UPTOWN COMMUNITY PLAN

URBAN DESIGN ELEMENT

PUBLIC REVIEW DRAFT

JULY 29, 2014

INTRODUCTION

Urban design refers to the physical form, character and function of our towns and cities. It's goal is not just to create well-designed buildings and public spaces, but to produce more attractive and livable places for people. In other words, urban design is about "place-making"—making places that are attractive, safe, comfortable, and have their own distinct identities.

The objective of the Urban Design Element is to direct future development in a manner that ensures that the physical attributes that make the Uptown community unique will be retained and enhanced by design that responds to the community's particular context—it's physical setting, market strengths, cultural and social amenities, and historical assets while acknowledging the potential for positive growth and change.

The Urban Design Element promotes design excellence in all facets of the built environment, including buildings, landscape, open space, and infrastructure. Its purpose is to inform property owners, developers, designers, and decision makers about the elements of good design and the importance of creating environments for people.

The Uptown Urban Design Element is intended to guide urban design for the six neighborhoods that comprise the 2,700-acre Uptown Community Plan Area. These include the neighborhoods of Mission Hills, Hillcrest, Middletown, Medical Complex, Bankers Hill/ Park West, and University Heights. (See Figure 4.1) The guidelines set forth broad urban design concepts to guide future planning and development throughout the community plan area, as well as more specific principles and related design guidelines to inform the planning and design in the individual neighborhoods.

The Uptown Urban Design Element generally provides guidance in three areas: the urban design framework, area-specific guidelines, streets and the public realm, and development form of the private realm. At the vision level, the document establishes a framework of urban design concepts intended to inform all decisions relating to the physical form and character of the community. This includes private development, but also is intended to inform City and other public agency decisions related to public improvements such as transit, streets, parking, schools, parks and other public facilities and infrastructure. As such, it is intended that this element will be referenced by decision-makers to evaluate future development and public initiatives.

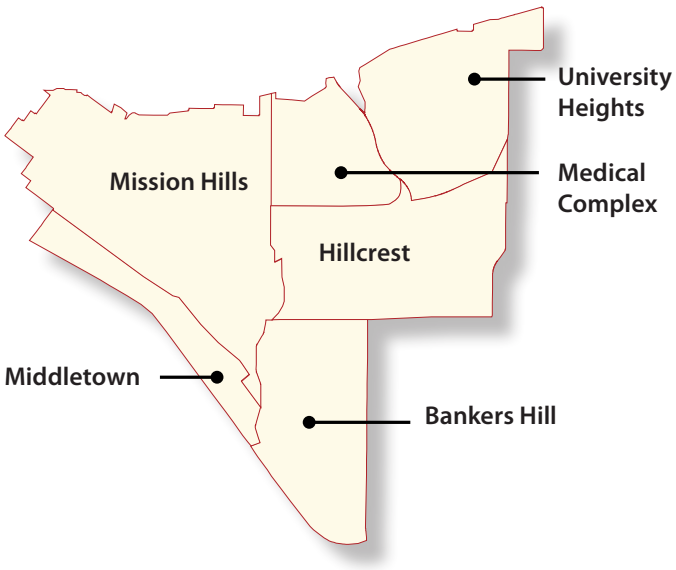

FIGURE 4.1: UPTOWN NEIGHBORHOODS

The Hillcrest sign at the core of the Hillcrest Business District is a known icon of Uptown.

Relationship to the General Plan

The City of San Diego General Plan (2008), provides overarching principles to guide the form and development of the City to achieve the compact and more environmentally-sensitive pattern of development envisioned by the "City of Villages" strategy. The Urban Design Element of the City's General Plan includes detailed urban design goals and policies relating to the design of the built environment.

The intent of the Uptown Community Plan is to apply and advance the vision and concepts established in the City of San Diego General Plan in a manner that is specific to the Uptown community. The Uptown Community Plan is an extension of the General Plan, and as such its goals, policies and recommendations must be consistent with the broader General Plan policies.

The Urban Design Element of the Uptown Community Plan is intended to implement the General Plan's urban design goals and policies as well as develop specific guidelines that are applicable to Uptown's unique neighborhoods. The goals of the Urban Design Element were formulated during the community outreach process of the plan update process. These guide the formulation of neighborhood-specific as well as general guidelines for Streets and the Public Realm and Development Form for future development within Uptown.

The hierarchy of General Plan Urban Design Strategies, Urban Design Goals, and specific Uptown Community Urban Design Goals are presented below.

GENERAL PLAN URBAN DESIGN STRATEGIES

- Contribute to the qualities that distinguish San Diego as a unique living environment;
- Build upon our existing communities;
- Direct growth into commercial areas where a high level of activity already exists;
- Preserve stable residential neighborhoods.

GENERAL PLAN URBAN DESIGN GOALS

- A built environment that respects San Diego's natural environment and climate.
- An improved quality of life through safe and secure neighborhoods and public places.
- A pattern and scale of development that provide visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.
- A City with distinctive districts, communities, neighborhoods, and village centers where people gather and interact.
- Maintenance of historic resources that serve as landmarks and contribute to the City's identity.
- Utilization of landscape as an important aesthetic and unifying element throughout the City.

UPTOWN COMMUNITY URBAN DESIGN GOALS

- Maintaining Distinctive Neighborhoods
- Encouraging Development Diversity
- Preserving Historic Resources
- Creating a Complete, Well-Served Community
- Ensuring Vibrant Commercial Districts
- Providing Convenient Parks and Distinctive Open Space
- Walkable Neighborhoods and Complete Streets
- Maintaining Appropriate Building Scale and Density
- Creating Graceful Transitions
- Re-establishing Transit as a Viable Transportation Alternative
- Integrating Parking into the Urban Fabric
- Designing for Sustainability in Buildings and Sites

RELATIONSHIP TO GENERAL PLAN

TABLE 1: COMMUNITY PLAN POLICY TOPICS

Community Plan Policy	*General Plan Policy*
Development Adjacent to Canyons & other Natural Features	*UD-A.3*
Landscape Guidelines	*UD-A.8*
Parking	*UD-A.11, UD-A.12*
Wireless Facilities	*UD-A.15*
Utilities	*UD-A.16*
Safety & Security (Crime Prevention through Environmental Design –CPTED)	*UD-A.17*
Residential Design	*UD-B.1 – UD-B.8*
Mixed-use and Commercial	*UD-C.1 – UD-C.8*
Public Spaces & Civic Architecture	*UD-E.1 – UD-E.2*
Public Art & Cultural Amenities	*UD-F.1 – UD-F.5*
Urban Runoff & Stormwater Management	*CE-E.1 – CE-E.7*
Urban Forestry	*CE-J.1 – CE-J.5*
Sustainable Development Practices	*CE-A.5 – CE-A.12*
Streetscape Design	*UD-C.7*
Pedestrian Access to Developments	*UD-A.5, UD-A.9*
Site Design & Building Orientation	*UD-A.3 – UD-A.6*
Building Compatibility & Transitions	*UD-B.2*
Building Quality, Durability, Materials & Colors	*UD-A.4, UD-A.5, CE-A.9*

Relationship to Other Plans and Ordinances

Table 1: Community Plan Policy Topics, covers applicable community plan level topics and relevant General Plan Policies. In addition to the General Plan, a number of other City plans and ordinances contain urban design guidelines that apply to the Uptown Community planning area:

City of San Diego Municipal Code

The Municipal Code contains the development regulations and permitted land uses that implement community plan land uses within Uptown. The Community Plan Implementation Overlay Zone (CPIOZ) applies where community-specific development standards are needed. The development regulations in the Municipal Code and CPIOZ will be used together with the Uptown Community Plan urban design guidelines when providing design review of development within the community.

City of San Diego Street Design Manual

All street design guidelines and urban design recommendations that relate to improvements within a public right-of-way will consider the street design standards set forth in the San Diego Street Design Manual. Guidelines will also consider level of service standards and carrying capacity of thoroughfares to determine design interventions.

Relationship to Other Community Plan Elements

Urban design addresses the relationship between all elements of the urban environment. As such, the recommendations of the Urban Design Element are linked to all of the elements, but particularly the land use, mobility, conservation, and historic preservation elements. Land use influences building height and form, as well as the location and character of public spaces. Streets provide the basic framework of

neighborhoods and influence both built form and walkability. Street function (e.g., the volume and speed of traffic) also plays a definitive role in the pedestrian experience and the design of the pedestrian realm. Transportation and parking recommendations also can shape a neighborhood, based on where transit links occur, where parking is located and how much is required, and if buildings are primarily accessed and experienced by pedestrians or from moving vehicles. Parks and open space are also crucial to urban design. The location of parks and open space can significantly affect community identity and social interaction, and the availability of parkland can influence intensity of development and built form. The historic nature of Uptown, which is an essential urban form element of the community, is recognized in the Urban Design element, but is more specifically described in the Historic Preservation Element.

The Urban Design Element focuses on the diverse urban form of Uptown.

Urban Form Analysis

The Uptown community's location on a level mesa that is divided by steep, heavily-vegetated canyons is a primary, character-defining feature. The mesa's elevation gives the area a sense of seclusion from Downtown, Mission Valley and other surrounding communities, and provides a sense of openness with scenic views of the downtown skyline, the harbor, Coronado, Point Loma, and Mission Valley. The canyons, which run north to Mission Valley and southwest to the Harbor, provide fingers of open space that extend deep into the heart of the area, introducing a natural element into the built environment and creating natural boundaries between neighborhoods. They also create interruptions in the street network, which provide public access views and physical access into canyon open space areas.

STREET PATTERN

Streets are a critical element in defining urban form, providing the basic physical framework for development that influences the size and scale of buildings, location of community centers, and general connectivity. The nature of streets, related to the size and configuration of blocks, influences the character and function of the Uptown neighborhoods. The small, "squarish" blocks in Park West and Mission Hills contribute a more intimate and walkable scale to their neighborhoods, while the longer rectangular blocks in Hillcrest and University Heights are generally less pedestrian-scaled, but the presence of mid-block alleys has a positive influence on street character by reducing the number of curb cuts and driveways. Street width and traffic volume influence character and the nature of use of the street. For example, the 68' curb-to-curb width of North Street in University Heights has a distinctly different feel from the 30' width of Jackdaw Street in Mission Hills. Similarly, the lower traffic volumes on Second Avenue create a much different character than that on Fifth Avenue even though both have the same dimensions. The issue of traffic volumes is directly tied to the constrained street connectivity within Uptown. Due to the prevalence of canyons, only a few street corridors provide continuous connections through the area. As a result, the character of streets like Washington Avenue,

STREET PATTERN

5th Avenue, University Avenue, Park Boulevard, and Laurel Street is affected by high traffic volumes and travel speeds.

Uptown contains a variety of different street types that differ in both function and design. Some streets, such as Washington Street and Park Boulevard, function as major through vehicular travel corridors that provide primary access to and through the community. Others, such as University Avenue and Fifth Avenue, serve as major connectors within Uptown and to adjacent neighborhoods. The majority of the streets in Uptown, however, serve primarily as local streets that provide access to residential neighborhoods and shopping districts and carry much lower volumes of traffic. For the purpose of identifying recommendations that respond to these unique attributes, three general street types have been identified and are discussed below. Additional street types are recommended as part of the design guidelines to create additional typologies to support greater mobility choice and character-defining features within Uptown's streets.

Major Through-Corridor Streets

Major Through-Corridor Streets serve as the major circulation routes connecting Uptown to freeways and state highways, and to the surrounding city. They allow efficient circulation of high volumes of traffic through the community. Uptown's two Through-Corridor Streets are Washington Street and Park Boulevard. On the majority of their length, both streets are characterized by wide right-of-ways, multiple (4 – 6) travel lanes, relatively high travel speeds, and limited pedestrian and bicycle facilities or streetscape amenities. Both Washington and Park do have segments that are more pedestrian-scaled, although in general the current functional and aesthetic character of these corridors is not optimal for pedestrian, bicycle or transit use. As a result, development along these corridors tends to be more automobile-oriented in scale and design.

The Avenues

The Avenues in Uptown are unique streets because they serve as important connectors between Uptown and Downtown. While they all have a similar width, the six avenues have different functions and character. First, Fourth, Fifth and Sixth avenues generally experience heavier traffic volumes due to their through connection between Downtown and Washington Street. Fourth and Fifth Avenues, in particular, are unique in that they are one-way streets that function as a couplet between Downtown and the Hillcrest core. While portions of these streets have pedestrian-scaled development, particularly as they intersect with Neighborhood Centers, the design challenge on The Avenues is to make effective use of the generally wide street cross-sections (50+ feet) to create more pedestrian, bicycle, and transit-friendly streets while their role in providing vehicular access between Uptown and Downtown.

Pedestrian-Oriented Retail Streets

Uptown is known for its active, vibrant, retail streets filled with pedestrians throughout the day. Uptown's retail streets

Washington Avenue is a Major Through-Corridor Street.

University Avenue in Hillcrest is a Pedestrian-Oriented Retail Street.

STREET PATTERN

LEGEND

Existing Bike Facilities
- Class I (Separated)
- Class II (Bike Lane)
- Class III (Bike Route)
- Off-Street Trails

Proposed Bike Facilities
- Class II (Bike Lane)
- Class III (Bike Route)
- Bike Boulevard

- Connector Streets
- Community Plan Boundary
- Neighborhood Boundary
- Trolley Route & Stops

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FIGURE 4.2: STREET PATTERNS

are generally continuations of streets that connect to other parts of the city, but have different dimensions and design character as they pass through the commercial district, such as Washington Street and Park Boulevard. Typically, retail streets support neighborhood retail by providing low-speed vehicular access, convenient on-street parking, wide sidewalks with pedestrian amenities, and street trees and landscaping. Narrow street widths and enhanced pedestrian crossings encourage pedestrian activity that promotes retail vitality. The best Uptown examples include sections of Fifth Avenue in Hillcrest and the north segment of Park Boulevard in University Heights. While balancing travel modes is important on retail streets, the preeminent design concern is creating a physical environment that supports the pedestrian activity that is essential for successful retail.

Residential Streets

Residential Streets in Uptown are primarily local streets intended to provide access to residences within the neighborhood, with little or no through traffic. As a result, the streets are intended to accommodate relatively low traffic volumes and slow travel speeds. They are also a setting for the neighborhood's communal life—where neighbors may stroll and greet each other. As such, the design of these streets plays an important role in community character by ensuring that these streets are both safe and attractive.

Uptown's residential streets fall into two broad categories: the rectilinear grid of wide streets found generally in Hillcrest, University Heights and Park West, and the narrower and often more curvilinear streets of Mission Hills and Middletown. Many of Uptown's residential streets have a defined character, which should be maintained and reinforced. Other streets, particularly those with wide street cross-sections, have room for improvement in terms of both their aesthetic and functional characteristics. Although Uptown's residential streets do not all share identical dimensions, their design is important for creating a clear and attractive residential character, and ensuring a safe environment

BICYCLE FACILITIES

Uptown is a popular place for bicycle use as it is a central part of San Diego, and adjacent to many attractions and open space resources, such as Balboa Park, San Diego Zoo, Downtown and the Bay. Due to its urban character, it draws a population that appreciates urban lifestyle choices such as relying on bicycle commuting and transit rather than driving for daily trips. While an active bicycle culture exists, Uptown lacks sufficient bicycle facilities to truly support safe bicycle mobility. Much of this is due to adequate right-of-way on existing thoroughfares to accommodate bicycle lanes as well as standard widths for vehicle lanes. At present, Class II bicycle facilities, which are most desired and appropriate for urban areas, are located only in a few locations and not contiguous. The Mobility Element incudes recommendations for additional bicycle facilities, which will be complemented by appropriate urban design recommendations for future routes and facilities.

Typical Hillcrest Residential Street

Shared Lane Marking or "Sharrow" along University Avenue in Hillcrest

NEIGHBORHOOD CENTERS AND NODES

Urban design is also influenced by land use, as each land use generates distinct building types and circulation patterns. Residential is the predominant land use in Uptown, but there are also several nodes of retail, employment, and mixed-use, creating centers within each of Uptown's neighborhoods. These centers are generally located along the major transportation corridors, where convenient accessibility better supports commercial uses. These neighborhood centers form a basis for locating village place types identified by the General Plan (reference Land Use Element Section 2.3).

The most significant concentration of this place-type is in the Hillcrest core where several major corridors intersect. University Avenue is the anchor corridor, which is characterized largely by commercial services and retail development. Key intersections within this center often act as additional nodes when sidewalk pedestrian density and street activating uses within adjacent buildings have a synergistic effect. The Hillcrest Core also includes Robinson Street between First and Fifth Avenues, and the retail uses supporting the medical facilities and adjoining the Medical Complex neighborhood fronting on Washington Street.

Washington Street west of the Hillcrest core functions as a center for the Mission Hills neighborhood. This center is focused at the intersection of Washington and Goldfinch, and also includes retail extending eastward to the Hillcrest Core. This center includes more recent multi-unit, midrise residential buildings, many of which include pedestrian-oriented retail on the ground floor. Various streetscape improvements and public art investments have also enhanced the character of this area.

Smaller neighborhood-scale community centers also exist in Uptown's residential neighborhoods, such as on Park Boulevard and Adams Avenue in University Heights, 5th Avenue and Laurel in Bankers Hill, and along India Street in Middletown. Within these mixed use areas, pedestrian-oriented streets and building frontages create a vibrant public realm which serves the adjacent residential areas and also attracts visitors from throughout the city due to dining and entertainment destinations. Neighborhood Centers and Nodes are illustrated in Figure 4.3.

Hillcrest Neighborhood Center/ Node


Mission Hills Neighborhood Center/ Node

Middletown Neighborhood Center/ Node

NEIGHBORHOOD CENTERS & NODES

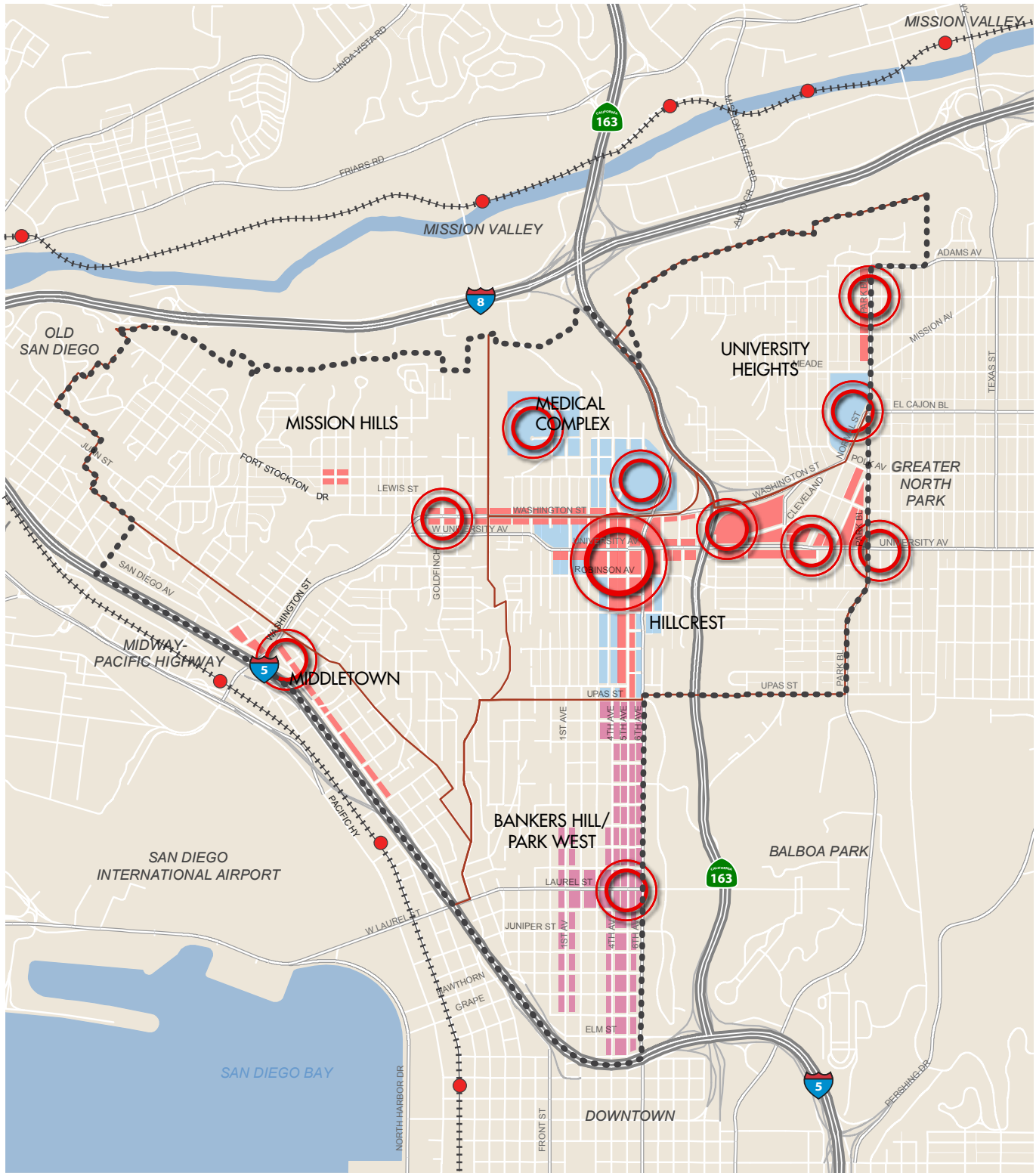


FIGURE 4.3: NEIGHBORHOOD CENTERS & NODES

LANDMARKS & GATEWAYS

FIGURE 4.4: LANDMARKS & GATEWAYS

LANDMARKS & GATEWAYS

The Mission Hills sign is a key neighborhood landmark.

The University Heights sign is a gateway into the neighborhood commercial district.

Finally, the concentration of hospitals and medical support uses in the Medical Complex neighborhood forms a community center with an important employment component. While the medical uses themselves have a distinct physical form and are visible landmarks, the distribution of office uses along 4th and 5th Avenues contributes a distinct personality to these north-south corridors, and limited retail serves the adjacent residential area.

In addition to clustering of commercial and mixed-use areas, landmarks characterize distinct areas in Uptown and enhance the area's identity. Buildings such as St. Paul's Cathedral, Mr. A's, Village Hillcrest, and the Teachers Training annex are among those that serve as identifiable landmarks. The community's gateways and bridges are also landmarks. These include Uptown's unique pedestrian bridges (Quince, Spruce, and Vermont Street bridges), the historic gateway signs (Hillcrest, Mission Hills, and University Heights), and the monument signs indicating entrance into University Heights. Landmarks and gateways are important components of urban design because they create discernible markers of neighborhood distinction and can echo details of community identity. Landmarks and Gateways in Uptown are illustrated in Figure 4.4.

BUILT FORM AND DEVELOPMENT

Uptown's physical form and design character is a product of its history, reflecting over a century and a half of growth and transformation. As one of San Diego's first neighborhoods, the area has been valued for its proximity to Downtown and its unobstructed views of the harbor, and includes a variety of architectural styles and mature landscapes dating to the City's early history and wealth. It also includes some of the city's most popular neighborhoods exhibiting recent trends towards more compact development and urban lifestyles, as well as infill, replacement and modification of buildings during past decades.

Historically, new development extended northward towards present-day Hillcrest and University Heights, due in large part to the construction of streetcar lines that connected the area to the Downtown. Development was primarily residential, with limited commercial uses, a state Normal School and the popular Mission Cliff Gardens arriving in the early 1900s. The form of this early development was influenced by platting of early subdivisions. Development activity accelerated related to the 1915 Panama-California Exposition at the present-day Balboa Park and by the 1930's many neighborhoods were largely developed.

Development activity accelerated due to the 1915 Panama-California Exposition at the present-day Balboa Park. Numerous residences, apartment buildings, hotels, businesses, churches and institutions were constructed across Uptown during this time, and by the 1920's, both Park West and Hillcrest were almost entirely developed as the city's streetcar suburbs. University Heights and Mission Hills were nearly built out by the 1930's.

BUILT FORM & DEVELOPMENT

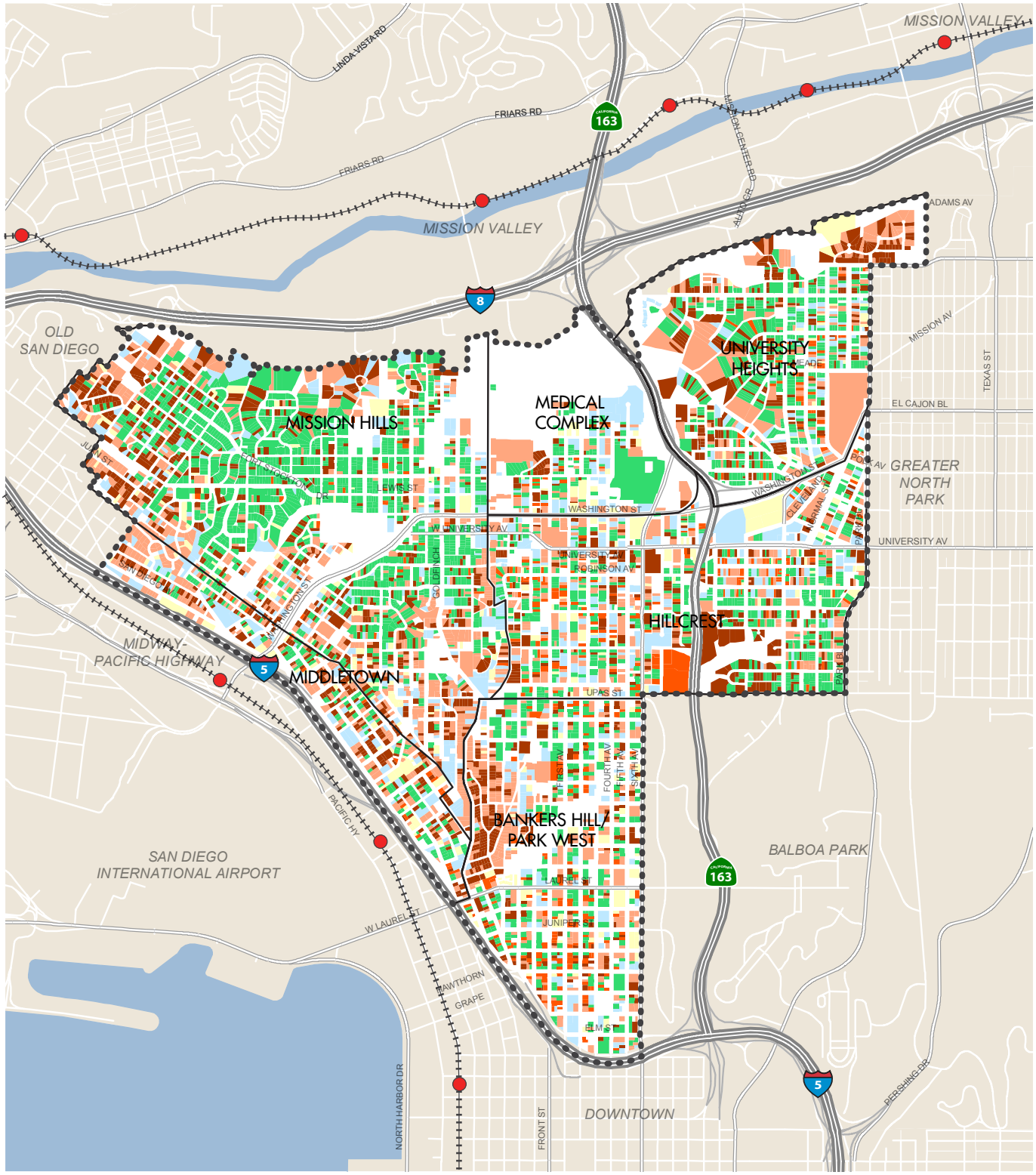


FIGURE 4.5: BUILDING AGES

BUILT FORM & DEVELOPMENT

Hillcrest in the early Twentieth Century

Bankers Hill/ Park West Historic Residence

In the Post-War decades, Uptown's historic fabric began to be replaced to make room for new types and scales of development. This resulted in a substantial number of single-family homes being removed for multi-family apartment buildings and the building of new homes along steep canyon rims and slopes . Development from this era is characterized by automobile-oriented commercial development and Modern design in both residential and commercial buildings. New commercial "strips" and shopping centers, including retailers such as Sears, were developed along primary vehicular corridors, accompanied by on-site surface parking lots. Streets, such as Park Boulevard and University Avenue, formerly the home to streetcar lines, were transformed into heavily traveled motor ways. The construction of Interstate 5 also resulted in the razing of entire blocks in Middletown and created a barrier between Uptown and Downtown. During the 1960's and 70's, accelerated suburbanization of the city's outlying areas resulted in disinvestment that sometimes lead to decay within many of the City's older neighborhoods including Uptown. Ultimately, the effects of disinvestment and suburban flight created conditions that attracted the lesbian and gay community to settle and invest in Hillcrest in the 1980's and 90's, creating an early economic renaissance and the rehabilitation and reuse of many existing buildings.

With the renewed interest in urban lifestyles that has characterized the 1990's and early 2000's, significant new commercial and residential development has been generated throughout Uptown, particularly adjacent to neighborhood centers. Key characteristics of much of this development include higher densities, mixed use development, and greater pedestrian orientation. The development of the Uptown Shopping District on the former Sears site, and the development of Village Hillcrest on 5th Avenue are early examples of this type of development. More recent residential projects include the Egyptian and Decca on Park Boulevard, which introduce higher density development while preserving and referencing the historic architecture that is important to the community's history and identity.

The urban form and quality in Uptown is evolving to include buildings that engage the public realm, and reflect and enhance the character of the community. At present, Uptown's urban design character is a unique "temporal collage" of development and physical improvements from all of San Diego's eras, which are illustrated in Figure 4.5.

VIEW CORRIDORS

Due to its significant topography, Uptown has a wealth of prominent view corridors, offering views to Downtown, Balboa Park, Mission Valley, and the San Diego Bay and Harbor. While views are common from vantage points under private ownership, such as single-family neighborhoods, view corridors refer to those areas that are accessible to the public, and therefore include mostly corridors and open spaces.

