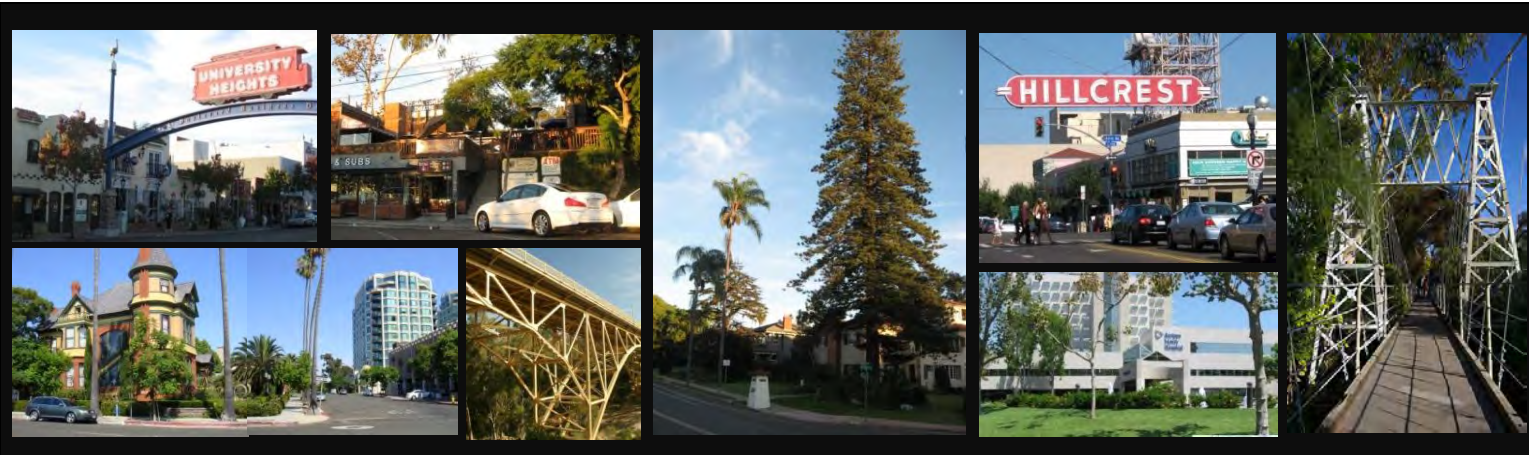


UPTOWN COMMUNITY PLAN UPDATE



DISCUSSION DRAFT
SEPTEMBER 2013



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1.0 Introduction

The Uptown Community

The Uptown community contains some of the oldest and most distinct neighborhoods in San Diego consisting of Hillcrest, Mission Hills, Bankers Hill/Park West, University Heights, Middletown, and the Medical Center - each exhibiting a variety of historic architectural types, established landscaping, active neighborhood and commercial districts, natural open space, and other unique community features such as its proximity to Balboa Park. The community features a wide range of residential opportunities and a diverse mix of people within a distinctly urban setting prototypical of San Diego. Most of the street system and building lot development was also well established before the need to consider the automobile as a part of subdivision planning and the community is relatively well-served by transit along the major corridors.

Shared Planning Process and Vision

The Uptown Community Plan provides a long range guide for the future physical development of the community and is being updated concurrently with the community plans for North Park and Golden Hill. A goal of the concurrent updates is to address key issues and propose solutions as they relate to attributes shared by each of the three communities. The updates started in 2009 with an intensive public outreach effort centered around individual community meetings that included stakeholder committees, neighborhood associations, workshops on key topics, a multi-day charrette and meetings of the Uptown Planners, the City's recognized community planning group.

Various attributes related to urban design, historic, preservation, open space, and mobility are common to each of the three communities at both larger and smaller scales leading to the development of shared planning solutions with refinements appropriate to individual community and neighborhood contexts. Each community is situated within a landform that is part of a broad mesa interspersed with many natural or semi-developed canyons allowing a distinctive combination of outward views and interaction with open space along most community edge points. These characteristics also provide a sense of seclusion from the surrounding city not uncommon for San Diego's neighborhoods, and importantly, support the interconnectedness between the three communities. Adjacent freeways reinforce this relationship as they have usually followed canyons and other low points in San Diego.

The three communities surround regionally significant and historic Balboa Park. As development radiated out from Downtown San Diego along streetcar lines, later forming commercial districts along arterial streets and major crossings, a legacy remains of traditional storefronts uniquely suited to small and sole-proprietor businesses. A grid pattern of streets enhances connectivity and promotes walkability yet traffic congestion occurs at many 'pinch points' where street widths narrow or access is funneled due to canyon and freeway interfaces.

The three communities have also been part of one of the longest historical development periods in the region due to their central location and accommodative zoning which has left a breadth of building forms and architectural styles as well as historic resources in need of preservation. This has sometimes resulted in awkward scale transitions and juxtaposition of building styles as the rate of development has oftentimes been modest or uneven. The relatively intense concentrations of retail and employment uses nearby in Downtown and Mission Valley draw certain retail formats and employment away from these communities. As these communities developed prior to current citywide public facilities standards, locating and financing new facilities is difficult due to lack of available land as well as a limited rate of new development. Aging infrastructure often needs to be upgraded and/or replaced.

General Plan

The General Plan sets out a long-range vision and policy framework to guide future development, provide public services, and maintain the qualities that define San Diego and contains a set of overall guiding principles (see inset). The recent update to the General Plan shifts focus from how to develop vacant land to how to design infill development and reinvest in existing communities. A key component guiding these efforts is the City of Villages Strategy which proposes growth be directed into pedestrian-friendly mixed-use activity centers linked to an improved regional transit system.

Regional and local investments that promote transit and bicycle use support this strategy. By increasing transportation choices, a reduction in overall vehicle miles travelled can be achieved which is a key contributor to broader sustainable development initiatives. Better mobility options are also needed for those who cannot drive, do not own a motor vehicle, or prefer to reduce their dependence on the automobile. Benefits to individual as well as public health can be achieved with any reduction in air pollutants as well as a shift in favor of walking.

These villages or activity centers are to be formally identified through the community plan update process. The mixed-use commercial districts and higher density neighborhoods along transit lines are candidate village locations within each of the three communities. The policies of each plan can be used to focus needed investments in infrastructure, transit and other mobility improvements.

General Plan Guiding Principles

1. *An open space network formed by parks, canyons, river valleys, habitats, beaches and ocean;*
2. *Diverse residential communities formed by the open space network;*
3. *Compact and walkable mixed-use villages of different scales within communities;*
4. *Employment centers for a strong economy;*
5. *An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;*
6. *High quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors;*
7. *Historic districts and sites that respect our heritage;*
8. *Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;*

1.1 Community Profile

Community Setting

The Uptown community planning area is located just north of the Downtown San Diego. It is bounded on the north by the steep hillsides of Mission Valley, on the east by Park Boulevard and Balboa Park, and on the west and south by Old San Diego and Interstate 5. The planning area comprises about 2,700 acres or approximately 4.2 square miles.

The Uptown community is located on a level mesa that is broken by heavily vegetated canyons and borders two major parks, Presidio and Balboa. This gives the area a sense of seclusion from Centre City and other surrounding communities, and provides a sense of openness within the community. It also affords scenic views of downtown, the ocean, the harbor, Coronado, and Point Loma. Figure X



Population Characteristics

The population of Uptown is approximately 37, 887¹ or three percent of the City's total population. Residents represent all economic backgrounds and are diverse in their ethnic composition. The area consists of single-family residential uses, apartments and condominiums, commercial and office uses, and is also dominated by two large hospitals: University of California, San Diego (UCSD) Medical Center and Mercy Hospital. The Washington Street and Fifth Avenue corridors are significantly influenced by these two hospitals with many medically related uses. The Hillcrest business area south of the medical complex is linked to Centre City by a commercial, office and residential use corridor along Fourth and Fifth Avenues.

