

College Area Community Plan

First Draft
January 2025

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1. Introduction

Purpose

The College Area Community Plan establishes a vision and strategy to guide the future development within the College Area community, consistent with the General Plan. It contains goals and policies to provide direction on what types of future uses and public improvements could be developed in the College Area community.

Organization

The Community Plan includes ten Elements (chapters) that are divided into sections that discuss specific topics. Each element contains goals that express a broad intent, and policies that reflect specific direction, practice or guidance that may need to be developed further and/or carried out through implementing actions by the City, other governmental agencies, or property owners.

Amendments

The Community Plan can be amended to address changes to land use designations that are consistent with the General Plan.

Municipal Code

The Municipal Code implements the Community Plan land use designations through citywide zones that specify permitted land uses, residential density, floor area, building massing, landscape, streetscape and other development regulations to achieve the Community Plan's vision.

Regional Location

The Community Plan area is in the central portion of the city, eight miles east of downtown, and immediately south of Interstate-8 (I-8) as shown in Figure 1.1.

Community Plan Area

The Community Plan area is approximately 1,970 acres and shares boundaries with the communities of Navajo, Mission Valley, Kensington-Talmadge, and Eastern Area. The Community Plan area is bounded by I-8 to the north, the City of La Mesa to the east, El Cajon Boulevard to the south and southeast and Collwood Boulevard, Montezuma Road, and Fairmount Avenue to the west as shown in Figure 1.2.

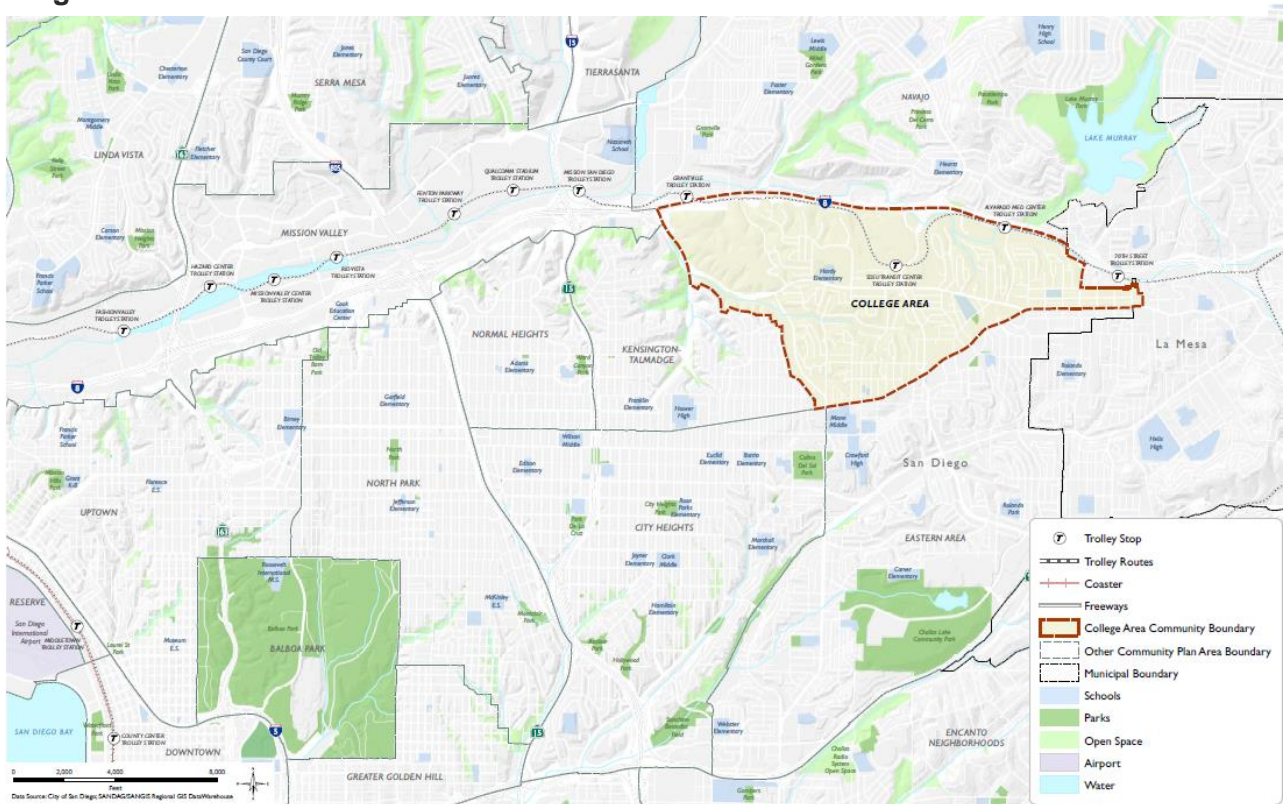
Historic Context

El Cajon Boulevard, once part of U.S. Route 80, served as a major commercial gateway between Imperial County and Downtown San Diego. Starting with construction of San Diego State University in 1931, the rise of automobile ownership drove commercial development along the Boulevard and residential development on adjacent grided streets.

The post-World War II era brought significant growth to the College Area, where the community evolved with the rise of the automobile. Commercial buildings were set back from El Cajon Boulevard to accommodate parking. This auto-oriented design contrasts with the older, pedestrian-friendly pockets of the community near El Cajon Boulevard, where storefronts line the sidewalks. Residential areas further from El Cajon Boulevard were developed with curved streets and cul-de-sacs around canyons.

Construction of I-8 in 1951 and development of Mission Valley in the following decades, shifted commerce from neighborhood businesses to regional shopping centers. This transition resulted in a decline in commercial activity along El Cajon Boulevard, leaving storefronts struggling to attract and retain businesses.

**Figure 1-1
Regional Location**



San Diego State University

San Diego State University is the heart of the community and attracts students from beyond San Diego, which has increased the need for student housing both on and off campus. In 2024, San Diego State University had a total enrollment of almost 35,500 students with 8,500 students lived on campus and employed 1,600 faculty and staff.

Population

The 2020 College Area population was approximately 24,900 and with 15,960 people work at jobs in community. The community population is largely influenced by San Diego State University student demographics and jobs associated with the University.

Vision

A college town with vibrant mixed-use corridors, villages and nodes that connect to neighborhoods and San Diego State University and enhance the community.

Guiding Principles

- Buildings, streets, parks and public spaces that provide places to gather, enhance community identity and promote sustainability and livability.
- Diverse and accessible housing opportunities near the East Campus Medical Center at UC San Diego Health, San Diego State University, transit corridors and activity centers.
- Safe, enjoyable, and efficient travel that makes it easy to travel without a car.

- A thriving, sustainable, and innovative business district that contributes to community vitality and growth.
- Strong connections to San Diego State University to promote community investment, including start-ups, craft businesses, and good jobs.
- Improved air quality, health, recreation, and connectivity between neighborhoods, parks, schools, businesses, the East Campus Medical Center at UC San Diego Health and San Diego State University.
- Preserved and expanded parks, open space, natural resources, and environmentally sensitive areas.
- A resilient and healthy community powered by renewable energy and an emissions-free transportation system.
- Spaces that support cultural exchange with the community, local businesses, schools, East Campus Medical Center at UC San Diego Health, San Diego State University and other local arts organizations.
- Tree lined mixed-use corridors for people to walk and bike to nearby activity centers including shopping, jobs, schools, transit, parks and San Diego State University.
- New buildings with restaurants, stores, offices and homes that can serve as spaces for people to gather and socialize.
- Opportunities for a variety of new homes for families to move into the community, create opportunities for seniors that wish to downsize and remain in the community and students living near the University.

Relationship to other Plans

General Plan

The General Plan provides an equitable and sustainable framework policy framework for how the City will develop based on the City

of Villages strategy within Climate Smart Village Areas supported by convenient and affordable opportunities to walk/roll, bike and ride transit to conduct daily activities, including work, school, shopping and play. The General Plan also promotes fair housing, elimination of disparities and improved access to jobs and housing.

The Community Plan is part of the General Plan, and together, they provide the framework for development in the College Area. The Community Plan builds on the General Plan policies that address the College Area community more specifically.

General Plan - Housing Element

The Housing Element contains policies addressing affirmatively furthering fair housing which means taking meaningful action to address significant disparities in housing needs and access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws. The City is committed to affirmatively furthering fair housing by developing and implementing policies to encourage new homes of all affordability levels in all communities.

Climate Action Plan

The Community Plan helps to implement the Climate Action Plan's strategies to reduce greenhouse gas emissions by addressing community-specific land use, mobility, and urban design actions that together with citywide policies put the City on a trajectory to help achieve the City's climate goals.

Multiple Species Conservation Program

The Multiple Species Conservation Program Subarea Plan with the Community Plan helps to preserve habitat and open space

and covers core biological resource areas identified as the City’s Multi-Habitat Planning Areas.

Parks Master Plan

The Community Plan uses the Parks Master Plan’s recreational value-based park standard to address the quality of existing and planned parks and recreation facilities.

Climate Resilient SD

is a comprehensive plan to address. The Community Plan contains polices that further address climate change hazards outlined by the Climate Resilient SD plan including wildfires, drought, extreme heat, and flooding in a manner that can best improve the lives of people.

San Diego State University Campus Master Plan

The San Diego State University Campus Master Plan guides the development of the campus and provides a long-term vision for future student enrollment demand and facilities with the potential for additional student beds.

Plan Background

Prior Community Plans

The College Area has been updated four times since the plan was adopted in 1965 to address the evolving needs of the community. The 1965 plan focused on high-density housing near the University to resolve parking and circulation issues. The 1974 plan emphasized community character, with added provisions for fraternity and sorority houses in a 1983 plan amendment. The 1986 Mid-City Plan introduced urban design guidelines specifically to address development along El Cajon Boulevard. The 1989 College Area Community Plan expanded the community boundaries to

include the north side of El Cajon Boulevard and neighborhoods east of Reservoir Drive.

Community Engagement

The Community Plan reflects input provided by the Community Plan Update Committee who prepared the Vision and Guiding Principles. City staff held open houses, met with community members, and conducted online surveys to help gauge preferences on mobility, housing, urban design and public spaces and land uses that helped inform the Community Plan.

Community “7-Visions” Report

The Community Plan incorporates and builds upon the “7-Visions” Report which the College Area Community Council prepared with involvement from community members and other stakeholders:

1. Meet the community’s future housing needs by adding residential and mixed-use density along the community’s major corridors and at the three main intersections.
2. Reduce traffic congestion and improve local mobility.
3. Encourage the development of a “Campus town” on Montezuma Road on the southern edge of San Diego State University.
4. Convert Montezuma Road east of College Avenue into a linear park and an extension of the “Campus town”.
5. Create a sense of identity and place.
6. Establish connections between the community and San Diego State University.
7. Protect the integrity of single-family neighborhoods.

2. Land Use

Goals

- Villages and corridors with transit-oriented development to form attractive lively and unique atmosphere and walkable connections.
- A 'campus-town' near San Diego State University.
- Diverse housing options through construction of new homes and preservation of existing homes enhances neighborhoods and includes places for people of all incomes to live and work.

Introduction

The Land Use Element establishes the land use frameworks for the community. The Community Plan envisions opportunities for homes and commercial uses along transit corridors within villages and nodes and adjacent to San Diego State University to support walking/rolling, biking and riding transit to conduct daily activities, including work, school, shopping, and play.

Planned Land Uses

The plan land use map provides the opportunity for a wide range of housing types for various age groups, household sizes and income levels. It is a graphic representation of policies contained in the Community Plan and illustrates the land use designations and residential density to guide development as shown on Figure 2.1.

Villages, Nodes and Corridors

The plan land use map designates higher density mixed-use and residential along corridors and mixed-use within nodes and villages that support opportunities for transit-oriented development. with a mix of

residential and retail uses. Residential development which can include student, senior and affordable housing will activate the area and take advantage of transit service. Active pedestrian-oriented retail uses along corridors can serve as connections between Villages and the San Diego State University campus.

Campus Town Center

The plan land use map designates a mix of uses and multi-family residential adjacent to San Diego State University to create a 'campus-town' and additional opportunities for students and staff to live near campus. The Community Plan envisions the Campus Town Center as a vibrant, pedestrian- and transit-oriented student-oriented area that serves as a landmark and attraction for the city by having a mix of entertainment, office, retail, residential, public, and park uses.

College Avenue can provide a focal point with pedestrian-oriented retail uses for shopping and dining, and spaces for social interaction and gathering. Parks, plazas, and other types of public space can provide active and passive recreation opportunities.

Transitions

The plan land use map has transitions from higher density on the major corridors, villages and nodes to medium and lower density within the adjacent neighborhoods.

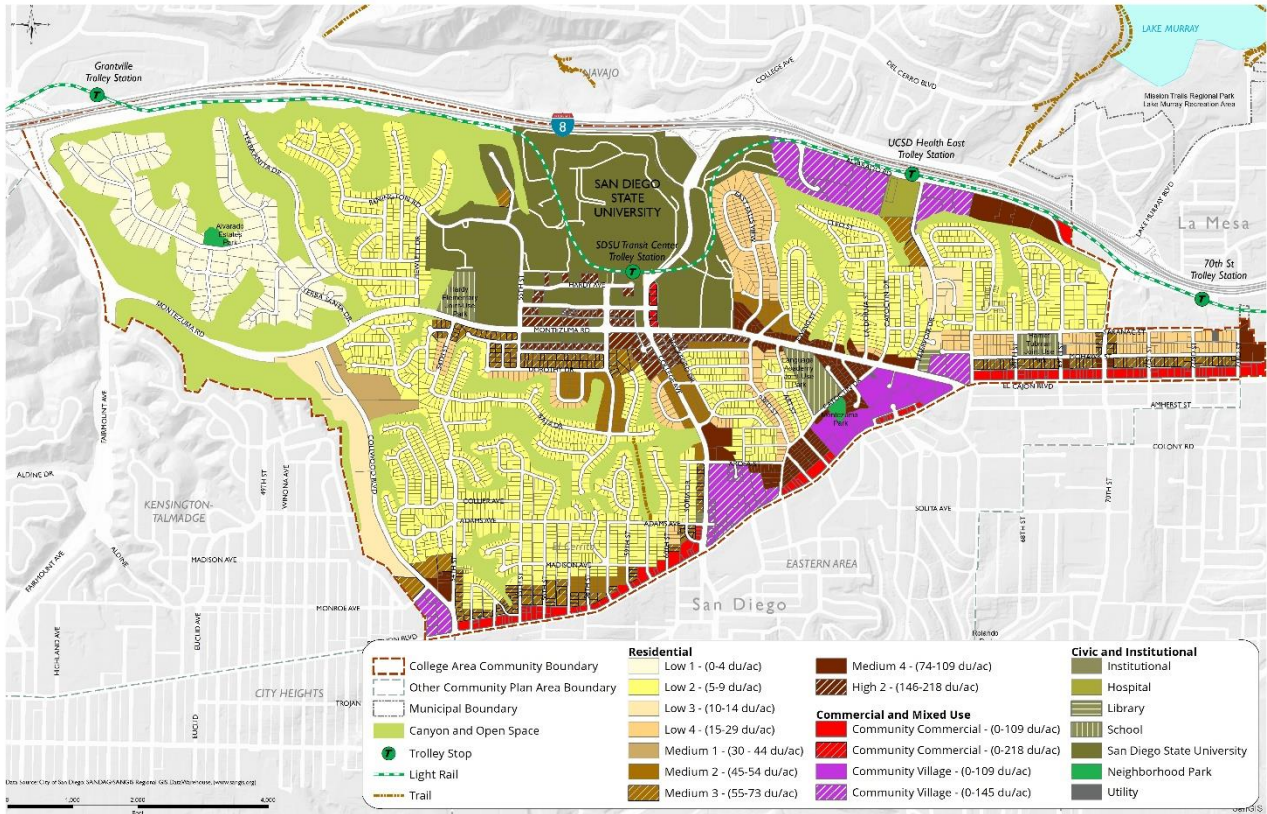
Land Use Designations

The land use designations represent the General Plan and Community Plan policies and are broad enough to provide flexibility in implementation, and clear enough to provide sufficient direction to carry out the Community Plan vision as shown on Figure 2.2.

Fair Housing

The Community Plan affirmatively furthers fair housing with by encourage and providing

**Figure 2-1
Land Use Map**



opportunities for new homes of all affordability levels with access to services, resources, jobs located near transit.

Environmental Justice

Environmental Justice focuses on reducing pollution exposure, improving air quality, and promoting public facilities, food access, safe and healthy homes, and physical activity. The General Plan Environmental Justice Element contains policies that encourage and support inclusive public engagement in City decisions. It strives to uphold existing high-quality public spaces and amenities while creating the space for more inclusive practices that foster a San Diego where all community members have equal access and opportunities, regardless of where they live in the city. These efforts work to advance environmental justice and improve the quality of life for all San Diegans.

Noise

The General Plan Noise Element provides goals and policies to guide compatible land uses and to incorporate noise attenuation measures for new buildings that will protect people living and working in the City from an excessive noise environment. The primary sources of noise are from traffic on streets, I-8 and commercial activity. The General Plan Noise Element provides land use and noise compatibility guidelines and policies. City noise regulations, limit noise levels and operational hours by use.

Planning Horizon

The Community Plan policies provide a land use direction over a 30-year planning horizon. Table 2.1 presents the potential development that could result from the planned land uses and provides a

reasonable assessment of College Area’s development potential. The designation of a site for a certain land use does not mean that all these sites will undergo change within the 30-year horizon, or that other sites will not change, since the plan does not *require* this potential development to occur. For the purposes of calculating the future household population, the development estimate assumes that 2.55 persons reside in a home with vacancy rates of 2.2 percent.

**Table 2-1
Development Potential**

	Existing (2020)	Possible Net Future Change	Horizon Total
Population	20,300	67,000	87,300
Residential (Homes)	8,200	26,800	35,000
Non-Residential (Sq. Ft.)	5,470,000	-	5,470,000

Figure 2-2
Land Use Designations

Low 1 - Residential (0-4 du/ac)

Provides for very low-density single-family homes and accessory dwelling unit homes on larger lots.



Low 2 – Residential (5-9 du/ac)

Provides for low density smaller-scale single-family homes and accessory dwelling unit homes.



Low 3 - Residential (10-15 du/ac)

Provides for detached small lot single family or attached, duplexes, townhomes and rowhomes.



Low 4 - Residential (16-29 du/ac)

Provides for small lot single family and attached townhomes, rowhomes or stacked flats.



Medium 1 - Residential (30-44 du/ac)

Provides for attached townhomes, rowhomes, stacked flats and multifamily buildings.



Medium 2 - Residential (45-54 du/ac)

Provides for multi-family buildings.



Medium 3 - Residential (55-73 du/ac)

Provides for multi-family home buildings and can have retail uses and public spaces.



Medium 4 – Residential (74-109 du/ac)

Provides for multi-family buildings and can have retail uses and public spaces.



High 2 – Residential (110-218 du/a)

Provides for multi-family buildings and can have retail uses and public space.



Community Commercial - (0-109 du/ac)

Provide for a variety of commercial uses, such as retail, financial services, hotels, and office, and provides space for shopping with residential uses as part of a mixed-use development.



Community Commercial - (0-218 du/ac)

Provide for a variety of commercial uses, such as retail, financial services, hotels, and office, and provides space for shopping with residential uses as part of a mixed-use development.



Community Village - (0-145 du/ac)

Provides for retail, office, and residential uses, including mixed-use buildings with public spaces.



Open Space

Maintains areas of undeveloped canyons and hillsides which can contain environmentally sensitive resources.



Parks

Allows for passive and active recreational uses, such as linear parks, community parks, and neighborhood parks.



San Diego State University

The San Diego State University Campus



Institutional

Provides public or semi-public facilities which may include uses like schools, libraries, and fire stations.



Hospital

Provides for the UC San Diego East Campus Medical Center and associated medical facilities and offices, which is adjacent to the Alvarado Trolley Station.



Utility

Provides for public utilities and services.



Policies

Housing

- 2.1** Provide a diverse mix of housing types and affordable to people of all incomes, including homes for seniors, students and families.
- 2.2** Support the development of deed-restricted affordable homes.
- 2.3** Affirmatively further fair housing by providing access to services, resources, jobs and housing opportunities located near transit.
- 2.4** Encourage larger-sized homes with three or more bedrooms for families and multi-generational living.

Mixed-Use

- 2.5** Provide high-density mixed-use and residential development along corridors and within villages and nodes.
- 2.6** Create a high-density mixed-use College Town Center adjacent to the San Diego State University which attracts University students, faculty and staff to live and services as a citywide landmark.
- 2.7** Encourage shopkeeper units for residents to operate office, professional and retail uses.

- 2.8** Encourage storefronts to provide neighborhood serving retail within.
- 2.9** Provide flexible spaces that support alternative working options.

Commercial

- 2.10** Encourage neighborhood-supporting businesses and services along El Cajon Boulevard, within Villages, at transit stations and along College Avenue near San Diego State University.
- 2.11** Encourage pedestrian oriented commercial uses without drive-throughs.

Noise

- 2.12** Utilize appropriate operational measures to reduce noise for conditionally permitted commercial uses and mixed-use developments, where eating, drinking, entertainment, and assembly establishments are adjacent to residential uses.
- 2.13** Include noise attenuation measures in new development to ensure the appropriate interior noise level for sensitive receptor uses near noise-generating activities as specified in General Plan Noise Element.

