

Existing Conditions Analysis

Casa de Oro ■ Campo Road Revitalization Plan



Prepared by:



9755 Clairemont Mesa Blvd, San Diego, CA 92124
858.614.5000 ■ MBAKERINTL.com
Contact: Daniel K. Wery, AICP, LEED AP
JN 175688

Prepared for:

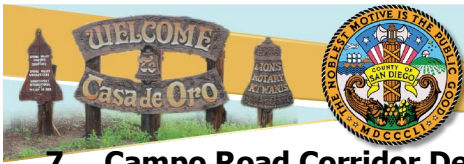
County of San Diego
Advanced Planning

FEBRUARY 2020



TABLE OF CONTENTS

1. Policy & Regulations	1
General Plan - vision 2020	1
Valle de oro community plan	1
SANDAG Smart Growth Plan	1
Zoning	2
Allowed Uses	3
2. Existing Use & Form	5
Existing Land Use	5
Parcel Size and Ownership	5
Community Form – Streets, Blocks, Buildings	6
3. Water	7
Existing	7
Capacity	8
Planned Improvements	9
4. Sewer	9
Existing	9
Capacity	10
Constraints	11
Planned Improvements	11
5. Drainage	12
Existing	12
Capacity	13
Constraints	13
6. Electricity and Gas (SDGE)	14
Existing	14
Constraints	14



7. Campo Road Corridor Demographic Analysis.....	15
---	-----------

DRAFT



1. POLICY & REGULATIONS

GENERAL PLAN - VISION 2020

The study area falls within a Village Area of the General Plan. Villages are intended to accommodate the “highest intensities and the greatest mix of uses” (General Plan, p. 3-6). This categorization does not specifically permit or prohibit uses, rather provide a framework for regional land use planning.

The lands directly on Campo Road are designated as General Commercial (C-1) and have a floor area ratio (FAR) designation of 0.7. However, the General Plan states that “Community Plans may Specify specific areas where [this] FARs may be exceeded” (Land Use Element, p. 3-11). The areas adjacent to the Campo Road Corridor are designated for Village Residential, 24 dwelling units/acre (du/ac) and Village Residential, 4.3 du/ac.

VALLE DE ORO COMMUNITY PLAN

The Valle De Oro Community Plan (VDOCP) provides a vision that “The unique balance of urban, semi-rural, agricultural, and open space land uses shall be retained. The green-belt separation from adjacent cities and planning areas shall be preserved. New development will conserve natural resources and topography and will provide a pleasant, safe environment for present and future residents of Valle de Oro.” (VDOCP, 2011).

The VDOCP identifies the study area as an important commercial service area for the region, but acknowledges that it “could use beautification” (VDOCP, p. 12).

SANDAG SMART GROWTH PLAN

SANDAG’s Regional 2030 Plan relies on a key principle of focusing growth into areas with high connectivity, intensity, and services. Casa de Oro is identified as a Smart Growth Community (CN-11) because of its existing density and proximity to regional transit. However, the area needs land use changes and transit improvements to realize its potential as a community center.



FIGURE 1: SANDAG SMART GROWTH CONCEPT MAP

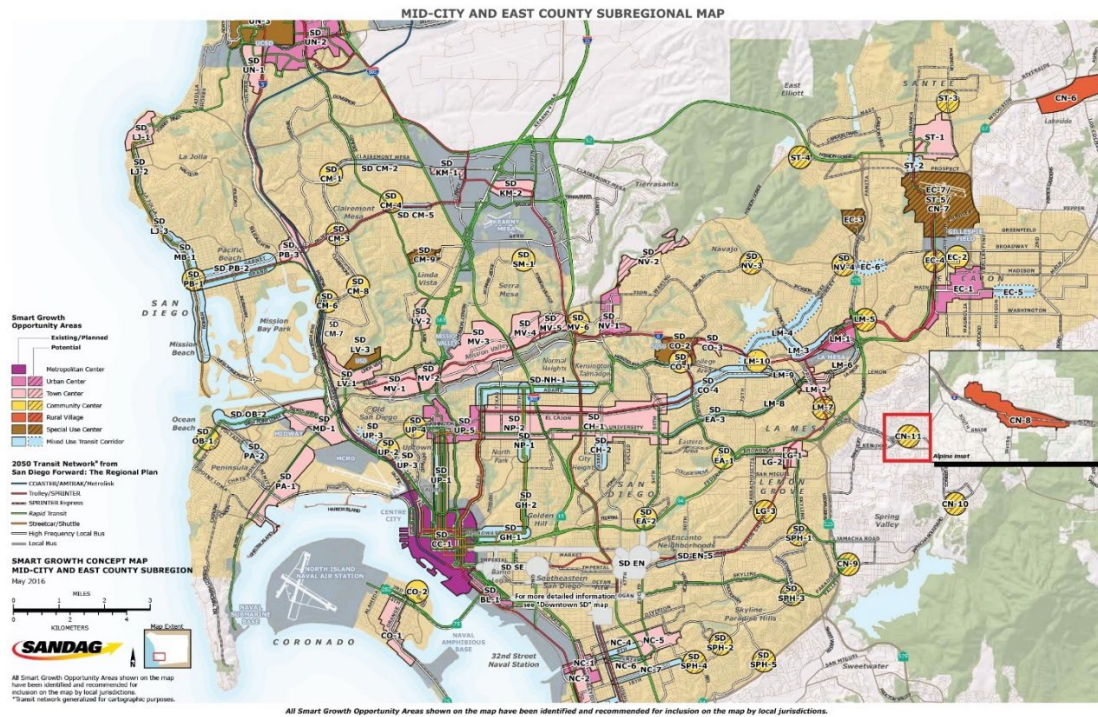


FIGURE 2: CASA DE ORO CN-11

CN-11	Casa De Oro	Potential (Requires land use and transit changes)	Community Center	Casa De oro is a well-established community with redevelopment potential. It contains a potential community center along Campo Road, between Rogers Road and the intersection of Campo Road and Granada Avenue. An existing grid pattern supports walkability.	(Existing Low-Frequency Local Bus) No Qualifying Existing or Planned Transit
--------------	-------------	---	---------------------	--	---

ZONING

The Campo Road corridor is zoned for General Commercial (C36) for approximately one block north and south in each direction. The corridor is mostly surrounded by residential and institutional uses with low and medium residential, schools, and churches abutting the commercial area (zoned RU and RS). There is also a small pocket of industrially zoned land (M52) between Kenora Drive and the State Route (SR)-94 highway.