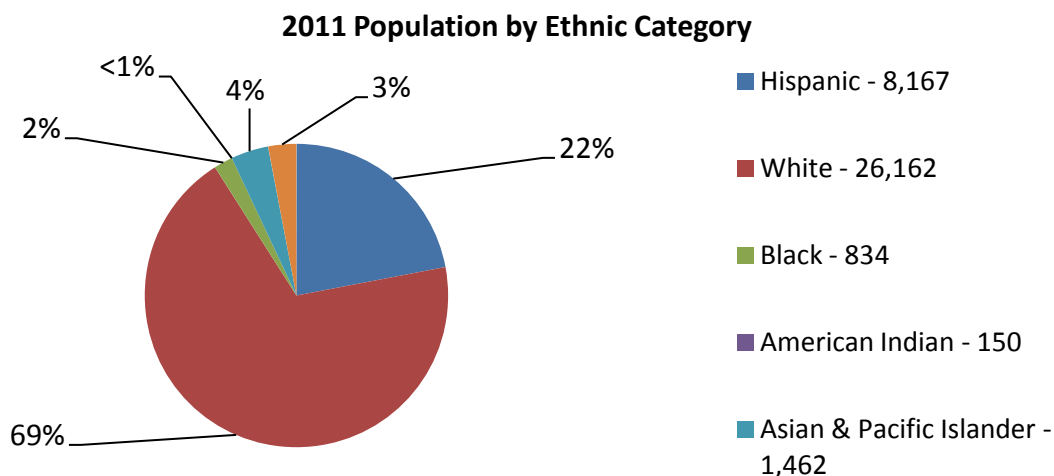
**Table 1-1
Uptown Fast Facts¹**

Physical Characteristics

Total Area: 2,700 acres
 Latitude:
 Longitude:
 Highest Point: XXX feet above sea level
 Lowest Point: XXX feet above sea level

Population and Housing Trends

	<u>2000</u>	<u>2010</u>	<u>2020 (est.)</u>	<u>2030 (est.)</u>
Total Population	34,772	37,887	39,542	43,644
Housing Units	21,661	2,673	23,614	25,506
Persons per Household	1.68	1.77	1.73	1.74



¹ Source: SANDAG current estimates, 2050 Regional Growth Forecast, and U.S. Census Bureau's Census Summary.

1.2 Community Plan Guiding Principles

Through the process of community meetings with the Community Plan Update Advisory Committee (CPUAC), the Uptown Planners, and members of the community, the following issues have been identified:

- Provision of a wide variety of housing types for all age, income and social groups
- Revitalization of certain neighborhood commercial districts
- Establishment and maintenance of a high level of public facilities and services to meet the needs of the community
- Promotion of a clean, healthful, and sustainable environment
- Preservation of significant historic structures and the designation of historic districts
- Preservation of community character and historical, architectural and cultural resources
- Reduction in development that encroaches into open space areas
- Establishment of urban design standards and criteria for various neighborhoods
- Discrepancies between actual zoning and community plan land use recommendations

The following are the guiding principles for the community plan:

1. Maintaining distinctive neighborhoods by preserving the qualities and resources that make Uptown unique
2. Encouraging development diversity by maintaining the demographic, architectural, and economic diversity that have contributed Uptown's vitality and aesthetic vibrancy.
3. Preserving the Uptown's historic fabric by preserving important resources, adaptively reusing older buildings, and sensitively responding to the scale and character of historic buildings.
4. Creating a complete, well-served community that ensures that neither diminishes existing levels of service nor exacerbates existing deficiencies.
5. Ensuring vibrant business and commercial districts by creating a physical environment that supports retail and entertainment activities and encourages multi-modal access.
6. Providing convenient parks and distinctive open space through a desire for more and better distribution of parks, including small pocket parks and spaces for community gardens, and better trail connections to canyons and other open space.
7. Walkable neighborhoods and complete streets that accommodate bicyclists and pedestrians safely, and reduce vehicular travel speeds.

8. Re-establishing transit as a attractive and viable transportation alternative to the automobile
9. Creating a balance between integrating parking into the urban fabric to support commercial areas and access for non-motorized forms of transportation
10. Designing for sustainability in buildings and in the environment
11. A balanced transportation network that accommodates all modes of transportation, links the Uptown community to the region, and efficiently manages parking.
12. An urban form that that respects neighborhood context through appropriate scale and transitions between existing and infill development and promotes sustainability.
13. A high level of community facilities and services that not only meets the needs of the community, but are equally distributed and accessible throughout the neighborhoods in the Uptown community.
14. An open space network that links local neighborhoods to the region and allows for non-traditional opportunities for recreation.
15. Cultural and heritage resources that are respected and preserved through historic designations and adaptive reuse within the community.

1.3 Planning Framework

Relationship to the General Plan

The Uptown Community Plan is an integral part of the Land Use Element and Community Plan Element of the General Plan. While the General Plan provides policies for growth and development citywide, this community plan addresses specific community needs and issues pertaining to the Uptown community, and contains more detailed land use designations and site-specific recommendations. Overall, the General Plan and community plans are intended to be used as a means to maintain or improve quality of life, and to respect the essential character of the City's communities.

Land Development Code

The City's Land Development Code contains planning, zoning, subdivision and building regulations which implement the policies of the General Plan and community plans. Located in Chapters 10-15 of the Municipal Code, the Land Development Code includes regulations for areas throughout the City as well as planned district ordinances with specialized zoning for specific geographic areas of the City. Land in the Uptown community is regulated by both citywide regulations as well as the Mid-City Planned District Ordinance (Section 1512). Regulations include standards for allowable land uses, densities, building heights, setbacks and other development issues.

Public Facilities Financing Plan

The Uptown Public Facilities Financing Plan (PFFP) identifies public facilities needed to maintain existing levels of service within the community. The PFFP is based on the policies and build-out assumptions of the Community Plan. The PFFP authorizes the collection of Development Impact Fees (DIF) to mitigate the impact of new development through provisions of a portion of the financing needed for public facilities identified in the Public Facilities Financing Plan (PFFP). The DIF does not fund facilities to serve the existing population. Rather, it is a mechanism to mitigate the impact of new development on the community.

Airport Land Use Compatibility Plan

As of 2011, the San Diego Regional Airport Authority was in the process of updating the Airport Land Use Compatibility Plan (ALUCP) for the San Diego International Airport (SDIA). The Community of Uptown is subject to the Airport Land Use Compatibility Overlay Zone and the overflight of aircraft arriving to and departing from SDIA. The community is located in Airport Influence Review Area 2 which requires residential property owners to disclose that the property is near an airport and may be affected by the overflight of aircraft when selling property. In addition, proposals for some structures may be required to provide notification to the Federal Aviation Administration.

Environmental Review

A Programmatic Environmental Impact Report (EIR) was prepared in concert with the Uptown Community Plan pursuant to the California Environmental Quality Act (CEQA) to address potential environmental impacts that would result from implementation of the Community Plan. Where impacts were identified, measures to reduce or avoid impacts were identified and incorporated into the community plan to the extent feasible.

As development is proposed in Uptown, the City will prepare an Initial Study in accordance with CEQA to determine whether the potential impacts associated with a proposed project were anticipated by the community plan EIR. If additional environmental impacts are anticipated, additional environmental review may be required.

Other Plans and Studies

In addition to the General Plan and documents outlined above, a number of plans, studies and other efforts have been prepared for Uptown. These range from design guidelines to parking management plans and other studies. Although most of these studies are not officially-adopted City documents, they offer a wealth of analysis and public deliberation on planning issues and have been used as appropriate in the preparation of the Uptown Community Plan. Appendix A contains a listing of some of the previous plans and studies prepared for the Uptown community.

1.4 Elements of the Community Plan and Plan Organization

The Uptown Community Plan is organized into nine elements, an implementation chapter and supporting appendices. The nine elements are patterned after the General Plan and include:

- Land Use
- Mobility
- Urban Design
- Economic Prosperity
- Public Facilities, Services & Safety
- Recreation
- Conservation
- Noise
- Historic Preservation

Following an introduction, each element contains the overarching goals for that subject, written as end statements for what will occur when the vision has been achieved. Each of the goals relate to one or more of the Community Plan's Guiding Principles. Goals are followed by a context discussion, broken down by topic area. Finally, each element provides specific recommendations for Uptown which provide a specific action or strategy to achieve a goal.

Following the nine elements, the Community Plan concludes with an Implementation Section. This chapter identifies the variety of tools available to implement community plan goals and recommendations. The section contains an action matrix containing specific actions needed to implement the plan. Appendices, though not adopted City policy, provide background materials used in the preparation of the Community Plan.

