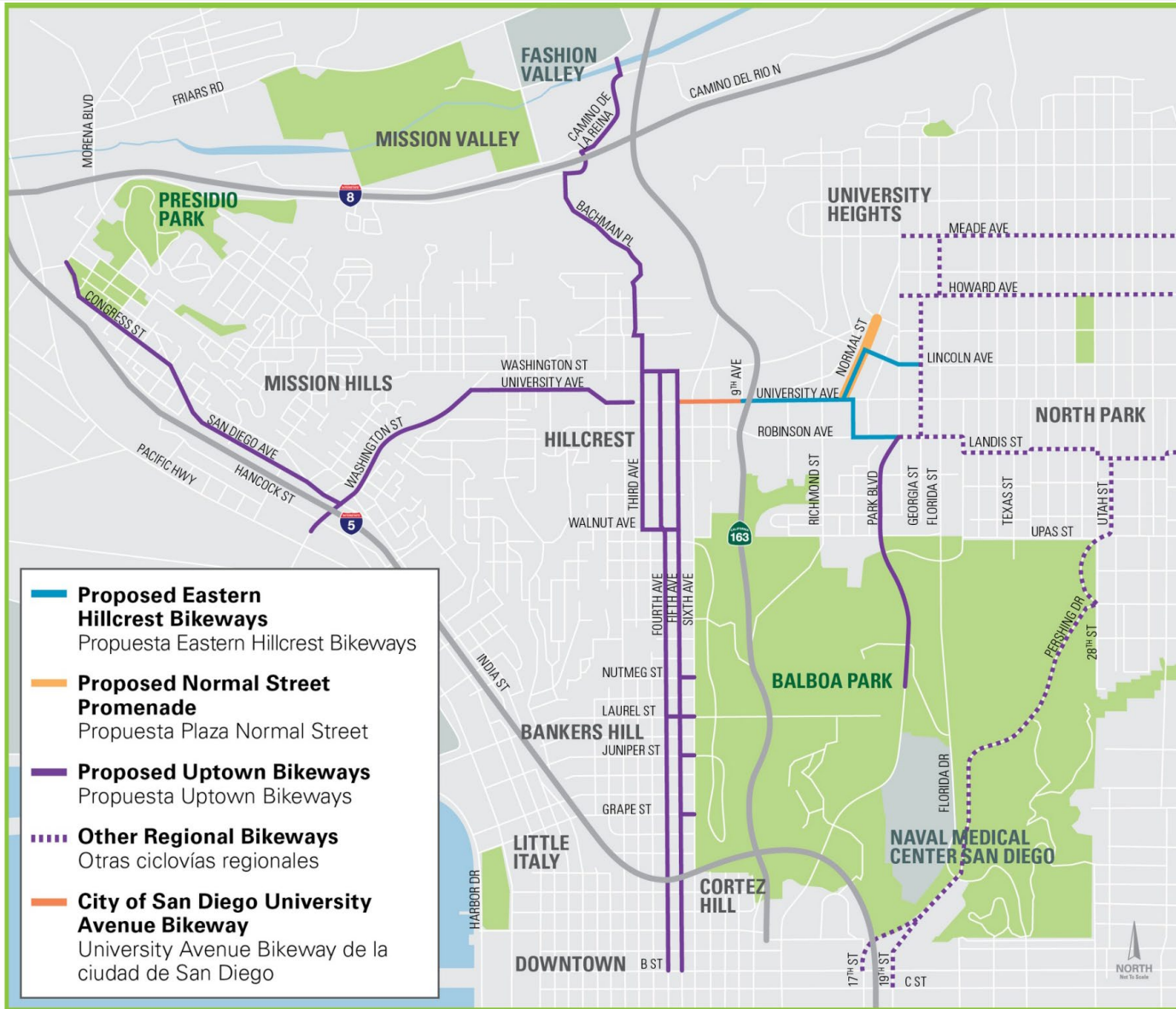


# Normal Street Promenade

Public Workshop #1  
January 24, 2019







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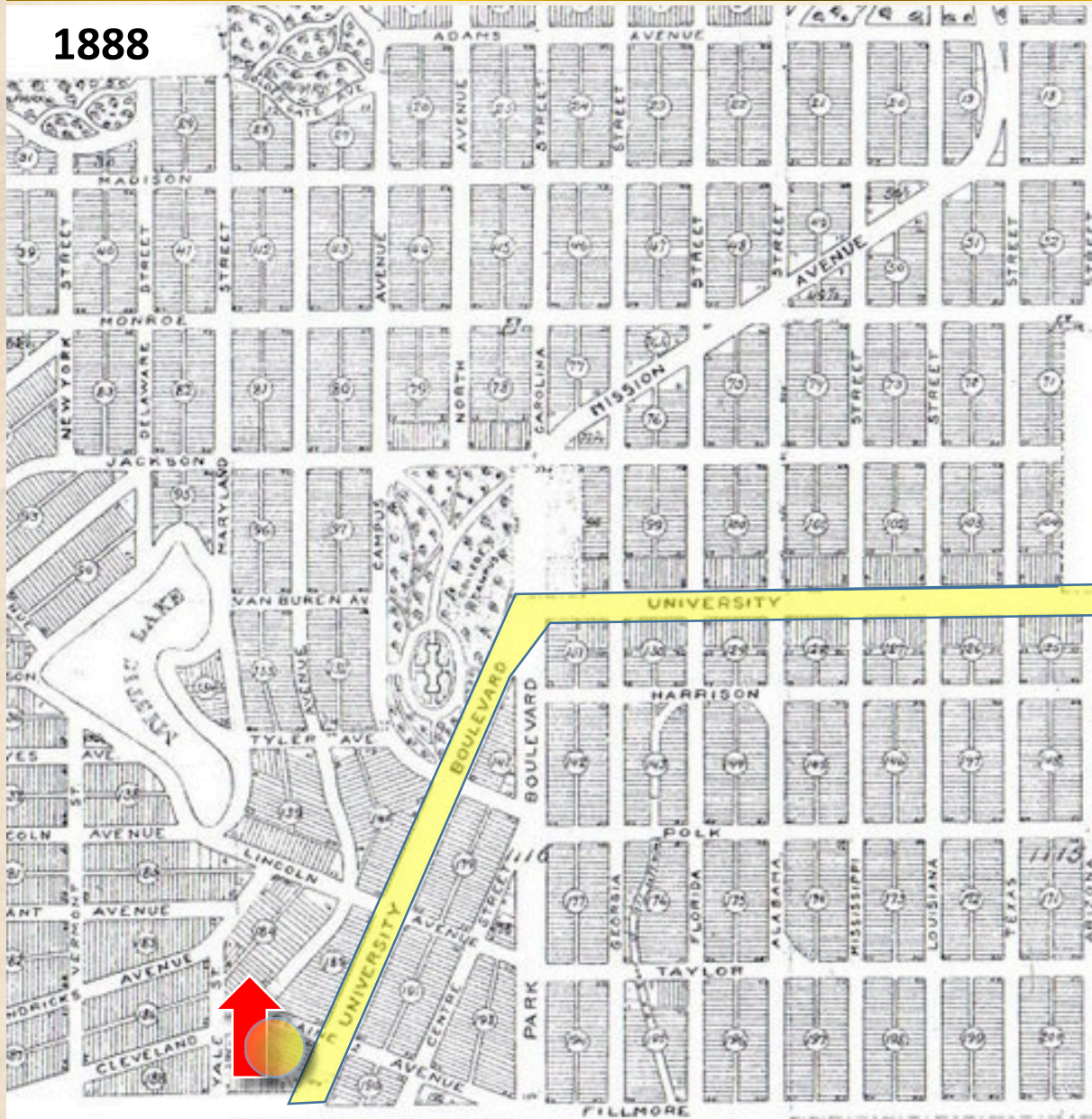
# **NORMAL STREET**