Generally, the use and building designators for the area are permissive, with combinations of commercial and multi-family residential allowed by right. Buildings in the C36 zone are limited to 35 feet and two stories, as are most of the residential uses in the RU and RS zones. One residential parcel allows for three-story development, and the small industrial area allows for 40-foot buildings and three stories.

Most of the study area is not required to provide any open space (designator A). Some of the urban residential properties are required to provide common open space of 150 square feet per dwelling (designator B).



Along the Campo Road corridor, 7.3 dwellings per net acre are allowed in the commercial areas. These residential uses must be secondary to a commercial use on the property.

Campo Road is zoned for general commercial uses, with a setback designator of O, and a height limit of 35 feet and two stories. The properties behind the corridor (south of Kenora Drive and Dolores Street, and north of San Juan Street) are zoned for urban residential uses. However, the Zoning Code contains special setback requirements for the entire corridor: 75 feet from the centerline on Campo Road between Rogers and the SR-94. There appear to be several buildings that are nonconforming with this standard, mostly located on the eastern half between Bonita Dr. and Granada Ave.

The commercial area has fairly restrictive animal regulations (designator Q), which allows for up to 25 small birds and two large animals, as well as small numbers of specialty animals. The residential zones have an animal designator of A, which is also highly restrictive and does not allow many animals by right, though some otherwise prohibited animals are allowed for large parcels and with use permits.

The area is subject to several setback requirements (designator O). On Campo Road, buildings must have a setback of 50 feet measured from the centerline of the abutting street. This translates into an approximate required setback of 10 to 12 feet from the back of the sidewalk. There is a 0-foot side setback, unless the property abuts a residential zone, in which case the setback is 5 feet. Exterior side setbacks must be 35 feet, as measured from the centerline of the street. Rear setbacks are 25 feet measured from the lot line, or 15 feet if the lot is used exclusively for buildings with commercial principal uses or buildings with commercial principal uses with dwellings on the second story.

Finally, nearly all parcels in the corridor are subject to special requirements B and D3, which require Site Plan Reviews and Design Reviews, respectively. Additionally, some properties are required to complete an Airport Land Use Compatibility review (requirement C).

ALLOWED USES

The C36 Zone allows many civic, commercial, and light industrial uses by right. These include uses such as retail, automotive repairs and sales, and custom manufacturing. Other uses such as residential, heavy equipment repair, and recycling facilities, are allowed but subject to additional performance standards. Group homes are allowed with Major Use Permits.



TABLE 1: ZONING SUMMARY

	Campo Road Commercial Corridor	Adjacent Areas
Use	C36 – General Commercial	M52 – Limited Industrial RU – Urban Residential RS – Single Family Residential
Building Type	T – Residential: Triplex and more intensive; All nonresidential (along Campo Road)	C – Single detached, with limited nonresidential mixed use and both detached and attached nonresidential K – All residential types L – All building types S – triplex to multi-family residential W – only nonresidential
Height	G – 35', 2 stories	G – 35', 2 stories H – 35', 3 stories J – 40', 3 stories
Setback	O – Front: 50' from centerline; 75' front yard setback between Rogers and SR-94 Interior Side: 0', unless adjacent to residential, then 5' Exterior Side: 35' from centerline Rear: 25'; 15' if used for commercial or if residences on second floor	G H K
Open Space	A – No open space	A – No open space B – 150 s.f. common open space per dwelling
Animal Regulations	Q – Generally restrictive	A – Q –
Density	7.3 du/ac	24 du/acre for RU zones (based on VR-24) 4.3 du/acre for RS zones (based on VR-4.3)
Special Requirements	B – Community Design Review, Site Plan C – Airport Land Use Compatibility Analysis D3 – Design Review, Site Plan	B C D D2 D3



2. EXISTING USE & FORM

The following section summarizes the existing land use, ownership patterns, and community form. The appendix contains a series of maps that illustrate these features of the Casa de Oro use and form.

EXISTING LAND USE

The study area is roughly 70 acres in area and includes approximately 120 parcels and 750,000 square feet of total floor area along approximately a 0.6-mile long portion of Campo Road between Rogers Road and Granada. About half the acreage and parcels front directly onto Campo Road. Those 70 parcels contain over 70% of the total floor area in the study area.

The corridor contains a wide range of uses including all of the retail and personal service uses a community needs (see the Land Use figure in the Appendix). The vast majority (over 70%) of the total floor area is general commercial shopping centers retail; office/banks (12%); auto parts, repair and service, gas stations (8%); multi-family (7%), restaurants (3%), some personal service and medical office uses, and public and institutional uses (2%).