3. Mobility

Goals

- A safe, efficient, enjoyable and well-connected network for pedestrians, bicyclists and transit to support improved air quality, public health, and connectivity.
- Green streets that capture stormwater and improve the pedestrian experience.
- Corridors that encourage social interaction and gathering.
- Smart infrastructure that facilitates mobility efficiency and options.

Introduction

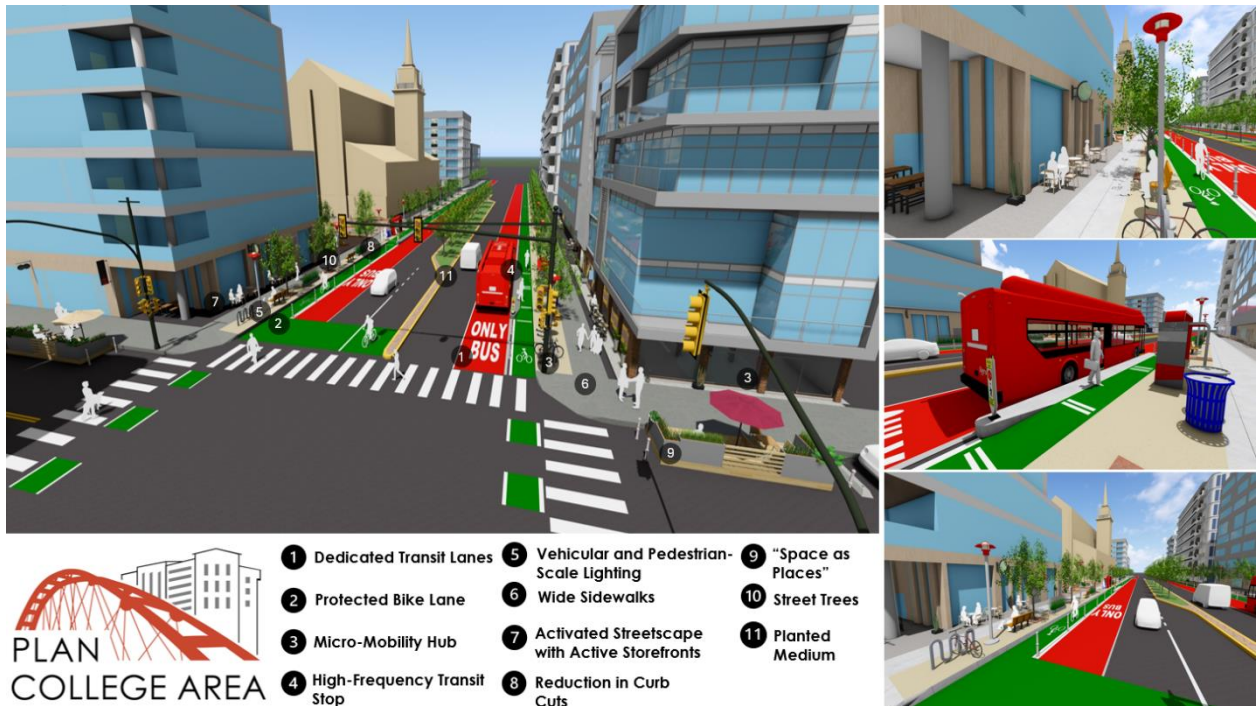
The Community Plan envisions people being able to walking/rolling, biking, and riding transit to public spaces, shops and services

along and within corridors, villages and nodes to help meet citywide climate goals. Streets that are safe, accessible and easy to navigate can encourage more sustainable ways for pedestrians, bicyclists, drivers, and transit users. Incorporating separated and well-connected bikeways, buffered sidewalks with shade trees, transit lanes, and other enhancements can help to improve connections to transit, schools, homes and businesses. This includes repurposing existing streets for transit, separating bikeways and improving walkways.

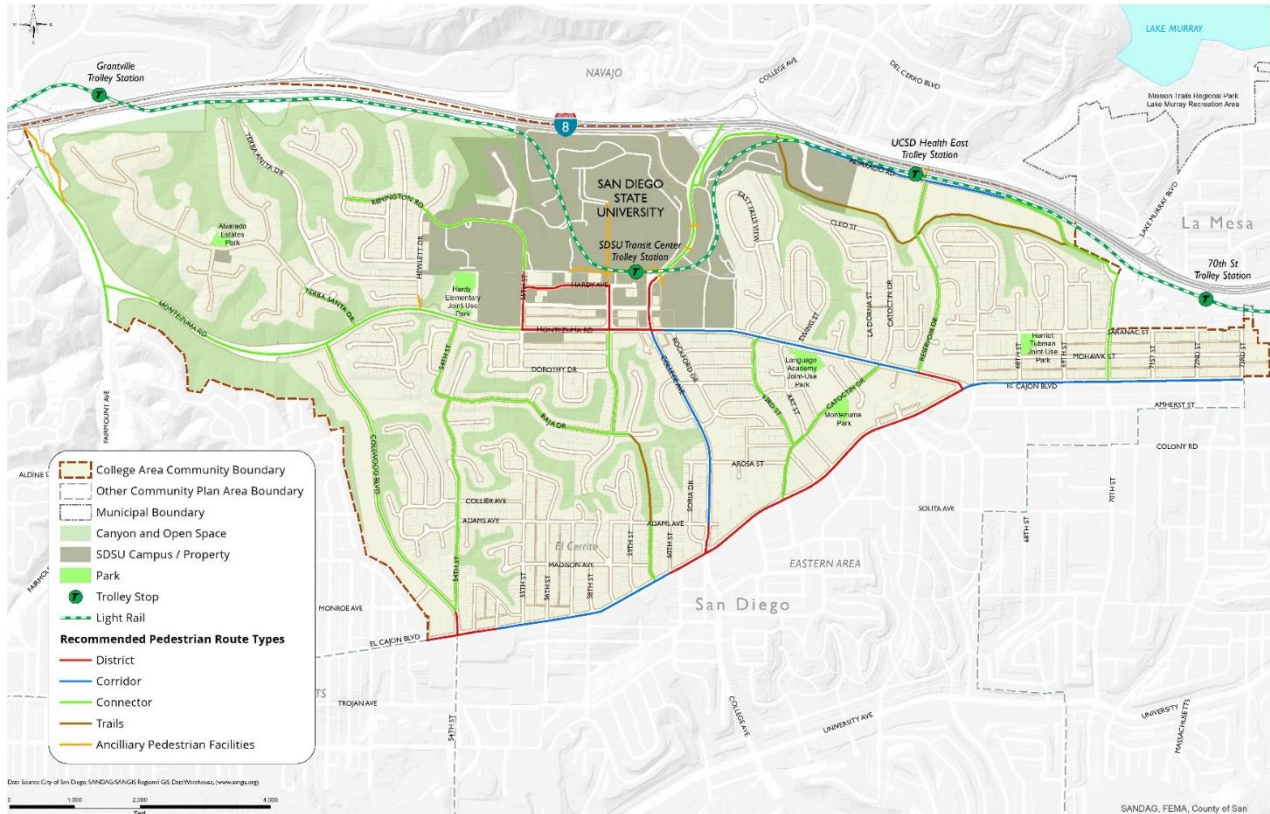
Complete Streets

“Complete Streets” accommodate all users safely and efficiently—whether they walk, bike, drive or take transit. These streets provide accessibility for everyone by integrating features like bike lanes, pedestrian paths and public transit options as shown in Figure 3-1.

Figure 3-1
Complete Street Concept



**Figure 3-2
Planned Pedestrian Network**



Vision Zero

The Vision Zero Strategic Plan focuses on actions to reduce and eliminate severe and fatal injuries to zero by prioritizing safety, including such as traffic calming and pedestrian improvement measures that results in safer streets for all users such as raised crosswalks, raised median pedestrian refuges, rectangular rapid flashing beacons, curb extensions and signal timing.

Walking/Rolling

The Community Plan promotes walkability through improvements that create safe, comfortable and accessible spaces for people to walk/roll or bike when traveling to transit stops, parks, businesses, schools, the Hospital and San Diego State University as shown in Figure 3.2.

Pedestrian Route Types

District route types are in villages and adjacent to San Diego State University, with heavy pedestrian activity.

Corridor route types are anticipated to have moderate pedestrian activity.

Connector route types connect neighborhoods to corridors along streets with lower pedestrian activity.

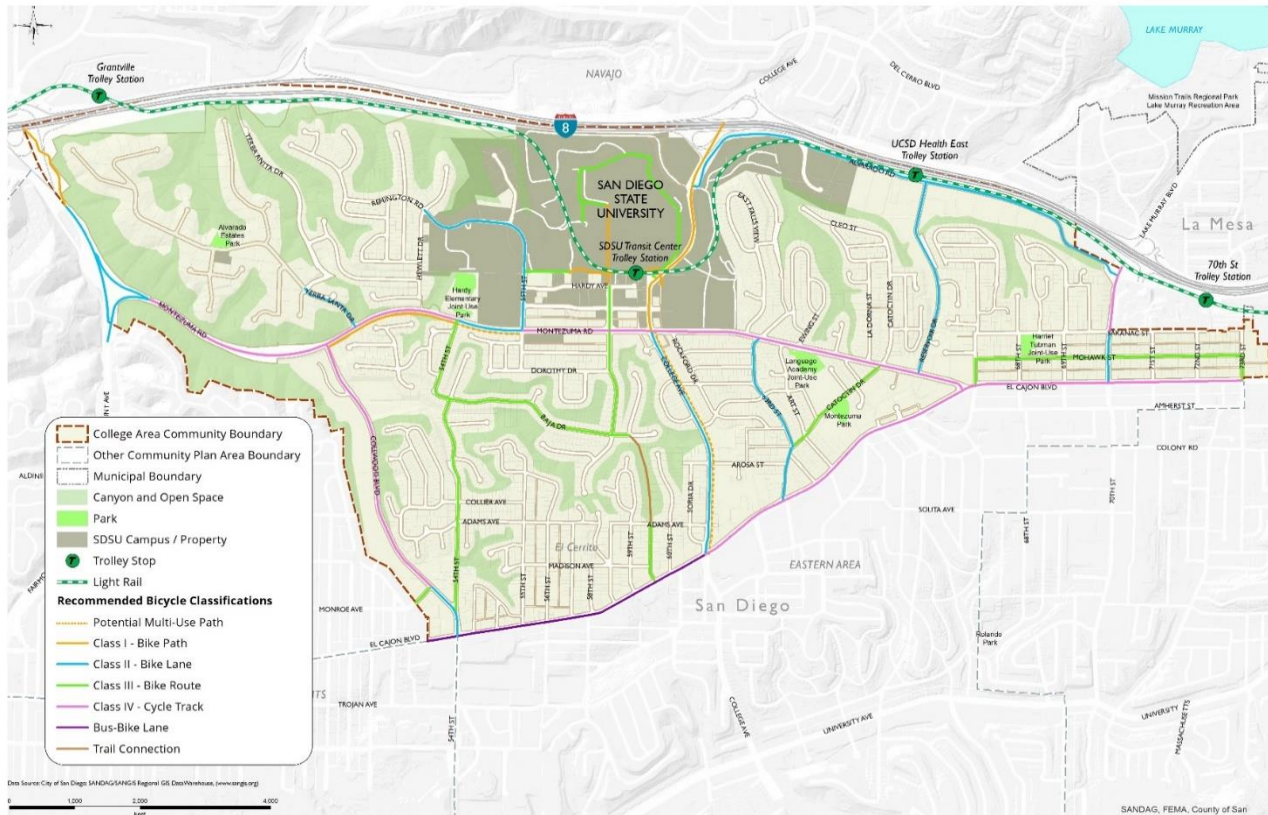
Ancillary pedestrian facilities include plazas, pedestrian bridges and stairways.

Trails are paved or unpaved walkways with limited street crossings for walking and riding bikes and can serve as connections to destinations.

Bicycling

The Planned Bicycle Network supports safe bicycling connections to transit stops, parks, businesses, schools, the Hospital and San

**Figure 3-3
Planned Bicycle Network**



Diego State University as shown in Figure 3.3. Separated bike lanes such as cycle tracks offer greater rider protection. Bicycle amenities such as bicycle parking, bikeshare, bike rentals, bike repair, signage, and wayfinding can support bicycle use.

Bicycle Classifications

Class I – Bike Path. Bike paths are separated from vehicle traffic and can be in street or off street.

Class II – Bike Lane have a one-way lane on both sides of the street with pavement striping and markings.

Class III – Bike Route have marking and signs to show shared use with bicycles and cars.

Class IV – Cycle Track have either a one or two-way lane on the street and are separated from car traffic with raised islands, planters, flexible posts, or parking.

Bus-Bike Lane are shared lanes for bus and bicycles with markings and signs on streets that cannot fit both dedicated bus and separate bikeways.

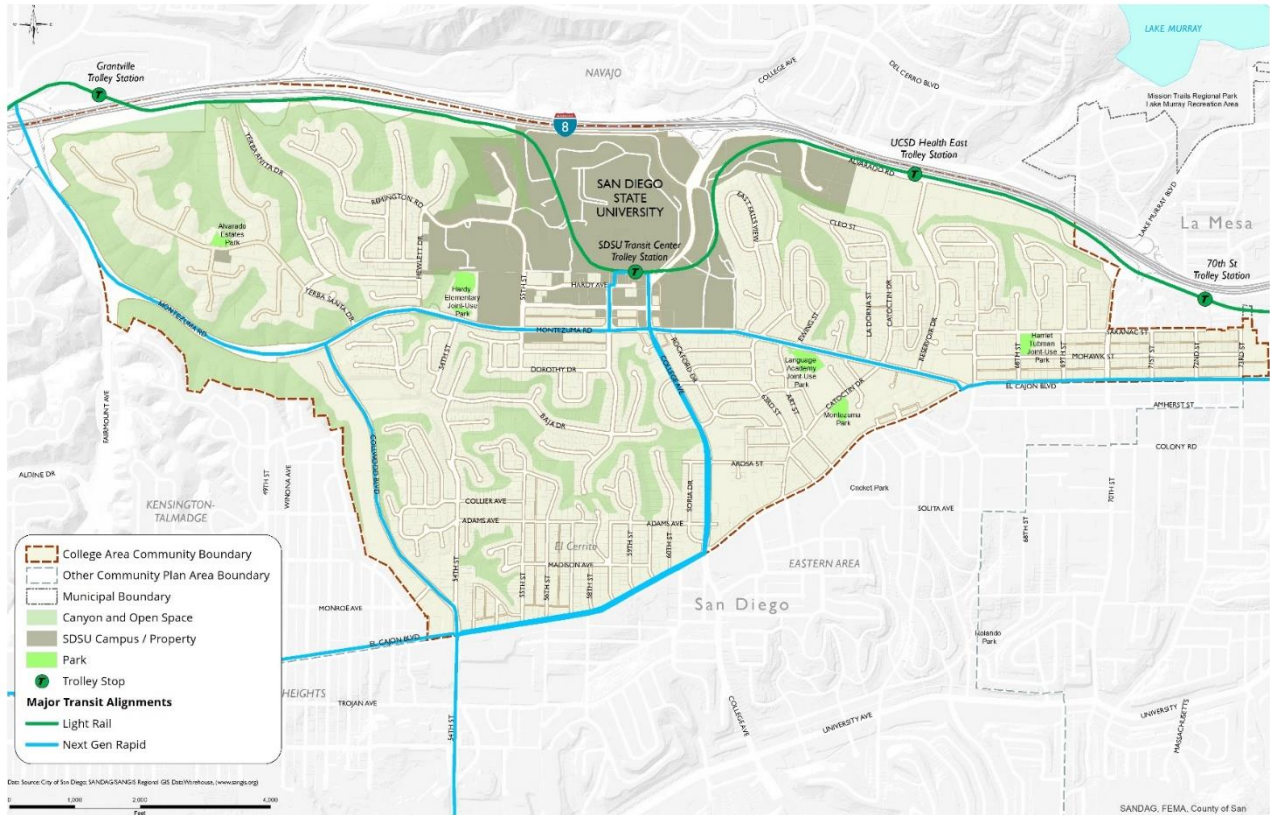
Transit

The planned transit network identifies new and upgraded high-frequency transit with dedicated lanes for rapid bus services and higher-speed regional rail that connects homes, transit-oriented development, schools, business, the Hospital, San Diego State University and job centers consistent with the Regional Plan as shown in Figure 3.4.

Transit Lane

Transit lanes are dedicated to bus rapid that can help to improve transit reliability and reduce delays along corridors and can also be used by automated/connected vehicles.

**Figure 3-4
Planned Transit Network**



Transit Priority

Transit priority measures on corridors with bus rapid routes can improve transit reliability and travel times such as signal timing adapt to changes in congestion and traffic demand in real-time, transit signals and queue jump lanes that allow for buses to go first at green lights and shared transit/right-turn lanes to help move buses through intersections.

Transit Amenities

Enhance amenities around transit stops such as adding curb extensions, shelters, seating, lighting, shade trees, bicycle parking and landscaping can increase comfort and convenience for transit riders.

Streets

Streets designed for pedestrians, bicyclists and transit can play a major role in shaping the form and function of the community and are classified based on the type and number of lanes as shown on Figure 3.5. Refer to the conceptual cross sections for street reconfiguration in the Appendix.

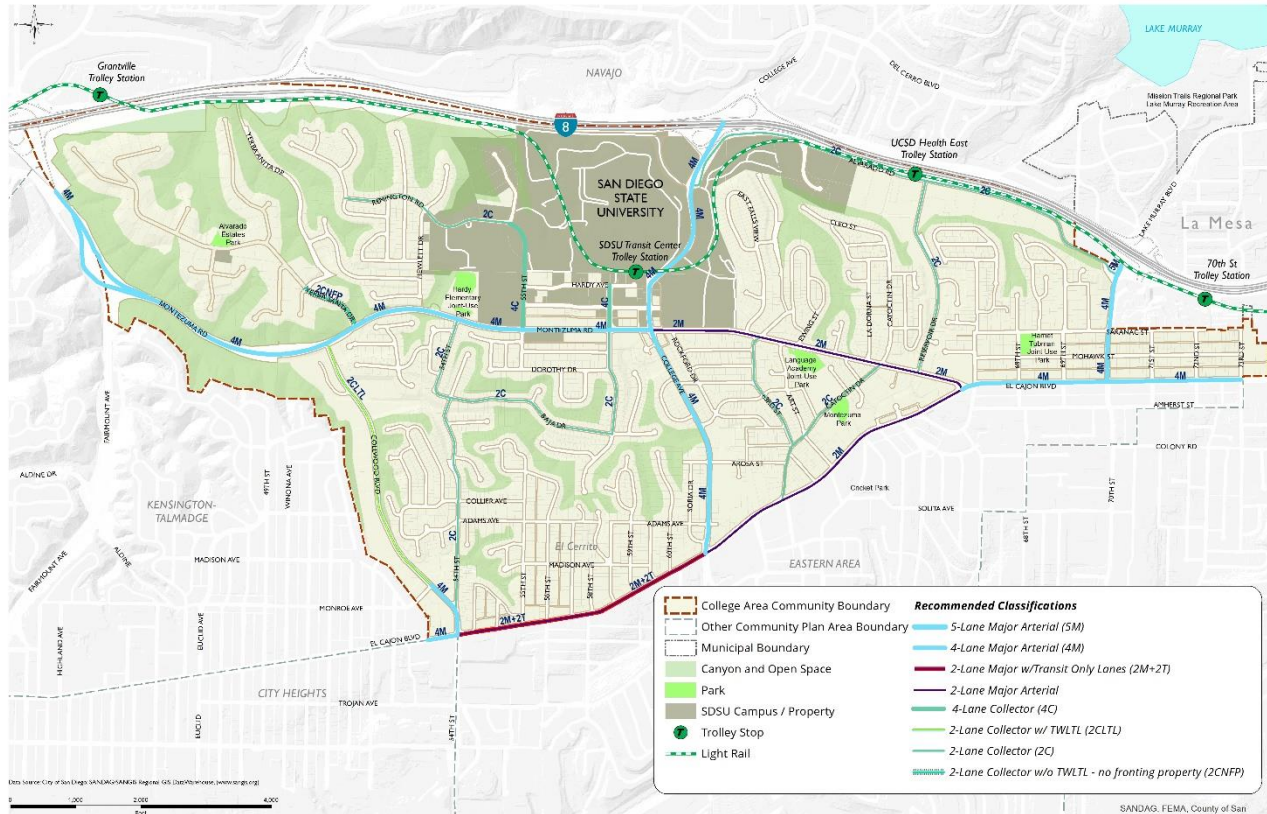
Roundabouts & Traffic Calming

Roundabouts at intersections along corridors can reduce vehicle speeds, improve safety and traffic flow, reduce vehicle idling and fuel consumption such as 63rd Street and Montezuma Road and 70th Street and Alvarado Road.

Parking & Curb Management

A community parking district and a parking and curbside management plan can allow for a community-oriented approach to the

**Figure 3-5
Planned Street Classifications**



efficient uses of on-street parking spaces, increase turnover and parking availability as shown on Figure 3.6.