Uptown-North Park-Greater Golden Hill Cluster - Urban Form Vision

Uptown

Conceptual Urban Form Framework

LEGEND

- Nodes
- Parks
- Canyons
- Landmark - Bridge
- Landmark - Gateway
- Landmark - Building
- Land Use**
- Mixed Use Employment Focus
- Mixed Use
- Mixed Use Retail Focus

Mobility

- Complete Streets
- Green Streets
- Existing Class I (Separated)
- Existing Class II (Bike Lane)
- Existing Class III (Bike Route)
- Proposed Class II (Bike Lane)
- Proposed Class I (Bike Route)
- Proposed Bike Boulevard
- Off-street Trails

DRAFT
URBAN FORM CONCEPTUAL FRAMEWORK
GREATER NORTH PARK COMMUNITY PLAN UPDATE

CONNECTIONS

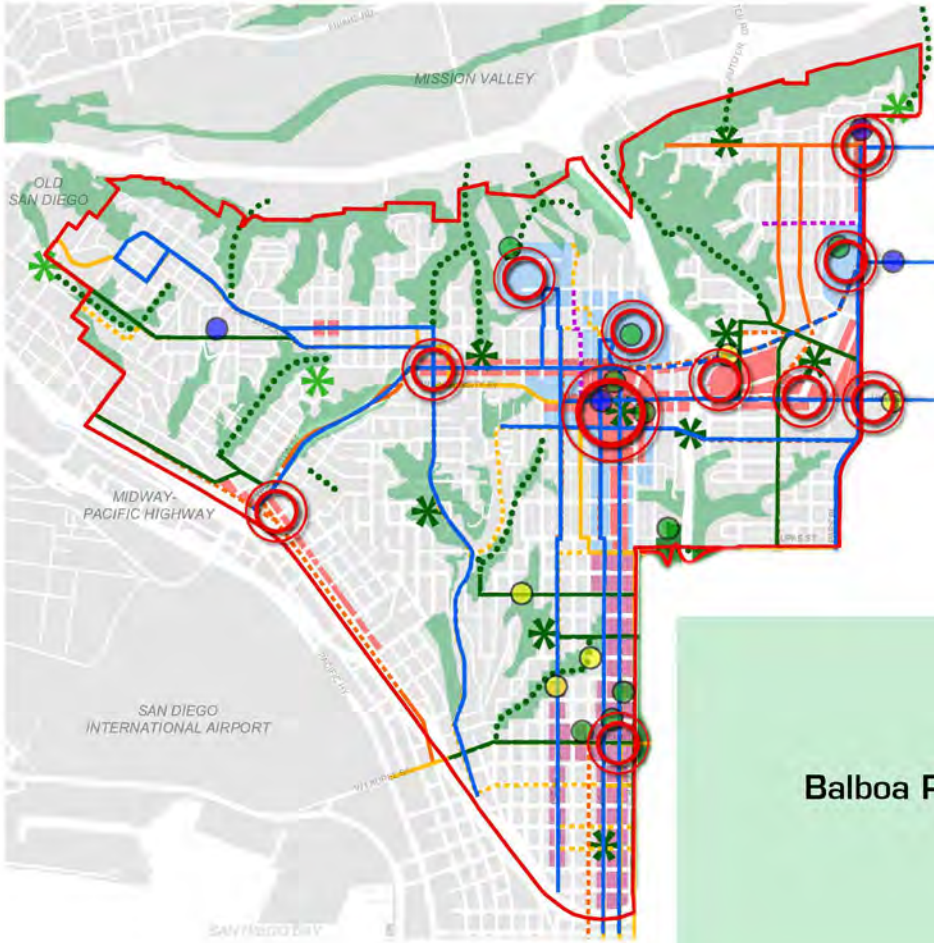
- Green Street (permeable pavement, major street trees for urban heat island reduction, shade comfort, storm water reuse, pedestrian focus, active walking street for physical activity and dog walking)
- Grey Green Streets (open space & park connections, focus on pedestrian walks with native vegetation, rock and mulch in parkways, slopes & medians)
- Bikeway Boulevard (limited through traffic for vehicles, traffic diversions, low speeds with limited stop signs in the direction of bike travel)
- Vehicular diversion (right turn only) with bike and pedestrian traffic allowed through (may require pedestrian and bike actuated traffic signal)
- Reclaimed Street Edges (pedestrian bulb-outs, improved crosswalks, wider sidewalk crossings that promote outdoor retail and eating use, and accent street trees)
- Road Diet (widened sidewalks, planters, meandering travel lane, well marked crossings, angled parking all help to lower traffic speeds)
- Extended Non-vehicular Street (utilize paper street and add ADA ramp for bikes and for walkers, includes small public plaza with views and plantings)
- Major Open Space Trails

FOCUS OF MIXED USE DISTRICTS

- Employment Focus District (some residential adaptive reuse)
- Arts Focus District (artist lofts / studios / retail arts & crafts)
- Main Street Walking Retail / Services District
- Restaurants / Clubs / Entertainment District (mixed with retail)
- Public Urban Parks / Plazas / Community Services / Schools

FEATURES

- Publicly Accessible Viewing Locations for Broad Community or City Views
- Public Art / Plaza / Landmark Focal Point
- Neighborhood Entry Monuments
- Community Entry Monuments



Greater Golden Hill

Legend

- Community PDm Boundary
- Existing Open Space
- Existing Schools
- Community - Proposed Park sites
- Community - Proposed Green Corridor
- Existing Trails
- Parks
- Community - Proposed Trail/Open Space Ideas
- Community - Proposed 'Ring of Green' Opportunity
- Current Community - Identified Recreational Areas
- Existing Public District
- Potential Public District
- Potential Community District
- Character Area
- Green Street
- Necessary Bike Corridor
- Bike Boulevard
- Gateway
- Special Parcel Commercial Node
- New Corridor
- Existing Transit
- Potential Rapid Transit
- Potential Services
- Proposed Class I Bike Lane
- Proposed Class II Bike Lane
- Proposed Class III Bike Lane



DRAFT URBAN DESIGN CONCEPT MAP
GREATER GOLDEN HILL COMMUNITY PLAN UPDATE

2.0 Land Use Element

Introduction

The purpose of the Land Use Element is to guide the future growth and development of the Uptown community through the appropriate distribution of land uses. As an integral part of the City's General Plan Land Use and Community Planning Element, this plan applies a suitable range of land use designations and further defines them within the context of the community.

Uptown is a community with an established land use pattern that is expected to remain, and with some changes as a result of this plan, continue to evolve incrementally. The community has a unique level of complexity due to its long-standing and diverse development history, varied geography and proximity to prominent regional draws such as Balboa Park, Downtown, Mission Valley, and San Diego Airport. This complexity is revealed within the 4.2 square mile planning area by numerous, smaller land use associations with six neighborhoods specifically identified here for planning purposes.

The existing land use framework is a function of long-standing development patterns as well as previous planning efforts to redistribute density to protect the character of certain single-family and lower density neighborhoods as well as open space canyon areas. The multiple land use and density components established by the 1988 Community Plan (often with subtle variations) reflect the community's complexity. Generally, higher intensity development is located along main transit corridors providing opportunities for mixed-use commercial and employment districts. Lower residential densities are located within existing single-family neighborhoods near the system of canyons intended for open space preservation. This land use plan was considered innovative at the time the 1988 community plan was adopted and is still relevant today. The opportunity for the community to continue to grow within this existing planning framework is considered 'smart growth' by promoting compact development within walkable areas served by transit. The 1988 Community Plan proposed some of the highest development intensities in the city outside of downtown within commercial corridors that today still have many low-scale older buildings. However, the rate of new development since 1988 has been modest and uneven so that a grander vision of unified, prominent buildings along major corridors has oftentimes resulted in a mosaic of awkward scale transitions (a key issue of this plan).

Related Content in Other Elements

- Add from General Plan
- Add from Urban Design Element
- Add from Economic Prosperity Element

GOALS

- A distribution of land uses that provides for a range of goods and services, facilities, and activities that meets the needs of the community.
- Residential densities appropriate to each Uptown neighborhood.
- A variety of housing types for all age, income, and social groups
- Multi-family development that does not detract from its surrounding neighborhood.
- Active commercial districts that benefit from a sustainable level of residential density and multiple mobility options.
- Adequate buffers to minimize adverse impacts between commercial and residential uses.
- Opportunities for new medical and professional office development.
- Preservation of natural hillsides and canyons as Open Space.
- Prevent the intrusion of incompatible uses into neighborhoods
- Preservation of structures with potential historic significance
- Continued revitalization of commercial districts
- Pedestrian-oriented commercial areas
- Retention of residential neighborhood character

2.1 Physical Environment

Physical Context

Similar to other developed communities, Uptown's overall physical structure reflects its geography, historic development patterns and social evolution. The community is located on a level mesa that is broken by heavily vegetated canyons and borders two major parks, Presidio and Balboa. This gives the area a sense of separation from Downtown and other surrounding communities, and also provides a sense of openness within the community. It also affords scenic views of downtown, the harbor, Coronado, and Point Loma. Most of the street system and building lot development was well established prior to the need to consider the automobile as a part of subdivision planning and includes a grid pattern of streets at the core of each neighborhood. The community also contains some of the oldest neighborhoods in San Diego exhibiting a variety of historic architectural styles and building types. The community is relatively well-served by transit.