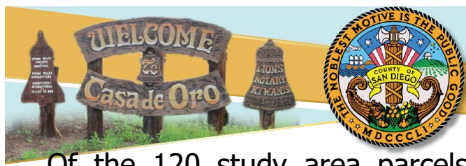
The existing uses, roadway and design of individual properties are almost exclusively auto-oriented. There are at least 5 auto parts stores, three gas stations, half a dozen auto sales and repair shops, and two car washes. Many of the banks and restaurants have one or more drive-through aisles and lanes. Campo Road itself has five wide lanes, over 70 curb cuts and driveways that approach the amount of curbed area. The sidewalks along Campo Road are narrow, interrupted and broken in some areas, are constantly interrupted by driveways, and are often sandwiched between Campo Road and off-street parking lots. With a few exceptions, the sidewalks have little shade, greenery, and are distant and separated from the nearest buildings. The presence and absence of sidewalks and the location of driveways and curb cuts are shown on the Streets, Blocks, Buildings, Sidewalks and Driveways figure in the appendix.

Except for the three parcels near Rogers Road, there are no residential uses in buildings that front on Campo Road. The immediate and larger area includes several schools, two large churches, a library, post office, and County Sheriff's sub-station.

PARCEL SIZE AND OWNERSHIP

Parcel size and ownership patterns affect the nature of the area, its management, and can impact how the area has and can develop. Small parcels represent smaller investments, buildings and developments, and contribute to a varied and organic development pattern. Larger parcels can have significant impact on the character due to their size, visibility, and common management. The size of a parcel and the amount of development it can accommodate also affect the size and types of uses likely to occur. Franchise and larger corporate retailers have very specific criteria for the size, location, orientation and even adjacent businesses. Small, independent businesses are typically attracted to smaller, more affordable, buildings and properties.

Casa de Oro has two distinct parcel size and ownership patterns (See the appendix for Ownership and Lot Size figures). The area east of Bonita is typified by small lots and buildings while the area west of Bonita are large parcels and large contiguous shopping center buildings set far back from Campo Road.



Of the 120 study area parcels, there are roughly 95 different official ownerships. Several of the ownerships could be the same persons or corporations, but with different legal entities for separate properties. Nonetheless, the area reflects a large variety in ownership. This is particularly true in the eastern half of the study area, east of Bonita where the blocks and parcels are relatively small. There are several groups of adjacent small parcels, often in twos and threes, under the same ownership. The western half comprised of several shopping centers, has relatively few owners. Several of the centers are owned by the same family.

COMMUNITY FORM – STREETS, BLOCKS, BUILDINGS

The physical elements and form a community determine how we experience and interact our community. Our streets, blocks, buildings, sidewalks, driveways are key community building blocks. Each element combines with the next to provide the physical structure of the study area. Streets represent a large percentage of every community (20%+); the largest public land use (greater than parks, schools, and civic buildings). They are the primary means that we experience our community – on foot, on bicycle and by car, this is how we see most of our communities. They literally shape our communities. The size, shape and design of our streets affect how we use them, and how we travel along them. (The road design characteristics are discussed in the separate Existing Conditions Traffic Analysis and Parking Assessment report.)

Streets define our blocks. Casa de Oro has two types of blocks:

1. Smaller, shallower urban blocks. These have typical dimensions of 300' x 400' (1/4 mile in circumference) with center 20-foot alleys.
2. Superblocks. The western half of the Casa de Oro Campo Road corridor is defined by 1,320' x 450' block dimensions.

Smaller, classic urban dimensioned blocks are easy for pedestrians to navigate. All four sides of the block are developed with buildings that front on and have their primary entrances and activity facing the street. This creates streets with active uses on both sides along the entire road frontage. The blocks east of Bonita also have the benefit of on-street parking. In addition to providing a convenient parking resource, parked cars provide a substantial physical barrier between pedestrians, buildings and moving vehicles. This provides a level of physical, visual and psychological protection.

The length of only one side of one Super Block is about equal to the entire perimeter of one Urban Block.

Buildings create the walls of our community. Like streets, they can unite, and they can divide. As with blocks, buildings in the smaller Urban Blocks generally have smaller footprints and total floor areas. Most of the existing buildings in the study area are 1-story. All of the existing two-story buildings are located on smaller blocks and lots east of Bonita, and west of Kenwood. All of the buildings in the superblocks and shopping centers are 1-story. This suggests that there is a lot of potential for future growth and development with multi-story buildings. The building size, location and stories are shown on the Building Height figures in the appendix.

Most healthy and growing Main Streets and commercial and mixed-use corridors have a variety of building heights. Often, the largest or most prominent buildings are located on street corners and serve as gateways and landmarks. The variety and juxtaposition can add to visual interest and the creation of



interesting and inviting spaces between buildings. Often, it is the relatively small voids, setbacks, stepbacks, paseos and passages that create unique and attractive intimate spaces for pedestrians.

Another important feature is the that the buildings in the Super Blocks create equally long walls and prevent movement and connectivity through the blocks. All of the building front on one side only, and create unobserved, inactive areas behind them. The resulting alleys of Kenora and San Juan are very unattractive, inhospitable areas that attract trash, graffiti, and crime.

Blocks and Buildings in Super Blocks limit North-South circulation. The distance to travel from one side of a Super Block to the other is three times greater than for a standard urban block (see the appendix for Block Type and Building Pattern figures).

Building size is also expressed in terms of the total floor area. Again, the same pattern applies. The largest buildings are on the superblocks and shopping center developments west of Bonita. Those buildings range up to 40,000 square feet. East of Bonita, the largest building is less than 18,500 square feet. A measure of density and land use efficiency is the ratio of the total building floor area divided by the total lot area of the parcel on which the building is located, or Floor Area Ratio (FAR). The General Plan establishes a maximum FAR of 0.70 for the C-1 General Commercial designation which governs most of the study area. This is a low ratio in comparison to most healthy commercial corridors and zoning districts, particularly those that are more compact and walkable as opposed to strip commercial and auto-oriented designs.