**THEN, NOW AND IN THE FUTURE**

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# NORMAL STREET – THEN, NOW AND IN THE FUTURE

1888



## MAP OF UNIVERSITY HEIGHTS

SAN DIEGO, CAL.

BEING A SUBDIVISION OF PUEBLO  
LOTS D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z  
AND SUCH PORTIONS OF 110, 111, 112,  
113 AS HERE SHOWN

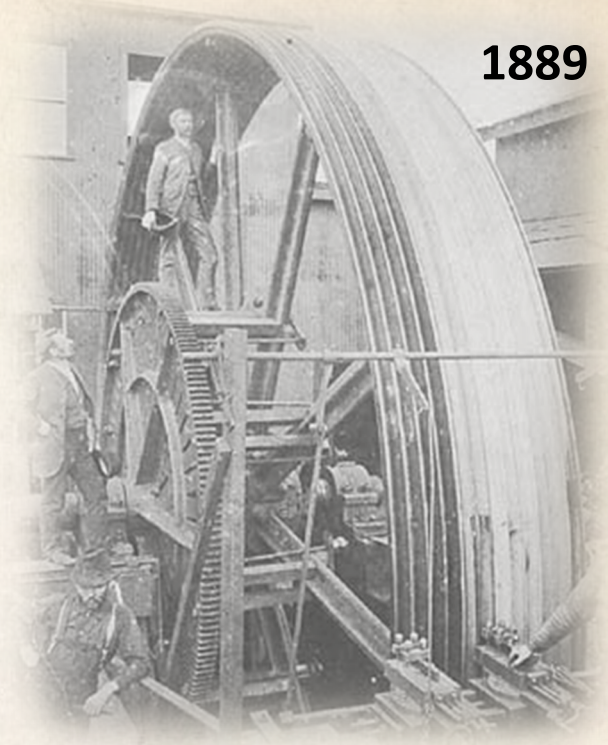
Notes  
Regular Blocks 300x600  
Lots 25x140  
Fractional blocks and lots as here  
shown, also on larger scale at office  
of College Hill Land Association  
For Map of portion of tract lying  
in Pueblo Lots 112+ and 1125. See  
Book ... Page ...

The founders of University Heights were inspired by the City Beautiful Movement and aspired to have USC in the community