The negative effects on existing urban neighborhoods from the mid-twentieth century federal and state freeway construction era are well documented and have factored as well into the land use and social evolution of Uptown. Interstate 5 separates the community from downtown as well as dividing the historic Five Points neighborhood. State Route 163 separates the core of Hillcrest from the eastern portions. While the community has evolved around these effects, the freeways will continue to function as fixed barriers with limited permeability. The freeways are also a primary source of concentrated adverse health effects resulting from air and noise pollution. These associations are diminished with distance from the pollution source.

Portions of the community are also adversely affected by aircraft noise from the operations at San Diego International Airport.

Existing Land Use

Uptown contains a unique balance of residential, commercial and employment uses. Uses associated with the medical and hospitality industries also serve a broader geographic base. While residential is the predominant land use, there are also several large concentrations of retail, medical office, and mixed use—which includes retail, residential, and office uses. These generally are located along the major transportation corridors where convenient access better supports commercial uses. The additional emphasis of retail and employment uses in a predominantly residential community also provides a land use balance not often found in other communities. Accommodating additional residential growth while preserving the existing land use balance is fundamentally important as most of the residential growth opportunities are within the mixed-use commercial corridors.

The largest retail concentration is in the Hillcrest core where several major corridors intersect. Retail also extends in a more linear orientation along Washington Street west of the core, and University Avenue east of the core. Smaller neighborhood-scale retail nodes also exist in Uptown’s residential neighborhoods, such as on Park Boulevard in University Heights and on West Lewis Street in Mission Hills. Within these mixed use areas, pedestrian-oriented streets and building frontages create a vibrant public realm.

The concentration of hospitals and medical support uses in the Medical Complex neighborhood have their own distinct physical form, and the distribution of office uses along 4th and 5th avenues contributes a distinct individuality to these north-south corridors. Office uses also serve as an appropriate transition to residential uses to the west.

(Existing and Planned Land Use Data Chart – Table 2-1)

Table 2-1 – Uptown Existing Land Use

Existing Land Use	Acreage	% of Total Acreage
Single-Family Residential	834	31%
Multi-Family Residential	278	10%
Commercial Employment, Retail & Services	145	5%
Industrial Employment	0.7	0.03%
Group Quarters	7	0.27%
Institutional & Public and Semi-Public Facilities	121	5%
Mixed-Use	31	1.2%
Park, Open Space & Recreation	441	17%
Roads/Transportation	786	29.4%
Vacant	26	1%
Totals	2669.6	100%

Land Use Distribution

The overall distribution of land uses generally follows that of the 1988 Community Plan with several revisions. These generally fall into three categories: land use refinements that reflect existing conditions, conversions to General Plan land uses, and input from the community. These also include various changes that reduce density. The proposed land uses are illustrated on the Uptown Planned Land Use Map (Figure 2-2). The map provides a general guide to land use distribution and diagrammatic illustration of land use policies. The map is also intended to guide development at the project level. Designation of a site for a certain use and intensity does not necessarily mean that the site will be built out within the horizon of this plan. (Uptown Planned Land Use Map – Figure 2-2)

Land Use Intensity

Land use intensity is related to the specific type of use as well as the manifestation of a particular use (or multiple uses) within a developed (or built) form. A generalized description of land use categories is provided in Table 2-2 and reflects the conversion of the land use descriptions from the 1988 Community Plan to those of the General Plan. Each land use designation also contains quantifiable standards of building intensity. Zone designations are used where specific use and development standards correlate to the applied zoning program.

Table 2-2 - Uptown Community Plan Land Use Designations

General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Intensity	
				Residential Density (dwelling units/acre)	Development Form
Park, Open Space, and Recreation	Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	TBD	TBD
	Population-based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan.	N/A	TBD
Residential	Residential - Low	None	Provides for single-family housing within a low residential density range and limited accessory uses.	0 - 9	TBD

Table 2-2 - Uptown Community Plan Land Use Designations

General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Intensity	
				Residential Density (dwelling units/acre)	Development Form
	Residential - Low Medium	None	Provides for both single-family and multifamily housing within a low-medium residential density range.	10 - 14	TBD
	Residential - Medium	None	Provides for both single-family and multifamily housing within a medium residential density range.	15 - 29	TBD
	Residential - Medium High	None	Provides for multifamily housing within a medium-high residential density range.	30 - 44	TBD
	Residential – High (B)	None	Provides for multi-family housing with a high density range <i>(carried over from North Park land use designations)</i> .	45-55	TBD
	Residential – High	None	Provides for multi-family housing with a high density range.	45-74	TBD
	Residential – Very High	None	Provides for multi-family housing with a very high density range.	74-109	TBD
Commercial Employment, Retail & Services	Office-Commercial	Residential Prohibited	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits Office uses.	N/A	TBD
		Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a medium residential density within a mixed-use setting	0-29	TBD
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a medium-high residential density within a mixed-use setting	0-44	TBD

General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Intensity		
				Residential Density (dwelling units/acre)	Development Form	
Commercial Employment, Retail & Services	Neighborhood Commercial	Residential Prohibited	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius	N/A	TBD	
		Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium residential density within a mixed-use setting	0-29	TBD	
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium-high residential density within a mixed-use setting	0-44	TBD	
	Community Commercial	Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a medium-high residential density within a mixed-use setting	0-44	TBD	
			Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a high residential density within a mixed-use setting range (<i>carried over from North Park land use designations</i>)	0-55	TBD	
			Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a high residential density within a mixed-use setting	0-74	TBD	
			Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a very high residential density within a mixed-use setting	0-109	TBD	
	Institutional, Public and Semi-Public	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: military facilities, community colleges, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, hospitals, park-and-ride lots, government offices and civic centers.	N/A	TBD

Population Density

Population density is expressed as the relationship between the number of dwellings per acre and the number of residents per dwelling. Because the number of residents per dwelling can change due to various social and economic factors, the population listed in the tables is based upon current household estimates provided by Sandag. Based upon application of planned land uses and development intensity, the community is estimated to have a population of **XX**.

Develop table of dwelling units and household sizes to determine population. Consider including population factors for non-residential uses.

POLICIES AND RECOMMENDATIONS

- 2.1.1 Provide a variety of land use types to maintain the existing balance of land uses (refer to General Plan Policy LU-H.7)
- 2.1.2 Protect public health by evaluating the effects of noise and air pollution from airport operations and freeway traffic on community land uses and reduce, or eliminate where feasible, impacts on sensitive land uses (including housing, schools and outdoor athletic areas) through appropriate buffers, barriers and best-practice construction measures.

2.2 Land Use Framework

1988 Uptown Community Plan

The previous community plan provided various land use recommendations that are carried forward with this plan with added refinement or emphasis.

Add points here...

Residential

Residential land use forms the basis of most communities including Uptown and is inherent in the desire of many people to live uninterrupted by adverse environmental quality considerations such as noise, air pollution and visual blight that are often more prevalent with other land uses. The age, type and tenure of the community's housing stock allows for a wide range of income and lifestyle choices. There is a wide variety of housing types largely due to the relatively long pre-World War II building period as well as a sustained period of apartment construction during the latter half of the 20th century reflecting various trends in building densities, unit configurations and provision of amenities.

The Uptown community contains a variety of residential forms and neighborhoods based upon historical development patterns as well as community plan land use typologies. These include neighborhoods where single-family housing predominates such as Mission Hills, neighborhoods with a mix of single-family and multi-family housing such as University Heights, and those with a mix of commercial and residential uses such as Park West/Bankers Hill.

Each of the six Uptown neighborhoods contains a variety of residential forms. These can range from low-scale single-family homes to hi-rise apartments and condominiums. The intensity and mix of uses allowed within the commercial designations along the major corridors can also result in a broad range of development types and sizes. This can often contribute to awkward scale transitions and a need for buffering between residential and certain commercial uses.