Interstate-8

Improvements to the Interstate-8 interchanges at Fairmount Avenue, College Avenue and 70th Street can enhance pedestrian and bicycle connections.

Mobility Hubs

Mobility hubs can improve connections between transit, bike sharing, car sharing and ride-hailing to help people meet their first-last mile of a commute as shown on Figure 3.7.

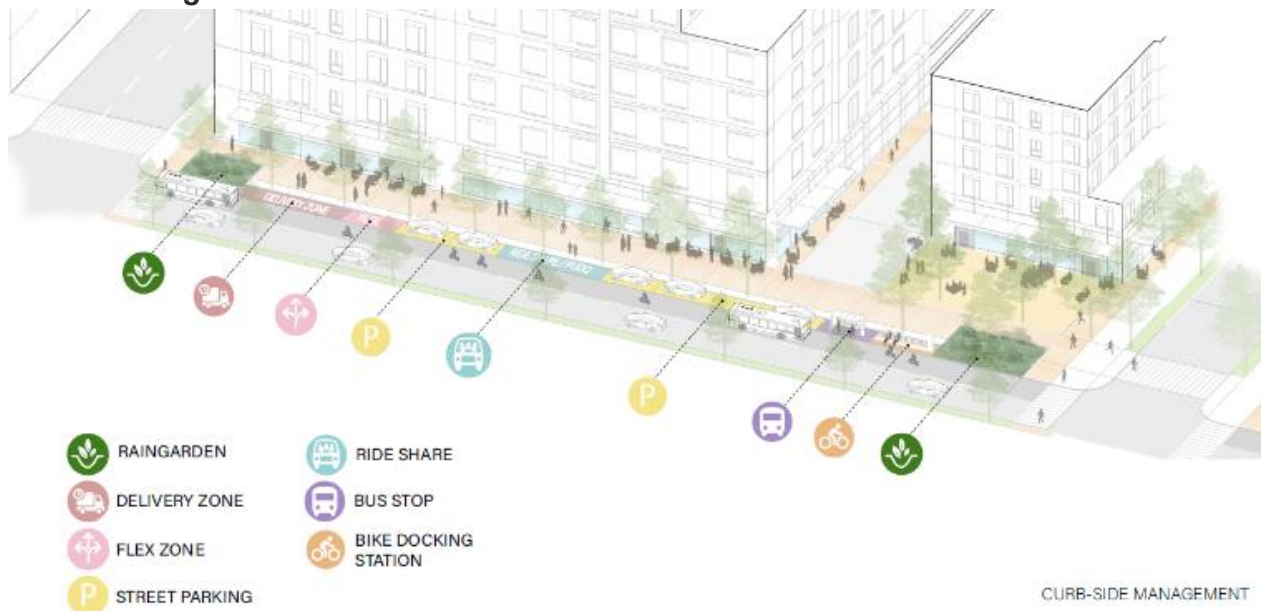
Intelligent Transportation Systems

Intelligent Transportation Systems use vehicle sensors, high-speed communication and adaptive signal control, which adjusts traffic signal timing based on traffic flow can help to improve safety, capacity, travel times, and service quality, to help people make travel decisions along corridors.

Transportation Demand Management

Transportation Demand Management strategies and programs can help to reduce solo driving trips by offering transit and parking subsidies, commuter benefits, and flexible schedules.

**Figure 3-6
Curb Management**



Emerging Technologies

The mobility network can evolve with emerging technologies like automated vehicles electric scooters, e-bikes and e-commerce.

Policies

Walking/Rolling

- 3.1** Prioritize raised crosswalks, raised median pedestrian refuges, rectangular rapid flashing beacons, curb extensions signal timing and other pedestrian improvements along corridors as applicable.
- 3.2** Incorporate expanded parkways for wider, non-contiguous sidewalks along corridors.
- 3.3** Incorporate bikeways as streets are resurfaced, improved, or rights-of-way become available.

Bicycling

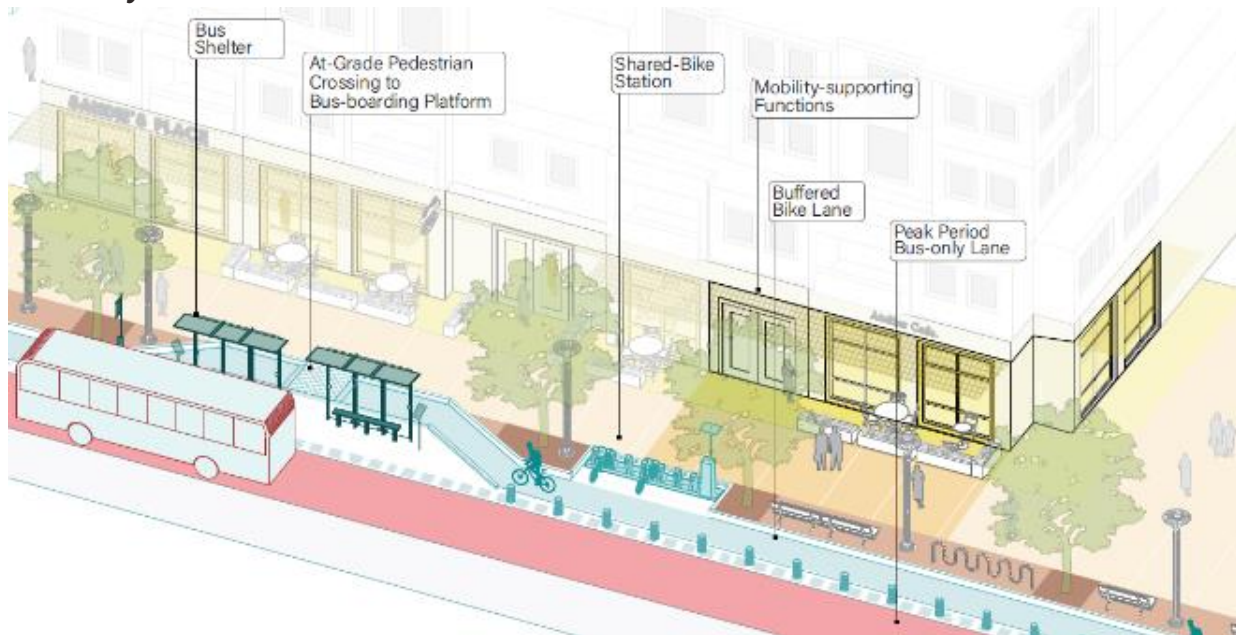
- 3.4** Prioritize physically separated bicycle facilities where feasible.

- 3.5** Prioritize improved enhanced features that improve visibility and the physical separation from vehicles along bikeways and at intersections.
- 3.6** Encourage bicycle amenities at transit stations, mobility hubs, new developments, commercial centers, employment hubs, schools and parks.

Transit

- 3.7** Coordinate with SANDAG and MTS to support infrastructure improvements for high-quality transit services.
- 3.8** Support the reconfiguration of El Cajon Boulevard to accommodate transit-only lanes or shared bus-bike lanes to improve transit reliability and efficiency.
- 3.9** Integrate transit priority features, to further improve operational efficiency along corridors where feasible.
- 3.10** Support first- and last-mile connections to and from transit stations with amenities that support safety, comfort, connectivity and accessibility.
- 3.11** Enhance amenities around transit stops wherever appropriate.

**Figure 3-7
Mobility Hub**



Streets

- 3.12 Support the implementation of the planned street classifications as part of resurfaced and improvement projects.
- 3.13 Support the implementation of 'Vision Zero' through traffic calming measures.
- 3.14 Evaluate feasibility for roundabouts at appropriate intersections.
- 3.15 Support the implementation of a community-wide wayfinding and signage programs that guide pedestrians, bicyclists and motorists to major activity centers and destinations.

Parking & Curb Management

- 3.16 Consider on-street parking management strategies in higher parking demand areas to optimize curb space utilization.

- 3.17 Consider the establishment of a community parking district.

Freeways

- 3.18 Coordinate with Caltrans and SANDAG to improve pedestrian and bicycle connections at I-8 interchanges.

Intelligent Transportation Systems

- 3.19 Upgrade traffic signals to facilitate traffic signal coordination, transit priority and adaptive coordination along corridors and adjacent to and serving San Diego State University to facilitate traffic management around the campus especially during special events.

4. Urban Design

Goals

- Buildings with frontages that contribute to a thriving pedestrian environment.
- Development with public gathering areas that provide opportunities for social interaction.
- Infill development that maximizes the benefits of transit infrastructure in the community and reduces automobile dependency.
- A vibrant campus town located near San Diego State University that includes new homes, successful businesses, and active public spaces.
- Corridors that are pedestrian focused and include a mix of uses, including commercial, civic, and residential.
- An interconnected network of pedestrian-oriented streets that promote walking/rolling, biking and transit.
- Safe, enjoyable and inviting public spaces with attractive streetscapes that serve as hubs of activity and promote social interaction, recreation and cultural exchange.
- “Green” streets that increase the urban tree canopy, maximize shade, reduce the urban heat island effect, reduce air pollution, expand habitat, manage stormwater, and improve the overall quality of the environment.

Introduction

The Community Plan envisions buildings designed to enhance the pedestrian scale with retail businesses along corridors and within villages and nodes as well as a college town adjacent to the San Diego State University campus. It also envisions wider parkways with public spaces, sidewalks,

trees and lighting that provide places to gather.

Building Form

Buildings shape space, and those spaces between buildings shape the pedestrian experience. New buildings can contribute to the sense of place through conscious and thoughtful building design and use of materials.

Scale

The first two stories of a building help to shape the human experience in relation to buildings and street. Upper story step-backs and other design measures can provide sun access for adjacent buildings, create opportunities for terraced spaces, and provide a separation between a building’s base and upper floors. Detailing the exterior finishes of a building can provide a rich and vibrant appearance to the building’s surfaces adding to visual diversity.

Transitions

Transitions in bulk, scale and height along higher density corridors to adjacent lower density neighborhoods can help to maintain harmony with building form which can include upper story step backs, rear yard setbacks, landscaped buffers, and sloping roofs.

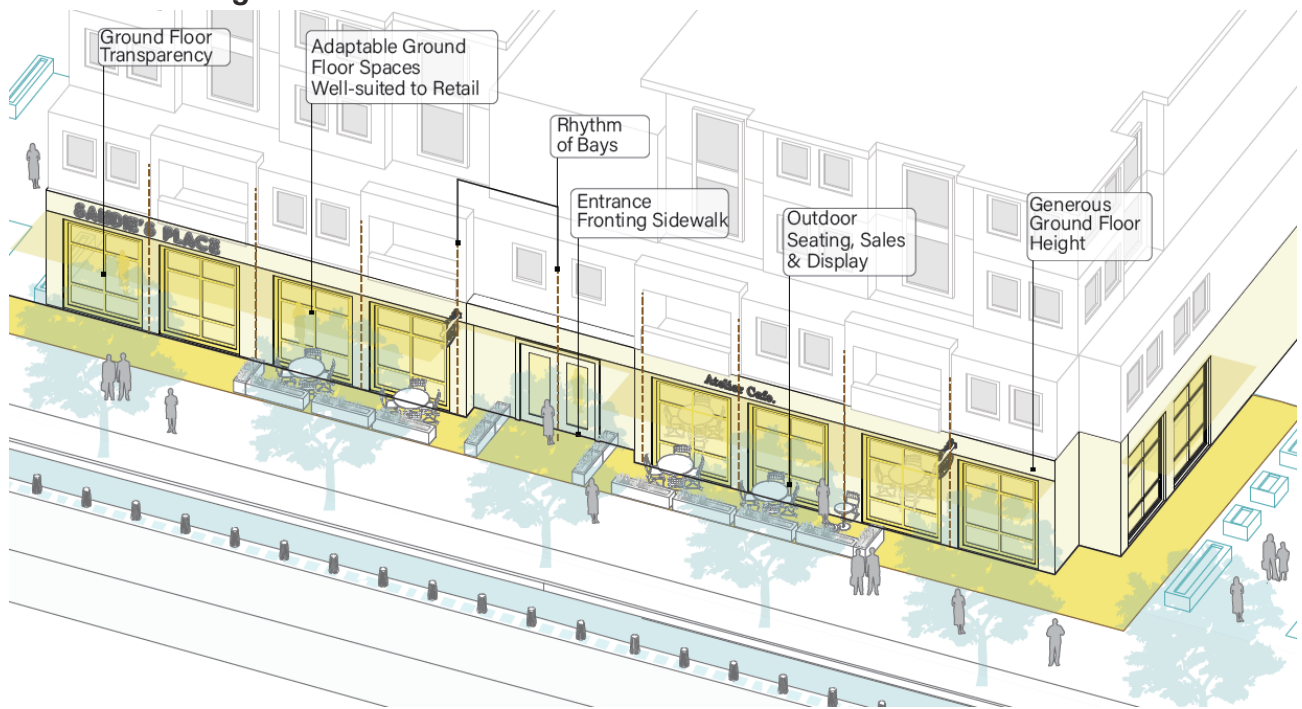
Active Building Frontages

Ground floors with active building frontages that include windows, entries, storefronts and seating can support pedestrian activity as shown in Figure 4.1.

Urban Design Framework

The urban design framework provides the design vision for a street streetscape that is pleasant, safe, comfortable, and vibrant and is connect to parks, public spaces, transit

Figure 4-1
Active Frontage



stations, San Diego State University and community villages as shown in Figure 4.2.

Campus Town Center

The area between 55th Street and Zura Way Montezuma Road that provides a strong interface between the San Diego State University campus, surrounding housing and the mix of uses along College Avenue with access to the nearby Trolley station to create a Campus Town Center which functions as a campus oriented Community Village.

Community Villages / Activity Nodes

Community Villages and activity nodes are near major intersections, have high levels of pedestrian activity and transit service and can be gateways into the community.

Corridors

Corridor streets, which include El Cajon Boulevard, Montezuma Road and College Avenue, connecting Community Villages and San Diego State University. Corridors can serve as gateways into the community and

provide an environment for higher pedestrian activity, with wider sidewalks that connect to plazas and pocket parks with seating and cafes, pedestrian lighting, street trees, and features.

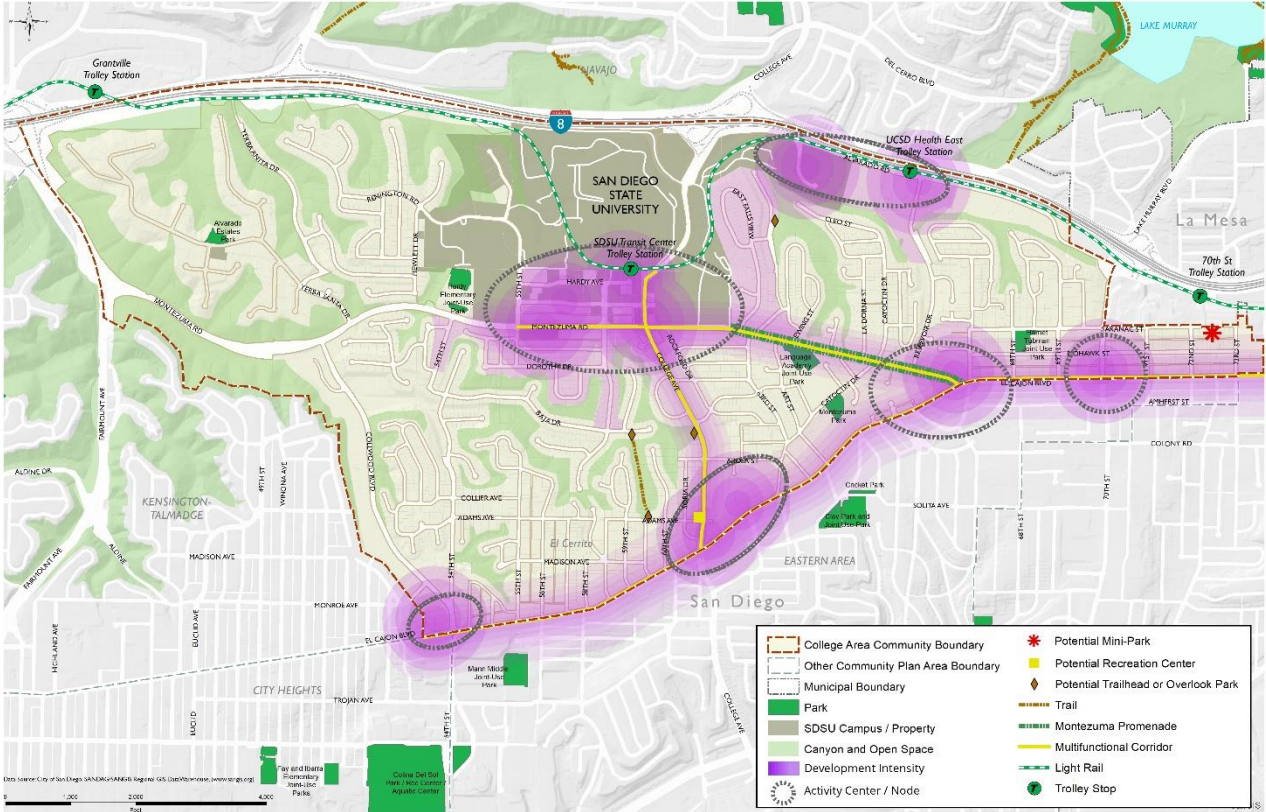
Public Space and Street Design

Public spaces are streets, parks, sidewalks, plazas and other outdoor areas where people can walk, gather, relax and interact. Adjacent residential development can integrate landscaped setbacks with furnishings that open onto the public space.

Parkways & Sidewalks

Parkways with wider sidewalks within corridors, community villages and activity nodes can provide for a safe and enjoyable walking environment and spaces for gathering, transit shelters, bike parking, benches and street trees, and outdoor dining as shown on Figure 4.3.

**Figure 4-2
Urban Design Framework**



Drive-Throughs & Car Parking

Parking areas, driveways and drive-throughs located at the sides or rear of buildings, screened from the street can help to create a pedestrian-friendly environment.

Wayfinding Signs

Wayfinding signs can help people locate transit stations, San Diego State University, parks and the library.

Gateways

Gateways mark entry points and can provide a sense of arrival with building design, signage, lighting, street trees and landscaping to enhance and highlight these locations as community landmarks.

Pedestrian-Scaled Lighting

Pedestrian-scale lighting can provide a welcoming atmosphere for nighttime activity along corridors and pathways and within community villages and public spaces.

Public Spaces

Public spaces within a development can provide as gathering spots for people to socialize and enjoy the outdoors.

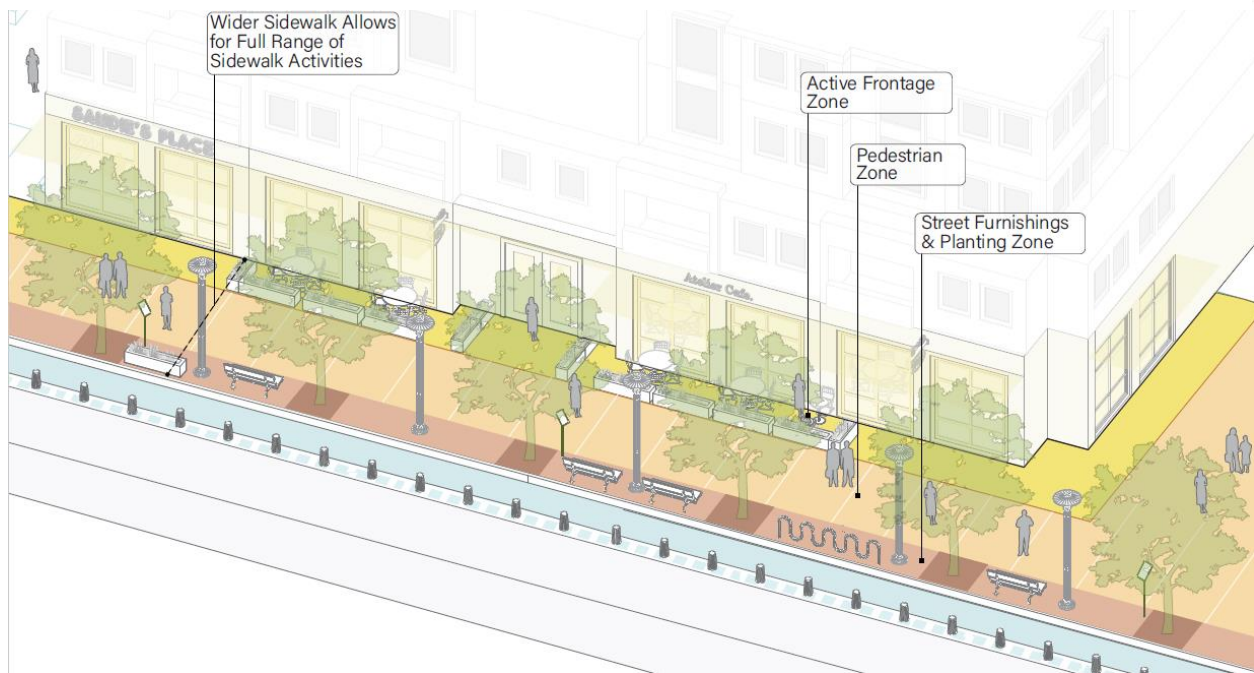
Outdoor Seating

Outdoor seating can make the public spaces more inviting for people to rest and gather.