1892



1889



Cable  
Works Fifth  
& Spruce  
1890



1894



1905

A complete multi-modal street – at least for its time

Pedestrians



Electric Cable Car



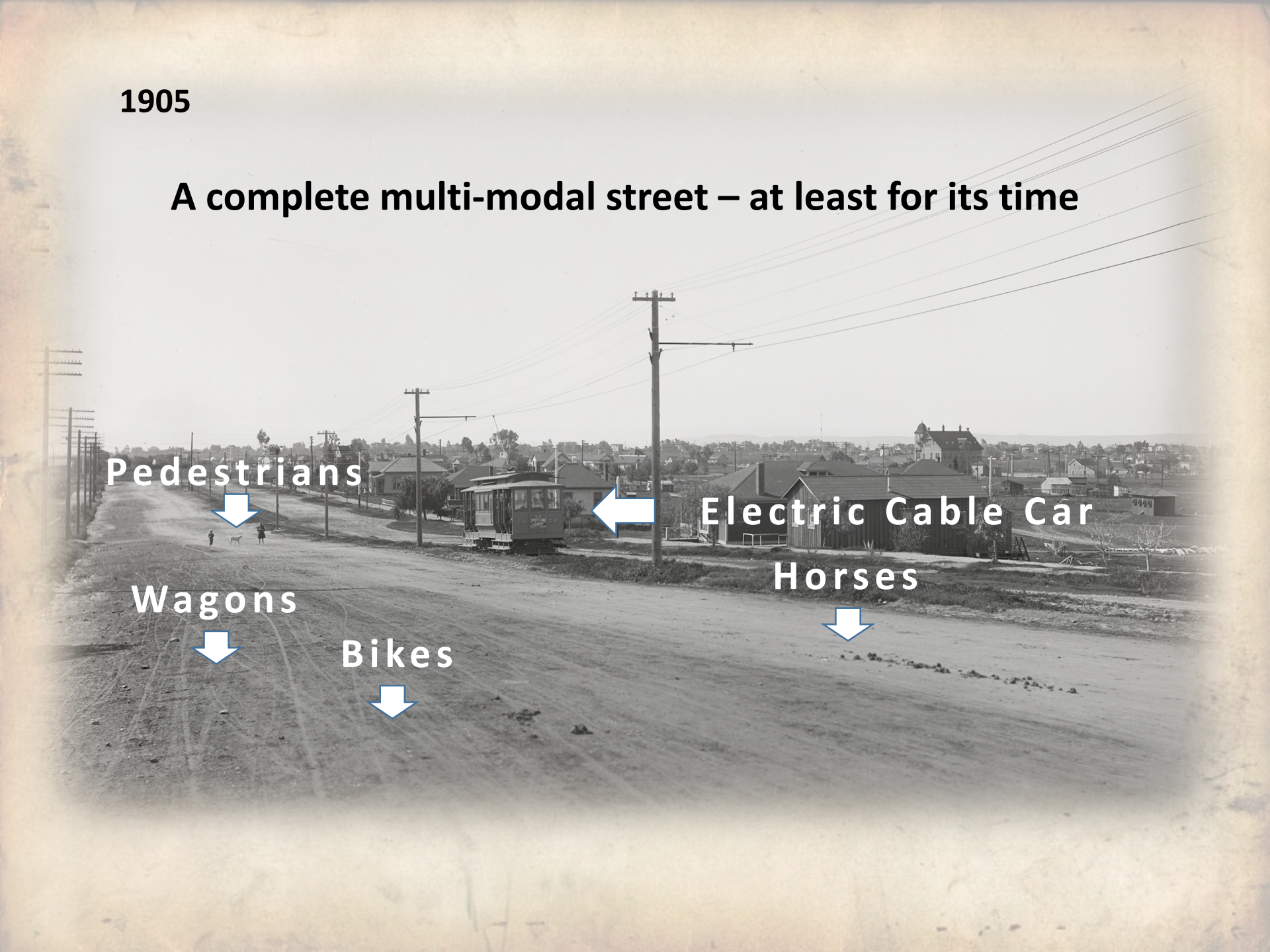
Wagons



Bikes



Horses



**Cable: 1890-1892**  
**Electric Cable: 1896**

**Normal St.  
(University  
Boulevard)**

**1890**

BALBOA PARK

**1901**

SYSTEM  
OF THE  
SAN DIEGO ELECTRIC RAILWAY  
AS OF DEC. 31, 1901  
SCALE: 1"=1000' JUNE

**Class 1: 1912-1916**

**Routed to Park with  
Plans to Connect to  
Balboa Park**

**1916**

**1915**

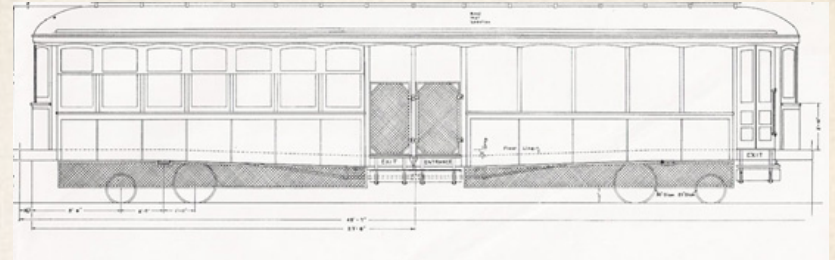
**1916**

SYSTEM  
OF THE  
SAN DIEGO ELECTRIC RAILWAY  
AS OF DEC. 31, 1916  
SCALE: 1"=1000'

**1914 at Mission Cliff  
Gardens**



**1912 Class 1 Car Introduced**



**1916 Balboa  
Park (near  
Rose Garden)**



**1928**



**1939 PCC Modern  
Cars Introduced**



**1930**



**1940 Some Class 1 Cars  
ended up as housing**

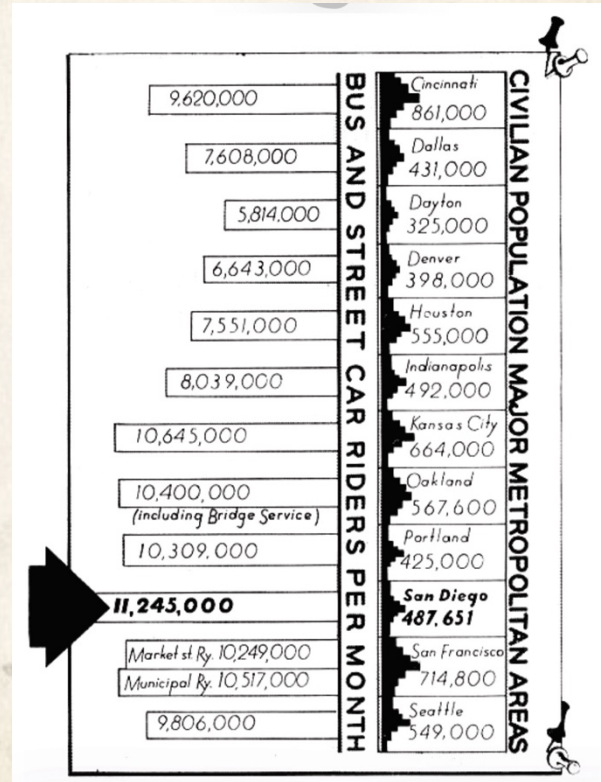


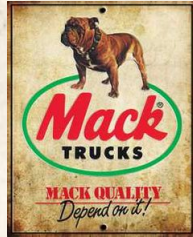
1939-1949



End of the War,  
end of the  
streetcar system

1948





1949



1944



National City Lines purchased 23 citywide streetcar systems and then promptly closed them. San Diego was the first in 1949.