Senior Housing

Uptown has been an attractive area for senior housing given the availability of bus service, neighborhood markets, and shopping. More notably medical offices and facilities in the Bankers Hill/Park West and the presence of UCSD Medical Center and Scripps-Mercy Hospital within the community provide essential medical services in close proximity and create an ideal and convenient draw for senior housing development. Allowing multi-family housing as part of mixed-use developments within the land use designations that allow office and commercial uses will continue to provide opportunities for senior housing in the community.

POLICIES AND RECOMMENDATIONS

- 2.2.x Provide a mix of housing types and forms consistent with allowable densities (also refer to General Plan Policy LU-H.3).
- 2.2.x Enable rental and ownership opportunities in all types of housing including alternative housing units such as companion units, live/work studios and shopkeeper units.
- 2.2.x (from old plan) Develop adequate housing for those with special needs such as the elderly, handicapped persons, those who need nursing care, low income, and homeless persons.
- 2.2.x Preserve existing single-family homes and neighborhoods as a distinct housing choice as well as for their contribution to the historic character of the community.

Following policies from old plan - evaluate

- 2.2.x Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development.
- 2.2.x Locate medium and high density residential development in selected areas with adequate design controls provided to ensure compatibility with existing lower density development.
- 2.2.x Concentrate medium and high density housing:
 - On upper floors as part of mixed use development in commercial areas;
 - Adjacent to commercial areas;
 - Near transit and higher volume traffic corridors.
- 2.2.x Preserve and provide incentives for mixed residential/commercial development at appropriate locations.
- 2.2.x Locate higher density residential development in appropriate areas that are situated to promote safer and livelier commercial districts.

- 2.2.x Ensure adequate transition and buffering between potentially incompatible uses.
- 2.2.x Design and enforce stricter controls and locational criteria on Conditional Use Permits in residential neighborhoods to minimize nuisances generated by nonresidential uses, such as offices in historic structures.

Commercial and Employment

Commercial land uses typically serve to support residential and other land uses by providing needed or desired goods and services, or function independently as employment generators. Uptown's commercial land is unique as employment is a relatively large contributor, including two major hospitals. Generally, existing commercial development within the community is distributed along major transit corridors and nodes. The Uptown Planning consists of a wide variety of commercial uses ranging from neighborhood commercial facilities, community shopping facilities, specialized commercial centers, and medical facilities.

Add additional discussion from EPE on relatively high proportion of commercial land use and medical office.

Neighborhood Commercial Districts

Neighborhood facilities normally contain about four to fifteen establishments ranging from supermarkets, drug stores, banks, barber services, cleaners, real estate office and limited medical and financial services that are intended to serve 2,000 to 10,000 persons. There are four neighborhood-oriented commercial areas in Uptown:

1. The Mission Hills Business Area – This area provides a variety of convenience goods and services to meet the daily needs of the adjacent residential neighborhood.
2. Reynard Way – this area provides convenience goods and services that are conveniently located and easily reached by the residents along Reynard Way.
3. University Heights – this area has a cluster of services on Park Boulevard south of Adams Avenue.
4. Bankers Hill/Park West – consists of readily identifiable shopping areas providing goods and services to nearby residents and workers

Community Commercial District

The Hillcrest Business District is considered as the primary commercial area for Uptown. This type of facilities provide shopping, convenience and specialized retail goods including personal, professional, repair, business, and financial services that are intended to serve 10,000 to 25,000 persons. The Hillcrest Business District contains the Uptown District shopping center.

Specialized Commercial

Specialized Commercial areas in Uptown offer retail activity such as locally run and freestanding stores not typically found in shopping centers. These uses include photography studios,

furniture stores, bicycle shops, automobile repair stores, secondhand merchandise stores, local food markets, boutiques, restaurants, bars, etc.

There are five primary areas in Uptown that provide specialized commercial uses:

1. University Avenue – this area east of State Route 163 and west of Park Boulevard is primarily an entertainment-artisan district consisting of entertainment establishments such as restaurants and bars.
2. India Street – This area is primarily an automobile-oriented, specialized commercial center focusing on more rental vehicles, small scale manufactures, warehousing, and light industry-associated uses.
3. State Street – This commercial strip south of Laurel Street includes a variety of small scale offices and other specialized uses.
4. Washington Street – this major automobile-oriented commercial thoroughfare offers a range of goods and services
5. West Lewis Street – This one-block area caters to the needs of nearby residents and contains a number of specialty shops.

Medical Facilities

There are two major hospitals located in Uptown north of Washington Street and in the vicinity of 4th and 5th Avenue corridors, located primarily in the Medical Complex neighborhood.

1. Scripps-Mercy Hospital – This facility is located in the southeast quadrant of the medical complex areas just north of the Washington Street and just west of 6th Avenue and offers a wide range of medical services.
2. UCSD Medical Center – this facility is located in the northwest portion of the medical complex area at Dickinson Street and Front Street and offers a wide range of medical and emergency services.

In addition to the two hospitals, Uptown contains several medical professional offices within the Bankers Hill/Park West neighborhood consisting of specialty medical services.

Institutional

Institutional uses provide either public or private facilities that serve a public benefit. These uses may serve the community or a broader area. Typically, the larger or more significant public uses such as schools and fire stations are identified on the land use map. However, the policies in this element apply to institutional uses as a category, including religious facilities, charter schools and social service providers.

In addition to municipal services, a range of institutional uses including State, Federal, and private facilities are located in Uptown. Institutional uses often require a Conditional Use

Permit or other type of discretionary permit per the San Diego Municipal Code. Suitable development intensity should be evaluated within the context of the surrounding neighborhood and consider all relevant factors including traffic impacts, parking demand, and neighborhood character impacts.

POLICIES AND RECOMMENDATIONS

2.2.x Evaluate use permits and other discretionary actions for institutional uses for appropriate development intensity and effects on visual quality/neighborhood character within the context of their surrounding neighborhood. Neighborhood effects related to mobility, noise and parking demand should also be evaluated as needed.

Table 2-3 identifies the public institutional uses in the Uptown community.

Open Space & Parks

Parks and open space fulfill a variety of important purposes in the community including active and passive recreation, conservation of resources, protection of views and visual relief from urbanization. Open space within the Uptown Community consists of natural open space areas concentrated in undeveloped canyon areas interspersed throughout the community. These natural open space areas range from steep, southern hillsides of Mission Valley, which reach 200 feet in height, to nearly flat mesa in Hillcrest. Other open space areas consist of public easements or private open space in planned residential developments. Many canyon areas are covered by a grid of dedicated street rights-of-way which have not been improved because of the topography. These dedicated street reservations are City-owned and provide opportunities for view retention, hiking trails, and connecting public space.

Open space is to be generally free from development or may be developed with limited, low-intensity uses in a manner that respects the natural environment and conserves sensitive environmental resources. The planned land use map identifies the more significant park opportunities and the open space system recommended for conservation (*Note: add parks when available*). The description of the purpose and values for Open Space is shown on Table 2.XX, Community Plan Land Use Designations. Protection of resources within lands designated as Open Space affects multiple property owners (including the City of San Diego) and is accomplished primarily through application of various development regulations of the Municipal Code, particularly the Environmentally Sensitive Lands Regulations. Most parcels within Open Space were zoned RS-1-1 with the previous community plan. This zone requires a larger lot size and greater setbacks than the conventional-lot subdivisions in surrounding areas. The City has also pursued acquisition of private parcels or acquisition of easements as a means of conserving open space resources and protecting property from development.

The policies and recommendations listed below pertain to Parks and Open Space as a land use. Policies for the protection and conservation of environmentally sensitive resources within open space lands are also contained within the Conservation Element, policies related to views and

hillside development are contained in the Urban Design Element and population-based parks are more specifically discussed in the Recreation Element.

POLICIES AND RECOMMENDATIONS

- 2.2.x Preserve the remaining undeveloped canyons and hillsides as important features of visual open space, community definition and environmental quality.
- 2.2.x Protect designated open space from development and secure public use where desirable by obtaining necessary property rights through public acquisition of parcels or easements.
- 2.2.x For parcels within designated Open Space allow development of limited, low intensity uses in a manner that respects the natural environment and conserves environmentally sensitive lands and resources.
- 2.2.x For private property within designated Open Space, obtain conservation or no-build easements for protection of environmentally sensitive resources through review and approval of discretionary development permits.
- 2.2.x Utilize publicly-controlled open space for passive recreation where desirable and where feasible.

