Commercial buildings and uses that support and enhance Old Town San Diego's historic community character.

INTRODUCTION

As the birthplace of California, Old Town San Diego is rich with historical and cultural heritage and plays an important role in the City's tourism industry. Old Town has been a center for cultural heritage tourism and related businesses since the 1930s. Tourists continue to travel to Old Town to experience places and activities that authentically represent the stories and people of the past and present, including irreplaceable historical, cultural, and natural resources. Heritage tourism also generates support for and enhancement of the community's historical character, preserves historical resources, and creates destinations for tourists and local residents. Visitors are attracted by the quality historical and cultural buildings and sites, period architecture and landscaping, museums, and parks.



Well-designed visitor-serving uses including hotels and restaurants support heritage tourism and generate sales and employment.



Old Town's historical resources and ambiance draw visitors and locals to the community's attractions and businesses.

The Community Plan supports the continuation, improvement, and expansion of the cultural heritage tourism industry and related businesses through land use policies, urban design guidance, and policies regarding mobility improvements, access to transit, and visitor parking. The plan also accommodates complementary uses, such as residential uses and office commercial uses, to support a balanced and vibrant community. The Land Use Element identifies historical and cultural parks and sites and guides land uses to support and complement these assets. The Urban Design Element addresses the design of new buildings and sites to ensure they are consistent with Old Town's historical character. The Mobility Element addresses the pedestrian environment, transit access, visitor parking, and wayfinding signs to help enhance the visitor experience. Acknowledging that the community incorporates residential uses in addition to commercial and visitor-oriented uses, the Noise Element addresses land use compatibility with commercial activity.

The Economic Prosperity Element provides additional policies regarding support for economically important uses in Old Town San Diego and support for programs and activities which aid and complement economic activity in the community.

6.1 Business Improvement, Attraction, Retention, and Expansion

The promotion of the Old Town as a visitor destination can result in economic benefits for the community and the City. Cultural heritage tourism as an economic development strategy supports local and small business growth, provides job opportunities, increases property values, and encourages private investment. Economically important business and activity types in Old Town San Diego include hotel and visitor uses, special events, retail goods and services, and office uses. Improving the environment for these uses, retaining and expanding existing businesses and activities, and attracting new businesses and opportunities is important to the economic health of the community.

Community organizations in Old Town San Diego are active in promoting tourism and community businesses, and in fostering the historical and welcoming atmosphere that draws visitors and businesses. The City supports the formation and operation of Business Improvement Districts (BIDs), including the Old Town Business Improvement District, which are geographic-based areas where the business owners are assessed annually to fund activities and improvements to promote their individual business districts. BIDs are a tool for strengthening local small business communities, creating new jobs, attracting new businesses, and revitalizing commercial neighborhoods across the City.



Office uses in Old Town support diverse business activity and provide customers for retail and restaurants.



Retail, goods and services uses can foster engagement with the community while supporting businesses and artisans.

HOTEL AND VISITOR USES

Hotel and visitor uses have a strong presence in Old Town San Diego, with hotels and other businesses that cater to business people, leisure travelers, and family vacationers. The community's location near San Diego International Airport, transit, beaches, Sea World, and Downtown also contributes to visitors staying in Old Town. Organizations and businesses offering cultural experiences through museums, historical buildings and sites, and exhibits also play an important role in supporting Old Town's character and economy. Walking tours and other types of engagement activities may encourage and guide visitors to experience points of interest that are outside of the San Diego Avenue corridor.

SPECIAL EVENTS

Special events such as festivals, cultural events, and farmers and art markets, also play an important role in attracting visitors and supporting community businesses and organizations. These types of events can also highlight Old Town's history, culture, and attractions.

RETAIL GOODS AND SERVICES USES

San Diego Avenue has historically functioned as a "main street" for Old Town San Diego, with storefront businesses that foster a vibrant public realm and pedestrian activity. Retail uses, including sales of crafts and art, restaurants, and cafes cater primarily to visitors. Authentic streetscape and building design that enhance the public realm and

strengthen the visual and pedestrian connection with the State Historic Park will attract visitors and support the community's sense of place.

OFFICE USES

Office uses are also drawn to Old Town San Diego by the historical ambiance and stimulating environment. The Community has a variety of office users including professional businesses and government offices that assist in supporting local retail and restaurant businesses.

POLICIES

- EP-1.1 Promote Old Town San Diego as a historical and cultural heritage tourism destination.
- EP-1.2 Promote a community atmosphere that attracts craftsmen and artisans who could live, work, and sell their products in Old Town.
- EP-1.3 Encourage guided and self-guided walking tours in Old Town San Diego.
- EP-1.4 Support activation of Old Town's public spaces, including streets, sidewalks, and parks, with City-permitted special events and park uses to provide cultural enrichment, promote economic vitality, enhance community identity and pride, and provide fundraising opportunities for the community's nonprofit organizations.
- EP-1.5 Encourage the use of tourism-related local funding sources to promote Old Town San Diego nationally and internationally as a cultural heritage tourism destination.
- EP-1.6 Encourage the use of local, state, and federal programs to incentivize the retention of small local businesses within Old Town.
- EP-1.7 Support the character of buildings and landscaping and the quality of museums and exhibits within Old Town San Diego to support historical and cultural heritage tourism.



Old Town San Diego's history and character have long made it an attractive location for businesses including the Old Mission Olive Works Company, seen here in 1928.



7

PUBLIC FACILITIES, SERVICES & SAFETY

- 7.1 POLICE, FIRE AND RESCUE
- 7.2 EDUCATION AND LIBRARY
- 7.3 UTILITIES
- 7.4 MAINTENANCE,
LANDSCAPING AND
LIGHTING
- 7.5 WATER AND SEWER
INFRASTRUCTURE
- 7.6 HEALTH AND SAFETY

7. Public Facilities, Services & Safety

GOALS

- Provision of public facilities to serve the existing and future residents and employees living and working in Old Town San Diego.
- Provision of maintenance, landscaping, and lighting to serve the existing and future residents and employees living and working in Old Town San Diego.
- A safe and livable environment by ensuring development reduces and avoids risks posed by geologic, seismic, and hazardous materials conditions as part of the planning, design, and construction process.



Installation and maintenance of landscaping serves to enhance the public realm of Old Town San Diego.

INTRODUCTION

The Public Facilities, Services and Safety Element addresses public facilities and services for Old Town San Diego and health and safety issues affecting the community. The Community Plan discussion and policies supplement the city-wide public facilities, services, and safety goals and policies in the General Plan. Public facilities and services related discussions and policies are also interspersed within other Community Plan elements. The Recreation Element addresses parks and recreation facilities.