See the appendix for the Floor Area Ratio exhibit. The map illustrates how, despite having the largest building by floor area, the superblock shopping center developments also some of the lowest FARs. The map also shows that there are 13 existing buildings that exceed the 0.70 maximum FAR. All of these buildings are located east of Bonita, or west of Kenwood. Most are 2-story buildings

3. WATER

EXISTING

Helix Water District (HWD) is the water purveyor for the Cities of El Cajon, La Mesa, and Lemon Grove, as well as parts of the unincorporated communities of Lakeside, Valle de Oro/Mount Helix, and Spring Valley. HWD provides water services in the Campo Road commercial corridor. Padre Dam Water District provides water to the north of HWD's service area; the City of San Diego provides water within the City of San Diego to the west; and Otay Water District provides service to the unincorporated communities south and east of the HWD service area.

The project area is currently served by two water mains on Campo Road. One is an 8-inch main located in the north end running within the right-of-way both under private parking lots and under the road in Bonita Street. The other is an 18-inch main that runs straight throughout the southern half of the street. Both 8-inch and 18-inch water mains are asbestos cement pipes and were constructed in the early 1950s and the early 1970s, respectively. Most businesses on both sides of the street are served by the 8-inch main. HWD also has several easements, mostly over drive aisles and parking lots, providing service to



some of the larger (“big box”) retailers on the south side of Campo Road between Bonita Street and Kenwood Drive.

HWD also owns and operates a pump station on the northwest corner of Dolores Street and S. Cordoba Avenue. This pump station provides pressure for the 18-inch pipe under Campo Road. The 18-inch pipeline was initially expected to be a transmission main, but now provides limited water service to homes and businesses. It is still listed as a transmission main in the district’s Urban Water Management Plan (Figure 3-3, p. 15). This 18-inch main would likely have enough capacity to serve an expansion of commercial and residential uses in the corridor.

FIGURE 3: HELIX WATER DISTRICT INFRASTRUCTURE FROM GRANADA TO BONITA

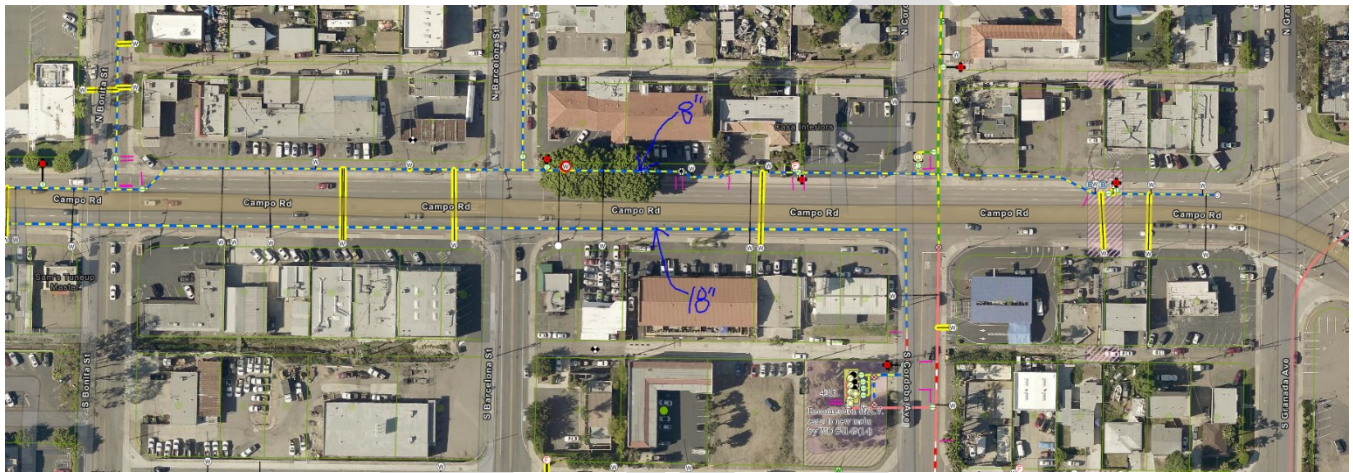
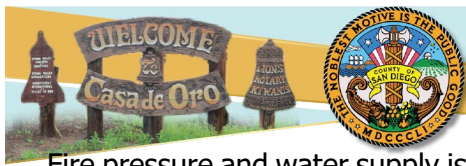


FIGURE 4: HELIX WATER DISTRICT INFRASTRUCTURE FROM BONITA TO KENWOOD



CAPACITY

Water service capacity does not appear to be a constraint on the future growth or development of the corridor. There is adequate supply and service pressures. Determining water service capacity is based not only on the daily demand of the existing and planned development, but also peak demand calculations, or peaking factor, which is typically 4 to 5 times the average daily demand measured in gallons per minute (gpm). This accounts for emergency service including fire flow, daily demand and potential line failures and disruptions.



Fire pressure and water supply is needed to determine whether the system has additional capacity. Asked whether 300-400 dwelling units could be accommodated in the corridor, HWD confirmed that the gravity system (HGL=656'), which is fed from its 30 mg reservoir, should be able to accommodate expansion of the 300-400 units. At 100 gpd per person and an average of two persons per unit would have a projected demand of 80,000 gpd ($400 \text{ du} \times 2 \text{ persons per du} \times 100 \text{ gpd/person} = 80,000 \text{ gpd}$). HWD noted that static pressure in the area are good – between 75 psi to 98 psi – and that two other pressure systems in the vicinity can be utilized and extended to feed the corridor and obtain higher static pressures if needed for additional expansion:

- Dictionary Hill Distribution System (HGL= 851') south of Campo Road
- Helix 1 Distribution System (HGL=880'), north of Campo Road at N. Cordoba Avenue

It is noted that HWD and all other water suppliers and agencies are required to prepare their 20-year Urban Water Management Plans (UWMP) in 2020. UWMP allow each agency to plan for growth over the next 20 years in five-year intervals. Draft plans must be released this year (2020) and finalized in 2021. Potential zoning and policy changes that would result in new or significant development should be factored into the UWMPs. The County should notify HWD of the Casa de Oro Specific Plan and the potential to allow and encourage additional development density and intensity. While policy and land use alternatives and recommendations have yet to be prepared, it is recommended that HWD evaluate up to 500 to 1,000 additional dwelling units in the study area over the next 20 to 30 years.