# NORMAL STREET – THEN, NOW AND IN THE FUTURE

State  
Normal  
School  
1897-1930



1897



1931 Moved to SDSU Site



1928



1931

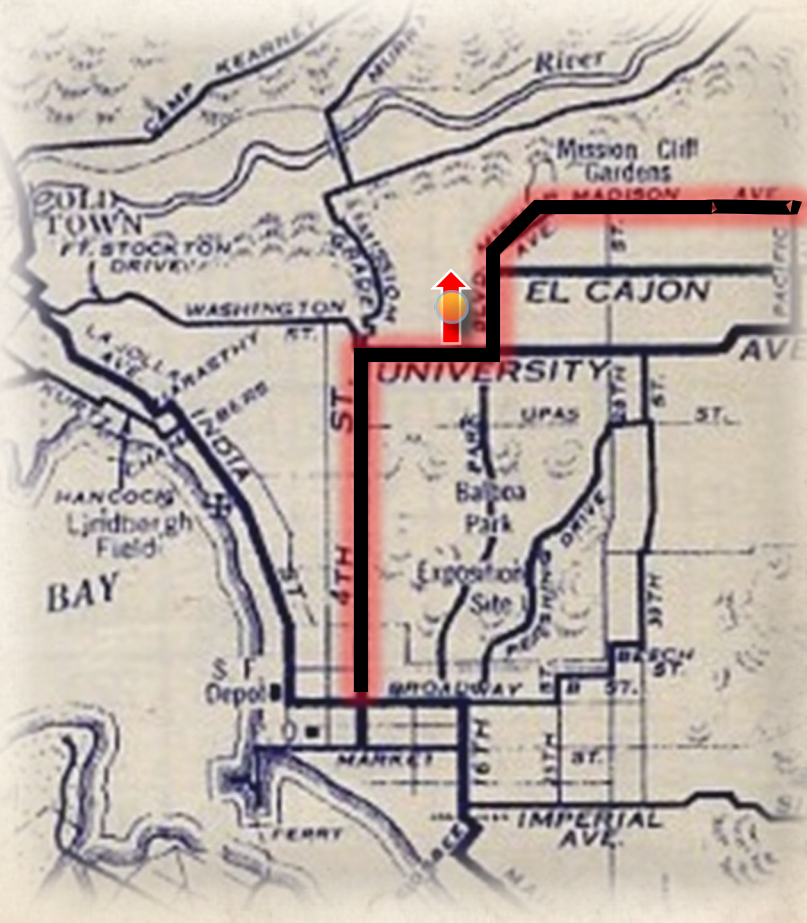


# NORMAL STREET – THEN, NOW AND IN THE FUTURE

1917



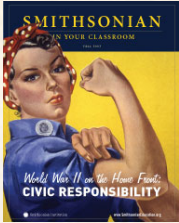
1930



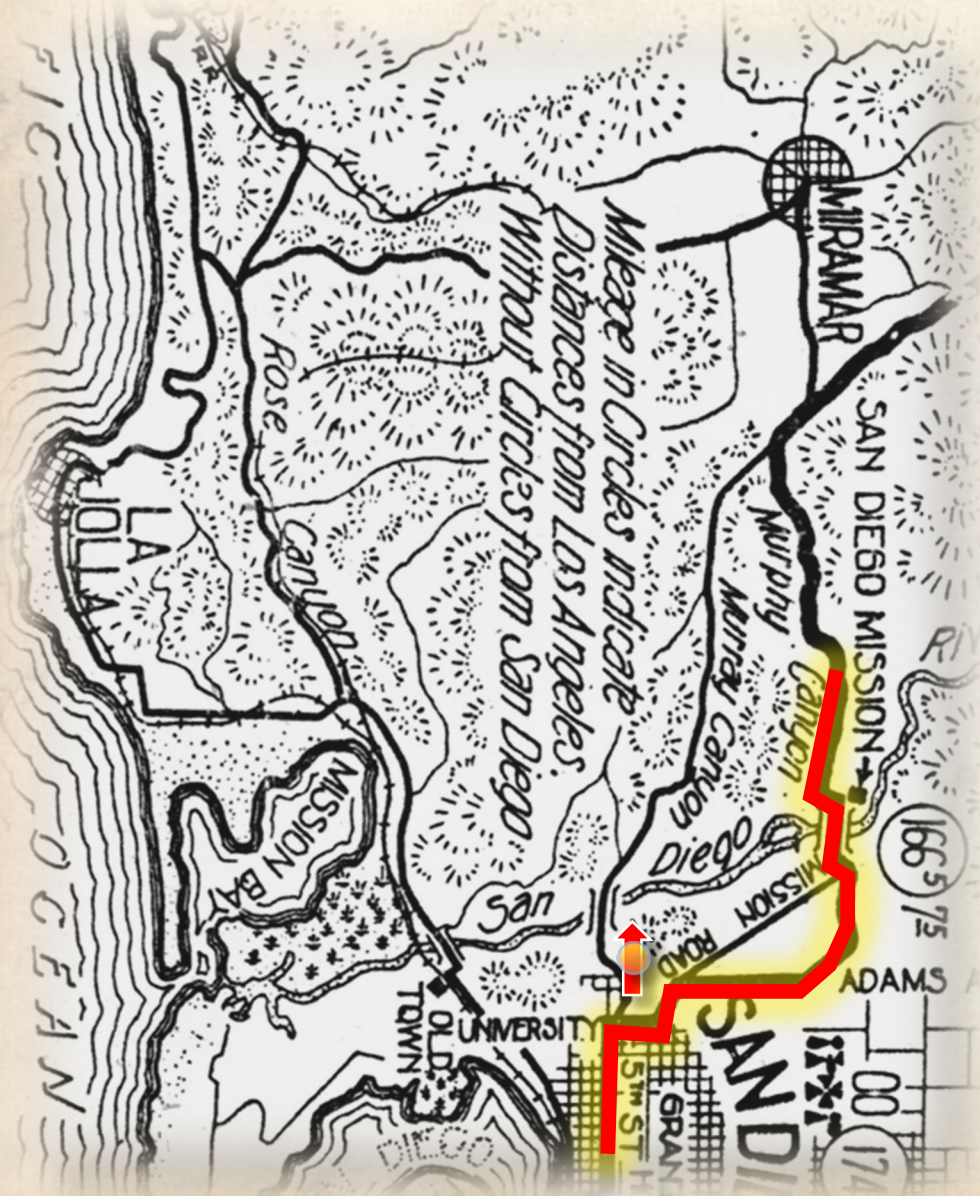
# NORMAL STREET – THEN, NOW AND IN THE FUTURE