Infrastructure repair and improvements in the community should incorporate Sombrero Buff concrete sidewalks that complement Old Town's pre-1872 character.

7.1 Police, Fire and Rescue

Police, fire, and rescue services contribute to livability and safety. Fire Station No. 8, within the Uptown community, Fire Station No. 20, within the Midway – Pacific Highway community, and Fire Station 15, within the Ocean Beach Community, serve the Old Town San Diego community. The Police Department's Western Division Station, which serves Old Town, is located within the Linda Vista community.

POLICIES

- PF-1.1 Maintain Old Town's existing level of police and fire/rescue service.
- PF-1.2 Maintain a community relations program between police, residents and property owners.

7.2 Education and Library

San Diego Unified School District provides public education services to Old Town San Diego. Students from Old Town San Diego have the option to attend San Diego Unified School District Kindergarten to 12th grade schools in Midway – Pacific Highway, Peninsula, Uptown and Downtown, as shown in Box 7-1. The Ballard Parent Center is a Parent Education facility located at the former Fremont Elementary School site.

The Point Loma/Hervey Library in the Peninsula community and the Mission Hills Library in the Uptown community provide libraries services to the Old Town San Diego community. Additionally, the Central Library in Downtown is accessible from Old Town via the trolley.

POLICIES

- PF-2.1 Support a process to allow the public to have the opportunity to guide long-term uses of publicly owned community-serving facilities.
- PF-2.2 Support the funding and creation of a new Mission Hills library to build the library standard and extend existing resources.
- PF-2.3 Support the extension of library hours, expansion of book and periodical collections, and hiring of additional staff as necessary to provide adequate access to a full range of materials.



Undergrounding utility lines along the community's major street corridors reduces the visual impact of these facilities and enhances the community's historical character.



The location of utility boxes on private property provides a clear pedestrian path of travel and allows for screening these boxes with landscaping.

7.3 Utilities

San Diego Gas & Electric Company (SDG&E) provides gas and electricity utility services. Overhead wires detract from the historical aesthetic character of Old Town. However, undergrounding utility lines can result in the installation of ground-mounted transformers on sidewalks, which can impede pedestrian mobility.

POLICIES

- PF-3.1 Encourage agreements between property owners and utilities to locate transformers and other utility boxes on private property whenever feasible to minimize obstacles to pedestrian activity and visual impacts.
- PF-3.2 Encourage SDG&E to locate or relocate pad-mounted transformers and other utility boxes outside of the public right-of-way through the execution of utility easements.

7.4 Maintenance, Landscaping and Lighting

The Urban Design and the Mobility Elements contain policies to enhance the pedestrian environment and the public realm with pedestrian-oriented lighting and street landscaping. Pedestrian-oriented lighting gives people greater visibility and safety and supports activity in the Core. The City provides standard street/pedestrian lighting at intersections, trash removal, street sweeping, street tree trimming, and maintenance efforts within the public right-of-way. Additional installation and maintenance of pedestrian lighting and landscaping require funding and coordination beyond the City's standard level of service.

The Old Town San Diego Chamber of Commerce administers the Old Town San Diego Business Improvement District (BID) which provides funding for additional street cleaning, street-tree planting and trash removal in support of the business community. Property and Business Improvement Districts or Maintenance Assessment Districts, such as the Old Town BID, can provide property owners as well as business owners with the opportunity use assessments to pay for improvements, maintenance, services and activities beyond City standard services in a specific areas or the entire community.

POLICIES

- PF-4.1 Support installation of pedestrian lighting to ensure that the Core and corridor and connector sidewalks have an increased level of street lighting that is consistent with Old Town's historical character.
- PF-4.2 Support the establishment of a Property and Business Improvement District or a Maintenance Assessment District to install and maintain landscaping and pedestrian lighting and provide maintenance services beyond City standard services.

7.5 Water and Sewer Infrastructure

The City plans, monitors and maintains the water and sewer system on an ongoing basis to ensure adequate service, and infrastructure replacement projects can take years to plan and bring to construction. Early and regular community coordination is an important component of careful planning and execution of infrastructure projects that can ensure that potential effects on historical resources, community character, and events in Old Town are addressed.

POLICIES

- PF-5.1 Collaborate and coordinate with the Old Town community and other stakeholder entities when planning and executing infrastructure improvements to preserve historical and archaeological resources and community character and prevent impacts to community events.



Pedestrian-oriented street lighting that is appropriate with Old Town's pre-1872 historical styles helps provide an enhanced sense of place.

7.6 Health and Safety

HAZARDOUS MATERIALS

Gasoline, oil and auto repair facilities were formerly located along major roadways in Old Town, including San Diego Avenue, Congress Street, Taylor Street and Pacific Highway. Site remediation related to past heavy commercial or industrial, when required as part of the project approval based on the proposed use and the property existing conditions, will reduce issues associated with potential ground contamination for new residential uses and other uses considered sensitive receptors.