PLANNED IMPROVEMENTS

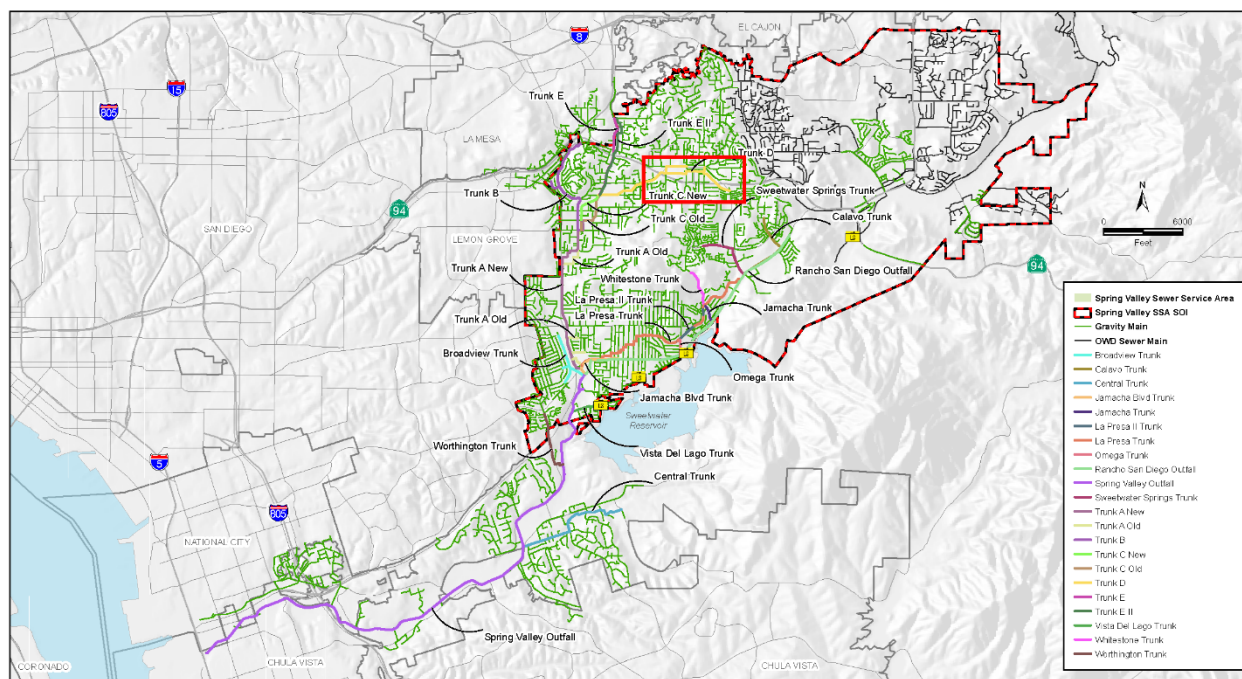
HWD does not have any planned improvements for the area.

4. SEWER

EXISTING

Sewer service for the area is provided by the Spring Valley Sanitation District, a subdistrict of the San Diego County Sanitation District. The existing sewer system along the corridor was constructed from vitrified clay pipe (VCP) in 1965. The sewer is a gravity main which flows east to west. From Granada Avenue to Bonita Street, two 8-inch VCP sewer mains serve the community, each running within the two alleys behind the commercial district on Campo Road. On Bonita Street, the two sewers converge on Campo Road and run west to Kenwood Drive as 10-12-inch VCPs. Another 12-inch VCP runs parallel with Campo Road on Kenora Drive, and then transitions to an 18-inch VCP main and connects to Kenwood Drive near the SR-94 westbound offramp. This section is officially known as Trunk D in the Spring Valley Sanitation District Master Plan (SVSDMP).

FIGURE 5: TRUNK D



EXISTING TRUNK AND INTERCEPTOR SEWERS

10820131.HZ (Project/S6anCineCamp/14724kindcbe-x-Serie/ale/mv/01157) S/M/P TuciSeems F2-11.mel