VIEW CORRIDORS

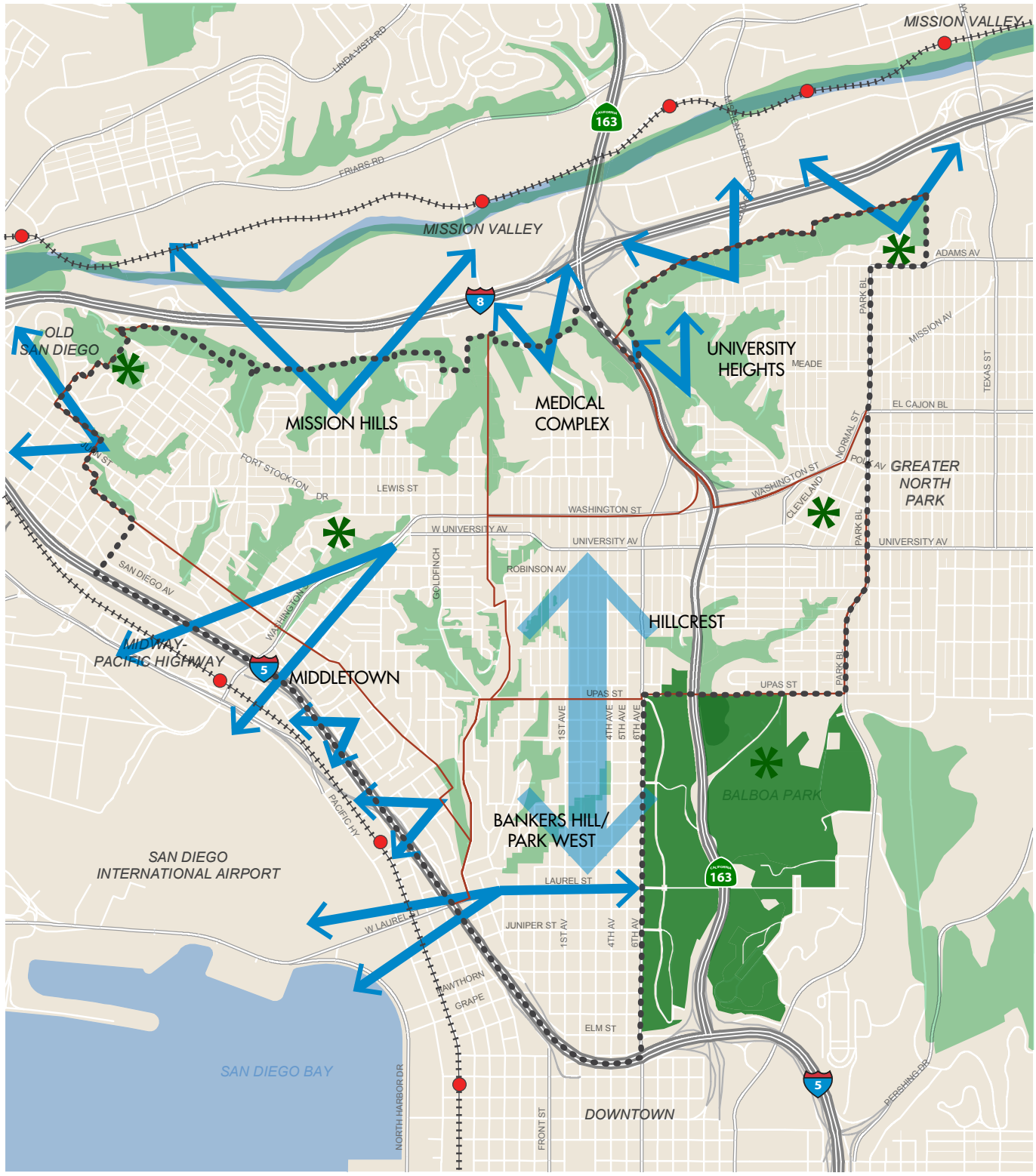


FIGURE 4.6: CANYONS & VIEW CORRIDORS

VIEW CORRIDORS

Washington Street is a view corridor west to the San Diego Bay.

Maple Canyon offers view to the Bay from Bankers Hill/ Park West.

Bankers Hill/ Park West provides views to Downtown and the Bay.

Washington Street is a major view corridor and is also the primary public access entrance into Middletown and Mission Hills. Due to its steep elevation and location within a canyon, Washington Street offers sweeping views of the San Diego Bay and the airport, as well as I-5 and the low-lying development along Harbor Drive. Canyons and View Corridors are illustrated in Figure 4.6.

The Avenues, including First through Sixth Avenues, are all primary view corridors in Uptown. These corridors extend north-south between Downtown, through Bankers Hill/ Park West and Hillcrest, and terminate in the Mission Hills/ Medical Complex area. Views of Downtown are accessible via these "boulevards," as there is a gradual decrease in elevation as they head south towards Downtown. In addition, First and Fourth Avenues cross over Maple Canyon, which provide views into the canyon and westward towards the Bay. Second and Third Avenues terminate into the canyon, allowing views at those locations. Fifth and Sixth Avenue additionally offer views to Balboa Park at key intersections and vantage points, and along the edge of Sixth Avenue.

Laurel Street, similar to Washington Avenue in its dramatic topography and key entry point into Uptown, offers significant views to the San Diego Bay and a sense of entry in Balboa Park. Laurel Street directly connects Harbor Drive to Balboa Park at Sixth Avenue, intersecting with the key north-south corridors connecting Downtown to Uptown, west of Balboa Park. In addition, the single-family and multifamily development on the western slopes of the community conforms well to the natural topography. This development, in combination with the sloping land, creates a strong urban form which provides both topographical relief and numerous scenic views to San Diego Bay.

From their high elevations situated atop canyons, areas of Mission Hills, Middletown, and University Heights offer public access views to Mission Valley. Key areas and streets that offer views include Adams, Madison, and Tenth Avenues in University Heights, facing west, Third and Fourth Avenues in Medical Complex, and Fort Stockton/ Sunset Road in Mission Hills. The historic Highway 163, a primary connector of the Uptown Communities, also offers significant views to Downtown, Balboa Park, and Mission Valley as it travels through its low canyon elevation.

Located on a lower elevation than the other parts of Uptown, Middletown offers unparalleled, direct views to the Harbor along India Street and from the curvilinear roads that connect its distinctive slope side residences.

Uptown's canyons are among the community's most treasured elements, providing natural open space features that shape the community's identity and built form. Each of Uptown's neighborhoods abut at least one of these important open space resources and is influenced by the views, the natural environment, and the open space they provide. In addition, Uptown's three canyon pedestrian bridges are landmarks within the community. Key canyons that provide distinction within Uptown include: those that provide the northern boundary for Mission Hills, Middletown, and University Heights, creating a dramatic separation from Mission Valley; the canyon that creates the separation between University Heights and Medical Complex, and in which Highway 163 passes, providing a connection to Downtown and Mission Valley; Spruce Canyon, between Curlew and Brant Streets and First Avenue; and Maple Canyon, originating at Maple Street in Middletown and passing under First and Fourth Avenues in Bankers Hill/ Park West. These canyons provide the open space framework for Uptown, which is described in greater detail in the Conservation Element. They are important to address in terms of urban design so that future development and modifications to the public realm do not negatively impact or interfere with the experience of the canyons in Uptown.

PARKS AND OPEN SPACE

Parks and open space play a significant role in contributing a sense of openness and greenery to the community that provides an appealing contrast to the generally urban context. As discussed above, the canyons represent a major open space resource that flows throughout the community. These natural elements are augmented by two major parks located adjacent to Uptown—Balboa Park to the southeast and Presidio Park to the northwest. While not within Uptown, both contribute to a verdant, open character. The influence of Balboa Park on community character is most evident in development along 6th Avenue where the amenity value of the park has contributed to a distinctive pattern of mid- and high-rise buildings.

Access to Balboa Park is a key feature of Uptown.

Parks and Open Space act as community gathering places and focal points throughout Uptown. Land uses located adjacent to parks typically are active and desirable to either live or to locate a business. Although specific recommendations for locations of new parks and open spaces and their design are contained in the Recreation Element, it is important to consider them as part of the urban design framework as well.

Distinctive Neighborhoods

Uptown is known for its distinct neighborhoods. The evolution of the community through numerous eras, and the topographic definition created by the canyons, has resulted in neighborhoods that have developed unique architectural, landscape, and demographic characteristics. The distinctiveness of the individual neighborhoods is highly valued by the Uptown community, and a key objective of the urban form element is to protect and enhance the qualities that make these neighborhoods unique.

DISTINCTIVE NEIGHBORHOODS

MISSION HILLS

The Mission Hills neighborhood includes the area of Uptown generally south of Mission Valley, west of Curlew Street and Reynard Way, north of Norton Avenue, and east of the Old San Diego Community Plan Area. Mission Hills is a residentially-focused neighborhood consisting of predominantly single-family homes, with Washington Street as the primary corridor providing access into and through the neighborhood. A commercial core is generally located along Washington Street, with another smaller neighborhood-serving commercial area at the intersection of West Lewis and Stephens Streets. A series of higher density, multi-family developments are located north of Washington between Eagle and Ibis Streets.

Topographically, the neighborhood is perched on the upper elevations of the mesa amid a series of steep canyons that extend out from the neighborhood to the north and south, displaying sweeping views of Mission Valley, the Bay, and Downtown. The deep, heavily vegetated canyons divide the neighborhood into a series of secluded sub-neighborhoods buffered by open space. The street and block pattern reflects this topography, with small square and rectangular blocks occupying the flatter areas at the top of the Mesa, and curvilinear, non-continuous streets, and irregular blocks approaching the canyons. The street system includes an assortment of streets and street widths, with the majority of streets being quiet, relatively narrow, residential streets. Fort Stockton Drive and Sunset Boulevard serve as residential collectors that distribute local traffic in the upper areas, and Reynard Way distributes traffic to the south. The busy, four-lane arterial scale and character of Washington Street sharply contrasts with the placid character of the rest of the neighborhood. The high volumes of traffic along Washington have generated a predominance of auto-oriented commercial uses and design responses in the section east of Washington Place. West of Washington Place the street drops into a canyon and creates a physical divide in the community.

Features that contribute to Mission Hills' unique identity include the mature vegetation that characterizes the neighborhood, the use of Queen palms as street trees, and the prevalence of low front yard walls—many using local cobblestone, in addition to the neighborhood's dramatic canyons and views. The Mission Hills gateway sign on Washington Street also provides a neighborhood marker and sense of entry into the neighborhood.

HILLCREST

The Hillcrest neighborhood is located at the center of Uptown, bounded between Washington and Upas Streets, and Dove/ Curlew Streets and Park Boulevard.

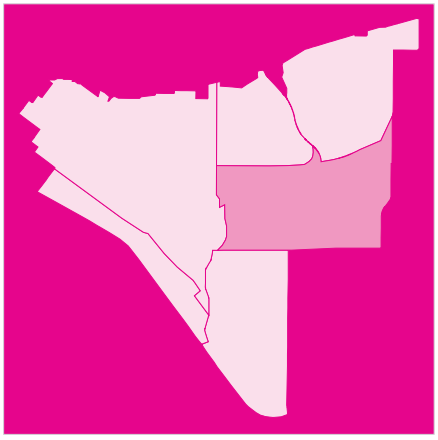
DISTINCTIVE NEIGHBORHOODS

Topographically, the developed portion of Hillcrest is relatively flat, except for canyons extending into the southern portion of the area, and the SR-163 canyon which bisects the neighborhood.

Hillcrest is the most diverse of the Uptown neighborhoods, containing more retail, office and mixed use development and more varied residential character. The area includes the primary commercial core of Uptown, which is concentrated around the intersection of Fifth Avenue and University Avenue, and extends several blocks east, west, south. This area is a vibrant pedestrian-oriented commercial center, as well as the center of community-wide activity with active, walkable streets, mixed-use buildings and retail, office, and entertainment activities. Hillcrest is marked by the iconic Hillcrest gateway sign, at University and 5th Avenue, serving as a key neighborhood identify feature.

University Avenue is the primary spine of Hillcrest, with commercial development extending along University Avenue east of SR-163, and west until it converges with Mission Hills. The eastern portion of University Avenue generally experiences higher traffic speeds due to increased width. Streetscape improvements and the development of the mixed use Uptown District have contributed to a more pedestrian-friendly environment.

Hillcrest is one of the more intensely developed neighborhoods in Uptown. Residential development includes a variety of multi-family residential developments in both stand-alone and mixed use formats, with densities ranging from 30 to 100 units per acre in some areas, and commercial development intensities are the highest in the community, particularly in the core retail district where no development setbacks are required and surface parking is at a minimum. The majority of the structures are one- and two-stories, but more recent mixed-use and residential development generally tends to be in the 3- to 7-story range. The area also includes a handful of residential high-rise buildings, all of which were developed to take advantage of views of either Balboa Park or the Bay. Taller buildings are scattered but tend to be located in the core along 5th Avenue, near Park Boulevard and University Avenue, or at the north end of Balboa Park. Buildings in Hillcrest include a range of architectural styles. Single-family residential clusters along 1st and 2nd Avenues, and east of SR-163 and south of Robinson, include styles associated with early development, such as Craftsman, Bungalow, Prairie, and Mission and Spanish Revival. Commercial architecture is a combination of historic commercial buildings, such as on the corner of Fifth and University, and more auto-oriented buildings from later generations. Infill development completed in the last several years has introduced new architectural forms and styles, many that try to complement the form, scale and stylistic precedents in the Hillcrest community.



DISTINCTIVE NEIGHBORHOODS

Hillcrest is generally characterized by a street grid pattern that, unlike Mission Hills, includes little variation in response to topography. The predominant block pattern consists of long rectangular blocks (300' x 600') with a mid-block alley running the length of the block. While retaining the same general dimensions, the blocks are oriented north-south along the Avenues, but are rotated east-west along University Avenue and Robinson Avenue, and then northeast/southwest along Normal Street. Despite this grid pattern, Robinson, University and Washington Streets are the only streets that provide contiguous east-west connections through Hillcrest, due to the divide created by SR-163 and canyons. Because Hillcrest is the crossroads of Uptown, with the major streets intersecting in the Hillcrest core, high traffic volumes characterize primary connector streets, presenting a challenge to preserving the core area's pedestrian orientation. Normal Street represents a unique feature in the street system with its diagonal orientation, its extremely wide right-of-way, and relatively low traffic volumes.

MEDICAL COMPLEX

The Medical Complex neighborhood is bounded by Interstate 8 on the north, Washington Street on the south, SR-163 on the east and the Dove Street Canyon on the west. Topographically, the area sits atop a flat mesa north from Washington Street until it meets the two canyons that flow down to Mission Valley. The rim of the canyon provides dramatic views north over Mission Valley. Washington Street forms the boundary between Hillcrest and the Medical Complex, and marks the transition from Hillcrest's pedestrian-oriented retail district to the more automobile-oriented medical center uses. Buildings are noticeably taller in the Medical Complex than they are in the Hillcrest core just to the south. The two medical centers, which are both 8-12 stories tall, are surrounded by development that is predominantly 3 and 5 stories, particularly in the area east of 1st Avenue. The western portion of Medical Complex has more single family housing that is 1 to 2 stories. Development intensities, both residential and institutional, are generally higher than in the majority of Uptown. Residential densities of 30-100 dwelling units per acre are common, and the hospitals and medical office buildings have very high floor area ratios.

The Medical Complex is dominated by the presence of two medical centers: Scripps Mercy Hospital and Medical Center and the UCSD Medical Center, which occupy over 40 percent of the neighborhood. The remaining portion of the Medical Complex area is occupied primarily by residential uses, the majority being multi-family housing to serve medical center employees. Commercial development, which is mostly auto-oriented, is located on the north side of Washington Street, and sporadically surrounding the medical centers. While Medical Complex contains the lowest proportion of single-family homes in Uptown, stylistically, they are similar to elsewhere in the community. Multi-family

buildings are more contemporary, reflecting a combination of mid-century and late Modern and Post-Modern styles. The medical buildings have an institutional character that distinguishes them from other development in Uptown, and there is a much higher occurrence of free-standing parking garages, many of which have been sited in canyons to reduce the apparent mass. The character of the pedestrian realm varies according to the surrounding use. The more residential areas generally have pleasant streetscapes with street trees, while less attention is paid to the pedestrian environment around the hospitals, where the chief priority is vehicular access.

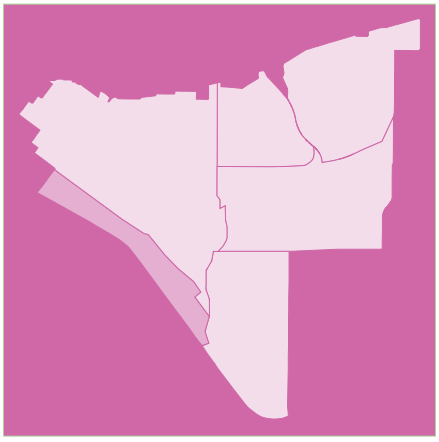
The block pattern of Medical Complex is similar to Hillcrest just north of Washington Street, with long north-south blocks with mid-block alleys. Approaching the canyons, the block dimensions begin to shift, first losing the mid-block alley, and then morphing into large-scale development parcels and curvilinear cul-de-sacs that respond to the topography at the canyon interface. The scale of the residential streets in Medical Complex is similar to the residential portions of Mission Hills, with narrow, intimate streets. With the exception of Bachman Place which extends north through the area to Mission Valley, the streets in the Medical Complex only provide for internal circulation with the only external connections being to Washington Street.

BANKERS HILL/PARK WEST

The Bankers Hill/ Park West neighborhood is located just west of Balboa Park, between Upas Street and Interstate 5, and east of Reynard Way. Its proximity to Downtown and Balboa Park has been an important influence on the neighborhood, while its topography, which slopes down to the south and west, plays an important role in its character, providing dramatic views of both the Downtown and the Bay, and influencing the design of buildings. The canyons that cross the northwest corner of neighborhood introduce a natural open space element and a contrast to the regularity of the grid of streets that characterizes the majority of the area. Linear north-south streets serve as major connectors between Downtown and Balboa Park and the Uptown neighborhoods. The direct connection provided by the Avenues to Downtown results in higher traffic volumes, particularly along 4th and 5th, in addition to these avenues' designation as one-way streets. First and Fourth Avenues cross iconic historic bridges that represent the interplay of canyons within the neighborhood. Laurel Street, which originates along the Bay, is a primary connector within Banker's Hill, connecting the Bay to Balboa Park and Uptown neighborhoods.

Bankers Hill/ Park West includes single-family neighborhoods isolated by canyons in the northwest portion of the neighborhood, older multifamily residential development in the southwest area, and a significant component of professional office uses that extend the length of the area along the avenues. Small clusters

DISTINCTIVE NEIGHBORHOODS



of neighborhood commercial are located on Reynard Way between Eagle Street and Falcon Street, on First Avenue between Ivy Street and Juniper Street and at the intersection of Fifth Avenue and Laurel Street. These commercial centers function as neighborhood centers and provide a variety of neighborhood services including grocery stores, dry cleaning businesses and entertainment establishments.

Bankers Hill /Park West contains some of the oldest architecture in Uptown, including several large Victorian and Queen Anne homes from the 1870's. Otherwise, Banker's Hill expresses a range of architectural styles and building ages—including several recent, high-density mixed-use developments along the "Avenues," to single- and multi-family neighborhoods characterized by Craftsman bungalows, Mission Revival, and Colonial Revival. Several churches and office buildings also represent distinctive architectural styles and periods of the development of the neighborhood. Building heights are greatly varied, with several buildings of 13 stories and above located between Fourth, Fifth and Sixth Avenues, taking advantage of views and proximity to Balboa Park. This is due to more generous height limits than elsewhere in Uptown, including a height limit of 150' along Fifth and Sixth Avenue. Residential density is greatest closest to Downtown with several buildings of over 100 du/acre located along Grape and Hawthorn Streets and Interstate 5. Elsewhere, the majority of buildings are low-rise (below 4 stories), and density is lower (1-15 du/acre), as buildings step down to integrate with the neighborhood.

Park West is characterized by the historic grid street pattern that is an extension of the pattern in the Downtown, not seen elsewhere in Uptown. The grid is comprised of short blocks (200' x 300')without alleys. Blocks near canyons are irregular, responding to the topography of the canyon. A key characteristic of streets in Park West is that they are generally wider than all but major collector streets in the rest of Uptown. With curb-to-curb cross-sections of 50 feet, these streets can accommodate three travel lanes and two parallel parking lanes, which is typical along the avenues. In some places, where traffic volumes are not high, these widths have been reconfigured to provide two travel lanes with diagonal parking on one side.

MIDDLETOWN

The Middletown neighborhood is located on the far west side of Uptown, bounded by Interstate 5 to the west, Horton Avenue and Titus Street to the east, Laurel Street and Reynard Way to the south, and Witherby Street to the north. Historically the area included areas to the west and south of Interstate 5, but since the construction of the freeway are now outside of the Uptown Community Plan boundary. The development of Middletown is built on a west-facing hillside facing the San Diego Bay, as buildings step up the slope creating a distinctive urban character and providing numerous scenic views. The architecture of Middletown is diverse - representing periods of San Diego's earliest growth to contemporary styles, including both single-

DISTINCTIVE NEIGHBORHOODS

and multi-family residences to large scale light industrial buildings, and commercial uses. Among the residential areas, Middletown has the highest concentration of Contemporary, Ranch, and Minimal Traditional buildings, as well as other vernacular styles. While most of the area does not have formal or consistent street tree planting, Middletown has a relatively lush landscape character which is due in part to the sloping topography, which tends to make landscaping on private lots more visible.

The Middletown street system is generally laid out in a grid pattern, running parallel to Interstate 5, with hillside grid blocks that are oriented to respond to the downward-sloping hillside rather than maintain the north-south orientation of Downtown or Bankers Hill/ Park West blocks. North of Washington Street, the blocks are more irregular in response to both canyon topography and large footprint uses such as hotels and large commercial/ light industrial buildings. The majority of the streets are relatively narrow residential streets that carry local traffic. San Diego Avenue/India Street, which parallels the freeway, is a busy collector street that carries both local traffic and serves as a frontage access road for I-5. As it meets Washington Avenue, India Street is also a neighborhood center/node of Middletown.

UNIVERSITY HEIGHTS

The University Heights neighborhood is part of two community planning areas: North Park and Uptown. The portion of the University Heights neighborhood within Uptown is west of Park Boulevard, south of the Mission Valley, north of Washington Street, and east of SR-SR-163. University Heights occupies the flat top of a mesa that is ringed on three sides by canyons, with an extensive perimeter of canyon interface that creates a sense of enclosure and privacy in the neighborhood. Views of Mission Valley and Mission Bay are prominent from the canyon rims. A well-established and popular commercial district is located at the north end of Park Boulevard and Adams Avenue and is the neighborhood center for the University Heights community.

University Heights is a predominantly single-family, low-rise residential neighborhood, with multi-family residential located along and nearby to the major north-south streets west of Park Boulevard. Despite its relatively low profile, University Heights is one of Uptown's denser neighborhoods due to the high number of multi-family units. Residential development is typically 1-to 2-stories, or 24 to 30 feet in height, with commercial development along Park Boulevard ranging between the typical 1- to 2-story buildings to scattered instances of 3 story buildings. Densities range from 15 to 100 units per acre in the blocks east of Maryland Street, while single-family neighborhoods are generally between 1 and 14 units per acre.

As one of the earliest neighborhoods in San Diego, University Heights includes several historic character-defining elements and styles. The northerly terminus of Park Boulevard once served as the terminus of the San Diego Cable Railway (1890-

1892) and later trolley. The area west of Park Boulevard includes examples of early architectural styles such as Craftsman, Arts & Crafts, Bungalow, Prairie, Mission and Spanish revival, and Monterrey, exhibited in commercial as well as residential buildings. Most buildings date from 1910-1929 and 1930-1948 with infill from later periods. Office and public institutional uses are clustered at the intersection of Park Boulevard, El Cajon Boulevard, and Normal Street, which include the San Diego City Schools Education Center and Alice Birney Elementary School. These occupy large parcels and signify an institutional presence and a gateway into the neighborhood.

The predominant block pattern in University Heights is the same long, north-south blocks with mid-block alleys that exist in Hillcrest, with irregular block patterns approaching the canyon rim, and a series of spoke-like cul-de-sacs, like Proctor Place, Rhode Island Street, and New Hampshire Street, that extend out between the canyons. As in Park West, University Heights has very broad streets (50 foot). Since these streets generally accommodate only local traffic, they are relatively quiet with an open and airy character. The landscape character of the neighborhood is generally characterized by the natural landscape at the canyon perimeter. The Park Boulevard commercial district also has a planting pattern of palms and liquid ambers that give the street an intimate and distinctive character. Within residential areas, streetscape planting is relatively sparse, although some streets feature palm trees that unify street character. The Vermont Street pedestrian bridge, connecting University Heights to Hillcrest, the University Heights gateway sign, and the Mission Cliff cobblestone wall on Adams Avenue are all distinctive features that contribute to neighborhood character.

Urban Design Framework

The Urban Design Framework provides the overarching concept for the focal points of urban design recommendations that are specific to individual geographies within the Uptown Community. The Urban Design Framework (Figure 4.8) focuses on several key areas, which are addressed individually within each of Uptown's neighborhoods in the discussion that follows. Recommendations were formulated from the 1988 Urban Design Element for Uptown, revised based on community input and the Uptown Community Urban Design Goals, and updated based on current best practices. The topics included the Urban Design Framework, which were defined in the Urban Form Analysis, include:

- Neighborhood Centers and Nodes
- View Corridors
- Landmarks and Gateways
- Major Connector Streets
- Bicycle Facilities
- Canyons and Parks

Policies and recommendations to address each of these topics are included in the discussions on Streets and the Public Realm (4.3) and Development Form (4.4). Recommendations specific to individual neighborhoods are described below.

Washington Street can accommodate moderate mixed-use development.

Mission Hills is known for dramatic canyons and views.

MISSION HILLS

Critical issues to the Mission Hills neighborhood include improving the appearance of existing commercial structures throughout Mission Hills and mitigating visual conflicts found within the commercial areas and ensuring smooth traffic flow along Washington Street while reducing auto/pedestrian conflicts. The preservation of views along the western slopes and increasing the number of public is also a priority.

POLICIES & RECOMMENDATIONS

4.2.1 Implement the following design recommendations to respond to Mission Hills' unique context.

4.2.1.1 Expand mixed-use and commercial development at the Neighborhood Center/ Node at Washington and Goldfinch Streets. Establish a height limit of 50' for this area, to be established in the Community Plan Implementation Overlay Zone (CPIOZ).

4.2.1.2 Establish a 35' maximum building height along adjoining multi-family zoned areas and a 30-foot maximum building height for adjoining single-family zoned area as part of the CPIOZ.

4.2.1.3 Continue to implement streetscape improvements along Washington Street to improve the visual quality and pedestrian realm.

4.2.1.4 Increase the landscaping in the public right-of-way along Reynard Way and Curlew Street to add interest and minimize erosion.

URBAN DESIGN FRAMEWORK

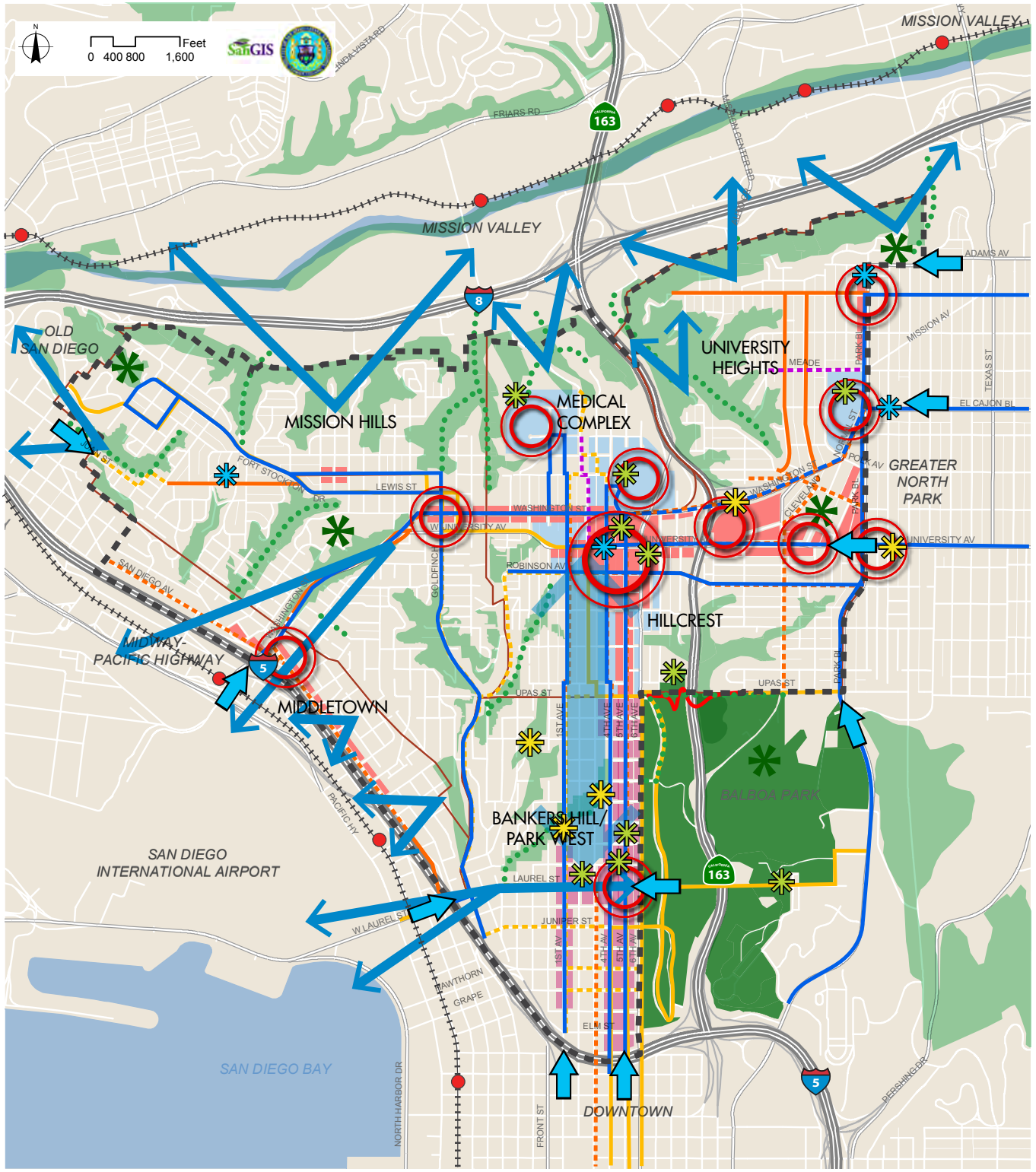


FIGURE 4.7: URBAN DESIGN FRAMEWORK

4.2.1.5 Establish pocket parks on available public land along canyons and public rights-of-way to expand and connect the current open space system, especially along Reynard Way and Curlew Street.

4.2.1.6 Explore the feasibility of a pedestrian bridge over Washington Street west of Goldfinch Street.

4.2.1.7 Explore methods to eliminate billboards, such as to require the removal of existing billboards when a property redevelops or in conjunction with any discretionary review of the property.

4.2.1.8 Consider potential enhancements to Juan Street to signify it as a community gateway from Old Town into Mission Hills such as neighborhood identity signs, distinctive architecture, and public right-of-way improvements.

HILLCREST

Critical issues in the Hillcrest Community include strengthening the commercial vitality of the Hillcrest business district, while preserving single-family neighborhoods as well as commercial facades. In addition, preserving and enhancing the pedestrian scale and human orientation within the neighborhood is crucial, which includes maintaining the network of alleys as service areas. Providing parking that is both adequate and unobtrusive is also a major issue in Hillcrest.