1940



# NORMAL STREET – THEN, NOW AND IN THE FUTURE



1945



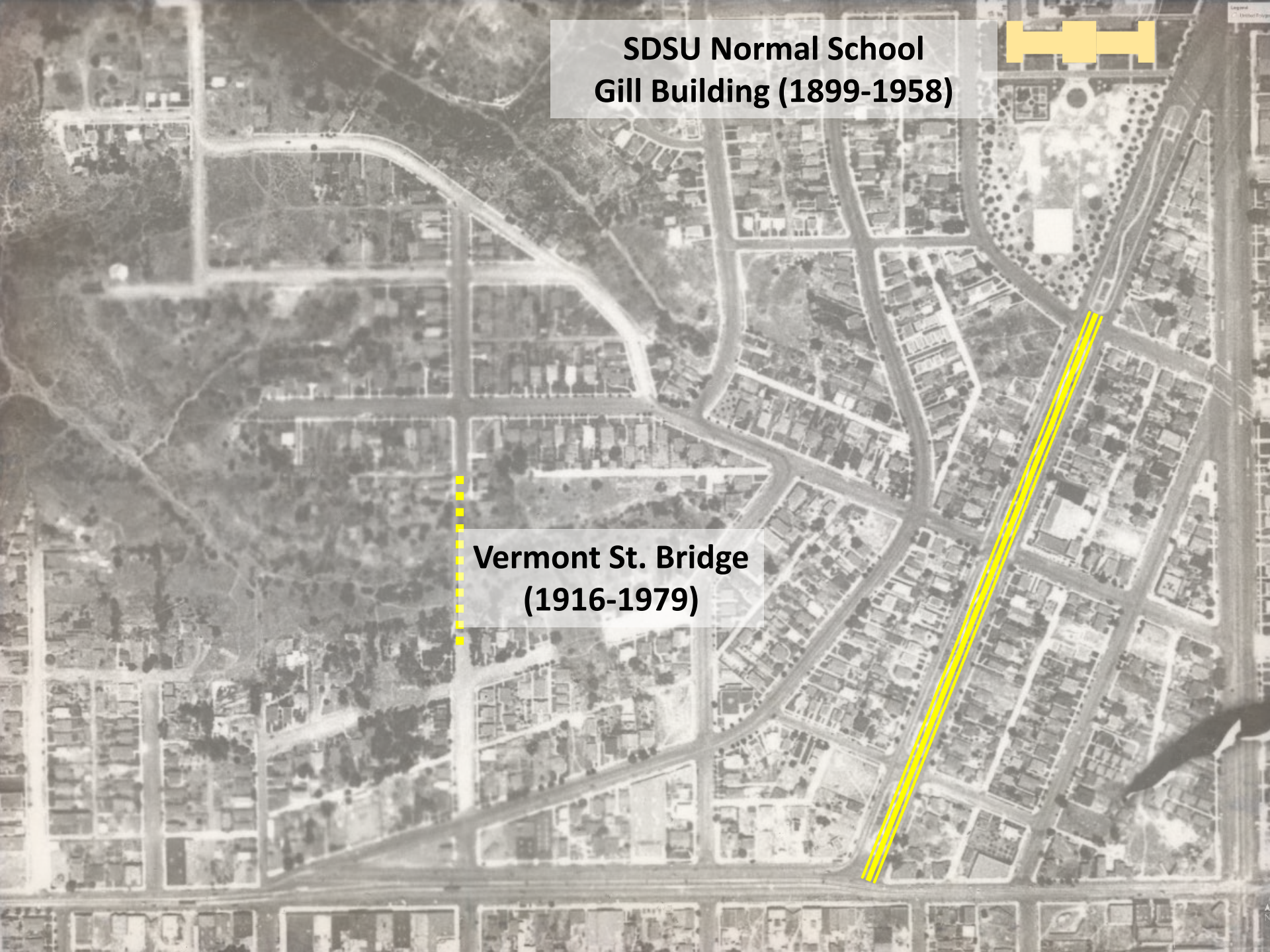


# NORMAL STREET – THEN, NOW AND IN THE FUTURE



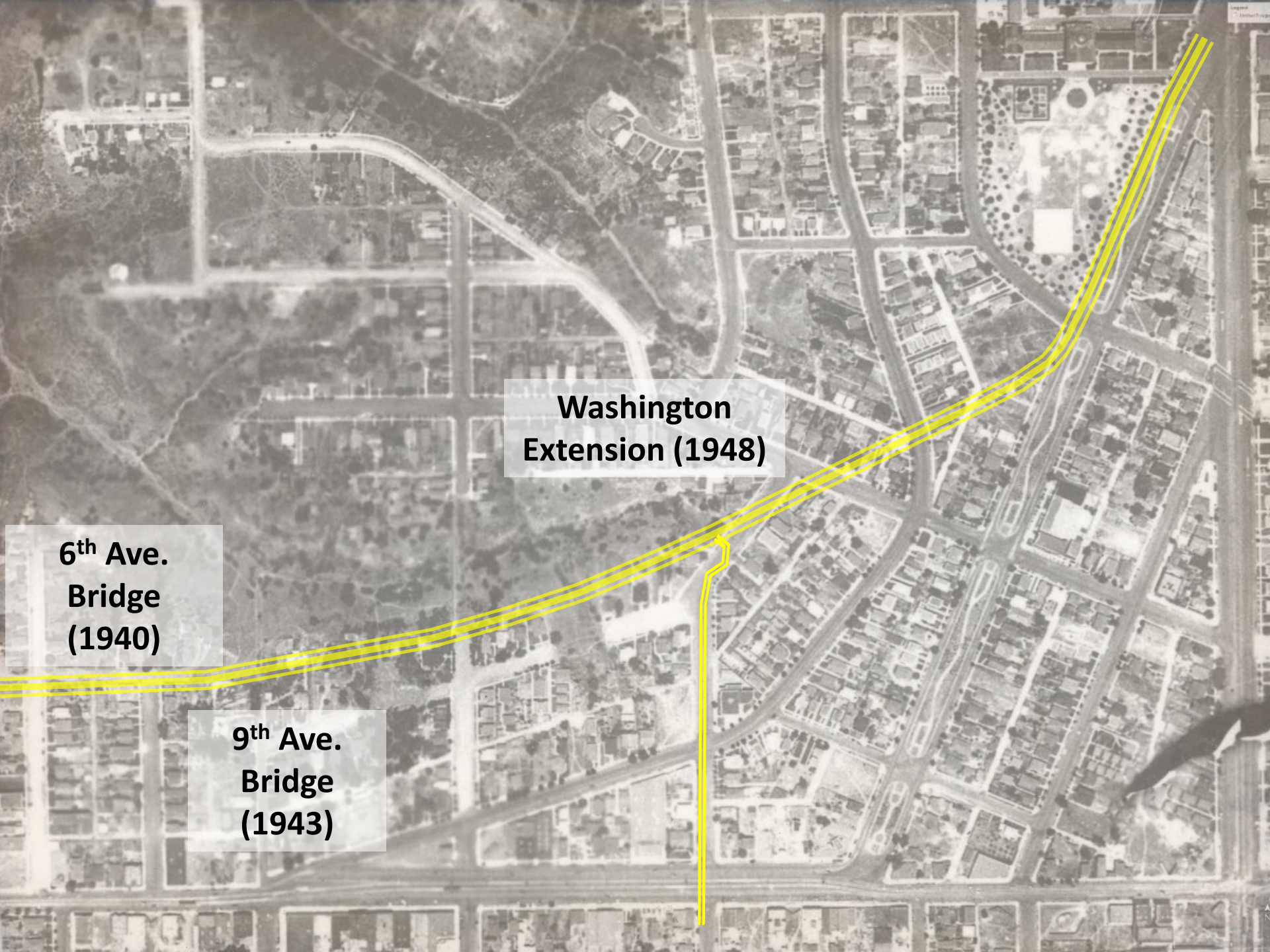
1948