ATKINS

2-19

Spring Valley Sewer Service Area
Sewer Master Plan
January 2013

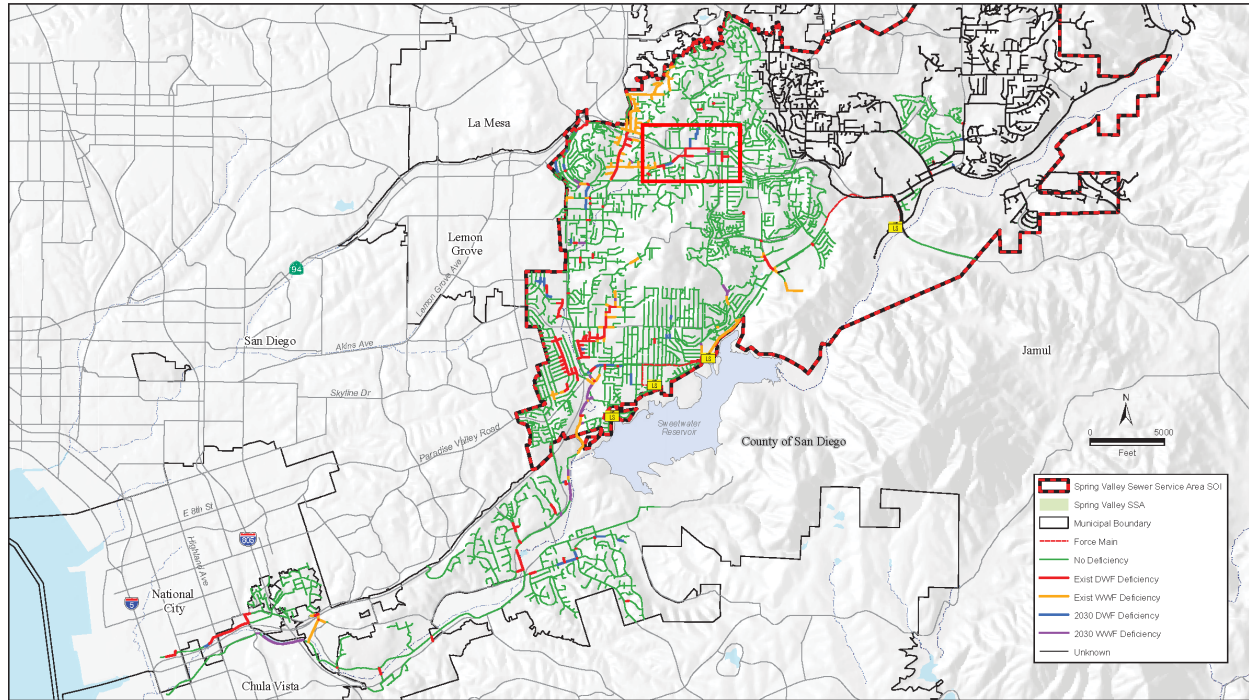
The sewer main along Bonita Street is also listed as a “Special Maintenance Site” (SVSDMP, Figure 5-2).

CAPACITY

The SVSDMP shows that the Campo Road sewer line has an existing dry weather flow deficiency (SVSDMP, Figure 4-32). This may mean that the area does not have room for increased development or intensity under the current system. Downstream areas have existing wet weather flow deficiency. Flow monitoring for the both the Campo commercial area and downstream connections would likely need to be conducted to identify remaining capacity under the existing system.



FIGURE 6: GRAVITY PIPELINE IDENTIFIED DEFICIENCIES



GRAVITY PIPELINE IDENTIFIED DEFICIENCIES

Figure 4-32

Spring Valley Sewer Service Areas
Sewer Master Plan
January 2019

ATKINS

4-28

CONSTRAINTS

Table 5-4 of the SVSDMP indicates that several areas along Trunk System D require point repairs or replacements. Based on feedback from County staff, the existing sewer main under Campo Road is likely overcapacity and would need to be upsized.

PLANNED IMPROVEMENTS

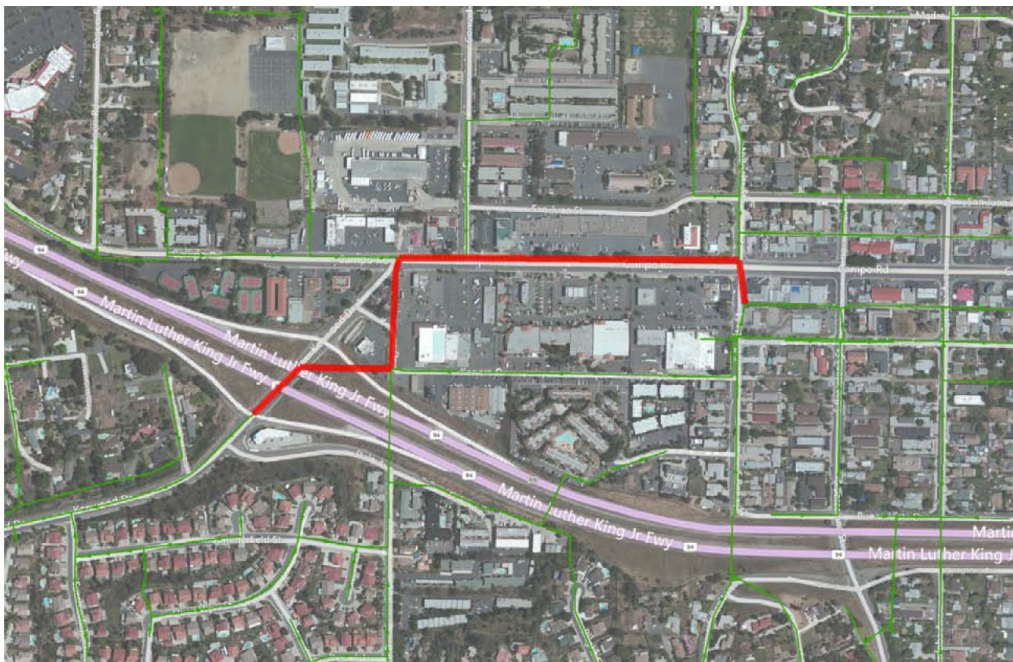
The Spring Valley Sanitation District indicates that the sewer main on Campo Road (west of Bonita Street) is proposed as a Phase I Capital Improvement Project (Project SV-9). The plan calls for replacing the 10-12-inch VCP with a 15-inch pipe, at an approximate cost of \$3.36 million. This project is entering the engineering phase, with expected construction in 2023–2024. The proposed 15-inch piping would accommodate the existing land uses, but likely would not accommodate significant new development. We recommend that the size of the pipe be examined in anticipation of new land uses and additional demand in the area prior to design and installation.