POLICIES & RECOMMENDATIONS

4.2.2 Implement the following design recommendations to respond to Hillcrest's unique context.

4.2.2.1 Permit high intensity pedestrian-oriented commercial and mixed-use development in the Hillcrest Neighborhood Center/Node surrounding University and Fifth Avenues. Establish an upper limit ministerial threshold of 50' in the Community Plan Implementation Overlay Zone (CPIOZ) for all commercially-zoned properties in the Hillcrest Core based on the following stipulations:

- 51 to 65-foot maximum building height limit allowed under discretionary review
- 66 to 100-foot maximum building height limit allowed under discretionary review involving design review, shade studies, and inclusion of a public amenity

Hillcrest is among the most vibrant and eclectic neighborhoods in Uptown.

Active commercial business are encouraged on the ground floor level in the Hillcrest Core.

4.2.2.2 Within the Hillcrest Core, projects of over two stories should include a residential component.

4.2.2.3 Projects over three stories should include a stepback of the streetwall to reflect the historical scale of development. (See Development Form).

4.2.2.4 To encourage the rehabilitation, expansion and redevelopment of existing commercial structures, additional off-street parking should only be required for additional floor area.

4.2.2.5 Enhance pedestrian access between the Hillcrest Core and the medical complex area to the north.

4.2.2.6 Encourage "active" commercial business on the ground floor level in the Hillcrest Core, especially those that generate pedestrian-oriented activity into the evening.

4.2.2.7 Reduce curb cuts by prohibiting the development of "drive-through" commercial facilities in the Hillcrest Core.

4.2.2.8 Continue to implement plans to convert portions of Normal Street to a linear mini-park.

4.2.2.9 Continue to explore options for the redevelopment of the Department of Motor Vehicles (DMV) site.

4.2.2.10 Continue to develop streetscape plans to improve the visual quality and pedestrian realm along University Avenue between Park Boulevard and the Hillcrest Core. Choose street trees that complement and reinforce existing street tree themes.

4.2.2.11 Parking for retail uses should be provided at a ratio to support transit-oriented development. The CPIOZ revision should address this.

4.2.5.12 New development in the vicinity of the North Park/Hillcrest gateway on University Avenue ad Park Boulevard should incorporate neighborhood identity signs, distinctive architecture, public art, right-of-way improvements that signify entry into the neighborhood.

4.2.5.13 Maintain and enhance the "Egyptian Thematic District" along the commercial areas along Park Boulevard between Robinson Avenue and University Avenue which features a number of Egyptian Revival and Art Deco themed buildings and serves as a joint gateway corridor into the Uptown and North Park communities from Balboa Park.

Medical Complex is dominated by the medical center and medical-related uses, surrounded by primarily multi-family housing developments.

MEDICAL COMPLEX

Critical issues to Medical Complex include providing a balance between expansion of the medical services and the surrounding neighborhood, including preservation of residential scale and parking impacts. Improving the appearance and pedestrian access of Washington Street in Medical Complex is also a top priority, including the development of a coordinated signage system. Pedestrian-oriented development is desired, as well as the maintenance of contiguous open space development and pedestrian and bicycle access to Mission Valley.

POLICIES & RECOMMENDATIONS

4.2.3 Implement the following design recommendations to respond to Medical Complex's unique context.

4.2.3.1 Ensure that the Future Land Use Plan for Uptown ensures a balance between the needs of the hospitals, support facilities and employees, and established neighborhoods.

4.2.3.2 Establish an understanding with the medical centers that expansion should not occur beyond

institutional and office designations of the land use map. Zoning for hospital related uses south of Arbor Drive should be granted on an individual basis as needed. Any expansion or redevelopment of hospital facilities should incorporate intensified usage of the existing designated hospital sites rather than expand into new areas.

4.2.3.3 Prohibit development in designated open space. Restrict any further vehicle access through the open space areas to Mission Valley.

4.2.3.4 Improve the appearance of existing hospital facilities through the use of landscaping, screening and architectural design. In particular, Mercy Hospital as viewed from the Sixth Avenue extension and the appearance of the Arbor Street parking structure, Bachman Canyon parking structure, and hillside areas within the UCSD Medical Center facility and the Sommerset Hillcrest project adjacent to Mercy Hospital need improvement.

4.2.3.5 Initiate a façade improvement plan and streetscape plan for Washington Street in the Medical Complex area to improve appearance and pedestrian amenities.

4.2.3.6 Identify area between Medical Complex and Hillcrest neighborhoods as priorities for improved pedestrian crossings through the use of crosswalks, signalization and pavement variations.

4.2.3.7 A Parking Management Plan should be initiated jointly by the Medical Centers which may include measures for parking reduction such as:

- Encouraging employees to use car pools by providing reduced parking rates for those who car pool
- Increase employee use of transit by providing reduced-cost transit passes.
- Expand the on-street permit parking area if the parking impact spreads beyond its existing boundaries.

MIDDLETOWN

Critical issues to Middletown include preservation of views on the western slopes, the preservation of natural open space along steep slopes, and the quality of the Neighborhood Center/ Node of India Street. Concerns for India Street include reduction of auto/pedestrian conflicts, the appearance of the businesses and right-of-way along the commercial area, and enhancement of the pedestrian realm. Parking impacts from India Street into the residential areas are also a concern.

POLICIES & RECOMMENDATIONS

4.2.4 Implement the following design recommendations to respond to Middletown's unique context.

4.2.4.1 Initiate a façade improvement plan and streetscape plan for India Street and San Diego Avenue in the MIddletown Neighborhood Center/ Node to improve appearance and pedestrian amenities. This would include under grounding of utilities on India Street where feasible.

4.2.4.2 Consider private efforts to provide additional off-street parking in the area around the Washington Street and India Street intersection.

4.2.4.3 Incorporate a 30' height limit for both commercial and residential uses on the westerly

Middletown includes the Washington and India Street commercial node.

slopes of Middletown to preserve the natural slopes, maximize the design quality and retain public views.

4.2.4.4 Establish a 30' height limit for commercial zoned properties along India Street in the Community Plan Implementation Overlay Zone (CPIOZ).

4.2.1.5 Identify the community gateway at Washington Street into Middletown from Midway. New development in the vicinity of this gateway should incorporate neighborhood identification, distinctive architecture, public art, right-of-way improvements that signify entry into the neighborhood.

BANKERS HILL/ PARK WEST

Critical issues to Bankers Hill/ Park West include balancing traffic flow and pedestrian safety along Fourth and Fifth Avenues and Park Boulevard and identifying areas for increased height and density in the neighborhood while maintaining views to Balboa Park. Mitigating noise and airport-related impacts continue to be challenges as well.

POLICIES & RECOMMENDATIONS

4.2.5 Implement the following design recommendations to respond to Bankers Hill/Park West's unique context.

4.2.5.1 Encourage development in designated areas on the Avenues to link Uptown and Downtown along enhanced activity corridors, especially south of Fir Street.

4.2.5.2 Enhance the pedestrian orientation of the Neighborhood Center/ Node surrounding Fifth Avenue and Laurel Street. Upgrade commercial development on First Avenue south of Juniper St.

4.2.5.3 Very-high density residential use with appropriate setbacks, facade articulation, and pedestrian-scale amenities should be permitted in the area along on 4th, 5th, and 6th Avenues between Laurel and the Hillcrest Core. Establish an upper limit ministerial threshold of 65' in the Community Plan Implementation Overlay Zone (CPIOZ).

Locations in Bankers Hill/ Park West allow for increased height, with appropriate facade articularion and pedestrian orientation.

4.2.5.4 Require facade articulation through the use of balconies, terraces and/or upper-story setbacks on high-rise buildings west side of Sixth Avenue to minimize view obstructions to Balboa Park. Establish a 10-foot setback from lot line for landscaping along the west side of Sixth Avenue with Palm trees planted adjacent to the sidewalks, resulting in a 30-foot setback from the curb.

4.2.5.5 Maintain and enhance views of Balboa Park from Fifth Avenue through the articulation of building facades, variations in setbacks and utilization of varied roof forms.

4.2.5.6 Establish a 15-foot setback from lot line for landscaping along both sides of Quince,

Laurel, Juniper, Grape, Hawthorne and Elm which will assist in creating visual entranceways to Balboa Park.

4.2.5.7 Through the use of CPIOZ, allow a floor area ratio bonus south of approximately Fir Street to provide a transition to the higher intensity permitted in Downtown.

4.2.5.8 Maintain the historic scale and character on First Avenue south of Maple Canyon.

4.2.5.9 Concentrate office uses on Fourth Avenue north of Maple Street, Third Avenue south of Laurel Street, and First Avenue in the vicinity of Laurel Street. Encourage re-use of historically-oriented residential structures for office use.

4.2.5.10 Limit the intensity of development in areas subject to airport noise and where structures may obstruct flight operations.

4.2.5.11 Identify the community gateways in Bankers Hill/ Park West that include Laurel Street from Midway, Laurel Street from Balboa Park, and 1st and 5th Avenues from Downtown. New development in the vicinity of these gateways should incorporate neighborhood identification, distinctive architecture, public art, right-of-way improvements that signify entry into the neighborhood.

UNIVERSITY HEIGHTS

Critical issues to University Heights include preserving and enhancing single-family neighborhoods along canyon rims and ensuring that new development is unobtrusive and of the same character and scale of adjacent development. Buffering commercial activity along Washington Street, El Cajon, and Park Boulevard from residential areas is also important. The improvement of the pedestrian realm and commercial development on Park Boulevard is a priority.

A lower-scale of development is desired for University Heights' residential areas to respect historic scale and character.

POLICIES & RECOMMENDATIONS

4.2.6 Implement the following design recommendations to respond to University Heights' unique context

4.2.6.1 Implement programs for the Park Boulevard Neighborhood Center/ Node to include a façade improvement plan and streetscape plan to improve appearance and pedestrian amenities.

4.2.6.2 To conform to the historic development pattern, a lower scale of multi-family residential development should be maintained for parcels at the end of blocks, facing the east west oriented streets.

4.2.6.3 Continue plans to address redevelopment and reuse of the Normal School property at Park Boulevard and Normal Street. A mixed-use development including medium-high density development could be considered, including open space amenities.

4.2.6.4 Identify El Cajon and Park Boulevard intersection as priority for improved pedestrian crossings through the use of crosswalks, signalization and pavement variations.

4.2.6.5 Ensure that commercial development in the Mission Valley community plan area does not extend southerly along State Route 163 into the University Heights area.

Role of the Public Realm

The community's development fabric is composed of two distinct, yet inter-related components: the "public" realm and the "private" realm. The "public realm" consists primarily of the publicly-owned street rights-of-way and other publicly accessible open spaces such as parks, squares, plazas, courtyards, and alleys. The "private realm" consists of privately-owned areas in large part developed with buildings and associated improvements, and is more limited in its accessibility to the public.

The public realm plays a critical role in the area's character and function, serving overlapping roles, including:

- **Circulation and Access.** The public street rights-of-way provide for circulation within and through the community—accommodating pedestrians, bicycles, and buses, in addition to automobiles and trucks.
- **Development Framework.** The public street rights-of-way provide the fundamental structure that contains and organizes individual developments into a cohesive whole.
- **Public Open Space.** In addition to the community's parks and plazas, public street rights-of-way play an important role as public open space—allowing for light, air, landscaping within developed areas, and serving as the "living room" for community life—places where people meet, interact, and linger.
- **Visual Character.** While buildings are important visual elements, the physical design of the public realm is critical in establishing the community's identity and overall character.

The community's original street system was laid out in the early 20th century as a grid pattern with primary and secondary streets. In addition to serving as transportation corridors, these primary streets contain much of the commercial land use for these communities. This dual function of primary transportation corridor and commercial corridor has created long-standing problems with traffic congestion, parking demand and safety. In many areas current right-of-way configurations favor auto travel over pedestrian travel. These problems will likely be solved through more efficient use of the existing right-of-way, by shifting space within the right-of-way between the various transportation modes, and through use of new operational technologies.

In the past, considerations for street function have often placed a priority on the efficient movement of motor vehicles. The present guidelines for streets and the public realm promote a

Diagram of Public vs. Private Realm

more balanced accommodation of all travel modes that is also safer, more attractive, and more convenient for pedestrians, bicyclists, and transit users. Guidelines recommend street re-design options that reduce vehicular speeds, create buffers between pedestrians and traffic, and clearly delineate zones for people, bikes, and transit. Such options include reducing the number and/or width of lanes, widening sidewalks, adding medians, adding diagonal parking, adding bike lanes, and necking down intersections. Recommendations are intended to be specific to the community's distinct street types .

STREET TYPES

The community contains a variety of streets types that differ in character and function. Some streets, such as Washington Street and Park Boulevard, function as major through vehicular travel corridors while others, such as University Avenue and Fifth Avenue, serve as major connectors to adjacent neighborhoods. The majority of the streets in Uptown, however, are local streets that provide access to residential neighborhoods and carry much lower volumes of traffic. The guidelines are crafted with the functional classification and level-of-service requirements identified in the Mobility Element in mind, and are consistent with the community's objectives. Eight street types are identified and accompanied by individual recommendations:

- Major Connector Streets
- The Avenues
- Pedestrian-oriented Retail Streets
- Residential Streets
- Green Streets
- Bicycle Boulevards
- Alleys in Commercial Areas
- Alleys in Residential Areas

MAJOR THROUGH-CORRIDOR STREETS

Major Through-Corridor Streets serve as the major circulation routes connecting the community to freeways and state highways, and to the surrounding city, allowing efficient circulation of high volumes of traffic. Washington Street and Park Boulevard represent this type of street. Both streets are characterized by wide right-of-ways (in most locations), multiple (4-6) travel lanes, high travel speeds, and limited pedestrian and bicycle facilities or streetscape amenities. The functional and aesthetic character of these corridors is typically not conducive to pedestrian, bicycle or transit use. As a result, development along these corridors tends to be more automobile-oriented in scale and design.

POLICIES & RECOMMENDATIONS

4.3.1 Implement guidelines for Major Through-Corridor Streets to promote modal balance

4.3.1.1 Implement measures to reduce the actual and/or apparent width of the vehicular travelway to slow traffic and facilitate safe pedestrian crossing, including:

- The reduction of lane widths
- The removal of travel lanes
- The incorporation of a landscaped median

4.3.1.2 Provide measures at intersections to encourage pedestrian safety. Such measures include:

- Neck-down intersections to reduce crossing widths
- Pedestrian refuges

Major Through Corridors should promote modal balance and incorporate complete streets elements where feasible

- Appropriate marking and lighting at pedestrian crossings
- Count-down signals provided at all traffic lights.

4.3.1.3 Include street tree planting to give scale and definition to broad corridors and slow traffic. Street tree locations may include sidewalk zones, parking lanes, and median strips.

4.3.1.4 Widened sidewalks to provide a pedestrian zone that does not feel impinged upon by moving traffic. Pedestrian zones should include both parking and street trees

4.3.1.5 Bike lanes, cycle tracks, or other appropriate improvements should be incorporated to accommodate safe bicycle use.

THE AVENUES

The Avenues are unique streets because they serve as important connectors between Uptown and Downtown. While they all have a similar width, the six avenues have different functions and character. First, Fourth, Fifth and Sixth avenues generally have heavier traffic volumes due to their through connection between Downtown and Washington Street. Fourth and Fifth Avenues, both one-way streets, function as a couplet between Downtown and Hillcrest, including three travel lanes and parallel parking on both sides of the street. Due to higher traffic speeds and one-way character, the streets are not the most pedestrian or bicycle friendly. First and Sixth Avenues, both two-way streets, generally have lower travel speeds. Second and Third Avenues, and the north-south streets west of First Avenue, all function as local streets because they do not provide continuous north-south connections due to canyons.

POLICIES & RECOMMENDATIONS

4.3.2 Implement guidelines on the Avenues to promote modal balance

Third Avenue in Park West is characterized by a generous width and lined with palm trees.

4.3.2.1 Make effective use of the widths of the Avenues to create more pedestrian-, bicycle- and transit-friendly streets while accommodating vehicular traffic. Such enhancements might include:

- Consistent street tree planting
- Widening of sidewalks and/or introduction of planting strips
- Addition of bike lanes
- Sidewalk bulb-outs at intersections
- Addition of street furnishings to support pedestrian activity at key nodes
- Enhanced transit stops

4.3.2.2 Consider mitigating the linearity of Fourth and Fifth Avenues to create a greater sense of place. Design strategies might include:

- The introduction of gateway elements (e.g., markers, signs, etc.) at key neighborhood or commercial district entries to reinforce neighborhood or district identities
- Changing street tree and landscape palettes along different sections
- The use of distinctive paving, banners, public art, etc. to distinguish neighborhoods and districts

4.3.2.3 Enhance residential character of First, Second and Third Avenues by employing urban

design strategies to reduce actual and/or perceived width (see Mobility Element for recommendations).

PEDESTRIAN-ORIENTED RETAIL STREETS

Uptown is known for its active, vibrant, retail streets filled with pedestrians throughout the day. The community's retail streets are generally continuations of streets that connect to other parts of the City, but have different dimensions and design character as they pass through the commercial district. Typically, retail streets support neighborhood retail by providing low-speed vehicular access, convenient on-street parking, wide sidewalks with pedestrian amenities, and street trees and landscaping. Narrow street widths and enhanced pedestrian crossings encourage pedestrian activity that promotes retail vitality. The best examples include sections of Fifth Avenue in Hillcrest and the north end of Park Boulevard in University Heights. While balancing travel modes is important on retail streets, the preeminent design concern is creating a physical environment that supports the pedestrian activity that is essential for successful retail.

POLICIES & RECOMMENDATIONS

4.3.3 Promote the design of Pedestrian-Oriented Retail Streets to support pedestrian activity

4.3.3.1 Require sidewalk widths to be adequate to accommodate significant pedestrian traffic, street furniture, pedestrian amenities, and a welcoming frontage zone for commercial uses. Ideally, retail streets should have sidewalk widths of at least 15 feet, but no less than 12 feet.

4.3.3.2 Eliminate or significantly restrict driveways and curb cuts that create conflicts with pedestrians in core retail districts. Ideally, vehicular access should be redirected to alleys or restricted to mid-block access to in shared parking structures where alley or rear access is not available.

4.3.3.3 Incorporate curb extensions into key intersections to reduce the crossing distance for pedestrians and to slow traffic speeds. Curb extensions can also be used independently of pedestrian crossings as traffic calming "chokers" to discourage build up in travel speeds on long blocks. In addition to slowing traffic, curb extensions increase the space available for pedestrian amenities, such as plantings and street furniture.

4.3.3.4 Introduce diagonal parking on wide streets to provide more on-street parking and reduce travel speeds. Reverse angle (i.e., back-in) parking should be used rather than front-in angled parking as it offers many benefits: it is safer for pedestrians and cyclists; there is less danger to traffic when maneuvering; it is easier for truck and rear door loading; and passengers can enter and leave the vehicle without danger from traffic.

4.3.3.5 Consistent street tree planting should be introduced to key retail streets to enhance visual character, to establish pedestrian scale, and to contribute to street/district identity.

4.3.3.6 Encourage crosswalk improvements that enhance the visibility and signify the importance of the pedestrian zone. Measures include:

University Avenue is a pedestrian-oriented Street in Hillcrest

RESIDENTIAL STREETS

Curb extension or neck-downs may be included to enhane pedestrian safety and add planting area.

Adding diagonal parking on one side of the street may be appropriate in residential areas where generous right-of-way is available

- Paving materials, colors, textures, and markings used to delineate the crosswalk area, using materials that are durable and safe for pedestrian use.
- Special lighting—either flashing pavement markings or overhead fixtures focused upon the crosswalk—used to further enhance pedestrian visibility of crossings that are heavily used during evening hours.
- Curb extensions and flashing signals should be installed wherever mid-block crosswalks are provided.

4.3.3.7 Design retail streets to accommodate bicycle use, including in-street designations such as Class II bike lanes, Class III bicycle routes ("sharrows"), and bike boxes, and off-streets facilities such as bike racks and directional signs.

RESIDENTIAL STREETS

Residential streets in the community are local streets that provide access to residences within the neighborhood, with little or no through traffic. As a result, the streets are intended to accommodate relatively low traffic volumes and slow travel speeds. They are also the setting for much of a neighborhood's communal life—where neighbors stroll and greet each other. As such, the design of these streets plays an important role in community character by ensuring that they are both safe and attractive.

Residential streets fall into two broad categories: the rectilinear grid of wide streets found in University Heights and Bankers Hill/ Park West, and the narrower and often more curvilinear streets of Mission Hills and Middletown. Many of Uptown's residential streets have a defined character, which should be maintained and reinforced. Other streets, particularly those with wide street cross-sections, have room for improvement in terms of both their aesthetic and functional characteristics. The following guidelines suggest strategies for making these streets safer, more attractive, and more conducive to pedestrian and bicycle activity.

Although The community's residential streets do not all share identical dimensions, their design is important for creating a clear and attractive residential character, and ensuring a safe environment.

POLICIES & RECOMMENDATIONS

4.3.4 Design Residential Streets to create a clear and attractive residential character

4.3.4.1 Utilize design strategies to calm traffic, enhance pedestrian realm, and improve definition of the public realm on streets wider than 40'. See Mobility Element for recommendations.

4.3.4.2 On streets with no consistent street tree planting, implement a program to select a tree species for regular planting along the street that will enhance neighborhood identity, add visual interest, and create a more comfortable pedestrian environment.

4.3.4.3 On streets where a predominant street tree has already been established, but is not consistently planted, implement a program to enhance streetscape character by infilling gaps with the same species.

GREEN STREETS

In the Uptown community, "green" streets are intended as components of both the circulation and open space systems. Their purpose is to provide linkages between open space resources and provide safe pedestrian and bicycle connections to the area's parks and open space amid a lush, park-like character, and low traffic volumes and speeds. Potential green streets include Laurel, Spruce, and Quince in Bankers Hill, San Diego Avenue, Sunset and Juan Streets in Mission Hills, and Richmond, Vermont, and Lincoln Streets in Hillcrest and University Heights.

POLICIES & RECOMMENDATIONS

4.3.5 Establish a network of Green Streets to provide connections to parks and open spaces

4.3.5.1 Explore opportunities for creating green streets including the following design elements:

- Sidewalks of at least 10 feet
- Broad greenways (e.g., extra wide planting strip) on one or both sides of the paved street cross-section
- Bike lanes on both sides of street
- Signage to identify designated green streets
- Traffic calming measures needed to slow travel speeds and reduce potential for pedestrian and bicycle conflicts with motor vehicles, such as:
  - Narrowing the street cross-section to create wider parkways (planter strips) between the street and sidewalk
  - Adding bulb-outs and crosswalks at key intersections
  - Necking down street cross-sections in mid-block areas
- A consistent street tree planting to create a visual connection between parks and the neighborhoods. A double row of trees (either the same or different species) should be considered as a way of establishing the green street identity and creating a more verdant character.
- Planting strips should serve the dual purpose of "greening" the public realm and contributing to stormwater management by slowing and treating stormwater runoff. Install bioswales and raingardens in planting strips when feasible.
- Include plantings that are native and/or climate-appropriate species.

Green Streets should be lushly landscaped, creating green connectors betewen parks and neighborhoods.

BICYCLE BOULEVARDS

Green Streets should include planting strips that contribute to stormwater management with climate-appropriate species.

Bicycle paths and lanes create designated spaces for bicycles, thereby promoting bicycle use and safety.

Bicycle boulevards are designated with prominent markings to indicate the presence of bicycle use.

BICYCLE BOULEVARDS

Bicycle lanes are currently rather limited in the community. Proposed Bicycle Streets and Boulevards are connectors that facilitate bicycle mobility by providing dedicated bicycle infrastructure, and encourage bicycle use as an alternative to driving throughout the neighborhood and city. Bicycle streets promote bicycle use, along with other modes, while bicycle boulevards give priority to bicycles over vehicular traffic. Bicycle boulevards typically are lightly-trafficked side streets that allow bicyclists to avoid more dangerous collectors and arterials. Motorists on these routes expect to see bicyclists and therefore travel with caution. Bicycle Streets typically include Class II Bike Lanes, with designated signage. Bicycle Boulevards typically are Class III Bike Routes yet include additional features to ensure bicycle safety. The Mobility Element provides further guidance on the creation of a bicycle network within the community.

POLICIES & RECOMMENDATIONS

4.3.6 Promote the creation of Bicycle Streets and Boulevards to encourage safe bicycling

4.3.6.1 Coordinate the urban design rationale of providing Bicycle Streets and Boulevards with the recommendations of the Mobility Element of the Uptown Community Plan.

4.3.6.2 Identify Bicycle Streets and Boulevards with uniformly colored signs and bold pavement markings.

ALLEYS IN COMMERCIAL AREAS

The community's alleys are an important element of the area's urban design character. Alleys in commercial and mixed-use areas should continue to be used to provide access to parking and service areas, reducing the need for garage entrances and curb cuts along street frontages. Currently, all of the major commercial districts are served by alleys, except for Washington Street and isolated blocks where development has been allowed to eliminate them.

ALLEYS IN COMMERCIAL AREAS

Alleys in commercial areas can serve an intimate social function.

There are multiple desirable functions that alleys can perform beyond vehicular use. Alleys can provide access from rear parking lots to streetfront entrances either directly through alley-side entries or by means of the mid-block breezeways. They also can provide a secondary route for pedestrians and bicyclists to navigate through the commercial districts. Additionally, they can provide venues for markets, street parties, and other special events. With the addition of improvements, these other functions can be greatly enhanced.

POLICIES & RECOMMENDATIONS

4.3.7 Provide alleys in commercial areas for serving pedestrian circulation and special events

4.3.7.1 New development in commercial districts should create alleys if none exist, in order to provide rear service and parking access.

4.3.7.2 Service and loading areas and refuse containers should be screened and gated for security, and included on-parcel, keeping the right-of-way clear.

4.3.7.3 Consider implementing a program to underground overhead utility lines in order to improve the visual character of alleys.

4.3.7.4 When alleys provide the boundary between residential and commercial uses, the location of service and loading areas should be located and/or screened to minimize potential conflicts.

ALLEYS IN RESIDENTIAL AREAS

Alleys in residential areas provide the opportunity to reduce the impact of automobiles on the public streets by reducing the number of driveway curb cuts and vehicle trips along neighborhood streets. Residential alleys are prevalent throughout much of the residential areas of Hillcrest and University Heights that have long blocks. Alleys are typically 20 feet wide, but are narrower in some of the older parts of the community.

POLICIES & RECOMMENDATIONS

4.3.8 Include alleys in new and infill development in residential areas

4.3.8.1 Encourage new development to use alleys, where they exist, for access to residential parking.

4.3.8.2 Discourage street front driveways and parking in front yard setbacks

4.3.8.3 Design residential alleys as shared-use environments where safety and aesthetics are considered, including the following elements:

- Screen trash bins from view at all times and ensure they do not intrude into the alley right-of-way.
- Include paving materials that are conducive for both vehicular and pedestrian activity.
- Include landscape elements within private property adjacent to alley right-of-way.
- Underground overhead utility lines to reduce visual clutter

4.3.8.4 Require rear yard setbacks of 2′-5′ adjacent to alleys to accommodate turning movements and provide space for landscaping.

4.3.8.5 Design alleys to assist in managing stormwater runoff, including necessary drainage infrastructure and/or porous paving.

ALLEYS IN RESIDENTIAL AREAS

WALKABILITY

Maintaining and enhancing the walkability of Uptown is a primary concern of community members. In turn, the guidelines intend to improve the character and function of the pedestrian network in order to support walking within the community. The guidelines recommend design strategies for enhancing the physical safety, comfort, and convenience of the pedestrian environment as well as the aesthetic character and quality of the pedestrian experience.

Sidewalks are the primary areas within the public street right-of-way that are reserved specifically for pedestrian use. They also serve as the interface between buildings and the street, providing both connection and buffer. Sidewalk widths vary throughout Uptown, with sidewalks fourteen (14) feet in width found in the Hillcrest core, while sidewalks in other commercial areas are much narrower. Safe, comfortable pedestrian environments will only occur where the design of the public realm balances the concerns for automobile efficiency with those for a high quality pedestrian environment. As such, the design of the sidewalk and its elements is critical to the creation of an active and pedestrian-friendly environment, safe neighborhoods, and vibrant commercial and mixed use districts.

Landscaping should be included in alleys if possible, with minimal exposure of trash bins and other utilities.

Alleys should be encouraged as safe spaces for community interaction.

The pedestrian realm serves several functions—circulation facility, social space, and amenity zone—and must accommodate numerous features and facilities to support these functions. Conceptually, the pedestrian realm can be subdivided into three zones: the pedestrian zone, the amenity zone, and the frontage zone. Each zone plays a slightly different role in the pedestrian realm and has different design requirements.

The pedestrian zone is the middle zone and primarily accommodates pedestrian circulation. The amenity zone generally is adjacent to the street and accommodates public facilities and street furnishings. The frontage zone is adjacent to building frontages and serves as a transition area where pedestrians do not generally pass as it is directly adjacent to building features. Sidewalk design guidelines encompass the three zones together.

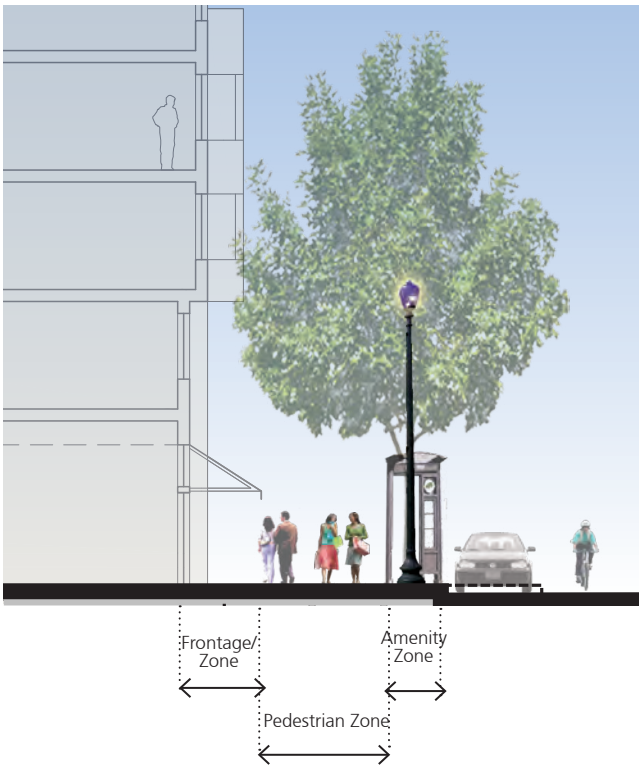
POLICIES & RECOMMENDATIONS

4.3.9 Improve sidewalks to enhance pedestrian safety and comfort and pedestrian activity in commercial and mixed-use areas

4.3.9.1 Design sidewalks with widths commensurate with the level of pedestrian activity desired for the specific street frontage. Sidewalks generally should be wider in pedestrian-oriented commercial areas, where pedestrian activity is heaviest.