2.3 Urban Villages

Neighborhood Guidelines

The General Plan City of Villages strategy is to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community life and linked to the regional transit system. Portions of the community exhibit village characteristics and have a higher propensity to develop as village areas as indicated by the General Plan Village Propensity Map. The 1988 Uptown Community Plan is an early model for the City of Villages Strategy by focusing growth into mixed-use activity areas that are pedestrian friendly, centers of the community, and linked to the regional transit system along the main corridors. As recent as the last decade, growth and development in the Uptown community has taken place within these areas – primarily in the Hillcrest and Bankers Hill/Park West neighborhoods, and along the commercial corridors of the University Heights and Mission Hills neighborhoods. These areas have been the focus of new growth, development, and revitalization as a result of the growing concentration of goods, services, and entertainment uses plus the access offered by the corridors and their surrounding grid network of streets.

The existing neighborhood framework within Uptown creates opportunities for the formal identification of Villages within the individual neighborhoods. These villages are located within existing commercial nodes and provide a focus for community activity. Typical of commercial development of previous eras, these neighborhood centers lack true public space components

in the size and configurations recommended by the General Plan. Ensuring viable public space is also a particular challenge in a developed community.

The commercial corridors between the neighborhood commercial nodes also tend to be in areas identified by the General Plan as having a relatively high village propensity particularly due to their location along major transit lines. While not physically commercial nodes or neighborhood centers, these linear corridors provide similar commercial activity and transit access to their adjacent residential neighborhoods. Improving walkability and providing some public space within these areas would strengthen their village characteristics.

POLICIES AND RECOMMENDATIONS

2.3.x Provide public spaces within each Neighborhood Center to implement the General Plan Urban Design Element requirements for Mixed-Use villages (Refer to General Plan Policies UD-C.1, UD-C.5 and UD-E.1).

2.3.x *Reference design element policies when available.*

Neighborhood Centers/Villages

The City of Villages strategy as discussed in the City's General Plan, calls for the creation of mixed-use villages of different scales and sizes located throughout the City that are pedestrian friendly, centers of community activity, connected by transit and where future growth is focused. Prior to the adoption of the General Plan, Uptown was already in a position to promote "village-like" development. At the time, neighborhoods like Hillcrest and Mission Hills were considered (and still continue to be) urban, dynamic, attractive areas full of unique character. Based on the policies of the 1988 community plan many village characteristics were already established: mixed-use development was advocated, high to very high densities were focused along major commercial corridors, alternative modes of transportation were encouraged to connect the community locally and within the region, and policies for improving the pedestrian environment by enhancing pedestrian activity in business districts and neighborhoods were already in place.

Villages within Uptown are community and neighborhood-oriented areas with local commercial, office, and multi-family residential uses, including some structures with office or residential space above commercial space. Within these neighborhood and community village areas, horizontal mixed-use developments along with stand-alone office and village supportive commercial uses contribute to the overall "village characteristics." Village centers will contain public gathering spaces and /or civic uses. Land use integration, improved transit access and pedestrian-oriented design are other important objectives.

Community Villages

Hillcrest neighborhood and business core generally centered around 2nd, 3rd, 4th, 5th & 6th Avenue between Front Street, Washington Street, State Route 163, and Walnut street

Neighborhood villages

Goldfinch Street and Washington Street in Mission Hills

Centered around Laurel Street and the 3rd, 4th, 5th & 6th Street from Pennsylvania Street and Ivy Street

The Five Points area centered around India Street and Washington Street

Eastern portion of the Hillcrest Neighborhood within the vicinity of Park Boulevard, Washington Street, Richmond Street, and Essex Street

(Village Map – Figure 2-3)

The implementation of the City of Villages strategy is dependent on the close coordination of land use and transportation planning. Uptown along with several of San Diego's older, developed urban communities are expected to see an improved level of walkability, bicycling, and transit through the implementation of transportation-related projects, improvements, and efforts that are focused within a number of community village areas and linear commercial corridors in the community. It is within these areas, where transportation and land use planning complement each other and have the potential of being highly effective in bringing residents closer to local and regional destinations in a manner that is safe, efficient, and healthy for residents and the environment.

Reference Mobility Element-related elements when available.

Density Bonus

Add content when available.

2.4 Airport

Airport Land Use Compatibility

The Airport Influence Areas for San Diego International Airport (SDIA) affect the Uptown Community. The Airport Influence Area is composed of the noise contours, safety zones, airspace protection surfaces, and over-flight areas for SDIA and serves as the planning boundaries for the Airport Land Use Compatibility Plans.

Airport traffic typically impacts this area with significantly high levels of noise. The estimated range of Community Noise Equivalent Levels in this area is from 60-80 decibels, with the major impact being on the area located south of Laurel Street. Currently, approximately two-thirds of the community is subject to the airport approach overlay zone which limits building height for the purpose of public safety.

The San Diego County Regional Airport Authority is currently in the process of updating the Airport Land Use Compatibility Plan (ALUCP) for SDIA. Given that SDIA is the primary

commercial airport for the San Diego region and is a critical contributor to City's economy. The ALUCP for SDIA will play an important role in ensuring that new development in the vicinity of the airport is compatible and safe, and that SDIA can continue to meet the region's aviation needs.

POLICIES AND RECOMMENDATIONS

2.5.1 Ensure development proposals are consistent with airport land use

2.5.2 Provide for development compatible with airport operations.

Uptown-North Park-Greater Golden Hill Cluster - Urban Form Vision

Uptown

Conceptual Urban Form Framework

LEGEND

- Nodes
 - Parks
 - Canyons
 - Landmark - Bridge
 - Landmark - Gateway
 - Landmark - Building
- Land Use**
- Mixed Use Employment Focus
 - Mixed Use
 - Mixed Use Retail Focus

Mobility

- Complete Streets
- Green Streets
- Existing Class I (Separated)
- Existing Class II (Bike Lane)
- Existing Class III (Bike Route)
- Proposed Class II (Bike Lane)
- Proposed Class I (Bike Route)
- Proposed Bike Boulevard
- Off-street Trails