Urban Greening

Urban greening uses native and drought-resistant plants and permeable surfaces along parkways to let rainwater soak into the

**Figure 4-3
Parkway Zones**



ground instead of running off pavement, which helps reduce flooding and filter into the ground to help reduce pollution.

Street Trees

Street trees provide shade and comfort for pedestrians, improve air quality, reduce temperatures, absorb stormwater, reduce runoff and provide a safety buffer between traffic and people on sidewalks. The Street Tree Plan in the Appendix identifies primary, secondary and accent street trees.

Green Streets

Green streets incorporate canopy shade trees, stormwater improvements, lighting to encourage walking and bike riding along corridors.

Montezuma Road Promenade

The Community Plan envisions having promenades with shade trees and wider sidewalks on both sides of Montezuma Road. Development along the promenades could include landscaped setbacks with

furnishings that provide additional public space as shown on Figure 4.4.

Canyon and Open Space Interface

Building design can incorporate a sensitive approach to help preserve and enhance the natural context of the canyons and open space areas.

Sustainable Building Design

Sustainable building design can help to reduce energy and resource consumption by utilizing building practices and materials that increase energy and water efficiency, increase on-site energy generation and reduce waste generation.

Policies

Bulk and Scale

- 4.1 Establish a pattern of building massing and form to help reduce the visual bulk.

Figure 4-4
Montezuma Road Concept



- 4.2 Use a combination of building setbacks and upper-story step-backs, to provide transitions between areas with higher densities to lower density areas.
- 4.3 Encourage outdoor terraces to be included in building façade step-backs and rooftops.
- 4.4 Encourage building setbacks to create a frontage zone for a double row of street trees, landscaping, street furniture, and other amenities along corridors where feasible.
- 4.5 Encourage varied building massing and façades, both vertically and horizontally, to enhance the pedestrian-scaled street environment.
 - A. Use features like green walls, setbacks, window bays, balconies, recessed shopfronts, sidewalk cafes, porches, projecting eaves, awnings and pedestrian passages to add visual interest.
 - B. Avoid blank walls by incorporating textures, materials, color changes, and architectural elements and

artistic features to enrich the pedestrian experience.

- 4.6 Vary building rooflines within the overall horizontal plane of the building.
 - A. Incorporate breaks in rooflines, using architectural features such as private rooftop space, dormers, roof pitches and varied parapets.
 - B. Incorporate combinations of roof heights that create variation and visual interest.

Materials

- 4.7 Provide a unified and consistent use of building materials, textures, and colors.
- 4.8 Encourage non reflective windows and glassing.

Active Building Frontages

- 4.9 Design building features that help to activate the pedestrian environment along streets and public spaces.
- 4.10 Encourage ground floor commercial uses to design ground floors that promote lively and engaging streets with taller ground floors with clear windows.

- 4.11** Design residential developments to include ground floor residential along street frontages with landscaped setbacks, planters, front porches, stoops and forecourts.
- 4.12** Design public spaces and entryways to be visible from the street.
- 4.13** Place windows and primary doors to provide sight lines or “eyes on the street” to streets and public spaces.
- 4.14** Provide night lighting along walkways, streets, and at parking areas by using fixtures that will shape and deflect light to the ground.
- 4.15** Design commercial space for flexibility to prevent vacant storefronts and offices.

Transitions

- 4.16** Provide transitions in building height, bulk and scale along higher density corridors abutting areas designated for lower density residential neighborhoods.

College Town Center

- 4.17** Create a stronger design interface with the campus by incorporation design features and materials.
- 4.18** Enhance Montezuma Road and College Avenue with streetscapes that offer improved pedestrian and bicycle connections to the campus.
- 4.19** Establish a campus gateway at the intersections of 55th Street, Campanile Drive and College Avenue along Montezuma Road and the College Avenue bridge to mark the entrances of the College Town Center on all four corners of the intersections with architectural and landscaping design that relates to the design style of the campus.
- 4.20** Establish an exciting retail and entertainment destination that attracts customers from throughout the city, as well as serving the needs of the

student, faculty and the community by designing a vibrant, colorful, dynamic mixed use active node along College Avenue.

College Town Center, Villages and Corridors

- 4.21** Include public spaces that encourage gathering and cultural exchange.
- 4.22** Include distinct building forms, wayfinding signage, and landscaping along corridors and in community villages and activity nodes.
- 4.23** Design streets to include areas for pedestrian lighting, utilities, street furniture, bike racks, transit stop, street trees and landscaping, and other public amenities.
- 4.24** Encourage wide parkways with sidewalks that create spacious pedestrian areas.
- 4.25** Encourage public spaces adjacent to sidewalks.
- 4.26** Encourage seating within public spaces.
- 4.27** Install pedestrian-oriented lighting along sidewalks with high pedestrian activity, public spaces and transit stops.
- 4.28** Locate refuse containers along sidewalks with high pedestrian activity, public spaces and transit stops.
- 4.29** Underground utilities to reduce conflicts with pedestrian movement where possible. When located above grade, locate utilities outside of the sidewalk pedestrian areas to allow for a clear path of travel wherever possible.
- 4.30** Incorporate pedestrian paths to adjacent developments within village areas.
- 4.31** Develop a wayfinding system that easily directs people to San Diego State University, public facilities and transit stations.

- 4.32** Encourage placemaking activities near business to help increase pedestrian activity.
- 4.33** Encourage gateway elements at key points to identify entry into the community or activity node.

Parking & Vehicle Access

- 4.34** Reduce the number of driveways and curb cuts that create conflicts with pedestrians to create a pedestrian oriented, safe environment where feasible.
- 4.35** Locate parking and vehicle areas in less visible parts of a site.
- 4.36** Locate parking underground or screened by active frontages to maintain a vibrant street experience where feasible.

Urban Greening

- 4.37** Design street improvements that including storm water infiltration measures that reduce storm water runoff and flooding where feasible.
- 4.38** Consider repurposing and reconfiguring streets to incorporate bicycle and pedestrian improvements, storm water facilities, street trees, lighting, and other pedestrian amenities.
- 4.39** Prioritize planting of street trees that add color and visual interest, provide shade, and improve air quality, stormwater management, and result in other environmental benefits.
- 4.40** Prioritize consistent street tree planting themes in districts and along the streets identified in Street Tree Plan.
- 4.41** Plant larger primary trees where space allows, otherwise plant smaller secondary and accent trees as needed to avoid conflicts with utilities and overhead lines.
- 4.42** Consider green street improvements to reduce stormwater runoff.

- 4.43** Plant native and/or climate appropriate landscaping and trees.

Canyons and Open Space Interface

- 4.44** Step development down with canyon and hillside landforms to maximize view opportunities and allow for decks and patios.
- 4.45** Encourage a diversity of roof forms to emphasize the character of the adjacent hillsides.
- 4.46** Design new development near canyons and slopes to adapt to the topography of the site, where possible.
 - A. Incorporate stepped building forms, multi-level landscapes and structures to complement the natural landscape, canyons and hillsides of the community.
 - B. Minimize the use of retaining walls and extensive site grading.
 - C. Align vehicle access and other improvements to conform to existing slopes and minimize grading.
- 4.47** Support the vacation of street rights-of-way if the right-of-way could not provide mobility access including for pedestrian and bicycles or serves as a view corridor.
- 4.48** Provide setbacks between buildings as they step with the slope to offer visual relief and create the appearance of development that is integrated into the landscape.
- 4.49** Locate structures within the least visually prominent portion of a lot and/or away from the edge of designated open space, when all or a portion of a property is within privately-owned, designated open space.

Sustainable Building Design

- 4.50** Incorporate features that provide shade, passive cooling, and reduce daytime heat gain.

- 4.51** Incorporate green and vegetated roof systems along with gardens to help reduce solar heat gain.
- 4.52** Incorporate white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.
- 4.53** Incorporate white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and

reduce the need for mechanical cooling.

- 4.54** Incorporate elements to reduce the use of nonrenewable energy such as small low-impact wind turbines or photovoltaic panels.
- 4.55** Incorporate sustainable landscape treatments such as drought-tolerant, and climate-appropriate plant species, planting materials, and light-colored paving materials.

5. Economic Prosperity

Goals

- Revitalized and attractive commercial districts.
- Access to diverse employment opportunities.
- Increased small business opportunities.
- A diverse mix of businesses that provide a variety of goods and services.

Introduction

New opportunities for retail, office and commercial contribute to the well-being of a community, providing jobs, and local places to buy goods and services. Key to the success of a thriving commercial district are businesses with a common goal of economically revitalizing their business district, often achieved through marketing programs, civic beautification projects, commerce recruitment, and transportation improvements.

New businesses have the potential to serve customers from outside the community, helping to turn the community into a destination. New housing also complements commercial reinvestment by bringing new residents into the community to patronize businesses and services.

The College Area Business District
The College Area Economic Development Corporation, known as the “College Area Business District” is a small business advocacy organization. The College Area Business District also manages the College Heights Maintenance Assessment District, which provides maintenance, aesthetic improvements, and other special benefits within the district over and above what the City normally provides. The College Area Business District aims to improve the community’s business environment by encouraging business development and improving the customer experience within the community.

Policies

- 5.1 Coordinate with the local business improvement district to improve the pedestrian, bicycle and transit infrastructure in commercial districts.
- 5.2 Encourage revitalized commercial areas with mixed-use development that improves aesthetics for ground floor commercial shops and service activities.
- 5.3 Explore opportunities for hotels that serve San Diego State University.
- 5.4 Encourage health sector employment growth near the Hospital.
- 5.5 Promote opportunities for innovation sector start up business related to San Diego State University.

6. Recreation

Goals

- Equitable parks and recreational facilities that meet the needs of a broad range of users of all ages and abilities.
- Easy, safe and enjoyable access to multiple types of park and recreation opportunities.
- A connected system of parks and recreational facilities.

Introduction

The Community Plan aims to enhance the recreational value of parks and public spaces by expanding and reimagining them to maximize their value to the community. It seeks to identify new park and public space opportunities on City-owned land and encourages partnerships and joint-use agreements with other public entities and private landowners to create opportunities for public spaces and recreation on non-City properties. The Community Plan guides the development of parks and public spaces with new development, as well as new canyon overlooks, trails and trailhead parks to promote a connected system of parks and public spaces.

The Community Plan envisions a network of parks and recreational facilities connected by a variety of pathways, bikeways, and transit. The Community Plan envisions a well-connected system of parks, recreational facilities, and open space that provide opportunities for passive and active recreation, social interaction, community gatherings, the enhancement of public spaces and streets. The Community Plan also envisions connections between the San Diego State University campus and the community to improve recreational opportunities for the community.

New and improved recreation facilities can help to provide opportunities for exercise, social interaction, community events and safe walking/rolling and bicycling. Recreation needs can be met with a variety of spaces that provide opportunities for active and passive recreation.

Population-Based Parks and Recreation Facilities

Population-based parks serve the needs of the College Area which could attain a projected population of 87,300 people. Existing and planned parks, recreational centers, and aquatic complexes to help meet the recreational needs of the population are shown in Table 10.1 and Figure 6.1.

Parks: To meet the Parks Master Plan standard of 100 Recreation Value-Base points per 1,000 residents, the projected population of 87,300 people results in a need for approximately 8,730 Recreational Value Points.

Recreation Center: To meet the Parks Master Plan standard of 17,000 square feet per 25,000 residents, the College Area's projected population results in a need for approximately 59,400 square feet of recreation center building space. The need is the equivalent of 3.5 recreation centers sized at 17,000 square feet each.

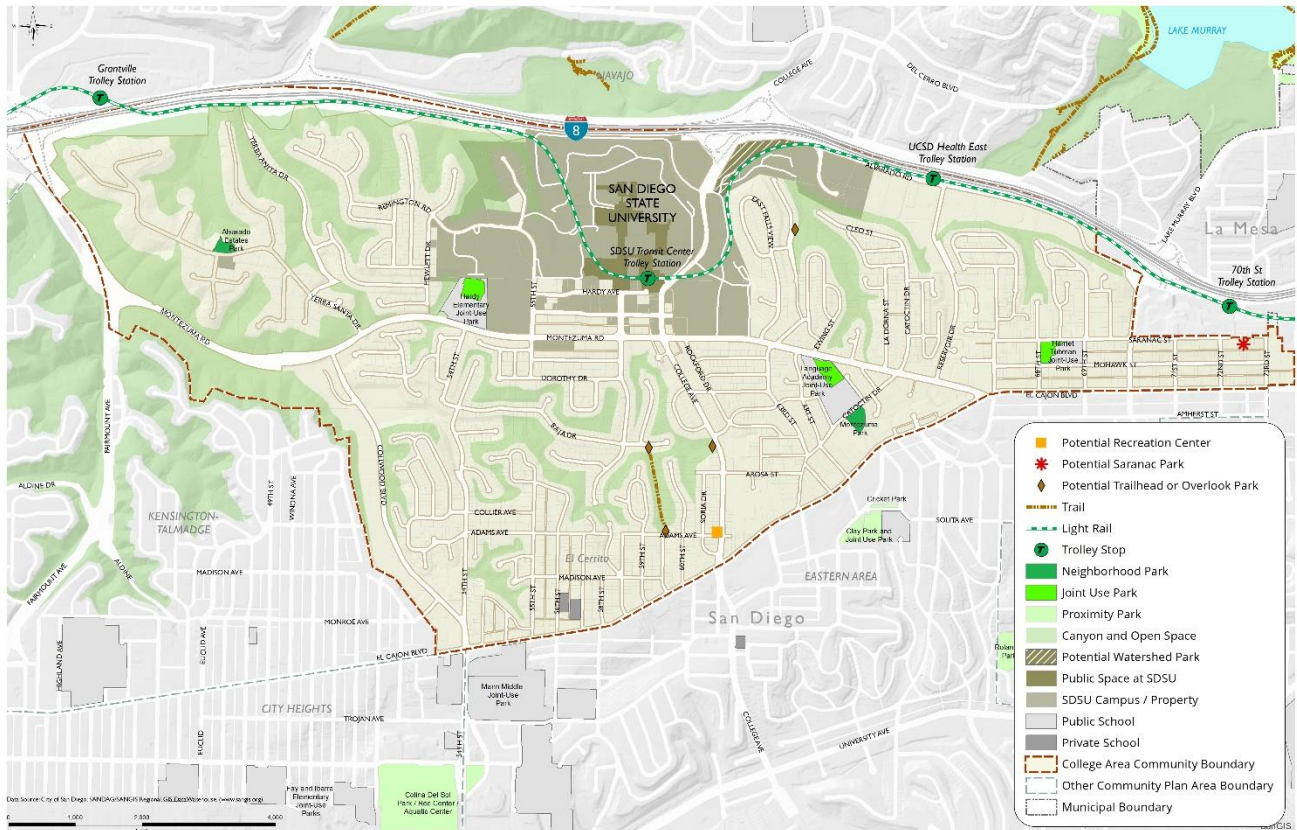
Aquatic Complex: An aquatic complex serves a population of 50,000. To meet the Parks Master Plan standard an aquatic complex per 50,000 residents, results in a need for approximately 1.75 aquatic complexes.

Parks and Recreational Facilities

Neighborhood Parks

Neighborhood parks can serve a population within a half-mile radius, typically accessible by bicycle, public transit, and walking and can offer picnic areas, play areas, multi-

**Figure 6-1
Parks**



purpose courts and turf areas, pathways, and smaller facilities like restrooms.

Mini Parks

Mini parks are small spaces that provide readily accessible recreational opportunities for nearby residential areas and can offer picnic areas, play areas, turf, walkways, and landscaping that support both passive and active recreation.

Pocket Parks & Plazas

Pocket parks bring recreational opportunity to sites that are otherwise too small or irregularly shaped for larger, traditional park layouts. They can fit into diverse community settings, creating convenient places for play and relaxation. Pocket parks also activate their surroundings by encouraging social interaction. Plazas are like mini and pocket parks except they mostly hardscaped.

Parks in Community Villages

Development on larger sites within Community Villages have the potential to provide publicly accessible mini parks, pocket parks or plazas. These spaces may remain as privately-owned park spaces or be dedicated as public parks. Park amenities can range from open green spaces or children’s play areas. Amenities offering public access and recreational opportunities that meet the criteria of the Parks Master Plan can be eligible for park credits.

Linear Parks

Linear parks along streets can provide an inviting pedestrian environment with passive or active recreation spaces adjacent to a street way or a linear feature and can be continuous or multiple recreational spaces linked by a pedestrian and/or multi-use path.

Trails, Overlooks, and Trailhead Pocket Parks

Trails, overlooks and trailhead parks allow people to enjoy views and learn about natural resources. Interpretive and wayfinding signs at overlooks and along trails and at trailhead pocket parks can educate people on the unique natural history and value of open spaces. Refer to the Open Space and Conservation Element.

Joint-Use Parks & Facilities

Joint-use parks and recreation facilities provide active and passive recreational opportunities for school children when school is in session and the public when school is not in session. Joint-use agreements with the San Diego Unified School District, other organizations and private development allow for the shared use of facilities and resources.

This can provide more parkland and additional recreational opportunities where there is limited available land for new parks. Each joint-use site is unique and has different constraints and opportunities and can include turfed multi-purpose fields, walking track, paved hardcourts, exercise equipment, group seating, playground equipment, and off-street parking.

Planned Parks and Recreational Facilities

The Community Plan identifies enhancements to increase their recreational value and the potential for new park opportunities through the acquisition of land, the reuse of City-owned land or with new developments as shown in Figure 6.1.

Figure 6-2
Montezuma Park Improvement Concept Diagram



Montezuma Park

Montezuma Park contains a multi-purpose lawn, mature trees and picnic tables. Planned Improvements in the [General Development Plan](#) include a children’s play areas, shade pavilions with picnic seating, updated pathways, restroom, fenced off-leash dog areas for small and large dogs as shown in Figure 6.2.

Montezuma Road Promenade

The proposed urban greenway along Montezuma Road could provide exercise and fitness stations, placemaking, seating and gathering opportunities for recreation.

College Avenue Recreation Center

The College Avenue Recreation Center on City-owned property could involve retrofitting the existing building as a community serving recreation center and include outdoor public space if feasible.

**Figure 6-3
Recreation Center Concept**



Adams-Baja Trail and Trailhead Pocket Park

The 1/4-mile Adams-Baja Trail is along a public easement. A potential trailhead pocket parks at each end of the trail on Baja Drive and Adams Avenue could provide passive

recreational opportunities for seating and gathering as shown in Figure 6.4.

**Figure 6-4
Adams-Baja Trail and Trailhead Pocket Park Concept**



Brockbank Place Overlook Park

An overlook park along Brockbank Place could include an overlook to the adjacent canyon with passive recreational opportunities for seating, a shade structure, picnic or play areas, habitat educational elements and fitness stations as shown in Figure 6.5.

**Figure 6-3
Brockbank Place Overlook Park Concept**



62nd Street Park

A park at 62nd Street Park would require collaboration and an agreement with the

College Avenue Baptist Church to develop a portion of the parking area. between Rose Street and El Cajon Boulevard, which could include both active and passive recreational opportunities as shown on Figure 6.6.

**Figure 6-4
62nd Street Concept**



Saranac Pocket Park

A potential 0.41-acre pocket park on City-owned property located along Saranac Street could provide recreational opportunities for seating and gathering and fitness stations.

Alvarado Creek Park

**Figure 6-5
Alvarado Creek Park Concept**



A 3.9-acre park at Alvarado Creek would require an agreement with Caltrans and San Diego State University to transform the area into a play area space, multi-use paths and trails, shade structures and habitat educational components as shown in Figure 6.7.

Nearby Parks & Recreation Facilities

Nearby parks and recreation facilities provide services and resources for College Area community members which include Lake Murray within the Mission Trails Regional Park and the Colina Del Sol Community Park, Recreation Center and Aquatic Complex.

San Diego State University

The San Diego State University campus provides recreation facilities that include gymnasiums, tennis courts, outdoor pools, basketball courts, climbing wall, playing fields and other facilities that are available to all students on, as well as the off-campus community.

Policies

- 6.1** Pursue the implementation of the planned park sites and improvements to existing parks.
- 6.2** Pursue land acquisition for the creation of new public parks, recreation facilities and public spaces as opportunities arise.
- 6.3** Pursue the implementation of recreation centers and aquatic centers to serve the community.
- 6.4** Pursue opportunities to develop mini or pocket parks, plazas and recreation facilities as part of future developments with visual and physical access from one or more street frontages wherever feasible.

- 6.5** Provide a vary in recreational programming and design to serve the community such as off-leash dog parks, community gardens, and other innovative recreational spaces.
- 6.6** Pursue opportunities for new parks and recreation facilities through partnerships and joint-use agreements.
- 6.7** Pursue lease agreements with private property owners and public agencies to incorporate active or passive recreation into existing buildings or surrounding grounds, where space is available and appropriate for public use.
- 6.8** Increase recreational opportunities to provide for park and recreation uses by reconfiguring streets, where feasible.
- 6.9** Support development of the Montezuma Road promenades with public space and recreational features within the promenades.
- 6.10** Consider special activity parks on a case-by-case basis, including but not limited to, trailhead pocket parks, skateboard parks, off-leash dog parks, and other uses.
- 6.11** Plan wayfinding signage that identifies the location of parks and recreation facilities.
- 6.12** Providing trails, overlooks, kiosks and interpretive and wayfinding signs to educate users on the sensitive natural habitats and unique biologic, cultural, and scenic qualities of open space areas.
- 6.13** Design trails within the Multi-Habitat Planning Area that comply with the Multiple Species Conservation Program guidelines.