GEOLOGIC AND SEISMIC HAZARDS

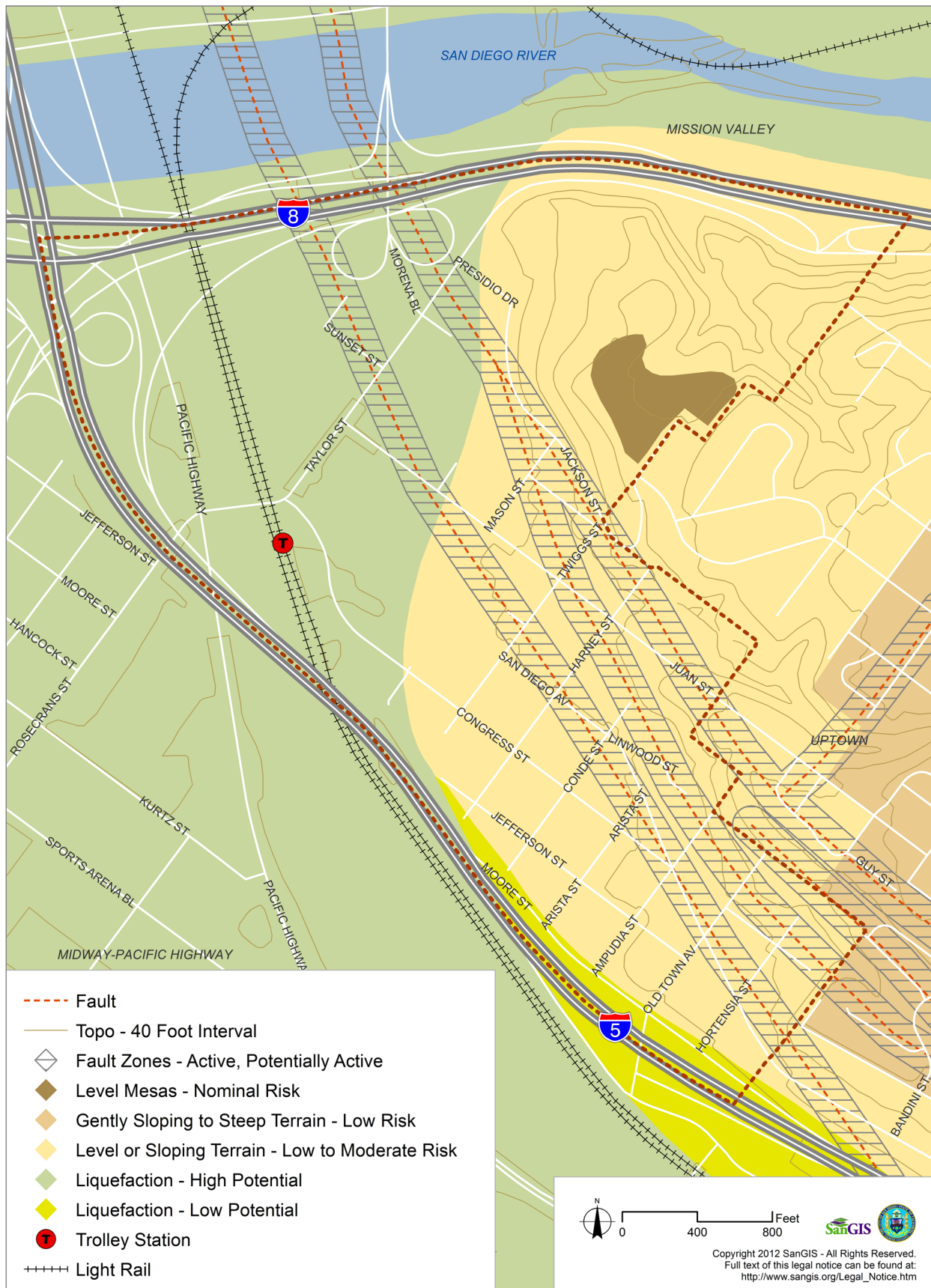
Artificial fill placed decades ago with minimal to no engineering controls underlies approximately 40 percent of the community's western portion. The potential for liquefaction is considered high in artificial fill areas. Liquefaction occurs when soil loses strength and stiffness in response to applied stress. The active/potentially active Rose Canyon fault zone underlies Old Town San Diego trending north-south and northwest-southeast as shown on Figure 7-1. The City requires development projects provide geologic investigations within high liquefaction hazard zones and appropriate mitigation measures.

POLICIES

- PF-6.1 Seek State and Federal funding, incentives, and other assistance for hazardous materials site remediation as needed.
- PF-6.2 Protect public health and safety through the application of effective seismic, geologic, and structural considerations.
- PF-6.3 Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.

- PF-6.4 Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs.
- PF-6.5 Provide passive public space and landscaped areas as part of development projects where active faults preclude the construction of new buildings.

FIGURE 7-1: GEOLOGIC AND SEISMIC HAZARDS





8

RECREATION

8.1 POPULATION-BASED PARKS AND RECREATION FACILITIES

8. Recreation Element

GOALS

- Parks and recreational facilities that provide recreation for Old Town San Diego residents and help preserve, protect, and enhance the community's natural, cultural and historic resources.
- The preservation, protection, and enhancement of the integrity and quality of parks and recreation programs in Old Town San Diego.
- Parks and recreational facilities that are accessible by pedestrians and bicyclists with connections to regional recreation and open space areas.

INTRODUCTION

Public Parks within Old Town San Diego are rich in historical and cultural heritage, and reflect the community's character as the birthplace of California. Old Town San Diego's small blocks and grid street network allow residents, employees and visitors to walk or bicycle to Old Town San Diego's parks and recreation center. The parks are a major component of the community's land use fabric and the pedestrian and bicycle system. The resource-based Presidio Park and the adjacent San Diego River Park provide residents with an opportunity to access regional bicycle and pedestrian trails. Old Town's parks and recreational facilities enhance the community's historic character, support livability, and provide opportunities for social interaction and spaces for passive and active recreation.

The Recreation Element aims to capitalize on the Community's location, history, and walkability. The Community Plan seeks to enhance Old Town San Diego's pedestrian environment by strengthening connections between residential sub-districts, the parks and recreation center within Old Town, and the San Diego River Park.

The Recreation Element policies coincide with the Urban Design Element and the Mobility Element that seek to reinforce the public realm by emphasizing walking and bicycling, and strengthening linkages between the different parks and the recreation center in the community, and the San Diego River Park.

The Recreation Element focuses on population-based parks and recreation facilities that serve the recreational needs of Old Town San Diego residents. The resource-based Presidio Park, County of San Diego's Heritage Park, and the Old Town State Historic Park are major visitor-serving parks for the community and the San Diego region that contain important historic landmarks. While these parks are significant community assets, they are not counted towards Old Town's population-based parks since these parks serve the citywide population and visitors.

The resource-based Presidio Park, the Old Town State Historic Park and the County of San Diego's Heritage Park are addressed in multiple elements of the Community Plan. These parks constitute large components of the land use fabric and are addressed as part of the sub-districts in the Land Use Element. The historic and cultural resources within the parks are addressed in the Historic Preservation Element, and the heritage tourism aspects of the parks are addressed in the Economic Prosperity Element.



The Presidio Community Park provides residents with opportunities for active recreation.

8.1 Population-Based Parks and Recreation Facilities

The enhancement of parks and recreation facilities within Old Town San Diego will respect the community's historic character and scale while still meeting the diverse recreational needs of residents. The General Plan establishes minimum standards and guidelines for population-based parks and recreation facilities. The Community Plan establishes the future residential population-based park and recreation facilities requirements for the community using the anticipated household population, as explained in Box 8-1.

BOX 8-1: GENERAL PLAN PARK AND RECREATION FACILITIES NEEDS

The General Plan Park and Recreation Facilities Standards require the following acreage/square footage for population-based parks, recreation centers and aquatic complexes based on the total residential population of the community (based on the planning horizon).

Population-Based Parks

- A minimum of 2.8 usable acres per 1,000 residents.
- A total household population of 2,430 results in the need of 6.8 acres of population-based parks to meet General Plan standards for Community and Neighborhood Parks.

Recreation Center

- A minimum of 17,000 square feet per recreation center to serve a population of 25,000.
- A total household population of 2,430 residents results in the need of 9.72 percent of a 17,000 square feet (1,652 square feet) recreation center to meet General Plan standards.