FIGURE 7: PROPOSED PIPELINE REPLACEMENT

Proposed Capital Improvement Program

CIP Project:	SV-9 – Trunk D Sewer Pipeline Replacement Project
Description:	Replace approximately 2,800 feet of existing 10-inch and 12-inch diameter with approximately 15-inch diameter from SR-94 at Kenwood Drive, extending to Campo Road.
Estimated Construction Cost:	\$3,360,000
Estimated Construction Schedule:	Phase II



5. DRAINAGE

EXISTING

The project area falls completely within the San Diego watershed and is mostly impervious surface with little to no infiltration. The topography of the surrounding area directs storm flows to corridor, but it within an area of low risk of flooding, according to FEMA and SanGIS data. An 85-percentile rain event indicates the area would receive between .65 inches and .7 inches in a storm.

The project area does lie at the bottom of the valley between Dictionary Hill and Mount Helix, and thus has significantly sized pipes to accommodate heavy rainfall and drainage for the surrounding area.

Generally, drainage flows east to west and north to south in the project area. East of Bonita Street, drainage generally flows south to a pipe in an alley north of Bonita Street. This pipe transitions to an



open concrete trapezoidal channel just west of S. Barcelona Street, which continues past Bonita Street for approximately 130 feet before transitioning underground to two corrugated metal pipes in the Albertsons parking lot. These pipes flow north and connect to other drainage facilities under the Campo Road sidewalk, where water then flows west to the drive aisle of Campo Road and the Quik gas station. The water then travels south in an open trapezoidal channel along Kenwood Drive under SR-94, where it passes through a four-barreled box culvert, emerging in an unlined ditch on the north side of Kenwood Drive.

FIGURE 8: EXISTING COUNTY-MAINTAINED DRAINAGE FACILITIES

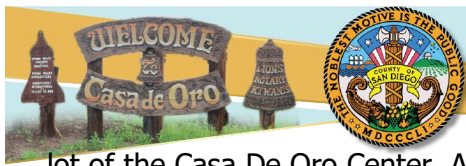


CAPACITY

Most of the corridor is developed with impervious surface. Redevelopment would be subject to new stormwater requirements and would likely result in improved drainage and more infiltration. The condition of the pipes is unknown, but they were mostly installed from the mid-1960s to early 1990s and are constructed of corrugated metal.

CONSTRAINTS

The existing drainage infrastructure, particularly on the south side of Campo Road, is significant, and could be challenging or costly to relocate. The large, trapezoidal channel between Barcelona and Bonita currently handles the drainage for most of the area, and could be expensive to convert to a box-culvert or large underground pipeline. Further west, the 65"x40" corrugated metal pipe mostly runs within the right of way (under the sidewalk on Campo), which could allow additional development over the parking



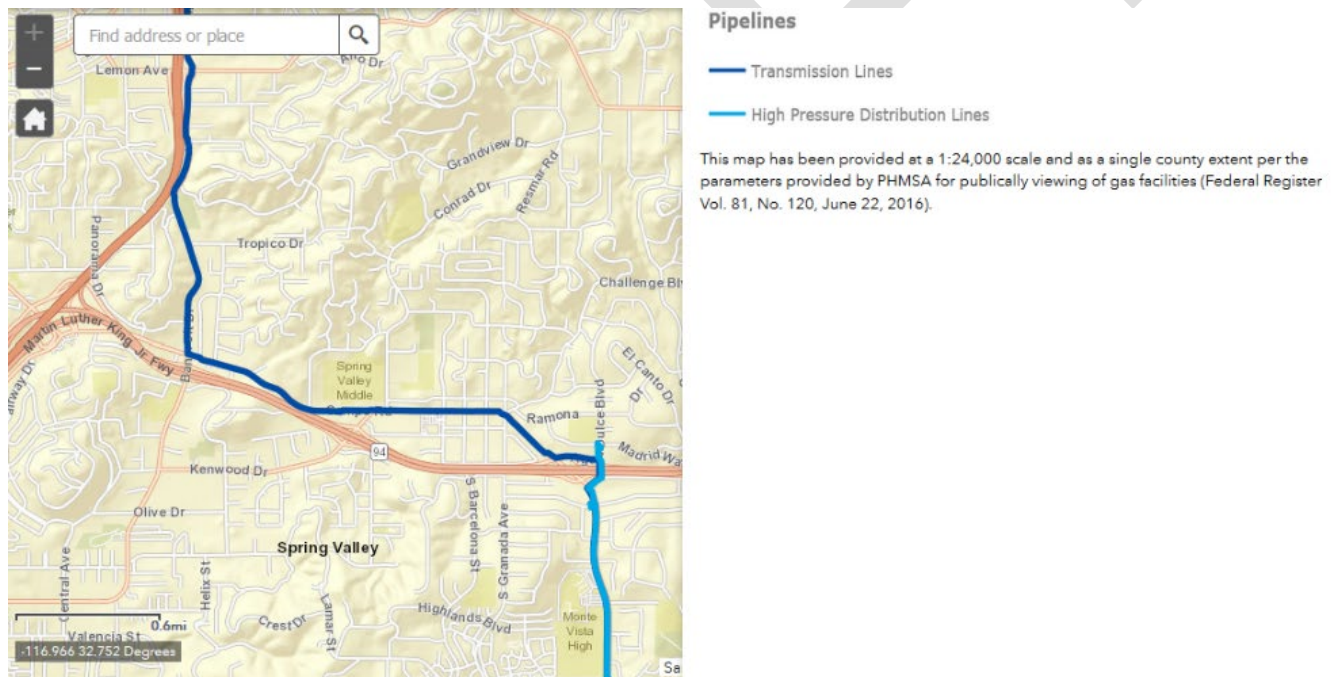
lot of the Casa De Oro Center. Also challenging are existing private 36-inch pipes running under parcels south of Campo Road, between Cordoba and Granada Avenues. Additionally, development on two properties on the corner of Dolores Street and South Cordoba Avenue is heavily constrained by a double-barreled 4-foot by 6-foot box culvert that runs between the two parcels. The County has a drainage easement over the edges of the parcels, potentially limiting development.