**SDSU Normal School  
Gill Building (1899-1958)**

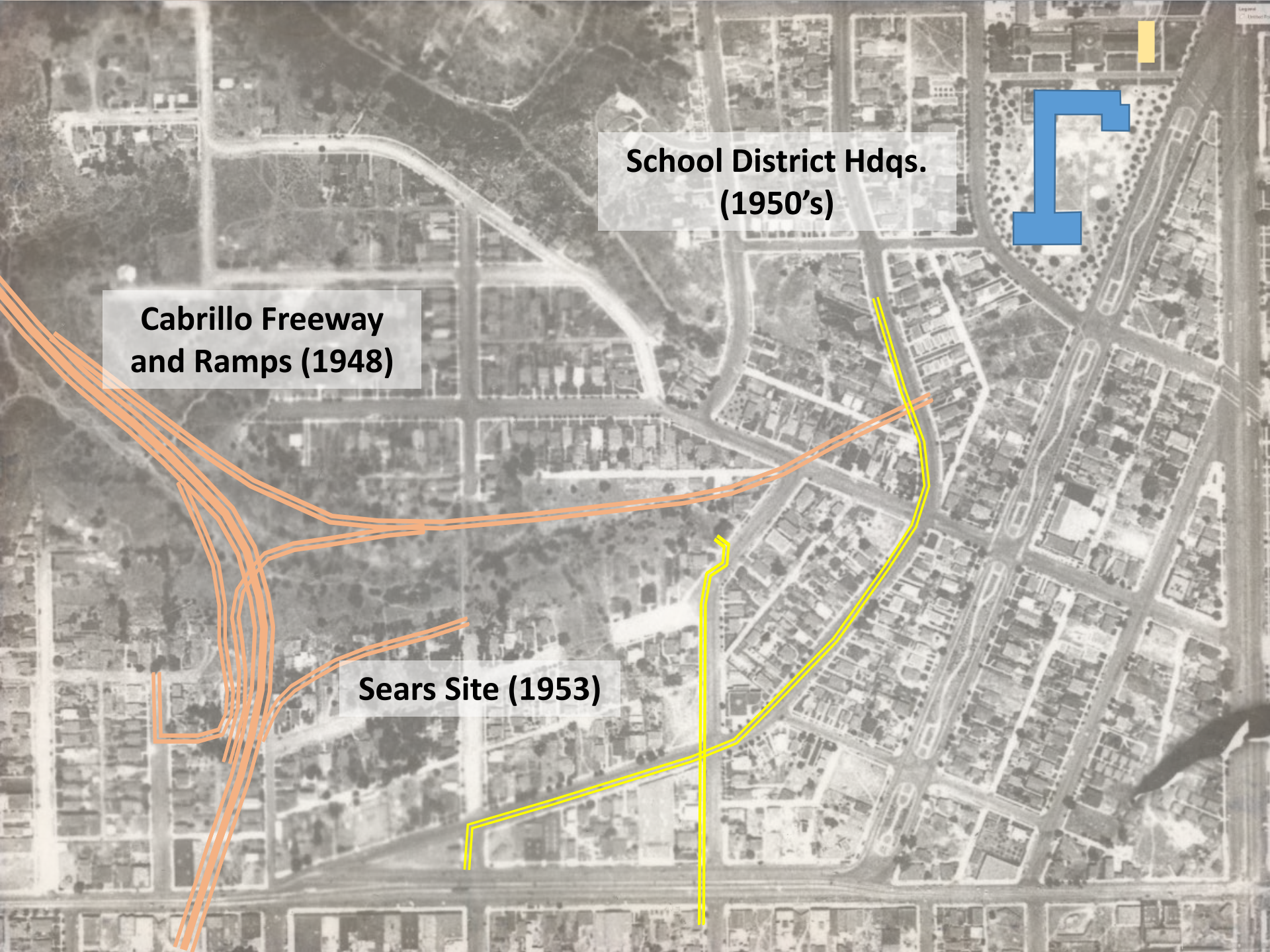
**Vermont St. Bridge  
(1916-1979)**



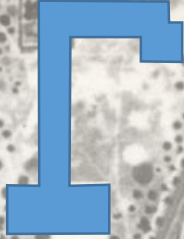
**6<sup>th</sup> Ave.  
Bridge  
(1940)**