Aquatic Complex

- An aquatic complex serves a population of 50,000.
- A total household population of 2,430 residents results in the need of 5 percent of an aquatic complex to meet General Plan standards.

Population-based parks and recreation facilities are located within close proximity to residents and intended to serve the daily needs of the community, see Figure 8-1. Population-based parks in Old Town consist of the Presidio Community Park and the El Campo Santo Pocket Park, summarized in Table 9-1. These population-based parks will continue to serve Old Town San Diego's residential population park and recreational needs. The Community Plan envisions enhancing the recreational experience and accessibility of the parks and recreational facilities within Old Town San Diego and identifies potential improvements. The community will provide guidance on the type, location, and design of any specific improvements.



The Presidio Community Park, a population-based park, provides picnic areas and passive recreation amenities for residents.



The Presidio Recreation Center offers residents space to play sports as well as organized lessons and activities.

PRESIDIO COMMUNITY PARK

Presidio Community Park was developed in 1946 and is approximately 12.21 acres, of which approximately 9.06 acres are leased as a golf course. The golf course clubhouse is the oldest adobe dwelling in San Diego, built in 1802 and is known as the Casa de Carrillo. The remaining 3.15 acres are allocated as a population-based park that contains a softball field, picnic area, a parking lot, a basketball court, passive lawn areas and the recreation center for residents. Presidio Community Park provides recreational programs and activities for population of diverse ages offered by the Park and Recreation Department. Youth and adult sports leagues also use the softball field and the recreation center.

Improvements to the Presidio Community Park could include a new outdoor children's play area, enhancements to the picnic area, the installation of pedestrian-oriented lighting and native landscaping, and the replacement of chain link fencing with fencing consistent with the community's historical character where appropriate. A public sidewalk along Jackson Drive connecting to Mason Street and sidewalk along Taylor Street toward Mission Valley to improve park access for residents are addressed in the Mobility Element.



Installation of a sidewalk along Jackson Drive and improvements to Presidio Community Park will increase recreation opportunities for Old Town residents.



The enhancement of El Campo Santo Park with benches, interpretive signage, and accessibility modifications would improve the neighborhood pocket park.

EL CAMPO SANTO POCKET PARK

El Campo Santo Pocket Park, approximately 0.28 acres, is the Old Spanish Cemetery laid out by the Catholic Parish of the Immaculate Conception in 1840. This pocket park contains benches for relaxation and interpretive signage that helps residents and visitors to understand its importance to the community's history as a burial site representative of the period between 1840 and 1880. The Community Plan envisions improving accessibility of El Campo Santo Pocket Park. Potential accessibility improvements could include a new ramp into the park from Linwood Street or increasing the width of the sidewalk along San Diego Avenue to allow the installation of a pedestrian ramp, without detracting from the historic character of the site. These improvements would allow people with assisted mobility devices to access the park, to enjoy the passive recreation it provides, and make use of the interpretive signs. Other improvements to the pocket park could include installing additional benches, installing security lighting, and enhancing the interpretive signage where appropriate, consistent with the historic character of El Campo Santo.

PRESIDIO PARK TRAILS

The Presidio Park Trails are located within the natural areas of Presidio Park and connect the Old Town community to the developed portions of the park. Existing trails are located throughout the park, proposed trail improvements include improved surfacing, trail heads, overlooks, seating, interpretive signs, protective fencing, native landscaping, and trash and recycling containers. Trails will provide additional recreational opportunities and add approximately 3.37 acres of additional population-based park land.



Improvements to existing trails within Presidio Park will enhance the user experience and increase opportunities for the interpretation of the natural and cultural resources of this park.

PRESIDIO COMMUNITY PARK RECREATION CENTER

The Presidio Community Park recreation center is approximately 5,302 square feet in size and consists of an office space, a kitchen and two indoor basketball courts. The square footage of the recreation center meets the community's needs for a recreation center (3,650 SF) based on the household population at full community development. Expanding the recreation center could provide additional building space for other community needs such as multi-purpose rooms, office space, equipment storage, and other recreational activities.



The Presidio Community Park Recreation Center could be expanded to allow additional activities.

AQUATIC COMPLEX

The Old Town San Diego community will meet its need for an aquatic complex through sharing two aquatic complexes with the communities of Midway – Pacific Highway, Ocean Beach and Peninsula communities.

An aquatic complex to be located at the NTC Park at Liberty Station will meet a portion of the community's aquatic recreation needs, and a second aquatic complex will meet the remainder. The Aquatic Complexes will provide a 25 to 50 meter pool and supporting facilities that include a pool building with a reception area, restrooms, showers, meeting rooms, lockers and storage.

TABLE 8-1: POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS SUMMARY

Parks/Recreation Facilities	Existing Usable Acreage	Future Usable Acreage	Parks and Recreation Facilities Locations and Descriptions	Parks and Recreation Facilities Recommendations
Population-Based Parks				
Presidio Community Park (Community Park)	3.15		Existing park located at the corner of Taylor Street and Presidio Drive.	Design and construct additional recreational facilities at the Presidio Community Park, which may include: new children's play area, picnic area improvements, security lighting, fencing, and landscaping.
El Campo Santo Pocket Park (Neighborhood Park)	0.28		Existing park located on the east side of San Diego Avenue at the intersection of Arista Street.	Design and construct additional recreational facilities at the El Campo Santo Pocket Park, which may include: interpretive signage, accessibility improvements, security lighting, and benches.
Portions of Resource-Based Parks				
Presidio Park Trails		3.37	Proposed trail improvements to existing trails within Presidio Park.	Design and construct multi-use trail improvements, of approximately 9,785 lineal feet (approximately 3.37 acres). Trail improvements could include: 10 foot wide trail with 30 inch revegetation on each side, trailheads, overlooks, walkways, interpretive signs, protective fencing, security lighting, drinking fountains, trash receptacles, benches, tables, and native landscaping, where needed and appropriate for the trail type.
Recreation Center				
Presidio Community Park Recreation Center		N/A	Existing recreation center located at the corner of Presidio Drive and Jackson Street.	Design and construct an expansion to the existing recreation center, which may include: community meeting and multi-purpose rooms, office space, equipment storage, and other recreational activities as needed.
Aquatic Complex				
NTC/Liberty Station Aquatic Complex		N/A	Proposed Aquatic Complex to be located at NTC/Liberty Station.	Design and construct Aquatic Complexes which could include a swimming pool, universal access and water amenities such as a children's pool and a therapeutic pool, and a pool house including locker rooms, staff offices, and equipment storage facilities. These proposed Aquatic Complexes would be shared with the communities of Peninsula, Ocean Beach, Midway-Pacific Highway, and Old Town San Diego as specified in Table 8-2.
Aquatic Complex		N/A	Proposed Aquatic Complex to be located at a future site in the Peninsula or Midway-Pacific Highway communities.	