7. Open Space & Conservation

Goals

- Protection and preservation of natural areas and sensitive biological resources.
- Protection, enhancement and long-term management of an open space system that preserves canyonlands, habitat, and sensitive biological resources.
- Development patterns that preserve natural landforms, public and private open spaces, wildlife linkages, sensitive species and habitats, watersheds and natural drainage systems, and that contribute to clean air and clean water.

Introduction

The Open Space and Conservation Element addresses the protection and enhancement of open space and sensitive species and habitat within the College Area. It provides policies and land use guidance that address natural resource conservation, reduction in the use of non-renewable resources, and climate resiliency. Implementation of these policies through development, infrastructure investment, individual action, and participation in citywide and regional initiatives is intended to conserve natural resources, minimize ecological footprints and maintain the long-term community health.

The Open Space and Conservation Element serves as the sustainable development strategy for the College Area, which aims to positively address the community contribution to global climate change and

prepare for its potential effects. Key components of this strategy are policies that result in reductions to the community per capita greenhouse gas emissions, while fostering housing, employment growth, and development within walking distance to transit in a sustainable and climate-resilient manner.

To achieve both per capita greenhouse gas emissions reductions and growth, a reduction in the consumption of carbon-based energy resources for buildings, utilities, and transportation is needed. Reduced and more efficient use of energy, use of renewable and recycled building materials, and use of alternative and renewable energy sources can reduce the carbon footprint of existing and future buildings. Reducing vehicle miles travelled to and from work, using non-vehicular modes of transportation, and increasing vehicle fuel efficiency and alternative fuel use are measures that will improve transportation sustainability.

The Community Plan helps to reduce regional vehicle miles traveled by focusing development into villages and corridors connected to trolley and bus rapid transit service. Vehicle miles can be reduced by increasing employment and housing opportunities near high frequency transit, promoting walking and bicycle use as viable travel choices, and improving transit access and frequency. The Community Plan, General Plan, Climate Action Plan, Environmentally Sensitive Lands Regulations, MSCP, and development regulations provide the framework for conserving natural resources, including water and energy, within the community.

Sustainable Development

The Community Plan focuses on reducing dependence on cars, protecting and enhancing the community urban forest,

providing storm water infiltration, water conservation and encouraging green building practices. Sustainable development can help to address the effects of climate change resulting from greenhouse gas emissions that include higher seasonal temperatures, diminished water supplies, disruption of agricultural cycles.

Land Use and Mobility Connections

The community plan provides opportunities for homes and businesses within community villages, near trolley stations, and along transit corridors with a transportation network that supports bicycling, walking and transit use by connecting homes, schools, businesses and parks can help to reduce vehicle emissions and trips.

Clean And Renewable Energy

Existing and new buildings can include on-site power generation in surface parking areas, parking structures, and flat rooftops, which can accommodate photovoltaic arrays for solar power generation to help meet greenhouse gas emissions reduction targets.

Energy-Efficient Buildings

Both residential and non-residential buildings offer opportunities for reducing energy use in new and existing buildings. New development can incorporate design measures and technology to significantly reduce consumption of potable water and non-renewable energy.

Water-Efficient Buildings

Buildings can include water conservation, building features and water-wise landscaping and irrigation that can reduce the amount of water consumed. Planting native or more climate adapted plant species can reduce outdoor water use. Other techniques for reducing outdoor water use include capturing rainwater using cisterns for landscape irrigation, using graywater or

recycled water for landscape irrigation, and using mulch to retain soil moisture.

Urban Forestry

The tree canopy provides environment and quality of life benefits, including energy conservation and the minimization of solar heat gain, improvement of air and water quality, and a more attractive and comfortable pedestrian environment by providing shade and visual relief and beautification. Also see the Urban Design Element.

Rooftop Gardens / Green Roofs

Rooftop gardens or green roofs can capture rainwater, reduce urban runoff, and reduce the urban heat island effect and heating costs by absorbing solar heat.

Community Gardens / Urban Agriculture

Community gardens makes public or private land available to the community through either an individual or shared plot system and can provide opportunities to create green space for outdoor enjoyment and physical activity, a source of fresh food in underutilized spaces not available or suitable for parks.

Natural Resource Conservation

The protection and preservation of natural resources and open space has great potential for habitat restoration, wildlife connectivity, and passive recreation. The preservation and protection ecosystems within open space areas can improve the quality of life. Open space canyons contain sensitive plants and animals and their habitats. The protection of open space areas supports native wildlife and habitats, which help build environmental resiliency.

Multiple Species Conservation Program

The Multiple Species Conservation Program Subarea Plan preserves and manages a

network of core biological resource habitat and open space areas that support a high concentration of sensitive plants and animals which is identified as the Multi-Habitat Planning Area. The goal of protecting these areas is to conserve this land in perpetuity and protect the region's biodiversity, including endangered species.

Multi-Habitat Planning Area

Only limited development may occur within the Multi-Habitat Planning Area to ensure the long-term habitat conservation plan for the covered species and preserve the natural vegetation communities. The Multi-Habitat Planning Area balances the preservation and protection of natural resources with the allowance of compatible public recreation. Most of the community's open space areas, inclusive of natural canyons and natural slopes, is in the Multi-Habitat Planning Area, as shown on Figure 7.1.

Vegetation

Most of the native plants within the Multi-Habitat Planning Area are coastal sage scrub and chaparral vegetation on the upper mesa, and grassland, and oak woodlands distinctions in the shaded low-lying canyons as shown on Figure 7.2.

Open Space Designation

Designated open space is a component of the open space system that provides long term protections for natural landforms and ecosystems which are not included in the Multi-Habitat Planning Area. Open space areas can be protected through regulations or other private property restrictions such as conservation or open space easements.

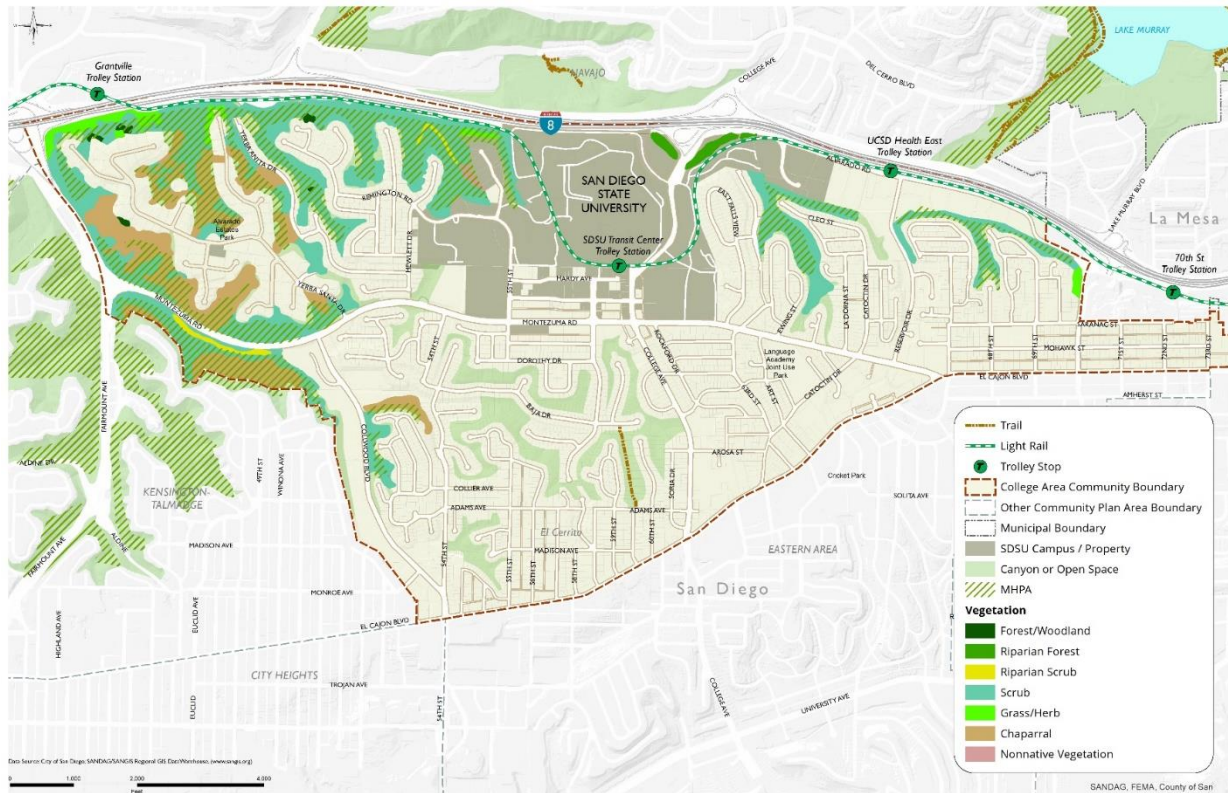
Environmentally Sensitive Lands Regulations

The Environmentally Sensitive Lands Regulations Development address

**Figure 7-1
Open Spaces and Multi-Habitat Planning Area**



**Figure 7-2
Vegetation and Multi-Habitat Planning Area**



development within sensitive biological resources, steep hillsides and floodplains.

Urban Runoff Management

Urban runoff is water from paved surfaces that has few opportunities to enter the ground which can deposit sediment and pollutants into streams and creeks during storms. The canyons act as natural drainages for stormwater runoff. New and existing development can include features that can help to capture urban runoff.

Low Impact Development

Low Impact Development techniques can increase the ability of water to infiltrate into the ground such as bio-infiltration and bio-retention areas, green roofs, permeable pavement, tree wells with filters, and soil amendments. Streets that incorporate Low Impact Development techniques are commonly called green streets and can

include medians or parkways with bio-infiltration areas, permeable sidewalk pavement, and tree wells with filters that allow water infiltration. See also the Urban Design Element for discussion and policies related to Urban Greening.

Policies

Sustainable Development

- 7.1** Promote and facilitate the siting of new on-site photovoltaic energy generation and energy storage systems.
- 7.2** Encourage development and building retrofits to incorporate energy- and water-efficient building systems, components, and practices.
- 7.3** Increase tree plantings along streets and as part of developments to provide air quality benefits and urban runoff management.

- 7.4** Utilize sustainable design that reduces emissions, pollution, and dependency on non-renewable energy sources, makes efficient use of local resources, and incorporates sustainable landscaping, water use, and storm-water management.

Natural Resource Conservation

- 7.5** Promote open space conservation and restoration of natural lands on lands designated as open space.
- 7.6** Protect and strengthen sensitive native habitats.
- 7.7** Retain native vegetation where possible.
- 7.8** Plant native, drought-tolerant and fire-resistant species on graded slopes adjacent to natural hillsides and canyons to improve drainage conditions, reduce slope erosion and instability, and restore biological diversity where feasible.
- 7.9** Support passive recreation on open spaces that do not include sensitive habitat.
- 7.10** Avoid exotic or invasive plant species within or adjacent to sensitive habitats.
- 7.11** Prioritize the removal of non-native species.
- 7.12** Preserve designated open space areas through easements, open space dedication and/or fee title ownership where feasible.
- 7.13** Minimize grading and alterations of steep hillsides and other significant natural features.
- 7.14** Support the repair and retrofit of storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration.
- 7.15** Promote green infrastructure in developed areas to reduce flows into the storm water system.
- 7.16** Encourage limiting the use of concrete in favor of more natural, vegetated

designs, including streambed bioengineering, when designing storm drain outfalls.

Community Gardens

- 7.17** Encourage community gardens on underutilized or remnant sites and on rooftops.
- 7.18** Integrate sustainable agriculture principles into community gardens that promote clean air and water, and healthy soils, habitats, and ecosystems.

8. Public Facilities, Services & Safety

Goals

- Public facilities that are modern, technologically equipped and environmentally sustainable.
- A healthy, safe, and livable community that reduces risks posed by fire, flooding, hazardous materials, geologic and seismic hazards, and extreme temperatures.

Introduction

The Public Facilities, Services, and Safety Element addresses public services and facilities and addresses health and safety issues within the College Area. Additional discussion and policies are in the Land Use and Recreation Elements.

Public Facilities and Services

A framework of public facilities and services is an essential component of a vibrant community. Parks, public spaces, and schools are vital to support a growing population, and police, and fire-rescue services and facilities are essential for public safety. Other public facilities and services also exist in the community and are provided by other government agencies. The Community Plan provides guidance for public agencies when considering new and enhanced facilities. The public facilities serving the College Area are shown on Figure 8-1.

Police

The College Area is largely served by the eastern division substation and in part by the San Diego State University Police Department, which is responsible for public safety on the campus and who work closely with the San Diego Police Department in monitoring off-campus student activities.

Fire & Rescue

The community is primarily served by three fire stations:

Station 10 in the Rolando Village Neighborhood and contains a brush rig, fire engine and fire truck.

Station 17 in the Teralta East Neighborhood in City Heights and contains a fire engine.

Station 31 in the Del Cerro Neighborhood contains a fire engine.

Library

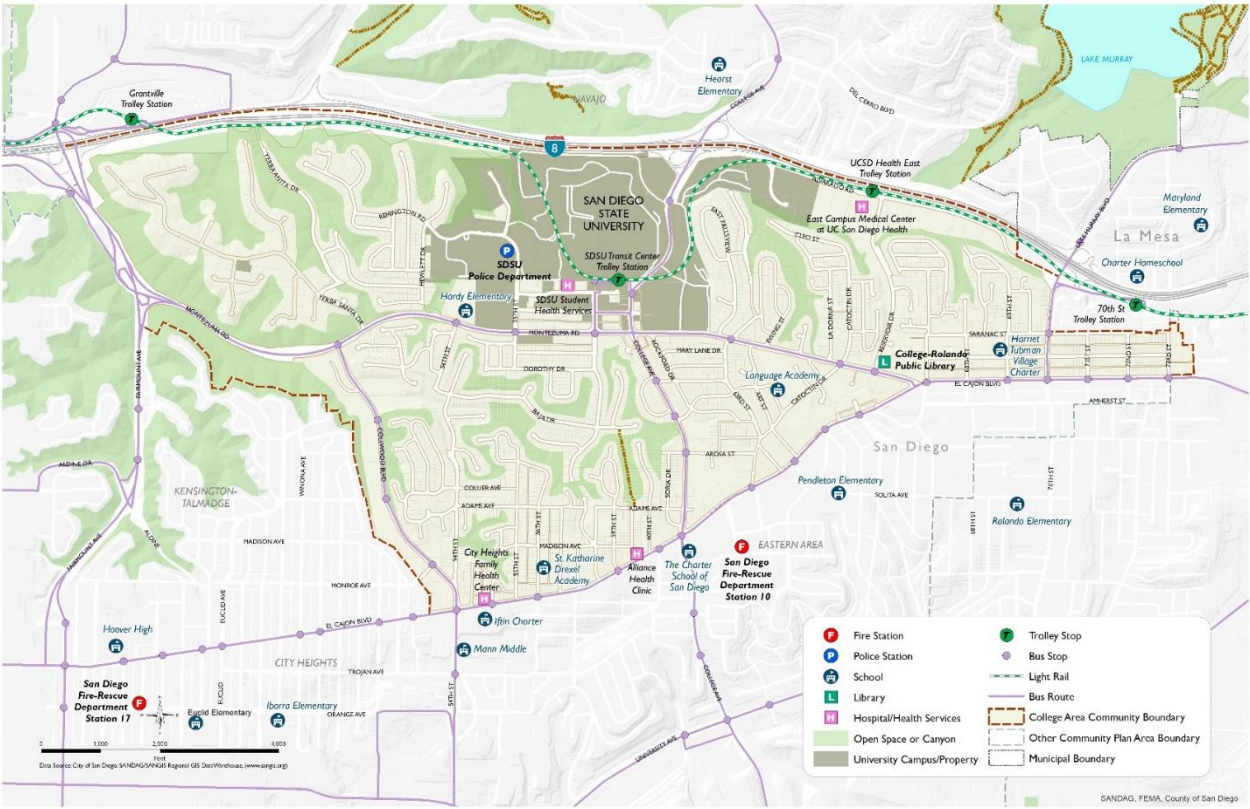
The College-Rolando branch library provides community services and access to education, employment opportunities, and community information.

Schools

San Diego Unified School District serves students from pre-kindergarten to 12th grade. Schools may have the opportunity to be retrofitted and expanded with a second story to make efficient use of land, increase classroom space, and maintain outdoor play areas. The community is served by the following district schools:

- Hardy Elementary
- The Language Academy
- Pendleton Elementary
- Fay Elementary
- Harriet Tubman Village Charter School
- Lewis Middle School
- Horace Mann Middle School
- Crawford High School
- Patrick Henry High School

**Figure 8-1
Public Facilities**



The St. Katharine Drexel Academy is a private school that provides educational services in the College Area.

San Diego State University

San Diego State University occupies over 262 acres and provides higher educational services for both the region and the state. Refer to the introduction Chapter.

Hospital

The East Campus Medical Center at UC San Diego Health provides a full range of hospital services, including emergency medical services.

Public Utilities

The City provides water, wastewater and storm water services. The City and SDG&E have a joint program to remove overhead utility wires and place them underground. The City provides street lighting for nighttime

safety and security for pedestrians, vehicles, and property.

Safety

Air Quality

Air pollution diminishes as distance from the freeway increases. For residential and other sensitive-receptor land uses located near I-8, careful building design can minimize adverse effects of air pollution. Building features that can attenuate air pollution include individual home ventilation systems with high-efficiency particulate arresting air filters, and carefully locating heating, ventilation, and air conditioning intake vents away from pollution sources.

Hazardous Materials

New development could encounter isolated soil and/or water contamination on properties with past uses that could have included gas

stations, dry cleaners or auto repair businesses. Site remediation, when required as part of the project approval based on the proposed use and the property's condition, reduces issues associated with potential ground contamination for new residential uses and other uses considered sensitive receptors.

Extreme Temperatures

Extreme heat occurs when temperatures are much hotter and/or humid than average. Parks, public spaces, and the protected open space system provide relief from extreme heat days. Planting street trees and green roofs, using asphalt alternatives, and providing shade structures for transit waiting shelters and outdoor seating can help reduce heat island effect. Resilience hubs offer support like food, shelter, healthcare, and other necessary services before, during, and after a natural hazard including extreme heat.

Geological & Seismic

The San Diego Seismic Safety Study maps help to evaluate the seismic risk and if a geotechnical report is required for new buildings. Building codes require structures to withstand seismic risks like ground shaking and liquefaction.

Fire

The western portion of the College Area is within a very high fire hazard severity zone. Fire hazards are primarily within and around the community's hillsides and canyons due to brush, weather and slopes.

Fire engines in each station have wildland equipment to fight brush fires. The City responds to brush fires by drawing from City resources and from other cities and agencies. The Fire and Rescue Department has 11 brush fire apparatus citywide, including Fire Station 10 within Rolando Village. Two firefighting helicopters are also

available at Montgomery Field for brush fire responses. Emergency responses are supplemented by ambulance service that is contracted separately by the City.

Flooding

Flood risk is concentrated in Alvarado Canyon near where a 100-year floodplain covers some of the campus west of Alvarado Road and is within the Lake Murray dam inundation area. Strategies such as bioswales, raingardens and detention basins can help to address flooding.

Policies

Location & Design

- 9.1** Locate public facilities along transit corridors, villages and nodes to increase accessibility and efficiently deliver services.
- 9.2** Design public facilities with an expanded urban tree canopy to reduce the heat island effect, reduce stormwater runoff, and improve air quality.
- 9.3** Incorporate public meeting spaces within new public facilities and mixed-use developments, where feasible.
- 9.4** Consider alternative uses for public facilities that close or relocate.
- 9.5** Encourage community facilities that provide programs and are places for social interaction.
- 9.6** Design public utility facilities to blend into the design of the nearby buildings.
- 9.7** Consider alternative land uses for institutional uses that close or relocate.

Public Schools

- 9.8** Coordinate with the San Diego Unified School District to site new schools, where feasible, to provide for future pre-kindergarten to 12th grade enrollment needs.
- 9.9** Pursue joint use agreements to allow the use of school facilities during non-

school hours for educational, civic, recreational and cultural purposes.

- 9.10 Encourage the efficient use of land by increasing the number of classrooms, while still maintaining outdoor playground and field areas where feasible.

Libraries

- 9.11 Consider service improvements at the College-Rolando Library such as extended hours, expanded book collection, and additional staff to provide special programs.
- 9.12 Support improvements to the College-Rolando branch library to address future needs.
- 9.13 Explore options for additional parking at the College-Rolando Library, including shared parking agreements and strategies to increase parking along Reservoir Drive and Mohawk Street.

Healthcare

- 9.14 Encourage health care facilities provide a range of services within near major transit stops.