- Sidewalk widths of fourteen (14) feet or greater generally provide adequate space

Pedestrian Realm Functional Zones



for pedestrian amenities, for local business activity to spill out onto the sidewalk, and for adequate space to accommodate smooth pedestrian flow. However, in the most active retail areas, wider sidewalks (e.g., up to 20 feet) may be desirable.

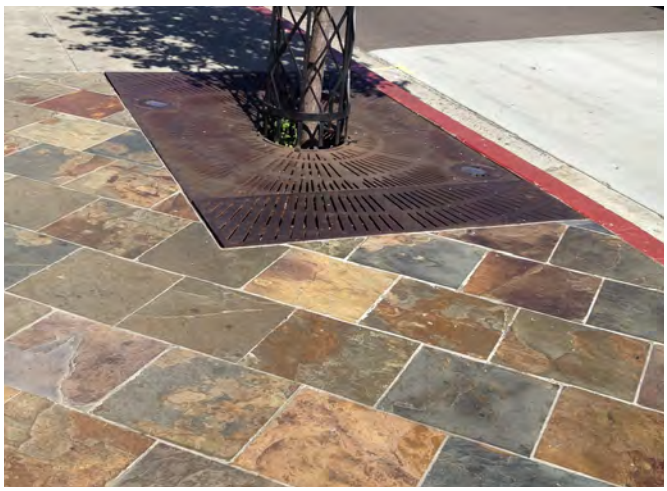
4.3.9.2 In areas where increasing sidewalk width is difficult because of pre-existing development, require either acquisition of additional space by narrowing the street cross-section or require new development to implement increased setbacks.

4.3.9.3 Implement a consistent sidewalk paving material, color, surface finish, and paving/scoring pattern to establish a unified character and identity with new sidewalk projects, as well as the preservation and re-setting of original sidewalk contractor date stamps.

4.3.9.4 Incorporate higher quality paving materials, such as the red brick used in the Hillcrest core, where there is a desire to establish a distinct

Sidewalks in commercial and mixed-use areas should be maintained to accommodate pedestrians and promote walkability.

Sidewalk cafes are popular in Uptown and are an important element of the interface between the public and private realm.



High quality paving materials should be used to establish district identity.

identity for a street or district. Materials may be used for the public sidewalk as long as it is applied to a minimum of a full block face (i.e., paving treatment should wrap around the block from alley to alley).

4.3.9.5 Include paving materials (e.g., unit pavers, porous pavement, etc.) in the amenity zone that reduce stormwater runoff and enhance street tree health and viability. Ensure that materials conform to the paving pattern established in the sidewalk pedestrian zone.

CROSSWALKS

Sidewalks are the primary component of the public realm, but equally important are the pedestrian street crossings where pedestrians and motor vehicles cross paths, especially in commercial and mixed use areas.

Intersections are the places where the vehicular traffic and pedestrian traffic overlap and, as a result, the potential for conflict exists. In order to reduce potential conflict and ensure pedestrian safety, it is important that pedestrian crossings be designed as integral and critical components of the street system.

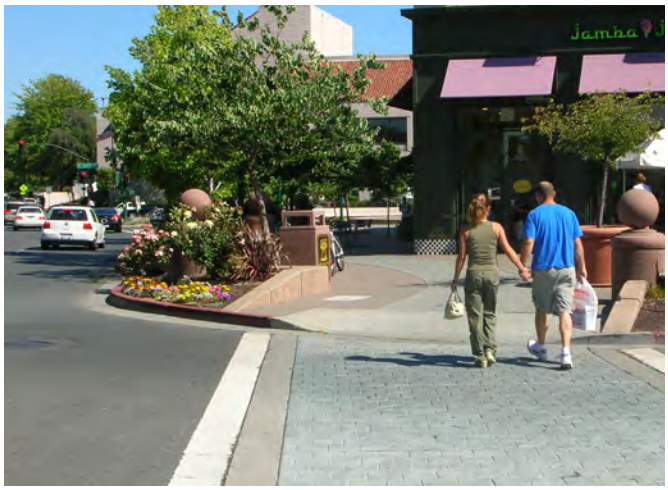
POLICIES & RECOMMENDATIONS

4.3.10 Provide crosswalks for enhanced pedestrian safety at key intersections

4.3.10.1 Design pedestrian crossings to achieve the following four objectives:

- Announce the presence of a crossing zone;
- Slow vehicular traffic as it passes through the crossing zone;
- Minimize the crossing time/distance for pedestrians; and
- Demarcate a clear and unambiguous zone for pedestrians.

4.3.10.2 Minimize curb-to-curb crossing distance in order to reduce pedestrian exposure to traffic.



Pedestrian crosswalks should be designed to enhance the designated pedestrian area within the street.

Mid-block crosswalks may be considered where serve an important pedestrian linkage.

Design strategies to reduce crossing distances include:

- Reducing the number and/or width of approach lanes to an intersection,
- Eliminating turn lanes,
- Reducing the radius of the intersection curb returns.

4.3.10.3 Use high visibility markings to delineate pedestrian crosswalks, both to alert drivers of pedestrian presence, and to guide pedestrians to use only designated crossing points. In areas with particularly heavy pedestrian and vehicle traffic, pedestrian-activated flashing pavement markings can be used to further

enhance pedestrian visibility during evening hours.

4.3.10.4 Use special paving treatments, such as brick, colored concrete, and pavers, in conjunction with crosswalk markings, to enhance the visibility of crosswalks, improve aesthetics, and serve as a visual and tactile cue to drivers that there is pedestrian activity

4.3.10.5 Use crosswalk materials that are durable, safe for pedestrian use, and stable enough to accommodate vehicle traffic without shifting or settling.

4.3.10.6 Provide curb ramps at all intersections to assure accessibility for all users.

4.3.10.7 Consider adding mid-block pedestrian crosswalks in areas with heavy traffic, where pedestrian crossing is currently considered unsafe, and where a dedicated pedestrian crossing is needed to support community connectivity. Examples include crossings across 6th Avenue to Balboa Park from Bankers Hill/ Park West

Pedestrian "countdown" signals should be installed at all signalized intersections to improve pedestrian comfort, such as Fifth Avenue.

STREETSCAPE AND FURNISHINGS

As the primary public space throughout the community, it is important that the pedestrian realm is managed not just for circulation purposes, but is also appropriately furnished and maintained. An attractive, well-designed public realm not only contributes to increased pedestrian activity, but also to increased community pride and sense of place. In order to transform the public streetscape from a transportation facility to vibrant public open space, it is important to add facilities and amenities that help to animate the pedestrian realm, support public use, and contribute to the social and economic vitality of the community's neighborhoods.

Street furnishings encompass seating, such as benches, street lighting, bicycle racks, newspaper racks, refuse containers, and tree grates. Furnishings refer to those maintained as part of the public realm, rather than those maintained by individual businesses. Typically a suite of coordinated furnishings are chosen that represent district identity and serve passersby that are utilizing the sidewalk, and also create a sense of place that can be viewed by through traffic. Wayfinding signage may also be included as part of the streetscape elements. These are generally located in the amenity zone and in the frontage zone, adjacent to the building face. It is the goal that furnishings as a whole do not impede the circulation function of the pedestrian realm.

POLICIES & RECOMMENDATIONS

4.3.11 Add streetscape improvements and furnishings that contribute to the public realm's attractiveness

4.3.11.1 General standards for streetscape furnishings:

- Locate street furnishings along the streetside edge of the sidewalk or adjacent to the building face (if present) so as to not interfere with pedestrian circulation.
- Maintain a consistent design character along the length of a block and on a district level through coordinated design, type, color and material of street furniture.
- Landscape the public streetscape with street trees and other vegetation as a means of adding color and visual interest, softening the urban edges, providing

shade, and assisting with air quality and stormwater management.

4.3.11.2 Seating:

- Provide benches and other forms of seating (e.g. low walls, planter edges, wide steps) throughout the community, particularly in pedestrian-oriented commercial areas and near transit stops.
- Provide benches in sidewalks, plazas, parks, transit stops, and other high pedestrian use areas to further promote pedestrian use.
- Benches should be fixed in place, constructed of durable and low-maintenance materials, and reflect the design character of the area.

The combination of streetscape elements create a distinct sense of place for neighborhoods throughout Uptown.

Street furnishings should communicate a consistent overall style and aesthetic

- Encourage use of individual, movable chairs, such as is done in Little Italy, where there is an organization that is willing to manage their use (e.g., secure the seats at night). Such seating provides appealing flexibility that can enhance public use.

4.3.11.3 Street Lighting:

- Use a consistent style and size of pole and fixture within a given district or street to create a unifying scheme of illumination that is appropriate to the scale of the street and the level and character of nighttime activity.
- Coordinate the pole and fixture design with other street furniture and amenities to establish an attractive and unified design character.
- Maintain a low height of light fixtures to establish a pedestrian-scaled environment and to minimize light spill into adjoining properties.
- Encourage the placement of lights in close proximity so that the illumination standard may be reduced and provide appropriate levels of illumination.
- Select light poles with armatures that allow for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.).
- Place street lighting to focus on illuminating the pedestrian zone (e.g., sidewalks, paseos, plazas, alleys, transit stops), rather than the vehicular zone (i.e., the street). Minimize the use of tall, cobra-head lighting to the degree possible.
- Select color-balanced lamps that provide a warm white illumination and realistic color rendition are recommended.

4.3.11.4 Bicycle Racks:

- Place bicycle racks in prominent locations that are clearly visible to cyclists from the street and from adjoining buildings and public spaces, distributed at regular intervals along the length of the block for optimal convenience.
- Place bicycle racks so that parked bicycles do not block the travel path of pedestrians, infringe upon seating areas, or obstruct ingress and egress to parked vehicles.
- Place bicycle rack within curb extensions, as long as the furnishings do not interfere with pedestrian circulation. Include the provision of bicycle parking as a consideration for designing curb extensions.
- Locate bicycle parking in the form of bike corrals within the on-street parking zone when space in the public amenity/ furnishings zone of the sidewalk is crowded or insufficient to meet demand.
- Design bicycle racks to provide a secure system that reassures bicycle owners and encourage more frequent bicycle use.
- Coordinate bicycle racks with other street furnishings. They may also be an opportunity for public art, or to highlight community identity.

Street lighting should be incorporated into areas of high pedestrian activity.

Bicycle racks should be durable and located outside of the pedestrian realm.

4.3.11.5 Newspaper Racks:

- Consolidate newspaper racks into consistently designed newspaper boxes to reduce the physical and visual clutter of individually placed newspaper boxes.
- Prohibit the clustering and chaining of news boxes to trees, street signs, and utility poles.
- Locate newspaper racks generally near intersections and co-located with transit stops, to provide an amenity to transit riders.

Bicycle parking within the parking lane is ideal for accommodating bicycle racks within the public right-of-way.

STREETSCAPE & FURNISHINGS

Tree grates should be used in commercial and mixed-use areas to reflect street and neighborhood character and protect trees.

Wayfinding signage may be in the form of permanent installations or seasonal banners meant to mark neighborhood identity or events.

4.3.11.6 Refuse Containers:

- Locate refuse containers regularly at intersections, near major building entrances, near bus stops, and adjacent to outdoor seating areas.
- Choose containers that include an area for recycling, prevent wind and rain from entering the container, facilitate convenient access to the liner, and have the option of being anchored to the pavement.
- Coordinate refuse containers with the overall style and aesthetic of other street furnishings.

4.3.11.7 Tree Grates, Tree Guards, and Planting Strips

- Included tree grates in commercial areas and areas with high pedestrian activity to protect trees and reduce pedestrian safety hazards. In areas with lower levels of pedestrian activity, alternatives such as accent planting, decomposed granite or pavers, may be employed instead of tree grates.
- Coordinate tree grate design and materials with overall character of the street and neighborhood and other street furnishings.
- Choose grates that allow for integrated tree guards, decorative lighting, electrical fixtures and auxiliary power (for special events, holiday lighting, or maintenance).
- To maintain long-term health, locate street trees in tree grates and/or within paved areas planted in a structural soil medium that extends from the street curb to the full width of the adjacent property line or, if narrower, the extent of the mature canopy. This larger growing area improves a tree's stability and lifespan by ensuring that its roots are properly aerated and have room to grow.
- Planting strips are encouraged rather than tree grates in primarily residential areas and areas with lighter pedestrian traffic.

4.3.11.8 Signage and Wayfinding Systems

As a significant destination for visitors, consideration should be given to developing a wayfinding system that can assist both San Diego residents and out-of-town visitors in navigating the community. A wayfinding system would:

- Provide directional and informational signs that are attractive, clear, and consistent in theme, location, and design.
- Identify key historic, cultural, civic, and shopping destinations and facilities, e.g. public parking structures, parks and open space areas, transit routes, etc.

- Be co-located with other streetscape elements (e.g. lighting) where possible to reduce visual clutter.
- Have a distinctive design that contributes to the community's identity and unique sense of place.

4.3.11.9 Transit Stops

- Design transit shelters to be consistent in scale and character to the surrounding built context and furnishing palette.
- Highlight transit stops with prominent signage and all pertinent route and schedule information, including major connecting service.
- Equip transit stops with shelters that provide seating and protection from the elements, when feasible. This would be coordinated with MTA and discussed in the Mobility Element.

4.3.11.10 Parking Meters and Public Utilities

- Install multi-space and pay-and-display parking meters that require one meter for multiple parking spaces. This type of meter system reduces clutter within the pedestrian zone, facilitates on-street parking, and increases parking revenues.
- Undergrounded utilities whenever feasible, particularly on commercial streets, in order to reduce conflict with pedestrian movement and improve the aesthetic character of the public realm. Undergrounding projects should maximize space available for street tree planting.
- Locate handholes, vaults, and other utility access points out of the sidewalk area, and in the private parcel area.
- When located above grade, utilities should be located outside of the sidewalk pedestrian zone and designed so as not to obstruct a clear path of travel.

Transit stops may incorporate public art elements to express community identity

4.3.11.11 Streetscape Improvements in Residential Areas

Residential streets generally do not have the same degree of pedestrian activity or need the level streetscape furnishings as streets in commercial and mixed-use areas. The primary intent is creating a safe, comfortable, and attractive pedestrian environment that accommodates the needs of local residents. The following guidelines apply to streetscape improvements in primarily residential areas:

- Ensure that residential streets have continuous, well-maintained sidewalks on both sides of the street.
- Pave sidewalks with grey concrete or match the tone and material of adjacent properties and that of the overall neighborhood character.
- Include a planting strip between the curb and sidewalk to provide a buffer between pedestrians and the street edge.
- Where necessary, locate street furnishings adjacent to the sidewalk so to not interfere with pedestrian circulation.
- Underground overhead utilities to eliminate visual clutter and conflicts with street trees.
- Include unique neighborhood identity monuments or other features that contribute to neighborhood character in the planting strip or median, if present.

STREETSCAPE & FURNISHINGS

In residential areas, a planting strip should be included between the curb and sidewalk to create a buffer pedestrians and street.

4.3.11.12 Street Lighting in Residential Areas:

Street lighting should be considered as a way to promote walkability, enhance public safety and contribute to neighborhood identity in residential areas.

- Include street lights design that reflect the character of the street and the neighborhood and create a visual hierarchy relative to the scale of the street. Include a single consistent style and size of fixture should be used along a given street.
- Select light fixtures that are low in height (e.g., 12' to 16') to establish a pedestrian-scaled environment and to minimize light spill into adjoining properties.
- Select lights that are color-balanced to not cast a tint, and are cut-off to focus light down toward the ground and shield areas not intended to be illuminated.
- Match levels of illumination in response to the type and level of anticipated activity, without over illuminating the area. (i.e., bright, uniform lighting of all public right-of-ways is not desirable). Lower levels of illumination are generally appropriate for residential neighborhoods.

URBAN FORESTRY

Street trees can contribute significantly to the character, identity, and comfort of the community's streets. Trees can contribute to the spatial definition of the street, providing both a comfortable sense of scale and enclosure to the public realm. They can add shade which contributes to pedestrian comfort, and color, texture and pattern that contribute to the street's visual quality. They also can contribute to improved air quality and reduced stormwater runoff. Uptown, which currently has a relatively limited amount of coordinated street tree planting, can benefit from a more coordinated and comprehensive street tree program. Palm trees are the most frequently used street trees in the community. Although they do not provide the benefits of canopy trees, they serve as a character defining feature of the community and contribute well to street definition and identity.

POLICIES & RECOMMENDATIONS

4.3.12 Utilize street trees to reinforce neighborhood character and provide ecological benefits

4.3.12.1 Develop Neighborhood Street Tree Masterplans for each of Uptown's neighborhoods to identify a street tree planting strategy tailored to the needs and character of each neighborhood. In order to establish the identity of a particular street or area, a single predominant species should be selected, and consistent size and spacing used to create a recognizable pattern and character.

4.3.12.2 Engage community members from each neighborhood in the process of identifying which streets should be addressed, what the objectives for tree planting should be, and which tree species are most appropriate.

4.3.12.3 Use Neighborhood Street Tree Masterplans to make final determination of which particular species should be used on given streets or category of streets. On streets which already have a predominant tree species, infill planting should be used to reinforce character.

Street trees create a positive streetscape environment and define neighborhood character, such as on Fifth Street in Hillcrest.

4.3.12.4 Establish a citywide Street Tree Program that supports community implementation of street tree plans once developed, and empowers community members to get actively involved in greening their own streets.

4.3.12.5 Base development of Neighborhood Street Tree Master-plans on the City of San Diego Street Tree Selection Guide, the source for tree species that are suitable for inclusion in the Master Plan. Specific trees that are on the City's list and have been identified preliminarily due to their presence in the community include:

- Mexican Fan Palm (Washingtonia robusta)
- Queen Palm (Syagrus romanzoffianum)
- Jacaranda (Jacaranda mimosifolia)
- Southern Magnolia (Magnolia grandiflora)
- Fern Pine (Podocarpus gracilior)
- Silver Dollar Gum (Eucalyptus polyanthemos).
- Two species identified in the Uptown Community Plan (1988) are not on the City's approved list: Indian Fig (Ficus nitida) and Lemon Scented Gum (Eucalyptus citriodora)

4.3.12.6 Employ the following guidelines in selecting street trees and developing Neighborhood Street Tree Masterplans

- In order to support a comfortable pedestrian environment, street trees should have sufficient canopy to provide shading to the pedestrian zone. Spacing of trees will be dependent on species selected, but should be based on the ability to reasonably achieve shading of at least 50% of the public right-of-way within ten (10) years of planting, and provide a nearly continuous canopy at maturity.
- Street trees should have a high enough branching pattern and canopy—generally thirteen (13) feet or higher—so that trees do not obscure commercial signage and storefront windows or conflict with truck access.
- Tree species should be hearty and tolerant of urban conditions
- Tree species should be suited to the San Diego climate and not require significant water, pesticides, or fertilizer to maintain health
- Tree species should be structurally sound, and not have weak branching habits that result in broken and falling branches
- Native or naturalized tree species provide more suitable habitat and nesting for local birds and wildlife
- Trees that are overly messy (e.g., heavy shedding of bark, leaves or seed pods) or have invasive root systems that can heave sidewalks or break pipes should be avoided
- Tree species need to be chosen to avoid potential conflicts with overhead or underground utilities, or with adjacent structures
- Broad canopy type trees should be selected for streets that are particularly wide and/or where shade is desirable

COMMUNITY & NEIGHBORHOOD GATEWAYS

Recommended Street Tree Species

Mexican Fan Palm (Washingtonia robusta)

Jacaranda *(Jacaranda mimosifolia)*

Southern Magnolia *(Magnolia grandiflora)*

Silver Dollar Gum *(Eucalyptus polyanthemos)*

- Tree canopies should not be so dense that they obscure views of the street from upper floor windows or obstruct filtered light from reaching the pedestrian zone
- Tree species that have distinctive flowers, bark, or other special characteristic are particularly effective on pedestrian-oriented streets
- Palm trees should only be used as design or character defining elements and should be restricted to the corners of intersections and major entry ways where their other limitations are less apparent.

COMMUNITY AND NEIGHBORHOOD GATEWAYS

Gateways are already an important character-defining feature of the Uptown community with its prominent historic streetcar signs for Hillcrest, Mission Hills, University Heights, and El Cajon Boulevard. Smaller gateway signs are also located throughout the neighborhood, announcing neighborhood transitions. Incorporation of gateway elements should be considered at key points to announce the entry into a neighborhood or commercial district and alert drivers to the presence of pedestrians and the need to slow down. Gateways may demarcate key historic, cultural, civic, and shopping destinations.

POLICIES & RECOMMENDATIONS

4.3.13 Provide gateways markers within the public realm to announce entry into distinct neighborhoods

4.3.13.1 Use gateway elements (e.g., markers, signs, etc.) to indicate at key neighborhood or commercial district entries to reinforce neighborhood or district identities.

4.3.13.2 Design gateway elements in a manner that reinforces neighborhood identity through the use of similar materials, historic features, and scale.

4.3.13.3 Appoint gateways with street furnishings that may encourage their development as a public gathering space.

4.3.13.4 Design gateways so that they may be experienced and viewed from multiple modes of transportation (i.e. pedestrian, bicyclists, vehicles)

4.3.13.5 New development in the vicinity of gateways should incorporate neighborhood identification, distinctive architecture, public art, right-of-way improvements that signify entry into the neighborhood.

ON-STREET PARKING

Community gateways should address multiple scales and incorporate elements of individual neighborhood identity.

Community gateways can be combined with public art and streetscape elements such as iconic planting.

ON-STREET PARKING

Parking throughout the community is a combination of on-street and off-street parking. On-street parking, located in the public realm, is an important component of a successful commercial and mixed use district that benefits visitors, merchants, and residents, by providing convenient access to adjacent uses, buffering pedestrians from moving traffic, calming traffic speeds, and increasing pedestrian activity on the street. On-street parking can play an important role in reducing demand for private, on-site parking that can drive up housing costs and adversely impact building and site design. Streets with wide curb-to-curb widths offer an opportunity to provide more public parking, through the introduction of diagonal parking, which helps to calm traffic and reduce apparent street widths. This strategy has already been effectively used in areas of Bankers Hill/Park West, Hillcrest, and University Heights. It is important to ensure that on-street parking is aesthetically and functionally integrated into the design of the public realm. Off-street parking is discussed in Section 4.4: Development Form.

On-street parking can be configured as either parallel or diagonal spaces and angled parking can be configured as either "head in" or "back in" type spaces. Both parallel and angled configurations are good solutions in the right context. Generally, parallel parking is better for higher volume streets with faster moving traffic and limited right-of-way width. Angled parking works better on slower, lower-volume streets that have ample right-of-way.

Angled parking can provide more on-street parking than parallel parking within the same length of curb. This is particularly desirable in retail areas that have "main street" type storefronts and want to generate as much street activity as possible. The disadvantages of angled parking are that it requires more street width, it can create sight distance problems for cars backing out, and it can slow traffic flow.

The use of back-in (reverse) angled parking can overcome the sight distance concerns, and because of this is considered a safer solution for streets with bicyclists traveling adjacent to angled parking. However, it is a configuration that drivers are less familiar with so it requires some education and time for people to understand how it works.

POLICIES & RECOMMENDATIONS

4.3.14 Implement measures to support on-street parking in neighborhood centers and residential areas

4.3.14.1 Provide on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity.

4.3.14.2 Include primarily parallel on-street parking on high-volume arterial and collector streets and

ON-STREET PARKING

Plantings within the parking lane contribute to streets' visual character and reduce the apparent width of the street and vehicular travel speeds.

angled parking on lower-speed and lower-volume streets.

4.3.14.3 Limit driveway curb cuts to the extent possible to maximize the curb length available for on-street parking. Driveway access should be provided through alleys or shared driveways.

4.3.14.4 Explore opportunities to incorporate reverse angle (i.e., back in) diagonal parking to improve safety for bicyclists, calm traffic and reduce conflicts with on-coming traffic. This is particularly appropriate in locations with generous street widths (50' or greater), where a narrower travel lane can accompany this configuration.

4.3.14.5 Avoid conflicts between front-in angled parking and marked bicycle lanes. In these locations, a six-foot buffer must be provided. Bicycle lanes may abut the parking area when back-in angled parking is used.

4.3.14.6 Use metered parking in commercial areas to provide reasonable short-term parking for retail customers and visitors while discouraging long-term resident and employee parking. Restrict time limits of 30 minutes or less to areas reserved for special, short-term, high-turnover parking such as passenger loading, convenience stores, dry cleaners, etc. Maximum time limits should not exceed 2 hours where turnover of parking spaces is important to support nearby retail business.

4.3.14.7 Design parking space widths depending on the land use context and thoroughfare type, and the anticipated frequency of parking turnover. The preferred width of a parallel on-street parking lane is 7 feet.

4.3.14.8 Incorporate plantings into on-street parking areas to contribute to the visual character of the street and reduce the apparent width of the street and vehicular travel speeds. This includes:

a. "Tree islands" to be included within the parking lane at regular intervals along the block to reduce uninterrupted lengths of on-street parking.
b. Landscaped curb extensions at each end of the block

4.3.14.9 On-street motorcycle parking should be provided in prominent, well-lit locations. Motorcycle parking bays should be striped perpendicular to the sidewalk in the on-street parking lane.

4.3.14.10 In retail areas where pedestrian activity is heavy and sidewalk space limited, bike corrals may be used to include bicycle parking in the parking lane. Bike corrals should be delimited with bollards to protect bicycles and cyclists.

SUSTAINABLE DESIGN

Sustainable design is encouraged throughout the community. In the public realm, sustainability guidelines apply to landscape and hardscape, and are related to an overall approach to providing sustainable infrastructure. All improvements in the public realm should contribute to a more energy- and resource-efficient future.

Drought-tolerant landscaping should be used in public realm landscaping to ensure consistency with sustainable development goals.

Permable paving treatments are encouraged in areas of the public realm in both new construction and existing development.

POLICIES & RECOMMENDATIONS

4.3.15 Encourage sustainable design in the public realm

4.3.15.1 Reuse and recycle construction and demolition materials for all new public realm construction, when feasible.

4.3.15.2 Use materials made from renewable sources when feasible.

4.3.15.3 Use regional and drought-resistant plant species in landscaping to reduce water consumption.

4.3.15.4 Use permeable or porous paving and landscape to treat and attenuate stormwater flow whenever feasible as a means of reducing stormwater runoff rates and volumes. Reference the City's Stormwater Standards manual for further guidance.

4.3.15.5 Employ energy-efficient strategies to conserve energy and reduce long-term costs, implemented for public utilities, including:

- Use of LED or Energy Star-certified lamps for all public realm lighting;
- Monitoring and limiting hours of illumination in public realm lighting to avoid waste;
- Incorporation of features such as solar panels and LED lights in transit shelters;
- Installation of pay-and-display solar powered parking.

4.3.15.6 Encourage street tree planting and other public realm landscaping as a strategy for:

- Reducing the build-up of surface temperatures in paving and buildings (i.e., the "urban heat island effect") and resulting need for air conditioning by shading heat absorptive surfaces.
- Reducing stormwater runoff and improving water quality through the combination of foliage cover, pervious surfaces, and evapotranspiration.
- Improving air quality by removing carbon dioxide (CO2), other gaseous pollutants, and particulate matter from the atmosphere.

STREET WALL ARTICULATION

Development Form

Development form refers to buildings and improvements associated with the 'private realm' though also applies to the 'public realm' when buildings are considered. Generally, the guidelines for Development Form are based on the following objectives that were based on community input:

- Context: Allow for creative architectural solutions that acknowledge contextual design through emulation, interpretation, or contrast in character.
- Character: Complement the architectural character of existing historic buildings and promote harmony in the visual relationships and transitions between new and older buildings.
- Scale: Relate the bulk of new buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.
- Pedestrian: Encourage building design that helps activate and define the public realm and enhance the pedestrian experience.
- Materials: Promote the use of high quality building materials, detailing & landscaping.
- Integrated Services: Promote functional & aesthetic integration of building services, vehicular access and parking facilities.
- Sustainable Design: Promote sustainability in building design, construction and operation.

The following guidelines apply to all areas of the Uptown community. However, it is important to point out that much of the community is zoned for residential uses that are well-established and not anticipated to experience significant change. Thus, the focus of the following guidelines is on commercial and mixed-use development, and infill.

STREET WALL ARTICULATION

The blocks in the community's commercial and mixed use areas were historically platted with 50' wide lot increments. This historic lot pattern gives the development on these blocks a fine-grained pattern with its own rhythm and inherent variety. It is important that variety in the street wall be maintained and enhanced to avoid long, monotonous façades. This is of particular importance where blocks are longest such as the eastern portion of Hillcrest and within University Heights. Articulation of building facades is also key to creating visual interest and maintaining the pedestrian scale to achieve enduring architectural design.

POLICIES & RECOMMENDATIONS

4.4.4 Articulate building facade to add scale and visual interest to street walls and the public realm

4.4.4.1 Vary and articulate building massing and façades to contribute to a fine-grained, pedestrian scale environment at the street level.

4.4.4.2 Avoid uninterrupted blank walls along all building facades. The unbroken length of a façade generally should be no greater than 25'.

4.4.4.3 Reinforce the fine-grained pattern established by the underlying historic lot pattern by articulating building facades at a minimum of

Building articulation helps to break up building mass and add visual interest.

every 50′ (25′ preferred). Façade articulation may include notched setbacks, projecting bays, balconies, etc.

4.4.4.4 Articulate the ground level façade by at least 2 to 4 feet to read as substantial change in the façade (i.e., provide a significant shadow line). In areas where a project is required to be built to the build-to line, use street wall variation elements such as recessed storefront entrances, sidewalk cafes, and pedestrian passages to create visual interest. Articulation elements at the second or third floor include notched setbacks, projecting bays, balconies, etc.

4.4.4.5 Employ the use of vertical volumes (e.g., towers, gables, etc.) and changes in height to break up long facades, provide focal features, and identify key locations (e.g., building entrances, entry to a paseo, street corners, etc.).

4.4.4.6 Avoid repeating the same wall surface design horizontally by more than a third of a lot face.

4.4.4.7 Combine changes in depth or horizontal plane with a change in material and character. Changes in façade material or color should be associated with a change in plane or separated by a pilaster.

Ground-floor uses should be active, on sidewalk level, and punctuated with design elements in scale with the pedestrian realm.

GROUND LEVEL USES

The ground level use and design of buildings plays a significant role in the vitality of the public realm because of its interrelation with the pedestrian experience. In commercial and mixed use areas, it is important that commercial, residential, and community uses actively engage the public streetscape in order to promote vibrant commercial corridors. The following guidelines apply to ground-level uses throughout the community with a focus on commercial and mixed use areas.

POLICIES & RECOMMENDATIONS

4.4.5 Ground Level Uses should engage and activate the pedestrian realm

4.4.5.1 Ensure that ground-floor uses are active and pedestrian-oriented within commercial and mixed-use areas. Uses that have low propensity for walk-in traffic should be discouraged from locating in street-front locations.