FIGURE 8-1: POPULATION-BASED PARKS



TABLE 8-2: POPULATION-BASED PARKS SUMMARY

Population-based parks	Usable Acreage
Proposed Population-Based Parks and Park Equivalencies	6.80
Population-Based Parks Requirements at Full Community Development	6.80
Population-Based Park Deficit at Full Community Development	0
Recreation Center	Square feet
Existing Recreation Center	5,302
Recreation Center Required at Full Community Development	1,652
Recreation Center Surplus at Full Community Development	3,650
Aquatic Complexes	Percentage
Proposed Aquatic Complex	2% *
Proposed NTC/Liberty Station Aquatic Complex	3% **
Total Proposed Aquatic Complexes	5%
Aquatic Complexes Required at Full Community Development	5%
Aquatic Complexes Deficit at Full Community Development	0%
<p>* An Aquatic Complex will be shared as follows: Peninsula 31%, Midway - Pacific Highway 22%, Ocean Beach 12%, Old Town San Diego 2%.</p> <p>** NTC/Liberty Station Aquatic Complex will be shared as follows: Peninsula 46%, Ocean Beach 18%, Midway - Pacific Highway 33%, and Old Town San Diego 3%.</p>	

POLICIES

- RE-1.1** Provide improvements to the Presidio Community Park that enhance its recreational value to the community that could include new children's play area, picnic area improvements, security lighting, fencing, and landscaping.
- RE-1.2** Seek community guidance on the type, location and design of any specific population-based or park equivalency park improvements to ensure consistency with Old Town San Diego's historical character and resources.
- RE-1.3** Encourage the replacement of chain-link fencing at Presidio Community Park with fencing consistent with Old Town's historic character wherever possible given active recreation uses.
- RE-1.4** Ensure a balance of programmed and non-programmed uses as part of the community's parks and recreational facilities that meets the needs of the Old Town San Diego residents.
- RE-1.5** Preserve, protect and enhance the El Campo Santo Pocket Park as a community cultural and historic resource.
- Support the installation of additional benches and enhancements to the park's interpretive signage, where appropriate.
 - Improve the accessibility of the El Campo Santo Pocket Park to allow people of all ages and abilities to access and use the park.
- RE-1.6** Enhance the recreational amenities of the Presidio Community Recreation Center by expanding the building footprint to provide additional multi-purpose rooms for community use.
- RE-1.7** Provide shared aquatic complexes at Liberty Station and in the communities of Midway-Pacific Highway or Peninsula to serve the Old Town San Diego, Midway-Pacific Highway, Peninsula and Ocean Beach communities.



Casa de Lopez. Photo courtesy of Library of Congress, Prints & Photographs Division, HABS CAL,37-OLTO,3--3.

9

CONSERVATION

- 9.1 SUSTAINABLE DEVELOPMENT
- 9.2 URBAN RUNOFF MANAGEMENT
- 9.3 AIR QUALITY

9. Conservation

GOALS

- Private and public development and improvements that help to reduce per capita greenhouse gas emissions, support active transportation and transit use, and support the local economy
- Sustainable development, building practices, and landscapes that are consistent with Old Town's historical character and that reduce dependence on non-renewable energy sources and natural resources
- Implementation of sustainable storm water management techniques to support the surrounding landscape and reduce impacts on urban infrastructure and the downstream environment

INTRODUCTION

The concepts of conservation and sustainability address the relationship of the built environment to the natural environment with the objective of achieving environmental benefits through energy and resource conservation and sustainable development. The General Plan's Conservation Element identifies two citywide goals: for San Diego to become an international model of sustainable development; and to provide for the long-term conservation and sustainable management of the natural resources which define the City's identity, contribute to its economy, and improve its quality of life. Building on the General Plan, the City adopted a Climate Action Plan (CAP) to achieve the State of California's mandates for Greenhouse Gas (GHG) emission reductions through local action and to the benefit of San Diego's environment and economy. The CAP calls for eliminating half of all greenhouse gas emissions within the City by 2035.

Sustainable development in Old Town will incorporate building features and streetscape design that reduce energy and water consumption, improve water and air quality, reduce waste, and facilitate and encourage alternatives to travel by single-occupant vehicles. Old Town benefits from the location of the Old Town Transit Center within the community. Residential, commercial, and visitor-oriented uses in the community can take advantage of the easy access to regional transit services that the Transit Center provides and reduce transportation-related GHG emissions.

As the birthplace of California, the conservation of Old Town San Diego's historic buildings and sites is essential to preserving its historic character and cultural heritage. The Historic Preservation Element addresses the conservation of historical and cultural resources in Old Town. In new development, renovation, and reuse projects, sustainable features can be designed to maintain Old Town's community's character as well as conserve natural resources. In order to convey the importance of resource conservation and sustainable building and site design, conservation policies have also been incorporated into the Urban Design Element in the Building Design: Sustainability, Site Design, Urban Forestry and Landscaping, Streetscape, and Street Corridors and Gateways sections.



Incorporating sustainable development and landscaping practices as well as Low Impact Development principles in a manner that is consistent with Old Town's pre-1871 character will help reduce greenhouse gas emissions and maintain Old Town's unique character.

9.1 Sustainable Development

Sustainable development is important due to the visible effects of global climate change resulting from greenhouse gas emissions, as well as State and local legislation. The effects of a changing climate – higher seasonal temperatures, diminished water supplies, disruption of agricultural cycles – have consequences for the built and natural environment, and for the Old Town community’s health and economic vitality.

The General Plan’s goals and policies regarding climate change and natural resources aim for a balance between natural resources and economic prosperity while protecting the public health, safety, and welfare of residents by making our built environment more resilient and healthy. The CAP provides policies along with steps the City can take to achieve the 2035 GHG emissions reductions targets and address climate change. The CAP supports implementation of the General Plan through support for continued incremental changes to the urban land use and urban form, providing a greater variety of transportation choices, and transforming how the city produces and uses energy and water. The CAP complements the General Plan policies to reduce greenhouse gas emissions.

The CAP policies and actions are organized around the following five strategies:

1. Energy & water efficient buildings
2. Clean & renewable energy
3. Bicycle, walking, transit & land use
4. Zero waste
5. Climate resilience

The CAP’s mobility and land use strategy aims to expand bicycling, walking, and transit use as alternatives to automobile trips, particularly for work commute trips. The strategy’s land use component would advance the General Plan’s “City of Villages” concept of walkable and pedestrian-friendly neighborhoods with a mix of uses.