DRAFT
URBAN FORM CONCEPTUAL FRAMEWORK
GREATER NORTH PARK COMMUNITY PLAN UPDATE

CONNECTIONS

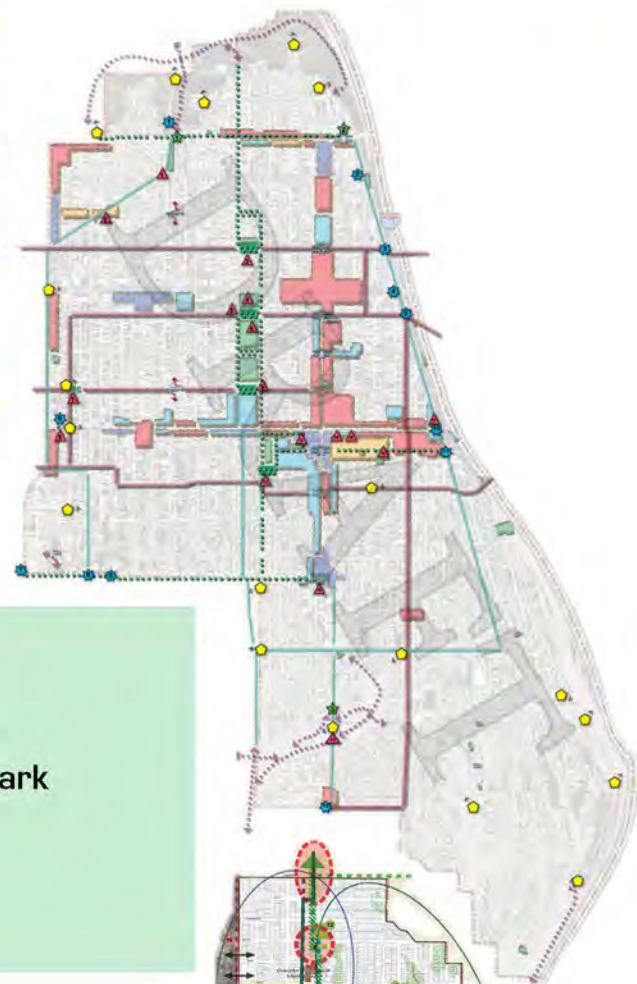
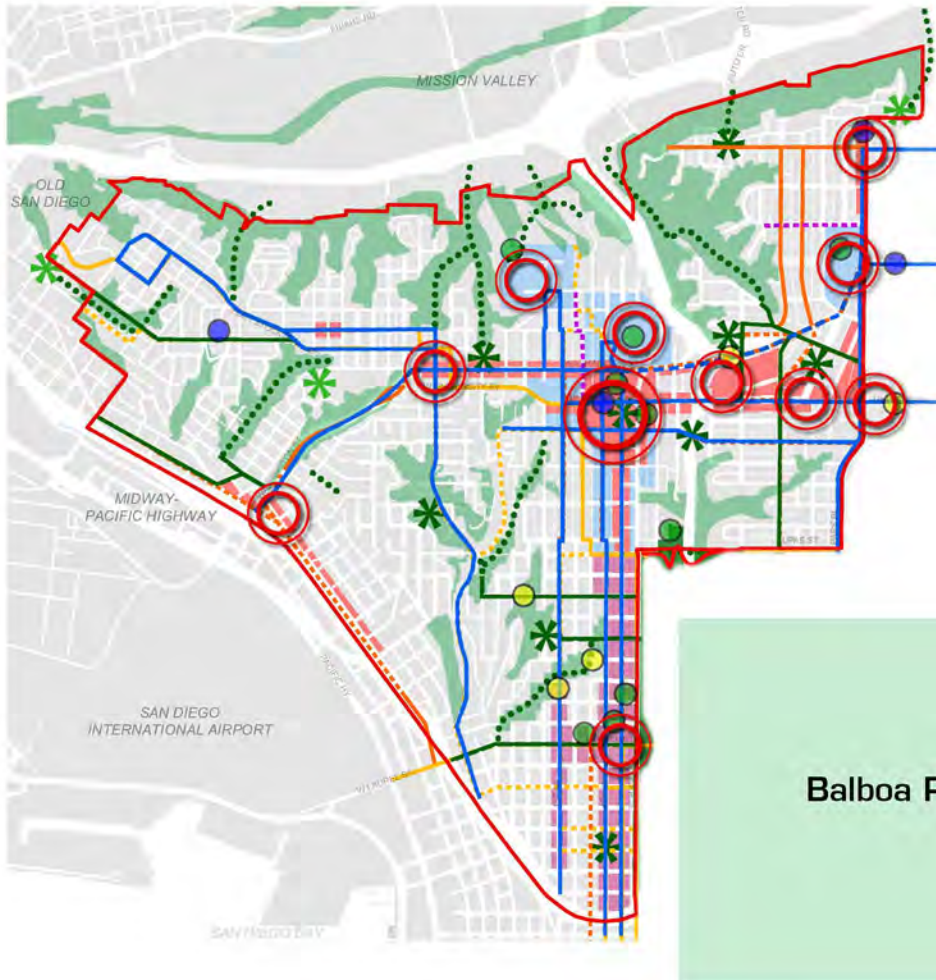
- Green Street (permeable pavement, major street trees for urban heat island reduction, shade comfort, storm water reuse, pedestrian focus, active walking street for physical activity and dog walking)
- Grey Green Streets (open space & park connections, focus on pedestrian walks with native vegetation, rock and mulch in parkways, slopes & medians)
- Bikeway Boulevard (limited through traffic for vehicles, traffic diversions, low speeds with limited stop signs in the direction of bike travel)
- Vehicular diversion (right turn only with bike and pedestrian traffic allowed through (may require pedestrian and bike actuated traffic signal))
- Reclaimed Street Edges (pedestrian bulb-outs, improved crosswalks, wider sidewalk crossings, angled parking all help to lower traffic speeds)
- Road Diet (widened sidewalks, planters, meandering travel lane, well marked crossings, angled parking all help to lower traffic speeds)
- Extended Non-vehicular Street (utilize paper street and add ADA ramp for bikes and for walkers, includes small public plaza with views and plantings)
- Major Open Space Trails

FOCUS OF MIXED USE DISTRICTS

- Employment Focus District (some residential adaptive reuse)
- Arts Focus District (artist lofts / studios / retail arts & crafts)
- Main Street Walking Retail / Services District
- Restaurants / Clubs / Entertainment District (mixed with retail)
- Public Urban Parks / Plazas / Community Services / Schools

FEATURES

- Publicly Accessible Viewing Locations for Broad Community or City Views
- Public Art / Plaza / Landmark Focal Point
- Neighborhood Entry Monuments
- Community Entry Monuments



Greater Golden Hill

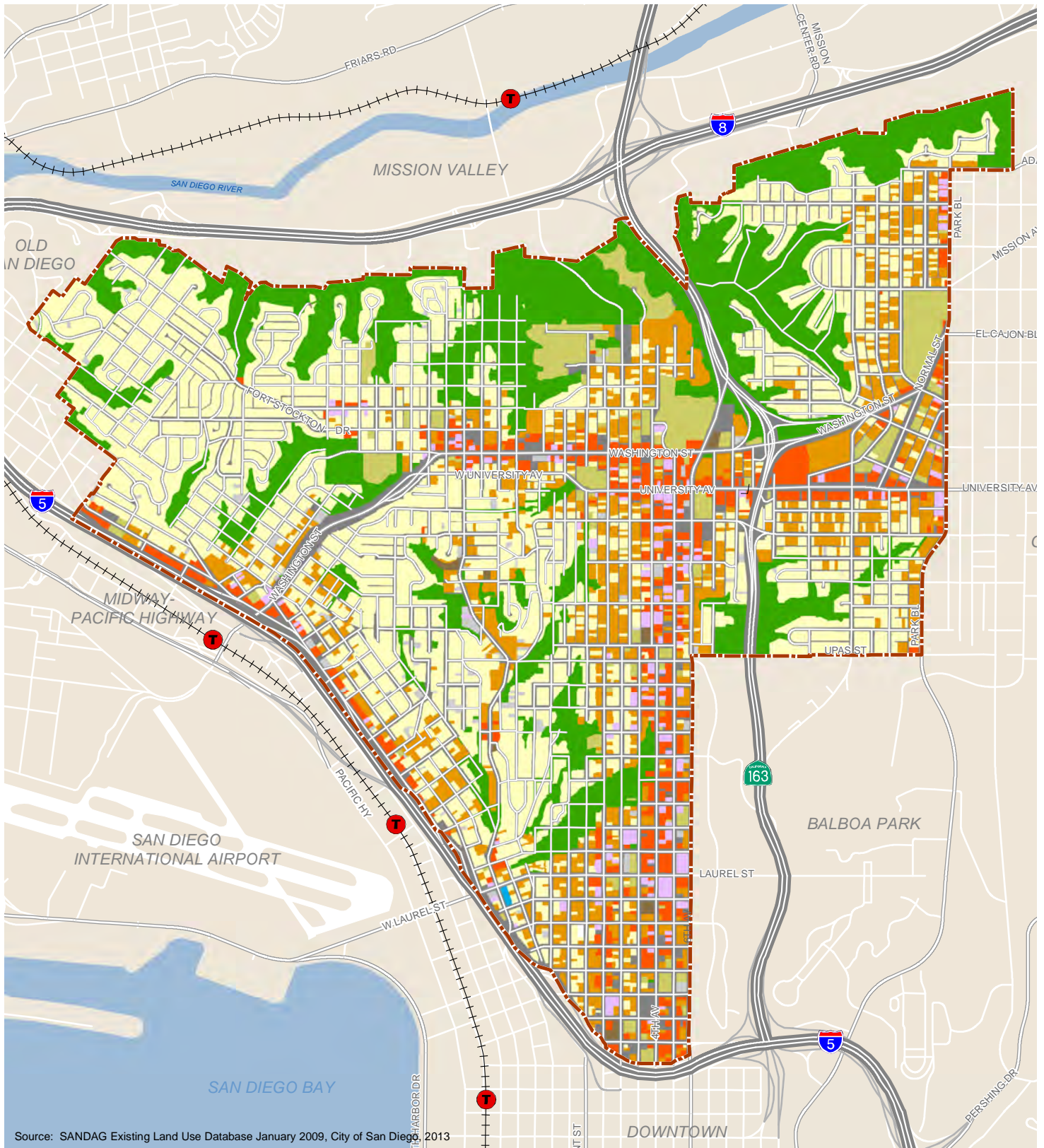
Legend

- Community PDm Boundary
- Existing Open Space
- Existing Schools
- Community - Proposed Park sites
- Community - Proposed Green Corridor
- Existing Trails
- Parks
- Community - Proposed Trail/Open Space Ideas
- Community - Proposed 'Ring of Green' Opportunity
- Current Community - Identified Recreational Areas
- Existing Public District
- Historical/Heritage District
- Potential Community Area
- Character Area
- Green Street
- Necessary Bike Corridor
- Bike Boulevard
- Gateway
- Special Parcel Commercial Node
- New Corridor
- Existing Transit
- Potential Rapid Transit
- Potential Services
- Proposed Class I Bike Lane
- Proposed Class II Bike Lane
- Proposed Class III Bike Lane