**9<sup>th</sup> Ave.  
Bridge  
(1943)**

**Washington  
Extension (1948)**

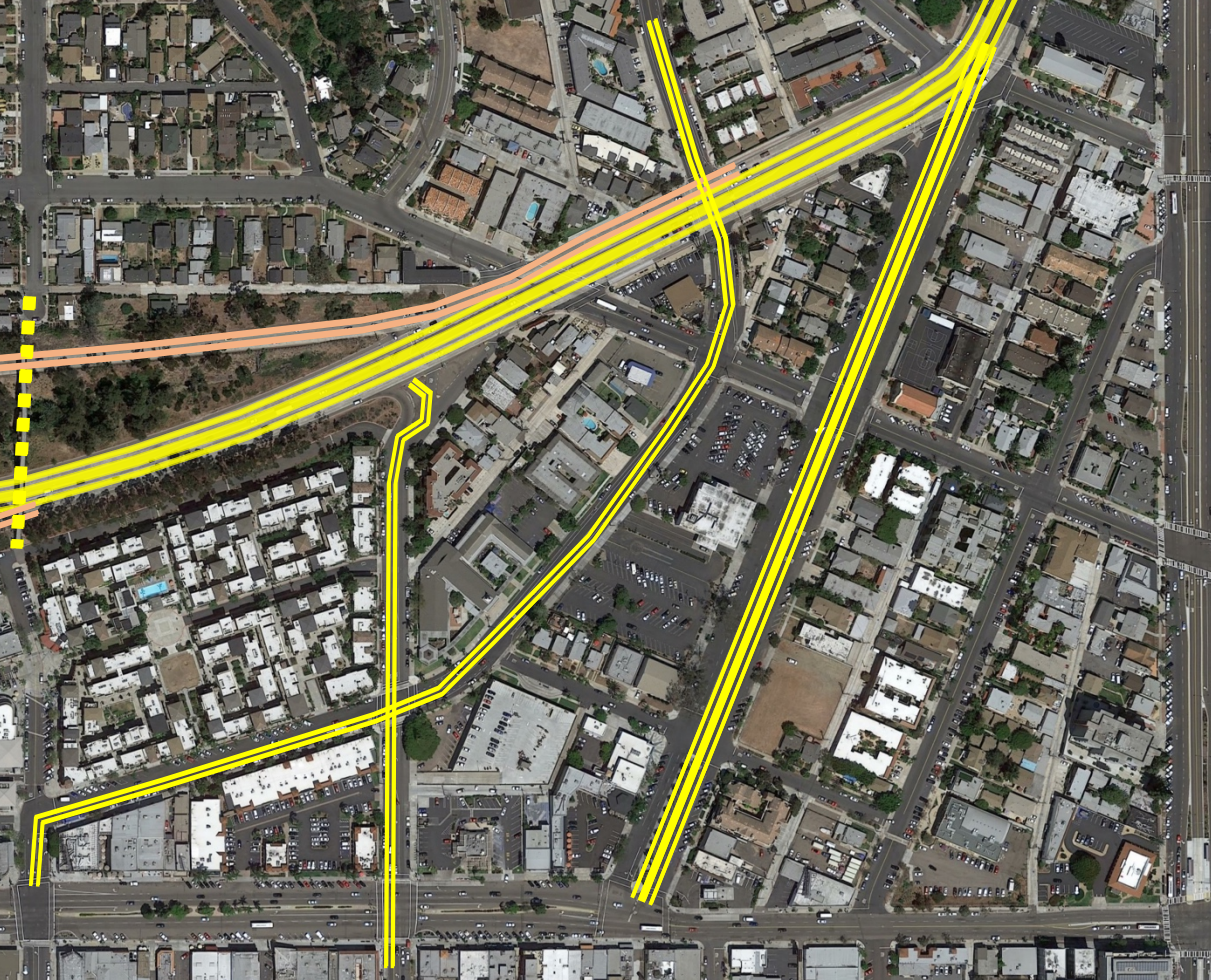
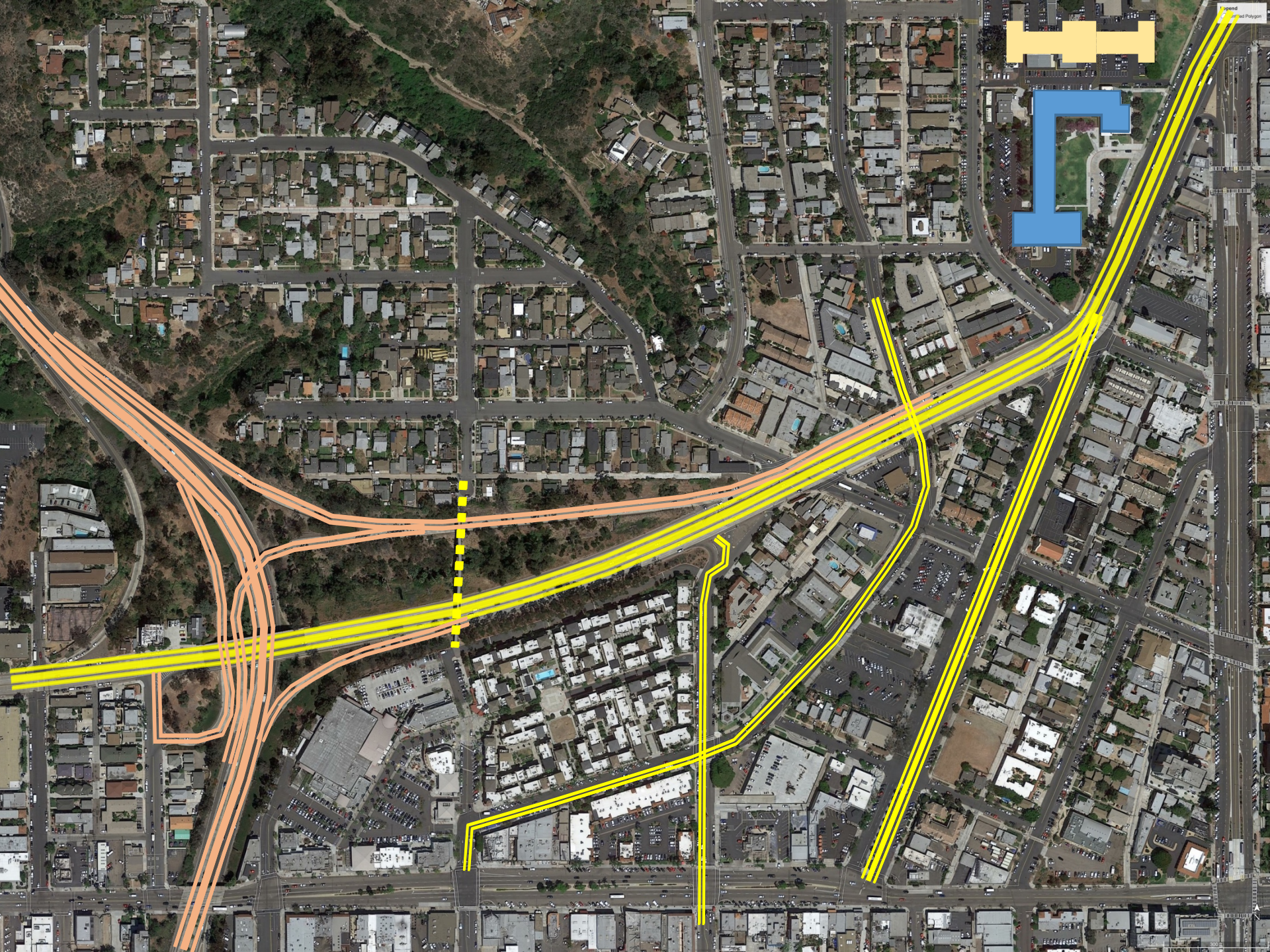