The majority of the Old Town community is within a ten minute (half-mile) walk from the Old Town Transit Center.

Old Town is well-positioned to reduce dependence on the private automobile due to the community’s central location in the region, walkable size and generally walkable street grid, and access to the transit center. A majority of the community is within a half-mile walking distance to the transit center, which makes public transit a viable transportation option. These areas are also within a Transit Priority Area (TPA) where existing and future transit investments are to be coordinated with land use. The land use plan (Figure 3-1) implements the CAP’s land use and mobility strategy by designing areas for higher density housing within the TPA in a manner that is compatible with the historical resources and historical character of the community.

The Old Town Community Plan identifies bicycle and pedestrian facility improvements that complement the land use strategy to provide housing growth opportunities within TPAs. The community plan takes a multi-modal approach to improving circulation and access through and within the community. The plan envisions a more balanced mobility network that facilitates shifting trips to transit, walking, and bicycling, while also accommodating vehicle traffic and minimizing conflicts between travel modes. The pedestrian and bicycle improvements include intersection, sidewalk, and street improvements to increase accessibility and improve bicycle and pedestrian access. The planned infrastructure improvements as well as the interconnectedness of the transit, bicycle, and pedestrian network will support Old Town’s residential and employment capacity with less increase in per capita vehicle emissions.

Sustainable development practices will implement the other CAP strategies and help meet the CAP's GHG emissions reduction goals. With careful design, the incorporation of sustainable features and materials into the retrofitting of existing buildings and the design of new buildings will be compatible with the community's historical character. Historical structures in Old Town were constructed with features such as thick adobe walls, porches, arcades, awnings, and deeply inset windows that maximized natural cooling to create comfortable homes in an environment with little natural shade. Modern sustainable building features can include alternative building materials, energy and water conservation systems, and alternative sources of energy. The use of architectural treatments or screening mechanisms can shield exterior placement of modern sustainable building features such as rainwater and greywater collection systems to support the historical character of Old Town.



Thick building walls, tile roofs, and shade-providing porticos are pre-1871 building elements that reduce solar heat gain and energy use.



Locating housing and employment uses within Transit Priority Areas supports transit use and helps to meet Climate Action Plan goals.

POLICIES

- CE-1.1** Reduce greenhouse gas emissions through a wide range of actions consistent with the General Plan and Climate Action Plan.
- a. Implement pedestrian and bicycle infrastructure improvements in Transit Priority Areas to increase commuter walking and bicycling opportunities.
 - b. Support higher density/intensity housing and employment development in Transit Priority Areas to increase transit ridership.
 - c. Provide additional bicycle and pedestrian improvements in coordination with street resurfacing as feasible.
 - d. Coordinate with San Diego Association of Governments to identify transit right-of-way and priority measures to support existing and planned transit routes, prioritizing for implementation the highest priority bicycle and pedestrian improvements.
 - e. Support regional improvements that promote alternative modes of transportation, such as mobility hubs.
 - f. Provide bicycle- and car-sharing programs and their facilities such as bike-sharing stations and car-sharing vehicle access points.
 - g. Re-time traffic signals and installing roundabouts where needed to reduce vehicle fuel consumption.
 - h. Apply the CAP consistency checklist as a part of the development permit review process, as applicable.
 - i. Support and implementing improvements to enhance transit accessibility and operations, as feasible.
 - j. Monitor the mode share within the community's TPAs to support the CAP Annual Monitoring Report Program.
- CE-1.2** Implement mobility measures that reduce dependence on single-occupant vehicle use, increase fuel efficiency and promote the use of alternative more sustainable energy sources.

- CE-1.3 Promote car and bicycle sharing programs as cost-effective alternatives to car ownership for residents and employees.
- CE-1.4 Encourage community organizations and businesses to educate residents, employees and visitors about the accessibility of transit, community destinations, and regional recreational resources via walking and bicycling (see also Mobility Element).
- CE-1.5 Promote the continued use or adaptive reuse of existing buildings in conjunction with any needed renovations to increase their energy efficiency as part of a comprehensive energy use reduction strategy.
 - a. Preserve existing buildings with important architectural or historical character as valued community assets.
 - b. Preserve structures that meet the Historical Resources criteria for designation and adaptively reuse if necessary to maintain their economic viability.
- CE-1.6 Ensure that development is consistent with General Plan and Community Plan sustainability policies and supports implementation of the Climate Action Plan.
 - a. Reduce development project-level greenhouse gas emissions to acceptable levels by incorporating sustainable building and development practices (refer to Urban Design Element, Building Design: Sustainability section), applying site-specific mitigation measures, and adhering to specific strategies and actions outlined in the Climate Action Plan.
 - b. Encourage the adherence to LEED standards for construction to achieve environmental benefits through new development and redevelopment projects.
- CE-1.7 Improve energy and water conservation in the operation and design of existing and new public facilities and public landscaping areas.



Encouraging visitors, employees, and residents to utilize walking, bicycling, and transit will help reduce automobile trips and support a vibrant community character.

- CE-1.8 Encourage the implementation of energy- and water-efficient measures for commercial uses that exceed California Code, such as energy-efficient and water-efficient machinery for laundry operations; energy-efficient and water-efficient kitchens in restaurants; and storefront shading.
- CE-1.9 Encourage new development and building retrofits to incorporate as many water-wise practices as possible.
 - a. Encourage the replacement of existing ornamental lawns with native and drought-tolerant landscaping (see also Urban Design Element, Urban Forestry & Landscaping section).
 - b. Encourage use of recycled and/or landscape irrigation systems.
 - c. Ensure that any community greening or community garden projects utilize water-efficient landscape and irrigation design.
- CE-1.10 Encourage residential, commercial, and institutional development to implement composting for landscaping waste and compatible food waste.
- CE-1.11 Encourage restaurant uses to participate in commercial food waste recycling programs and utilize eco-friendly take-out containers and reusable drink containers.

- CE-1.12 Increase the community's overall tree canopy within the public right-of-way and development sites to provide air quality benefits and urban runoff management.
- CE-1.13 Design and construct development to retain significant, mature and healthy trees located within required landscape setbacks, and within other portions of the site as feasible (also refer to Urban Design Element, Urban Forestry & Landscaping section).
- CE-1.14 Plant street trees as part of a development where adequate right-of-way exists.
- CE-1.15 Plant or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies.



Incorporating trees, existing and new, into site design will help maintain and expand Old Town's urban forest, reduce energy use, and increase climate resiliency.



Landscaping areas provide opportunities to attenuate urban runoff impacts by capturing and filtering water contaminated by oils, chemicals, and bacteria that can run off from parking lots or other sources.