Police

- 9.15 Maintain sufficient police services to serve the community.
- 9.16 Support a close relationship between community groups, Neighborhood Watch Programs, and the Police Department to increase awareness of community policing concerns.
- 9.17 Maintain and evaluate the need for additional police services such as Community Service Officer programs and police storefronts in villages.

Fire – Rescue

- 9.18 Evaluate potential upgrades, expansions and new fire stations and equipment to maintain adequate service.

- 9.19 Maintain and evaluate sufficient fire-rescue services to serve the College Area, particularly in areas adjacent to open space canyons and hillsides.

- 9.20 Provide routine brush management within the City owned open space.

- 9.21 Provide education and information to the community regarding fire prevention techniques and routine brush management.

Flooding/Stormwater

- 9.22 Minimize urban runoff and flooding by incorporating sustainable stormwater facilities such as bio-swales and permeable pavement within streets.

- 9.23 Utilize open space areas to provide for natural retention and filtration of water to support their preservation and restoration.

Seismic Safety

- 9.24 Incorporate public space parks and landscaped areas where active faults preclude the construction of new buildings where feasible.

- 9.25 Work to maintain and improve the seismic resilience of structures, with consideration of preserving historical and unique structures.

Lighting, Landscaping, and Maintenance

- 9.26 Provide pedestrian-oriented lighting along transit corridors, villages and nodes.

- 9.27 Emphasize drought tolerant, shade producing, native landscaping and an expanded urban tree canopy.

- 9.28 Encourage the College Heights Area Maintenance Assessment District to install and maintain landscaping, lighting, wayfinding, and gateway signs, and provide additional maintenance services.

- 9.29 Provide public trash and recycling receptacles along transit corridors, villages and nodes where feasible.

9. Historic - Preservation Element

Goals

- Identification and preservation of significant and important historical resources in the College Area community.
- Provision of educational opportunities and incentives related to historical resources.

Introduction

Historic Preservation is guided by the General Plan for the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the city. This element provides a summary of the prehistory and history of the community and establishes policies to support the identification and preservation of its historical, archaeological, and tribal cultural resources. More detailed historical narratives are provided within a Historic Context Statement and a Cultural Resources Report, which were prepared to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of historical, archaeological, and tribal cultural resources within the College Area Community planning area.

Vision

This Community Plan envisions a quality built and natural environment enriched by the identification and preservation of significant and important historical resources within the

community. It is also the intent of this Element to improve the quality of the built environment, encourage the appreciation for the City's history and culture, enhance community identity, and contribute to the City's economic vitality through historic preservation.

Pre-Historic and Historic Context

The prehistoric context briefly describes the known cultural traditions and settlement patterns of the prehistoric and early historic periods, and the historic context provides a broad-brush historical overview of the overarching forces that have shaped land use patterns and development of the built environment within the College Area during the historic period.

Tribal Cultural History (Pre-European Contact)

Tribal cultural history is reflected in the history, beliefs and legends retained in songs and stories passed down through generations within Native American tribes. There is also an ethnohistoric period of events, traditional cultural practices and spiritual beliefs of indigenous peoples recorded from the post-European contact era. The traditional origin belief of the Yuman-speaking peoples in Southern California reflects a cosmology that includes aspects of a mother earth and father sky, and religious rituals were tied to specific sacred locations. A pre-historic material culture is contained in the archaeological record and reflects subsistence practices and settlement patterns over several prehistoric periods spanning the last 10,000 years. It is important to note that Native American aboriginal lifeways did not cease at European contact.

Two indigenous groups are described from the ethnohistoric period as inhabiting San Diego County: the Luiseño and the

Kumeyaay. The present-day boundaries of the City of San Diego, including the College Area, are part of the ancestral homeland and unceded territory of the Yuman-speaking Kumeyaay, which stretched approximately from the Pacific Ocean to the west, El Centro to the east, Escondido to the north, and the northern part of Baja California, Mexico to the south. The Kumeyaay traditionally lived in small, semi-permanent, politically autonomous seasonal camping spots or villages, often located near local springs and water sources. Larger villages were located in river valleys and along the shoreline of coastal estuaries. Houses were typically made with tule or California bulrush.

Subsistence cycles were seasonal and generally focused on an east-west or coast-to-desert route based around the availability of vegetal foods, while hunting and shellfish harvesting added a secondary food source to gathering practices. The Kumeyaay migrated to the mountains during certain seasons of the year to harvest acorns and grain grasses, as well as to trade with neighboring tribes to the east. At the time of Spanish colonization in the late 1700s, several major Kumeyaay camps were in proximity to the College Area community. The closest was Nipaquay, located along the north side of the San Diego River at the present-day location of the San Diego Mission de Alcalá. The general route of today's Kumeyaay Highway (Interstate 8), which forms the northern boundary of the College Area community follows the route of historic waterways through Alvarado Canyon and was one route used by the Kumeyaay to travel between the coast and the interior.

Estimates for the population of the Kumeyaay vary substantially: Scholars speculate anywhere from 3,000 to 19,000 people lived in the region prior to the establishment of the Spanish missions in 1769. However, by the mid-nineteenth century, the Kumeyaay population had

dwindled to a few thousand, with many living on reservation lands.



Kumeyaay Woman in San Diego County. Edward Curtis Collection, Library of Congress

Early San Diego History

The division of land, creation of plans and associated settlements in San Diego began with the establishment of the Franciscan mission and the Spanish Presidio of San Diego in 1769. Although Spanish explorer Juan Cabrillo landed in San Diego in 1542, colonization began in 1769 with the onset of European settlement. An expedition led by Gaspar de Portola and Father Junipero Serra established a presidio and the first Mission San Diego de Alcalá – the first in the chain of 21 missions in Alta California. The site was located near the Kumeyaay village of Cosoy on what is known as Presidio Hill in present-day Old Town San Diego. The mission, the presidio (fort) along with the pueblo (town) encompassed the three major institutions used by Spain to extend its borders and consolidate its colonial territories. The mission settlements were founded to assimilate the indigenous populations into Spanish culture and the Catholic religion and relied on the forced labor of Native Americans. In 1774, the mission was relocated eastward to its present-day location in Mission Valley.

After Mexico gained independence from Spain in 1821, the mission and presidio systems declined. In the 1830s, the Mexican government began secularization of the Spanish missions and disposition of church lands under the rancho system as well as establishment of a civilian pueblo in San Diego. The Ex-Mission Rancho de San Diego de Alcalá included present-day neighborhoods in the College Area and was granted to Santiago Argüello in 1845. During this period, land within the College Area was likely used for cattle ranching, but no built structures were recorded.

In 1846, United States forces occupied San Diego during the Mexican-American War, and with the signing of the Treaty of Guadalupe Hidalgo in 1848, the city officially became part of the United States. San Diego grew slowly until the 1860s when land speculator Alonzo Erastus Horton developed Horton's Addition, shifting the city's commercial center from Old Town to present-day downtown San Diego. The Ex-Mission Rancho remained east of the city's early development. Legal confirmation of ownership in 1876 allowed for the sale of portions of the rancho, leading to the early development of land within the College Area beyond livestock grazing.

Historic Development Themes

The College Area community's formative development history is encapsulated by the following development periods and themes, including association with San Diego State University and a suburban residential and business expansion boom.

Agricultural Development (1881-1931)

The City of San Diego experienced a boom period from 1885 to 1888 that was the result of the completion of the Santa Fe Railroad which ultimately connected San Diego to the southern transcontinental railroad. With increased access to markets, San Diego experienced a period of rapid growth and

faced pressure to find additional water sources. The San Diego Flume Company formed in 1886 to export water from the Cuyamaca Mountains. The company purchased land stretching from the eastern edge of San Diego to the Cuyamaca Mountains and constructed Cuyamaca Dam and a 37-mile-long open flume to transport the water.

The present-day College Area was located about six miles east of the San Diego city limits in the 1880s and was part of the San Diego Flume Company's "La Mesa Colony" subdivision. The La Mesa Colony subdivision included 5- and 10-acre irregularly shaped parcels for agricultural use encircling a planned townsite with a typical rectilinear street grid and regular parcels. The historic street grid is currently part of 18 rectilinear blocks in the vicinity of El Cajon Boulevard and 70th Street. La Mesa Colony and the nearby settlements of La Mesa and Lemon Grove were promoted for their warm climate ideal for citrus, avocado growing, and poultry farms. Although La Mesa developed a flourishing citrus industry, the La Mesa Colony faced economic challenges largely due to limited local water sources and the San Diego Flume Company's inability to deliver promised water.



Flume to transport water to San Diego from Cuyamaca Mountains, 1905, City of San Diego City Clerk's Archive

Early Residential Development (1886-1945)

The city's expansion eastward, marked by annexations and the concept of "Greater San Diego," influenced the College Area's development as a residential community. Greater San Diego was a slogan and approach by which the City of San Diego would expand its boundaries by incorporating established communities just outside its borders. San Diego annexed the nearby community of East San Diego in 1923 placing the present-day College Area just outside the city limits. Residential development of land within the College Area did not occur until the 1920s, and the earliest subdivision activity of the 1920s was located at the south and southwestern edges of the College Area that were closer to El Cajon Boulevard (then called El Cajon Avenue). The La Mesa Colony was annexed to The City of San Diego in the late 1920s.

Notable subdivisions like Redland Gardens emerged in the 1920s, marketed to buyers interested in a "back-to-the-farm" movement which was a popular element of the 1915 Panama-California Exposition and small-scale personal farming reflected the community's agricultural setting. However, home construction proceeded at a gradual pace. Additional subdivisions followed in the mid-1920s. Despite the Great Depression, home construction expanded through the 1930s, aided by relocation of San Diego State Teachers College campus to its present-day San Diego State University site in 1931.

By 1942, the 1920s subdivisions had filled with new homes, predominantly featuring the new Minimal Traditional architectural style of this period. The City's zoning system, introduced in the 1930s, designated some of the College Area for single-family homes. Properties fronting El Cajon Boulevard and a portion of College Avenue were zoned commercial. This zoning pattern laid the groundwork for post-World War II suburban

expansion, marking a pivotal era in the College Area's development.

Despite the construction downturn during the Great Depression, the area steadily built out through the 1930s, likely in part due to the relocation of San Diego State University to this area in 1931 along with the City's continued outward growth. The area also benefitted from "New Deal" federal programs created under the Franklin D. Roosevelt administration to stimulate the economy during the Great Depression. The area received favorable Home Owners' Loan Corporation (HOLC) ratings, facilitating agency-backed mortgages. The HOLC was created to refinance delinquent home mortgages to prevent foreclosure, as well as to expand home buying opportunities. The HOLC survey assigned grades to residential neighborhoods in cities throughout the country. The HOLC survey map of 1936 shows most of the present-day College Area as undeveloped or identified as "Sparsely Settled." The area comprising the newer El Cerrito and Redlands Gardens subdivisions along El Cajon Bl. west of College Ave received the grades of "A" and "B", the highest of the four grades. The area east of College Ave comprising the older La Mesa Colony subdivision received a lower "C" rating.

Commercial Development (1910-1974)

The Commercial Development theme spans the period from approximately 1910 to 1974 and is concentrated along major streets. The historical significance of El Cajon Avenue, initially a dirt road connecting San Diego to eastern settlements, evolved with the advent of the personal automobile. Competing bids in 1912 between San Diego and Los Angeles for the western terminus of the interstate highway from Arizona resulted in an automobile race between the two cities and Phoenix, Arizona. After a San Diego driver won, El Cajon Avenue became the official terminus of future highway 80, fostering San

Diego's eastward expansion and catalyzing development in the present-day College Area. Paving along portions of El Cajon Avenue started after the announcement of the 1915 Panama–California Exposition. However, development resulting from the popularity of the exposition was focused just east of the then city limits and did not reach the College Area.

The widening and renaming of El Cajon Avenue to El Cajon Boulevard in 1937 marked official acknowledgment of the street's significance as a major east-west auto thoroughfare and major entrance to the city. The 1930s saw an increase in businesses along El Cajon Boulevard, including gas stations, repair shops, and lodging facilities. By 1950, El Cajon Boulevard had developed a distinct commercial character further characterized by auto-oriented tourist courts, motels, and drive-thru commercial buildings.

The construction of Alvarado Canyon Road into Mission Valley changed traffic patterns and resulted in the gradual decommissioning of Highway 80 along El Cajon Boulevard between 1964 and 1974. The intersection of College Avenue and Montezuma Road witnessed varied commercial development by 1974, transitioning from primarily residential to small-scale commercial buildings. Overall, the history of commercial development in the College Area reflects the evolving transportation landscape, from wagon routes to highways, influencing the growth and character of the region.

Development Created by the College (1931-1974)

Initiated by the relocation of the San Diego State Teachers College in the late 1920s, the College Area gained its name from this significant move. Despite exemptions from city planning regulations, the presence of the College (renamed San Diego State

University in 1974) became a catalyst for the area's development.

The 1930s marked a crucial period with the College's expansion, notably through the construction of Spanish Colonial Revival-style buildings designed by Howard Spencer Hazen the senior architect of the California Division of the State Architect. Works Progress Administration (WPA) funding further facilitated development, adding Scripps Cottage, the Student's Club, the Dual Gymnasium, and the Aztec Bowl. Renamed San Diego State College in 1935, the institution experienced steady growth, expanding its footprint south, east, and west.

The aftermath of World War II brought challenges in student housing, prompting temporary housing solutions such as trailers and army surplus buildings as well as university-initiated outreach programs seeking community support and encouraging residents to offer living spaces. The narrative underscores growing student enrollment and the struggle to meet student housing demand, which became a pressing issue in the postwar era.

The 1950s witnessed a development shift with the construction of the first on-campus dormitories and the emergence of tract homes within the community under the City's zoning regulations. The growth of San Diego State University continued in the 1960s, prompting city planning initiatives like the 1964 Area Plan, which addressed housing shortages and suggested zoning adjustments for multi-family housing near the campus. Subsequent plans, such as the 1974 State University Area Plan, emphasized additional multi-family housing and considered the impact of the university's expansion on traffic and parking.

Postwar Residential Development (1945-1974)

The period from 1945 to 1974 marked a significant transformation in the College

Area's development, with a predominant focus on single-family tract homes. This era witnessed significant growth as well as a shift from piecemeal development to large-scale housing tracts. Previously constrained areas such as steep hillsides began to develop, and growth stemmed from both infill development and new subdivision tracts.

Post-World War II, San Diego, like the rest of the nation, saw an upsurge in residential development to address housing shortages. Federal housing policies and financial programs facilitated large-scale projects, altering the traditional role of developers. The Housing Act of 1949 incentivized developers to build multiple houses using stock plans, resulting in the creation of suburbs with nearly identical homes. Subdivision maps filed in the 1950s reflect extensive growth in the community by various developers. Notable developers included Dennstedt Company, Chris Cosgrove, Dass Construction, Harmony Homes, and Brock Construction.

The 1950s also saw the rise of unique developments, such as Alvarado Estates, originally a cooperative housing development catering to San Diego State University employees and small aircraft owners due to the inclusion of an airstrip. The community developed in phases and featured custom homes designed by notable architects in a variety of architectural styles, including Mid-Century Modern and Ranch. College View Estates Units 1 and 2 started construction in 1954 as a higher-end tract development, offering standard tract plans as well as semi-custom homes designed by notable architects.

Toward the late 1960s, townhouse and multi-family apartment developments were constructed as infill developments on remaining, undeveloped land. Responding to the relative scarcity of raw land, these developments often catered to smaller households and featured distinct design

aesthetics. Several of these developments were located along the periphery of the community along Collwood Boulevard and Alvarado Road. Overall, the postwar residential development in the College Area reflects a dynamic period of growth, responding to national housing trends, federal policies, and the evolving needs of the San Diego State University community.

Civic and Institutional Development (1931-1974)

During the period from 1931 to 1974, the College Area experienced significant local civic and institutional development in response to its growing residential population. The construction and establishment of civic, institutional, and religious buildings played a crucial role in shaping the community.

In the early 1930s, recognizing the need for community safety, a fire station was proposed, and by 1935, a small fire station was built at the corner of College and Adams avenues. Houses of worship were also erected during the 1930s to early 1940s, with notable examples including Blessed Sacrament Catholic Church, College Park Presbyterian Church (now Faith Presbyterian Church), College Lutheran Church, and the College Avenue Baptist Church complex. Blessed Sacrament Catholic Church, established in 1938, expanded in 1961 to accommodate a growing congregation. The College Avenue Baptist Church, founded in 1891, constructed a new church building in 1940 and further expanded in 1947-48 and 1951 to meet the needs of its members. In 1966, a new church building designed by architect Kenneth Wing was erected, capable of seating 1,500 congregants.

The community also witnessed the construction of schools to address the growing population. John Muir Elementary School (Now Harriet Tubman Village Charter

School) underwent modernization in 1940, while Montezuma Elementary School (now Language Academy Elementary) and Hardy Elementary School were built in 1951 and 1957, respectively.

Additionally, a unique use of the northwestern part of the College Area was the establishment of a Jehovah's Witness-organized compound named "Beth Shan" in 1939. This compound, located in what is now Alvarado Estates, was acquired for its proximity to the residence of Joseph Rutherford, a prominent figure in the history of the Jehovah's Witnesses. Beth Shan served as a discrete compound until 1945.

In the 1960s, there was a notable growth of medical facilities at the northern end of College Avenue, with the establishment of the San Diego Professional Association and the construction of the Alvarado Medical Center in 1960. This marked a shift in regional travel from El Cajon Boulevard to the I-8 Highway, and the medical facilities became a significant development in the area.

Overall, the period was characterized by a dynamic interplay between the growing residential population and the construction of civic, institutional, and religious structures to meet the evolving needs of the College Area community.

Resource Preservation

A Historic Context Statement and Cultural Resources Report were prepared during the process of updating the Community Plan. The cultural resources report describes the tribal cultural history (pre-contact/protohistoric and pre-history) in the community, identifies significant archaeological resources at a broad level, guides the identification of possible new resources, and includes recommendations for proper treatment.

The Historic Context Statement provides information regarding the significant historical themes in the development of the College area and the property types associated with those themes. The Historic Context Statement aids City staff, property owners, developers, and community members in the future identification, evaluation, and preservation of significant historical resources in the community. These documents have been used to inform the policies and recommendations of the Community Plan.

Policies

- 9.1** Conduct project-specific Native American tribal consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.
- 9.2** Conduct project specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.
- 9.3** Avoid adverse impacts to significant archaeological and tribal cultural resources identified within development project sites and implement measures to protect the resources from future disturbance to the extent feasible.
- 9.4** Ensure measures are taken to minimize adverse impacts and are performed under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor if archaeological and tribal cultural resources cannot be entirely avoided.
- 9.5** Consider eligible for listing on the City's Historical Resources Register any

significant archaeological or Native American tribal cultural sites that may be identified as part of future development within the College Area and refer sites for designation as appropriate.

- 9.6** Identify and evaluate properties for potential historic significance, and preserve those found to be significant under local, state, or federal designation criteria.
- 9.7** Prioritized consideration to the properties identified in the Study List contained in the College Area Community Planning Area Historic Context Statement.

9.8 Complete a historic survey of the community based upon the Historic Context Statement to assist in the identification of potential historical resources, including historic districts and individually eligible resources.

9.9 Promote opportunities for education and interpretation of the College Area's unique history and historic resources through mobile technology; brochures; walking tours; interpretative signs, markers, displays, exhibits; and art.