4.4.5.2 Require floor-to-floor heights of between 16′ and 18′ as an optimal height for commercial ground floors in mixed-use buildings.

4.4.5.3 Design ground-floor elevations for commercial uses to be level with the elevation of the adjacent public sidewalk, and not more than 2′ above the sidewalk grade.

4.4.5.4 Avoid blank walls greater than 12 feet in length. If unavoidable, they should be landscaped or decorated in a manner that makes them visually interesting.

4.4.5.5 Avoid placing residential uses other than residential entries on the ground floor in commercial and mixed-use areas.

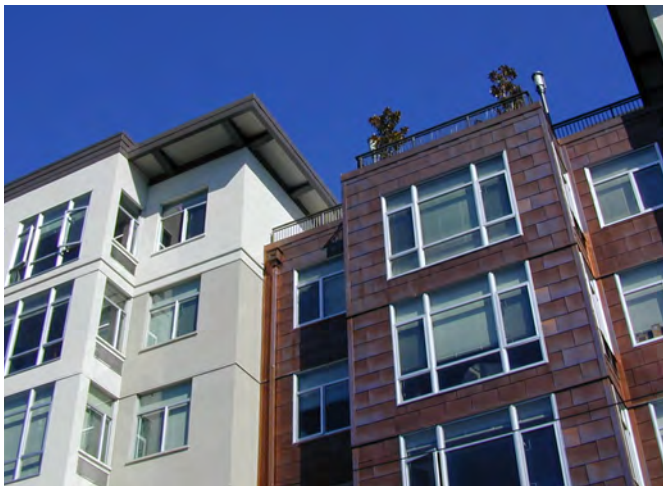
4.4.5.6 Where ground floor residential uses are permitted or desired, promote active residential street frontages by designing ground-floor units to provide living space that fronts the street and/ortakes direct access from the street

FENESTRATION

Entrances to residential units should be elevated above the street level.

Landscaped setbacks, planters, front porches, stoops and forecourts are encouraged to buffer residential uses as well as provide pedestrian interest. Fences, walls and landscaping shall be designed and maintained to provide 'eyes on the street' rather than as a visual obstruction.

4.4.5.7 Design ground-floor residential uses within attached residential and mixed-use developments to provide a grade change of at least two to three feet from the public sidewalk to the first floor residence to protect the privacy of residential units.



Windows should be grouped to establish rhythms across the façade.

FENESTRATION

Fenestration, which is the arrangement, proportioning, and design of windows, is important in creating active building facades that are visually engaging and in connecting a building's interior activities with the public realm. From the outside, windows give human scale to buildings, and animate facades with their varying sizes, patterns and treatments. From the inside, they provide for natural light and views, and operable windows provide for natural ventilation. Due to their importance in building design, providing guidelines for fenestration is essential to achieving successful urban design. The following policies apply to building fenestration:

POLICIES & RECOMMENDATIONS

4.4.6 Design buildings with window patterns that contribute to superior architectural design and complement neighborhood character

4.4.6.1 Design and placement of windows should have character, style, and scale appropriate to the overall building design.

4.4.6.2 Group windows to establish rhythms across the façade and hierarchies at important places on the façade.

4.4.6.3 Include windows along all walls visible from the public realm. Avoid blank walls.

4.4.6.4 Ensure that windows are not flush with the exterior wall surface. Recess window glass a minimum of three (3) inches from the exterior wall surface to add relief to the wall surface. Wainscoting and reveals can also be used to enhance the appearance of deep-set windows.

4.4.6.5 Generally, all occupied rooms should have operable windows to allow for natural ventilation.

BUILDING MATERIALS

The craftsmanship and design detail that is embodied in the the community's historic and traditional buildings is highly valued. While newer construction techniques and design processes do not strive to replicate the hand-crafted quality of the past, the use of high quality materials is a design decision that is possible for new construction. The use of high quality materials is essential for creating buildings that convey the sense of quality and permanence desired for the community. This includes the materials that are featured in the area's historic buildings such as plastered stucco, solid wood, tile, brick and decorative masonry. Accent materials used in entryways, windows, and cornices must also be of the highest quality to ensure durability and character.

Materials may be distinct between ground-floor and upper story facades. High-quality materials should be used adjacent to pedestrian right-of-way.

Materials should be selected that complement and respond to San Diego's climate and maximize views and natural light and ventilation.

POLICIES & RECOMMENDATIONS

4.4.7 Encourage the use of quality building materials and finishes in new development that complement neighborhood character and reflect fine craftsmanship

4.4.7.1 Use high-quality, durable materials in all projects. Quarry stone, terra cotta, traditional decorative tile and masonry, brick and solid wood are examples of quality materials. In taller buildings, use high quality materials at the street level to a minimum height of twenty (20) feet where they are more visible to the public.

4.4.7.2 Design new developments to respond in a compatible manner to the existing color, texture and materials used on surrounding notable buildings.

4.4.7.3 Design buildings with materials and colors that relate to masses and volumes. Changes in material or color should be designed with a change in the wall plane. Materials should wrap corners and continue at least 18 inches before another change in material. Compatible materials should be used on all four sides of the structure.

4.4.7.4 Building materials and colors should be used to unify and provide visual interest to building exteriors. However, the number of materials and colors should be limited to promote a visual simplicity and harmony.

4.4.7.5 The adherence to color trends over neighborhood or architectural context is discouraged. Colors should be selected to correlate with traditional building styles as well as neighborhood aesthetics.

4.4.7.6 Residential projects should avoid the excessive use of metal, concrete, and concrete block as wall surfaces.

LIGHTING

Lighting of buildings should be intergrated into the building design and employ fixtures that reflect overall design approach.

Lighting should enhance building features and materials, while minimizing light trespass and providing appropriate levels of illumination.

4.4.7.7 Sustainable, local and rapidly-renewable materials should be incorporated to the extent feasible and if compatible with overall design strategy.

LIGHTING

The primary purpose of illuminating buildings is to provide for security and pedestrian safety. Lighting is also used to enhance details of the front facade, and to illuminate plant materials and pathways in the landscaping. Known for their distinctive commercial areas and nightlife, various parts of Uptown employ lighting to promote commercial and entertainment activity. In residential buildings, lighting is focused primarily on key entries and access paths with generally low levels of exterior illumination. Thus, the manner in which it is illuminated is critical to maintaining community character, user comfort, and successful businesses. In general, the following policies apply to building lighting, which is distinct from the lighting of the public realm.

POLICIES & RECOMMENDATIONS

4.4.8 Incorporate lighting that complements and enhances building design and reinforces neighborhood character

4.4.8.1 Employ lighting to add drama and character to buildings and landscape, ensure public safety, and enhance nighttime activities.

4.4.8.2 Balance levels of illumination to be responsive to the type and level of anticipated activity without under- or over-illuminating. Generally, higher illumination is desired on buildings and areas with higher levels of nighttime use.

4.4.8.3 Select fixtures that complement building architecture, and integrate lighting into the whole of the building and project design.

4.4.8.4 Focus illumination on the front entryway, recessed entryways, walkways, and garage areas of residential buildings. Building addresses should be illuminated and clearly visible from the street at night.

4.4.8.5 Illuminate buildings and landscaping indirectly by concealing light features within buildings and landscaping to highlight attractive features. Direct lighting to avoid light spillage onto neighboring properties. Building-mounted lighting should be angled downwards or include cut-off shields. Unnecessary glare should be avoided.

4.4.8.6 In pedestrian-oriented areas, energy efficient lighting sources with warm white color and good color rendition are recommended.

4.4.8.7 Ensure that electric sources are concealed and not in conflict with architectural detailing.

SIGNS

Signs play a fundamental role in the community, especially in commercial areas. They facilitate local commerce by identifying where goods, services, and entertainment can be found. They also play a significant role in community character—contributing to either a more attractive and legible urban environment or one that is confusing, visually cluttered and unattractive. In Uptown, as elsewhere, a conflict exists between signs scaled for pedestrians versus signs scaled for motorists. In order to reinforce pedestrian orientation, the type, size, and placement of signs is important. The inclusion of attractive, distinctive, and noticeable signage that is complementary to neighborhood character is a primary goal of private realm building design. In residential areas, signage is only appropriate for use in multi-family projects where it is needed to identify a project or clarify wayfinding.

POLICIES & RECOMMENDATIONS

4.4.9 Incorporate signage that complements building design and contributes to neighborhood character

4.4.9.1 Design signs at a scale for pedestrian, rather than vehicular traffic. Signs should generally not be located more than 20′ above the sidewalk or be higher than the building cornice line or street wall height.

4.4.9.2 Construct signs of high-quality materials such as wood, metal, or stone.

4.4.9.3 Include messages that are simple and clear, and focus on business identification rather than advertising. Signs should generally include the name of the business and logo, with minimal additional text. Signs on residential buildings should be limited to the name of the complex and the address. Name and address should be easily visible from the street to assist visitors and emergency vehicles, and be illuminated to be visible after dark.

4.4.9.4 Design signs as an integral part of the building, consistent with its architectural style, scale, materials, and color.

4.4.9.5 Encourage signs that use icons, symbols, or logos rather than words (e.g., a shoe for a shoe store, a bicycle wheel for bike shop, etc.).

4.4.9.6 In entry signage, include primary access points to the complex and within the complex, as needed, to provide clear direction to visitors.

4.4.9.7 Conceal electrical conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment.

4.4.9.8 Encourage the following types of signs:

- Wall signs

Discreet wall-mounted signs that complement the architecture of historic buildings and new development is desired throughout Uptown.

Signs should be integrated with overall building design with a simple and clear message.

CORNERS

Printed signage on awnings or canopies is an encouraged form of signage in Uptown.

Buildings situated on corners may include entrances in the corner area.

- Window signs
- Projecting or blade signs (oriented vertically or horizontally)
- Panel or plaque signs (Flush-mounted)
- Printed signage on awnings or canopies
- Individual lettering (three-dimensional, flush-mounted) channel)

4.4.9.9 Discourage the following types of signs:

- Internally-illuminated acrylic box signs
- Internally-illuminated vinyl awnings
- Animated and rotating signs
- Pole signs
- Billboards

CORNERS

Buildings located on corners are especially positioned to activate the public realm add visual interest to the pedestrian environment. Corner buildings draw activity from four directions and are ideally situated for active ground-floor uses and commercial spaces with greater, more functional depths. They also offer the opportunity to define street character with bold architecture, vertical height elements or place-making features. Designs for buildings situated on corners may include design enhancements on the ground floor, such as enhanced building entrances and ornament, as well as design treatments for upper story volumes, such as variations in material and color, and lighting treatments, as well as distinctive canopies.

POLICIES & RECOMMENDATIONS

4.4.10 Design corner buildings to engage and add interest to the public realm

4.4.10.1 For buildings on corner lots, locate entrances at the corner to anchor the intersection and create a seamless transition that captures pedestrian activity from both street frontages.

4.4.10.2 Accentuate the corner's unique location with architectural features that actively engage the public realm and create a visual presence at the corner, such as:

- Chamfered or rounded corners
- Projecting and recessed balconies and entrances
- Accentuating features such as embellished doorways and volumetric manipulations (e.g., corner tower)
- Enhanced window designs that may include floor-to-ceiling windows, display windows, clerestory windows, or distinctive glass design or colors.

4.4.10.3 At gateway locations, incorporate architectural design features that highlight the gateway and create a sense of entry.

BUILDING TRANSPARENCY

Transparency refers to the amount of glazing (i.e., windows) on a building façade. Transparency at the street level plays a significant role in supporting an active pedestrian environment by creating a direct connection between public and private realms and engaging the interest of passersby. Storefront windows activate and add visual interest to the pedestrian environment by displaying products and revealing activity within shops and restaurants. They also contribute to public safety by placing "eyes on the street." Including appropriate building transparency is especially important where commercial and mixed-use areas are prevalent such as in Neighborhood Centers and Nodes. This ensures that commercial and mixed-use areas are vibrant, well-lit, and there is a clear connection between the activity of the pedestrian realm and commercial establishments.

POLICIES & RECOMMENDATIONS

4.4.11 Encourage the use of glazing to activate building facades

4.4.11.1 Incorporate generous windows and street-oriented glazing that provide a high degree of transparency on street-level facades in commercial and mixed use areas.

4.4.11.2 Ensure that the street level façade is 60-75% transparent where retail or other community or active uses occur.

Transparency enhances the blending of building interiors and exteriors.

4.4.11.3 Utilize clear, non-reflective glass rather than opaque, translucent or reflective glass, which does not count towards the transparency ratio.

4.4.11.4 Design front doors of retail or other pedestrian-oriented ground-floor uses with windows that permit views into the establishment.

ARCHITECTURAL PROJECTIONS

Projections refer to architectural elements, such as cornices, balconies, window bays, and sun shades that may extend into the setback zone. Typically these are placed at a height or distance from the street frontage that they do not impact pedestrian movement, however, they must be designed carefully to ensure that their scale and location is appropriate. The following guidelines apply to individual types of projections. Signage – which may also be a projection – is covered under the Signage policy and recommendations.

POLICIES & RECOMMENDATIONS

4.4.12 Encourage architectural elements that add visual interest and enhance the user experience

4.4.12.1 Canopies and Awnings: Include canopies and awnings in buildings to protect pedestrians from summer heat and winter rain, and to contribute variety to storefronts and building entries. Generally canopies and awnings:

- Should provide 8' minimum clearance above the finished sidewalk grade
- Can encroach into the public right-of-way up to 75% of the sidewalk width
- Should be consistent with the building's architectural style and avoid obscuring distinctive architectural features
- Can be either permanent architectural features that incorporate materials consistent with the building's architecture, or colored fabric mounted over a metal structural frame

ARCHITECTURAL PROJECTIONS

Awnings, canopies, and cornices add pedestrian scale to buildings.

Projecting balconies add visual interest, potential occupable space.and echo San Diego's modern architectural heritage.

Sunshades may be included on upper stores or lower stories to shield solar rays into building interiors.

- Avoid using shiny, flimsy or internally illuminated fabric.

4.4.12.2 Window Bays: Use window bays to add visual variety and interest to building facades and enhance the connection between public and private realms. Generally window bays:

- Can be either squared-off or have angled returns
- Should encroach no more than 3' into the public right-of-way
- Should have a maximum horizontal width of 8' (The angled return is in addition to the 8' width)
- Should have at least a 6'horizontal separation between window bays
- Should allow at least 12' clear from top of sidewalk to underside of projection.

4.4.12.3 Balconies: Use balconies to add visual variety and interest to building facades and create an active connection between public and private realms. Generally balconies:

- Should encroach no more than 3' into the public right-of-way
- Should have a maximum 12'horizontal width
- Should have at least a 10' horizontal separation between balconies
- Should allow at least 12' vertical clearance from the sidewalk

4.4.12.4 Cornices: Apply cornices, which are continuous horizontal courses or mouldings along the top of building facades, to define and add character to buildings. Cornices:

- Should be used to create a consistent relationship between new and old buildings by establishing a consistent street wall height along the length of the street

- Should be used reflect changes in building form such as building stepbacks
- Should be of substantial depth to create a shadow line that clearly defines the top of the façade
- Should not project more than 5' into the public right-of-way.

4.4.12.5 Sunshades: Employ sunshades as architectural features to control solar exposure into building interiors in order to limit heat gain, prevent glare, and enhance daylighting by re-directing and deflecting sunlight. With the emphasis on creating more sustainable buildings, the use of sunshades is expected to become ever more prevalent. Sunshades:

- Are encouraged as a way to improve building comfort and energy efficiency
- Should be constructed of high-quality, durable materials
- Should be designed as an integral element of the overall building design that adds architectural distinction.

Mechanical penthouses and rooftop equipment should be setback from the primary building façade and screened.

ROOFTOPS AND MECHANICAL SCREENING

The silhouette created by building roof lines is an important component of community character whether it is a two-story commercial building viewed from the street frontage or a high-rise mixed use building viewed from afar. Rooftops need to accommodate servicing and life-safety requirements and mechanical areas need to be appropriately screened while still retaining a form that will be a distinctive and memorable contribution to the community's skyline.

POLICIES & RECOMMENDATIONS

4.4.13 Require that rooftops are designed in an expressive and contextual manner, with mechanical areas appropriately screened

4.4.13.1 Design rooflines to be sculpted and expressive in a manner that complements the composition of the building.

4.4.13.2 In buildings with flat roofs, use strong, attractively detailed cornices or parapets to define the roofline.

4.4.13.3 Screen and architecturally integrate all mechanical penthouses and stair towers into the form of the building. Use materials to clad mechanical equipment and penthouses that complement the rest of the building.

4.4.13.4 Locate rooftop equipment so that it is not visible from streets or other public spaces. Mechanical penthouses or screens should be setback at least 5 feet from the building façade.

4.4.13.5 Consider potential views from surrounding taller buildings in rooftop design. Green roofs and roof gardens or patios can be used to enhance rooftop appearance from surrounding buildings.

ONSITE OPEN SPACE & PUBLIC SPACE

ONSITE OPEN SPACE AND PUBLIC SPACE

Open Space and landscaping plays a significant role in how people experience the urban environment, providing an interface between the public and private realms that unites them into a seamless whole. Landscaping provides a natural element to the urban form, softens and frames views and can also screen unattractive elements. Historically, Southern California developed with relatively generous spaces for gardens and landscaping in a large urban context. As the scale of development in the Uptown community increases, these spaces need to be re-fashioned for a more urban context rather than become vestiges or eliminated altogether. Maintaining setbacks to include room for landscape designs that are attentive to detail with thoughtful placement and layering of plant material is therefore important. This includes plantings along building street frontages and required yard areas as well as in interior courtyards, plazas and paseos.

While landscaping plays a significant role in residential and residentially-oriented mixed-use areas, it is also important in commercial areas where creating comfortable and attractive places for people is critical to successful retailing. Landscape and open space plays an important role in a number of residential and commercial building typologies that are typical to the areas temperate climate, including courtyard housing where units are oriented around a central open space and retail development organized around plazas and paseos. The inclusion of landscaping on both building frontages and within courtyards is important for achieving the aesthetic quality that is desired for future developments.

POLICIES & RECOMMENDATIONS

4.4.14 Encourage onsite open space and landscaping as an element of building and site design

4.4.14.1 Strongly encourage residential development or development with a residential component to provide on-site outdoor open space as an amenity for residents. The open space should be designed as a central-organizing principle of the development not as an afterthought and function primarily as a gathering space. Features such as pools and sport courts (and indoor gyms) are encouraged for larger developments to provide a recreation component.

4.4.14.2 Maintain required setbacks for installation of landscaping to achieve needed landscape design functions such as soften development forms, buffer unwanted uses and provide privacy.

4.4.14.3 Use landscaping to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, provide shade, and add color, texture, and visual interest.

4.4.14.4 Select high quality landscape materials suitable for the San Diego coastal climate.

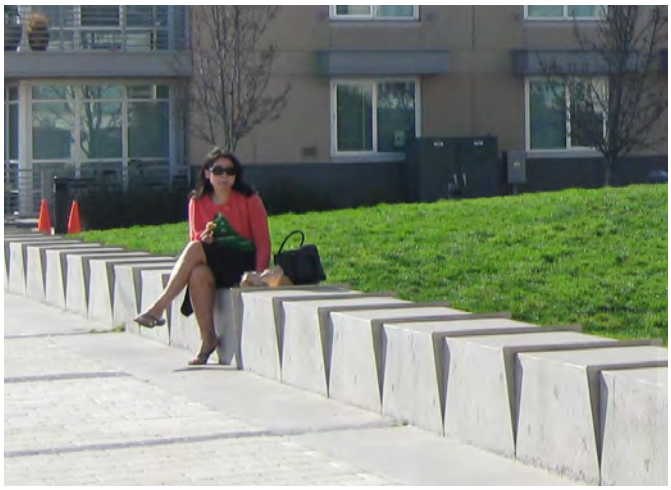
4.4.14.5 Integrate semi-public outdoor spaces such as on-site plazas, patios, courtyards, paseos, terraces and gardens to address the public realm and support pedestrian activity and community interaction. These are strongly encouraged in larger projects.

4.4.14.6 Delineate plazas and courtyards through building and landscape design. Ensure that plazas and courtyards are comfortably scaled, landscaped for shade and ornament, furnished with areas for sitting, and lighted for evening use. Courtyards should be surrounded by active facades or landscape treatments.

4.4.14.7 Provide a variety of seating options, such as benches, seat walls, and broad steps. Private patios may be located in courtyards if they are defined by a low wall or hedge.

4.4.14.8 Whenever feasible, design landscape and private open space areas to serve a sustainable infrastructure function by collecting and treating stormwater flow, allowing for infiltration and being used for irrigation.

ONSITE OPEN SPACE & PUBLIC SPACE



Low walls used to line landscaping and open space may be used as seating areas.

Plazas, which provide transition areas between the public and private realms, should be accessible and oriented towards the public realm.

Opportunity sites for parks, public spaces, and plazas should be identified and encouraged throughout Uptown as a valuable community resource.

ONSITE PUBLIC OPEN SPACES IN NEIGHBORHOOD CENTERS & NODES

The community lacks a significant amount of public open spaces within commercial and mixed use areas where people can gather or sit and rest. Most Commercial districts and corridors within Southern California developed without public spaces and very little private open space. At that time, surrounding residential neighborhoods also were typically developed with lower density homes and apartments that included open space in the form of private yards and gardens. As such, the lack of public open space could be offset in other ways within residential neighborhoods. However, as commercial corridors continue to redevelop and add residential density, the provision of public (and private) open space becomes more important. These spaces can provide needed open space for nearby residents, office workers, shoppers and visitors, especially when larger parks are not proximate, as is the case for most of the community's commercial and mixed-use areas. Public spaces in the form of pocket parks or plazas can also help offset park deficiencies by providing public gathering places and other park uses. Ownership and operation of these spaces can be public, private, or some form of partnership, although all are intended to be publicly accessible. The scale and features of these small open spaces can vary, but should be adapted to their context.

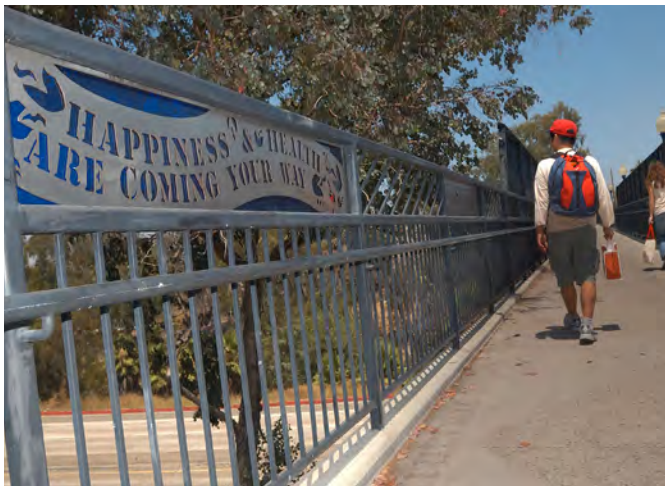
POLICIES & RECOMMENDATIONS

4.4.15 Provide opportunities for Public Open Spaces in Neighborhood Centers and Nodes

4.4.15.1 Orient public spaces towards the public right-of-way and frame with active building facades (e.g., entrances, windows, balconies, etc.) that help activate the space and provide "eyes on the street" for security.

4.4.15.2 Locate public spaces so that they will receive optimal year-round sun exposure and are out of the path of prevailing winds.

4.4.15.3 Design public spaces to be accessible to all user groups, including those with disabilities.



Public art should be incorporated into elements of the public realm that are well-used and viewed by the community.

4.4.15.4 Provide ample seating and areas for social interaction within public spaces.

4.4.15.5 Landscape areas within public open space with climate-appropriate plant materials and reflect the native or historically significant plants of San Diego.

4.4.15.6 Explore creative ways to create small public spaces such as the re-purposing of underutilized utility easements, extra-wide street rights-of-way, and undevelopable remnant parcels to create usable open space. Such measures may include:

- Expanding the size of bulb-outs (curb extensions) at key intersections and mid-block neck-down areas to create small plazas/pocket parks
- Using remnant and/or vacant parcels, even if only on an interim basis, as sites for community gardens
- Narrowing a street cross-section to create a wide, linear greenway along one side of the street.

PUBLIC ART

Public art helps to activate the public realm by adding visual interest to the public streetscape and enriching the pedestrian experience. Adding elements that visually and intellectually engage the community can be an effective means of encouraging pedestrian activity and fostering community identity. However, given the competition for space in the pedestrian realm, it is important that public art be seen as more than just statues or sculpture that occupy space. Instead, public art should be seen as something that is integral to the design of the many elements that occupy the public streetscape--making them more interesting, but not necessarily requiring more space.

POLICIES & RECOMMENDATIONS

4.4.16 Encourage the creation of Public Art in Neighborhood Centers and Nodes

4.4.16.1 Encourage all capital improvement and development projects to integrate public art into the design of public streetscape elements (e.g. paving, street furniture, transit shelters, lighting, etc.)

4.4.16.2 Locate public art in areas where it can be viewed and enjoyed by a large number of people, including sidewalks, intersections, plazas, and medians.

4.4.16.3 Use public art to enhance community understanding of the community's history and culture.

4.4.16.4 Determine the design and placement of public art so that it will be coordinated with and enhance other streetscape elements. Three-dimensional installations that occur within the public right-of-way should not obstruct pedestrian circulation, and should be considered in the same manner as other street furnishings.

4.4.16.5 Use public art to mark key gateways and intersections, e.g., the Hillcrest Core, Park Boulevard.

4.4.16.6 Include interactive art that will encourage community participation or provides sensory stimulation through touch, movement, or sound. Locate such installations so as not to obstruct pedestrian movement or create a nuisance.

4.4.16.7 Engage local San Diego artists in the creation of public art installations.

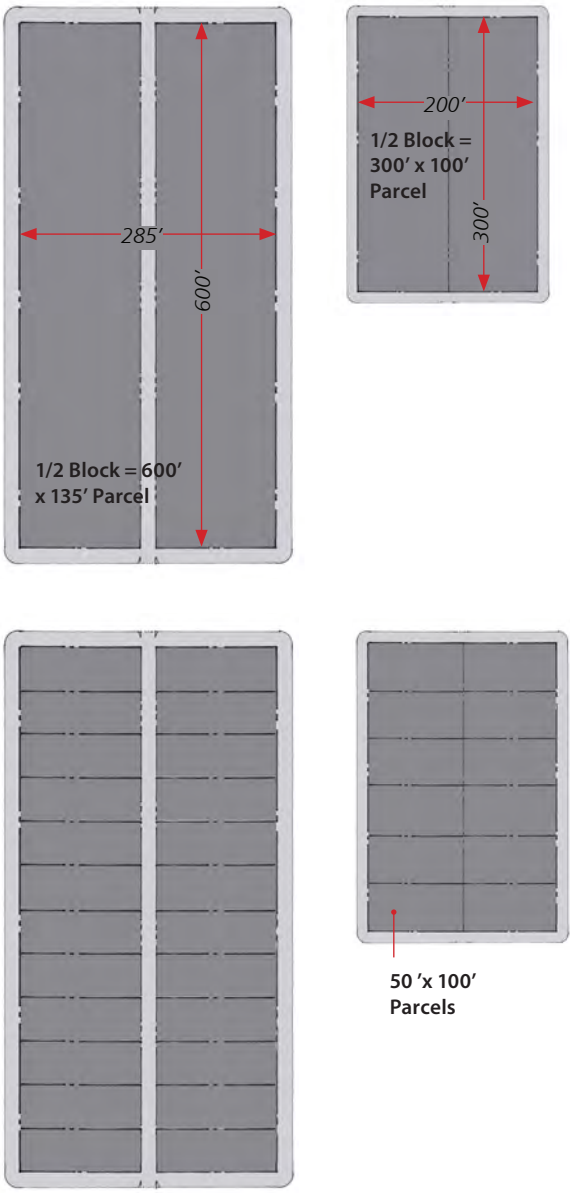
CONTEXTUAL DESIGN

As new development is added within the established neighborhoods of Uptown, it is important that it does not detract from overriding architectural character of the neighborhood. New development that is compatible with existing context will contribute to the sense of place and enhance neighborhood character.

A consistent interface with the public realm is key to establishing the proper context within a block or area. Compatibility is evaluated based upon a building's relationship to the scale, form and architecture of adjacent properties and an appropriate scale for the block.

New development that is compatible with existing homes will contribute to the sense of place and enhance neighborhood character.

Typical Uptown Blocks



Although there are many different block configurations in Uptown, two block configurations established in the area's early history predominate. A long, narrow block with mid-block alley predominates in Hillcrest and University Heights. A shorter block without an alley predominates in Park West.

CONTEXTUAL DESIGN

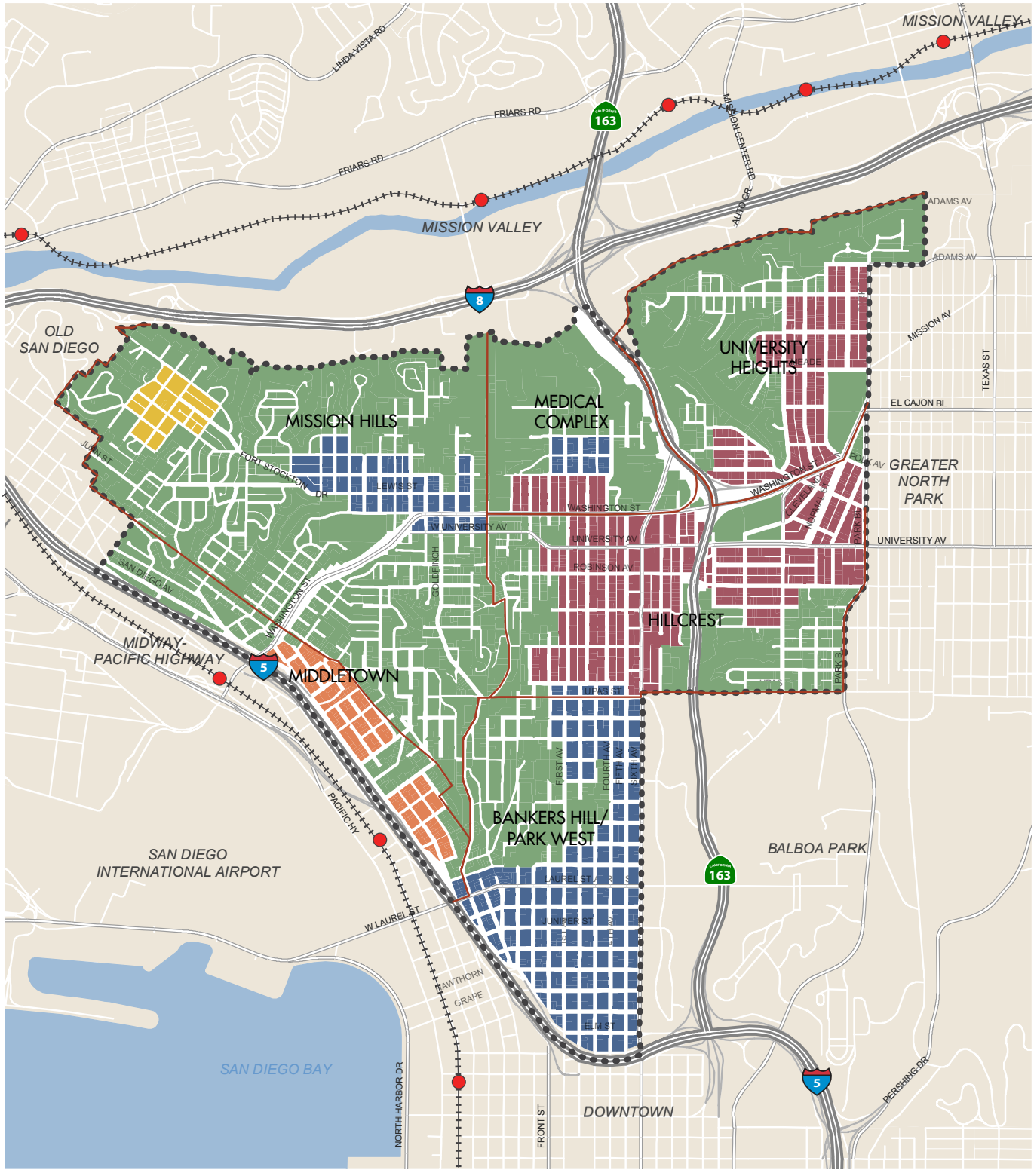


FIGURE 4.8: BLOCK TYPE

STREET ORIENTATION

Historic buildings in Uptown have a strong orientation to the street.