9.2 Urban Runoff Management

Urbanization and development alter and inhibit the natural hydrologic process of surface water infiltration, percolation to groundwater, evapotranspiration, and transpiration. Urban runoff is surface water runoff generated from developed or disturbed land, and storm water is one significant type of urban runoff. Increases in impervious surfaces lead to fewer opportunities for water runoff to infiltrate into the ground. This increases the magnitude and duration of storm water flows, contributing to urban flooding, and results in sediment and pollutants entering watersheds and downstream water bodies. Urban runoff is the largest pollution source of San Diego's coastal beaches and near shore waters.

Old Town San Diego is located at the terminus of three watersheds (the San Diego River watershed, the Peñasquitos watershed, and the Pueblo watershed), which discharge into San Diego Bay and the Pacific Ocean. Because of the community's topography, which includes hillsides sloping downward from the Uptown Community to the San Diego River, storms can result in significant storm water flows along Juan Street and flooding at the base of the hills along Taylor Street and Pacific Highway. Improvements in the management of storm water runoff can help address flooding in the community during wet weather and assist regional efforts to protect water quality within streams, bays, and the ocean. Low Impact Development (LID) techniques are approaches to storm water and urban runoff management that increase the ability of water to infiltrate into the ground. LID techniques that can be implemented through development projects include reduction of impermeable surfaces and installation of bio-infiltration and bio-retention areas, green roofs, and permeable pavement.

Incorporation of storm water management facilities in the public right-of-way will further improve storm water management in Old Town. Storm drains have been installed along Juan Street to manage storm water flowing downhill from Uptown, and the Street Corridors and Gateways section of the Urban Design Element

recommends that storm water management features be implemented along Pacific Highway and Taylor Street to reduce flooding. These streets can incorporate LID features such as medians or parkways with bio-infiltration areas, permeable sidewalk pavement, and tree wells with filters that allow water to percolate into the ground instead of flowing directly into a storm drain.

POLICIES

- CE-2.1** Incorporate Low Impact Development practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff.
- CE-2.2** Incorporate and maintain storm water best management practices in public infrastructure and private development projects, including streetscape improvements to limit water pollution, erosion, and sedimentation.
- CE-2.3** Prioritize Low Impact Development practices that encourage water infiltration to minimize reliance on storm drains that could be impaired by sea level rise.



Site design that incorporates storm water bio-retention or filtration features that manage storm water runoff should be designed to be compatible with Old Town's historic character.



Healthy air quality is important to maintaining a sustainable living environment in Old Town.

9.3 Air Quality

Interstates 5 and 8 are primary source of air pollution that affects Old Town. Old Town's residential uses existed before the freeways were constructed, and the Community Plan recognizes the importance of Old Town as a residential community. Air pollution diminishes as distance from the freeway increases. For residential and other sensitive-receptor land uses within 500 feet of a freeway, building design features can minimize the effect of air pollution. Building features that can attenuate air pollution include individual dwelling ventilation systems with HEPA filters, careful location of HVAC intake vents away from pollution sources, and/or fixed windows facing the freeway.

POLICIES

- CE-3.1** Incorporate building features into new residential buildings located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.
- CE-3.2** Encourage Caltrans to plant trees in the landscaped areas in Caltrans right-of-way adjacent to I-5 and I-8 where feasible to assist in air pollution mitigation and noise mitigation.



Casa de Carrillo, 1913. Photo courtesy of the San Diego History Center.



10

NOISE ELEMENT

10.1 NOISE

10. Noise

GOAL

- Consider existing and future exterior noise levels when planning and designing developments with noise sensitive uses to avoid or attenuate excessive noise levels.

INTRODUCTION

Old Town San Diego is a community with a mix of commercial and residential land uses and historical and cultural attractions, which is adjacent to major transportation facilities. The General Plan provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses that will protect people living and working in the City from an excessive noise environment. The policies in the Community Plan focus on specific noise-related land uses compatibility issues relevant to Old Town. Noise sensitive land uses include residential and schools for children. The Land Use Element provides policies and recommendations for future development to incorporate a mix of residential and commercial uses. The Urban Design Element addresses building and site design, which can help avoid and attenuate noise from uses that could affect nearby sensitive receptor uses.

Areas in the community near freeways and rail corridors experience higher ambient noise levels. Figure 10-1 illustrates the future noise contours from freeways and rail lines. The noise contours do not reflect changes in noise levels due to topography such as the freeway elevation above ground level or other physical barriers including vegetation, walls, or buildings.

Community Noise Equivalent Level, or CNEL, is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added

to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear. The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. The General Plan specifies that noise levels at or below 70 dBA are conditionally compatible for multi-family residential uses if sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan and include air conditioning or mechanical ventilation systems, double-paned windows, and noise-reducing building insulation and building materials.



The periphery of Old Town experiences high ambient noise due to its proximity to the I-5 and I-8.



The Mobility Element supports roadway-rail grade separation that will improve safety and eliminate the need for bells and horns at the existing grade crossing, reducing the noise level.

10.1 Noise

COMMERCIAL ACTIVITY NOISE

Where residential and other sensitive receptor uses are present or proposed in a mixed use area, it is important to evaluate the potential for noise impacts from nearby commercial activities, such as deliveries during late night and early morning hours, that can generate noise. Site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels can reduce the effects of commercial activity noise.

MOTOR VEHICLE TRAFFIC NOISE

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Major roadways that include I-8, I-5, Pacific Highway, and Taylor Street are the primary sources of motor vehicle noise within the community. The Jefferson and Hortensia Sub-Districts have existing and planned residential uses adjacent to I-5. Noise from delivery trucks and coach buses driving within, or parked and idling along roads in the community can also be a source of annoyance for noise sensitive uses. Refer to General Plan policies NE.B.1 through NE. B.8.

RAIL NOISE

Freight trains, intercity rail (Amtrak), commuter rail (Coaster), and light rail transit (Trolley) can generate high, relatively brief, intermittent noise events within the community in the vicinity of at-grade rail crossings where horns and crossing bells are sounded. Federal regulations require trains to sound their horns at all roadway-rail grade crossings. Horns, whistles and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn “quiet zones.” This requires the implementation of safety measures to compensate for the loss of the train horn usage. Additionally, the Mobility Element supports roadway-rail grade separation since this will eliminate the need for bells and horns at the existing grade crossing which will reduce the noise level.