9.10 Encourage the inclusion of both extant and non-extant resources.

10. Appendix

A. Implementation

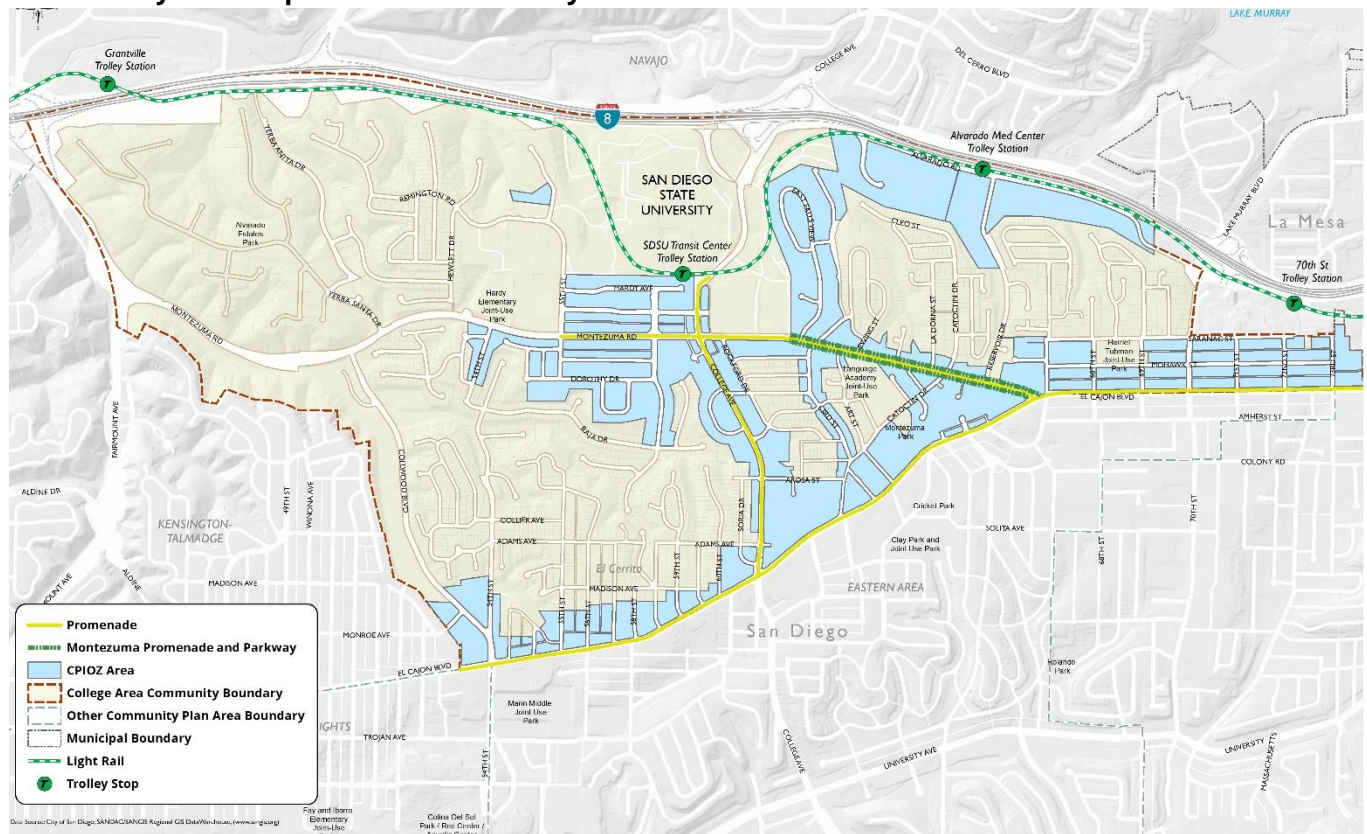
The Community Plan establishes a framework to guide future development within the College Area Community, ensuring alignment with the plan’s vision, goals, and policies. To support its implementation, the Community Plan Implementation Overlay Zone (CPIOZ) will be introduced under the Municipal Code. Specific regulations within the Municipal Code will apply regulations to specific areas within the College Area (Figure 10-1), supplementing the underlying base zone development regulations to streamline processes and ensure consistency with the community’s vision and plan policies.

Public Spaces

Public spaces provide space for social interaction and recreate. These spaces may include but are not limited to play areas, pedestrian pathways, seating areas, game tables, performance or gathering areas, water features, useable lawn areas, paving, shrub beds, shade trees, plants in containers promenades, urban greens, plazas, or paseos. These spaces are accessible from a street and apply to:

- On a property greater than 25,000 SF proposing a building with 75,000 SF or more.
- On a property equal or less than 25,000 SF proposing a building with 75,000 SF or more that elects to include public spaces and will receive a 1.0 floor area ratio bonus.

**Figure 10-1
Community Plan Implementation Overlay Zone**



- New development less than 75,000 SF is exempt from this requirement.
- Developments that qualify for an exemption from the Citywide Park Development Impact Fees by building on-site park improvements as outlined in the San Diego Municipal Code Section 142.0640 and City Council Policy 600-33 do not need to comply with these requirements.
- Public spaces must adhere to the Public Space Design Requirements as follows:
 - A minimum of 5 percent of the premises shall be provided as a *Public Space*. In no case shall the size of the required area of a *Public Space* be greater than 15 percent of the premises.
 - If archaeological, tribal cultural, historical, or environmental resources limit the ability to meet the required area of a *Public Space*, the area may be reduced to avoid the resource to the satisfaction of the City Manager.
 - A *Public Space* shall include amenities in accordance with the *Public Space Amenity Type* table. At a minimum, a *Public Space* shall include a minimum of two amenities identified as Category 1, or one amenity identified as Category 2.
 - All amenities shall be open and available to the public per the public access requirements.
 - Amenities in category 2 shall satisfy two single amenities requirements.
 - *Development* shall not utilize this specific amenity more than once.
 - An alternative compliance determination will be made by the Planning Director for amenities not listed in the Public Space Amenity Table.
- A minimum of 20 percent of a *Public Space* area shall be comprised of landscaping.
- At least 30 percent of all paving within the *Public Space* shall be shaded by tree canopy. The shade coverage of a tree shall be determined by the expected canopy at 10-year maturity.
- A *Public Space* shall be designed to be visible from the abutting building and *Parkway*.
- A *Public Space* shall have lighting provided on either poles or bollards at the entrance, pedestrian pathways and edges.
- Required best management practices (BMPs) for stormwater may be constructed within the landscaped area of a *Public Space*, so long as pedestrian access to and within a *Public Space* is not hindered by the BMPs.
- Seating shall be provided at a minimum of at least one linear foot for every 100 square feet of *public space*.
- The *Public Space* shall use different paving material from the public right-of-way to delineate the area maintained by the property owner.
- A minimum of 50 percent of a *Public Space* shall be free of physical barriers or obstructions to ensure universal access.
- *Public Space* shall provide pedestrian connections to the abutting *Thoroughway Zone* and building entrances.
- An upper story of a building with a finish floor elevation of more than 25 feet above a *Public Space* may have balconies or building elements that project over the *Public Space*.
- *Maintenance*. A *Promenade* shall be maintained by the property owner.

- *Open Space*. A *Promenade* may be counted towards common open space requirements of the base zone.
- *Public Access*. A *Promenade* shall be accessible to the public from the public right-of-way.
- *Driveways*. A driveway is only allowed within a *Promenade* if the premises does not have access to another public right-of-way, subject to the satisfaction of the City Engineer.
- Automobile parking spaces, loading berths/zones, and trash storage facilities are not permitted within a *Promenade*.
- *Landscaping*. A minimum of one, 24-inch box canopy street tree is required for each 25 feet.
- *Upper Story Projections*. An upper story of a building with a finish floor elevation of more than 25 feet above a *Promenade* may have balconies, building elements, or habitable space that project over the *Promenade*.

Promenades

Promenades are linear public spaces along the streets. These spaces can include features such as seating, shrub beds, shade trees, and plants in containers. Promenades apply to the following:

- Development along El Cajon Boulevard, both sides of Montezuma Road from 55th St to El Cajon Boulevard, and the eastern side of College Avenue from Cantina Way to El Cajon Boulevard that:
 - Proposes to enlarge a building by 50% or more of its floor area, or
 - Involves a 100% demolition and rebuild of a building.
- Promenades shall have a minimum width of 8 feet, located adjacent to the parkway.

- These spaces may also count toward fulfilling the project's public space requirements.

Montezuma Road Parkway

Parkways are the public spaces between the curb and property line that enhance streetscapes by incorporating throughway zones, furnishing zones, and frontage zones. They apply to development along both sides of Montezuma Road, between Zura Way and El Cajon Boulevard, and shall provide a parkway with a minimum width of 14 feet, including tree grates. This requirement supports the vision for Montezuma Road, transforming it into a walkable and dynamic corridor that invites community interaction and enhances the pedestrian experience.

Definitions

The following definitions are applicable to the College Area CPIOZ-Type A supplemental development regulations. Where not otherwise specified, the definitions found in Chapter 11, Article 3, Division 1 of the Land Development Code shall apply. Each word or phrase that is defined in the College Area CPIOZ-Type A supplemental development regulations, or in Chapter 11, Article 3, Division 1 of the Land Development Code, appears in the text in italicized letters. *Frontage zone* means the section of the public right-of-way between the throughway zone and the *property line*. It can provide additional space for sidewalk cafes and landscaping. In high pedestrian areas or narrow *parkways*, the throughway zone may extend to the *property line* and not include a frontage zone. Refer to Chapter 14, Article 1, Division 6 of the Municipal Code for regulations for Sidewalk Cafes, Streeteries and Active Sidewalks.

Furnishing zone means the section of the public right-of-way between the curb and the *throughway zone* in which street trees, lights

and furniture which include trash and recycle receptacles and bicycle parking are provided.

Parkway means the public right-of-way from the curb to the property line that includes the *throughway zones*, *furnishing zones* and *frontage zones*. (Refer to the Street Design Manual).

Paseo means a space that provides pedestrian access way between buildings connecting a street, private driveway, and/or *promenades*, *public parks*, and *public spaces* abutting or within a *premises* and has a minimum width of 10 feet, including any design features.

Plaza means a *public space* at ground level primarily composed of hardscape and landscaping features.

Promenade means an enhanced pedestrian area parallel to the public right-of-way with a pedestrian pathway to enhance the *throughway zone* with the public right-of-way

and can include seating areas, shrub beds, shade trees and plants in containers.

Property *line* means the edges of a parcel.

Public *space* means a publicly accessible area that is adjacent to or accessible from a public right-of-way that provides opportunities for social interactions and recreational activities. *Public spaces* can include play areas, pedestrian pathways, seating areas, game tables, performance or gathering areas, water features, useable lawn areas, paving, shrub beds, shade trees and plants in containers. *Public spaces* include *plazas*, *podiums*, *platforms*, *promenades*, and *urban greens*.

Throughway *zone* means the section of the public right-of-way between the *furnishing zone* and the *frontage zone* or the building fronting the street. It is the area intended for pedestrian travel only, such as a sidewalk, and should be entirely clear of obstacles, including driveway aprons.

**Table 10-1
Public Space Amenity Type**

Amenity Type	Required Amenity Features	Category2
All-Weather Shade Cover/Pavilion with Tables and Seating	One all-weather shade cover/pavilion measuring 400 square feet or greater, with a minimum of two sets of fixed or movable tables and chairs. Shade covers shall not replace appropriate tree plantings or count toward tree canopy coverage.	1
Community Garden	A community or native demonstration garden containing at least 10 plots with a minimum of 100 square feet of soil area per plot, as well as a water meter and ample water.	1
Interactive/Technology Element ^{3, 4}	A piece of interactive or technology element (publicly-accessible Wi-Fi, solar panel furniture/feature, touchable information board, smart kiosks, etc.) that is accessible to the public during operating hours.	1
Multi-Purpose Turf Area	A minimum of 10,000 square feet of continuous turf with a slope of 5 percent or less in order to support universal access. If the multi-purpose turf area is to be used for athletic competition, the slope shall be 2% or less.	1
Off-Leash Dog Area	A minimum of 2,000 square feet of fenced-in, off-leash dog area.	1
Placemaking Elements	A minimum of (2) placemaking elements such as decorative lighting, artwork, interactive playscape, climbing walls, elements of historical or cultural relevance, community activation elements/games, gathering areas, multifunctional “centerpiece” furniture, or similar.	1
Play Area	A minimum of 750 square feet with children’s play equipment and safety surfacing. Separate play areas should be provided for kids ages 2-5 and 5-12. A minimum of (3) play pieces shall be provided per play area.	1
Fitness Circuit	A minimum of three (3) pieces of fitness equipment with clear signage. Circuit equipment must be accompanied by a connecting path.	1
Promenade	A minimum width of 8 feet adjacent to the <i>Parkway</i> for enhanced pedestrian area parallel and can include seating areas, shrub beds, shade trees and plants in containers	2
Paseo	A space that provides pedestrian access way between buildings connecting a street, private driveway, and/or promenades, public parks, and public spaces abutting or within a premises and has a minimum width of 10 feet, including any design features	2
Plaza or Performance/Event Space	A minimum of 2,500 square feet of paved area with seating for a minimum of 40 people, lighting and utilities (power, data, sound).	2
Splash Pad	A Splash Pad (otherwise considered a “water playground”) measuring a minimum of 750 square feet.	2
Sports Court with Lighting	A minimum of (1) full court or (2) half-courts for sports which can include but is not limited to: basketball, tennis, pickleball, and sand volleyball. Lighting appropriate to the sport shall be provided and shall be sited and directed to minimize impacts to nearby residential uses.	2

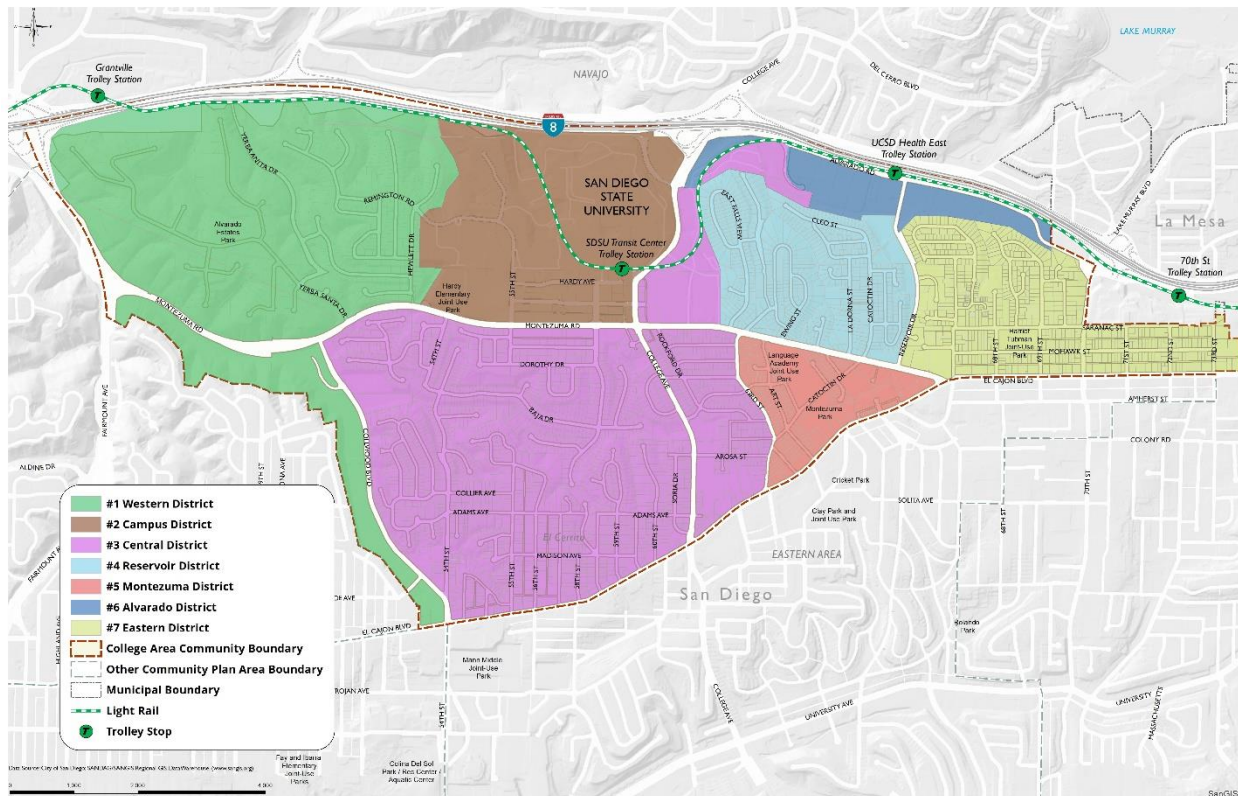
B. Street Tree Plan

Below is a list of the main streets and districts and matrices of recommended trees.

**Table 10-2
Street Tree Districts & Streets**

Primary Streets	Street Tree Districts
Montezuma Road; 55th Street; Collwood Boulevard	#1 Western District
Montezuma Road; College Avenue	#2 Campus District
Montezuma Road; College Avenue; El Cajon Boulevard; Collwood Boulevard	#3 Central District
Montezuma Road; Reservoir Drive	#4 Reservoir District
Montezuma Road; El Cajon Boulevard; 63rd Street	#5 Montezuma District
Alvarado Road; Reservoir Drive	#6 Alvarado District
El Cajon Boulevard; 70th Street	#7 Eastern District

**Figure 10-2
Street Tree Districts**



**Table 10-3
Street Tree List by District**

	Botanical Name	Common Name	Mature Size (H x W)	Minimum Tree Spacing	Water Use	Characteristics
Alvarado Road District						
Primary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Secondary	Rhus lancea	African Sumac	25' x 20'	25'	Low	Evergreen
Eastern District						
Primary	Rhus lancea	African Sumac	25' x 20'	25'	Low	Evergreen
Secondary	Quercus ilex	Holly Oak	65' x 65'	25'	Low	Evergreen
Western District						
Primary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Secondary	Quercus ilex	Holly Oak	65' x 65'	25'	Low	Evergreen
Montezuma District						
Primary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Secondary	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
Central District						
Primary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Secondary	Quercus ilex	Holly Oak	65' x 65'	25'	Low	Evergreen
Campus District						
Primary	Rhus lancea	African Sumac	25' x 20'	25'	Low	Evergreen
Secondary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Reservoir District						
Primary	Tipuana tipu	Tipu Tree	50' x 30'	25'	Medium	Flowering
Secondary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering

*Refer to City of San Diego Street Tree Selection Guide for parkway size recommendations per tree species.

**Table 10-4
Street Tree List by Street**

	Botanical Name	Common Name	Mature Size (H x W)	Minimum Tree Spacing	Water Use	Characteristics
Montezuma Road						
Primary	Pinus canariensis	Canary Island Pine	50' x 20'	25'	Medium	Evergreen
Secondary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Accent	Callistemon citrinus	Lemon Bottlebrush	20' x 25'	25'	Low	Evergreen
	Rhus lancea	African Sumac	25' x 20'	25'	Low	Evergreen
	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
El Cajon Boulevard						
Collwood Road. to College Avenue						
Primary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Secondary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
	Podocarpus macrophyllus	Yew Pine	40' x 20'	25'	Medium	Evergreen
Accent	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
	Callistemon citrinus	Lemon Bottlebrush	20' x 25'	25'	Low	Evergreen
Special	Phoenix dactylifera	Medjool Date Palm	65' x 20'	25'	Low	Palm
College Avenue to Montezuma Road						
Primary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Secondary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
	Podocarpus macrophyllus	Yew Pine	40' x 20'	25'	Medium	Evergreen
Accent	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
Special	Phoenix dactylifera	Medjool Date Palm	65' x 20'	25'	Low	Palm

	Botanical Name	Common Name	Mature Size (H x W)	Minimum Tree Spacing	Water Use	Characteristics
Montezuma Road to Keeney Street						
Primary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
Secondary	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Accent	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering
Special	Phoenix dactylifera	Medjool Date Palm	65' x 20'	25'	Low	Palm
College Avenue						
Primary	Tipuana tipu	Tipu Tree	50' x 30'	25'	Medium	Flowering
Secondary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
	Ulmus parvifolia	Chinese Elm	60' x 70'	25'	Low	Deciduous
Accent	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Collwood Road						
Primary	Lophostemon confertus	Brisbane Box	50' x 40'	25'	Medium	Evergreen
	Platanus racemosa	California Sycamore	65' x 40'	25'	Medium	Native
Secondary	Ulmus parvifolia	Chinese Elm	60' x 70'	25'	Low	Deciduous
	Tipuana tipu	Tipu Tree	50' x 30'	25'	Medium	Flowering
Accent	Callistemon citrinus	Lemon Bottlebrush	20' x 25'	25'	Low	Evergreen
	Jacaranda mimosifolia	Jacaranda	50' x 35'	25'	Medium	Flowering
Reservoir Drive						
Primary	Platanus racemosa	California Sycamore	65' x 40'	25'	Medium	Native
Secondary	Ulmus parvifolia	Chinese Elm	60' x 70'	25'	Low	Deciduous
Accent	Lagerstroemia x 'Natchez'	Crape Myrtle	25' x 20'	25'	Medium	Flowering

	Botanical Name	Common Name	Mature Size (H x W)	Minimum Tree Spacing	Water Use	Characteristics
70th Street						
Primary	Platanus racemosa	California Sycamore	65' x 40'	25'	Medium	Native
Secondary	Ulmus parvifolia	Chinese Elm	60' x 70'	25'	Low	Deciduous
Accent	Callistemon citrinus	Lemon Bottlebrush	20' x 25'	25'	Low	Evergreen

*Refer to City of San Diego Street Tree Selection Guide for parkway size recommendations per tree species.