POLICIES & RECOMMENDATIONS

4.4.17 Encourage building design that is responsive to the built form and character of surrounding development

4.4.17.1 Design infill to complement the architectural styles of the block. If there is a mixture of styles on a block, then the design of new housing should still be responsive to the shared characteristics of existing housing (e.g., setbacks, heights, massing, etc.).

4.4.17.2 Explore new stylistic interpretations of traditional architectural vocabulary in new development without copying them.

4.4.17.3 Incorporate architectural features and detailing proportional to the scale of surrounding development on the block. Give equal design treatment and architectural consideration to all elevations.

4.4.17.4 Design new expansions and additions using architectural details that are consistent with those of the existing structure. Ensure that all elements (i.e. additions) in a structure are consistent with that structure's overall design or style.

4.4.17.5 Use stylistically cohesive, character-defining features, such as porches, columns, balustrades, brackets, rafters, and decorative trim, to enhance visual compatibility.

4.4.17.6 Design roofs of infill and additions with appropriate pitch, overhang depth, and gable orientation to be similar to those of existing homes on the block and/or the existing structure.

4.4.17.7 Design porch and entry elements of infill and additions with a scale and style consistent with the scale and style of the residence, respecting the scale and style of similar elements on the other residences on the block.

STREET ORIENTATION

Much of the community's vibrant pedestrian-oriented environment is a product of development in the late nineteenth and early twentieth century's, prior to the prominence of the automobile, when buildings were designed at a more pedestrian scale and sited to address the public realm, creating a well-defined street edge. In later generations, in response to changes in transportation choices, retail formats, and construction technologies, this consistent edge was eroded by parking lots, driveways, and buildings set far back from the street. The intent of the urban design guidelines is to reinforce the pedestrian scale and orientation that typifies the community's historic grain and 'fill-in' the missing pieces of the street edge.

POLICIES & RECOMMENDATIONS

4.4.18 Ensure that buildings are designed with a strong orientation to the primary street frontage

4.4.18.1 Orient buildings towards public (and private) streets to positively define street edges. Align with primary street frontages and public spaces to frame the pedestrian environment.

4.4.18.2 Place the main building entrance on the primary street frontage.

SETBACKS

4.4.18.3 Orient primary building entrances onto street frontages rather than parking lots.

4.4.18.4 For building facades that face streets or are adjacent to sidewalks or pedestrian pathways (e.g., paseos), incorporate features such as windows, doors and other architectural elements that activate the facades and provide visual interest.

4.4.18.5 Maintain quality architectural articulation and finishes around all visible sides of the buildings, not just the building fronts.

SETBACKS

The distance buildings are setback from the street helps to define the character of the public realm. In order to create a coherent character, it is important to establish a consistent alignment of building frontages without significant gaps within each block or series of blocks. Building setbacks and build-to lines are the tools used to establish a consistent street wall. In residential areas, a greater setback is appropriate, where a landscaped zone between the building and the back edge of the sidewalk provides a buffer. Commercial buildings and storefronts should be closer to the street to define and engage the pedestrian environment. Current setbacks are shown in Figure 4.12: Setbacks.

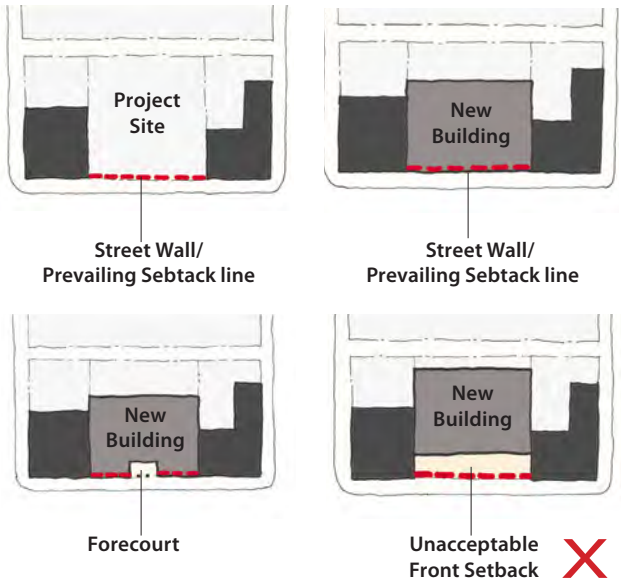
POLICIES & RECOMMENDATIONS

4.4.19 Ensure that new development responds to the prevailing setbacks of surrounding development

4.4.19.1 Design buildings in commercial and mixed use areas to either an agreed upon minimum setback line or to the prevailing setback along the street in order to create a consistent and well-defined street frontage.

4.4.19.2 Avoid placing surface parking between the building frontage and the public street right-of-way in all circumstances.

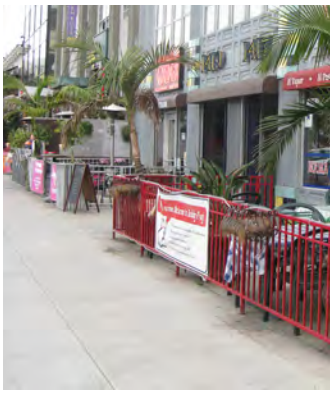
Examples of Building Setbacks



Diagrams illustrating the placement of a building in relation to the Build-to Line.

Design of the Setback Examples

Zero-foot setback.

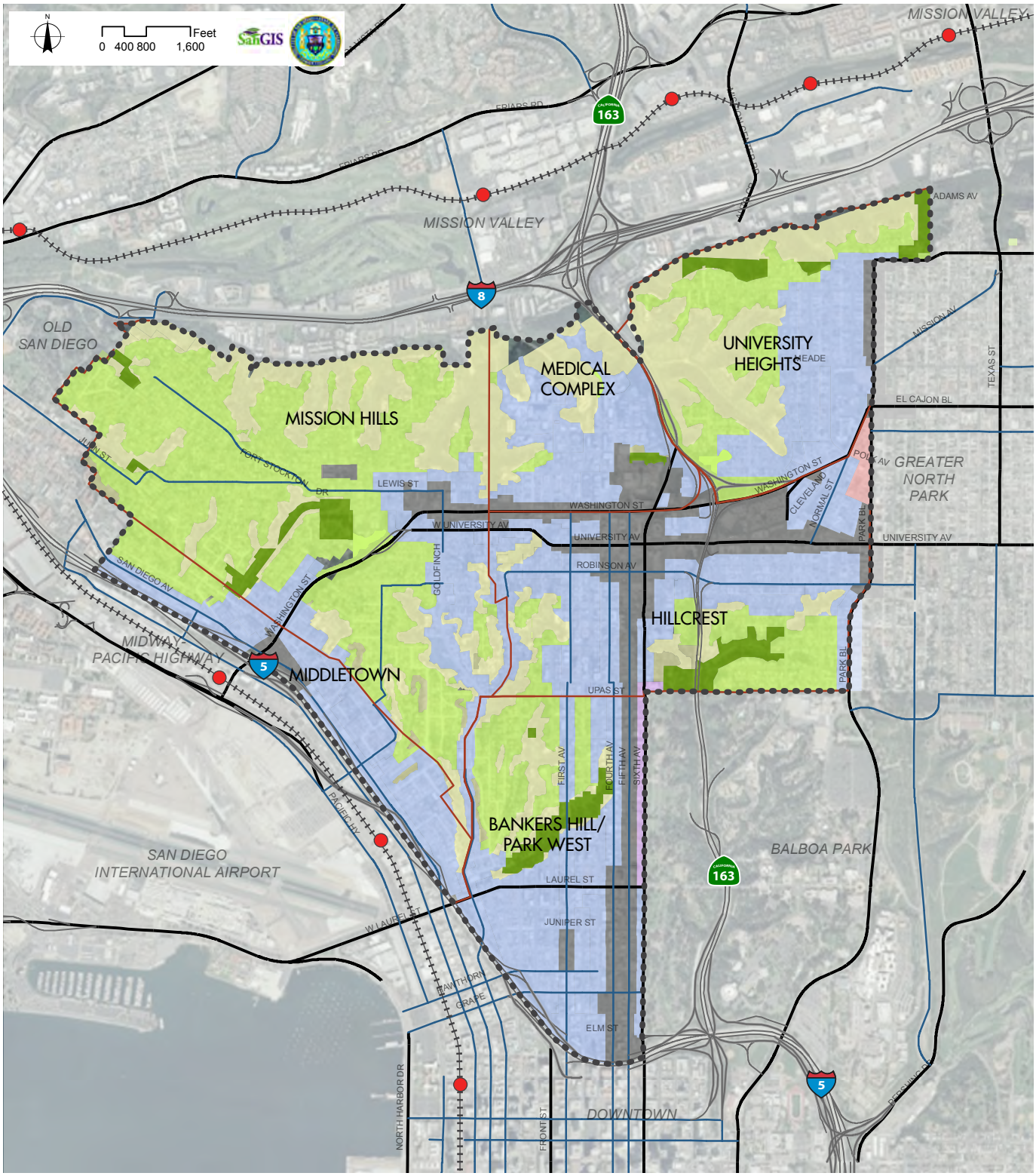


6-10 foot setback with outdoor seating.

10-15 foot setback with seating within setback zone.

Forecourt within zero-foot setback zone.

SETBACKS



LEGEND

Roads
- Interstate
- Minor Arterial
- Major Collector

Setbacks

Mixed Commercial
- None Required
- 5 Feet
- 6 Feet
- 10 Feet

Residential
- 15 Feet
- 20 Feet
- 25 Feet
- Open Space

- Community Plan Boundary
- Neighborhood Boundary
- Trolley Route & Stops

FIGURE 4.9: SETBACKS

SETBACKS

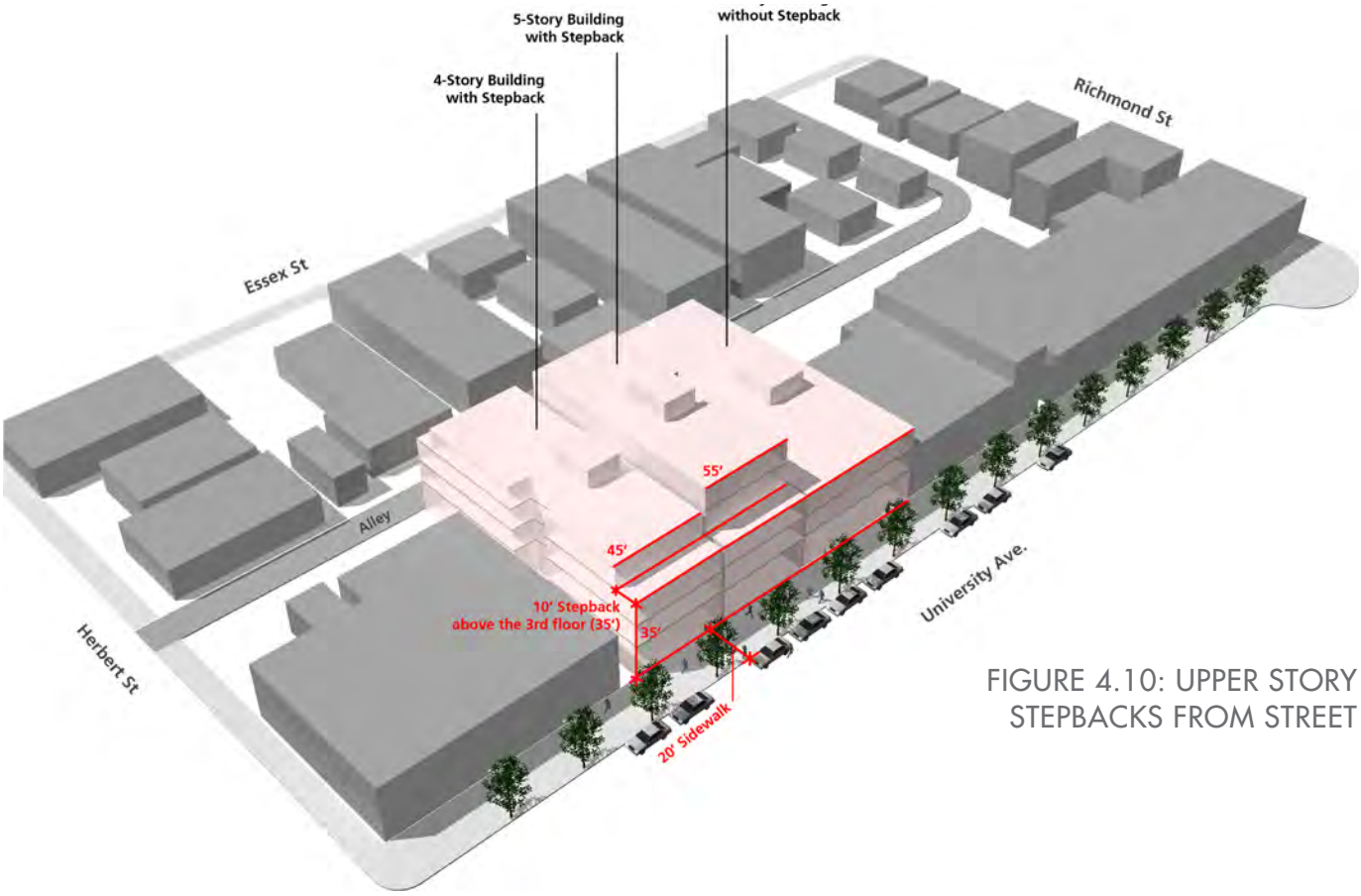


FIGURE 4.10: UPPER STORY STEPBACKS FROM STREET

Upper-Story Stepbacks from Street

Upper-Story Stepbacks from Street

Upper-Story Stepbacks from Adjacent Rear Properties

4.4.19.3 Establish minimum setbacks that contribute to a wider pedestrian zone in the community's commercial areas to support an active and well-furnished pedestrian environment. For example, on commercial streets that currently have 8-foot wide sidewalks, a minimum 4-foot front yard setback could be established to achieve a more desirable 12-foot wide sidewalk.

4.4.19.4 Include public or semi-public spaces such as plazas, courtyards, forecourts, and sidewalk cafes, adjacent to the public right-of-way.

4.4.19.5 Design buildings such that at least 80% of the building frontage is set up to the minimum setback line in commercial areas. In mixed use areas that are not primarily retail districts, at least 65% of the building must be set up to the minimum setback line.

4.4.19.6 Allow minor variations in the building frontage to create more interesting facades, which will be credited toward the minimum setback percentage requirement. Minor variations include recessed building entries, vertical recesses up to three feet deep and four feet wide, and building setbacks up to 2 feet from the minimum setback line.

4.4.19.7 In mixed-use areas that are not primarily retail districts (e.g., Fourth Avenue in Bankers Hill/ Park West), place buildings within 3 feet of the minimum setback in order to allow for landscaping along the building frontage.

4.4.19.8 Residential front and street sideyard setbacks should be the greater of either the zone requirement or a 6 foot minimum. The minimum setback allows for a landscaped area to buffer residential uses from the street.

HEIGHT AND MASSING IN NEIGHBORHOOD CENTERS AND NODES

The community contains an eclectic variety of buildings in its commercial and mixed-use areas, ranging in scale, style, use, and material, among other attributes. These areas have been identified as Neighborhood Centers and Nodes, per the Urban Form Analysis. Although design guidelines must be applied to regulate scale and type, other broadly-based principles of good design can be applied to allow for variety to flourish within these areas. The following guidelines apply new development in Neighborhood Centers and Nodes:

POLICIES & RECOMMENDATIONS

4.4.20 Promote building heights, massing and articulation that is responsive to the character of the Neighborhood Center or Node

4.4.20.1 Building scale and massing shall be sensitive to and not overwhelm the scale of surrounding development.

4.4.20.2 Employ a combination of building setbacks, upper-story stepbacks, and articulated sub-volumes to sensitively transition to adjacent lower height.

4.4.20.3 Factors such as the quality and likely longevity of adjacent buildings as well as permitted zone heights may be considered when determining sensitive height transitions in areas identified for higher intensity development.

HEIGHT & MASSING

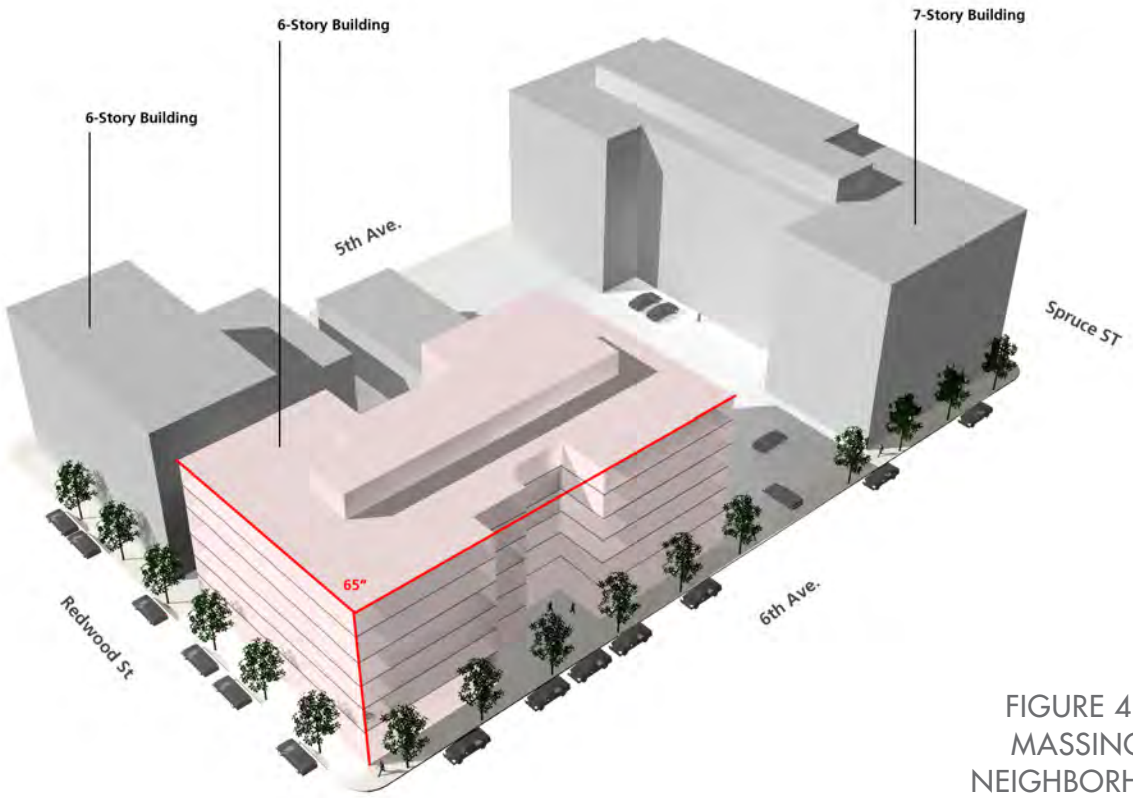


FIGURE 4.11: HEIGHT & MASSING CONCEPT 1- NEIGHBORHOOD CENTER

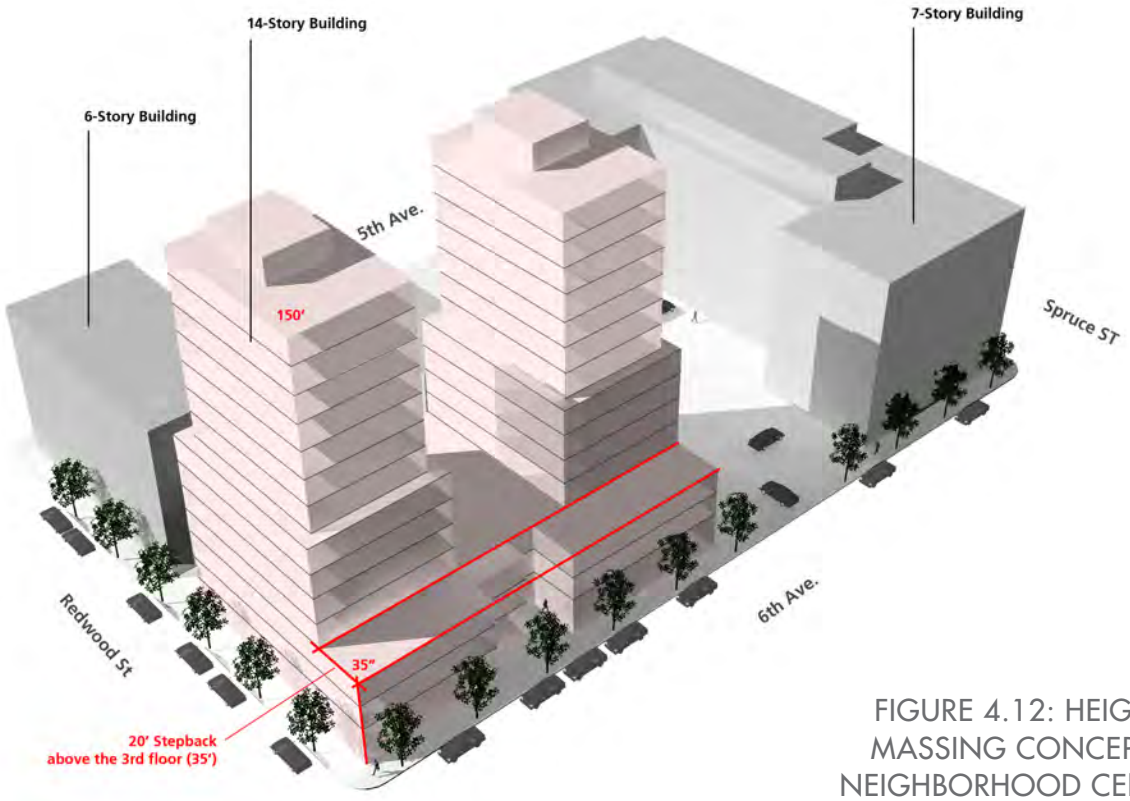


FIGURE 4.12: HEIGHT & MASSING CONCEPT 2 - NEIGHBORHOOD CENTER

HEIGHT & MASSING

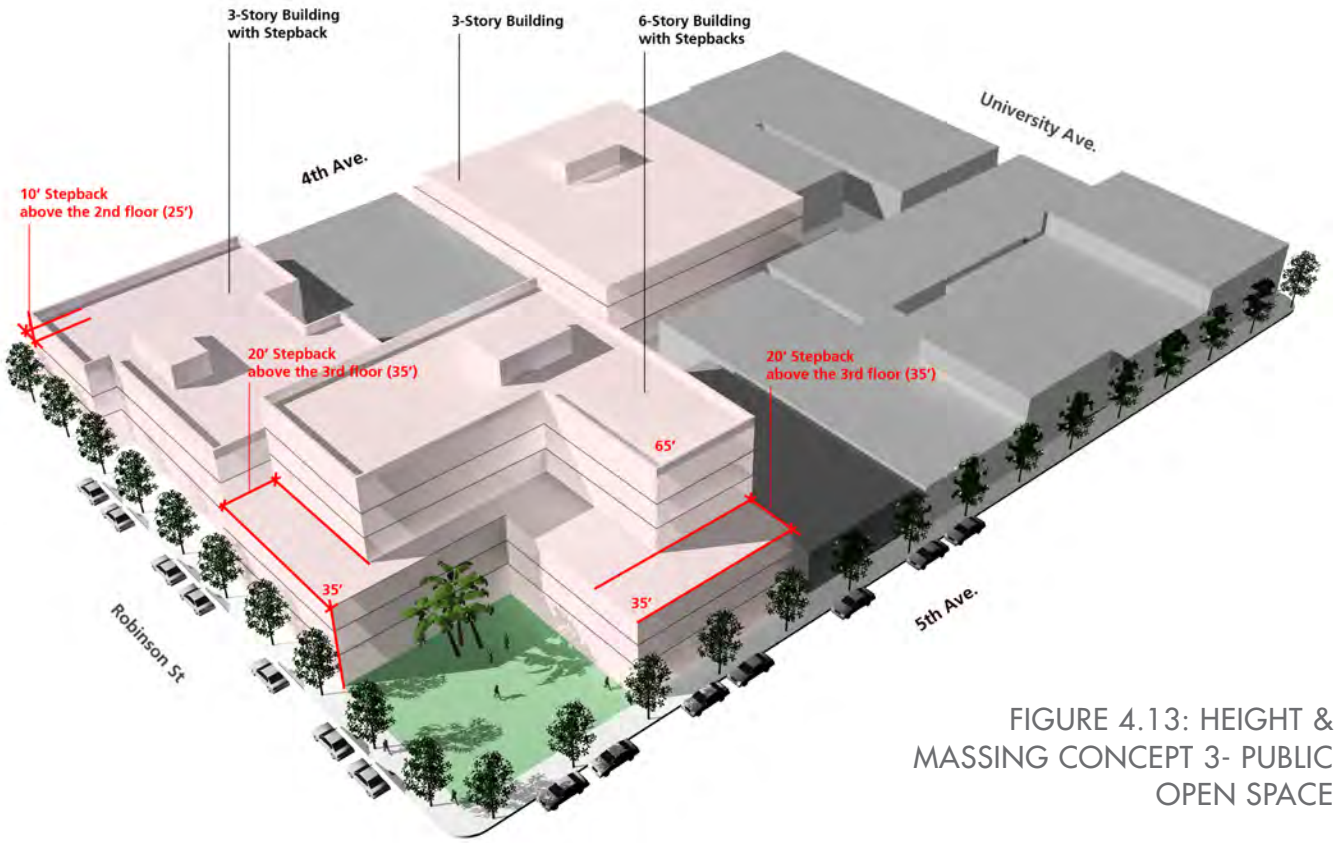


FIGURE 4.13: HEIGHT & MASSING CONCEPT 3- PUBLIC OPEN SPACE

4.4.20.4 Step back upper floors of buildings above the third story in order to maintain a pedestrian scale on community streets. Step backs of at least 6′ required at 35′ of height, 10′ at 65′. Towers up to 100′ in the Hillcrest neighborhood should be subject to a more involved discretionary review involving design review, shade studies, and the provision of a public amenity.

4.4.20.5 Design buildings with simple, yet varied, massing. Utilize features, such as streetwall indents, deep entry and window openings, balconies, window bays, and a top treatment (i.e. a roof, cornice or parapet) to add variety and interest. Streetwall indents are strongly encouraged when accommodating outdoor seating for eating and drinking establishments to minimize the extent of future sidewalk encroachments.

Buildings in Neigborhood Centers and Nodes should be designed to respect surrounding context by including variations in height and massing.

HEIGHT & MASSING

New development that is compatible with existing homes will contribute to the sense of place and enhance neighborhood character.

4.4.20.6 Design taller buildings to differentiate between the building's base, middle and top sections in order to reduce the apparent mass.

4.4.20.7 Allow for increased height through discretionary review.

4.4.20.8 Create an incentive program where additional height/floors can be realized as a bonus for providing public amenities (e.g. pocket parks, public parking) in identified Neighborhood Centers and Nodes (Figure 4.3). The increased height would vary depending on neighborhood scale. An in-lieu fee could be considered where a project site is not in an optimal location to provide for a public amenity.

HEIGHT AND MASSING IN RESIDENTIAL NEIGHBORHOODS

The scale, massing, and detailing of buildings has a substantial impact upon neighborhood character. Nearly all of the buildings in the community's residential areas are less than three stories (35') in height, and the vast majority is one or two stories. In order to ensure complementary infill and new development, establishing consistent massing and configuration of new buildings is crucial to producing high-quality, memorable architecture that is compatible with established development patterns.

The community has experienced past infill development that has not fit well into established residential neighborhoods, including 'tear downs', large multi-unit developments, and building additions that are out of scale and character with their neighbors. To provide more compatible development, the following policies apply to new development and additions within predominantly residential neighborhoods:

POLICIES & RECOMMENDATIONS

4.4.21 Promote residential building heights, massing and setbacks that are responsive to the surrounding residential neighborhood

4.4.21.1 Design structures with massing and façade articulation that contributes to a fine-grained, pedestrian scale environment at the street level.

4.4.21.2 Design new and modified buildings to conform to the predominant scale of the neighborhood and/or particular block and be sensitive to the scale of adjacent uses.

4.4.21.3 Employ a combination of building setbacks, upper-story stepbacks, and articulated sub-volumes to sensitively and adequately transition to adjacent lower height buildings.

4.4.21.4 Setback upper-story additions from the primary façade to preserve the original scale and form of the building at the front setback.

4.4.21.5 Design the massing of buildings on combined lots to respond to the pattern and rhythm of both adjacent development and the prevailing development within the block.

4.4.21.6 Design buildings with simple, harmonious proportions that reflect the neighborhoods historic buildings.

4.4.21.7 Use features, such as porches and stoops, deep entry and window openings, balconies, window bays, eaves and rooflines to add variety and interest, and to mitigate apparent massing.

4.4.21.8 Avoid excessive roof breaks and overly complicated roof forms.

4.4.21.9 Address climatological considerations through building articulation to access the ideal amount of sunlight and air.

TRANSITIONS

In order to accommodate the heights and development intensity that may be permitted through either ministerial or discretionary review, it is essential that building heights are sensitively mitigated so they do not negatively impact neighboring uses or detract from community and neighborhood character. This is done most successfully through design guidelines that address setbacks and upper-story stepbacks for the portion of a building over a certain threshold. Applying these guidelines will ensure that new development will be most sensitively designed to complement the character of the Uptown community and achieve timeless, quality design.