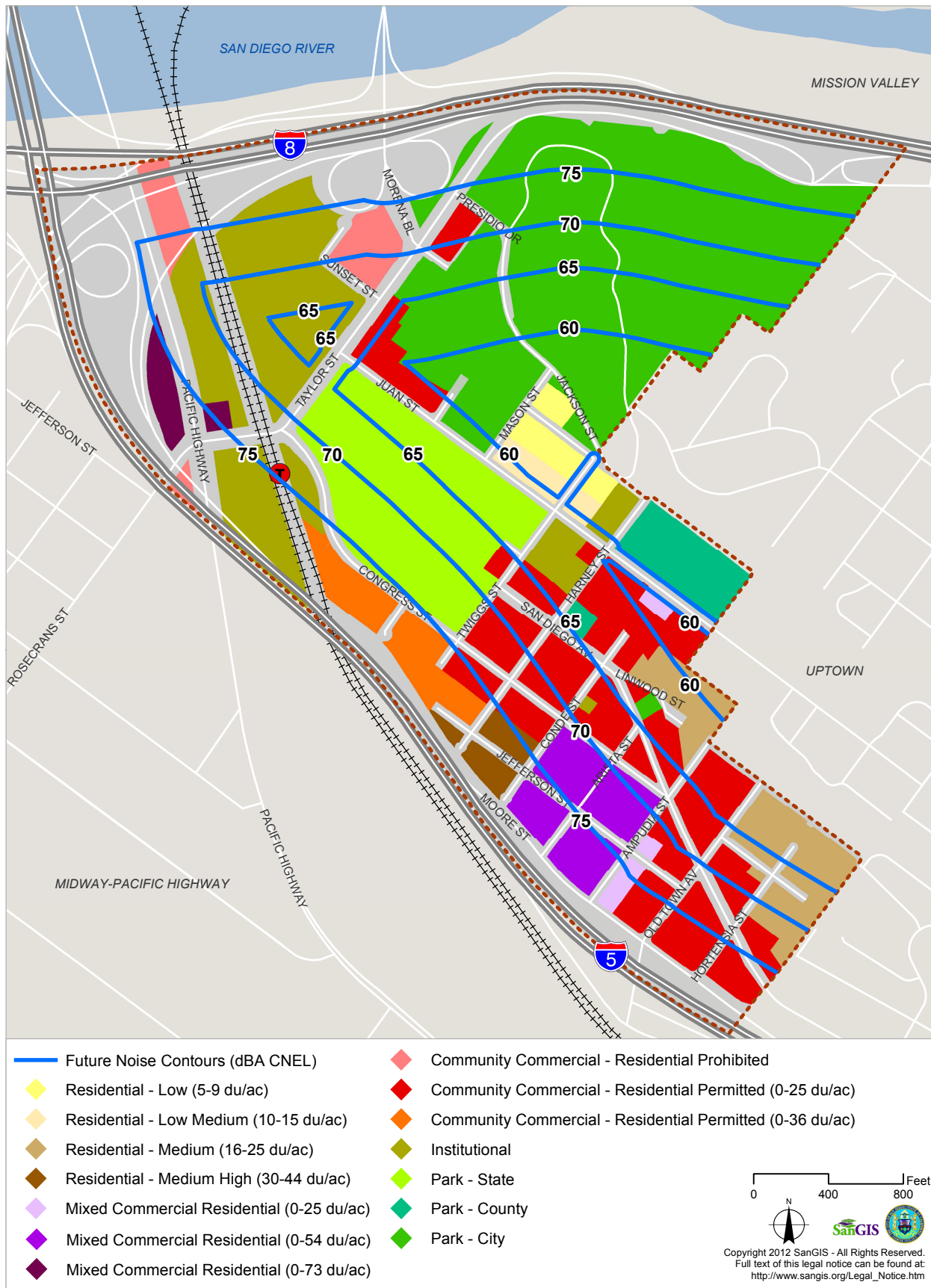


Rail transportation noise can be minimized by implementation of grade-separated rail crossings.

POLICIES

- NE-1.1** Support the establishment of a train horn “quiet zone” at the Taylor Street at-grade rail crossing as an interim measure to roadway-rail grade separation.
- NE-1.2** Encourage any future residential and other noise-sensitive land uses adjacent to I-5 and I-8 adequately attenuate freeway noise.
- NE-1.3** Encourage private open space provided for residential and other noise-sensitive land uses, such as balconies or patios, in areas with exterior noise exposure of 65 dBA CNEL or greater, to be shielded from noise sources through careful site planning and/or other measures.
- NE-1.4** Encourage commercial loading zones to be carefully located to minimize noise impacts to sensitive receptors.
- NE-1.5** Encourage Caltrans and/or adjacent property owners to install noise barriers along I-5 right-of-way in the Jefferson Sub-District.

FIGURE 10-1: NOISE CONTOURS





11

IMPLEMENTATION

- 11.1 KEY ACTIONS
- 11.2 FUNDING MECHANISMS
- 11.3 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

11. Implementation

The Old Town San Diego Community Plan establishes a vision and policies to guide future development of the community. The Community Plan will be used as a reference document for city staff, the community, public agencies, and private developers when planning and designing projects in Old Town. The Old Town San Diego Planned District Ordinance implements the Community Plan's land use and urban design policies through tailored zoning and development regulations, since Old Town San Diego has unique community-specific historical land use and urban design characteristics that the Citywide zoning regulation may not fully address.

The Community Plan vision for the public realm will be implemented through a variety of mechanisms, such as private development, city projects, and other agencies' projects. The implementation of the Community Plan will require partnerships between various public agencies, including the San Diego Association of Governments (SANDAG), California Department of Transportation (Caltrans), Metropolitan Transit System (MTS), and the public. The Implementation chapter identifies potential actions and funding mechanisms to pursue to implement the Community Plan.

11.1 Key Actions

- Regularly update the Impact Fee Study for the public improvements identified in the Community Plan.
- Construct facilities and other public improvements in accordance with the Impact Fee Study.
- Pursue local, state and federal grant funding to construct unfunded public facilities or infrastructure identified in the Impact Fee Study.
- Pursue formation of Maintenance Assessment District(s), as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

11.2 Public Improvements and Funding

Public improvements described in this community plan vary widely in range and scope. Some can be constructed incrementally as scheduled street maintenance or private development occurs, and others will require significant capital funding from city, state, regional, and federal agencies. Grants and other sources of funding should be pursued wherever possible. A complete list of public infrastructure and facilities needs identified during the preparation of this Community Plan is included in the Impact Fee Study.

11.3 Funding Mechanisms

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Impact fees for new development
- Requiring certain public improvements as part of new development
- Establishing maintenance assessment district(s), or property and business improvement district(s) for streetscape, lighting, and/or sidewalk improvements.



The Old Town Community Plan's vision and policies will be implemented through a number of mechanisms, including City public improvement projects.