DRAFT URBAN DESIGN CONCEPT MAP

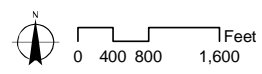
GREATER GOLDEN HILL COMMUNITY PLAN UPDATE

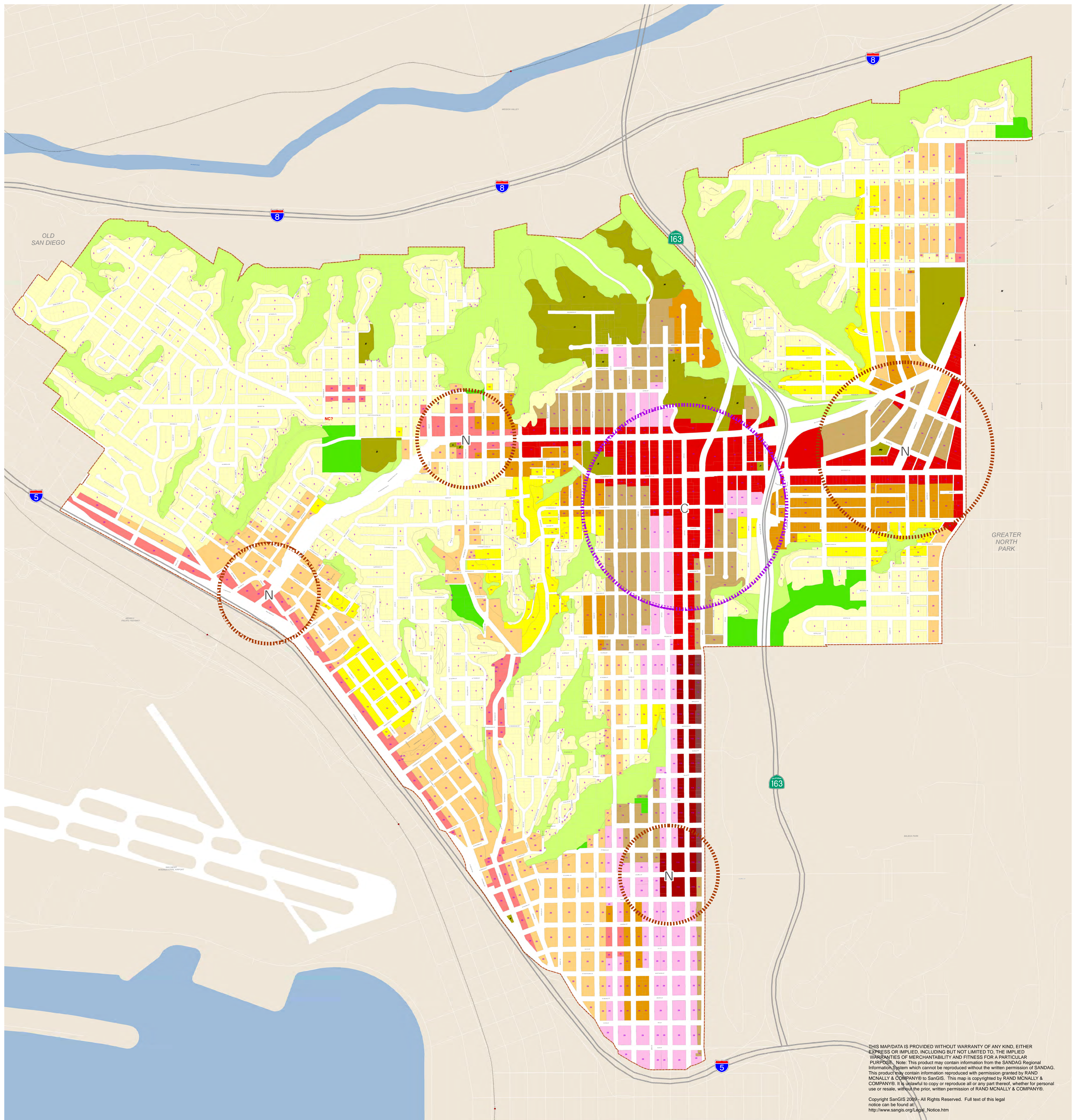


Source: SANDAG Existing Land Use Database January 2009, City of San Diego, 2013

General Land Use		Acreage	% of Total	General Land Use		Acreage	% of Total	General Land Use		Acreage	% of Total
Single Family Residential	792	29%	Group Quarters	7	0.27%	Park, Open Space, & Recreation	554	21%	Undeveloped	25	1%
Multi-Family Residential	274	10%	Mixed Use	32	1.6%	Roads / Freeways / Transportation	748	28%			
Commercial Employment, Retail, & Services	144	5%	Industrial Employment	0.7	0.04%						
			Institutional & Public and Semi-Public Facilities	112	4%						

Existing Land Use Map





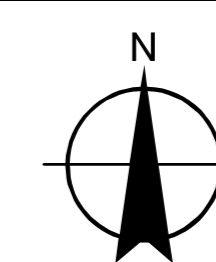
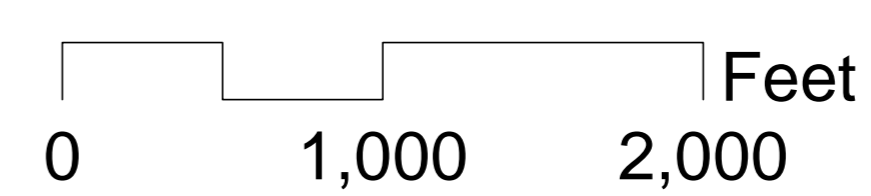
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LEGEND	Community Alternative	◆ Office Commercial (Res. Prohibited)	◆ Community Commercial (0-44 du/ac)	◆ Fire Station	◆ Trolley Stop	◆ Community Plan Boundary
	◆ Residential - Low (5-9 du/ac)	◆ Office Commercial (0-29 du/ac)	◆ Community Commercial (0-55)	◆ Hospital	◆ Light Rail	◆ Parcel Boundary
	◆ Residential - Low Medium (10-14 du/ac)	◆ Office Commercial (0-44 du/ac)	◆ Community Commercial (0-74 du/ac)	◆ Library	◆ Post Office	◆ Community Village
	◆ Residential - Medium (15-29 du/ac)	◆ Neighborhood Commercial (Res. Prohibited)	◆ Community Commercial (0-110 du/ac)	◆ School	◆ Neighborhood Village	
	◆ Residential - Medium High (30-44 du/ac)	◆ Neighborhood Commercial (0-29 du/ac)	◆ Institutional			
	◆ Residential - High(B) (45-55 du/ac)	◆ Neighborhood Commercial (0-44 du/ac)	◆ Park			
	◆ Residential - High (45-74 du/ac)	◆ Community Commercial (Res. Prohibited)	◆ Open Space			
◆ Residential - Very High						

55 Highest Allowable Density

DRAFT Proposed Land Use Map



3.0 Mobility Element (Draft Outline)

Introduction

GOALS

- Safe and efficient movement of people and goods throughout the community
- A fully integrated system of vehicular, transit, bicycle and pedestrian facilities to meet current and future needs as well as streets that accommodate multiple users
- A high level of transit services and usage
- Transit as a mode of choice for residents, employees, and visitors in the community by supporting improvements to transit service and infrastructure.
- A safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.
- Increase land use efficiencies by utilizing shared parking arrangements and parking structures that serve commercial districts
- Enhanced transportation linkages between the East and West ends of Hillcrest without impeding current traffic lanes or parking
- A complete street design approach for Uptown's transportation network
- Reasonable access to the Uptown's commercial areas and business districts without unreasonable impacts to local neighborhoods

3.1 Street System

3.2 Pedestrian Movement

3.3 Bicycle Movement

3.4 Public Transit

3.5 Automobile Movement

3.6 Parking

3.7 Goods Movement