POLICIES & RECOMMENDATIONS

4.4.22 New development should adhere to transition area guidelines to ensure that infill development and additions are sensitively designed to address neighborhood context

4.4.22.1 Incorporate upper story stepbacks from street of 10′ above the 3rd story, or 35′.

4.4.22.2 Incorporate upper story sideyard stepbacks from adjacent buildings of 10′ above the 3rd story, or 35′to adjacent parcel.

4.4.22.3 Incorporate upper story sideyard stepbacks from adjacent buildings – such as 10′ above the 3rd story, or 35′to adjacent parcel.

4.4.22.4 Strongly encourage portions of new buildings adjacent to existing development to be no higher than 1.5 stories taller than buildings within 30′ of their shared property line.

Lower Buildings As Transition Between New and Existing

Upper-Story Side Yard Stepbacks from Adjacent Buildings

4.4.22.5 For buildings of 65′ or greater, incorporate upper story stepbacks from street of 10′ above the 3rd story, or 35′, followed by an additional 10′ stepback at 65′. This may be combined so that a 20′ stepback occurs after the first 35′ limit, and no additional stepback is required at 65′. Additional stepbacks are required for buildings over 75′, as dictated by bulk reduction standards.

4.4.22.6 Stepback requirements may be waived with the provision of publicly-accessible on-site open space, to be determined by discretionary review process. (See Figure 4.13).

TRANSITIONS

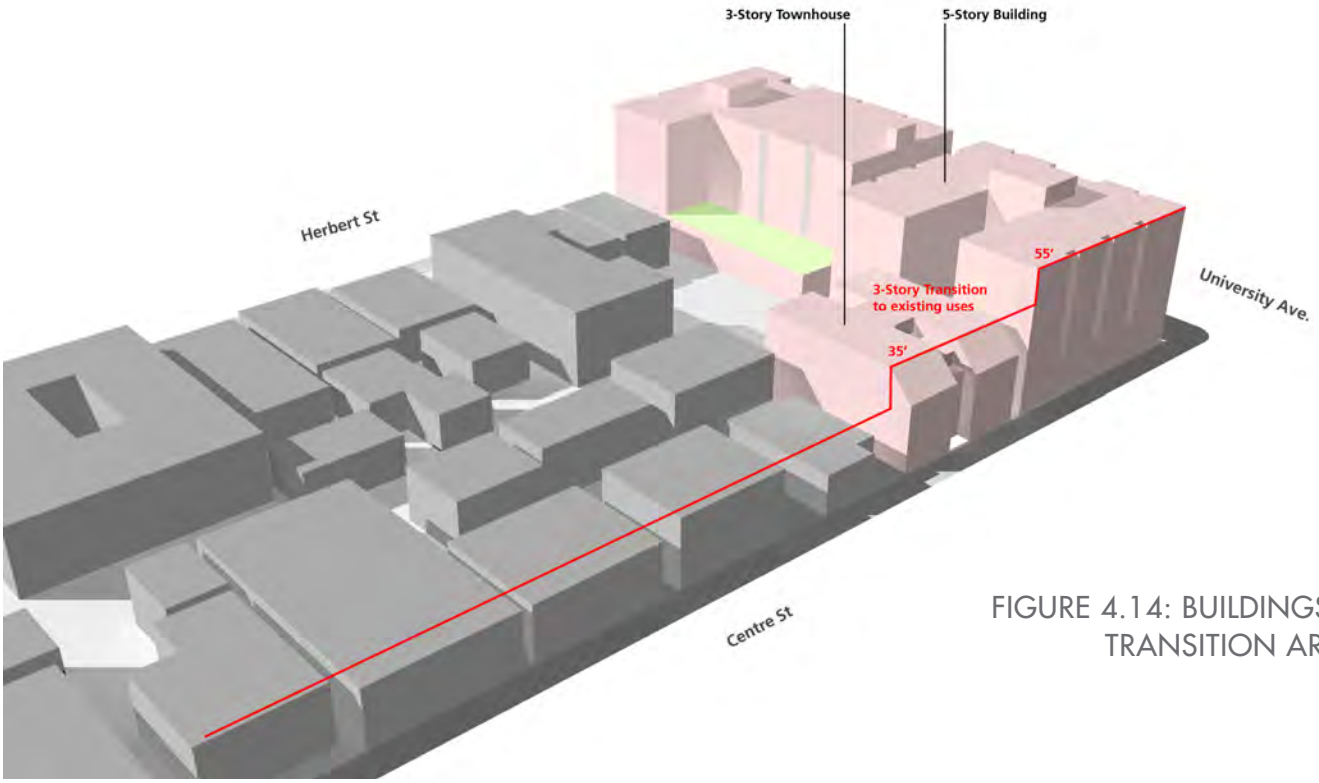


FIGURE 4.14: BUILDINGS AS TRANSITION AREAS

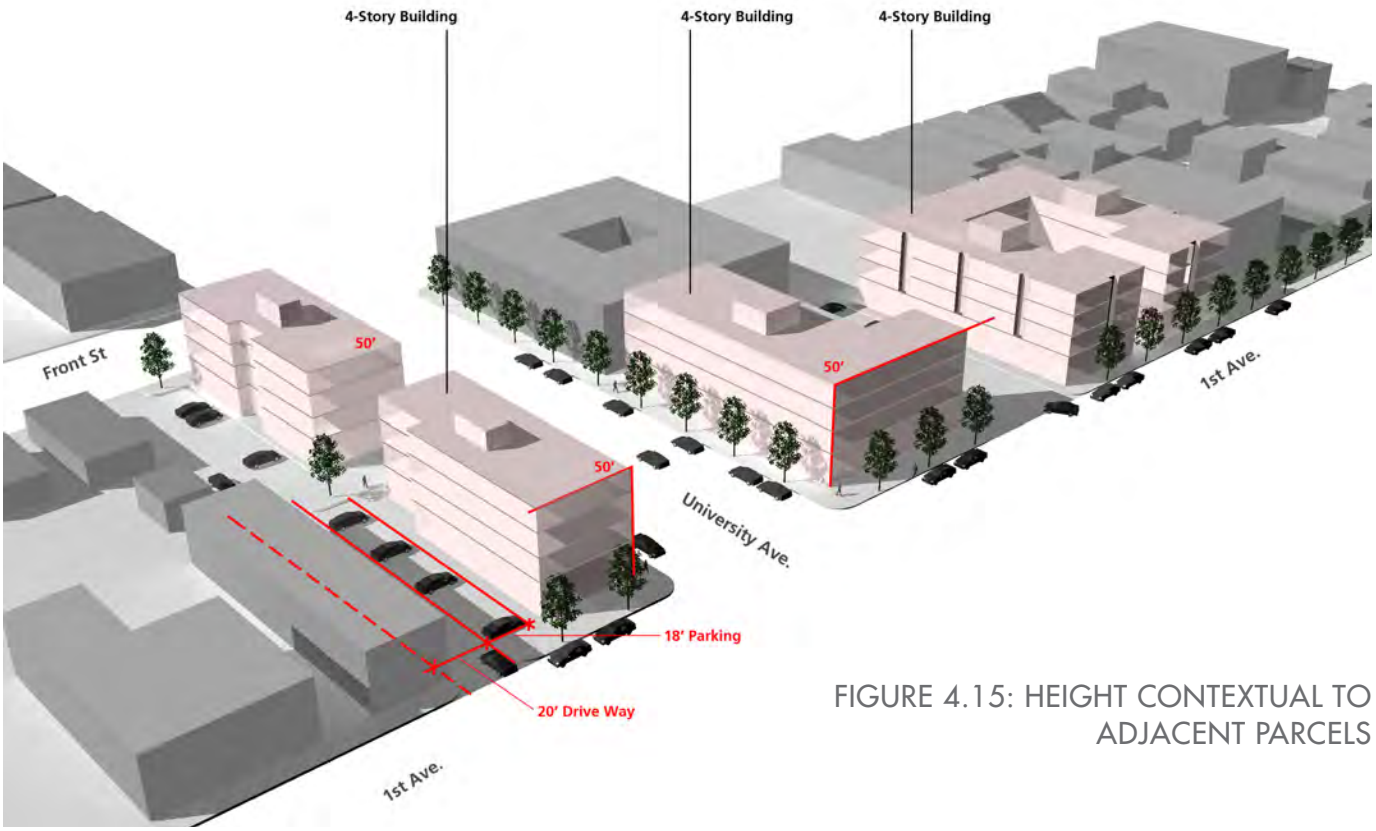


FIGURE 4.15: HEIGHT CONTEXTUAL TO ADJACENT PARCELS

4.4.22.7 Limit the bulk of towers, or buildings over 75', by applying bulk and massing standards. Require bulk reduction above 30'. A single floorplate should not exceed 13,000 square feet. For residential use, a 160' maximum diagonal limit is established for towers, and 175' for office use.

COMMERCIAL-RESIDENTIAL USE COMPATIBILITY

In more dense urban neighborhoods commercial and residential uses are often not physically separated to the same extent as within other neighborhoods. This can result in positive associations between walkability, transit access and buildings that frame streets creating a vibrancy within these neighborhoods. However, some commercial uses can have unwanted spillover effects on existing adjacent residential uses, or when located within mixed-use buildings. The Uptown community's relative lack of depth for most commercial lots as well as the prevalence of mixed-use buildings limits the use of large spatial buffers when separating uses. Components of the building program can instead be utilized to provide physical separation. Therefore, careful attention to the site planning and design detail of new commercial, institutional and mixed-use developments is necessary to avoid or minimize unwanted spillover effects.

POLICIES & RECOMMENDATIONS

4.4.23 Incorporate measures to reduce the potential for conflicts (e.g., noise, fumes, light, etc.) between residential and non-residential uses in mixed use areas.

4.4.23.1 Buffer residential uses at the adjoining property line through installation of solid masonry walls and landscaping within required setbacks. In no case shall the landscaped setback be less than 5 feet. Solid walls should be between 5 feet and 8 feet high depending upon potential project effects on abutting residential properties.

Adjacent office and residential uses are compatible in Uptown.

Commercial uses developed adjacent to residential should be buffered appropriately.

4.4.23.2 Uses that may generate excess or more continuous noise should front commercial streets where primary access, window openings and any permitted outdoor use can be located away from adjacent residential uses. Building elements that generate less noise such as office space, storage areas and parking should be located closer to residential uses.

4.4.23.3 Drive-through lanes that generate noise from speakers and patrons' vehicles should be located and designed to minimize noise

effects on adjacent residential uses. Site planning should utilize building and parking arrangements to separate the drive-thru lane from adjacent residential uses. Measures such as directing speakers away from abutting residential uses, the addition of landscape buffers and decorative sound baffles should be used as appropriate to reduce noise.

4.4.23.3 Utilize parking levels or rooftops as appropriate when locating generators, exhaust vents, trash enclosures and other service equipment.

4.4.23.4 For odor-generating uses such as restaurants, contain and vent exhaust fumes away from adjacent residential uses as well as pedestrian areas such as sidewalks and plazas. For mixed-use buildings, exhaust vents should not be located below the fourth floor and should be directed away from operable windows, air vents and balconies within the building.

DESIGN GUIDELINES BY BUILDING TYPE

The community features a variety of building types at different scales. Scale has a great impact upon the appearance of the neighborhood and the interaction with the public realm and pedestrian experience. In an area with as much history as Uptown, retaining a sense of scale and character is crucial to the community's vision for future development. The following policies address the scale and massing of buildings based on height in order to ensure that context-sensitive and quality design is realized regardless of different shapes and sizes. Buildings are categorized as one of three building types: low-rise, mid-rise, and high-rise.

Each building type is categorized by height and use type. Distinct guidelines are created for mixed-use and commercial buildings versus those that are solely residential because different guidelines apply to elements of the building based on its use. This affects primarily the ground floor within mixed-use buildings where unique requirements for transparency, floor-to-ceiling height, streetwall coverage, and ground floor elevations are necessary. Setbacks may also vary based on the use of the buildings, as well as parking requirements, which are dictated by the development code, but ultimately affect the bulk and location of parking.

The building height and base height categories generally reflect the break points in cost of construction and structural capabilities for different construction types. The 45-foot height limit is consistent with Type V construction (wood frame, with the lowest construction costs). The 65-foot height limit allows for Type III modified (wood frame over concrete podium, typically six stories) and Type I (concrete frame, where the top habitable floor level is less than 75 feet above grade, meaning fire ladders can reach them). The shift to Type I above eight stories typically requires additional fire safety measures, including electronic fire alarm signalization system. Type I (where the top habitable floor level is more than 75 feet above grade) is the most expensive construction type and represents the greatest jump in construction costs. Types are shown in Table 2.

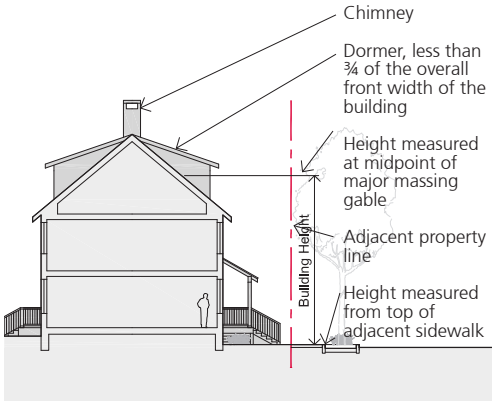
The guidelines for building type also specifically apply to buildings of taller height. For mid-rise and high-rise buildings, specifications are applied for bulk reduction, upper story stepbacks, and guidelines for height transitions and massing. These guidelines are described in the policies that follow.

POLICIES & RECOMMENDATIONS

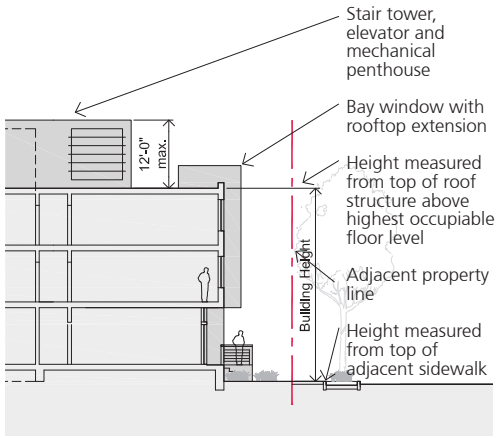
4.4.24 Apply specific guidelines based on building type and allowable height in order to ensure context-sensitive and quality design

FIGURE 16: COMPONENT GLOSSARY AND DIAGRAMS

Height Definitions



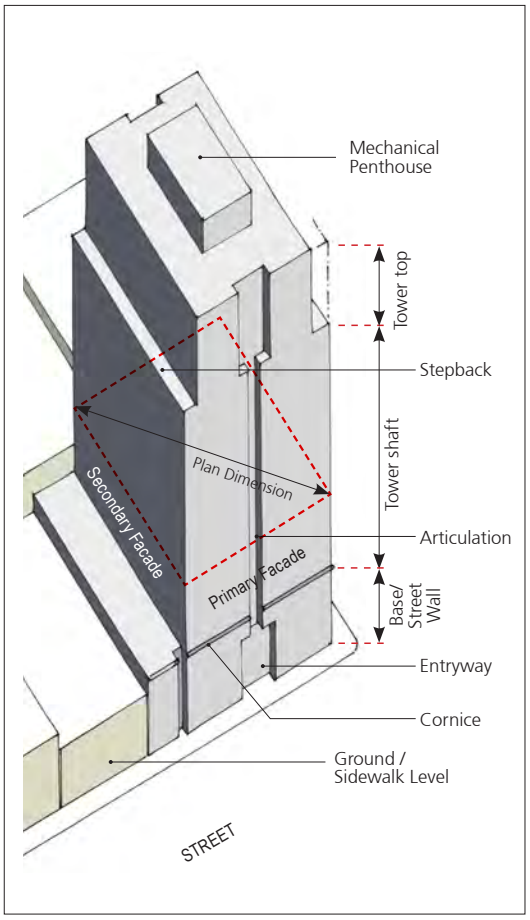
Buildings with sloped roofs



Buildings with flat roofs

Note: Measurement of height will depend on the height definitions specified in San Diego Municipal Code.

Massing & Bulk Controls



Building Articulation

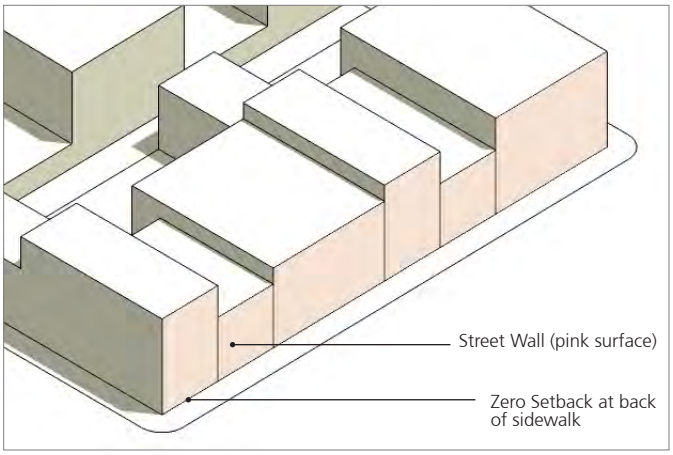


TABLE 2: BUILDING HEIGHT CATEGORIES & CONTRUCTION TYPES

Building Height Category	*Typical # of Stories*	*Typical Construction Type*	*Typical Construction Material*
45′ Max.	4	Type V	Wood Frame
65′ Max.	6	Type III Modified	Wood Frame over Concrete Podium
85′ Max.	8	Type III	Concrete Frame
135′ Max.	13	Type I	Concrete or Steel Frame
200′ Max.	19	Type I	Concrete or Steel Frame
250′ Max.	24	Type I	Concrete or Steel Frame

DESIGN GUIDELINES BY BUILDING TYPE

Building Types: Low-Rise: Up to 35' (Mixed-Use)

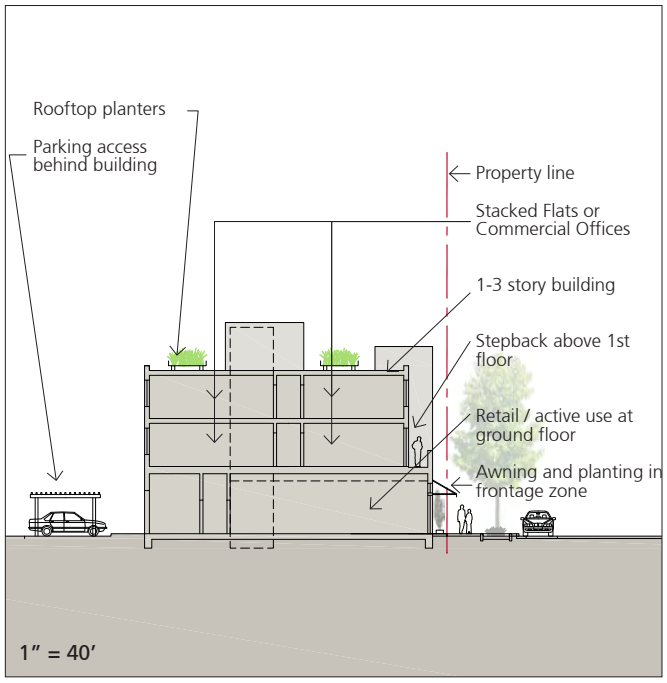


Illustration of 3 story , 35' tall building with 3' front setback

Low-rise commercial and mixed-use buildings are defined as buildings that are 3 stories (35') or less in height. This building type includes single-use commercial and mixed-use commercial/residential buildings, and is common along Uptown's commercial corridors and commercial districts. Front and side setbacks are intended to be minimal or are set at zero. Primary pedestrian access is from the primary street frontage. Parking is typically surface or tuck-under parking located behind the building, and accessed from a rear alley, or from the side or front by a narrow side-drive. Where ground floor residential units are permitted, street level units should have direct access to the public streetfront via front porches or stoops.

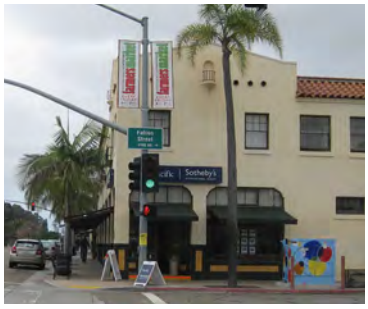
Guidelines for Low-Rise Buildings	
Heights	
Height Range	1-3 stories, up to 35'
Height Transitions & Massing	Building massing should not overwhelm adjacent buildings. Buildings should be no more than 1.5 stories higher than adjacent buildings within 30' of the shared property line
Setbacks	
Front	0' to 10'; or aligned with adjacent buildings
Rear	3' along alley 5' if adjacent to another property
Side Yard	5' if adjacent to another property 0'-10' along minor street
Ground Floor Characteristics	
Use	Commercial; Residential OK on non-commercial street frontages.
Height	12' clear recommended min. for all commercial uses; 9' clear recommended min. for residential
Elevation	Commercial: at adjacent sidewalk / grade level. Residential: Recommended 2'-6" to 3'-0" above adjacent sidewalk level; 5' max. above sidewalk.
Streetwall Coverage	Building to extend at least 75% across lot width at ground floor.
Bulk & Massing	
Stepbacks	No requirements
Bulk Reduction	No requirements
Plan Dimensions	No requirements
Allowable Parking & Building Types	
Parking Location	Behind or under buildings. May be private or common. Surface parking, internal garages, podium parking, or subterranean parking. No parking access from main streets unless unavoidable.
Building Types	Commercial buildings and Mixed-Use (Commercial with Multi-family Stacked residential)

DESIGN GUIDELINES BY BUILDING TYPE

Mixed-Use: Residential Over Commercial / Retail



Mixed-Use Commercial / Retail


Mixed-Use Commercial/Hotel over Retail



Single-Use Commercial: Office


DESIGN GUIDELINES BY BUILDING TYPE

Building Types: Low-Rise: Up to 35′ (Residential Only)

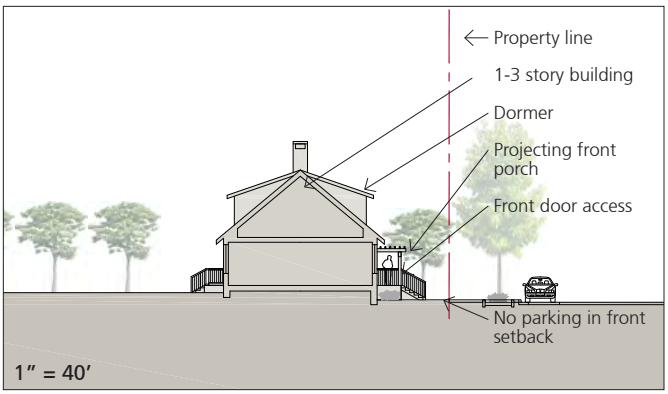


Illustration of 1 ½ story, 25′ tall building with 15′ front setback

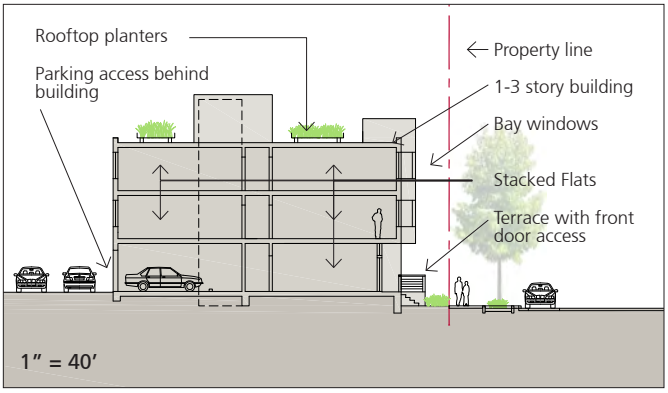


Illustration of 3 story, 34′ tall building with 10′ front setback

Low-rise residential buildings include buildings ranging from 1 to 3 stories. This type includes detached units (single-family houses), attached units (duplexes, townhouses), and stacked units (stacked flat apartment buildings). One- and two-story single-family houses are by far the most prevalent in Uptown. Low-rise residential buildings generally have more generous front, side and rear yard setbacks. Primary pedestrian access is from the primary public street frontage. Even in multi-family buildings, ground-floor units should have direct access to the public street frontage via street-facing front porches or stoops. Parking access generally depends on the block structure. On blocks with alleys, parking should be accessed from the rear of the lot. Whereas, on blocks with no alleys, parking access is typically provided via driveways from the primary street frontage. Parking for low-rise buildings is typically within enclosed garages in single-family residences, and either surface or tuck-under parking in multi-family projects.

Guidelines for Low-Rise Buildings	
Heights	
Height Range	1-3 stories, up to 35′
Height Transitions & Massing	Building massing should not overwhelm adjacent buildings. Buildings should be no more than 1.5 stories higher than adjacent buildings within 30′ of the shared property line
Setbacks	
Front	10′ to 20′; or aligned with adjacent buildings
Rear	3′ along alley 5′ if adjacent to another property
Side Yard	5′ if adjacent to another property 5′-15′ along minor street
Ground Floor Characteristics	
Use	Residential only. Common support uses also allowed in multi-family buildings.
Height	9′ clear recommended min.
Elevation	Residential: Recommended 2′-6″ to 3′-0″ above adjacent sidewalk level; 5′ max. above sidewalk. Lobby and other common uses: at adjacent sidewalk level
Streetwall Coverage	Building to extend at least 50% across lot width at ground floor.
Bulk & Massing	
Stepbacks	No requirements
Bulk Reduction	No requirements
Plan Dimensions	No requirements
Allowable Parking & Building Types	
Parking Location	Behind or under buildings. May be private or common. Surface parking, internal garages, podium parking, or subterranean parking. No parking access from main streets unless unavoidable.
Building Types	Single Family, Duplex, Attached, Multi-family stacked units (flats, lofts, townhouses, etc.)

DESIGN GUIDELINES BY BUILDING TYPE

Detached Units






Attached Units






Stacked Units






DESIGN GUIDELINES BY BUILDING TYPE

Building Types: Mid-Rise: 35' to 75' (Mixed-Use)

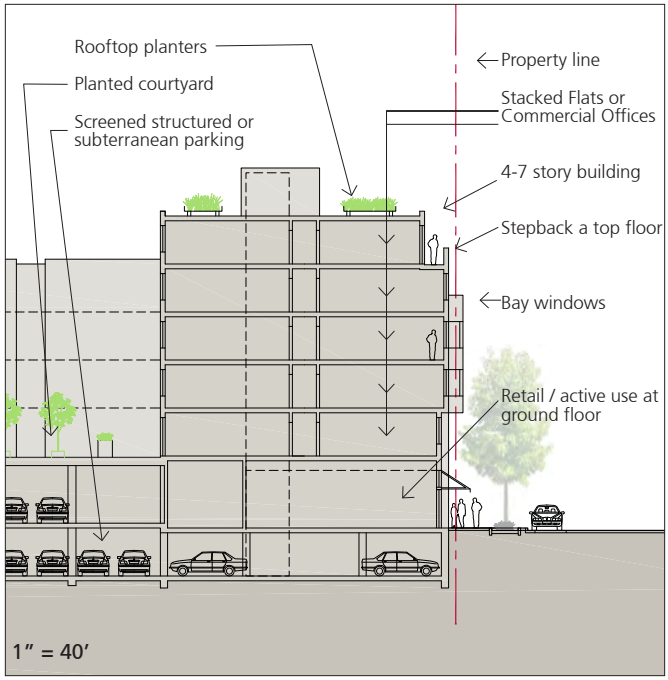


Illustration of 6 story, 65' tall building with 2' front setback

Mid-rise commercial and mixed-use buildings are defined as buildings that are between 4 and 7 stories in height (45' - 75'). In Uptown, this building type most frequently takes the form of a mixed-use commercial/residential building with ground-floor commercial and upper story residential, although there are also examples of mid-rise commercial buildings. This type is most commonly found along some of the busier corridors, such as Park Boulevard and Fifth Avenue, near the primary commercial districts. Front and side setbacks are minimal or zero. Primary pedestrian access is from the primary public street frontage. Parking is typically integrated into the building footprint, either below grade or in a parking podium, and accessed via a rear alley or from the side or front by a narrow side-drive.

Note: *The number of floors in this building type will vary with the initial use. For example, a single-use commercial office building may fit approximately 5 floors, at 14' floor-to-floor height, within the 70' maximum height. A mixed-use residential building may fit 6 floors of residential at 9'-8" floor-to-floor with a 12' commercial ground floor.*

Guidelines for Mid-Rise Buildings	
Heights	
Height Range	Up to 75'. Typically 4-7 stories
Height Transitions & Massing	Building massing should not overwhelm adjacent buildings. Buildings should be no more than 1.5 stories higher than adjacent buildings within 30' of the shared property line
Setbacks	
Front	0' to 10'; or aligned with adjacent buildings
Rear	3' along alley 5' if adjacent to another property
Side Yard	5' if adjacent to another property 0'-10' along minor street
Ground Floor Characteristics	
Use	Commercial; Residential OK on non-commercial street frontages.
Height	12' clear recommended min. for all commercial uses; 9' clear recommended min. for residential
Elevation	Commercial: at adjacent sidewalk / grade level. Residential: Recommended 2'-6" to 3'-0" above adjacent sidewalk level; 5' max. above sidewalk.
Streetwall Coverage	Building to extend at least 80% across lot width at ground floor.
Bulk & Massing	
Stepbacks	Varies by location
Bulk Reduction	No requirements
Plan Dimensions	No requirements
Allowable Parking & Building Types	
Parking Location	Behind or under buildings. May be private or common. Surface parking, internal garages, podium parking, or subterranean parking. Must be screened if above ground. No parking access from main streets unless unavoidable.
Building Types	Commercial buildings and Mixed-Use (Commercial with Multi-family Stacked residential)

DESIGN GUIDELINES BY BUILDING TYPE

Mixed-Use: Residential Over Commercial / Retail








Single-Use Commercial: Office



DESIGN GUIDELINES BY BUILDING TYPE

Building Types: Mid-Rise: 35′ to 75′ (Residential)

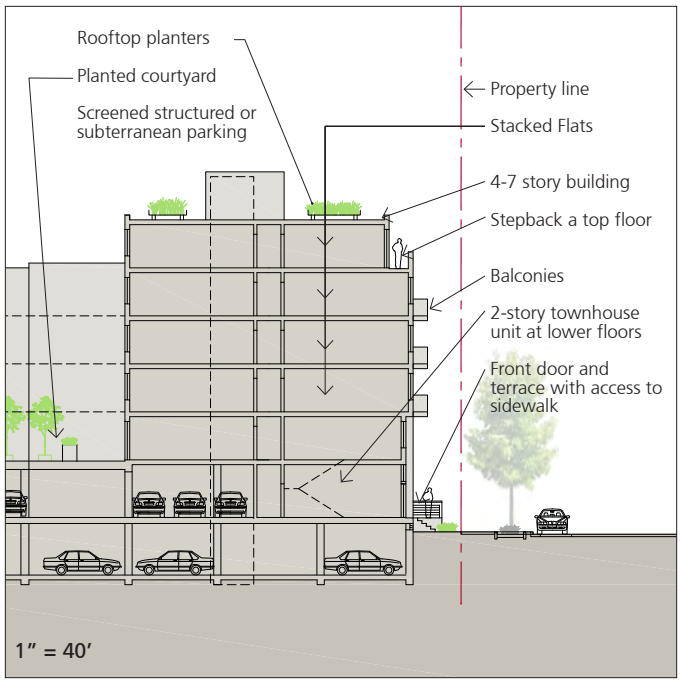


Illustration of 6 story, 65′ tall building with 2′ front setback.