**School District Hdqs.  
(1950's)**



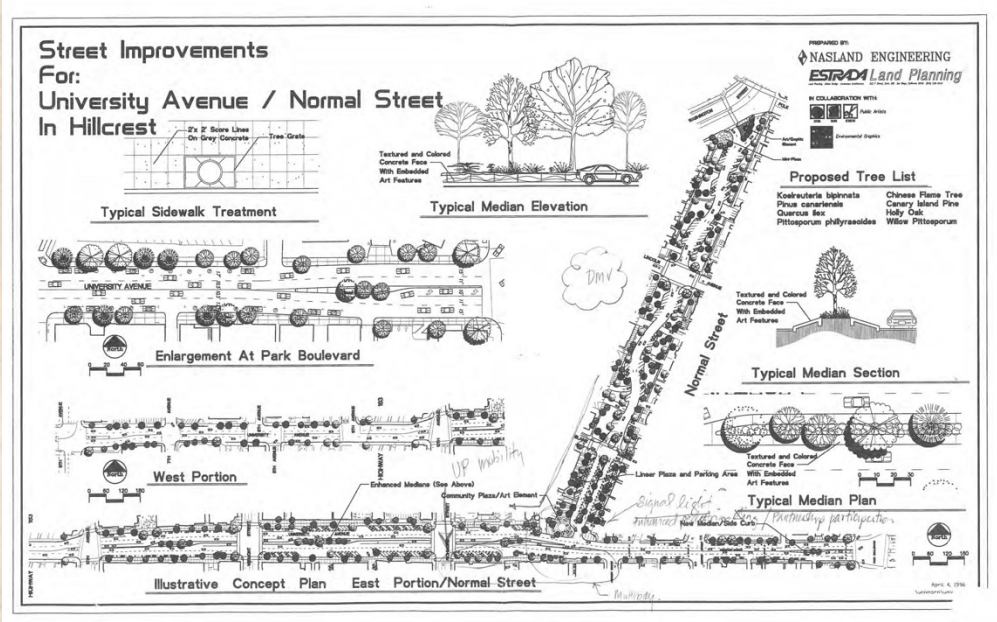
**Cabrillo Freeway  
and Ramps (1948)**

**Sears Site (1953)**

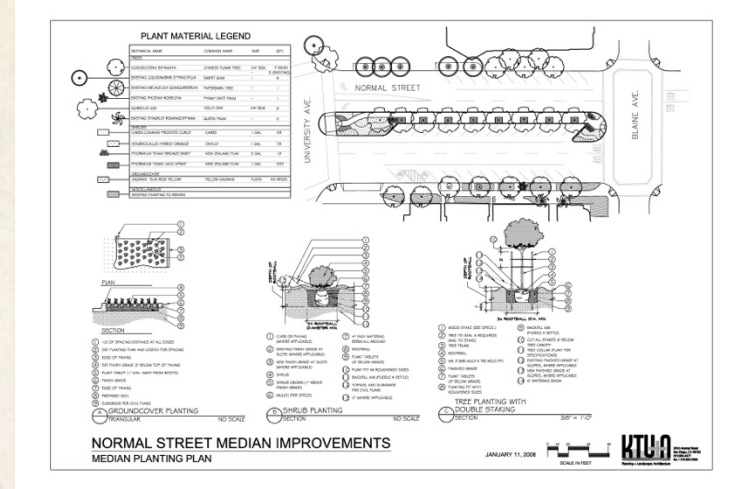


# NORMAL STREET – THEN, NOW AND IN THE FUTURE

## 1996- University Ave. / Normal St. Plans

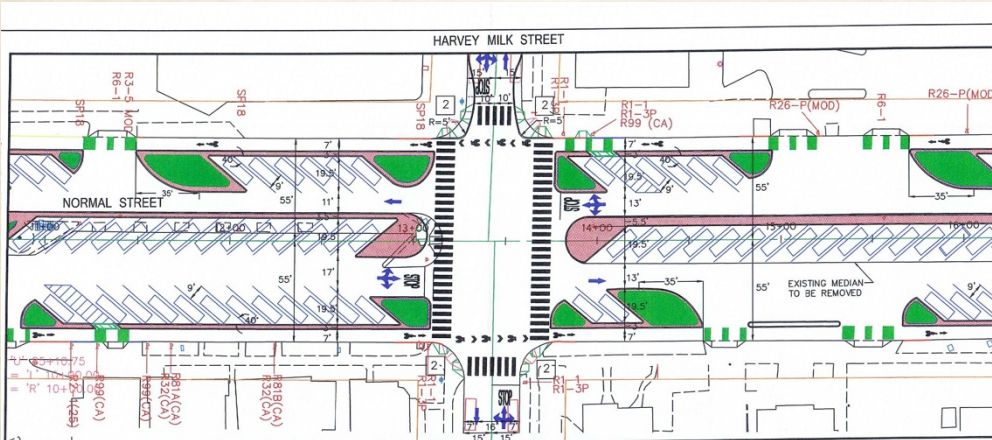


## 2005 KTU+A Plans



## 2015 Escuela Libre de Arquitectura Students

## 2015 SANDAG Plans





Normal St. Design Concept 12.10.2010

## LINEAR PARK COMBINED WITH LARGE MEDIAN PARK

2010 WRT Plans

2011 DMV Plans



# NORMAL STREET – THEN, NOW AND IN THE FUTURE



**A community initiative started in 2015 with Hillcrest Business Assoc., Hillcrest CDC & a volunteer design team.**

**Later involvement by Uptown Planners, Uptown Comm. Parking District, SANDAG & the City of San Diego.**

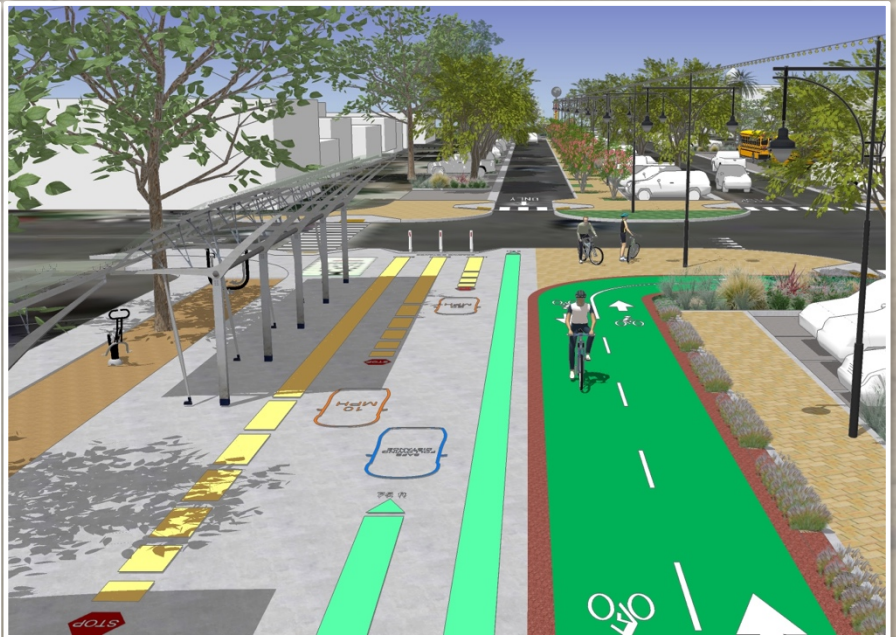
THE  
**NEW**  
**NORMAL**





## **GOALS THE ORIGINAL PROJECT TEAM FOLLOWED**

- 1) Reclaim excess space for other street functions and design elements**
- 2) Create a sense of place with increased activity levels**
- 3) Add convenient parking with net parking yield**
- 4) Resolve stormwater runoff issues**
- 5) Integrate regional bikeway into street**
- 6) Enhance options for the farmer's market**
- 7) Encourage DMV to integrate better with the neighborhood**
- 8) Anchor pride plaza to a walking edge without traffic on both sides**
- 9) Activate the street and improve maintenance and security**



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