6. ELECTRICITY AND GAS (SDGE)

EXISTING

A high-pressure pipeline runs underneath Campo Road through the entire corridor. According to the SDGE website, the gas transmission pipelines are “generally large diameter pipelines that operate at pressures above 200 psi and transport gas from supply points to the gas distribution system.” A review of as-builts on the County’s Survey Record System (SRS) shows that this gas line is 6 inches in diameter.

FIGURE 9: SDGE PIPELINE MAP



CONSTRAINTS

This transmission pipeline represents a significant constraint, as a high-pressure gas transmission pipeline would generally be difficult and resource intensive to relocate. A relocation or alteration may also require the approval of the California Public Utilities Commission, which can be an extensive and time-consuming process.

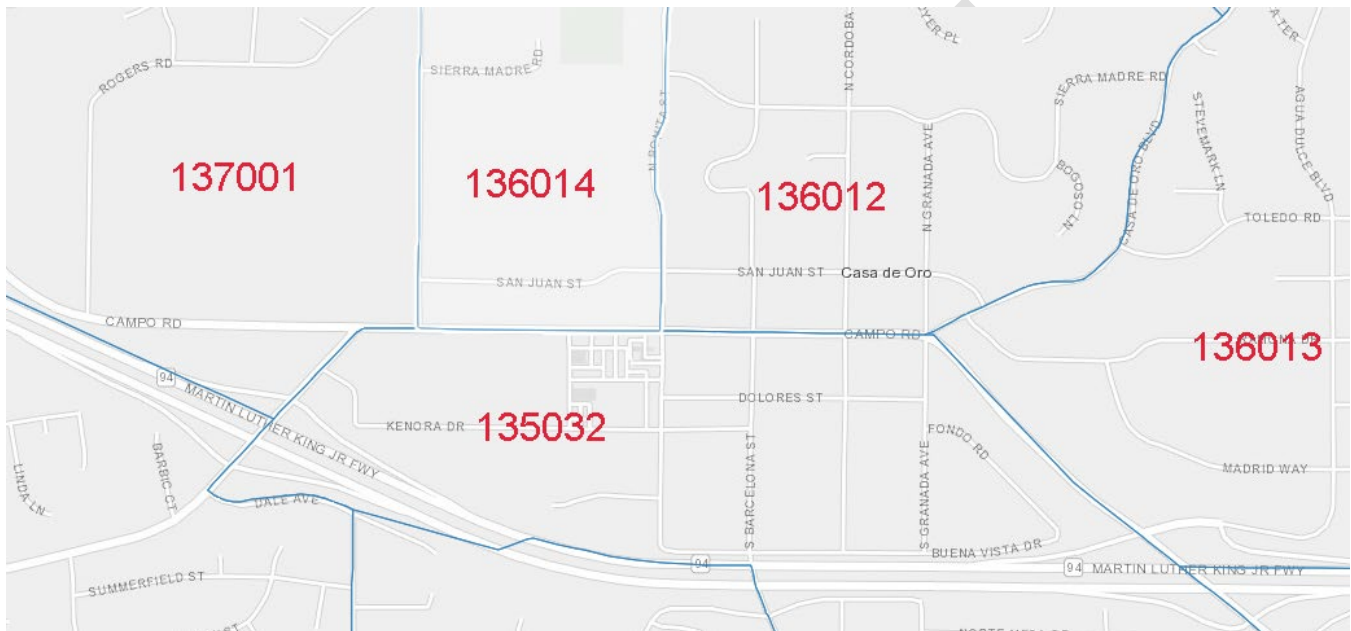
We recommend that a detailed review or survey be conducted to identify the precise location of the pipeline within Campo Road. Based on current as-built drawings accessed from the SRS system,



7. CAMPO ROAD CORRIDOR DEMOGRAPHIC ANALYSIS

The project area has a highly diverse population. The main commercial area of Campo Rd. is directly adjacent to three block groups: 136014, 136012, and 135032. These block groups tend to be more racially diverse and lower income than the surrounding Casa de Oro Mount Helix average.

FIGURE 10: BLOCK GROUPS IN PROJECT AREA



The median household income ranges from \$41,915 to \$97,188, depending on the block group. The central areas abutting the main commercial area tend to have lower incomes and younger populations than the surrounding census block groups, which extend north to parts of Mount Helix. The community is majority white, with a significant black and non-white Hispanic population. Roughly 30-45% (depending the block group) are below the ages of 18 or above 65, which is known as dependent population. Between 5 and 16.5 percent of the population has an income under the poverty line.



TABLE 2: STUDY AREA DEMOGRAPHICS¹

	135032	136014	136012	Casa de Oro-Mount Helix Average
Population	2122	1547	1916	9199
Median Age	34	32	44.3	44.7
Income	41,915	\$48,263	\$80,192	94,954
Poverty	15%	16.5%	13.5%	12.7%
Race	42% White 37.8% Hispanic 13.8% Black 3% Asian 3% Other	42.7% Hispanic 28.3% White 26.3% Black 2.7% Other	60.2% White 33.7% Hispanic 3% Black 2.7% Two or More	63.2% White 23.8% Hispanic 5.2% Black 4.0% Two or More 2.2% Asian

¹ <http://www.city-data.com/city/Casa-de-Oro-Mount-Helix-California.html>



DRAFT

Maps