Mid-rise residential building types includes buildings ranging from 4 to 7 stories. This building type includes stacked units in a variety of layout configurations, like flats, lofts, and 2-story townhouse units. This type is most commonly found along some of the busier corridors, such as Park Boulevard and Fifth and Sixth Avenues. Mid-rise buildings usually have shallow front, side and rear yard setbacks. Primary pedestrian access is from the primary public street frontage. Parking is typically integrated into the building footprint, either below grade or in a parking podium, and accessed via a rear alley or from the side or front by a narrow side-drive.

Guidelines for Mid-Rise Buildings	
Heights	
Height Range	Up to 75′. Typically 4-7 stories
Height Transitions & Massing	Building massing should not overwhelm adjacent buildings. Buildings should be no more than 1.5 stories higher than adjacent buildings within 30′ of the shared property line
Setbacks	
Front	0′ to 15′; or aligned with adjacent buildings
Rear	3′ along alley 5′ if adjacent to another property
Side Yard	5′ if adjacent to another property 0′-15′ along minor street
Ground Floor Characteristics	
Use	Residential only. Common support uses also allowed in multi-family buildings.
Height	9′ clear recommended min.
Elevation	Residential: Recommended 2′-6″ to 3′-0″ above adjacent sidewalk level; 5′ max. above sidewalk. Lobby and other common uses: at adjacent sidewalk level
Streetwall Coverage	Building to extend at least 50% across lot width at ground floor.
Bulk & Massing	
Stepbacks	Varies by location
Bulk Reduction	No requirements
Plan Dimensions	No requirements
Allowable Parking & Building Types	
Parking Location	Behind or under buildings. May be private or common. Surface parking, internal garages, podium parking, or subterranean parking. Must be screened if above ground. No parking access from main streets unless unavoidable.
Building Types	Multi-family with stacked units (flats, lofts, townhouses, etc.)

DESIGN GUIDELINES BY BUILDING TYPE

Mid-Rise Residential

DESIGN GUIDELINES BY BUILDING TYPE

Building Types: High-Rise: Over 75' (Mixed-Use)

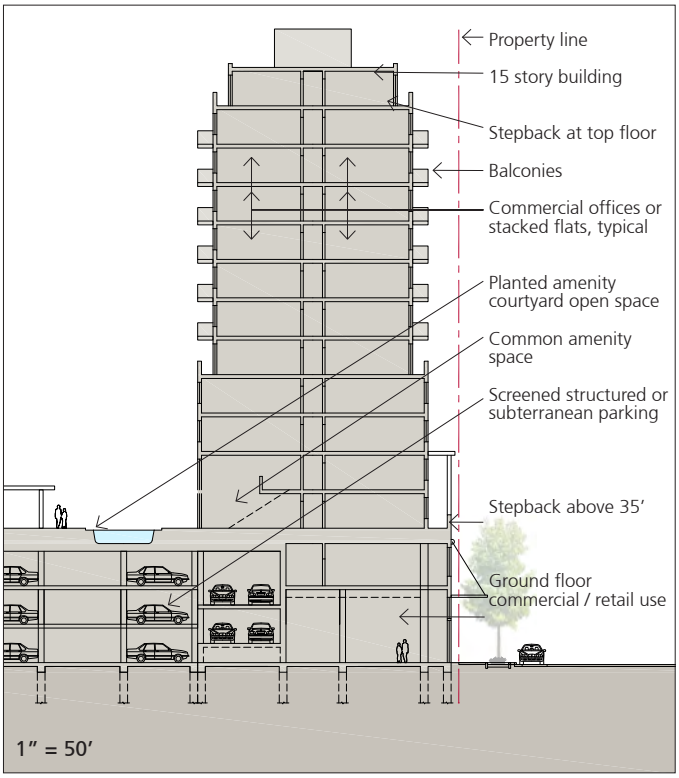


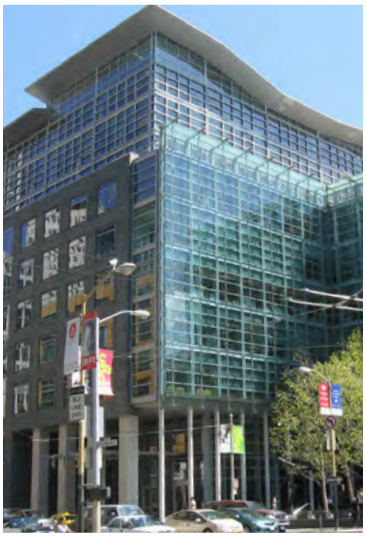
Illustration of 14 story, 155' building with 2' front setback

High-rise commercial and mixed-use buildings are defined as buildings that are 8 stories or greater in height (85'+). High-rise buildings in Uptown tend to be primarily residential in nature and are most often located where they can capture views of either Balboa Park or the Bay. The primary exceptions are the hospital buildings in the Medical Complex. Due to their scale, high-rise buildings often have shallow front, side and rear yard setbacks. High-rise residential developments generally occupy larger parcels, and single development can often occupy a quarter, half, or full block. A common building configuration uses a 3-6 story "base" covering the majority of the site and one or two "towers" extending up from the base. Parking is located behind or under the buildings, on the interior of the block, screened from view. Parking is typically integrated into the building footprint, either below grade or in a parking podium, and accessed via a rear alley or from the side or front via a narrow side-drive. Facade articulation is typically in the form of recessed or projecting balconies and may included terraces at upper levels where the building steps back. Bulk and massing guidelines ensure that towers of high-rise buildings are adequately spaced and are more slender at the top.

Guidelines for High-Rise Buildings	
Heights	
Height Range	Over 75' (Over 7 stories)
Height Transitions & Massing	Building massing should not overwhelm adjacent buildings. Buildings should be no more than 1.5 stories higher than adjacent buildings within 30' of the shared property line
Setbacks	
Front	0' to 15'; or aligned with adjacent buildings
Rear	3' along alley 5' if adjacent to another property
Side Yard	5' if adjacent to another property 0'-15' along minor street
Ground Floor Characteristics	
Use	Commercial; Residential OK on non-commercial street frontages.
Height	12' clear recommended min. for all commercial uses; 9' clear recommended min. for residential
Elevation	Commercial: at adjacent sidewalk / grade level. Residential: Recommended 2'-6" to 3'-0" above adjacent sidewalk level; 5' max. above sidewalk.
Streetwall Coverage	Building to extend at least 80% across lot width at ground floor.
Bulk & Massing	
Stepbacks	Varies by location
Bulk Reduction	Above 30': Residential use: Single floorplate should not exceed 13,000 sf Office use: Single floorplate should not exceed 13,000 sf Top Floor: 10% bulk reduction
Plan Dimensions	Residential use: 160' max. diagonal Office use: 175' max. diagonal
Allowable Parking & Building Types	
Parking Location	Behind or under buildings. May be private or common. Surface parking, internal garages, podium parking, or subterranean parking. Must be screened if above ground. No parking access from main streets unless unavoidable.
Building Types	Commercial buildings and Mixed-Use (Commercial with Multi-family Stacked residential)

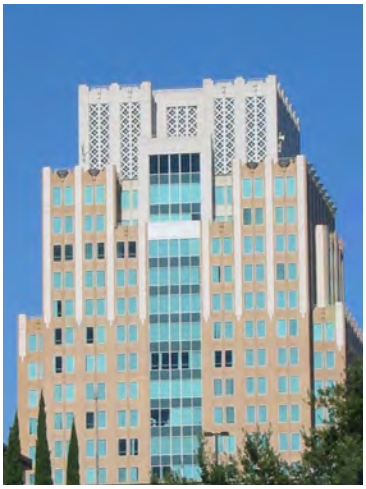
DESIGN GUIDELINES BY BUILDING TYPE

High-Rise Mixed Commercial:






Design of Towers


DESIGN GUIDELINES BY BUILDING TYPE

Building Types: High-Rise: Over 75' (Residential)

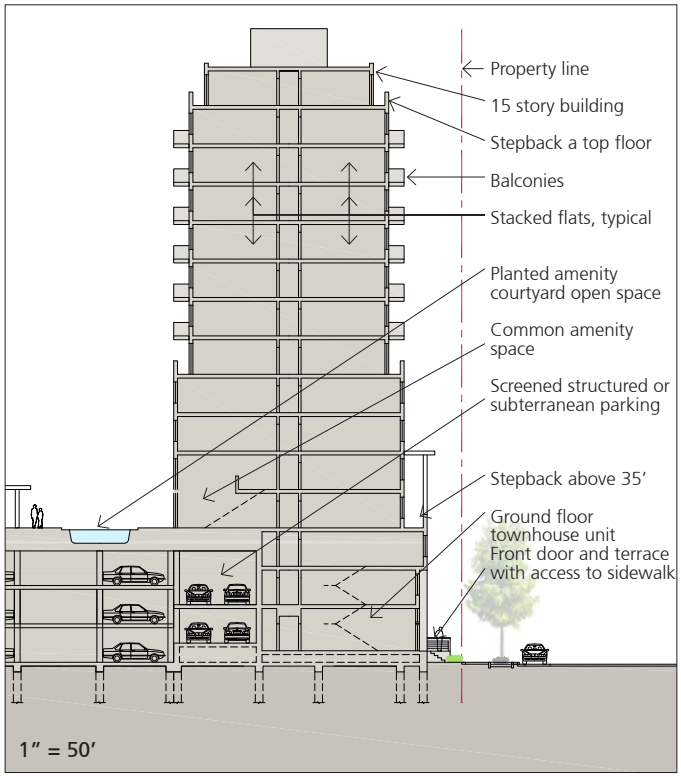


Illustration of 15 story, 155' building with 10' front setback

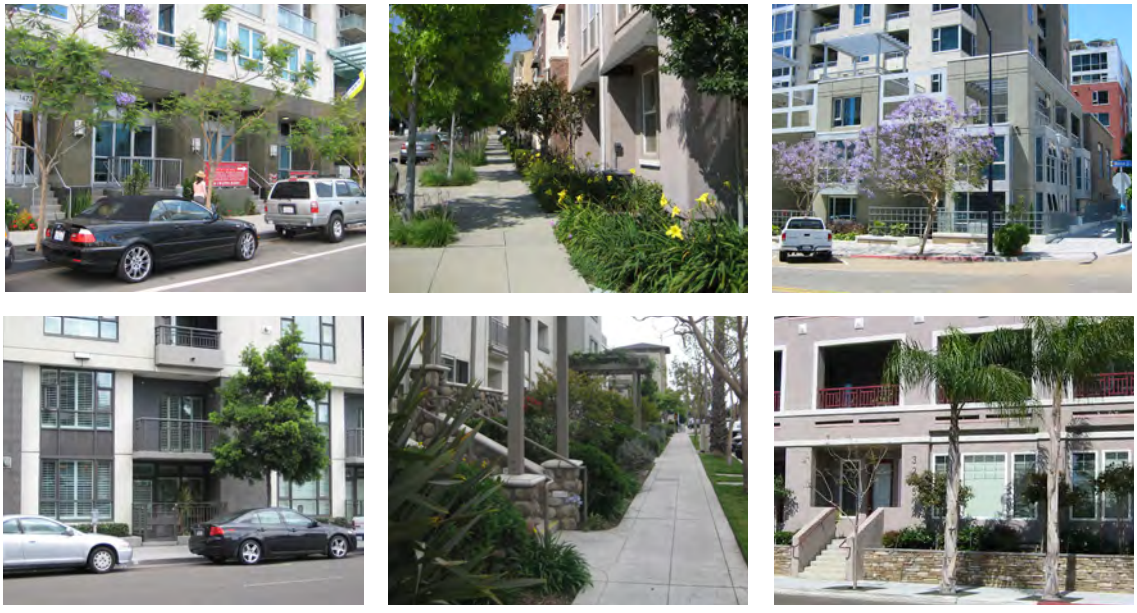
In Uptown, high-rise residential buildings are defined as buildings that are 8 stories or greater in height (85'+). High-rise residential buildings in Uptown tend to be located where they can capture views of either Balboa Park or the Bay. Due to their scale, high-rise buildings often have shallow front, side and rear yard setbacks. High-rise residential developments generally occupy larger parcels, and a single development can often occupy a quarter, half, or full block. A common building configuration uses a 3-6 story "base" covering the majority of the site and one or two "towers" extending up from the base. Parking is typically integrated into the building footprint, either below grade or in a parking podium, and accessed via a rear alley or from the side or front via a narrow side-drive. Facade articulation is typically in the form of recessed or projecting balconies and may include terraces at upper levels where the building steps back.

Guidelines for High-Rise Buildings	
Heights	
Height Range	Over 75'. Over 8 stories
Height Transitions & Massing	Building massing should not overwhelm adjacent buildings. Buildings should be no more than 1.5 stories higher than adjacent buildings within 30' of the shared property line
Setbacks	
Front	0' to 15'; or aligned with adjacent buildings
Rear	3' along alley 5' if adjacent to another property
Side Yard	5' if adjacent to another property 0'-15' along minor street
Ground Floor Characteristics	
Use	Residential only. Common support uses also allowed in multi-family buildings.
Height	9' clear recommended min.
Elevation	Residential: Recommended 2'-6" to 3'-0" above adjacent sidewalk level; 5' max. above sidewalk. Lobby and other common uses: at adjacent sidewalk level
Streetwall Coverage	Building to extend at least 80% across lot width at ground floor
Bulk & Massing	
Stepbacks	Varies by location
Bulk Reduction	Above 30': Residential use: Single floorplate should not exceed 13,000 sf Office use: Single floorplate should not exceed 13,000 sf Top Floor: 10% bulk reduction
Plan Dimensions	Residential use: 160' max. diagonal Office use: 175' max. diagonal
Allowable Parking & Building Types	
Parking Location	Behind or under buildings. May be private or common. Surface parking, internal garages, podium parking, or subterranean parking. Must be screened if above ground. No parking access from main streets unless unavoidable.
Building Types	Multi-family Stacked Units (stacked flats, stacked lofts, stacked townhouses, flats over townhouses, etc.)

DESIGN GUIDELINES BY BUILDING TYPE

High-Rise Residential with Ground-Floor Units

Frontage conditions for ground floor residential units



OFF-STREET PARKING & ACCESS

OFF-STREET PARKING AND ACCESS

Parking is a critical factor in both the aesthetic character and the economic stability of the community. In order to be successful, neighborhoods need to not only ensure that adequate parking is provided to support proposed uses, but that the location and design of parking supports an attractive, pedestrian-friendly mixed use district. On-street parking is located throughout the community, but dedicated, on-site parking is typically required in new multi-unit residential and commercial buildings in order to attract customers and tenants. The current prevalence of sites in the Hillcrest core, and along Washington Street and University Avenue, with front-loaded surface parking lots and driveways crossing public sidewalks is not consistent with the vision for the community. Similarly, large-scaled dedicated parking structures required to meet parking demand are also not consistent with Uptown's pedestrian-oriented character. On-site parking should be placed on the interior of blocks or below ground to reduce its visual prominence, the potential for pedestrian/vehicle conflicts, and support the pedestrian-oriented character of the community. Similarly, the location of building elements related to service access, mechanical equipment and utilities need to be carefully designed to ensure functionality while minimizing adverse impacts. Generally, the objective is to make these required program elements as visually and physically unobtrusive as possible.

POLICIES & RECOMMENDATIONS

4.4.25 Sensitively integrate off-street parking into the design of new mixed use development

4.4.25.1 Discourage new surface parking areas in order to accommodate permitted development intensities while maintaining an attractive pedestrian environment.

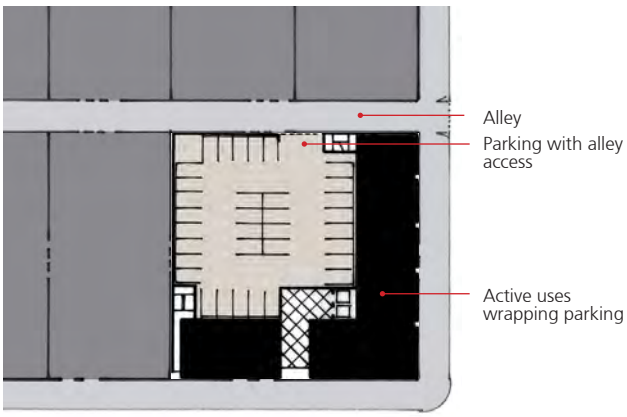
4.4.25.2 When surface parking is used, locate the parking area behind buildings and on the interior of blocks where it is screened from public view.

4.4.25.3 Locate off-street parking in below-grade parking structures and on the interior of the block whenever possible.

4.4.25.4 Avoid parking as a visible ground-floor use. Wrap parking garages adjacent to public streets with "liner" space for retail, commercial or residential uses that activate the street frontage and screen parking from public view.

4.4.25.5 Design upper floors of parking that are visible from the street so that cars and parking structure lighting are not visible from street level. Reflect a level of articulation and design character consistent with the rest of the building façade.

Entrances to parking garages should be integrated into building design and isolated from primary pedestrian entraces, if possible.



Parking not exposed to street, but wrapped with active uses

OFF-STREET PARKING & ACCESS

4.4.25.6 Use mid-block alleys, where present, or shared driveways originated at block ends as primary entryway into parking and garages.

4.4.25.7 In order to reduce pedestrian/vehicle conflicts, minimize driveways and curb-cuts along the primary street frontage. Phase out existing curb cuts and driveways along retail streets as non-conforming properties are redeveloped and alternative access can be provided.

4.4.25.8 Include landscaping and lighting in all surface parking lots. Treat parking areas as part of a sustainable site design strategy, incorporating elements such as permeable pavement, recycled or native materials, and climate-appropriate plants.

4.4.25.9 Ensure that access and service areas and utilities do not adversely affect the appearance of new development

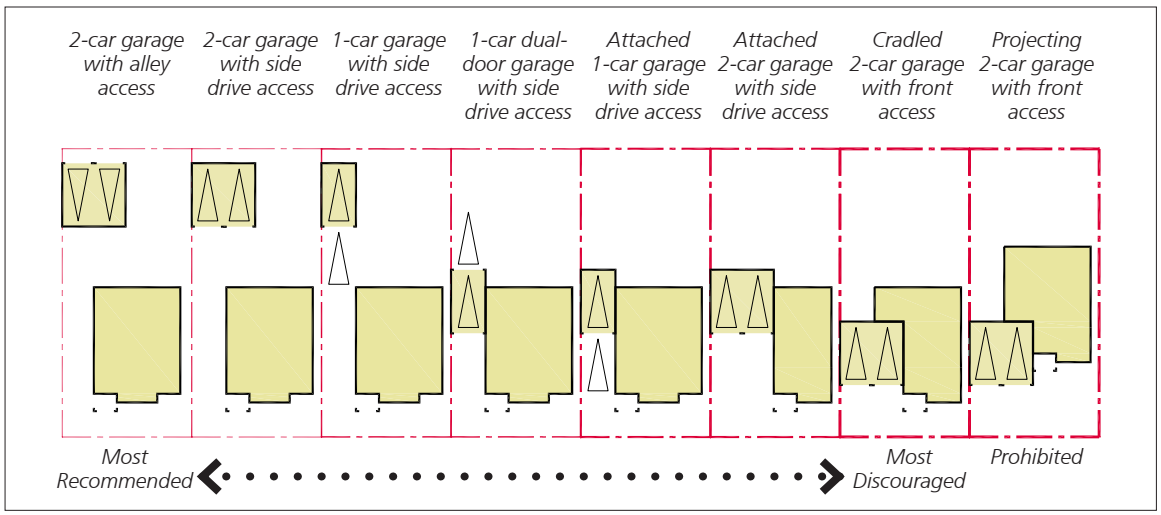
a. Locate service, loading, and storage areas away from public streets and spaces, preferably at the rear or interior of a development.

b. Provide service access to commercial and mixed-use buildings from alleys or, where an alley does not exist, from secondary streets, to the degree possible.

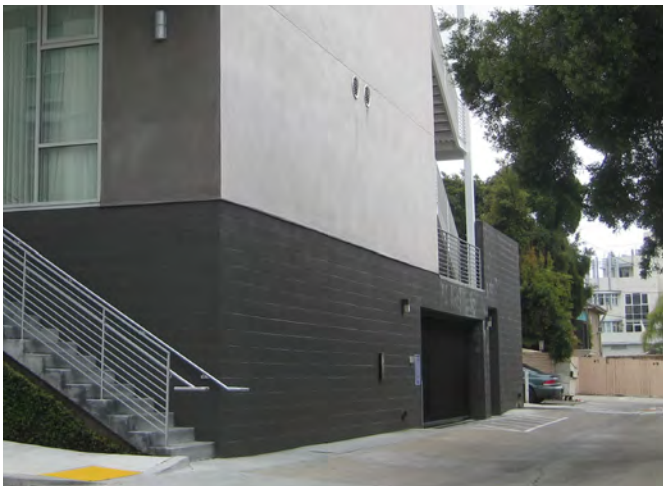
Parking garages, if necessary, should be lined with commercial or residential units and screened on upper stories to reduce perception of parking.

Private parking garages with front-accessed driveways should be tucked behind primary building.

Recommended vehicular access and garage types



ADAPTIVE REUSE



Entrances to service, loading, and storage areas should be limited to alleys and kept within the rear of development.

c. Visually screen service facilities and access from adjacent uses to minimize the potential for undesirable impacts.

d. Locate utilities and mechanical connections (e.g., back-flow preventers, utility boxes, etc.) on the building to minimize their visibility from public areas. Integrate facilities into the design of the building or site whenever possible. If located in the landscape, screen utilities and avoid exposed, free-standing elements.

ADAPTIVE REUSE

The Uptown community has a rich history, and the buildings and landscapes that are the legacy of that history contribute significantly to the area's character. In order to preserve The community's unique identity and connection to its past, it is important to protect historic resources, even as Uptown continues to evolve. Adaptive reuse is highly encouraged as a strategy to retain these resources. Adaptive reuse refers to the reusing of existing buildings, or some or all of the building's structural elements or architectural features, while re-purposing the building for a new or updated use. Adaptive reuse also can advance sustainability objectives, by conserving materials and reducing energy needed for new construction. A variety of tax incentives are available for historic properties if they are maintained in accordance with the Secretary of the Interior's Standards for Rehabilitation. Income-producing properties are eligible for federal tax credits per the Historic Preservation Tax Credit. The Low-Income Housing Tax Credit (LIHTC) may also be used in combination for adaptive reuse projects. The Mills Act property tax reduction is available for properties located within a city-designated Historic District.

POLICIES & RECOMMENDATIONS

4.4.26 Protect the community's historic resources through preservation and adaptive reuse

4.4.26.1 Historic resources should be maintained and celebrated whenever possible.

4.4.26.2 Encourage adaptive reuse of historic structures when the building can accommodate a new development program, and it is financially feasible.

4.4.26.3 Ensure that the proposed new use for an historic building achieves the goal of revitalization and/or conservation while being consistent with established neighborhood character.

4.4.26.4 Ensure that projects involving state, local, or federally-listed buildings are done in accordance in the Secretary of the Interior's Standards for Rehabilitation as well as all other guidelines and zoning requirements, while respecting the building's integrity.

The adaptive reuse of historic buildings for commercial purposes is highly encouraged.

SUSTAINABLE BUILDING DESIGN

Adaptive reuse will ensure that historic character and scale is maintained as the neighborhood evolves.

The use of local, renewable materials, and building interior and exterior spaces that have access to ample light and air are associated with sustainable building design.

4.4.26.5 Design additions or modifications to historic structures in a manner that complements the architectural style.

4.4.26.6 Explore federal and local tax credits and reductions in order to make reuse of historic resources increasingly financially feasible.

SUSTAINABLE BUILDING DESIGN

Sustainable building design should be an essential element of all future development – both in response to community concerns, and as an imperative of responsible energy and resource consumption. The Uptown community can be a model of sustainable development that demonstrates how to build responsibly within the limits of our resources, without compromising the ability of future generations to enjoy at least the same quality of life that we have today.

The LEED rating systems (Leadership in Energy and Environmental Design) have set standards for sustainable design in recent years, and other rating systems advance similar goals. Additionally the State of California has its own green building standards, CalGreen, which mandates sustainable building practices focused on using renewable resources, energy efficiency, indoor air quality, and sustainable site development. Design features that reduce potable water consumption are of particular importance as the cost, availability and energy consumption related to imported water is of particular concern for San Diego.

POLICIES & RECOMMENDATIONS

4.4.27 Encourage sustainable practices in building design

4.4.27.1 Employ a suite of sustainable strategies in the design of all private-realm buildings and landscapes, including, but not limited to:

- Reduce energy consumption by designing buildings that take advantage of features such as natural ventilation, reduction in solar heat gain, natural daylighting, better insulation (e.g., green roofs), energy efficient light fixtures, and solar electric power and water heating;
- Reduce total water consumption (potable and non-potable) by introducing features such as low-flow fixtures and climate-appropriate drought-tolerant landscaping and rainwater capture for irrigation;
- Reduce stormwater runoff by implementing features that promote reuse of stormwater (e.g., rainwater harvesting) for non-potable uses such as irrigation and toilet flushing and groundwater infiltration (e.g., bioswales);

- Reduce the use of non-renewable energy by incorporating elements such as photovoltaic panels and the new generation of smaller, low-impact wind turbines; and
- Use recycled, rapidly renewable, and locally-sourced materials that reduce impacts related to materials extraction, processing, and transportation.

4.4.27.2 All future development should meet the standards of CalGreen, at a minimum. More rigorous sustainable practices are encouraged.

4.4.27.3 Encourage developers of new projects to use LEED (or similar rating system) as a means of demonstrating commitment to sustainability.

4.4.27.4 Employ sustainable landscape treatments in all private landscaping, including includes drought-tolerant and climate-appropriate planting materials, and light-colored paving materials.

4.4.27.5 Provide the continued use or the reuse of existing buildings (or portions of) within a site, and incorporate any needed upgrades for improved resource efficiency.

CANYONS AND NATURAL OPEN SPACE PRESERVATION

Canyons are among the community's most treasured elements, providing natural open space features that shape the community's identity and built form. Each of Uptown's neighborhoods abut at least one of these important open space resources and is influenced by the views, the natural environment, and the open space they provide. In addition, Uptown's three canyon pedestrian bridges are landmarks within the community. Given their significance, it is important that development along the canyons and steep slopes not detract from the aesthetic, environmental or open space benefits that they provide.

POLICIES & RECOMMENDATIONS

4.4.28 Promote buildings design that is responsive to the community's unique canyon environment and steep slopes

4.4.28.1 Ensure that canyon rim and hillside development is unobtrusive and maintains the scale and character of the surrounding community.

4.4.28.2 Require that developments which are on any portion of a property within designated open space maintain existing views and public access to canyon areas.

4.4.28.3 Design buildings to limit their visual impact on views from within or across the canyon through landscape screening and by stepping building volumes down the slope (rather than perching over the canyon on piers)

4.4.28.4 Streets, drives, parking and emergency vehicle access should be aligned to

- conform, as closely as possible, to existing grades and minimize the need for the
- grading of slopes. Streets and other built improvements should not greatly alter
- the physical and visual character of the hillside.

4.4.28.5 The permitted floor area for lots located partially within open space areas should be based only upon that portion of the lot not within the open space designation. As a minimum, the permitted floor area should assume a lot depth of 100 feet rather than the true lot depth. Garages should not be eliminated in an effort to reduce the floor area.

4.3.28.6 Design buildings along the canyon edge to conform to the hillside topography by providing a setback from top of slope where possible. In order to accommodate a reasonable building size for lots with limited flat area, provide a stepped foundation down the slope, rather than

cantilevering over the canyon. Design roof pitches to approximate the slope.

4.4.28.7 The effect of building height, bulk and scale for canyon and steep slope development should be further reduced to protect the visual quality of landforms and the character of canyon neighborhoods. This may be achieved by dividing the building heights into one and two story components, varying the rooflines and wall planes, providing openings, projections, recesses and other building details. Additionally, entries, arcades, stairs, overhangs and unique, creative building shapes and angles can help to complement the surrounding topography and vegetation to create and define outdoor space.

4.4.28.8 Avoid exposed under-floor areas, large downhill cantilevers, and/or tall support columns for overhanging areas for both aesthetic and fire safety reasons.

4.4.28.9 Increase the community's use of publicly-owned open space held in canyons by:

- Enhancing existing access points to the canyons to make them clearly visible and welcoming
- Creating new access points to the canyons from the neighborhoods
- Improving and expanding trail facilities to enhance connectivity within the canyons and to adjacent residential areas

4.4.28.10 Development adjacent to designated open space should specify and use neutral, earthtone, muted colors that complement the natural landscape.

Structural supports for buildings along the canyon interface should be minimal in profile.

PUBLIC VIEWS AND VIEW CORRIDORS

Uptown has a wealth of prominent view corridors, offering views to Downtown, Balboa Park, Mission Valley, and the San Diego Bay and Harbor. Views are accessible from a variety of vantage points, including private homes, upper story apartments and condos, as well as from parks and public streets. Future development should be designed to both take advantage of prominent views and also maintain views to these areas from multiple locations. While taller buildings may be appropriate as infill in certain locations, it is important that they be designed to avoid inhibiting views and maintaining an open, spacious public realm.

POLICIES & RECOMMENDATIONS

4.4.29 Ensure that new development preserves, and where feasible, enhances public views and view corridors

4.4.29.1 Public view corridors must be maintained through future development. Developments on corner lots of existing streets which serve as view corridors need special design considerations such as being required to setback from the corner or terrace away from the street.

PUBLIC VIEWS & VIEW CORRIDORS

Pedestrian paths and parks created through and within canyons and open space should be oriented towards views.

4.4.29.2 Pedestrian paths created through private development should be oriented towards views to enhance the pedestrian experience.

4.4.29.3 Developments which are on any portion of a property within designated open space should maintain existing views and public access to canyon areas, and adapt to the natural terrain.

4.4.29.4 Future development on the Avenues and Laurel Street in Bankers Hill/ Park West should employ upper story stepbacks to ensure that views to Downtown, Balboa Park and the Bay and Harbor are not impeded by taller building design.

4.4.29.5 Developments in low-scale, primarily residential neighborhoods in Uptown should not impede visual access to canyons and other prominent views. Buildings should respect the historic scale and form of lots and not overwhelm the site, potentially impacting views enjoyed by neighbors.

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