Table 10-5
Street Tree Photos
 Preferred Trees and Common Name & Botanical Name











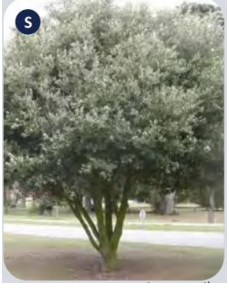



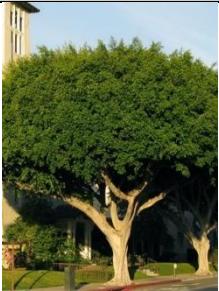


Lemon Bottlebrush	Jacaranda	Crape Myrtle	African Sumac
Callistemon citrinus	Jacaranda mimosifolia	Lagerstroemia x 'Natchez'	Rhus lancea
			
Brisbane Box	Medjool Date Palm	Canary Island Pine	Tipu Tree
Lophostemon confertus	Phoenix dactylifera	Pinus canariensis	Tipuana tipu
			
California Sycamore	Yew Pine	Holly Oak	Chinese Elm
Platanus racemose	Podocarpus macrophyllus	Quercus ilex	Ulmus parvifolia
			

Table 10-6
Street Tree Alternates List

Botanical Name	Common Name
Washingtonia robusta	Mexican Fan Palm
Zelkova serrata	Sawleaf Zelkova
Ficus macrocarpa	Chinese Banyan
Acacia stenophylla	Shoestring Acacia
Arbutus marina	Strawberry Tree

Table 10-7
Street Tree Alternate Photos
 Common Name & Botanical Name

Mexican Fan Palm	Sawleaf Zelkova	Chinese Banyan
Washingtonia robusta	Zelkova serrata	Ficus macrocarpa
		
Shoestring Acacia	Strawberry Tree	
Acacia stenophylla	Arbutus marina	
		

C. Parks and Recreation Inventory

**Table 10-8
Park and Recreation Inventory**

Site #	Project Title	Description	Recommendations	Existing Park Value	Planned Park Value	Existing Size (acres)	Planned Size (acres)
Mini Parks & Neighborhood Parks							
1	Montezuma Park	Features include multipurpose turf field and a multi-use pathway.	Approved GDP to add children's play area, dog park, restroom, and multiple shade pavilions with picnic seating, and retained turf area. Updated multi-use pathways and dirt path.	21	161	1.56	1.56
2	College Avenue Baptist Church Site	Potential joint-use / parkland acquisition site, currently under ownership of the College Avenue Baptist Church.	Develop a park along eastern overflow parking lot that visually connects 62nd St. and El Cajon Blvd. with play areas, multi-use pathways, landscaping, interactive elements, art installations and important public access linkages.	0	192.5	-	1.87
3	Alvarado Creek Neighborhood Park	Potential park space along trolley / Interstate / College Avenue transportation corridor	Develop a park that revitalizes the landscape surrounding Alvarado Creek with small network of multi-use pathways, dirt trails, play area, nature playground, fitness circuits, and interpretive / educational elements.	0	98	-	3.89
Pocket Parks, Trailhead Pocket Parks, and Plazas (<1 acre)							
4	Brockbank Place Overlook Park	Proposed Overlook Park within College East neighborhood	Create new overlook park highlighting canyon feature with a walking path and small amenities such as seating and interpretive / educational signage.	0	7	-	0.4
5	Saranac Alley Pocket Park	Proposed pocket park currently owned by Public Utilities Department	Create pocket park with small amenities like dog park and fitness circuit and walking path and signage / wayfinding.	0	~50	-	.4
6	Adams Baja Trailhead Pocket Park	Informal trailhead	Update trailhead with formal pocket park with walking paths, seating, and signage among updated landscape.	0	24.5	-	0.1
Joint Use Parks							
7	Hardy Elementary School	Existing joint-use agreement with School District.	Existing joint-use agreement with School District; propose to expand joint-use to include blacktop space/hardcourts.	49	49	2.57	2.57

Site #	Project Title	Description	Recommendations	Existing Park Value	Planned Park Value	Existing Size (acres)	Planned Size (acres)
8	Harriet Tubman Charter School	Existing joint-use agreement with School District.	Existing joint-use agreement with School District.	49	49	1.59	1.59
9	Language Academy	Existing joint-use agreement with School District.	Existing joint-use agreement with School District; propose to expand joint-use to include blacktop space/hardcourts.	45.5	45.5	2.41	2.41
Trails and Urban Greens							
Citywide Trails Master Plan will comprehensively plan trail and open space park planning that complies with MSCP consistency findings, Environmentally Sensitive Land regulations, and Natural Resource Management Plans before being formally proposed for City evaluation and funding (see Parks Master Plan policies PP10, CSR25 and RP5).							
10	Adams Baja Trail	Official recognized trail; length not eligible for segment points	Potential amenities include picnic areas, seating, directional / interpretive / educational signage, and native landscaping.	7	10.5	0.26 mi	0.26 mi
11	Montezuma Road Promenade	Proposed programmed urban greenway along Montezuma Road with passive and active outdoor park space, an updated streetscape with landscaping, shade-trees and other pedestrian features.	Potential programming and amenities for the urban green are children's play areas, exercise / fitness stations, wayfinding and placemaking elements, interactive and art elements, seating / gathering opportunities, and flexible use spaces.	0	~200	-	5.5 acres (.75 miles)
Potential Parks with New Development *subject to new development							

Site #	Project Title	Description	Recommendations	Existing Park Value	Planned Park Value	Existing Size (acres)	Planned Size (acres)
12	Parks and Public Spaces with New Development	New infill developments that meet certain size thresholds required to provide 5%-15% of the site for publicly accessible parks/public spaces. New infill development that does not meet size thresholds incentivized to provide new publicly accessible parks and public spaces.	Potential programming and amenities for new parks and public spaces include All-Weather Shade Covers / Pavilions with Tables and Seating, Community Gardens, Interactive / Technology Elements, Multi-Purpose Turf Areas, Off-Leash Dog Areas, Placemaking Elements, Childrens Play Areas, Fitness Circuits, Plazas or Performance / Event Spaces, Splash Pads, and Sports Courts with Lighting.	0	Potential for 7,853.5	-	18.6 to 55.9 acres
Recreation and Aquatic Centers							
13	Future Recreation Center	Future Park Opportunities on City owned land	As current leases on city-owned land expire and as the sites become available, the sites will be considered for future recreational centers to create spaces of enjoyment for people of all age groups and abilities.				~60,000 SF ~3.5 Recreation Centers
14	Future Aquatic Center	Future Park Opportunities on land TBD	As funds become available, locations will be identified for future aquatic centers to create spaces of enjoyment for people of all age groups and abilities.				~1.75 Aquatic Complexes
Total Recreation Value Points Community wide				171.5	876.5 to 8,730	8.13	39 to 77

D. Corridor Cross Sections

Below are conceptual cross sections for corridor street.

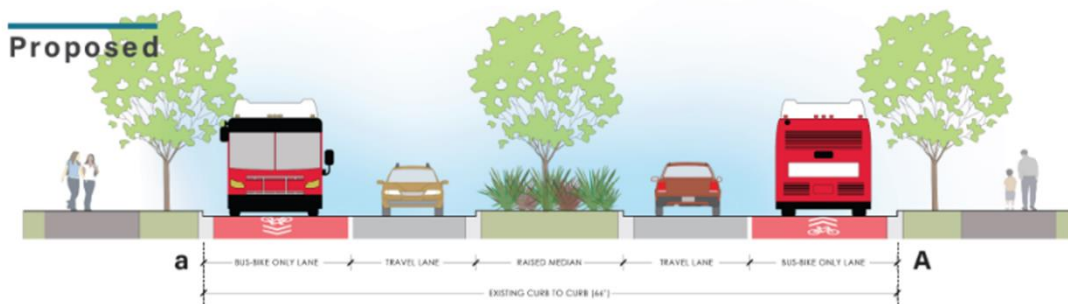
El Cajon Boulevard

54th Street to College Avenue

Four-lane major street with two shared bus-bike lanes, and a raised median with potential on-street parking removal, as necessary

Figure 10-3

El Cajon Blvd. – 54th St. to College Ave.



College Avenue to Montezuma Road

Two-lane major street with on-street parking and one-way cycle tracks in each direction

Figure 10-4

El Cajon Blvd. – College Ave. to Montezuma Rd.

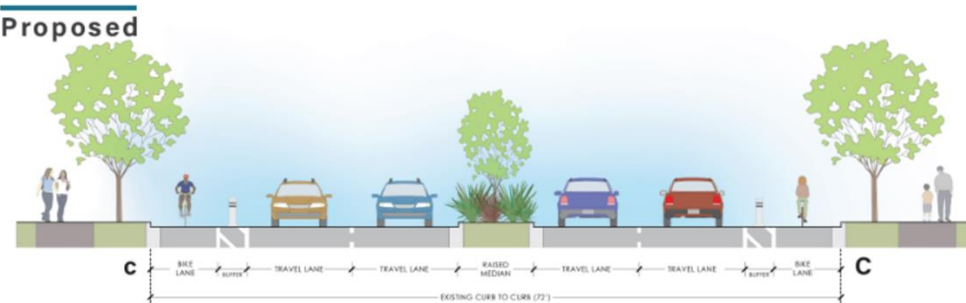


Montezuma Road to 73rd Street

Four-lane major street with one-way cycle tracks in each direction

Figure 10-5

El Cajon Blvd. – Montezuma Rd. to 73rd St.



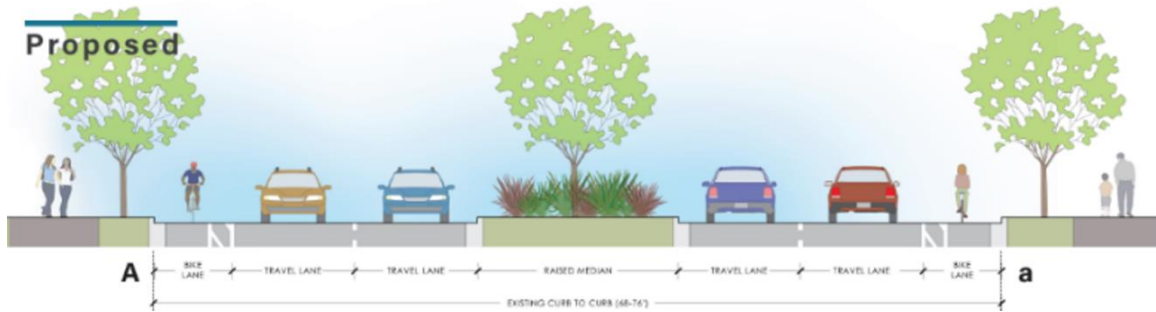
College Avenue

Alvarado Road to Montezuma Road

Four-lane major with one-way cycle tracks in each direction

Figure 10-6

College Ave. – Alvarado Rd. to Montezuma Rd.

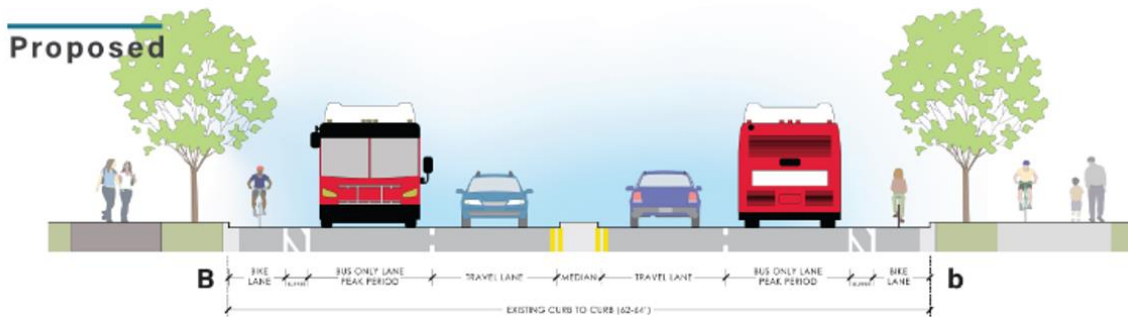


Montezuma Road to El Cajon Boulevard

Four-lane major street with a median and one-way cycle tracks in each direction

Figure 10-7

College Ave. – Montezuma Rd. to El Cajon Blvd.



Montezuma Road

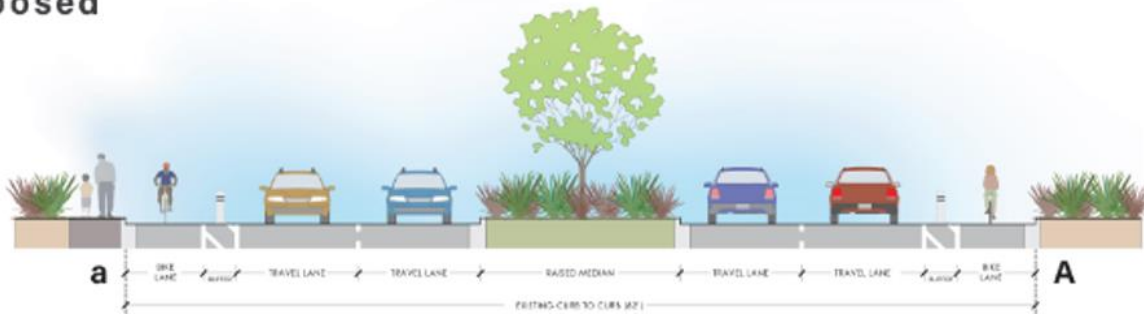
Fairmount Avenue to Collwood Boulevard

Four-lane major street with one-way cycle tracks in each direction

Figure 10-8

Montezuma Rd. – Fairmount Ave. to Collwood Blvd.

Proposed



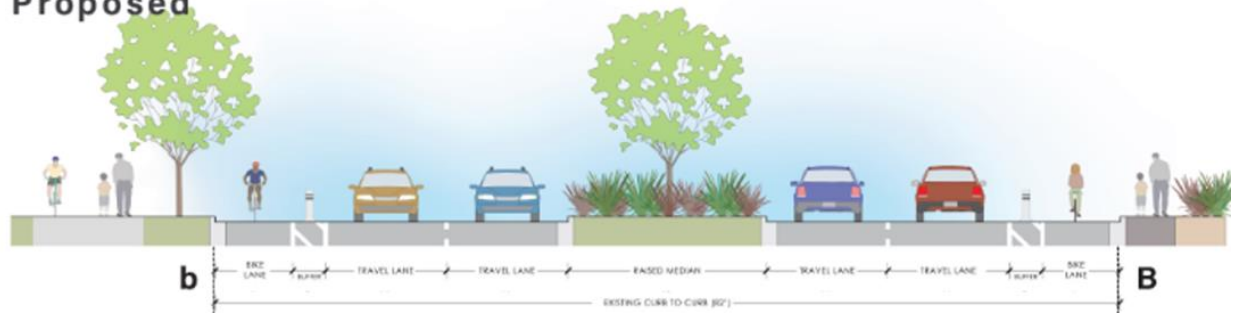
Collwood Boulevard to 55th Street

Four-lane major with one-way cycle tracks in each direction

Figure 10-9

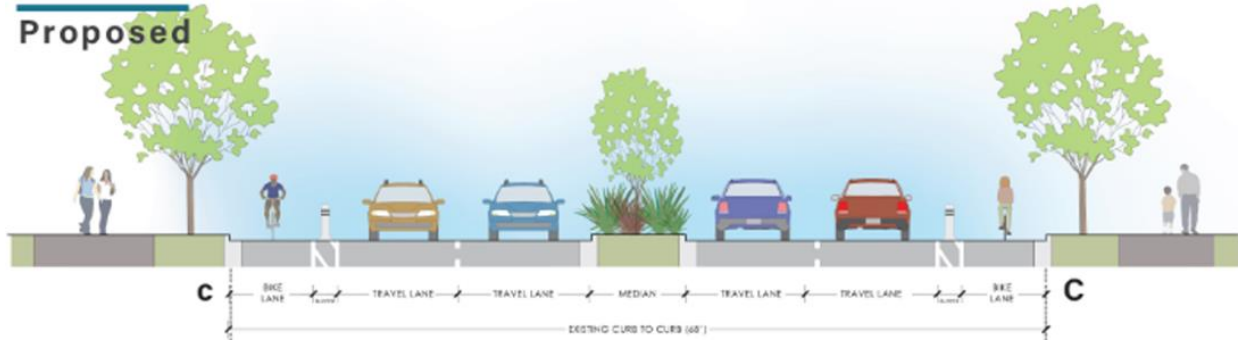
Montezuma Rd. – Collwood Blvd to 55th St.

Proposed



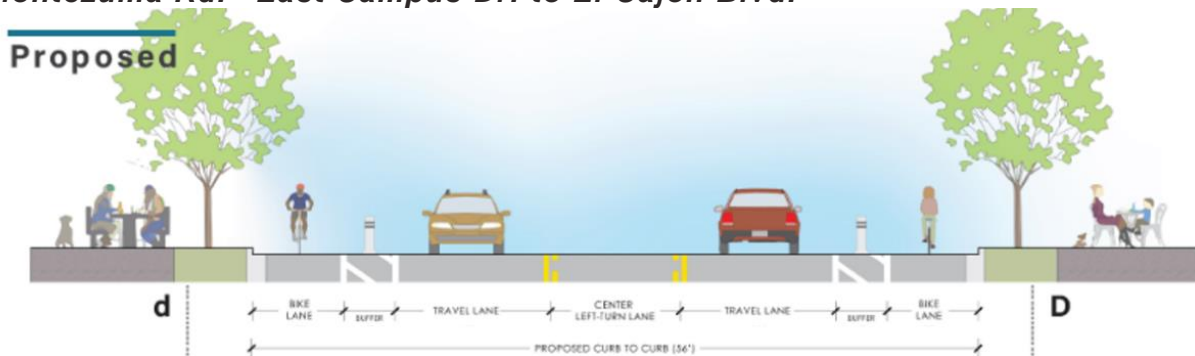
55th Street to East Campus Drive
 Four-lane major with one-way cycle tracks in each direction

Figure 10-10
Montezuma Rd – 55th St. to East Campus Dr.



East Campus Drive to El Cajon Boulevard
 Two-lane major with center left-turn lane, one-way cycle tracks in each direction and no street parking

Figure 10-11
Montezuma Rd.– East Campus Dr. to El Cajon Blvd.



Collwood Boulevard / 54th Street

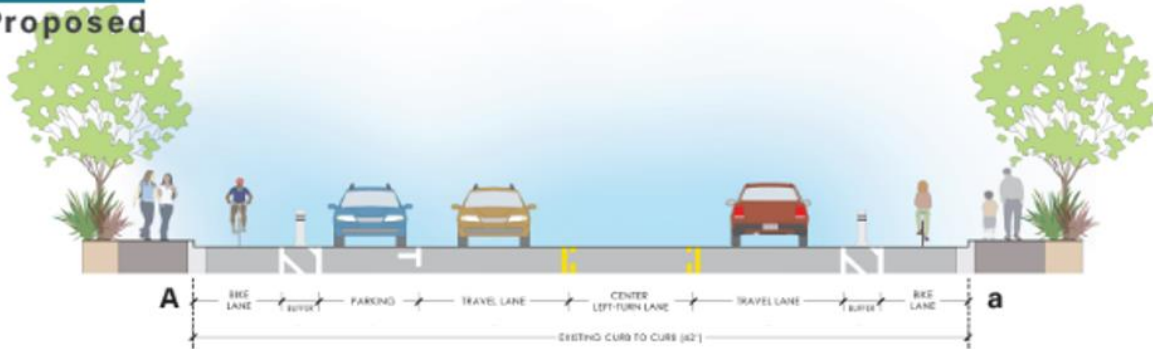
Montezuma Road to Monroe Avenue

Two-lane collector with one-way cycle tracks in each direction and on-street parking on the west side

Figure 10-12

Collwood Blvd. / 54th St. – Montezuma Rd. to Monroe Ave.

Proposed



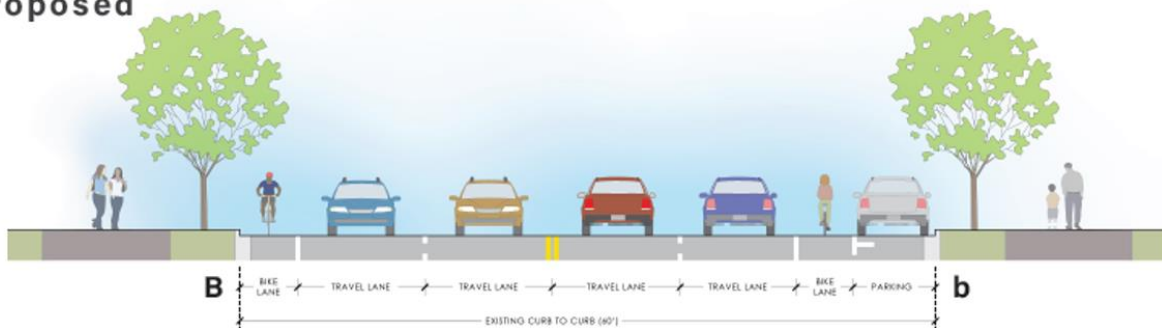
Monroe Avenue to El Cajon Boulevard

Four-lane major street with bike lanes and on-street parking on the east side

Figure 10-13

Collwood Blvd. / 54th St. – Monroe Ave. to El Cajon Blvd.

Proposed

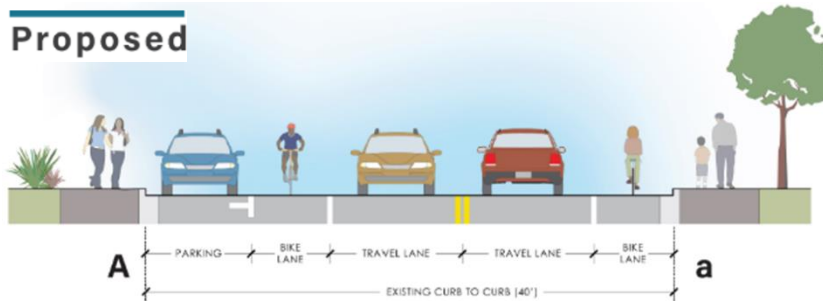


Reservoir Drive

Alvarado Road to Montezuma Road

Two-lane collector with bike lanes and on-street parking on the west side

Figure 10-14
Reservoir Dr. – Alvarado Rd. to Montezuma Rd.
Proposed



Alvarado Road

Reservoir Drive to 70th Street

Two-lane collector with bike lanes and on-street parking on the south side

Figure 10-15
Alvarado Rd.– Reservoir Dr. to 70th St.
Proposed

